

between the mainland & Vancouver Island. When in B.C., recently, Vice-President Shaughnessy stated that although the C.P.R. had nothing to do with the building of the line between Midway & Penticton it would probably be operated by that Co. (May, pg. 70. June, pg. 100. July, pg. 122.)

A Vancouver dispatch of Aug. 10 says: "All work has been ordered stopped on the survey for the V.V. & E.R., which has been in progress for some weeks under the direction of A. Hill, C.E. He completed the survey from Abbotsford to a height of land on the route towards the coast, & had made good progress towards Chilliwack, when orders came to discontinue the work, but for what reason is not yet made known."

The Rossland, B.C., Miner says Hugh Sutherland, of Winnipeg, who it speaks of as "a partner of Mackenzie & Mann," the owners of the V., V. & E. charter, is reported as saying that the construction of the Penticton-Boundary Creek branch will not be commenced until next year, & that it has good reason to believe Mr. Sutherland has spoken with definite knowledge. The B.C. Legislature voted a cash bonus of \$4,000 a mile for this line, & construction was to have been commenced by Aug. 8, but it is said the time has been extended, as the projectors want to obtain a Dominion subsidy in addition.

White Pass & Yukon Railway.

As previously described by us, this line is being built from Skaguay, Alaska, via the White Pass & Lake Bennett, the objective point being Fort Selkirk, Yukon. The line on the U.S. side of the line, or rather within the disputed territory, as it may turn out to be British, is owned by a U.S. Co., the Pacific & Arctic Railway & Navigation Co. The line within the limits of British Columbia is owned by the B.C. Yukon Ry. Co. & the line in Canadian territory, outside of B.C., is owned by the British Yukon Co. These three different lines will be operated by a company called the White Pass & Yukon Ry. Co., of London, Eng. Close Bros. & Co., of London, Eng., & Chicago, are the financial agents of the Co., & S. H. Graves, of that firm, is the representative on this side of the Atlantic. The Chief Engineer is E. C. Hawkins.

The distance from Skaguay to the Summit is about 20 miles, & from the Summit to Lake Bennett about 25 miles. The Pacific & Arctic Co. has about 1,500 men employed on construction, & would be glad to have double the number, & expects to get them as soon as the pressure of harvest work is over. Trains are now running to about half-way to the summit of the White Pass, & it is expected to reach the summit early in September & the Lakes about a month later. A heavy rock cut on Porcupine Hill, which has been such an obstacle to rapid progress, is finished,

& trains are running through it. The heavy rock cut at the summit of the Pass is also about completed & ready for track, & much of the heavy work on the line at intermediate points is in such a forward condition that track-laying will from now on be much more rapid than it has been. It is practically all heavy rock work to the summit of the Pass from Skaguay. There are 2 or 3 long, heavy rock cuts & 2 short tunnels. The maximum grade is 3.9 ft. per hundred. The maximum curvature is a 16 degree curve, of which there is only one. There are several bridges, but none of them involving any difficult or unusual construction. The larger bridges will be of iron & the smaller ones trestle. The only other structures in connection with the first section of the line are the large wharf & customs warehouses, etc., which are being erected at the port of Skaguay, & alongside of which there will be 30 ft. of water at low tide. The gauge of the line is 3 ft., & it is being laid with 56-lb. steel rails.

The rolling stock is the best modern equipment for that class of work, & the line is specially constructed for winter operation, so as to avoid snow blockades, etc. Early in August the Chief Engineer wired the Manager in Chicago: "More business is in sight than we can handle. Urgent need more equipment quick." In reply he was wired to procure immediately all the extra equipment needed.

The steamers plying on the Upper Yukon have proved so successful this season as to completely demonstrate its advantages over the Lower Yukon, for safe & regular steamboat navigation. Several syndicates have already been organized for the purpose of running freight & stage lines during the coming winter between the end of the constructed railway & the interior. (Official.)

The Manager writes us from Chicago: "As regards continuing the line from Lake Bennett to Ft. Selkirk, the intention is to push on as fast as possible. It will not be possible to work during the winter on account of the shortness of the days & the severity of the weather in that northern latitude, but it is intended to commence work as soon as possible in the spring & to push it with the utmost possible speed. I hope that by having everything ready before-hand it may be possible to reach Ft. Selkirk before the end of next year, but this is a matter which, of course, one cannot speak with any certainty about; much will depend upon the nature of the line. We have survey parties running lines between the lakes & Ft. Selkirk, & the actual location of the road between those points will be decided after the survey parties come in this fall. You understand, of course, that running a railway survey in that country is an extreme-

ly different thing to running one down here. You will be better able to judge of this when I tell you that it took us 4 days to move one survey camp 4 miles, & that I have just received a letter from our Chief Engineer, who had returned from a 'flying' trip over one of the lines, in which he says that it took him over 2 hours to go half-a mile, unimpeded by instruments or baggage of any sort." (June, pg. 98. July, pg. 123.)

Canadian Government Railway System.

The new I.C.R. station at Moncton, built by Rhodes, Curry & Co., of Amherst, N.S., was opened Aug. 1. The ground floor is used for purely station work. On the 1st floor are the despachters' & the Western Union Telegraph offices.

Rhodes, Curry & Co., of Amherst, N.S., have been awarded the contract for building the Intercolonial pier & sheds in Halifax. The contract calls for a pier 600 ft. long & 120 ft. wide, with a shed 80 ft. wide on it, having tracks through the centre. The contractors have started work. Tenders have also been asked for erecting a grain elevator, towards which the city of Halifax contributes \$50,000.

Mr. Fielding, acting Minister of Railways, has been in St. John, N.B., with General Manager Pottinger & Chief Engineer McKenzie about the proposed I.C.R. terminal facilities. He said the engineers were preparing the plans as rapidly as possible, & the work, when commenced, will be pushed to completion. He could not say whether the elevator would be built on the Long wharf or on the Harris property. Nor was he certain that the improvements could be completed in time for this winter's trade. Mr. McKenzie said the intention was to build berths, one at either side of the Long wharf. There would be some difficulties in connection with dredging, because of rock, & possibly, it might be necessary to acquire more property. That in the neighborhood is all held at a very high figure, & just what course will be pursued has not been determined on. It is thought that not a great deal will be done until the Minister, Mr. Blair, arrives. He will leave England Aug. 25.

J. M. LYON, General Passenger & Ticket Agent, Intercolonial Ry., Moncton, N.B., writes: "In enclosing my subscription I wish to say that THE RAILWAY & SHIPPING WORLD is worth looking forward for. I think the busy ones among its readers, which I trust are many, will find the time given to its perusal well invested."

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The undermentioned dividends have been declared for the half-year ended June 30th, 1898:

On the Preference Stock, two per cent.

On the Common Stock, two per cent.

The Common Stock transfer books will close in London at 3 p.m. on Friday, 26th August, and in Montreal and New York on Friday, 9th September.

The Preference Stock books will close at 3 p.m. on Friday, and September.

All books will be re-opened on Monday, 3rd October.

Warrants for the Common Stock dividend will be mailed on or about 1st October to shareholders of record at the closing of the books in New York and London respectively. The Preference Stock dividend will be paid on Saturday, 1st October, to shareholders of record at the closing of the books, and the warrants will be posted from the Company's London Office.

By order of the Board,

CHARLES DRINKWATER, Secretary.
Montreal, 8th August, 1898.

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