

valuable agricultural and timber country in the valley of the Naas River, and if the railway belongs to the company, there will be no freight to pay to another railway, as there would be to the G. T. P. if the connection were made at Hazelton.

The Syndicate have therefore obtained a charter from the Legislature of British Columbia at the session of 1911, for the construction of the Railway. This charter, which has also been acquired by the British Columbia Skeena Coal Co., Ltd., is a very valuable one, known as the Naas and Skeena Rivers Railway Company, and has been kept in force, in accordance with the conditions of the Railway Act of the Province. A reconnaissance of the country tributary to the coal basin has confirmed our expectations that the alternative lines provided for in the charter are feasible. The pass through Beirnes Creek or that through Carrier Creek is the most feasible according to present knowledge. The route via Naas Valley, although a little longer than that to Stewart on the Portland Canal, or a line to Alice Arm, would cover a better country, from an agricultural standpoint, implying a substantial traffic to the railway, besides the coal. In view of the feasibility of colonizing the main part of the Naas River Valley, the Provincial Government has reserved a large area of suitable land, and this would be traversed by our proposed railway. Large private interests have secured land adjoining the Government Reservation for settlement purposes.

Adjoining the property of the Company there are two other blocks of coal lands, belonging to Vancouver and Toronto Syndicates, which will help to increase the traffic of the proposed railway.

These deposits form the only known deposits of anthracite coal on the Pacific coast, and our engineer is of opinion that they are destined to supply all the Pacific coast cities in North America, and even South America, in competition with the Australian coal.

The coal is almost smokeless and should be very valuable for naval purposes, and also for commercial steamers which are now obliged to use bituminous coal, not nearly so clean.

If the Grand Trunk Pacific Railway's proposed extension to Dawson should be carried out, and the proposed line of the Canadian Northern from Stewart to the Peace River, both railways would pass through or near our property.