

fish sailor and miner, named Helgh, who holds some very decided opinions on how to go to Dawson and what to take there—there is very little difference of opinion as to what one is expected to bring back. Regarding the route chosen Mr. Helgh said in an interview: "We intend to go by the C.P.R. to Regina, from there we will go to Prince Albert, instead of the usual Edmonton route. I venture to say that we will be the pioneers of this route, for as far as I know just now we will be the first to attempt to make the journey to the gold fields by this way. Traveling in out-of-the-way places has been my hobby for years, and I have made several long voyages in northern seas, both of Europe and America. For many reasons we decided upon this route some months ago, and since then have been trying to obtain information about it. Just at present it does not seem to be in much favor. One of the reasons, in my opinion, that the Prince Albert route has not been advocated by the transportation companies is that from here it is only about two-thirds of the total journey to the coast. It is in the interests of the companies to carry you as far as possible. Many will think with me when I say that this route offers advantages over the overland route by way of Edmonton. In the first place you have no hills to pack all your goods over, as those between Edmonton and Fort McMurray. We need to do but little carrying, as our goods will be taken on sledges, and by following the trend of the lakes and rivers we will get a comparatively level road. Besides my own researches, I have lately received a letter from an old friend of mine in the Northwest. He has been in the services of the Hudson Bay company for years, but is now too old for hard work. He recommends this route to me, and gives it from personal experience to be the safest and best all round way known.

"I will give you the route as he advises it. He says: 'I am not only of the opinion that this is the best route, but my opinion is backed up by many others who have spent long service in the country and have personal knowledge of the route. It is nearly an all-water route, and almost direct. After reaching Prince Albert you travel by way of Green Lake and Isle le Crosse to Fort McMurray, and thence down the Athabasca river to Great Slave lake and the Mackenzie river to Fort Simpson. From there you proceed up the Laird river to the Pelly. This is an all-Canadian route, and I believe in time will be the favorite one both going and coming.'

"When we reach Prince Albert we will complete our outfit, and there hire packers and guides. Indian packers can, I am told, be had here at reasonable prices and of a much better class than those at the coast. We are not going to take any animals with us, but are taking boats in sections to be put together there and placed on runners. We intend to travel up the ice of the lakes and rivers until it begins to break up when our help will return and we will take to our boats. If lucky I think we can reach Fort Simpson before this occurs but even should we be caught, can make the journey about two weeks quicker than the coast parties, for we will get soft weather much sooner in the river basins than they will on the mountain passes. This way appears to me from a study of the

map to be nearly four hundred miles shorter than any other route, and we have besides upwards of half a dozen Hudson Bay trading posts along the way.

"Now that food is so scarce in the Yukon district, it seems to me that were the company to rush supplies up to the last post—Fort Simpson—they could very easily drive from the field of competition the American and other companies who are attempting to land food supplies at Dawson. City by means of the trails over the mountains. They have the posts there and men already trained. All they would need to do would be to purchase supplies, increase the messengers and forward the goods. As you can see by the map, Fort Simpson is within touching distance of the one navigable river of the Yukon district."

Mr. Helgh also explained the essential differences in his outfit as compared to other parties: "We will take about the usual amount—between one and one and a half tons. We have but it pretty fine, and I think that should a housewife look in upon our culinary arrangements she would feel quite envious of our cooking devices. My experience as a steward with some of that knack of 'stowing away' which is attributed to a sailor has made me pretty handy in the provision line, and I think I have just about a perfect list. I have calculated that the year's provisions for one man would be as follows: Provisions—Flour, 500 lbs.; peas, 75 lbs.; beans, 75 lbs.; rolled oats, 50 lbs.; tapioca, 10; lintels, 15; evaporated potatoes, 25; evaporated apples, 25; evaporated peaches, 25; evaporated apricots, 25; sugar, 60; maple sugar, 40; butter, in tins, 25; coffee, 10; cocoa, 5; tea, 10; milk, condensed, two dozen; pepper, 1 lb.; salt, 15; beef extract, 6; baking powder, 10; soap, 25; candles, 25; evap. vinegar, 1 qt.; prunes, 25; raisins, 5; ginger, 1; mustard, 2; bacon, 150; tobacco, 15; lime juice, 6 quarts; ship cabin biscuits, 50.

"In this list there are many things that some people would think superfluous, but it has been added to give us a change of diet, and no one can appreciate what this means more than a sailor. Of course every one has his own ideas about what he needs, but in the line of what I consider something new I have taken a small hand force-pump with a length of hose attached. The pump weighs only eight pounds. You can see what good use can be made of it in case the rain or the waves get into the boat amongst our provisions. It will be useful for raising water or foul air from the pit and for washing the dirt. We have laid in a splendid supply of clothing, boots and other ware, besides tools and ammunition, not forgetting a pack of cards."

PRINCE ALBERT.

BUSINESS, INDUSTRIAL AND AGRICULTURAL DEVELOPMENT

The town of Prince Albert, like many another in the great Northwest, owed its origin to the fur trade, the primary industrial factor of the country. In the days of the French occupation of Canada before the memorable night of the 12th of September, 1759, when Wolfe climbed the heights to the plains of Abraham, that venturesome old

French explorer La Verandrye had been up the valley of the great Saskatchewan, and as early as 1748 he had established a trading post where Prince Albert now stands. After the British occupation of Canada and in consequence of it, numerous British trading companies, among them the Northwest Fur Co., competed for the ascendancy in these regions and in 1774 the Hudson's Bay Co. first put in an appearance on the great Saskatchewan of the North, and until the field was finally left to them there was many an exciting incident in the keen competition for the valuable fur traffic, not seldom attended with violence.

In course of time the supremacy of the H. B. Co. was asserted, and the numerous traders and adventurers disappeared. Then ensued for a long period an unbroken solitude but for the exception of the presence of the company's agents. The year 1866 marks an era in the history of the North Saskatchewan, for then a missionary from the colony at Kildonan on the Red River, Mr. Nesbitt, came to work among the Indians and half-breeds settled about the post on the banks of the Saskatchewan. With him, or afterwards, attracted initially by family ties, came a number of sturdy Kildonan settlers, who were also attracted by the fertility of the soil in the valley of the great river. These formed the nucleus of the extensive and successful agricultural settlement surrounding the town today. The pioneer missionary, Nesbitt, gave the name Prince Albert to the settlement, and it gradually came to be adopted by all until it was soon the accepted and only name.

The next era in the history of development worthy of special mention was the years 1878-9 when railway development was attracting attention to the great fields of the Canadian Northwest. Then the projected line of the great transcontinental railway was designed to follow the fertile Saskatchewan valley, and continue west to the mountains at Yellowhead Pass. Prince Albert was a prominent objective point in all railway propositions, and therefore became a centre of attraction for further settlement. Naturally the keen eye of clever business men caught the situation first, and a large number located here. Later on, after the new community had borne the disappointment of the location of the C. P. R. elsewhere, there was an immediate prospect that the M. & N. W. Ry., which then had a charter, would be extended to Prince Albert at once. This had the effect of stimulating further business development and settlement here, and all along the projected line of railway. Once again were the hopes of a railway disappointed, and it was not until October, 1890, that the two toots of the locomotive was heard for the first time on the banks of the great Saskatchewan of the north, on the completion of the present branch from Regina. This had a further stimulating effect on the already thriving town, and progress has been steady and sure ever since.

From whatever cause, or whether by merest chance, Prince Albert has had the good fortune to have, as a general rule, the best class of business men locate here. With one or two ex-