

Pacific, Chicago, Milwaukee & St. Paul, & Grand Trunk lines via St. Paul & Chicago. It is probable a stop will be made at Grand Forks, that Thursday, Oct. 12, will be spent in St. Paul & Minneapolis, that a stop will be made at Milwaukee, & that Chicago will be left on Friday evening, Oct. 13.

Railway Committee of Privy Council.—At a meeting of the Railway Committee of the Privy Council at Ottawa, July 29, the application of the Portage & North Western Ry. Co., a subsidiary of the Northern Pacific, to cross the C.P.R. tracks near Drummond & Brydges streets, Portage la Prairie, & to make a junction with the M. & N.W.R., was considered. The Town Council of Portage la Prairie has given the P. & N.W.R. Co. power to run along Pacific avenue, Portage la Prairie, & this has been ratified by the Legislature, subject to a provision that on a certain defined portion of the street no switches be allowed to be laid. On the application for the crossing coming up at Ottawa, counsel for the C.P.R. objected, unless the P. & N.W.R. Co. was forbidden to lay switches on any part of the street. Judgment was reserved, the matter being referred to a sub-committee to deal with, & on Aug. 10 it was announced that the Committee had decided to grant the application, without the limitations asked for.

Western Agencies of Atlantic Steamships.—For some years past the general agencies of practically all the Atlantic steamship companies for the territory west of Lake Superior have been held by W. Stitt, chief clerk of the C.P.R. Passenger Department at Winnipeg,

who has recently been promoted to the position of Assistant General Passenger Agent of the Western Division. Mr. Stitt has issued a circular announcing that W. P. F. Cummings has been given charge of the business in connection with the Atlantic steamship lines, that remittances must be sent to him, care of the General Passenger Agent's office, at Winnipeg, & that all communications on the business of the Atlantic steamers should be so addressed.

Dominion Iron & Steel Co.—Advices from Sydney, N.S., state that the Dominion Iron & Steel Co. has begun work at the International pier, making preparations for a railway tapping the I.C.R. so as to take building material, etc., to where it will be needed. Contractors are getting things ready preparatory to the building of the shed. Over 100 men are employed. Quarrying stone at South Bar is progressing, though it may be given up on account of the softness of the stone.

Sir Sandford Fleming Interviewed.

In a recent interview in England Sir Sandford Fleming, after referring to the position of Canada as he found it on coming to the country in 1845, dwelt on the Imperial instinct, after which the interviewer continues:—Now we come to the Pacific cable, & Sir Sandford pointed out that Canadians attach the highest importance to it as another bond of Empire. It might be expected to expand trade between Canada & Australia, not at present very extensive. That, however, was quite overshadowed by the value it would have in the Imperial sense. Sir Sandford has given years of study to this question of an all-British cable, & his ideas thereon quite girdle the globe.

"Granted the present scheme," he remarked, "& you will reach Australia without having a foot of your wire on foreign territory. Why not have another cable bringing you back to London by Western Australia, Cocos Island, Mauritius, & South Africa? At Cocos Island you could establish branch lines to Singapore & Colombo, so joining up with the whole of Asia & India. From Cape Town go to St. Helena, Ascension Island, Barbadoes, & Bermuda, where you are in near relation to the present Atlantic cables. Measuring the cable as you put it into the sea at Vancouver, you would need 23,000 knots of it to reach Bermuda. The expense would be between £5,000,000 & £6,000,000, and just think what you would have for the money."

Sir Sandford hardly needed to explain to me that he struck across the Atlantic from Cape Town in order to avoid the shallow waters of North Africa, & the shores of Europe. "In the event of war," he laid it

down, "the cables would be most likely to be cut near Europe. A home-coming cable, according to my plan, would be in deep water all the time, and therefore difficult to cut. Once at Bermuda or Halifax, you would have a number of cables to take messages on to England. They would not all be cut at once, and it might be that the getting through of a single despatch, after war had broken out, would be worth more than the whole of the cost of the suggested cable." These views have already been submitted to the Colonial Office, & Sir Sandford thinks the scheme at present in hand a basis towards a complete, all-British girdle of the globe.

"You would," he observed, "be able, having a circular line, to communicate by two ways with any part of the Empire. If one road failed, the other would be there, so making us very secure. Apart from anything else, I look forward to the electric cable becoming the great means of communication between the various quarters of the world. I can see, in the dim distance, the day when a newspaper will be able to publish intelligence concerning the most distant parts, as fully & as promptly as if it related to its own city. We do not yet fully realize the value of electricity as a means of communicating over long distances. You telephone from the Strand to Piccadilly, but you could accomplish your purpose by sending a messenger. Not so when thousands of miles intervene; then the supreme value of the electric telegraph is apparent. The expense lies in constructing a line, & that once done, all is simple. Here it is, use it to the utmost; keep it going every minute of the twenty-four. If you can send a telegram for sixpence in England, why should it so quickly cost you six shillings if you go outside England? The next great advance of the world will probably be in respect of quick and cheap communication between all parts of it."

Sir Sandford has had visions before, & happily he has lived to find some of them realized. It had been laid down by certain experts that the interior plains of Canada could not be connected by rail with the Pacific & Atlantic coasts. In 1871 British Columbia came into the Canadian Dominion, asking, as part & parcel of the bargain, for a road to unite it with the other provinces. The splendid response was the Canadian Pacific Railway, which thus had its origin.

"The thing just had to be done," Sir Sandford remarked, "& although the survey presented great difficulties in the Rocky mountains & elsewhere, there were various places at which the line could have been cut through. Every man on the survey was imbued with the importance of the task, which was not merely the finding of a way for a railway, but the seeking out of a trunk road destined to do much to build up Canada as a nation. That

The Canadian Pacific Railway Company.

Dividends for the half-year ended 30th June, 1899, have been declared as follows:

On the Preference Stock two per cent.

On the Common Stock two per cent.

Warrants for the Common Stock dividend will be mailed on or about October to Shareholders of record at the closing of the books in New York and London respectively.

The Preference Stock dividend will be paid on Monday, October 2nd, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria Street, London, E.C.

The Common Stock transfer books will close in London at 3 p.m. on Friday, 25th August, and in Montreal and New York on Friday, 8th September. The Preference Stock books will close at 3 p.m. on Friday, 1st September.

All books will be re-opened on Tuesday, October 3rd. By Order of the Board.

CHARLES DRINKWATER,
Secretary.

MONTREAL, 14th August, 1899.

LELAND HOTEL, Winnipeg Man., W. D. Douglas, Proprietor. Rooms en suite with baths and all modern conveniences. Rates \$2 to \$4 a day. Special rates for families and large parties, according to accommodation and length of time. Though moderate in price the Leland is first-class in every respect. It is especially adapted to please the commercial trade. It is in the centre of the wholesale and retail district. It is in direct communication with all parts of the city by car lines. It is supplied with the purest spring water from flowing well on the premises.

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