

THE CANADIAN NORTHERN RAILWAY

MATURING PLANS FOR NEXT YEAR'S OPERATIONS

The Road Has Paid Its Way From the Start—Some Interesting Figures.

(Special Correspondence of the Times.)

Toronto, Nov. 30.—Messrs. William Mackenzie, D. D. Mann, D. E. Hanna, and A. W. Mackenzie, president, vice-president, third vice-president and controller and treasurer, respectively, of the Canadian Northern railway are now in the Northwest maturing the plan of operations and extension of the system for 1904.

At June 20th last the C. N. R. had operated for the year 1,276 miles of railroad, of which the main line from Port Arthur to Winnipeg, and Winnipeg to Grandview on the western boundary of Manitoba, comprised 646 miles.

The branch lines amounted to 630 miles, of which the longest were the Brandon branch from Morris to Brandon, 145 miles, and Gilbert Plains to Grandview (Prince Albert branch) 191 miles.

The C. N. R. had 354 miles of railway in the province of Ontario on its main line from Port Arthur, while in Manitoba its main line was 837. Throughout the system the grades are low and the curves such as to permit of hauling heavy freight trains with the maximum of economy.

The physical condition of the road bed and track is satisfactory. The system has proved adequate, but further extension in this respect are in progress. The result of the first year's operations has shown that the C. N. R. lines are throughout in good revenue producing territory.

There is an absolute absence of unproductive country not only on the lines at present in operation, but under construction and hereafter to be built. Starting from a point 50 miles east of Winnipeg and thence to Edmonton along the line of the C. N. R., a distance of about 1,000 miles, there are only two points that are not wheat stations, and these two are in good ranching country that should yield a considerable traffic in live stock.

This absence of unproductive territory makes a new order of railway operations in Canada and when it is taken in connection with minimum fixed charges, is of hopeful augury for moderate freights for the producers of the Northwest.

The same time reasonable legitimate profits for the railway company. The bonded indebtedness of the C. N. R. system at 30th June last was \$11,535,375, an indebtedness that compares favorably with that of any similar railway on the North American continent.

While the bonds issued by the Canadian Northern connect the lines with Manitoba lines bear the guarantee of that province, in the further extension through the Northwest Territories it is the Dominion of Canada that becomes sponsor. For C. N. R. lines within the Territories the Dominion parliament during last session sanctioned a guarantee of nine million dollars of 3 per cent. bonds.

The province of Manitoba sets its railways built by the C. N. R. on a bond guarantee of \$10,000 per mile through the Prairie districts, a responsibility that is never likely to cause any trouble judging by the results of the first financial year. The first year of any new railway, unless in very exceptional cases, is usually one of unexpectedly heavy expenditure.

The elevators at Port Arthur last year showed satisfactory results, but are insufficient to cope with the rapidly growing elevator business of the C. N. R. To provide more ample accommodation, a new under construction a second working house elevator with a series of tie tanks which, when completed by the end of this year, will give an additional capacity equal to that of last year, and make a total elevator capacity at Port Arthur for next year of about 7,000,000 bushels. To provide terminal facilities at Port Arthur the C. N. R. have secured a large area of land and lake frontage that will be adequate for all extensions for many years to come. At Winnipeg, too, ample provision has been made for the future.

The C. N. R. has secured some 200 acres of land in the city of Winnipeg adjacent to St. Boniface, affording an excellent position for yards and shops. It has also a valuable property at the corner of Main street and Portage avenue, on which the central offices of the various departments of the C. N. R.'s enterprises are established.

The Canadian Northern telegraph lines are now beginning to be an important factor in the Northwest, and judging from the success of the Canadian Pacific telegraphs in the past, there appears no reason to doubt that in this department the results to the company will be entirely satisfactory.

While the C. N. R. mileage at June 30th last was 1,276, the present position indicates that there will be in the neighborhood of 1,000 miles completed by the end of this year. As shown above, the line is doing for the districts it is opening up some of the freight carried during the first year may be mentioned: Flour, in sacks, 100 pounds each, 332,000; grain, bushels, 12,307,110; cattle, hogs and sheep, 16,829; horses and mules, 6,946; logs and lumber, feet, \$8,551,000; cordwood, cords, 111,748; agricultural implements, cars, 1,143; hides and skins, tons, 1,037; apples, barrels, 32,662; fish, tons, 4,784; hardware, all kinds, tons, 24,536; immigrants' effects, cars, 735; building material, lime, stone, brick, etc., cars, 1,612; and general merchandise, cars, 173,379. The 1888 freight rate on wheat from Winnipeg to navigation on Lake Superior was 24 cents per hundred. It decreased from that amount by about one-third, until since the advent of the C. N. R. the rate stands at 10 cents per hundred. That is why some of the Western farmers call the Canadian Northern "the people's railway." Its rapid extension has an assured increase of business for the current year, as all its extensions mean increased productiveness from revenue-producing territory. It has no capital stock for sale in any market, and is therefore independent of stock exchange fluctuation and manipulation.

It has been repeatedly urged that the C. N. R. will have serious competition from the proposed railway schemes in Canada and that anyone who has a knowledge of the territory tributary to it the suggestion is absurd. In the words of Mr. Mackenzie, "if all the contemplated and proposed railway schemes in Canada should be carried out, they will only tend to increase the company's traffic by opening up the country and facilitating immigration." British Columbia is no doubt expecting much in the way of prosperity from the C. N. R. Pacific, but it would be well to ignore the fact that by this time next year the Canadian Northern will be at Edmonton, a big link in its transcontinental chain. It is not a matter of waiting for a market choice that it should do so, as it is in self-supporting territory that makes it independent of through traffic. That being the case, the legislature of British Columbia, which has its main office at Edmonton, but that the Canadian Northern continues its way to the coast and possibly right into the city of Victoria.

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PRINCESS SHOT ACTRESS RIVAL

TO WHOM HER HUSBAND WAS PAYING ATTENTION

Injured Wife Renounced Rights to the Austrian Throne to Marry Man of Her Choice.

New York, Dec. 7.—Prince Otto of Wundisch-Gratz, his youthful and immensely wealthy wife, the Princess Elizabeth Maria, whom he married only a year ago, and a pretty actress of the opera at Prague, are the central figures in an extraordinary scandal which is pending half-a-dozen European courts, says a Vienna cable to the World.

The Princess, who is the granddaughter on her father's side of the Emperor of Austria, is only 20 years old, and a royal personage who renounced her rights to the throne of Austria, in order to marry as her heart dictated, had had a narrow escape from the stigma of a murderess, for she did nothing else than shoot the actress with whom the Princess was having a rendezvous. The remarkable affair took place in the palace of the Princess's family at Prague. It came as a shock to the highest circles of Bohemia, where it was supposed the lance of the young folks was ideal.

The communication was written in terms implicating them in such a plot. At the same time they say the writer advised some of the officials at Panama to see that the letter addressed to Colonel Perol before it was delivered to him.

This was done either last night or this morning. The four prisoners were arrested this morning at their barracks and lodged in the city. This afternoon they were conveyed to the railway station, where they were placed on board a train bound for Colon.

THE GERMAN EMPEROR. Throat Specialist Says Surgeons Place No Reliance in Bulletins Issued Regarding the Kaiser.

New York, Dec. 5.—The World this morning publishes the following cable: "Vienna, Dec. 5.—A throat specialist of world-wide renown is quoted as saying that the illness of Kaiser Wilhelm, Prof. Schmidt's prolonged stay with the Kaiser is evidence of the serious condition of the patient and the gravity of the operation. The operation is destined to be a success, but the most important thing is that the Kaiser is not resting and abstention from speaking should have been sufficient for complete recovery."

From the operation of the Kaiser's convalescence and from other incidents intelligible to a professional mind, it is perfectly plain that a cleavage of the larynx has been performed, and no surgeon would be so presumptuous as to say there is a growth of pernicious character.

"An order has gone forth from the court here that no Vienna surgeon is to give any information to the press, and professional gatherings no reliance is placed in the assurances contained in the published bulletins.

"History will repeat itself. Some professed friend of reason will have been found who will inspire the Emperor with full confidence in himself. He will have to face the world with the assertion to the last that the Emperor's throat disease is a simple cold, and that the Kaiser, who sacrificed his time, health and reputation in order to keep Emperor Frederick in ignorance of his true condition."

It is believed in Berlin that Prof. Schmidt has only returned to Frankfurt for a time, and will soon be in Berlin again. Doubts are expressed whether a second operation will not be necessary."

BOUNDARY OUTFIT. Over Seventeen Thousand Tons Sent to the Smelters From the Mines This Week.

Phoenix, Dec. 5.—A new shipper is added to the Boundary list this week, being the Senator, in Summit camp, which exports 1,800 tons to the Grand Boundary smelter. Now that the slag hauling locomotive has been received at the Grand Boundary smelter, next week's shipments should be increased somewhat from this date. The Boundary smelter, which is operated at the fullest capacity.

This week the following mines, sent out ore to the several smelters: Granby mines, to Granby smelter, 11,070 tons; Snowshoe, to Boundary Falls smelter, 1,850 tons; Mother Lode, to Greenwood smelter, 2,240 tons; Sunset, to Boundary Falls smelter, 60 tons; Emma, to Nelson Trail and Granby smelters, 638 tons; Sentinel, to Boundary Falls smelter, 33 tons; Oro Denoro, to Boundary Falls smelter, 350 tons; Athlester, Jackpot, to Boundary Falls smelter, 360 tons; total for the week 17,064 tons; total for the year to date 67,830 tons.

At last there is something tangible in regard to the operations of the Dominion Copper Company, in this camp, which is the heart of the Boundary smelter, as it does all possibilities of a Canadian port of entry for this part of the Canadian Northwest, and making as it does direct trade with the rest of the Dominion difficult. If not doubtful, by the present method of transportation.

Resolved, that we view with great satisfaction the result of the Alaska boundary arbitration commission, as it affects the future of this territory, cutting off as it does all possibilities of a Canadian port of entry for this part of the Canadian Northwest, and making as it does direct trade with the rest of the Dominion difficult. If not doubtful, by the present method of transportation.

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TROUBLE IN PANAMA. Supposed Plot Against Life of Commander-in-Chief—Alleged Conspirators Arrested.

FLORA REMAINS FAST ON ROCKS EFFORTS TO FLOAT SHIP HAVE FAILED

Another Attempt Will Be Made Wednesday—Rear-Admiral Bickford Directing Operations.

(Special to the Times.)

Nanaimo, Dec. 7.—The first attempt to float the Flora have failed, and the big cruiser still hangs on the ill-fated reef at Village Point, Denman Island. On Sunday morning the stern of the now empty hull, from which the big centrifugal pumps have removed the water, and buoyed up by the pontoons and scows, lifted with the rising tide, took some of the weight off the rocks. At the critical moment the flood tide H. M. S. Grafton and Egeria pulled at the lines attached to the Flora while the engines of the latter pulled on the cables fastened to anchors and moorings out in the channel. The flagship and Egeria tugged away for several minutes, but the gigantic mass of iron and steel refused to budge. The effort was renewed several times until one of the large hawsers parted, and before this could be replaced the tide was on the turn, the attempt to raise the Flora was abandoned, and the vessel settled back on the rocks, happily without additional injury.

Admiral Bickford arrived here on the noon train on Sunday, and immediately proceeded to the scene of the disaster in a torpedo boat. In the meantime the guns and everything movable from the vessel are taken off, and as she rests now there is very little other than her engines in her. It is reported now that no further attempt will be made to float the ship until Wednesday, when higher water is expected. Admiral Bickford is on the spot personally directing operations.

An army officer, who had been up at Union on a hunting expedition, and who was aboard the Flora when she struck, returned to Victoria on the steamer City of Nanaimo on Saturday afternoon. He reports that the officers of the cruiser had plenty of time in which to escape from their quarters before the after part of the ship became submerged, but while this was the case many had no opportunity of collecting their clothing and other belongings.

Capt. Foote, of the City of Nanaimo, is of the opinion that it will take a considerable time to float the Flora. He saw her on Friday morning, and she shortly after she struck, and in the latter observed that she had settled considerably by the stern. He, too, had seen in the morning, and at the time he was travelling at the rate of ten knots an hour when she came to grief. The engine room department was clear of water, and in verification of this smoke could be seen issuing from the funnels of the cruiser as the City of Nanaimo passed. The holes in the forward part of the ship had been patched up, but the water still flowed in, and at the time it was not known exactly whence the water came.

NOTES FROM OTTAWA. Commission Will Study Electric Treatment of Iron in Europe—The German Surtax.

Ottawa, Dec. 5.—The government is sending a commission to Europe to study the electric treatment of iron, so as to ascertain if it would be profitable in Canada. Dr. Haasend, mining superintendent, will be one of the commission. They will visit France, Italy and Sweden.

A clause has been added to the provisional regulations concerning the German surtax, defining the provisions of the surtax regarding goods partly manufactured in Germany and sent to other countries to be finished. The definition is that the value of the article produced or manufactured in Germany and sent to other countries to be finished represents more than fifty per cent. of the value of the article. It is a new duty on entering Canada will apply to such finished article.

J. A. Madore, M. P., Hochelaga, is to be appointed to the Superior court bench at St. Hyacinthe.

INVENTOR DEAD. Albert A. Honey, an Old-Time Telegrapher, Passes Away at Chicago.

Chicago, Ill., Dec. 5.—Albert A. Honey, inventor of the underground trolley, is dead from a stroke of paralysis in the Chicago Union hospital. Mr. Honey was an old-time telegraph operator, beginning when 12 years old with the old Illinois Telegraph Company. He was one of the three operators first employed by the Associated Press in Chicago. Later he entered the employ of the Union Pacific Railroad Company, and afterwards superintended the construction of the lines of the Northern Pacific from Bismarck to the Pacific Coast. Mr. Honey located in Chicago in 1901, and until within the last six months, when illness necessitated his resignation, was president of the Magnetic Equipment Company. He was one of the organizers of the Old-Time Telegraphers' Association.

VICTIMS OF EXPLOSION. Bodies of Men Killed on June 30th Have Been Recovered From Hanna Mine.

Hanna, Wyo., Dec. 7.—The bodies of five men killed by the explosion of gas in the Hanna mine on June 30th, and who are supposed to have lived for several days, have been recovered. These are the bodies of the men. Apparent indications that they were overcome by the after-dump.

AUSTRIAN PREFERENCE. Ottawa, Dec. 7.—A report from the commercial agent of the Dominion, Mr. Ross, Western Australia, says that the Commonwealth parliament will likely follow the example of Canada and give preference after the Federal elections.

TO PRESERVE PEACE. Proposed That Plan Resembling That in Operation in Crete Be Adopted in Macedonia.

MANAGER OF BANK COMMITS SUICIDE

Faith Crist is Charged With Culpable Negligence in Connection With Daughter's Death.

Tilbury, Ont., Dec. 7.—F. B. McNaughton, manager of the Merchants' Bank of Canada here, committed suicide yesterday by shooting himself. The cause is not known.

Again Nominated. Belleville, Ont., Dec. 7.—West Hastings Conservatives have nominated (Gus Porter, the present member for the House of Commons.

Another Candidate. St. Catharines, Ont., Dec. 7.—E. A. Lancaster was unanimously nominated by Conservatives in Lincoln for the House of Commons on Saturday.

EX-M.P. DEAD. Montreal, Dec. 7.—M. J. F. Quinn, ex-M.P. for Staines division of Montreal, and a leading Irishman, died on Sunday.

Faith Crist Arrested. Stratford, Ont., Dec. 7.—Ellis Michin is under arrest here. His daughter died in a couple of weeks ago of typhoid fever. Michin is a faith crist, and neglected to call in a physician, though warned to do so by the health officer. The coroner's jury found a verdict of culpable negligence.

Will Weaken Party. Toronto, Dec. 5.—W. A. Gallihier, M. P., interviewed here, said if it were true, as reported, that J. Houston was no longer connected with the official lists of the Conservative party of British Columbia, it would be a considerable weakening of the party. Gallihier's opinion was a strong one in British Columbia. Conservative, and could not be altogether ignored. Mr. Gallihier attributes Sir Henri Joly's action in refusing to have Mr. Houston in the cabinet party to Premier McBricker. It was unlikely, he said, that any Lieutenant Governor would take such action on his own initiative.

NO TROUBLE AT NANAIMO. Statement by Supt. Russell, of Western Fuel Co.—Fire at the Coal City.

Nanaimo, Dec. 7.—"There will be no strike here." These were the words of Supt. Thomas Russell, of the Western Fuel Company, when asked for the facts underlying the report which appeared in the Ladysmith Record that the trouble was anticipated between the Western Fuel Company and its men. "There is no truth in the story," added the superintendent. "President Howard suggested some time ago that it would be to the great advantage of the company as well as the miners, from a financial standpoint, to discontinue the present holiday and work an extra shift, pointing out that the company wished to increase the output as much as possible.

The fish smoking and curing establishment of the Yarmouth Fish Company was totally destroyed by fire on Saturday night. The loss includes the curing and packing building, smoke houses and a lot of valuable fishing gear, altogether estimated at \$850.

Shortly after 1 o'clock to-day the Wellington Colliery Co. struck anthracite coal in No. 7 mine, Cumberland, where they have been driving a slope for many weeks. The coal is of fine quality, and the coal burns clear and bright. The water is now quite under control, and work is proceeding continuously, three shifts daily.

FOR PEASANT REFORMS. New Departure in Drawing Up Scheme in Russia.

Moscow, Dec. 7.—Minister of the Interior Von Plehve proposes to submit a new scheme for the peasant reforms, ordered in the Czar's recent manifesto, to the consideration of a special body to be composed of provincial committees. The proposed law, embodying the new scheme, was drawn up after the inquiry recently instituted by the Czar in the cause of the increasing poverty of the peasants. The members of the provincial committees will be elected in each district by Zemstvos, or elective provincial assemblies, composed of landed proprietors and representatives of the urban and village population. It is a new departure for the Russian government to submit laws to the approval of an elective body, and there is a parliamentary smack about the proposal which delights the liberal minded Russians.

SATISFIED WITH RESULTS. Nicholas Treagar Has Greatest Faith in Lenora and Yreka Properties as Copper Producers.

Nicholas Treagar, the manager of the Lenora mine, is in the city. Recently he visited Qatnsino and inspected the work being carried out on the Yreka property under the control of Messrs. Breen and Bellinger. He is well satisfied with results there, and is sending a number of miners up to increase the output. This is done in view of the fact that shipments will begin to the smelter at Crofton within a few weeks, the steamer Venture entering upon that commission.

THE NEW BUILDING SECURED AT A COST OF \$1,185,000 by the First Church of Christ, in New York City, has been dedicated as a gift by Rev. Mary Baker Eddy, founder of Christian Science and head of the faith.

Rossland ore shipments for last week were: Le Roi, 5,575; Le Roi No. 2, 300; Centre Star, 1,470; War Eagle, 1,230; Junbo, 140; total, 8,665 tons, to date, 376,605 tons. The Carlinia is reported to have completed recovered her health.

PROGRESS MINING

GREAT IMPROVEMENTS

Vancouver Island Prosperity—Prosperity on West

If the reports of from time to time in progress have not been the forthcoming output of Mines will show one of the most progressive history of mining in every industry in the world. It is a matter of gratifying progress even in those less favored provinces, notably in the coal industry in ways the push and prospectors will make arising as it is credit worthy and profitable. It is a matter of Victoria that the industry to the city have ed. The Tyee and done splendidly and the shadow of the permanency of the coal work. Assesses work of importance, extending to the Malait, Richards at Arm, at Goldstream Gordon river, Sarita, other places within a of Victoria. The several years of neglect encouragement caused of incompetent man- weakened the interest and industry of the old provinces, which considerable. The Sound has become numerous other properties to Crofton which have invariably prospered given the work with renewed energy.

Among the West, upon which material made during 1903 is extensive. The eight claims of a total. The property is easily situated on a land- harbor, will ever face ore direct from the claims were located and quite a lot of tunnelling without a haul, but the present ore body is of the Hon. Edgar Dewdney cipals, have adopted methods and have sue the presence of several any one of which will work with renewed energy.

The claims are situated, the ridge of which mineral zones, apparent copper, gold and silver bands of magnetite a. The country rock consist gabbro and dolomite in places is quite massive, and gives evidence of ore beneath. On the of the Victor, a fine body exposed close to the mine. It is from 4 to 20 feet thick, and is composed of the following: Results per ton: Gold, 2.88 oz.; copper, 34.1 per cent; iron, 43.3 per cent; silver, 8.1 per cent; sulphur, 8.1 per cent; other about 400 feet of ore in encouraging quantities covered at several other properties, and further, they intend prosecuting the bodies. The construction about 1 1/2 miles will permit of it, and it is calculated of shipping to the smelter proceed \$150 per ton, so the mining, shipping and treatment profit should be made. They are so pleased with the results that they intend development with vigor, and be in a position to ship a result of the work so far encouraging that they are all about the shipping capacity of the railway, and everything continues to look bright at Mount Sicker. Manager Treagar is well satisfied with the work being carried out on the Yreka claim at both the Mount Sicker and the Yreka camp.

BRIEF TELEGRAMS. (The new building secured at a cost of \$1,185,000 by the First Church of Christ, in New York City, has been dedicated as a gift by Rev. Mary Baker Eddy, founder of Christian Science and head of the faith.

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