

from people on whom one should rely as to the other routes. However, aside from all this the question of climate fixes the question of date when you can get into the country, and the question of date fixes the value of the first year's results.

#### THE OVERLAND TRAIL TO LAKE TESLIN.

What is known as the Teslin route via Wrangell and the Stickeen River to Telegraph Creek, thence by overland trail 154 miles to Lake Teslin, also has its advocates. They point to the fact that after getting to Lake Teslin all the rest of the trip is down stream, avoiding dangerous rapids and troublesome portages. This is undoubtedly true; but what of that 154 miles of land? It would be nothing to balk an earnest man if he was going to trudge it with his lunch-basket and a good stout staff; but where is the year's supply of outfit—the thousand pounds? How long will it take him to lug that over on his back, making at the most ten miles a day for each hundred pounds? Or, if he has money to buy two horses and feed and shoe them, and each carries 250 pounds and makes 20 miles a day, what will it cost?

Suppose there is money to buy and ship these horses to Telegraph Creek and to buy their feed: allowing a reasonable time for accidents and for moving the feed for the horses, it is plain that it will take at least a month for this land trip, and the cost will be double that of the White, Chilkoot, or St. Michael trips. However, if cost or hardship cuts no figure and the traveler starts early over the frozen snow so as to be at Lake Teslin by the latter part of May, he will be in an excellent position to reach the gold district early in the prospecting season.

#### THE DALTON ROUTE.

The Dalton trail, from near the mouth of the Chilkat River overland to Fort Selkirk, 260 miles, is purely a cattle trail. It is good for pack animals and particularly suited to them in the "open season," because along its way are meadows to feed them; but it is only profitable to pack over this route where the animals are to be sold down below, and it will not be used much by the pros-

pectors until a surface railroad is built over it—an improvement likely to come within the next few years.

The Canadian routes are out of the question for present needs, on account of the distance of overland journeys.

The Taku route, leading out from Juneau, is quite similar to the Teslin route from Wrangell, only not so good for pedestrians, but better for railroad-building.

#### THE MOST FEASIBLE ROUTE VIA CHILKOOT PASS.

This narrows down the route question to the Chilkoot and White passes. Going by the White there is forty-five miles of land from ship navigation to canoe navigation. The Chilkoot trail is one-half this distance. The gradients on the White are less as an average profile, the summit of the White being 2,500 feet above sea-level and the Chilkoot 3,600 feet; but there are more ups and downs and more bogs on the White, and altogether, mile for mile, the Chilkoot is very much the easier proposition.

It starts out from the town of Dyea, up a sandy and boulder-strewn valley for eight miles to the mouth of the canyon—a point where the valley narrows in an easterly deflection—and from here it is four miles of very hard travel to Sheep Camp. It leads out up the mountain side and is ever up and down, over the spurs and across the bogs and streams; one minute you are exerting yourself to the utmost to pull your boot out

of the mucky black stuff, and the next are pulling yourself up a rise by holding to the roots of a tree; then comes a slide down a grimy stone, and if you light squarely must balance yourself well over the log across the stream; and again up and down, until you wonder if the



HOW STREAMS ARE CROSSED—THE AUTHOR WADING TAIYA RIVER.

pack on your back is petrified into a lead-bearing stone. From Sheep Camp the ascent becomes greater as you go up the canyon, and two hours will put you in sight of the famous pass, that forbidding door to Eldorado. From this point it does not look far to the sheer granite wall with



AN INDIAN PACKER IN HIS PICTURE-ESQUE GARB AT CRATER LAKE.