

The White Pass and Yukon Railway's Navigation Operations.

The White Pass & Yukon Ry.'s report for the year ended June 30, 1917, which was presented at the annual meeting in London, Eng., on Dec. 17, embraced the accounts, etc., of the local companies forming the White Pass & Yukon Route for the year ended Dec. 31, 1916. Following are extracts from President F. C. Elliott's report on the River Division for 1916:—

Through navigation to Dawson was opened on the river at White Horse with the sailing of the Casca on June 5, and closed with the arrival of the Dawson and Nasutlin on Oct. 23. Through navigation to points below Dawson opened with the sailing of the Yukon from White Horse for Fairbanks on June 6, and closed with the sailing of the Alaska from Nenana Oct. 5 for White Horse, which she reached on Oct. 19.

In addition to the usual amount of work done on the boats to put them in proper condition for service, we constructed permanent ways at Atlin, for the purpose of hauling out and wintering the steamboat Scotia and the barge Atlin. Experience has shown the indavisiability and danger of wintering our steamboats in the water at Dawson. Hence the ways at Dawson were put in condition to receive barges, and arrangements were made with the Northern Light, Power & Coal Co. to secure the use of its ways, which were put in condition to receive steamboats.

The operating expenses of the River Division, between White Horse and Dawson, and Carcross and Atlin, show an increase of \$47,551.74. The principal items of increase are: Boat maintenance, \$32,373.87; boat service, \$2,563; boat supplies, \$5,652.46; longshoring, \$4,087.07.

The increase in maintenance account is due to extensive repairs to steamboats, Dawson, Canada, Nasutlin and Gleaner, and the repair work on the different shipyard plants. During last year there was a considerable increase in the cost of repair material, the material used in the White Horse shipyard last season costing approximately \$10,000 more than it would have cost in the previous season. The increase in boat service account is due to boats remaining in commission longer, also to the necessity of importing men to take the places of strikers. We had to pay the transportation of these men from the coast to White Horse and return. Boat supplies increase is due to cost of additional lifesaving equipment placed on all boats in accordance with the Canadian Government requirements, extra number of passengers carried, and increased cost of food stuffs and other commodities. The food supplies issued from the White Horse store cost approximately \$3,000 more than they would have cost in the previous season. Longshore increase is due to extra tonnage handled and also to strikes and labor disturbances at White Horse.

We were handicapped all season on account of shortage of good deck hands and firemen between White Horse and Dawson, as many of our regular men had gone to the front. We also experienced considerable trouble and delay through strikes of longshoremen and crews, but only once were we nearly at a standstill, namely, when the Dawson was without a crew at the time she was due to sail from White Horse. However, this difficulty was

overcome by a volunteer crew, consisting of our Superintendent Engineer and our Fuel Agent, who worked as firemen, and a number of citizens of White Horse, who acted as deck hands. While these troubles did not stop the movement of freight, they contributed to the increased cost of handling, especially the item of longshoring.

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 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 car ferry steamship Leonard, which has been operated between the Quebec and Levis shores of the St. Lawrence River, since Sept. 1914, awaiting the completion of the Quebec Bridge, has been removed from that route, as it is no longer required there. The disposition of the vessel is under consideration by the Railways Department, and some reports state that it is probable she will be placed in operation on the Strait of Canso. She was built at Birkenhead, Eng., in 1914, her dimensions being, length 326 ft., beam 55 ft., mean draft 15 ft. Trains are carried on a tidal deck above the main deck on three tracks each 272 ft. long. The tidal deck rests on gunmetal nuts, working up and down on 10 vertical lifting screws on each side, supported on columns, and the lifting gear is arranged to lift the tidal deck at the rate of 1 ft. a minute when fully loaded, to a height of 18 ft., thus allowing trains to run on at any stage of the tide. There was considerable delay in the building of the vessel, and it was feared that the outbreak of war would prevent her from crossing the ocean, but though she did not leave England until after, she arrived on this side safely, Aug. 18, 1914, crossing under her own steam without incident.

Tide tables and information on currents for the eastern coasts of Canada including the river and gulf of St. Lawrence, the Atlantic Coast, the Bay of Fundy, and Northumberland and Cabot Straits, and for the Pacific Coast of Canada, including Fuca and Georgia Straits and the northern coasts, with data for slack water in the navigable passes and narrows, have been issued in two separate books by the Naval Service Departments tidal and current survey and will be mailed free on request to the department.

Wreck Commissioner's Investigations and Judgments.

Striking of s.s. Scandinavian.

An investigation was concluded at Montreal, Dec. 1, into the striking of a submerged obstacle by Canadian Pacific Ocean Services' s.s. Scandinavian, in the St. Lawrence River, Nov. 17. The court consisted of Capt. L. A. Demers, Dominion Wreck Commissioner, and Capt. F. Nash and C. Lapierre, nautical assessors. After hearing the evidence, which the court considered as of the greatest importance as regards the reputation of Canada's fairway from Quebec to Montreal the pilot, master and officers of the vessel were exonerated from all blame for the casualty. The evidence showed that there was a depth of 30 or 31 ft. of water in the channel, and that the vessel was drawing 24 ft. 8 ins. aft. The anchors mooring the buoys are of the stockless type, 3 to 4 ft. high from the bottom. The Superintending Engineer of the Ship Channel stated that he gave instructions to sweep the place or part of the river between buoys 90Q and 92Q, where the vessel is stated to have struck. The sweeper detector was laid up, but a scow with roller appliance was sent on, under the supervision of two engineers, and in tow of the tug Frontenac. When they arrived at the spot it was found that owing to the fracture of a part of the machinery no work could be performed. Another scow was requisitioned and the first dragging was made just one week after the casualty, and continued for two days until the scow sprang a leak. Some doubt was created as to the effectiveness of the endeavor to sweep the channel, and it was admitted that owing to the ice causing the scow to leak, the staff had to return without completing the work with the thoroughness the occasion demanded. The court commented on the unreliable and unsatisfactory manner in which, according to the evidence, the sweeping was done, and considered it elementary for shipping men, owners, agents and underwriters, to trust that throughout the season, up to the time the last vessel had left the St. Lawrence, immediate help would be at hand. The attempt to assure the public that the channel was clear, or not clear, was not conclusive. An evidence of real effective effort to sweep the channel from bank to bank, would have gone far toward helping the court to arrive at a solution of the case and to offset the evil consequences of a report to Lloyd's, and broadcast, to the effect that a boulder was struck in the ship channel late in the season, practically at the close, with a dozen or more vessels still to pass. In conclusion, the court stated that the evidence was there, and in the face of it, it could not arrive at any other decision than to accept the preponderance of the testimony of the Scandinavian officers, and exonerate them from all blame, and to add that the nature of the obstacle which caused the damage to the hull had not been revealed nor ascertained.

Canadian Marine and Commercial Co., Ltd., has been incorporated under the Dominion Companies Act, with \$500,000 authorized capital and office at Montreal, to carry on business as steamship agents, ship brokers and forwarders, and as agents for placing and procuring marine insurance, etc., also to design, build, own and operate steam and other vessels, wharves, docks and other transportation facilities.