

could not handle the freight offered, & there were long delays, charges of favoritism, & enough freight was secured at the Skagway rates of 8c. & up to keep the trams busy, so no reduction was made. It was, nevertheless, this Dyea competition which forced a reduction of tolls on the Brackett road from Skagway, the rate being lowered to 1c. a pound from Skagway to Summit, & $\frac{3}{4}$ c. a pound to those who made their way up the river bed. Some packers also threatened to build a new trail of their own, & one energetic man with over 100 tons of freight to carry, was bribed from so doing by a free pass for his stuff.

All these transportation, financial & competitive struggles were around & about the passes, the stretch from salt water to lakes. From the head of Lake Bennett down to Dawson, "over the ice" as it is called, the travel in winter is only by dog team, although this year one mule & one horse made the trip out. The Yukon sleds are 16 ins. wide, 6 ft. long, 8 ins. high, & strongly braced. Some are made with a gee pole on the right side, & the driver straddles the rope or chain by which the dogs pull. The preferred sled this year is the basket pattern with plow handles behind to which the driver clings. Four to eight dogs make a team. On a good smooth trail the native dogs, "insiders," as they are called, one-quarter, half, or even three-quarters wolf, will drag 100 lbs. to the dog. These animals are thickly furred, & seem to enjoy extreme cold. They are fed on boiled rice, corn-meal & bacon, & will not eat dog-biscuit. Outside dogs cannot stand the extreme cold, are not as a rule as good pullers, & are miserably unhappy. At Skagway good insiders are worth from \$50 to \$100; outside dogs can be bought for \$10 to \$20. Up the White Pass & through fresh snow dogs cannot pull 15 lbs. The extreme difficulties of the White Pass make a dog team trip from

Dawson to Skagway much easier than from Skagway to Dawson, as the dogs are not worn out before they are fairly started.

The rapidity of travel with a good dog team is remarkable. T. Crahan left Dawson Jan. 28, 1899, at 9.45, & reached Skagway Feb. 12, at 4.45 p.m. He had 2 in his party, & a 4 dog team to haul the equipments. While on the trail he fed his dogs once in the 24 hours, at night, each dog receiving $2\frac{1}{2}$ lbs. of food, which consisted of $1\frac{1}{2}$ lbs. of thoroughly boiled bacon, $\frac{3}{4}$ lb. of well-cooked rice, & $\frac{1}{4}$ lb. of cooked corn-meal. The distance is full 600 miles, but although the dogs averaged more than 40 miles a day they were in good condition. On Jan. 29 I turned over to M. A. Mahoney at Tagish 2,000 lbs. of U.S. & Canadian mails. He had 4 sleds with 5 fine dogs to each sled, & on each sled he loaded 500 lbs. of mail or 100 lbs. to each dog. He reached Dawson on Feb. 26. Returning he left Dawson Mar. 21 at 9 a.m. with one passenger, the contract being to land him in Skagway in 14 days for \$700, or to forfeit \$100 for every day over that time. He pulled into Skagway on the afternoon of Mar. 31 at 5 o'clock, having made the trip in 10 days & 8 hours, or at the rate of 55 miles a day. The team consisted of 6 huskies (Arctic dogs), & he carried no supplies with him, buying everything for himself & dogs at the bunk houses along the river. If a dog team has to carry its own food & that of the driver, & 30 to 40 lbs. of blankets, robes & other equipments, its radius of travel is very limited. Mahoney's teams could barely have reached Dawson carrying their own supplies & no extra freight whatever. It is because there is no food for horses along the trail that these animals or mules are not used. A good horse can drag about 2,000 lbs. over a fair trail on a food allowance of 40 lbs. a day. He can travel through fresh snow that would stall any

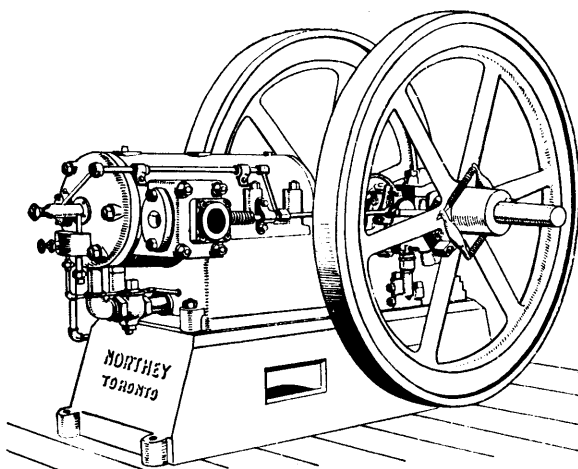
dog team, but the latter can travel over crusty snow that would break under horses. Wherever the food supply permits, freighting is done with horses & mule teams, as between Skagway & Tagish 100 miles towards Dawson, but for light & rapid running from place to place dogs are preferred. Each dog is as much trouble to care for, & more trouble to feed than a horse.

During the summer of 1898 pack trains were in full action over the White Pass, & the trams over the Chilkoot, & the healthy rivalry between them prevented too great extortion. About this stage of development civilized modes of transportation may be said to have overtaken in convenience & cheapness the primitive savage methods. It was just about as cheap to send goods over in July, 1898, as in July, 1897, before the rush had begun, but a new competitor now appeared in the field that was for all time to settle the supremacy of Skagway. This new comer was an international railroad, whose survey ran 20 miles through U.S. territory from tide water at Skagway to the summit of the pass & the international boundary, & thence 325 miles to Fort Selkirk, on the Yukon River, below White Horse Rapids & other dangers, & but 174 miles above Dawson. This railroad is now in operation to the summit of White Pass, & much of the grading is done for 20 miles more to Lake Bennett. If it should stop here the aerial tram could still prove a dangerous rival, because the capital charges are so much less, operating expenses less, & its capacity could be easily increased to 100 tons a day. The difficulty has been, not in transporting, but in handling the freight at the two termini, where accumulations caused almost inextricable confusion & long delays.

Freight rates from Dyea to Bennett by way of the tram are, in Mar., 1899, $3\frac{1}{2}$ c. a pound, & the same by the railway. From the summit

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