

TO THE YUKON VIA EDMONTON

A Reuter telegram, dated Liverpool, (Eng.), October 28th, indicates that, despite the grave difficulties and dangers of the route, a party of Englishmen means at this late period of the year to make for the Yukon, via Edmonton, although the route thence has been by many declared practically impassable in its present state. It is, however, possible, as the telegram quoted below indicates, that one of the leaders of the party may know some special detour which may facilitate their travel. The despatch runs as follows:

Among the passengers on board the Dominion Line steamer, Labrador, which sailed from Liverpool to-day for Montreal, were Messrs. Clatworthy and Moloney, the advance members of a party of 12 Englishmen who are bound for the Yukon gold fields by an overland trail, which they claim to be far easier than the route via the Alaskan coast, and which is known only to old Hudson Bay traders and Canadian Government surveyors. Mr. Clatworthy, who is the leader of the party, has known the Northwest since 1850, at which time he was a civil engineer on the Canadian Pacific Railway. He has also been on surveying expeditions as far north as the Great Bear Lake, on that occasion traversing part of the route which is now to be followed. In 1882 he was with an expedition of 176 men and 230 horses through a portion of this region, in mid-Winter.

Mr. Albert Moloney is a brother of Dr. J. Moloney, the well-known African explorer, who died somewhat suddenly some months ago, on his return from an expedition in Central Africa. The cook of the Arctic yacht, Windward, goes in the same capacity with this expedition. The party hope to reach the Yukon district early in February, the idea being to be on the ground before the expected rush next Spring.

After purchasing provisions in Montreal, Messrs. Clatworthy and Moloney will be joined by the remainder of the expedition, in charge of Mr. F. Bennett, who will arrive in Canada a week later, travelling by the State of California, due at Montreal on November 18th.

The whole party will then proceed to Edmonton, in Alberta, N. W. T., the most northerly station on the Canadian Pacific, and four days distant from Montreal. At Edmonton, 50 ponies and 24 sledges will be purchased, and about 10 days will be spent in making the final preparations. The expedition is to be well equipped in the matters of food, clothing and general stores. Provisions, mostly in a highly concentrated form, sufficient to

Last the party for 12 months, will be taken. All the men will have Winchester rifles and revolvers, with 7,000 rounds of ammunition, and in addition to an outfit of scientific instruments of the latest type, and complete sets of mining and boring tools, doors and windows for the huts to be erected on the Yukon, will be included in the equipment. For clothing, suits of leather and corduroy, with Persian lamb-caps and furs, will be worn. Two bell tents and a cooking tent will also form part of the equipment. From Edmonton, the distance to the Stewart River is 1,081 miles, and this it is proposed to cover by daily marches of 15 to 20 miles. Keeping to the east side of the Rocky Mountains, the country is described as being, for the most part, rolling prairie, there being no mountains or passes along the entire route. Several rivers will have to be crossed. The Athabasca, about 250 feet wide, will be crossed at Fort Assiniboine in sledges, and the Peace River at the Smoky River, crossing where there is an old Hudson Bay post. This river, which in Summer is very rapid and difficult, and in consequence does not afford good ice crossing when frozen, will be crossed by means of life lines, men, horses and sledges all being carried over in slings. With the exception of the Liard River, which will be crossed at Toad River post, and the Pelly River, there will be no other streams of importance to be crossed until the expedition reaches the Yukon.

During the first part of the journey from Edmonton, there are at intervals Indian settlers and traders, and also seven log house posts of the Hudson Bay Company. Some of the latter are, however, deserted during the Winter. The chief difficulties are to be expected during the latter part of the journey, where there are no posts along the route. It is claimed by the members of the expedition that all will be fairly plain sailing as compared with the difficult passes which have to be negotiated by the various coast routes. It is not thought that the temperature will fall lower than 45 degrees below zero. Mr. Clatworthy says that he has been along portions of the route in mid-Winter, when there has been practically no snow. On the other hand, even if the Winter be exceptionally severe, the party can only be hemmed in by the snow at certain stages. It is hoped to make Stewart River by February.

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	Arrives at Trail	3.50 p.m.
No. 4 passenger (daily)	Leaves Rossland	11.00 a.m.
	Arrives at Trail	12.00 a.m.
No. 6 passenger (daily except Sunday)	Leaves Rossland	7.00 a.m.
	Arrives at Trail	7.50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	Leaves Trail	5.15 a.m.
	Arrives in Rossland	9.30 a.m.
No. 1 passenger (daily)	Leaves Trail	12.30 p.m.
	Arrives in Rossland	1.30 p.m.
No. 5 passenger (daily except Sunday)	Leaves Trail	5.45 p.m.
	Arrives in Rossland	7.00 p.m.

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