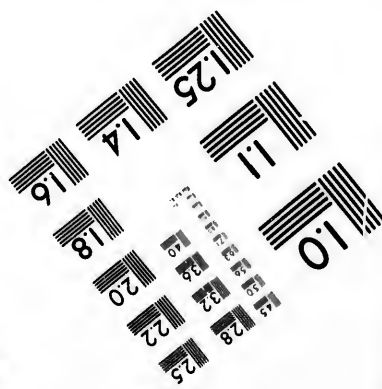
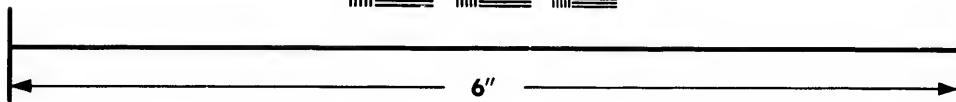
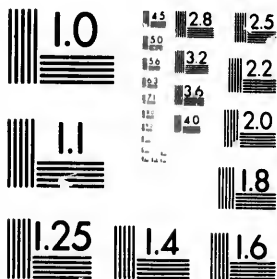


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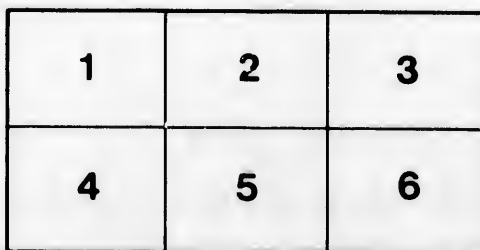
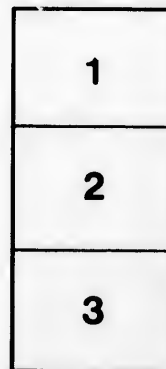
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The Inland  
Route to....  
the Yukon.



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marine character, are largely developed, and they also occur with abundant molluscan remains in the northern part of Vancouver Island. In the southern part of the interior of British Columbia, not far west of the Selkirk and Gold Ranges, rocks also occur unconformably overlying the Carboniferous series, from which a few fossils, with little doubt, belonging to the same Alpine Trias fauna have been obtained; and it is further probable that—as in California—the greater part of the auriferous shales are attributable to this or the succeeding Jurassic series.

In the Queen Charlotte Islands, Vancouver Island, and on the mainland of the province, however, the Triassic series is largely composed of rocks of volcanic origin, some of which have been lavas while others are agglomerate or ash beds, made up of fragments of igneous material, more or less perfectly stratified. These are mingled with schistose and slaty rocks, and in some places with massive bluish limestone, deposited during periods of tranquillity; and it will require the most careful and systematic examination to completely separate this from the underlying strata. I have little doubt that the so-called 'porphyroids' of King's Koipato group indicate an extension of similar volcanic activity over the 40th parallel region to the south.

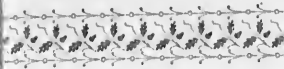
A word may be added with reference to the climatic conditions implied by the Red Beds of the interior. The basin in which they were formed has not only been pretty completely cut off from the ocean, but the rate of evaporation of its waters must have been normally in excess of that at which they were re-supplied by precipitation or drainage from neighboring lands. It is probable that at that time, as at the present day, westerly winds prevailed in this part of the northern hemisphere, and, if the North Pacific Ocean then existed, these would carry, as they do now, an abundance of moisture and afford a copious rainfall on the west coast. As the land barrier of the inland sea to the west cannot have been of very great width, it must have been of such height as to cause the almost complete desiccation of these oceanic winds by precipitation before they reached the area occupied by the Triassic Mediterranean: and this old mountain range, must, in British Columbia, have occupied nearly the position of the Selkirk and Gold Ranges of to-day, at a time when the Rocky Mountain region proper was still a flat expanse of Palaeozoic rocks.

To the north, at the present time, between the 54th and 56th parallels, the Gold Range almost completely disappears, and it is through this gap that the Triassic ocean must have flowed eastward to the upper Peace River country and, perhaps, much farther east—though the Cretaceous, and Laramie beds, occupying the flat country, render it impossible to trace its deposits in that direction.









"THE S

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SHOWING THE

SPOKANE

VIA KAMLOO

WITH EXP



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“ THE STANDARD ”

MAP



SHOWING THE PROPOSED ROUTE FROM

SPOKANE TO ALASKA

VIA KAMLOOPS, CARIBOO AND CASSIAR,

WITH EXPLANATORY NOTES.



Published under Authority of the Government of the Province of  
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KAMLOOPS, B.C.:  
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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.





# The Overland ...Route...

From the  
United States to Alaska.



## From Spokane to Penticton.



It does not come within the scope of this Pamphlet to describe, or even suggest, any route. But it is on the cards that more than one line, tapping the vast resources of that lower country, is to be built, connecting with the U. S. lines.

## Penticton to Kamloops.

It has long been the intention of certain people, whose information and business instincts are sound, to build a railway from Penticton via Nicola to Kamloops. The road would pass through the Similkameen and Nicola Valleys, and one of the principal reasons for not going ahead hitherto has been the expense of the road from Penticton to Princeton, but this being now removed by the promised construction of the Penticton and coast railway, there is no reason why the balance of the distance to Kamloops should not be soon spanned. The road would proceed up Otter Creek, in the famous Similkameen country, to Otter Flat; from there on there are no difficulties of any sort. The country, hitherto, has been devoted to cattle raising, but fruit has been successfully grown wherever it has been tried. The want of communication with any



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market has hitherto confined agricultural operations to cattle; the mineral resources, which are great, are only just beginning to be touched upon.

From Otter Flat to Nicola Lake the country is agricultural; round Nicola Lake, past Quilchena (a beautiful health resort) and Rockford, mineral claims have been staked and the assays have been good, while at Stump Lake, a little further on the line of the suggested railway, the sum of \$100,000 has already been spent. From Stump Lake to Kamloops the country is devoted to cattle ranges, with fruit and vegetables for domestic use round the houses, and the country is full of copper-bearing veins, some of which are being developed, though the industry, by reason of its newness, is still in its infancy. That a road would pay, provided the difficult Penticton to Princeton section were got over, there is very little doubt, and there seems every prospect of its accomplishment.

## KAMLOOPS

Of Kamloops itself, it is not necessary to say very much, as the future of Kamloops is assured in any case, but for the information of those who only have heard of the city, as a health resort, we will give a few facts. Kamloops is the leading city of the interior, on the main line of the C.P.R. It lies at the junction of the north and south branches of the Thompson River, both of which are navigable streams for long distances either way, and the position it occupies has made it the business centre and rendezvous of an immense district. There are numerous offices of both Provincial and Dominion Governments, and the courts of justice, jail and other necessary institutions are seated in the city. The population is under 2,000, but increases steadily every day. The electric light and waterworks systems are owned by the municipal government, and the taxation is less than in any other important city in the West. The C.P.R. have made it a centre, and have a pay roll of \$12,000 a month. The stock-yards are worked to their full capacity, to meet the cattle interests of the district. The mining is in



the hands of solid men, some of which represent English companies and others local. To the north there are large silver deposits; to the west, cinnabar and iron, both of which are being successfully worked, and the hills to the south are a mass of copper ore. Hydraulic mining is carried on in the vicinity, and as soon as the North River is opened up operations will undoubtedly be enlarged. Coal has been found all round in different places, which Dr. Dawson, the celebrated Canadian geologist and head of the department in Canada, says "is a true coal, rather than a lignite, burning well, and producing a coherent coke." No serious attempt has, however, been made to prospect it. Fruit growing, another latent resource, is amply rewarding those who have taken up that branch of agriculture. The lumber interests are at present big enough to supply the city and there is a surplus to ship, but they are capable of further development. The shops in Kamloops are unequalled by any city of its size in any part of the world. There is nothing, in reason, that can not be procured, whether for customers who require "Old Country" things, or Canadians and Americans who may prefer somewhat different articles. The size and variety of the stocks are really wonderful, and the number of the shops cause that healthy competition which is the life of trade and a boon to the ever-purchasing public.

### Kamloops to Barkerville.

As was stated in the introduction, a route was surveyed some years ago by the C.P.R. up the North Thompson to the Rockies. And later finding the North Thompson such an easy grade, more than one survey was made to Barkerville, the chief town and headquarters of the Government in the famous Cariboo district. The field notes are on file, we believe, in the office of Mr. Bell, C.E., and can easily be got at. The line, on leaving Kamloops, passes for eight miles through the Indian reserve—a tract of land which, if it were in white men's hands, would yield enormous wealth, as it is possible to irrigate every part of it with the water at present running to waste. At the end of the reserve are a series of ranches, all well-to-do and productive, on both sides of the river, and mineral claims, unworked it is true,



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but for want of transportation facilities. The road would run along at a very good grade, through a country described by the surveyors as "fairly well timbered, with open patches containing good summer ranges. The ascent the whole distance is very gradual, while eighteen miles is absolutely level. About ninety miles from Kamloops the Clearwater River empties into the North Thompson. At this place a bridge should be built and the former river followed up on the left bank, the grade being better on that side. Up a little distance the road would debouche further to the westward, in order to reach the town of Barkerville and form connection with the time-honored Cariboo road—a road down which has been carried wealth enough to satisfy the most ambitious gold seeker. There would be more difficulties at this portion of the road than anywhere else, but as the district has proved hitherto the richest portion of British Columbia, it would of course pay to meet those difficulties.


### Barkerville.

The size of the town is considerable when the fact is taken into consideration that Barkerville is 280 miles from a railway, although of course, in population it is away below the old figure of 7,000 of early days, when the town was the headquarters for the miners during the Cariboo excitement in the early sixties. The town is prettily situated, and is at present very little more than one big street, but is capable of development. Being the government headquarters for "Golden" Cariboo would in any case give the town some importance, but as the centre of trade, the depot for the rich mines in the vicinity and the fine farming lands, Barkerville, on its own merits, is bound to increase. However, like all other places that are distant from the railway, many lucrative enterprises are given the go-by on account of the initial expenses for freight and hauling and the distance from the market.

### Barkerville to Quesnelle.

The road, which passes through a fine country, both agricultural and mineral, follows Lightning Creek across the Cottonwood, there is a village and down Quesnelle River to Quesnelle. In






earlier days the district was well timbered, but of course the most accessible trees have been felled. There is, however, fine spruce and other timber to be got by going a little further back.

### Quesnelle.

This is one of the most thrifty towns in the North, and does a very good business. The resources are, of course, similar to those of all the northern towns, mining and agriculture, fine oats being raised in the surrounding country, besides what hay and crops are needed for domestic and farm use. The mining, as is the case everywhere else in that region, is as far advanced as the want of cheap transportation will allow, but if there should be a railway line, all this upper country would be alive with quartz miners, and many hydraulic claims would also start up.

### Quesnelle to Hazelton.

An expensive bridge will have to be built across the Fraser River a little above Quesnelle, but after that there are no engineering difficulties to contend with, in fact a part of the distance is nearly level. A few creeks have to be crossed, but all along there is timber enough for such ties and bridgework as would be required. The Blackwater, though a fair sized river, can be crossed with a wooden tressle bridge, but the Nechaco, about 60 miles further, will require a more substantial, but still only a wooden bridge. After crossing the Nechaco River a series of lakes are passed, and some little swamp land, but nothing that should prove expensive to build over. The east bank of the Bulkely River should be followed, past Morricetown, a trading post, and on to Hazelton. This district is proving very rich in quartz, besides in places there are found suitable pieces of ground for hydraulicing. Some companies are at work, but they are practically isolated and no word will be had as to their success or reverse till near Christmas, when everyone comes down to the Coast to spend the winter. It is only when reaching Hazelton that any difficulties are reached, such as a rock blasting and the putting a bridge over the Skeena.



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## The Skeena.

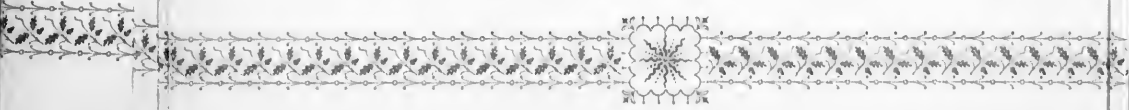
For many years the Skeena was thought to be too rapid to navigate, except by canoes, at certain periods of the year. The Hudson Bay Co., who have ports at the head of navigation and in the Omeneca country due east, (a country, by the way, that is likely to prove a second Cassiar for its mineral wealth) a year or two ago put a steamer called the Caledonia on, which has proved to be able to accomplish the difficult task.

## Hazelton to the Stickeen River.

From Hazelton to the Stickeen River very few have travelled, and the last time the trail was used for regular traffic was during the end of the Cassiar excitement, when cattle and sheep were driven over to feed the miners of that rich district. The distance, which is about 170 miles, is through a rolling country, presenting no engineering difficulties, and with feed enough to supply the passing wants of the drovers that went in. The country is well watered, and there is not a creek that does not yield gold in some quantity, but the inaccessibility and the fact that there are other places more get-at-able have prevented many prospectors from troubling it. The head waters of the Nass, Stickeen, Iskoot and the first South Fork of the Stickeen are all within a mile of one another, and the choice may be made of any route to descend, but from actual knowledge we should advise the South Fork as the best. By keeping well up on the east side no difficulties are encountered and no grade that can not be got over with a little going around. At the Stickeen River, which is navigable from its source to about two miles above the point at which the road would reach it, a bridge would have to be built about 80 feet above the bed of the river.

## The Stickeen River.

Since 1873, when the placer mines of Cassiar were first developed, the navigation by steamer of the Stickeen has never been





discontinued during from five to seven months of the summer, and from Telegraph Creek, a mile above the confluence of the first South Fork and the main stream, the trail commences to Teslin Lake for the Yukon, and to Dease Lake for the Mackenzie and the rich Cassiar district. Railways will, however, before long take the place of both those trails, the Stickeen-Teslin for the Yukon and the Cassiar Central to Dease Lake.

### The Stickeen River to Lake Teslin.

The only difficulties to be encountered by a railway for the 115 miles that have to be encompassed is the heavy grade to get out of the Stickeen Valley. Once out, and it is a matter of grading only, by keeping well up. The country is the same as that before described from Hazelton to the Stickeen. For cattle drivers or pack trains there is feed enough, with the addition of a little grain, to last the whole season. The climate is dry, the snowfall light, and the rainfall scarcely appreciable. The thermometer often remains in the summer for days at 80 degrees, and has been known to exceed 90 degrees, while in winter the average is about 20 degrees below zero, but has been known to reach 56 degrees. Potatoes and garden produce can be easily grown with irrigation, while few places can excel the root crops that have been grown. Grain has been ripened, but has never been seriously tried, it being cheaper to import what grain is wanted. The animals have wintered out in a mild winter, though, as a rule, of necessity they are fed. A railway charter has been granted from the Stickeen River to the lake, and also to Dease Lake, to tap the rich and celebrated Cassiar district, which produced about \$5,000,000 in its day. Both of these lines will, of course, commence from the Stickeen River and connect with navigation. The Stickeen-Teslin line is said to be in the hands of the C. P. R., and the Stickeen-Dease line, known as the Cassiar Central, is to be built by a London, Eng., company of South African capitalists. Both lines, recent telegrams inform us, will be preceeded with with the greatest dispatch, so that before next summer is over it will be possible to proceed with ease and comfort via the Stickeen River to Lake Teslin.



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## Lake Teslin.

Lake Teslin is a fine waterway of about 160 miles in length, and from its north end gently flows one of the rivers that go to make the mighty Yukon. Lake Teslin, from which flows one of the many tributaries to the Yukon, is an immense body of water about 160 miles long and ranging from 1 to 17 miles in width. It drains an enormous country, all the creeks and rivers of which (for there are one or two large bodies of water emptying into it) are gold bearing, and there is every reason to believe that those flowing from the mountains to the east will prove very rich. The range drained is the same range that on its eastern slopes supplied the rich placers of Cassiar. Quartz is known to exist, and with improved communication will undoubtedly be developed. The lake is well supplied with timber of small diameter, but good both for fire-wood and building purposes. A saw mill has been erected and it is now possible for the miner to build his own boat and prospect the streams emptying into the lake or go down the Hootalinqua.

## The Hootalinqua.

This is not a well known river and has never been thoroughly explored, though miners who have ascended the river from Fort Selkirk place the current at about 5 miles an hour, and experienced no difficulties by reason of bad water. All along the river are bars that have not yet been properly mined, though a painful of dirt here and there have proved to be gold-bearing. Passing down 109 miles the river is increased by the waters of Lake La Barge and those flowing from what is called the Lynn Canal route; 26 miles further the Cassiar bar is passed; 7 miles the Big Salmon River, which brings down a large body of water and in summer could be navigated for some distance by a light draft steamer. The river has never been thoroughly prospected. Little Salmon and other streams are passed and the Five Finger Rapids are met with 235 miles from Lake Teslin.

## The Five Finger Rapids.

These rapids are the only serious obstruction to navigation on the upper Yukon, but one of the blocks of rock that help to cause

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them could be blown up at comparatively small expense, and the remaining 57 miles to where the Pelly joins the river are good.

### Fort Selkirk.

Near the junction of the Pelly and the Lewes is the remains of an old Hudson's Bay post known as Fort Selkirk, but the name is now used to designate the point at which the name Yukon is first used for the river. From that place to St. Michaels the distance by water is 1900 miles.

### The Yukon.

The public by this time are so familiar with the names that it is only necessary to give them down to Circle City, the first Alaska town reached. After leaving the Pelly River, which is navigable for canoes a good way up and which is, as is usual in that country, gold-bearing, the White River is passed on the left and 96 miles distant. One white man is said to have come down the White River, having reached its head waters in Alaska from the sources of the Copper River and pronounced it a rich country. Ten miles further on the right bank is the Stewart, which from all accounts will prove as rich as the Klondyke, 60 miles down on the same side. The first creek that ever proved to be very rich and which has been mined ever since 1887 is next passed, namely, Forty Mile. Near the foot of this creek, or really river, for it contains a large quantity of water, is situated Fort Cudahay. Here, up to the time of the Klondyke rush was the headquarters of the mounted police and government offices, and the headquarters for mail for the British Yukon. But the U. S. headquarters are 250 miles further on at Circle City.



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## THE CENTRAL ROUTE TO THE YUKON.

(From the *Victoria Colonist*.)

Very naturally the proposed route to the Yukon from Kamloops to Teslin Lake is attracting much attention at the Inland Capital. The Hon. G. B. Martin, Chief Commissioner of Lands and Works, has kindly furnished us with a map showing the general line that ought to be followed. The *Colonist* is always glad to aid in promoting what seems to be for the advantage of any part of British Columbia, and therefore gladly presents, in further detail than hereto, the principal points connected with the proposed scheme.

The route suggested will extend north from Kamloops up the North Thompson River, and then up the Clearwater and across the divide to Tete Jaune Cache, on the Fraser, will follow the Fraser to the Great Bend, and thence north to Fort McLeod, on the Parsnip River. Thence it would take the most direct course north-westerly to Teslin Lake. An alternate route is to strike Barkerville from the Clearwater, and thence follow the Willow River to its junction with the Fraser, and thence northward to Fort McLeod. We suggest that what would probably be as good a plan, if not a better one than either, would be to go up the Nechacco Valley instead of north to Fort George, and follow the general line of the old Telegraph Trail to the Stickeen and thence to Lake Teslin. If a route via Fort McLeod should be chosen, it is not clear that it would not be better to aim for the head waters of the Liard and the Pelly rather than for those of the Lewis River.

A direct line from Teslin Lake to Tete Jaune Cache, and thence to Kamloops, is 1,080 miles long, according to the best available plans. It would be possible to construct a railway by such a line. Probably 10 per cent. at least ought to be added for deviations from an air line, and an additional 10 per cent. for curvature, or 20 per cent. in all, which would give a line nearly 1,330 miles in length. Such a railway would undoubtedly open a country abounding in natural resources, and its construction can only be a matter of time. Among other things that would doubtless commend such a line to the people east of the Rocky mountains is that it could be tapped by a line through the Yellow Head Pass. While we believe the construction of such a railway would be of enormous importance to British Columbia and the whole of Canada, it is an undertaking of such magnitude and would call for so great an outlay, that we fear it would be very difficult to persuade the Dominion government to deal with it at once. It ought to be kept in the forefront for public consideration. One thing its discussion will not fail to do, that is to bring into prominence the great undeveloped wealth of Central British Columbia. Can Eastern people, can our own people, fully realize what it means to say

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that from Kamloops, nearly 150 miles from the southern boundary of the province, a railway nearly fourteen hundred miles long can be built in British Columbia, connecting the great gold and silver region of the Southeast with the gold fields in Yukon, and passing for its entire length through a highly mineralized country, with millions of acres of fertile land along its route? What a wonderful fact this is!

### THE YUKON ROAD.

*(From the Kamloops Standard.)*

As we have often pointed out the Stickeen-Teslin route is the best way to the Yukon, but although that route undoubtedly has far fewer difficulties with which the tenderfoot has to contend, it is still by no means an ideal route in winter as the first 126 miles has to be made on the ice, a road dependant more or less on that uncertain element the weather. Not that the weather in the interior is at any time a bar to travel, but the coast range has to be passed and all the storms and snows which the Cascade range piles up on its western side. Consequently any route by way of the coast is subject more or less to the same conditions at certain seasons of the year. To none of these conditions is the inland route liable; it is in the dry belt from start to finish, the Cascades on the West and the Rockies on the East effectually shut out all the storms and cyclones and the heavy rainfalls that at different times prove so destructive to the works of nature, let alone those of men. We are of opinion that Kamloops is the natural starting point for that route, both by reason of the fact that any railway from the U. S. will of necessity strike the C. P. R. near Kamloops and also because from all accounts the North Thompson is a cheaper railway route to construct than any other.

Dr. Dawson, C. M. G., F. G. S., the celebrated director of the Geological Survey of Canada, says: "The entire range from the extreme end of South America to the Arctic are rich in minerals. About 40 years ago gold was discovered in Cariboo, which for its area was the banner mining district of the world till Klondyke was discovered. Then Kootenay, Omenica and Cassiar, all instances the trend of the discoveries has been north-west in a belt that runs practically from the British Columbia Boundary to the Yukon. In all these districts placer mining has been followed in a greater or lesser degree by the discovery of quartz almost in exact proportion to the facility of access, and that these have not been worked extensively is due to the difficulty of getting machinery into the country, and not to any lack of ore. There are untold mines of wealth in the Kootenay, Cariboo and Cassiar yet, but it will take time, labour and capital to develop them."

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Practically the whole of the proposed railway would run through a country rich in placer digging; and probably quartz ledges. On the North Thompson are coal, galena and gold. The placer and hydraulic mines of Cariboo are well-known and beyond that are streams in which gold has been found, sometimes in very rich pockets, but usually in quantities not sufficient to cause a rush, still enough to be very profitably worked with the improved methods and cheaper cost that would follow the construction of a railway. With improved methods of mining the Omineca and Cassiar gold fields should be made profitable while the road would traverse quite a large area of country said to be very favorable for cattle raising and probably mixed farming.—*Rosstander*.

GO VIA KAMLOOPS.—Klondyke, Cassiar, Cariboo, Kootenay—Kootenay, Cariboo, Cassiar, Klondyke. For rhythm and alliteration they cannot be beat. There is the ring of gold in them. Cariboo, Cassiar, Klondyke, Kootenay—Kootenay, Cariboo, Cassiar, Klondyke—and it is twelve hundred miles from the first to the last, with Golden Cariboo and Glittering Cassiar between, while Omineca stands a little to one side, but as bright a gem in Canada's diadem as any of them—Cassiar, Klondyke, Cariboo, Kootenay. Ring the changes till they echo round the world.—*Victoria Colonist*.

Mr. Gavin Hamilton says: "The interior route is the poor man's route, a good cattle road and advantageous for freight. Spring opens in the upper country earlier than is supposed. We used invariably to leave Stewart Lake for Quesnelle with boats on the 15th of April. Heavy goods should go by steamer till a railway is built. Having lived 23 years and always travelling in that district, I am safe in saying few have passed through that country more often.

A successful gardener from the mines writes: "Barley has been ripened at Fort Yukon some distance north of Klondyke last year; some parties took up seed and set out a garden. Potatoes, roots of all sorts, many vegetables and hay for stock can be grown to perfection. The summers are very warm and the sun is almost continuous. There is no spring and consequently no early frosts."

Mr. Arthur Jordan, of Sandon, has travelled the interior route as far back as 1888, but instead of going via Teslin and down the Hootalinqua he struck across country to Stewart River. He describes the first part of the route as well watered and easily traversed; the second as heavily timbered and enough bunch grass for horse feed.





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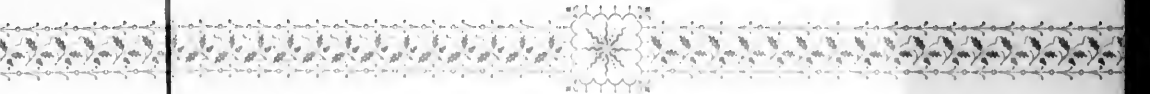
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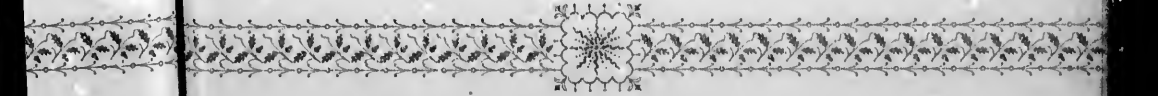
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