

## APPENDIX.

Between mile 396 and 553 in the Peace River country, there are three possible routes:

First—Via Pine Pass, the one adopted.

Second—Via the Parsnip and the Peace River Valleys, as far as Hudson Hope Canyon; thence by rising out of the canyon on the north side on a 1% grade, then dropping a light grade and keeping on the north side altogether until Dunvegan, Peace River, is reached; or,

Third—Using second line as far as Hudson Hope Canyon; thence climbing up on a 1% grade on the south side of the river in order to get back from it and avoid the deep canyons near it, arriving at the Summit between the Peace and Pine Rivers near the west end of Moberly Lake, at an elevation of 2,600 feet; thence along the south side of Moberly Lake around the ridge between Moberly and Pine Rivers; thence along the north side of Pine River and crossing it at same point as the Pine Pass line connecting with this line there.

All three of these lines were investigated by Mr. Langloce. The objections to second, or Peace River line, are:

- (a) The line would be 80 miles longer than the Pine Pass line.
- (b) The cost of construction would be greater and the maintenance exceedingly greater on account of the snow and rock slides.
- (c) The necessity of rising above the Hudson Hope Canyon involves the same grades and almost the same elevation as the Pine Pass line; there is, therefore, no advantage in grades.
- (d) No better country is encountered than on the Pine Pass route.

The objections to the third line are:

- (a) It is 93 miles longer than the Pine Pass line.
- (b) The cost of construction and the maintenance more, for the same reasons given on second line down the river.
- (c) The grades and elevation to be overcome would be about the same as on the Pine Pass line.
- (d) No better country would be encountered; therefore,

The Pine Pass line was finally adopted for the reason that on a transcon-