

For six miles from Dyea the route lies up a river valley, the stream being navigable for canoes in the summer. The canon is then reached, and here begins a sharp ascent to Sheep Camp. From Sheep Camp the trail extends for eight miles up the rugged sides of the mountain, and is impassable for horses. From the Summit to Lake Linderman, nine miles, there is an easy descent, that is easily traversed when the snow is on the ground, but is very rough in the summer season. The total distance from Dyea to Lake Linderman is twenty-seven miles. The lake is five miles wide, and at its foot a short portage is necessary. Lake Bennet is reached at about a mile and is twenty-four miles long. From this point the route is by water down the Lewis River, being the same as that at present taken from Tagish Lake by the British Yukon Company's route.

THE STICKEEN ROUTE.

The Stickeen route, when opened, will have the advantage of being wholly in British territory, for although the mouth of the river is in United States territory, British subjects have the same right to navigate it as American citizens. Goods and passengers intended for this route would have to be transhipped from ocean going steamers to river steamers at Fort Wrangel or some other point near the mouth of the Stickeen. Of the river itself Dr. Dawson says: "It is navigable for stern-wheel steamers of light draft and good power to Glenora, 126 miles from Rothsay Point at its mouth, and under favorable circumstances to Telegraph Creek, twelve miles further. The current is swift, but there are no rapids properly so-called. Stern-wheel steamers for the navigation of the Stickeen should have good engine power, and should not draw more than four feet of water when loaded. The river usually opens for navigation between April 20th and May 1st. The river generally freezes over before the end of November, although ice runs somewhat earlier. On the low lands there is good grazing for horses and cattle from April 20th to about December 1st."

The distance from the Stickeen at Telegraph Creek to Teslin Lake the source of the Hootalinqua River is about one hundred and fifty miles. The trail now in use is considerably longer than this, but exploratory surveys are in progress, and it is confidently believed that a nearly direct route will be found, over comparatively level country. A company has been incorporated to build a railway over this portion of the route. Traffic going by way of Teslin Lake would reach the main Yukon by way of Hootalinqua River, above referred to.

OTHER ROUTES.

The Taku route has not been opened, or even surveyed. A company has been incorporated to build a railway by it to Teslin Lake. Taku Inlet is an extensive harbor, somewhat open to south-west winds, but would serve very well for the terminus of a route into the interior.

Other overland routes by which the Yukon can be reached are the Chilcat Pass, the trail to which leaves tide water near the beginning of the Chilcoot and White Pass routes. It is a difficult route and is not used; the Dalton trail, which starts from the same point and passes overland, a distance approximately four hundred