

WHITE PASS
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YUKON
RAILWAY
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C. H. RIFF

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Rhodes, Curry & Co., Amherst, N.S., are doing a very satisfactory car building business. In addition to the 150 box & 100 flats for the I.C.R. mentioned elsewhere, they are building six 20 ton coal cars for the Crow's Nest Coal Co. in British Columbia.

White Pass & Yukon.—The manager informs us that so far the Co. has had to take whatever equipment it could get ready for use, & has picked it up wherever it could find what it wanted. It is having 20 flat & 30 box cars built at Seattle, Wash., under the direction of Master Mechanic Garlock. Five locomotives, 1 passenger car, 1 combination passenger & baggage car, 1 baggage car & 10 flats have already been shipped from Seattle to Skagway.

Railway and Shipping

With which is incorporated The Western World. Established 1890.
Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

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The I.C.R.'s General Superintendent.

Mr. F. Price was born at Petticoat, N.B., on July 18, 1851, & entered the railway service in 1870, working as a telegraph operator until 1873, from which date until 1875 he was train dispatcher at Moncton. In 1875 he came to the I.C.R., then General Superintendent, & was appointed him Assistant Superintendent from Moncton to Campbellton, N.B. At that time the line was under construction between Moncton & St. John's, & Mr. Price was in charge of the construction under the supervision of Collingwood, the present Deputy-Minister of Railways & Canada, who highly complimented Mr. Price for his energetic & faithful service in connection with the completion of the work. On the change of management in 1879 a reorganization of the railway staff took place, Mr. Price being reduced to the position of telegraph operator at Campbellton. In 1880 another change in the staff was made & Mr. Price was restored to his position with the line from Campbellton to St. John's (105 miles). In 1881 Mr. Price, then Superintendent, in reply to an advertisement, found a gentleman who heartily sustained me in my policy of economy. He was assigned to a lower station, & I have had great pleasure in seeing him in his new position, as he is a most deserving & able officer.

Mr. Price was transferred to the I.C.R. district, the assistant district of the I.C.R., & in Oct. 1881 was promoted to the General Superintendent of the whole line. In a recent case, *Booth v. Collingwood*, the railway, a decision was given in favor of the railway, that service on the I.C.R. is irregular. In *Booth v. Collingwood*, the railway, a decision was given in favor of the railway, that service on the I.C.R. is irregular. In *Booth v. Collingwood*, the railway, a decision was given in favor of the railway, that service on the I.C.R. is irregular.

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FINANCE, MEETINGS, &C.

White Pass & Yukon Railway.

The first ordinary general meeting of this Co. was held in London, Eng., Dec. 5, 1898. After preliminary remarks by the Chairman, S. H. Graves, of Chase Bros. & Co., London & Chicago, spoke at length. He said: "Having just arrived from the Pacific coast I am glad to comply with the suggestion that I should give you the latest news as to the prospects of our railway & of the Yukon country. It only takes a few words to tell you

money from us. I will not weary you with the details, but will simply say that all the laws of all the countries have been in every respect fully complied with, & that every attempt to stop or delay our work was successfully met & defeated, & that not one penny has been extorted from us on the other side of the Atlantic; nor has the work been delayed for one hour by all the numerous & ingenious schemes which were hatched to get money out of us, & which our west coast under the generic title of 'hold-up games.' Thus our legal difficulties were to the end disposed of as satisfactorily in their way as the legislative ones.

Having secured the services of P. C. Hawkins, whom I had known for a number of years, & who was then chief engineer for a large enterprise in which my firm was associated with a number of leading men in New York, we reached Skagway on April 10 last. After a rapid preliminary reconnaissance, he reported that the line was entirely feasible, but that certain conditions were different from what he had been led to suppose in connection with the possession of the town site & of the wharf at Skagway, & that in consequence we should be obliged to materially modify our programme. The necessary arrangements have been made, Mr. Hawkins & his staff of engineers returned to Skagway about the middle of May, & proceeded to the alternative lines of survey in order to secure the best possible line to the summit of the pass. For this purpose no less than five different & complete lines to the summit were fully surveyed & worked out before the line was finally decided. Of course, too much care cannot be taken in deciding exactly the best line before beginning to spend money on construction itself. All this unavoidably took up time & valuable time, especially as the difficulties of surveying in that country are almost beyond description. The result was that it was well along in June in 1898 that Mr. Hawkins & I were finally satisfied that we had exhausted all the possibilities & had reached the best possible solution of all the problems involved in beating the line. Construction commenced in June, at first on a small scale, with only about 200 men, who were available at Skagway. These were supplemented as far as possible by men obtained from the States & Canada, until in July we were working over



JAMES F. PRICE.

1879 was from dispatcher at Montreal. Late C. J. Brydges, then General Agent of the I.C.R., appointed him Assistant Superintendent from Montreal to Campbell, 185 miles. At that time the line was under construction between Moncton & St. John's, under the supervision of Collingwood School, the present Deputy-Minister of Railways & Canals, who highly complimented Mr. Price for his energetic & faithful

supervision in connection with the completion of the work. On the change of arrangement in 1879 a reorganization of the railway staff took place, Mr. Price being reduced to the position of head dispatcher at Campbell. In 1880 another change in the staff was made & Mr. Price was restored to his position with the line from Campbell to St. Flavie (105 miles). Sir Charles Tupper, then Minister of Railways, in reply to an advertisement sent him at Campbell, said: "In Mr. Price, the District Superintendent, I have found a gentleman who has heartily sustained me in carrying out the policy of economy, and who has borne severely against himself. He was assigned to a lower station, and I went to his new duties without regret. I have had great pleasure in giving him his former salary & placing him in a higher position, as he is one of the most deserving & able officers of the road."

Mr. Price was transferred to Halifax & St. John district, the important district of the I.C.R., as Superintendent, & in October 1881 was promoted to the General Superintendent of the whole line.

Service on a Railway Company.

When suit, Rice v. Atkinson, was granted, a decision was given by Judge Farn, that service on a Nelson, B.C., is irregular. In a case, Hewson v. C.P.R. Co., judge Farn, has rendered as follows: "That the service served on the Stationmaster at St. John's & by the judgment of the full Court was held bad."

Following is a copy of the Co's By-law, reviewing such services: "By-law 1. All who be in force on or after May 1, 1881, hereby repealed as to that date, on which day the head office of the Co., at Vancouver, B.C., is hereby appointed & fixed in place where service of process may be taken upon this Co. in respect to any cause of action arising within the said Province."

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RAILWAY & SHIPPING WORLD

JAMES E. PRICE.

about our legislative difficulties, now they have been disposed of, but if any of you have any knowledge of the difficulties of getting even a single bill through our British Parliament, you will appreciate that it is not an easy matter to attend to half-a-dozen bills in three different Legislatures, which are separated by distances greater than those that separate London, St. Peterburg, & Athens. The legal questions arising were of two kinds:—Firstly, compliance with the various laws of the three different countries in which we were constructing our railway; & secondly, defence against a gauged attempt to prevent or delay our work, or to extend

of the Atlantic; nor did the work, even if delayed for one hour by all the numerous & ingenious schemes which were hatched to get money out of us, & which our west coast under the generic title of "hold-up games." Thus our legal difficulties were in the end disposed of as satisfactorily in their way as the legislative ones.

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D. disappointing this may be for the moment, it is a small price to pay for the discovery of the Atlin gold fields within a few miles of our line.

F. A. D. From salt water to the lakes the work done is substantially all rock work, & the line has had to be blasted out of the solid rock. The difficulty & cost varied according to the accessibility of the work, & the amount of rock to be blasted. Sometimes over 100,000 tons of solid granite rock were dislodged by a single battery blast, & this reached a maximum on Rocky Point & Tunnel Mountain. To reach the latter from the camp, some 1,500 ft. below, over 10 miles of trail had to be made, & 4d. a pound had to be paid to get our dynamite & powder carried up to the grade, from which one could almost have dropped a stone into the camp below. Of course, no horses could be used on this work, & everything had to be done by hand. The work on the U.S. side of the summit was all practically completed early in Nov., with the exception of the tunnel, some 300 ft. long, on Tunnel Mountain, & a bridge beyond over a deep ravine to which we could not convey the heavy bridge material till the tunnel was finished. The work on the tunnel, when I left, was being pushed from both ends, but was delayed by the necessity of removing all the debris by hand. It was expected that the tunnel would be finished by the end of Nov., & that within a week of its completion trains would cross the International boundary line at the summit. Meanwhile work has been pushed ahead as rapidly as our force of men would admit on the Canadian side, and as fast as work is finished up on the U.S. side the men & camps are being moved to the Canadian side. A letter received to-day advises that about 1,000 men are now at work beyond the summit. Several miles of comparatively easy work are now ready for the track-layers on the Canadian side; but there is some heavy rock work just beyond the summit that must be done before any track can actually be laid. We hope to be able to push work all through the winter; but in any case there should be no difficulty in reaching Lake Bennett long before navigation opens in the spring, & meantime it will be easy to forward goods & passengers by sleigh downhill over the snow from rail head to Lake Bennett. The line we have built has nearly a uniform gradient of under 4 ft. in 100 ft., & has no curve exceeding 16 deg. These figures excite universal surprise & admiration amongst men familiar with American mountain railway work. I will give you only one more illustration of what I mean by saying that we have preferred economy & safety of operation to economy of construction. The line from Skagway to the summit is an uphill pull of 20 miles long, with only a single track. If a train that had started to climb from the bottom had

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that he has already arranged rates for a large amount of freight. He estimates that for Jan., Feb., Mar. & April the railway will have to carry over 12,000 tons at such rates that the revenue to the summit only will amount to over \$736,000, & the revenue will be doubled as soon as the railway is open to the lakes. I want also to explain that the Klondike district is only a small corner of the Yukon country, & Dawson city is only the metropolis of the Klondike. Nor is it open the Klondike alone that the future of our railway depends. Already gold discoveries have been made in other parts of the country that promise to eclipse the Klondike fields. This is notably the case with the Atlin goldfields, which already have been proved more extensive & much more uniformly rich, though no claims have yet been found so wonderfully rich as the richest in the Klondike. The Atlin goldfields are also more accessible, & the gold is much more cheaply & easily produced. There is no royalty payable on the Atlin gold, & it is already apparent that this field is destined to support a larger mining population than the Klondike. It is also a good grass country, & will support during the summer months a large number of cattle, & the summer, not the winter, is the busy season at Atlin. It is entirely dependent on our railway for everything. Other districts in the Yukon have been prospected and proved this season, involving areas of thousands of miles in extent, & mention should be made of the wonderful bench claims at Manook, where placer gold has been found at heights up to 800 ft. above the level of the river, thus proving that the Yukon gold was deposited at a period of the world's history when conditions were very different from those at present, & that the placer gold-bearing area is not confined to narrow creek & river bottoms, but extends throughout much greater areas. But it is a mistake to suppose that the future of the Yukon depends upon gold alone, however widely scattered. It is now known to be relatively as rich in copper as in gold, & coal has been discovered at several places, & good indications of oil. It has become evident that it is a country of extraordinary mineral richness extending throughout an area nearly as large as Europe. It has also been proved that the climate is healthy & pleasant during the summer, & that with ordinary food & clothing the winters are no more to be feared than in Manitoba. Neither is the country barren desert; on the contrary, it is in many places most fertile, and produces enormous crops of grass, & has been proved adapted for all crops that can be grown where in northern latitudes, especially on potatoes. The White Pass & Yukon Route is the key that is about to unlock the door to this rich country, & the key is now upon

material till the tunnel was finished. The work on the tunnel, when I left, was being pushed from both ends, but was delayed by the necessity of removing all the debris by hand. It was expected that the tunnel would be finished by the end of Nov., & that within a week of its completion trains would cross the International boundary line at the summit. Meanwhile work has been pushed ahead as rapidly as our force of men would admit on the Canadian side, and as fast as work is finished up on the U.S. side the men & camps are being moved to the Canadian side. A letter received to-day advises that about 1,000 men are now at work beyond the summit. Several miles of comparatively easy work are now ready for the track-layers on the Canadian side; but there is some heavy rock work just beyond the summit that must be done before any track can actually be laid. We hope to be able to push work all through the winter; but in any case there should be no difficulty in reaching Lake Bennett long before navigation opens in the spring, & meantime it will be easy to forward goods & passengers by sleigh downhill over the snow from rail head to Lake Bennett. The line we have built has nearly a uniform gradient of under 4 ft. in 100 ft., & has no curve exceeding 16 deg. These figures excite universal surprise & admiration amongst men familiar with American mountain railway work. I will give you only one more illustration of what I mean by saying that we have preferred economy & safety of operation to economy of construction. The line from Skagway to the summit is an uphill pull of 20 miles long, with only a single track. If a train that had started to climb from the bottom had to be allowed to reach the top before another train could start down, it is obvious that the capacity of the line would be much reduced. This could be obviated on a level line by sidings; but sidings on an incline are a source of great danger. By considerably increasing the cost of construction, we have succeeded in making several large level sidings, & thus have in effect cut our hill up into a number of smaller hills, separated by level places where trains can pass. These are only instances of what is apparent from the whole line, viz., that it was located & constructed to make a profit for the company operating the line, instead of for the contractors.

It is now certain that the capacity of the line will be taxed to the utmost in order to keep pace with the development of the Yukon country, & that the rates of freight will be so remunerative that the cheapest line in the long run is the best possible line that money can build. Our traffic manager (Mr. Gray) at Seattle, in his report, states that he has seen & had communication with some of the largest shipping agents on the Pacific Coast, &

try, & will support our line. The summer, not the winter, is the busy season at Athol. It is entirely dependent on our railway for everything. Other districts in the Yukon have been prospected and proved this season, involving areas of thousands of miles in extent, & mention should be made of the wonderful bench claims at Manook, where placer gold has been found at heights up to 800 ft. above the level of the river, thus proving that the Yukon gold was deposited at a period of the world's history when conditions were very different from those at present, & that the placer gold-bearing area is not confined to narrow creek & river bottoms, but extends throughout much greater areas. But it is a mistake to suppose that the future of the Yukon depends upon gold alone, however widely scattered. It is now known to be relatively as rich in copper as in gold, & coal has been discovered at several places, & good indications of oil. It has become evident that it is a country of extraordinary mineral richness extending throughout an area nearly as large as Europe. It has also been proved that the climate is healthy & pleasant during the summer, & that with ordinary food & clothing the winters are no more to be feared than in Manitoba. Neither is the country a barren desert; on the contrary, it is in many places most fertile, and produces enormous crops of grass, & has been proved to be adapted for all crops that can be grown where in northern latitudes, especially on potatoes. The White Pass & Yukon Route is the key that is about to unlock the door to this rich country, & the key is now upon a point of being turned in the lock. To-day we have the difficult part of our work done, a railway organized for business, & the Governments of Canada, B.C. & the U.S. all friendly. Having the trunk line between water & the river, we shall put in branch lines as feeders as fast as they are warranted by the condition of particular districts. Meanwhile the wonderful net-work of rivers & lakes take the place of branch lines, & all act as our natural feeders.

Vancouver's Phenomenal Growth is fully illustrated by a handsome panoramic view of the city, recently issued by the Vancouver World, whose enterprising proprietor, J. McLagan, is always to the fore in keeping the actualities and possibilities of the city before the public eye. The view, some 40 by 30 in., conveys a much better idea of the city than can be gathered from any map. The station, workshops, etc., of the C.P.R. are shown in very correct detail, as well as the various wharves & other harbor accommodations.

White Pass & Yukon Railway.

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In previous issues (June, pg. 98; July, pg. 123; Aug., pg. 152) we gave very full particulars in regard to the construction of this line. Very few people, probably, have any idea that over \$1,200,000 have already been expended in construction from Skaguay to the summit of White Pass. In addition to what we have already published, supplied us from official sources, the following, condensed from the Railway Age, will prove of interest. This fall work was somewhat retarded by bad weather & the necessity of establishing & moving into winter camps & making trails & waggon roads connecting the new camps. Some 1,500 men were employed most of the summer, but towards fall the discovery of gold at Lake Atlin caused a large number to abandon railway work & become prospectors. Many have returned & some 1,200 are now employed. Notwithstanding these embarrass-

whatever have been encountered beyond Cariboo Crossing, & the principal items of expense will be a bridge about 350 ft. long over the Tahkeena River & a span 150 ft. over the crossing of the river at Five Fingers. The distance from Skaguay to Ft. Selkirk via the surveyed line is 312½ miles, & the distances from Skaguay to intermediate points between that place & Ft. Selkirk are as follows: To summit of White Pass, 20 miles; to head of Too-ehi Lake, 40 miles; to head of Windy Arm, 56½ miles; to Cariboo Crossing by way of Windy Arm, 74½ miles; to crossing of the Tahkeena River, 144.6 miles; to the Hoochi River, on the Dalton trail, 186.9 miles; to point 5 miles west of Rink Rapids, 266.6 miles. A survey is being made for a branch from the main line at Log Cabin to the Lake Atlin gold fields & a preliminary reconnaissance shows that no engineering difficulties are presented. It is proposed to push the work on the branch line so as to accommodate the requirements of this new & extensive gold region.

From Log Cabin to Cariboo Crossing 2 routes are under consideration, one of which runs along the shore of Lake Bennett. If the latter line is decided upon, some heavy work will be necessary to cross the mountains, which cannot be undertaken until next summer. If the route to the east of Lake Bennett by way of Windy Arm is selected, the work will be comparatively easy. From Cariboo Crossing to Ft. Selkirk there is nothing but plow & scraper work, & the grade can be completed with great rapidity with favorable weather. The line passes through grass lands & small timber, & there is no work of a difficult nature. The Co. has not only been granted right of way & has its track laid on the main street of Skaguay, but it is also building a line to encircle the entire city, giving it control of the principal part of the water front. The passenger depot in Skaguay at the foot of Broadway is about completed, & work is in progress on the freight depot. The machine shop & blacksmith shop are completed & in operation, & material for 50 cars is on the ground ready to be put together. The principal part of the work on these cars is done at Seattle, & the various portions are shipped to Skaguay ready to be put together with little work.

The road from Skaguay to the summit of White Pass is a veritable shelf in the mountains, & in order to secure a line, the maximum curvature of which is but 16 degrees, & which has a maximum grade of only 3.9%, some very heavy work has been necessary to



GRADING AT PORCUPINE HILL ON THE WHITE PASS AND YUKON RY.

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During the summer the Co. was able to keep 2 shifts at work 11 hours a day each, without the use of artificial light. The workmen received 50c. an hour & board, & the Co. has its own tents, hospitals & physicians. Although the present year will close with not over 35 miles of road constructed, it is the hope of President Graves to build the line



GRADING AT PORCUPINE HILL ON THE WHITE PASS AND YUKON RY.

of G. D. & T. A. which he held until position with headquarters in meadows, good progress has been made along the line, & all the heavy work, including that most likely to be retarded by bad weather, has been completed for the summit, & 2 miles of comparatively light work has been done beyond, finishing the line to the provisional international boundary. Work is still being pushed on beyond, & it is hoped to have the road ready for operation to Log Cabin, 15 miles beyond the boundary line, before Christmas, by which time it is anticipated the severe weather will cause a cessation of active operations, although it is the intention to keep somewhat of a force employed throughout the winter. In addition to the 1,200 men now employed, arrangements are being made to bring several hundred more from Dawson City to work on the grade.

The survey has just been completed from Cariboo Crossing to Ft. Selkirk, which shows a much better line than it was thought possible to obtain. No engineering difficulties

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of Archer Baker, the C.P.R., a cinematograph in Northwest life es of pictures, is un. The idea is the schools, col-

through to Ft. Selkirk next year, as all of the heavy work is practically out of the way.

The company is now operating a pack train from White Pass to Bennett, having a train of 60 mules, & more are being purchased for this service. There is a large warm warehouse at Log Cabin, & another at Bennett, with agents stationed at each. Every shipper sending freight over the line will have his goods cared for in these warehouses, storage free for any reasonable length of time.

— **Northwest Association** —

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Ashcroft to Glenora.—Gemmill & May, Ottawa, give notice of application to Dominion Parliament to incorporate a company to build a railway from or near Ashcroft or Kamloops, or some point between same, to Barkerville, thence to Glenora on the Stikine River.

Atlin Branch of W.P. & Y.—A deputation recently waited on the B.C. Government urging aid to the White Pass & Yukon Ry., to build a branch into the Atlin district. G. W.

Mitchell, of Ottawa, who is interested in the line, said the Co. was constructing, entirely out of its own resources, 48 miles of railway & solving the transportation of the Yukon & incidentally aiding the Atlin district. This was a strictly commercial proposition, & his Co. wanted nothing from the Province, although 28 miles of the road was through B.C. territory; but when it came to building branches & developing an entirely new section he considered that the Province, which would largely benefit by the construction of a line to Atlin, should certainly share in the outlay & the risk. The Victoria & Vancouver members of the deputation set forth the following arguments in favor of the Province assisting the railway: The urgent necessity of certain & direct railway communication with Atlin City; the White Pass & Yukon Ry. people, who are behind this enterprise, are now building from Skaguay to Bennett without asking for any subsidy in cash or land; the Atlin country can be more easily reached from Log Cabin on the line of the W.P. Ry. than by any other route; the distance from Log Cabin to Atlin City is 51 miles, 29 miles of railway & the remainder by water; the W. P. & Y. Ry. Co. will construct this branch provided sufficient aid is granted either in the shape of a substantial subsidy or a guarantee. The line will cost \$255,000 a mile.

Atlin Transportation Co.—W. Tytler



L. R. Johnson, who is now in Japan, says that ship business, & who will return to Vancouver in the spring.

J. Osborne is expected to leave Montreal in the spring, to assume his new duties as General Superintendent of the C.P.R. Western Division, shortly after Vice-President Macdonald's return from England.

C. Lawrence has been appointed secretary of the Nelson, B.C., branch of the Y.M.C.A.

Mainly About People.

Mr. Fletcher, of the Northern Pacific, former
collector, has been transferred to the Winnipeg
collector office.

A. J. Gustin, formerly of Toronto, & at one time Superintendent of the G. T. R. rolling mills east of the Den, died suddenly in Boston recently.

C. F. Evans, of the Westinghouse Mfg. Co., is expected to arrive in Hamilton, Ont., shortly from Russia, where he has been establishing works for the Co.

C. R. Hosmer, Manager C. P. R. Co.'s Telegraph, has been elected a director of the Merchants Bank of Canada, to succeed the late J. H. Dunn, of Quebec.

J. Rantson, General Manager B.C. Electric Ry., who has been in poor health for some time, leaves for England Mar. 18, intending to be absent 3 or 4 months.

C. R. Hissner, Manager C. P. E. Co.'s Telegraph, has returned to Montreal from Paris, where he was called away to the illness of his daughter, who has recovered. Mrs. Hissner is still abroad.

A. C. Henry, C. P. R., purchasing agent, who has been in Bermuda for his health for the past month or so, expects to leave for home March 16. At last, accounts he was much better, though still suffering slightly from rheumatism.

... the annual meeting of the shareholders & through a private cabinet.

In a recent article in the London (Eng.) Review on "The Newer Forces of Canada," Sir Wm. Van Horne is referred to as a person far less influential than the Premier. As the guiding spirit of the C.P.R., he would naturally be a great factor in the country's progress, but the man's strength of character, his numerous activities, says the writer, are daily influencing thousands throughout the country. He has a mighty talent for incut-ting sound business methods, & he has a constant stimulating effect on the commercial & industrial heart of the Dominion.

White Pass & Yukon Railway.

[illegible]

242 Active operations on construction work were begun about June 1, 1898, & have been continued without a break, since then. The summit of White Pass was reached with the rails on Feb. 15, 1899, & the Co. is now operating 7 miles beyond White Pass, making a total distance of rail opened for traffic of 22 miles from the Co.'s wharf at Skagway. From Log Cabin to the summit, about 7 miles, will be completed by the end of Feb., ready for the steel. From 3 miles out of Skagway to the summit of the Pass has been continuous rock-work, upon which has been consumed nearly 350 tons of dynamite. One familiar with this class of work & the use of explosives can form a very fair idea of the magnitude of this class of construction.

The deepest open cut is 16 ft. at Perupun. It is some 3 miles from Selayang by rail. The volume of the rock-work has mainly been

for ties. The rails are 56 lbs. T steel, which is an unusual heavy rail for a narrow gauge (3 ft.) railway, & will thus enable a first-class alignment & grade to be maintained throughout the year. Sufficient rails are on hand to complete the laying of the line almost to Caribon Crossing.

About 1,650 men are now employed on construction, which is the largest number in the service of construction since work was begun. About the end of last July approximately 1,500 were on the pay roll of the construction force, but the discovery of gold on Pine Creek, resulting in the stampede to Allen Lake, pulled down the force in 10 days' time to less than 500, & from that date until the first of the year it has been a struggle to get over 1,000 men upon the work. The question of labor has been a very serious one on all of this work. A higher price of wages has been paid for common labor than has probably ever been paid on any railway construction work of a similar class in the world; but, notwithstanding this fact, the allurements of gold-seeking have been such as to make it extremely difficult to keep good men on construction. Had the Co. been able to maintain a force of 1,500 men from July through the fall of the year would undoubtedly have reached the summit before Dec. 1, & the work would now have been well on towards its completion. Lake Bennett. However, if the present force can be maintained the Lake will undoubtedly be reached with the rail-by the opening of winter, or about June 1.

In an effort to expedite the work purchased 3 second-hand narrow gauge locomotives in Seattle, which were former on the Oregon Improvement Co.'s in Seattle to its mines. These locomotives thoroughly repaired & forwarded to Seattle & have done excellent service in handling

RAILWAY APPOINTMENTS, &c.

Canadian Pacific.—J. Cardell, whose appointment as Assistant Master Mechanic, was announced in our last issue, will have headquarters at Calgary, Alta. The position of trainmaster & locomotive foreman at Cammore, hitherto held by Mr. Cardell, has been abolished. The position of Acting Road Foreman, vacated by S. Phipps, appointed as Assistant Master Mechanic at Winnipeg, has been abolished. F. R. Hobbs' appointment as Assistant Master Mechanic of the Pacific Division, does not interfere with the position of Master Mechanic of the Division held by L. R. Johnson, who is now in Japan on steamship business, & who will return to Vancouver in the spring.

J. O'Brien is expected to leave Montreal for Winnipeg to assume his new duties as General Superintendent of the C.P.R. Western Division, shortly after Vice-President Shaugnessy's return from England.

C. Lawrence has been appointed storekeeper at Nelson, B.C.

Plainly About People.

F. Belcher, of the Northern Pacific's Toronto office, has been transferred to the Winnipeg ticket office.

A. J. Gustin, formerly of Toronto, & at one time Superintendent of the G.T.R. rolling mills east of the Don, died suddenly in Boston recently.

G. F. Evans, of the Westinghouse Mfg. Co., is expected to arrive in Hamilton, Ont., shortly from Russia, where he has been establishing works for the Co.

C. R. Hosmer, Manager C.P.R. Co.'s Telegraph, has been elected a director of the Merchants' Bank of Canada, to succeed the late T. H. Dunn, of Quebec.

J. Buntson, General Manager B.C. Electric Ry., who has been in poor health for some time, leaves for England Mar. 18, intending

R. Brydson-Jack, who was engaged on the White Pass & Yukon Ry. as trustees' engineer, being the representative of the English bondholders of the road, died in Alaska recently, aged 36. His family was awaiting his return in Vancouver when the body arrived. He was a son of the late Dr. Brydson-Jack, president of the University of New Brunswick.

A prominent official of the C.P.R., in recently discussing the report of Sir Wm. Van Horne's resignation, stated that it was a rumor of annual occurrence & was not given any consideration in railroad circles. The news whenever it did come would be from Montreal & would most likely be announced at the annual meeting of the shareholders & not through a private cablegram.

In a recent article in the London (Eng.) Review on "The Newer Forces of Canada," Sir Wm. Van Horne is referred to as a person hardly less influential than the Premier. As the guiding spirit of the C.P.R., he would naturally be a great factor in the country's progress, but the man's strength of character, his numerous activities, says the writer, are daily influencing thousands throughout the country. He has a mighty talent for inculcating sound business methods, & he has a constant stimulating effect on the commercial & industrial heart of the Dominion.

White Pass & Yukon Railway.

In response to a request we have been furnished with the following interesting official information about this line, under date of Feb.

Active operations on construction work were begun about June 1, 1898, & have been continued, without a break, since then. The summit of White Pass was reached with the rails on Feb. 15, 1899, & the Co. is now operating 2 miles beyond White Pass, making a total distance of rail opened for traffic of 22 miles from the Co.'s wharf at Skaguay. From Log Cabin to the summit, about 7 miles, will be

side-hill work, with the exception of a tunnel of about 500 ft. in length, which is about 16 miles from Skaguay by rail & was bored through a spur to avoid a sharp curve. The maximum grade of the road is 3-9 miles, which holds almost continuously for about 14 miles. Ballasting material, up to the point, has been obtained from the bed of Skaguay River, near Skaguay, but now that the cars beyond the summit, vast quantities of the finest kind of gravel for ballasting will be hauled down grade & distributed from the summit to Skaguay, to put the bed in first-class condition. The major portion of the ties is sawed ties of fir from the mills of Pogo Sound. Only a small portion of the timber adjacent to the line of the road was suitable for ties. The rails are 56 lbs. T steel, which is an unusual heavy rail for a narrow gauge (3 ft.) railway, & will thus enable a first-class alignment & grade to be maintained throughout the year. Sufficient rails are on hand to complete the laying of the line almost to Caribou Crossing.

About 1,650 men are now employed on construction, which is the largest number in the service of construction since work was begun. About the end of last July approximately 1,500 were on the pay roll of the construction force, but the discovery of gold on Fine Creek, resulting in the stampede to Athol Lake, pulled down the force in 10 days, time to less than 500, & from that date until the first of the year it has been a struggle to get over 1,000 men upon the work. The question of labor has been a very serious one on all of this work. A higher price of wages has been paid for common labor than has probably ever been paid on any railway construction work of a similar class in the world; but, notwithstanding this fact, the allurements of gold-seeking have been such as to make it extremely difficult to keep good men on construction. Had the Co. been able to maintain a force of 1,500 men from July through the fall, the line would undoubtedly have reached the summit before Dec. 1, & the work would now have been well on towards its completion. Mr. Bennett. However, if the present force

Montreal & would meet at the annual meeting of the shareholders & not through a private cablegram.

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White Pass & Yukon Railway.

In response to a request we have been furnished with the following interesting official information about this line, under date of Feb. 24:

Active operations on construction work were begun about June 1, 1898, & have been continued, without a break, since then. The summit of White Pass was reached with the rails on Feb. 13, 1899, & the Co. is now operating 2 miles beyond White Pass, making a total distance of rail opened for traffic of 22 miles from the Co.'s wharf at Skaguay. From Log Cabin to the summit, about 7 miles, will be completed by the end of Feb., ready for the steel. From 3 miles out of Skaguay to the summit of the Pass has been continuous rock-work, upon which has been consumed nearly 350 tons of dynamite. One familiar with this class of work & the use of explosives can form a very fair idea of the magnitude of this class of construction.

The deepest open cut is 16 ft. at Porcupine Hill, some 7 miles from Skaguay by rail. The balance of the rock-work has mainly been

adjacent to the line or in the form of ties. The rails are 56 lbs. T steel, which is an unusual heavy rail for a narrow gauge (3 ft.) railway, & will thus enable a first class alignment & grade to be maintained throughout the year. Sufficient rails are on hand to complete the laying of the line almost to Caribou Crossing.

About 1,650 men are now employed on construction, which is the largest number in the service of construction since work was begun. About the end of last July approximately 1,500 were on the pay roll of the construction force, but the discovery of gold on Pine Creek, resulting in the stampede to Atlin Lake, pulled down the force in 10 days' time to less than 500, & from that date until the first of the year it has been a struggle to get over 1,000 men upon the work. The question of labor has been a very serious one on all of this work. A higher price of wages has been paid for common labor than has probably ever been paid on any railway construction work of a similar class in the world; but, notwithstanding this fact, the allurements of gold-seeking have been such as to make it extremely difficult to keep good men on construction. Had the Co. been able to maintain a force of 1,500 men from July through the fall the line would undoubtedly have reached the summit before Dec. 1, & the work would now have been well on towards its completion to Lake Bennett. However, if the present force can be maintained the Lake will undoubtedly be reached with the rail by the opening of navigation, or about June 1.

In an effort to expedite the work the Co. purchased 3 second-hand, narrow gauge locomotives in Seattle, which were formerly used on the Oregon Improvement Co.'s road from Seattle to its mines. These locomotives were thoroughly repaired & forwarded to Skaguay & have done excellent service in handling

section material. In July the Co. purchased 2 new second-hand locomotives, which were in first-class repair, making 5 in service until Feb., when a 50-ton "Climax," geared locomotive (that was second-hand, although but 6 years old), was purchased & is now just about in service. In Dec. an order was placed with the Baldwin Locomotive Works, of Philadelphia, for the construction of two 45-ton compound locomotives, equipped with the most modern appliances & of a consolidation type. The Baldwin Works turned these locomotives out in less than 28 days from the time the order was received. These are now in transit between Seattle & Skagway & will probably be in service by Mar. 1. The Co. has also in service 6 passenger coaches & 1 baggage car, 30 box cars & 40 flat cars. The box & flat cars were framed in Seattle & sent to Skagway in a knocked-down condition &

The Co. has at Skagway a large machine shop, equipped with the most modern & up-to-date type of machine tools, such as a 30 in. x 8 ft. bed planer, a 42 in. swing engine lathe, another 22 in. swing engine lathe, a mortising & post-boring machine, a wheel press, a 38 in. drill press, emery wheels, band saws, 45 h. p. boiler & engine to run the machinery of the shops; blowers & blacksmith's forges & a generally thoroughly equipped machine shop incidental to the requirements of a railway of this size. A large 2-story station has just been completed near the water front in Skagway, the lower portion of the building being provided with ticket office, baggage room, waiting rooms, telegraph operator's office, etc., while the upper story has been designed for & is now occupied by the heads of departments & their assistants for the operating department of the road at Skagway.

been completed for a branch line from Log Cabin to Atlin.

The road is already handling a vast amount of freight, there being at present over 600 tons in the warehouses at Skagway awaiting transportation to the summit, where it is transferred from the end of the rail to 2-horse sleds, & by that means transported to Lake Bennett or to Atlin. The present general tariff, which is a special tariff for general merchandise, etc., in car-load lots, is \$2.50 per 100 lbs., from Skagway to summit of White Pass, or the end of the railway. From the end of the rail to Lake Bennett, the rate is \$2 per 100 lbs. The Co. has appointed & located at Skagway a customs agent who attends to the preparation of the customs papers incidental to the passage of bonded freight through Alaska territory, for which service a charge of \$1 is made for all papers

here set up on trucks which had been purchased complete & ready for the car body. All the rolling stock is equipped with the Westinghouse air brake service, with all the latest improvements, also with automatic couplers. The Co. will thus have in service by May 1, 8 locomotives & the above enumerated rolling stock, which will be ample equipment to handle the vast amount of freight now offering & also enable it to forward construction supplies. The Co. has also a snow plow, which it constructed at Skagway, & with which it has been enabled thus far to keep the entire line of track open. Next year it will probably be found expedient to provide a rotary snow plow, as also to construct at various points snow fences & a few snow sheds. The major portion of the road, however, is so located as to be but little troubled with snow slides.

On the Co.'s wharf at Skagway it has a large galvanized, corrugated iron warehouse & is now constructing a second one. Having a bonded privilege with the U.S. Treasury Department, the Co. is thus thoroughly provided for the handling of bonded freight through Alaska for British Columbia & Northwest Territory points, & a vast amount of this freight is now being handled. The Co. is also providing for the erection of 2 large, corrugated iron warehouses at Lake Bennett for freight purposes.

The Co. has constructed & has now completed & in operation a telegraph & long distance telephone line from Skagway through to Lake Bennett, with instruments located at various points along that distance.

The preliminary survey for the road from Lake Bennett onward to Fort Selkirk was completed early last fall. A survey has also

for a shipment of 1 ton or less, or \$1.50 for a shipment of over 1 ton. By this means no delay is occasioned in the handling of bonded goods through the U.S. Customs Department at Skagway.

The Alaska portion of the road has been constructed under the incorporated rights of the Pacific & Arctic Ry. & Navigation Co. of West Virginia, while the British Columbia portion is being built under the charter rights of the British Columbia-Yukon Ry. Co., & the road is operated under the general title to the public of the White Pass & Yukon Route.

The following is a list of the general officers of the Co. as at present constituted.

S. H. Graves, President, Chicago, Ill.
F. C. Elliott, Secretary, Chicago, Ill.
J. W. Probert, Treasurer, Chicago, Ill.
A. L. Becker, Auditor, Seattle, Wash.
E. B. Hussey, Purchasing Agent, Seattle, Wash.

(Unofficial.)

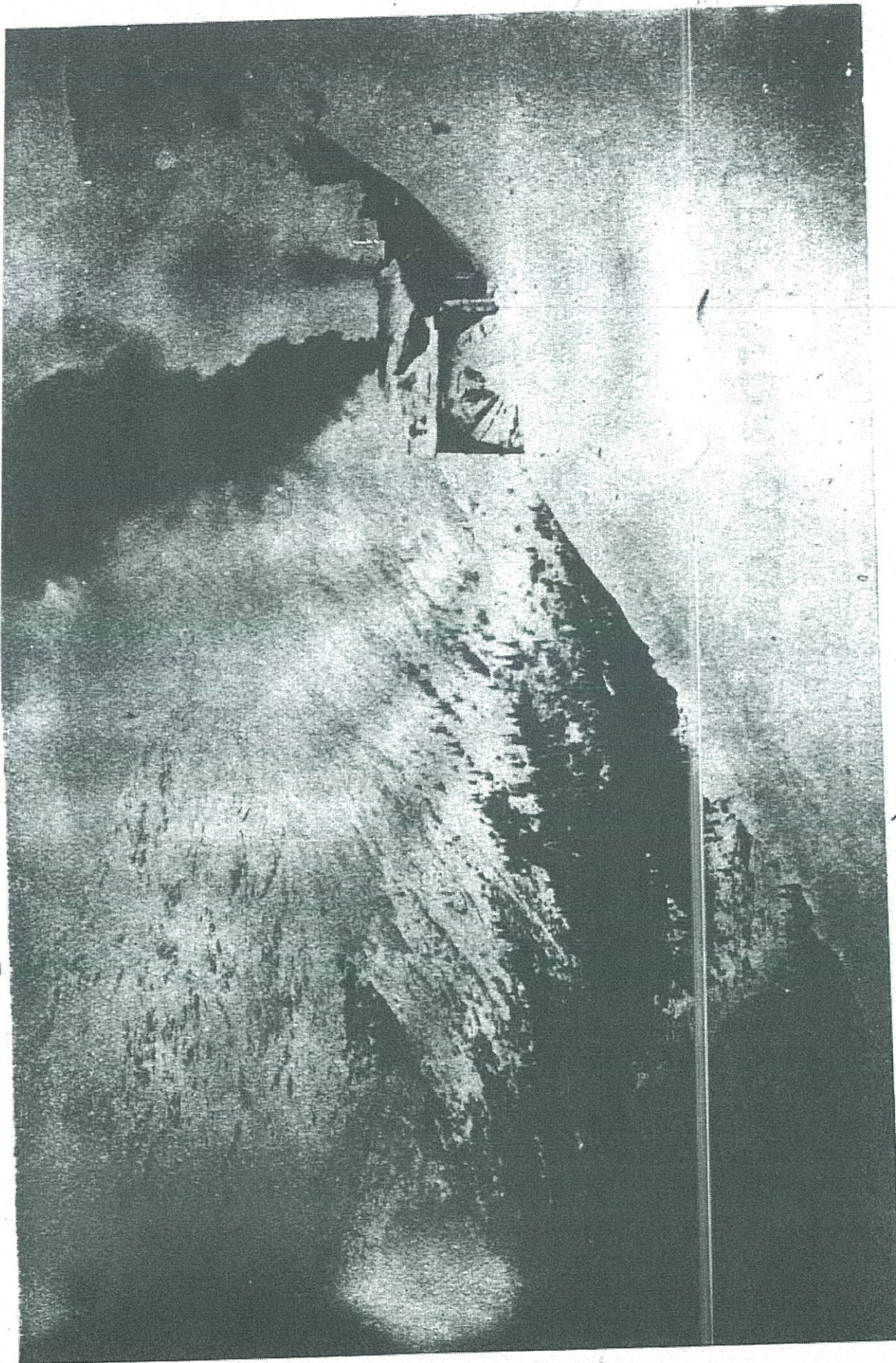
White Pass & Yukon.—Work is said to be progressing very favorably on this line, some 1,000 men being employed. It is intended to have the 1st 20 miles of the road, which will take it from Skaguay to the summit, completed by September. The statement referred to in our June issue, pg. 98, that the charter of the British Yukon Ry. Co. had been secured by the Pacific & Arctic Ry. & Navigation Co., of West Virginia, is incorrect. The latter Co. was merely formed for the construction of the portion of the line which is in territory now in the possession of the U. S. It is merely an auxiliary company formed for the purpose of assisting in the construction of the railway. The construction of the portion of the line to be built in Canada will be undertaken by a company formed in England, & the whole line will be built by British capital. Close Bros. & Co., of London, Eng., & Chicago, are the financial agents of the Co., & S. H. Graves, of that firm, is the principal representative of the Co. on this side of the Atlantic. The engineer in charge is Mr. Hawkins. (Official.)

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ROTARY SNOW PLOW AT WORK ON TUNNEL MOUNTAIN, WHITE PASS AND YUKON RAILWAY.

It can also be appreciated how vessels

2-1907

travellers:—On Northern Nav. Co.'s lines they will be given 25% discount off transportation rates (exclusive of meals and berths), with 300 lbs. of baggage free, excess to be charged for at regular rates. On North-West Trans. Co.'s lines.—Members of Canadian Commercial Travellers' Association, on presentation of their certificates for current year, will be charged half regular return rate from shore to Port William or Port Arthur (for example, from Sarnia \$13.50), or Duluth (for example, from Sarnia \$15.00), no concession being made to Sault Ste. Marie—through tickets from inland points not to be issued on basis of these rates. The C.P.R. and Algoma Central S.S. Line gave notice that they reserved the right to meet these concessions if found necessary.

The question of rates for clergymen having been brought up, it was referred to lines interested to settle amongst themselves.

All steamer lines agreed to withdraw their issue of tickets from outside agents in Toronto and other inland points, providing the initial lines gave them satisfactory representation.

It was decided to hold the 1902 meeting at Halifax, but opposition to this subsequently developed, and a mail vote was secured by the Chairman; the result being that the meeting will be held at Sault Ste Marie, Ont.

The Automobile in the Klondike.

J. W. Fox, of East Cleveland, Ohio, relates some notable particulars about the introduction of the automobile into Dawson, the venture being in the hands of E. H. Clear & Co. W. Dunham, of Cleveland. The machines

to accommodate four people. They are propelled by 15 h.p. motors & use about a gallon of gasoline an hour. They run on the trails & climb the hills without the slightest difficulty. They carry 10 or 12 passengers each, & also have room for small packages for the different mining camps on the daily runs. The winter has evidently been a severe one in the Klondike, & this more than ever demonstrates the value of an automobile for an Arctic climate. During the last 187 miles of the journey of Mr. Dunham, the temperature ranged from 55 to 71 degrees below zero, & the government thermometer registered 70 degrees below zero for three days in Dawson. Mr. Dunham says: "I started up the river Dec. 30, & did not get back until Jan. 21, being delayed by a run of cold equaled by nothing experienced by the old inhabitants. For over a week the temperature never rose above 55 below zero, & one time was as low as 77. We traveled every day, however, going slow, making from 5 to 12 miles, according to the conditions of the trail. To make matters worse, the horses' nostrils would clog up with frost, & had to be cleared from time to time when they began to stagger for want of air. Our loads consisted of two four-horse teams, pulling about 5,000 lbs. each, & the wagons were 9½ ft. wide, so you see we had to chop ice wherever it was rough. Some nights we did not go into the roadhouses until nearly 12. We have one machine erected, & we take it out every day, & are getting it in pretty good shape. Dawson is highly excited, & every one is urging us to hurry so they can ride. Another letter says: "The stage lines, or rather their owners, are beginning already to tremble, but after they see the 'gas buggies,' as one fellow called them, they will want to go out of business altogether, for the stages are only bob-sleds with seats, horribly cold & uncomfortable."

Fireproof Railway Buildings.

Most people are possessed of the idea that fireproof buildings are necessarily very expensive. But modern methods and an ingenious use of convenient materials have rendered the cost of fireproof work but little more than ordinary construction. The expanded metal system of construction of floors and roofs by reinforcing cinder concrete with expanded metal is rapidly becoming general. The work can be done quickly and cheaply, and therefore is being adopted for all sorts of buildings. For the walls of round-houses, freight sheds and machine shops the use of expanded metal lath with Portland cement mortar, furnishes a cheap fireproof structure, cheaper than brick or stone. Light steel channels are set up as studding, and to these the lath is wired securely. The plaster is laid on both sides of this metal skeleton, making a solid wall 2 or 2½ inches thick. These walls are non-conductors of heat, are very strong and rigid, and are perfectly fireproof.

The Canadian Northern Railway have recently constructed a round-house, the walls of which are built with expanded metal lath and cement. The Montreal Street Railway Co. has had the floor of its new power house constructed with expanded metal in concrete. The Canadian Pacific Ry. Co.'s Telegraph has had expanded metal and concrete floors put throughout its new seven-story office building in Montreal. The Expanded Metal Fireproofing Co. has its factory and offices in Toronto.

CLIFF Automatic Hose Reel.—F. E. Came, General Sales Agent for Canada, Montreal, reports that the Victoria Hospital, of Hamilton, has given an order for the equipping of the building for this reel. It has also been adopted for the Hotel Royal, Hamilton; the Sydney Hotel, Sydney, N.S., and the C.P.R.

April 1901

He, therefore, desires to keep the accounts property separate until the former case can be decided.

White Pass and Yukon.—An extraordinary general meeting was held in London, Eng., Mar. 11, Hon. S. Carr Glyn presiding. He explained that a circular which the shareholders had received clearly showed the necessity for a new issue of shares. At present there were no liquid assets of the Co., and they did not expect to receive any cash from earnings to any extent from America until Aug. Close Brothers & Co. had agreed to finance all liabilities falling due by the Co. until June 30 on the terms that they should have the call of the £255,550 shares at par up to Dec. 31, 1903. These shares, of course, would derive no benefit from the Co.'s operation until after they were issued. With regard to the £100,000 they instructed the brokers to make inquiries as to whether they could place these shares at a better price, and they stated that not only could they not get a premium on these shares, but that they could not undertake to place so large an amount as £100,000, and the directors had again had to ask the assistance of Close Brothers & Co. to underwrite this issue, and they had agreed to do this for the very moderate commission of 1% payable out of profits. He moved resolutions empowering the directors to increase the capital by the creation and issue of 70,000 new ordinary shares, and for the alteration of the articles of association so as to bring them in accordance with the Companies Act, 1900, and to enable a bonus distribution of shares to be made. Sir Allen Sarle seconded, and the resolutions were carried.

March
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that there is no truth in the report.

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.

THE HAWKINS CONSTRUCTION CO. (LTD.)

February
1902

is Miss Julia Neilson."

A Wooden Railway.

Some papers have recently been mentioning a novel railway in the western part of British Columbia in which the rails are made of trees. This perhaps refers to the road built between Taku Arm of Tagish Lake, & Atlin Lake, a distance of about two miles. Its rails were made of wood, the sleepers were of wood, & wooden pins held them together. The road was used as a tramway to carry freight to Atlin over the Atlintoo River portage, that stream having too great a drop for navigation purposes. The construction of this road is a testimony to Canadian pluck & ingenuity, in overcoming difficulties & encountering the obstacles of nature. There was scarcely a pound of iron in the country when it was built. The only tools used in the work consisted of a cross-cut saw, two augers, picks, shovels & axes. Not only was the road itself entirely wooden, but the car which was first set upon it was constructed without a piece of iron in the whole conveyance. At either end of the line, too, there were docks for the handling of freight. There was not a single spike in either structure. As a matter of fact, the whole institution was fashioned of wood. There was no iron in the country, & the workmen were obliged to rise to the occasion, & they did so. This unique railway was begun on May 15, 1899, & completed on June 6 of that year.

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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 | \$1,755,588.37 | \$1,095,866.94 | \$211,493.04 + |
| Aug. 3,118,551.32 | 1,812,919.23 | 1,305,632.09 | 251,156.49 + |
| \$5,970,006.63 | \$3,568,507.60 | \$2,401,499.03 | \$462,649.53 + |

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., \$444,250.25, 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 | \$129,483.42 | \$154,646.84 |
| Aug..... | 50,747 | 32,178 | 165,871.16 | 103,480.78 |
| Sept..... | 60,060 | 21,807 | 197,057.61 | 69,012.34 |
| | 151,522 | 103,074 | \$492,412.19 | \$327,140.16 |

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.

November 1901

Canadian Yukon Railway Claims.

The papers connected with Mackenzie, Mann & Co.'s claim for compensation in connection with their contract for the Yukon railway were laid on the table in the House of Commons, May 23. Referring to the matter Sir Wilfrid Laurier said: "As I explained at a former sitting of the House that I would present this claim and make at the same time a statement concerning it, I beg to say that Mackenzie & Mann have presented their claim on equitable grounds to be recouped the expenditure they were led to incur in consequence of having entered into a contract with the Government to build the railway in the Yukon. Their claim as presented at first amounted to \$510,000. It has been reduced from time to time. Two hundred thousand dollars have been taken off for the saving these gentlemen were able to make by using the material in other work. There are still some further deductions to be made. There is one part of the claim which will have to be deducted, namely, their claim for 15% profit on the expenditure. If their claim is to be considered on equitable grounds this, of course, cannot be allowed. But before coming to any conclusion the Government co-ordinator that the matter should first be subjected to a judicial audit."

R. L. Borden—"I would like to know whether it is the intention of the Premier to have the papers which he has laid on the table printed."

Sir Wilfrid Laurier replied in the affirmative, and in reply to a further question by Dr. Sproule, said that when he spoke of a judicial audit he meant that it should be referred to the courts.

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. | 1900. | Increase. | Decrease. |
|-------------|--------------|--------------|-----------|-----------|
| Jan. | \$2,225,878 | \$2,222,200 | \$3,678 | ..... |
| Feb. | 1,993,493 | 1,917,348 | 76,145 | ..... |
| Mar. | 2,372,086 | 2,188,635 | 183,451 | ..... |
| April. | 2,338,286 | 2,189,859 | 148,427 | ..... |
| May | 2,330,941 | 2,219,466 | 111,475 | ..... |
| | \$11,281,578 | \$10,737,482 | \$544,096 | ..... |

The following figures are issued from the London office:

GRAND TRUNK RAILWAY.

Revenue statement for March, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|----------|----------|-----------|-----------|
| Gross receipts | £385,000 | £400,000 | £22,000 | ..... |
| Working expenses | 201,000 | 250,000 | 5,000 | ..... |
| Net profit | £121,000 | £101,000 | £17,000 | ..... |

Aggregate Jan. 1 to Mar. 1, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|------------|------------|-----------|-----------|
| Gross receipts | £1,088,500 | £1,032,200 | £56,300 | ..... |
| Working expenses | 707,000 | 740,000 | 17,100 | ..... |
| Net profit | £321,500 | £282,200 | £39,300 | ..... |

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for March, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|----------|---------|-----------|-----------|
| Gross receipts | £287,500 | £73,500 | £44,000 | ..... |
| Working expenses | 71,600 | 66,600 | 5,000 | ..... |
| Net profit | £15,000 | £6,000 | £9,000 | ..... |

Aggregate Jan. 1 to Mar. 1, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|----------|----------|-----------|-----------|
| Gross receipts | £217,200 | £228,400 | ..... | £11,200 |
| Working expenses | 185,600 | 186,300 | ..... | 700 |
| Net profit | £31,600 | £42,100 | ..... | £10,500 |

DETROIT, GRAND HAVEN AND MILWAUKEE.

Revenue statement for March, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|---------|---------|-----------|-----------|
| Gross receipts | £17,100 | £16,200 | £900 | ..... |
| Working expenses | 13,200 | 14,300 | ..... | 1,100 |
| Net profit | £3,900 | £1,900 | £2,000 | ..... |

Aggregate Jan. 1 to March 31, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|-----------------------|---------|---------|-----------|-----------|
| Gross receipts | £48,600 | £44,200 | £4,400 | ..... |
| Working expenses | 37,800 | 38,400 | ..... | 600 |
| Net profit | £10,800 | £5,800 | £5,000 | ..... |

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, Jan. 1 to Apr. 30, 1901:

| | 1901. | 1900. | Increase. | Decrease. |
|--------------------|------------|------------|-----------|-----------|
| Grand Trunk | £1,476,915 | £1,389,272 | £87,643 | ..... |
| G. T. Western | 266,704 | 305,811 | ..... | £39,107 |
| D. G. H. & M. | 64,456 | 59,861 | 4,595 | ..... |
| Total | £1,808,075 | £1,754,974 | £53,101 | ..... |

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

Gross earnings, working expenses, net profits & increases or decreases over 1900, from Jan. 1, 1901:—

| | Earnings. | Expenses. | Net Profits. | Increase or Decrease. |
|-------------|----------------|----------------|----------------|-----------------------|
| Jan. | \$2,034,055.68 | \$1,405,819.23 | \$648,196.45 | \$43,373.16— |
| Feb. | 1,977,189.47 | 1,356,509.63 | 620,679.84 | 2,952.41 |
| Mar. | 2,500,618.77 | 1,552,283.04 | 948,335.73 | 149,234.49+ |
| April. | 2,681,311.83 | 1,500,503.02 | 1,180,808.81 | 1,531,741.19+ |
| | \$9,213,155.75 | \$5,815,114.92 | \$3,398,020.83 | \$257,550.11+ |

Approximate earnings for May, \$2,626,000; decrease over May, 1900, \$13,000.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for May, 1901, \$224,938, against \$236,382 in May, 1900. Net earnings for three months ended Mar. 31,

June
1901

years later he was in
and Alton.

Jno. Hislop, Chief Engineer of the White
Pass and Yukon Ry., was killed in Chicago,
Feb. 22, while boarding a suburban train on
the Chicago, Rock Island and Pacific Ry., at
71st street. He was in Chicago on his wed-
ding tour and a few minutes before the acci-
dent had been visiting at the home of his
brother-in-law.

April 1901

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with a view of having the Co. locate its 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

December 1901

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undertakings ; with numerous other

Klondike Mines Ry. Co.—We are informed that E. C. Hawkins, ex-General Manager of the White Pass and Yukon Ry., and his associates, are negotiating with the provisional directors with a view to entering into an agreement by which the former will construct and operate the railway. The provisional directors procured the charter, secured the right of way, and have made considerable expenditures. A meeting was arranged in Ottawa in the beginning of December to conclude these negotiations, but was postponed owing to Mr. Hawkins' inability to come east then. The plan proposed is to build a railway of 3 ft. gauge, from the water front at Klondike city, adjoining Dawson, thence up Bonanza creek to Grand Forks, and thence to Dominion and other creeks. It is proposed to equip the line with modern steam locomotives and first-class equipment. The country opened up includes considerable areas of placer ground of too low a grade to be operated by hand, and under expensive methods of procuring machinery, fuel and supplies. (Dec., 1901, pg. 355.)

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January 1902

Queen's athletic grounds, Kingston, Ont.

Klondike Mines Ry.—C. E. Taylor, of the White Pass and Yukon Ry., on reaching Vancouver, B.C., from the north, at the close of navigation, stated that two miles of track had been laid on the K. M. Ry. from Dawson and that a locomotive had been placed in service. The work of construction has been abandoned until the spring, when the rest of the material, rolling stock, etc., will be taken in by boat from Whitehorse. (Nov., 1902, pg. 383.)

Kootenay, Cariboo and Pacific Ry.—Ap-

January 1903

authorizing the chief officer of the freight department, and the chief officer of the passenger department, New York Central and Hudson River Rd., to prepare and issue tariffs of tolls for passengers and freight on the St. L. and A. Ry. (Oct. 27.)

Approving a by-law of the Central Vermont Ry. authorizing the Vice-President and General Manager, or such officer as he may designate for that purpose, to prepare and issue tariffs of tolls for all traffic carried by the company upon its trains, or in its vessels (Oct. 27.)

Authorizing the Canadian Northern Ry. to cross the tracks of the Qu'Appelle, Long Lake and Saskatchewan Ry., operated by the C. P. R., in the N. W. quarter of sec. 31, tp. 38, range 4, west of the 3rd principal meridian. The C. N. Ry. to provide the diamond required for the crossing; and pay for its installation, as well as for the semaphores for the protection of the crossing; and providing for the maintenance of the crossing and the operation of trains over it. (Nov. 4.)

Authorizing the C. P. R. to open for public traffic a section of its trunk line between Chaplin and Morse, being a portion of the revision of grade between Caron and Waldeck, Swift Current section, Assa., commencing about 4½ miles west of Chaplin station, and ending at Morse station, a distance of about 15 miles. (Nov. 7.)

Authorizing the C. P. R. to open for public traffic that portion of its line known as the Arcola branch, between Arcola and Regina, Assa., a distance of 113 miles, provided that the speed of trains between mileage 80 and mileage 93, and mileage 90 and mileage 90, from Arcola, shall not exceed 15 miles an hour. (Nov. 9.)

At a meeting of the Board, Oct. 17, the matter of the applications of the G. T. R., the C. P. R., the Canadian Northern Ry. and the Pere Marquette Rd., for approval by the Board of their forms of bills of lading and other traffic forms, in compliance with the Railway Act, sec. 275, sub-sections 1 and 2, it was announced that the above named railway companies were the only ones which had, up to that time complied with the requirements of sec. 275; and in respect of those so far received it was remarked that there were much diversity in the forms of the several railways. The whole subject is of very great importance and will require that much circumspection should be exercised in examining into the contracts and forms which the Board hereafter has to approve; and also into the question of limitation of liability on the part of carriers. In view of these facts, and that the railways generally have not submitted their forms for approval, the Board did not deem it advisable to make any final or definite order upon the subject, but was of opinion that an interim order might be made, permitting such railways as have made application therefor to continue the use of their present forms until the Board shall otherwise prescribe an order. It was therefore ordered that the above mentioned applicants severally have power to use the form

White Pass and Yukon Ry.

The annual meeting was held in London, Eng., Oct. 31, when the chairman, C. C. Macrae, explained that the accounts presented represented the operations of the various companies for the year 1903. The W. P. and Y. Ry. Co. was a securities-holding corporation, holding the securities of the local companies which operated the traffic. The year 1903 was in one respect quite an exceptional one. It was the season of lowest water experienced in the Yukon River, and the worst season for river navigation experienced up to that time, though he might anticipate matters and tell them that 1904 had, unfortunately, been little better in that respect. In 1901 the gross income was £214,800, in 1902 £126,500, and in 1903 £122,300. The expenses in 1901 were £77,800, in 1902 £66,000, and in 1903 £64,000, so that the net profit in 1901 was £137,000, in 1902 £60,000, and in 1903 £58,000. In 1901 they brought in a balance of £11,000, paid a 5% dividend, and carried forward £82,500. It was owing to that wise policy that they were able to keep up the dividends in the two following years. In consequence of that large carry forward from the bumper year they had been able not only to pay the sinking fund for the redemption of the first debentures, but also to pay substantial dividends and carry forward further large sums. This year the directors did not think it wise to pay the full 5% dividend, because to have done so would have reduced the amount of the carry forward to such a small sum that unless they had an exceptional year in the following one they would have to face a much larger reduction of dividend. They had therefore decided to pay 4%. In 1903 the companies carried 12,600 passengers and 33,700 tons of freight, against 16,000 passengers and 28,000 tons of freight in 1902. In the river division they had carried in 1903 8,700 passengers, against 7,000 in 1902. The freight was 23,500 tons, against 21,800 in 1902. The operating expenses were less in 1903, and the net income was \$157,600, against \$126,700 in 1902. In the winter mail service they carried 1,250 passengers in 1903, against 1,101, and 220 tons of freight, against 155 tons. These figures showed that on the important matter of the increase of traffic and freight earnings, the reduction in operating expenses, and the increase in net income there was a distinct and marked improvement upon the previous year. This was especially noticeable in view of the fact that passengers and freight had been carried at very much lower rates than in any previous year. The reduction in the rates was quite satisfactory. The policy of gradually reducing rates was to meet any possible competition, and to get them to a level at which no possible competition could survive. In addition to all this, there had been out of the revenue earnings of the local companies a large amount expended in permanent improvements to their undertaking. There had been spent during the year \$83,413 in specified items, and other sums which could not be traced on this side, because it

one-fifth in management expenses and income tax. He thought that was not an unbusinesslike or unsatisfactory way of putting it.

The report and statement of accounts were adopted, a dividend of 1½%, making 4% for the year, was declared; and C. C. Macrae and J. Dugdale, the retiring directors, were re-elected.

The President, S. H. Graves, of Chicago, was present at the meeting, and in the course of some observations upon the prospects of the company, said: The last winter was exceptionally severe, and the heavy snowfalls caused an immense amount of additional work in keeping the line clear and the trains running. He was glad to say the trains were kept running regularly every day with one exception, and the mail service was maintained throughout. Owing to the lowness of the water they found that they could do better with two boats with half-loads instead of one fully loaded. They had extended this system, and built up a fleet of large barges, capable of carrying 150 to 200 tons of dead weight, with a very light draught of water. Cables indicated that all their fleet was safely in winter quarters. To carry out the new mail contracts it had been necessary largely to increase the number of their men and horses, as well as the equipment. On the previous occasion that he addressed them he mentioned that they were making efforts to induce tourists to visit the country with a view to supplementing their passenger revenues. A number of tourists did visit the Yukon, and expressed themselves very highly pleased with their experiences.

American Association of General Passenger and Ticket Agents.

The annual meeting was held at Old Point Comfort, Virginia, on Oct. 18 and 19 and following day. Between 300 and 400 delegates, representing the railway and steamship lines in the U. S., were in attendance. Most of the gentlemen were accompanied by their wives, and many by other members of their families, so that altogether the attendance was in the neighborhood of between 700 and 800. The Canadians at the meeting were: G. T. Bell, General Passenger Agent G. T. R.; J. M. Lyons, General Passenger Agent Intercolonial Ry.; A. P. Cockburn, Secretary of the Muskoka Lakes Navigation and Hotel Co.; F. Backus, General Freight and Passenger Agent Toronto, Hamilton and Buffalo Ry.; and T. Henry, Traffic Manager Richelieu and Ontario Navigation Co. M. McNamara, Town Agent of the G. T. R. at Walkerton, Ont., was present as delegate representing the Canadian Ticket Agents' Association. The meeting was presided over by F. I. Whitney, General Passenger Agent of the Great Northern Ry. (U. S.).

At the business meetings addresses were delivered by C. Lorraine, General Baggage Agent of the Chesapeake & Ohio Ry., on be-

December 1904

C.P.R. in the N.W. quarter of sec. 31, T.P. 38, range 4, west of the 3rd principal meridian. The C.N.R. to provide the diamond required for the crossing, and pay for its installation, as well as for the semaphores for the protection of the crossing, and providing for the maintenance of the crossing and the operation of trains over it. (Nov. 4)

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In the matter of the extension of the time fixed by the Board for the filing of tariffs under its order of April 28, it is ordered that the time fixed be extended from Nov. 1 to Dec. 31, for the approval and publication, but not the filing, of standard tariffs only, subject to the reservation contained in the original order.

dividends, never have been in excess of 5% except in 1901 the gross income was £214,800, in 1902 £126,500, and in 1903 £122,300. The expenses in 1901 were £77,800, in 1902 £60,000, and in 1903 £64,000, so that the net profit in 1901 was £137,000, in 1902 £60,000, and in 1903 £58,000. In 1901 they brought in a balance of £14,000, paid a 5% dividend, and carried forward £21,500. It was owing to that wise policy that they were able to keep up the dividends in the two following years. In consequence of that large carry forward from the bumper year they had been able not only to pay the sinking fund for the redemption of the first debentures, but also to pay substantial dividends and carry forward further large sums. This year the directors did not think it wise to pay the full 5% dividend, because to have done so would have reduced the amount of the carry forward to such a small sum that unless they had an exceptional year in the following one they would have to face a much larger reduction of dividend. They had therefore decided to pay 4%. In 1903 the companies carried 12,600 passengers and 33,700 tons of freight, against 16,000 passengers and 28,000 tons of freight in 1902. In the river division they had carried in 1903 8,700 passengers, against 7,000 in 1902. The freight was 23,500 tons, against 21,800 in 1902. The operating expenses were less in 1903, and the net income was \$157,000, against \$126,700 in 1902. In the winter mail service they carried 1,259 passengers in 1903, against 1,101, and 220 tons of freight, against 155 tons. These figures showed that on the important matter of the increase of traffic and freight carriage, the reduction in operating expenses, and the increase in net income there was a distinct and marked improvement upon the previous year. This was especially noticeable in view of the fact that passengers and freight had been carried at very much lower rates than in any previous year. The reduction in the rates was quite satisfactory. The policy of gradually reducing rates was to meet any possible competition, and to get them to a level at which no possible competition could survive. In addition to all this, there had been out of the revenue earnings of the local companies a large amount expended in permanent improvements to their undertaking. There had been spent during the year \$84,113 in specified items, and other sums which could not be traced on this side, because it was impossible to separate them from the normal work of maintenance of the road. All the information which the board had received went to show that the railway was in a far better condition at present than at any previous time. Taking out the gross revenue of the company for the last three years, he found that out of £478,000 in all, they had paid for debenture interest and sinking fund about £200,000, in dividends about £192,000, for income tax about £22,000, and for London expenses, etc., about £30,000, with the result that of that gross revenue of the three years about two-fifths had been paid out in debenture interest and for sinking funds to redeem the debentures, about two-fifths had been paid in dividends, and about

running. It was good to say the trains were kept running regularly every day with one exception, and the mail service was maintained throughout. Owing to the lowness of the water they found that they could do better with two boats with half-loads instead of one fully loaded. They had extended this system, and built up a fleet of large barges, capable of carrying 150 to 200 tons of dead weight, with a very light draught of water. Cables indicated that all their fleet was safely in winter quarters. To carry out the new mail contracts it had been necessary largely to increase the number of their men and horses, as well as the equipment. On the previous occasion that he addressed them he mentioned that they were making efforts to induce tourists to visit the country with a view to supplementing their passenger revenues. A number of tourists did visit the Yukon, and expressed themselves very highly pleased with their experiences.

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At the business meetings addresses were delivered by C. Lorraine, General Baggage Agent of the Chesapeake & Ohio Ry., on behalf of the American Association of Baggage Agents; by G. C. Noble, Southeastern Agent of the Lehigh Valley Rd., representing the American Association of Travelling Passenger Agents; by M. McNamara, town ticket agent of the G.T.R. at Walkerton, Ont., representing the Canadian Ticket Agents' Association; and by G. Cadwallader, Ticket Agent of the Pennsylvania Rd. at Philadelphia, on behalf of the International Association of Ticket Agents. As Mr. McNamara's speech was the special presentation of the Canadian ticket agents' view of railway conditions, we give it in full as follows:

On behalf of the Canadian Ticket Agents' Association, I desire to thank you for the com-

December
1904

James Bay Ry.—Mayor Johnson of Parry Sound, Ont., stated recently in Toronto that work was being rapidly pushed on the Parry Sound-Toronto line, and that there were on the Parry Sound-Washago section about 2,000 men engaged. (Dec., 1904, pg. 428.)

See also Canadian Northern Ry., pg. 27.

Klondike Mines Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to start its projected line at Dawson; to construct a bridge over the Klondike River there; and to extend the time for the commencement and completion of its lines from Klondike City to Stewart River.

The Dawson, Grand Forks and Stewart River Ry. Corporation (Ltd.) was registered in London, Eng., Nov. 1, with a capital of £10,000 in £1 shares, the objects of the company being stated to be: "To construct and equip railways, tramways, roads or ships in any part of the world; to adopt an agreement with the Klondike Mines Ry. Co. for the construction and equipment of a railway from Dawson City to Grand Forks, Yukon, and all or any further sections of the railway authorized, or to be authorized, to be constructed by the Klondike Mines Ry. Co.; to acquire shares or securities in any railway, shipping or transportation company, to contract for public or other works; to act as managers for the Klondike Mines Ry. Co., or any other railway, tramway, shipping, or transport company, etc." (Mar., 1904, pg. 79.)

Kootenay Central Ry.—The surveyors en-

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January
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(Mar., pg. 93.)

Klondyke Mines Ry.—The Dawson, Grand Forks and Stewart River Ry., of London, Eng., has entered into a contract to construct 84 miles of line from Dawson City to the Stewart River. It was originally proposed to start the line at Klondyke City, and about two miles of track was reported to have been laid in 1903, from that point. Power was subsequently obtained to make the starting point of the line at Dawson. It is hoped to have the section from Dawson to Grand Forks completed this year.

Alaska and Gulf Ry.—No work was done

April 1905

Engineer, is in charge of the construction and survey work. (June, pg. 243.)

Klondike Mines Ry.—The Minister of the Interior was in Dawson, Yukon, during Sept. with a view of straightening out affairs in connection with the right of way. Construction was being held up by a number of injunctions secured by those whose property the right of way traversed. Material for the construction of the bridge across the Klondike River has been delivered. The bridge will consist of four spans, and trestle approaches. (Sept., pg. 407.)

Maritime Coal and Ry. Co.—This company was incorporated by the Nova Scotia

October 1903

pg. 131.)

Klondike Mines Ry.—The title of the English company which is constructing this line of railway is the Dawson, Grand Forks and Stewart River Corporation, and its offices are at 2 Suffolk Lane, Canon St., London, E.C., and not as given in our Feb. issue. J. Carlisle, one of the directors named, is associated with the Blue Star Line of steamers, and not as mentioned with the Red Star Line, which is a part of the International Mercantile Marine Co. The corporation, we were advised recently, has no Canadian directors, the other gentlemen referred to being directors of the K.M. Ry. Co. (April, pg. 193.)

London and Port Stanley Ry.—The City

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MAY 1906

TO CLERK OF THE HOUSE OF REPRESENTATIVES
Klondike Mines Ry.—An order-in-council has been passed on the recommendation of the Minister of the Interior, approving of an extension of the line from Dawson to Grand Forks, now under construction; from Grand Forks to the Stewart River, thence to a point near the source of the Stewart River, and to a point at the confluence of the same with the Yukon River; and authorizing the grant of a right-of-way for the same. (May, pg. 255.)
Michigan Central Rd.—The second track

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June 1906

equipment of a mining company in
ington state.

The Klondike Mines Ry.'s equipment consists of two locomotives bought from the White Pass and Yukon Rd., 15 box cars, 15 flat cars and two passenger cars. It is not intended to buy any new equipment this year.

The Locomotive and Machine Co. of

January 1906

inenced and completed.

White Pass and Yukon Ry. The preliminary surveys recently made in the Windy Arm district were both made from the north and south end, with the object of ascertaining what it would cost to construct a line through should business warrant it. We have been officially advised that at present there is nothing to warrant constructing a line, but what may be done in the future is problematical. (Dec., 1905, pg. 569.)

January 1906

Klondike Mines Ry.—This 3 ft. gauge railway is under construction from Dawson to Stewart River, Yukon Territory, 84 miles. About eight miles of grading has been completed from Dawson, and 4½ miles of track were laid in 1905. A bridge about 300 ft. long over the Klondike River and another one of two 75 ft. spans over a slough at Klondike City have been built. About two miles of the line have been ballasted, and also the spur line of about three-quarters of a mile to Klondike city. As originally planned the line was to start from Klondike city, and a short piece of track was laid. Subsequently the starting point was fixed at Dawson, and work done last year was from that point. During the current year it is expected to complete the line to Grand Forks, about 12 miles from Dawson, and from Grand Forks to Sulphur Springs, 17 miles, and it is expected that the line will be completed to Stewart River in 1907. The contractors are O'Brien & Mackenzie, of Dawson. F. B. Smith is Chief Engineer for the Grand Forks and Stewart River Corporation (Ltd.), which is financing the construction, and F. W. O'Brien is in charge of construction. The Grand Forks and Stewart River Corporation is an English company with offices at Billiter Building, Billiter St., London, Eng. The directors in London are John Latta, of Lawther & Latta, shipowners, and John

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is also probable, be made.

Klondike Mines Ry.—We have been advised that four miles of line have been completed and grading has been finished to the end of the seventh mile. From that point to the 13th mile grading has been done in spots. Work was delayed considerably owing to the injunctions which were taken out by miners, who had staked out claims covering the right of way. It is not likely that any further construction will be done this year. As located, the line starts from Dawson City, crosses the Klondike River, which it follows until Bonanza Creek is reached. It then follows the left bank of Bonanza Creek as far as 51 below Discovery, where it crosses the creek and follows the right bank to Grand Forks. (Oct., pg. 459.)

Medicine Hat and Northern Alberta Ry.—

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