

loan was to be for. A great commotion ensued, but in the face of the whole crowd the confidence man kept the money, got in a train and went West, and has never paid this loan yet. The county treasurer disappeared soon afterwards with \$18,000 of the county's money.

"But railroad confidence operators have had their day, not because the people that travel are not just as gullible as they ever were, because they are, and would bite at the same tricks that fooled them twenty five years ago, but the railroad authorities keep too close a watch on the operator nowadays, and there is too much risk to run in working a train." *Ed. Mott in N. Y. Mail and Express.*

Anthracite in the North-West.

A RECENT issue of the *Globe* contained the following. Mr. Macleod Stewart, mayor of Ottawa, was in the city yesterday. He arrived in the morning from the North West via St. Paul, and left for Ottawa in the evening. His visit to the North-West was for the purpose of attending the meeting of a coal mining company, of which he is president. The mines are at Anthracite, about three miles east of Banff, the name of the station having been given because of the mines of the company, where anthracite coal is now produced in large quantities. Mr. Stewart, in his description of the works, the product and the market, declared his belief that it was destined to be the biggest enterprise in the North-West.

"Does your company control all the anthracite lands?" was asked. No," was the reply, "but we are the only company actually at work. We have about 150 hands employed, all told; we have brought in the latest improved appliances from Pennsylvania and are in a position to supply a large part of the demand for anthracite all over the North-West and the Pacific coast. We are supplying the local market from Winnipeg westward and are shipping large quantities to San Francisco, and have even sent some as far south as San Diego. The Pennsylvania coal has to be hauled to the Atlantic seaboard, loaded upon vessels and sent all the way round Cape Horn, while ours goes through to Vancouver and sent by vessel to San Francisco. It takes months to carry coal by Cape Horn, while we can put it on the wharf at San Francisco in a week. We have the market there, no doubt about that."

"Is the coal real anthracite, as good as that from Pennsylvania?" "Yes, it is better. We had a three days' competitive test in Spreckles' great sugar refinery, and the Canadian coal was proven to be superior to that from Pennsylvania." "Is there not a protective duty on the American side?" "Not on anthracite; they took it off some years ago, thinking that there was no anthracite outside of the United States."

"At what price do you deliver coal in Winnipeg?" "At \$9.50 a ton. The coal has to go a long distance and every mile of it by rail. But that rate is a good deal better than it used to be in Winnipeg a few years ago."

"Punch" on the New North West Passage.

LONDON *Punch* for the second week in October gives the place of honor to "The North West Passage." The centre cartoon represents Britannia, with sceptre of power in hand, drawing the attention of her people to the westward course of the new imperial highway through Canada. There follows this:

A COLLOQUY ON THE CANADIAN SHORE.

Canada. "Westward the course of Empire takes its way."

Britannia. The Bishop's famous line, dear, bears to-day

Modified meaning; westward runs indeed The root of Empire, -ours'

Canada. If I succeed In drawing hither Trade's unfaltering feet And yours, my triumph then will be complete.

Britannia. Across your continent from sea to sea

All is our own, my child, and all is free. No jealous rival spy around our path With watchfulness not far remote from wrath.

The sea ways are my own, free from of old To keels adventurous and bosoms bold. Now, from my western cliffs that front the deep

To where the warm Pacific waters sweep Around Cathay and old Zipangu's shore. My course is clear. What can I wish for more?

To your young enterprise the praise is due. *Canada.* The praise and profit I would share with you.

Canadian energy has felt the spur Of British capital; the flush and stir Of British patriot blood is in our heart; Still I am glad you think I've done my part.

Britannia. Bravely! Yon Arctic wastes no more need slay

My gallant sons. Had Franklin seen this day He had not slept his last long lonely sleep Where the chill ice-pack lades the frozen deep.

"It can be done! England should do it!" Yes, That is the thought which urges to success Our struggling, sore-tried heroes. Waghorn knew

Such inspiration. Many a palsied crew Painfully creeping through the Arctic night Have felt it fill their souls like fire and light.

Well, it is done by men of English strain, Though in such shape as they who strove in vain

With Boreal cold and darkness never dreamed

When o'er the pole the pale aurora gleamed Perpetual challenge

Canada. Here's your Empire route A right of way whose value to compute Will tax the prophets.

Britannia. Links me closer still With all my wandering sons who tame and till

The world's wild wastes, and throng each paradise

In tropic seas or under southern skies. See, Halifax, Vancouver, Sydney, set Fresh steps upon a path whose promise yet Even ourselves have hardly measured. Lo! Far 'Chin brought within a moon or so Of tea-devouring London! Here it lies, The way for men and mails and merchandise,

Striking athwart your sea dividing sweep Of Land; one iron road from deep to deep! Well thought, well done!

Canada. No more need you depend On furtive enemy or doubtful friend. Your home is on the deep, and when you come

To the Dominion's land you're still at home. *Britannia.* And woe to him the Statesman cold or blind,

Of clutching spirit or of chilling mind, Pedantic prig or purse-string tightened fool Who'd check such work and such a spirit cool!

Yours is the praise, and may the profit flow In fullest stream, 'midst your Canadian snow

A true Pactolus. Trade's prolific fruit Should freely flourish on our Empire Route.

The Euphrates Valley Railway.

INDIA is, roughly speaking, the fifth great commercial power of the world. Its annual trade amounts to 155 million pounds sterling, of which 70 millions are imports, and 85 millions exports, and it supports a population of over 250 million inhabitants. Burmah has a population of between eight and nine millions and a trade from 20 to 25 millions sterling for the southern part only. Persia, which is a market that would be immediately affected by the creation of a railway, has a population of about eight millions, and a trade which is estimated at over ten millions sterling. Asiatic Turkey, whose trade would be considerably developed and sustained by railway communication, has a population of over sixteen millions, and may be estimated to effect exports of value some twenty millions sterling. Direct through railway communication, via Persia and Kurrachee with our possessions in India and Burmah, would undoubtedly stimulate the production and consumption of those markets as well as of the countries through which it would pass, and from the first it would derive support from countries having a total population of 283 millions, and effecting a trade of 210 millions sterling annually. However small the share of business which might accrue to the railway from such enormous sources, the imperial concerns of interests so vast surely call for the adoption of every means, both for their protection and for their development. We admit, nationally speaking, the soundness of paying of a quarter of a million of money, as an imperial subsidy for the maintenance of a first-class ocean communication with those markets. The same principal applies, surely, to land communication also, and in the greater measure, to our mind at least, that those communications are distinctly menaced by the persistent attempts of Russia to extend her railway system to the