

The Skeena.

For many years the Skeena was thought to be too rapid to navigate, except by canoes, at certain periods of the year. The Hudson Bay Co., who have ports at the head of navigation and in the Omeneca country due east, (a country, by the way, that is likely to prove a second Cassiar for its mineral wealth) a year or two ago put a steamer called the Caledonia on, which has proved to be able to accomplish the difficult task.

Hazelton to the Stickeen River.

From Hazelton to the Stickeen River very few have travelled, and the last time the trail was used for regular traffic was during the end of the Cassiar excitement, when cattle and sheep were driven over to feed the miners of that rich district. The distance, which is about 170 miles, is through a rolling country, presenting no engineering difficulties, and with feed enough to supply the passing wants of the drovers that went in. The country is well watered, and there is not a creek that does not yield gold in some quantity, but the inaccessibility and the fact that there are other places more got-at-able have prevented many prospectors from troubling it. The head waters of the Nass, Stickeen, Iskut and the first South Fork of the Stickeen are all within a mile of one another, and the choice may be made of any route to descend, but from actual knowledge we should advise the South Fork as the best. By keeping well up on the east side no difficulties are encountered and no grade that can not be got over with a little going around. At the Stickeen River, which is navigable from its source to about two miles above the point at which the road would reach it, a bridge would have to be built about 80 feet above the bed of the river.

The Stickeen River.

Since 1873, when the placer mines of Cassiar were first developed, the navigation by steamer of the Stickeen has never been