CANADIAN PACIFIC COMPETITION.

No recent event in traffic circles has attracted so much attention as the contention between the Canadian Pacific railroad and the American, or rather United States, lines over Alaska passenger rates, the volume of business incident to the Klondyke excitement being of such importance as to make the strife exceedingly bitter. Lack of good faith and other similar charges are bandied back and forth between the parties in interest, each claiming that the other is wholly at fault. It may therefore be interesting and possibly instructive, to briefly review the situation so far as it has been developed up to the present time.

The origin of the difficulty may be traced to the time when the Canadian Pacific demanded the right (?) of making a differential on lower Pacific coast terminals because of the alleged disabilities of a longer line and inadequate facilities. After some contention this was granted by the Transcontinental Association, to whom the application was made. Technically this privilege terminated with the dissolution of the association, which occurred early in 1897, but the basis was continued without protest. With the growth of the Alaska business incident to the gold excitement, the Canadian Pacific claimed the right to, and without conference did, apply the rule on that traffic, notwithstanding that, considered from any point of view, it possessed a line having equal, if not superior, advantages as compared with any of its competitors. This action was met by the American lines by a corresponding reduction, whereupon the Canadian Pacific not only vigorously protested, but declined even to confer with the American lines with a view of adjusting the difference until they had withdrawn what the Canadian Pacific was pleased to denominate their violation of agreement. Just why the American lines should be charged with such violation is not clear, as the only differential that was ever sanctioned by them was on territory south of Puget Sound.

The Canadian Pacific having no local business to speak of, besides being not subject to the act to regulate commerce, was in a position to make such rates on Alaska business as would, if met by the American lines, utterly demoralize their business; hence these latter appealed to the Interstate Commerce Commission for relief from the operation of section 4, known as the long and short haul clause, with the result that the subjoined order has been issued, and under which the roads propose to meet any rate made by the Canadian Pacific:

It is ordered, pending further investigation, that upon publishing and filing tariffs as required by the Act, and until July 1, 1898, unless this order be in the meantime revoked or modified by the commission, the above-named petitioners, and their connections in the United States forming through lines with the petitioners, be and they are hereby authorized to charge for the transportation of passengers both eastbound and west-bound less for longer distances than for shorter distances by such lines, between all points on the petitioners' lines or lines of their said connections, at which the petitioners or their said connections are in competition for passenger traffic with the Canadian Pacific railway and its connections; provided, however, that such lower rates for longer distances shall not at any time be less than those previously established or charged by the Canadian Pacific railway, separately or with its connections, for the transportation of such passenger traffic; and provided further, that this order may be revoked or modified at any time in the discretion of the commission, and with or without notice to said petitioners.

The whole trouble arises from what is believed to be a misapprehension of the legitimate scope of competition among railways. For years it has been the ruling principle among the majority of traffic men to "reach out for all that was in sight." That is to say, it has by them been considered good railroading to take any business that could by any possibility be reached over any combination of lines regardless of distance. Thus the Canadian Pacific at one time claimed the right to take business from Nashville and Chattanooga, Tenn., via St. Paul and Winnipeg, to Southern California points at the short line rates: and other equally roundabout routes have been established, and in many cases worked, with more or less success.

It is admitted that it would be difficult to draw the line and say just how far this practice can be legitimately extended. Probably no general rule could be applied that would be adequate to do exact justice, but an approximate result could be reached that would be fairly just, and if subject to exceptions upon application could be made operative. If the disability of 25 per cent. over short line mileage should be taken as a basis of disqualification at equal rates and extra rates required over that mileage, it is probable that some of the evils now attaching to the situation would disappear. It is doubtful, to say the least, if the roads will of their own motion inaugurate such a practice, but it is possible that the time will come when, as is now the case with a uniform classification, they will be glad to have a national authority relieve them of the necessity and difficulty at one and the same time.—*Railway and Engineering Review.*

WEST COAST RAILROADS.

Qouth the Toronto MONETARY TIMES: "The Klondyke road may bring something in the form of royalty, but if we keep the figure at 10 per cent. for Government lands, while it is only 1 per cent. on the railway company's lands, we shall get much less than would have come under a uniform figure of reasonable amount." The 10 per cent. royalty is, as the MONETARY TIMES infers, unreasonable. It is as unreasonable indeed by way of excess, as on the other hand, the 1 per cent. royalty to be levied on the lucky railroad people is unjustifiably small, having regard to the enormous rights and privileges granted in return for an expenditure, not large in itself, were even the line to be made of the best new material and certain to be considerably reduced by the use of light and second-hand rails, and the adoption of many other thrifty, not to say "penny pinching" methods.

The Stikine railway men may not after all enjoy—even if their provisional contract passes both Houses as it stands—the expected monopoly of Yukon railroading. It is stated that the British Yukon Company, which possesses a prior Yukon charter, recently for the time almost forgotten by most, may under it build a 45-mile railroad over the White Pass on a narrow-gauge of three feet six inches. The grades will, however, be steep, but their difficulty may be in part obviated by the use of cog-wheeled locomotives. It is on the other hand of course possible that the Mann-Mackenzie people may, if their project secures parliamentary endorsement, buy out the British Yukon charter in order to prevent competition. There would certainly be enough money realizable by Canada's improvident deal to make a tempting offer to the British Yukon Company, of which the Duke of Teck is president.—*B.C. Mining Critic.*

ENDOWING A DAUGHTER.

If Sir Walter Besant has his way, one of the most painful features of a complex civilization would be swept out of existence, i.e., the poverty-stricken widow and the gently-bred girl pushed out into the world to be a bread-winner. He says: "At last the voice of one crying in a wilderness seems to have been heard. It is twelve years since I advocated the endowment of the daughter by means of the deferred annuity. From time to time I heard of one or two cases where my advice had been followed. At last the idea seems to have "caught on." Ever since I mentioned that a certain insurance company—note that I have no shares in it—was organizing a method of securing deferred sums of money or deferred annuities, I have received sheaves of letters asking for the address of that office. Send me, dear reader, as many as you please; get all the papers of the scheme; take them, study them, find out what it will cost per annum or by a single payment, or half a dozen payments, to endow your daughter. Then do it—as liberally as you can afford. If you cannot make her wholly independent, go as far as you can. Nothing seems to me more important than this endowment of the daughter. I see every day instances in which the bread-winner dies early, and the girls, probably not trained to anything, have to go out into the world and do the best they can. Poor girls! It is a cruelly hard world for those who have neither knowledge nor money. Endow them! Save them!

PROFITS OF NICKEL MINING.

The production of nickel from the mines of this district last year was about 3,900,000 pounds, an increase over that of 1896 of nearly 250,000 pounds, and the copper in the ore was about 3,750,000. The price of nickel in the United States during the year kept steadily at 33 to 38 cents, and in England at 26 to 32 cents a pound. A little more than half of the nickel was consumed in the United States, and the rest was sent to Europe, where the market for nickel has expanded very considerably of late. But, putting the nickel all round at 30 cents, and the copper at 10 cents a pound, the total output of the mines was worth after being refined, $1,545,000. From these estimates a mining man in town figures out the profits of the business of the year approximately as follows: Labor, including management, office expenses and roasting the ore, $220,000; fuel (coke, wood and blacksmith's coal), $130,000; powder, steel and supplies of all kinds, $35,000; transportation of matte to refinery and running ore train, $30,000; repairs of plant and railway tracks, $15,000; incidentals, $10,000—all of which comes to $440,000. Then for refining the nickel at ten cents a pound, $390,000, and for refining the copper at one and a half cents a pound, $56,250, making the whole cost of the finished products ready for market, $886,250, and which leaves, after allowing $50,000 for agents' commissions, storage and ocean freights, the handsome profit of $608,750. The rentals from village lots, tenement houses, stores and other buildings should more than offset the insurance and taxes. It is said that nickel is now being refined for seven to eight cents a pound, but in the above calculation the old charge of ten cents a pound is taken for this large item in order to be on the safe side. The cobalt, gold and platinum in the ore are also of considerable value.—*Sudbury Journal.*

—A Boston man wrote to another and asked why Jones did not get a certain situation with a large company, adding that "Jones knew everybody." To this the "Monitor" appends a moral, as follows: "Yes; he knew everybody in town. He knew how to play billiards a little too well. He knew rather more about horses, football, and theatres than was really needed for a wide-awake agent. What he didn't know was that everybody rated him on these lines. And he didn't seem to know that business men would give the go-by to the man with a cigarette, old-pipe, whiskey breath.

—The Hudson's Bay Company have opened a hardware store in the old post-office building at Macleod, Assa.