

road, for which the surveys are already made. This will almost certainly be operated by the Canadian Pacific Railway Company. On Teslin Lake the Yukon traveller will embark with his freight, aboard another steamer, which will convey him and his outfit and supplies to the Hootalinqua River, 80 miles distant, and thence via that river, the Lewis and the Yukon rivers—all really one great waterway—to his destination at Dawson City, distant only 135 miles further. There should accordingly be no difficulty next Spring in conveying passengers comfortably between Vancouver and Klondike during seven months, in the Spring, Summer and Autumn of each year, whereas at present (December, 1897), only the most robust and hardy can be deemed aught but ill-advised in the extreme, if they even attempt to make for the Yukon by any of the routes, which that by the Stickine River will next year largely supersede.

The all-Canadian route by the Stickine River has moreover yet another advantage worth noticing, that will probably commend itself to many northern gold-seekers. These will, on arriving at Glenora or Telegraph Creek, where the intermediate road or railroad journey of about 130 miles commences, find themselves in Cassiar, a region, itself possessed of gold deposits, of which in all probability the rude placer mining of the past has, in so vast a country, merely disclosed a small portion. Beyond Cassiar again is the gold-bearing district of Omineca, from which last region Chinese miners have recently brought many thousand dollars worth of gold dust. British and Canadian companies are already working the gold gravels and other auriferous deposits of Omineca, and similarly extensive operations will probably commence in Cassiar next year, simultaneously with the construction of the proposed railroad of the Cassiar Central Company. Hence Northern prospectors, taking the Vancouver-Stickine route will be able to find alternative opportunities for remunerative labor nearer home and in more genial regions, all situated within British Columbia itself. It should also be noted that Vancouver will, as a result of its favorable geographical position, be the last port of call for all Canadian and most American ocean steamships, conveying passengers and freight to the Yukon country.