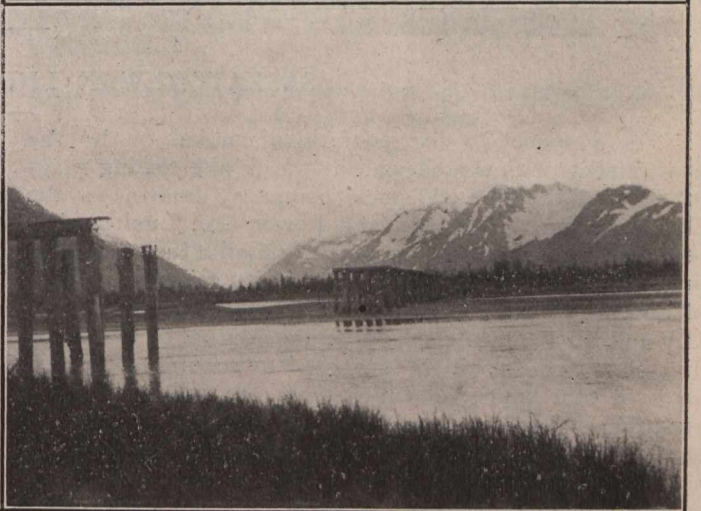
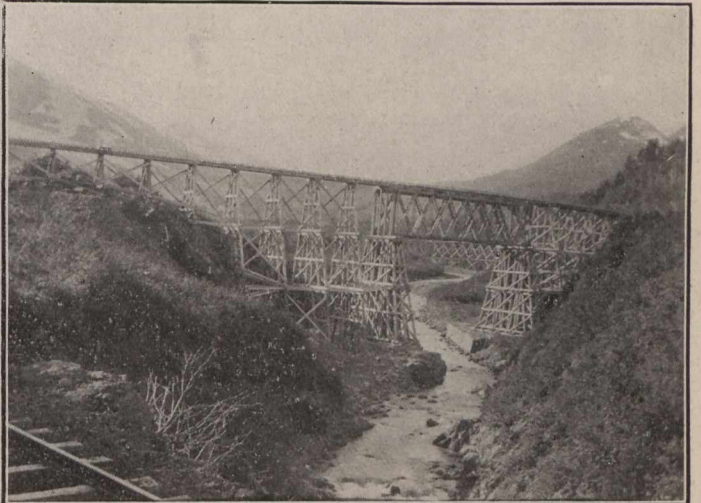
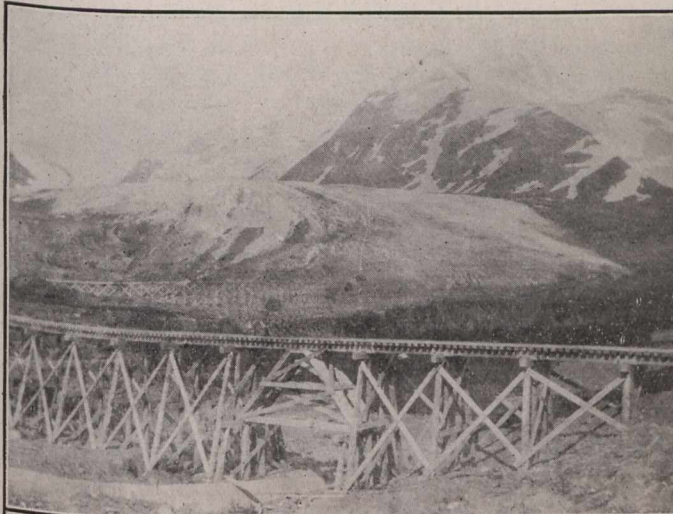


Our launch ran aground at midnight on Fire Island, but we floated off again at high tide, and the delay gave us the opportunity of a glorious view of the snow-clad peaks of Mount McKinley (20,300 ft.) and Mount Foraker (17,000 ft.) about 130 miles away to the north, glowing clear and sharp in the early morning sun, which had not reached us. As we approached Sunrise harbor the tide rips caught us and washed some deck packages overboard. It was too dangerous to put about to save them, so they were left to their fate. One, which contained our coal expert's only photographic films, was subsequently recovered from the shore, with the reels little the worse for their immersion.

the arm) left the rest of the party, and, reaching the north side of the arm by the launch, worked our way on foot by the unfinished and completed grade from mile 93 to mile 41, where a handcar from Seward met us with mail and food.

The glacial streams were both numerous, deep and swift; between mile 64 and 54 some 25 had to be crossed, but we had on waders and three pairs of Arctic socks each, and got through safely, though we found such foot-gear heavy for walking on dry land.

By 1908, 52 miles of steel had been laid, standard gauge. It has since been laid to 72 miles and temporarily opened for traffic. This meant that the track work



Bartlett Glacier, Mile 49½.

Wreck of 90-foot Truss by Snowslide, Mile 52.

Trestle Over Placer River, Mile 50.

Twenty Mile River Crossing, Mile 54.

From Turnagain Arm to Chickaloon the railway construction is of a fairly simple character. The grading on the north side of the arm is chiefly rock work, and will be heavy, but on the east side of Knik Arm the rock disappears and the earthwork is light. At the Knik and Matanuska Rivers pile bridges are proposed, 900 and 1,700 feet in length respectively.

The Matanuska Junction is at 146 miles. The heaviest work on the Matanuska branch will be at the Canyon (mile 162) some three miles in length, and 300 to 600 feet in width, where the river sweeps the cliff, as the foot of which the track is located.

At Sunrise three of us with another pilot (the first pilot having shirked the responsibility of again crossing

through the Coast Range was completed. Two summits were necessary, one at mile 12 of 703 feet elevation, and the other at mile 45 of 1,063 feet elevation. The heaviest work occurs between mile 47 and mile 54, in which 7 miles the maximum grade of 2.2 compensated had to be employed, as well as the maximum curvature of 14°. A tight loop and a spiral were adopted and 7 tunnels with a total length of 3,441 feet. The trestle bridges built on this 7 miles required 2,650,000 ft. B.M. of timber. At one place the track lay within 400 feet of the huge Bartlett glacier, which is said to be dying.

We found that great damage had been done by snow-slides to the works, since the proposed snow-sheds had not been erected before the works were stopped.