

visiting the different camps and latest strikes and prospecting for a claim. If a promising claim is found the first year the second is fully occupied in opening it up, either by burning the moss off and stripping to the pay streak, or draining and bringing in a ditch with sufficient fall to run your sluices. The end of the second year should see the claim ready to begin producing the following season; one might be able to take out some dust that same fall. In cases where the pay gravel lies eight and ten feet beneath the surface work may be carried on during the winter by drifting. The surface soil is not removed in such cases, being frozen into a solid compact mass. A shaft is sunk to the pay dirt, then a tunnel is run lengthwise of the same, the gravel being thawed out by log fires and afterward hoisted to the surface, where it lies until water for washing purposes may be obtained the following summer. Those who go to the Yukon in the spring and come out the same fall rarely make their expenses. Don't go unless you are prepared to stay three years, or two at least.

### THE JOURNEY

With your outfit, sled, etc., aboard the steamer at Seattle, bound for Dyce or Skagway, the run to these points is 884 miles and is made in four days. From Dyce you tramp across the summit to Lake Linderman. Then a start down the chain of lakes is made. Lake Linderman is eight miles long, between which and the head of Lake Bennett is a small stream connecting the two bodies of water, almost a mile in length. In the summer time a portage is necessary here as the channel is filled with boulders to such an extent as to make navigation unsafe. At Lake Bennett a boat should either be built or purchased of the establishment located there. Mount your boat on two sleds, one forward and one aft, and pack your entire outfit inside. Lash the sleds firmly in place and you are ready to travel. Lake Bennett is twenty-six miles long, with an average breadth of two miles. The waters connecting Lake Bennett with Tagish lake constitute what is known as Caribou crossing. The current is rather sluggish and the channel is crooked and shallow. Passing through Lakes Tagish and Marsh, the latter twenty miles long, one soon arrives at the head of Grand canyon. The canyon is about three-quarters of a mile in length and has long been considered a dangerous piece of water. It has recently been successfully run by many boats, and much of the danger heretofore associated with it is conceded to have been imagined. A staunch boat, a level head and some knowledge of navigating rapid water are the principal requisites of a safe passage. The same may be said of White Horse rapids, two miles below the canyon. Before reaching the rapids a sign will be observed on the left bank. At this point, if desired, a landing can be made and the contents of the boats portaged over,