

point to Shushanna the trip is overland by trail. Our mining engineer was sent to the district to make a general report of the prospects, and, while we do not wish to predict the extent of value of the discovery, from his report and from such general information as is obtainable from all sources, it is safe to say that the region holds promise of being a rich camp, which means added traffic for the railway and boats next year. The Tantalus coal mine, 200 miles below White Horse, on the Yukon River, installed new and more modern machinery, extended development work throughout the year, and explored new veins of coal. A series of tests of the coal has been made on our locomotives, and it has been demonstrated that it is suitable for our use. This means permanent local industry on the line, and is better for us than buying coal on Vancouver Island and paying duty for delivery in Alaska. In the White Horse district development work and shipment of ore continued throughout the season, the railway having carried 36,000 tons of ore during 1913, the largest ore tonnage in any year in the history of the company. The company has reason to feel much encouraged by the results of development work so far accomplished in this district, and the development under way undoubtedly promises permanency of traffic. The successful operations in that district will also lead to renewed activity along the same lines in other districts where similar copper prospects are known to exist. The railway transported ore throughout the winter of 1912 and 1913, and demonstrated the physical possibility of so doing at all seasons, but the winter carriage of ore did not prove sufficiently profitable under the state of development then existing. It was determined, therefore, last spring to mine and ship ore throughout the summer and to discontinue the production of tonnage in winter, devoting attention to development work only preparatory to handling the ore on a larger scale. It may be considered advisable to continue development work and not resume shipping for a considerable period, with a view to determining the extent and value of the deposit so as to enable the working out of an economic solution of operating the mine. Our tourist traffic has been increased this year, and we may confidently look forward to a much greater number of tourists when the country becomes better known to the pleasure seeking public. A satisfactory feature is that the tourists are well pleased, and many of them state that they will induce others to make this wonderful trip.

I cannot speak too highly of the attitude of the present Canadian Government in lending their assistance to new projects for the development of the Yukon. This year the Government appropriated an additional sum of \$50,000 for the improvement of the overland trail between White Horse and Dawson, and it is expected that additional appropriation will be made so as to place the trail in such shape as to admit of the use of automobiles for the transportation of freight and passengers, thus eliminating the present expensive methods of handling traffic on the trail and lessening the cost of transport to the public. The Government is also considering a proposition for the construction of a dam at Miles Canyon, near White Horse, the head of navigation, for the purpose of storing and controlling the flood waters, which will improve the transportation conditions at all stages of water in the river, and will ensure a longer season of open navigation. We confidently hope an appropriation for this purpose may be made in Ottawa during this winter, particularly as the amount of money required is so very small as compared with the benefit to be derived. The work could be started as soon

as the money could be available.

As a result of conditions growing out of a policy spread over a period of years of handling business destined to Dawson, a very serious situation arose which threatened to divert to the St. Michael's route a large portion of the traffic which we felt should properly be routed over our line. Negotiations for the adjustment of these conditions were carried on for a considerable period without, however, any acceptable conclusion being reached, and at last it became necessary to establish an entirely new connection for the interchange of traffic at Dawson in order to preserve our interests. Two new modern boats of American register were constructed for this purpose, and were placed in operation between Dawson and Fairbanks, on the lower river. As a result of the establishment of this new connection giving a through service to Fairbanks, we received approximately \$25,000 of gross revenue which we should not otherwise have received. The establishment of this service brought about a most vigorous rate war on the Yukon River. Rate wars are usually disastrous to all parties engaged, but our railway occupied the peculiar position of obtaining additional traffic at acceptable rates sufficient to offset the reductions which were made on the river to meet the cut in rates while at the same time our competitors handled at a loss all the traffic delivered by them to us as a direct result of the war. While it is our policy to work in harmonious relations with other transportation companies, we were not in this instance able to secure what we considered a fair and reasonable working arrangement. The rate war was not of our seeking, but in spite of it we find ourselves in a much stronger position than we were in before the inauguration of this new service. Further, one of the ocean lines, having a regular established service from Seattle to Skaguay as well as to St. Michaels, undertook to divert a large part of the traffic to the St. Michaels route, discriminating against their Skaguay route and our line. This made it necessary for us at once to arrange terms with a new and independent line of steamers to handle the traffic we control on the ocean; and the White Pass Co. could better afford to keep some such arrangement in effect permanently, even at a heavy annual loss in handling the traffic on the ocean, than forego its fair share of the Yukon traffic over the railway. It is not unlikely that this state of chaos in the handling of the ocean traffic may continue, and, if so, it is inevitable that we should at once take into consideration the question of the establishment of a permanent first class line to handle both freight and passenger business between Seattle, Vancouver and Skaguay. The boats operating on this run at present are sufficient to handle the traffic under ordinary conditions, and it would be unwise to establish such a service if the traffic between these points alone was the only consideration. But the White Pass, having already such a large investment to protect, the additional undertaking would be quite small having regard to the interests involved. We have been collecting data upon the question for some time for the purpose of determining the revenues to be derived and the future possibilities. The year 1915 would be an especially appropriate time for the inauguration of such a service to coincide with the Panama Pacific Exposition in San Francisco, from which we shall undoubtedly derive a large tourist traffic. If this link in the service were arranged the public would have the advantage of a first class through line from Seattle and Vancouver, via the White Pass, to Fairbanks—a distance of 2,600 miles. We should be free from all risk of discrimina-

tion against us on the ocean, and be able to pursue an unhampered policy in the steady development of business for our route.

In spite of the rate war, and indeed partly because of it, our gross business increased. The number of passengers carried in 1912 was 13,356, and in 1913, 18,038—an increase of 35%. The general freight tonnage amounted to 23,716 tons in 1912, and to 24,196 tons in 1913—an increase of 2%. Ore handled in 1912 amounted to 31,230 tons; in 1913, 36,693 tons—an increase of 17.5%. Naturally, under the conditions that have prevailed, the revenue per ton and per passenger will not show the same relative increase. But the figures that I have given show conclusively that we have more than held our own. The gross revenue of the company by the end of Dec., 1913, will be approximately \$1,215,000, a considerable increase over 1911 and a slight increase over 1912, which is a most satisfactory condition, having regard to all the attendant circumstances.

The Canadian Pacific Railway's New Terminals at Vancouver.

The construction of a modern terminal for the C. P. R. at Vancouver, the general features of which were described in Canadian Railway and Marine World, embracing both railway and steamship facilities, has been under way for more than a year, and the \$1,000,000 station has been advanced to such a point that the east section is to be ready for occupancy by Feb. 1. Work is being rushed to completion on the east end so that offices can be moved there from the old station, which adjoins the new building on the south, and which must be torn down before the present improvement scheme can be completed.

The new building is a steel frame structure six stories high, and has a frontage of more than a block on Cordova St., where the architectural design provides a series of massive Corinthian columns standing out from a brick background, with stone cornices and trimming. A four track passenger platform, 1,000 ft. long, is being provided.

Besides the station proper, the terminal work under way now includes inclined viaducts from Granville and Burrard Streets to the waterfront, the extension of several docks for distances ranging up to 450 ft., and the erection of structures for offices and waiting rooms on the piers. The Granville St. viaduct, whose lower end will form part of a combined passenger station and freight shed on one of the piers, will bring down all the wharf traffic from the chief thoroughfare of the city. This viaduct will pass the western end of the new railway terminal well above track level, and will cross the site now occupied by the old station, which as above stated, is to be demolished.

The Burrard St. viaduct will also bring traffic down to the docks from the city level by an incline over the yard trackage. Steel girders for the substructure of this viaduct had been placed before Dec. 1, but completion will not be possible until the old detention sheds on the wharf have been torn down. Dominion authorities have recently received tenders on a new structure for the Immigration Department, and as soon as this can be completed the old sheds will be removed to make room for a spacious viaduct terminus.

The dock scheme now in course of development by the railway company embraces a water frontage about $\frac{3}{4}$ mile long. The capacity of the freight sheds has already been increased by erecting new buildings extending to the present line of the property leased to other shipping interests, and new machine shops, where repair work is car-