

### At Home After Four Years.

Under the heading "Left Many Friends the Dawson Daily News of July 16, referring to the departure of Mr. F. C. Wade, contained the following editorial paragraph:

The esteem in which Crown Prosecutor Wade is held was manifested on Sunday evening upon the sailing of the Yukoner. Every prominent official in town was on the dock to wish goodbye and God-speed to the abjuncts and his family upon the eve of their departure from the territory. Mr. Wade's aggressive personality has attracted to him many firm friends. Like others, he has enemies, but even they admire his fighting provisos. The history of every frontier town is the same. Some endeavor to impress others with an idea of their importance and influence and then, as time goes on, they encounter men who will not calmly submit to such preposterous notions and trouble begins. Mr. Wade has encountered not a few incidents of this character, but he has survived the shock and it may be truthfully said of him that he has emerged from each conflict with credit. The reputation he made for himself in the conduct of the O'Brien case is an enviable one and will not be forgotten in high quarters. Mr. Wade will seek recreation in travel and enjoy a well earned rest and it is not impossible that upon his return to this district he may have received even higher honors than his friends at this time contemplate.

Mr. Wade arrived in Winnipeg with his family early on Wednesday morning last, having made the journey by easy stages, spending some time in Vancouver and other cities. Mr. Wade appears so thoroughly to enjoy being at home again in Winnipeg that the reporter ventured to ask them if he now intended to settle here permanently. In answer, he said: "I finished up my four years' work in the north for the present with the O'Brien trial, and we all felt the need of rest, so I re-organized my law firm and hope to remain out until next spring." He was not yet prepared to speak definitely as to his future movements, but intimated that they might probably include a trip to the old country.

### Most Striking Feature.

Interviewed on the condition of things in the territory in which he has played a prominent part during the past four years, Mr. Wade said:

"As to the Klondike, after a retrospect extending over four years, I would say that the most striking feature is this, that a remarkable change has occurred in almost everything affecting the country, particularly the methods of transportation, mining and commercial development. When the first administration party proceeded to the Klondike in 1897 there was no Canadian system of ocean steamers to Skagway such as exist at the present time. We travelled to that point on Quadra, a government steamer, and had to scale the Chilcoot Pass while our supplies in the main were packed over the White Pass by mules and oxen. Now the traveller leaving Vancouver can take passage on the Hating or Islander or any of the other magnificent ocean steamers under the control of the Canadian Pacific Navigation company or any other Canadian companies, and proceed to Skagway with as much pleasure as could be enjoyed in a yachting trip in the Mediterranean or in crossing the Atlantic on one of the ocean greyhounds." The steamers are well officered and beautifully appointed, and even from a tourist's point of view, no greater pleasure could be desired than a sail by the inside passage from Vancouver to the foot of the Chilcoot and White passes. Instead of scaling mountain precipices as before, the traveller who leaves the Canadian steamship at Skagway enters into the train of the White Pass railway at Skagway and is rapidly carried to White Horse and landed on the gangplank of some one of the beautiful steamers travelling from that point to Dawson. You can travel now in your smoking jacket and slippers, instead of being encumbered with spiked boots, rubber hip boots, alpenstocks, shoulder straps and packs, and all the other paraphernalia which went with the troubles experienced in 1897 and 1898. The whole journey can be made in six or seven days, instead of in several months, as used to be the case. Indeed, the time is not far distant when the trip from

Vancouver to Skagway and thence down the Lewis and Yukon rivers to Dawson and past the southern Alaskan points to the Behring sea will rank as one of the most delightful pastimes which the tourist could enjoy, instead of being a succession of the most extreme hardships.

### Ir. ght Transportation.

The metamorphosis effected in the transportation of freight has been quite as startling. It is no longer necessary to re-enact the scenes of 1897 when 3,700 horses perished on the White Pass in the transportation of supplies. The dangers of the Grand Canyon are no longer experienced. White Horse claims no more victims, and there are no more wrecks. All freight is landed at White Horse below both the Canyon and rapids and it is transported with safety and the utmost velocity to Dawson. This year the White Pass railway added so many swift steamers to their fleet that they were able to carry 100,000 tons of freight to the Klondike in one month, the same amount which last year was carried in the entire season.

The cost of transportation is still exceedingly high, \$125 per ton from Vancouver to Dawson, but the managers of the railway fully realize that these rates must be reduced as soon as possible. While the White Pass Ry. and Steamboat company is doing such an effective work on the Lewis and Upper Yukon all the great mercantile companies have combined their fleets into one on the Lower Yukon for transportation purposes. The N. A. T. and T. Co., the A. and C. Co., A. and E. Co. S. Y. T. Co., and the E. T. Co., are one and the same, and their fleets operate from St. Michaels in Behring Sea to Dawson while the upper river transportation question has been thoroughly solved. Unfortunately this year the upper river and down river fleets formed a combination to keep up the prices which has been harmful especially to the smaller dealers, but in time all this will be rectified.

### Road Houses.

Winter travel has undergone a like improvement. In 1897 and 1898 there was not a road house between Bennett and Dawson and supplies for the whole trip, extending over between 600 and 700 miles, had to be loaded on dog sleighs at Bennett, 700 lbs to a sleigh of four dogs, and carried through at an immense expense and unlimited labor and hardship. Now they are carried a great part of the way by rail, and half of the 415 miles between White Horse and Dawson is traversed by horses and sleighs for freighting, and stages running on schedule time for the carriage of passengers have taken the place of dog teams to a very large extent. Road houses well supplied with comforts for man and beast are not more than half a day's journey apart throughout the whole trip. It is an easy matter to walk unencumbered with anything, but a small satchel, relying upon the road houses for food and rest. The old labored system of walking in has been replaced by a sort of light and airy pedestrianism, many even travelling by bicycle.

### Cost of Living.

In mercantile matters a similar change has occurred. In 1897 and 1898 the old companies controlled all the supplies and every customer was purely at their mercy. They sold supplies or not just as it suited them, and every miner was at their mercy. Now numberless small traders have entered into competition with the usual result. Custom instead of being tolerated is eagerly being sought after. For family trade delivery wagons have been brought into service. In Dawson there is a perfect telephone system, a system of messenger boys, and in fact all similar adjuncts of civilization. Competition has had its effects upon prices as well as on accommodation. Prices, however, vary so much that quotations for one day would be misleading the next. When the market is overstocked, especially with perishables, prices fall to a low figure. The moment navigation ceases on the river they at once rise to figures resembling those of 1897 and 1898. During the spring after the ice is unfit for travelling, and before the opening of navigation, they reach their highest point. Sometimes prices are quoted which would lead people in the west to believe that Dawson is a cheap camp to live in. At times this is the case, but only for a few days. The prudent housekeeper will have to admit that outside of the commonest staples the expenses of living are from

three to five times in the Klondike to what they are even in Vancouver.

### Changes in Mining Methods.

In mining similar extraordinary changes have occurred in the last four years. When the first government party arrived at Dawson the old system of thawing out shafts by burning cordwood was the only one in existence. After the shafts were thawed the drifts were thawed in the same manner. The steam pump was unknown. Late in 1898 the first experiments in steam and in using flame somewhat on the blowpipe principle were tried. The success was so immediate and unqualified that in the last two years and a half very many million dollars' worth of steam thaws have been shipped into the country, and are doing good work. At the same time it has been found that summer working is in many cases more profitable than winter working. In summer working the pay gravel is taken from the drift, lifted up the shaft by hand windlass, or steam, and dumped into sluice boxes, where it is at once sluiced, the gold remaining in the riffles. In winter working the ground was piled in dumps during the winter, and had to be shovelled into the boxes in the spring, and in that way double handled. Summer working saves double handling, and is, in every way, more pleasant and less expensive. The old system of thawing by cordwood has almost disappeared. In very deep shafts where there is danger from gas, hot stones are still used for thawing, but that is only in very exceptional cases, while for ordinary drift work the steam thaw has effected so great a reform

### Hydraulic Mining.

has also come to the front. On Johnsen's claims on Bunker creek hydraulic mining is now being employed to very great advantage. Where the ground is not frozen, provided always water is plentiful and the grade sufficient, hydraulic is extremely cheap, but even frozen ground can be exposed to the sun and hydrauliced very successfully. On the creek bottoms the water can be easily handled by fluming for ground sluices, or ordinary sluicing. To wash the pay dirt on the hillside where it is some times skied a thousand feet in the air, is a different proposition, and often requires the installation of an expensive pumping plant. In 1897 and 1898 hillside claims were practically unknown. Gold was looked for in the creek bottoms exclusively. No one dreamt that it would be found on the top of the mountains, but it has since been shown that the creek claims are only an incident of the hillside claims. The pay streak of the hillside claims constitute what is called the old channels of the ancient creeks. The modern creeks appear to be the result of more recent erosion and of the action of glacial and other forces including always the running water and the gold found in them has been carried down from the ancient channel by erosion and by the tributary creeks, gulches, pups and mooselicks, which cut the old channels transversely and carry their pay to the lower levels. Quartz mining promises to bring about a further revolution in the Klondike camp and its methods. The whole Klondike is full of quartz. It has been pretty well ascertained that the ancient and modern creeks are traversed transversely by gold bearing stringers of quartz. When I left the camp steamboating parties had been quietly at work for some months locating quartz, and there can be no question that there is any quantity of

### Gold Bearing Quartz.

any place throughout the country. I will show you a sample which is fabulously rich but not so important upon that account as it is for the reason that it proves itself to have been taken from a stringer bearing, as it shows, the signs of contact on both sides.

### Question of Permanency.

"The question is often asked whether the camp is likely to be permanent. Canadians are more prone to ask this question than Americans are. While our fellow countrymen continually press the question, the Americans are investing millions of dollars in stupendous railway engineering, such as the White Pass railway, and in establishing stores and warehouses for the Yukon trade, not only at Dawson, but at almost countless points throughout the distance of 1,800 miles from Dawson to St. Michaels on Behring sea. "Notwithstanding so much American

enterprise, Canadian trade with the country has increased marvellously during the last few years. When we went in four years ago Canadian products were practically unknown in the country. Now a walk through the mammoth warehouses of all the great companies reveals on every hand endless quantities of supplies including all staples, canned goods, and other articles, from our great Canadian factories. There are still, however, many drawbacks to be overcome. The cans used by Canadian packers are too heavy, bacon and hams are often found not to be cured sufficiently to last over a period of eighteen months, the period necessary for Yukon packing. Some of our North-West butter is considered by far the best on the market, outclassing butter from California and other states, but it is not properly packed, rust creeps in and the article is destroyed. All the importers are most anxious to buy Canadian goods, but there are many difficulties in the way which can only be overcome by enterprise and alert appreciation of the importance of the trade.

### Administration.

A similar change for the better has taken place in the administration of the country. In 1897 and 1898, at the time of the great rush to the gold fields, when some 30,000 or 40,000 people sought to scale the passes and swarm over the gold-bearing creeks a small handful of officials had to transact the entire business of the country. They sought to do this under a pressure of business which was unprecedented, and for the accommodation of thousands of people excited by the thirst for gold and clamorous to a degree almost unheard of. There were no official buildings of any kind. The gold commissioner's office was not larger than an ordinary small room, the post office was a corner in a small room in the police barracks, the commissioner of the territory lived in a tent; the supreme court of the Northwest Territories first sat in a log cabin, 12x14, in which were six bunks, kitchen and dining room, all in one. At Dawson later the accommodation was a little better. The rest of the government officials occupied a log cabin, 10x12, on Second street. There was almost no paper in the country, and miners carved items of bookkeeping representing hundreds of thousands of dollars on sticks and boards. Tomato cans were robbed of their labels for similar purposes. The only records of the gold commissioner's office and other government offices, including all the evidence in most important mining cases, were kept on the printed forms which I took in for police court purposes in August, 1897. Now we have a post office containing the most modern equipment, amply officered, and which is considered equal to almost any in the Dominion. The gold commissioner's office is large and commodious and is conducted by an immense staff under the gold commissioner and his deputy. The administration building now in course of construction would be a credit to Winnipeg or any other city in Canada. The commissioner is assisted by a large staff of accountants, clerks, stenographers and others, while in 1898 we had only one stenographer in the country. The Territorial court is conducted by two judges and in appeal cases from the gold commissioner a court sits consisting of the gold commissioner and the two Territorial court judges. There are clerks and deputies, sheriff and deputy sheriff, caretakers, a matron, court-criers, in fact everything that would be looked for in an up-to-date city. I need not take up your time, but I point out these things, not so much to show the extreme difficulties under which we labored, but the magnificent progress which has been made in so short a period.

### Social Progress.

The progress made socially is no less startling than it has been in other matters referred to. There are a great many beautiful homes in Dawson and the era of "stag-miner," whether "sour-doe" or Chechaco, has given place to the family era. The city is full of cultured ladies, both American and Canadian, and the schools are crowded with as fine an aggregation of children as could be seen anywhere in the world. Our cricket, football and lawn tennis are played through the summer, and in the winter months our hockey would startle the Winnipeg club, and to see Col. Rourke and many others of our Manitoba curlers on the ice would make "Tom" Kelly and "Billy" George turn green with envy. We have