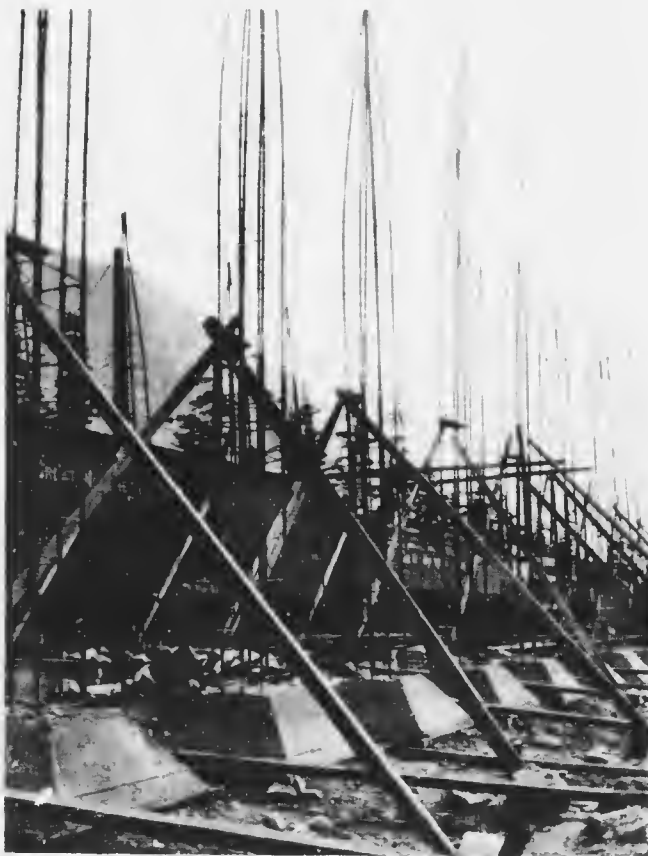


While huge tree trunks and jagged masses of rock, weighing ten tons or more, are able to knock any human handiwork to smithereens, the "cyclonic wind" which accompanies the avalanche is equally destructive. The snow-fighters call it the "flurry," but they fear it as much as the snow-slide itself. The faster the latter moves, the more terrifying the local hurricane set up. It not only follows immediately behind the moving mass, but extends to a distance of 100 feet or more on either side of the avalanche's path, and is a whirlwind of fine particles of snow and other material which it picks up in its mad career. Often the flurry rises to a height of 100 feet. If the avalanche should be pulled up by some natural obstacle, such as the toe of the opposing mountain wall, the flurry rushes on ahead, following the line the slide would have taken had its movement continued. It tears branches away, up-roots the smaller jack-pines, snaps off the tops of the bigger trees, and, bearing the wreckage onwards, finally flings it out on all sides. I have been told that on one occasion a luckless railwayman happened to be caught by the flurry, although he was some distance away from the actual avalanche itself. He was picked up, spun round like a top, at the same time being lifted into the air and carried forward. When the wind had completed its frolic it dropped him, an inert mass, to the ground. His colleagues rushed to pick him up. He was limp and dead, although no injuries

were apparent. Not a thread was torn out of his clothes; no sign of a scratch on his skin, nor even a bruise was distinguishable. Yet when he was examined by the doctors there was not a bone in his body which was not either broken or dislocated.

The Canadian Pacific, however, is but one of the many railways crossing the North American continent which suffers from the devastation wrought by the snow-slide. In the United States the Great Northern Railway experiences almost as anxious and harassing a time during the winter season, especially where it sails the western slopes of the Cascades by daring loops. The mountain side, scarred by the galleries required to carry the tracks, are



THE NEW CONCRETE SNOW-SHEDS, CASCADE SUMMIT.
The reinforcing steel for the posts on the lower side of the line.