

to arrive there this season. The *Seattle No. 1*, with about 160 passengers, who left Seattle in August, 1897, wintered just below the Tanana, and her passengers spent the winter at Minook. She was launched May 25 and proceeded up the river. On June 3 she was caught on a sand bar 18 miles above Circle City, and remained there nearly three weeks, finally reaching Dawson on June 25 with 220 tons of freight and 140 passengers, nearly all of whom had been eleven months on their way to the Klondike.

The *May West* was the first steamboat to leave the Klondike this season, as she had been the first to arrive. She left Dawson on June 18 with 68 passengers, the charge for passage to St. Michaels being \$100. She took down about a ton of gold, valued at \$500,000.

On June 12 the North American Transportation and Trading Company posted the following notice:

This company will now book first-class passage to Seattle to parties intending to ship gold dust by express on our first boat. Rates: Express on dust to Seattle, $2\frac{1}{2}$ per cent per \$1,000; insurance to Seattle, $2\frac{1}{2}$ per cent per \$1,000. First-class fare to Seattle, including meals and berth, \$300. Baggage allowance, 100 pounds. Steamer will leave Dawson about June 15, 1898. No dust received on steamer except it is shipped by express.

This announcement caused much disquietude among the large number of men who were anxiously awaiting an opportunity to embark for Seattle or San Francisco, with the reasonable expectation that the old charge of \$175 for passage would be maintained, for nearly all of this class were debarred on account of their inability to produce gold dust in amounts of \$1,000 for shipment, while but few had emerged from the extortion practiced on them during the winter with the requisite \$300. Events proved this disquietude in large measure to have been groundless, for at closing time on the 15th it had become apparent at the booking office that the select class designated in the notice was not numerous enough to insure a remunerative passenger list. The usual delay occurred, the departure of the company's first boat being postponed from day to day until the 24th, when the *Hamilton* left for St. Michaels with 178 passengers, many of whom were of the comparatively impecunious class mentioned, the nine days' delay having enabled them, by various humiliating expedients, to secure the necessary means to meet the greatly increased charge for passage. The *Weare* followed on the 25th with 42 passengers and about $3\frac{1}{2}$ tons of gold, valued at \$1,500,000. On the 29th, when 50 miles below the Tanana, the *Hamilton* broke a hogchain and became helpless in midstream, and the *Weare* took her in tow, arriving at St. Michaels on July 5, ten days from Dawson. The regular "first-class fare" on the *Weare* for the first four days out from Dawson consisted of poorly baked bread, indifferent butter, stale corned beef, brown sugar, Indian trading tea, and an insipid decoction which the waiters called "coffee," with bacon and beans every other day for a change. The fare on the *Hamilton* was somewhat better, the