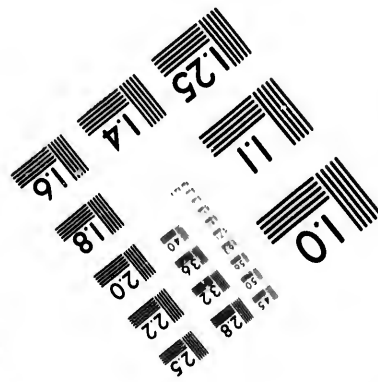
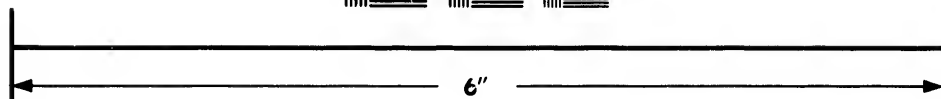
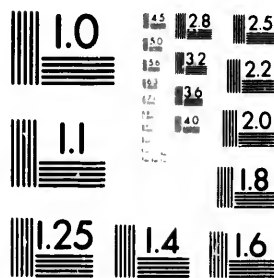


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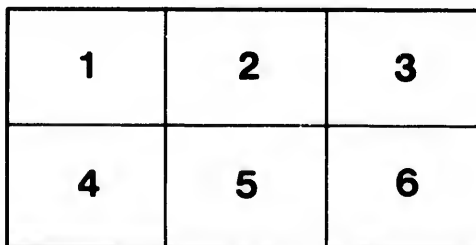
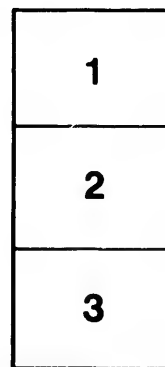
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YUKON
via
Prince Albert

1898



**Unanimously Recommended by the
Legislative Assembly of the North-
West Territories at their last Sitting
held at Regina 18th December, 1897.**



2379

HOW TO GET TO THE KLONDYKE.

**The Safest,
Best and Cheapest Route**

TO YUKON GOLD FIELDS

...IS VIA...

**The Regina, Prince Albert, Green
Lake and Fort McMurray
Water Route.**

COMPILED AND PRINTED AT PRINCE ALBERT, SASK., CAN.,
1898.



OX TRAIN LEAVING PRINCE ALBERT FOR GREEN LAKE LADEN WITH
FREIGHT FOR THE HUDSON'S BAY CO.



LUMBER YARDS OF JAMES SANDERSON, PRINCE ALBERT.

Regina, Prince Albert and Fort McMurray Water Route to the Yukon.

How to get to the Klondyke is the question which to-day is agitating the minds of thousands of human beings in every portion of the civilized world. From the time when the news flashed from city to city, from continent to continent, from ocean to ocean, that in the far North-West of the Dominion of Canada, in the district adjoining the frigid zone, the region watered by the great Yukon, the discovery had been made that gold to an almost fabulous amount was to be found along the tributaries of that river, multitudes of persons, drawn by the mysterious attraction which the prospect of rapid accumulation of wealth invariably exercises over the human mind, turned their faces towards the Klondyke, a small tributary of the Yukon river.

On the banks of this stream are situated the now celebrated gold mines to which the little river gives its name.

As is well known, numbers of people have reached this point by more or less difficult routes. Many of them have already realized fortunes and the phenomenal output of gold has created such excitement that at the present moment the question—How to get to the Klondyke—may be said to be the topic of the day.

There are two routes by which the gold district has hitherto been reached, viz., the route via Dyea Inlet and the Chilcoot Pass and that via St. Michael's in Alaska and the mouth of the Yukon. Both these routes, although practicable, are for many reasons, geographical and otherwise, exceedingly undesirable and present great difficulties to the traveler.

The Chilcoot Pass route, for instance, commences from the head of Dyea Inlet, 1,000 miles by steamer from Victoria, in British Columbia. It entails a journey of 35 miles over mountains 3,500 feet high, all baggage and supplies having to be carried on men's backs. The road is excessively steep, so much so that loads are only carried with the greatest difficulty. Hitherto the charge for packing has been about 20c. per pound, but when the inevitable rush occurs in the coming spring, it is hard to say to what price the transport may rise. The weather on the mountain is also terribly inclement and when it is remembered that a man has to carry with him a sufficient supply of provisions, etc., to last at

least a year, the weight of which will exceed 1,000 pounds, the difficulties and trials of such a transit will be easily understood.

The Behring sea passage, although made entirely by water, is equally objectionable. Commencing by a journey of 2,700 miles by ocean steamer to St. Michael's, in Alaska, a further distance of 1,700 miles up the stream of the Yukon has to be traversed before reaching the desired goal.

As the Yukon is open for barely three months in the year, this circumstance and the long voyage up stream which occupies so much time render the route somewhat precarious and will undoubtedly prevent it from being generally used.

To the physical hardships and obstacles which are encountered on the mountain overland journey must be added the inordinate expense attending the transport of supplies without which it is useless for a man to go to the Klondyke.

Most assuredly the greater the rush the more exorbitant will the transport companies become. It is difficult, under such circumstances, to estimate the exact cost, and to be stranded en route would entail very serious loss and delay, if not total failure of the expedition.

Clearly what is wanted is a "poor man's route," that is to say, a route by which a man, at moderate cost, can make the journey and transport the whole bulk of his supplies with the aid of his own exertions and where a party of men together can be a help instead of a hindrance one to the other.

Fortunately, such a route exists, and it is the object of this brochure to make generally known, more especially to those who contemplate starting for the Yukon gold mines from Europe and the eastern parts of Canada and the United States that the water route via Regina, Prince Albert, Green Lake, Fort McMurray and the Athabasca and McKenzie rivers is the safest, cheapest and by far the best "poor man's route" to the Klondyke.

Travelers wishing to avail themselves of this route should leave the main line of the Canadian Pacific Railway at Regina—the capital of Assiniboia and seat of Government of the North-West Territories—by a branch line some 240 miles in length which has for its terminus Prince Albert, one of the most picturesque as well as commercially important towns in the North-West Territories, situated on the North branch of the Saskatchewan, about 30 miles above the forks of the river, and having a rapidly increasing population, at present about 2,000.

Prince Albert as a base of supplies and starting point for the water journey to the gold fields stands unrivaled, possessing as it does, Lumber Mills, Flour Mills, abundance of skilled artificers and an array of

fine stores kept by energetic up-to-date business men, prepared to supply every need from a spool of thread to a complete miner's outfit, as well as suitable clothing, provisions, etc., of every description at very moderate prices.

In this way travelers will be spared the trouble and expense of freighting their goods for long distances by railway.

Arriving about the latter end of April, the time that river navigation opens, a start may be made for the point of embarkation at Green Lake, about 140 miles north-west of Prince Albert. This distance is covered by a good wagon road over which goods can be transported in about five days, at rates probably not exceeding \$1 to \$1.25 per 100lb. for the trip.

Arrangements can be made for suitable boats to be built or procured at Prince Albert or Green Lake; experienced and skilled voyageurs well acquainted with the rivers can be engaged as guides. In fact every possible requirement can be met at Prince Albert. After embarking, on traversing Green Lake the boats enter Beaver river and proceed down stream to Buffalo lake, passing Isle a la Crosse, at which place there is a Hudson's Bay Company's post and also a Roman Catholic Mission. From Buffalo lake the course lies through Methe river up stream for 40 miles, when Portage la Losche is reached, the distance from Green lake to this point being 220 miles of good navigation.

Portage la Losche or Long Portage, as it is sometimes called, is 12 miles in length; a good wagon road is available for the whole distance and horses or oxen being easily obtainable, very little inconvenience is experienced, and the boats reaching Clearwater river the voyage is continued down stream with but one or two insignificant portages throughout the 80 mile stretch which lies between Portage la Losche and Fort McMurray on the Athabasca river, an important station of the Hudson's Bay Company. The Company have also a good sized stern wheeler plying on this part of the river.

From Fort McMurray to Lake Athabasca no obstacle to navigation presents itself. On reaching the Lake a run of 15 miles across one of its bays brings us to Fort Chipewyan, and a further distance of 10 miles is necessary to reach Fort Smith at Slave River. Should the wind be favorable this part of the journey can be made very quickly.

After leaving Fort Smith, rapids occur for the next 16 miles, which necessitates perhaps four or five portages. To pass this portage the Hudson's Bay Company have constructed a good road which greatly facilitates the transport of goods. A half-breed settlement in the vicinity furnishes guides and help, if required, at this portage. After passing these rapids there is absolutely no break in the navigation as far as the junction of Peel river with the McKenzie, a distance of 1,290 miles

From Fort Smith to Resolution (194 miles) on the coast of the Great Slave Lake is all plain sailing, as is also the further distance of 168 miles on the lake to Providence.

From Providence all is plain sailing down stream on the McKenzie to Fort Simpson (161 miles) then to Wrigley (136 miles) to Norman (184 miles) to Good Hope (174 miles) to Peel River (252 miles). Fort McPherson is situated on the Peel River 18 miles from its confluence with the McKenzie. The current here is slow.

The course now lies up Rat river—a small stream which runs into the McKenzie—and from thence a short portage of about two miles is necessary in order to reach some small lakes out of which flows Bell river which in its turn runs into the Porcupine. No obstacle exists on Bell or Porcupine rivers and Fort Yukon is reached after a journey down stream of about 400 miles. From Fort Yukon, where the Porcupine river flows into the Yukon, about 300 miles, to Dawson City, is made up stream on the latter river.

It will thus be seen that the whole way from Prince Albert can be traversed by water, with the exception of the first stage of 120 miles to Green lake. The land journey to Green lake can be considerably shortened should the start be made early in the season, by embarking on "Big river," a stream which crosses the trail about half way between Prince Albert and Green lake. When the water is high this river can be navigated to its junction with the Beaver river, midway between Green lake and lake Isle a la Crosse by York boats of the largest size, thus avoiding the Green lake post entirely, and largely reducing the cost of transport on the first stage of travel.

Intending travelers by this route would do well to order their boats in advance so as to avoid unnecessary delay on their arrival at Prince Albert, which should take place about the middle of April if it is proposed to take advantage of the high water in Big river.

The boats known as sturgeon head boats, with a capacity of eighty hundred pounds and a crew of five men, are highly recommended as being safe and convenient to handle, with, at the same time, great carrying power. (See advertisement.)

The portages are comparatively few, and the journey as far as Fort Yukon is almost all down stream.

**Advantages of the Prince Albert Route to Fort McMurray via
Green Lake as Compared with the Route from Ed-
monton to the Same Point by way of Atha-
basca Landing and Grand Rapid.**

Fort McMurray, on the Athabasca river, can also be reached by proceeding from Calgary, in Alberta, by rail to Edmonton, on the Saskatchewan, freighting by road a distance of about 96 miles to Athabasca Landing; and from thence down the Athabasca river as follows, viz.—Athabasca Landing to Pelican Rapids, 120 miles, thence to Grand Rapids, 45 miles, to Fort McMurray, 87 miles. Total distance from Edmonton to Fort McMurray, 348 miles.

It can, however, be proved by undeniable evidence that the water route to the Yukon via Regina and Prince Albert possesses greater advantages, offers more safety to travelers, is more easily reached and is in every respect superior to any other route.

Although the actual distance from Edmonton to Fort McMurray, viz., 348 miles, is somewhat less than from Prince Albert to the same point, this distance is considerably discounted when we consider the different conditions under which the passages are made. On the journey from Green lake to the Athabasca river, the boats are on fairly smooth water the whole way with the exception of one portage of 12 miles, where wagons, horses and a good road are available, and one or two short portages on Clearwater river, while on the Edmonton route after passing Grand rapids the river for the next 87 miles is beset by no less than nine rapids, some of them very dangerous.

In support of this statement it may be well to reproduce a letter addressed to Mr. F. C. Baker, of the Prince Albert Board of Trade, from Bishop Pascal, Roman Catholic Prelate of Saskatchewan, than whom, owing to his long residence in the country and extensive traveling in the region referred to, no better authority exists.

BISHOP'S PALACE, PRINCE ALBERT,
December 3rd, 1897.

TO MR. F. C. BAKER,

For the Prince Albert Board of Trade:

DEAR SIR.—You have expressed a wish to know my opinion as to the best route to follow in order to reach the now celebrated gold mines on the Klondyke. Here it is:

While waiting until the railway companies, with the assistance of government, open a direct line across the fertile valley of Saskatchewan, to reach Peel river (let us say for example via Portage la Prairie, Yorkton, Prince Albert, Shell River, Jackfish Lake, Victoria, Athabasca Landing, Little Slave Lake, Peace River, Liard River and Peel River,) while awaiting this railway which is now impending, I do not hesitate to tell you that in my opinion—and I believe it to be the true one, the most comfortable, the most direct and the most easy route is that which the hand of divine Providence has traced, and which has been followed for a century by the Hudson's Bay Co.'s men, and for a half century by the missionaries who evangelize the Indians of the North-West in the immense districts of Athabasca and McKenzie.

Taking Regina for a starting point we may go to McMurray by two routes, one by Prince Albert, Green Lake, Portage la Losche, Clearwater river and McMurray; the other via Calgary, Edmonton, Athabasca Landing and McMurray. On leaving McMurray the traveler was borne down stream as far as Peel River, without effort, without danger, and without difficulty. Everywhere on his road he will meet with Hudson's Bay Company's posts, and missionaries willing to render service and who inculcate charity; Halfbreeds and Indians ready to serve as guides and facilitate his voyage without being too exorbitant. Besides Lake Athabasca and the Great Slave Lake, which one can cross without danger there is the portage of Fort Smith, 140 miles below Lake Athabasca. This portage is eighteen miles in length, and can be made by wagons or carriages drawn by horses or oxen.

Starting from Regina you will ask me which is the best route to reach McMurray? Is it via Edmonton or via Prince Albert and Green Lake? I confess, dear sir, that I should prefer Prince Albert and Green Lake. These are my reasons: This route is direct everywhere, and is shorter by about 300 miles; it presents not the least danger, and is exceedingly cheap. It is by this road that the Hudson's Bay Company has transmitted its goods for seventy-five years to provision its posts on the Athabasca and McKenzie. The company would still continue to do so had not the development of its commerce compelled it to use the Calgary & Edmonton railway and to construct a steamer on Athabasca river.

All those who have ascended or descended the river Athabasca have retained a souvenir of the difficulties and dangers to which they were exposed in descending the impetuous torrent. When the waters from the mountains swell the river, as happens two or three times each spring, the waves are enormous, and one blunder might cost you your life. It is better to avoid the rapids. The guides, who at such times hold the fate

of the traveler in their hands, occasionally show themselves exorbitant and dishonest. In autumn, when the water is low, the bed of the rapids is strewn with rocks and shoals, necessitating, in such cases, the portaging of goods, and occasioning much loss of time. Besides Grand Rapids, which resembles the key of the country to the north, the traveler has yet to pass nine more rapids, some of them several miles in length, in which there is great risk of loss of life and property. These reasons alone to say nothing of economy and saving of time decides my opinion in favor of the route via Regina, Prince Albert, Green Lake, Isle a la Crosse, Portage la Losche, Clearwater River and McMurray. As I have already said, this route presents no danger, is direct, very pleasant and is like a pleasure trip. The essential point is to have a boat at Green Lake prepared beforehand so as to gain time.

Such, my dear sir, is my humble opinion based upon my numerous voyages by each of these routes during the 24 years I have resided in the Northwest, 16 of which were passed in the missions on the Athabasca and McKenzie.

Accept, dear sir, my best salutations.

(Signed) ALBERT PASCAL, O.M.I.,
Vic. Apost. de Saskatchewan.

The information contained in this letter being absolutely reliable, combined with the fact that for travelers coming from the east the railway journey via Prince Albert is 400 miles shorter than that to Edmonton will undoubtedly cause many travelers, more especially those whose means are limited to decide in favor of the Prince Albert route in preference to any other.

By perusing the following letter on the same subject from Capt. J. M. Smith, formerly of the Hudson's Bay Company's service, whose experience as a traveler and acquaintance with the rivers are well known—the reader will observe that the Captain's opinion as to the merits of the two routes is identical with that of Bishop Pascal.

PRINCE ALBERT, SASK.,
20th November, 1897.

To the President of the Prince Albert Board of Trade:

SIR,—In reply to your letter as regards my experience of the two routes, one from Edmonton and the other from Prince Albert, I think I had better give you extracts from my diary of the year 1885, at which time I was in the service of the Hudson's Bay Company. I was instructed to proceed by boat from Athabasca landing, 96 miles north of

Edmonton, to Fort McMurray, taking with me men and supplies for the purpose of building a steamer to run on the McKenzie River.

We left Athabasca Landing on the 15th August with two sturgeon head boats and five barges and about 30 men. We met with no trouble at the Pelican and other rapids and arrived at Grand rapids on the 18th. Those rapids have a fall of 95 feet in thirty chains, and are partly avoided by a portage of three quarters of a mile across an Island. It took us ten days to make this portage, and we left on the 28th August. On the 29th we descended three rapids, one of which the boats were let down by ropes. On the 30th ran the Burnt rapids, Sunday. On the 31st we ran one boat down Joe's rapid and below the Thompson rapid. This was a trial trip. This was the rapid where Robert Thompson, of Prince Albert, lost his whole trading outfit of about three thousand dollars worth of stuff, and barely escaping with his life and had to walk about 30 miles to Fort McMurray with bare feet and barely enough clothes to cover him. On the same day two experienced steersmen with twelve men got into a barge with ten tons of freight and attempted to descend the rapid, but were wrecked on a rock and everything in the boat was lost with the exception of the men, who were miraculously saved by Mr. Camsell, Chief Factor, myself and a boat's crew who happened to be at the foot of the rapids and had the use of the first boat to save their lives. The ten tons of freight were entirely lost. The 1st of September was spent in repairing boats and barges, some of which required attention, and in getting some of the other boats down the rapid. On the 2nd we succeeded in getting the remainder of the boats down to the foot of the Thompson rapid.

On the 3rd Capt. Favell and ten men arrived from Fort McMurray to assist us, and with their assistance we ran all the boats down the Middle rapids, and two boats down the Long rapid. This is the place where Mr. Surveyor Ogilvie had one of his men drowned the year previous. On the 4th one of our boats ran on a rock and stove her side in, and had to be unloaded and allowed to drift empty to the bottom of the rapid where it was secured. On the 15th we ran the Crooked rapid where we wrecked one of the barges, which was afterwards repaired. On the 6th ran all the boats down the Big Cascade, (a perpendicular drop in the river of four and a half feet) having first lighted the boats of half their loads and portaged the stuff. On the 7th ran the Mountain and Moberly rapids, and landed at Fort McMurray in the evening, having been twenty-four days of continuous hard labor surrounded by constant danger from the time we arrived at the Grand rapids, and thankful that no lives were lost, although we had lost one of the barges and ten tons of valuable freight.

From Fort McMurray we were taken by steamer to the north. From the above you will understand the difficulties attending the navigation of that part of the Athabasca river in descending. I can only say before concluding this part of my letter, that the men who accompanied me were all tried and experienced boatmen who thoroughly understood their duties and the management of boats, were likewise well acquainted with the river, and were working under the eye of Chief Factor Camsell. For inexperienced men to attempt this route must be fatal in its results. An instance of this has already occurred this season in the loss of one valuable life, and had it not been that his boat was held by a rock above the Horse Shoe Fall of the Grand rapid not a single life of the entire boat's crew would have been saved.

On my return to Edmonton from the north in 1886 the Company sent me back by the Green Lake route and Prince Albert, thence by team to Edmonton, as this was, notwithstanding the long drive from Prince Albert to Edmonton, by far the quickest and safest route, and which I found to be the case.

As you are aware the two routes meet at Fort McMurray, from which place H. B. Company steamers ply to the north. The time from Prince Albert to Fort McMurray via Green Lake is as follows: Prince Albert to Green Lake, 120 miles, 4 days; from Green Lake to Isle la Crosse Post, 2 days; from Isle la Crosse to Portage la Losche, 2½ days; from crossing Portage la Losche, 1½ days; Portage la Losche to Fort McMurray, 1 day; total number of days from Prince Albert to Fort McMurray, 11 days.

This is the old established route of the Hudson's Bay Company, and every summer, including the summer of 1897, some 165 to 170 tons of merchandise, for the use of the trading posts and forts in the interior, pass over it. There are posts at Green Lake, a headquarters post with Roman Catholic Church Mission and Convent at Isle la Crosse, and trading posts at Portage la Losche and Fort McMurray, all situated along the line of route, and from which assistance in men and supplies can always be obtained. From Green Lake to Fort McMurray fish are abundant, and ducks and geese in their season. There are no fish in the Athabasca above Fort McMurray. This alone is a factor of economy in favor of the Green Lake route.

By all means the route via Prince Albert and Green Lake, thence by Fort McMurray is the most economical, pleasant, safest and quickest route to the Yukon of any known.

Any party or parties going that way require no guide from Fort McMurray to Fort Chippewyan, which is situated on the southwest angle of Lake Athabasca. The latter is to be approached by taking the left

channel which enters the lake about seven miles from Fort Chippewyan, and by looking N.N.W. is easily discerned on a clear day.

From Chippewyan a guide should be employed about half a day to pilot into Rock river, which empties into the Peace, from the confluence of which is called the Slave river to Great Slave Lake. The first obstacle on this river is the Smith portage, which must be approached on the left bank, and is 16 miles long. But boats can be taken down the rapids by making three or four portages, one of which boats and cargoes must be portaged, but this portage is in excellent condition and is kept so by the H. B. Company. If this mode of procedure be adopted a guide must be employed. Men are easily procurable who thoroughly understand the management of boats in such places. If parties prefer crossing the portage by team they can be accommodated, as there is quite a settlement together with an H. B. post established where assistance can be easily obtained.

From Fort Smith down to Fort Resolution, on Great Slave Lake, there are no obstacles in the way, and by taking the channel, which is the shortest and also about four or five miles from Fort Resolution, also to the left, where a Roman Catholic Mission is passed before reaching the Fort. At this Fort parties will be shown the direction across the bay of the lake and by following the south shore of Great Slave Lake enter the McKenzie river, passing Fort Providence where there is an establishment of the H.B. Co. and an extensive mission of the Roman Catholic Church on to Fort Simpson at the mouth of the Liard, since the headquarters of the H. B. Company for the McKenzie river district, one of the most important and extensive districts of the said company. The headwaters of the Liard are rich in gold of a very superior quality, rating higher than Saskatchewan, Peace river or Klondyke. At Fort Simpson a guide can easily be obtained if parties desire to go by the Liard to the Yukon, but as I have never been over this route, cannot say anything about it, though I am informed that a number of rapids have to be ascended. Leaving Fort Simpson and proceeding down the McKenzie river you pass Fort Wrigley and Fort Norman at the mouth of the Great Bear river, thence passing to Fort Good Hope without interruption on to Fort McPherson on the Peel river and the delta of the McKenzie. At Fort McPherson a guide can be secured to pilot parties up the McDougall pass, which starts about ten miles below Fort McPherson and is up the Rat River East which you ascend for about fifteen miles with good water for boats. A short portage of three miles takes you into Rat River West, the head waters of the Porcupine, which can be descended to its junction with the Yukon. It has been known for years past that the Porcupine produces gold of good quality, but it has never been properly prospected.

In conclusion I may say that I wintered at Fort Smith and also spent a winter at Fort Simpson. I built the steamer Wrigley and commanded her for one season on the route between Fort Smith and Fort McPherson, and have no hesitation in saying that anyone adopting this route will find it a picnic—down stream all the way to Peel River and able to travel night and day whilst on the main river. This is by all means the poor man's route to the Klondyke, although I am still of the opinion that gold in equal if not greater quantities will be found east of the Rockies and along the entire line of this route.

Respectfully.

J. M. SMITH.

Route to the Klondyke from Fort Simpson via the Liard and Pelly Rivers.

Another route which possesses still greater advantages in many respects is that via the Liard and Pelly rivers. The Liard is entered at Fort Simpson and its course followed up stream to its head waters at Frances lake. From Fort Simpson the navigation is good all the way to Fort Liard. Above this point several portages occur, the chief of which are Devil's, Brule, Mountain and Cranberry. These portages occupy about 60 miles of the whole distance to the head of the Liard, which is perhaps 800 miles in all. The distance from Frances Lake to the Pelly river is about 60 miles, the greater portion of which can be passed in canoes up the creek leading to Finlayson lake and Campbell creek.

Mr. P. C. Pambrun, who was formerly in charge of the Hudson's Bay Post at Pelly banks for five years, and is well acquainted with the Liard country, says:

"The divide between Frances lake on the Liard is of level character and the elevation in my opinion does not exceed 500 feet and is composed of forests with no rocky hills. Finlayson lake, on the divide, is about twelve or fifteen miles long, from whence a small stream runs east to Frances lake and west to Pelly river. The distance on this divide is only about 60 miles and is most feasible for a trail or railway."

The Pelly is easy of descent, there being only one break in the river by a rapid, the remainder of the way to Fort Selkirk and even to the mouth of the Yukon being without obstruction to navigation.

This route presents the great additional recommendation of being entirely within Canadian territory.

A party of miners desiring to prospect on the Liard and the undoubtedly rich gold bearing area embraced by the various streams which flow into the upper waters of the Pelly river, would find the neighborhood of Lake Frances to be an exceedingly convenient location for a winter camp. The country abounds in game of all kinds, fish very plentiful and the districts being well timbered affords every facility for building good winter accommodation. During the winter, boats, provisions, etc., could be drawn on sleighs to a convenient site for embarkation in the following spring. The winter might thus be passed in comfort with a Hudson's Bay Post not far distant. By hunting and trapping fur bearing animals, which are very plentiful in this district, a profit might be realized which would go far towards liquidating the expenses of the journey. The travelers would, moreover, on the arrival of spring, find themselves in a most advantageous position either for continuing the voyage to the Klondyke or for exploring and prospecting among the tributaries of the Pelly and Upper Yukon, a region which in the opinion of scientists and explorers who are the best authorities on the subject, cannot fail to yield satisfactory results to the gold seekers.

It may not be out of place to quote here some of the remarks made by Professor Dawson, who explored the Yukon country as far back as 1887.

The Professor in his official report says:—"Gold has also been found for a long distance up the Big Salmon river and on the Upper Pelly as far back as has been prospected. The Teslintoo, Big Salmon and Pelly have each already afforded some good paying ground * * *

"Mining can scarcely be said to have begun in that region more than five years ago and the extent of the country over which the gold has been found in greater or less quantities is already very great. Most of the prospecting has been confined to the banks and bars of the larger rivers, and it is only when their innumerable streams begin to be closely searched that "gulch diggings" will be found and worked * * *

"The general result so far has been to prove that six large and long rivers, the Lewes, Teslintoo, Big Salmon, Pelly, Stewart and White, yield "fine gold" along hundreds of miles of their lower courses. With the exception of the Lewes, no part of any of these have yet been prospected or even reached by the miners, and scarcely any of the innumerable tributaries have been examined. The developments made up to this time show that when means of access are improved, important bar mining will take place along all these main rivers, and there is every reason to anticipate that the result, of the examination in detail of the smaller streams will be the discovery of much richer auriferous alluviums. Where these have been found and worked quartz

mining will doubtless follow. The proposal for the utilization of this great mining field seems to me to be very promising."

Of Frances Lake Professor Dawson says:—"There is, too, a notable abundance of quartz all along the beaches of the lake, this material being derived from innumerable veins which traverse the schists in all directions, though most often found parallel to the bedding planes, and generally assuming forms more or less lenticular. The largest of these are often several feet in width, and those seen in the canon of the Finlayson near its mouth are of workable dimensions if only moderately rich in gold. Specimens of quartz veins containing some iron and copper pyrites, from the east side of the east arm about midway up on it, were found to contain traces of gold on assay by Mr. Hoffman, the government analyst * * *

"In general appearance the rocks of Frances lake very closely resemble those from which the rich placer gold deposits of Dease lake are derived, and they are probably about the same age. Several "colors" to the pan were obtained from surface gravel at the mouth of Finlayson river which struck me as specially promising in aspect, and there seems to be no reason why some of the streams flowing across the schistose rocks into the lake or in its vicinity should not prove richly auriferous. This entire district well deserves careful prospecting."

That this forecast made by Professor Dawson in 1887 was well founded is amply proved by the gold discoveries since made and his remarks apply equally at the present day to the numerous streams on the Upper Pelly which still remain unprospected.

Referring to the Liard above the mouth of the Dease river, Dr. Dawson says:

"The gravel bars and shores of this part of the Liard are almost half composed of rolled quartz pebbles * * * The quantity of such vein material present in this district may be regarded as a favorable indication in respect to mineral development. Some small bars have paid to work along this part of the river, and gold is also found in some layers of the gravel deposit which overlies the older rocks along the canon and above it, where wages at \$4 a day can be made. The amount of cover which it soon becomes necessary to remove in following the paying layers has prevented extensive mining, but probably these gravels might be advantageously worked as a whole by sluicing or by the hydraulic method."

From the foregoing extracts it would seem that the chances of a prospector striking gold in large quantities in the Liard and Upper Pelly districts are by no means small. Mr. W. Ogilvie, the well known Yukon explorer also gives a favorable opinion of the auriferous char-

acter of the geological formations in this region, and it is probably quite safe to prophesy that in another year or two gold mines may there be in full operation as extensively or more so than on the famed Klondyke, which for the moment monopolizes public attention.

Should, however, the prospectors be dissatisfied with the results obtained in the districts alluded to, he can at any time during the summer months continue his journey down the Yukon with great facility, proceeding to his destination by a course of down-stream all the way and unimpeded by any serious obstacle to navigation.

In considering and pointing out the manifest superiority of the water route via Prince Albert, Green Lake and the Athabasca and McKenzie rivers, no description would be complete without some reference to the magnificent weather which prevails during the summer months in North-Western Canada. A climate warm and genial that makes camping under canvas a delight, is no unimportant factor in the comfort of a long boat voyage. An atmosphere bracing and healthful, powerful as a tonic, alleviating toil, and rendering sickness of any kind almost unknown. Long summer days of almost perpetual sunshine with but a few hours of semi-darkness between them: all these combine to make the trip an enjoyable one, while the change of diet obtainable owing to the abundance of fish and game tends to strengthen the travelers and keep them robust and healthy to the end of their journey.

The following letters from experienced and reliable travelers are here appended and will doubtless be found interesting, corroborating as they do, to the fullest extent the testimony of Bishop Pascal and Capt. J. M. Smith already given, and proving up to the hilt the fact that the route here advocated, via Regina, Prince Albert and Green Lake is safer, cheaper and more convenient in every respect than any other, and may truly be called "the poor man's route to the Klondyke."

The following letter, written by Mr. H. J. Moberly, a retired Factor of the Hudson's Bay Co., clearly shows that gentleman's familiarity with the route from Prince Albert:

To the Prince Albert Board of Trade:

GENTLEMEN,—The route you desire information on is as follows: Leaving Prince Albert with loaded wagons, Green Lake is reached in five days, where York boats are taken. From Green Lake to Isle a la Crosse takes three days; from Isle a la Crosse to Portage la Losche with York boats takes six days. You travel the whole length of Isle a la Crosse, then through a wide, deep channel to Island Lake across a

small bay to the Narrows; distance from Isle a la Crosse to Narrows 42 miles; from the Narrows to mouth of la Loche river 45 miles—all lake work (Buffalo Lake.) From the mouth of la Loche river to la Loche lake is less than 20 miles, and across la Loche lake to south end of portage is 8 miles. Portage la Loche is 12 miles long. I have twice crossed York boats over it and did it with one boat's crew and one ox in half a day. From the north end of Portage la Loche you go down stream on the Clearwater river to Fort McMurray. The York boats take 2½ to 3 days. One rapid, a few hundred yards long, has to be portaged, and four small ones, close to the first, can be run in high water with full cargoes. From foot of rapids to Fort McMurray, a distance of 50 miles, there is a fine deep river. The settlers at Portage la Loche have a few oxen, which can always be hired for the portage, as well as steermen for the rapids. You will observe that I have given you the traveling in York boats with full loads of 90 pieces, each 100 pounds. By canoe you can go much quicker. I have often gone from Green Lake to Isle a la Crosse in a little over one day, and from there to Portage la Loche in 2½ days. From Portage la Loche I have often gone to Fort McMurray in one day myself in a small canoe. The rivers open at the same time as the Saskatchewan, and the lakes can generally be crossed about the beginning of May, say from the 28th April to the 12th May.

Yours faithfully,

H. J. MOBERLY.

Mr. Thos. Scott, a former servant of the Hudson's Bay Co., expresses his views of the route as follows:

To the President, Prince Albert Board of Trade:

SIR,—The statement furnished by Mr. Moberly, a retired factor of The Hudson's Bay Co., in the Prince Albert Advocate of Nov. 9th, I entirely endorse, only adding that freighters from Prince Albert to Green Lake can be hired for \$1.25 per 100lbs., and that experienced boatmen can be engaged at the latter place for the trip to the height of land at Portage la Loche for \$15. This shows that the up-stream trip, being the only piece between Prince Albert and the McKenzie, presents no great difficulty, beyond this portage, as you are aware it is all down grade to the Arctic. With regard to the size of boat required I should prefer a full-sized York boat of 30 feet keel, with a capacity of about 4½ tons, for a large party; for a smaller, what is called a half-sized boat, about three tons burthen, would answer, or even a large skiff, although

with the latter some difficulty might arise on the lakes. If arrangements could be made with the Hudson's Bay Co. for re-provisioning either at Fort Simpson on the McKenzie, or Fort McPherson on the Peel's River, and which is probable, as they have steamers on these rivers, I would recommend the large size Peterboro exploring canoe. These have a capacity of over 2,000 lbs., carry five or six men, and would cost about \$50 laid down in Prince Albert. With a canoe of this description and the assurance that provisions could be procured en route, the trip from Prince Albert to the Peel is about as easy as a drive to Saskatoon. The Peterboro is preferable to a birch bark canoe, which requires liberal and frequent applications of pitch and constant care to be serviceable.

Once on the McKenzie a boat can float day and night (however, in the summer there is but little of the latter,) for 1,800 miles to the Peel on a broad open river, no rapids and a deep channel.

From the McKenzie two routes can be taken to the Yukon, either the Liard, which runs into the McKenzie near Fort Simpson, or the Peel. With the upper waters of the first I am personally unacquainted, although I have heard it repeatedly discussed. The Liard is a large but rather difficult river, and is reported rich in gold. This is probable, as it runs from the mountains from the same direction as the Peace, where gold has been successfully mined for years. Miners frequently came across the mountains by this route to the McKenzie and reported rich finds, but the river has never been prospected to any extent. Chief Factor Campbell, of the H. B. Co., came out this way after his fort on the confluence of the Pelly and Yukon rivers had been raided and burnt by the coast Indians. With the Peel's River route I am better acquainted, having been one of the original party which, headed by Chief Factor McDougall, now in charge of Cumberland District, first discovered the pass now named in honor of that well-known Hudson's Bay explorer, the McDougall Pass. This road is 34 miles (I measured it myself) from deep water to deep water. After crossing the divide we built a raft and floated down stream nearly to the international boundary. There are small streams and lakes which could be utilized, and I do not think the actual carrying would be more than 4 miles. Mr. Ogilvie the eminent surveyor returned by this route either in 1887 or in 1888 with heavily loaded Peterboro canoes. We were exploring for a new cart trail in order to ship the Company's goods from the Peel to the Yukon, and found no particular difficulty. The old portage further up the Peel is about 90 miles long, and was used by the Company for years.

Regarding the game on this route: The Hudson's Bay Co. relied altogether on the resources of the district for the provisions required by their numerous employees and voyageurs, not even issuing flour as

rations. Cariboo and moose were numerous, and with the help of fish we generally managed to fill the bill. In the McDougall pass we saw numerous bands of mountain goat, and rabbit. Partridge and ptarmigan were plentiful. We tracked deer and bear, and the small streams were fairly alive with mountain trout. In their season ducks and geese are innumerable, and fur bearing animals are still plentiful. While it would be advisable to take guns, nets, lines, etc., these should not be relied upon except as an agreeable change from regular rations; as a man cannot travel hard and hunt too.

The great advantage this route presents over the Athabasca route, which it joins in Lake Athabasca, is in the avoidance of the dangerous navigation of that river, where valuable lives have already been lost. This is apart from the fact that it is 300 miles shorter for parties coming from the east. With regard to the routes via the Pacific coast passes there is no comparison. There travelers are at the mercy more or less of Indian packers, who are well described by Mr. Ogilvie as perfectly heartless. On this route, however, a very different class is met with, and I have always found the Indians and Halfbreeds courteous, remarkably honest, and willing and eager to work. No difficulty would be found in getting labor at fair and even moderate prices. Should any accident occur, assistance would, I am sure, be cheerfully rendered by either Hudson's Bay trader or missionary—indeed the kindness and hospitality of both are proverbial, and the entire route is in British territory. You quietly step into your boat at Green Lake, and, perhaps except for the length of the journey, most people would regard it as a pleasant summer outing. Without going into the subject of supplies, I might state that packs should not exceed 60 lbs., and cases should be avoided if possible.

Truly yours,

THOS. SCOTT.

The Liard River Route.

The President of the Prince Albert Board of Trade:

SIR,—In reference to my letter to you in October last, I have received many letters of inquiry, and, as I believe you are publishing correspondence in regard to the route referred to I beg to supplement my remarks and give such information that I believe to be in the best interests of parties going to the gold fields of the north. I am firmly of the opinion, and this opinion is based partly on personal experience and partly upon conversation with those who were fresh at the time from making excursions into the country, that taking my description in my

former letter from Prince Albert via Green Lake, Isle a la Crosse and Fort McMurray and thence down the Athabasca River to Fort Simpson, as correct as you have printed it, and as requiring no further explanation from me, particularly as His Lordship Bishop Pascal has written a very comprehensive letter which I have much pleasure in endorsing in every particular, I therefore start at Fort Simpson, and, as I previously remarked, two routes are open to the traveler—one of which, namely, down the McKenzie River to Fort McPherson, thence up the Rat River East (called the Poplar River by Mr. Ogilvie) thence across a portage of some three miles to a small lake emptying into the Rat River West and so on down stream to the Porcupine to the junction with the Yukon. Up the Yukon to the diggings.

The other, and, in my opinion, by far the easier and quicker, is to ascend the Liard River from Fort Simpson, the head fort of the district, to the head waters of the Liard, thence a portage to Pelly River from whence you can descend with good water to any place on the Yukon you may desire. The advantages of this route are: From the moment you strike the Liard River you are in a gold bearing country, and continue in the same through the whole time of ascending this river. I am convinced that as rich diggings will be found on the Liard and its tributaries as have been discovered on the Yukon.

Secondly, if you passed the entire summer prospecting the Liard, in ascending and arriving at its head in the autumn, you would be in the midst of the greatest quantity of deer, bear, mountain sheep and fish, to be found in any part of the continent.

Third, you could catch sufficient fur of the most expensive kinds to pay expenses—this during the idle months of winter.

Fourth, the Liard is one of the best timbered rivers in the north, and a comfortable house with plenty of firewood could be had.

Fifth, and I consider this one of the principal reasons, that you would be floating with the current down the Yukon, exploring as you go, from the head waters and far above where the present diggings are situated, carrying with you a year's supply of provisions and having avoided all the perils and hardships of ascending the Yukon.

Of course if you wish to hurry through and neglect trying the Liard for gold you could arrive much sooner and be at the Klondyke earlier in the season, but I reiterate that I believe the Liard to be as rich as the Klondyke region and so very much more easy of access.

Should I start in the spring, and I believe I will do so, I will go with my party via the Prince Albert, Green Lake, Fort McMurray, Fort Simpson and Liard River route.

THOMAS SCOTT.

List of Prices.

Showing estimated cost at Prince Albert of Provisions, Clothing, Cooking Utensils, Tools, and all other necessaries likely to be required by Miners and others journeying to the Yukon gold fields.

PROVISIONS.

Flour, 450 lbs. at \$2.00	\$ 9 00
Bacon, 350 lbs. at 11c	38 50
Beans, 75 lbs. at 4½c	3 37
Rice, 50 lbs. at 7c	3 50
Loaf Sugar, 75 lbs. at 7c	5 25
Tea, 25 lbs. at 35c	8 75
Baking Powder, 12 lbs., in tins	2 40
Salt, 10 lbs. at 2c	0 20
Pepper, 1 lb. at 20c	0 20
Matches, 8 lbs., 4 boxes	0 60
Soap, 12 lbs	1 00
Medicines, etc	5 87
	<hr/>
	\$ 78 64

BEDDING AND CLOTHING.

Two pair 4-point H. B. Blankets at \$9	\$18 00
(or 2 pair 3-pt do. at \$6.)	
Two yards Duffel for heavy socks at \$1.75	3 50
Four yards Stroud at \$1.50	6 00
Two pairs Moccasins at \$1.50	3 00
One pair Rubber Boots (hip)	5 00
Two suits Heavy Underwear	5 00
Six pairs Government Woolen Socks	1 50
Four pairs Overalls at \$1.25	5 00
Leather Jacket (sheep lined)	10 00
One Mackinaw Shirt	3 50
Two pairs Wool Mitts	1 00
Two pairs Leather Mitts	1 00
One Slicker	4 00
One Ground Sheet, 7 ft. x 4½ ft.	2 75
Two Dunnage Bags	2 00
Needles, Thread and Sundries	2 50
	<hr/>
	\$ 73 75

HARDWARE (SINGLE OUTFIT)

Copper Tea Kettle, 1½ lbs.	\$ 1 25
Frying Pan, 1½ lbs.	0 40
Three Tin Plates, two Tin Cups, Table Knife, Fork and Butcher Knife, 1 lb.	1 00
	<hr/>
	\$ 2 65

MINING TOOLS.

Shovel, 4½ lbs.	\$ 1 00
Pick, 4 lbs.	1 50
Gold Pan, 1½ lbs.	0 75
Quicksilver, 1 lb.	1 00
Axe and Handle, 5 lbs.	1 25
Hatchet, 1 lb.	0 65
Set Files, 1 lb.	0 50
Nails, 10 lbs.	0 50

SUNDRIES.

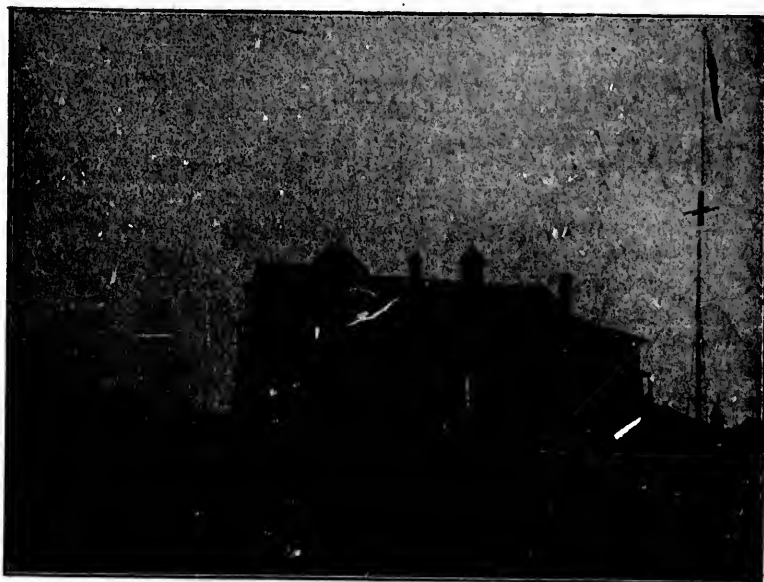
Six Hanks Snaring Wire, ½ lb.	0 20
Six Mink Traps, 3 lbs.	1 75
Gilling Twine, 2 lbs.	2 00
Fish Hooks, Chamois, Goggles, Awl, Gimlet, Scissors, Sundries, etc., 3 lbs.	3 00
	— \$ 14 10

DOUBLE OUTFIT, HALF TO BE CHARGED TO EACH MAN.

Set Grizzly Irons, 16 lbs.	\$ 1 00
Iron Barrow Wheel, 11 lbs.	1 75
Whip Saw, 10 lbs.	8 00
Hammer, 1 lb.	0 50
Hand Saw, 2 lbs.	1 25
Auger, 1½ inch, 1½ lbs.	0 75
Brace and Bits, 4 lbs.	1 25
Chisel and Cold Chisel, 1 lb.	0 65
Large Kettle, 4½ lbs.	1 50
Folding Reflector, 4 lbs.	2 00
Tracking Line, 12 lbs.	2 50
Pitch, 10 lbs.	0 80
Oakum, 12 lbs.	1 50
Wedge Tent, 7 x 10, 12 oz. duck.	11 50
Fibre Tub, 3 lbs.	1 00
Caulking Iron and Sundries.	3 00
	— \$ 23 80
Total.	\$208 09

Guns, Rifles and Ammunition can also be bought at very moderate prices in Prince Albert.

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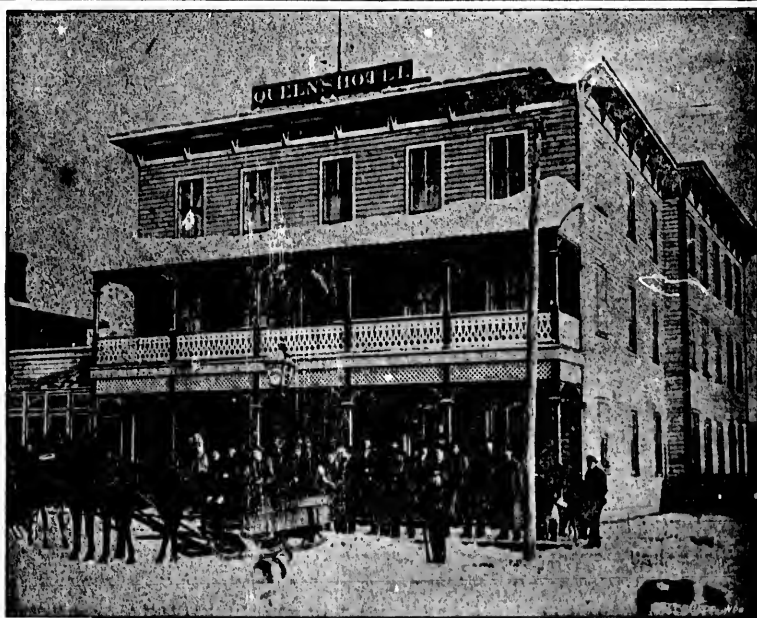


TOWN HALL, PRINCE ALBERT.

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QUEEN'S HOTEL, PRINCE ALBERT.

....THE....

TOWN OF PRINCE ALBERT

And Its Surroundings.

Prince Albert, the starting point and base of supplies of the water route to the Yukon gold fields via Green Lake, Fort McMurray and the Athabasca and McKenzie rivers, is a town having a population of about 2,000, picturesquely situated on the banks of the North Saskatchewan, is the terminus of a branch 240 miles in length, from Regina on the main line of the Canadian Pacific Railway, and being the centre of an extensive grain growing and stock raising country, has, within a short space of time, advanced with phenomenal rapidity in commercial importance.

Within the last seven years, since the opening of railway communication with the main line, the population has, in fact, doubled itself. The surrounding country has become thickly settled and the town itself has vastly increased in size. New buildings of every description have been erected, a handsome town hall has been built, and considerable additions made to the public school buildings, which now accommodate upwards of 500 children.

The yearly increasing quantity of wheat which pours into Prince Albert keeps two large flour mills in full operation—one owned by the Hudson's Bay Company, having a capacity of 100 barrels, and the other the property of Mr. Jos. Kidd, being able to grind about the same quantity of flour per day. There are also three lumber mills, two local newspapers, three hotels, a large number of business houses in which every line of trade is represented, a creamery, a pork packing establishment and other industries. Prince Albert is also the official headquarters of Saskatchewan, being the place of residence of the Judge of the Supreme Court and being garrisoned by a detachment of the North-West Mounted Police.

In the picturesque beauty of its surroundings Prince Albert is unrivalled throughout the whole of the North-West Territories. The town, backed by a wooded slope of considerable elevation, studded with comfortable looking villa residences, and on which stands the reconstructed court house and gaol, spreads over a grassy plain about two miles in

extent, from east to west. The town hall, a stately building, occupies a conspicuous position in the centre, surrounded by systematically laid out streets of neat dwelling houses in various styles of architecture, interspersed with churches of all Christian denominations, while on the west side stands the Roman Catholic Cathedral, an imposing structure, and adjoining it the Bishop's Palace, a handsome modern edifice in red brick.

The main street—or Riverstreet as it is called—is a broad thoroughfare running east and west, and is the commercial portion of the town. Throughout its length, looking out on the swift running waters of the Saskatchewan, the open frontage of a long line of fine stores presents a variegated and pleasing coup-d'œil, and testifies by its business-like appearance to the progressiveness and prosperity of this brisk little city of the north.

A mile to the eastward on the same level lies the suburb of Goschen, or East Prince Albert, a little town in itself where, in addition to the spacious warehouses and lofty flour mill and elevator belonging to the Hudson's Bay Co., may be seen the two large stern wheel steamboats "Northwest" and "Marquis," which ply on the Saskatchewan between Prince Albert and Edmonton during the summer months.

Across the river to the north stretches the vast, sparsely inhabited wilderness of forest, lake, and mountain, reaching to Hudson's Bay and the Arctic Ocean, but to the southward and eastward, the country, a large portion of which is now under cultivation, is exceedingly fertile and admirably suited for mixed farming and also for cattle raising.

The area now occupied by settlers engaged in agriculture, stock raising, etc., may be said to embrace that portion of the Saskatchewan district between Fort la Corne and Melfort (Stony Creek) in the east, and Duck Lake, Carlton and Shell River in the west, and comprises also the settlements at Kinistino, Birch Hills, Butler Settlement and others. These settlements have all immensely increased in population since the opening of railway communication with the main line, which took place in 1890.

The country for the most part consists of stretches of undulating or rolling prairie, interspersed with groves of poplar and willow and dotted here and there with little lakes, around which a heavy crop of natural grass springs up every year and serves as provender for the settlers' cattle during winter.

The soil is for the most part a black mould on a clay subsoil; it is exceedingly rich in the chemical constituents, phosphates, etc., which conduce to fertility, and as a natural consequence cereals and garden stuff can be raised to perfection.



JOSEPH KIDD'S FLOUR MILL, PRINCE ALBERT.

As is well known, the further north wheat can be ripened the better its quality, and the Prince Albert district has already acquired a well deserved reputation for its No. 1 hard wheat.

The seed chiefly sown by farmers is the variety known as "Red Fyfe." Ladoga and some other early ripening sorts are occasionally used. The average yield of wheat may be estimated at from 20 to 25 bushels per acre, although under favorable conditions much higher results have been obtained.

Oats also yield largely, sometimes as much as 70 bushels, the average being about 35. The ground is also very favorable to the growth of barley, which, as it ripens early, may be considered an absolutely sure crop.

Potatoes grow to a large size and are so prolific that a yield of from four to five hundred bushels is not uncommon.

Spruce timber for building purposes can be obtained in any quantity on the north side of the Saskatchewan, and in many parts of the settlements above referred to as well as in the unsettled portion of the country, poplar trees of both the black and white varieties are found in abundance from 12 to 16 inches in diameter. Birch and tamarac are

also available in some neighborhoods, while everywhere the common grey willow grows profusely, sometimes attaining a large size and is used by the farmers for fence pickets and other purposes.

Water for domestic use is supplied by springs and creeks, which in many places are very numerous. Where these do not exist water can readily be obtained by digging wells, at a depth of from eight to forty feet. Some of the lakes in the vicinity of the farming district contain perch, jack and other fish, but whitefish and trout abound only in the larger lakes which lie beyond the Saskatchewan to the northward of Prince Albert.

Stockraising, a sure and safe source of profit to the settler, is extensively carried on, not only throughout all the farming country in the neighborhood of Prince Albert and the surrounding settlement, but also in the more outlying portions of the district which are as yet but thinly populated. The cattle, luxuriating in the profusion of rich herbage with which the prairies are covered, wax fat with no trouble to their proprietor, and the fall of the year finds them in good marketable condition without the necessity of stall feeding. Winter feed is provided by the grasses and sedges that grow abundantly on the margins of the sloughs. The grass being cut about the latter end of July or the beginning of August is left where it falls under the mower for about 24 hours and is then raked into cocks for a few days before being stacked, the hay thus made being exceedingly nutritious and perfectly cured by this short process. The large increase in the number of persons who have gone into stockraising within the last few years since the opening of the line to Regina furnished a more extended market for fat cattle proves conclusively that the profits to be derived from this source are entirely satisfactory both to farmer and rancher.

Sheep also can be raised here with great facility and at but little cost. The nature of the country with its poplar sheltered prairies, rich pasture and dry, pure air is in a degree suitable for the breeding of these animals; they resist the cold well and enjoy a remarkable immunity from many diseases which sheep are subject to in more moist climates. Many settlers in different parts of the district possess flocks more or less numerous, and one or two have tried the experiment of sheep raising on a large scale and have met with unquestionable success.

Hogs can also be reared with but little trouble and at small cost; they find a ready market, either alive or killed and dressed, at Prince Albert, and there can be no reason why, with a Hudson's Bay railway as a means of outlet, pork and bacon should not be placed on the English market at as cheap a rate and equal if not superior in quality to that which is at present exported to Great Britain from Chicago.

The climate of Prince Albert and its environs is without doubt one of the healthiest in the world. The winter season, though undeniably cold, is by no means so formidable as might be imagined if one judged only from the readings of the thermometer. A steady frost usually sets in about the second week in November and continues with but slight intermission until the middle of March. During this period the temperature occasionally falls to 40 and even 50 degrees below zero, but these cold snaps seldom last more than a few days at a time and are rarely accompanied by high wind. The atmosphere, moreover, is so dry that the low temperature is not nearly so unbearable as it would be in a country like England, for example, where the air contains more moisture.

The terrible storms of wind and snow that sweep the plains of Dakota, U. S. A., are here unknown, and it is seldom indeed that outdoor work is stopped even for a day by the inclemency of the weather.

Snow, as a rule, does not fall in any great quantity until after Christmas, and is scarcely ever more than 15 to 20 inches in depth; it thaws out generally towards the end of March and by the second week in April the waters, released from their icy thrall, are again in motion in the creeks, men and teams are at work in the fields, and though an occasional snow storm may for a few brief hours impart a wintry aspect to the landscape, it is quickly effaced by the genial sunshine, while the advent, day by day, of migratory birds gives emphasis to nature's fiat that spring time has at length arrived. Ploughing and sowing now proceed with the least possible delay, germination quickly follows, and the grain, receiving ample moisture as the ground gradually thaws out, grows with astonishing rapidity.

June is usually a rainy month, but notwithstanding this abundant rainfall, there is no lack of sunshine; the sky is but seldom entirely overcast, and the alternation of heavy showers with unclouded summer heat, offers the most favorable conditions for rapid development of the growing crops. From the middle of August fine weather may be expected right through the fall, and harvesting operations are seldom interrupted by rain. About the equinox snowstorms usually occur, after which comes another spell of fine weather, which generally lasts until the setting in of winter in the early part of November.

Even in the heat of summer, when the mercury occasionally rises above 90 in the shade, the heat is far less oppressive and sultry than in more humid climates. There is generally more or less breeze all day, and men can work in the sun without the feeling of lassitude which a hot day in England produces. Sunstroke is almost unknown, and let the days



COURT HOUSE, PRINCE ALBERT.

be ever so hot, they are invariably followed by cool, pleasant nights. No malaria exists, even in marshy localities, and, notwithstanding the severity of the winter, diseases of the throat and lungs are extremely rare, in fact cases are not infrequent in which persons with a tendency to pulmonary weakness have been set up in health by a change to the invigorating air of the North-West.



"All aboard for the Klondyke"

.....after you have seen

HUTCHINGS & McLELLAN

and secured your Outfit in Leather Work.

**PACK STRAPS, PISTOL HOLDERS, KNIFE SHEATHS,
Axe Sheaths, Rubber Bags, Sleeping Bags,**

and everything requisite in leather work will be supplied at rock bottom prices. As we are the largest dealers in the North-West, we can supply these goods cheaper than any other house in the trade.

The Great Saskatchewan Saddlery House,

HUTCHINGS & McLELLAN, Props.

E. F. HUTCHINGS, Winnipeg.

D. C. McLELLAN, Prince Albert.

Pamphlets and full information sent free on application.

CAPT. J. M. SMITH,

Boat Builder,

Prince Albert, Sask.

Parties bound for the Klondyke should be in Prince Albert ready to start from 20th to 30th April, via Big River, and should order in advance

STURGEON HEAD BOATS

The only boats suitable for the trip. They have a carrying capacity of eighty hundred pounds, and require five men to fully man them. Their load of provisions will allow each man two pounds per day for two years, and 140 lbs. to spare.

A Sturgeon Head boat of the above description, fully equipped with oars, and delivered at Big River, \$150.

J. M. SMITH,

Formerly builder and commander of Hudson's Bay Co.'s steamers on the McKenzie River.

C97341

Complete Outfits

...and all **Supplies**

for the....

CANADIAN GOLD FIELDS

can be obtained from

The Hudson's Bay Company,

who have general
stores at

Prince Albert,

Winnipeg,

Calgary,

Edmonton,

Vancouver,

Victoria,

and other points. Pamphlet containing map of the

KLONDYKE

and other mining districts, will be mailed free on
application. For full information write

THE HUDSON'S BAY COMPANY

at any of the above points.



C97340



WITTEMANN'S
Bavarian Lager Beer Brewery,
PRINCE ALBERT, SASK.



The above structure stands upon a ground area of 208,000 square feet, facing on River Street. The building was erected in 1896-7, and has a capacity of 250,000 gallons per annum. There is also in connection a large malthouse. The whole interior is planned after the best breweries of Germany. All hands employed in the establishment are professional German brewers, and the output is thus assured uniformly first-class.

This is the largest establishment of the kind in the North-West, outside of Winnipeg, and being a large consumer of barley, provides a good home market for that cereal.

ONLY **\$2.00** PER DAY

“Are you going by way of Prince Albert to the Yukon?” If so, you will do well to stay off one day at

REGINA,

THE CAPITAL OF THE YUKON.

The best accommodation can be obtained at

**The Windsor
Hotel,**

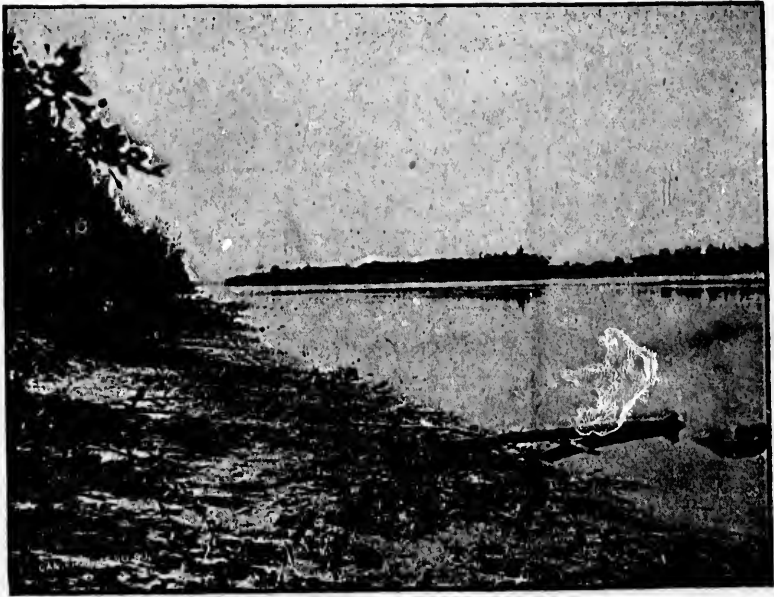
THE BEST HOUSE IN THE WEST.

Any information regarding the Yukon can be obtained from the management of this hotel.

MATHEWS & WIGGINTON,
Proprietors.



STEAMER "NORTH WEST" ON SASKATCHEWAN RIVER AT PRINCE ALBERT.



VIEW LOOKING UP THE RIVER FROM PRINCE ALBERT.

Prince Albert Hotel,

Nearest hotel in Prince Albert
to the Depot.

Best Accommodation for the Traveling Public
at reasonable rates.

ONE DOLLAR A DAY HOUSE.

Best Liquors and Cigars

Constantly on hand.

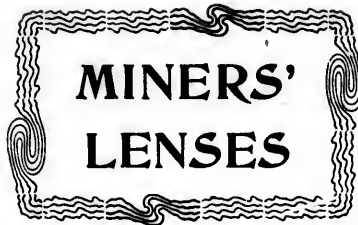
Parties en route for the Klondyke welcomed, and full information and assistance given.

DAVID POLLOCK,
Proprietor.

We are headquarters for

STATIONERY, JEWELRY,

Compasses



Barometers

Colored Glasses, all kinds and best Prices.

G. W. BAKER,
Jeweler and Optician.

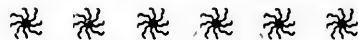
PRINCE ALBERT ROLLER MILLS

Manufacture the Best
Brands of Flour in the
North-West.

**Strong
Bakers**

For the Yukon

For the Northern Trade



**Second
Bakers**

Put up in packages
suitable for packing.

None but the best Wheat is used in the manufacture of this Flour. This is the secret of our success. As the mill is handy, call and get prices before buying elsewhere.

JOSEPH KIDD.

FOR _____

1879-1898



**Hardware,
Groceries and
General Goods**

Call at **MCPHAIL'S**
.....

Where complete outfits can be had at lowest market rates
for Prospectors, Miners, Travelers, Settlers or Lumbermen.



Corner River and McKay Streets,
Prince Albert.

J. R. MCPHAIL.

J. E. SINCLAIR,

General Merchant

and Indian Trader.



As I have been trading in the north for the last fifteen
years, I will be glad to give any information required, and
to supply mostly anything needed for the trip to the
Klondyke.



Over 100 good Building and Business Town Lots in Prince
Albert for sale.

J. E. SINCLAIR.

KLONDYKE

.....VIA PRINCE ALBERT.



People going to the Yukon Gold Fields will find this route one of the best, shortest, and by all odds the most pleasant way to travel, and

F. C. BAKER

Is prepared to furnish

MINERS AND
PROSPECTORS



ALL THEIR
NECESSARY

OUTFITS

Fifteen years' experience in supplying the wants of people in this country should be sufficient guarantee that I keep the right kind of goods in stock, and at right prices. You will save money by purchasing your goods here.

F. C. BAKER,
GENERAL MERCHANT.

PRINCE ALBERT,
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JAS. H. SANDERSON,

Manufacturer of
and Dealer in
all kinds of

LUMBER, LATH,

**Shingles, Doors,
Sash and Moldings.**



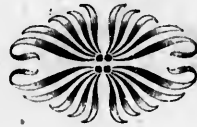
Special Material Constantly . . .
on Hand . . .

*** * For Boatbuilding.**

C97339

BUFFALO HALL

1879-1898



If
You are
Going

To hunt for fortune in the Gold
Fields of Yukon, accept the experi-
ence of 19 years and go via Prince
Albert, and secure your provisions
from

BUFFALO HALL

Thus assuring yourself a comfortable
trip, as well as unadulterated Goods,
carefully put up by the most ex-
perienced packers, and at prices
which will allow even the poorest
Prospector to make ample provision
for his journey. Write us for full
information respecting the advan-
tages of this old established route.

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C97338

BEFORE
GOING
TO THE



YUKON

You can
SAVE GOLD

by buying Supplies at

SPROAT'S
Store.

C97337

T. E. BAKER,

Builder

...and...

Contractor,

Prince Albert, Sask.



Estimates Furnished.

KEITH & Co.,

Sawmill Proprietors,

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LUMBER

ON HAND AND CUT

TO FILL SPECIFICATION ORDERS.



Material for Boatbuilding.



A. S. STEWART,

DEALER IN

Farm Implements & Vehicles.



McCormick Binders and Mowers, John Deere
and Wilkinson Plows, Moline and Speight
Wagons, J. I. Case and Waterloo Threshers,
Monitor Seeders, Windmills, etc.



Office and Warerooms, River Street, Prince Albert.



A. H. WOODMAN,

GENERAL AGENT.



Everything in 

RUBBER GOODS

....Required....

For a Trip to Klondyke.



AGENT FOR PETERBORO CANOE CO.

STEWART BROS., CHAS. F. MCGREGOR,

PRINCE ALBERT.

Livery and

Feed Stable,

Church Street, Prince Albert.

* * *

There are gold fields right in our store for those who purchase their supplies from us for the Klondyke.

MINERS'

GENERAL MERCHANTS 

OUTFITS

FREIGHTED

..and MINERS' OUTFITTERS.

To Green Lake or Big River.

J. B. KERNAGHAN,

...THE...

Miners' Outfitting

Hardware Store.

Gold Pans, Folding Camp Stoves, Axes, Picks, Shovels, and Settlers', Traders' and Trappers' Supplies.

Manufacturer of all kinds of Tinware, Sheet Iron and Copper Ware.

We always aim to keep in Stock the best Goods, and to sell at close margins consistent with quality.

J. B. KERNAGHAN,

River Street, Prince Albert.

291336

THE GREAT 

 Yukon 
Meat   
Market 

And Pork Packing Establishment.




Purposely for the Yukon Trade:---

Bacon, Long Clear,

Hams, Breakfast bacon,

Bologna Sausage,

All kind of Salt Meats, Beef, Pork, Mutton and Poultry.



Cattle Bought and Sold. Live Hogs Wanted.

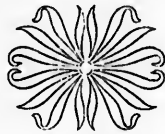
GEO. R. RUSSELL,

River Street,

Prince Albert, Sask.

QUEEN'S HOTEL,

PRINCE ALBERT, SASK.



The oldest established, largest and best equipped
Hotel North of the Main Line.



First-Class Accommodation for 100 Guests.



The Bar Constantly supplied with the Choicest
Brands of Wines, Liquors and
Cigars.



'Bus meets all trains.

GLADSTONE & STALKER,
Proprietors.

HORSESHOE STORE

PRINCE ALBERT, SASK.

Carries the Largest and Most Complete
Stock in Town.



On your way to the Yukon
Drop off at the store
Where you see the Big Horse Shoe
Hanging over the door ;
There is saving of money,
And lots of good luck
For you that will purchase
An outfit of Truck.
We have goods for Gold Seekers,
And Land Seekers too ;
Please give us a call
At the sign of the Shoe.

T. O. DAVIS.

W. R. FISH,

....THE....

Big General Store

PRINCE ALBERT, SASK.,

Handles Everything.

WILLIAM KNOX,

BUILDER & CONTRACTOR,

Church Street, Prince Albert.



Plans and Estimates Furnished for all kinds of Buildings



Sash, Doors, Window and Door Frames. Oak Newel

Posts and Ballusters always on hand.

Prince Albert Brewery,

Chas. Woodman, Prop.

Brewer & Malterer,

Prince Albert, Sask.

Brewer of First-Class Ales, brewed on Burton, England, system.

Porter and Stout brewed in this establishment same as brewed in Guinness' brewery, Dublin, Ireland—the famous Dublin Stout.

These Beers are recommended by the Medical Fraternity, and are taking the lead in this community.



S. J. DONALDSON,

Livery, Feed and Sale Stables,

PRINCE ALBERT, SASK.

Teams for freighting Prospectors' and Miners' outfits to Green Lake at reasonable rates.

First-class rigs and speedy horses always at command.

IMPERIAL BANK

OF CANADA

—HEAD OFFICE - - TORONTO, ONT.

CAPITAL PAID UP \$2,000,000.
RESERVE \$1,200,000.

DIRECTORS

H. S. Howland, President, T. R. Merritt, Vice-Pres. Wm. Ramsay, Robt. Jaffray, (St. Catharines,) Hugh Ryan, T. Sutherland Stayner, D. R. Wilkie, General Manager, E. Hay, Inspector.

Branches in the Northwest and British Columbia.

Winnipeg, Man - C. S. Hoare, Manager.
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BRANCH IN QUEBEC

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Lloyd's Bank, Ltd., 72 Lombard St., London, with whom money may be deposited for transfer by letter or cable to any of the above branches.

AGENTS IN UNITED STATES

New York, Bank of Montreal and Bank of America; Buffalo, Bank of Buffalo; Chicago, First National Bank; St. Paul, Second National Bank; Boston, National Bank of the Commonwealth; Detroit, Detroit National Bank; Duluth, First National Bank; Minneapolis, Northwestern National Bank; Philadelphia, Farmers' and Mechanics' National Bank; San Francisco, Wells, Fargo & Co's. Bank.

PRINCE ALBERT BRANCH

DRAFTS SOLD, available at all points in Canada, United States and Europe.

LETTERS OF CREDIT issued, available in all parts of the world.

SAVINGS BANK DEPARTMENT—Deposits of \$1 and upwards received and interest allowed.

DEBENTURES—Municipal and other Debentures purchased.

SPECIAL RECEIPTS issued for the convenience of Klondyke Travelers.

R. DAVIDSON,
Manager.

KLONDYKE.

S. McLEOD,

↻ Wholesale & and & Retail. ↻

The greatest gold producing district that has ever been discovered. Estimated area 500 square miles.

Seldom does such an opportunity present itself. This could have happened once, and shall we miss it—lose it forever? No!

This is the Way to Go.

Prince Albert is acknowledged to be the shortest, cheapest and best route, and you will

Come and Outfit Here.

We can assure you that complete outfits can be procured here to better advantage and cheaper than they can be brought in.

We are making special preparations that will enable us to handle the spring trade with ease and facility, and we expect to do

The Outfitting Business of Prince Albert.

We carry a very large and complete stock of everything required, and

Can Outfit You from Top to Bottom.

We are having prepared a complete list of all goods and quantities required with price list attached.

S. McLEOD,

Outfitter for the Klondyke and the Gold Regions of the North.
Prince Albert, Sask.



...PARTIES...

Bound for the Klondyke

Can purchase all their

HARDWARE

....AND....

Mining 

 Supplies

At Reasonable Prices from 

T. J. AGNEW.

C97335

W. J. KERNAGHAN,

Tinsmith.

Dealer in Hardware, Stoves, Tinware, Miners', Settlers',
and Trappers' Supplies.



Klondyke Folding Camp Stoves.

My D. L. S. Folding Camp Cook
Stove is the best in the Market.



Folding Knives and Forks Can be Carried
In the Vest Pocket.

Klondyke Supplies.

—O—
Pack Saddles, Riding
Saddles, Cart Harness, Dog
Harness, Packing Straps,
Rubber Sheets, Trunks,
Valises, Kit Bags, Etc.

—O—
It will pay you to

Buy Your Outfit

at Prince Albert

From 

A. HALDENBY.

P. O. BOX 27.

When 

OUTFITTING FOR KLONDYKE

...Buy Your...

Cured Meats

...FROM...

WM. Y. DAVIS.



ALSO


Dealer in Live Stock.

C97334


Gold Seekers Attention

If you are bound to Klondyke or any part of the Great Gold Belt take the only almost unbroken natural water route, via Prince Albert and Green Lake, thereby avoiding the dangers and expense of traveling by trail.

One member of our firm left his eastern home in the early seventies finally settling on the banks of the great Saskatchewan river. With his experience as a pioneer traveler, his acquaintance with people born and raised in the Yukon country, and our large and well selected stock of



**Dry Goods, Groceries,
Boots & Shoes,
Ready-Made Clothing, etc.**



We claim exceptional facilities to equip

MINERS AND PROSPECTING PARTIES.

We will cheerfully answer all correspondence, and give any information desired to people contemplating coming this way.

C. THOMPSON & Co. Prince Albert,
Sask.

Yukon Expeditions...

We can supply Outfits of all kinds for large or small parties going to the Northern Mining Districts. If you are going to the Klondyke

We Can Save You Money.

We offer special prices in

**TEAS, COFFEES, BACON,
LARD, BEANS, RICE FLOUR, CANNED MEATS,
CANNED VEGETABLES, CANNED FRUITS,
Etc., Etc.**

Our Goods done up in proper packages for easy handling.

BOATS specially adapted for the northern waters supplied on short notice. Write or wire to

R. T. GOODFELLOW,

Cor. McKay and River Streets.

Prince Albert.

on

f the Great Gold Belt,
ate, via Prince Albert
nd expense of traveling

e in the early seventies,
ewan river. With his
with people born and
well selected stock of

s,
etc.



NG PARTIES.

give any information

o. Prince Albert,
Sask.

3...

large or small
stricts. If you

oney.

N,
ED MEATS,
FRUITS,

handling.
waters supplied

ELLOW,
Prince Albert.



FT. MURRAY

CLEAR WATER RIVER

PORTAGE LA. LOSCHE 12 1/2 MILES

MELTHE LAKE

H.B. POST

PORTAGE
H.B. POST

H.B. POST

85 MILES OF DANGEROUS RIVER
DANGEROUS RAPIDS
RAPIDS
GRAND RAPIDS

PRINCE

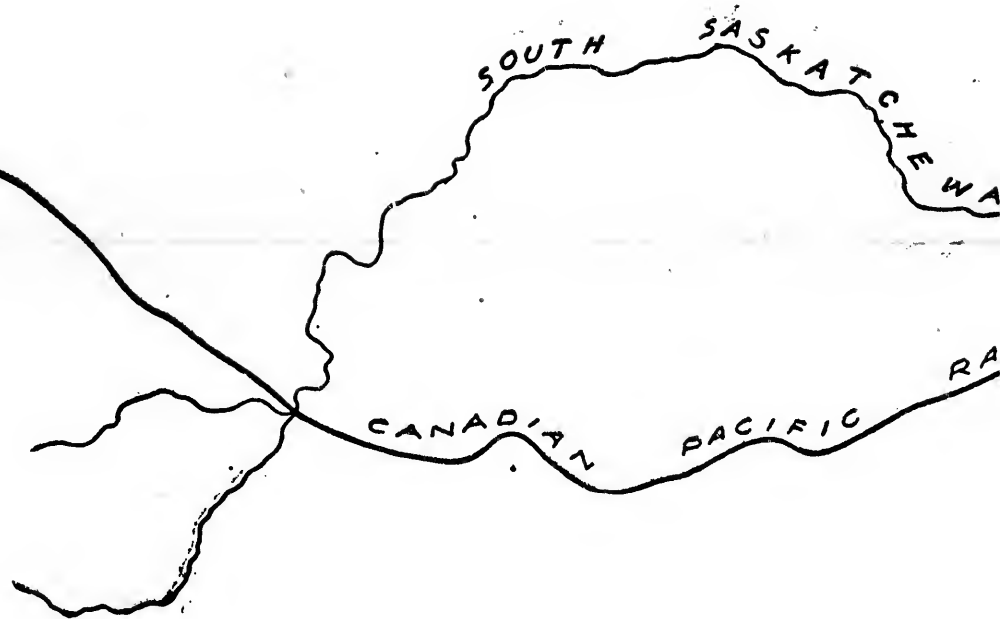
ALBERTA

NORTH SASTACHEWAN RIVER

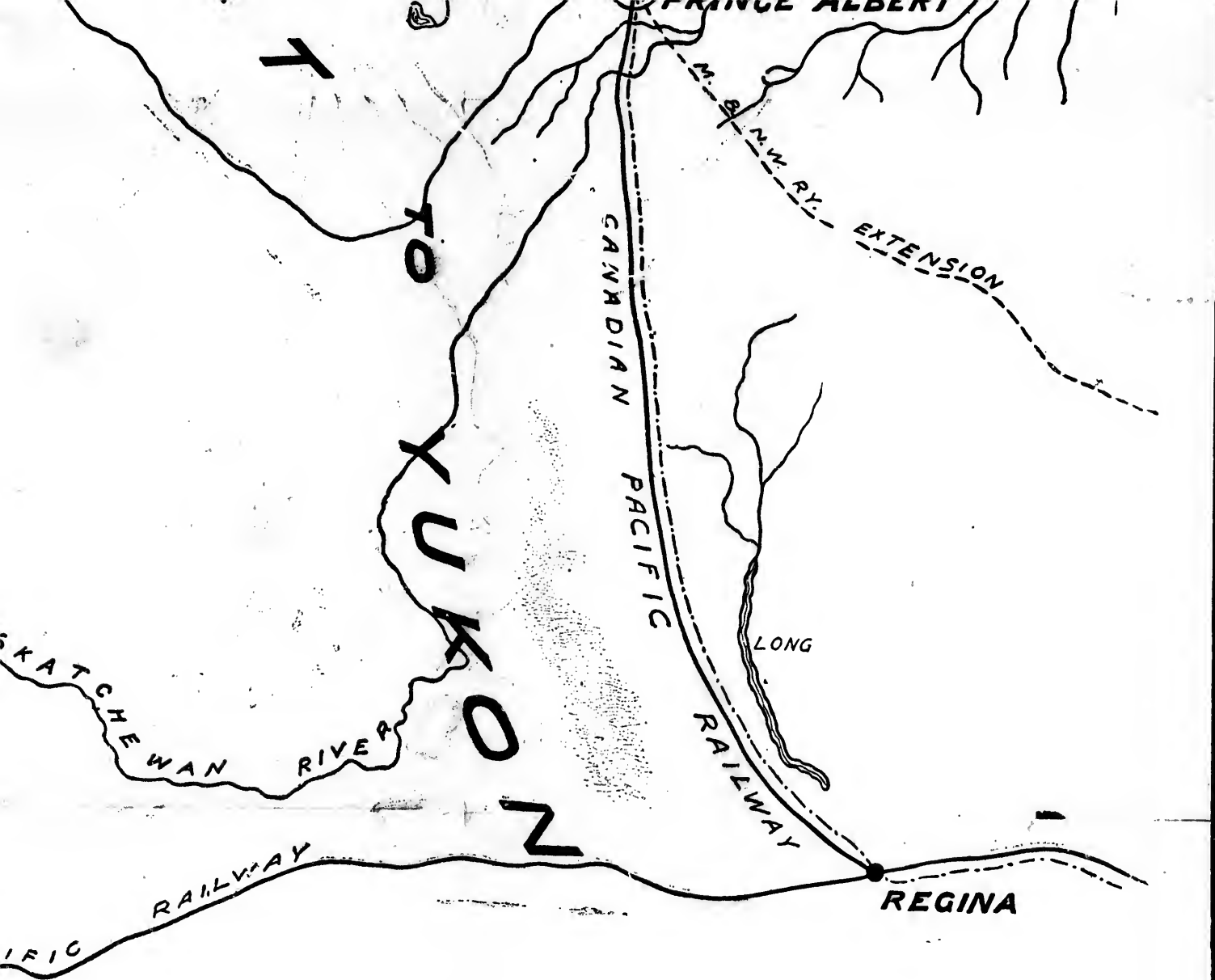
EDMONTON



CALGARY

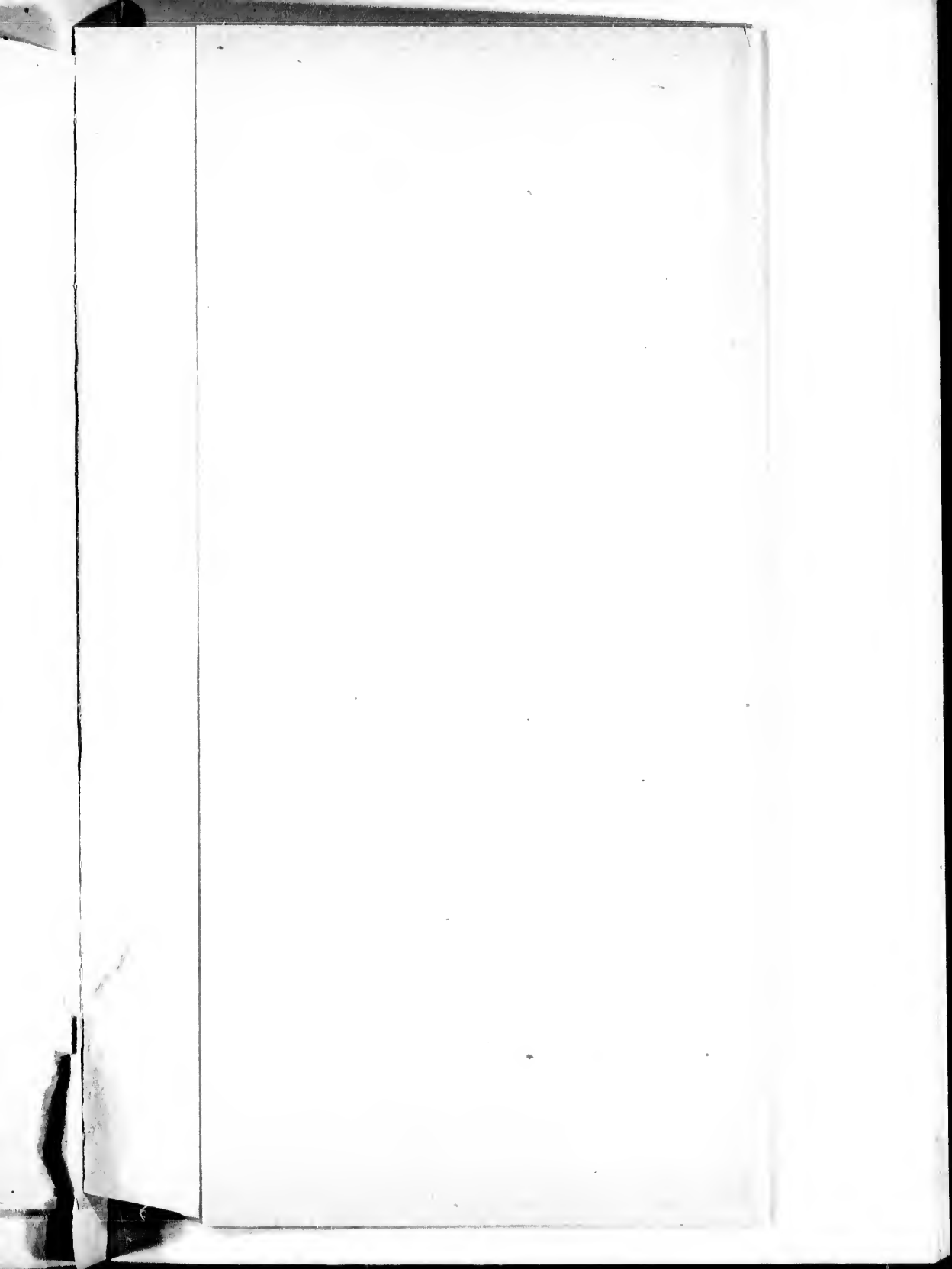


The above map represents the portion of the water route to the Yukon which lies between Prince A different stages of the journey may be described as follows: Prince Albert to Green Lake by good wagon (good road) 12 miles. Descending Clearwater river, 80 miles—Total 450 miles. It will be seen that this route through Deep River and Clear Lake, Buffalo Lake, and Methe River and Lake to Portage la Losche. This part of the road being good and draft animals procurable. From this portage the course of the Clearwater river to its junction with the Athabasca near Fort McMurray. The boats travel down stream the whole way, for comparison is also shown above, the Athabasca River for 87 miles between Grand Rapid and Fort McMurray.



between Prince Albert on the Saskatchewan and Fort McMurray on the Athabasca river. The length of the route by good wagon road, 140 miles. Green Lake to Portage la Losche, 220 miles. Passing Portage la Losche, it is seen that this route, after traversing Green Lake, follows the course of Beaver River to Isle a la Crosse; then follows the Clearwater River to Portage la Losche. This portage is 12 miles in length, but presents no great difficulty to the transport of boats, etc., and the Clearwater River is followed without interruption except for one or two insignificant portages, to the whole way, for the most part in smooth water; while on the Edmonton route, which for the sake of speed and Fort McMurray is beset with dangerous rapids.





This map is intended to show the safest, best and most economical route from the Atlantic seaboard to the Yukon gold mines, via Regina on the main line of the Canadian Pacific Railway, Prince Albert on the Saskatchewan, Fort McMurray on the Athabasca, and Fort Simpson on the McKenzie rivers. From Fort Simpson there are two routes open to the traveler—one following the course of the McKenzie to Fort McPherson, and from thence down the Porcupine to Fort Yukon, and up the Yukon to the Klondyke—and the other entering the Liard River and ascending that stream to its junction with the Frances River, from which point the Pelly river can be reached by portage, the remainder of the voyage being down stream all the way to Dawson City on the Klondyke.



