

THE COLUMBIAN TRADING CO., LTD. VICTORIA, B. C.

of May. Here Mr. McConnell stayed behind, for the purpose of getting Indians and canoes to enable him to make a micrometer survey of the Stickine from the end of the line measured by Mr. J. Hunter in 1877, to Telegraph Creek, while I proceeded up the river by the first steamer of the season to Telegraph Creek, the head of navigation. From this place goods are carried by pack animals to Dease Lake, the centre of the Cassiar Mining District, and here again a delay of several days occurred, as the animals had not been brought in from their range or shod for the season's work at the date of our arrival. Finally on June 5th, we reached the head of Dease Lake, and found the greater part of the lake still covered with ice. It was not till the 9th that we were able to reach the point on the shore near Laketon, at which two men, previously sent on in advance with an Indian packer, were sawing lumber for boats. Seven days were here busily employed in this work and in constructing three boats for the purposes of the expedition. On the evening of the 16th, a strong wind having broken up the remaining barrier of ice, we reached Laketon with our boats. Mr. McConnell, with a crew of five Coast Indians intended for my work on the Upper Laird, having meanwhile joined us. On the 18th, having completed our supplies and outfit at Laketon, we left that place, and on the 23rd reached the "Lower Post," at the confluence of the Dease and Laird Rivers. Here Mr. McConnell, with one boat and two men, separated from us for the purpose of surveying and geologically examining the Lower

On leaving the confluence of the Dease and Laird, my own party included, besides myself, Mr. McEvoy, Messrs. L. Lewis and D. Johnson, engaged at Victoria, two Tshimsian and three Stikine (Thlinkit) Indians, all good boatmen. Two local Indians hired as guides, and to help in portaging, deserted a day or two after engaging, and from the "Lower Post" to near the confluence of the Pelly and Lewes, for an interval of more than six weeks, we met neither whites nor Indians.

The ascent of the Liard and Frances Rivers to Frances Lake proved unexpectedly difficult and tedious, the river being swift and turbulent and the

bad canyons having to be passed through. Frances Lake was reached on the 8th of July, and after spending a few days in examining and mapping the lake, making the observations necessary to fix its position, and in the endeavour to find some Indian trail by which we might travel across to the Pelly, we began the work of portaging on the 17th.

As we had been unable to discover any route now in use by the Indians, and no trace whatever remained of the trail employed by the Hudson's Bay Company, in former years; and, further, as no local Indians could be found to act as guides or to assist in carrying our stuff, it was evident that the crossing of this portage (which had been estimated by Mr. Campbell at about 70 miles in length) would be a difficult matter, and that we might indeed find it impossible to carry over a sufficient supply of provisions for work on the Pelly. We therefore constructed a strong log cache on the shore of Frances Lake, and left there, to be taken to Dease Lake by the Indians when they returned, everything we could possibly dispense with. Had we been unable to effect the portage, there was in our cache a sufficient supply of provisions to enable the whole party to return to the "Lower Post." After a very toilsome journey we were, however, so fortunate as to reach the bank of the Upper Pelly on the 29th of July, with still nearly a month's provisions for four persons, our instruments and a small camping outfit, a canvas cover from which a canoe might be constructed, and the tools and nails for building a wooden boat, should that prove to be necessary. Our Indians, who had for a long time been very uneasy because of their distance from the coast and the unknown character of the country into which they had been taken, were here paid off, and to their great delight allowed to turn back.

The main geographical results of the Yukon expedition, in so far as those are covered by the present report, are best shown by the accompanying maps, which may be compared with previous maps of the same region. Mr. Ogilvie's instrumentally measured line from the head of Lynn Canal to the intersection of the Yukon or Pelly by the 121st meridian, forms a sufficiently accurate

Carria

ria
and

Baggage to Any Part of the
Their Waggon and Carriages
All Boats and Trains . . .