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son, Dyea, on"—drink- if the miners continuous per- of course the omen don't. mines at in- monotonous ke the settle- icked in the a nature will

ere would be the Klondike y high prices in its use, but d that three- uths of those hogotthrough e passes last ear went with year's supply, ade me feel ere that this, ith the ton- age that got p the Yukon, ade a gross upply which ould keep the wolf away from he "shack" if en remained ogether. A arge you the f you have the o work, but be o do, it is his u, and with

an be given on that land of the ing, is to take and be sure that A good sleep- le cheaper; one erior ones; and ing, tools, and n quantity, let it

WSON CITY.

these gold-seekers route? Having a who is going to that he will have

as his destination the tributaries of that river between the mouth of the Hootalinqua and Dawson City, possibly going further down to Circle City or Forty Mile, and I will give my conclusions as answering to this destination.

#### THE ALL-WATER ROUTE.

There is one all-water route, by steamship to St. Michael, 3,000 miles from Puget Sound and

4,000 from San Francisco, thence up the Yukon River 1,880 miles to Dawson City. This route is the easiest and at the same time the one entailing more uncertainties, more loss of time, money, and opportunity than any heretofore taken; but on account of its being possible

during a very brief season to ship from Puget Sound and be unloaded with your belongings at Dawson City, right in the heart of the first great discoveries appeals strongly to the average man. It would take all the ships on the Pacific coast, however, to move the gold-seekers over this route during the short season it is open. The first ships going via St. Michael in 1898 are scheduled to leave Puget Sound about June 10, but it is not likely that the complementary boats to take the cargoes will be able to start up the Yukon until nearly a month later, because the mouth of the Yukon is not free of ice for four or five weeks after it breaks up at its sources at Lake Lindemann or Lake Teslin—about the last of May. This upper ice flows north, cuts under the ice where it has not yet thawed, or piles on it, and freezing again forms a great icy mass; this again breaks and flows farther down stream, ending in a grand gorgo about the mouth. At the mouth the volume of water flowing into Bering Sea is so great that it is fresh ten miles out, which also freezes and aids in locking this entrance. At many points on the trip up to Dawson the river changes its channel each season, and new bars are formed, often necessitating dredging to enable the boats to find a channel.

The traveler should reach Dawson City by the first of August, provided he got started up

the river on one of the first boats, and if he expects to labor for others at a per-diem wage this trip is the easiest; but it will cost as much in ready money as going by either the White or Chilkoot passes (leaving Puget Sound May 20), and it will cost in food as much more and in time one year more if the gold-seeker expects to make and work his own location.

#### THE BRIEF PROSPECTING SEASON.

This is predicated on the shortness of the prospecting season, which in many creeks is confined to June and July, because from October to June the weather is too severe. Men say they will prospect in the winter-time, but the Yukon miner tells me that they don't; that they must get their shaft down in the open season, so their work will be underground when winter closes in. The months of August and September, too, are not profitable for prospecting, since the melting of the snow and glaciers on the mountains fills and overflows the creek bottoms. Should the gold-seeker have as his destination some of the streams farther up than Dawson, it will require additional time for the much slower progress, for it is up a swift current in an open boat instead of down stream, as from the overland passes. If one's destination is Stewart River, it is better to be at Lake Lindemann or Lake Teslin at a given time than at Dawson City. One can't be at Dawson City by the all-water route until at least two months later than he can reach these head-



AN ENGINEER SIGHTING THE SUMMIT.  
(This was the last photograph taken on the Chilkoot in the winter of 1897-98, by Arthur Cobb, C.E.)



NEAR THE SUMMIT OF CHILKOOT, FOURTEEN DAYS' WORK FROM DYEA, EIGHTEEN MILES BEHIND.

waters. So the water route loses practically all the prospecting season, while the short passes save six or seven weeks of it.

I know the actual hardships on the easier trails from "packing" across the White and Chilkoot passes, and have intimate knowledge