

Chief of the United States Coast and
 the enormous deposits of low-grade gold
 easily reached in the islands of the coast,
 amp mills in the future will find permanent
 ment at many points. He further says:
 d, in the Archipelago, there is one of the
 les in the world. At present the island is a
 by Indians under the control of the Scotch
 ncan." The law setting it apart as a reser-
 ch 3, 1891, and is as follows:

provided by law, the body of lands known as Annette
 er Archipelago, in Southeastern Alaska, on the north
 and the same is hereby set apart as a reservation
 hlan Indians and those people known as Metlakah-
 igrated from British Columbia to Alaska, and such
 y join them, to be held and used by them in common
 tions and subject to such restrictions as may be pre-
 y the Secretary of the Interior."

Indians, who have no title or claim to the
 erent or better treatment than that received
 with whom we have treated as owners of
 and upon Annette Island will be segregated
 d by the Indians for fishing and commercial
 ened to exploration and purchase under the
 United States. This has been almost uni-
 where valuable minerals have been discov-
 n reservations, even where they have been
 e Indians being the original owners of the
 no doubt that this will be done as to Annette
 is now under way to induce Congress to

YUKON SETTLEMENTS.

have been carried on in the Yukon region
 n 1894 about 300 men went in; in 1895, 600
 1,000. In 1897 it is probable that not less
 seek riches, while several thousand persons
 rances too late to get over. The principal
 Yukon are Forty-Mile Post, Fort Cudahy,
 City and Weare. Circle City was established
 ributing point for a large district, including
 an and other gold-bearing streams. There
 at Fort Selkirk. Dawson City is at the mouth
 was founded in September, 1896, by Joseph
 n honor of a well-known Canadian official.
 iance, seen on many of the maps. This post
 r fur traders and trappers who for years
 ch placer grounds without knowing what was
 t Cudahy is named for Jacob Cudahy, of the
 , the Chicago meat packers, and interested
 an Transportation and Trading Company.
 o boats on the Yukon and two more will be
 n. The Alaska Commercial Company also
 from St. Michael up the river. The town
 r Porteus B. Weare, a leading grain merchant
 of the North American Transportation and
 located on the Yukon at the mouth of the
 utter draining a large district abounding in
 eposits. Circle City and Weare are on the
 line, while the others are in Canadian terri-
 the places are of logs and chinked with moss.
 the capital of the proposed new Territory of
 nclude the Yukon country of Alaska.

TO THE YUKON GOLD FIELDS.

gateway to Alaska. It is 800 miles nearer
 San Francisco. It is nearer the east by rail-
 rn, than any other city on the Pacific Coast.
 long experience, to furnish and properly
 ectors.

take the trains of the Great Northern Rail-
 eapolis or Duluth, which connect in Union
 m the East and South.

ve Seattle daily for Juneau, Skaguay and
 week for St. Michael and the upper Yukon.
 passes from the southeastern strip of coast
 up Stikkeen River from Fort Wrangel; up
 au; over Chilkoot Pass from Taiya, (Dyea);
 n Skaguay; over Chilkat Pass from Haines

Mission. The last three passes are at the head of Lynn Canal,
 north of Juneau. Sitka claims a route via Yakutat Bay, thence
 over the mountains to White River, and routes via Copper River
 and Cook Inlet are talked of.

The Chilkoot Pass is used more than any other, for the reason
 it is only twenty-four miles from tide water to navigation in Lake
 Lindeman on the other side. The main difficulty is in carrying
 supplies, which up to the present are packed on the backs of the
 owners, on horses, or else Indians, who charge in accordance with
 the demand for their services. The new or inexperienced man
 cannot carry more than forty to fifty pounds at a time. Goods are
 "toted" in this way, by portage or relays, until the whole outfit is
 deposited on the banks of the lake. Dogs and sleds can be of
 assistance in the early spring, when the snow is in condition, and
 the entire trip to the mines made in that way. In the summer
 and fall, when the river is open, boats are used. It is possible
 that by the time the season opens in 1898, a wire-rope tramway
 hoist or other like device will be in position to take goods over at
 reasonable cost. Various projects are in hand for trails, road-
 ways, railways, etc., at the different passes, and the new year will
 not go by without some feasible and easier method of transporta-
 tion being established. If all the propositions for quick and easy
 transportation materialize even in part, there will be but little
 trouble to reach the gold diggings during 1898.

The all-water route by St. Michael and the Yukon River is a
 trip over 4,000 miles from Seattle, as compared with 1,500 miles
 by the passes. The Yukon is open for navigation less than five
 months. Extensive arrangements are being made by the existing
 companies, as well as new organizations, to meet the demands of
 travel and trade on all routes.

PORTLAND is actively in the field for the Alaska trade. It
 is the oldest and largest city on the upper coast, and amply pre-
 pared to take care of any outfitting demand. The Great Northern
 gives the most direct service to that city from the east. Steamers
 for Skaguay and Dyea will leave Portland about every four days.

Tacoma is Seattle's neighbor on Puget Sound and Alaska
 steamers leave both cities the same day.

The Pacific Steam Whaling Company's steamers will leave
 Seattle weekly, after February 1st, for Copper River and Prince
 William Sound.

From April to October the Alaska Commercial Company's
 steamers run between Sitka and Yakutat, Copper River, Prince
 William Sound, Cook Inlet, Kodiak, Shumagin Islands and Dutch
 Harbor. See steamer track on map.

Sailing dates of the different lines, as determined upon later,
 will be furnished to all applicants by any agent of the Great
 Northern whose name appears in list on map side of this folder.

TABLE OF DISTANCES.

From St. Paul, via the Great Northern, to Seattle, 1,823 miles;
 from Seattle to Dyea, 884 miles (Skaguay is 4 miles from Dyea).
 From Dyea (Taiya) distances are as follows:

TOTALS.		POINT TO POINT.
0	miles to Head of Canoe Navigation.....	0
163½	" Summit of Chilkoot Pass.....	103½
26½	" Head of Lake Lindeman.....	9¾
34½	" Foot of Lake Lindeman.....	8
35½	" Head of Lake Bennett.....	1
61¾	" Foot of Lake Bennett.....	26¾
64½	" Foot of Caribou Crossing.....	2¾
81½	" Foot of Tagish Lake.....	16¾
86½	" Head of Lake Marsh.....	5
106½	" Foot of Lake Marsh.....	20
123	" Head of Cañon.....	16¾
123½	" Foot of Cañon.....	1¾
125½	" Head of White Horse Rapids.....	1¾
140	" Tahkenah River.....	14¾
156	" Head of Lake Leberge.....	10
187	" Foot of Lake Leberge.....	31
216	" Hootalinqua River.....	29
242	" Cassair Bar.....	26
249	" Big Salmon River.....	7
285½	" Little Salmon River.....	36½
344	" Five Fingers Rapids.....	58½
350	" Rink Rapids.....	6
403½	" Pelly River (Fort Selkirk).....	53½
499½	" White River.....	96
509	" Stewart River.....	9½
520	" Sixty-Mile Post.....	20
549	" Dawson City (Klondike).....	20
589	" Fort Reliance.....	40
629	" Forty-Mile Post.....	40
629½	" Fort Cudahy.....	¼
879	" Circle City.....	249½