Mr. Whyte Returns.

Mr. Whyte Returns.

Mr. Wm. Whyte, assistant to the president of the C. P. R., who has been away for the past three the turner has round the sturner has round the world trip. A. M. Nanton and Wm. Harvey, who accompanied Mr. Whyte, also returned and though the travelling eye most try, the party were only the party were only the party were only the party were only the party were the party when the party were the party who have the party were the party who have the party who have the party when the party were the party were the party when the party were the party who have the party were the party were the party when the party were the party were

Whyte accorded a long interview

ing inture, all are back in the best of health.

Mr. Whyte accorded a long interview to a reporter on Saturage in which the property of the pr

small spirit intrip. Our success of Lord of the One of Dender & Kindness of Lord Stribugh and I received letters to the Stribugh and I received letters but the form of the Stribugh and I found only an English. I was and there accompanied by an interpreter, but the progress was slow. The stribugh and the stribugh an

maintained. There are hotels along the road all through.

"The telegraph system is vather out of date and the system of train despectibing not nearly world. The staff system is used to some extent. This consists in the carrying of an iron etaif which gives to what. There are 4,800 miles to the point where we had to take boat at Lake Baikal. Here I met Gen. Pentelleft, why all the staff which point where we had to take boat at Lake Baikal. Here I met Gen. Pentelleft, which winter being broken by the winter being broken by an ice-breaker, as well as the winter being broken by an ice-breaker, as well as the winter being broken by an ice-breaker, as well on the Strakes of Maskinac. A front propellor on the boat draws away the water from under the ice and the lice breaks it through. Ice four feet in thickness has been crushed in this way. They have made surveys around the safe of build the line has been made. The lake is forty miles wide and we landed at Musecovia on the east shore.

"Typial was a way the author, or on the Shilke river, a distance of 700 miles. Having got 40 miles of the large boats, we were compelled to take one of the smaller ones. There was no accommodation whatever. We not each with control with the order of the William of the proposed with the order of the wind on the river. We mail to exist for and to see the peaches with the control was passengers, who crowded the control was considered to take one of the William of the river was consequent of the world of the control was passengers, who crowded the control was consequent to the control with control was passengers, who crowded the control was control was

to exist for six days on camed peaches and sardines and to sleep on benches. With us on the trip were some 140 third class passengers, who crowded the boat and slept anywhere at all and everywhere, and were not com-fortable to travel with for many rea-

"At the end of our six days' journey, we came to Blagaveskchensk, which was bombarded about a reward on the control of the con At the end of our six days' jour

"One of the saddest sights I asw was a prison van taking a crowd of smineced people to the property of the saddest sight of the saddest sight of young students and a yout, woman with them with her baby. These were surrounded by a lot of hardened looking criminals. The students, if fancy, were victed in the recent uprising at the capital." proves.
"One of the saddest sights I sa

The Canadian Northern.

The Canadian Northern.

Mr. William Mackensle was in the try thin week and feft later on trip of inspection over the canadian Northern lines. Interviewed by a reporter, he said he had little for publication. Speak the had been a considerable to the Canadian Northern, he said the had been considered to him that the line would be through to Port Arthur on September Io. The considerable on our present calculations, either on October 15 or between the considerable on the considerable of the work of the work of the work on the considerable of the work on the considerable of the work on the work of no other work of the work of the work of the work of no other work of the work of the work of no other work of the work of the work of the work of no other work of the work o Albert the trouble in securing rails de hampering operations considerably. We are now waiting for a big order of rails to come up. Material for the building of 200 cars in Waitings have been delayed in arriving himipes have we expect the cars already ordered in other workshops to be arriving Albert the trouble in securing

soon."
Mr. Mackenzie was not communicative on any of the projects which k is understood the company will undertake in the future. It is not at all likely that any further construction work will be attempted until the line

is through to Port Arthur, and it is to this that all the attention of the Company is being directed.

Asked as to the report or a line to be the company is being directed. The company is the company of the company o through the Yellow Head pass to con-nect with a line through Edmonton, Mr. Mackensle said that such a re-port was all guess work. The C. N. R. charter is for a line through the Yel-low Head pass. It is one of the easi-est grades in the whole range, and if the line is jushed through any-where, that would doubtless be the

point.
"What we are figuring on now, you know." Mr. Mackensie sald, after the reporter had orbansted his questions, its on setting that line built through to Prottis from the wheat fields. I only with the line could be operated through there now."

Shareholders Get Excited.

Shareholders Get Excited.

A London cable of August 29 says: An excited meeting of shareholders of the Le Roi Mining control of the Le Roi Control of the Le Roi Mining Control of the Le Roi

holder to the extent of only forty shares. The meeting applauded Mr. Aaron's comments, and after much commotion appointed a mid director and resolved mine to British Columbia to examine into and report upon the whole will be appointed. Aug. 29.—The following was given out to-day by Bernard MacDonald, manager of the Columbia to expensive the substitution of the columbia to the col

strike."

The cable was signed by the Le Roi Mining Company, Ltd. Hon. C. H. Mackintosh, who has been fighting Mr. MacDonald with persistent vigor, would not let this statement unchallenged. He said last evening:

ing:
"According to my information by
cable from London, the statement is
absolutely untrue that the new directors indorsed Mr. MacDonald's strike

Re-opening of the Badger Mine.

Re-opening of the Badger Mine.
Fort William, Aug. 30.—The opening or rather the re-opening of the Badger mine in this mean the resolution of the Badger mine in this mean that the resolution of the badger and the state of the s

consequent on the operation of a dividend paying mine mines that comprise the property of the paying mines that comprise the like of the paying mines that comprise the paying t

before the days of the rainfold supplies for the miner had to be haul-ed in from Port Arthur by team at an expense of \$2.00 per hundred. In the vicinity of this group of mines there were 1.500 people with all the excite-ment and high life incident to mining

ment and high life incident to mining camps.

There was a botto on the Beaver mine road called the Half-way House. There was a first many control of the highest control of the state of the highest control o

notishis.

Now most of the buildings arounleaver and the Badger are torn down
and the lumber, does
are doing duty, i and windows
in the country stretching from the
Whiteilman of the Badger are torn
the days of the employment of 200
men in the Badger and Porcuphe ar
now only a memory that has been ra-

ber in the Badger and requal num-now only a memory that has been re-freshed by the arts since are to be re-emous fifth and the mines amous fifth with some of their former with some of their former of the scenes of those days will be re-enacted.

The Dominion customs revenue for The Dominion customs revenue for the month of August was the larged in the history of Canada. It went over the three million mark. The revenue for August was \$5,055,485, compared with \$2,055,6967 for August, 1980, an increase of \$544,035, months of the august per the revenue was \$5,270,565, an increase of 2200,114 over the same time for 1900.