

maps, traverses, geological section and full exhaustive particulars. The writer, as your Advisory and Consulting Engineer, now begs to hand to you this full account of the work carried out during the summer; second, the splendid results achieved; third, the many large coal seams opened which (with your permission yet to be obtained) were named after some of your syndicate, the idea being to continue this precedent as the other seams were located. These seams, as designated, from their continuity, quality and sizes, will be household words in the coal markets of the world for centuries to come.

After hard tramps over the summits of ranges, some further facts have been discovered as to the preferable railway route, which will shorten the distance to tidewater.

The writer must again congratulate you on your foresight and business acumen in securing, pioneering and financing one of the world's finest money makers left laying dormant for the moment. Many new photos are presented with the report; new geological sections; and careful analyses of the new seams found.

The Dootee and Tzahunny Forks of the Skeena, heading away northeast from lakes on the Divide from the headwaters of the Clua-Tahn-Tahn string of lakes, are supposed to join the main Skeena before the entrance of the Sustut River from Bear Lake and Fort Connolly (an old deserted Hudson Bay Post). By going through these passes a route to the Peace River and Edmonton can be found, opening a productive country, and one with seeming easy grades for railway construction.

The best, shortest and also, apparently, the most feasible route for a railway, from your property to the seaboard, will be up Beirnes Creek from the Skeena River, starting from the flat 150 feet above the creek bed, or 3,650 feet about sea level. Here is where the large tipple and crushers will be permanently installed to keep on hand a store apart of each kind from the various seams, also the stereotype market sizes broken from the crushers to suit the prevailing tastes of the various consumers and where all coals as won can be assembled, and a shunting yard with miles of trackage can conveniently be laid out and put in use. From this central point for say ten miles, or as much longer as the maximum grade decided on requires, is an easy profile till the height of the ridge is reached, dividing the headwaters of Beirnes and Anthony Creeks, the latter a tributary of the main south Fork of the Naas River.