

## THE ROUTES TO THE YUKON.

The following are the routes by which the Klondike and adjacent country can be reached. The reader will remember that the distances are given as accurately as possible, but owing to the fact that a large portion of the country has never been surveyed, they must in some cases be necessarily approximate only.

## NORTON INLET ROUTE.

This is the longest route. The traveler proceeds by steamer from Victoria or Vancouver, B. C., up the Alaska Coast to St. Michael's on Norton Inlet in Behring Sea. From there a river steamer runs up the Yukon river to Fort Yukon, Circle City and Forty Mile Creek. This route is only open for a short time during the year, as the Behring Sea is only free from ice in the months of June, July and August.

## DISTANCE.

Victoria to St. Michael's...2,750 miles  
St. Michael's to goldfields...1,700 "

Total.....4,450

## BY DYEA AND CHILCOOT PASS.

Steamer is taken from Vancouver, B. C. to Juneau, Alaska.

From Juneau a small steamer runs to Dyea, which, though only 100 miles occupies 36 hours. At Dyea the miner must walk and hire Indians to pack his stuff over the summit of the Chilcoot Pass to Lake Linderman.

The lake gives you a ride of five or six miles, and then follows another journey overland to the head waters of Lake Bennett, which is 28 miles long. On foot you go again for several miles, and then the Cariboo Crossing of the river furnishes transportation for four miles to Tagish Lake, where another twenty-one mile boat ride may be had. For the lake trip it is necessary for you to build your own boat.

This is followed by a stretch of mountainous country, and then Marsh or Mud Lake is reached. You get another boat ride of twenty-four miles, and then go down the creek for twenty-seven miles to Miles Canyon and to White Horse Rapids.

Passing White Horse Rapids the journey is down the river for thirty miles to Lake Labarge, where thirty-one miles of navigable water is found. Another short portage and Lewes River is reached, where you have a 200 mile journey, which brings you to Fort Selkirk. At this point Pelly and Lewes rivers come together, forming the Yukon, from that point it is practically smooth sailing down to Dawson City, Cudahy, Fort, Mile and Circle City.

The route over the mountains from Dyea through the Chilcoot Pass is hazardous, equally so is the White Pass, which is 10 miles west of the Chilcoot, and forms an alternative route. The White Pass is 2,600 feet

above the sea-level, is below the timber limit, and the B. C. Development Company have cut a pack trail over the summit. The Chilcoot Pass is 3,600 feet above sea-level, and the descent is very steep. Indian packers charge 20 cents a pound for packing goods over, and the nature of the weather, owing to the exposed position of the pass, is always bad, rendering it impossible for any but experienced mountaineers to carry supplies over. In order to render this route at all feasible for commercial purposes, it would be necessary to construct a railway from Dyea to the Lewes River, a distance of 150 miles through a district where the grades are tremendous, and the snow fall is great.

## DISTANCE.

Vancouver to Dyea.....	1,000 miles
Dyea to the Summit.....	15 "
Summit to Lake Linderman..	9 "
Linderman to foot of lake....	12 "
Foot of lake to 1 Mile River	1 "
1 Mile River to foot of Bennett .....	25 "
Foot of Bennett to 3 Mile River .....	3 "
3 Mile River to Tagish Lake	20 "
Tagish Lake to 4 Mile River	4 "
Canyon Head to Head of Rapids .....	2 "
Head of Rapids to Takhena River .....	10 "
Takhena Lake to Lake Labarge .....	15 "
4 Mile River to foot of Lake Marsh .....	19 "
Foot of Marsh Lake to Canyon Head .....	26 "
Lake Labarge to foot of lake	44 "
Foot of Lake Labarge to Hootalinqua River .....	32 "
Hootalinqua River to the Big Salmon .....	33 "
Big Salmon to Little Salmon	36 "
Little Salmon to Five Fingers .....	69 "
Five Fingers to Rush Rapids	6 "
Rush Rapids to Pelly River	53 "
Pelly River to White River	96 "
White River to Stewart River .....	10 "
Stewart River to 60 Mile Post	20 "
60 Mile Post to Indian Creek	18 "
Indian Creek to Klondike..	43 "
Klondike to Fort Reliance..	6 "
Fort Reliance to 40 Mile Post	35 "
40 Mile Post to Circle City..	150 "
Total .....	1,931

Vancouver to the Klondike, 1,731 miles.

It must be remembered in connection with this route, that the first 15 miles from Dyea to the summit of the Chilcoot Pass are in United States territory, and, further that the Klondike is in British territory. These facts are important, because a prospector bound for the Klondike who purchases his outfit in the States, will have to pay duty on entering Canadian territory. It is then advisable to purchase all

supplies in Canada.

## BY THE STICKINE RIVER.

The Yukon country can be reached by means of the Stickine River, some distance south of Juneau. The route is from Vancouver, B. C. by steamer to the mouth of the Stickine, up the river some 200 miles, and by a long portage the head of Teslin Lake is reached. From there to the Lewes River and Fort Selkirk it is comparatively easy.

## THE MACKENZIE ROUTE.

This route is almost entirely by water, and offers great advantages over other roads. Men by their own labor can land a large stock of provisions at cost as near the diggings as the salt water end of the Chilcoot Pass. That part of the journey which is taken by land is not difficult, and the water way along the Mackenzie River is down stream all the way and easy.

From Edmonton there is a good wagon road to Athabasca Landing, where the Athabasca River is reached. Here boats must be built. The route from the Landing is down the Athabasca to Grand Rapids. From there to Fort McMurray, a distance of 87 miles, the river is not navigable for steamers, but freight is run down in barges and rowboats. From Fort McMurray via Fort Chippewyan to Smith Landing, there is good steamboat navigation. At Smith Landing a 16 mile portage has to be taken to Fort Smith, as there are some very bad rapids. From Fort Smith the navigation is good for 1,200 miles past Fort Resolution, through Great Slave Lake, then down the Mackenzie River, passing Forts Providence, Simpson, Wrigley, Norman and Good Hope, to the confluence of the Peel and Mackenzie rivers. Fort Macpherson is situated 18 miles up the Peel River. From here there is a portage 60 miles long over the divide to the head waters of the Porcupine River. The Hudson's Bay Co. transport their goods for the Yukon Trade across this portage on men's backs in Summer and by dog train in Winter. There is another route, however, by which row boats may be taken clear through, with only a portage of three-quarters of a mile. By this route there is not more than 35 miles between steamboat navigation on the waters of the Mackenzie and Porcupine rivers. Once on the Porcupine there is good navigation to any part of the Yukon. Unfortunately the Porcupine joins the Yukon about 300 miles below the Klondike gold fields. This distance would be up stream. All the rest of the journey would be down stream. The Peel River portage can be made in Winter over to the Klondike diggings, by taking a route followed by Surveyor Ogilvie some Winters ago.