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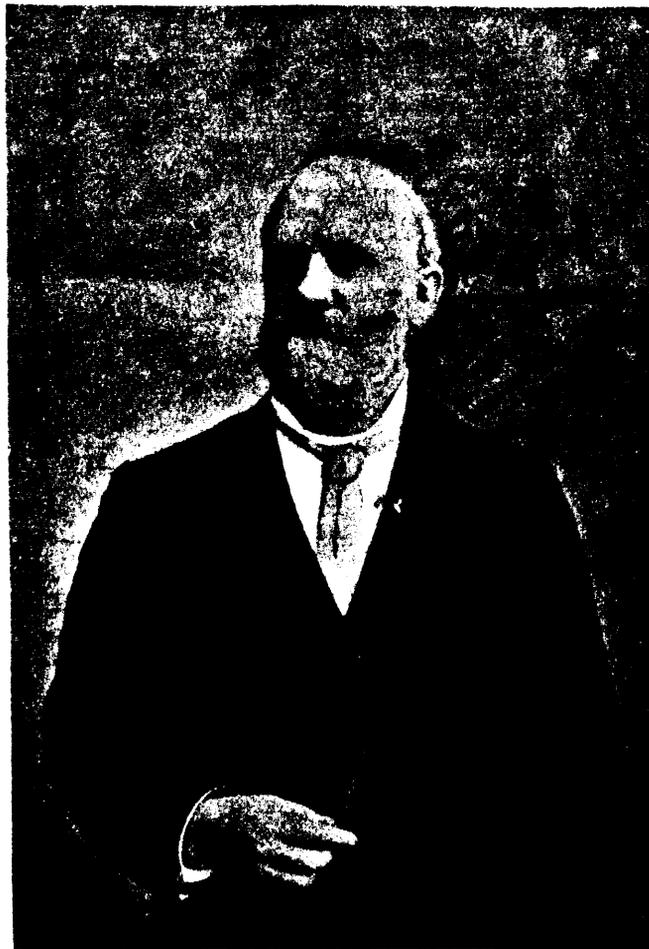
Report on the Stikine-Teslin Route.

By W. T. Jennings, M. Inst. C.E.

In August last the Minister of the Interior commissioned W. T. Jennings, M. Inst. C.E., of Toronto, to examine the country between Stikine River & Teslin Lake with a view to the construction of a railway line entirely within Canadian territory. Mr. Jennings proceeded to Vancouver, thence up the coast in the Government steamer *Quadra*, to Wrangel, Alaska, & from there by a small steamer via the Stikine River to Glenora, & on by canoe for 10 miles to Telegraph Creek, at the head of steam navigation, & distant from Wrangel 150 miles, & at an elevation of 540 ft. above sea level. On Sept. 25, Mr. Jennings left overland for Teslin Lake, returning to Telegraph Creek on Oct. 22, after a continuous journey of 350 miles. From Telegraph Creek he returned by canoe, reaching Wrangel Oct. 25. In presenting his report as under, it may be mentioned that this is the first time it has been printed in correct form. When brought down to Parliament as a blue book it was found that it had been hopelessly muddled in the printing, & an order has been given for its reprinting. We wish to acknowledge Mr. Jennings' courtesy in enabling us to give it correctly:

In reporting on the result of my observations for a railway route between Stikine River & Teslin Lake, I would first refer to the means of communication between the sea & a suggested point of debarkation on the river, by mentioning that the Stikine has been navigated by steamers to Glenora & Telegraph Creek, a distance of from 140 to 150 miles from the sea, since the early 70's when the Dease Lake & Cassiar mining excitement was at its height, but while so navigated during the open season, usually between May 1 & Oct. 20, the journey has almost invariably been considered slow, tedious & not without danger, partly owing to the inferior class of steamers used & partly to the fluctuating state of the water. At times the river is too low for speed with a reasonable cargo, or the stream may be very high & the riffles difficult to make headway against, with the additional danger of drift trees or snags getting foul of the steering gear or wheel. The latter danger is most to be feared where the channel is contracted, such as in Little & Klootchman's canyons, where, if any mishap occurred to the vessel's machinery, she would at once be carried against the rugged rock walls by the swift, swirling, disturbed waters, & sunk

by having her planking either torn out or stove in. The 96 miles between Wrangel & Little Canyon can be made by a powerful steamer in 1 day, whereas by reason of the swift & difficult water above it takes 2 days (morning of 2nd day, running in daylight only) more to reach Telegraph Creek, a further distance of only 54 miles, or 150 from the sea; therefore, with these facts before one, it seems reasonable that on a route where safe & speedy transit is contemplated it is advisable to commence the railway well down the valley



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at a point to be determined on below the Little Canyon & on the left bank of the river 96 miles from the sea.

The route from a point below the Little Canyon, where suitable dock & siding accommodation is to be had, on for 30 miles to a crossing of the river near Shakes Creek, has been laid down on the left side of the river as being the least subject to snow slides owing to the mountain slopes being more distant & less precipitous, & to enable the line to be carried through a depression between the

eastern termination of the granite spur through which the Little Canyon extends (in a straight cleft) & the mountain side, thence across the Ok-Sa-Ki-ee, a rather formidable mountain stream which will require a pile bridge of at least 100 ft. in length, also protection cribwork; from here to the Klootchman Canyon, some 10 miles from the Little Canyon, the course will be generally over flat lands, & occasional short jagged & sloping points of granite & changed rocks & avoiding as far as practicable by-channels or sloughs, some of which will require to be closed by the introduction of rough cribwork.

At the Klootchman Canyon it is advisable to carry the line at some what higher level than ordinary to ease the curvature & avoid filling in the water where short, sharp indentations in the short line exist.

From the latter point broken flats & occasional rocky points will have to be crossed to reach the left shore at the Grand Rapid (a particularly swift section of the river), where the foot slope of the last spur of the Coast Range proper comes in close proximity to the river. Here a short, strong shed will be required, as it is evident that snow slides annually; passing this spur, a gravel bench will have to be cut into, thence the line will continue over the Doch-da-on, a stream very similar to the one before referred to, & on over bottom lands and along the river's side of an almost isolated ridge of granitic or altered rock facing the clear-water valley, & thence continuing on gravel benches & short, irregular rocky projections & across several minor streams to a point where the river may be crossed by a bridge about 775 ft. in length, placed at such an elevation as will ensure its safety during high waters periods when the water level is fully 15 ft. above its lowest mark.

Should it be desirable at a later date to continue a railway to the vicinity of Dease Lake or to meet a line from the Skeena or Nasse Rivers the ground ahead is favorable for construction at moderate cost. Again, should a route, now being examined by one of my assistants (via the Clearwater) be found practicable, the Stikine would likely be more advantageously crossed lower down the river; however, of the Clearwater route I am unable at present to say more than that the valley of that river appears open & easy as viewed from the Stikine River.

From the crossing of the Stikine to the divide between the Tahltan & the Koketsi streams there is a choice of routes. The first by an immediate & steep ascent along the right slope of the Stikine valley, over rock & gravel formation & through an indentation in the range where Telegraph Creek has