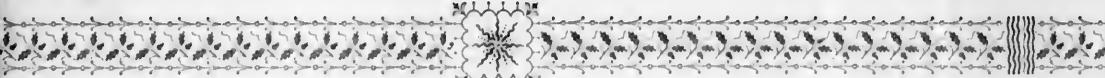


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## INTRODUCTORY

TO the immediate neighborhood of Kamloops, or even to British Columbia in general, there is no need to point out the necessity of building, via the North Thompson, a railway to the Yukon. The information, therefore, in this pamphlet is directed rather to those interests, up to the present time, have been outside the Province and who now, seeing their way to profitable investment, are looking for the right channel into which to direct their energies. Some years ago, before the C. P. R. was built, the engineers and others who were sent out to locate that road, fixed upon the North Thompson River and Yellow Head Pass, as an alternative and cheap route through the Rockies. These plans demonstrated the feasibility of ascending the North Thompson, and from the point where a line would leave the valley of that river and north to Barkerville a proper survey has also been made, demonstrating the feasibility, and, one might also say, the desirability of the proposed route.

The country, however, is well known, and the information respecting it we have gathered from reliable persons and now publish. With regard to the more northerly part, that is, from the Stickeen River and on, the writer will give the result of his personal inspection, having spent eighteen months in the district with his family. The C. P. R., which is always ready to build into any country where there is traffic to be got, have begun their survey of a line north of the Stickeen River and connecting that river with Teslin Lake. Recent reports show that all existing routes are not able to bring supplies into the Yukon fast enough, and when such a usually well informed paper as the London *Spectator* compares the Yukon District with the Polar regions, it is surely time for some one who is able to speak with authority to set the public right, and with this intention we beg to offer the map and information to the public.

