

Coming east from Camp Robertson, a distance of about 1700 feet, the surface is level, then descends to the level of the Honna and Yakoun divide, an elevation of 275 feet above tide. Probably a tunnel would be driven to the west from near this point, striking all the beds found at Camp Robertson and thus working them from the water level.

If Skidegate Inlet be selected for a shipping point, the coal could be taken by Railway, about 7 miles to docks built on the south side of Lina Island. This is a good harbor, well sheltered in all weather, plenty water at low tide and good anchorage. From Camp Wilson a road could be built from the coal, down the creek, about $\frac{3}{4}$ mile to the Yakoun river, then up the Yakoun valley, a distance of about ten miles to the junction at the divide. There is only a rise of 75 feet in the entire distance.

From Camp Anthracite the road would follow down the creek to meet the Yakoun, thence down the Yakoun to the divide, a distance of about 3 miles. The entire length of railway would be about 21 miles, to work all the camps on the property. A railway could be built very cheaply, as there would be scarcely any rock work, and the road would be practically a surface road.

Line to the West Coast—The opinion Mr. Robertson and I have formed is that the best line for a road is to Rennel's Sound on the West Coast, because of its superior shipping advantages. This would pass around the north end and along the west shore of Yakoun Lake, to the beginning of the trail, as shewn on the plan, thence up the valley and along the side hills to make grade to the summit, an elevation of 600 feet above tide, then south west through Yakoun pass, down the big rock run to Yakoun bay, at the head of Rennel's Sound.

The total length of this road to take the coal from all camps on the property would be about 20 miles, costing about \$4,000 per mile, as it would be a surface road throughout. When at the summit, we saw two passes, one to the west, the other to the south-west.

Mr. Robertson explored the one to the west, and I took the other. They both led to Rennel's Sound, and entered the sound only a short distance apart. I returned by the one Mr. Robertson explored, and found it to be 150 feet higher than the other (Yakoun Pass).

After assuring ourselves that Yakoun Bay was a good harbor, we put a trail through from the summit, a distance of about two miles, and made an examination, the report of which follows :

RENNEL'S SOUND.

Yakoun Bay.—This bay, as you will see by the plan, is near the head of Rennel's Sound, which is a fine inlet running in from the Pacific Ocean. It is about 7 miles wide at its mouth, and at least 10 miles long.

Yakoun Bay is about two miles long and one mile in width a natural harbor; one of the best I have ever seen, plenty of water at all stages of the tide and completely land locked. The hills to north, south and east shelter it from winds off shore and Shields and Indian Islands with the mountains on the west protect it from storms drawing in from the ocean. At the south-east end is a knob, a natural place for docks, sufficient water at low tide for vessels to come in shore. Docks can be built at this point at a minimum cost large enough to do the trade of the coast. At the north end is a clear passage of about 8 miles or more to the ocean, with an entrance of about 7 miles wide between the high points at the mouth of Rennel's Sound. Vessels coming to this harbor have a clear run in from the ocean, and the moment they turn Shields Island are completely protected. They can load and turn the south end of Indian Island passing to the west of Shields Island and out into the sound. There is an abundance of fresh water at all seasons to supply all requirements.

The advantages I see for this as a ship point are many, but the chief one is that vessels from Pacific Coast points have a clear run up the ocean until they make the entrance and then a clear run

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