

made on Monday last that another Canadian transcontinental railway will be built at once, supplies a sequel to Mr. Blair's thoughts. He no doubt had at that time some knowledge of the proposed new transcontinental line.

The announcement that another great Canadian trunk line across the continent will be built at once, came very suddenly and from an unexpected quarter. It came from no less an authority than Chas. M. Hays, second vice-president and general manager of the Grand Trunk Railway. The road will be known as the Grand Trunk Pacific. It will not be built by the Grand Trunk Railway Company, but will be promoted by the Grand Trunk people, and will be in close affiliation with that company. This vast undertaking, involving the construction of 2,500 to 3,000 miles of main line, to say nothing of the necessary feeders and branches, we are assured on the highest authority, will be pushed ahead at once and completed possibly within five years. It will involve an expenditure of probably not far from \$100,000,000, including construction and equipment.

The Grand Trunk people have heretofore not been doing much talking, but they have evidently been studying the question and thinking. Mr. Hays says the matter has been under consideration for some time and has been studied out in all its details. It is not a hasty decision followed by a premature announcement. The plans have progressed so far that we are told the work will be undertaken just as soon as the necessary legislation can be procured. The new line, Mr. Hays says, will be of the most modern character, and great pains will be taken to secure a line possessing "low

grades, long tangents, steel bridges, heavy rails; in fact the road will be of the highest standard in every respect.

While the surveys have not been made the route to be followed is outlined in a general way. The road will probably start from North Bay, where the Grand Trunk now connects with the Canadian Pacific Railway, thence westerly through Ontario north of the Canadian Pacific Railway line to Winnipeg, thence on through Manitoba, Assiniboia, Saskatchewan and Alberta in a northwesterly direction to the Peace River or Pine River Pass. The Rocky Mountains will be crossed through either one of these passes, and the Pacific coast will be reached at probably Port Simpson. The adoption of a northwesterly route from Winnipeg will give the new road a richer agricultural country immediately tributary to the main line than could be secured by a southern route. The northern route through the mountains of British Columbia will vastly reduce the engineering difficulties, compared with the construction of a road through the "sea of mountains" of southern British Columbia. The passes of the north are much lower and more accessible than any of the southern passes, while the interior of the province is much more open in the north than in the south. Port Simpson has an exceptionally fine harbor. The connection and standing of the Grand Trunk both in America and Great Britain, will enable the promoters of this gigantic enterprise to make the arrangements necessary to finance the work. The wonderful development now going on in Canada further ensures the successful financing of the enterprise, when in the hands of such responsible

promoters as those who have undertaken the work. It is of special importance to note that the promoters state distinctly that the road will be a new one. It will not, it is authoritatively stated, absorb the Canadian Northern, as many supposed when the announcement was first made.

Canada has of recent years been passing through a period of great prosperity—of industrial growth, commercial expansion and rapid increase in population. New territories are being opened up and populated. New towns have been springing up like magic, and everywhere advancement and development has been visible. The construction of another transcontinental line practically ensures a continuance of this wonderful growth for an indefinite term of years in the future. The expenditure of \$100,000,000 in building the road within the next five years will alone ensure a time of prosperity and expansion. Besides this, the development of the vast new territories which will be opened up by the road, presents limitless possibilities for expansion in the near future.

#### Centre Star Mine.

Toronto, Nov. 25.—The annual meeting of the Centre Star Mining company was held to-day, and the various reports presented. The financial statement shows that the indebtedness of the company had been reduced to \$100,028 two months ago, and was being reduced at the rate of \$30,000 a month, which would make it about \$100,000 now. During the year \$29,836 had been written off for the depreciation. The assets include \$2,000,549, the value of the Centre Star mine; \$1,450 cash in bank; \$220,068 machinery and buildings; \$10,259 in stocks of other companies; and \$10,029 accounts receivable. Mining and development

have cost \$172,552, and diamond drill prospecting \$8,871.

Manager Kuy, in his report, said: "The condition of the Centre Star mine has been improved during the year. The reserves of pay ore have been increased and the heavy decline in copper has been more than offset by the reduction in smelting rates, and the satisfactory solution of the problem of treating the low grades by milling and smelting. It is certain that large bodies of the ore exposed will soon be available. Ore sales during the year were 11,087 tons, averaging \$13.31, the smelters gross assay value. The development of the mine has, from the beginning, continued to expose large quantities of ore too low in grade for smelting, but rich enough to promise a handsome profit to successful milling, and now that the difficulties of such treatment have been overcome, the a low-grade masses will soon be available."

The net proceeds from ore sales were \$80,752. The directors were re-elected.

#### Railway Freights.

A telegram from Toronto says the proposed advance in freight rates by the Canadian Pacific Railway and the Grand Trunk Railway Company has been declared off for the present. Hugh Blain, chairman of the transportation committee of the Toronto board of trade, has been in communication with the railways and understands on good authority that it is not the intention of the railway companies to make a general advance. The strong protest of the public and press convinced the railways it would be better to abandon the design.

The Sylphs—called also the electric battlesore and shuttlecock—is a novel Parisian game. The sylph, or shuttlecocks, are butterflies or feathers made of colloid; and when one of these is thrown into the air it floats, and is driven back and forth between the two players. Instead of striking it, however, the players repel it from some distance by wands previously electrified by friction.

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