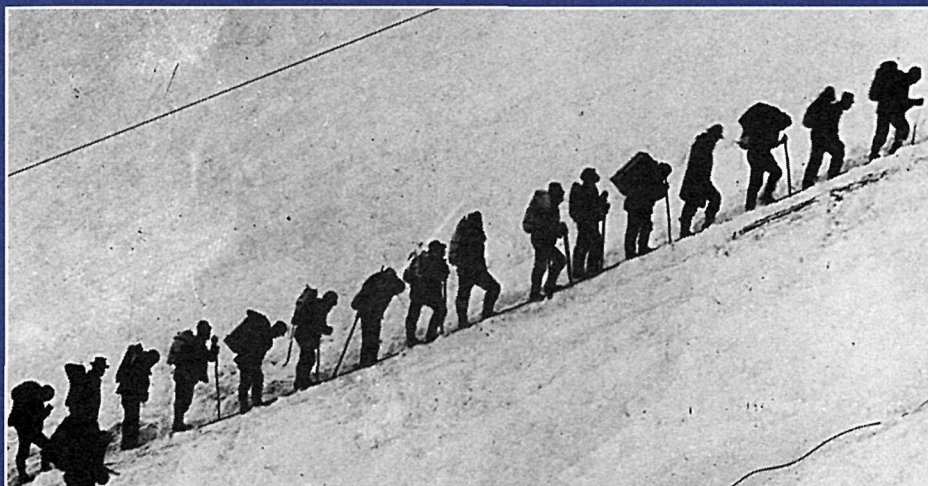




Environment Canada
Parks Service

Environnement Canada
Service des parcs

CHILKOOT TRAIL National Historic Park Canadian Parks Service



KLONDIKE GOLD RUSH National Historical Park U.S. National Park Service



A HIKER'S GUIDE TO THE CHILKOOT TRAIL

THE CHILKOOT TRAIL

The Klondike Gold Rush captured the imagination of the world. Rich and poor, young and old, women and men were attracted to the Klondike from all parts of the globe. No image better represents this historic event than the endless line of stampedeers struggling over the Chilkoot Pass during the winter of 1897-98. Today, the Chilkoot Trail National Historic and Klondike Gold Rush National Historical Parks commemorate this extraordinary journey. The contrast between the scenic grandeur of the Coastal Mountains and the fragile remains of the stampedeers' goods and temporary structures makes the Chilkoot a unique backcountry trail.



Approaching the Summit

GETTING TO THE TRAILHEAD

- In Alaska, go to Dyea via Skagway 9 miles (15 km) by foot, taxi, or car.
- In Canada, go to Bennett via Log Cabin or Fraser by rail service, or from Carcross by boat.

You can make rail, taxi, bus, and boat transportation arrangements in Whitehorse and Skagway. Schedules vary with the season. You can park at Log Cabin and at the Dyea campground.

CUSTOMS AND IMMIGRATION

You will cross the international boundary between Canada and the United States at the summit of the trail. Southbound hikers must report to U.S. Customs and Immigration in Skagway. Northbound hikers must report to Canada Customs and Immigration at Fraser before beginning the trail. Check with U.S. Park personnel in Skagway for reporting procedures.

Firearms are prohibited on the Chilkoot Trail. You may check firearms with the Skagway Police Department or the RCMP at Carcross or Whitehorse before beginning your hike.

ARTIFACTS

Thousands of historic artifacts and archaeological features can be observed along the Chilkoot Trail. They are extremely fragile. Some features such as tent platforms and building remains are not obvious. Take care not to set up camp, walk or sit on them or use them for firewood. Disturbing artifacts may hasten irreversible deterioration, cause them to break or disintegrate, and destroy clues for researchers attempting to recreate the past.

Federal, State, and Provincial laws protect artifacts and sites for future generations, but the best guarantee of their preservation is for you to respect the Chilkoot Trail and its history, leaving the artifacts in place undisturbed.

MAPS

Four topographic maps cover the region described in this brochure. They are:

Dyea To Chilkoot Pass: Skagway (C-1) NW and (C-1) SW; 1:25,000 scale, "1991 Provisional Editions," for sale at U.S. Geological Survey, Fairbanks, AK, 99701

Chilkoot Pass To Bennett: White Pass 104M/11 East & Homan Lake 104M/14 East; 1:50,000 scale for sale at Canada Map Office, Department of Energy, Mines & Resources, 615 Booth Street, Ottawa, Canada K1A 0E9.

Topographic maps should be purchased and sealed against the weather before you arrive in Skagway.

NATIVE USE OF THE TRAIL

Before the gold rush, Dyea was a small, year-round Tlingits village. The Tlingits were a powerful and wealthy tribe that controlled trade between the ocean coast and the interior. They made annual trips through the pass carrying fish oil, clamshells and dried fish. They traded with the Tutchone,



Boatmen's Encampment



Relics of the Gold Rush

COMMERCIAL USE

All commercial activities conducted in the park such as guiding are licensed activities. Penalties for unlicensed operations on the Chilkoot are severe and can result in fines up to \$10,000. Contact the parks to receive a list of licensed commercial operators or an application for a license.

Tagish and other tribes of the Interior for animal hides, skin clothing, and copper. After European contact in the early nineteenth century, the trade also included items such as calico, guns, flour and tobacco.

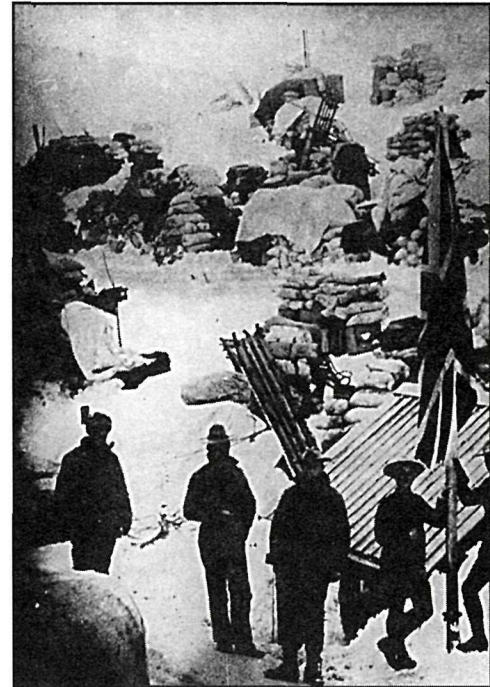
The Tlingits jealously guarded access to the pass. They prevented both whites and other natives from using it until the late 1870's. But when the gold rush began, they could not hold back the great tide of people. For awhile, the Tlingits held a monopoly on the lucrative packing trade but that too disappeared with the coming of the tram and railways.

RETRACING THE STEPS

The Chilkoot Trail is one of only three glacier-free corridors through the Coast Range between Juneau and Yakutat. This made the trail a vital link in an extensive native trading network before the gold rush. In the 1880's explorers, prospectors, and surveyors started to cross the trail in increasing numbers looking for gold and adventure. In 1896 word leaked out of major gold discoveries in the Yukon. Thousands of would-be miners headed to the Chilkoot, the shortest and best known route to the Klondike. While the lightly equipped natives generally travelled in spring and summer, the newcomers, burdened with equipment and intent on being self-sufficient, struggled through the pass in the fall and winter.

The Tagish used the land around Lindeman and Bennett Lakes for hunting, trapping and berry picking. Although few in number the Tagish people included such notable gold rush figures as Skookum Jim, Kate Carmacks and Dawson Charlie. Stone flakes, firepits and a trapper's cabin at Bennett indicate the long and continuing use of the Chilkoot by natives up to the present.

This mass movement of people and goods encouraged investment in new transport methods. Horse packers and boat services prospered despite the difficult conditions. Three aerial tramway companies erected lines and by 1898, all manner of freight was hauled effortlessly overhead. In the summer of 1899 however, traffic through the Chilkoot came to an abrupt halt. The completion of the White Pass and Yukon Route Railway through the adjacent White Pass ended this colorful episode in northern history.



N.W.M.P.'s Summit Hut, Vancouver Public Library 8251

THE NATURAL ENVIRONMENT

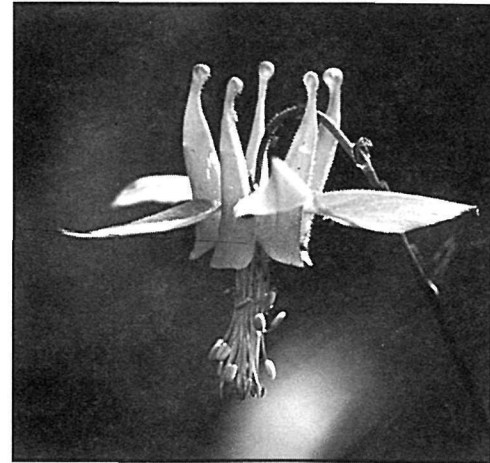
When you hike the Chilkoot, you will pass through spectacular and rugged terrain. Few trails of comparable length offer more dramatic changes in climate, terrain and vegetation. The trail begins at tidewater and passes through the Pacific Northwest coastal rain forest in Alaska. It climbs above treeline into the alpine tundra, reaching an elevation of 3,680 feet (1122m) at the Summit. It then descends into the boreal forest of British Columbia around Lindeman and Bennett Lakes.

PACIFIC NORTHWEST COASTAL RAIN FOREST

The rain forest extends from sea level to the 3,000 foot (914m) level in Alaska. Nearly all of the dense stands of alder, cottonwood, aspen, western hemlock and sitka spruce of this forest is second-growth. The valley was denuded of trees during the gold rush. Understory plants such as mosses ferns, devils club and mushrooms flourish in the mild marine climate. Bears are attracted to the Taiya River by the annual spawning runs of pink and chum salmon. Boreal toads, bald eagles, river otters and the American dipper also live in this mild coastal habitat.

ALPINE TUNDRA

As you approach the 3,000 foot (914m) level near the summit of the Chilkoot Pass, the climate becomes subarctic and the vegetation changes dramatically. Large areas on the Canadian side of the trail are devoid of trees. Only mosses, lichen, heaths, dwarf shrubs and low growing willows survive on the thin alpine soil. You may see arctic ground squirrels, hoary marmots, pikas, the occasional mountain goat and rock, willow and white-tailed ptarmigan.



SUBALPINE BOREAL FOREST

You will hike out of the alpine tundra into a subalpine boreal forest on the descent from the pass into Canada. This forest is drier than the rain forest because of the rain barrier created by the Coast Range. Its forests are less dense and consist mainly of alpine fir, lodgepole pine, willow and alder. Moose, wolves, black bear, porcupine, wolverine, ruffed grouse and white-throated sparrows can all be found here.



THE TRAIL IS NOT FOR EVERYONE

"The Chilkoot Trail is difficult, even dangerous, to those not possessed of steady nerve" Henry De Windt, 1897

Though the times have changed, the difficulty of the trail has not. You will face many of the same hazards and difficulties as did the stampedeers of 1897-98. Do not underestimate this trail or overestimate your abilities. If you are lucky enough to have good weather the trail is long and strenuous. With weather at its worst, even experienced hikers are tested to their limit.

The steep climb from the Scales to the summit of the pass is extremely intimidating. Exposure to wet, cold, and windy conditions combined with the exhausting climb up the steep snow and boulder slope to the summit is a major challenge for all hikers.

The average hiker takes from 3 to 5 days to complete the trip. The Chilkoot is not a wilderness hike. You will share it with many others, especially from mid-July to mid-August.



National Archives C6809



Approaching the Pass

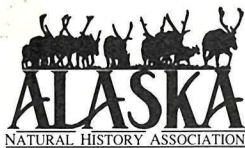
FURTHER INFORMATION

Superintendent
Klondike Gold Rush
National Historical Park
P.O. Box 517,
Skagway, Alaska 99840
(907) 983-2921

OR

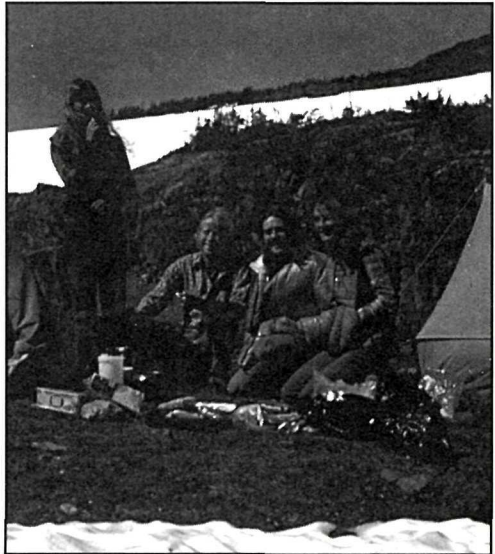
Area Superintendent
Yukon National Historic Sites
Canadian Parks Service
205 - 300 Main Street
Whitehorse, Yukon Y1A 2B5
(403) 667-3910

Published by
The Alaska Natural
History Association
605 West 4th Avenue, Suite 85
Anchorage, Alaska 99501



PLANNING A SAFE TRIP

A safe and enjoyable experience on the Chilkoot requires careful planning. You must be well equipped, self sufficient and in good physical condition as the terrain is rough and the weather is often extreme. Plan your trip with the least experienced member of your group in mind. **If you are unprepared, do not attempt the Chilkoot Trail!**



Happy Camp

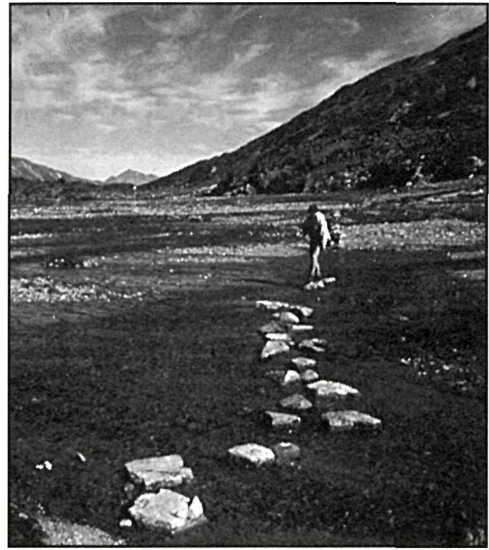
WEATHER

Snow, sleet, hail, thunderstorms, and rain can all occur on the Chilkoot during the summer. An inch of rain in 24 hours is not uncommon.

Weather conditions are frequently severe above treeline between Sheep Camp and Deep Lake. Driving rain, low temperatures, high winds, heavy fog and rocky terrain make hiking this section extremely strenuous. **Some hikers take 12 hours to travel from Sheep Camp to Happy Camp, a distance of only 7.5 miles (12.1 km).**

TRAIL CONDITIONS

The trail can be rough with deep mud, standing water, unstable boulders, slick



Flats at Crater Lake

rocks and roots making footing difficult. Fatigue, wet feet, blisters, and sore ankles and knees are common.

Snowfields between Sheep Camp and Happy Camp persist into the summer months. On a sunny day these can be blinding; on an overcast day slick and icy. Be prepared to camp on snow at Happy Camp until late June/early July. As the season progresses, the snowfields form dangerous ice bridges over streams and between rocks which can collapse suddenly without warning. Use good judgment and common sense rather than someone else's foot prints when crossing the snow-covered sections of trail. **Trail conditions change continuously.**

TRAIL REGISTRATION

Permits are required for hiking the Chilkoot Trail. Permits are free and there are currently no daily use limits. You will be advised how to pick-up your permit at the Visitor Center in Skagway or the Dyea Ranger Station upon your arrival.

HYPOTHERMIA

The Chilkoot's wet, cold and windy conditions can lead to hypothermia. Hypothermia occurs when your body loses more heat than it is able to produce resulting in a cooling of the entire body. Each year several hikers are flown off the trail by helicopter suffering from hypothermia.

Preventing hypothermia means selecting the right clothing, drinking enough liquids, eating properly, and getting enough rest. Wool or synthetic clothing is the best choice as wet cotton clothing draws heat away from your body. Ski caps or toques reduce heat loss significantly. When you stop hiking for the day or even just a long rest change into dry clothing as soon as possible. Warm drinks and quick energy snacks when you feel chilled can provide rapid relief.

Be observant for the latter signs of hypothermia: slurred speech, disorientation, lack of control with hands and feet, drowsiness, and uncontrollable shivering. If you observe these symptoms you must get the victim dry and warm. Send for help, seek shelter, remove all wet clothing, and place in a warm sleeping bag. Continued body core temperature loss can lead to stupor, collapse, and death.

BEAR WARNING

Both black and grizzly bears may be seen in the park. Both can be dangerous. Become bear aware by reading our bear brochures. Prepare your meals away from your sleeping area. Store food and scented items in food caches, on bear poles or by suspending them freehanging above the ground. Leave your pets at home. In bear country, dogs can endanger you, themselves and wildlife in the park. If you bring a dog, keep it leashed and under control at all times.

AVALANCHE DANGER

While infrequent, avalanches can and do occur along the Chilkoot Trail. On July 2, 1987 an avalanche buried a 650 foot (200 metres) section of trail adjacent to Crater Lake to a depth of 33 feet (10 metres). Be advised that an avalanche hazard may exist between Sheep Camp and Happy Camp during the summer hiking season.

The snowpack is usually more stable in the early morning hours. Avoid crossing avalanche areas in the afternoon. You are advised to travel early in the day and not stop, rest or camp in avalanche areas marked by signs. Hike through avalanche areas spread out, travelling in single file, and move as quickly as possible. Follow the advice of park rangers or wardens.

EQUIPMENT CHECKLIST

You may find the following checklist helpful in planning a summer hike of the Chilkoot Trail.

- A lightweight tent complete with rain-fly
- Backpacking stove and fuel
- Good quality rain parka and pants
- Extra change of clothes and socks
- Wool hat and mittens
- First aid and blister kits
- Sturdy, comfortable, well broken-in hiking boots
- Warm jacket and windbreaker
- Sunglasses
- Extra days food and fuel
- Sleeping bag, ground sheet, and ground insulation pad
- Backpack and waterproof pack cover
- Water purification kit
- 30 ft. (9 m) of cord to hang food sack on bear pole

Use clothing and equipment designed for cold wet conditions. Wrap clothing and sleeping bag in plastic bags to keep them dry.

THE CHALLENGE TO LEAVE NO TRACE

Destroyed or stolen artifacts, littered trails and campsites, damaged vegetation, fire scars and trail braiding bear witness to the vulnerability of the Chilkoot's cultural and natural environment. Everything you do in the park from choosing your campsite to choosing your gear should reflect a commitment to minimum impact. If you have the right attitude you will do more to preserve the Chilkoot's heritage resources than any number of rules and regulations. When you leave the Chilkoot there should be no sign that you have been there.

TRAIL ETIQUETTE

Remain on the trail even if it is wet. Multiple trails result in erosion, soil compaction, and trampling of delicate vegetation or artifacts. When exploring off trail, walk single file and be careful not to disturb fragile ground cover that prevents erosion. Motorized vehicles and mountain bikes are prohibited on the trail because of their environmental impact. A number of private properties exist in and around the Sawmill and Bennett areas. We ask that you not disturb or damage them.

The Chilkoot is home to a variety of animal, bird and plant species. Appreciate the danger and beauty of our wildlife by not disturbing it. Northern plants and flowers can take years to grow back after being damaged. Do not experiment with eating wild mushrooms, berries, and plants as some are poisonous.

DESIGNATED CAMPING AREAS

To minimize the environmental impact and ensure historic resource protection, camping is restricted to designated camping areas. Leave Sheep Camp by early morning to give yourself enough time to get over the pass and reach Happy Camp. Do not seek out a secluded and virgin campsite. Avoid making campsite "improvements".

Trenching around tents, vegetation removal and soil disturbance are visible signs of your presence.

Warm-up shelters are small and must be shared with other hikers. They are not intended for overnight use.

GROUP USE

The facilities at Sheep Camp and Happy Camp campgrounds are of limited size and crowding frequently occurs during July and August. Large groups are the primary reason for this.

Maximum group size is twelve and all groups must contact the parks ahead of time to schedule the dates of their departure. Remember the fewer you are the less impact you will have on the natural and cultural resources.

LITTER

You must pack out everything that you pack into the park. Keep your meals simple and light. This will cut down on the weight you carry in and the garbage you will have to carry out. Nothing should be discarded in the park including food scraps, wet garbage, grease, and cigarette butts. These take years to decompose in this northern environment.

FIRES

Open fires are prohibited on the Chilkoot Trail. Use the wood stoves provided in shelters but remember wood supplies are often scarce and wet. Do not cut green trees for firewood. Carry a backpacking stove and plenty of fuel.

CARE OF WATER SOURCES

Never wash clothes, dishes or yourself directly in a water source. Remove food particles from your wastewater and disperse it in designated areas or in vegetated soil well removed from the

water supply. Purify all water by boiling, filtering, using iodine or bleach, and/or other appropriate methods. Use the toilets provided in all campgrounds.

WINTER ON THE CHILKOOT TRAIL

You **MUST** have extensive winter travel skills, avalanche hazard evaluation skills, and a self rescue capability to do the Chilkoot between October and May. You may face severe and unpredictable weather, extreme avalanche hazards, an absence of park personnel and trail markers, and doubtful firewood supplies. Rescue or medical assistance can be days away. You must accept a high level of responsibility for your own safety in winter. Expect and be prepared for the worst conditions.

- Temperatures vary from -50 F (-46 C) to +30 F (-1 C). Heavy snow (up to 200 inches (508cm) a year), rain, sleet and winds in excess of 50 mph (80 kph) can be encountered.
- Visibility of less than 25 feet (8 metres) is common. Whiteouts can prevent detection of hazardous avalanche terrain, open water and overflow. Route finding skills are necessary.

- Extra clothing and equipment such as skis, snowshoes, and avalanche safety gear is required.
- Extreme avalanche conditions may exist along the trail between Sheep Camp and Deep Lake, and in Moose Creek Canyon. Designated campgrounds may be unsafe. Winter travellers are responsible for their own evaluation of snow stability, avalanche hazards, and decisions concerning campsite and route selection .
- Do not travel alone. If injured, you will have no one to send for help.
- There is a registered trap line with a cabin in the Bennett/Lindeman area. It is illegal to interfere with or disturb it.

You are strongly encouraged to contact the American or Canadian park officials prior to taking a winter trip over the Chilkoot. An off-season permit, and information on weather and trail conditions is available from them.

SHORT TRIPS ON THE CHILKOOT

You can enjoy short day hikes or overnight hikes into Bennett, Lindeman Finnegan's Point or Canyon City if you

lack the time or capability to hike the entire trail.

EMERGENCIES

In case of emergencies along the trail, contact the nearest park warden or ranger. Off the trail, contact the Canadian Parks Service in Whitehorse,

the U.S. National Park Service in Skagway, the Skagway Police Department, or the Royal Canadian Mounted Police in Whitehorse or Carcross.



Environment Canada
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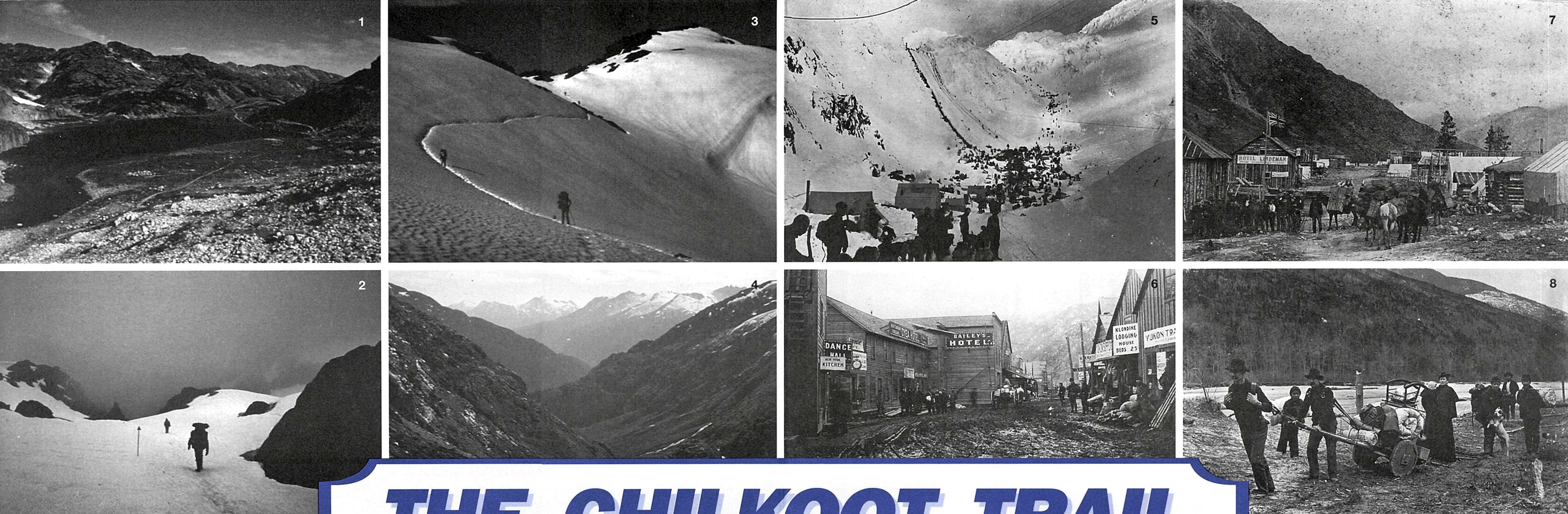
CHILKOOT TRAIL National Historic Park Canadian Parks Service



KLONDIKE GOLD RUSH National Historical Park U.S. National Park Service



A HIKER'S GUIDE TO THE CHILKOOT TRAIL



THE CHILKOOT TRAIL

AN OUTDOOR MUSEUM

You will encounter many of the last remnants of the stampede's passage over the Chilkoot Pass as you hike the trail. They tell the story of the stampede's trek and will enhance your experience and understanding of the history of the Chilkoot. Please respect these artifacts and help us protect them for those who come after you.

THE TRAIL TO LINDEMAN

From the summit, the stampede continued on over the frozen lakes and creeks in winter and in boats and wagons in summer. Up to 150 horses and mules of commercial packers were stabled in a meadow beside Crater Lake. At the north end of Crater Lake, supplies were transferred to colourfully painted wagons or sleighs and hauled to Long Lake. Tracks from this road are still visible at Happy Camp.

Boats carried freight across Long Lake landing at the quays still visible near the Deep Lake campground. There were over 100 buildings and tents near the landing during the summers of 1898 and 1899. Wagons carried the goods down the trail to Lindeman.

TRAMWAYS

Crude surface tramways powered by horse, steam and gasoline were operating between the Scales and the Summit before the main gold rush began. Three transportation companies built aerial tramways over the summit during the winter of 1897-98. The Chilkoot Railroad and Transport Co. (CR&T) system was the longest, most sophisticated and best known of the three companies. It looped 45 miles (72 km) of metal cable between Canyon City and the collapsed stone crib just above the shores of Crater Lake. The CR&T's wagon and aerial tramway service enabled stampedeers to have their goods hauled from Dyea to Lindeman for 7 cents a pound.

In order to eliminate competition, the WP&YR railroad purchased the tramways and began dismantling them in early 1900. This effectively eliminated commercial traffic on the Chilkoot Trail. Remnants of the tramways are still visible along the trail today.

THE "GOLDEN STAIRS"

The 45 degree climb from the Scales to the summit of the pass became known as the "Golden Stairs". Two entrepreneurs carved steps into the snow and charged a toll for their use. It took the stampedeers from one to six hours per trip! Many could only manage one trip per day and some needed 30 trips to get their outfits across the pass. The image of the moving line of men "like ants on some gigantic ant hill" stayed with the stampedeers for the rest of their lives.

SHEEP CAMP

Sheep Camp began as a base camp for sheep hunters. Its population grew rapidly when winter storms halted or slowed stampede traffic over the pass. It was called the "City of Tents" because they were... "so thickly set as to prevent one passing between them."

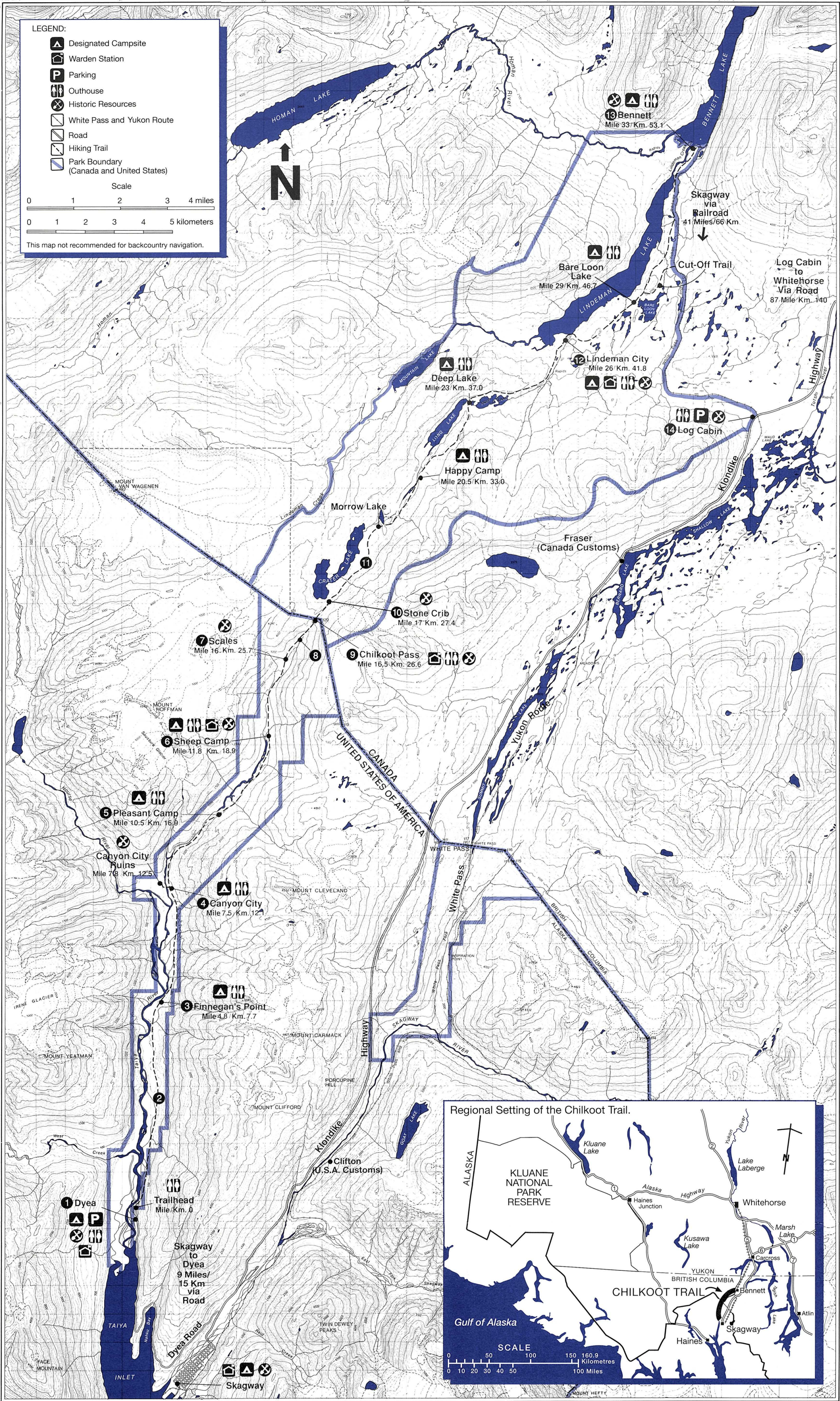
At its peak, Sheep Camp boasted 16 hotels, 14 restaurants, 13 supply houses, 5 doctors or drug merchants, 3 saloons, 2 dance halls, 2 laundries, a hospital, bath house, lumber yard and post office. They served the 6,000 to 8,000 transient residents. By May 1898, most stampedeers had packed over the pass and Sheep Camp dwindled.

CANYON CITY

The mouth of the Taiya River canyon had been a natural camping site for natives and early prospectors decades before the stampede began. A more permanent settlement emerged after two freight companies began construction of their tramway power houses here. A boiler from the Dyea Klondike and Transportation company can still be seen today. By May 1898, Canyon City was a prosperous village and freight transfer station of over 1,500 people. The town was formally laid out with a system of lots, blocks, and streets. It boasted at least 24 businesses including barber shops, taverns, hotels, restaurants, outfitting stores, a real estate office, doctor and post office. The settlement even had electric lights. But within a year it was deserted.

DYEA

With the onset of the gold rush, Dyea grew rapidly from a small settlement of native packers and a trading post into one of the largest towns in Alaska. Here, a Klondiker could purchase forgotten supplies, post letters, get a hot meal and a dry bunk, or seek distractions, moral or otherwise. At the height of the gold rush, Dyea bustled with a transient population of 8,000 to 10,000 and vied with Dawson, Skagway and Seattle for national headlines. Over 150 businesses offered services to the stampedeers including hotels, several breweries and even an ice house. On April 3, 1898 an avalanche near Sheep Camp killed an estimated 60 people and scared stampedeers into using other safer routes. Dyea shrivelled as its traffic was diverted away. The town died after the White Pass and Yukon Route (WP&YR) railroad was completed from Skagway to Bennett in July 1899.



LOG CABIN

Log Cabin was the last staging point before Bennett on the main alternative to the Chilkoot, the White Pass Trail. In winter, it was "an oasis" but after the thaw it was "a sea of mud and filth". Stampedeers could make the trip to Bennett and back in a day. From their post at Log Cabin the NWMP collected customs duties and tried to prevent the abuse of pack animals. Bars offered four brands of imported English beer and hotels advertised separate rooms. A WP&YR construction camp housed many workers and included a 26 bed hospital. The railway's completion meant the end of Log Cabin.

BENNETT

Stampedeers from both the Chilkoot and White Pass trails gathered at Bennett. The town swelled to 20,000 as they built boats on the shore of the lake and waited for the ice to go out. On May 29, 1898 the ice broke and within a week 7,000 boats had departed for Dawson.

Not everyone left. In 1899 Bennett was still a large and busy town. Streets were laid out and hotels, stores, warehouses and shipping offices were built near the extensive steamer docks. Public subscription and volunteer labour helped build the St. Andrews Presbyterian Church, the only gold rush building still standing today.

In 1899, the WP&YR railway reached Bennett from Skagway and the town boomed. Large volumes of Klondike freight moved from railway cars to river boats at the Bennett docks. However, a year later the rail line was completed to Whitehorse and the town lost its purpose.

LINDEMAN

In the spring of 1898, Lindeman had "a general air of hustle-bustle". Sawmills, boat-builders, hotels, even a bakery, and thousands of tents clustered on the lakeshore. Almost every tree within hauling distance of Lindeman was converted into boats, shelter or firewood. Stumps scattered through the woods along the trail are reminders of this stripped landscape. In summer, a small steamer and several barges carried freight and passengers across the lake. In winter the lake became a frozen highway to Bennett.

With a population of 4,000, Lindeman was large but had no basis for permanence. Its only full-time residents were a small NWMP contingent, the wives and children of packers working the trail, and a few entrepreneurs. A few log buildings were built but most residents lived in canvas tents. By the fall of 1899, Lindeman was deserted.

THE SUMMIT

The narrow passage of the Chilkoot Summit filled with vast piles of freight awaiting customs inspection. It was a scene of intense activity during the Stampede—noisy with shouting men, the squeal of aerial tram cables and howling winds. Tent hotels, restaurants and customs brokers all offered their services to the passing throng. Communication with the outside was ensured by telephone connection to Dyea and a regular mail service.

The NWMP supervised this frenzy. They provided information and collected customs duties. Their small hut at the boundary was so wet inside that custom forms dissolved. It held only two bunks and a small counter but would sometimes have up to \$90,000 of customs duties in a kit bag under one of the bunks.

THE SCALES

Known as "one of the most wretched spots on the trail," the Scales was a place where packers would re-weigh their loads and charge higher rates for the final climb to the summit. Many stampedeers became discouraged, discarded their equipment and turned back at the Scales. The Scales supported at least 6 restaurants and coffee houses, 2 hotels, a saloon and the offices and warehouses of the various tramway companies, "all nearly buried...in the snow."

PLEASANT CAMP

There was a toll bridge and restaurant here in 1897. The bridge across the Taiya River, long since washed out, carried stampedeers to the west bank. As this was one of the first places with level ground north of Canyon City, it was a pleasant campsite after the rigors of the trail. By April 1898, tents were "more or less solid from here to Sheep Camp".

FINNEGAN'S POINT

Pat Finnegan and his two sons charged a toll for the use of a corduroy bridge and road they built near here until they were overwhelmed by the hordes of gold seekers. During the fall of 1897 up to 75 tents sprawled about the site. The settlement consisted of a blacksmith shop, saloon and restaurant. The camp declined during the winter and by the summer of 1898 it had been all but abandoned.

THE TRAIL TO THE SUMMIT

In summer, stampedeers often dragged canoes laden with supplies up the Taiya River to a landing above Finnegan's Point. From there they continued on foot. In winter, they travelled up the frozen river. Today's trail follows a logging road to Finnegan's Point. This road and the sawmill ruins at 3 mile were part of a small 1950s logging operation.

Photos:

- Morrow Lake
- Low Clouds in the Pass
- Early Spring in the Pass
- Alaska from the Summit
- Chilkoot Pass 1898, Yukon Archives 2494, E.A. Hegg Coll.
- Dyea, University of Washington, Hegg 52
- Lindeman City, Yukon Archives 8964, Charmon Coll.
- Chilkoot Trail at Dyea 1897, Yukon Archives 2307, Winter & Pond

Front Cover:

An Endless Line of Stampedeers, winter 1897-98. Public Archives of Canada C77.0-2
Hikers near the Summit, Marina L. McCready

Trail Profile

This side view of the trail is not to scale. By comparing distances on the map and elevation gains on the trail profile, the difficulty of trail segments can be determined. The most severe section of the trail is from Sheep Camp to Happy Camp. Hikers should plan to start early in the day when traversing this section of the trail.

