

Through Canada to the Yukon.

In discussing the Alaska boundary question in the House of Commons, July 22, Sir Chas. Tupper proposed that the Government should introduce a bill to provide for the construction of a railway from Kitimat Arm, to Dawson, Yukon, & that it should be passed by the unanimous vote of Parliament. He said:—Let that bill provide that it shall only be done on a proclamation by the Governor-in-Council. The moment our Government finds that this unreasonable determination on the part of our great neighbors is persisted in, I have no doubt such a measure would commend itself to the judgment of my hon. friend. It is known that the country from Kitimat Arm in B.C., running up to Telegraph Creek is a very good country. Two charters, I believe, have already been given by the Government of B.C. for building a railway, & I think a subsidy of some \$4,000 a mile has been granted by B.C. to construct a road from Kitimat Arm to Teslin Lake, provided it is found that there are no insuperable engineering difficulties. The very fact that there is water communication from Teslin Lake shows that there is a valley where it would be comparatively easy

he said:—There are only two means of access to the Yukon—one by the Lynn Canal, & the other by one of the lower ports which we have in our own territory. It we had the Lynn canal under our control we would have a shorter way of access to the Yukon, but, unfortunately, at the present time it is in the possession of our rivals in business & our opponents in this controversy; it is in the hands of the U.S. Of course, if we had the water stretch of the Lynn Canal we would have the best means of all to enter the Yukon; but we have not, & having it not, we thought the best thing we could do was to make use at once of the Stikine River, which is not ours, but which, under the terms of the treaty, we have a right of access to for commercial purposes. We thought to use that at first as a basis of operation, to put a railway into the Yukon country, & then afterwards extending it to this very Kitimat Harbor, which my hon. friend now proposes as the terminal. If we had been able last year to pass our bill, which provided for the immediate construction of a railway from the Stikine River to the waters of the Yukon, we would have constructed that line last year, & this year we would have been able to prolong it down to Kitimat Harbor.

Baldwin Locomotive for W. P. & Y. Ry.

The illustration on this page shows a compound consolidation locomotive recently built by Burnham, Williams & Co., Baldwin Locomotive Works, Philadelphia, for the White Pass & Yukon Ry. The general dimensions are as follows:—

GAUGE.....	3 ft.
CYLINDERS.—Diameter, (high pressure).....	11½ in.
" " (low pressure).....	19 in.
" Stroke.....	20 in.
" Valve.....	Piston Valve
BOILER.—Diameter.....	54 in.
" Thickness of sheets.....	9-16 in.
" Working pressure.....	200 lbs.
" Fuel.....	Coal.
FIREBOX.—Material.....	Steel.
" Length.....	50½ in.
" Width.....	45½ in.
" Depth, front.....	47½ in.
" " back.....	46½ in.
" Thickness of sheets, sides.....	¾ in.
" " back.....	¾ in.
" " crown.....	½ in.
" " tube.....	½ in.
TUBES.—Number.....	120
" Diameter.....	2½ in.
" Length.....	15 ft. 2½ in.
HEATING SURFACE.—Firebox.....	65 38 sq. ft.
" Tubes.....	1,069.81 sq. ft.
" Total.....	1,135.19 sq. ft.
" Grate area.....	15.70 sq. ft.
DRIVING WHEELS.—Diameter outside.....	38 in.



BALDWIN COMPOUND CONSOLIDATION LOCOMOTIVE FOR WHITE PASS AND YUKON RY.

to run a line of railway down to Dawson. It would only be a light railway that would be required to be constructed; any description of railway, however light, that would give us access from a Canadian port in B.C., about which there can be no question, to Dawson. I am quite certain that if the right hon. gentleman were to call, as he could tentatively, for tenders for the construction of such work with the present position existing, it would involve no very heavy cost. I would have the work constructed & owned by the parties who constructed it, & I would have the rates over the line controlled by the Governor-in-Council. I would put a clause in the bill providing that this act should only be brought into operation by proclamation of the Governor-in-Council. I am quite satisfied that the right hon. gentleman will find, as he will find an early day, if this proposed legislation does not effect a change of attitude, as I hope it may, that public opinion will thoroughly justify him in this course, in so far as it would give ingress and egress to & from the great Canadian gold country to all British subjects, & in fact, to every person who desires to use it. In replying, Sir Wilfred Laurier defended the Canadian Yukon Ry. bill of 1898 & denounced its rejection by the Senate. Continuing

By this time or, at all events, at the end of this season, we would have had a line of railway of our own, extending all the way from Kitimat Harbor to the water system of the Yukon. It would be a longer route, I admit, than a railway which would connect the Lynn Canal with the waters of the Yukon; but one thing is certain, & that is that the railway built last year from Skagway to the waters of the Yukon would not have been built if we had obtained the power to build our own railway. There are other reasons why we should have built a railway along that route, for there is every reason to expect that in that territory we would have found valuable deposits similar to those we have in the Yukon, & it is reasonable to suppose that at no distant date we would have a populous territory extending all the way from Kitimat Harbor to the Yukon. I will not say at present what we shall do with regard to this matter, but I may say at once that I shall take those propositions of the hon. gentleman into very serious consideration.

A combined postal & smoking car has been added to the P.E.I. Ry. equipment. A refrigerator car & two 1st class coaches are being built.

DRIVING WHEELS.—Diameter of centre.....	32 in.
" Journals.....	6½ x 7 in.
ENGINE TRUCK WHEELS.—Diameter.....	24 in.
" Journals.....	4½ x 8 in.
WHEEL BASE.—Driving.....	11 ft. 6 in.
" Total engine.....	18 ft. 6 in.
" Total engine & tender.....	43 ft. 8½ in.
WEIGHT.—On drivers.....	80,000 lbs.
" On truck.....	9,500 lbs.
" Total engine.....	89,500 lbs.
" Total engine & tender.....	150,000 lbs.
TENDER.—Diameter of wheels.....	26 in.
" Journals.....	3¾ x 7 in.
" Tank capacity.....	3,000 gals.
" Weight empty.....	26,000 lbs.
SERVICE.—Freight.	
Grade, 4%.	
Curves, 16°.	

The Joughins Car Truck.

On page 201 is an illustration of this truck, which was one of the first freight car trucks made up from structural shapes, & was designed with the idea of abandoning the use of the more expensive pressed steel shapes on that style of truck which has the springs placed on the top of the journal boxes. Each side frame is made up of an I beam, & the transom is formed by two I beams, which are connected to the side frames by vertical angle irons & horizontal gusset plates. A special feature of this truck is the open-ended pedes-