

28 miles. Miners bound for the Klondyke built boats on Lake Linderman and Lake Bennett, though timber is difficult to get, \$60 being asked for 100 feet, or \$600 per thousand feet. Pitch is \$2 per pound, and oakum not to be had. The boat needed is of dory built skiff form, made to carry from 1,500 pounds to 4 tons. The river route has dangers from sudden gales, which are liable to swamp boats. The river at Miles Canyon narrows from 200 feet to 75 feet, and rushes through a passage of half a mile with great force, the sides of the stream being basaltic rock. The danger of this part of the route has been overdrawn, though it needs a cool head and some skill to avoid trouble and wreck. White Horse rapids are 3 miles below Miles Canyon. They arise from a reef across the river which creates what mariners term a "three bore wave," which will swamp a too heavily laden boat. After this point is passed the passage becomes simple and easy, though attention must be kept up for the rest of the trip of 430 miles to Dawson City. The quickest passage ever made from Lake Bennett was by Jim Mackay, who ran it in 11 days, the average time being from 16 to 20 days. The White Pass was tried by numbers last year, but a few got through. Another route is from salt water at Skaguay to Lake Bennett, which is through a swampy and difficult country; this route cannot be recommended. The Edmonton Route passes through several difficult passes to head of Telly river, thence by boat to the diggings. The distance is so great over which the pilgrim would be compelled to pack his supplies, and the road so rugged and barren, that no experienced person, free from local prejudices, ever gives this route a second thought. A railway via Edmonton would be very costly and would never pay expenses. The Teslin Lake, or Stickeen river route, goes up to Telegraph Creek, thence pack horses are used to Lake Teslin (140 miles). This is less rugged and more open than other routes; it is said to be feasible for a railway, but contractors would meet with these difficulties: (1) Supplies are very hard to procure; (2) The navvies employed will go off to the gold fields after being brought out to work; (3) Railway building is an experiment in this region.

#### THE MOST FEASIBLE ROUTE

is the one selected by the Government. Small steamers could be placed on the Hootalinqua river by which Miles Canyon and White Horse rapids would be avoided, which are serious obstacles on the Yukon. The situation calls for immediate action, as if an effort is not made to bring large supplies of food into the gold fields district there will be very great suffering, and probably loss of life, as large numbers are flocking in, who, heedless of warnings, have gone forward without any means, or supplies of food.

#### A RAILWAY SUGGESTION.

It is much to be regretted that the officials of the United States and of Canada, are not working in

harmony. Both countries are deeply interested in the development of Alaska. Were they to act in concert a railway could be built at a comparatively small expense, and operated to the mutual benefit of both countries.

#### WHO ARE THE MINERS?

The men who have settled in the gold fields are almost wholly of the class who are cosmopolitans, such as are to be found on any frontier, and who are ready to engage in the search for gold, wherever it is to be found. They are hardy, rough in speech, utterly regardless of social conventionalities, but otherwise are not lawless, but only anxious to be let alone to live their life in peace as miners, and are without any disposition to disturb others. Many have poured in who are in every respect unfit for the climate, and for the hard work of mining, or for the hard life of a mining camp, with its isolation and discouragements. Men of good physique, capable of roughing it, of a cheerful spirit, able to bear up under privations and disappointments, with a \$1,000 in cash, may feel assured of success being highly probable to reward perseverance and hard work. On the other hand, the ne'er-do-well who cannot keep plodding at hard physical labor, whose constitution is not thoroughly sound, is certain to suffer severely.

#### DAWSON CITY AND DISTRICT.

Dawson City is at the mouth of the Klondyke. It is a rude town of log cabins inhabited by 4,000 people. There are two large stores and warehouses owned by trading companies; a Catholic Church, two Protestant churches, and a hospital. The quarters occupied by the Mounted Police are neat and tidy. Of the 100 to 150 women residents, 30 are married. There are saloons, each with a gambling room; dance halls, etc. The mining camp is the most orderly ever known. The Mounted Police patrol night and day, and they are most effective in preserving law and order, and respect for the British flag. The situation of the town is not sanitary; there is no drainage; summer is unhealthy; but as there were only 28 graves in October last it is evident that the mortality is low. Across the river is Louise town, where there are 1,000 settlers, with the usual outfit of a mining camp. The river is a mile wide, and is crossed by a terry. Bonanza Creek is 2 1-2 miles up the Klondyke. Fifteen miles up this stream is where Siwash George McCormick first discovered gold in August, 1896. His claim is styled "Discovery Claim," and from its location all other claims are numbered. Little credence was given for some time to this discovery, but a few adventurers went up to spy out the land, and soon after every claim was located on the Eldorado Creek and other streams flowing into the Bonanza. Gold was shortly afterwards found on Hunker Creek, a tributary of the Klondyke. This section has been worked ever since with fabulous results. All the claims on these streams are not equally rich. On