

hind acres of tall, gaunt, blackened stumps, or an inextricable mess of charred, shapeless fallen timber, neither sight conducive to beauty in the landscape.

The old trail can be seen below, generally in the bottom of the valley, except where forced up the slopes by the stream, or where it has to climb to pass above canyons. Now that it is little used it seems in excellent shape, & so little dangerous that the numerous tales of pack animals, chiefly horses, falling out of it seem almost chimerical. When all this took place, however, it was not the present level, comparatively broad & easy path, but a mere trail as worn out by the continuous tramp of human & quadrupedal feet, full of lumps, bumps, rocks & slides, & of sudden ups & downs as the price of wheat. A Seattle man who was there during the rush days told the writer that he had himself at one time counted as high as 500 animals below the trail between Skagway & the summit. Many of these had not fallen off themselves, but getting played out had been dumped off to clear the track. One of the spots where the greatest number tumbled was simply on a steep hillside, not so very high above the valley floor, but where some streams coming down soaked the whole ground more or less, making the trail very slippery. With their prospecting packs it was not a hard matter for the poor beasts to lose their equilibrium & fall.

In the floor of the valley well on towards the summit is a spot easily recognizable by the cleared state of the ground, the deposits of tin pans, broken wood & other debris, as the former haunt of civilization, now represented by, perhaps, a couple of tents only. Here was formerly White City, so called from its having consisted almost entirely of the tents of those in transit over the pass, as it was the last broad open space before the trail mounted rather steeply to the summit. The railway proved its boojum snark, & it has faded away & disappeared.

Near the summit the line runs up a lateral gulch, where it's too narrow to curve around, & the line makes a switch-back—not a convenient thing to have in the main track—from which point on those who had but rocks to contemplate before now get a view out into the world. A tank, & of course, a turn-table, are here, the latter housed-in, a reminder that the "beautiful" must abound in winter. Before attaining the top one gets some fine peeps back over intervening hills on to the Inlet, several miles distant & some 2,500 ft. below, which has that beautiful deep turquoise blue color found on lakes setting low among high hills.

Arrived at the summit, where one rather expects a view off in the other direction, there is disappointment, as the pass or valley through which the line passes is quite shut in by higher hills. The summit lake, much resembling a section of river, begins here, & winding out of sight, is $7\frac{1}{2}$ miles long, so the railway runs that distance on the level before commencing the slight descent towards Lake Bennett. The boundary line between Alaska & Canada is pointed out behind the group of station buildings, where a rope is stretched thwartship the scene. While the rope is there it would be unsafe to gamble that it were the exact boundary. Rather more, it is gotten up for trotters on the well-known supposed principle that everyone who comes from somewhere else is a sucker. The station building proper is over in Canada at the head of the lake. Some other small shanties are called customs houses, & the usual collection of shacks, car bodies, etc., are planted about on the rocks. Standing some feet apart, & between which runs the supposed boundary, are the British & U.S. flags side by side. Under them & somewhat back is a heap of stones on which is a favorite spot for globe-trotters to get photographed with both en-

signs showing in the picture. Some of the Canadian Northwest Mounted Police are standing about in khaki uniforms, with broad felt hats with four dents in the crown, every one looking like the pictures of "B.-P." so numerous published after the relief of Mafeking. There is a sergeant's guard of "culled" troops below in Skagway, but none of them seem to be stationed at the summit, as they would make bad feng shui in the landscape.

The series of lakes & connecting rivers uniting to form the Lewes River (which subsequently uniting with the Pelly forms the Yukon) is well known from multitudinous published articles. Beyond the summit the line cuts across country, skirts Lake Bennett & ends at present at White Horse on Fifty Mile River (connecting Lakes Marsh & Labarge) 112 miles from Skagway, to which point it was opened at the close of last July. This terminal is just beyond White Horse Rapids & Miles Canyon, so that navigation from there on is unobstructed, except a rock at Five Finger Rapids near the Yukon, which the Canadian Government is now removing. The ultimate intention is to carry the road to Fort Selkirk at the head of the Yukon, 383 miles from Skagway, but whether it is going on to Dawson, 176 miles farther, deponent sayeth not. As the line crosses several boundaries—Alaska & two Canadian provinces—it is made up of several corporations; the Pacific & Arctic Ry. & Navigation Co.; the British Columbia Yukon Ry. Co.; the British Yukon Miners' Trading & Transportation Co. (now curtailed to British Yukon Ry. Co.), as well as some minor ones, all of which are operated under the name of the White Pass & Yukon Route.

They at present run 2 passenger trains a day each way, averaging about 4 hours north bound & $3\frac{1}{2}$ south for the 112 miles. Obviously there is no use of hurrying, & they don't. The freight business seems to be heavy enough to have caused several blockades, not of cars, as the amount of rolling stock is both somewhat limited & fixed, but of the freight itself, chiefly at White Horse, from which fact the blockade is probably due to lack of facilities. The not very large freight trains have the odd look due to a lot of cars all of the same pattern & markings, instead of the diversification found with us. With scarcely any of night's darkness in June, the culminating point of a superfluity of daylight, it is not so bad railroading there throughout the summer. But with the heavy rains & drifting snows of winter, with the Arctic cold & winter darkness, it must seem a desponding story about Christmas time.

The rates on this route are of a tallness that quickly convinces the dear public that the management are not there for their health. As a fact, en passant, most of the officers live in the U.S., even as far away as Chicago, only a portion of the operating staff facing the woes of darkest winter in this far from home land. The local passenger rates are about 25c. a mile, thus making the fare to the summit (21 miles) & return \$10. It is the custom when the summer tourist steamers touch at Skagway to give a half rate (\$5) for an excursion to the summit for a guaranteed 50 tickets. On the steamer on which was the writer, 106 excursionists turned out, so the company netted practically \$530 for the use of an engine & 3 cars for 42 miles. As a compensation for the somewhat stiff price, each excursionist was presented with a wealth of paper for his ticket, which consisted of 2 coupons, & a souvenir portion on which the road was boldly dubbed "the scenic line of the world." For longer distances the rate comes down a bit, as the fare to White Horse, 112 miles, is \$20, averaging about 18c. While the writer did not hunt up freight rates, it is fair to presume that they correspond to a considerable extent with the scenery, which is mountainous. It is quite a common practice

for owners of live stock to drive over the trail rather than pay freight charges.

They sell through tickets to Dawson & Cape Nome via the Yukon, & for that matter you can buy round-trip tickets from any Pacific coast port to the Klondike or Cape Nome via this route & return direct by steamer. The Canadian Development Co., a protegee of this line on the Yukon, has 9 steamers of small size averaging room for say 150 passengers & 75 to 200 tons of freight, & the railway company has traffic arrangements with several others. There are also numerous independent boats, & some people say that better time can be made by buying local tickets, thus enabling one to take the first steamer that departs, rather than be tied up waiting perhaps for one of the Co.'s vessels, on which alone of course the through tickets are good, & which do not always connect with the trains. From all accounts one must get insured before trying the independent steamers, as they (of not very rugged constitution possibly in the first place) sometimes take great chances in cutting off corners, etc., to make time, & accidents are by no means unknown. Recently while trying to turn a short corner one turned over & several people were drowned or hurt. A severe rate war was on between the Co.'s steamers & the independents, by which the original fare of \$80 between Dawson & White Horse had been cut to \$40 up-stream & \$30 down by the Co., while the opposition went as low as \$15. The latter price, as it included beds & meals—such as they were—was low enough for the 447 miles, provided you reached your destination. The latest reports, however, relate that a truce has been patched up & rates raised somewhat.

This route uses time one hour slower than Pacific time, Skagway being roughly about $12\frac{1}{2}^{\circ}$ (15° equal one hour's difference in time) west of San Francisco. The writer should have ascertained the name of this time, but didn't. However, any old name—Alaska, Klondike or Yukon time, as it does not strike any other land south—would do, & probably one of these names is used.

The rolling stock is all of the customary types of narrow gauge equipment. The coaches are of stock pattern found everywhere, chiefly reprehensible for the sliding window-blinds which cut off any upward view. Luckily, on this route all the scenery is below. Narrow gauge coaches are generally rather tucked-up & teetery on their springs, & these are no exception. As a goodly portion of the community in this region are free & easy in their methods of life, such as continually wearing a quid of tobacco in the cheek with the consequent expectoration, & are not too fine-haired about the spotlessness of their surroundings, they do not expect too clean accommodations when traveling, & the state of neatness of the coaches is allowed to be in rapport with these views of unembarrassed unconventionality. There are also some special corridor cars consisting of flat cars with plank seats & decked over with a roof. The unupholstered seats run across the car leaving the passageway on one side, the whole surrounded by a practicable fence. These are used for excursion business, as they allow an unrestricted view below & aloft. All the equipment has link & pin coupler. Of locomotives they have several diamond stack, 4-wheelers & some Baldwin consolidation compounds with frames outside drivers. The dimensions of the latter are:

Weight on drivers.....	80,000 lbs.
" total.....	89,500 lbs.
Drivers, diameter.....	38 in.
Cylinders.....	11½ in. and 19 in. x 20 in.
Steam pressure.....	200 lbs.
Boiler, diameter.....	66 in.
120 tubes.....	2½ in. in diam.
Heating surface, tubes.....	1,069.81 sq. ft.
" fire box.....	65.38 sq. ft.
" total.....	1,135.19 sq. ft.
Grate area.....	15.7 sq. ft.
Capacity tank.....	3,000 gals.