

Crow's Nest Pass Coal.

The report of the annual meeting of the Crow's Nest Pass Coal company has just been published, showing the net result of the year's operations to have been a profit of \$141,000. No dividend was paid, this sum having been carried forward to the credit of profit and loss. During the year 1900 the production of coal amounted to 220,458 tons, of which 114,000 tons were devoted to the production of 73,000 tons of coke, while the balance of 106,458 tons was disposed of as merchantable coal. A very important statement in the report shows that nearly half a million dollars was paid out in wages to about 800 men at present in the company's employ. As noted in the address of the president, Senator George A. Cox, the company is developing and building up an immense Canadian industry, which is bringing wealth to the Dominion. Another important announcement contained in the address was that the company is prepared to proceed at once with construction and development work, involving an immediate expenditure of \$535,000, which money is already in the treasury for this purpose. The present demand for coal and coke in Brit-

ish Columbia would not justify any such expenditure, as this demand does not exceed 1,000 tons of coal and coke per day. There is prospective demand, Mr. Cox says, provided the company obtains access to the American market, for 4,500 tons of coal per day within a year, and in three years of 6,000 tons. Within five years, Mr. Cox states, they fully expect to have a pay-roll of \$10,000 per day, and he claims that such a development will be extremely important to the country at large, involving, as it does, the employment of several thousand additional Canadian workmen and a valuable market for the products of Canadian factories and the food supplies from western farms and cattle ranches. The president advocates, with great force, the necessity of obtaining direct access to the adjacent markets of the United States, which afford, he says, an almost unlimited market for coal and coke, and without this market the enlarged development of the British Columbia coal fields will be practically impossible. He gives figures to show that the alarm expressed over the possibility of a shortage in the supply for the Canadian mining and smelting industries is unfounded. Promoters of the proposed railway con-

nection from the United States to the Crow's Nest Pass ask no cash bonus or land grant of any kind. The prospects of the company seem to be excellent, provided they are not hampered in the execution of their extensive plans.

Good Roads Meeting.

At a joint meeting held last week of the legislative committee of the city of Winnipeg and the Reeves of rural municipalities within a 20-mile radius of Winnipeg district, the following resolutions were passed:—

That legislation be passed forming a roads district, composed of certain municipalities in the vicinity of Winnipeg.

That all municipalities within 20 miles form the said district.

Resolved that a road commission be formed, that the provincial government choose one representative, the city one and each municipality in the said district one.

That the government be requested to appoint a practical man as road inspector for the province.

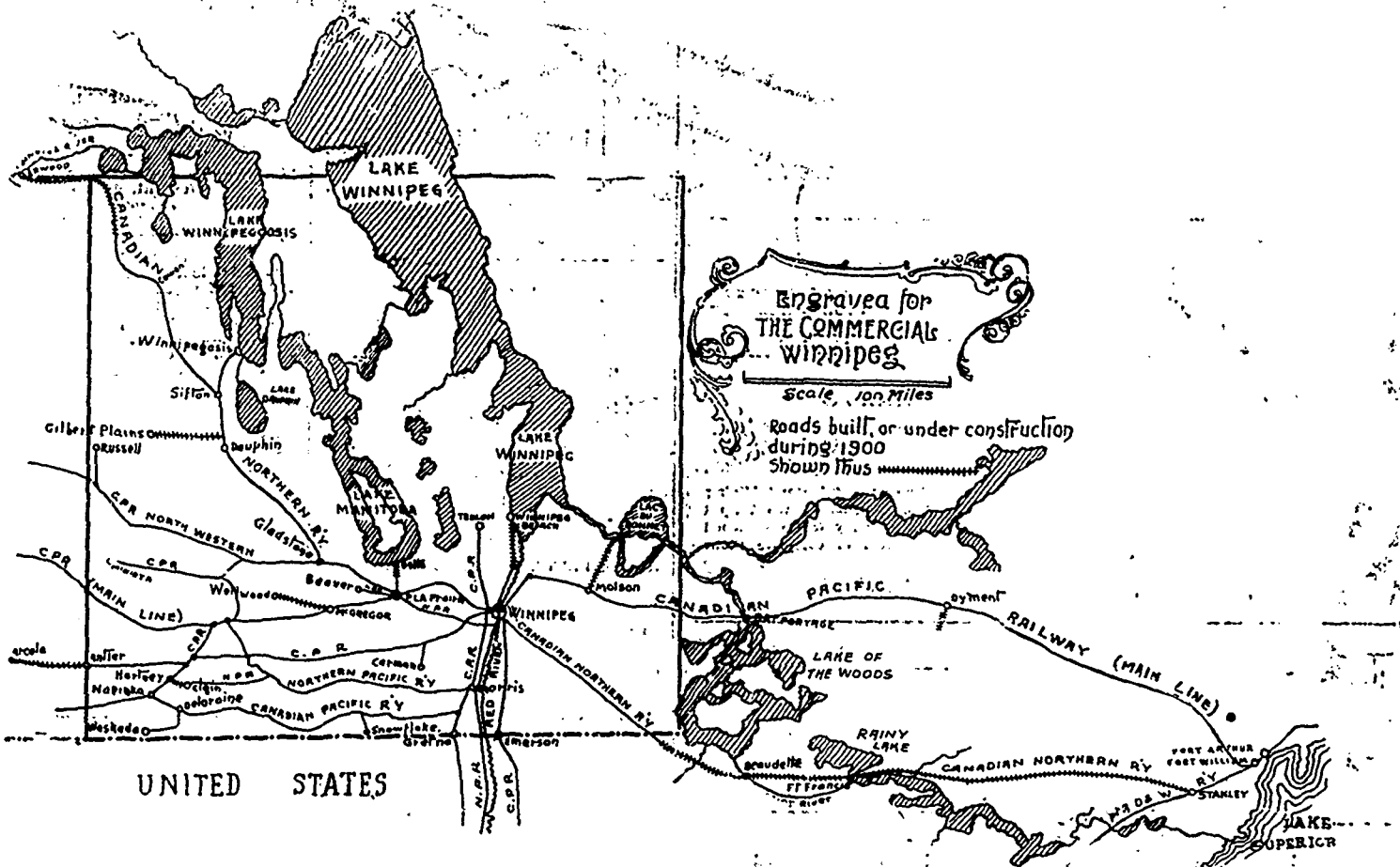
That the province be asked to contribute 50 per cent of the cost of the

roads leading into the city, and the balance of the costs to be borne by the municipalities interested, the division to be on some equitable basis. That the provincial government be requested to pass a wide-tire act to come into force four years from the date of passing.

Country hides declined $\frac{1}{2}$ ¢ at Chicago last week owing to poor demand and liberal offerings of inferior hides. The outlook for prices is not considered very encouraging owing to the large supply of cattle at country points.

A charter and bonus are being sought from the Ontario government for a railway to run from Sudbury north to Fort Matacheweth and Lake St. Joseph, a distance of about 300 miles. The object is to develop agricultural and timber resources.

Mr. Mulock, postmaster general of Canada, in answering to a Montreal board of trade resolution asking the drop letter rate of two cents be reduced to one cent, informs the board that his inquiry leads him to the conclusion that, except in such places as have a free delivery, the proposed reduction would not meet with favor, either in parliament or in the country.



RAILWAY MAP OF MANITOBA AND NORTHWESTERN ONTARIO.

This map shows the new Canadian Northern system up to date; also the Northern Pacific lines in Manitoba, which under the contract agreed to by the Manitoba Legislature this week, now come under the control of the Canadian Northern. The cross-sectioned lines show railway built or under construction last year. The Canadian Northern system includes the Port Arthur, Duluth and Western railway, and the Ontario and Southwestern section extending from Port Arthur to Winnipeg. A section of about 145 miles, extending eastward from Beaudette, where the latter line crosses the Rainy river, is yet under construction. We are assured that it will be completed in time to move the crop this year, thus making the line complete between Winnipeg and Lake Su-

perior. There is also the northern section of the Canadian Northern system, extending from Gladstone, in Manitoba, northerly to Erwood, in Saskatchewan territory. By building a short new line from Gladstone to Beaver, the western terminus of the Northern Pacific Portage la Prairie branch, the Canadian Northern will have a through line from Erwood, west of the extreme north-western corner of Manitoba, to Lake Superior. There are two branches connecting with the northern section of the line in Manitoba—the Winnipegosis and Gilbert Plains branches. The Northern Pacific lines in Manitoba, acquired by the Canadian Northern are as follows: Winnipeg south to the United States boundary, Portage branch from Winnipeg to Beaver, Lake Manitoba branch from

Portage la Prairie to Delta, and the line from Morris to Brandon, with a branch from the latter line to Hartney. The Northern Pacific lines in all aggregate 351 miles, as follows: Winnipeg to boundary, 65 miles; Portage branch, 74 miles; Lake branch, 16 miles; Morris-Brandon branch, 145 miles; Hartney branch, 51 miles. The Canadian Northern lines are as follows: Northern section, Gladstone to Erwood, 270 miles; Gilbert Plains branch, 20 miles; Winnipegosis branch, 21 miles; Southeastern section, Winnipeg to Beaudette (Rainy River), 153 miles. Total, 481 miles. This does not include the Port Arthur, Duluth and Western, nor the Ontario section east of Rainy River (Beaudette), part completed and part under construction. The latter two divisions will add about 340 miles to the

Canadian Northern system, making in all about 825 miles, to which add the Northern Pacific lines in Manitoba, and we have a grand total of about 1,175 miles which the Canadian Northern will be operating west of Lake Superior before the end of the present year, not allowing for new branches which they may build this year. They will have to extend the Morris-Brandon branch eastward at once to connect with the line to Lake Superior, in order to give this branch an outlet, and the connection between Beaver and Gladstone will no doubt also be made at once. Other new branches are also projected. The Canadian Northern therefore becomes one of the great railway corporations of the continent, with the prospect that it will ultimately traverse the Saskatchewan valley and beyond to the Pacific coast.