

Location and Area

The more southerly of the districts surveyed, that of the Brachburn-Kynocks Coal Area, is slightly to the west of due north of Whitehorse, and 45 or 50 miles distant in a direct line. It includes the northern end of Lake Laberge, on the east, and extends about 25 miles in a westerly direction, crossing the East and Middle branches of the Norder-skjöld river, known as Khusha creek, along which runs the Whitehorse-Dawson road, and Schwanen river. The map has an average width of 13 miles.

The more northerly map, that of the Tantalus Coal area, extends from north of the Five Fingers mine (which is 7 or 8 miles almost due north of Tantalus), about 43 miles in a south-westerly direction, with a width of 10 to 12 miles. To the south of Tantalus, this map includes the first range of hills along the west side of the Norder-skjöld river and extends to the east far enough to include the coal formations. Tantalus is 131 miles from Whitehorse, measured along the wagon road, and 105 miles in a direct line—in a direction a few degrees west of north. Between the areas included in the Tantalus and Brachburn-Kynocks maps, is an unmapped portion of country 14 or 15 miles wide.

Means of Communication.

Whitehorse is easily accessible. Steamers ply regularly between Skagway and both Vancouver and Seattle, which are 1,000 and 807 miles distant, respectively. From Skagway, Whitehorse, which is 111 miles distant—is reached by the White Pass and Yukon railway, which runs in a northerly direction, crossing the summit of the White pass, on the Alaska-British Columbia boundary, 2,044 miles distant, and the 69th parallel on the British Columbia and Yukon boundary 514 miles distant from Skagway.

During the summer months, steamers run Whitehorse for Dawson—a distance of 400 miles by river—several times a week. In the winter months, stages are driven regularly over the Whitehorse-Dawson road. So that points along navigable waterways Whitehorse may also be considered quite accessible, but to reach places inland from these waterways, at present, both difficult and expensive.