

ing to the north shore of the lake there the very mountain seemed to be moving. It was a snowslide, a mile, I should think, in width, and it was terrific in motion, force, and noise, pushing itself nearly a mile from shore upon the lake. The first day we made seven miles, but the sledding was soft, the sun hot, and hauling 450 pounds took the heart out of one. We camped, started at 3 o'clock next morning, made the foot of Lake Bennett, where we found the river open and the shore snow gone, descended it until we struck the ice and snow, then on we went, making twenty-two miles that day and hauling 450 pounds.

Next day we passed Caribou Crossing, struck out on Tagish Lake, passing the boisterous Windy Arm, into which the winter trail from Skaguay, called the "Tuh-Shei," enters. This trail makes a saving of twenty miles, but is only passable while the ice and snow last. We made the foot of Tagish Lake, twenty-six miles, that day. Here Five Mile River was open and we had to go into camp and build our boat. I picked out the trees, cut them down, topped them myself, marked them out, rolled them from the woods and out upon a saw-pit, which we had prepared. So here we worked that whip-saw which miners declare is an invention of Satan, until lumber was sawed to build our boat. We spent two weeks at this work. Then we loaded in our outfit and pulled down Five Mile River to the Police Post, which nestled amid a grove of spruce trees, a veritable picnic ground, the tents and quaint log cabins making a picturesque scene. Here every boat is examined and numbered and names are registered.

Police stations are to be seen at different places all the way to Forty Mile from the summit of Chilkoot Pass. In this latter place they act as customs officers. These officials are courteous and kind. But this arrangement of taxing men going into that country is, I suppose, a necessary evil. However, it is a hardship to impose this obstruction and expense on men going in to open up this country, teeming with difficulties enough of a natural sort, and it

ought to be removed. But our own officials began this sort of thing and the Canadians retaliated, with the result that thousands of men are made the innocent sufferers.

We found Marsh Lake blocked with ice and were compelled to camp at the foot of Five Mile River for a week. There is a large section of country here which may some time be utilized in the production of garden stuff. Potatoes, etc., could be raised. The soil and conditions are excellent. If this becomes, as I believe it will, the great thoroughfare into the Yukon country, then we may expect to see a settlement here. I held services here, and campers came to them from their tents for miles around. We spent our nights in spearing fish with home-made spears. Trout—white fish, as they were called, but unlike our Lake Superior fish—were found abundantly. At the end of a week we pushed on, breaking our way through the ice, no easy task but amusing sometimes when somebody—not yourself—fell into that cold, cold water. After hauling my boat over six miles on the ice, I was the first to reach open water and then sailed down Fifty Mile River. Next day we reached Miles Canyon and White Horse Rapids, and though the stage of water made them very bad, yet we ran them in safety. However, upwards of forty-five wrecks had already occurred, with loss of outfits and some loss of life. It is a very dangerous place and needs some experience to navigate safely.

We entered Lake Labarge, where we had some more ice punching to do. Finally we crossed it and entered the swift and dangerous Thirty Mile River. Miners have, in no account of the trip into the Yukon, been warned as to the dangerous navigation of this river. And yet it is the most disastrous portion of the trip. At least 150 boats were wrecked here this year and the loss of life has been very great. The river is narrow, crooked, with very short turns, and the current is a rapid all the way for nearly thirty miles, and great boulders rise to the surface everywhere with too little water running over them for your boat, and they are hard to avoid.