

to the Yukon lay almost ready mapped with Edmonton as the starting point. Energetic citizens, roused by the arrival of the advance guard of travellers, soon took the matter up and old-time traders and trappers, hardy sons of the north, familiar with every inch of the way, many of whom had spent years in the very heart of the Yukon country, furnished data from which it was soon demonstrated that here was the "Open Sesame," here the means to make the gold fields easily accessible to the poor man as well as the rich.

The past two months have fully demonstrated the advantages afforded the prospector who would go by the Edmonton route. In quick succession many parties have arrived at Edmonton

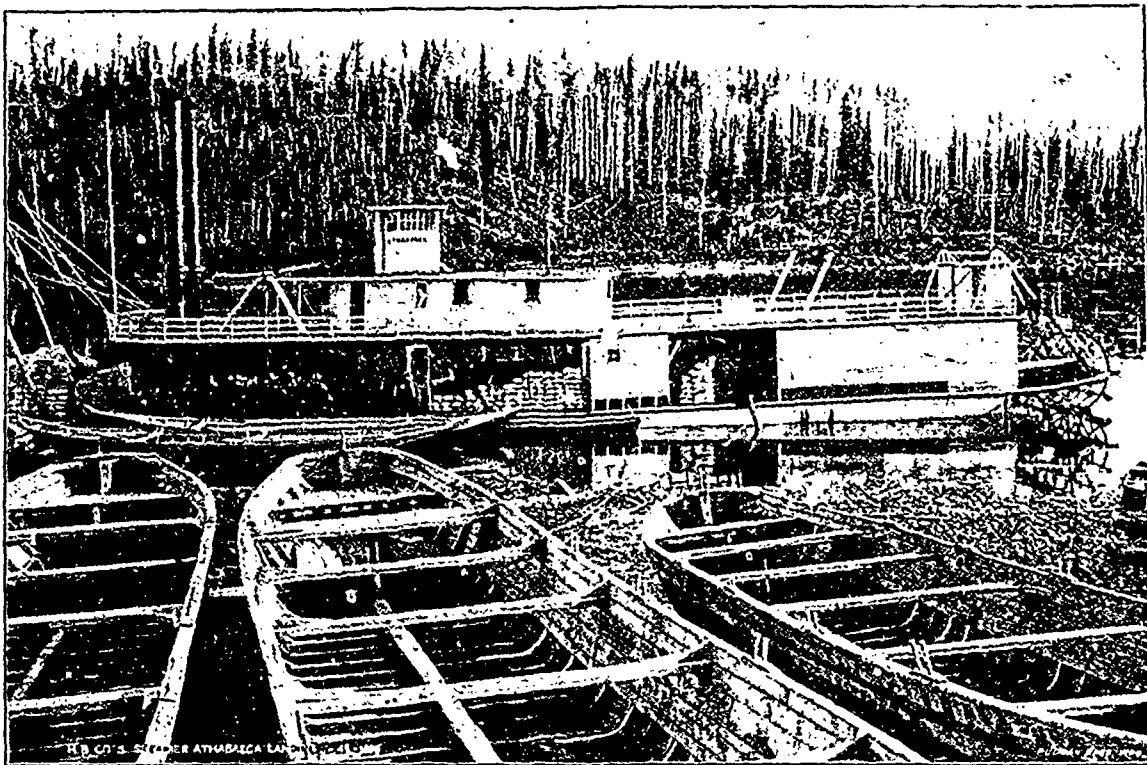
ures well-known to many residents who have put in years in that country.

With these known advantages are joined immensely greater ones in cheapness of transport, whether the water route or pack trail is chosen. As these will be better spoken of separately, a description is given here first of the water route, then of the overland.

THE MACKENZIE RIVER ROUTE

From Edmonton to Yukon via Mackenzie river is a route which at present is the only one offering the advantage of low cost of transport for large quantities of supplies. At small cost all outfits are freighted to Athabasca Landing, ninety miles north of

Athabasca and steam launches on the Save and Mackenzie rivers and Great Slave lake. In time regular steamers will ply on the latter also. By whatever means the trip down the Athabasca and Save rivers across Great Slave lake and thence down the Mackenzie is a comparatively easy one, having long been traversed both ways by parties of traders and by the steamers of the H. B. Co. On the Athabasca river are the Grand Rapids and a series of smaller rapids for 87 miles below, requiring for safety an experienced pilot, whose services may be obtained at a reasonable price. Reference to the map accompanying this number, will show that at intervals along this route are forts or trading posts, so that travellers are never



WATER ROUTE TO THE KLONDIKE, VIA EDMONTON—Steamer and Sturgeon Head Boats at Athabasca Landing
Photo by C. W. Mathers

and from thence, having outfitted for the journey, set out either by water or overland on a trip which presents no great difficulty and across a country long traversed by the trappers and traders engaged in the fur business for over a century. When first taken up, the majority of those who chose this route, secured boats and went by the Athabasca and Mackenzie rivers, but as the season has advanced many parties, large and small, wishing to take advantage of the winter months, have loaded their horses and struck the pack trail across country to the headwaters of the Peace, Liard and Pelly rivers, relying on the comparative openness of the country, possibility of feed for horses, the known light fall of snow and pleasant winter, feat-

Edmonton, where the water journey begins. Boats require to be built of suitable type, preferably a large canoe, York boat, or one of similar style, as being easier to take up stream at the other end of the journey. These may be built at the Landing or at Edmonton and transported. They may be of any size up to five tons capacity, but one of two and one-half tons capacity and manned by four to six men is preferable, as large parties can take two or more of these and handle them to greater advantage in portaging. The cost varies, \$75 being the lowest quoted, complete, and there are competent builders prepared to turn them out. By next season it is altogether likely that steamers will be put on the Ath-

once out of reach of communication with man. The crossing of the Great Slave lake is possibly as difficult a part of the journey as small boats will encounter, it being necessary to have regard to the direction of the wind, and in this part of the trip, boats of the best type will be found to have a great advantage over flat boats or similar vessels. Once the Mackenzie river is reached no further obstruction to navigation is met with, the river being very large through its whole course. All along the rivers and lakes to well within the Arctic Circle, the traveller will be surprised to find flourishing vegetation, gardens being cultivated at every post. There is abundance of timber and game is plentiful, though