

escaped death during a recent storm about midnight. A telephone wire was attached to a large chimney, & under the great weight of snow on the wires the chimney fell, crashing through the roof into the bedroom where she was sleeping. The bed was covered with debris, & she was struck, her head being badly cut & her body badly bruised.

P. F. Hodgson, who for the past 5 years has been Signal Engineer for the G.T.R., with headquarters at Toronto, has resigned to accept the position of Secretary & Manager of Saxby & Farmer, Ltd., manufacturers of railway signals & safety appliances, Kilburn, London, Eng., & will leave for England this month. During Mr. Hodgson's term of service on the G.T.R. he has carried out a lot of important work, particularly the interlocking switch & signal system at the Toronto Union Station yards. He will be succeeded by W. H. Patton, of Montreal.

At the recent Canada Club dinner in London, Eng., Sir C. Rivers-Wilson, President of the G.T.R., made an earnest appeal to the Dominion Government to seriously grapple with what he regarded as the most vital problem of immigration. Canada could not rest content while three & a half millions of square miles were occupied by less than six millions of people. Hon. Mr. Dobell retaliated by imploring Sir Rivers-Wilson's help to bridge the St. Lawrence at Quebec, & make the Ancient Capital what it must ultimately become, the great trans-shipping port of North America. He also urged a railway & steamship route via Hudson's Bay. "What is the population?" interjected Sir Charles Rivers-Wilson humorously; "A little off our line, I am afraid."

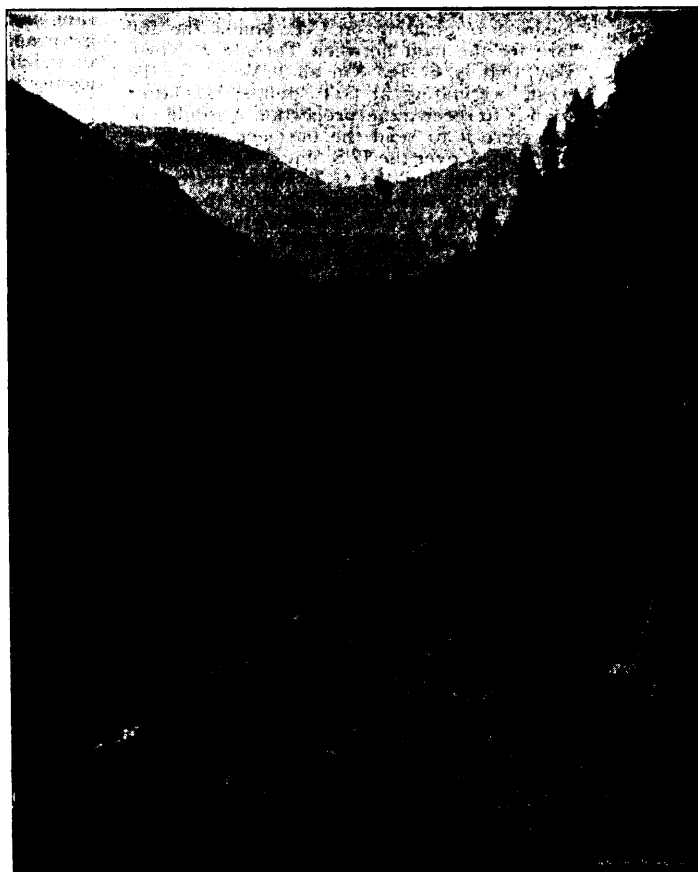
The Railway Agent recently published a portrait & interesting sketch of Jas. Charlton, General Passenger & Ticket Agent of the Chicago & Alton. He entered railway service April, 1854, as junior clerk in the Freight Department of the Newcastle & Carlisle Railway, Newcastle-on-Tyne, Eng. When he resigned his connection with that Co. he had attained the position of chief clerk & cashier in the freight department. He entered the Auditor's office of the Great Western Ry. of Canada April, 1857, as assistant to the Chief Clerk, & served as clerk in charge of statistics & freight accounts, Chief Clerk, Auditor & General Passenger Agent. He left the service of the Great Western Ry. in Mar., 1870, for the position of G. P. & T. A. of the North Missouri Co., which he held until he resigned in July, 1871, from which date he has occupied his present position with the Chicago & Alton, with headquarters in Chicago.

Geo. S. McKee, Master Mechanic of the Western Division of the Wabash at Moberly, Mo., has been transferred to the Eastern Division, & his supervision extended to include the Buffalo Division. His headquarters are at Fort Wayne, Ind.

Under the management of Archer Baker, European Traffic Agent of the C.P.R., a series of lectures, at which the cinematograph is used to illustrate Canadian Northwest life & farming in a realistic series of pictures, is being given in Great Britain. The idea is most cordially welcomed by the schools, colleges & clubs.

White Pass & Yukon Railway.

In previous issues (June, pg. 98; July, pg. 123; Aug., pg. 152) we gave very full particulars in regard to the construction of this line. Very few people, probably, have any idea that over \$1,200,000 have already been expended in construction from Skaguay to the summit of White Pass. In addition to what we have already published, supplied us from official sources, the following, condensed from the Railway Age, will prove of interest. This fall work was somewhat retarded by bad weather & the necessity of establishing & moving into winter camps & making trails & waggon roads connecting the new camps. Some 1,500 men were employed most of the summer, but towards fall the discovery of gold at Lake Atlin caused a large number to abandon railway work & become prospectors. Many have returned & some 1,200 are now employed. Notwithstanding these embarrass-



GRADING AT PORCUPINE HILL ON THE WHITE PASS AND YUKON RY.

ments, good progress has been made along the line, & all the heavy work, including that most likely to be retarded by bad weather, has been completed to the summit, & 2 miles of comparatively light work has been done beyond, finishing the line to the provisional international boundary. Work is still being pushed on beyond, & it is hoped to have the road ready for operation to Log Cabin, 15 miles beyond the boundary line, before Christmas, by which time it is anticipated the severe weather will cause a cessation of active operations, although it is the intention to keep somewhat of a force employed throughout the winter. In addition to the 1,200 men now employed, arrangements are being made to bring several hundred more from Dawson City to work on the grade.

The survey has just been completed from Cariboo Crossing to Ft. Selkirk, which shows a much better line than it was thought possible to obtain. No engineering difficulties

whatever have been encountered beyond Cariboo Crossing, & the principal items of expense will be a bridge about 350 ft. long over the Tahkeena River & a span 150 ft. over the crossing of the river at Five Fingers. The distance from Skaguay to Ft. Selkirk via the surveyed line is 312½ miles, & the distances from Skaguay to intermediate points between that place & Ft. Selkirk are as follows: To summit of White Pass, 20 miles; to head of Too-chi Lake, 40 miles; to head of Windy Arm, 56½ miles; to Cariboo Crossing by way of Windy Arm, 74½ miles; to crossing of the Tahkeena River, 144.6 miles; to the Hoochi River, on the Dalton trail, 186.9 miles; to point 5 miles west of Rink Rapids, 266.6 miles. A survey is being made for a branch from the main line at Log Cabin to the Lake Atlin gold fields & a preliminary reconnaissance shows that no engineering difficulties are presented. It is proposed to push the work on the branch line so as to accommodate the requirements of this new & extensive gold region.

From Log Cabin to Cariboo Crossing 2 routes are under consideration, one of which runs along the shore of Lake Bennett. If the latter line is decided upon, some heavy work will be necessary to cross the mountains, which cannot be undertaken until next summer. If the route to the east of Lake Bennett by way of Windy Arm is selected, the work will be comparatively easy. From Cariboo Crossing to Ft. Selkirk there is nothing but plow & scraper work, & the grade can be completed with great rapidity with favorable weather. The line passes through grass lands & small timber, & there is no work of a difficult nature. The Co. has not only been granted right of way & has its track laid on the main street of Skaguay, but it is also building a line to encircle the entire city, giving it control of the principal part of the water front. The passenger depot in Skaguay at the foot of Broadway is about completed, & work is in progress on the freight depot. The machine shop & blacksmith shop are completed & in operation, & material for 50 cars is on the ground ready to be put together. The principal part of the work on these cars is done at Seattle, & the various portions are shipped to Skaguay ready to be put together with little work.

The road from Skaguay to the summit of White Pass is a veritable shelf in the mountains, & in order to secure a line, the maximum curvature of which is but 16 degrees, & which has a maximum grade of only 3.9%, some very heavy work has been necessary to reach the summit, which is 2,850 ft. above sea level, with so light a grade. Another item of heavy expense on the first 20 miles has been the construction of 3 long, level sidings, where trains can pass—these in addition to a number of short sidings & switches. At the summit there is a mammoth granite cliff, which will have to be shot off into the canyon below to make way for the roadbed. The road has a gauge of 3 ft., & is laid with 56 lb. rails.

During the summer the Co. was able to keep 2 shifts at work 11 hours a day each, without the use of artificial light. The workmen received 30c. an hour & board, & the Co. has its own tents, hospitals & physicians. Although the present year will close with not over 35 miles of road constructed, it is the hope of President Graves to build the line