

A brief description of the interior of Graham Island, as viewed from the summit of Mt. Ethelene, situated south of your property, on Section 7, Township 4, together with the map herewith, which contains the result of the summer's explorations of every section which I was instructed to examine, will give you a general idea of its topographical features.

This mountain attains an altitude of 2500 feet above tide and from the summit, the day being clear when Mr. Robertson and I ascended it, we gained a better idea of the topography of the surrounding country than we could have obtained in any other way. Looking north we traced the valley of the Yakoun river from its source to Masset Inlet. We could also locate the divide of the Yakoun and the Honna rivers at an elevation of 275 feet above tide. At this point the waters of the creek on Section 20, Township 5, divide and flow both north and south at high water. We could also trace the valley of the Honna to its mouth and see that a railway could be easily built with a light grade by following this valley to the salt water at Skidegate Inlet. The two plateaus, namely: that at Camp Robertson and that at Camp Wilson, separated by a wide valley, were very distinct.

The opinion I formed from subsequent examinations of these plateaus, was that they are not upheavals, but that the intervening valley has been worn down by the action of water.

They evidently were at one time covered with water, as the gravel under the surface shows, and later became islands and retained their present shape and altitude during the period the changes were taking place in the country surrounding them.

Looking to the north and north-east the entire country to the salt water was in our view showing a gently undulating forest covered surface. South of Mount Ethelene and to the Honna river are mountains from 2000 to 3500 feet in height, which skirt the shore of Skidegate Inlet and extend back into the Island four or five miles. These mountains join a higher more massive and rugged range which runs north along the west coast as far as the eye can reach. With its foot hills it seems almost to fill up the whole of the west portion of the Island from the Pacific Ocean to within one mile of the Yakoun River.

One of the principal objects of our visit to Mount Ethelene was to seek for a pass through the mountains to the west coast.

Magnetic West a low pass was plainly visible and also the waters of Kennel's Sound. About one and one half miles to the west of us between Mount Ethelene and Rennel's Sound is Yakoun Lake, a beautiful sheet of water, about one mile in width and six miles in length. The slope from us was gentle to a valley, and then a rise of probably 400 feet, succeeded by a gradual fall to the lake.

Along the west shore, where the railway would have to run, the ground rises to a sloping range of hills. The timber on the property consists of yellow and red cedar, spruce, hemlock and alder. The alder and spruce are in the valleys, the cedar and hemlock on the side hills and higher elevations.

There is ample cedar and spruce for all buildings, coal bunkers, railway ties, and special mine timber necessary for utilization of the property. The hemlock, which is most abundant, is of magnificent growth, and well suited for ordinary mine timbers. There is no doubt but that the trees are of second growth, the first growth having fallen and rotted away, covering the surface with a mass of decayed vegetable matter to a depth of from two to four feet. Hence the absence of numerous rock exposures. All exposures visible are of the coal bearing sandstones.

The soil underneath the decayed vegetable matter is good but is best in the valleys of the different streams.

RAILWAY.

Having seen from Mt. Ethelene a pass to Rennel's Sound, also a valley from the divide, before mentioned, leading to tide water, at the mouth of the Honna, we (Mr. Robertson and myself) decided to explore the most practicable route for a Railway to this point.

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