

**Chapter 1 : Used GMC Yukon For Sale - CarGurus**

*Enterprise North is the annotated diary of Uncle Otto and seven friends calling themselves, "The Enterprise." The travel from Detroit by train and freight wagon to the Athabasca Landing, Alberta, where they built a steam-powered paddle wheeled York boat for the trip down the "Backdoor Route", down the Athabasca and Mackenzie Rivers, to Fort.*

Background[ edit ] Yukon at the time of discovery. The indigenous peoples in north-west America had traded in copper nuggets prior to European expansion. Most of the tribes were aware that gold existed in the region, but the metal was not valued by them. In three years it grew to become "the Paris of Alaska", with 1, inhabitants, saloons, opera houses, schools, and libraries. In , it was so well known that a correspondent from the Chicago Daily Record came to visit. At the end of the year, it became a ghost town, when large gold deposits were found upstream on the Klondike. George Carmack or Skookum Jim, but the group agreed to let George Carmack appear as the official discoverer because they feared that mining authorities would be reluctant to recognize a claim made by an Indigenous Person. He discovered new sources of gold there, which would prove to be even richer than those on Bonanza. Despite the winter, many prospectors immediately left for the Klondike by dog-sled, eager to reach the region before the best claims were taken. It began on July 15, , in San Francisco and was spurred further two days later in Seattle , when the first of the early prospectors returned from the Klondike, bringing with them large amounts of gold on the ships Excelsior and Portland. Economically, the news had reached the US at the height of a series of financial recessions and bank failures in the s. The gold standard of the time tied paper money to the production of gold and shortages towards the end of the 19th century meant that gold dollars were rapidly increasing in value ahead of paper currencies and being hoarded. A worldwide publicity campaign engineered largely by Erastus Brainerd , a Seattle newspaperman, helped establish the city as the premier supply centre and the departure point for the gold fields. John McGraw , the former governor of Washington joined, together with the prominent lawyer and sportsman A. Frederick Burnham , a well-known American scout and explorer, arrived from Africa, only to be called back to take part in the Second Boer War. Wood, the mayor of Seattle, who resigned and formed a company to transport prospectors to the Klondike. Clothing, equipment, food, and medicines were all sold as "Klondike" goods, allegedly designed for the north-west. For details see appendix. The Klondike could be reached only by the Yukon River, either upstream from its delta, downstream from its head, or from somewhere in the middle through its tributaries. River boats could navigate the Yukon in the summer from the delta until a point called Whitehorse, above the Klondike. Travel in general was made difficult by both the geography and climate. It led to the ports of Dyea and Skagway plus ports of nearby trails. The sudden increase in demand encouraged a range of vessels to be pressed into service including old paddle wheelers , fishing boats, barges, and coal ships still full of coal dust. All were overloaded and many sank. Michael , at the Yukon River delta, a river boat could then take the prospectors the rest of the way up the river to Dawson, often guided by one of the Native Koyukon people who lived near St. Tlingits or, less commonly, Tagish. Steps were cut into the ice at the Chilkoot Pass which could be used for a daily fee, this 1, step staircase becoming known as the "Golden Steps". A horse at the bottom turned a wheel, which pulled a rope running to the top and back; freight was loaded on sledges pulled by the rope. Parallel trails[ edit ] There were a few more trails established during from South-east Alaska to the Yukon River. One was the Dalton trail: From here, it followed a river to the Yukon, where it met the Dyea and Skagway route at a point halfway to the Klondike. Finally, there was the Stikine route starting from the port of Wrangell further south-east of Skagway. This route went up the uneasy Stikine River to Glenora, the head of navigation. An alternative to the South-east Alaskan ports were the All-Canadian routes, so-called because they mostly stayed on Canadian soil throughout their journey. Chalmers to build a trail, which became known as the Klondike Trail or Chalmers Trail. One went by boat along rivers and overland to the Yukon River system at Pelly River and from there to Dawson. An estimated 1, travellers took these three routes, of whom only arrived, some taking up to 18 months to make the journey. Their expedition was forced to turn back the same way they had come, with only four men surviving. American businessmen complained that their right to a monopoly on regional trade was

being undermined, while the Canadian public demanded action against the American miners. Of these, no more than 4, struck gold and only a few hundred became rich. Initially, miners had assumed that all the gold would be along the existing creeks, and it was not until late in that the hilltops began to be mined. Mining methods of the Klondike Gold Rush Mining in a shaft, Mining began with clearing the ground of vegetation and debris. The process was repeated until the gold was reached. In theory, no support of the shaft was necessary because of the permafrost although in practice sometimes the fire melted the permafrost and caused collapses. Instead, these mines used rockers, boxes that moved back and forth like a cradle, to create the motion needed for separation. Should the prospector leave the claim for more than three days without good reason, another miner could make a claim on the land. However, their price depended on whether they had been yet proved to contain gold. Some chose to sell their equipment and return south. By contrast, especially the port of Skagway under US jurisdiction in Southeast Alaska became infamous for its criminal underworld.

**Chapter 2 : Northwest Territories Map | Yukon Territory Alaska Northern British Columbia**

*Enterprise North - Backdoor To The Yukon: Annotated Diary Of Otto Lahser by Carl Lahser, Otto Lahser Some of my earliest memories were stories about Uncle Otto and his trip to the Klondike. Enterprise North is the annotated diary of Uncle Otto and seven friends calling themselves, "The Enterprise."*

Edmonton was not alone in hyping Klondike fever back in . They all wanted a piece of the action and the money that went with it. Still, by boasting about the Edmonton route to Dawson City, these stories were condemning those who took the advice to untold hardships with death a mere step away. Around Edmonton in the late s, tales of gold filled the air. In every boarding house, on the streets, in the saloons, the talk was of gold. Men had prospected the rivers and streams of central Alberta for years. It was no surprise then that between and , more than two thousand starry-eyed would be Klondikers converged on Edmonton. They were determined to walk what was touted as the easy back-door route to the incredibly rich Yukon gold fields. The Edmonton Board of Trade said the overland trail was suitable all winter. Gold seekers could reach the Klondike in ninety days. Nothing could be further from the truth. It was two thousand miles to the Yukon. There were actually three routes from Edmonton. A third went through Lesser Slave Lake and continued on over an impossible wilderness. As for real trails, there were none. Arthur Hemming, a noted outdoors-man and writer, published an article in the Hamilton Spectator that was widely reprinted across North America. He called the Edmonton route, "the inside track". All you needed was a good constitution, some experience in boating and camping and one hundred and fifty dollars. Then he added the clincher: At Athabasca Landing people heard of the gold strike two months before major American newspapers made "Klondyke" a household word. Thirty or more groups of prospectors had a head start on the main stampede from California. Nearly eight hundred Yukon gold-seekers passed through Athabasca Landing in the next twelve months. Many used pack horses. Some were willing to walk and live off the land. Still others pushed or pulled cabooses. One guy, later known as Barrel Smith built a contraption that resembled a Red River cart, caboose and wagon all in one, perched on top of four whiskey barrels. He got about two miles out of Edmonton before the barrels collapsed. Taking the Edmonton route to the Klondike proved a death sentence for a former mayor of Hamilton who died of scurvy on the Peel River in , far from the gold fields. As for ninety days, well a Seattle dentist set out from Edmonton in September of . He reached Dawson in July of . Two years too late, but he too was one of the lucky few. Most spent the winter in hastily-built cabins along the untold rivers of the North. Along the so-called trail over the Swan Hills, signs hacked in trees often read like this one: The most difficult part of the route was a fifty-mile toil up the Rat River to the height of land between the Mackenzie Valley and the Porcupine River Basin, but once through the Richardson Mountains, it was downstream again on the Bell and Porcupine rivers to Fort Yukon. Of those Klondikers who forged ahead, at least thirty-five died along the way mainly from drowning or scurvy. Of the more than two thousand who left Edmonton, perhaps one hundred and sixty eventually reached Dawson. Most simply turned back, though some people stayed in the Peace country to carve a legacy and help open a new land. They were people like Alex Monkman who spent his boyhood around the Metis settlement at Fort Garry, now Winnipeg, where he grew into a tall, handsome man. He drifted into Montana, where he became known as a bronco buster and rodeo-rider. When he reached the village of Peace River, he met two of the greatest free-trading and transportation characters in the North, Fletcher Bredin and Jum Cornwall. Monkman decided to abandon his Klondike ambitions and hired on to drive dog-teams through the Grande Prairie country carrying freight and furs. Monkman had the flair for good living that drove him to new enterprises as long as he lived. Monkman Pass is named for this pioneer Klondiker who made the Peace country his home and is considered a founder of Grande Prairie. Dave Sexsmith was another would-be gold seeker. He was born in Ontario in and came west to Manitoba in where he heard glowing tales of the north country and moved to Edmonton. From there he traveled into the Peace River district, where he spent the years to trapping, prospecting and freighting. There his Klondike dreams died, but he remained in the country for the rest of his life, and cut the first road between Spirit River and Grande Prairie. He was a true Peace pioneer who now has a vibrant community named for him. Hector

Tremblay was another adventurer heading to the Klondike down the Parsnip and the Pine Rivers from Kamloops when winter overtook him. He realized that here was the source of another kind of gold. When the rest of his party gave up and went home, Tremblay stayed. As time went on and they needed wagon roads, men like Hec Tremblay widened the old trails. There was Barney Maurice who came to Canada from Sweden as a young man. He left Edmonton in May bound for the Klondike on horseback. He continued on to Peace River Crossing and followed the north side of the river to Dunvegan. He eventually reached Fort St. John where fortune smiled on him. All his money was stolen. That ended his dreams of gold riches. Eventually Maurice travelled back to Grouard, became a blacksmith, built a large trading post and operated the steamer "Neskaw" between Athabasca Landing and Grouard. The Klondike yielded virtually no gold to trekkers from Edmonton over the "all-Canadian route". However, it did leave the country with a brotherhood of pioneers who found a different kind of wealth in the land of mighty Peace.

### Chapter 3 : Enterprise, Northwest Territories - Wikipedia

*Free Shipping. Buy Enterprise North - Backdoor to the Yukon: Annotated Diary of Otto Lahser at [blog.quintoapp.com](http://blog.quintoapp.com)*

### Chapter 4 : Klondike Gold Rush - Wikipedia

*Find helpful customer reviews and review ratings for Enterprise North - Backdoor to the Yukon: Annotated Diary of Otto Lahser at [blog.quintoapp.com](http://blog.quintoapp.com) Read honest and unbiased product reviews from our users.*

### Chapter 5 : Denali Door Handles | eBay

*All GMC Yukon SUVs for sale at Enterprise Car Sales are checked by an ASE-certified technician and must pass a rigorous inspection. Financing Available Enterprise can help arrange financing to buy a used car.*

### Chapter 6 : Car & RV Rental - GoNorth

*A Guide to the Carl Lahser Papers, , Chasing the Enterprise: Verification of a Klondike Diary, Enterprise North -- Backdoor to the Yukon.*

### Chapter 7 : The All-Canadian Route to the Klondike - Hougen Group of Companies

*Enterprise has a wide selection of compact to full size cars, SUVs, Minivans and trucks to choose from at the car rental branch in Oklahoma City, OK.*