

Grand Trunk Pacific Ry., and considering the smaller interest charges owing to moderate cost of construction, the cost of hauling freight will be less than over any of the railways mentioned.

ALIGNMENT.

In regard to alignment a considerable amount of curvature will be required in ascending out of the Bella Coola Valley; after leaving that, it will be light. The cost of construction, it will be observed, is much below that of the other railways crossing British Columbia. The chief reasons for this are that no portion of the route follows any canyons such as the Fraser and Skeena, and the level nature of the Plateau country.

CLIMATE.

The climate is favourable to economical operation and maintenance, no excessive snow occurs on any part of the route, and there will be a total absence of snow slides.

The topography and nature of ground along the route are such that no serious land slides are to be expected.

The climate naturally varies, as in other portions of British Columbia, according to altitude, topography and prevailing winds. The Bella Coola Valley is so sheltered by the mountains on either side that it is free from the excessive rains of the outer coast, and has a rainfall of 44 inches per annum. It further escapes any great cold in winter, and appears to be very similar to that of the Salmon Arm Country on Shuswap Lake. Going inland, the highest elevation on the route is reached about 100 miles from Bella Coola, and the route steadily falls inland. In consequence of this elevation summer frosts probably occur with more or less frequency, and we would consider the country from mile 80 to 180 as only suited to stock raising. From 180 mile to Fort McLeod the climate is suitable to mixed farming or grain growing, with the probability that apples and other hardy fruits can be successfully grown.

NATURAL RESOURCES.

In regard to probable traffic producing resources the country along the route, leaving out of consideration in this portion of the report, the Peace