

of the whip saw pattern and is operated by two men, one standing above on the log, the other underneath. To the uninitiated this is the hardest kind of work and to make an ordinary double ended bateau such as is generally used requires from five to ten days, according to one's endurance and ability to handle tools quickly. There is now in operation a small saw mill on the right hand bank of Lake Bennett, immediately across the portage from Lake Linderman. The owners of the mill make a specialty of building Yukon boats and have but limited facility for constructing crafts. By purchasing a boat of them much hard work is saved as well as the time spent in constructing one. In every party of prospectors there should be a rifle and a shot gun as there are plenty of opportunities to replenish one's larder with wild game, which will be found a welcome change from a diet of salt pork.

Another very laborious feature in going to the Yukon is in getting one's provisions from Dyea or Skagway to the lakes, a distance of twenty-six miles. Indian packers may be hired to carry your outfit, their charge being twenty-five cents per pound. Those who prefer to do their own packing on the Chilcoot pass sled their goods up the trail as far as Sheep camp, which point is made a general rendezvous by everyone, it being the last place where fuel for camp stoves can be procured. From here to the foot of the summit the outfits are taken in 100-pound loads, the cache being marked by sticking a long pole in the snow in the event of a heavy storm which would cover everything up and de-

stroy all vestiges of the camp. After the entire outfit has reached the foot of the summit a favorable day is waited for upon which to make the crossing. On the mountain storms and blizzards are of frequent occurrence and are often of such severity that no human being could live through them. Once across the summit the hardest part of the journey is at an end.

WHEN TO START

Persons who contemplate doing their own packing across the summit should leave Seattle between the first and middle of March. At that time the water courses are still frozen solidly and there is abundance of well packed snow for sledging purposes. As the season advances traveling becomes much more difficult and expensive. The snow melts and becomes so rotten it will scarcely bear up one's weight and the mountain streams are swollen to small sized rivers. Many persons choose the month of July in which to cross the summit. The trip at that season of the year possesses less hardships than at any other time, and if one's finances will permit of his having all his labor performed by others the journey will be found to be one of much pleasure and interest. As a rule it is only those who already have claims located or are in business who make the trip in the summer. In the spring when the great influx regularly occurs the trail soon becomes packed as hard as adamant and once beyond the summit prodigious loads can be hauled on a sled drawn by but one man. As the ice in the river breaks up several