

9x9-16 ins. Seventy pound rails were provided for the sidings also, but it was afterwards decided to replace seven miles of the 56 lb. rails on the old line east of St. Jerome, with 70 lbs., and use the 56 lbs. for the sidings. Ties were mostly of hemlock and black spruce with a few cedar and other woods. The standard size was 6 ins. x 6 ins. x 8 ft., and they averaged 15 to the 30 ft. rail. There was practically no timber along the line fit for making ties, so that the question of supplying them was quite a serious one. The greater part of them came from the mountains north of St. Jerome, along the Labelle branch C.P.R. and the Montfort and Gati-neau Ry., while some were brought from the south shore of the St. Lawrence, coming by water to Three Rivers, and thence over the C.P.R. to destination. The question of track-laying was complicated by the number of bridges which could not be put in until they could be reached by rail; where possible to do so temporary structures were put in, but this was, of course, impossible with the large ravines. The original intention had been to do the work with a track-laying machine, but this was abandoned and the laying done by hand. The first track-laying was done in June, 1899, commencing at the crossing of the St. Gabriel branch of the C.P.R., near Joliette, and extending eastwards. The object of this was to furnish storage ground for track and other materials that were then beginning to come in, but once started the work was kept going until the River Chico was reached, when it was stopped until the bridge there was erected. Track was also laid during the fall from St. Boniface to the East Yamachiche, and from Montcalm to Joliette, where a temporary trestle was put in and the track connected across the river; a ballast pit was also opened at Joliette, and the work of ballasting carried on until the winter set in. In Nov. the track-laying gang was moved up on to the western division, and track laid from St. Jerome to the North river at Lachute, about 20 miles, and considerable train filling was done during the early part of the winter. Early in the spring of 1900 track-laying was resumed at both ends on the eastern division, and pushed on until the River du Loup and the Maskinonge gully respectively were reached, and the work of ballasting went on until the bridges were finished at these points, when the track was completed through and the ballasting finished. Track laying on the western division was also resumed early in the summer, temporary bridges having been put in at Lachute and pushed through to Grenville, the work of ballasting following up as closely as possible. Track had been laid during the previous summer from the Canada Atlantic Ry. junction to the west end of the Hawkesbury bridge, so that as soon as the last span of that structure was in place the rails were connected across, and all that remained to be done was to ballast and complete the short piece on the Ontario side of the river. Ballast averaged about 3,000 cubic yards per mile. On the eastern division some very good gravel pits were opened, but on the western, although the country was searched for miles, nothing could be found but sand, and that of a poor quality.

About the end of Oct. the first train from Quebec crossed the Ottawa on its way to Parry Sound, and a few days later the first cargo of grain came through from the west for shipment from the former port, where a million bushel elevator had been built to handle such cargoes.

In reply to an enquiry as to the ruling gradients on the G.N.R., A. E. Doucet, Chief Engineer, informs us that they are, or rather will be, 6-10ths compensated opposed to east bound traffic, and 1% compensated opposed to west bound traffic. The exception will be

between Grand Mere and Garneau Jct., two miles, where the gradients in either direction will be 1-25, and where pushers will have to be used. As the G.N.R. was built in sections, the ruling gradients, as at present established, were not sufficiently looked after, but the changes can easily be made, and will be done in the near future. The 7° reversed curve at New Glasgow will be taken out in the spring. On all new portions of the line, which are now under contract, the curvature is limited to 4° with ruling gradients as above.

### White Pass and Yukon Ry. Finances.

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

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

	Capital, stocks and shares issued.	Bonds.
The Pacific and Arctic Ry. and Navigation Co., .....	\$1,000,000 or say £206,185	£169,073
The British Columbia Yukon Ry. Co. \$1,000,000 or say £206,185	£228,550	
The British Yukon Ry. Co., .....	£500,000	£354,600
	say £912,370	£752,223

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

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

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

benture stock is £750,000, of which £746,702 has been issued and paid up in full.

The £255,555 6% debentures now offered are secured by a trust deed, and are a first charge on the £255,555 1st mortgage bonds, and the whole capital stock (with the exception of directors' qualification shares) of the British Yukon Navigation Co., and, subject to the charges for the benefit of the 5% consolidated 1st mortgage debenture stock of the W.P. and Y. Ry. Co., a charge on the above specified £752,223 bonds and capital stock and shares (with the exception of directors' qualification shares) of the three local companies owning the railway, and a floating charge on the other assets of the W. P. and Y. Ry. Co.

The profit and loss account of the W.P. and Y. Ry. Co. from July 30, 1898, to June 30, 1900, during which period the first portion of the line from Skagway to Bennett was in operation only for part of the time, viz., from July 6, 1899, shows a profit of £83,315 5s. 3d., after deducting £32,053 6s. 3d. for debenture interest and interest on advances. The profit and loss account for the year ended June 30, 1901, shows a profit of £261,057 17s. 7d., after deducting £41,211 6s. 4d. for debenture interest. The annual interest on the whole £750,000 of 5% consolidated 1st mortgage debenture stock (£3,298 of which have not yet been issued) will absorb £37,500. The annual interest on the 6% debentures will absorb £15,333 6s.

It will be observed by the extracts above quoted that the debentures recently offered are not secured on the property of the railway itself, but on the assets of the British Yukon Navigation Co. The interest on them is, however, a charge on the railway secured to the 1st mortgage 5% debentures.

The gross earnings of the W.P. and Y. Ry. for the six months ended Dec. 31, 1901, were \$927,670.

### Lake Erie and Detroit River Ry.

The recent project of the Pere Marquette Rd. to acquire the L. E. and D. R. Ry. has not been successful, the price offered not being equal to what is asked. F. H. Walker, President of the L.E. and D.R. Ry., recently met the principal stockholders in the P. M. Rd. at New York, and discussed the matter with them. He stated the terms on which the L.E. and D.R. Ry. could be purchased, but the price asked was considered too high, and the proposal to buy was declared off. In a subsequent interview Mr. Walker stated that the L.E. and D.R. Ry. was a paying property, that the Co. was in no hurry to sell, and that if any prospective purchaser was not prepared to give the price asked, a deal could not be made, as the Co. had no intention of reducing the price. The Co. has a Dominion charter to extend its line from St. Thomas to opposite Buffalo, 115 miles, through a level country which will permit the line to be cheaply constructed, and is therefore a valuable property to any U.S. company desiring a connection between the Eastern and Western States by the short route through Canada. If such a company wanting the line is not prepared to pay the price asked, the L.E. and D.R. Ry. will continue in business on its own account. It is understood that other companies besides the Pere Marquette have made offers for the line. The failure to effect a sale, we are informed, in no way affects the traffic agreement between the Pere Marquette Rd. and the L.E. and D.R. Ry., and the operation of the projected car ferry between Sarnia and Port Huron. The L.E. and D.R. Ry. has completed its slip dock on the Sarnia side of the river, and the P.M. Rd. slip dock at Port Huron is expected to be completed in April. The G.T.R. Car Ferry International was purchased by the L.E. and D.R. Ry. for service between the two Co.'s