

stone. The concrete in the remainder of the work is composed of 1 part Portland cement to 3 parts of sand & 5 parts of crushed stone. The concrete was hand mixed. The intradas of the arch, the face of the abutments & wing walls, & all exposed faces of the culvert were made with a layer of cement mortar $1\frac{1}{2}$ ins. thick, composed of 1 part of cement to 2 parts of sand. The back or upper surface of the arch & back of the abutment walls were covered with a 1-in. layer of strong cement mortar composed of 1 part Portland cement & 1 part sand. The face mortar was deposited at the same time as the backing, & the whole rammed while fresh so as to ensure a good bond. To protect the back of the arch & abutment walls those surfaces were covered with a layer of asphaltum applied hot. The forms for the concrete were made of 2-in. pine plank dressed on the inner side & both edges. The stone used in the concrete was broken to pass through a 2-in. ring & screened to rejection by a $\frac{1}{4}$ -in. ring.

The culvert was constructed under a trestle crossing a ravine, which has subsequently been filled up, requiring about 1,400 carloads of gravel for the embankment. The number of cubic yards of masonry in the structure is 785. The work was done by contract, beginning April 5, & completed Aug. 4. The total cost of the culvert was \$6,700, & for diverting the stream & making the embankment, \$1,385.

local companies, but it will not necessarily be in the form which we submit to you to-day. The auditor of the local companies is the correspondent of the auditors of this company (Woodthorpe, Bevan & Co.), who are people well known in the city of London, & in a great measure it was for this reason that Geo. Wilkinson (the auditor of the local companies) was appointed their auditor by the boards of these companies. You will, naturally, wish to know how matters have been progressing with the railway enterprise during the present season. I can begin by assuring you that, in our opinion, the progress that has been made & the prospects of the undertaking are very satisfactory. You will remember that I told you, when I had the pleasure of addressing you about a year ago, that it had been determined to extend the line from Bennett's City to the foot of the White Horse Rapids, so as to avoid waste of time & money involved in unloading freight from the Upper Yukon steamers on to the tramways & reloading it on the Lower Yukon steamers, & so as to deliver goods at a point whence there is unimpeded navigation for steamboats to Dawson City & the mouth of the Yukon. This

extension—a most important link in our system—as you will have seen from the reports, has now been completed, & since early last Aug. through trains have been running from Skagway to White Horse—a line of $112\frac{1}{4}$ miles. At White Horse the trains connect

White Pass & Yukon Railway.

The third ordinary general meeting was held in London, Eng., Nov. 19. The Hon. S. Carr Glynn, Chairman of the Co., who presided, said: The report & statement of accounts, together with the documents attached to them, have been in your hands now for some time, & I have no doubt they have been perused by you with great interest. They are certainly far more voluminous than is usual on these occasions; but we thought in the present condition of the undertaking you ought to have the fullest information, & it could not be supplied better than by the excellent reports of Mr. Hawkins, our Engineer-in-Chief, & which have been made on the spot. This gentleman has had charge & control of all of the operations that have been carried out, & by these reports you will see how thoroughly well the work has been done in the face of great difficulties, encountered from the severe climate & the disadvantage of carrying out the work at so great a distance from the base. But, in addition to this, I am glad to say that we have with us to-day Mr. Graves, the President of the Yukon route, who has just returned from spending some time on our railway & in its immediate neighborhood, & who will be able to give you complete information at first hand with regard to the prospects & position of your railway, with which he has been so closely connected since the inception of the enterprise. This year we have issued with our report a copy of the report of the auditors of the local companies, because we thought that the shareholders would naturally wish to know that a careful examination of the local companies' accounts had been made, & I think this report gives particulars of the three local companies' accounts combined in much greater detail than is usually the case. We shall publish with our annual report a certificate from the auditor of the

