

burn their fingers. Several public companies have been floated of late with the object of buying mining claims in the Yukon. Now, the vendors's title to the claims be proposed to sell should be subjected to the strictest examination. It is necessary to bear the conditions which constitute a mining title in mind. The most important of them is that every claim must be worked continuously and 'in good faith' during the working months. If the claim remains unworked for seventy-two consecutive hours, the title lapses and the claim can be 'jumped.' Subject to these conditions claims may be combined, provided the agreement is recorded."

Li Hung Chang. We believe that one of our Insurance Companies is interested in the life of the almond eyed old statesman, Li Hung Chang. If so, the Company must also be interested in knowing that their distinguished policyholder is in great danger. It is stated at Shanghai that a mandarin of very exalted rank has addressed his Emperor accusing the Chinese Foreign Office in general, and Li Hung Chang in particular of being bribed by Russia to cede Port Arthur. Our old friend of the yellow jacket and the peacock's feathers is said to have received 1,500,000 taels of the whole amount expended by Russia.

As the mandarin referred to demands a full investigation and offers to be executed if his charges against Li *et al.* are not sustained, it would seem to be likely that the insurance policy of Li Hung Chang may shortly be presented for payment. But as any one guilty of treason in China must know that the punishment fits the crime, and the punishment in Li Hung Chang's case will probably be boiling in oil or beheading, it might be held by the Supreme Court of the United States that Li has committed suicide and thus cancelled his policy.

**TWO GREAT CANADIAN COMPANIES.**

We find interesting reading in the Manual of Statistics for 1898. This valuable volume, compiled principally for use in the United States, and published in New York, containing as it does information about the great railroads and industrial companies for a year during which the stock, produce and cotton markets have attracted unusual attention because of the renewed activity in the monetary and commercial affairs of the United States, is worth close perusal.

From its pages we gather a few very striking facts and figures relating to two of our large Canadian Corporations:—the Canadian Pacific Railway Company and the Dominion Coal Company. The result of last year's operations of the wonderful highway from the Atlantic to the Pacific is a bit of strong testimony to the growth and improvement of the trade and commerce of the country which ought to gladden the heart of every thoughtful Canadian. From a table published in the Manual of Statistics, showing the monthly earnings and average mileage of the C. P. R. on the past six years, we cull the following figures:—

1892.	1893.	1894.
5,891 miles	6,015 miles	6,308 miles
\$21,403,350	\$20,963,317	\$18,752,168
1895.	1896.	1897.
6,359 miles	6,417 miles	6,450 miles
\$18,941,037	\$20,683,598	\$24,049,535

The average monthly earnings of the great railway show wonderful gain in 1897:—

1892.	1893.	1894.
\$1,784,112	\$1,746,943	\$1,562,680
1895.	1896.	1897.
\$1,578,419	\$1,723,466	\$2,704,294

It is only from careful study of these figures and contemplation of the size of the country traversed by the Canadian Pacific Railway that we are able to realize what wonderful success has attended the efforts of those to whose boldness and enterprise the Dominion owes this magnificent railway.

Its construction has been a triumph of engineering skill, and those who control the C. P. R. are untiring in their efforts to do to its greatness and complete the means of communication with the most remote corners of this great Dominion. Since the close of last year, we have received later figures, giving the length of the road under operation as 6,568 miles, and the completion of the Crow's Nest Pass line from Lethbridge, N. W. Territory to Nelson, B. C. (330 miles), will make the system operated by the Canadian Pacific Railway cover nearly 7,000 miles of Canadian territory.

The Dominion of Canada has good reason to be proud of such a splendid means of transportation of passengers and freight from ocean to ocean, and, whatever its earlier history may have entailed upon the country in the form of debt, the projectors of the great enterprise and the able men now conducting the Company's affairs deserve the respect of the entire world.

From the Manual of Statistics we also gather interesting figures showing the size and importance of another great corporation and one to whose existence attention will be drawn should war break out between the United States and Spain. Cape Breton is virtually one vast coal field, and the almost complete amalgamation of her mines and mining areas into the Dominion Coal Company was only completed in 1893. But its business operations, if properly managed, promise to assume enormous proportions. This corporation has a grant of large coal deposits on Cape Breton island for 99 years, and pays a royalty to the Government of Nova Scotia of 12 1-2 cents a ton, graded according to the output.

The Company has an extensive system of railway lines from the harbour of historical Louisburg to its mines, with shipping facilities and docks. The stock of the Company amounts to the large sum of \$17,000,000, of which \$2,000,000 is preferred for 8 per cent. There is also an issue of 6 per cent. first mortgage bonds for \$3,000,000.

Both of these corporations—the Canadian Pacific Railway Co. and the Dominion Coal Co.—will become of national importance in wartime, the great railway in transporting men and supplies from ocean to ocean, and Louisburg as a coaling station for ships of war.

It is owing to the trend of events that we draw attention to these two great Companies. Their very existence shows the non-political, unbiased thinker that during the past twenty years Canada has been following the path of progress, and is destined to become a great and prosperous country.