

anchorage. Moorings, however, can be established in the deep water if necessary, while along the south shore there is comparatively shoal water where vessels can safely anchor.

The harbor is $1\frac{1}{2}$ miles wide, extending clear across the east end of North Bentinck Arm, and is entirely composed of mud flats, which form an excellent site for the economical development of docks and wharves.

The land on the north side of the harbor is very precipitous and rocky, the water is very deep and does not lend itself to the location of wharves for a distance of two miles or more. But on the south side of the harbor the land is more favorable for wharves and tracks, and the water is of a moderate depth.

Referring to exhibit (b) it will be seen that there can be developed at least $7\frac{1}{2}$ miles of wharfage at the east end of the Arm, and two miles more can be developed along the south side of the harbor if required.

It is nearly an ideal location for the economic construction, operation and maintenance of docks and wharves, as there is an abundance of timber, piles, rock and brush in the immediate vicinity to make the cost of construction very cheap, and the maintenance of timber wharves will be reduced materially from the fact that sufficient fresh water is delivered into the harbor by the Bella Coola and Neeleetsconnay Rivers to prevent the action of the torredo on the piling and timber below water. The material in the mud flats can be dredged with hydraulic dredges and placed behind bulkheads to form sites for warehouses and other buildings, tanks, etc., for about 8c or 9c per cubic yard.

RAILWAY TERMINALS.

Referring to exhibit (b) it will be seen that a comprehensive railway terminal can be developed; the land is level and mostly above high tide and can be cheaply graded. There is an Indian Reservation containing about 3,000 acres, which should be secured from the Government in order to be able to develop these terminals.

CLIMATE AND LOCATION.

The climate of Bella Coola is very mild and the rainfall is less than at either Vancouver or Prince Rupert. There is sufficient available land to build a large city, and altogether it is an ideal location.

GENERAL LOCATION OF THE ROUTE OF THE PROPOSED RAILWAY.

Referring to exhibit (d) it will be seen that from Bella Coola the line will