

sledging up there in February, March or April, will find behind these big outfits a well broken trail and excellent going.

This route, moreover, traverses the gold-bearing belt all the way; and prospectors going this route can begin work from the first day. The River Stickine is the highway to the well-known Cassiar country, which is nearly as rich in gold as the Klondike.

But the chief argument in favor of this route is that Canada has by treaty the right to "free and unrestricted navigation" of the Stickine River; and consequently Canadian outfits going in by this way have no bother or expense about U. S. Customs regulations.

This route also avoids the dangerous White Horse Rapids on the Upper Lewis River, and permits uninterrupted navigation from Lake Teslin to Dawson City.

VII. OVERLAND ROUTES :—

By Edmonton and Ashcroft. These are essentially "Goldseekers' Routes." They go through gold-bearing tracts of country, and can be only indirectly described as routes to the Klondike. The Edmonton trails take in rich country along the Peace, Liard, Pelly, and Mackenzie Rivers; while the Ashcroft track runs through the Cariboo, Omineca and Cassiar countries. The Cassiar and Omineca districts, however, can be as well reached from Vancouver via the Stickine and Skeena Rivers.

TRANSPORTATION.

The following is a list of the steamers advertised to leave Vancouver for Wrangel, Juneau, Skagway and Dyea during February and March, and the list is being added to every day.

1898.	Steamer.	Passengers.	Freight.
Feb. 10.	City of Seattle	600	1000
10.	Islander	575	800
17.	Thistle .....	...	...
18.	Pakshan	600	1500
19.	J. L. Card .....	...	250
22.	Tees	100	600
23.	Danube	200	1000
24.	City of Seattle	600	1000
25.	Cleveland	200	1000
28.	Coquitlam	100	200
Mar. 2.	Islander	575	800
	J. L. Card .....	...	250
3.	Centennial	600	1000
	Thistle .....	...	...
4.	Pakshan	600	1500
8.	City of Seattle	600	1000
9.	Danube	200	1000
	Tees	100	600
10.	Cleveland	200	1000
	Ningchow	800	2000
12.	Coquitlam	100	200
15.	Capilano	100	200
16.	Pakshan	600	1500
	Islander	575	800
17.	Thistle .....	...	...
	J. L. Card .....	...	250
	Centennial	500	1000
20.	City of Seattle	600	1000
23.	Danube	200	1000
	Tees	100	600
24.	Ningchow	800	2000
	Cleveland	200	1000
25.	Cuteh	175	250
26.	Coquitlam	100	200
30.	Islander	575	800
	Pakshan	600	1500
31.	Thistle .....	...	...
	City of Seattle	600	1000
	Centennial	600	1000

PASSENGER FARES AND FREIGHT CHARGES FREIGHT RATES :—

General freight per ton.	Wrangel.	Juneau.
Of 40 cubic ft. or 2,000 lbs..	\$ 8.00	\$ 9.00
Baled Hay per 2,000 cubic ft...	12.00	15.
Lumber per M. feet	9.50	9.50
Horses, Mules, Cattle	20.00	22.50
Donkeys, Burros	12.00	13.50
Sheep and Goats	5.00	6.
Dogs	7.50	7.50

PASSENGER RATES.

Wrangel .....	...
Juneau .....	...
Chilkat .....	...
Skagway .....	...
Dyea .....	...

Meals, berths and 150 lbs., baggage free. Excess of 150 lbs. Second class passengers bring their own blankets. 5, free; 5 to 12 years, half fare; over 12 years, full fare. Rates are subject to subsequent alterations.

CANADIAN CUSTOMS DUTY

A Customs duty averaging about 30 per cent is paid on all goods entering Canada from any other country. **RULE THERE ARE NO EXCEPTIONS.** This includes a \$200 outfit, purchased in the United States.

UNITED STATES CUSTOMS REGULATIONS

Official copy of the United States Customs Regulations for Wrangel, Juneau, Skagway and Dyea.

The following is the official text of the Regulations for the entry and transportation of merchandise destined for the Yukon Territory and North West Territories of British Columbia, and for the ports of Juneau, Dyea and Skagway, and for Alaska:

Treasury Department, Office of Customs and Consular Affairs, Washington

To Collectors of Customs and others interested:

The following regulations are published for the guidance of all concerned:

1. Imported merchandise arriving at Juneau, or any other Customs port in Alaska, for transportation to the Yukon Territory, unless immediately entered under warehouse receipt, and exportation entry, will be taken possession of by the Customs Officer at the port and stored at the expense of the importer.

2. Such merchandise may, after proper entry under warehouse receipt, transportation, and exportation entry, be taken possession of by the Customs Officer at the port and stored at the expense of the importer, or upon the filing of a bond by the importer for the duties and charges on the goods, and equal to the duties and charges on the goods, and