

## THE ROAD TO HUDSON'S BAY

Mr. Stapleton Caldecott Explains Just What the Promoters Are Asking.

## AMENDMENTS TO THE CHARTER.

This Line of Railway and Navigation Will Mean Great Things to Province of Ontario.

Editor World: I beg leave to explain that the bill introduced by Mr. Charlton in the Legislature in reference to the Hudson Bay and Hudson Bay Railway was not intended to incorporate it, as inadvertently stated for that was done by special act several years ago, but to amend its charter, as follows:

1. By extending time for construction.  
2. To build and operate a wagon road as a stage route for a portion of its route in advance of railway construction.

3. To change its name to that of The Ontario and Hudson Bay and Western Navigation and Navigation Company.

4. To amalgamate with other companies chartered to extend the same route from Ontario to points on the Mackenzie and Yukon basins.

That these amendments are not only entirely unobjectionable, but of special interest to Ontario at the present time, there can be no doubt, in view of the following facts:

At the time of the granting of the charter, the Government under the Premier-ship of Sir Oliver Mowat gave assurances that it would aid in both a land and money grant, but the precise terms and amount were never formulated, owing to various circumstances, and hence construction was delayed, but there is reason to believe that the present Government will supply these conditions, and that the bill of time will be ample to see the work done.

It will take time. Owing to the extent of unexplored and entirely unopened areas through which the railway north of the C.P.R. must be built to reach tide water, the preliminary surveys to locate a railway with precision upon the best possible line will require one or two seasons, and the actual building still more time. The idea has been advanced with great favor that a wagon road should be opened to the navigable section of the Moose River to afford a base for surveys, and to be used as a colonization road, and stage route, until the railway was built parallel to it.

The statement made that if the Government favored this plan, commercial access could be had to the Hudson Bay by this year, by stage from the C.P.R. to Long Portage on the Moose River about 240 miles, and from there to Hudson Bay, about 120 miles further, or 240 miles in all by air line measurements.

What is the measure to Ontario. That the opening of these facilities means an epoch in the industrial and commercial history of Ontario, second only to that of the completion of the Canada Pacific Railway, and to have a beginning made this present year is the most interesting item of provincial progress now in prospect, who can doubt.

However, however, has expressed about the utilization of the Moose River out of the river, and on the 10th, I have taken pains to obtain a copy of a letter from our experienced and enterprising surveyor, Mr. J. H. Wilson, which was presented by Mr. Kilgour to the Ministers at the hearing of yesterday, and it will be in full as having a direct bearing upon the general feasibility of the preliminary transit proposed.

The Moose River Works, Toronto, Canada, Feb. 21, 1899.

Robert Kilgour, Esq., Toronto: "Dear Sir, I regret exceedingly that it will not be possible for me to be one of the committee to wait on the Provincial Council to-day. I desire, however, to place myself on record in regard to this movement."

"I have looked over the report of the Provincial Commissioner, Mr. Charlton, appointed to examine the Mississauga and Moose River route to Hudson Bay with great interest. Also notes made by an engineer who came from tide-water to Long Portage during the lowest state of water in the river in September last. From all the statements made it seems that from the maximum of 15 feet to a minimum of 2 feet is the range of the channel depth in the Moose River for its length of 100 miles or more north of Long Portage. If the channel was only 2 feet for its entire length a good steamboat traffic could be maintained. We have built stern-wheel steamers for this service and could guarantee to build boats from 100 to 150 feet long with a freight capacity of from 50 to 100 tons in addition to at least 100 passengers."

"I send you herewith photos of several steamers of this type which we have built, and which are giving first-class results in the British Columbia. These boats are not expensive and could do the business on the proposed new route in the interim before parallel railway transit is introduced."

"These boats could be designed so they could navigate in 22 to 24 inches of water and could make a speed of from 10 to 12 miles per hour."

"I am thorough in my belief that the whole scheme, and hope you will be successful in getting your grant from the Government."

"I remain yours respectfully, 'P. B. Polson.'"

It was stated at yesterday's hearing that the time now required to pass by the river canoe route now solely used from Moose Factory to the C.P.R. was nearly three weeks, and the return down stream required about two weeks with favorable weather.

On the stage and steamer route the time will be reduced to about three days each way, and with the railway to, say, ten hours.

Will Meet the Requirements. As to the change of name, it is felt that this is an enterprise so largely benefiting the whole province that it should receive its name instead of one locality in it. Mississauga is within ten miles or so of the exact centre of the province, measuring along the route of the C.P.R., and hence it accommodates both the western and eastern sections as no other route can, and hence is specially entitled to provincial aid. That the "Soy" which has been a term of commercial sequence which cannot be ignored, but as every railway station in Ontario will connect with the route north of Mississauga the name should be more general.

Finally the amalgamation with other charters to bring under the management the combined transit facilities from Ontario to points west of Hudson Bay, with headquarters at Toronto, is a measure calculated to hasten the development of our local industries as affording a market, the value of which will eventually exceed our most sanguine expectations.

What is Asked. It may be well to state that no money bonus is asked except for the section of railway north of the C.P.R., the benefits of which will be generally shared throughout the province.

Also, that if the policy was adopted here that has been followed by the Federal Government of the United States of granting the price of lands reserved to the Crown along the new route, to represent the increased value caused by the building of the proposed railway, not only would the bonus be reimbursed to the Government in cash before being called upon to pay the same as an annuity, but it would be proven that it had recovered more for the served lands than the entire contiguous do-

main could be sold for in its present inaccessible condition.

The term "bonus" in this connection should not, therefore, be considered as a gift from the Government to the railway, but as a division of profits between the two parties, the former receiving the greatest share and the adjacent settler more proportionally than either.

Editor World: In his remarks before the Ministers yesterday showed that this Federal policy in fostering transit facilities had more than anything else rendered the United States the richest nation on the globe, while Mr. Kilgour in stating the fact that four made in Western Ontario, in order to reach its sea coast had actually been sent 7500 miles round by way of England and more than doubled its cost to the Ontario consumers for want of this 250 miles of new railway, illustrated most forcibly what this province needs in that direction.

More might be said, but I will not trespass on your courtesy by asking more space in your columns at this time.

Toronto, Feb. 22. Stapleton Caldecott.

## MANY FUNERALS YESTERDAY.

Sorrowing Friends Pay Their Last Sad Respects to the Deceased.

From his late residence, 354 Euclid-avenue, the funeral took place yesterday of the late James Cunningham to Mount Pleasant Cemetery. Many friends were present at the services at the house and a large number attended the funeral.

High mass was celebrated over the remains of the late Francis McGuire yesterday at St. Michael's Cathedral, prior to the interment in St. Michael's Cemetery. The funeral took place yesterday of the late, Elizabeth McLaughlin, widow of the late, Elizabeth McLaughlin, of 96 Farley-avenue, to Mount Pleasant Cemetery. Many floral offerings were received from friends.

The remains of the late Frederick William Scott were laid to rest yesterday afternoon in St. James' Cemetery, the funeral being held at 9 o'clock at St. James' Cathedral.

Many of the old residents of the north-west end followed the remains of the late John Prith to their last resting place yesterday afternoon, from his late residence, 620 Eglinton-street, Lyman Ross, of which firm deceased was at one time connected, were represented.

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## GOLD AND SILVER STOCKS.

WE CAN OFFER THE FOLLOWING.

As well as all other standard stocks, at reasonable prices

ATHABASCA, BIG THREE, DARDANELLES, EVENING STAR, GOLDEN STAR, IRON COLT, MINNEHAHA (McK.)	NOBLE FIVE, Rambler-Cariboo, J. O. 41, WATERLOO (McK.), WHITE BEAR, Montreal Gold Fields, Rathmullen BOUNDARY.
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Write, wire or telephone orders for these or any other stock you may require. Commissions, whether buying or selling, promptly executed. Patronage Solicited.

State Quantity and Price for Quick Sale

Our Boundary Creek correspondents advise "Pathfinder," "King" and "Rathmullen" among the cheaper stocks as being a good speculation, and recommend their purchase.

FOX & ROSS, 19 and 21 Adelaide St. E. Toronto. (Members Toronto Mining Ex.)

Telephone 2705.

## NOW IS THE TIME TO BUY GOLDEN STAR

It is sure to reach the \$1.00 point in a few days.

J.O. 41 is bound soon to recover from present cut rate prices.

"ALICE A." is truly a wonderful mine, and will very soon eclipse anything on the market. Arrangements have just been completed for the erection of a 50-Stamp Mill, which will be the largest plant in the country. This is the Homestake mine of Canada. For best prices and particulars apply to

J. W. CHEESEWORTH, The Canadian Mining Bureau, 33 Canada Life Bldg., Toronto.

Wire orders at our expense. Telephone 1764. N.B.—Special attention paid to Ontario Mining Stocks and Properties.

## Mining Stocks

I buy and sell on commission all mining stocks, and, among others, the following:

B. C. List—Carnegie Creek Consolidated, Fairmont, Monarch, Victory-Triumph, White Bear.

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For the latest news regarding any or all the above, call on, communicate with or telegraph

E. GARTLY PARKER 12 ADELAIDE ST. E. MINING BROKER

DEER PARK, GOLDEN STAR, SMUGGLER, War Eagle, Victory-Triumph, Crow's Nest Coal and all stocks. I will buy or sell all Mining Stocks on the Exchange on commission.

EVELYN MACRAE, Member Toronto Mining Exchange, 100 Melville St., Toronto. Tel. 2238.

## BALTIMORE COPPER SHARES

4 cents share One of the best copper claims in "Copper Camp," Boundary, B.C. Write

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Something promising. See It! Capital only \$150,000, and only a very limited number of shares for sale.

Also get prospectus of the Dewey-Hobson Syndicate, a lake property, near the famous Sultana, Lake of the Woods, mine. Only 550 shares, and only a very limited number of shares for sale.

J. CURRY, Manning Arcade

Send for particulars of this promising mining property, situated in the famous "Mikado" Shosh Lake District.

F. H. THOMPSON & CO., 34 Toronto St. Telephone 981. OFFICIAL BROKERS.

## SENTINEL

Send for particulars of this promising mining property, situated in the famous "Mikado" Shosh Lake District.

F. H. THOMPSON & CO., 34 Toronto St. Telephone 981. OFFICIAL BROKERS.

## SEWELL EXPECTS TROUBLE

And Says 20,000 Troops Will Be Needed in Cuba-Declarative Action Necessary.

Washington, Feb. 24.—This afternoon Mr. Sewell took the floor in the Senate to make a speech in support of the army bill, urging action. He made a statement to the effect that 20,000 soldiers would be needed in Cuba, which was challenged by Mr. Foraker, the latter saying that the Military Committee had put the number at 12,000. He expressed the opinion that the United States would soon be at war with Cuba, and said very decisive action was necessary in the Philippines.

THE MINING CONGRESS.

All Preparations Are Complete for the Gathering in Montreal.

Montreal, Feb. 24.—(Special.)—Mr. B. T. A. Bell, secretary of the Canadian Mining Institute, has completed arrangements for the important inter-provincial congress of Canadian mine managers, mining engineers and metallurgists, which is to be held next week in Montreal. The opening session will be held in the Windsor Hotel on Wednesday evening and will be continued each morning, afternoon and evening until Friday evening, when the members of the institute will dine together in the Windsor Hotel. A large number of prominent mining engineers have signified their intention of being present and some very interesting papers will be read.

Before After Wood's Phospholine.

The Great English Remedy. Sold and recommended by all druggists in Canada. Only reliable medicine discovered. Its effects of this marvellous remedy, because it contains no opiates. You actually feel its refreshing, relieving and recuperative process. And the cure. Pamphlets free to any address. With the first bottle, which costs less than a dollar. At all druggists.

## ISSUE OF

\$300,000 7% PREFERENCE

STOCK

OF THE

DUNLOP TIRE

COMPANY LIMITED.

TO BE INCORPORATED WITH

Authorized Capital \$1,000,000

DIVIDED INTO 10,000 SHARES OF \$100.00 EACH,

AS FOLLOW:

Preferred Stock.....\$300,000  
Common Stock..... 700,000

DIRECTORS:

WARREN Y. SOPER, Messrs. Ahearn & Soper, Ottawa, President.  
HON. GEO. A. COX, President Canadian Bank of Commerce.  
E. B. RYCKMAN, ESQ., Messrs. Ryckman, Kirkpatrick & Kerr.  
EDWARD GURNEY, ESQ., President Gurney Foundry Company, Limited.  
RICHARD GARLAND, ESQ., Manager American Dunlop Tire Co.

BANKERS:

The Canadian Bank of Commerce.

SOLICITORS:

Messrs. RYCKMAN, KIRKPATRICK & KERR.

HEAD OFFICE - - - - - TORONTO.

Branches: MONTREAL, ST. LOUIS, N. B., WINNIPEG, MAN., VANCOUVER, B. C., VICTORIA, B. C.

Issue of \$300,000 7 Per Cent. Preference Stock (Cumulative)

The Dunlop Tire Company (Limited) is being incorporated under The Ontario Companies' Act and the proceeds of this issue will be availed of to acquire as a going concern the business now carried on in Canada by The American Dunlop Tire Company, including the plant, machinery, fixtures, patent rights, trade mark, good will and assets generally of the Company in Canada.

PATENTS

The Patents to be acquired include all the inventions covered by Letters Patent of Canada relating to "Dunlop" Detachable Tires for Bicycles and other vehicles. Dunlop Tires are the world's standard, and are protected against infringement by fundamental patents, the validity of which has been tested and upheld in the courts of this country.

The largest makers of bicycles in the world in their 1899 catalogue to the Trade refer to Dunlop Tires as follows:

"Careful study of years on the tire question and the results from the use of these tires (Dunlop), convince us that there is nothing as good."

OPINION OF COUNSEL

The following is the opinion of Z. A. Lash, Esq., Q.C., and Walter Cassels, Esq., Q.C., of the firm of Messrs. Blake, Lash & Cassels:

TORONTO, 16th February, 1899.

Messrs. RYCKMAN, KIRKPATRICK & KERR, BARRISTERS, TORONTO:

DEAR SIRS,—In reply to the questions contained in your letter of the 16th instant with reference to the Canadian patents upon the "Dunlop Detachable Tire," we beg to say that we are of opinion:

1. That the tire referred to is fully covered by the letters patent mentioned.

2. That such letters patent are valid, and that the manufacture and sale in Canada of similar tires can be restrained thereunder.

Yours truly,  
Z. A. LASH,  
WALTER CASSELS.

GUARANTEE

In addition, The Dunlop Pneumatic Tire Company (Limited), of England, have agreed that this Company shall hold a valid and subsisting title to the said Patents, and shall enjoy the full beneficial use thereof without any interruption or disturbance and free from all incumbrances.

BUSINESS

The American Dunlop Tire Company has for some years been the largest factor in the tire trade of the Dominion.

The net profits of the Canadian business for the year ending August 31st, 1897, were \$3,514.73 and for the year ending August 31st, 1898, were \$50,929.00.

For the year ending 31st March, 1898, the profits of The Dunlop Pneumatic Tire Company (Limited) of England reached \$2,354,963.90.

With the trade open to the Canadian company, there is every reason to believe that the business for this current year will show a very large gain in volume and in net profits over those of the year ending August 31st, 1898. Already the shipments from the factory for the current year beginning September 1st, 1898, are almost one hundred per cent. in excess of the corresponding period of the previous year, and the future deliveries contracted for during the first four months of the Company's year are more than double those secured during the whole of the last fiscal year of the Company.

The Company will commence its operations entirely free from debt.

An agreement has been entered into with The Dunlop Pneumatic Tire Company (Limited) of England, under the terms of which that Company agrees to co-operate with and to transfer to the Canadian Company all inventions and patent rights hereafter secured relating to Pneumatic Tires or any of their component parts at the bare expense of obtaining such rights for Canada. The Company will have exclusive rights for Canada in the valuable Trade Mark and Trade Name secured to the business in Dunlop Tires.

PREFERRED STOCK.

The amount required to pay 7 per cent. on the Preferred Stock being only \$21,000, it is considered that such dividends are amply assured. It is provided that if in any one year dividends amounting to 7 per cent. are not paid on said stock the deficiency shall be a charge upon the net earnings of the Company, and shall be paid subsequently before any dividend shall be paid upon, or set apart for, the common stock. In case of liquidation or dissolution of the Company the holders of Preferred Stock shall have prior right on the assets of the Company before any amounts shall be payable to holders of the common stock.

The dividends on the preferred shares will be payable half yearly.

Application will be made in due course to have the stock of the Company listed upon the Toronto and Montreal Stock Exchanges.

SUBSCRIPTION BOOKS WILL BE OPEN at the offices of the undersigned on Monday morning, the sixth day of March next, at 10 o'clock, and close at 4 o'clock the same day. The Directors reserve the right to allot only such subscriptions and for such amounts as they may approve.

3000 Shares of \$100 each at par—\$300,000  
PAYABLE FORTHWITH UPON ALLOTMENT.  
Forms of power of attorney to subscribe may be had on application.

A. E. AMES & CO., 10 King St. West, TORONTO.