

### White Pass and Yukon Railway Co's Annual Report.

At the annual meeting in London, Eng., Dec. 17, the report for the year ended June 30, 1917, which was presented, included the results of the operation of the local companies, all of which capital is owned by the W. P. & Y. R. Co. for their financial year, which ended Dec. 31, 1916. The profit and loss account, after charging interest on debenture stock and debentures, payable in income debenture stock, and all expenses, shows a loss for the year of £11,804 19s. 9d. Adding thereto £24,674 14s. 11d. balance of loss carried forward from the preceding year, there is a balance at the debit of profit and loss in the balance sheet of £36,479 14s. 8d.

Following are extracts from President F. E. Elliott's report:—We carried on the railway 12,900 passengers, and 69,691 tons of revenue freight, of which ore shipments from rail points and Atlin District accounted for 45,478 tons. The average haul was 70.91 miles per passenger, and 106.76 per ton of freight, and the average load per car was 8.94 tons northbound and 12.54 southbound.

During the year 20,406 ties were laid, and all necessary repairs were made to keep the rolling stock in serviceable condition. An extension of the branch line was constructed at the Pueblo Mine to facilitate the loading of ore, and the spur track at Carr Glyn was converted into a siding to expedite switching. Extensive repairs were made to the Minto bridge, and the rest of the bridges were overhauled for safety. Considerable work was done during the year in the reconstruction of the ore bunker plant, including the incline leading directly to the bunkers, so as to handle ores shipped from the White Horse district.

January was a very severe month. A blizzard occurred, and the railway was blocked by snow from Jan. 21 to 31. On Jan. 27 a bad washout occurred at the second crossing of the Skaguay River, which took out 130 ft. of the bridge and delayed traffic for eight days. However, we transferred passengers, baggage, mail and some perishable freight for several days before through traffic was again resumed. On the night of Nov. 20 a slide of several hundred tons of rock took out two steel spans of bridge 7c, seven miles from Skagway. These were temporarily replaced by a wooden trestle, but traffic was stopped for eight days. The operating expenses of the Rail Division show an increase of \$73,287.91 as compared with 1915. This is due to the snow blockade, washout and slide already mentioned, and the handling of increased tonnage.

The tourist traffic during 1916 assumed proportions making it worthy of special note. The total revenue amounted to approximately \$102,000, which is about double that of 1915, and the latter up to that time was the best tourist year we had had. To meet this increased tourist business we purchased two second hand cars to be converted into parlor cars, thus giving us four parlor cars, and various changes were made in the accommodation on the steamboats Gleaner, White Horse and Casca. At Lake Atlin we were confronted with the utterly inadequate facilities for the accommodation of the tourists. Consequently, we proceeded to construct a hotel. The plans were designed, materials purchased and shipped north, but owing to the late opening of navigation and low water, the ground

was not broken for the hotel until June 10. However, it was completed ready for guests on July 15. The hotel and its management have been commended by everyone, and some have stayed longer than planned, and have declared their intention of returning for a whole summer's sojourn.

The winter service for mail, passengers, parcels, etc., was carried on as usual between Whitehorse and Dawson, by means of 4-horsed sleighs and 4-horsed coaches, with the help, on a few trips, of course, of canoes, launches and steamers. During the year 155 trips (equivalent to 51,150 miles) were made, and 175,158 lb. of mail, 388 passengers, 10,231 lb. of parcels, and 641,144 lb. of ordinary freight were carried.

**C.P.R. Dismissal Suit.**—P. F. Patterson, formerly accountant in the C.P.R. Natural Resources Department, at Calgary, Alta., entered suit in an Alberta court some time ago against the C.P.R. and several of its officials, viz., I. G. Ogdene, Vice President in charge of Finance and Accounting Department; J. S. Dennis, Chief Commissioner of Colonization and Development; J. E. Lethbridge and Philip Mileson, claiming \$50,000 damages for conspiracy, alleging that the defendants had conspired among themselves and with the company to induce the company to ruin plaintiff's reputation and to secure his dismissal from the company's service. The case finally reached the Appellate Division, where it was decided that no cause of action for conspiracy had been disclosed against the company, but that there was a cause of action against the individual defendants. The company's appeal was therefore sustained, the plaintiff to pay the costs, but the individual defendants' appeal was dismissed, they to pay the costs. As the case now stands, the plaintiff may proceed against the company for wrongful dismissal and against the individual defendants for conspiracy, but these issues must be tried separately.

**C.P.R. Sleeping Car Heating.**—The C. P. R. is introducing into its sleeping cars a system whereby the heat can be controlled in each berth, compartment and drawing room by the occupants of such accommodation, the plan being similar to the control of heat in private houses. This system is being installed when cars are put into the shops for their annual renovation, but, on account of the prevailing war conditions affecting materials and labor, it will be necessary, of course, to subordinate the installation of the new system to the more important matters of new equipment and repairs, which will be proceeded with first.

The C.P.R. shops at Weston, Winnipeg, went on reduced time Jan. 14, the working hours now being from 8 a.m. to 5 p.m., instead of from 7 a.m. to 5 p.m., as formerly. Officials stated that there was now ample rolling stock to take care of the traffic, and that there was no necessity for extra effort to keep the cars in repair.

**Passenger Committee Meetings Postponed.**—Owing to existing conditions, the annual meetings of the Great Lakes & St. Lawrence River Rate Committee, and the Niagara Frontier Summer Rate Committee, which were to have been held at Buffalo, N.Y., Jan. 29, 30 and 31, were postponed until further notice.

The Alberta Federation of Labor at a meeting in Lethbridge, Alta., Jan. 9, passed a resolution condemning the use of one-man cars on electric railways.

### Changes in Reid Newfoundland Co's Management.

At the annual meeting at St. John's, Nfld., recently, the following directors were elected for the current year: Lord Shaughnessy, Sir William Reid, H. D. Reid, R. G. Reid, F. J. Hunter, J. P. Powell, and C. O'Neill Conroy, K.C.

H. D. Reid, heretofore Vice President, was elected President, vice Sir William Reid, and consequent on this change, there was some rearrangement of officials. Following is a list of positions with the present holders: Vice President, R. G. Reid; Treasurer, F. J. Hunter; General Superintendent, J. P. Powell; Secretary, W. A. Reid; Comptroller, H. McNeil; Purchasing Agent, H. Crawford; General Passenger and Ticket Agent, J. W. N. Johnstone; General Freight Agent and Traffic Manager, E. W. Taylor; Assistants to General Superintendent, G. Cobb and E. J. Hoskins; Superintendent of Dry Dock and Motive Power, W. E. Ladley; Master Car Builder, H. Ross; Superintendent, H. J. Russell; Eastern Traffic Agent, J. M. Lyons; Assistant Comptroller, C. U. Henderson; Assistant Treasurer, F. E. Pittman; Assistant to General Passenger Agent, J. Baxter; Assistant to General Freight Agent, T. J. Rolls; Assistant Superintendent, W. Fitzpatrick; Chief Dispatcher, W. Dwyer. The head office is at St. John's, Nfld.

**Australian Transcontinental Railway.**—By the recent completion and opening for traffic of the railway between Port Augusta and Kalgoorlie, 1,053 miles, a connection between east and west has been made, thus forming the first transcontinental railway in Australia. The official trip on the formal opening of the line occupied five days, travelling being done by daylight only. It is not expected that the line will be completely ballasted and brought up to full standard for some time. It is also stated that, owing to the difficulty of obtaining deliveries of suitable rolling stock during the war, the cars for some time will be of wood bodies erected on such steel underframes and trucks as are available locally.

**Michigan Passenger Rates.**—The Michigan State Legislature in 1911 passed a law enacting that the railways in the State should charge a rate of 2c a mile. The Duluth, South Shore and Atlantic Ry., continued to charge 3c a mile, but gave refund coupons to passengers to be redeemed later. The State instituted proceedings to enforce the law and a decision was rendered recently by U. S. District Judge Sessions at Grand Rapids, Mich., against the State. The judge held that the law should not be enforced against the company on the ground that the railway was practically confined to the upper peninsula, and that it operated under adverse conditions. The railway does not object to a 2½c rate.

**Dominion Government Committee on Railway Questions.**—Early in January an order in council was passed at Ottawa appointing Hon. J. D. Reid, Minister of Railways; Sir Thomas White, Minister of Finance; Hon. A. Meighen, Minister of Interior; Hon. F. B. Carvell, Minister of Public Works; Hon. J. A. Calder, Minister of Immigration and Colonization; and Hon. G. D. Robertson, minister without portfolio, as a committee of the cabinet to consider the whole railway situation in Canada. The committee has held a number of meetings and an announcement of its conclusions is expected at an early date.