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The Quebec Gazette

CHRONICLE TELEPHONE NO. 45.



QUEBEC, JANUARY 14, 1903.

THE GRAND TRUNK AND ITS FRIENDS.

We published yesterday morning a correspondence of the Mail and Empire which ought to be of considerable educational service to the public. On the face of it, it amounts briefly to the statement that the Dominion Government is committed to the support of the "Grand Trunk extension scheme," and that Mr. Tarte, proving intractable, was ejected therefor. That is the innocent aspect, but underneath lies the fact that the Grand Trunk extension scheme was manipulated by Messrs. Blair, Fisher and Sifton, and that Mr. Tarte's decapitation was the result of his refusing to participate in their schemes. The announcement is made in an Opposition paper it is true, but it is confirmed by all that the public has become aware of, by various little things that were allowed to leak out from time to time to serve at once as preparations of the public mind for the scheme, and as false scents to keep it from striking the trail too prematurely, and also by general vrayance. No sensible man, for instance, could for a moment believe that Mr. Tarte was ostracized for his protectionist views, when his successor was a man equally pronounced on the subject, or for his "violation of the constitution," when there was hardly a Minister from the Premier downwards who had not committed the same visionary offence. The excuses made were so glaringly shallow that men were convinced that something more serious than they, something more serious even than personal rivalry was behind, and that something is a conspiracy to turn the Pacific and North-Western trade into United States ports, and to make Canada contribute both in land and money for that purpose. If it be true that Mr. Tarte suffered for his opposition to this scheme, he deserves the applause of all patriotic Canadians for his self-sacrifice. Whether it be true or not, the existence of the scheme is an acknowledged fact, and the complicity of the Dominion Government too well ascertained to admit of denial.

It is instructive to observe, too, that this so-called Grand Trunk extension finds no favorers or supporters beyond the ranks of its own promoters, their allies in the Government, and the press controlled by the two. Elsewhere the opposition to it is bitter and determined, journals of all shades of politics have protested against it, Boards of Trade both East and West have denounced it, on the Canadian ground that it helps a railway whose interests are in the main foreign to divert home freight and home traffic to foreign ports; while the shareholders of the Grand Trunk itself, according to the Financial Times, will oppose by every means in their power any financial aid proposed to be given by the Company to the project on the ground that their own interests will materially suffer thereby. Thus the people of Canada, view the scheme with alarm because they know that it will injure their own transportation routes, harbors and commerce, and the stockholders in England entertain the same feelings because they are satisfied that it will be a drain on their own resources, instead of a feeder, and the Grand Trunk extension appeals to this country for money and land in the face of the fact that the Grand Trunk shareholders will not aid it one single farthing. A mischievous and hurtful scheme, according to the Canadian view, a profitless, and probably disastrous scheme, according to the Grand Trunk proper view. It is almost incredible that such a project should receive the countenance and assistance of the Government of this country, unless indeed the pecuniary benefit which they alone expect to reap.

A THREE-LEGGED POLICY.

Business men are becoming more and more confused by the attitude of the Laurier Government towards the tariff. It was confidently predicted, previous to the last by-elections, that the speeches of Cabinet Ministers would bring forth some definite announcement of their fiscal policy. But the very reverse resulted. One Minister talked protection, while five of his colleagues declared for lower duties, and there the question stands. One section of the Liberal party is confident that a greater measure of Free Trade will be granted at the coming session of Parliament; a second body is certain that the tariff will remain where it is; while a third quota is ready to shout for the increased protection which will assuredly be extended to our industries.

Perhaps no one person is more to blame for the existing chaos than Hon. W. S. Fielding, the selected successor to the Premier. Mr. Fielding has been treating the people of Nova Scotia to some inconsistencies, and if we are to judge him by his own utterances, the Finance Minister is himself "at sea" to a greater degree than anybody.

At Yarmouth, the duty of securing the election of Mr. Law fell to Mr. Fielding's lot, and as a Free Trade stronghold, the Finance Minister told the people that:

"The difference between the two parties was this, that the Conservative party favored a high tariff, and the Liberal party said it would be for the benefit of the country to turn your face in the other direction and lower the tariff."

A few days later Mr. Fielding spoke at a banquet in Halifax, a strong protectionist city, and his song there changed somewhat, the tune being:

"We have never had a free trade policy in this Dominion, and we are not likely to have it within the memory of any man at this meeting."

Then, after contradicting what he used as bait for the people of Yarmouth, Mr. Fielding admitted the weakness of his tariff, and his inability to meet the needs of the country by a just and progressive revision. "I do not say," said Mr. Fielding, "and I repeat it again, that the tariff is perfect. It is better to bear some of the ills we have than to fly to them we know not of."

Canadian politics will be searched in vain for a more hopeless exhibition of weakness than that herein presented.

A GOOD SAFE-GUARD.

Invisible ink and "sympathetic" ink are beaten entirely by a new development in preparations of this nature reported by the trade journal La Papeterie. This is nothing less than a disappearing paper. The paper intended for this temporary use is submitted to the following process: It is first steeped in acid (sulphuric acid by preference), diluted according to the length of life it is intended the material should possess. It is afterward dried and glazed and the acid superficially neutralized by means of ammonia vapor. But the acid still remains in the pores, and that paper is infallibly doomed after an existence more or less prolonged, as the case may be. It is certainly a most useful invention, and should commend itself strongly to those who cannot trust their correspondents to "burn these letters."—New York Tribune.

BRITAIN, ABYSSINIA AND EGYPT.

The treaty recently executed between Great Britain and Abyssinia has several very important features. In this document Abyssinia contracts first, that she will make no attempt to dam or obstruct the flow of water into the Nile, on which the very existence of Egypt depends, and second, that a block of territory recognized as belonging to King Menelik shall be leased for the purpose of a commercial depot and the construction of a railway connecting the Sudan and Uganda. By this latter provision, the late Mr. Cecil Rhodes' great project of a line from Cairo to Cape Town, is brought appreciably nearer realization. The frontier between Abyssinia and Uganda remains to be settled; but it is not anticipated that any difficulty will arise on that score. One very significant point about the compact is that it ignores alike the Khedive and the Sultan. It is another indication that England's "protectorate" of Egypt is intended to be permanent.—Winnipeg Free Press.

AERIAL BAGGAGE SHIFTER.

An aerial luggage transmitter has been erected recently by the London and South-Western Railway Company at its junction at Woking, and is, we understand, in the nature of an experiment, being, it is believed, the first appliance of its kind used by any railway company in the Kingdom. In briefly describing its Engineering status that on the top and down platforms are erected iron towers, each thirty-two feet six inches in height, and set in blocks of concrete. Suspended from tower to tower are four spans of wire cable. The topmost cable, on which the transmitter runs to and fro, is exceptionally strong, and is capable of bearing a strain equal to at least 30 tons. The second cable keeps the transmitter in position, and the third and fourth cables, which are much thinner and are in one length, are for "paying out" and "returning." Each span is 110 feet long, and the height of the transmitter above the railway is twenty-two feet six inches. Attached to the transmitter is an iron cage capable of holding half a ton at one time. The whole is worked by hydraulic power, the engine being on the down side. Above it is a small box in which are the levers working the apparatus. The transmitter is very rapid in working, taking only thirty seconds to deposit ten hundredweight of luggage from one platform to the other. All the experimental trials have been, it is said, most satisfactory; and the transmitter now ready for use.—Nature.

BRITISH BUSINESS.

The latest British pessimist about British trade winds up a lamentation over the way Germany and the United States are beating Britain by the information that "another important influence against Great Britain was standardization, which, however, before the year was out, would be adopted by all the important engineering trades in Great Britain."

Standardization means the use of certain fixed principles and measurements in details of iron and steel manufacturing so as to make structural work as interchangeable as possible, no matter what firm is concerned. It is a fine thing. No doubt Britain has been slow in adopting it. But the self-reliant frame of mind which has been slow in adopting it is the same sturdy spirit which gained the business without it. And also pretty nearly every well about British slowness in adopting things winds up as in this case with a grumbling announcement that something good is adopted.

Statistics are just published of British trade for 1902. The total was £812,399,000, or about \$4,060,000,000 (omitting re-exports of foreign or colonial produce (about \$350,000,000 more). This being for the calendar year can not be exactly compared with any fiscal year; but it is much greater than the trade of any fiscal year in British history except that of the fiscal year 1900, which was a trifle more; and it is greater than that of any other two powers on earth.—Ottawa Journal.

THE LAKES OF CANADA.

The first volume of the returns of the recent census has just been issued and it contains much interesting information on various subjects connected with the Dominion and its population. One table gives the areas of lakes in Canada by Provinces and Territories. From this table it appears that of the 2,397,167,293 acres contained in the Dominion, 80,483,222 acres are water. In Manitoba 41,169,048 acres are land and 6,019,200 acres are included in lakes. Ontario has the largest lake area of any Province in the Dominion. In that Province, out of a total area of 166,951,636 acres, 25,826,306 acres are lakes. The enormous Territory of Mackenzie with its 359,796,500 acres has 18,910,080 acres of lakes. Franklin has 320,000,000 acres of land but no lakes, while of the 301,066,270 acres in the Territory of Keewatin 8,588,260 acres are lakes. To the Yukon 415,280 acres of lakes are attributable out of a total acreage of 126,064,780. Athabasca has 5,065,120 acres of lake and a land area of 155,622,120 acres. In Alberta there are 232,000 acres of lake and in Assiniboia 384,000 acres. The proportion of water in Saskatchewan is higher. Out of a total area of 68,875,359 acres in that Territory, 2,411,500 acres are water. In New Brunswick there are 47,232 acres of lake and in Nova Scotia 230,100 acres, while Prince Edward Island has no lakes. British Columbia has 1,560,830 acres of water and 236,922,177 acres of land, and Quebec, out of a total acreage of 225,198,561, has 6,474,874 acres of water. The Territory of Ungava has 3,745,440 acres of water out of a total area of 223,429,600 acres. The figures show strikingly the enormous area of the Dominion and the equitable distribution of its waterways.—Winnipeg Telegram.

PARSIMONY AND SURPLUS.

Mr. Mulock and his friends have been boasting about having a surplus on the last year's transactions of the Post Office Department. When the boast was first made, it was pointed out by critics that the alleged little surplus of \$25,000 was only made possible on paper by the most improper exclusion of the unprofitable postal regions of Atlin and Yukon. But that is not all. Even with this bookkeeping device, the paper surplus would not have been possible had not Mulock starved the service beyond measure and to the great public detriment. This has been the theme of much discussion, and it has been shown that Mulock's system of conducting the postal service throughout the country has been to grind down the small offices and mail carriers till he has got the thousands so employed working at what may be described as "Chinese wages"—in many cases, in fact, carrying on public work at private loss.

Such parsimony as Mulock has been practicing in this important service is of no good to the country, but to quite the contrary. It has been full of injury, not to say cruelty, to a large number of poor people, who, though they were given only starvation pittance for a large amount of hard labor, were not in a position to resent such treatment and throw up the underpaid work. There is probably not an employer of labor in all Canada who treats his employees as parsimoniously and unjustly as Mr. Mulock. And the irony of the whole situation is, that this same "sweater" Mulock is supposed to be the head of a Labor Department, and to be running an office and a journal in the interests of Labor!—Halifax Herald.

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NEW RAILWAY THROUGH DOMINION

Last night Mr. J. G. Scott, manager of the Great Northern and Quebec and Lake St. John Railroads, read a valuable and interesting paper on the proposed Trans-Canada Railway, before a large and fashionable audience at the Morrill College Hall.

The lecture was given under the auspices of the Quebec Literary and Historical Society, presided over by Sir James M. LeMoine. The learned and carefully prepared paper read by Mr. Scott was illustrated by time-light views, which Mr. Henry O'Sullivan, C.E., Fellow of the Royal Geographical Society of London, aided in the discourse by pointing out on a large map the territory to be traversed by the projected railway. At the close of the lecture, Mr. O'Sullivan made some very interesting remarks on his personal experience in exploring the James Bay territory, forming part of the Trans-Canada Railway proposed route, and in wood, water power, and minerals the richest section of the Province.

Sir James LeMoine introduced Mr. Scott in an appropriate speech, during which he made reference to the importance of the subject, and Mr. Scott's zealous interest in the project. Mr. Scott, on rising, was received with applause. He read his interesting paper in a clear, well modulated voice, which was pleasing to the ear and audible in the remotest parts of the hall. The following is the full text of the lecture:

Sir James LeMoine, Ladies and Gentlemen:

The Literary and Historical Society have been kind enough to call upon me to read a paper on the subject of the proposed Trans-Canada Railway, a question which has naturally aroused a great deal of attention in Quebec, and which is commencing to command almost equal attention all over the Dominion, seeing that the enormous crops of the far West absolutely demand additional means of transportation.

The Society could, I think, have found many persons in Quebec more familiar with this subject and better qualified than I to address you, as I need hardly say that an effort of this kind is entirely out of my line. However, if you will be lenient as to shortcomings, I shall endeavor to give you a summary of the merits of the proposed railway, and of the nature of the country it will traverse, condensed from the different reports which have been published from time to time.

In the first place, I may say that the idea of a direct line of railway from Quebec to the Pacific Coast, passing close to James Bay and north of Lake Winnipeg, is not by any means a new one. It was recommended to the Government of Canada in 1880 or 1882 by two very eminent engineers, Sir Sandford Fleming and Mr. Marcus Smith, as being the shortest and best, and at about the same time was strongly advocated by an eminent American engineer, General Hewson, of Toronto, who held a number of public meetings in Quebec on the subject. The late Senator J. G. Ross, the greatest merchant and boldest financier Quebec has ever had, was fully convinced of the necessity and advantages of this line years before a charter was even thought of.

The late Sir John A. Macdonald admitted that it was the best line, but said the location of the present C.P.R. must be followed because it would connect Montreal, Ottawa and Toronto with Winnipeg and the then settled portions of Manitoba, which were much further south than General Hewson's line, and which had no railway communication with the east. This objection, a very sound one at the time, does not of course now exist.

THE TRANS-CANADA RAILWAY WAS INCORPORATED.

By an Act of Parliament of the Dominion of Canada, passed in the year 1895, a charter was granted for the construction of this railway from a point at or near Quebec to the Pacific Ocean at Port Simpson or Port Essington. This charter was amended in 1897 so as to provide for the commencement of the works not later than 29th June, 1901, and for their completion within ten years from the passing of the act, and granting power for the construction of a branch line to Montreal.

The Quebec and Lake St. John Railway runs north-westward from the city of Quebec in a direction suitable for the shortest location of this railway, and as the rivers flowing into Lake St. John on the one side, and James Bay on the other offer a route which will give the easiest gradients crossing the height of land between the waters flowing into the St. Lawrence and those flowing into James Bay, and as this route will give the railway the advantage of two eastern segments, namely, Quebec and Chicoutimi, it has been decided to make use of that line between Quebec and its northwestern terminus at Roberval, Lake St. John.

Work was accordingly commenced at Roberval on the 28th June, 1901, in the presence of an immense concourse of people, the clergy of the district giving the enterprise evidence of their sympathy and support by an impressive religious ceremonial on that occasion. Sixty miles of the railway have also been located from Roberval westward towards James Bay, and the plans and profiles have been deposited with the Dominion and Provincial Governments according to law.

Three different explorations of the James Bay territory have been made by Mr. Henry O'Sullivan, C.E., F.R.G.S., Director of Provincial Surveys.

The Hon. Lomer Gouin, Minister of Colonization and Public Works, of the Province of Quebec, made an inspection of the country to be traversed by a portion of the first division of the railway in September last, and expressed himself as being very much surprised and impressed with the fer-

tility of the soil and the resources of the country.

On the 16th February, 1901, the President and other representatives of the Quebec Board of Trade and of the Company had an interview with the Right Hon. Sir Wilfrid Laurier at Ottawa, and submitted a memorial setting forth the advantages of the railway at considerable length.

After due consideration the Government recognized the merits of the project and submitted to Parliament a subsidy bill, which was duly ratified, granting a subsidy of \$3200 per mile—or \$192,000—in aid of the first sixty miles of the railway from Roberval, westward, to be increased to \$6400 per mile should the cost be in excess of \$15,000 per mile to that extent, and at last session of Parliament the charter was extended for ten years.

The mileage of the proposed railway, allowing the usual percentage for loss in curvature, will compare as follows with other existing routes:

	Miles.
Quebec to Vancouver (C.P.R.)	3078
Quebec to Port Simpson (Trans-Canada Railway)	2830
Chicoutimi to Port Simpson	2705
Quebec to Yokohama (via Vancouver)	7367
Chicoutimi to Yokohama (via Port Simpson)	6645
Winnipeg to Quebec (via C.P.R.)	1572
T.C.R. (via projected Chicoutimi)	1410
Chicoutimi (via do.)	1254

Average summer temperature at all the principal points between Quebec and Port Simpson. (Forms kindly furnished by Mr. R. F. Stupart, Director of Meteorological Service at Toronto):

	In 1895
Moose Factory, James Bay	61
Quebec	63
Rimouski	55
Chicoutimi	60
Winnipeg	59
Norway House	59
Oonikap	60
Edmonton	60
Atlinaska Landing	60
Dunvegan	55
Port Simpson	57

ADVANTAGES OF THE PROJECT.

The Advantages of the Proposed Line have been briefly enumerated in a Memorial Presented to Sir Wilfrid Laurier by the Quebec Board of Trade on the 16th February, 1901, from which I extract the following:

1. Distance.—The distance from Quebec to Port Simpson would be 250 miles shorter than that from Quebec to Vancouver by the C.P.R., and from Chicoutimi to Port Simpson 370 miles shorter. The distance from Chicoutimi to Winnipeg would be 280 miles shorter than from Quebec (C.P.R.) to Winnipeg. The distance from Chicoutimi to Yokohama would be 720 miles shorter than from Quebec to Yokohama by C.P.R.

2. Gradients.—The summit of this line, in the Pine or Peace River Pass, would be about 2000 or 2800 feet above tide. The C.P.R. summit, further south, is 5400, and one of the American Pacific roads reaches an elevation of 11,000 feet. The summit between the St. Lawrence and James Bay is less than 1200 feet, and the approaches to both summits are so gradual that there should be no difficulty in obtaining a maximum gradient of one per cent. from ocean to ocean, and possibly the maximum of 6-10ths of 1 per cent., which is now so eagerly sought for by American trunk lines.

3. Seaports.—The harbor of Port Simpson is said to be the finest on the Pacific Coast north of San Francisco. Nottaway is the only deep water harbor on the James Bay, and with some dredging can be entered by vessels drawing thirty feet. The coast line of James and Hudson Bays tributary to this railway, will be about 4000 miles. Chicoutimi (six miles below the town) can be reached by vessels of any draught, and Quebec has magnificent docks, which have cost the Government \$3,000,000, with deep-water berths and elevator facilities for steamships drawing (should such draught be necessary hereafter) forty feet of water. It is firmly believed that Quebec can be made a winter port for ocean vessels of suitable construction. The Baltic until a few years ago was closed, like the St. Lawrence, all winter. Now it is regularly and safely navigated all winter by many steamers carrying from 5000 to 8000 tons of freight, and with no difficulty as to insurance. In any case, there can be no difficulty of making a winter port at Chicoutimi. The ice in the Saguenay is most salt-water ice, easily broken, the Saguenay offers perfect safety for ships, being all deep-water, and protected from snow storms by wall-like banks; and the St. Lawrence from the Saguenay to the sea has none of the shoals and other obstacles which exist to some extent between Tadoussac and Quebec. The charter allows of an extension from Chicoutimi to the mouth of the Saguenay at St. Catharines Bay, where the St. Lawrence is generally free from ice. Should these ports be temporarily inaccessible at any time in winter, the bridge now being built at Quebec will give this railway short and easy access to the winter ports of Halifax and St. John.

4. Climate.—The least favorable climate to be met with on the proposed line will be that of the country between Lake St. John and James Bay. Recent information goes to show that this has been entirely misrepresented. Observations taken at Moose Factory, on James Bay, prove that the average summer temperature during five years was somewhat warmer than Chicoutimi, and three degrees warmer than Rimouski, and that the average snow-fall was half that of Montreal. So that from a climatic point of view anything which can be grown at Rimouski, Chicoutimi or Winnipeg, can

The Trans-Canada Our Future Hope

Interesting Paper Read Last Evening by Mr. J. G. Scott, Under Auspices of the Literary and Historical Society.

THE MANY ADVANTAGES OF PROPOSED ROAD

be grown in the James Bay territory.

5. Soil.—Recent explorations prove that the soil in the James Bay territory is equal to that of the St. Lawrence valley. That of the immense Peace River valley is well known for its fertility, and present information goes to show that the country between James Bay and Lake Winnipeg and between Lake Winnipeg and Peace River is also excellent. So that it may be said that the whole country from the Saguenay to the Rockies is fit for settlement and for the raising of cereals, and could support a population of many millions, sufficient, in fact, if the zone between this line and the C.P.R. were settled, to raise breadstuffs for the British Isles, and make them independent of all foreign countries.

6. Minerals and Timber.—The reports of the Geological Department indicate that this country is rich in minerals. The best of iron is found in the James Bay country, together with lignite coal and copper. The district north of Peace River abounds in petroleum, and the country between the Rockies and the Pacific Coast in bituminous and anthracite coal, gold and copper, and a branch from this line would offer the shortest route on Canadian soil to the Yukon gold fields should a railway ever be needed in that country. The James Bay district and the country east and west of Lake Winnipeg are timbered with the best spruce, and the rivers abound in water power to convert this timber into pulp and paper.

7. Military and Naval.—In the event of hostilities with our neighbors, which it is sincerely hoped may never occur, the present C.P.R. line could be broken in twenty places in a week, and communication would never be restored. The proposed line being from 300 to 400 miles from the frontier, protected by fleets at Quebec, Saguenay, Nottaway and Port Simpson, would be impregnable, and for this reason should receive the support of the British Government. This support need not be costly, as the price of a battleship per annum would pay the interest on the cost of the whole undertaking.

8. Manitoba.—A branch to Winnipeg would give the Province of Manitoba its shortest and cheapest outlet to the seaboard. The saving in distance, the level character of the road, and the consequent easy gradients, would, it is estimated, make it profitable to haul wheat to the seaboard at seven cents per bushel less than it now costs the farmer of Manitoba. This saving, even on the present crop, would more than pay the interest on the cost of the road. Should the navigation of Hudson Straits ever prove practicable, the distance from Winnipeg to the Straits via Nottaway would be no greater than via Churchill, and through a much better country.

For all these reasons we think that the line indicated on the enclosed map would be the best that could be built, from an Imperial as well as Canadian point of view, and it should not be forgotten that for its entire length it will pass through a country between latitudes 47 and 55, or in the same geographical position as Paris, Berlin and Warsaw in Europe.

The great financial success achieved by the Canadian Pacific has rendered it much easier to secure capital for such an undertaking as this than it was twenty years ago, and the project should not have the antagonism of the capital invested in the Canadian Pacific, as it must be beneficial to that road by putting population into the zone of country between the two lines.

We have reason to expect that the Province of Quebec will grant a subsidy of land, probably 20,000 acres per mile, for the first section of the railway from Lake St. John to James Bay, about 350 miles, and it is hoped that the Province of Ontario may grant a similar subsidy from James Bay to the western boundary of the Province near Lake Winnipeg.

If the Dominion Government would grant the usual double subsidy of \$6400 per mile, it is believed that a financial basis would be established which would secure the necessary capital to carry out this most important undertaking, which will make Canada a solid country with breadth and great agricultural resources, instead of a fringe of settlement subject, as it now is, to the good will—from day to day—of our powerful neighbors to the South.

Where the line passes through forest lands it would, of course, be expected

that the Dominion will grant a land subsidy.

On this financial basis the promoters of this enterprise could be prepared to suggest the following advantages to Canada, advantages which have never yet been offered to the country by any other railway corporation:

1.—To construct the entire road with steel rails and steel bridges of Canadian manufacture, thus offering to the new steel and iron works at Sydney, Midland, Sault Ste. Marie and Hamilton an immediate market for an immense quantity of steel.

2.—To give free transportation from Quebec to any point on its line for all immigrants and bona fide settlers and their effects.

3.—To carry wheat from all points on its line in the Province of Manitoba to an ocean steamer at Chicoutimi or Quebec for nine cents per bushel, thus saving the farmer of Manitoba about seven cents per bushel on present freight rates to the seaboard.

We have the honor to be, Sir, Your obedient servants.

(Sgd.) GEO. TANGUAY.

President Quebec Board of Trade.

Let us now look at some of the authorities for the statements contained in the memorial of the Quebec Board of Trade:

Translation of a letter from the Rev. Father Nedelec, late Missionary at James Bay:

Mattawa, 5th November, 1887.

J. G. Scott, Esq., Quebec.

Dear Sir.—I beg to acknowledge receipt of your letter of the 8th inst., in which you ask me for information about the vast Hudson's Bay territory—the Siberia of Canada. In order to answer your questions satisfactorily one would have to be an explorer, a geologist, a mineralogist and even a farmer, in a word, an expert in every branch of knowledge. I confess that I am only a missionary to the Indians and the shantymen of the Ottawa. Nevertheless, I shall esteem it a pleasure and a duty to oblige you to the utmost of my capacity, to the depth of my knowledge and extent of my observations. Beyond this, I can but refer you to good authorities on the subject. But to answer your questions:

1st.—The country is generally habitable, excepting a few places, chiefly along the coast. Along the east coast the fishing is good.

2nd.—All kinds of grain, except wheat and buckwheat, and also fruit and vegetables, are, as a rule, grown with success, except in a few scattered places on the coast.

3rd.—I find it difficult to say what population might be supported in the territory. There is room for millions, with improved agriculture and the development of industries.

4th.—The extreme heat is 100 degrees, and extreme cold on the coast—55 degrees. Average in January, 3 degrees.

In some places the climate is better than that of the north of Germany, Poland, Norway, north of Scotland, Lake St. John, Newfoundland. In some parts the natural resources are magnificent, in others not so good. As a general rule it resembles Quebec and the district of the Lake St. John. All that I can say is that the country is larger and more habitable than can be imagined.

5th.—The soil in general is of clayey nature.

6th.—Between Lake Temiscamingue and height of land, white and red pine spruce and soft birch abound; on the other side of the height of land, spruce, soft birch and cedar.

7th.—Any amount of fur, birds and fish; whales also abound.

8th.—The snow-fall is not excessive.

SUCH IS HUDSON'S BAY.

What was Canada 200 years ago? What were the United States? In my opinion it would be a good thing for the Province of Quebec to take possession of that part of the Hudson's Bay that belongs to it. Your Company ought to establish Acadian settlements in the Bay. They are the very people for the country.

Yours truly,

(Sgd.) J. M. NEDELEC, O.M.I., Indian Missionary.

The Rev. Father Paradis, formerly missionary at Moose Factory, writes in a similar strain and says:

Game—Wild geese and ducks are abundant at Fort Albany, north of Moose Factory; 35,000 geese are killed there annually for provisions for the Hudson's Bay Company by Indians, that being the number they are expected to furnish.

I think this country might be com-

pared to Germany in Europe, and the Fort Albany district with Russia.

The climate resembles that of Krimouraska, with the same flowers, wild fruits, such as gooseberries, strawberries, juniper berries and cranberries.

At Moose Factory there are some splendid gardens, containing currants, gooseberries and all kinds of vegetables. In one of them there is an ash tree, planted ten years ago, that now measures 13 inches diameter.

Ice leaves the rivers about end of April, and the Bay is navigable from 5th to 13th May. Closes from 1st to 20th November. The highest tide is ten feet.

LETTER FROM PROFESSOR BELL.

(Sgd.) ROBERT BELL, C.E., M.D.

Head of the Geological Survey Department.

Ottawa, 7th March, 1887.

J. G. Scott, Esq., Quebec.

Dear Sir.—Your favor of the 14th reached me this morning, and I beg to answer your questions seriously as follows:

1.—A considerable portion of the territory southward of James Bay is fit for settlement.

2.—My own explorations have not extended eastward of the basin of Moose River. In that Basin a great deal of good land is found between the water sheds of the great lakes and the commencement of the low level country to the south westward of James Bay. This would comprise about one third of the region between Lake Superior and James Bay. The soil is mostly brownish gravelly loam and light colored clay, with sand in some parts. In the coniferous forests, when the ground is level, the surface is apt to be covered with deep moss, but when this timber has been burned off and replaced by deciduous trees, the ground is dry.

3.—The summer and winter temperatures resemble those of the County of Rimouski. The summer is not so hot, nor the winters so cold as at Winnipeg.

4.—The average snow-fall is about three feet or a little more, still not quite so great as about the city of Quebec.

5.—Potatoes and all other kinds of root crops have been found to do remarkably well. Hay also grows luxuriantly. Barley would, I think, be a sure crop every year, and rye could also be grown with advantage. Barley is sown every year at Moose Factory and Rupert's House and it has ripened well every year that I have visited these parts. Still it is said to fail some years. However, these places are much further north than the region I have indicated, and what is worse for them, they are near the sea, which is said to have an unfavorable influence in the autumn. Mr. John McIntyre (now of Fort William) says he has ripened wheat at Missinibi and New Brunswick House, within the above area. I have had experiments made at New Brunswick House and at Norfolk, on the Abitibi River, with a great variety of field and garden seeds, and the results proved that this region is capable of growing anything which can be raised, say in the County of Rimouski. I regard the region as well suited for stock raising and dairy farming, and it is not unlikely to prove fit for grain also.

The soil at Moose Factory is heavy and cold, still vegetables, etc., grow successfully here. Among the kinds I may be mentioned potatoes, beans, peas, turnips, beets, carrots, cabbage, onions, etc., etc. As showing the absence of summer frost at Moose Factory in 1877, I mention at page 27c of my report for that year, that, on our return to Moose Factory (from the North) in the end of September, we found that there had been no frost there all summer, and the most tender plants, such as beans, melons, cucumbers, tobacco, the castor oil bean, etc., growing in the open air, were still quite green and flourishing. That summer was, however, probably a finer one than usual.

It has been objected to this statement by some Hudson Bay Co.'s men, that I should have mentioned that some of the above plants had been started in the house. But all I wanted to show was the absence of summer frosts that year. These plants are generally started under glass in other parts of Canada as well.

6.—White and red pine grow in the southern part of the basin of Moose River, but the timber most abundant throughout the whole country, consists of white and black spruce, tamarac, white cedar (as far north as Moose Factory), white birch, aspen, rough-barked poplar, "Jack" pine and

houlaut. There is a little elm, and black ash, in the southern part, but it is not worth counting commercially. Some of the above woods are worth exporting.

7.—Minerals are to be found in this region; nearly all the metals are to be looked for in the Huronian formation, a belt of which is believed to run all the way from near Lake Abitibi to the south of Lake Mistassini, and this would be crossed by any railway from Quebec to James Bay. Iron and gypsum are abundant to the north-west of Moose Factory.

The shores of Hudson's Bay, that would be tributary to the projected railway, affords a variety of useful minerals in paying quantities.

8.—Coal cannot be said to be found in the region under consideration. I found lignite in various places on the Missinibi and Moose Rivers; also indications of it on the Mattagami and Albany Rivers, but the quality was mostly inferior, and in a well wooded country like this, would not be in demand for fuel. I also found anthracite on a long island on the east coast of Hudson's Bay, but I do not think the quantity likely to prove great, although the quality was first class. As far as we are yet aware, there is a chance, geologically speaking, of finding coal in the islands on James Bay, but we have no evidence, as yet, of its actual existence there.

9.—Among the fish found in James Bay and Hudson's Bay may be mentioned a fine white fish, lake trout of Lake Superior, and some smaller species, sea trout, salmon, rock cod, capelin, etc., besides strictly fresh water fishes in the rivers and lakes, such as speckled trout, Backs' grayling and pickerel, pike, etc. The fisheries of the bay will probably be found valuable. The oil producing animals, such as seals and porpoises, may be included under "the fisheries."

I am, dear Sir, Yours truly,

(Sgd.) ROBERT BELL, C.E., M.D.

LETTER FROM PROFESSOR BELL.

Head of the Geological Survey Department.

Ottawa, August 30, 1902.

Dear Mr. Scott,

I thank you for your letter of the 27th inst., and the copy of the new edition of the prospectus of the Trans-Canada Railway. It is very well gotten up, and contains much valuable information. Your line on the map showing the northern limit of the growth of cereals is not too far north. In fact it almost corresponds with the north limit of possible wheat culture. I have had wheat ripened for two years at Waswanipi, S.E. of Rupert's House.

As the existing railways will probably be unable to move the phenomenal grain crop of Manitoba and the N.W. Territories this year, the present ought to be a favorable opportunity for promoting your Trans-Canada Railway.

Very truly yours,

ROBERT BELL.

I will not read the reports of Mr. Henry O'Sullivan on this country as he is here himself to tell you about it, and when you hear him you will, I am sure, admit that his exhaustive explorations of that immense country, so distant of access, have entitled him to the distinguished honor which he has had of being made a fellow of that great institution, the Royal Geographical Society of London, the only native born Canadian, I think, who enjoys that distinction.

The feeling of the Northwest members on this subject may be judged from the following:

Extract from Speech Made by Mr. T. O. Davis, M.P., for Saskatchewan, in the House of Commons at Ottawa in March, 1902, on the Question of the Transportation of Grain.—Taken from Hansard.

"What we want is a continuous line of railway, which can be operated 12 months of the year, and double track, if necessary. Last year four hundred thousand people in the West produced 100,000,000 bushels of grain. We are going to get people in there at the rate of 100,000 per year, and in eight or ten years the production of the country will be increased to 400,000,000 or 500,000,000 bushels. Wheat will have to be carried to the seaboard, and that cannot be done over our canals, when they are frozen up six months in the year. What we want is to be able to put our wheat on the car and run it through to the seaboard. There has been too much money spent in trying to create an artificial port—trying to make an ocean port out of something that was never intended to be so by nature. If half that money had been spent on the port of Quebec in providing proper facilities there—where we have a port that can float the largest ships that will be built in the next twenty years—and if we had a railway running from the centre of the Territories right into the port of Quebec, from where our produce could be shipped twelve months in the year, you would not hear anything about the car shortage we hear so much about at present."

Then we have to take into account the depreciation in the value of wheat and the charges for interest and insurance if it has to be stored over during the winter, which must amount to at least six cents per bushel. There is also this further point to be considered. If we have to depend wholly on our canals, we will have to store an immense quantity of wheat in the elevators at the head of Lake Superior, and when navigation opens in the spring and we throw down the markets of the world, the price, so that our farmers will be out, not only the loss in storage and insurance, but also the depreciation in value on account of such an immense

quantity being thrown on the market. The Right Rev. W. Carpenter Bompas, D.D., Bishop of Selkirk, who has Lived Nearly all His Life in the Territory in Question, says:

"The line you propose for your railway is exactly that which I would have desired to open up the vast territories in which I have been most interested and partly reside for the greater part of my life. The huge sealed wastes, formerly known as the Hudson's Bay territories, are, I trust, now destined by your railway to be opened to civilization. I cannot imagine any plan so well adapted to enlarge widely the boundaries of the habitable earth."

"The approach of your railway to Hudson's Bay I think most valuable in every way, both in the way of commerce and in defence of the Dominion if needful. Your further course by way of Norway House, Green Lake, Athabasca Landing and Lesser Slave Lake, I deem very advantageous, in the way of commerce and partly for settlement of the country, and especially as a route of communication with the far north country of Mackenzie River and the Great Northern Lake, Great Slave Lake and Great Bear Lake, with their fine fur countries and the rich timber and oil country of Athabasca."

"Then you come to Peace River, which I deem one of the chief gems of the whole Dominion. I think it certain to be settled up as soon as your railway reaches it. It has been a shame that so fine a country should remain unsettled only for want of means of communication with it."

"You then pass the Omicami gold mines, which are now again successfully worked, and when I descended the Skeena River, I learned that the whole country from Peace River to Port Simpson was a level tract, admirably suited for carrying a railway through it."

"The route of your railway is just what I could have wished. I cannot be otherwise than interested in your success, because your railway offers ground for expecting the realization of a long cherished hope that those vast northern regions would yet emerge from solitude and desolation into life and activity."

"I deem your project admirable and bound to succeed."

I will now give a few extracts from a most valuable pamphlet on the James Bay territory published by a clever, laborious scholar, who has given the subject much thought and labor. I refer to Mr. Chrysostome Langelier, the Secretary of the Colonization Commission of the Provincial Government.

Mr. Langelier says:

In the first place as to climate, that the official reports show the average summer temperature of the following places to be, as compared with northern Europe:

Moose Factory, James Bay	62.34
St. Petersburg, Russia	60.6
Stockholm, Sweden	60.40
Bergen, Norway	58.60
Christiania, Norway	59.70

In the estimation of many people Hudson Bay is but a portion of the Polar regions. This is a mistake, a serious mistake, since no part of the great basin enters into the Arctic circle, and its southern latitude happens to be south of that of London.

Including James Bay, which forms its southern extension, Hudson Bay is about one thousand miles in length and more than six hundred miles in width at its northern extremity. Its total area comprises about five hundred thousand square miles, or more than half that of the Mediterranean.

(Evidence of Dr. Thompson, Before the Parliamentary Committee in London.)

I spent a winter at New Brunswick Fort (on Missinibi River), says Gladman in his evidence, the first year of my engagement in the Company, 1814. At this point the soil is good. Excellent potatoes, as well as all kinds of vegetables were grown there. Oats matured well and made good flour, ground by a steel hand mill. Bayley also succeeded well. At this period, in 1814, wheat had not been tried. Since then, I am informed, the experiment of this cultivation has been tried with good success. Horned cattle were raised and stabled during the winter. This point is about midway between Lake Superior and Moose Factory.

Barnston, who has resided at Martin's Falls, two hundred and fifty miles from the mouth of the Albany River, up to which point the river is navigable for steamers, affirms that during winter this locality has the temperature of Russia, and that of France and Germany during the months of July and August. In ordinary seasons the trees begin to bud about the 12th of May, and the leaves are in full growth at the end of the month. They yellow and begin to fall in the beginning of October.

Of minerals Mr. Langelier's pamphlet says:—

But the mines are nothing as compared to those of the islands of Nastakopa Strait, where manganese ore has been discovered in inexhaustible quantities. In one of these islands, which form a chain of more than 90 miles in length, this deposit of ore forms on the surface to a depth of twenty feet. These deposits are rich enough and of sufficient extent to furnish at least 40,000,000 tons of iron. The copper mines of Abitibi, which may be utilized when the region is served by a railway extending from Quebec to James Bay. The copper deposits cover an extent of several square

The Trans-Canada Our Future Hope.

(Continued from Fourth Page.)

extent we have stated as susceptible of cultivation, is good and even warmer in the region of James Bay than in Manitoba and the North West Territories. The agricultural season, that is, the periods free from frosts, is longer at Moose Factory than at Winnipeg, longer than the district of Muskoka and as long as in the largest portion of the Province of Quebec. The fact that the flora in the same as those in the neighborhood of the Province of Quebec, shows clearly that the climate must be almost the same in the two localities.

The most beautiful portion of this territory is the southern portion, or James Bay, which contains at least 108,800,000 acres of very good arable land, forests of a greater extent and almost as rich as those of the Province of Quebec; a mines of lignite, gypsum and iron of great value, and which will support in ease and comfort a population of at least ten million people once it will have been given a means of easy communication with the great commercial centres.

Apart from agriculture the section has resources that warrant its settlement and development. It is a wonderland of mineral richness. To the extreme north of the section and extending to the Barren Lands are the copper deposits that give indications of most unusual richness. Along many of the rivers, but more particularly the Athabasca, are expositions of mineral pitch. Wells 12 feet deep, dug for the purpose, have been speedily filled with pure pitch, which is used for caulking boats and the like. But the pitch is chiefly valuable because it indicates inexhaustible supplies of petroleum.

Near Fort Chipewyan are immense beds of pure gypsum. On the north shore of Lake Athabasca are large deposits of plumbago. The outcroppings on the surface are of such fine quality that strips of it are cut and used as lead pencils by servants of the Hudson's Bay company. The deposits of lignite and bituminous coal are enormous. Beds of lignite, four and five feet in thickness, occur at the great bend of the Athabasca, all down the Buffalo river also, as far as Fort McMurray, in fact almost everywhere there are outcroppings of coal. Natural gas also has been found.

The following is extracted from a recent issue of a Winnipeg paper:—In the Peace River valley the luxuriance of the vegetation, the broad sweep of the river, occasional heavy belts of timber and breaks in the high banks caused by the inflow of the many tributaries of the Peace, make a picture that neither time nor distance ever effaces from the memory of the beholder. The country south of the Peace river to the Alberta boundary, in its eastern part, is a park land, with many forests, streams and rivers, and a number of lakes, of which the Lesser Slave is the largest. To the west is the Grande Prairie, which is practically identical with the Red Deer country of Alberta.

CLIMATE OF THE PEACE RIVER.
The following extract from the journal of Sir Alexander Mackenzie, who passed the winter of 1792 and 1793, on the Peace river, near Dunvegan, is very interesting:—

At the end of January very little snow was on the ground but the weather was cold until about the 16th of March, when it became mild and by the 20th of April the gnats and mosquitoes came, and Mr. McKay brought me a bunch of flowers (anemone patens). On the other side of the river the plains were delightful, the trees

were budding and many plants in bloom. The change in the face of nature was as pleasant as it was sudden. In the years from 1873 to 1879 the average opening of the Peace was April 21st, while the average opening of the Ottawa river, from 1832 to 1870, is given as April 30, and the average opening of the Red River for many years has been no earlier. The average length of sunshine during the summer season is eighteen hours per day, the average summer temperature about 75 in the shade, and this weather lasts from about the 1st of May to the end of September. Horensky, in a note to his report made in 1872, says, "September 29, rested for noon lunch; thermometer 75 in the shade."

STOCK RAISING AND GRAIN GROWING.
It is a stockman's paradise, thousands of acres of fine pasturage where the cattle and horses can remain out all winter. The horses of the Hudson Bay posts in this section are regularly wintered out and turn up fat and sleek in the spring. Then again there are miles of splendid Kentucky blue grass, growing to a height of from five to eight feet the finest hay that it is possible to produce. Then as to cereals: The wheat that took the first prize at the centennial exhibition of 1876 was grown at Fort Vermilion, on the Peace river, a point at least 150 miles further north than where the new road will run.

A great advantage offered by making Port Simpson the Pacific terminus of the railway will be its proximity to Alaska. A very large trade is now done between San Francisco and Seattle and Alaska by a dangerous coasting navigation. This traffic must come over the Trans-Canada when completed.

But much more important than this is the Japan and China trade. As before stated the distance from Quebec via Port Simpson to Yokohama will be more than 600 miles less than by the C.P.R., via Vancouver, and from Liverpool to Yokohama by Port Simpson 2200 miles less than by New York and San Francisco. Mr. J. J. Hill, the railway magnate, who controls the Northern Pacific and Great Northern, is so satisfied with the advantage of his route in distance, as compared with San Francisco, that he is building two immense steamers of 26,000 tons capacity with which he expects to control the Japan trade.

Where will he be in competition with the Trans-Canada, whose route will be 700 miles shorter than his? The British Government has just concluded an alliance with Japan. The shortest, safest and quickest way to send troops from England to Japan will be by the Trans-Canada. So this line is of Imperial importance.

The wheat belt of the Northwest stretches from the U. S. boundary to latitude 61, a distance of about 700 miles, and 14 degrees further north than Quebec. The warm winds carried by the Japan current, the gulf stream of the Pacific, cause this. This wheat belt is shut off from Eastern Canada by Lake Winnipeg which stretches north almost from the U. S. boundary to the northern limit of wheat cultivation in that latitude.

Consequently all railways to or from Eastern Canada must pass either north or south of this great lake. If the Trans-Canada is not built and if the Government decided that all railways must pass south of Lake Winnipeg, the future railway system of this wheat belt—and it will require many roads—will consist of north and south lines. Such lines must inevitably and their traffic to the United States. Already Minneapolis is grinding immense quantities of Manitoba wheat, which could just as well be ground by the great water powers of the James Bay rivers, and the flour then sent on to Europe by Quebec American sailors are going into the Northwest at the rate of 50,000 to 60,000 per annum.

Eastern Canada does not soon of the best and shortest route to the St. Lawrence, and much cheaper freight rates on grain than now prevail, what is likely to be the political future of the Northwest? Is there not a possibility of disruption?

Halifax and St. John are just as vitally interested in this question as we are. A very large proportion of Manitoba grain is now shipped to Europe via Buffalo and New York, and some by Portland. Unless a shorter and better route is offered it will continue to go that way. The Trans-Canada offers the shortest and best route not only from Quebec and Montreal, but also from Halifax and St. John.

There are two men in Canada whose opinions as to the best route to be followed for the next transcontinental railway should have more weight than those of any others. I refer to Sir William VanHorne and Sir Sandford Fleming.

The following is an extract from Sir Wm. VanHorne's interview to the New York Evening Post upon being asked his opinion as to the Trans-Canada Railway.

"The position of the Canadian Pacific Railway is absolutely unassailable. For that reason it is impossible for anyone to oppose anything. The Trans-Canada road has started with better prospects than the Canadian Pacific had once. When the Northern Pacific road was built, everybody thought it was way up north beyond nowhere. Then the Great Northern was built, and people promptly forgot thinking of the Northern Pacific as far north. Then came the Canadian Pacific, and that seemed to run through the Arctic regions. We would hail with delight a parallel route from Atlantic to Pacific to help us develop the country. There is enough of it up there for us all."

Sir Sandford Fleming, the most celebrated Engineer in Canada, or perhaps in America, who has just completed the great project of a Pacific telegraph cable from Canada to Australia, and who has an intimate knowledge of the whole of the country to be traversed by the Trans-Canada, was interviewed by a reporter when it was announced that the Grand Trunk Railway contemplated building a transcontinental road.

His opinion, which follows, is a remarkable confirmation, by the greatest known authority, of the wisdom of the selection of the

BACK ACHE CLOUDY URINE

Are caused by a weak, unhealthy condition of the kidneys, which will prove fatal if not attended to.

Read the unqualified testimonial of Mr. C. W. Dunn, of Syracuse, who was cured by Warner's Safe Cure.

A TRIAL BOTTLE OF THIS, THE ONLY ABSOLUTE CURE FOR DISEASES OF THE KIDNEYS, LIVER, BLADDER AND BLOOD, SENT FREE, POSTPAID TO ANY READER OF THIS PAPER.

Mr. C. W. Dunn, for a number of years a United States detective, who lives at 217 Cayuga Street, says: "During the early part of last year, my kidneys became weak, I had pain in my back, my urine became yellow and muddy, my skin and the whites of my eyes turned a sickly yellow. My mother advised me to use Warner's Safe Cure as it had cured my father of serious kidney and bladder troubles several years ago. I purchased a bottle, and when I had taken about three quarters of it I felt a change come over me, my urine was its natural color and I did not have pain in passing it, the yellow sallowness left my skin and eyes and the time I had taken the whole bottle I was completely cured. I have had no pains in my back and my appetite is good. I will never be without a bottle of your valuable medicine in the house. I heartily recommend it to anyone who is troubled with weak and unhealthy kidneys."

IF IN DOUBT MAKE THIS TEST.
Put some urine in a glass; after it stands 24 hours you find a reddish brickdust sediment in it, or particles floating in the urine, or if it is cloudy, you will know your kidneys are in a diseased condition and are unable to perform their work, the result will be the bladder and urinary organs will become inflamed, uric acid will poison the blood, the stomach will become affected and unable to digest the food, the system will become weak and will be a breakdown of the general health, with Bright's disease or diabetes, which will prove fatal if not treated with promptness and great care.

WARNER'S SAFE CURE
will purify and strengthen the kidneys and enable them to do their work; it will cure pains in the back, rheumatism, rheumatic gout, diabetes, Bright's disease, uric acid poison, eczema, jaundice, inflammation of the bladder and urinary organs, and restore the patient's health and vigor.

A trial bottle has often been sufficient to cure cases of kidney disease when the simple home test described above has been made in the earlier stages of the disease.

Warner's Safe Cure is what you need. You can buy it at any drug store, \$1.00 a bottle. Be sure you get Warner's Safe Cure, substitutes contain dangerous drugs. There is none "just as good" as Warner's Safe Cure.

Warner's Safe Cure is purely vegetable and contains no narcotics or harmful drugs. (Beware of so-called kidney cures which are full of salines and of bad odor, they injure the system.) "Safe Cure" does not constipate; it is a most valuable and effective tonic; it cures the disease quickly; it is a stimulant to digestion and awakens the torpid liver.

TRIAL BOTTLE FREE
To convince every sufferer from disease of the kidneys, liver, bladder and blood that Warner's Safe Cure will cure them, a trial bottle will be sent absolutely free, postpaid. Also a valuable medical booklet which tells all about the diseases of the kidneys, liver and bladder, with a prescription for stimulants received daily from grateful patients who have been cured by Warner's Safe Cure. All you have to do is to write to Warner's Safe Cure Company, 41 Lombard St., Toronto, and mention having read this bona fide offer in this paper. Your goodness of heart is fully guaranteed by the publisher.

route provided for in the Trans-Canada charter.

I am inclined to think Mr. Blair is in the right track in proposing to extend the Intercolonial Railway to the Pacific. It seems to me, however, that it would be a mistake to try to form a new transcontinental line in a haphazard way by connecting various fragments of railways which have been located without any general plan. The effect would be to lengthen the whole line and unduly lower its engineering character, and almost certainly give it features which would be forever regarded as blemishing to a great transcontinental line. To realize Mr. Blair's conception of a new national railway, it should, in my judgment, begin at the Quebec Bridge, now building, where it would form a direct connection with the Intercolonial and it should extend from Quebec by the most direct route to Port Simpson on the Pacific. From what I know of the general character of the greater part of the intervening distance I believe a line with splendid engineering features could, with ordinary care be secured. It would pass away from the north of the rugged shore of Lakes Huron, Superior, Nipigon, and Winnipeg, through a vast region reported generally of alluvial soil, with abundance of wood and water.

"First—The Quebec Bridge is in progress, that structure I have always favored, but it would have been a solid man to have proposed such a work a quarter of a century ago. The Quebec Bridge will give the needed connection with the Intercolonial as well as the Grand Trunk Railway and along with a junction with these railways access and egress to and from Atlantic points at all seasons.

"Second—The greater part of the east region through which the new line might pass between Quebec and Port Simpson is woodland, and we have to-day a new value given to the timber which was undervalued of 25 years ago. The territory to be traversed is the natural home of pulpwood, and in this vegetable substance the unoccupied regions of Quebec and Ontario have an inexhaustible crop ready for harvesting. A crop of a perennial character, which, in extent, I venture to say, is unsurpassed in the North American Continent—perhaps in the whole world.

QUEBEC TO PORT SIMPSON.
"I have already expressed my doubts as to the wisdom or expediency of proceeding in a haphazard way to establish a new transcontinental railway. I regard the shortest line obtainable between the tide-water of the two oceans as quite long enough. For that and other cogent reasons I would advocate the most favorable route which can be had between the port of Quebec and Port Simpson for a new Dominion Grand Trunk line, and at the same time to have in view the establishment of railway service with all desirable points by branches judiciously laid out. By having regard to these leading prin-

(Continued on Sixth Page.)

Up-to-date Overcoats for Gentlemen Ladies' Jackets of the Latest New York Style

A Fine line of Tweeds for suitings. All Fashionably cut and carefully made.

Gaulin & Morissette,
Phone 955 38 MOUNTAIN HILL.

H BEAUTEY
Importer of Wines, Liquors, and Fine French Canned Goods

THE LARGEST ASSORTMENT.
CLARET, SAUTERNES, BURGUNDIES, PORT AND SHERRY WINES.

Specialties—FINE FRENCH COFFEE.
Phone 116. 22 Fabrique Street
GEORGE PATRY, Manager.

New Year's Present

Hockey and Skating Boots' Slippers and Evening Shoes press Shoes and Pumps.

ALL KINDS OF CHILDREN'S PARTY SHOES.

Men's Rubber Sole Boots. Our \$3.00 (Special) makes a nice Christmas Present.

WM. JACQUES & SONS,
218 BUADE STREET, OPPOSITE POST OFFICE.
Open till 10 P.M. Saturday. Tel. 427.

FIRE! FIRE! FIRE!

Owing to the fact that our stock was slightly damaged by water on account of the Victoria Hotel Fire, we have determined to hold a

Big Sacrifice Sale
To begin on Wednesday, the 17th, and to continue for one month. Although only a small portion of the stock is damaged, we intend clearing out everything to make room for new stock.

Come and see our gentlemen's footwear, ranging from Skating boots, to patent leathers, All A1, stylish and good quality. All the newest designs in Ladies' Shoes. Ladies' Skating boots a specialty. Comfortable, stylish looking and durable. Our prices will be at the lowest possible notch and will satisfy the most economical buyer.

COME HERE AND SAVE MONEY
THE QUEBEC SHOE STORE, LEONARD BROS.,
24 St. John Street.

Christmas and New Year's

DELICACIES.
Specially Selected for the Holiday Trade.

FRUIT! FRUIT! FRUIT!
AMEUSE, NORTHERN SPIES, RUSSETTS, GREENINGS, KINGS BALDWIN, POMME GRIS, PIPPINS, CLARGO PEARS, BEURRIE D'AG NEAU PEARS, GRANT'S FAVORITE PEARS, CALIFORNIA PEARS.

ORANGES! ORANGES! ORANGES!
The finest collection in the City:—VALENCIA NAVELS, JAMAICA, FLORIDA GRAPE FRUIT, MESSINA and MALAGA LEMONS, ALMERA GRAPES—the best yellow tint, sweet as sugar, over 200 barrels in stock:—BANANAS; FANCY, DARK, RED, CULTIVATED CRANBERRIES, Canadian and American; the very best to be had. All fruit now in store and absolutely free from frost.

VEGETABLES! VEGETABLES!
BRUSSELS SPROUTS, SPINACH, HUBBARD SQUASH, VEGETABLE MARROW, extra firm; ARTICHOKE, SWEET POTATOES, native and California; CEREAL, (very fine), BOSTON LETTUCE, QUEBEC LETTUCE. Special recommendation of the Curly Lettuce grown by Mr. Jules Bolduc, Beaufort, P.Q. Encourage home industry by buying Lettuce grown by Mr. Jules Bolduc, good quality, good flavor, good color, crisp juicy and tender. This Lettuce always in stock.

ROOT VEGETABLES OF ALL KINDS
POTATOES, par excellence the best. NICE GREEN PARSLEY, SPANISH ONIONS.

POULTRY AND GAME!
Cold storage and freezing equipment on the premises. CHICKENS, DUCKS, GESE, game in season.

FRESH FISH!
HADDOK, COD, SMELTS, WHITE FISH, PIKE, SALMON, DORE, HALIBUT, STRIPED BASS, FRESH HERRINGS, TOMMY COD, HADDIES, BLOATERS, BONELESS COD. All kinds of salt fish. DIOBY HERRINGS, KIPPERED HERRINGS.
LOBSTERS—Alive and Boiled; Finest Quality.
OYSTERS—Baltimore (in bulk) and Malpecques.

M. HOGAN, - Montcalm Market.

3 wine glasses
OF
VIN ST MICHEL
Taken Daily brings
Health Strength and Vigor
Pale, Weak, Sick People.
It keeps the Young from becoming Old and makes the Old feel Young.
BOIVIN, WILSON & CO.
MONTREAL, CAN.
Sole Agents for America.

"RED CROSS" EMULSION OF COD LIVER OIL
ALWAYS FRESH AND PALATABLE.
8 OUNCE SIZE FOR 25 CENTS.
Money Refunded if Product is Not Satisfactory.
THE RED CROSS PHARMACY,
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A BRIGHT IDEA
may sparkle like diamonds, but if they are not properly executed they might just as well never have been conceived. We have some of the quaintest and handsomest designs in Jewellery that ever left skilful fingers, and they are all executed to perfection. Whether you pay much or little for them, you spend your money to excellent advantage. Come and look at them. You will take no more pleasure in seeing than we will in showing.
G. A. Bolduc & Co.,
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The best selection of goods to be found in the trade.
Consisting of Diamonds, Gold and Silver Watches, Silverware, Canes, Umbrellas, fine and rare Pipes and Cigar holders. The choicest Manicure goods at half price.
EMILE JACOT, JEWELLER, 159 St. Joseph Street,

TELEPHONE 347. TELEPHONE 347.
Why not call up Telephone 347 when you wish a nice SLEIGH for
WEDDING, CHRISTENING OR FOR A DRIVE
As we will furnish first-class turn out at moderate price, or call at
Quebec Private Cab Service,
103 St. Anne Street.
Old place of GEO. HOUGH.

CHEAP SALE
25 p.c. TO 50 p.c.
REDUCTION ON ALL OUR GOODS
NEST PERFUMES, TOILET SOAPS, ATOMIZERS.
EBONY HAIR BRUSHES, EBONY CLOTHES BRUSHES, EBONY MIRRORS.
DRESSING CASES, FANCY GOODS, ETC., ETC., ETC.
LAROCHE & CO. 4 FABRIQUE QUEBEC.

First a Cold, Then Bronchitis
INDICATED BY TIGHTNESS OF THE CHEST AND SORENESS AND PAIN WHEN COUGHING—THE CURE
DR. CHASE'S SYRUP OF LINSEED AND TURPENTINE

Bronchitis, or "cough on the chest," begins with cold in the head, which extends down the throat and larynx to the bronchial tubes, where acute inflammation is set up.

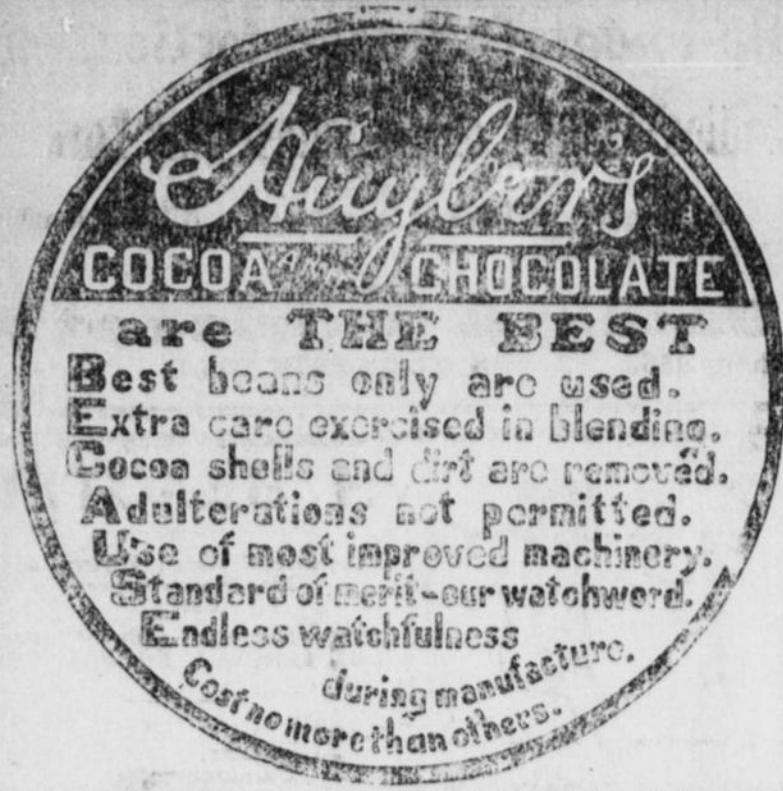
Only a few hours may elapse before the disease is fully established and the patient suffers from tightness across the chest, soreness and pain when coughing, and slight fever. The cough is dry and hard, and every effort should be made to loosen it and enable the sufferer to cough up the frothy, acid matter which forms in the air passages, and left there will cause death from suffocation.

Dr. Chase's Syrup of Linseed and Turpentine is peculiarly suited for the treatment of bronchitis and the most severe chest colds, because, while loosening the cough and aiding expectoration, it also has a far-reaching effect on the whole system, enabling it to entirely throw off disease.

The combination of turpentine and linseed, with several other ingredients of equally well-known value in the cure of cold, has made Dr. Chase's Syrup of Linseed and Turpentine the most effective treatment for throat and lung diseases that was ever devised.

The enormous sale which this remedy has attained is probably the best proof of its real merit, and has given rise to hosts of imitations. It is necessary, therefore, for you to look for the portrait and signature of Dr. A. W. Chase on the bottle you buy. Caution the children, if they are sent for it, lest the dealer may substitute some cheap imitation. Twenty-five cents a bottle, family size, three times as much, 60 cents, at all dealers, or Edmanson, Bates & Co.

His opinion, which follows, is a remarkable confirmation, by the greatest known authority, of the wisdom of the selection of the



For the Holidays

GEO. E. BRETON'S, Gents' Furnishing Store.

You will find the Largest and Finest Choice of Cravats, and Gentlemen's Ware in General.

Specialty—Stylish Tailoring for Ladies and Gentlemen.

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A FEW

Things For New Year,

Imported Smoking Jackets, Dressing Gowns, Pyjamas, Bathroom Slippers, Gentlemen's Garters, Jaeger's Underwear, Silver Mounted Walking Sticks, Silk Umbrellas, Lined Kid Gloves, Wool Gloves, Jaeger's Sweaters, Knee Warmers, White Dress Vests, White Dress Shirts.

SILK TIES' SCARFS AND MUFFLERS

JOHN DARLINGTON,

OPPOSITE POST OFFICE.

The Trans-Canada
Our Future Hope.

(Continued from Page 5.)

principles, great advantages would, in my judgment result. It seems to me there is ample room for the new railway. It would in no way interfere with any other line, and it may be regarded as a natural development of the railway system of Canada. I am satisfied that it is possible to establish a splendid national railway on the route proposed with the best ocean ports at its termini. With a Rocky Mountain passage very much lower than that of any railway yet constructed across the North American Continent, and with general engineering features even more favorable than those obtained on the Intercolonial Railway, such a line would give breadth to Canada and admit of settlements and profitable industries where such are not now possible. In the far North, West it would open up for ranching the rich plains of the Peace River and Northern British Columbia, and render the more distant gold fields more easily accessible at all seasons.

THE SHORTEST ROUTES.

"When the day arrives to open the railway as a through route it will be found to possess advantages, in respect to distances, as compared with the route via San Francisco and New York. From Yokohama to Liverpool the passage across the Pacific Ocean would be 665 and across the Atlantic 195 nautical miles less. While the land distance would be 502 statute miles less, making a total saving on the whole distance of about 1,423 statute miles.

"Regarded simply from a Canadian standpoint, I cannot conceive any public undertaking which would better meet the wants of the New Dominion throughout its whole extent. I rejoice to know that it has so soon in Canadian history been brought up for serious consideration."

I would remark that when Sir Sandford Fleming gave this interview to a Star reporter he did not know of the existence of the Trans-Canada charter. And yet that charter follows exactly the line, mile for mile that he lays down as being the best line from a national, a patriotic and every other point of view. We have selected, as he suggests, the shortest and best route for the main line and branches to Winnipeg, to Toronto, to Ottawa, to Montreal and to Chicago—some of which are partially constructed already—will serve the best interests of every port of Canada and of every Canadian Province, and will keep its export trade for Canadian ports exclusively. It has been suggested that Mackenzie and Mann's line should be extended from Port Arthur, on Lake Superior, to Gravenhurst, near Toronto, alongside of the C. P. R. But that line runs partly through the State of Minnesota, so it would be useless for military purposes, and the South African war has taught us how important a factor

railway is in modern warfare. But apart from this, what would be gained by building 750 miles of additional railway around the rugged shores of Lake Superior and Lake Huron, where there is neither agriculture nor lumber to feed the existing line? Why not put these 750 miles of new road into the good country further north, which is thirsting for railway communication? In any case Mackenzie & Mann's line was built specially for the development of the Saskatchewan country. Why should wheat grown on this line in latitude 54 be dragged south of Toronto in latitude 44, and then north again to the mouth of the St. Lawrence in latitude 52? More especially so when a short branch from the Saskatchewan to the north of Lake Winnipeg would reach the Trans-Canada and give the Canadian Northern an outlet to Quebec 500 miles shorter than the route via Port Arthur and Gravenhurst?

Some people pretend that the Trans-Canada runs too far north, forgetting that wheat comes to maturity at latitude 61 on the Mackenzie, and that the most northerly point touched by the railway will be latitude 51. To such objections the best answer is the statement made to the Quebec Board of Trade by Colonel Church, of London, the originator of our project, to the effect that last year the Hudson Bay Company sent in thirty thousand dollars worth of the most modern flour mill machinery to Fort Vermilion, on the Peace River, and although that settlement is 200 miles further north than the Trans-Canada line, yet it is lighted by electricity.

"Notice has been given in the Official Gazette that incorporation will be sought for a company to be named the Grand Trunk Pacific Railway for a road from Gravenhurst or North Bay to Port Simpson. None of this line would be in the Province of Quebec, and three-fourths of it—from Lake Winnipeg to the Pacific Ocean—would be on ground already given by Parliament last session by charter to the Trans-Canada. We feel quite sure that Parliament would never consent to such an unjust infringement of our rights, until a reasonable time should be given us to carry out the work, and we feel sure that the citizens of Quebec may be satisfied that their just claim to this great public work and to its existing charter will not be ignored so long as Messrs. Laurier, Aréant and Fitzpatrick are there to represent them.

In any case we are going on with our work, aided by splendid and daily increasing subscriptions from our fellow-citizens, who are showing a spirit never before witnessed in Quebec, backed up by the sympathy of the Maritime Provinces, as expressed by their political representatives who were here a few days ago, and firmly believing that although we may seem small people to carry out so great an undertaking, yet we have justice as well as geography on our side, and justice must prevail, and that the gentlemen who have by constructing the Lake St. John and Great Northern roads put life and activity and industries and population into the

northern half of the Province and have brought back trade and hope and confidence to our city, may perhaps be trusted to try the same thing on a larger scale. The photographs which will be exhibited this evening will give you some idea of what has been done in the north of the Province.

It would seem from the tone of the English press that they are not satisfied in the old country because Canada does not contribute like the other colonies to the cost of the Imperial army and navy. It may seem hard to the English taxpayer that we should have the protection of these costly arms and contribute nothing, but there is to some extent a feeling in Canada that we must not drift into militarism. Be that as it may—what better or more loyal answer could we give the Empire than the construction of this road, which if needed could become a great military line of railway, remote from the frontier at every point from ocean to ocean, impregnable, and exempt from the dangers which menace existing at Lake Superior and on the Minnesota frontier, the shortest possible line by hundreds of miles from tide water to tide water, recommended by the highest railway and engineering authorities in the world, the best and shortest line for the transportation of troops and supplies from England to Japan, passing through a country susceptible of cultivation from one end to the other, where a loyal British population could raise, in the greatest wheat belt in the world, breadstuffs to feed the whole Empire, in short, a railway which would convert Canada from being a source of Imperial weakness and anxiety into one of Imperial strength.

The Province of Quebec is deeply interested in this question because the Trans-Canada will pass through the centre of the seventy millions of acres of land recently added to the Provincial domain in the James Bay territory, and the Government have already been offered enough money for less than half this land—in the event of the construction of this railway—to pay off the public debt, which is now such an incubus on the Province, retarding its progress and preventing amongst other things it from giving reasonable help, as it formerly did, to scientific and charitable institutions.

Mr. Chairman, there is in the heart of every loyal Canadian a soft spot for the rugged old fortress which has been the birthplace of civilization on this continent, the cradle of Canadian liberty and patriotism, the citadel which has beaten back the tide of invasion when every other part of the country had been submerged, the city of which brave old Frontenac said that it seemed destined to be the seat of a great empire. Quebec's sons are scattered over the whole world, but "coelum non animam mutant qui transmare currunt" for wherever he is—he be a lonely rancher on the North-West ranch, a soldier earning distinction and honors in India or South Africa, "an Canadian errant, bani de ses foyers," in the

Groceries for the Holidays.

Raisins and Currants, best quality, Excellent Table Raisins, Oranges and Lemons, Stewart's and McCormick's Chocolates and Bonbons. Fancy Bonbonnières. Everything necessary for your Christmas or New Year Dinner.

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Specialties in Office Supplies,
QUEBEC.

gubernatorial chair on the Pacific coast, or a great banker in the prosperous west, the son of Quebec feels a yearning in his heart for the Old Rock City, and knowing what is going on to-day longs to be with us at this critical moment in the history of our city and of our country. No where, I firmly believe, is this feeling better understood and appreciated than by the members of Parliament at Ottawa, and I am sure you will agree with me that we may rely upon fair play at their hands, and fair play is all we ask.

Our specialties: Shirts, collars and cuffs. Send us your party shirt and we will convince you that we are turning out the nicest work in the city.

PFEIFFER'S STEAM LAUNDRY,
23, 4, 6, MacMahon street.
Phone 524.

THE CRAYON PORTRAIT DEPARTMENT.

The firm of Z. Paquet gives notice to the public that the crayon portrait department will be definitely closed on the 1st of February next. Parties who have portraits to claim are requested to do so before the 1st of February.

A QUESTION OF TRADE MARK.

Toronto, Jan. 12.—An interesting legal point in regard to trade marks came up in the Exchequer Court to-day in connection with the case of Spelling Bros. vs. C. A. Ryall. The plaintiffs are local cigar manufacturers and Ryall is a Leamington cigar manufacturer. The point involved in the case is as to whether the exclusive use of a trade mark consisting of the British coat of arms and such loyal phrases as "Our King and Heir," "Our King," "Edward VII," etc. The plaintiffs have a trade mark for one of their brands of cigars in which the words "Our King" surmount the Royal coat of arms. The defendants have a similar trade mark with a variation of the wording. Spelling Bros. applied for an injunction to prevent defendants from using on their cigar boxes a trade mark so nearly resembling plaintiffs as to deceive the public. The case is still in progress.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

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ALLAN LINE.

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1903 Winter Arrangements 1903

Liverpool, St. John and Halifax.

From	Steamships	From	From
Liverpool	St. John	St. John	Halifax
1 Jan.	Corinthian	17 Jan.	19 Jan.
8 Jan.	Proctor	24 Jan.	26 Jan.
15 Jan.	Proctor	31 Jan.	2 Feb.
22 Jan.	Proctor	7 Feb.	9 Feb.
29 Jan.	Proctor	14 Feb.	16 Feb.

Rates of Passage
Cabin, \$10.00 and upwards
Second Cabin, \$7.00 and upwards
Buccage Liverpool, London, Londonderry, Belfast or Glasgow \$25.00 and \$26.00.

Glasgow to Boston and Portland Service.

From	Steamships	From	From
Glasgow	Portland	Portland	Boston
3 Jan.	Sarmatian	31 Jan.	31 Jan.
17 Jan.	Norwegian	14 Feb.	14 Feb.
31 Jan.	Orcadian	28 Feb.	28 Feb.
14 Feb.	Sarmatian	14 Feb.	14 Feb.

Glasgow and New York Service.

From	Steamships	From	From
Glasgow	New York	New York	New York
8 Jan.	Laurentian	4 Jan.	4 Jan.
17 Jan.	Pomeranian	13 Jan.	13 Jan.
24 Jan.	Laurentian	20 Jan.	20 Jan.
31 Jan.	Laurentian	27 Jan.	27 Jan.

Rates of Passage.
Cabin, \$45.00 and upwards
Second Cabin, \$35.00 and upwards
Buccage \$25.00 and \$26.00.

For further particulars apply to ALLAN, HAN & CO., Agents.



DOMINION LINE

Mail Steamers

HALIFAX SERVICE.

From	Steamers	From	From
Liverpool	Halifax	Halifax	Halifax
February	Canada	March	March
March	Canada	April	April

PORTLAND SERVICE.

From	Steamers	From	From
Liverpool	Portland	Portland	Portland
January	15	January	31
February	15	February	15

Fast Twin-Screw Passenger and Mail Service
Boston to Liverpool, via Queenstown.

From	Steamers	From	From
Liverpool	Boston	Boston	Boston
January	15	January	17
February	15	February	17

Mediterranean Service from Boston, for Gibraltar, Naples and Genoa.

From	Steamers	From	From
Naples	Boston	Boston	Boston
December	29	January	17
January	11	January	21

Canadian Customs officials attend steamer on arrival at Portland for examination of baggage which is then checked free to destination in Canada.

All these steamers have superior passenger accommodation, midship saloons, electric lights and spacious promenade decks.

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To LIVERPOOL.
Portland and Boston fares, Cabin \$10.00 and upwards.
Second Cabin \$7.00 and upwards.
Buccage at lowest rates. According to season and service.

To MEDITERANEAN.
Cabin \$50.00 and upwards.
Buccage \$30.00 to Genoa and Naples.
Usual discount on return tickets.

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W. M. MACPHERSON,
No. 81 Dalhousie street.



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SAILING FROM PIER 47 NORTH RIVER NEW YORK

FOR BERMAUDA:
S. S. TRINIDAD, Saturday, 17th January at 10 a.m.
S. S. PHOENIX, Saturday, 24th January at 10 a.m.

For St. Thomas, St. Cruz, St. Kitts, Antigua, Guadalupe, Dominica, Martinique, St. Lucia, Barbados and Demerara.
S. S. PORTA BELLE, Thursday, 22nd January at 8 p.m.

For further information apply to

ARTHUR AHERN,
Or
A. S. OUTERBRIDGE & CO., Agents,
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Ticket Agents—F. H. Stocking 33 St. Louis street; E. H. French, 14 Broad street
Quebec, 15th January, 1903



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CUNARD LINE.

New York to Liverpool from Pier 31, North River, via Queenstown.
Terra Nova, Saturday, January 17, 8:30 A.M.
Lunenburg, Saturday, January 24, 1 P.M.
Buccage, Saturday, January 31, 7 P.M.
Lunenburg, Saturday, February 7, 7 P.M.
Lunenburg, Saturday, February 14, 7 P.M.
Lunenburg, Saturday, February 21, 7 P.M.
Cabin Passage \$25.00 and upwards, second Cabin, \$20.00 and upwards, according to season steamer and accommodations. Third Class Tickets to and from all parts of Europe.
For freight and passage apply to the Company's office, 20 Broadway, New York.

VERNON H. BROWN & CO.,
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Leyland Line

QUEBEC to LONDON.
Sailing from Louise Basin

From	From
LONDON	QUEBEC
17th Oct.	17th Oct.
17th Oct.	17th Oct.

Special through rates to and from points in Canada and United States.
Steamers have accommodation for first-class passengers.
For passage, freight and general information apply to
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Consisting of 150 Steamers, Aggregating 450,000 Tons.

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MONTREAL TO LIVERPOOL.
VIA QUEBEC.

STEAMER	FROM	DATE
Lake St. Lawrence	Thursday, Sept. 18	18
Lake St. Lawrence	Thursday, Sept. 18	18
Lake St. Lawrence	Thursday, Sept. 18	18

First Cabin Rates—\$30.00 and upwards, according to accommodation and steamer.
Second Cabin Rates—\$25.00 and upwards, according to accommodation and steamer.
STATEROOMS \$10.00 to Liverpool, London and Londonderry, \$24.50 and upwards.

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ON FRIDAYS.
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Leave Montreal 7:15 and 11:00 A.M.
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Arrive New York 6:30 and 10:00 P.M.
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BUCKET CAR ON DAY TRAINS
12:45 P.M. Train from Pointe Levis connects at St. Lambert with "D. & H." night train. Express from Halifax leaving Levis 12:10 P.M., connects at St. Lambert with "D. & H." also.

Insist upon tickets via the
DELAWARE & HUDSON
The only line along the beautiful shores of Lake Champlain.

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COMMERCIAL.

NEW YORK STOCK MARKET.

New York, Jan. 13.—The stock market today was heavy or weak during most of the session, but made some recovery during the last hour and closed irregular. The heaviness had no better explanation than yesterday. Money advanced slightly, but no difficulty was experienced in getting it. Anxiety was felt in regard to foreign exchange, which was in quite strong demand in spite of yesterday's heavy engagements of grain for export and good hopes of a continuance at this outgo. The hardening tendency was generally attributed to European Government operations, and it is believed our obligations to foreign money centres are still sufficient to permit them to draw gold from us in case of need. This prospect would have a natural tendency to check wholesale commitments in speculation for a rise in New York. Yesterday's disappointing response from the general public to last week's considerable and inviting rise served to admonish the managers of the advance that little was to be hoped for yet from the public in the way of absorbing securities which will remain in the hands of syndicates and promoters. Practically all the leading stocks were a point or more below last night at one time, and not all of them fully recovered on the late rally.

QUOTATIONS SUPPLIED
By BRUNEAU & DUPUIS, Stock
Brokers, 81 St. Peter Street,
over their Private Wire, from
Lounsbury & Co., New York.
Open-High-Low-Close
est. est. est. est.

Atch. Common	88.5	89.1	87.5	88.2
Atch. preferred	100.2	100.2	99.3	99.3
American Bank	32.3	32.4	30.1	29.4
American L. Co. Com.	29.5	30.0	29.4	29.4
Atch. preferred	100.2	100.2	99.3	99.3

Balt. & Ohio	102.2	101.2	102.1	102.1
Balt. & Ohio pfd.	102.2	101.2	102.1	102.1
Can. Pac. Ry.	137.4	137.5	136	137.4
Can. Pac. Ry. pfd.	137.4	137.5	136	137.4

Can. Southern	49.7	50.0	49	49.7
Chesapeake & Ohio	79.4	79.4	76	76.4
Col. Fuel & Iron	64.2	64.2	63	63
Consolidated Copper	172	172	164	164

Delta & Hudson	40.4	41.4	39.7	41.3
Erie preferred	70.2	71.1	70.1	70.7
Gen. Elec.	149.5	149.7	148.2	149
Ill. Central	149.5	149.7	148.2	149

Int. Sec. & Trust	61.5	61.6	60.6	61
Int. Sec. & Trust pfd.	128	128.4	127.4	127.4
Manitoba	111.1	112.2	111.1	112.2
Met. St. Ry.	111.1	112.2	111.1	112.2

Met. St. Ry. pfd.	111.1	112.2	111.1	112.2
N. Y. C. & H. D. R.	111.1	112.2	111.1	112.2
Ont. & Western	38.2	38.2	37.3	37.3
P. M. & N.	41.4	41.4	40.4	40.4

Penn. Coal	104	104.4	103.4	103.4
Penn. Coal pfd.	104	104.4	103.4	103.4
Reading	64.2	64.2	63.2	63.2
Reading pfd.	64.2	64.2	63.2	63.2

Rock Island	81.4	81.4	80.4	80.4
Rock Island pfd.	81.4	81.4	80.4	80.4
Southern Ry.	35.7	35.7	34.6	34.6
Southern Ry. pfd.	62	62	61	61

T. & O. N.	104.4	104.4	103.4	103.4
Union Pacific	37.4	37.4	36.4	36.4
United Steel pfd.	88.5	88.7	87.6	88
Wabash pfd.	45.2	45.2	44.2	44.2

W. Va. Tel. Co.	92	91.4	91.7	91.7
Winnipeg	184	184	183	183
Winnipeg pfd.	184	184	183	183
Winnipeg pfd.	184	184	183	183

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