

unt for its
t to assume
chitect and
erb work of
w odds and
of assorted
some cata-
ortment of
d fragments



THE FIRST THROUGH PASSENGER TRAIN ON THE WHITE PASS & YUKON RAILROAD, AT LOG CABIN, ON THE CANADIAN SIDE OF THE PASS, JULY 6, 1899.

From a photograph by Hegg, Skagway.

ing in uniformity of direction or sequence as the billows of the sea. The climate, the topography, the soil—nature itself—seem “jangled and out of tune.” And yet it has a charm—the charm that Joaquin Miller has expressed so grandly:

The silence, the room!
The glory of God, the gloom!

Uninviting as is the first aspect of the Lynn Canal country, it is by far the best gateway to the gold region of the interior. Less than two years ago, the Canadian government had hopes of the Edmonton route, that overland way which has since proved a long trail of hardship and death. The Stikine River trail from Fort

ON RAILROAD,

every clime.
here because
here it would

Alaska, men-
of mountains
parallel to the
ange of moun-
towering peaks
and as far as
are as lack-



A ROUGH COUNTRY FOR RAILROAD BUILDING—TUNNEL AND VIADUCT ON THE WHITE PASS & YUKON RAILROAD.

From a photograph by Hegg, Skagway.