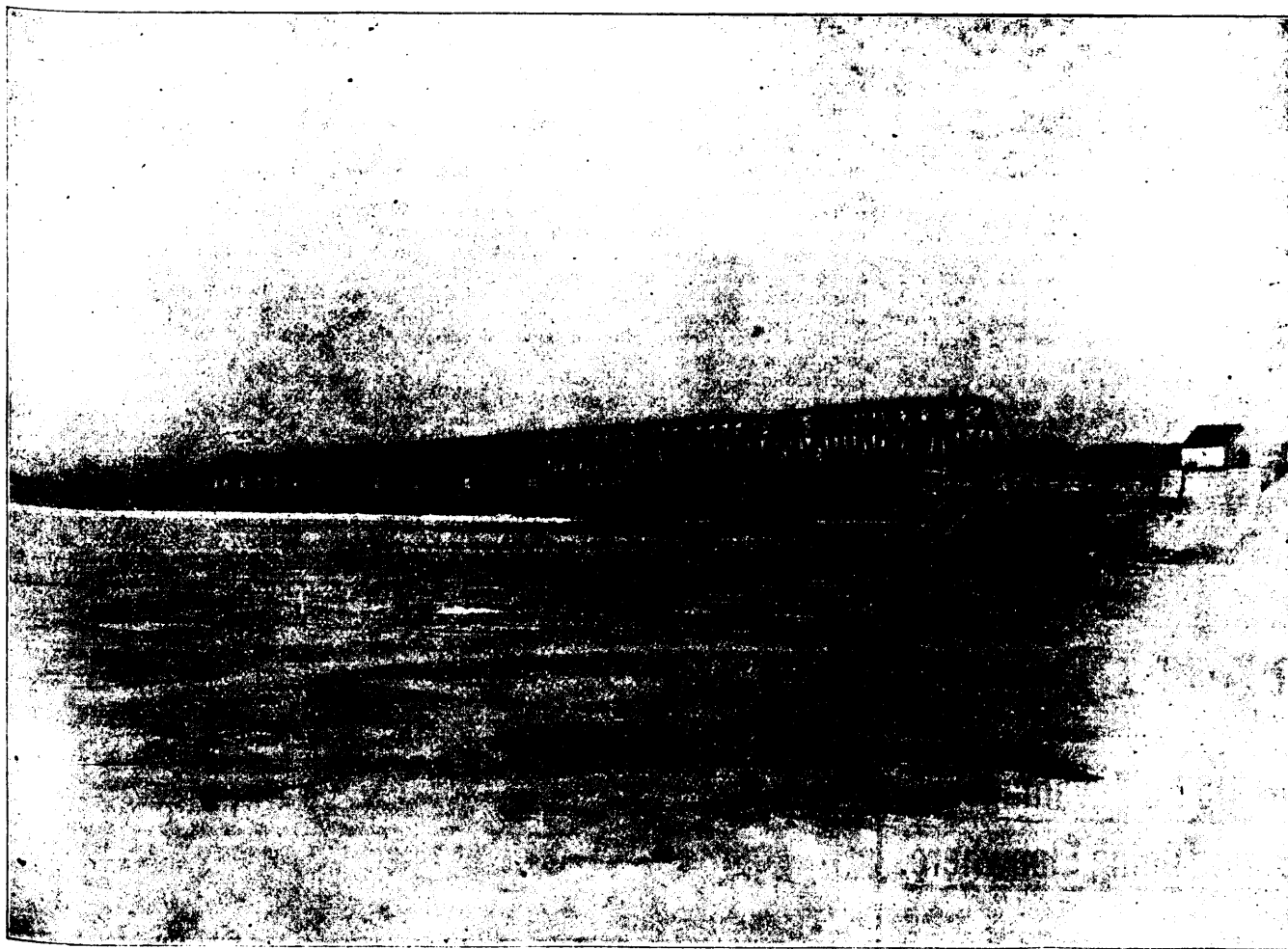


struction material. In July the Co. purchased 2 more second-hand locomotives, which were in first-class repair, making 5 in service until Feb. 1 when a 50-ton "Climax," geared locomotive, (that was second-hand, although but 6 months old), was purchased & is now just about in service. In Dec. an order was placed with the Baldwin Locomotive Works, of Philadelphia, for the construction of two 45-ton, compound locomotives, equipped with the most modern appliances & of a consolidation type. The Baldwin Works turned these locomotives out in less than 28 days from the time the order was received. These are now in transit between Seattle & Skaguay & will probably be in service by Mar. 1. The Co. has also in service 6 passenger coaches & 1 baggage car, 30 box cars & 40 flat cars. The box & flat cars were framed in Seattle & sent to Skaguay in a knocked-down condition &

The Co. has at Skaguay a large machine shop, equipped with the most modern & up-to-date type of machine tools, such as a 36 in. x 8 ft. bed planer, a 42 in. swing engine lathe, another 22 in. swing engine lathe, a mortising & post-boring machine, a wheel press, a 38 in. drill press, emery wheels, band saws, 25 h. p. boiler & engine to run the machinery of the shops; blowers & blacksmith's forges & a generally thoroughly equipped machine shop incidental to the requirements of a railway of this size. A large 2-story station has just been completed near the water front in Skaguay, the lower portion of the building being provided with ticket office, baggage room, waiting rooms, telegraph operator's office, etc., while the upper story has been designed for & is now occupied by the heads of departments & their assistants for the operating department of the road at Skaguay.

been completed for a branch line from Log Cabin to Atlin.

The road is already handling a vast amount of freight, there being at present over 600 tons in the warehouses at Skaguay awaiting transportation to the summit, where it is transferred from the end of the rail to 2-horse sleds, & by that means transported to Lake Bennett or to Atlin. The present general tariff, which is a special tariff for general merchandise, etc., in car-load lots, is \$2.50 per 100 lbs., from Skaguay to summit of White Pass, or the end of the railway. From the end of the rail to Lake Bennett, the rate is \$2 per 100 lbs. The Co. has appointed & located at Skaguay a customs agent who attends to the preparation of the customs papers incidental to the passage of bonded freight through Alaska territory, for which service a charge of \$1 is made for all papers



GRAND TRUNK RAILWAY SYSTEM.—VICTORIA JUBILEE BRIDGE OVER ST. LAWRENCE RIVER, MONTREAL.

there set up on trucks which had been purchased complete & ready for the car body. All the rolling stock is equipped with the Westinghouse air brake service, with all the latest improvements, also with automatic couplers. The Co. will thus have in service by Mar. 1, 8 locomotives & the above enumerated rolling stock, which will be ample equipment to handle the vast amount of freight now offering & also enable it to forward its construction supplies. The Co. has also a snow plow, which it constructed at Skaguay, & with which it has been enabled thus far to keep the entire line of track open. Next year it will probably be found expedient to provide a rotary snow plow, as also to construct at various points snow fences & a few snow sheds. The major portion of the road, however, is so located as to be but little troubled with snow slides.

On the Co.'s wharf at Skaguay it has a large galvanized, corrugated iron warehouse & is now constructing a second one. Having a bonded privilege with the U.S. Treasury Department, the Co. is thus thoroughly provided for the handling of bonded freight through Alaska for British Columbia & Northwest Territory points, & a vast amount of this freight is now being handled. The Co. is also providing for the erection of 2 large, corrugated iron warehouses at Lake Bennett for freight purposes.

The Co. has constructed & has now completed & in operation a telegraph & long distance telephone line from Skaguay through to Lake Bennett, with instruments located at various points along that distance.

The preliminary survey for the road from Lake Bennett onward to Fort Selkirk was completed early last fall. A survey has also

for a shipment of 1 ton or less, or \$1.50 for a shipment of over 1 ton. By this means no delay is occasioned in the handling of bonded goods through the U.S. Customs Department at Skaguay.

The Alaska portion of the road has been constructed under the incorporated rights of the Pacific & Arctic Ry. & Navigation Co. of West Virginia, while the British Columbia portion is being built under the charter rights of the British Columbia-Yukon Ry. Co., & the road is operated under the general title to the public of the White Pass & Yukon Route.

The following is a list of the general officers of the Co. as at present constituted.

S. H. Graves, President, Chicago, Ill.
F. C. Elliott, Secretary, Chicago, Ill.
J. W. Probert, Treasurer, Chicago, Ill.
A. L. Berdoe, Auditor, Seattle, Wash.
E. B. Hussey, Purchasing Agent, Seattle, Wash.