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PLANS OF CANADA ATLANTIC CAUSE UNEASINESS AMONG AMERICAN ROAD OFFICIALS.

Traffic officials of the district railroads from Chicago to the Atlantic seaboard and of the lake and rail lines of the United States are somewhat dismayed over the extensive plans of the Canadian corporations to carry grain and other commodities for export from Chicago to Montreal, Quebec, Halifax, and St. John ports. When a prominent official of the Canadian Government publicly declared some time ago that Canadian transportation companies would carry 5,000,000 bushels of grain from Chicago to Canadian ports for export, traffic officials of American lines were inclined to scoff at the idea. A short time later, when it was announced that the Canadian Atlantic line would purchase a fleet of lake steamships, the American officials began to open their eyes. Now they are more than alarmed in earnest by the positive announcement that the Canada Atlantic has purchased from Capt. C. W. Elphicke, the steel steamers Arthur W. Orr and George N. Orr, and has practically completed plans to secure three more large steamships. The aggregate cost of the five boats will be in the neighborhood of \$1,500,000.

The Canada Atlantic extension to Quebec will be finished early in July, 1909, and large freight houses and elevators will be constructed at that point for shipment of western grain and merchandise. A line of ocean steamers, with its terminus at Quebec, will be put in operation by the Canada Atlantic Company at the same time. The lake line is but a link in the new transportation system, which gives the West a new port at Quebec. The Montreal connections, of course, will be maintained, but a good share of the seaport business will be forwarded from Quebec.

LINE IS SHORTER.

Some of the ablest traffic officials of American lines say that the Canada Atlantic is so much shorter than any other lake and rail line that its competition is much to be feared. The Canadian Government has hurried the completion of the canal around the rapids of the St. Lawrence in order to meet the competition of the new route. It is regarded by marine men as somewhat strange that the very year which witnesses the completion of the twenty years' work by the Canadian Government in making this channel should also see the most dangerous competitor of the long water route enter the field with an increased fleet and greater improved facilities. So serious has been the competition of the Georgian Bay route the last season that outside of the grain shipped on the Ogdensburg boats not a cargo of grain has cleared from Chicago for Lake Ontario for many months.

The Canada Atlantic will be a strong competitor for west-bound as well as east-bound traffic. More than 200,000 tons of coal is awaiting shipment at Oswego, N.Y.,

but boats will no longer go through the Welland canal to get it. The short lake route and the still shorter rail haul from Georgian Bay has proved disastrous to the long all-water route by way of Lake Erie, Lake Ontario, and the St. Lawrence.

POWER FOR THE MAUD.

(From the Republic Miner.)

"We are planning now to put in power at once on the Princess Maud," was the announcement made this week by H. W. Lane, the superintendent of the property.

"The ore being taken out in the development of the mine should be amply sufficient to pay for the plant," continued the energetic man who has put the property in its present magnificent condition. "There are now between four and five tons of ore on the dump, which should net \$200 a ton. Now that the railway is running into Grand Forks we can ship direct to the Trail smelter, which will be glad to get such pure silica as is the Princess Maud quartz. Accordingly we can get exceptionally low rates. We plan to make a five-ton shipment to Trail about the first of October, and the consignment will doubtless net us at least \$1,000.

"The plant such as we have in view would cost not more than \$3,000 complete, so you see that the ore taken out in sinking our winze would soon pay for it. With a five-drill compressor we could soon open the mine in proper shape to extract ore on a liberal scale. The rock is getting so hard that power is quite necessary if any speed be made.

"Louis Linneman, of the California music hall in Butte, who was here looking over the property, was immensely pleased with the showing and Butte friends are now becoming largely interested in the company. I bought the Princess Maud ground originally for \$5,000, and after incorporating at a million I sold five blocks of 100,000 shares at one cent, which put me on velvet. Mr. Linneman and Geo. Casey, of Butte, each put \$1,000 into a block and locked the shares up to await developments. According to the present market valuations their investments have increased just 13-fold in value, but they hang right on to their shares. It's in their hands for good. That stock will never see the market."

CRIPPLE CREEK MINING STOCKS

Oct. 4, 1899.

Capital.	Par Value.	Bid.	Asked.
1,500,000	\$1.00 Acacia.....	.26½	.28½
2,500,000	1.00 Battle Mt'n.....	.34	.35
2,000,000	1.00 Columb-Victor.....	....	.17½
2,000,000	1.00 O. O. Cons.....	.16½	.17½
1,250,000	1.00 Dante.....	.21½	....
2,000,000	1.00 Damon.....	.22	.22½
1,250,000	1.00 Elkton.....	....	....
1,250,000	1.00 Findley.....	.18½	.18½
1,000,000	1.00 Gold Coin.....	....	....
3,000,000	1.00 Gold Sovereign.....	.18½	.18½
1,000,000	1.00 Gould.....	....	.80
1,225,000	1.00 Indepen. T. & M....	.47	.49½
2,250,000	1.00 Isabella.....	.93	.93½
1,250,000	1.00 Jack Pot.....	.65½	....
1,500,000	1.00 Lexington.....	.22½	.23
1,000,000	1.00 Matos.....	.38	.38½
800,000	1.00 Moon Anchor.....	.90	.95
1,000,000	1.00 Nugget.....	.18	.18½
2,000,000	1.00 Pappoose.....	.14½	.15
3,000,000	1.00 Portland.....	2.32	2.36
2,000,000	1.00 Pinnacle.....
1,500,000	1.00 Work.....	.31½	.32

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