

gentle slope to the east. In the twenty miles between the Summit and Windy Arm on Tagish Lake, the total descent is only 340 feet. From the summit valleys also extend to Lindeman Lake and Taku Arm on Tagish Lake.

As this date, July 20th, the trail has been cut through to the Summit and work is steadily in progress eastward. A trail has been blazed through to Taku Arm on Tagish Lake and can be used for pack animals now. In fact several trains are preparing to start over the trail, and a large consignment of horses has been sent up to be put on the regular transportation business over this route, which is now open for business.

The final location of the trail from the Summit to the Lake has not been decided upon, as the Company making it are seeking for the easiest route, but the country being open and comparatively level, after the Summit has been passed, the lack of a graded trail will not be a serious impediment. A liberal allowance of time would be two days for a pack train from Skagway Bay to Tagish Lake, of which not more than six or eight hours would be needed to reach the Summit from salt water.

This trail has been made by the British Yukon Company, the head office of which is in London, and of which E. E. Billingham, Board of Trade Building, Victoria, B. C., is the agent in British Columbia. The Company has an excellent wharf at Skagway, a hotel in course of construction, a saw mill and store.

The plans of the Company are to act as a general transportation company from Skagway Bay to all points in the British Yukon, and for that purpose to provide pack horses on the trail, and later to construct a railway, a survey for which is in progress, and to put steamers on the Yukon and its tributaries. The route from the Tagish Lake north has not been finally determined upon. For the present boats will go through Tagish Lake and down the Lewis River; but it is possible that the trail and afterwards the railway, will be continued to the Hotanqua River, which is believed to afford the best and safest navigation of any of the branches of the Yukon.

Skagway Bay and the trail as far as the Summit are in territory over which the United States Government now exercises jurisdiction, but the final ownership of which will depend upon the delimitation of the boundary. Beyond the Summit the trail is all in Canadian territory.

For winter travel the trail is the most available. The average snowfall on the Summit is not more than four feet, and the company expect to be able to keep the route open to the Lake all winter and maintain a freight train of sleighs on the river, so that at any season of the year they can carry goods and passengers from Skagway Bay as far north as Dawson City, at the mouth of the Klondyke.

#### THE CHILCOOT ROUTE.

The Chilcoot route starts from Dyea or Ty-a, at the extreme northern end of Chilcoot branch of Lynn Canal. There is a trading post here. Dyea is accessible to large ocean going steamers. Like Skagway Bay it is in territory over which the United States at present exercises jurisdiction.