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

James E. Price was born at Peticodiac, N.B., Oct. 18, 1854, & entered the railway service in July, 1867, working as a telegraph operator until 1873, from which date until 1876 he was train dispatcher at Moncton. In 1876 the late C. J. Brydges, then General Manager of the I.C.R., appointed him Assistant Superintendent from Moncton to Campbellton, 185 miles. At that time the line was under construction between Moncton & Ste. Flavie, under the supervision of Collingwood Schriber, the present Deputy-Minister of Railways & Canals, who highly complimented Mr. Price for his energetic & faithful services in connection with the completion of the work. On the change of Government in 1879 a reorganization of the railway staff took place, Mr. Price being reduced to the position of train dispatcher at Campbellton. In 1881 another change in the staff was made, & Mr. Price was restored to his former position with the line from Campbellton to Ste. Flavie (105 miles) added. Sir Charles Tupper, then Minister of Railways, in reply to an address presented to him at Campbellton, said: "In Mr. Price, the District Superintendent, I have found a gentleman who has heartily sustained me in carrying out the policy of economy, although it bore severely against himself. He was assigned to a lower station & a reduction in his salary of one-third & went to his new duties without a murmur. I have had great pleasure in restoring him his former salary & giving him a higher position, as he is one of the most deserving & able officers on the road."

In 1892, Mr. Price was transferred to the Halifax & St. John district, the most important district of the I.C.R., as District Superintendent, & in Oct. last he was promoted to the General Superintendency of the whole line.

Service on a Railway Company.

In a recent suit, Beer vs. Guimond, C.P.R. Co. garnishee, a decision was given by Judge Forin, that service on the Co. at Nelson, B.C., is irregular. In a former case, Hewson vs. C.P.R. Co., judgment was rendered as follows: "That the plaintiffs were served on the Stationmaster at Donald, & by the judgment of the full Court the service was held bad."

The following is a copy of the Co's By-law, no. 70, covering such services: "By-law no. 51 shall not be in force on or after May 1, 1894, & is hereby repealed as to that date, on & after which day the head office of the Co., in Vancouver, B.C., is hereby appointed & fixed as the place where service of process may be made upon this Co. in respect to any cause of action arising within the said Province."

FINANCE, MEETINGS, &C.

White Pass & Yukon Railway.

The 1st ordinary general statutory meeting of this Co. was held in London, Eng., Dec. 5, Hon. S. Carr-Glyn, Chairman of the Co., presiding. After preliminary remarks by the Chairman, S. H. Graves, of Close 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 out west come 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.

Having secured the services of E. 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 run 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 located. 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 much 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 before 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 locating 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 fast as possible by men obtained from the States & Canada, until in July we were working over 1,500 men, & had every prospect of increasing to 2,500 men as soon as the harvest on the Pacific coast was over. In August the news of the Atlin gold discoveries reached our camps, & a stampede ensued, which reduced our force in one day from about 1,700 to a little over 600. It remained at about the latter figure during Aug. & Sept., gradually increasing to about 1,000 in Oct., & in spite of all our efforts, since, we have been



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. Petersburg, & 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 organised attempts to prevent or delay our work, or to extort