

WHITE PASS  
AND  
YUKON  
RAILWAY

II

C.H. RIFF

by purchase the entire fleet of the Canadian Development Co., and have also built, at great expense, three large, light-draught and finely-finished boats, which are now employed in transporting passengers and freight between Whitehorse and Dawson. With our present facilities we are prepared to land 1,000 tons of freight, but as a matter of fact we are not handling one-tenth the business of which we are capable at a very small extra outlay for rolling stock, fuel and labor.

The Woodstock and Centerville Ry. is reported to have signed a contract with H. Crine, of New York, for the construction of its

a large garden with ornamental trees, shrubs and fountains. The large gasoline engine for turning the central span of the Rainy river bridge is to be discarded for a smaller one, it having been found to be too powerful; meanwhile the bridge is being turned by hand. (Nov., pg. 338.)

In addition to the extension of the old Port Arthur, Duluth and Western Ry. from Gunflint Narrows to Ely, Minn., the C.N. Ry. is credited with having projected an extension from War-road on the Lake of the Woods through Rosseau and Kitten counties, to a junction with the Great Northern Ry. (U.S.) at Hallock or Kennedy, Minn. (Jan., 1900,

C. Macfarlane, is working from Edmonton eastward to meet Mr. Armstrong at Prince Albert. Lieut.-Col. S. Hughes, M.P., is also looking over the country in the interest of the Co. (Nov., pg. 338.)

### C.P.R. Betterments, Construction, Etc.

**Expenditures.**—From Jan. 1, 1900, to June 30, 1901, the expenditures on construction and betterments were as follows:—

CONSTRUCTION—ACQUIRED AND BRANCH LINES.	
Souris branch—Pipestone extension.....	\$ 463,400.08
Snowflake branch.....	74,518.89
	\$507,918.97

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proposed Canadian shops in that town.

**White Pass and Yukon Ry.**—In confirmation of the denial given in our Sept. issue, pg. 276, of the rumor that an extension was to be built from the present terminal at Whitehorse to Dawson, President Graves says :—  
“We have no intention whatever of extending the line. At Whitehorse, instead of putting up temporary buildings and wharves, we have put up extensive, costly and substantial improvements, and have made no move looking toward a continuation of the work of construction. On the contrary, we have acquired

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The Klondike Mines Ry. proposes to construct a line between Klondike City, adjoining Dawson, Yukon, to Stewart river, a distance of about 80 miles. The country through which the projected line will pass is the best populated district of the Yukon. E. C. Hawkins, of Seattle, Wash., ex-General Manager of the White Pass & Yukon Ry. is promoting the enterprise, which, it is said, will be financed by Dawson capitalists. Mr. Hawkins visited Ottawa recently to negotiate with the holders of the charter. (Jan., pg. 3.)

E. C. Hawkins, Seattle, Wash. ; W. White, K.C., Dawson, Yukon Territory ; J. Payne, R. Credicott and W. J. Gilchrist, bookkeepers, Toronto, have been incorporated under the Ontario Companies' Act as the Hawkins Construction Co. (Ltd.) with a capital of \$20,000 "to construct public and private works and for the said purpose to enter into contracts and agreements with corporations, firms and private individuals." This Co. is apparently formed for the purpose of constructing the proposed new line.

London Ry. Co. — E. G. Rumball. T. H.

February 1902



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**RAILWAY DEVELOPMENT.****Projected Lines, Surveys, Construction, Betterments, Etc.**

*(Continued from page 126.)*

**Klondike Mines Ry.**—We are officially informed that it is intended to construct about 82 miles of line this season, commencing at Klondike City, Yukon, and connecting all the mines in the vicinity of Dawson, and reaching Stewart river. The routes of the proposed lines have been formally approved by the Government officials, and authority has been given by the Minister of the Interior to take possession of the necessary right of way over Crown lands. It is reported that the North American Trading and Transportation Co. has been awarded a contract to supply 35,000 ties for the first 12 miles of line from Dawson to Grand Forks. A meeting of the shareholders of the Co. was called for Mar. 3, in Ottawa for organization purposes. E. C. Hawkins, Seattle, Wash., is the principal promoter. (Feb. pg. 58.)

**Lake Bennett Railway Co.**—M. King, H. A. Munn, Victoria, B.C.; and D. G. Marshall, Vancouver, B.C., are applying at the current session of the Dominion Parliament, for an act incorporating a company under this title to construct a railway from the international boundary between B.C. and Alaska, at Dyea river, to Lake Bennett, thence to the Yukon river at Selkirk. The capital proposed is \$1,000,000 and the head offices are to be at Vancouver. The Co. asks for power to convey or lease its powers or railway to the C.P.R.

**The Lake Erie and Detroit River Ry. Co.** is making application at the current session



## White Pass and Yukon Ry. Finances.

The Railway Share Trust and Agency Co., of London, Eng., recently offered at par £255,555 of 6% debentures of the White Pass and Yukon Ry. Co., repayable at par Jan. 1, 1911 or earlier, at the option of the Co., on six months' notice. Following are extracts from the prospectus:—

The W.P. and Y. Ry. Co. was incorporated in 1898 under the companies acts, to carry out and develop certain charter rights and concessions for (inter alia) the construction and equipment of a railway extending about 325 miles from Skagway harbor, at the head of the Lynn canal, an inlet of the Pacific ocean, to Fort Selkirk on the Yukon river. The charter rights and concessions under which the W.P. and Y. Ry. from Skagway to Whitehorse (some 112½ miles) has been constructed, are vested in three local companies, namely:—

	Capital, stocks and shares issued.	Bonds.
The Pacific and Arctic Ry. and Navigation Co. ....	\$1,000,000 or say £206,185	£165,073
The British Columbia Yukon Ry. Co. ....	\$1,000,000 or say £206,185	£128,550
The British Yukon Ry. Co. ....	£500,000	£154,963
	say £912,550	£752,223

In the spring of last year the W.P. and Y. Ry. Co. purchased the business and assets of the Canadian Development Co., Ltd., which carried on the chief transport trade on the Yukon river between Whitehorse and Dawson, and in payment issued to the latter company £255,555 of 6% debentures. The property purchased was transferred to a new local company, called the British Yukon Navigation Co., Ltd., which was incorporated according to the laws of British Columbia for the purpose of owning the purchased business and operating the fleet of steamers acquired with it upon the terms of the railway company, receiving in exchange the capital, stock and a bond or bonds for £255,555 of the local company.

In addition, as one of the terms of sale, the Canadian Development Co. provided the purchasing company with £65,000, to enable it to acquire new steamers, and to effect other improvements in connection with the purchased business, and out of this three new steamers have been acquired and equipped.

The capital stock of the British Yukon Navigation Co. is \$100,000. The whole of these shares (with the exception of directors' qualification shares) have been vested in the Railway Share Trust and Agency Co., as trustees for the holders of the 6% debentures referred to, and in addition it is provided by a deed of trust that the trustees shall receive 1st mortgage bonds of the British Yukon Navigation Co. for £255,555 (carrying interest at 6%), and to be secured by a mortgage deed so as to constitute an exclusive first charge on the property and assets of the local company so soon as the security is completed in British Columbia. The authorized share capital of the W.P. and Y. Ry. Co. is £1,700,000, in 170,000 shares of £10 each, 137,500 of which have been issued, and are fully paid up or issued as fully paid. The authorized amount of 5% consolidated 1st mortgage de-

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**Kettle Valley Lines.**—The line operated under this name, and constructed from Grand Forks, B.C., to Republic Wash., 42 miles, under charters granted to the Grand Forks and Kettle River Ry. Co. in B.C., the Republic and Grand Forks Rd. Co. and the Republic and Kettle River Ry. Co. in Washington State, and covered in B.C. by the Dominion charter granted to the Kettle Valley Ry. Co., was completed April 12, when the last spike was driven by T. W. Holland, General Manager, and W. C. Morris, General Counsel in the U.S., and Assistant General Manager. The first sod was turned on June 5, 1901, and the whole line was under contract by Aug. 1. The northern terminus is in the Ruckle addition to Grand Forks, and after crossing the C.P.R. tracks, the line is an air one following the Kettle river on the southeast side to the International boundary, five miles distant. Crossing to the west bank of the river, the line passes through Nelson, Wash., the principal intermediate point, and about 1½ miles from Curlew, recrosses the Kettle river, and follows Curlew creek to the north end of Curlew lake. The nine-mile ascent is then commenced to the summit, which is crossed at Granite Creek Pass, and thence to Republic at a level of 1,000 ft. above Grand Forks. The maximum grade is 1½% compensated, and the maximum curvature 10°. The purpose of the line is to carry ores from the mines at Republic to the Granby smelter at Grand Forks, and as the heavy traffic will be on a descending grade the expenses of operating the line will be comparatively light; the ascending grade to Grand Forks after the summit is passed is .8%. J. A. Mantley, Chief Engineer, had charge of construction, the general contractors being Ferguson & Co., of Spokane, Wash.

The construction of branch lines, including one from Ferguson to Sheridan Camp, is under consideration, but we were recently advised that no decision had been reached on the matter.

It is reported that the line is to be extended from Republic to Spokane, Wash., C. Ferguson, one of the contractors, states that the right of way of the old Spokane, Lake Shore and Eastern Rd. has been acquired, and that arrangements are in progress for going on with the work of extension. The C.P.R. is reported to be interested in the purchase. (April, pg. 126.)

**Kingston and Pembroke.**—We were recently advised that the extension of the line from Sharbot Lake to Carleton Jct. was under consideration. It is said to be probable that the work will be undertaken this year. We are advised that there is no intention whatever of moving the car shops from Kingston to Renfrew, as press reports stated. (April, pg. 126.)

**The Klondike Mines Ry. Co.,** which was incorporated by the Dominion Parliament in 1899 to construct a steam or electric railway from Klondike City, Yukon, to Indian river, along its banks to the Yukon river, and along the Yukon to Dawson City, with various branches, was given power at the recent session of the Dominion Parliament to construct an extension from the Indian river to Stewart river. The issue of \$2,500,000 of bonds and the mortgage to secure the same, approved of April 19, 1902, was confirmed.

it will be necessary to avoid mines and their workings, and where the maximum curve will be 16°. The grading will be mostly frozen muck and gravel, except near the mouth of Bonanza creek, where there will be some side-hill rockwork, and some cribbing to be put in along the river bank. On the divide near the Dome there will be some light rock work. There will be a number of culverts and bridges to be put in on the crossings of creeks and lateral streams running in, but they will be temporary structures of timber at first. The only large bridge will be across the Indian river, its exact location had not been definitely determined at the time of our last advices, though three preliminary surveys have been made. The line will be of 3 ft. gauge, and will be laid with English rails, 45 lbs. to the yard. It will probably be the most northerly railway in the world, with the exception of 12 miles of a 22 in. gauge line at Cape Nome, Alaska, called the "Wild Goose Rd."

A contract has been entered into with the Hawkins Construction Co. for the construction and equipment of the line, the Co. taking stock and bonds of the K.M. Ry. Co. in payment. The construction company is said not to be organized for the purpose of making profit, as the shareholders of the railway will receive a pro rata interest in the construction company. E. C. Hawkins will be in charge of construction, which was expected to be commenced in May, and to be completed to Grand Forks by July. Contracts are reported to have been let for 200,000 ties to J. J. Campbell, J. O'Brien, T. N. Sullivan, and the North American Trading and Transportation Co., each to supply 50,000. With this section completed it is expected that the line will be on a revenue producing basis. The line will go through the center of the entire mining district, and will open up the whole country for development on a far more economical scale than at present, and make possible the working of a large number of mines which contain ore of too low a grade to be worked profitably under present conditions of expensive transportation.

The original capital of the Co. was \$1,000,000, or an average of \$84,000 a mile, for the 12½ miles from Klondike city to Grand Forks, the additional capital authorized \$1,500,000, in all \$2,500,000, which makes about \$21,000 or \$22,000 a mile for the additional 70 miles to Stewart river, reducing the average capitalization to about \$30,000 a mile. The cost of the line will be high on account of the expense of getting in material and equipment, the high freight rates to the coast, and the ocean and river transportation. The interests of the original promoters have been acquired for cash. It is stated that the line will cost from \$35,000 to \$38,000 a mile for construction and equipment, and 1st mortgage bonds to the extent of \$30,000 a mile of the entire line from Klondike city to Stewart river have been issued. The bonds have been underwritten by a firm in Manchester, Eng., and a portion will be placed on the market in Canada and the U.S. Stock is also being issued to the extent of \$2,500,000, and of this the Co. is offering \$750,000 at 80c. on the dollar in Dawson, San Francisco, St. Louis, Omaha, Chicago and Seattle. The provisional directors are: T. W. O'Brien, Dawson; E. C. Hawkins, Seattle; J. A. Seybold and H. B.

corporate the Lake Bennett Ry. Co. to construct the railway referred to. Acting under the advice of the Minister of Justice, the Governor-General on May 11, 1902, disallowed the act of incorporation.

**Lake Erie and Detroit River Ry.**—At the last session of the Dominion Parliament the agreement with the Erie and Huron Ry. Co., for the amalgamation of that Co.'s line with the L. E. and D.R. Ry. Co. was ratified, and the time limited for the completion of the uncompleted portion of the lines authorized from Leamington to Simcoe, and from Simcoe to Fort Erie, of which the section from Leamington to St. Thomas has been constructed, was extended for five years. The bill was opposed on behalf of the city of Chatham, where the shops of the E. and H. Ry. were situated, but this opposition was withdrawn on the assurance of the L. E. and D. R. Ry. Co. that they would not be closed or removed.

The Erie and Huron division is being relaid with 70 lb. steel rails, and a number of curves at Wallaceburg, Dresden and Sombra are being removed. The location of the line at Dresden will be removed a few rods further from the town, and at Wallaceburg the track will also be moved some little distance further from the business center, but there will not be any material change at Sombra.

At Walkerville the freight shed is to be moved, and the engine house to be enlarged by the addition of about 100 ft.

A coal hoisting plant is to be erected at Rondeau to tranship coal from vessels, the car ferry Shenango not being able to carry all the freight offering. The press reports that a summer hotel was to be erected at Rondeau are denied.

The new round house at St. Thomas is reported to be nearly completed, and new scales have been put in at the West Lorne stock yards by the Gurney Scale Co., of Hamilton. The ballasting on the L.E. & D.R. Ry., and on the E. & H. Ry., is to be completed during the year.

On the Port Stanley division two new bridges are to be erected, one of 164 ft. span, with masonry abutments, across the Thames a mile south of London, and the other about the same size, across Kettle creek, near Port Stanley. (April, pg. 121.)

**The Levis County Ry. Co.** was incorporated by the Quebec Legislature at its recent session. We were recently advised that contracts were being let for the construction of 10 miles of electric railway, of which 7½ miles will be along the road uniting the towns of St. Romuld, Levis, Blenville and St. Joseph, on the south shore of the St. Lawrence river, opposite Quebec city. The line is expected to be in operation by July 15. G. U. G. Hohnan, of Levis, is General Manager.

**London Street Ry.**—Approval has been given by the city council for the extension of the tracks on South and other streets. Work was recently started on the double tracking of the Railway St. line, but an injunction was obtained May 6, to prevent this being done. On the case being heard the action was dismissed with costs. The double tracking, the manager says, will be completed at once. (Oct., 1901, pg. 308.)

**Lothbiniere and Megantic Ry.**—See South Shore Ry.

**Mabou and Gulf Ry. Co.**—J. B. Cann, F.W.

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pg. 126.)

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The line proposed to be constructed during the present year is from Klondike city to Stewart river. Starting from Klondike river the line will run up Bonanza creek to Grand Forks, 12 miles, with an ascending gradient of 17-10%; it will then cross over the divide to the Dome, with a maximum gradient of 2%, and then will proceed with a descending grade of 2% to the Indian river valley, and crossing the river at Eureka creek, will reach the summit between the Indian and Stewart rivers by a 2% gradient. The curvature will be light, except along Bonanza creek, where

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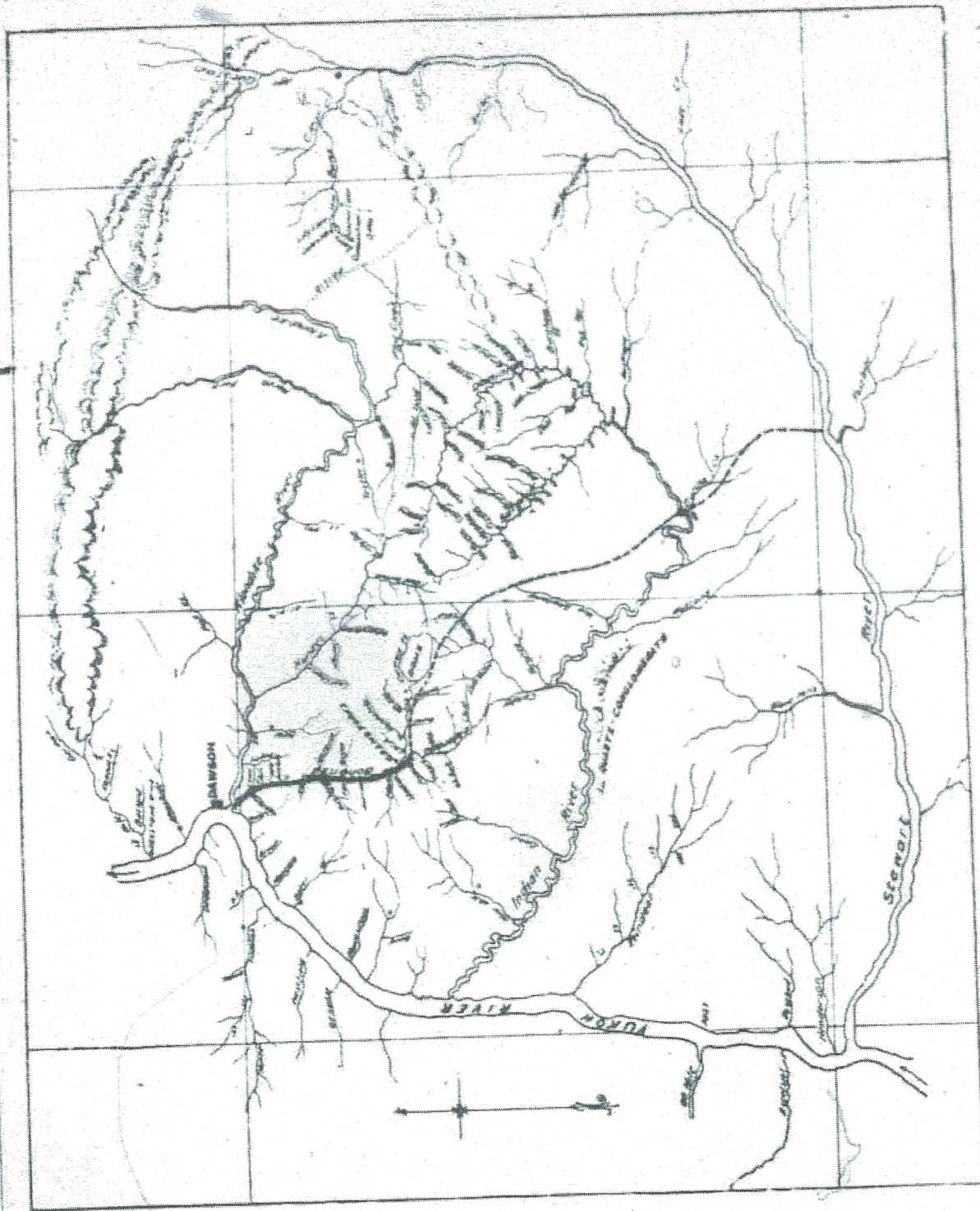
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ROUTE OF KLONDIKE MINES RV. FROM DAWSON TO STEWART RIVER (see pg. 193.)

June 1902



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enlarged power house by the end of the year.

**Howe Sound Logging Railway.**—R. Mc-Nair is reported to be constructing a logging railway from Howe Sound, near Gibson's Landing, B.C., to a point several miles inland.

**Hull Electric Co.**—Consequent on the transfer of the railway line of this Co. to the Ottawa, Northern and Western Ry. Co., a subsidiary of the C.P.R., it is said that a number of improvements will be carried out, notably the double-tracking of the line from Eddy's corner into Ottawa.

**Huntsville and Lake of Bays Ry. Co.**—

August 1902



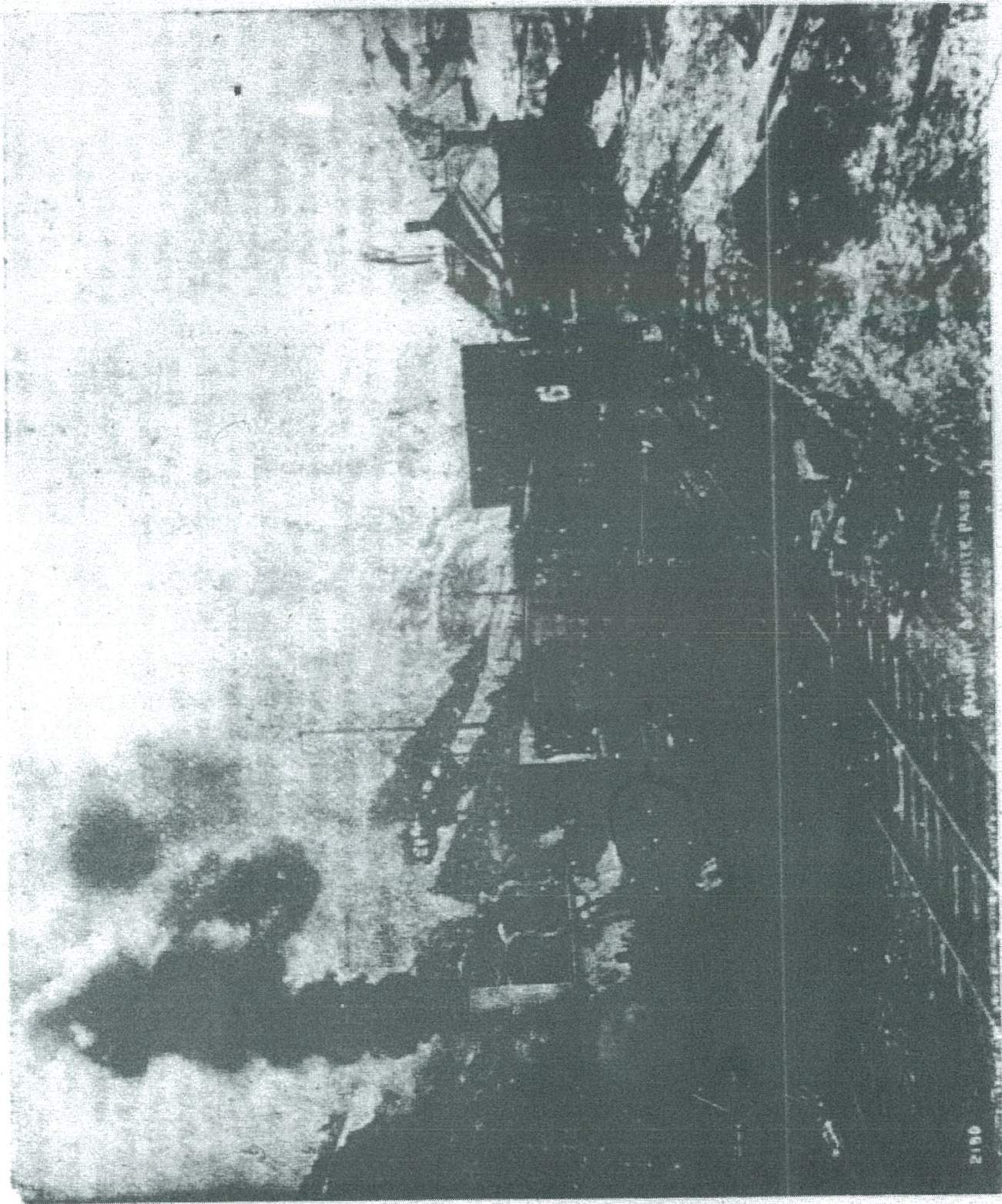
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**White Pass and Yukon Ry.**—We are officially informed by the press reports that the Co. propose to construct a line from Dawson through Fortymile to the U.S. boundary line, are absolutely without foundation. The Co. has no intention of extending its railway line beyond Whitehorse.

January 1903



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SUMMIT OF WHITE PASS, WHITE PASS AND YUKON RAILWAY.

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city in Albert Square, in order to carry out certain improvements are still under discussion.

The only portion of the line between Montreal and Toronto not double-tracked is the 46.26 miles from Port Hope to Port Union. A section of this, from West Pickering to Port Union, seven miles, is to be double-tracked this year, the Co. doing the work direct, and not letting a contract. This is all that can be done this year owing to the heavy traffic.

**Great Northern of Canada.**—Col. McNaught, vice-president, says the Co. is going to build 60 miles more of its line in the immediate future, but is not ready to say just where at present. There will also be a short line connection with St. Jacques, which will make connection at the Ottawa end more direct.

The Quebec Harbor Commissioners are authorized by an act passed at the last session of the Dominion Parliament to guarantee the interest for 20 years at 3% on bonds to be issued by the G.N.R. Co. to the extent of \$200,000, to be known as the Quebec Elevator bonds, as set forth in the contract dated June 30, 1899, between the Ry. Co. and the Harbor Commissioners.

The charters of the Montreal Terminal Ry. and of the Chateauguay and Northern Ry. have been acquired by C. Magee and D. Murphy, of Ottawa, and H. Melville and Col. McNaught, some of whom are connected with the Great Northern Ry. of Canada. The first named is a street railway, and the second is a steam railway, having a Dominion charter to construct a line from Montreal to Joliette on the G. N. R., 37 miles. A Dominion subsidy of \$150,000 towards the construction of bridges at Bout de l'Isle, and a subsidy of the like amount towards the cost of the railway have been given. The plan for the bridges have been approved of by the Government, and F. A. Hibbert, of Ottawa, has been engaged to superintend their construction.

The bridge over the west channel is 1,594 ft. long, while that over the east channel is 1,114 ft. long. In addition to the railway tracks there will be a 10 ft. roadway on either side for carriages and foot passengers.

**Great Northern (U.S.A.)**—The extension of the terminal facilities of this Co.'s subsidiary, the Red Mountain Ry. at Rossland,

Edmonton Ry., to some point within one mile of the Edmonton post office, was to commence in May, 1901, and the 8 miles was to be open for traffic by Sept., 1901. Permission had to be obtained from the Minister of Public Works to use the bridge across the Saskatchewan River, and application was made for it in Feb., but Mr. Tarte delayed taking action until the end of May, when he gave a verbal assurance that the Co. could lay its tracks over the bridge. The route has been surveyed and laid out by M. H. McLeod and G. B. Bemister, and a contract has been let for the work which is being pushed forward as rapidly as possible. W. H. Moore, solicitor for Mackenzie, Mann & Co., informed the Edmonton corporation during the progress of the negotiations for the agreement that a portion of the line now being constructed will form part of the main line of the E. V. and P., which really means that it will be a part of the Canadian Northern. (May, pg. 154.)

**Halifax and Yarmouth.**—No decision has yet been arrived at respecting the disposal of

Yellow Head pass, or vicinity of Fort George or Pine River or Peace River passes, to near the eastern confines of the Province within 30 yards of the boundary thereof, the selection of this pass to be made within three years, and when made to be reported to the Chief Commissioner of Lands and Works, and from any point on the line of said railway to a point within 30 yards of the northern boundary of the Province, to be selected within the time and reported as aforesaid, and to a convenient harbor on the sea coast of the Province, to be likewise selected and reported within the time aforesaid. The capital is fixed at \$1,000,000, and the Co. may issue bonds to the extent of \$35,000 a mile.

**Intercolonial Ry.**—Tenders have been asked for building a station at Lewis, Que., and a coal shed and trestle at Stellarton, N.S.

The new station at Sydney will be erected a short distance from the present one and will have fine approaches. The yard will contain several miles of sidings. It is not expected that work will be commenced until the fall.

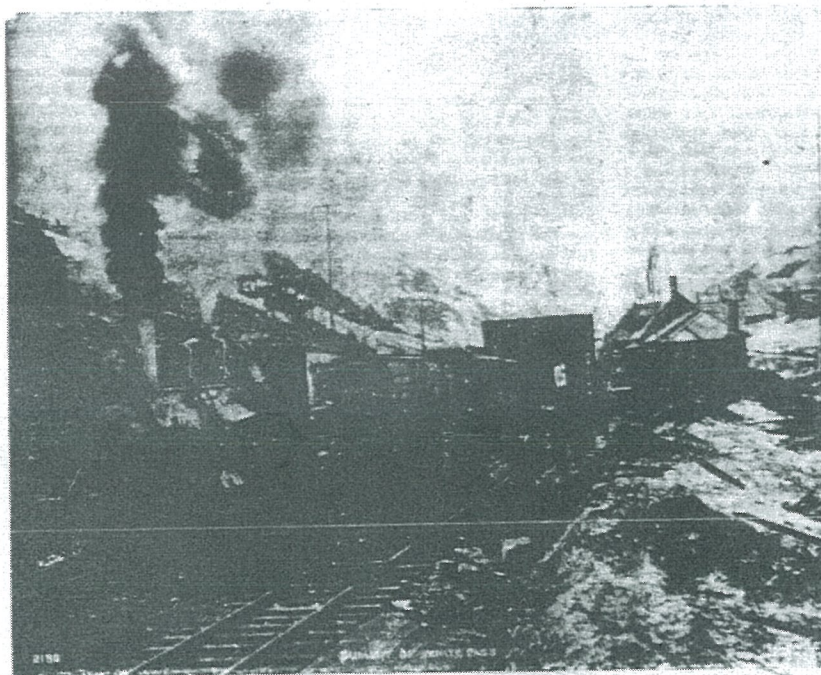
The new roundhouse at Sydney is to be built at Blackbury Island, opposite the blast furnaces. It will be semi-circular, having a radius of 200 ft., and will provide stalls for the accommodation of 18 locomotives. The estimated cost is \$50,000, and the builders are Rhodes, Curry & Co., of Amherst.

The excavations for the foundation of the new station at Rockingham, N.S., have been completed and building will be commenced at once.

At present the I.C.R. uses the str. Mulgrave as a ferry across the Strait of Canso, connecting Mulgrave and Point Tupper. She is a screw steamer, built at New Glasgow, N.S., in 1893; length 114 ft. 8 ins., breadth 31 ft., depth 16 ft. 4 ins., gross tonnage 485, registered tonnage 330. She does not carry cars, they being taken over on a barge which has a capacity for 4 passenger cars or 8 freight cars. The increased

traffic to and from Cape Beaton necessitating greater transfer facilities, an order was placed last year with Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, Eng., for a car transfer steamer with a capacity of 9 passenger cars or 18 freight cars, and delivery is expected shortly.

The appropriations for the I.C.R., voted at the recent session of the Dominion Parliament,



SUMMIT OF WHITE PASS, WHITE PASS AND YUKON RAILWAY.

the guarantee voted at the last session of the N.S. Legislature for the construction of a railway from Halifax to Yarmouth. (April, 1901, pg. 109.) The Premier has been in New York, where he met W. Mackenzie, of Mackenzie, Mann & Co., and Mr. Fletcher, and the Messrs. Brill, who are operating the line from Yarmouth to Barrington Passage, and have a contract for the continuation of the line to

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## Canadian Pacific Railway Land Sales.

	Acres.	Amount.
	1900	1901
Jan.....	31,485	27,928
Feb.....	23,613	29,370
Mar.....	31,183	39,546
April.....	58,457	48,874
May.....	69,057	49,486
June.....	57,831	50,168
	268,626	236,375
		\$152,813.34
		\$693,717.26

## Railway Equipment Notes.

The G.T.R. will, it is stated, build 500 cars at its own shops.

The Toronto, Hamilton and Buffalo has ordered six passenger cars in the U.S.

The Great Northern of Canada has placed an order for four locomotives in the U.S.

The Minneapolis, St. Paul and Sault Ste. Marie has placed an order for 300 box cars.

The Cuba Co., of which Sir Wm. Van Horne is President, is having six locomotives built in the U.S.

The Dominion Coal Co., Sydney, N.S., has ordered 600 cars from Rhodes, Curry Co., Amherst, N.S.

The Lake Erie and Detroit River Ry., has purchased three mogul locomotives in Chicago, owing to the extension of the line into St. Thomas.

Particulars of the amounts voted at the recent session of the Dominion Parliament for additional equipment, etc., for the I.C.R. and the P.E.I.R. are given on page —.

One first-class car has been completed recently, and one second-class car is being built at the P.E.I.R. shops at Charlottetown. Twenty box cars are being built there.

The Inverness and Richmond Ry. has placed an order with Rhodes, Curry Co., of Amherst, N.S., for 1st-class passenger, coal and box cars. A larger order for equipment for this line is likely to be placed shortly.

The Canadian Northern is likely to add largely to its equipment in consequence of its acquisition of the Northern Pacific lines, and the rapidly approaching completion of its through line from Port Arthur to Winnipeg.

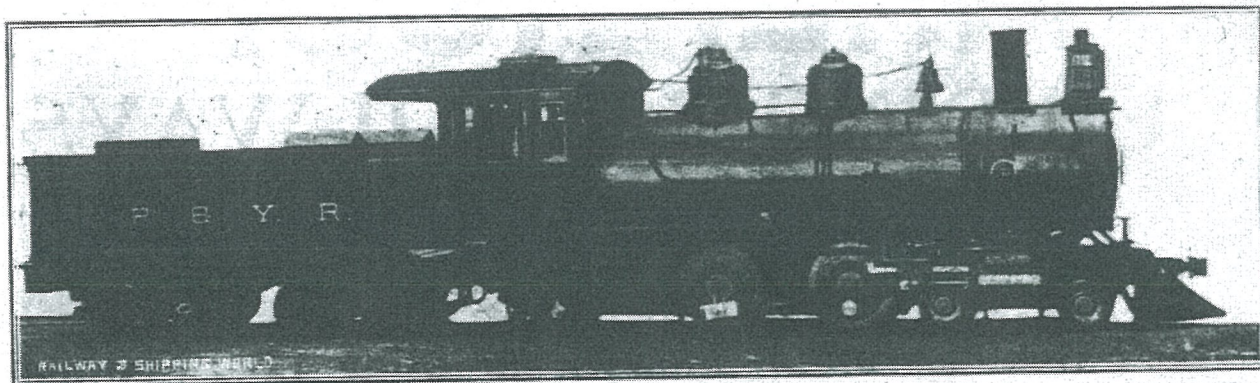
The P.E.I.R. equipment will probably be equipped with Westinghouse air brakes in the near future, most likely during this year. The last two locomotives ordered, which are to be delivered in a few months, will have these brakes.

The Duluth, South Shore and Atlantic Ry. has ordered 175 hopper-bottom ore or coal cars of 80,000 lbs. capacity. They will be 30 ft. long over sills, 8 ft. wide, 8 ft. 8 in. high, and have 825 cubic feet of space. Delivery is to be made in Aug.

ever, at the present time equipping with electricity any cars that are furnished with lamps. Among the cars to be equipped with electricity are the café-parlor cars, the dining compartment to be furnished with candleabra, and the parlor compartment to be equipped with electric fans. Twenty cars have so far been installed with electricity, the power being generated from the axle.

Two new locomotives have been put in service on the Canada Southern division, M.C.R. The engines each weigh 88 tons, and equipped for the road, with tender attached, weigh 138 tons. The boiler, which is 70 ins. in diameter, contains 398 two-in. tubes, each 6 ft. long, while the fire grate is 8 ft. by 6 ft. 3 in., giving a grate area nearly double that of an ordinary ten-wheel engine. The cylinders are 21 ins. and 26 ins. in diameter, and the steam pressure is 30 lbs. to the square inch more than that of any other passenger engine now in use on the M.C.R. The driving-wheels are 6 ft. 7 in. in diameter, being 9 in. larger than those of the largest engines hitherto used on the road.

The special car which will be used by the Duke and Duchess of Cornwall while in Canada, will be 70 ft. long and 9 ft. 10 ins. wide. At each end will be an observation room with plate glass windows, and each will be fitted



BALDWIN LOCOMOTIVE FOR WHITE PASS AND YUKON RAILWAY.

The Duluth, South Shore and Atlantic has ordered six passenger cars and 175 cars of 80,000 lbs. capacity.

The I.C.R.'s new car ferry for the Strait of Canso, is described on pg. 219, under "Maritime Provinces Shipping."

The Rhodes, Curry Co., of Amherst, N.S., are building a number of 30-ton coal cars for the Inverness and Richmond.

Two parlor cars have been added to the equipment of the Esquimalt and Nanaimo. They are named Ladysmith and Strathcona.

The rolling stock of the old Port Arthur, Duluth and Western is being overhauled and

Contracts have been entered into in the U.S. for the construction of six first-class passenger cars, three dining cars, and four sleeping cars. The passenger cars will cost \$11,995 each, the dining cars \$15,775 each, and the sleeping cars \$19,255 each.

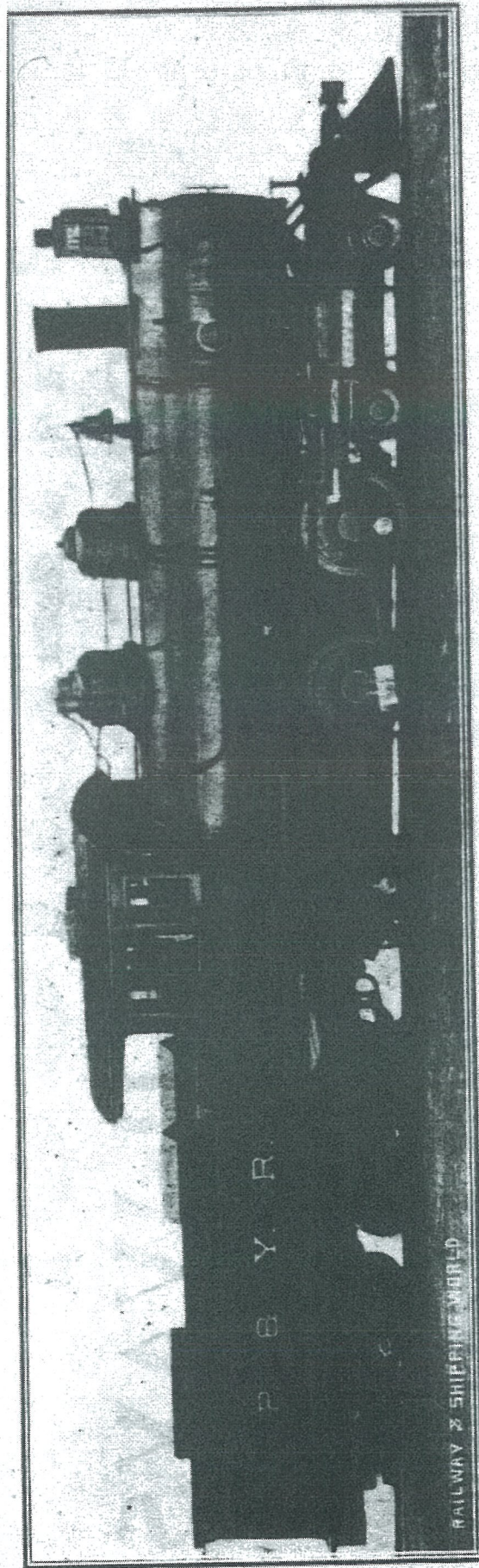
The C.P.R. is building six heavy switching engines and two weed-burning cars at its Montreal shops. They are practically the same as the weed burners used by the Minneapolis, St. Paul and Sault Ste. Marie Ry., which were fully described and illustrated in our issue of May, 1900, pg. 139.

Replying to a question in the House of Commons recently, the Minister of Railways

with a sofa and upper berth. These rooms will be 8 ft. 10 in. long. At the one end a state room comes next the observation room. This room is also fitted with sofa and upper berth. Next this comes the grand state room, 10 ft. 4 ins., with a brass bed and all modern conveniences. Then comes the dining room, 15 by 9 ft., in the centre of the car, and fitted with an extension table. The kitchen adjoins and is 10 ft. 4 in. Then comes the porter's room, 5 ft. 6 in., and between that and the observation room, a toilet room, 4 ft. 10 in.

The Intercolonial Ry. has recently received from Rhodes, Curry & Co., Amherst, N.S., 8 refrigerator cars, completing an order for 17





BALDWIN LOCOMOTIVE FOR WHITE PASS AND YUKON RAILWAY.

July  
1901

p203



The G.T.R. has built, at its Montreal shops, a car for the transportation of fish for restocking the lakes and rivers of the tourist country, which the Co. is carrying out in conjunction with the Ontario Government. The special requirements in a car of this kind include compartments for carrying fish in which an even temperature can be maintained, proper circulation of water and air in the tanks containing the fish, and sleeping and living accommodations for the attendants. The interior of the car is arranged with a series of galvanized iron tanks to hold from 1,000 to 1,500 fish. At one end is an upper and lower berth to accommodate two men. The ice for keeping the water at a certain temperature is carried in two compartments holding about a ton each. Arrangements have been made for replenishing the water in the tanks en route, which will be done by attaching a hose provided with a coupling to any of the station hydrants.

The White Pass and Yukon Ry. recently received two 10-wheel narrow gauge (3 ft.) locomotives from the Baldwin Locomotive Works. They are duplicates of locomotives

supplied last year, the general dimensions being as follows:

Cylinders—diameter, 17 in.; stroke, 20 in.; valve, balanced.  
Boiler—diameter, 58 in.; thickness of sheets, 5-8 in.; working pressure, 180 lbs.; fuel, soft coal.  
Firebox—length, 54-7-10 in.; width, 44-3-8 in.; depth, front, 64 in., back, 62-1-2 in.; thickness of sheets, sides, 5-16 in., back, 5-16 in., crown, 3-8 in., tube 1-2 in. Tubes—number, 200; diameter, 2 in.; length, 14 ft., 10 in.  
Heating surface—firebox, 90-3 sq. ft.; tubes, 1530-4 sq. ft.; total, 1627-2 sq. ft.; grate area, 16-1 sq. ft.  
Driving wheels—diameter outside, 42 in.; diameter of centre, 36 in.; journals, 7 x 7 in.  
Engine truck wheels—diameter, 24 in.; journals, 4-1-4 x 6-1-2 in.  
Wheel base—driving, 7 ft. 5 in.; total engine, 16 ft. 9 in.  
Weight—on drivers, 74,005 lbs.; on truck, 16,390 lbs.; total engine, 90,395 lbs.  
Tender—diameter of wheels, 26 in.; journals, 3-3-4 x 7 in.; tank capacity, 3,000 gal.

The Canadian Northern has placed an order with the Baldwin Locomotive Works, Philadelphia, for five locomotives to be delivered in Oct. The general dimensions are as follows—

Cylinders, diameter 19 in., stroke 24 in.  
Driving wheels, diameter 46 in.  
Boiler diameter 62 in., Belpaire type.  
Firebox 107-3/4 in. long, 31-1/2 in. wide.  
Tubes, number 254, diameter 2 in., 11 ft. 3 in.

Wheel base, driving 12 ft., total 23 ft. 0-1/2 in.  
Driving journals 8 x 9 in.  
Estimated weight of locomotive, 107,000 lbs., on driving wheels.  
Estimated weight, total 133,000 lbs.

Tender capacity 4,800 gals.

Tender wheels, diameter 33 in., journals 4-1/4 x 8 in.

The Co. is negotiating with other works for 15 more locomotives, and is also in the market for a further five, and for 8 first-class coaches, 2 combination mail, baggage and express cars; 5 baggage cars; 900 box cars, 60,000 lbs.; 100 flat cars, 60,000; 50 flat cars, 80,000 lbs.; 2 sleeping cars; 2 day parlor cars; 2 dining cars; 7 second-class cars; and 60 stock cars; and has recently placed an order for 100 box cars and 100 flat cars, each of 60,000 lbs.

The Canada Atlantic Ry. recently received from the Baldwin Locomotive Works a compound Atlantic type locomotive, no. 618, for fast passenger service between Montreal and Ottawa. Following are the general dimensions:

Cylinders—diameter, (high pressure) 13-1-2 in., (low pressure) 23 in.; stroke, 20 in.; valve, balanced piston.  
Boiler—diameter, 62 in.; thickness of sheets, 1-1-16 in.; working pressure, 210 lbs.; fuel, soft coal.

W.P.O.

July 1901

7204



Windsor, 80 miles, replacing the present 65-lb. rails. Gravel ballasting is progressing at the rate of a mile a day.

**White Pass and Yukon Ry. to Rainy Hollow and Porcupine Creek.** B. Russell, solicitor, Halifax, gives notice that application will be made to the Dominion Parliament to incorporate a company to build a railway from any point on the W.P. and Y. R. between the stations of Cariboo and White Horse, Yukon Territory, to Rainy Hollow and Porcupine Creek, B.C.; to build branch lines, not exceeding 50 miles in any one case, and to build telegraph and telephone lines and to sell or lease its railway to or amalgamate with the W.P. and Y.R.C.

New York to ports in the Maritime Provinces, as well as the building of fast and luxurious transatlantic steamers to sail from Louisburg, Cape Breton, and to make Milford Haven the terminal point in Great Britain. The report states that the Vanderbilt interests are behind the Co., but the only indication of this at present is that the directorate includes W. S. Webb, Chairman of the Rutland Rd.; S. R. Callaway, President of the American Locomotive Co.; E. Van Etten, second Vice-President of the New York Central Rd.; and P. Clement, President of the Rutland Rd. The railway part of the proposition is to have a line reaching from Yarmouth right along the coast of Nova Scotia to Louisburg. The only portion of such a line at present built is the section from Yarmouth to Barrington, and from Barrington to Halifax and Yarmouth

tion, the section from Port Hawkesbury to St. Peters, of the line it was chartered to construct from the Straits of Canso to Louisburg (See pg. 226.) Between Halifax and the Straits of Canso there is no line along the shore, but two companies—the North Eastern of Nova Scotia and the Musquodoboit Valley—have been organized to construct lines through the country, the first from New Glasgow to Country Harbour, and from Country Harbor to Guysboro, and the second from a point near Windsor Jct., on the I.N.R., along the Musquodoboit Valley. The promoters of these two lines have amalgamated, and, according to the New York report, it is through the lines which it amalgamated companies have power to construct that the through connection from Yarmouth to Louisburg will be made. (See p

August 1901



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August 1901

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SEPT., 1901.]

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## RAILWAY DEVELOPMENT.

### Projected Lines, Surveys, Construction, Betterments, Etc.

**Alaska.**—M. J. Heney, who was contractor for the White Pass and Yukon Ry. from Bennett to White Horse, recently arrived in Yukon, having inspected the preliminary survey for a railway between Valdez and Eagle. The survey was made by engineers who located the line for the W.P. and Y. R. They found a pass through Copper River Mountain, the highest altitude of which is 2,400 ft., or 400 ft. less than White Pass. The proposed road will be between 450 and 500 miles long, following the Government trail part of the distance. Mr. Heney figures that he can build the road in two years, by starting construction at both ends. It is said he will go to New York and London this winter to finance the project. (Aug., pg. 225.)

R. Barbier, Manager of the Russo-China Bank of Peking, representative of the Russian Government, and Manager of the Manchurian Ry., who has recently been in the U.S., is credited with a gigantic scheme of railway communication designed to unite Alaska and Siberia, and furnish rail and water connections between Circle City and Vladivostock, the eastern terminus of the Trans-Siberia Ry. at a cost of \$200,000,000.

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1847, entered service 1847, at Montreal; R. F. Easson, of Toronto, entered service 1849, at Toronto.

## The Yukon Telegraph Line.

The Dominion Government telegraph line from Ashcroft, B.C., where connection is made with the C.P.R. telegraph system, and Dawson, Yukon, has been completed, and the first messages were sent from Dawson to Vancouver and Ottawa Sept. 24. The total length of the main line is 1,865 miles, but with the branches there are 2,200 miles of line in operation north of Ashcroft. The first line to be constructed was from Bennett to Dawson, 564 miles; followed by a branch from Tagish to Atlin, 75 miles—now part of the main line from Ashcroft—both of which were in operation in 1899. In 1900 a branch was completed from Dawson to Fort Egbert, on the Alaskan boundary, 91 miles, where connection will be made with a line now under construction from Fort Gibbon, 300 miles, which is in telegraphic communication with St. Michael. The work on the line from Atlin to Ashcroft was commenced in April, 1900, and has been carried out under the supervision of J. B. Charleson, of Ottawa. The mileage of the different sections of the line are:

MAIN LINE.	
Ashcroft to Quesnel .....	225 miles.
Quesnel to Hazelton .....	405 "
Hazelton to Telegraph Creek .....	400 "
Telegraph Creek to Atlin .....	241 "
Atlin to Tagish .....	75 "
Tagish to Dawson .....	518 "
BRANCH LINES.	
Dawson to Fort Egbert .....	91 "
Tagish to Bennett .....	46 "
Hazelton to Fort Simpson .....	199 "
Total .....	2,200

The line traverses a wild and hitherto unexplored country and the work of construction was carried on under great difficulties. Between Quesnel and Atlin, over 1,000 miles, the builders had to cut their own trail, pack in all supplies and at times had to work in 5 ft. of snow at an elevation of 3,750 ft. Eleven bridges had to be constructed to cross un-

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—to say nothing of others who have left the service and are filling honorable positions in other walks of life. It has been a great pleasure, and I have been very proud to hear, as I have done from time to time, favorable reports from telegraphic superintendents in the U.S. of our Canadian operators in their service."

W. Mayer said that, as an Old Timer and old Montrealer, he had to speak of old Montreal. He believed that thirty years ago he travelled every street in Montreal as a messenger, at a cent a message. The line of promotion was from messenger boy to delivery clerk, and then into the operating room. How well he remembered fellow operators J. R. McPhee, W. McKenzie, J. Kent, L. B. McFarlane, J. Allen, J. Cochrane, E. McConnell, W. J. Jackson, Mr. Duggan, and Dr. W. H. Drummond. The great difference in the systems of old Montreal and those of to-day were touched upon. Electricity was then in its infancy, and there was hard work to be done in comparison with the up-to-dateness of everything to-day.

Hon. Mr. McKay, of St. John's, Nfld., said it was a coincidence that the previous night he celebrated his 51st anniversary as an operator. There was a great outburst of applause when he said that he was the only man now living of those who first did duty, in a consecutive way, in connection with the Atlantic telegraph system.

The list of "Forty-Niners of the Telegraph" includes the names of the oldest-living telegraphers, who entered the service during the forties. In it are three Canadians. N. W. Bethune, of Ottawa, entered service 1847, at Montreal; H. P. Dwight, of Toronto, entered service 1847, at Montreal; R. F. Easson, of Toronto, entered service 1849, at Toronto.

### The Yukon Telegraph Line.

The Dominion Government telegraph line from Ashcroft, B.C., where connection is made with the C.P.R. telegraph system, and Dawson, Yukon, has been completed, and the first messages were sent from Dawson to Vancouver and Ottawa Sept. 24. The total length of the main line is 1,865 miles, but with the branches there are 2,200 miles of line in operation north of Ashcroft. The first line to be constructed was from Bennett to Dawson, 564 miles; followed by a branch from Tagish to Atlin, 75 miles—now part of the main line from Ashcroft—both of which were in operation in 1899. In 1900 a branch was completed from Dawson to Fort Egbert, on the Alaskan boundary, 91 miles, where connection will be made with a line now under construction from Fort Gibbon, 300 miles, which is in telegraphic communication with St. Michael. The work on the line from Atlin to Ashcroft was commenced in April, 1900, and has been carried out under the supervision of J. B. Charleson, of Ottawa. The mileage of the different sections of the line are:

MAIN LINE.

fordable rivers; one at Alexander river being 110 ft. long, and several long spans of wire were made across rivers and ravines. There have also been built 47 telegraph stations and linemen's houses. The houses are placed 40 miles apart, and half way between each is a refuge house for use by the linemen in repairing the line. The main storage electric batteries on the line are stationed as follows: Dawson, 400 jar battery; Selkirk, 175 jars; Bennett, 250; Telegraph Creek, 100; Atlin, 100; Hazleton, 150; Fort Simpson, 100; Quesnel, 150. Repeaters are fitted at the Ashcroft, Hazleton and Atlin stations, and at every refuge station a line-tapping equipment is provided to enable quick temporary repairs to be made.

It is expected that early next year an additional line will be strung from Ashcroft to Vancouver to handle the Yukon business, which will be received and distributed through the Vancouver office of the C.P.R. telegraphs.

The local rates at present in force on the line beyond Atlin are to be continued. The rate for any office on the line, above or below Atlin, to or from Ashcroft, is to be on the basis of 50c. for the first 100 miles, and 25c. for each additional 100 miles, which would figure out from Dawson to Ashcroft \$4.50 for 10 words and Atlin to Ashcroft \$3 for 10 words, the usual proportionate rate for additional words being 30c. and 20c. respectively. For through business the proposed rate contemplates 30c. for additional words where the 10 words rate is over \$4; 20c. for additional words \$3 up to \$4; 15c. for additional words \$2 up to \$3, and 10c. for additional words \$1 up to \$2. The cable rate will be 35c. a word with a minimum of \$4 from any point on the line. The press rate will be 1c. a word with a minimum of \$4 to all points from Ashcroft.

Mr. Crean, formerly of Quebec, has been appointed Superintendent of the Ashcroft-Dawson telegraph system, with headquarters at White Horse.

The Beaverdell Townsite Co., Ltd., which has been incorporated under the British Columbia Companies' Act, is empowered to construct and operate telegraph and telephone lines.

C. F. Sise, Hon. R. McKay, R. Archer, H. Paton, and C. Cassils, of Montreal, are applying for incorporation under the Dominion Companies Act as the Dominion Subway Co., Ltd., to construct, operate and dispose of underground conduits, wires, cables and pneumatic tubes, and with other powers. The capital is placed at \$100,000, and the chief place of business is to be at Montreal.

### General Telephone Matters.

A quarterly dividend of 2% was recently declared by the Bell Telephone Co. of Canada.

The construction work of the telephone line between St. Stephen and St. Andrews, N.B., has reached St. George.

The erection of the new telephone exchange for the New Brunswick Telephone Co. at

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## RAILWAY DEVELOPMENT.

## Projected Lines, Surveys, Construction, Betterments, Etc.

**Alaska.**—M. J. Heney, who has returned from a trip from Valdez to Eagle City, Alaska, for the purpose of looking over the route of a proposed railway, said in an interview at Vancouver: "So far as I can see, there is absolutely no excuse for promoters or capitalists interesting themselves in the construction of a railway through that part of the country, or, in other words, from Valdez to Eagle City. If the conditions were such as to warrant the construction of a railroad it would have been done long ago, but it will be many years before a locomotive is seen in the Copper river valley." (Sept., pg. 271.)

The Cape Nome and Golofin Ry. Co. has been incorporated in the U.S. to build a line from Cape Nome to Golofin Bay, 65 miles, thence to Nulato, on the Yukon river, 160 miles; and from Weare, on the Yukon, to Port Valdez, 650 miles. The intervening distance between Nulato and Weare will be covered by steamer in summer and sledges in winter. O. W. Button, Kansas City, Mo., is President; E. F. Adams, San Francisco, Manager; and E. Rivert and J. H. Glendenning, Chicago, engineers.

The Trans-Alaskan Ry. Co. has been incorporated under the laws of the State of Washington, with officers at Seattle, to build a line across Alaska to connect with a line of ferry boats with the Siberian railroad at a point opposite Cape Prince of Wales. J. J. Frey, formerly General Manager of the Santa Fe system, is President. The Co. has an authorized capital of \$50,000,000.

**Alberta Ry. and Coal Co.**—See Great Falls and Canada Ry.

**Algoma Central and Hudson's Bay Ry.**—Hon. J. S. Stratton, Provincial Secretary, and other members of the Ontario Cabinet, have been visiting Northwest Ontario, and recently made a trip over the main line for about 30 miles from Sault Ste. Marie. At that time 67 miles of the Co.'s lines were in operation, viz: 43 miles from Sault Ste. Marie northerly; and 24 miles on the Michipicoten branch, which will join the main line at Park Lake Jet. The track has been laid with 85 lb. steel rails and the bridges and culverts have been built in a most substantial manner.

We were recently officially informed that it is expected that track-laying will be completed to the 71st mile before snow comes. This will bring the track to a little beyond the Chipewewa river, 100 miles south of Park Lake Jet.

The Josephine branch is 10½ miles in length from the line from Michipicoten harbor to Park Lake Jet., to the Josephine Mine. Of this 3 miles had been completed in Aug., and, at our last advices, track-laying was being pushed on the remaining 7½ miles, which was expected to be in operation early in Oct. (Sept., pg. 271.)

**Atlantic and Lake Superior Ry.**—The Chief Engineer of Government Railways has reported to the Dominion Government that between the construction of bridges and the other work done about \$80,000 of the subsidy voted last session has been earned, and an order-in-council has been passed authorizing the payment of this amount. (Sept., pg. 271.)

**Battleford and Lake Lenore Ry. Co.**—Hannon & Lamont, solicitors, Prince Albert, Sask., give notice of application to the Dominion Parliament to incorporate a company under this title to construct and operate a railway commencing on the Calgary and Edmonton Ry. line at or near Hobbema, Alberta, thence easterly to the South Saskatchewan river in townships 39 or 40, thence easterly to Lake Lenore, thence north-easterly to the Canadian Northern Ry. at or near Crooked river, Sask., also a branch line from the proposed line at or near township 40 or 41 in range 24 west of the second meridian to or near Yorkton, Assa., and for other powers.

**Bracebridge and Trading Lake Ry.**—Mr. Brunel, C.E., has been engaged to make a survey for this line which is projected from Bracebridge to Baysville, on Trading Lake, 14 miles. E. A. C. Pew, of Welland, Ont., a promoter, has met the directors, and may be given a contract to build the road. Subsidies have been voted by the Dominion Parliament and the Ontario Legislature. (May, pg. 153.)

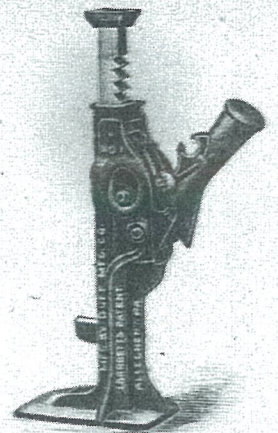
**Brookville, Westport and Sault Ste. Marie Ry.**—Considerable ballasting is being done, an engine house is being built at Westport and the stations are being renovated.

**Bruce Mines and Algoma Ry.**—Plans have been approved by the Ontario Department of Public Works for the construction of this line from Bruce Mines on the C.P.R. to the Rock Lake Copper Mines, 14½ miles, for the construction of which a contract has been let. The right-of-way has been cleared and considerable grading done on the first five miles. Track-laying was reported to have commenced early in October on the first four miles to the ballast pit, and it is expected the whole 14½ miles will be laid with track this season. (Sept., pg. 271.)

**Canada Atlantic Ry.**—The reports that the construction of the proposed cut off from Glen Robertson to Vaudreuil, which was surveyed in the spring, would be proceeded with immediately, are, we are officially informed, incorrect. (June, pg. 170.)

It is said that the Co. will erect another elevator at Depot Harbor, with a capacity of 2,000,000 bush, but plans have not been prepared or bids asked.

**The Canada National Ry. and Transport Co.** is asking the Collingwood town council to vote it \$500 to make surveys, so as to meet the requirements of its act of incorporation. J. H. Boyle, Secretary, in his letter to the council says: "The cost of obtaining the engi-



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STEEL AXLES, TYRES  
SPRING STEEL.

"PHOENIX" Loco. Spring St  
accepted Standard in Ca

SOLE AGENTS:

**James Hutton & Co., M**



Nov., 1901.]

## THE RAILWAY AND SHIPPING WORLD.

347

No. 83. Oct. 10.—Quebec—St. Pancras coves, position of Comeau shoal.  
No. 84. Oct. 11.—Ontario—1. South-east shoal, lightship placed. 2. South-east shoal, gas buoy to be removed. 3. Pelee passage lighthouse, progress of work. 4. Bar point cut, gas buoy to be established.  
5. Detroit river, limelickin crossing, water signals.

No. 85. Oct. 12.—New Brunswick—1. Dipper harbor bell buoy. 2. Musquash harbor bell buoy.

The U.S. Hydrographic office has issued the following among others relating to the great lakes:

No. 35. Aug. 31.—Lake Superior—1. Devil's Island light, change in color of tower. 2. North shore, Nepigon bay, position of Blind channel. Lake Huron—3. Georgian bay, Parry Sound entrance, shoal off Black rock beyond. Lake Erie—4. Ashtabula harbor, crib to westward of entrance. 5. Conneaut harbor, breakwater advanced in construction.

### Strait of Canso Car Ferry.

The Scotia, the car ferry built for the I.C.R. to run across the Strait of Canso between Mulgrave and Point Tupper, N.S., by the Sir W. G. Armstrong, Whitworth & Co. (Ltd.), Newcastle-on-Tyne, Eng., reached Port Hawkesbury, N.S., Sept. 28, after a protracted and exciting voyage. The ferry left England, Aug. 29, and after being out a week bad weather set in and continued so bad that repairs to the bulwarks, etc., had to be effected on several occasions. Then on Sept. 16, coals and provisions began to run short and distress signals were hoisted. On the following day a U.S. yacht supplied the crew with provisions, and on Sept. 19 the Anchor liner Furnesia, from Glasgow to New York, was sighted, and an arrangement was made to tow the Scotia into St. John's, Nfld. That port was reached Sept. 20, where the peculiar construction of the Scotia excited a good deal of curiosity. The Furnesia has libeled the Scotia for \$30,000, and an action has been commenced in the Supreme Court of New-

with equivalent weights to her working load on board, she made her contract speed, and developed the power necessary for icebreaking.

### Transportation to the Yukon.

F. C. Wade, Crown Prosecutor for Yukon, says in reference to the Yukon:—In the last four years a remarkable change has occurred in almost everything affecting the country, particularly the methods of transportation, mining and commercial development. When the first administration party proceeded to the Yukon in 1897 there was no Canadian system of ocean steamers to Skagway, such as exist at the present time. We travelled to that point on the Quadra, a Government steamer, and had to scale the Chilcot pass, while our supplies in the main were packed over the White pass by mules and oxen. Now the traveller leaving Vancouver can take passage on the magnificent ocean steamers of the Canadian Pacific Navigation Co. or some other Canadian company and proceed to

November 1901



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### **Transportation to the Yukon.**

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F. C. Wade, Crown Prosecutor for Yukon, says in reference to the Yukon:—In the last four years a remarkable change has occurred in almost everything affecting the country, particularly the methods of transportation, mining and commercial development. When the first administration party proceeded to the Yukon in 1897 there was no Canadian system of ocean steamers to Skagway, such as exist at the present time. We travelled to that point on the Quadra, a Government steamer, and had to scale the Chilcoot pass, while our supplies in the main were packed over the White pass by mules and oxen. Now the traveller leaving Vancouver can take passage on the magnificent ocean steamers of the Canadian Pacific Navigation Co. or some other Canadian company and proceed to Skagway with as much pleasure as could be enjoyed on a yachting trip in the Mediterranean or in crossing the Atlantic in one of the ocean greyhounds. The steamers are well officered and beautifully appointed, and even

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from a tourist's point of view no greater pleasure could be desired than a sail by the inside passage from Vancouver to the foot of the Chilcoot and White passes. Instead of scaling mountain passes as before, the traveller who leaves the Canadian steamship at Skagway enters the train of the White Pass and Yukon Ry. at Skagway and is rapidly carried to Whitehorse and landed on the gangplank of one of the beautiful steamers travelling from that point to Dawson. You can travel now in your smoking jacket and slippers, instead of being encumbered with spiked boots, rubber hip boots, alpenstocks, shoulder straps and packs, and all the other paraphernalia which went with the troubles experienced in 1897 and 1898. The whole journey can be made in six or seven days instead of in several months; as used to be the case. Indeed, the time is not far distant when the trip from Vancouver to Skagway and thence down the Lewis and Yukon rivers to Dawson, and past the southern Alaskan point to the Bering sea, will rank as one of the most delightful pastimes which the tourist could enjoy instead of being a succession of the most extreme hardships.

The metamorphosis effected in the transportation of freight has been quite as startling. It is no longer necessary to re-enact the scenes of 1897, when 3,700 horses perished on the White pass in the transportation of

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supplies. The dangers of the Miles canyon are no longer experienced. Whitehorse claims no more victims, and there are no more wrecks. All freight is landed at Whitehorse, below both the canyon and the rapids, and it is transported with safety and the utmost velocity to Dawson. This year the White Pass and Yukon Ry. added so many swift steamers to its fleet that it was able to carry 100,000 tons of freight to the Yukon in one month, the same amount which last year was carried the entire season.

The cost of transportation is still exceedingly high, \$125 a ton from Vancouver to Dawson, but the managers of the railway fully realize that these rates must be reduced as soon as possible. While the White Pass and Yukon Ry. and Steamboat Company is doing such effective work on the Lewis and upper Yukon, all the great mercantile companies have combined their fleets into one on the lower Yukon for transportation purposes. The N.A.T. & T. Co., the A. C. Co., A. E. Co., S. Y. T. Co. and the E. T. Co. are one and the same, and their fleets operate from St. Michael, in Bering Sea, to Dawson, while the upper river transportation question has been thoroughly solved. Unfortunately this year the upper river and down river fleets formed a combination to keep up the prices, which has been harmful, especially to the smaller dealers, but in time all this will be rectified.



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## THE CANADIAN PACIFIC RAILWAY'S ROYAL TRAIN.

### White Pass and Yukon Railway.

At the annual meeting in London, Eng., recently, Hon. S. Carr Glyn, Chairman, gave a very encouraging report as to the present position and future outlook. The Co.'s financial year ends June 30, while that of the subsidiary companies ends Dec. 31, so that the accounts include the audited accounts of these latter for six months later than were presented at their annual meetings. The net profits for the year amounted to £261,057, but the total amount available for dividend was increased to £344,373 by the balance brought forward from June 30, 1900. Out of this an interim dividend of 5% was paid in March, and the balance was returned to the subsidiary companies to be spent on capital account. In respect of such profits so applied the directors proposed to declare a bonus dividend of stock equal to 25%, on account of which £275,000 would be transferred from profit and loss to capital account. The receipts from dividends on shares in local companies amounted to £287,029. Up to the end of July the gross receipts on the railway amounted to \$1,182,277, or £243,770, in round figures, an increase of £53,800 compared with the same period of 1900. The earnings for July showed a decrease of \$30,000, but this was explained by the fact that shippers had rushed in goods early and were now holding back shipments until the Dawson markets assumed a more favorable tone. Up to the end of May 10,077 tons of freight was carried on the railway, against 6,346 in 1900; and during the same period the earnings from passenger traffic amounted to £16,816 against £9,633 in the same period in 1900.

Regarding the river transportation, the Chairman stated that the agreement with the Canadian Development Co. was carried out, and the British Yukon Navigation Co. formed to operate the fleet. Three boats were purchased from the C.P.R. and taken to Skagway, where they were dismantled, and the engines and fittings taken over the railway to White Horse, where they were put into new hulls built there. The Selkirk and the Dawson are mainly freight carriers, and the White Horse is almost entirely a passenger boat. The whole fleet of the Canadian Development Co. had been put into thorough repair, the total cost, including the three new boats, being £65,000, provided by the Canadian Development Co. for that purpose. Some other boats had been purchased, and the British Yukon Navigation Co. had now 18 steamers

on the Yukon river, and two operating between Caribou and Atlin.

The directors have decided to publish from time to time in the press statements showing the gross earnings of the railway as the reports are received by cable. The statement of accounts was approved, and the stock dividend of £2 10s. a share was declared.

### C.P.R. Earnings, Expenses, &c.

Gross earnings, working expenses, net profits and increases or decreases over 1900, from July 1, 1901:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$2,851,455.31	\$1,755,588.47	\$1,095,866.84	\$211,493.04 +
Aug. 3, 118,551.34	1,812,409.23	1,305,652.09	251,156.49 +
\$5,970,006.65	\$4,568,997.60	\$2,401,009.05	\$462,649.57 +

Approximate earnings for Sept., \$3,218,000; increase over Sept., 1900, \$605,000.

DULUTH, SOUTH SHORE AND ATLANTIC.—Gross earnings for Aug., \$243,519.28, net earnings \$97,475.61, against \$254,439.90 gross and \$110,083.26 net, for Aug., 1900. Net earnings for two months ended Aug. 31, \$207,784.58 against \$203,515.27 for the same period 1900. Approximate earnings for Sept., \$241,440, against \$222,083 in Sept., 1900.

MINERAL RANGE AND HANCOCK AND CALUMET.—Approximate earnings for Sept., \$48,589, against \$53,370 for Sept., 1900.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE.—Gross earnings for Aug., \$482,589.02, net earnings \$240,388.43, against \$348,111.27 gross and \$118,958.51 net for Aug., 1900. Net earnings for 2 months ended Aug., \$441,250.25, against \$241,615.82 for same period, 1900. Approximate earnings for Sept., \$540,156, against \$374,477 in Sept., 1900.

### Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
July	40,715	40,089	\$129,481.42	\$131,646.84
Aug.	9,747	32,178	165,871.16	105,480.78
Sept.	60,060	21,807	197,057.61	69,012.54
	151,522	103,974	\$492,410.19	\$306,140.16

### Grand Trunk Earnings, Expenses, &c.

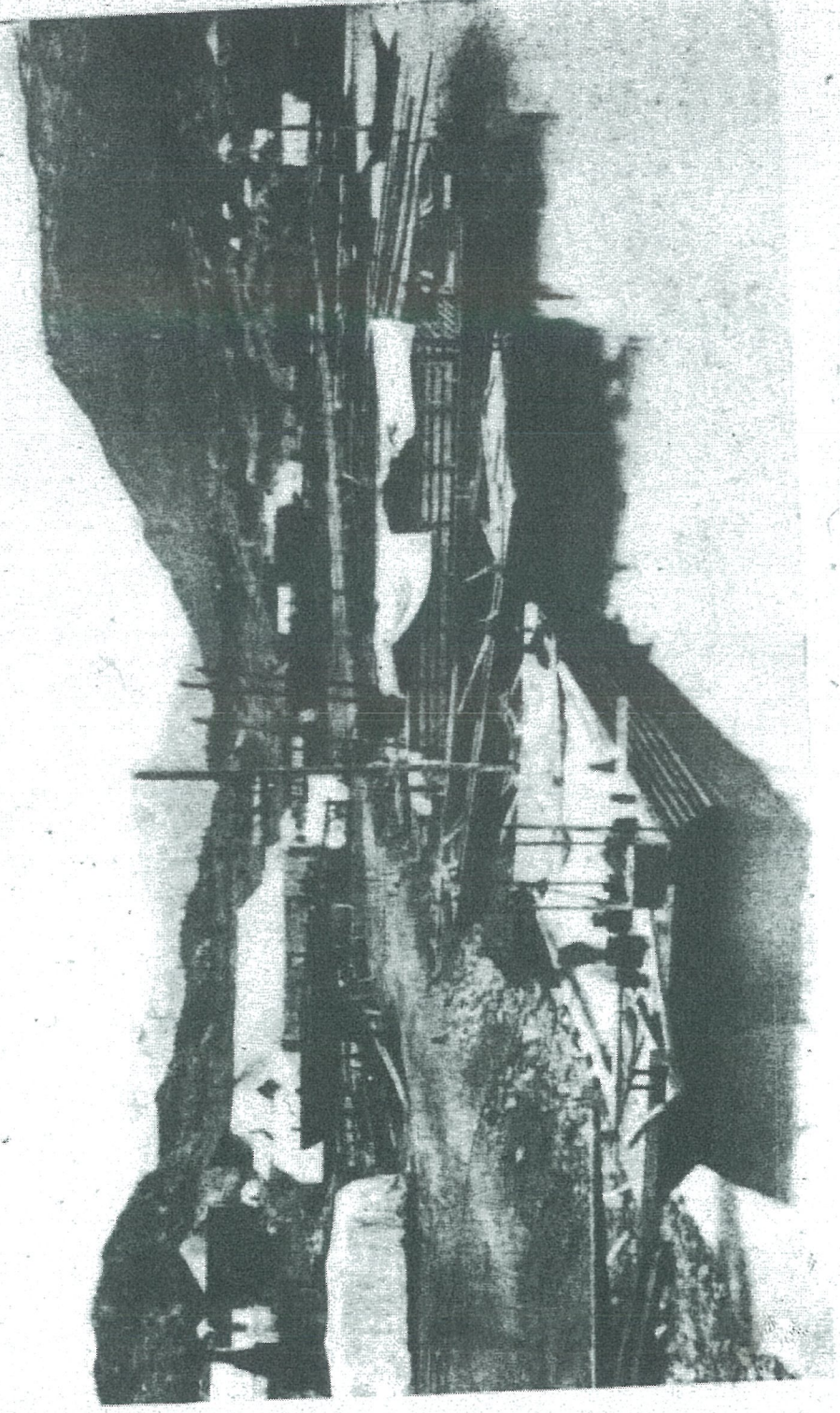
The following statement of earnings, supplied from the Montreal office, includes the G. T. of Canada, the G. T. Western, & the Detroit, Grand Haven & Milwaukee Rys.

1901



# THE RAILWAY AND SHIPPING WORLD.

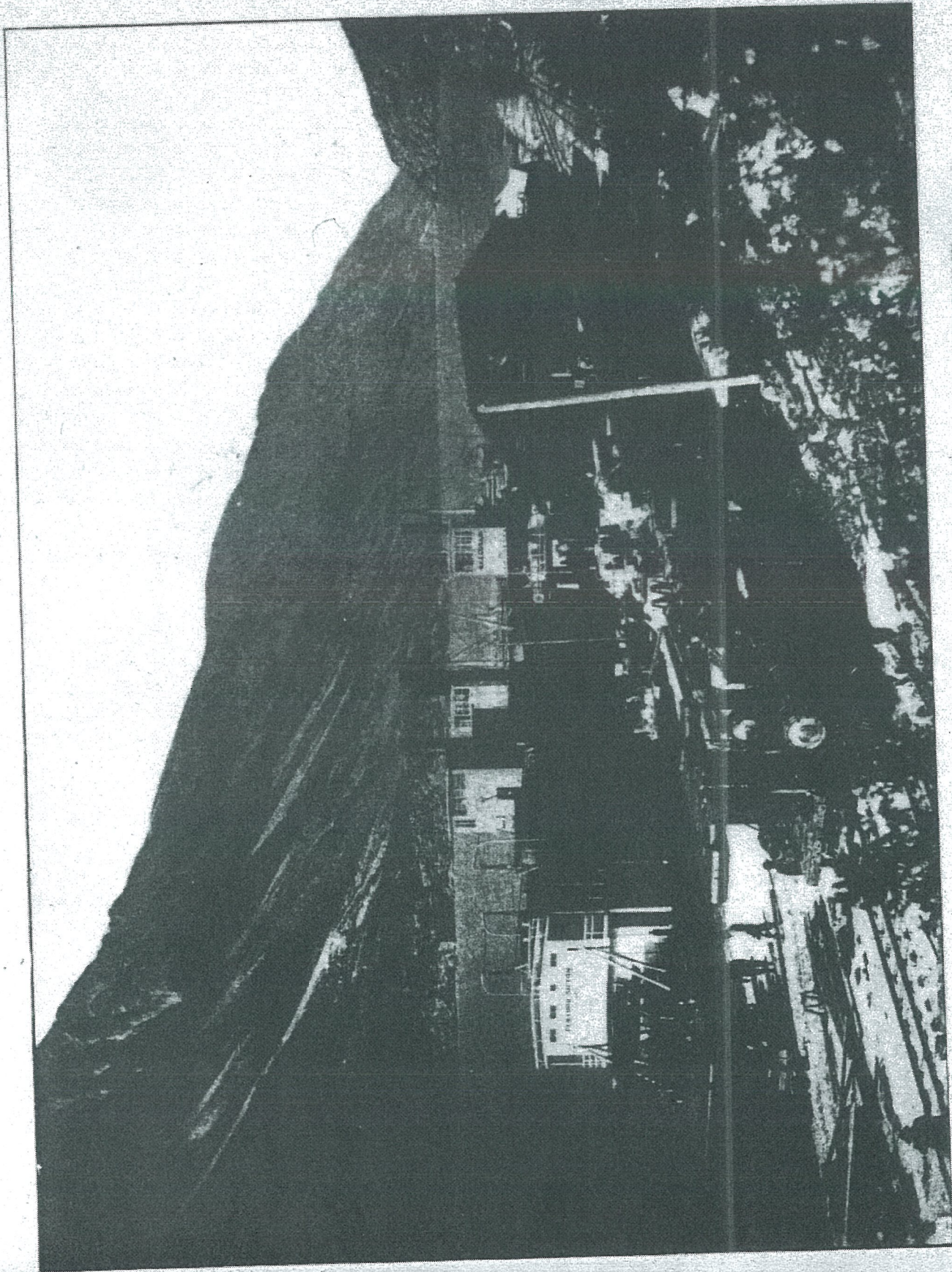
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