

vious day, but the engines were not indicated for power. The record of this trial is as follows: steam pressure by gauge, mean over course, 175 lbs.; vacuum, 23½ ins.; revolutions, mean over course, 36.87; mean draught of ship, 7 ft. 7 ins.; displacement corresponding to this draught, 1,148 net tons; time over course, 58¼ minutes; distance, 19 miles; speed, 19.6 miles an hour.

### Railway & Canal Statistics.

The Dominion Public Accounts for the year ended June 30, 1898, just issued, show the following items among expenditure chargeable to capital:

Intercolonial Railway	\$ 252,750 80
Prince Edward Island Railway	17,541 88
Lachine Canal	216,717 44
Ottawa Works	82,663 37
St. Lawrence River & Canals	2,535,949 61
Sault Ste. Marie Canal	21,004 50
Trent Canal	351,273 31
Improvement of the St. Lawrence	198,914 30
Port Arthur Harbor (River Kammistiquia)	12,850 27
Canadian Pacific Railway Company	642 17

### Railway subsidies were paid as follows:

Atlantic & Northwestern	\$ 186,600 00
Coast Railway of Nova Scotia	90,400 00
Gulf Shore	25,064 15
Ottawa, Arnprior & Parry Sound	327,232 00
St. Lawrence & Adirondack	84,480 00
Crow's Nest Pass	453,750 00
Montreal & Ottawa	40,000 00
Ottawa & New York	33,600 00
St. Stephen & Milltown	5,212 11
Montfort Colonization	35,840 00
United Counties	1,488 00
Grand Trunk	131,268 52

\$1,414,934 78

The payments on railway subsidies during the past 15 years have been as follows:

1884	\$ 208,000 00
1885	403,445 00
1886	2,701,249 00
1887	1,406,533 00
1888	1,027,041 92
1889	846,721 83
1890	1,678,195 72
1891	1,265,705 87
1892	1,248,215 93
1893	811,394 07
1894	1,229,885 10
1895	1,310,549 10
1896	3,228,745 49
1897	416,955 30
1898	1,414,934 78

\$19,197,372 11

The balance sheet contains the following items among the assets:

CANALS.	
Burlington Bay Canal	\$ 308,328 32
Chamby Canal & River Richelieu	436,152 83
Improvement of the Trent	559,067 70
Murray Canal	1,247,470 26
Lachine Canal	7,634,698 03
Lake St. Peter	1,164,235 08
Ottawa Works	6,794,951 33
Rideau Canal	10,720 50
St. Lawrence Canals	22,113,065 70
St. Peter's Canal	402,021 82
Sault Ste. Marie Canal	3,678,558 21
Tay River Navigation	476,128 73
Trent River Canal	2,066,696 17
Welland Canal	23,549,415 76
RAILWAYS.	
Digby & Annapolis Railway	660,683 09
Intercolonial Railway	56,004,146 98
Prince Edward Island Railway	3,768,107 26

### To the Land of Sunshine.

Take the Sunshine Route from Chicago to Los Angeles, San Francisco and other points in California, and escape the rigors of winter in the East and North.

Pullman Tourist Cars for first and second class passengers leave Chicago every Saturday at 2 o'clock p.m. via the Chicago, Milwaukee and St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka and Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through car-line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route time-table folder. It costs nothing.

Address A. J. Taylor, Canadian Passenger Agent, 8 King Street E., Toronto, Ont.

### TELEGRAPHS & CABLES.

#### Canadian, British Columbian & Dawson City Telegraph Company.

In our last issue we published a very full summary of a prospectus issued by this Co., which only reached us just as we were going to press, & when there was no time for comment. We have since received a complete copy of the prospectus & of the memorandum of Association. The issue of £95 of £225,000 5% 1st mortgage debenture stock has been severely criticised by some of the English financial papers, & after thoroughly looking into the matter we are inclined to agree with them that the scheme is at least visionary, if nothing worse. The London Statist recommends the debentures to "old ladies in search of highly speculative debentures," & says:—"The dear innocent public will be very innocent indeed if it accepts off hand the idea that there is solid attraction in the enterprise." J. Morris Catton, who trades as J. Morris & Co., advertising agents, is apparently the promoter of the scheme, & we think it is to be regretted that he has been able to secure Sir Adolphe Caron & Sir Jas. Grant, of Ottawa, & ex-Premier Turner, of B.C., as directors. Our advice to them, in the vernacular, is to "jump the outfit" forthwith.

Strange to say the prospectus does not contain even an approximate estimate of the cost of building the line from Quesnelle to Dawson City & branches, & this very essential feature is also wanting in the report made by the Co.'s resident engineer, a copy of which we publish further on, though elaborate & detailed estimates of revenue are given. We have consulted a telegraph expert in whom we have every confidence, & who has a practical knowledge of the class of country through which the lines are projected. His estimate of the cost of construction does not exceed \$300 a mile, which for the 1,400 miles mentioned in the prospectus would aggregate \$420,000. By the sale of £225,000 debenture stock at £95, over \$1,000,000 would be realized. It would be interesting to know what the promoters intend to do with the difference. They appear to have asked more than double what is required.

The estimate of revenue would be laughable, were it not too serious, in view of the beguiling effect it may have had on investors. In addition to local and intermediate traffic estimated at £37,500 a year, it is estimated there will be 200 telegrams a day between Quesnelle & Dawson at 5s a word, producing a further revenue of £150,000 a year, or a total revenue of £187,500 a year. The rate of 5s a word (\$1.22) is rather startling in view of the facts that the Atlantic cable rate is only 25c a word, and that the day rate from Halifax, N.S., to Vancouver, B.C., the longest land line in Canada, 3,662 miles, is only \$1 for 10 words. We have no hesitation in saying that an estimate based on 5s a word is illu-

sionary and deceptive. Mr. Woodford refers to the rate of 9s a word from the Transvaal, which, however, is an entirely different proposition. The rates that prevailed in the Klondike last year are no criterion. Everything is cheapening there with marvellous rapidity, fancy prices will be at an end in the spring, & a most careful enquiry in the best informed quarters leads us to believe that a revenue of \$1,000 a day, or say \$300,000 a year of 300 days, is the very most that can be expected, instead of the prospectus estimate of \$911,250. Even \$300,000 is to some extent problematical, as the line will be a most difficult one to maintain & the wires will be down a great deal, Mr. Woodford to the contrary, notwithstanding. The revenue anticipated from the North American Transportation Co., the Alaska Commercial Co. & the Hudson's Bay Co.'s business is not likely to reach the considerable proportions foreshadowed in the prospectus.


London, Eng., advises say the C.B.C. & D.C.T. Co. has been registered with a capital of £300,000 to acquire the securities of the Dawson City & Victoria Telephone Co. It is also stated that the letters of allotment to applicants for the mortgage debenture stock have been mailed & that E. G. Woodford, the Resident Engineer, has sailed for Canada to superintend the construction of the line. Our advice to the subscribers is to take any steps they can to prevent the expenditure of the proceeds of the debenture stock until reliable estimates of the cost of construction & of the revenue to be obtained have been secured. If the three Canadian directors above named do not insist on these precautions we predict troublous times ahead for them. We are anxious to see telegraph communication with the Klondike established—we believe it is a pressing necessity—but we want to see it done on legitimate business principles & not to the loss of British investors in a way that would give a black eye to future legitimate projects.

#### RESIDENT ENGINEER'S REPORT.

Following is the report of E. G. Woodford, M.A.I.M.E., late State mining engineer, Transvaal, &c., made on Dec. 10 last & which accompanied the prospectus as mentioned above:—

"In compliance with your request for information re the construction & operation of a telegraph line between Quesnelle—the present terminus of the telegraph system of B.C.—and Dawson City, in the Klondike mining district, I submit the following, which is based upon my personal knowledge of the country from which I have just returned. The proposed route of the telegraph would follow a line surveyed many years since for the all-land route to Europe via Behring's Straits. By this route, which follows an old trail, the distance from Quesnelle to Telegraph Creek on the Stikine River is 570 miles, & from Telegraph Creek via Teslin Lake, Atlin Lake (the new gold rush), White Horse Rapids, & the Yukon River is 730 miles, or a total between

# BURN



## E. B. EDDY'S

# MATCHES

Notice is hereby given that The British Yukon Mining, Trading & Transportation Company will apply to the Parliament of Canada, at the next session thereof, for an Act authorizing the said company to construct & operate a line of railway from a point at or near Fort Selkirk to a point at or near Dawson City; thence westerly to the one hundred & forty-first Meridian; also to construct & operate lines of railway from a point at or near Cariboo Crossing or from or near Tagish Houses to Teslin Lake or River & to Atlin, & with the consent of the Governor in Council, to construct & operate branch lines in the Yukon District not exceeding fifty miles in length: to change the name of the company to "The British Yukon Railway Company," & to divide the undertaking of the company into sections, & to borrow money separately upon each of said sections, or on any two or more of them combined; also to confirm the proceedings taken upon the organization of the company; & to further amend the Act incorporating the company.

CHRYSLER & BETHUNE.

OTTAWA, 19th November, 1898.