BACK FROM THE NORTH.

WM. OGILVIE RETURNS FROM SURVEYING THE YUKON ENTRY.

The Phototopographical System Again Proves Eminently Satisfactory—The United States Alarmists Entirely at Sea.

On Thursday William Ogilvie, explorer and surveyor, got back to Victoria from an exploration trip from Taku inlet to the head of Teslin lake. Mr. Ogilvie and his party disembarked at Juneau in December last and at once started with his men for the head of Taku inlet, a distance of about 30 miles. Making his way up this river 18 or 20 miles to the head of the survey of that stream made by the United States coast survey party in 1888, he continued this survey of the river and the country surrounding it almost to the head of that stream—hitherto untouched territory. At this point the snow was so deep and soft that it was found impracticable to proceed further at any profitable rate of speed, and taking advantage of a fine few days in the early part of February, he climbed several of the peaks in the vicinity and photographed the country all around, making a phototopographical survey of the stretch of territory between the head of Taku river and Teslin lake, which for all practical purposes will answer just as well as a survey made by personbally going over the ground, had this been possible. Every clear night observations of latitude and longitude were taken to determine the party's position, and though the weather was very unfavorable the results obtained in four or five weeks work will fill up a great gap in the map of the northern portion of this Province. Mr. Ogilvie's observations are not yet reduced, so that he cannot, even if he would, give much information regarding distances, heights or grades. The country is generally very rough, and the mountains are fully as precipitous as any others along the coast—perhaps more so. About 30 photographs were taken, nearly one-half of which were developed in the field, and though taken in severe cold and high winds, it can be justly claimed that the phototophgraphical system of survey has been proved in this test as in others eminently successful. These photographs will enable the explorer to exhibit the topography of the country on a map very minutely. During the progress of the work the weather was abominable. On the up trip "Taku gales"—as they are known in Juneau—prevailed, and against these it was sometimes almost impossible to stand. They whirled the snow about in blinding masses until little was left on the river at all. This did not, however, exhaust the supply, as clouds of snow were constantly blowing down from the mountain tops. The thermometer during this time was from zero to 20 degrees below. While the gales prevailed, with the mercury at this mark, every bit of skin had to be carefully protected from the wind or it was instantly frozen. The first two days the party being unprepared for such winds at this temperature, all were more or less frostbitten. One man brok through the ice and got wet to the thighs. He was hurried into the woods and though less than five minutes had elapsed, his socks had to be cut away with an axe. The Taku winds were succeeded by tremendous falls of snow which continued without break or interruption until the 7th of February. From that time until the 13th ult., the weather was beautifully clear and calm, only a gentle breeze disturbing the atmosphere; and though the thermometer was as low at from 30 degrees to 40 below zero, none of the party suffered any inconvenience. It was during this time that the phototopographical survey was made at the end of the distance attained. As Mr. Ogilvie's time in the field had more than expired, he retraced his steps toward the Coast. The second day after starting back, the snow again set in in a way that is only known in Alaskan solitudes. The storm continued without interruption—except that it ceased every two or three days, converting two or three feet of freshly fallen snow into slush—until the 27th of February, when the coast was reached. Here the party was wind bound for two days. On the 1st of March Mr. Ogilvie started for Juneau. From Juneau the party left for Victoria by the Topeka on the 3rd inst.

Referring to the Canadian-Alaska boundary question, with which he has been so prominently identified, Mr. Ogilvie says: It is much to be regretted that some of the American papers discuss this boundary question in a manner that shows them certainly at sea in their knowledge as to the boundary itself or the treaty by which it is defined. This treaty was made by England and Russia in 1825, and as there is no secret in connection with it, it will do no harm to recite the sense of the article which gives in detail—though somewhat ambiguously—where the boundary is to be located. It describes the boundary as commencing at the southernmost point of Prince of Wales island, thence northerly following the waters of a canal called Portland channel until it attains a point on the continent marked by the 56th parallel of north latitude. This, by the way, it may be here remarked, is objected to by the Province of British Columbia, and with reason, for in strict conformity with the wording of the article of the treaty, a northerly course from the southernmost point of Prince of Wales island would never reach the Portland channel at all, but would go up the channel known as Behm's canal, outside of the island called Revilla Gigedo. Besides, Portland channel, or Portland canal, does not reach the 56 degree of north latitude; but as the words Portland channel or canal appear to be in the original treaty it is probable that the United States will strongly press the Portland canal limit. However this question may be settled, the line of delimitation will start from the 56th parallel of north latitude on one or the other of the channels designated, and follow the summit of the mountains situated parallel to the coast of the 141st meridian west of Greenwich, thence following that meridian to the waters of the frozen ocean. In case the summit of the mountain parallel to the coast should prove to be a greater distance from 10 marine leagues, or about 34 English miles, from the ocean coast, the word "ocean" being used in the treaty, then a line everywhere 10 marine leagues distant from the coast shall be the boundary. Many people, among whom prominently may be mentioned the editors of some American newspapers, are laboring under the delusion that the work of the present commission is the adjustment and marking of the boundary, and as Canada is doing most of the practical work in the field, some of these go so far as to accuse the Government of conniving at a large steal on the part of Canada by her surveyors. The fact is simply this—the work of the present commission is to secure data from which a reliable map of the whole coast from Portland Canal to Mount St. Elias can be compiled, and the field operations are virtually joint operations, for they are at the command of both Governments. After a proper map is made, the commissioners appointed by the United States and Canadian Governments—Dr. Mendenhall and W. F. King—will, with the map so compiled and the Anglo-Russian treaty of 1825 before them, try to adjust a boundary line, which if they succeed in agreeing upon one, will be submitted for ratification to the legislative authorities of both countries. That is the whole question, and it is both silly and needless for any party to characterize the proceedings of the Canadian surveyors as "grabs" and "steals," and denounce Canada and England especially on account thereof. The Americans had three parties in the field in 1893 and two in 1894, working alone, yet no Canadian who has any sense would think of accusing those men of trying to deprive Canadians of any of their rights or territory. The question of depriving of rights or territory can be safely set in the background until the commissioners meet, when, if the Canadian is smart enough to "steal" from the Yankee, or vice versa, it will be time enough to raise a howl.

BANK OF B. C.

The directors of the Bank of B. C. presented their report to a meeting held in London, Eng., on Feb. 20th, submitting to the shareholders the statement of accounts for the half year ended 31st December. After paying all charges and deducting rebates of interest on bills not due, the balance at the credit of profit and loss account at that date was £29,164 14s. 11d., which they propose to appropriate as follows, viz.: £24,000 in payment of a dividend at the rate of 6 per cent. per annum and bonus of 1 per cent. (free of income tax); making a total distribution of 8 per cent. for the year, adding £10,000 to the reserve fund, which will then amount to £295,000, leaving £5,164 14s. 11d. to be carried forward.

HOPE ECHOES.

Hope, March 7.—Lovely spring weather, with frosty nights, has prevailed during the past week.——Farmers and other citizens are busy repairing fences, trimming trees and otherwise making ready for spring operations. J. Wardle, J. P., has added largely to the improvements around his fine premises, and W. Yates, the caretaker of the Hudson's Bay property, has so transmogrified the appearance of these hitherto dilapidated premises that even a stranger would scarcely recognize the historical stamping ground of early days. One by one the old landmarks are being removed. During the past year many of the old telegraph poles which had done good service before the railway era and during railway construction have succumbed to age and weather, and a few days ago the tram car track on Front street was taken up by the company and piled up on the bank of the river. The line has not paid for some time. The rolling stock may now be purchased at a bargain. Mr. Alvarez had some rolling stock also but shipped it to New Westminster some time ago. About the same time that Mr. Ryder shipped his pigs and Messrs. Corrigan and Flood their horses. All these proved a losing operation and clearly demonstrate the great advantage of the C. P. R. and Vancouver as a market.——D. Stirrett of the C. P. R. and his estimable lady returned to their home in Vancouver the fore part of the week, much pleased and benefited with Hope and its surroundings. As a proof of the bracing effects of our salubrious climate they came here 10 days ago empty handed and returned each with a child in the arms.——There has been a miniature land boom here lately. Several capitalists on the railway side of the river have been investing in land on the city side for the purpose of making homes for themselves and being nearer to school and places of worship. They are expected to move over with their families soon. One of the capitalists is a young man and purposes, I am told, taking to himself a help-meet in the nearer future and settling down on a homestead in the eastern suburbs of the city. A gang of surveyors staked out the land last week by the aid of the North Star, and Mr. Kupp, the legal adviser, says it's a grand investment.——One of our downtown bachelors who is very exclusive about his premises had a lady call upon him the other day for the purpose of taking a few notes and getting hints on the latest and most improved modes of house-keeping. He refused to be interviewed, as his stock of salmon was exhausted and the cat had run off with his recipe for making soup—the dishcloth. Call again!——A requisition is being circulated and signed asking Mr. Mara to be again nominated for the House of Commons. Mr. Bostock, his opponent, is a stranger, but the vote will be divided. Hope is not in New Westminster district, as the papers have stated.

UP AT HOWE SOUND.

Howe Sound, March 7.—Kindly permit me again, dear World, as the sole remnant of the Jones-Robinson confederacy, for unhappily that party no longer exists, to lift up my voice once more and draw the attention of the small—very small—inhabitants of Howe Sound. To begin, then, it was our pleasant occupation on Saturday last to take a walk down to the east end of the settlement and to examine a small mill which has recently been erected there. Mr. Mattison, the proprietor, was at home and cheerfully explained all the workings. He recently came to British Columbia from eastern Ontario, and, observing that the fishing industry of this Province is a flourishing and growing one, he decided to put himself in a position to cater to some of the wants of the fishing community. He has erected his mill on the stream popularly known here as The Doctor's Creek, and is utilizing the water power to drive his machinery. At present he is occupied in manufacturing floats, of which he can turn out 1,000 a day, and he intends later on to turn his attention to manufacturing fish boxes, etc. Having a numerous family of boys he possesses most of the necessary labor within his own family and consequently should be in a position to make his business pay. We wish him every success in his venture.——It has recently been a ripple of excitement here over the discovery of very respectable-looking quartz. Some of it has a distinctly gold-bearing appearance, while in other specimens galena is in evidence. Some of it has been sent to Ottawa for expert examination.——Among the chief social events of the season have been parties at Ralph Gibson's and W. J. Manning's, and a Burns' birthnight celebration at A. Forbes'.——Mr. and Miss Whiteside, of Lulu Island, are at present the guests of G. W. Gibson, Sr. JONES.

A FARMER'S GREAT MEMORY.

A wealthy farmer who recently died in this vicinity, says the Stratford, Ont., Beacon, had the faculty of memory unusually well developed. He could neither read nor write and do kept no books or other records of his business transactions, yet he knew the date on which every note in his possession fell due, knew which note to take out of the pile to present to any particular person, and knew the amount he was to receive. When wanting a mortgage he could pick the one he wanted out of a number and knew to a cent the amount of interest and when it should be paid. He could not count money, and yet no person could cheat him by giving him too little. A member of The World staff knew the old farmer referred to very well. He was one of those men whose bump of acquisitiveness was the only one well developed. He was generally known as "old Bill McBurnie," and he and "Dick" Puddicombe" and "Johnny" Forbes held the bulk of the mortgages in that section of the country. All three have died within a short time unwept, unhonored and unsung. The only tears shed on their account was before their death by people—widows and orphans sometimes—whom they sold out to satisfy their mortgages. They were no benefit to the communities in which they lived and the mortgages taken by them were generally the ruin of the maker of the document. Honest mortgage loan companies are now, happily, supplanting this class of individuals in the East and it is to be hoped that the bane will never take root here.

TO PLY ON THE COLUMBIA.

Capt. Troup, general manager of the Columbia & Kootenay Navigation Co., was on the coast last week, and while in New Westminster made arrangements for the construction of a new steamer to ply on the Columbia river, in place of the Columbia which was burned at Waneta last August. The timbers for the new boat will be cut at the Brunette Saw Mills, and framed at Sapperton under the superintendence of two shipwrights. This work will take about 30 days, and when completed the timbers will be shipped by the C. P. R. to Revelstoke, where the steamer will be put together. The boilers and engines of the old Columbia were not damaged by the fire, and will be used in the construction of the new vessel. The Columbia that was burned was comparatively a new boat, and was an American bottom, being built at Little Dalles, Wash., in 1891, and made her first trip to Revelstoke late in the summer of that year. She was handsomely fitted up, the cabins being supplied with electric lights and she carried a powerful search light. The new Columbia will be 170 feet in lenght, with 32 feet beam. She will be ready for business by July 1st.

THE CANADIAN PACIFIC.

DETAILS OF THE EARLY HISTORY OF THE ROAD.

What it Received from the Dominion in Cash and Land—Its Financing and Dividend Paying Capabilities.

The passing of the usual half-yearly dividend of the Canadian Pacific Railway company on the ordinary stock has been made the subject of much comment in financial and political circles the whole week, says the Montreal Star, and has led many to enquire into the company's financial methods and the history of the contract, construction, completion and further development of the vast system since the original syndicate was awarded the contract for the building of a transcontinental railway across British North America. From official documents at Ottawa and the company's statements it appears that the company was chartered Feb. 17th, 1881, and the main line opened throughout on May 26, 1887. The several branches and leased lines were built or acquired at different periods. The road was created, fostered and lavishly endowed by the Dominion Government. The public credit of the Dominion was at the back of the concern for tens of millions of dollars to carry the railway to completion. The contract made with the Government was for the construction and operation of a through line of railway, from Calhander, on the east side of Lake Nipissing, to the Pacific coast. The Government also agreed that over $30,000,000 should be expended by the Government in the building and completing of certain sections of the railway, some of them difficult and costly. In fact the Canadian Government agreed to give and did give in the form of subsidies payable as the work prospered:

1. Thirty million dollars' worth of completed railway sections.
2. Twenty-five million dollars in cash.
3. Twenty-five million acres of public lands on the prairies of the Northwest.
4. The privilege of importing rails and other supplies into Canada free of duty.
5. A monopoly of the railway traffic of the Northwest—the Government of Canada binding itself not to permit the construction of any railway southward from the Canadian Pacific to the United States boundary line. The value of those last mentioned privileges was very great. The Government had to buy out the monopoly privilege from the company in 1888 to prevent the Manitobans from taking arms to secure its abolition. The original capital of the company was $5,000,000, issued at par, which was increased to $25,000,000 on May 10th, 1882, when $20,000,000 new stock being sold to the founders at 25 cents on the dollar. The issue of new stock brought into the company's treasury $5,000,000, and at this time only small headway had been made on the main line and earnings were small, yet, as a pretty well informed financier points out, so great were its resources owing to its having the credit of Canada at command that it could afford to pay 6 per cent. dividend out of capital upon stock which it had given away at 25 cents on the dollar. The proportion of the new issue to the founders was something less than four new shares to one founder's share. According to the official papers submitted by the company to Parliament,

THE FOLLOWING PARTICIPATED

in this profitable transaction. Memorandum showing distribution of bonus of stock to members of the original Canadian Pacific Railway syndicate on Aug. 17th, 1881: (See Canadian Sessional Papers, No. 31, Vol. 9, 1884.)

Name.	No. of Shares.	Face Value.	Paid in Cash.	Aggregate Div. Amount Idends in Five Years.
Geo. Stephens	23,411	$2,341,100	$585,275	$662,330
D. McIntyre	975	97,500	24,375	29,200
D. McIntyre & Co.	18,234	1,823,400	455,850	546,220
J. S. Kennedy & Co	17,558	1,755,800	438,950	526,740
J. J. Hill	19,509	1,950,900	487,725	583,270
R. B. Angus	19,509	1,950,900	487,725	583,270
H. S. Northcote	3,004	300,400	75,100	90,120
D. A. Smith	19,509	1,950,900	487,725	583,270
Donald A. Smith	1,950	195,000	48,750	58,500
Blake Bros. (Boston)	975	97,500	24,375	29,250
R. Meredith (Lond.)	1,950	195,000	48,750	58,500
J. S. Kennedy	975	97,500	24,375	29,250
J. K. Todd	1,365	136,500	34,125	40,950
D. W. Karrandt	1,950	195,000	48,750	58,500
C. J. Osborn	1,950	195,000	48,750	58,500
C. H. Northcote	390	39,000	9,750	11,700
W. Throgmorton	780	78,000	19,500	23,400
Morton, Rose & Co.	29,364	2,936,400	731,600	880,920
F. Gretsinger	3,901	390,100	97,525	117,030
L. Cabot & Son	3,901	390,000	97,525	117,030
Sulzbach Bros	1,268	126,800	31,700	38,040
S. Propper	585	58,500	14,625	17,550
J. De Reinach	1,638	163,800	41,400	49,140
E. Kohn	780	78,000	19,500	23,400
O. De Reinach	877	87,700	21,925	26,310
C. Kohn	97	9,700	2,425	2,910
H. Finlay	390	39,000	9,750	11,700
M. Springer	1,365	136,500	34,125	40,950
Equitable & Co	1,950	195,000	48,750	58,500
Banque Parisienne	5,579	557,900	139,475	172,260
C. Morawitz	390	39,000	9,750	11,700
P. du P Grenelle	975	97,500	24,375	29,250
C. D. Rose	975	97,500	24,375	29,250
E. Cassel	7,735	775,500	48,375	1,710
Lord Elphinstone	1,950	195 000	48,750	58,500
Govet, Sons & Co	390	39 000	9,750	11,700
A. S. Thomson	195	19,500	4,875	5,850
J. Billitzer	195	19 500	4,875	5,850
H. Puffel	195	19,500	4,875	5 850
U. Rosenthal	95	9,700	2 425	2,910
G. Levy	95	9,700	2,425	2,910
A. S. Schaw	1,950	195,000	48,750	53,500
Morton, Rose & Co. (in trust)	390	39,000	9,750	11,700
W. C. Van Horne	3,905	390,500	97,625	117,150

On Nov. 25, 1882, the capital was further increased to $100,000,000 and $40,000,000 of the increase was sold at an average price of 62 per cent., the balance being deposited with the Dominion Government. In the year 1885 the $35,000,000 so deposited was cancelled, and the common stock thus reduced to $65,000,000. It will be remembered that in September, 1883, the company deposited with the Dominion Government an amount sufficient to guarantee a dividend of 3 per cent upon the company's outstanding stock for 10 years, and at this time the company had not completed its main line. Fourteen million dollars of the capital of the company to guarantee the 3 per cent. dividend on the ordinary stock. To the founders this amounted to 12 per cent., having secured the bulk of their stock at 25 cents on the dollar. The financial position and start of the company was of the brightest, having the entire resources and credit of Canada to support any further financing, and the executive and management counted among the shrewdest and ablest men on the mart or railway circles. From 1883 up to the last meeting of the directors the company have paid an annual dividend of 5 per cent. on common stock, and the departure made in 1889 by increasing the dividend and the formation of the fund to guarantee 3 per cent. dividends for 10 years upon its entire issue of stock is, in the opinion of financiers, one of the chief causes of the company's present position in the stock markets. In the year 1885 the stock of the company sold as low as 35 3-4, and has again sold as high in London as 97 1-2, the highest notch, the 12th January, 1892. In New York the same date it marked 94 1-2, but by this time much of the stock held there and here was got rid of, as the Government guarantee ceased the next year. The great bulk of the stock is now said to be held in the London market. In 1883 the company got a loan of thirty millions from the Government for the formation of the guarantee fund. The following was the proposal submitted by the then president of the company, now Lord Mount-Stephen, to the Government, October, 1883. The latter agreed to raise and deposit with the Government $20,000,000 in cash, the balance of $4,527,145 to be made up of a deposit of land grant bonds. The proposition was at once accepted, though Mr. Blake at the time, according to Hansard, urged that instead of locking up this amount to secure future dividends on stock, and appealing to the Government for aid, the company should use the money to complete its contract, and let the stockholders forego their dividends for a while. The loan secured and the dividends secured, the stock went up and so did the credit of the company. Further public aid was granted in 1884 to the extent of another loan of $30,000,000, and in 1885 further aid was demanded to finish the road. It was on this occasion that the Hon. Edward Blake made

A MEMORABLE SPEECH

on the subject, showing what the company had up to then received from the country towards the construction of the line. On the 17th of June, 1885, Mr. Blake delivered his speech reported in Hansard, from which the following is taken: "The Government builds and hands over to the company 641 miles of completed railway, besides the Pembina branch, costing $30,000,000. The Government surveys cost $3,440,000. The Government subsidy is $35,000,000 in cash. The Government's provision of lands and powers has already realized to the company $11,000,000. That makes $89,500,000, besides which there remain 20,000,000 acres of land. So that there were $65,500,000 in cash aids and 20,000,000 acres of land. If you value that at $1 per acre you get public aids, not loans, but gifts, of $85,500,000. If you value it at $2 you get $105,500,000. Now add the loans of 1884. They amount to $29,810,000. Then you have gifts as before, $89,500,000, loans $29,810,000, or cash aids of $88,310,000. Adding the 20,000,000 acres of land at $2 it gives you a total of gifts and loans of $139,310,000. The cost of the whole line, according to the company's own estimate, was $83,500,000, and the equipment $8,000,000, making a total of $91,500,000, and the road is to be the property of the company, and both the company and the Government declare that it is going to pay them from the day it is opened. We have given them the means, and far more than the means, to build that paying road, and the First Minister tells us that the road will carry freights at one-fourth the cost of other roads, and a road than can do that will certainly be a highly paying road."

Mr. Blake also pointed out that the $5,000,000 to be given to the company by the resolutions under discussion would increase the public aid to the company to $144,810,000, and that $13,827,000 would have to be spent in aiding the construction of the railway through Maine to the Atlantic seaboard and other roads connected with the transcontinental railway project. Then he exposed the company's financial methods. He said: "They raised by the new finance on stock $24,500,000 and have devoted to dividends $21,000,000, making $3,500,000 to go on with the work and $21,000,000 to go into their own pockets. What is the amount they have actually paid in dividends up to February last (1885)? On the first $5,000,000 they have paid $1,000,000, on the $20,000,000, which represents $5,000,000 cash, they have and on the balance $10,000,000 representing $4,281,000, they have paid $2,640,000, and on the balance $10,000,000 representing $4,212,000 they have paid $750,000, or a total of $7,000,000 already paid in cash to its shareholders by this embarrassed company, which has come to us for help in its urgent need. And having paid $7,000,000 cash, they have deposited with the Government now, at 4 per cent. interest, $14,100,000 to secure future dividends * * * I ask you what is to be expected from since this time that? The original proprietors, who took the additional $20,000,000, have, on their $5,000,000 of cash, for which they received $20,000,000 of stock, got for part of the time 24 per cent. per annum on their investment, and for the rest 20 per cent. * * * They have got $3,610,000 in dividends already, and they are to get in eight years and a half $6,875,000 more, or $10,485,000 in dividends, apart altogether from the road, the land, and the earnings of the road on $10,000,000 capital * * * If you include the September (1885) and February (1886) extra dividends, there will have been paid and provided for dividends $24,875,000, or a sum equal to the whole amount realized from the sale of the company's stock. The shareholders will have paid $24,500,000 for their stock, and there will have been paid and provided for dividends $24,500,000. The net result of the transaction has been to invest money with one hand for the purpose of taking it out with the other, in substance the proceeds of the stock have been divided among the stockholders. We (the Government) are to raise the money to build the road and the country is to pay tolls for all time, in order to pay dividends guaranteed 80 provided * * * are this is to be done because the stockholders in this enterprise, having realized from $65,000,000 of stock $24,500,000, have chosen to appropriate $24,500,000 to pay dividends upon their stock." Mr. Blake again urged the spending of the deposit to guarantee 3 p. c. dividends to complete the road. During the session of Parliament in 1883 an act was passed authorizing the company to issue preferred stock to the extent of one-half of its ordinary stock. This gave the company power to issue and sell $32,500,000 of preferred stock, as its outstanding shares amounted to $65,000,000. In the year 1893, and about the month of February,

SIR WILLIAM VAN HORNE

being in Chicago, was interviewed on the Canadian Pacific construction and development. Speaking of the beginning of the work he is reported in the Chicago Sunday Herald to have said as follows: "At that time the Government had given $25,000,000 in cash and 25,000,000 acres of land along the line of the road. When the new company came into power it found a few patches of road built. There was one from Vancouver north about 100 miles, another east and west of Winnipeg for a few miles, another from Rat Portage a few miles and some miles in eastern Canada. About the first thing the new company did was to declare its intention to complete the road. The next thing was to raise the money to do it. No great enterprise of that kind could be pushed through without Government help, but the Canadian Pacific, remembering the experience of the Union Pacific and the Central Pacific, which borrowed the credit of a nation to abuse it afterward, concluded to go about things on more correct business principles. The company borrowed from the Government $30,000,000 in cash in addition to its gift of $25,000,000 and land, with other resources from land, etc., built the road, and it was built in first-class shape. To return to the obligations. The Canadian Government attempted first to build the road, and to that end appropriated $25,000,000 in cash as it might be called for and 25,000,000 acres of land. When the project was transferred to the corporation the Government had completed several sections. It had built a road up from Vancouver; it had built a couple of sections through Manitoba; it had circumvented the north shore of Lake Superior from Rat Portage east, or rather from nowhere to nowhere, and it had a good many miles in eastern Canada, but there was nothing that could be made cohesive or connective. The branch line from Winnipeg south to connect with the United States lines was also under operation. All this was given to the new company. The Canadian Pacific, therefore, took the whole load off the Government. To do this it borrowed in cash on its credit the sum of $30,000,000 from the Canadian Government. Now let us sum up—$25,000,000 an actual gift before the road became a corporation, 25,000,000 acres of land, $30,000,000 borrowed on the credit of the Dominion. The $25,000,000 was an actual gift to whoever built the road. It is now possible that it may now be a part of Canada's obligation to the world, but to us it was an out and out gift, it was so understood when the amount was voted. The Government started in to build on the strength of the gift, and spent a great portion of it. The work was badly done. The sections of the road were badly planned; when the company came into control it got this $25,000,000 in cash in the shape of half-completed roads, worthless without connections, and it got 25,000,000 acres of land, worse than worthless unless that for which it was given could be finished. The $30,000,000 which the Government loaned to complete the road represents the bulk of what its enemies regard as its obligations to the Government. Yet every dollar of that has been paid back. We had hardly been in operation four years before we relieved the Dominion Government. We built the road with their money, it is true, but as soon as it was completed, or nearing completion, we placed bonds in Europe to take up the whole debt of $30,000,000 to the Dominion." Sir William then concluded by asserting that not one of the chief promoters of the Canadian Pacific had made a colossal fortune by his connection with the enterprise. He did not believe that $200,000 of them had made $800,000 out of the Canadian Pacific, but in other enterprises. The following table shows the total and net earnings and operating expenses and fixed charges from 1886 to 1893 as taken from Poor's Annual:

	1886.	1887.	1888.
Total earnings	$10,061,803	$11,808,413	$13,195,525
Operating expenses	6,373,317	8 102,295	9,224 289
Net earnings	3,703,486	3,504,118	3,970,775
Fixed charges	3,068,042	3,230,264	3,544,351
	1889.	1890.	1891.
Total earnings	$15,366,138	$16,552,329	$20,241,096
Operating expenses	9,241,302	10,252,828	12,231,436
Net earnings	6,127,836	6 299,701	8,009,660
Fixed charges	3,779,123	4,246 618	4 664,492
		1892.	1893.
Total earnings		$21 409,352	$20,962,317
Operating expenses		12,989 004	12,220,901
Net earnings		8,420,348	7 741,416
Fixed charges		5,102 018	5 338,597

At the annual meeting 4th April, 1894, the shareholders present and in person and by proxy were ascertained to represent 257,571- shares of the common stock and 2307,492 of the preference stock of the company.

THE RIGHTS OF WOMEN.

SHOULD WIVES HAVE TO OBEY THEIR HUSBANDS?

The Female Sex Only Desires to Exercise Privileges Granted by the Creator—The Dawn of a New Day Approaching.

Written for The World by Lady Cook, nee Tennessee C. Claflin.

If any of your readers would desire to see what were the old world views of the proper relations and duties of husbands and wives they should have read a letter in the London Star under the heading Should Wives Obey Their Husbands and signed Homo. It is obviously a joke, but I prefer to treat it seriously. The writer appears to be a fair specimen of the ancient Tory churchman, and how he found his way into the Star Heaven only knows. He dishes up the same stale assertions and arguments that formed a leading part of the intellectual banquet of his predecessors a few generations ago. These have been exploded over and over. But it appears there are some beings still so obtuse that nothing short of a miracle can convince them. Insensible to reason, deaf to argument and cocksure of their errors, they cling to the fallacies of their great grandfathers with limpet-like tenacity. Were it not that a few weak minds might possibly be led astray, I should not trouble to reply to their absurdities.

The statement respecting the New Women that "they all agree in claiming to do what they like, to say what they like and to wear what they like," is entirely contrary to the truth, for they claim nothing opposed to sound reason, good sense and propriety. Theirs are not the claims of wanton wilfulness, but equitable demands based upon intelligent conviction. If there are any so ill-informed as Homo I will tell them what we want. We require that the laws should deal with men and women alike, making no distinction between sex and sex; that each partner in marriage should have equal rights, privileges and responsibilities; that under this contract the wife shall no longer be regarded as a "chattel" or matrimonial slave, but a free partner, ruling in her department while the husband rules in his; that obedience should be equal and reciprocal, each yielding to the authority of the other where his or her special functions are concerned; that the wife shall have the same liberty as her husband to choose what she shall eat, drink and wear, but may not imitate him in excesses or in transgressing the limits of propriety or good sense; that the same purity of conduct which men demand from women should be demanded from men. These are the most salient points in our programme, and the objections to them are: that husbands protect their wives from all anxieties in the battle of life, and 99 married women out of every hundred have none whatever; that women now obedient in marriage; that "one must rule, and the question is, which?"; that the vast majority of women have less sense than men; that "if the most gifted women of the world are put in competition with the most gifted men the result is pitiful so far as the weaker sex is concerned." To all this we give an emphatic denial.

Would to God that only one married woman in 100 had "no anxiety"; would to God there were the gifted and generous creatures that they are represented to be! In that case we should never have heard of women's rights and wrongs. But it is because men have egregiously failed in their duties that women have risen to a sense of higher responsibilities and demand a freer life. Woman has always been more or less the slave of man, treated first as a chattel and next as a child; kept ever in subjection in some form or another; denied the free occupation and liberal education; refused the common rights of the lowest freeman; beaten by brutes, and trampled down by her country's laws. By her abilities and address, and the growing sense of justice, she has begun to emancipate herself from these restraints. And the day is not far distant when she will disdain to be the mere toy or grudge of man, and will stand with him shoulder to shoulder, as his intellectual peer and social equal, and worthy helpmate of the opposite sex.

I can fearlessly appeal to your readers as to their personal knowledge of the numerous anxieties which beset every married woman as soon as the honeymoon is over, and frequently before. For instance, the cares of child-bearing, nursing and household management belong to rich and poor, and are by no means slight. In the case of the poor, who form the majority, there is added the responsibility of assisting the husband in the scanty earnings by some outside employment. Thousands of indigent wives have to care for a family and work besides, and excessive child-bearing, insufficient nourishment, and hard labor break down the health of the strongest young mothers. The sanctities of mere household control and family training are far more wearing than the routine of ordinary business. "The vow of obedience" which occurs in the English church service is simply part of an old ecclesiastical formula which has outlived its meaning. The man says, "With all my worldly goods I thee endow," but neither of them, unless they are very simple, mean, or do anything of the sort. As to the alleged necessity that one of the two should rule, this does not exist where two are of one mind and strive to please each other by every art of love, as in real marriage. But if it is a case of master and servant, or even of a sold or purchased wife, the disparity between these may excuse marital authority over the wife. St. Paul wrote in regard to such, and to a condition of semi-slavery which existed in his time, but we wholly repudiate the application of his Oriental ideas to the case of a free English woman. Women, of course, do not understand those subjects which they have not studied as to the men who have. They have been carefully excluded from any avocations which men regard as belonging to themselves, and, therefore, on topics relating to these women are ignorant and may seem foolish. But it is equally the same with men when they discuss women's affairs. Suum cuique.

Give, however, boys and girls, maidens and youths, women and men, the same opportunities, and the result will not "be pitiable so far as the weaker sex is concerned." The noble individuals, who assist in boycotting woman and dwarfing her faculties by forbidding them to be exercised are the first to make invidious comparisons between the sexes. These cowards lash us for the faults of their own system, and for which they alone are responsible. But those of us who have thrown off our shackles and asserted our independence have already proved that women can compete successfully with men in everything in which the conditions are equal. The men know this, and shudder to see the "rod of empire" sliding from their grasp. We claim too much, forsooth, because we ask for the rights of citizens, freedom of occupation, freedom of knowledge and equality before the laws. If we were to claim a tithe of what men assume as a matter course, the audacity of it would astonish the strongest-minded woman. Theirs is a one-sided arrangement; giving themselves a monopoly of power, privilege and pleasure. If some think this can go on forever they are mistaken. For, come what may, we women will alter it and equalize matters, and this will be to their advantage as much as ours.

Husbands have no more right to exact obedience from wives than wives from husbands. Each should yield when right and love demand it, but, as lawyers say, without prejudice.

INLAND BREEZES.

The weather continues lovely—in fact we have had the mild gentle breezes of spring the last few days. On the river benches there is no snow and the bosom of old mother earth is as dry as in summer time. Stock have done as well as could be expected—no loss and little hay feed. Altogether prospects are brighter for the ensuing spring, more particularly in the way of mining developments.——Jas. Dunn and others interested in the Big Bar mining claim and who have spent four years in constructing a ditch, will commence operations in the early part of the spring. The claim is a placer one and easily worked. The old timers have known of its existence from the earliest period, but the lack of water prevented its being worked. A large gathering took place at Mr. Grinder's residence, Big Bar, where all had a jolly time in the way of dancing. Miss S. Grinder sang. The music was furnished by the well-known violinist, J. Cambell. The fair sex, the beauties of the Fraser river valley, were there celebrating Washington's birthday. A dance was also enjoyed at Mr. Hartering's. Miss Jane Boyle, of Empire Valley sang and at the close gave After The Ball for which she received great applause. This drawing to an end one of the most enjoyable gatherings that ever took place at Big Bar. Thanks are due to P. Trender, and C. Kostering for kindness bestowed on the visitors.——J. Miller arrived from Lillooet and went up to the Canoe Creek ferry for inspection; he returned to Lillooet and will go back to Canoe Creek in a week, then he will open the ferry. He reports dull times in Lillooet. One death occured among the Celestials, that of Fong Tie, one of Lillooet's leading merchants, and who also extensively raised water melons. He upset his wagon and suffered injuries from which he never recovered.——Two new additional "comers" have been added to Lillooet, Mrs. D. Hurley gave birth to a bouncing boy and Mrs. J. R. Williams to a girl.——A. Burnett, of Crow's Bar, one of our esteemed pioneers, has been under the weather. A trip to Clinton, under the care of Dr. Sannon, soon put things in shape.——P. Egan has closed his saw mill at the 59 for the winter. The blacksmith shop is now in charge of John Lynes, who does work to the satisfaction of all.——A grand ball is announced at the Exposed Hall, Dog Creek, on March 6th.——R. Valenyula, of Meadow Lake, is making improvements to his house. W. H. White is doing the carpenter work.——J. C. Brown, of Empire Valley, has removed to the Chilcotin river, where he intends to make his future home.——J. Murray, of Clinton, will shortly open a butcher shop at Clinton.

J. M. J.

A FIRST DAY SABBATH.

Writing in McClure's Magazine for the current month, the Rt. Hon. W. E. Gladstone says: The original which required a great sabbatarian strictness has in all likelihood been largely consequent upon the Reformation; and, without much critical investigation of the case, has rested practically upon the fourth commandment of the decalogue as it stands. It did not, however, arise at once out of the great movement, even in Scotland, where it eventually attained to a pitch of rigor, and exhibited a tenacity of life, probably greater than in any other Christian country. If we measure things not as they were divinely intended, for as they are in themselves, but as they are subjectively entertained, it might be a question whether the Scottish Sabbath was not for two hundred years a greater Christian sacrament, a larger, more vital, and more influential fact in the Christianity of the country, than the annual, or sometimes semi-annual, celebration of the Lord's Supper, or the initiatory rite of baptism, or both together. I remember that when, half a century ago, ships were despatched from Scottish ports to South Australia, then in its infancy, laden with well-organized companies of emigrants, I read in the published account of one of them that perfect religious toleration was established as the rule on board, but that with regard to a fundamental article of religion like the Sabbath, every one was of course required to observe it. Many anecdotes might be given which illustrate the same idea; an idea open to criticism, but one with which the Presbyterian church cannot well afford to part without some risk to its public power and general influence of religion. The seventh day of the week has been deposed from its title to obligatory religious observance, and its prerogative has been carried over to the first; under no direct precept of Scripture, but yet with a biblical record of facts, all supplied by St. John, which go far towards showing that among the Apostles themselves, and therefore from apostolic times, the practice of divine worship on the Lord's Day has been continuously and firmly established. The Christian community took upon itself to alter the form of the Jewish ordinance; but this was with a view of giving larger effect to its spiritual pur