

Mr. Campbell-Johnston estimates that our property worked on an output basis of 900,000 tons per annum would give an annual profit of \$1,374,000.

He estimates the cost of equipping the mines with a full plant of 3,000 tons per diem capacity, at \$1,700,000.

The cost of the railway cannot be ascertained until the surveys are completed, but the reports of all three engineers indicate reasonable grades favorable to the coal traffic and no unusual obstacles except some canyons on the Naas River near Ayance. But even if the road should cost as high as \$40,000 per mile, the coal traffic alone, at a moderate rate of freight, should yield more than sufficient net earnings to pay the interest upon that cost. There will be considerable local traffic as the Naas and Skeena valleys become settled. Subsidies for the railway have been applied for to both Dominion and British Columbia Governments, and the former by Act of Parliament passed in 1912 have voted a subsidy of \$6,400. per mile, for the first 100 miles, to the Naas and Skeena Rivers Ry Co., a company incorporated by the British Columbia Legislature and controlled by the British Columbia Skeena Coal Company.

The total output of coal in British Columbia in 1915 (bituminous) was 2,089,966 tons. This consumption will be vastly increased when the two new transcontinental railways, which have just reached the Pacific coast, shall be in full operation and when new lines of steamers, now proposed, are put on the Pacific ocean.

This wonderful discovery of such valuable fuel as anthracite, and in such enormous quantity, becomes a matter of national importance to Canada, and when developed bids fair to make of British Columbia another Pennsylvania, and to cause the realization of the prediction so often made, that British Columbia, exempt from the payment of tribute to the United States for fuel—the fate of the older provinces—is the richest province of the Confederation.

Herein will be found a map showing the location of the coal field and the route of the proposed railway. also photos of the mine openings on the property and other photos of local interest. Extracts of the four mining engineers' reports are also reproduced.

The development of this property, like so many others, has been delayed by the war, but will soon, it is hoped, have an opportunity of being consummated.

Quebec, April 1917