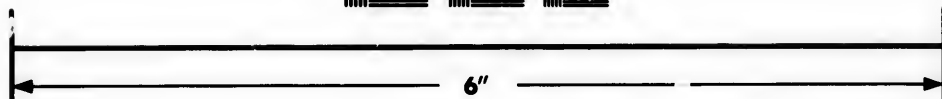
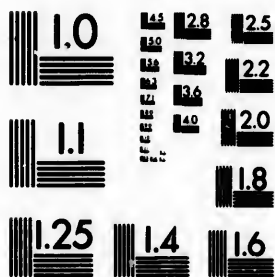


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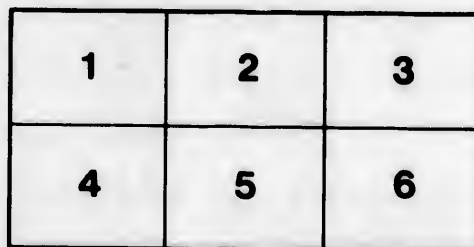
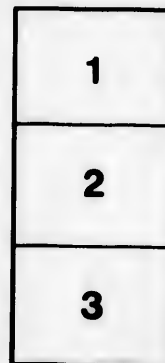
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# THE KLONDIKE.

BY A. A. HILL.

"THE GREATEST MINING CAMP THE WORLD EVER SAW," AS IT ACTUALLY IS TODAY, AND THE GOLD SEEKER'S FIVE HUNDRED MILE JOURNEY FROM THE ALASKAN COAST TO DAWSON CITY—THE UNVARNISHED ACCOUNT OF A KLONDIKER'S EXPERIENCES, FULLY ILLUSTRATED WITH ENGRAVINGS FROM PHOTOGRAPHS.

IT is a pity that there is a prospect of a railroad being built from the coast of Alaska to the gold fields. I agree with Ruskin, that going by railroad is not traveling at all. It is being sent to a place like a parcel. It gives neither education, experience, nor character. The traveled fools of the world all go by railroad; but no one can take a journey the old fashioned way, as men traveled before the days of electricity and steam, without adding to his knowledge, and, better yet, to his wisdom. Luckily it will take several years to penetrate that country of marvelous mineral richness with the iron horse.

But conditions have changed greatly since the transportation companies and the stirring and enterprising cities of the Pacific coast scattered their documents of information and advice concerning the trip to Alaska all over the country from Maine to California. Last year, every gold seeker was compelled to take in a thousand pounds of provisions, exclusive of tea and coffee, or be turned back at the threshold of his journey by the Canadian authorities. Hereafter the food exaction may be omitted or relaxed, as there are twenty thousand tons of provisions in Dawson today, or enough to last as many thousand persons a year, and consequently there is no danger of a food famine before next season opens. Therefore, if you want to go to the gold fields, do not depend too much upon the guide books. Use your own judgment. If you have not good judgment, don't go.

The influx to the gold fields last spring was like the flight of Mohammed from Mecca or of the French from Moscow. The coming season's travel will be lighter, the transportation of goods will be cheaper, and if the gold seeker wishes, he may even wait until he reaches Dawson before he purchases his outfit. The price there will be higher than in the States, but only to the extent of the cost of transportation in large quantities. As soon as navigation opens in the spring, which usually occurs on the lakes about the 1st of June and on the rivers about the 15th of May, light draft steamers will be running from Lake Bennett to Miles Canyon, and from White Horse Rapids to Dawson, the only portage necessary being around the canyon and White Horse, and this distance is covered by two good tramways. Until recently it has been deemed impossible for a steamer to ascend the Yukon beyond Fort Selkirk, and the idea of running through Five Finger Rapids to the White Horse cataract, practically connecting with the lake boats, was considered highly visionary.

The difference between the journey to Dawson as it was last year, and the same trip as it will be this season, will be almost like the change from the age of romance to that of science. For there was romance, pathos, comedy, tragedy, and burlesque in the gold exodus of a year ago. The struggle brought out the best in men as well as the worst. It tempered character as the forge tem-

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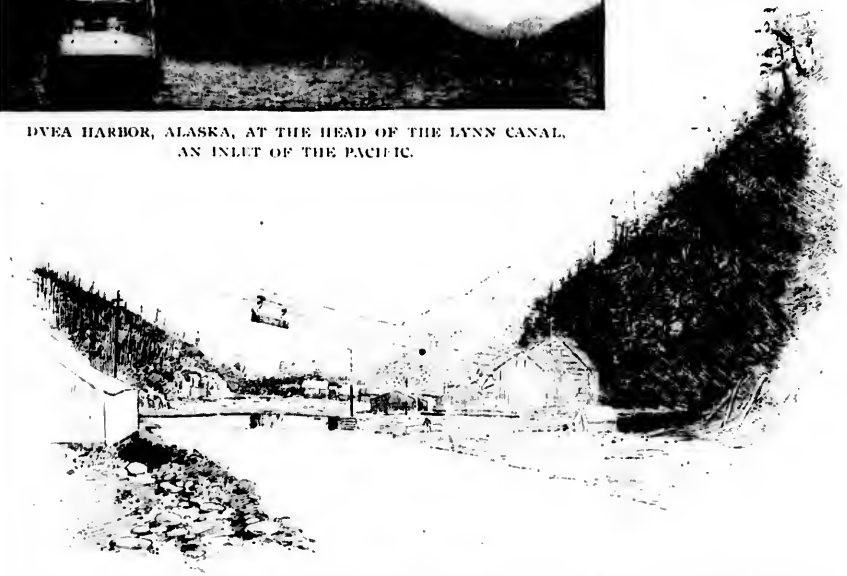
Of more than thirty thousand persons who went into the interior last year, probably two thirds took either the



THE WHARVES AND FREIGHT YARDS AT DYEA DURING THE SPRING RUSH TO THE KLONDIKE.



DYEA HARBOR, ALASKA, AT THE HEAD OF THE LYNN CANAL, AN INLET OF THE PACIFIC.



BRIDGE OVER THE DYEA RIVER, AND STARTING POINT OF THE AERIAL TRAMWAY THAT CLIMBS THE CHILKOOT PASS, ABOVE DYEA.

*From photographs by Hegg, Skagway.*

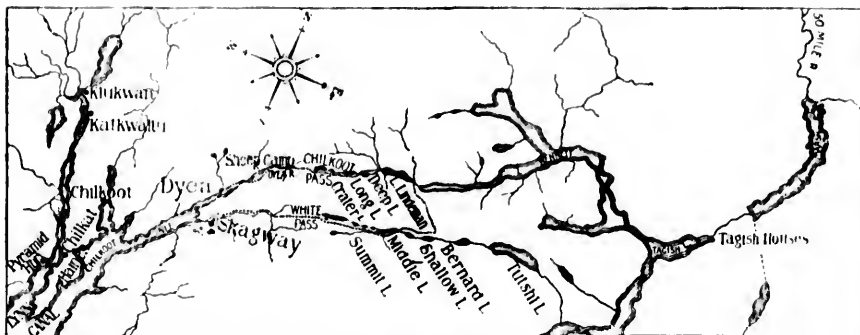
White Pass or the Chilkoot Pass. All in all, these are the best routes to the gold fields. True, in summer one may go by the way of St. Michael and

never touch foot upon land from the time of leaving the Pacific coast to the arrival in Dawson, but the way is long and the season short. If by chance the

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MAP OF THE CHILKOOT AND WHITE PASS TRAILS FROM DYEA AND SKAGWAY TO FIFTY MILE RIVER.

river steamer strikes a sand bar, and is delayed until she becomes locked in the ice, the traveler may not reach his destination until eight months or more later; and wintering in a steamer on the Yukon is a decidedly monotonous experience, unless it be unpleasantly enlivened by a scarcity of provisions and the consequent fear of starvation.

Between the White Pass and the Chilkoot Pass routes—which converge

at Lake Bennett, almost the threshold of the trip—I prefer the former. Skagway, the gateway of White Pass, and Dyea, the starting point for the Chilkoot, are two consistent and spirited, not to say unscrupulous, rivals. They are only about five miles apart, but the good citizen of Dyea is not aware that such a town exists as Skagway, and no true and loyal resident of Skagway can hear a mention of Dyea except with a



DYEA, ALASKA. THE STARTING POINT OF THE CHILKOOT ROUTE TO THE KLONDIKE.

*From a photograph by Hegg, Skagway*



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ON THE DYEA TRAIL IN SPRING—IN THE CANYON, BETWEEN DYEA AND THE CHILKOOT PASS  
*From a photograph (copy) 44, 1938, by Haze Skagway*





THE TRAIL OVER THE CHILKOOT PASS, LOOKING DOWN FROM THE STONE HOUSE, NEAR THE SUMMIT.

*From a photograph by Hegg, Skagway.*



THE DISAPPEARING ALASKAN ABORIGINE—ABOVE IS A PORTRAIT OF THE OLDEST INDIAN GUIDE ON THE YUKON, WHO GUIDED SOME OF THE RUSSIAN EXPLORING EXPEDITIONS; BELOW IS THE GRAVE OF RUCKSHAW, A TAGISH CHIEF, AT DYEA.

shrug of his shoulders. In their struggle for the Alaskan traffic, Skagway has the advantage, although the Chilkoot route is the more famous. While the Skagway trail is the longer, the Dyea is the steeper, and though Dyea already has an aerial tramway in operation for part of the distance to the summit of the pass, Skagway, when the spring trail opens, will have a much more adequate surface tramway in operation for the whole journey across the coast mountains.

What at present is the bustling and thrifty town of Skagway was, little more than a year ago, nothing more than a score of tents strung along the beach. Now there are schools, churches, telephones, electric lights, newspapers, a postoffice, more than a hundred business houses, long wharves extending to deep water, theaters, and hotels and restaurants galore.

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Much has been said about Dyea and Skagway lawlessness, but life and property there are as secure as anywhere in the States. Indeed, I fancy a man is safer there at night than he would be either in the thorough-

course of Dyea River as far as Sheep Camp. This is merely a semi-circular clearing in the forest, where travelers take a rest before the final effort of getting to the summit, four miles further on. The scenery here in



THE CHILKOOT PASS—LOOKING UP FROM THE FOOT OF THE FIRST STEEP CLIMB. IN THE SPRING OF 1898 THE TRAIL WAS CROWDED WITH KLONDIKERS AS IN THE ENGRAVING, EVERY DAY FOR THREE MONTHS.

*From a photograph by Hreg. Skagway.*

fares of Chicago, with their dark alley spurs, or in some parts of lower New York. Naturally, there are too many saloons and gambling houses—the rear agents of prosperity, so to speak—and too much of consequent distress in both Skagway and Dyea; but law and order are always strongly fortified by public opinion.

The winter trail from Dyea to the summit of Chilkoot Pass follows the

winter can hardly be surpassed anywhere on earth. There are grander mountains, perhaps, in Colorado and Switzerland, but nowhere has the Infinite Architect and Sculptor wrought with a skill that goes deeper into the heart. Between two lofty granite peaks there rests a great glacier, suspended so insecurely, apparently, that a touch of a finger would send it crashing into the valley below. It is some three hun-

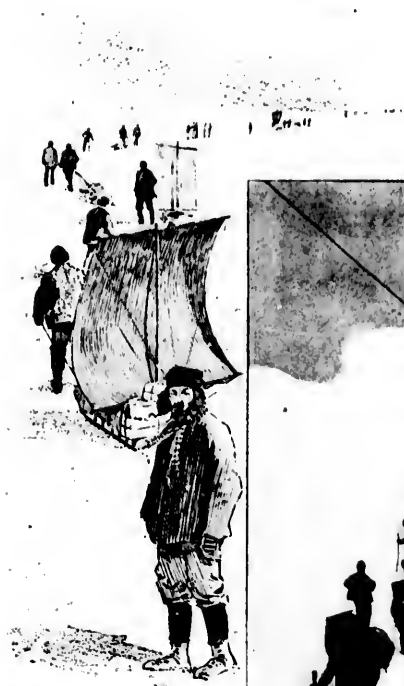
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dred feet high, and the changing effect of light and shade passing over it is indescribably beautiful. When the weather is dull it is a turquoise blue; on sunny days it flashes like a huge diamond.

lightful down in the valley, while it blows a gale upon the mountain tops. I know something about Montana blizzards and southern cyclones, but the south winds of the Chilkoot are quite as terrific, and they appear with far more bewildering suddenness. Although the Canadian officials have established their custom-house here in a rift of the most barren peak that can



KLONDIKERS SAILING DOWN  
CRATER LAKE, DYEA  
TRAIL, IN WINTER.

The trail from Sheep Camp to Stone House—the tree limit—is steep enough, but it is nothing to the ascent beyond. Before I had reached it, I asked a returning packer, who evidently had an eye to doing some work for me, if the pass were really as steep and formidable as it had been painted.

"Steep!" said he. "It's more than steep—it leans back!"

Sometimes it is necessary to wait two weeks for a suitable day to ascend the summit, for the weather may be de-



THE SUMMIT OF THE CHILKOOT PASS, AND TERMINUS OF THE TRAILWAY.

*From photographs—Copyright, 1898, by Hogg, Skagway.*

be imagined, it is a wise move to seek the lower level as soon as convenient after paying duty. The usual way of leaving is to encase your body in a gummy sack, sit down, stick your feet out, lean back, and give yourself a hitch. When you stop you have arrived at Crater Lake, a distance of about one thousand feet vertically and not much more horizontally.

It is only ten miles from Crater Lake

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THE LAST CLIMB TO THE SUMMIT OF THE CHILKOOT PASS, DURING THE SPRING RUSH TO THE KLONDIKE. "STEEP! IT'S MORE THAN STEEP—IT LEANS BACK!"



THE BRITISH CUSTOMHOUSE AND STATION OF THE NORTHWESTERN MOUNTED POLICE, AT THE SUMMIT OF THE CHILKOOT PASS.

SCENES ON THE CHILKOOT TRAIL.

From photographs—C Wright, 1898, by Pegg, Skagway

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THE CHILKOOT PASS—DIGGING FOR THE BODIES OF MEN LOST IN THE SNOW SLIDE OF APRIL 3, 1908, WHEN ABOUT SEVENTY PERSONS PERISHED.

to Lake Lindeman practically the head of the Yukon waterway and all down hill. Eight miles beyond, at Lake Bennett, a little wheezy sawmill is tearing stunted spruce logs to pieces for two hundred and fifty dollars per thousand feet, and the camp is the largest to be found on the entire trip to Dawson.

At Lake Bennett the gold seeker may take a steamer, if he chooses, and be landed safely in Dawson, sooner or later; or he may experience the pains and penalties of building or buying a boat, and travel onward by his



A TYPICAL SCENE AT THE SUMMIT OF THE CHILKOOT PASS

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THE SUMMIT OF THE CHILKOOT PASS—THE CHILKOOT IS THE MOST DIRECT ROUTE TO THE KLANDIKE, THE DISTANCE FROM DYEA TO LAKE BENNETT BEING TWENTY NINE MILES. FROM LAKE BENNETT TO DAWSON CITY (574 MILES) STEAMERS CAN GO IN SUMMER BY FIFTY MILE RIVER (WITH A PORTAGE AT MILES CANYON), LAKE LAHARGE, THIRTY MILE RIVER, LEWIS RIVER, AND THE YUKON.

*From a photograph—Copyright, 1898, by Hest. S. Keston*



THE CHILKOOT PASS—SLIDING DOWN FROM THE SUMMIT, TOWARD CRATER LAKE.

*From a photograph—Copyright, 1898, by Hogg, Slagway*

own conveyance, provided he exercises prudence in getting past Miles Canyon and the White Horse Rapids, and can pass divers other obstacles that are a menace only to the careless or stupid. In boat construction for Yukon waters,

the thing of beauty is not a joy forever to contradict the poet. The soap box or coffin style is best. After the boat is built, and built very much stronger than any one would suppose to be requisite, have it strengthened by



THE CHILKOOT PASS—THE SETTLEMENT AT SHEEP CAMP, FOUR MILES BELOW THE SUMMIT.

*From a photograph by Hogg, Slagway*





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THE WHITE PASS—SCENE ON THE WAGON ROAD, THREE MILES AND A HALF BELOW THE SUMMIT, IN SPRING. THE SEAGWAY & WHITE PASS RAILROAD WILL PASS THIS POINT, A LITTLE HIGHER UP THE MOUNTAIN

*From a photograph—Copyright, 1918, by Hegg Skagway*



the addition of a few braces. See that it does not draw more than fifteen inches of water when loaded. If large enough to admit a tent and a stove for cooking so much the better. Thus equipped, there is little danger, al-

make repairs. Farther on they were compelled to unload again to repair a defective seam in the bottom of the scow. Setting out again, they were making all speed down Fifty Mile River when darkness set in. Not think-



ON THE DYEA TRAIL—THE CANYON, BETWEEN DYEA AND THE CHILKOOT PASS, IN WINTER.  
*From a photograph by Hogg, Skagway.*

though it is well enough to exercise vigilance at all times.

Among the last to set out for Dawson the past season, just before travel came practically to an end owing to the cold weather, were four men who left Lake Bennett with a large scow heavily loaded with merchandise. Near the lower end of the lake they encountered a severe gale and were blown upon the rocks, disabling the boat and necessitating a delay of five days to

they were near the canyon, and passing the buildings on the right bank just above unnoticed, before they were aware of their danger they were being swept through the seething flood between the high walls of rock, entirely at the mercy of the angry waters. Despite all their efforts the scow came in collision with the rocks, the boat was fractured and began leaking at an alarming rate. Before they were half through the rapids below, the scow, which was

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THE SKAGWAY WHARVES. THE RAILROAD THROUGH THE WHITE PASS WILL PROBABLY MAKE SKAGWAY THE CHIEF STARTING POINT FOR THE KLONDIKE.

*From a photograph by Hegg, Skagway.*

early filled with water, capsized. Two of the occupants of the boat were drowned, the valuable cargo was lost,

and the other two men managed to reach shore more dead than alive.

This is but one recent instance of the

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SKAGWAY—THE ARRIVAL OF "THE MONTANA KID," A NOTED FRONTIER CHARACTER, WITH HIS DOG TEAM, FROM DAWSON CITY.

*From a photograph by Hegg, Skagway.*



THE WHITE PASS—MEN CUTTING THE ROADWAY OF THE SKAGWAY & WHITE PASS RAILROAD.

lack of prudence which has resulted in so many disasters in these waters. With ordinary care and proper equipment, however, the danger is slight, as has been proved by thousands of travelers.

DAWSON CITY AS IT IS TODAY.

With everything available, in about ten days from the start from Dawson Bennett a thin vein may be seen in the distance above the stump-firs near the river bank. Soon a row of log camps comes into view, flanked by others extending back upon the low plateau and upon the hills beyond; and by the time the boat can be swung out of the swift current

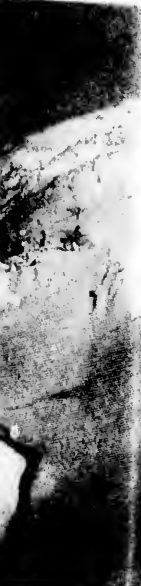


THE WHITE PASS—THE SUMMIT, AS SEEN FROM A POINT ABOUT HALF A MILE BELOW.  
*From photographs Copyright, 1868, by Hegg, Skagway.*

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THE WHITE PASS. THIS ROUTE IS TEN MILES LONGER THAN THE CHILKOOT TRAIL, THE DISTANCE FROM SKAGWAY TO LAKE BENNETT BEING THIRTY NINE MILES; BUT THE ROAD IS MORE LEVEL AND EASIER, BEING PRACTICABLE FOR HORSES.  
*From a photograph—Copyright, 1898, by Hegg, Skagway.*

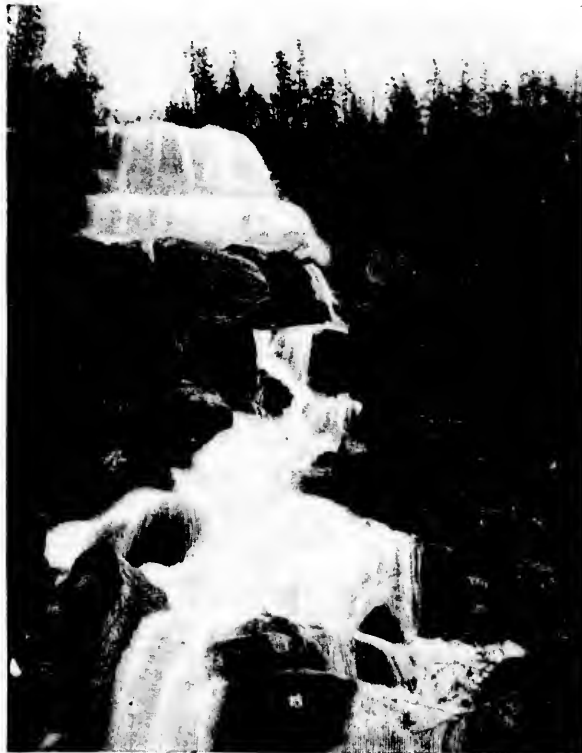


ON THE WHITE PASS TRAIL IN WINTER—RESCUING A PACK HORSE WHO HAS BROKEN THROUGH THE ICE.

*From a photograph—Copyright, 1898, by Hegg, Skagway.*

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Gold dust is not quite so cheap there cheapest thing in town. I have paid



ON THE WHITE PASS TRAIL IN SUMMER—AN ALASKAN WATERFALL.

*From a photograph by Hegg, Skagway.*

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as three dollars eac  
and a good dog tea  
for no less than fo  
thousand dollars.

But these conditio  
do not exist toda  
Prices are very muc  
lower, and consequent  
the old miners, to t  
manor born, mourn f  
the glory of the de  
parted.

A year ago there wa  
hardly a lock, bolt, o  
bar in the gold regio



HOW KLONDIKERS TRAVEL.

1—A "DOG TEAM EXPRESS" AT DAWSON CITY. 2—BEN ATWATER, AN ALASKA GUIDE AND COURIER, AND HIS DOGS, WHICH ARE CROSSES BETWEEN A "HUSKY" (ESKIMO DOG) AND A BOARHOUND. 3—OXEN DRAWING SLEDGES ON THE WHITE PASS TRAIL. 4—A GOAT TEAM, ON THE WHITE PASS TRAIL.



THE CHILROOT TRAIL.—BEYOND THE SUMMIT, DESCENDING FROM CRATER LAKE TO LONG LAKE, IN SUMMER.

*From a photograph by Hogg, Skagway*

Miners' cabins were always open, and the stranger was expected to help himself to whatever he needed, though courtesy and custom required that he



SUMMER SCENERY ON THE KLONDIKE TRAIL.—A FALL ON HOMER CREEK, NEAR LAKE BENNETT, BRITISH COLUMBIA.

*From a photograph by Hogg, Skagway*





ON THE KLONDIKE TRAIL—THE CAMP AT THE HEAD OF LAKE BENNETT, THE LARGEST CAMP ON THE JOURNEY TO DAWSON CITY. THE FOOT OF LAKE LINDEMAN APPEARS ON THE LEFT, IN THE DISTANCE, AND ITS WATERS DISCHARGE INTO LAKE BENNETT BY A SHORT, SWIFT STREAM, PART OF WHICH IS VISIBLE IN THE ENGRAVING.

*From a photograph—Copyright—1888, by Hogg, Skagway.*





LAKE LINDEMAN. BEYOND THE CHILKOOT PASS, THE TRAIL FROM DYEA PASSES DOWN A CHAIN OF SMALL LAKES—CRATER LAKE, LONG LAKE, DEEP LAKE, AND LAKE LINDEMAN—TO LAKE BENNETT.

*From a photograph by Hegg, Skagway.*

leave a memorandum of what he had taken. But all this is past. The march of civilization has necessitated steps for security. Bolts and bars are in evidence. Some of the owners of valuable mines

employ watchmen for their sluice boxes. There has even been one instance of a daring robbery after the manner of those so common in older civilizations. For boldness and expert work it



RAPIDS IN THE STREAM BETWEEN LAKE LINDEMAN AND LAKE BENNETT—A DANGEROUS PLACE FOR BOATS, AS THE WRECKS IN THE ENGRAVING TESTIFY.

*From a photograph. Copyright, 1888, by Hegg, Skagway.*



ON THE KLONDIKE TRAIL—KLONDIKERS BUILDING BOATS AT ABBOT COVE, LAKE BENNETT. FROM THIS POINT THERE IS A CONTINUOUS WATERWAY, BY LAKE AND RIVER, TO DAWSON CITY, AND THE JOURNEY, WHICH IS NOT WITHOUT ITS DANGERS, CAN BE MADE BY BOAT IN TEN OR TWELVE DAYS.

*From a Photograph—Copyright, 1888, by H. G. S. S. S.*



THE WHITE HORSE RAPIDS, ON FIFTY MILE RIVER. THIS IS THE MOST DANGEROUS POINT IN THE VOYAGE FROM LAKE BENNETT TO DAWSON CITY, AND THERE HAVE BEEN MANY WRECKS HERE.

*From a photograph. Copyright, 1888, by Hegg, Skogmoor.*

equaled those that occur almost nightly in effete New York, callow Chicago, and cultured Boston. The watchman was bound and gagged, and threatened with instant death if he made an outcry. Then the sluice boxes were looted of two thousand dollars' worth of dust, and the robbers escaped.

Since the great fire of last October, Dawson has been incorporated as a city; the machinery for fire protection which so long remained unpaid for has been taken out of limbo; the streets have been drained, and churches, schools, and hospitals established. Public spirit is as active as it is loyal



FIFTY MILE RIVER, LOOKING UP STREAM, JUST ABOVE MILES CANYON, IN WHICH ARE THE WHITE HORSE RAPIDS, AND WHERE FOR HALF A MILE THE CURRENT RUNS AT FIFTEEN MILES AN HOUR.

*From a photograph. Copyright, 1888, by Hegg, Skogmoor.*

BEN

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"CHURCH" AT LAKE BENNETT, WHERE SERVICES WERE HELD, LAST SPRING, BY THE REV. MR. DICKLEY, A VISITING PRESBYTERIAN CLERGYMAN.



BEN ATWATER (SEE PAGE 721) ARRIVING AT LAKE BENNETT WITH UNITED STATES MAIL FROM CIRCLE CITY, ALASKA.



WARING A STEAMER THROUGH THE FIVE FINGER RAPIDS, IN THE LEWIS RIVER. BELOW THE RAPIDS, AT FORT SELKIRK, THE LEWIS AND PELLY RIVERS JOIN TO FORM THE YUKON.

ON THE KLONDIKE TRAIL.

*From photographs by Hegg, Skogsway.*



MINERS AT WORK IN THE KLONDIKE GOLD DISTRICT. THESE ARE VIEWS OF "BENCH CLAIMS" (CLAIMS ON THE HILLSIDES, NOT IN THE VALLEY BOTTOMS) NEAR DAWSON CITY.



be seen, made of logs alone, that would do credit to the architecture of mature towns in the States. Social and literary clubs have been formed,

and deserving. Outward evidences of refinement exist, cottages may whist rivals faro, and society is gradually resolving itself into the usual



ON THE KLONDIKE TRAIL.—KLONDIKERS STARTING THEIR VOYAGE DOWN LAKE BENNETT, FROM ABBOT COVE.

*From a photograph—Copyright, 1898, by Hegg, Skagway*



A PACK TRAIN ON THE SKAGWAY TRAIL, BEYOND THE WHITE PASS, DESCENDING TOWARD LAKE BENNETT.



PIONEERS OF EAGLE CITY, ALASKA. THIS IS A NEW CAMP ON THE YUKON BELOW DAWSON CITY, ON THE AMERICAN SIDE OF THE FRONTIER, FROM WHICH REPORTS OF RICH GOLD DISCOVERIES HAVE RECENTLY COME.

*From photographs by Heag, Skagway.*





FORT CUDAHY, ON THE YUKON BELOW DAWSON CITY, JUST ABOVE THE BOUNDARY BETWEEN BRITISH COLUMBIA AND ALASKA.

*From a Photograph by Hogg, Skagway.*

classes. Not that the gambling houses do not continue to thrive and be a power in the town, but they do not rule.

#### THE MARCH OF IMPROVEMENT IN THE MINING DISTRICT.

Let no one imagine that the hard work of the gold seeker is practically over when he reaches Dawson. It has but just begun. The trip up to the mines is in itself a physical feat not to be de-

spised. Bonanza Creek, which leads out to the mining district, is not attractive from an esthetic point of view. It is a shallow, muddy stream, sometimes coursing down the valley with terrific bursts of speed, and at others taking long rests under the stunted growth of firs that lines its banks. In summer the price for packing goods from Dawson to the Forks, some fifteen miles distant, and practically the



YUKON HUSKIES. THE HUSKY (ESKIMO DOG) IS THE UBQUITOUS BEAST OF BURDEN OF ALASKA, AND IS SO VALUABLE TO THE GOLD SEEKER THAT A GOOD DOG READILY SELLS FOR \$250.



Yukon River, Dawson City, Yukon District, British Columbia—The lower end of the town, looking northwest down the Yukon. The present population of Dawson is about sixteen thousand.

*From a photograph by Hogg, Shagwan, taken in the summer of 1898.*





MINERS' CABINS AT THE FORKS OF ELDORADO AND BONANZA CREEKS, ABOUT TWELVE MILES ABOVE DAWSON CITY.



THE KLONDIKE RIVER, JUST ABOVE ITS JUNCTION WITH THE YUKON. THE SETTLEMENT BEYOND THE RIVER IS KLONDIKE CITY, A SUBURB OF DAWSON CITY.



THE MOUTH OF THE KLONDIKE RIVER, AND THE PRIMITIVE FERRY WHICH CONNECTS DAWSON CITY AND KLONDIKE CITY

#### SCENES IN THE KLONDIKE

*These photographs by H. G. Skaggs*



FRONT STREET, ONE OF THE PRINCIPAL THOROUGHFARES OF THE "YOUNG METROPOLIS OF THE KLONDIKE."



"GOLD! GOLD! GOLD! GOLD! BRIGHT AND YELLOW, HARD AND COLD!"—THREE TONS OF GOLD (WORTH ABOUT FIFTEEN HUNDRED THOUSAND DOLLARS) READY FOR SHIPMENT FROM DAWSON CITY, SEPTEMBER 14, 1898

SCENES IN DAWSON CITY

*From photographs by Hugo Skjerve*

beginning of the mining region, is fifty cents a pound, and the labor is worth

creek, about two miles from Dawson, to Claim No. 30 below Discovery, and it has been outlined as far as the Forks. The road will be completed to No. 61 above Discovery during the coming season, and this will materially reduce freight rates and cause many new mines to be opened, especially the rich Bonanza bench claims, thus far barely touched.



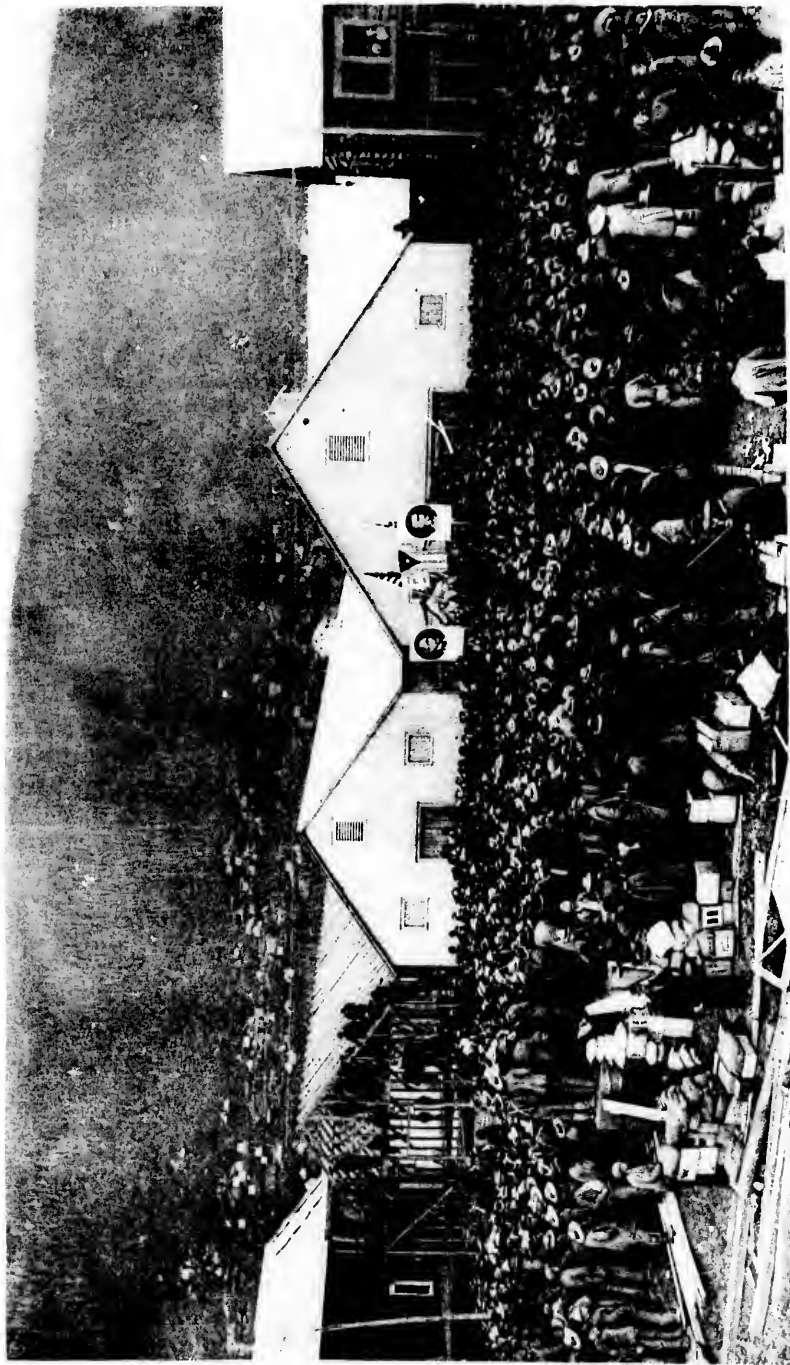
every cent of it. In winter, when the stream is frozen, goods can be carried up by dog teams for a far less price.

Here likewise the work of improvement has made a decided change since last spring. The road-bed for a tramway has been completed from the mouth of the



SCENES IN DAWSON CITY—1.—VIEW OF MAIN STREET. 2.—DONKEYS CARRYING LUMBER. 3.—A CROWD WAITING FOR THE MAIL.

*From photographs—Copyright, 1898, by Hegg, Shagway.*



A GALA DAY IN DAWSON CITY—THE CELEBRATION OF THE AMERICAN NAVAL VICTORIES OVER SPAIN, HELD IN AUGUST, 1898. THE PORTRAIT OF SCHLEY AND DEWEY, HELD ALOFT WITH THE AMERICAN AND CUBAN FLAGS, WERE PAINTED BY LOCAL TALENT.

*From a photograph by Hogg, Skagway.*



A CHARACTERISTIC SUMMER VIEW IN THE KLONDIKE DISTRICT—A FERRY ON THE KLONDIKE RIVER ABOUT FOUR MILES ABOVE DAWSON CITY.



ON THE YUKON—THE SUTTER, AN ALASKA COMMERCIAL COMPANY'S STEAMER, PLYING BETWEEN DAWSON CITY AND ST. MICHAEL.



ST. MICHAEL, ON NORTON SOUND, NEAR THE MOUTH OF THE YUKON, THIRTEEN HUNDRED MILES FROM DAWSON CITY. HERE THE RETURNING KLONDIKER WHO HAS DESCENDED THE YUKON BY RIVER STEAMER OR BOAT CAN TAKE AN OCEAN STEAMER FOR SEATTLE OR SAN FRANCISCO.

FROM THE KLONDIKE TO ST. MICHAEL.

*From photographs by Hegg, Skagway.*

Dawson has three hospitals, and they are taxed to their utmost limit to care for the sick properly. Yet the death rate is not high, and now that steps have been taken to secure proper drainage, and transportation facilities are adequate for suitable food requirements, there is no reason why it should not be a healthy city.

THE GOLD SEEKER'S CHANCE OF SUCCESS.

Finally, whether the visitor to Alaska is successful in a mercenary sense, depends very much upon his brain, and how he uses it; his hands, and how he employs them; and his courage and patience, and how long they are true to him. There is more gold in that country than anywhere else under the sun, but nowhere else is it locked so stubbornly and inflexibly in the earth's bosom. Although each has been tried, neither dynamite nor giant powder answers the purpose of unlocking it. Nothing seems to meet the desired requirements but thawing the ground by heat. Where fuel is plentiful, the frozen ground is not a serious bar to mining. Indeed, old miners claim that it makes mining possible, for otherwise water would run into the drift holes and necessitate other and more expensive methods. But it requires a good deal of heat to thaw the soil, which is as hard as flint in summer as well as winter. Scarcity of wood for this purpose, as well as for building and for domestic fuel, is already a serious problem. In some cases firewood must already be carried for many miles. But each of the great transportation companies is mining coal on the American side, and two thawing machines have been invented which work admirably, it is claimed.

Just one word concerning the American side. Although no mines have as yet been discovered there of as mar-

velous richness as those of Bonanza and Eldorado, the more liberal mining laws, the greater accessibility of placer claims, and the practically unlimited amount of unoccupied rich territory, are advantages worth considering. And when he leaves the Klondike, the tourist should go out by the way of St. Michael, by all means, rather than retrace his steps over the mountain. If he can stand the mosquitoes, he may secure a boat in Dawson at a much less figure than anywhere near the coast, set up his Yukon stove in it, provide himself with provisions, and float down stream to Norton Sound according to his own time schedule, stopping off at various mining camps on the American side.

That many gold seekers who visited the country last year were unsuccessful is what might have been expected. Most of them were quite unlike those who went to the country long before the days of Dawson and Circle City. These early argonauts were natural pioneers and adventurers, and were actuated as much by love of discovery as by the prospect of finding the glittering treasure. In other words, it is no place for the man who has been attracted to it by the dazzling reports of easily acquired fortunes. It needs only those hardy spirits who would go there even though the local conditions were unknown and the prospects forbidding.

But the trip is worth the while of those who are not animated by the love of gold. The adventurous spirit, the searching mind, the willing ear, the heart that loves the extraordinary and craves new discoveries, new scenes, and places where man never trod before, will be satisfied even though the hardships were far greater. He will come back with a clearer brain, a brighter eye, a more buoyant step—and possibly with a greater love for his own immediate locality.





