

PROFESSIONAL CARDS.

J. A. CALLENDER, M. D.,
PHYSICIAN AND SURGEON.
JACKSONVILLE, OREGON.

DR. GEO. KAHLE,
PHYSICIAN AND SURGEON,
JACKSONVILLE, OREGON.

G. H. AIKEN, M. D.,
PHYSICIAN AND SURGEON.
JACKSONVILLE, OREGON.

MARTIN V. MAN, M. D.,
PHYSICIAN AND SURGEON,
JACKSONVILLE, OREGON.

P. JACK, M. D.,
PHYSICIAN AND SURGEON,
JACKSONVILLE, OREGON.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

Office and Drug Store at the Drake farm
on Applegate eight miles West of Jack-
sonville. Letters can be addressed either
to Jacksonville or Applegate.

CITY BARBER SHOP

AND
BATH ROOMS.
CALIFORNIA ST.,
JACKSONVILLE, - - - Oregon

THE UNDERSIGNED IS FULLY
prepared to do all work in his line in
the best manner and at reasonable prices.

HOT OR COLD BATHS
Can be had at this place at all hours of the
day.
GEORGE SCHUMPF.

THE ASHLAND

Wool Manufacturing Co.
Take pleasure in announcing that they now
have on hand a full and select stock of
Blankets, Flannels,
Cassimeres,
Doerings and Hosiery.

Made of the very best
NATIVE WOOL
And of which they will dispose at very reason-
able rates.

Orders from a distance will receive prompt
attention. Send them in and give our goods
a trial.
ASHLAND WOOLEN MFG CO.

NEW LIVERY STABLE

BACK OF COURT HOUSE.
ISH & CATON,
Proprietors.

HAVING LATELY FITTED UP THE COM-
modious barn on the School House Plot and
in the rear of the Court House. We are now fully
prepared to attend to all business in our line with
promptness and dispatch and at the most reasonable
rates.

Fine Turnouts
The stable is furnished with the best harness
and most substantial buggies, also a first class hack
and saddle horses.
Horses boarded, and the best care bestowed on
them.
Satisfaction guaranteed in every instance.
Give us a call and judge for yourself.
R. H. E. CATON.
July 14, 1880.

NEW ROUTE TO THE SEA

BY WAY OF THE
ROSEBURG & COOS BAY STAGE LINE.

THE UNDERSIGNED ARE NOW
running a daily line of four-horse
stages between Roseburg and Coos Bay
making the through trip in twenty-four
hours. Stages leave Roseburg every
morning, Sunday excepted, at 6 A. M., and
make close connection with San Francisco
steamer twice a week. The time from
Roseburg to San Francisco will be, three
days and through fare, \$14.50. Fare from Roseburg to Coos Bay
\$6.

CLOUGH & CARL.
ASHLAND AND LINKVILLE
Express.

H. F. Phillips, : : : Proprietor.
I AM NOW RUNNING A DAILY LINE
between the above points, leaving Ashland
with coach on Mondays, Wednesdays and
Fridays returning next day. On Tuesday,
Thursday and Saturday of each week a hack-
board will start from Ashland returning on
the following day.

FARE, each way, \$2.00.
Connection made at Linkville with hacks
for Lakeview.

BLACKSMITHING

DAVE CROEMILLER.
BACK AT THE OLD STAND.
I AM NOW PREPARED TO DO ALL
work in my line cheaper than ever, and
in fact will do it cheaper than any other
shop in Southern Oregon.
Give me a call and I will convince you.
DAVID CROEMILLER.

PHOENIX DISTILLERY

AND SALOON.
Phoenix, : : : Proprietor.
J. L. HOCKETT, Prop.

THE UNDERSIGNED HAS TAKEN
full charge of this business and is pre-
pared to furnish the public with a first-class
quality of Brandy, Wine and Cider. The
saloon will always be supplied with the
best of liquors and cigars. Oysters and
sardines always kept on hand.

J. L. HOCKETT.
PURCHASING
Of every description made with
promptitude and taste. Infants'
clothing a specialty. References
in all parts of the country. Circulars giv-
ing full information sent on receipt of
stamp. Address Mr. or Mrs. J. A. Richard-
son, 24 Post Street, San Francisco, Cal.

REAMESBROS.

CALIFORNIA ST.,
JACKSONVILLE, - - - Oregon.

AHEAD-AS USUAL!!
THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE GREATEST REDUCTION
IN PRICES
LARGEST STOCK
GENERAL MERCHANDISE!
GREATEST VARIETY
ALL FOR CASH!!
OUR STOCK CONSISTS OF
FANCY GOODS,
LADIES' DRESS GOODS, CASSIMERES,
AND DIAGONALS, SILKS, AND
SATINS, BOOTS & SHOES,
CLOTHING, ETC.,
LADIES' CAL., MADE CLOAKS

THE SOUTHERN CANAL

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board of the proposed
company is Mr. John Pender, the sub-
marine telegraph magnate, and Sir
Henry Taylor, M. P., who is chairman
of the Grand Trunk Railway of Can-
ada. It is rather difficult to under-
stand, however, why Grand Trunk
stockholders should support an enter-
prise which must in time seriously con-
flict with their interests. It appears
that there is not much confidence felt
in the success of the parties who for
the present have the ear of the Cana-
dian officials, and now that the Roth-
schilds and Eclaners are known to have
no interest in the matter, a shadow of
doubt hangs over the whole affair.
However, should the present negotia-
tions break down, it is said that a
powerful combination of Anglo-Ameri-
can bankers will secure the necessary
guarantees. (Portland Daily Bulletin.

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board of the proposed
company is Mr. John Pender, the sub-
marine telegraph magnate, and Sir
Henry Taylor, M. P., who is chairman
of the Grand Trunk Railway of Can-
ada. It is rather difficult to under-
stand, however, why Grand Trunk
stockholders should support an enter-
prise which must in time seriously con-
flict with their interests. It appears
that there is not much confidence felt
in the success of the parties who for
the present have the ear of the Cana-
dian officials, and now that the Roth-
schilds and Eclaners are known to have
no interest in the matter, a shadow of
doubt hangs over the whole affair.
However, should the present negotia-
tions break down, it is said that a
powerful combination of Anglo-Ameri-
can bankers will secure the necessary
guarantees. (Portland Daily Bulletin.

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board of the proposed
company is Mr. John Pender, the sub-
marine telegraph magnate, and Sir
Henry Taylor, M. P., who is chairman
of the Grand Trunk Railway of Can-
ada. It is rather difficult to under-
stand, however, why Grand Trunk
stockholders should support an enter-
prise which must in time seriously con-
flict with their interests. It appears
that there is not much confidence felt
in the success of the parties who for
the present have the ear of the Cana-
dian officials, and now that the Roth-
schilds and Eclaners are known to have
no interest in the matter, a shadow of
doubt hangs over the whole affair.
However, should the present negotia-
tions break down, it is said that a
powerful combination of Anglo-Ameri-
can bankers will secure the necessary
guarantees. (Portland Daily Bulletin.

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board of the proposed
company is Mr. John Pender, the sub-
marine telegraph magnate, and Sir
Henry Taylor, M. P., who is chairman
of the Grand Trunk Railway of Can-
ada. It is rather difficult to under-
stand, however, why Grand Trunk
stockholders should support an enter-
prise which must in time seriously con-
flict with their interests. It appears
that there is not much confidence felt
in the success of the parties who for
the present have the ear of the Cana-
dian officials, and now that the Roth-
schilds and Eclaners are known to have
no interest in the matter, a shadow of
doubt hangs over the whole affair.
However, should the present negotia-
tions break down, it is said that a
powerful combination of Anglo-Ameri-
can bankers will secure the necessary
guarantees. (Portland Daily Bulletin.

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board of the proposed
company is Mr. John Pender, the sub-
marine telegraph magnate, and Sir
Henry Taylor, M. P., who is chairman
of the Grand Trunk Railway of Can-
ada. It is rather difficult to under-
stand, however, why Grand Trunk
stockholders should support an enter-
prise which must in time seriously con-
flict with their interests. It appears
that there is not much confidence felt
in the success of the parties who for
the present have the ear of the Cana-
dian officials, and now that the Roth-
schilds and Eclaners are known to have
no interest in the matter, a shadow of
doubt hangs over the whole affair.
However, should the present negotia-
tions break down, it is said that a
powerful combination of Anglo-Ameri-
can bankers will secure the necessary
guarantees. (Portland Daily Bulletin.

The syndicate formed for the con-
struction of the Canadian Pacific Rail-
way is not matured and the report, if
true, that the Rothschilds and Eclan-
ers have dropped out places matters in
a serious state of uncertainty. The
work of constructing this road was
commenced a year or two ago as a
Government enterprise, but the mini-
ster, becoming frightened at the mag-
nitude of the task and discouraged by
the absence of aid, which was expected
from the home Government, allowed
the undertaking to hang fire. It has
since been determined if the proper
parties come forward to hand over the
work to a public company, assistance
and inducements being offered to pro-
moters, as was done in the case of the
transcontinental line on the other side
of the boundary. There are at present
under construction 822 miles. The
rails were laid 136 miles West of Fort
William and 90 miles East of Selkirk,
and traffic trains are regularly run from
Emerson to Cross Lake, a distance
of 161 miles. The total length of the
projected system is 2,200 miles, of
which it may be said that 600 miles
are nearly completed. The Dominion
Government, it is announced, are pre-
pared to grant a subsidy of \$20,000,
000 in cash; payment to be spread over
a period of 10 years, the time assumed
to be necessary for the construction of
the line. This sum will allow \$10,000
per mile or about one-third of the esti-
mated cost. A further grant of 35,
000,000 acres of land, to be located
in alternate sections along the route,
as was done in the case of the Union
and Central Pacific companies. The
600 miles partially constructed will be
handed over to the company without
cost. Morton, Ross & Co., acting in
concert with Donald McIntyre of Mon-
treal, who is one of the chief proprie-
tors of the Canadian Central, George
Stephens, of the Bank of Montreal,
and another leading capitalist are at
the head of the new syndicate. The
Canadian Ministry have powers under
the act of the Dominion Legislature
either to continue constructing the line
as at present, or to subsidize a com-
pany for the purpose, and they certain-
ly will not conclude any bargain with
any party of capitalists who are not
prepared to furnish ample guarantees
for the proper completion of the work.
Among the parties who, it is said, have
been approached by promoters to take
seats on the Board