

# HE NAVIGATED THE TANANA

**Capt. Barnett Took Lavelle Young Into Former Unknown Waters—Veteran Trader J. J. Healy Has Undying Faith in Future of Country—Railroad Will Be Built.**

From Friday's Daily.

The ubiquitous prospector and maker of new empires has this season penetrated another hitherto practically unknown section of the country, a region so vast in extent and so promising in its riches that the half century will not be told of its future. To the steamer Lavelle Young, which arrived from St. Michael yesterday afternoon, may properly be ascribed the title of "The Pathfinder," for it was she who was the first water craft of any consequence to take men and supplies into the Tanana—the new district to which reference is made. For over a year vague and uncertain reports have arrived in Dawson concerning the Tanana and its tributaries, but on account of their remoteness from any base of supplies and the difficulty and expense of getting provisions into the country, very little was said or done which would in any way confirm the flattering reports brought out from time to time by prospectors more interested than the average Circle City has heretofore been the nearest post to the prospective Eldorado, and it requires more than the ordinary pluck and determination to sled supplies 250 miles on what might prove a fruitless errand. Some have done it, however, and after a residence of a year or more in a section where short rations were the rule rather than the exception, a straight diet of meat being a not infrequent occurrence, they are returning again to the new camp confident they have something in sight worth staying by.

The Lavelle Young was engaged in St. Michael to freight a big outfit up the Tanana as far as the Valdez crossing, approximately 150 miles from the mouth of the river, conditioned upon the boat being able to get there. With the exception of a very small craft called the Tanana Chief no steamer had ever been up the Tanana, and river men at St. Michael and also along the Yukon scorned the idea of a boat the size of the Lavelle Young ever attempting what was termed a foolhardy trip. The owners of the boat were repeatedly told they would be wrecked, they could not climb the rapids, etc., but they took the contract just the same. The Young is exceptionally strong broad in beam, of immense power for her size, and with 500 tons aboard draws barely three feet of water. With 50 tons piled on her bow she draws less water than when empty, paradoxical as it may seem, for she is then on an even keel.

He for whom the Lavelle Young was chartered for the Tanana trip was none other than Captain Barnett, formerly manager of the N. A. T. & T. mines at 21 and 23 Eldorado. He is representing Captain John Healy, who wrote him last winter "to get into that country, no matter what the cost." The outfit he had for the trip and which was to form the nucleus of a trading post, amounted to 135 tons, cost \$35,000 laid down in St. Michael and was most complete in every detail. It embraced not only general supplies, but horses, dogs, windows and doors, a steam launch, etc. Accompanying Captain Barnett was his wife and a man named Smith, an old timer on the river, who was formerly a customs officer at Circle and also with the old A. C. Co. Captain Healy, as is well known, has had men exploring the Tanana for several years, and when forwarded to Captain Barnett the imperative instructions he did, it is presumed he knew what he was about. Further information received from him would also indicate that he knew a little more about the prospective Valdez railroad than many people do. "Never mind," he wrote, "what Healy or anyone else says of the Valdez road not being built. It's going in just the same, get there without delay."

At the time of the Lavelle Young's departure from St. Michael, August 7, with the Barnett outfit, the captain had a pretty fair idea of the general topography of the Tanana. One of the greatest difficulties experienced by the steamer was getting into the Tanana from the Yukon. The mouth of the river is one mass of shoals and bars, access finally being had through a slough, the boat nosing its way along a foot at a time. The river was found to be at a low stage of water, though no obstruction until what is called Bates rapids was reached, 300 miles from the mouth. These are not rapids as one might infer from the name, but simply swift

water continuing at short intervals, so it is said by those who have traversed them in a canoe for fully 100 miles above. In high water the skipper of the Young considers a boat of good power would find no difficulty in steaming right through them. At a low stage of water, however, it proved too much of an effort for the Young, particularly as the river was still falling a little every day and the season was getting late. A point 30 miles up was reached when it was decided to drop back. Just below the foot of the rapids the Cheoia river enters the Tanana and the prow of the Young was turned up that stream on an exploring tour. By lining the vessel over swift places and using the spars to lift her across shallow spots they succeeded in reaching a point 50 miles up the river, and there on a high cut bank the cargo was discharged and Captain Barnett started a post which he christened Cheoia City. In that immediate vicinity some new discoveries have been made this season, some of which are extremely promising. Probably 40 or 50 men were at work scattered among the various creeks and almost before the steamer had tied up there was an inquiry if they had a grub to sell. When they learned a post was to be established their joy knew no bounds, for it meant an end, temporarily at least, to short rations. Before the cargo was discharged Barnett had sold 12 outfits for the winter. The men all had money and were anxious to buy anything eatable that was for sale.

The return down the Cheoia was quickly made, in one instance a stretch of river being covered in 30 minutes that has required four hours to ascend. Thos. Bruce, formerly the well known caterer of the Holborn, and an owner in the Lavelle Young, to a Nugget man spoke most enthusiastically

of his trip and the future possibilities of the Tanana.

"The valley of the Tanana," said he, "I believe is the most beautiful of all the Alaskan valleys. It is fully 100 miles wide and is covered with a most luxurious vegetation. The timber is excellent and wild grass six and seven feet in height is of common occurrence. Those who have wintered there tell me the climate is not near so vigorous, the winters not so severe as they are here. There is a big camp of Indians, Tananas I believe they are called, on the head waters of the river, and they are much finer specimens of manhood than those we see along the Yukon. Many of them had never seen a steamboat before."

"At the foot of Bates rapids we met a party of Australians coming out after supplies. They had not been out since the winter before and were the oddest and toughest looking customers I ever saw. Their hair and beards were long, clothes in tatters and their footgear was home made moccasins in an equally bad state of dilapidation. When they learned we had grub for sale all of them bought an outfit and returned back up the river but one. He came down with us as far as Weave, and on our last trip up from St. Michael I met him at Circle. I did not recognize him after a visit to a barber shop and the shedding of his old clothes, but he made himself known. He said he was going back at once, and there were some 15 or 20 others there who were stampeding for the same point intending to follow him. His partners who bought the outfits at the rapids all had money and never questioned the price of the things they purchased. They admitted having made some new discoveries which they said were good, but refused to say where they were. Their grub had become entirely exhausted some time before and for weeks they had lived on a straight diet of meat. They at one time had come across a U. S. surveyor and had offered him a dollar for a cupful of flour, but as he was also on short rations he refused to sell. They had several pieces of native copper which they claimed to have panned out of the gravel, and said it was very common on the head waters of the river. During the summer some little freight has been packed in to the crossing both from Eagle and Circle at a cost of \$1.50 a pound. On our way up the Tanana we met the little steamer Tanana Chief. It had taken a load of

lumber up for the post being established at the mouth of Baker creek by Hendrickson & Bret. It is 150 miles up the Tanana and is the stream of which Rhode Island creek and Glenn Gulch are tributaries. The same outfit also has a post at Piamute. What do I think of the Tanana? I believe within a few years it will be the biggest, best and richest district of any tributary to the Yukon river. There are agricultural and cattle raising possibilities there, little dreamed of, to say nothing of the boundless mineral wealth. Captain Barnett from letters he has received from Captain Healy is positive the Valdez road will be built and if it is it means the opening up of the most immense copper ledges the world has ever seen. The crossing, our objective point, is bound to make a crackerjack camp if anything at all is done with the road. It is about midway between Eagle and Valdez, and is where the wagon road, which is being built on the preliminary survey of the railroad, crosses the Tanana river. A huge suspension bridge will be required at that point, and I am told the government intends putting it in at once for the use of the wagon road. That country is going to boom as sure as you are born."

Captain Barnett will freight a small portion of his goods from the Cheoia across to the Valdez crossing this winter preparatory to opening a post there as early next season as he can get his goods in. During the winter he will go outside via Valdez and proposes to ship in upon the opening of navigation not less than 500 tons of supplies.

Associated with Mr. Bruce in the Lavelle Young are C. W. Adams and George Cromby, all of whom are actively engaged in the management of the boat's affairs. She will winter in the slough opposite Klondike City and early in the spring will make a trip either to the Tanana or Kayukuk.

**Skillful Navigator.**

Captain Jake Dobler, who piloted the steamer Casca up the Yukon from St. Michael and landed her safely in Dawson without more than a feeling of any of the numerous bars, is one of the youngest pilots on the lower river, but at the same time one of the most experienced. He has been in the employ of the N. A. T. & T. Co. since '98, and is re-engaged for next season with the same company. Captain Dobler's father, bearing one season, '99, when he was on the upper Yukon for the C. D. Co., has had charge of a pilot boat on the Mississippi river for the past 36 years, being accounted the most skilled navigator on the "father of waters."

Young Captain Dobler spent last winter at St. Michael in charge of the N. A. T. & T. Co., ship yard, but will spend this winter at his parent's home in Sumner, Wash., for which place he will leave Dawson on the Whitehorse.

**Last Trip.**

The steamer Prospector will make but one more trip to Whitehorse after which she will be put in winter's quarters in Thirtymile river. Manager Meade will return from that point to the outside where he will spend the winter in London. Next year the Prospector will continue to ply on the Stewart river, on which stream this season her operation has proven highly remunerative.

George Butler has a new supply of the "Flor de Manoa"—a big 25c cigar.

**Next Monday Will See**

==== **the Finish** ====

— STEAMER —

**CLIFFORD**

**SIFTON**

The boat that could not be suppressed by our powerful and envious rivals, will make her this year's **Final Trip to Whitehorse**, leaving the Aurora Dock

**Monday, Oct. 14**

**WAIT FOR HER!**

Special arrangements have been made to make this trip one of pleasure to our patrons. You will be with a jolly crowd of merry-makers if you book with us.

**..Join the Picnic Party..**

Staterooms can now be secured

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**OPEN FOR BUSINESS!**

With One of the Largest Stocks of General Merchandise in Dawson. All New, Fresh Goods at Lowest Prices. Get Our Figures Before Placing Your Order for Outfits. Goods Guaranteed or Money Refunded.

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Corner First Avenue and Fifth Street Old T. & E. Store

**ON TWO CREEKS**

**Eldorado and Bonanza Are Very Quiet at Present.**

Mr. Mert Maston of the Elby road house has gone over on 23 below Hunker to remain a few months. Dan. Michelson will haul in the cash during his absence.

Mrs. Gilbert of 31 below Bonanza has moved to town in order that her little boy Carl can attend school this winter.

Mr. J. D. Hartman of King Solomon's Hill has removed the large tent that he has used for a dining room, and is erecting a log house to use instead.

Tom McMullen, proprietor of the Stockade hotel, 19 below Bonanza, delights in showing his friends through the house, which he has thoroughly refurnished. Tom is a jolly good fellow and will give his customers the best the market affords.

Messrs. Brown & Erickson of Adam's Hill will work a lay for J. J. Sechrist this winter. These gentlemen have been partners for five years in the mining business, which goes to show that honesty and good nature prevail on both sides.

Mr. F. R. Clark, the hustling and experienced miner of the Klondike, who always has a smile and kind word for everybody, has moved from the Forks to Adam's Hill.

Messrs. Wilson & Wilson, of No. 5 Victoria Gulch, will work a lay for Thomson & Willet on No. 43a above Bonanza this winter.

Kenyon & Stone are building a road house on 37 above Bonanza.

Probably the only slicing which is being done on Eldorado or Bonanza at the present time is being done by Barnes, West & Company on No. 8 Victoria Gulch. They have been very prosperous this season and are still making good wages the couple of hours each day that they can slice.

Bell & Gross, the popular and leading news dealers of the Forks, moved into their new building yesterday, which they recently purchased. Mr. Bell, the senior partner, will leave for the outside next Sunday.

A fire broke out in one of James

**Klondike Corporation, Limited**

**THE SWIFT STEAMER ORA**

WILL SAIL FOR WHITEHORSE

**Tonight - 8 O'Clock**

The captains of our boats are the highest paid and consequently the most competent navigators on the river.

**We Never Had An Accident!**

**Klondike Corporation, Limited**

R. W. CALDERHEAD, Manager.

Hall's cabins on No. 17 Eldorado creek about 9 a. m. Tuesday morning. The fire caught from the stove; principal loss was furniture and clothing of Mr. Kratzer. Great credit is due the boys in the vicinity for the prompt action in preventing fire from burning a large quantity of feed in rear of cabin and extending to other cabins adjoining, which would have been destroyed had they not acted promptly.

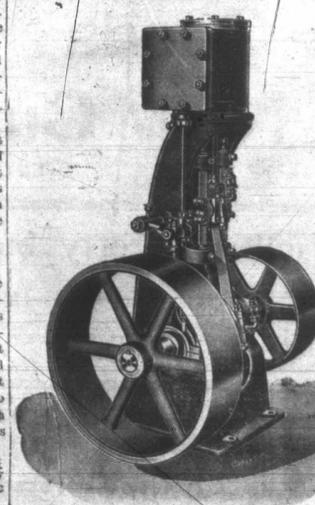
A grand opening dance was given by Messrs. Potter & Murray at their road house, No. 33 above Bonanza, which proved a grand success and was largely attended. The congenial countenances of the manager and caller helped to make it pleasant for all.

Mrs. Crimus of No. 33 above Bonanza moved her road house from creek to alongside of government wagon road, which makes it very convenient for travelling public.

The government is to be congratulated upon the good work they are doing on road in vicinity of 51 above Bonanza, which will be a great boon to the freighters. We would draw the attention of the foreman in charge of the work to a bad spot opposite No. 41a Bonanza, which no doubt would be appreciated by those who have to travel over the road.

The "Flor de Manoa" at Geo. Butler's.

MILLER BROS.  
Celebrated Creamery Butter...  
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