

## THE RAILWAY & SHIPPING WORLD.

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The Canadian Freight Association.  
The Canadian Roadmasters Association.

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unable to increase it materially above the latter figure. The men who did remain were all green hands & unskilled, & quite unable to attempt the very difficult rock work then in progress. The result was that instead of reaching the summit of the Pass by the end of Sept., as we should easily have done had we been able to maintain the same rate of progress as in July, we are only now about reaching the summit, when we had hoped to have long since reached the lakes. However

disappointing this may be for the moment, it is a small price to pay for the discovery of the Atlin gold fields within a few miles of our line.

From salt water to the lakes the work done is substantially all rock work, & the line has had to be blasted out of the solid rock. The difficulty & cost varied according to the accessibility of the work, & the amount of rock to be blasted. Sometimes over 100,000 tons of solid granite rock were dislodged by a single battery blast, & this reached a maximum on Rocky Point & Tunnel Mountain. To reach the latter from the camp, some 1,500 ft. below, over 10 miles of trail had to be made, & 4d. a pound had to be paid to get our dynamite & powder carried up to the grade, from which one could almost have dropped a stone into the camp below. Of course, no horses could be used on this work, & everything had to be done by hand. The work on the U.S. side of the summit was all practically completed early in Nov., with the exception of the tunnel, some 300 ft. long, on Tunnel Mountain, & a bridge beyond over a deep ravine to which we could not convey the heavy bridge material till the tunnel was finished. The work on the tunnel, when I left, was being pushed from both ends, but was delayed by the necessity of removing all the debris by hand. It was expected that the tunnel would be finished by the end of Nov., & that within a week of its completion trains would cross the International boundary line at the summit. Meanwhile work has been pushed ahead as rapidly as our force of men would admit on the Canadian side, and as fast as work is finished up on the U.S. side the men & camps are being moved to the Canadian side. A letter received to-day advises that about 1,000 men are now at work beyond the summit. Several miles of comparatively easy work are now ready for the track-layers on the Canadian side; but there is some heavy rock work just beyond the summit that must be done before any track can actually be laid. We hope to be able to push work all through the winter; but in any case there should be no difficulty in reaching Lake Bennett long before navigation opens in the spring, & meantime it will be easy to forward goods & passengers by sleigh downhill over the snow from rail head to Lake Bennett. The line we have built has nearly a uniform gradient of under 4 ft. in 100 ft., & has no curve exceeding 16 deg. These figures excite universal surprise & admiration amongst men familiar with American mountain railway work. I will give you only one more illustration of what I mean by saying that we have preferred economy & safety of operation to economy of construction. The line from Skagway to the summit is an uphill pull of 20 miles long, with only a single track. If a train that had started to climb from the bottom had to be allowed to reach the top before another train could start down, it is obvious that the capacity of the line would be much reduced. This could be obviated on a level line by sidings; but sidings on an incline are a source of great danger. By considerably increasing the cost of construction, we have succeeded in making several large level sidings, & thus have in effect cut our hill up into a number of smaller hills, separated by level places where trains can pass. These are only instances of what is apparent from the whole line, viz., that it was located & constructed to make a profit for the company operating the line, instead of for the contractors.

It is now certain that the capacity of the line will be taxed to the utmost in order to keep pace with the development of the Yukon country, & that the rates of freight will be so remunerative that the cheapest line in the long run is the best possible line that money can build. Our traffic manager (Mr. Gray) at Seattle, in his report, states that he has seen & had communication with some of the largest shipping agents on the Pacific Coast, &

that he has already arranged rates for a very large amount of freight. He estimates that for Jan., Feb., Mar. & April the railway will have to carry over 12,000 tons at such rates that the revenue to the summit only will amount to over \$736,000, & the revenue will be doubled as soon as the railway is open to the lakes. I want also to explain that the Klondike district is only a small corner in the Yukon country, & Dawson city is only the metropolis of the Klondike. Nor is it upon the Klondike alone that the future of our railway depends. Already gold discoveries have been made in other parts of the country that promise to eclipse the Klondike fields. This is notably the case with the Atlin goldfields, which already have been proved more extensive & much more uniformly rich, though no claims have yet been found so wonderfully rich as the richest in the Klondike. The Atlin goldfields are also more accessible, & the gold is much more cheaply & easily produced. There is no royalty payable on the Atlin gold, & it is already apparent that this field is destined to support a larger mining population than the Klondike. It is also a good grass country, & will support during the summer months a large number of cattle, & the summer, not the winter, is the busy season at Atlin. It is entirely dependent on our railway for everything. Other districts in the Yukon have been prospected and proved this season, involving areas of thousands of miles in extent, & mention should be made of the wonderful bench claims at Manook, where placer gold has been found at heights up to 800 ft. above the level of the river, thus proving that the Yukon gold was deposited at a period of the world's history when conditions were very different from those at present, & that the placer gold-bearing area is not confined to narrow creek & river bottoms, but extends throughout much greater areas. But it is a mistake to suppose that the future of the Yukon depends upon gold alone, however widely scattered. It is now known to be relatively as rich in copper as in gold, & coal has been discovered at several places, & good indications of oil. It has become evident that it is a country of extraordinary mineral richness extending throughout an area nearly as large as Europe. It has also been proved that the climate is healthy & pleasant during the summer, & that with ordinary food & clothing the winters are no more to be feared than in Manitoba. Neither is the country a barren desert; on the contrary, it is in many places most fertile, and produces enormous crops of grass, & has been proved well adapted for all crops that can be grown anywhere in northern latitudes, especially oats & potatoes. The White Pass & Yukon Ry. is the key that is about to unlock the door to this rich country, & the key is now upon the point of being turned in the lock. To-day we have the difficult part of our work done, our railway organized for business, & the Governments of Canada, B.C. & the U.S. all most friendly. Having the trunk line between salt water & the river, we shall put in branch lines as feeders as fast as they are warranted by the condition of particular districts. Meanwhile the wonderful network of rivers & lakes take the place of branch lines, & all act as our natural feeders.

Vancouver's Phenomenal Growth is forcibly illustrated by a handsome panoramic view of the city, recently issued by the Vancouver World, whose enterprising proprietor, J. C. McLagan, is always to the fore in keeping the actualities and possibilities of the city in the public eye. The view, some 40 by 30 ins., conveys a much better idea of the city than can be gathered from any map. The station, workshops, etc., of the C.P.R. are shown in very correct detail, as well as the various wharves & other harbor accommodations.