

was evidently a typographical error made him say that it would average \$980 a mile. He says the C.P.R. Co.'s telegraph authorities estimated the cost of the line at \$350 a mile, & the G.N.W. telegraph manager thought it would cost \$400. Of course the use of scows on the river cheapened the cost considerably. Where the Big Salmon enters the Yukon, the former had to be crossed, the distance being 900 ft., the very rapid current preventing a cable being laid, so the wire was strung above the river at a height of 69 ft.

When Mr. Charleson arrived at Skagway last spring he found that neither wire nor insulators had arrived there. The White Pass & Yukon Ry. lent him sufficient for 40 miles, enabling the work to be started without delay.

As it was evident that some of the figures given in the interview above quoted were erroneous, we communicated with Mr. Charleson with a view of obtaining correct information & received a reply reading as follows:—"I am not in a position to give you figures as to the cost of the line as I have not yet made my report to the Government & you will therefore see the delicate position in which I am placed. You say that I am credited with stating that the distance between Bennett & Dawson is 750 miles, & you further say that you understand it to be 593 miles. I am not yet in a position to say what the correct distance between these two points is. Further I wish to state that I never gave an interview to any newspaper man in the Dominion, & when they quote me they do so on their own responsibility & without my approval. You say that I am credited with giving the cost of the line itself at \$137,000, & the total cost, including buildings, at \$183,200. This also I am not yet in a position to state, but when I have submitted my report to the Minister he will be quite at liberty in his position to give out details. You also state that I am reported as stating that the line cost \$980 a mile, & you are kind enough to say that this is absurd. If I was speaking & not writing I might use a word more emphatic, because taking the statement which you say I am reported as having made, that the distance was 750 miles, and multiplying the same by \$980, would give you an amount difficult to cover with \$137,000. You are quite right when you call \$980 a mile absurd. At some future date, when I have submitted my report to the Minister, it will give me much pleasure to send you correct figures."

Mr. Charleson may be technically correct in saying that he never gave an interview to a newspaper man in Canada, but there is no doubt that he has done a lot of talking to reporters both at the Pacific coast & in the east.

During the first month the Bennett-Dawson line was in operation the receipts were \$13,000.

On Oct. 13 a correspondent at Dawson wrote that the line had been inoperative for two weeks.

A correspondent of the "Victoria Colonist" writes:—"Mr. Charleson arrived at Bennett on April 1, accompanied by a staff of assistants of all kinds, imported from the Eastern provinces at great expense for transportation & keep, although all the necessary help & better than that brought West could have been obtained in the district. The material & tools, many of which will never see use in the country, were hauled to Bennett at great expense, & the poles were purchased at Bennett & shipped down the river, although 20% could have been saved by cutting them along the line. The telegraph follows the windings of the river. The Government built a new trail, which, it is claimed, is 140 miles shorter than the one following the river. Why was not the line built along the new trail & 140 miles of wire saved?"

A Yukon paper says that at a dinner given Mr. Charleson, at Dawson, on the opening of the line, he stated that he had received in-

structions from the Department of Public Works to make immediate arrangements to extend the line south to Quesnelle. The distance in a direct line is about 600 miles, but the route which the telegraph line will have to follow will probably be in the neighborhood of 750 miles. The Western Union had a line at one time for about one-third of the distance from Quesnelle. It was to have been extended to Europe, via Siberia, but the successful laying of an Atlantic cable led to the abandonment of the enterprise. If the same route is followed by the new line, this part of the distance will present no great difficulties. The Victoria Colonist thinks there must be about 400 miles of the route to be covered yet to be thoroughly examined before a final section is made, and the work will necessarily occupy some time, although work could be begun simultaneously from Atlin south, from Telegraph Creek north, from Telegraph Creek south, from the Naas north, from the Naas south, from the Skeena north, from the Skeena south, & from Quesnelle north. That is, eight construction parties might be put in the field simultaneously.

The telegraph line between Kamloops & Nicola, B.C., has been completed.

#### C.P.R. Company's Telegraph.

W. J. Camp having been appointed Superintendent of the Eastern division, the position of electrician, heretofore held by him, has been abolished. In future the electrical part of the work will be performed by the inspector of each division. Tariffs, etc., will be attended to in the manager's office.

A large amount of construction & improvement work has been done during the year. The only change in buildings on the Eastern Division has been the removal at Halifax, N.S., into the Government building, which the Co. occupies jointly with the Commercial Cable Co. & the Direct West India Co., & which is very handsomely fitted up. The floors outside the counter are tiled, all wood work is quarter cut oak. The ceilings & walls are handsomely decorated to conform with other parts of the office. One wire was strung from Carleton Place to Brockville. One single wire & one quadruplex wire was strung from Montreal to Smith's Falls, meeting two new Toronto wires at that point.

Ontario Division.—A no. 6 gauge wire has been built between Toronto & Buffalo; no. 6 gauge wire between Montreal & Toronto; no. 8 gauge wire between Toronto & Elora; taking in Streetsville Jct., Brampton, Cheltenham, Inglewood, Cataract, Alton, Erin, Belwood, Hillsburg, Fergus & Elora; new line between Harriston & Listowel via Palmerton; no. 8 gauge wire between Toronto & St. Thomas; no. 8 gauge wire between Toronto & London. The Co. is putting in 12 motor generators at Toronto to supply electric power for the working of the lines on this division. This plant, when completed, will, it is said, be the most up-to-date in Canada.

Western Division.—The pole line on the main line has been reconstructed for 329 miles between Winnipeg & Fort William & for 112 miles between Moose Jaw & Swift Current. This completes the reconstruction of the pole line between Fort William & Bowell, west of Medicine Hat. This new line is of the most substantial description. A no. 8 gauge wire has been strung between Rat Portage & Ignace, 145 miles. Telegraph lines have been constructed along the following branch railways: Snowflake branch, 16 miles; Deloraine-Waskada branch, 21 miles. On the Pipestone branch extension, about 48 miles will be constructed by the end of the year, weather permitting. On the Canadian Northern Ry. about 70 miles of new telegraph line will be constructed by the end of the year & about 70 miles on the Manitoba & Southeastern. About

23 miles have been constructed on the Great Northwest Central extensions at Rapid City & beyond Hamiota.

Pacific Division.—Two no. 8 wires have been constructed along the Columbia & Western Ry. from West Robson to Greenwood, 92 miles. A branch of 12 miles is being built from Eholt to Phoenix, & will be completed about Dec. 20. An additional wire has been strung between Robson & Rossland, 30 miles, & 2 additional wires between Robson & Nelson, 28 miles. The main line & branches have also been greatly strengthened by a general overhauling, & the erection of about 100 miles of new poles.

Along the Columbia & Western Ry. extension from West Robson, B.C., offices have been opened at Grand Forks, Greenwood, Midway Rock Creek & Camp McKinney. An office has also been opened at Lardeau, B.C.

#### Great North-Western Telegraph Co.

Reconstruction work has been going on over the entire system during the past season, & the Co. has had engaged in different parts of the country almost continually since the spring, 6 or 7 gangs of men.

A wire is under erection along the route of the Great Northern Ry. between Quebec & Hawksbury, Que. The line will be of the usual specifications, one wire being put up in the meantime on a 4-wire cross-arm.

Since the completion of the Victoria Jubilee Bridge at Montreal, the Co. has strung on the top of the structure some 40 wires, using hard-drawn copper & steel pins. This open work was considered to be more advantageous in every respect than the cables which had heretofore been in use.

The new offices in Montreal have attracted considerable attention. Besides giving the Co. thoroughly up-to-date quarters, a large part of the building has been rented to first-class tenants, such as steamship agencies, etc. An elevator was installed, & the interior of the building made thoroughly up-to-date in every particular.

The crowded condition of business over the G.T.R. wires between Montreal & Toronto & Montreal & Portland, has rendered necessary the erection of new wires over these parts of the system, which have just been completed.

The telegraph service at stations along the G.T.R. has recently been made a subject of rigid inquiry, & in order that this branch might be placed on a thoroughly satisfactory footing, General Manager Hays has issued a circular to all agents & operators along the road containing special instructions to the effect that all commercial business offered by the public at station offices should receive every possible attention.

The Co. has this fall completed the erection of a new wire over the Northern Pacific Ry. between Winnipeg & Brandon, including an extension over the Souris River branch to Hartney. The business along the route of the N.P.R. has greatly increased during the last year or two, & additional facilities were rendered necessary in consequence.

The Co.'s business between Eastern & Western Canada is reported as never having been better, & the business between Vancouver, Victoria & other B.C. points & the West, is steadily on the increase.

#### General Telegraph Matters.

The Spokane & Northern Telegraph Co. has opened an office at Cascade, B.C.

The G.T.R. is stringing a despatchers' wire between Toronto & Montreal.

Some information about the North American Telegraph Co. will be found under the head of "General Telephone Matters," on page 376.