

for construction and equipment \$38,519,774.

By the construction of a branch line from a point on this railway—the confluence of the rivers Sestoot and Skeena—about 432 miles from Lake Teslin, an excellent ocean terminus would be obtained at Port Simpson, 500 miles north from Victoria, the climatic and other advantages of which make it a desirable site for this purpose. This branch runs down the valley of the Skeena; its length would be 307 miles, and the estimated cost of its construction, at eastern prices, \$9,298,400, or, adding 60% for western prices, \$14,877,440. The cost of equipment is set down as \$488,100, making the total estimated cost \$15,317,540.

For a line of railway from Port Simpson to Lake Teslin, following the route above indicated, a distance of 739 miles, the estimated cost would be, at western prices, \$28,050,560, and of rolling stock \$1,060,100, or a total for construction and equipment of \$29,110,660.

Port Simpson, which, in common with other possible ports, received in 1879 careful examination, has been pronounced both by naval and engineering experts to be an exceptionally fine, deep harbor, well protected from winds; easy of access from the sea; free from

fogs and ice; never freezing over even during the winter of 1878, which was an extremely severe one; while the average winter snowfall does not exceed 18 ins., and this does not remain more than a day or two. The officer of the Hudson's Bay Co. records the budding of trees and the blooming of garden flowers on Feb. 10, 1878. These climatic advantages, of course, due to the Japan current.

From the head (southerly end) of Lake Teslin, by a descending navigation, lake and river, communication, except at certain stages of low water, can be made with Dawson, a further distance of about 625 miles. By the construction, however, of 150 miles of railway from the head of Lake Teslin, northerly and westerly, communication would be made at Whitehorse—the present northerly terminus of the White Pass and Yukon Ry.—with the existing system of river navigation, now in full operation to Dawson, a distance of about 450 miles. The cost of building this 150 miles of railway may be estimated, Mr. O'Dwyer states, in the absence of definite data, at \$20,000 a mile (eastern rates), which, allowing an addition of 60% for the difference between eastern and western prices, would bring the cost to about \$4,800,000, or with equipment, \$5,000,000, and would make the

total cost of building and equipment for a road from Edmonton to Whitehorse \$43,520,000 and for a road from Port Simpson to the same point, \$34,110,000.

Railway Statistics for 1900-01.

The annual report of the Department of Railways for the year ended June 30, 1901, shows that the number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island railways, was 163; some of these, however, are amalgamated or leased, making the total number of controlling companies 80, not including the government railways. The number of companies absorbed by amalgamation was 36, and the number of leased lines was 34. The number of miles of completed railway was 18,294, an increase of 658, besides 2,710 miles of siding. The number of miles laid with steel rails was 18,184, of which 634 was double track. The number of miles in operation was 18,140.

The paid-up capital was \$1,042,785,539, an increase of \$51,598,893. The gross earnings were \$72,898,749, an increase of \$2,694,396, and the working expenses were \$50,368,726, an increase of \$2,987,037 compared with those

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