

pounds. Grouse and pheasants are sometimes got, but the great game bird is the ptarmigan, of which countless thousands may be shot. The climate is not bad, and Mr. King knows families of white people who have lived in this route for 30 years and reared children. He says: "The man who goes to the Klondike by this route is exposed to few more hardships than in any new country. He can go nearly every foot of the way on train, steamer, horse and small boat. Once at the head of navigation, the man with an outfit can employ Indians to do the drudgery of camp life and will be sure of safe pilots. The Indians, Taltons and Stickeens get \$2 a day and board. They do the cooking, set up the camp and perform all other duties." It may be added that this route, as far as Telegraph Creek, has been used more or less ever since the days of the Cassiar alluvial mining days of 1870, and has been traversed by thousands of miners. Reports by the Government geologists show that all the regions bordering on this route are highly mineralized, and generally speaking have been scarcely touched on by the prospector. The Canadian Pacific are now building a telegraph over this route. The line starts from Quesnelle, on the main line, and runs north-westerly to Fort Frances, thence to Hazelton, then to Telegraph Creek, then to Lake Atlin (from which a branch will run down to Dyea), and from there to Fort Selkirk and Dawson City.

It is safe to say that the world will know more about the great North-West of Canada in the next six months than it has known in the past sixty years. By each steamer newspaper correspondents are going north from Victoria, and from San Francisco, and Seattle, representing not only the leading Canadian papers, but American and European publications, including such papers as *Harpers'*, of New York.

A man named Johnson has come down to Vancouver with his partner, bringing \$18,000 as the result of a strike this season on the Peace River, where they had been for three months working with pans and 12 foot sluices. Other miners were remaining there all winter, depending for their supplies on the H. B. Co.'s boats, and were taking out large quantities of gold with the crudest appliances. Owing to these finds it is proposed to organize a company, which will put new steamers on the Athabaska and Peace Rivers. The question of the route to the Yukon by these rivers and the Mackenzie is well treated in Edmonton *Bulletin* of Aug. 12th, in which two routes are considered cheap and practical, one being by way of the Pelly and the other by the Porcupine branches of the Liard River, starting from Athabaska Landing. These routes have already been taken by a number of people from the North-West Territories. The distance from Edmonton to the Klondike is 1,400 miles as against 1,600 by the Chilkoot Pass and 4,400 by Behring Sea. A surveyor who has been over the route says one difficulty is the time lost in ascending the Yukon to the Klondike after going down the Porcupine, but such points will soon be determined; but meanwhile it may be said in favor of these routes that the discoveries of gold and other minerals this side of the Yukon—such as noted above—will render them attractive to the prospector. There may be more than one Klondike in the vast area of utterly unexplored country accessible from these routes. We can quite agree with the *Bulletin* that an all Canadian, all-land route, affording access to the north at all seasons, is the most pressing necessity if the wealth of this region is to benefit the trade of Canada.

W. T. Jennings, the well known civil engineer of Toronto, is at the head of an exploring party whose mission is to determine the best route for a railway to the Klondike. Mr. Jennings is now reported on his way to the Stickeen. Meantime, an American party under W. A. Pratt, of Wilmington, Del., is projecting a railway for an American company.

The Alaska *Mining Record* has compiled a list of the amounts brought down by the miners during the present year, the total, including miscellaneous small finds, making over \$6,000,000. The steamer "Portland," on her latest trip down to Seattle, brought gold-laden miners whose "piles" amount to a total at first estimated at \$3,500,000, but which afterwards proved to be \$575,000. Some of these returning miners declare that the half has not yet been told of the riches of the Yukon district. A party has returned to British Columbia, reporting strikes on and around a creek near Klondike amounting to \$160,000, but the finders are not disposed to give particulars. The most important information to hand since last issue is that brought down by Mr. Ogilvie, the Government surveyor, now on his way to Ottawa. He is reported to have made the calculation that 180 claims now worked on the Eldorado, Bonanza and Hunter's Creeks will, in three years, at their present rate of production, yield \$70,000,000.

The London *Times*, in an article on the Klondike, says it is not easy to overrate the importance of the gold discoveries, which will prove a great incentive to the colonization of the Canadian North-West, because of the supplies of foodstuffs, etc., demanded by mining operations, and the fact that thousands who go out to mine will remain

to settle on the lands. It was so in California, in Australia, and in South Africa, and will be so in Canada.

The Victoria *Colonist* mentions the following facts: In 1880 John McKenzie, a Canadian, with a party of Canadians, went down the Lewis River to Lake Lebarge. He was the first white man to run the White Horse rapids. He may be said to have discovered the route into the Yukon valley. The first discoverer of gold and mineral on Stewart River was a man named Fraser, from Nova Scotia. Franklin Gulch and Forty Mile Creek diggings were discovered by three Canadians named McCue, Stewart and Franklin. Davis Creek was discovered by a party consisting of one Canadian and four Americans. Miller and Glacier Creeks were discovered by a party consisting of Canadians and Americans. Birch Creek was discovered by a party consisting of three Canadians and two Americans. Klondike was discovered by a Canadian named Henderson.

#### CANADIAN ASSOCIATION OF STATIONARY ENGINEERS.

The eighth annual convention of the Canadian Association of Stationary Engineers was held on the 19th and 20th August in the City Hall, Brockville, Ont. The first morning (Thursday) rain damped the hearty spirits of the delegates and put Brockville, as the entertaining city, at a great disadvantage. As a result the day's session was more fruitful in hard work than any other day in the history of the Association.

The delegates met about nine o'clock, and although seriously intent on work, about half an hour was spent in amusing reminders of the last convention. One incident was the presentation of an axe to President Devlin by Ald. McCrady. This had, no doubt, some timely significance, and though not on the programme, it evidently could not be described in the ordinary platitude as "a surprise to all concerned." The members were called to order at 9.30, and Ald. McCrady introduced Mayor Downey, of Brockville, who said he was pleased to have the privilege, as Mayor, of welcoming the engineers to Brockville, because he found that the objects of the association were praiseworthy. He continued: "If we look at any of our great factories, with hundreds of skilled operatives, guiding and directing machinery of many different kinds, which is driven by power derived from one central source, or at the waterworks or electric light system of a great city, we shall find the steam engine the source of all the power, controlled and regulated by a faithful and energetic man, on whose skill and integrity the successful operation of the whole elaborate system depends. How important then that the engineer should be a competent and trustworthy man, thoroughly skilled in all his duties, and I congratulate you and the public that your association devotes its energies towards securing the attainment of this most desirable end."

Then calling attention to the advantages of the town he said: "We have extensive manufacturing and other business establishments amongst us and also those various municipal improvements which mark a progressive nineteenth century town. Besides having an excellent system of water works and sewerage, our town is lit by gas and electric lights. We have commenced putting down granolithic sidewalks, and are looking forward to an electric street railway in the near future," and concluded: "Gentlemen, once more I welcome you to our town and invite you to feel at home in our midst, and I do most sincerely trust that your stay amongst us will be both pleasant and profitable, and will mark a step forward in the history of your association."

President Devlin thanked the Mayor on behalf of the delegates, said they would be pleased to welcome the Mayor and aldermen to any of the sessions, and invited the Mayor and Council to join the water party in the afternoon. Brief addresses then followed from the aldermen present.

After a few words from President Devlin, the Mayor and Council retired and W. F. Chapman read his address of welcome on behalf of Brockville, No. 15.

#### ASSOCIATION'S WELCOME.

Mr. President and Brethren:

On behalf of Brockville Subordinate Association, No. 15, C.A.S.E., it affords me a great deal of pleasure to extend to the Executive Council and delegates of the Canadian Association of Stationary Engineers, at this their eighth annual convention, a hearty welcome to our town. This is the first time that Brockville has been honored with a visit from the representatives of the large army of stationary engineers in the Dominion, and I trust that your brief sojourn with us may be both profitable and enjoyable, and that when you return to