

fields. It is doubtful—if my computations on the capacities of the vessels in the Alaskan trade are correct, and they are made from close inquiry—whether the transportation companies can carry so many and their supplies. This capacity shows 75,000 passengers from January to July, with two tons of freight to the passenger, when he will probably require only about one-half ton; and assuming that one-half of the freight will not go inland, but be used at Dyce and other coast points for building operations and transient consumption, would leave a supply tonnage sufficient for an additional 75,000 prospectors. A reduction of rates on the transcontinental roads, such as is threatened, will increase the number wanting to go, in which case the steamship people will manage it somehow, if tardily, even if it is necessary to continue sending steamers from the Atlantic.



SKAGUAY TOWN, FIVE WEEKS OLD.

This contemplates the situation to July. After that it is believed by those who have looked ahead that a second and greater exodus will begin, for it is pretty certain that the first ships returning from the Yukon in July, and weekly thereafter for a time, will bring such stores of gold, such tales of individual fortunes, and such picturesque details that the larger army, waiting, will break their bonds of indecision. By that time there will be more ships and also better facilities for crossing the passes, and it is probable that these swarming emigrants (of whom three-fourths will go from the United States, about an eighth from Canada, and the rest from the British Isles) will be able to get through to the gold bottom creeks without serious delay, although they will, of course, be too late to do any prospecting till next year.

More ships are needed in the Alaskan trade; more boats on the Yukon and Stickeen rivers, overhead and surface roads on the short passes—these are the things needed now, the things to be done at any cost, so they are done quickly, and the future will take care of the construction of more permanent lines and better facilities.

WHAT THIS STAMPEDE MEANS TO TRADE.

What does an exodus of 100,000 to the Klondike mean to the business of the country? 1

have figured it out on the basis of cost and proportion as ascertained, and it is this: That each man of them would average first and last an expenditure of \$600, making a grand total of \$60,-



THE OLD PRESBYTERIAN CHURCH AT JUNEAU.

000,000. The United States railroads would get \$5,000,000 of this; Seattle merchants and hotel keepers, for outfits and transient guests, \$25,000,000; the prospector's home town and towns en route to Seattle and other Pacific coast points, \$5,000,000; ship companies, for transportation to Alaska, \$10,000,000; and for the transportation of freight over passes and in Alaska, \$15,000,000. This would represent only the actual needs of this many prospectors, and would cause a large increase in other business directly connected with it.

THE PROBABLE OUTPUT OF 1898.

Up to the time of the Klondike discovery the Yukon placer output as tabulated by the national authorities was, in grand total, \$3,310,500. Almost the whole of this amount resulted from the work of the years 1886 and 1896. The output from 1880 to 1886 was comparatively insignificant.

The predictions for the receipts from the Upper Yukon in 1898 are guesswork, although the latest returned miners make it appear that it will be over



DYCE IN SEPTEMBER, 1897—NOW A TOWN OF ABOUT 5,000.

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