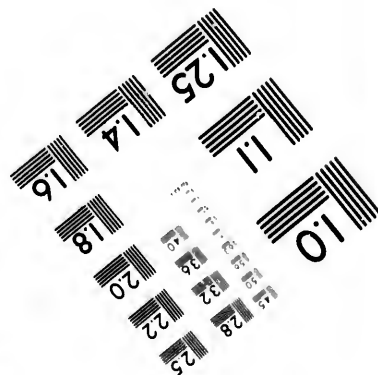
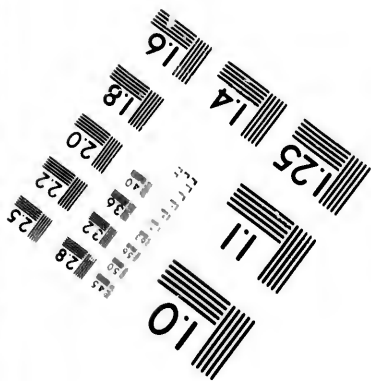
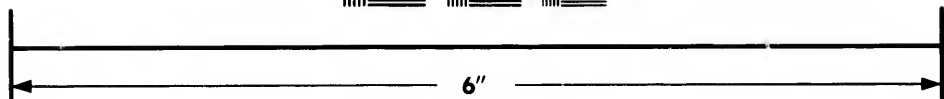
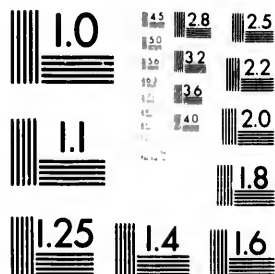


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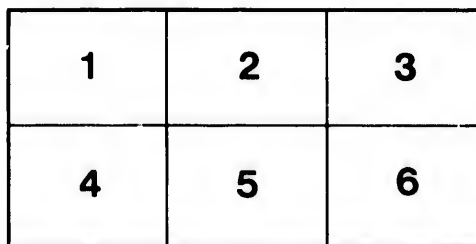
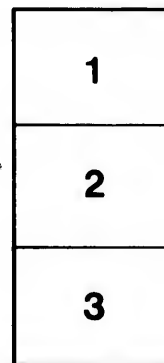
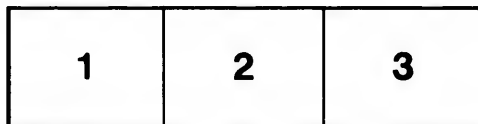
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VANCOUVER

to

Klondike and

Canadian Yukon.



Map.

Routes and Distances.

Steamer Sailings.

Passenger Fares and Freight Rates.

Canadian Customs Duties.

U. S. Customs Regulations.

Placer Mining Regulations.

Miners' Licenses.

Outfits and Price-lists.

Coasting Laws.



ISSUED BY

THE CITY COUNCIL AND BOARD OF TRADE OF
VANCOUVER, BRITISH COLUMBIA,
CANADA.

FEBRUARY, 1898.

News-Advertiser, Printers, Vancouver.

FC 4022

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Vancouver to Klondike and Canadian Yukon.

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In issuing yet another Klondike leaflet, the Vancouver City Corporation desires simply to emphasize the advantages of the City of Vancouver as the best outfitting and starting point for the Yukon North. There is no need now to describe the Klondike and its riches. Everybody knows now, or ought to know, that the gold fields are in Canada; and that naturally one ought to outfit in Canada to save paying Canadian Customs duty. But one has learnt by experience that to reach these fields from the South, it is necessary to cross a strip of territory, whose boundaries and actual ownership are in dispute, but which is occupied and administered by the United States Government as if it were an undoubted part of Alaska. Canadian outfits arriving at Skagway or Dyea have had to be accompanied, if crossing in bond, by a U. S. Customs official across the disputed territory at a charge of \$6 a day and food both ways; or pay the American duty. Of late this has not caused much hardship, for the Passes are frozen hard, and an ordinary outfit can be sleighed over to Lake Bennett in 48 hours. But it was a different story when it took two or three weeks to cross, as in bad weather it often did. Moreover the U. S. official was under no compulsion as to the number of miles he should travel in a day, and as besides he was sole judge of the fitness of the weather for travelling (in a country where it always rains or snows, or both) the matter was a very serious one for Canadian outfitters as long as Dyea and Skagway were the gateways to the Yukon. The chief sufferer, of course, was the unlucky miner, who had to pay heavily to the revenue of both countries, while their governments were taking months to settle what two business men could arrange in a day.

The Canadian Government have now succeeded in safeguarding Canadian interests by the following methods :

- I. A modification of the U. S. Customs Regulations at Dyea and Skagway.
- II. The forcing of 1808 traffic to the Stikine route by
 1. The immediate opening of a good Winter Road with shelters, between the Mouth of the Stikine and Lake Teslin.
 2. The acceptance of a contract to build a wagon road and Railway from the Stikine to Lake Teslin.
 3. The refusal to grant railway concessions on any other pass to the Yukon.
 4. The existence of treaty rights with the U. S., securing free navigation of the Stikine.
 5. The issue of Miners' Licenses at the Canadian outfitting points and Dawson City only.

This policy will be completed by the opening of a railway from head of Portland Canal, or one of the other Inlets, which will provide railway communication and open navigation in Canadian waters.

ROUTES.

1. Vancouver to Dawson City via St. Michael's and
Ocean steamer to St. Michael's.....
- St. Michael's to Mouth of Yukon.....
- Yukon Mouth to Dawson City.....

FARES AND FREIGHT—1st class, \$300; 2nd class, \$200 per ton, of 40 cubic feet, or 2,000 lbs.

No dates of sailing have yet been billed. The last departure was about the last week of May, as the Behring Sea steamer for navigation till June, and the earliest date of departure at Dawson is the 14th of July.

II. DYEA PASS (Chilkoot Pass) :—

- Vancouver to Dyea
- Dyea to Sheep Camp
- Sheep Camp to Summit
- Summit to Lake Lindemann
- Lake Lindemann to Dawson

Last Fall the regular charge for packing over per lb. from salt water to Lake, equivalent to \$1.50 is now a tramway, and a wire pulley cage over the Pass, but this is only suitable for light outfits, and to pull their own sleds, and pack their own outfit. The body who has gone by this Pass has got over.

In Summer, navigation is much impeded on the portages, terrible wind storms, and the dangerous ice.

III. SKAGWAY PASS (White Pass, Moore's Trail)

- Vancouver to Skagway.....
- Skagway to Summit.....
- Summit to Lake Bennett
- Lake Bennett to Dawson

This is a good Winter trail, and in February and sleds with horses can make Lake Bennett from Dawson. But in Summer, unless the wagon road, which is turns out a success, it is a trail to avoid. The trail is very narrow, and at present there is not room on it for more than one outfit. Three dollars are demanded for the right to pitch camp at Skagway and are full of idle loafers, among which are many men who have been on the trail. This is the Pass on which the carcasses of 2,700 men and dogs have been seen, and navigation on this route suffers the same as the Dyea trail.

completed by the opening of a supplementary Portland Canal, or one of the two arms of Observatoire railway communication with all the year round Canadian waters.

ROUTES.

Vancouver to Dawson City via St. Michael's and the Yukon River:	
St. Michael's.....	2,000 Miles
Mouth of Yukon.....	80 "
Dawson City.....	1,610 "
	<hr/>
	4,350 Miles

TICKET—1st class, \$300; 2nd class, \$250; freight, 10 cents per foot, or 2,000 lbs.

Passes have yet been billed. The first steamers will start in the week of May, as the Behring Sea does not open until the 1st, and the earliest date of arrival of a through steamer is on the 14th of July.

White Pass):—

	Miles.
Vancouver to Lake Teslin	895
Summit to Dawson	13
Summit	3
Lindemann	8
	<hr/>
	558
	<hr/>
	1,477

Charge for packing over this trail was 65 cents per ton, or to Lake, equivalent to \$1,300 per ton. There is a wire pulley cage over the worst part of the trail, suitable for light outfits, and for men who intend to pack their own outfits over. Still every year this Pass has got over.

Navigation is much impeded on this route by frequent storms, and the dangerous White Horse Rapids.

White Pass, Moore's Trail):—

	Miles.
Vancouver to Skagway	891
Summit to Dawson	17
Lake Bennett	20
	<hr/>
	552
	<hr/>
	1,480

Winter trail, and in February and March light outfits can make Lake Bennett from Skagway in 48 hours. This is the wagon road, which is now being constructed, and it is a trail to avoid. The wagon road is very narrow, there is not room on it for two wagons to pass. It is intended for the right to pitch a tent, and both Dyea and Dawson are full of idle loafers, among whom no law is respected. The carcasses of 2,700 horses are lying on the trail, which the carcasses of 2,700 horses are lying on the trail, which on this route suffers the same disadvantages as on

IV. DALTON'S TRAIL:—

	Miles.
Vancouver to Pyramid Harbor	875
Pyramid Harbor to Summit	45
Summit to Fort Selkirk	305
	<hr/>
	173
	<hr/>
	1,398

This is no trail for Winter work, being swept by blizzards even in September. But in Summer it makes a good pack trail with grass for a limited number of horses, and no very difficult country. There is, however, a land-carriage of 350 miles from salt water to the Yukon at Fort Selkirk.

V. Taku Route:—

	Miles.
Vancouver to Juneau	790
Juneau to Lake Teslin	120
Lake Teslin to Dawson	650
	<hr/>
	1,560

Not much is known of this route, for the head of Taku Inlet is so blocked with ice floes and ice bergs from the Taku Glacier that it is difficult, and often impossible, to make a landing. It does not seem likely ever to be a practicable route, though it undoubtedly is short.

VI. STICKINE-TESLIN ROUTE:—

	Miles.
Vancouver to Wrangel	700
Wrangel to Stickine Island	8
Stickine Island to Glenora	130
Glenora to Telegraph Creek	12
Telegraph Creek to Lake Teslin	140
Lake Teslin to Hootalinqua River	70
Hootalinqua River to Lewis River	130
Lewis River to Fort Selkirk	277
Fort Selkirk to Dawson City	173
	<hr/>
	650
	<hr/>
	1,640

These distances must still be taken as only approximate.

The Winter trail is now announced open by the Government of British Columbia. From Telegraph Creek the Railway is now being built to Lake Teslin, on which as soon as navigation opens steamers will ply and run right through to Dawson. The railway contract stipulates that the railway shall be open by the 1st of September, 1898, but the first portion will be carrying freight and passengers long before that. The contractors are also bound to open a Winter road from the mouth of the Stickine to Telegraph and from there to Teslin, which is now completed. Further, they are to maintain a wagon road in Summer between Telegraph and Teslin, free of tolls or charges; and, lastly, they are to construct shelters every 25 miles for the use of travellers.

When the ice breaks up at the end of April a fleet of about 40 river steamers will take passengers and freight up the river. From 1st March on there will be practically DAILY STEAMER COMMUNICATION from Vancouver to Wrangel. At present good travelling is being made on the frozen Stickine River; and large outfits of railway plant, steam engines, lake steamers, machinery, and saw mills have left Vancouver, and are being transported up to Telegraph Creek, Teslin and other points. Anyone

sledding 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	15.00
Lumber per M. feet	0.50	0.50
Horses, Mules, Cattle	20.00	22.50
Donkeys, Burros	12.00	13.50
Sheep and Goats	5.00	6.00
Dogs	7.50	7.50

PASSENGER RATES.

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

Meals, berths and 150 lbs., baggage free. Excess baggage. 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 levied on all goods entering Canada from any other country. 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 Dyea and Skagway.

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

Treasury Department, Office of Customs and Excise, 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, Dyea or Skagway, for transportation to any other Customs port in Alaska, for transportation to any other port in the region, 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, in charge of a Customs Officer, whose transportation and maintenance must be provided by the importer, or upon the filing of a bond by the importer for the factory securities, for its due exportation; said duties and charges on the goods, and

Constitutions, and other necessary stock, as often as required; and perform such other duties as may be required by the Grand Lodge or the Constitution of the Order. He shall give such security for the faithful discharge of his duty as may be required by the Executive of the Grand Lodge, and when retiring from office, or when required by the Grand Lodge, he shall deliver up all the Lodge property in his possession to the officers appointed to receive the same.

10. The G. W. Treasurer shall have charge of the funds, securities, vouchers, etc., of the Grand Lodge, and pay all bills properly attested; he or she shall present an annual report to the Grand Lodge, and shall at each annual meeting produce his books and accounts for audit. He shall give such security for the faithful performance of his duty as may be required by the Executive Council, and when going out of office, or whenever required by proper authorities, shall deliver up all the property of the Grand Lodge that may be in his or her possession.

11. The G. W. Marshall shall, assisted when necessary by the G. W. D. Marshall, introduce candidates for initiation, and the Grand officers for installation; regulate the Grand Lodge Room, tell the votes, have charge of matters relating to the regalia worn by members and visitors, and manage all processions and public services of the Grand Lodge, and perform such other duties as the Grand Lodge may assign.

12. The G. W. Deputy Marshall shall introduce the female candidates for initiation, and see to the regalia of lady members and visitors.

13. The G. W. Inside Guard shall have charge of the inner door, and allow none to enter or retire without the proper password.

14. The G. W. Outside Guard shall have charge of the outer door and ante-room, and allow none to enter but those duly authorized.

The expenses of the Grand officers attending the Session of the Grand Lodge, and the expenses of the Executive Officers attending meetings of the Executive Council, shall be paid by the Grand Lodge.

ART. VI.—DEPUTIES.

Each Primary Lodge shall as often as necessary elect by ballot and recommend to the G. W. C. T., as the Provincial Deputy for the Lodge, a member in good standing who shall have attained the full age of twenty-one years. If the appointment is approved, the G. W. Chief Templar shall grant the Brother a Provincial Deputy's commission, signed by the G. W. C. T. and G. W. S., for which the fee of one dollar shall be paid, and which shall remain in full force so long as the Brother continues a member of the Lodge or until sufficient cause be shown for its revocation. It shall be the special duty of this Provincial Deputy to install the officers of the Lodge, and to see that the quarterly returns are properly made out and the dues paid previous to installation. He shall be the medium of communication between his own Lodge and the Grand Lodge, upon all matters relating to the general work of the Order, and shall exercise a general supervision over his own Lodge.

2. When necessary the Executive shall appoint County D G W C T's, who shall be the mediums between the G W C T, and the subordinates in their Counties, and have power to organize new lodges, as per Constitution, forwarding the returns at once to the G. W. S. They shall see that the work of the order is performed uniformly, forward immediately to the G. W. S., all monies due the Grand Lodge, which they may receive from lodges in their Counties, and report quarterly to the G. W. C. T., of their proceedings. They shall take cognizance of and report forthwith to the G W C T, all cases of violation of the Constitution and By-laws of this Grand Lodge, or of disobedience to its lawful commands on the part of Primary Lodges.

3. Each lodge shall elect and recommend a suitable member in good standing as Degree Templar for their respective lodges, who shall be appointed by the G W C T, and whose term of office shall be for one year thereafter, and may be re-elected, and who shall have charge of the Key to Password, and the Degree Books; be the medium of communication

11. Any person engaged in an attempt to evade the United States revenue laws under these regulations will be arrested, and on conviction will be subject to the extreme penalty of the law in such cases provided, and any merchandise introduced into the United States in violation of the revenue laws will be confiscated by the Government.

MINERS' LICENSES

for the Yukon, of Canada, including the Klondike, can be obtained, on personal application only, at the following places of issue: Ottawa, Winnipeg, Calgary, Prince Albert, Edmonton, Ashcroft, Kamloops, New Westminster, Nanaimo, Victoria, Vancouver, Dawson City.

It should be understood by U. S. miners going to the Klondike, that no licenses are issued at Skagway, Dyea, Juneau, Wrangell, Glenora, Tagish, or any Northern point, except Dawson City. Consequently, if a man passes Vancouver without having taken out his license, he cannot obtain one till he reaches Dawson City; and no matter how rich the country is he travels through, he cannot locate a claim until he has been to Dawson and secured the regular Miner's License. This is another reason for outfitting in Vancouver, and has been so intended by the Canadian Government. Cost of Free Miner's License for Yukon, \$10; cost of Free Miner's License for B. C., \$5.

PLACER MINING REGULATIONS FOR THE YUKON DISTRICT OF CANADA.

The following is a brief summary of the more important provisions as proclaimed at Ottawa, January 20th, 1898:

Every owner of a mine, or miner working in a mine, must obtain a "free miner's certificate." This certificate costs \$10.

No miner can locate or hold a claim who has not obtained a "free miner's certificate."

These certificates must be applied for PERSONALLY to the Canadian Government Agent at the cities named.

The ONLY places on the Pacific Coast where these certificates can be obtained are at VANCOUVER, B. C., Victoria, B. C., New Westminster, B. C., and Nanaimo, B. C.

A royalty of ten per cent. is to be paid to the Canadian Government on any amount over \$2,500 which may be taken out of any claim by any miner.

From the above resume of the mining law regarding licenses it is obvious that no certificate can be obtained after leaving Vancouver until Dawson is reached. Thousands have no intention of going as far as Dawson. Thousands will strike good claims before they reach Dawson. If such a one has not a certificate he cannot locate a claim, for if he does the first one coming after with a certificate, simply locates it for himself.

A Seattle paper stated that these certificates can be obtained at Skagway and Lake Tagish. This is an absolute falsehood and calculated to mislead many persons. The four named cities of British Columbia are the ONLY CITIES ON THE COAST where these certificates may at present be obtained, and at no other place between them and Dawson.

An ordinary placer claim is 250 feet.

Every alternate ten claims are reserved for the ada.

A copy of the Placer Mining Regulations is in cense is taken out at Vancouver.

Vancouver is now outfitting numbers of spent days pricing and examining Klondike goods dissatisfied they came to Vancouver and are not slow signatures that not only are the goods in Vancouver much superior quality to those of Seattle or Tacoma of 30 per cent (which must be paid) is added to brings the Vancouver prices nearly FIFTY PER CENT Seattle prices. They lose but little time letting t and elsewhere know of the result of their inquiries couver is well high FILLED WITH AMERICAN Klondike.

So many who intended outfitting in Seattle come to Vancouver and outfitted here that the m have opened a sample room in Seattle at Hotel James street, where goods and prices can be readil.

Many of the young men who are talking of in the Spring would be well advised to pay heed to who spent many years in the region. He reports of living, and diseases commonly met with, as fo very mixed class of people. Very often they beco less, only eating those things which are most easi During the busy time in Summer, when they are sl hard and for long hours, sparing little time for for cooking. This manner of living is quite com and soon leads to debility and sometimes to seury with in this country are dyspepsia, anaemia, scurvy cooked food, sameness of diet, overwork, want of heated and badly ventilated houses: rheumatism, enteritis, cystitis, and other acute diseases from debility and chronic diseases due to excesses.

Frank Hinds, who was assistant to Collector Lake Bennett, states that at times there would boats with their occupants tied up awaiting ins of duties. As the boats with Canadian bought goods the occupants had merely to hand out their paper and go pleasantly on. Although time was cons than the money in many instances, yet those who fits in the United States were obliged to await outfits overhauled and pay the Customs dues, a per cent. or nearly one-third of the original cost. pounds was allowed last year, but will not be allo

In six weeks the Customs officers collected \$22, bought in the United States and Europe. On his the Hon. Clifford Sifton took charge of these funds

claim is 250 feet.

claims are reserved for the Government of Can-

er Mining Regulations is supplied when the li-
ancouver.

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examining Klondike goods in Seattle. Being
Vancouver and are not slow in stating over their
ly are the goods in Vancouver cheaper but of a
to those of Seattle or Tacoma. When the duty
must be paid) is added to the Seattle prices it
rices nearly FIFTY PER CENT LOWER than the
ose but little time letting their friends in Seattle
the result of their inquiries and so to-day VAN-
ILLED WITH AMERICANS on their way to

ended outfitting in Seattle have left there and
l outfitting here that the merchants of Vancouver
room in Seattle at Hotel Butler Building, 114
ods and prices can be readily compared.

g men who are talking of going into the Yukon
well advised to pay heed to the remarks of a man
in the region. He reports on the climate, mode
commonly met with, as follows: Miners are a
ople. Very often they become indolent and care-
things which are most easily cooked or prepared.
n Summer, when they are shovelling in, they work
rs, sparing little time for eating, and much less
mner of living is quite common among beginners,
lity and sometimes to scurvy. The diseases met
e dyspepsia, anaemia, scurvy caused by improperly
of diet, overwork, want of fresh vegetables, over-
lated houses; rheumatism, pneumonia, bronchitis,
ther acute diseases from exposure to wet and cold;
iseases due to excesses.

was assistant to Collector of Customs Godson at
that at times there would be as many as thirty
pants tied up awaiting inspection and collection
s with Canadian bought goods came floating along
ely to hand out their papers, have them stamped
Although time was considered more valuable
ny instances, yet those who had bought their out-
tes were obliged to await their turn, have their
pay the Customs dues, amounting to about 30
e-third of the original cost. An exemption of 100
at year, but will not be allowed during 1898.

ustoms officers collected \$22,000 in duties on outfit-
ates and Europe. On his arrival at Lake Bennett
n took charge of these funds and handed them over

to Major Walsh, to defray the expenses of the Canadian Mounted Police
going into the Yukon.

As all these goods could be bought in Vancouver, in most instances
cheeper than in the United States, this \$22,000 might have been saved to
the prospectors had they outfitted here. Some of them had used all
their surplus cash getting that far on their journey and were without
funds to pay their Customs dues. Such persons were allowed to work
the amount by whipsawing lumber. It was a favor granted by the
Canadian Customs officers but a serious and vexatious delay of some days
these and other Canadian goods by the carload, because the goods are
mised in the matter by interested persons and papers in the United
States.

Foreigners enjoy the same privileges in the Yukon as Canadians
in all respects and Canadians enjoy no more privileges than foreigners.

Obtain Canadian made mackinaws and woollens. The Canadians
make honest and serviceable goods. The Alaska trading companies buy
these and other Canadian goods by the carload, because the goods are
of the best and they save the duty.

Robt. Kerr says by September the C. P. R. can land passengers at
Dawson from Vancouver in a week. The Athenian, Tartar, Amoor and
Pakshan will run from Vancouver every week to Wrangel. On the
Stiekine there will be a fleet of stern-wheelers; at present pack trains
will have to be used on the land trail, but a railway will be in operation
in six months over 120 miles. At Teslin Lake another fleet of steamers
will be in readiness to take passengers to Dawson.

So many Americans having convinced themselves, after examining the
Vancouver samples at 114 James Street, Seattle, that they could buy bet-
ter and cheaper in Vancouver (as well as saving 30 per cent. duty by
so doing) left Seattle and came over here to outfit, that the merchants
in Seattle are feeling afraid, knowing the tide has turned strongly
against them, and that they are losing the outfitting trade.

Jas. Blackburn, of Big Mountain, Montana, arrived in Vancouver Feb.
4th, with his party of five to outfit, but brought 3 pairs of Gold Seal rub-
ber boots from Seattle with him as he was told they could not be pur-
chased in Vancouver. He paid \$9.00 per pair in Seattle—\$27, and \$6.75
duty on arrival here, being \$33.75, or \$11.25 each. On arrival here he
discovered he could buy the self-same Gold Seal rubber boots here for
\$8.50 per pair, or a saving of \$3.25 per pair. This is only one of hund-
reds of similar instances.

OUTFITTING PRICE LIST. VANCOUVER, B. C.

Vancouver merchants are not afraid to publish their prices. The
hardware and clothing prices are less subject to market fluctuations than
the groceries. This list is good for February, but is, of course, liable to
alteration from time to time.

Small parties can save on this list considerably, for hardware for
one person will in many articles be enough for six. These prices are
for best quality only. If anyone desiring more information will write to
the Secretary of the Vancouver Board of Trade, his letter will be handed
on by the Secretary to the Merchants' Committee for reply.

British Columbia merchants have had experience of the rushes to Cassiar and Cariboo, and are experienced packers.

PROVISIONS.

300 lbs. Flour, Best Patent Hung	\$6 00
25 " Corn Meal	2
25 " Split Peas	3 1-4
50 " Rolled Oats	3
50 " Rice, Japan	5
100 " Beans, White	2 1-4
" Bayo	3 1-4
" Pink	3
150 " Breakfast Bacon (very best quality)	13 1-2
Smoked Side Bacon	10
25 " Dry Salt Bacon	9 1-2
15 " Dried Beef	18
25 " Pilot Bread	4 1-4
25 " Vegetable Biscuit	8
50 " Evaporated Potatoes	16
10 " " Onions	40
10 " " Soup Vegetables	35
1-2 doz. Fluid Beef, 4 oz.	4 25
75 lbs. Evaporated Fruit, Apples	10
" " Apricots	9
" " Peaches	9
" " Pitted Plums	8 1-2
" " Figs	6 1-2
" " Raisins	5 to 6
" " Currants	6 1-2
50 " Granulated Sugar	5
20 " Coffee, No. 1, in tins	30
10 " Tea	25 30 50
1 doz. Baking Powder, 12 oz. tins, W. Star	1 75
1 " Packages Yeast Cakes, 10 in pkg.	80
1 Bottle Lime Juice	30
1 lb. Acid for Vinegar, in bottles	45
10 lbs. Salt	1
1 lb. Black Pepper, small tins	25
1 " Cayenne Pepper, small tins	30
1 " Ginger, small tins	25
1 " Mustard, small tins, Coleman's	45
20 lbs. Butter, in tins	28
1 doz. Condensed Milk, Reindeer	1 50
3 Btls. Jamaica Ginger, Extract	50
10 lbs. Laundry Soap	4 1-2
6 Bars Tar and Castile Soap, per doz.	75
1 Box Candles, 20 lbs.	1 75
1 Tin Matches	1 35

CLOTHING, ETC.

1 Pair Snag Proof Gum Boots	\$5 00 to \$6 25
2 " Miners' Leather Boots, Heavy	3 50 to 4 00
1 " Snow Shoes	3 00 to 4 50
2 " Moccasins	1 25 1 50 1 75
2 " Heavy Wool Blankets or Sleeping Bag	
1 Rubber Camping Blanket	1 50
3 Suits Heavy Underwear	1 00 to 1 50
1 Mackinaw Coat and Capot	5 00
1 Pair Mackinaw Pants	2 50
1 " Wool Pants	2 50 to 4 50
1 Leather Jacket, Corduroy Lined	6 50
1 Suit Oil Clothing	2 50 to 3 50
1 Sweater	1 25 to 2 50
2 Heavy Overshirts	1 25 to 2 00
1 Pair Heavy Suspenders	50
2 Pairs Wool Mitts	25 to 50
2 " Buckskin Mitts	75 to 1 50
6 " Wool Socks	15 to 35
2 " Alaskan Stockings	

1 Cloth Cap
1 Fur Cap
1 Piece Mo
2 Pairs Tow
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1 Tape Me
1 Solder O
1 Paek Stra
1 Revolver,

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1 Large Ste
1 Riveted C
2 Miners' T
1 Bread Pa
3 Granite B
1 Galvanize
2 Granite B
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1 Hand Ax
1 Handless
1 Whetston
1 Hammer

1 Auger, B
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1 Socket Cl
1 Gold Scal
1 6-ft. Whip
1 Hand Saw
1 Saw Set
1 Small Try
2 Mill Files
1 Draw Ku
20 lbs. Assor
1 Special M
1 Drifting I
1 Long Har
1 Short Har
1 Gold Pan

100 Feet 1-2
1 Pair 4 in
5 lbs. Onku
10 lbs. Pitch
1 Alaska I
1 Tent
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1 Pair Row

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1 Cloth Cap	75 to 1 00
1 Fur Cap	1 00 to 3 00
1 Piece Mosquito Netting	50 to 1 00
2 Pairs Towels	15 to 50
Thread, Pins, Needles, Thimble, Scissors	1 50

SUNDRIES.

1 Medicine Chest	\$5 00 to \$7 00
1 Tape Measure	35
1 Solder Outfit	1 00
1 Pick Strap	1 50 to 2 50
1 Revolver, Belt, and Cartridges	9 00 to 10 00

HARDWARE.

1 Yukon Camp Stove, Stove Pipes, and Bake Pan	\$6 50
1 Large Steel Frying Pan	25
1 Riveted Coffee Pot	30 to 75
2 Miners' Tin Cups	10
1 Bread Pan	25
3 Granite Kettles	1 25
1 Galvanized Water Bucket	20
2 Granite Plates	25
1 Knife, Fork, and 2 Spoons	25
1 Bread or Butcher Knife	25
1 Can Opener	15
1 Hand Axe	75
1 Handless Axe	75 to 1 00
1 Whetstone	10
1 Hammer	50
1 Auger, Brace and Bit	1 50
1 Jack Plane	1 25
1 Socket Chisel, 3-4 and 1 1-4 each	65
1 Gold Scale, 8 oz.	2 50
1 6-ft. Whip Saw and Handle Complete	4 25
1 Hand Saw, 26 in.	75 to 1 00
1 Saw Set	25 to 50
1 Small Try Square	25
2 Mill Files, 2 Taper Files	35
1 Draw Knife	75 to 1 00
20 lbs. Assorted Nails, 4, 6, 8, 10 and 12d.	5
1 Special Make Alaska Steel Pick and Handle	1 50
1 Drifting Pick and Handle	1 25
1 Long Handled Mining Shovel, Spring Point	75
1 Short Handled Mining Shovel, Spring Handle	75
1 Gold Pan	35
100 Feet 1-2 in. Manilla Rope	1 50
1 Pair 4 in. Pulley Blocks	1 00
5 lbs. Oakum and Caulking Chisel	1 00
10 lbs. Pitch	5
1 Alaska Hand Sled	5 00 to 8 00
1 Tent	5 00 to 10 00
1 Compass	50
1 Grindstone and Fixtures	1 25
Granite Pails, 4, 6, and 8 quarts	
1 Pair Rowlocks	

COASTING LAWS.

"The Canadian Coasting Laws provide that Canadian goods shipped to Alaska in U. S. bottoms are treated on arrival at the Yukon frontier as if they were foreign importations, and must pay the Canadian duty. Foreign outfits, howsoever imported, must pay the Canadian duty at the Canadian frontier."

To save all trouble, therefore, Klondikers should outfit in Canada and proceed to Alaskan ports in a British bottom, or in a vessel flying the flag of countries entitled to participate in the coasting trade of Great Britain and Canada. These are Italy, Germany, Netherlands, Sweden and Norway, Austro-Hungary, Denmark, Belgium, and the Argentine Republic. The United States are not included.

MAP OF KLO

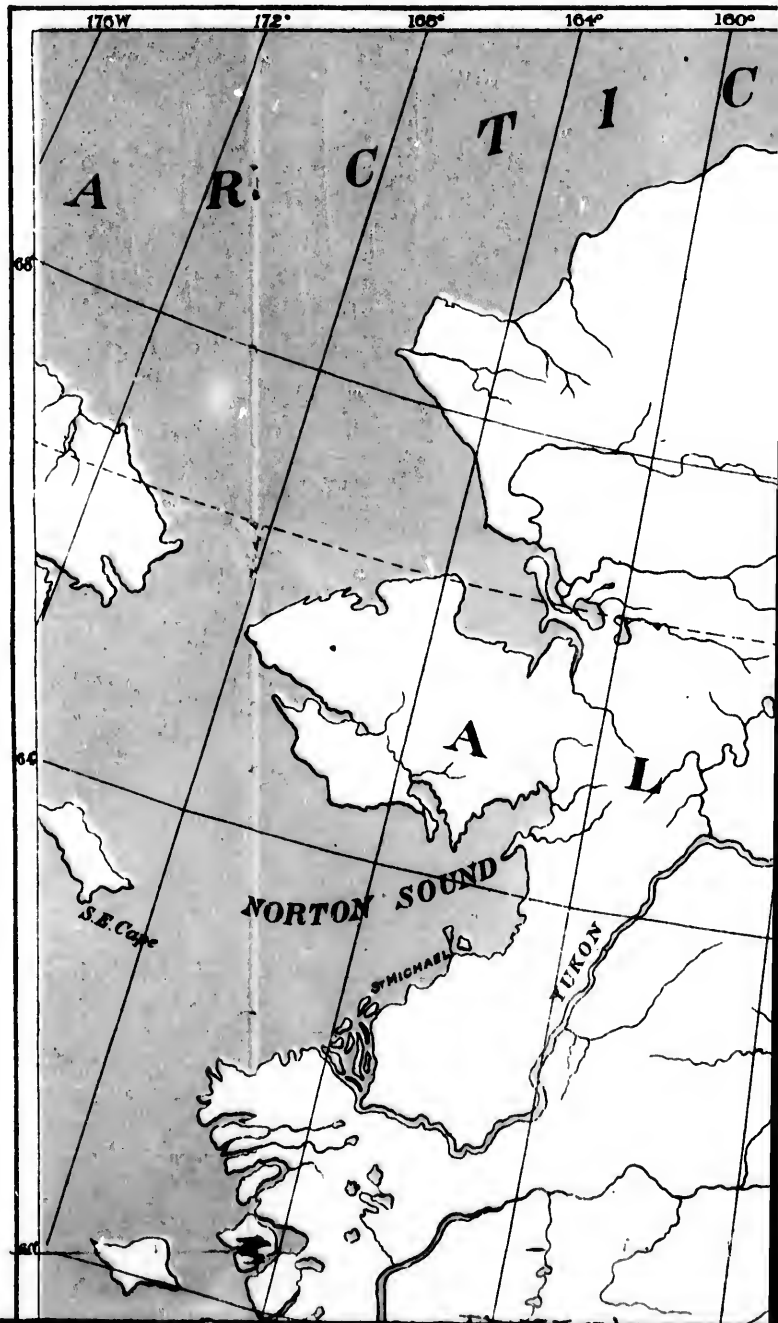
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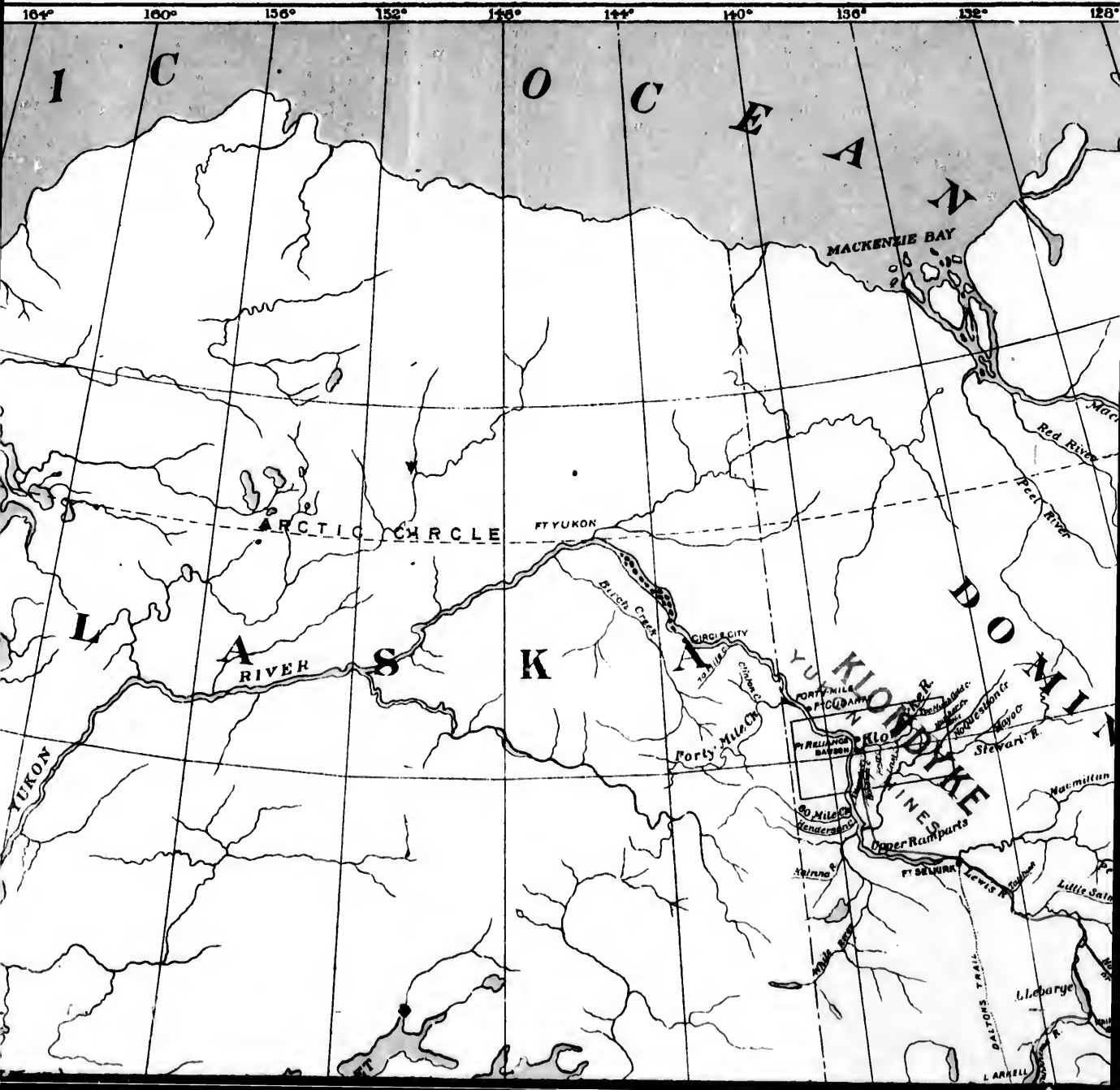
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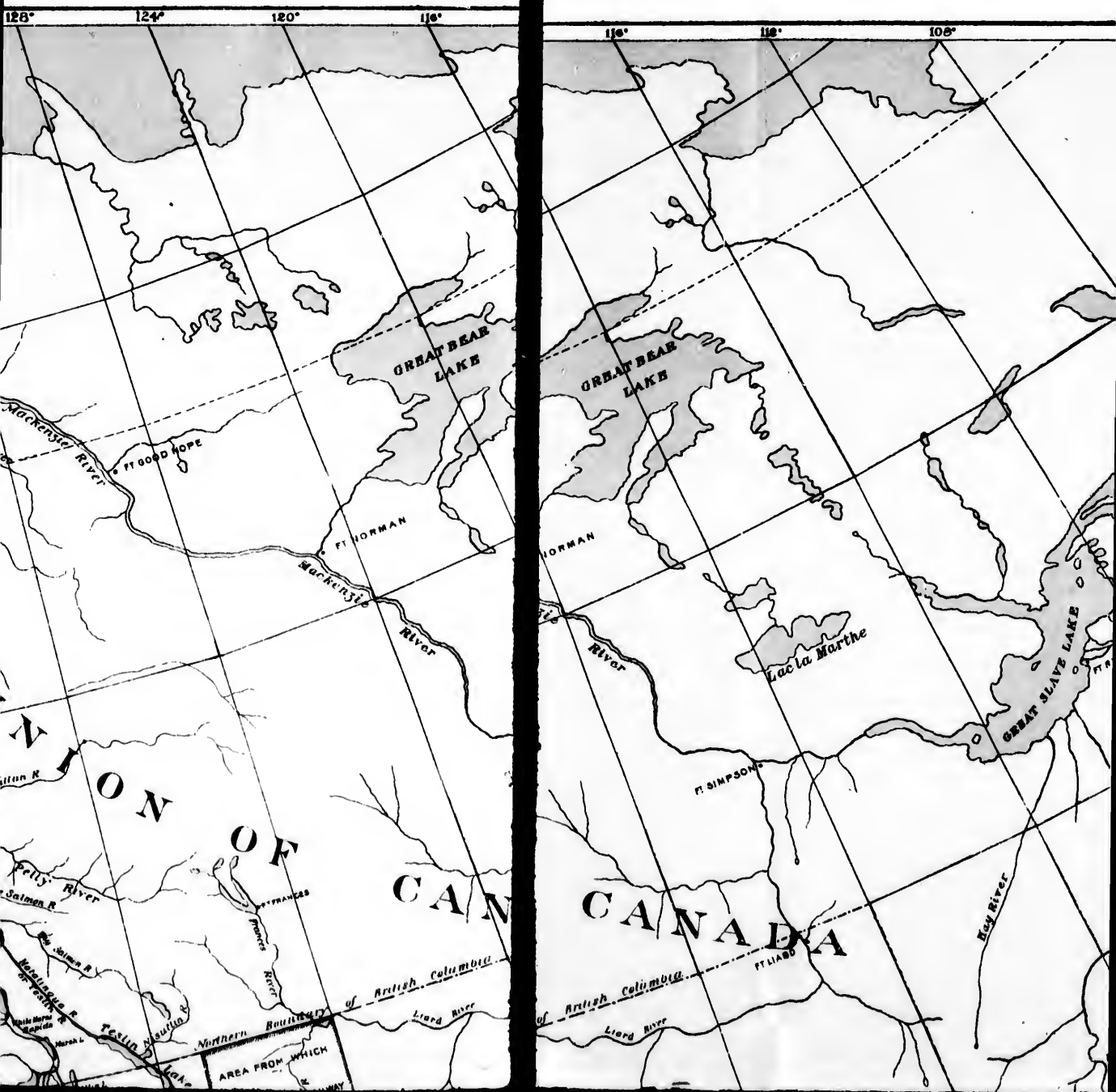
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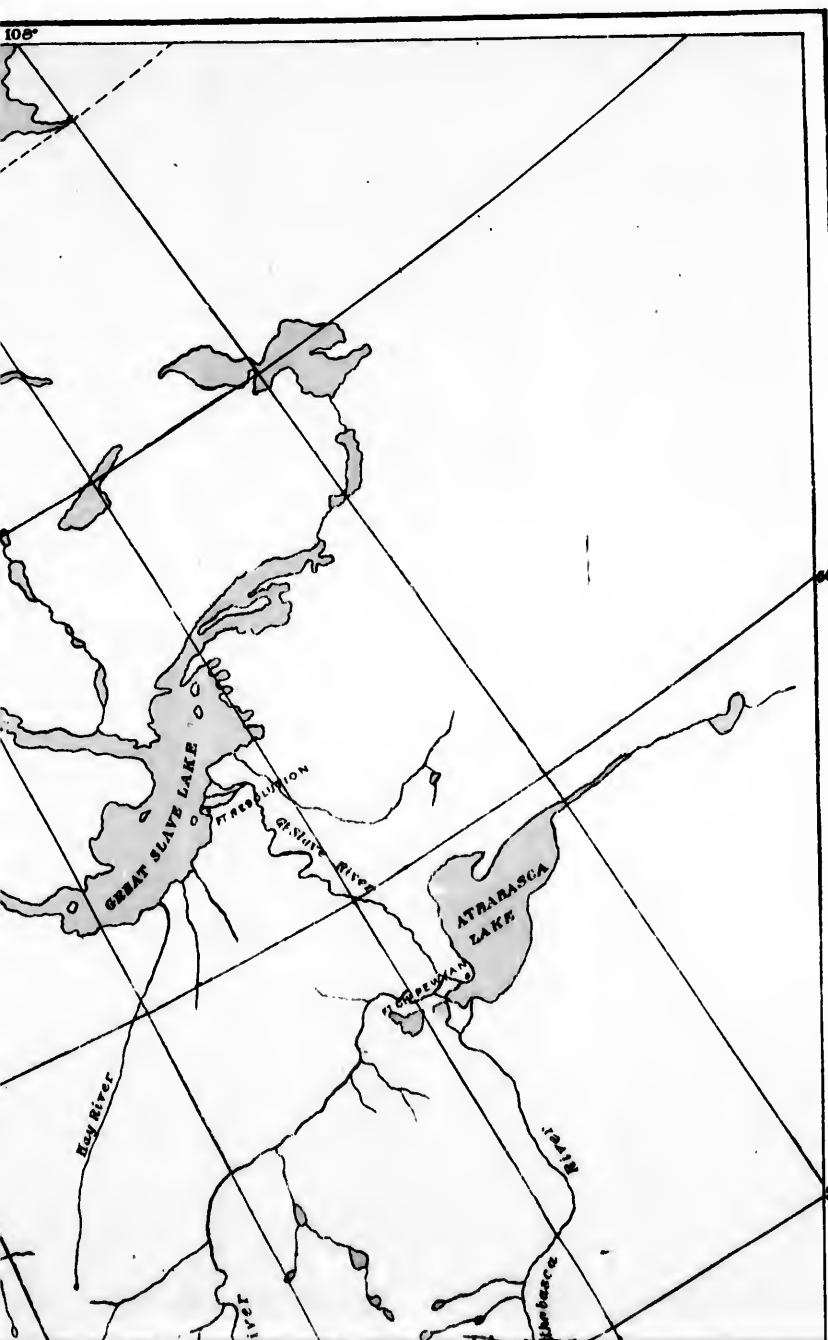
EDITED BY THE

Vancouver Board of Trade



DIAN YUKON

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Vancouver
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Headquarters

for

OUTFITTING

for the

Klondike

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Goods Purchased

in

VANCOUVER

the Train
on board the
Steamers for

Klondike

Regular Lines

of Steamers
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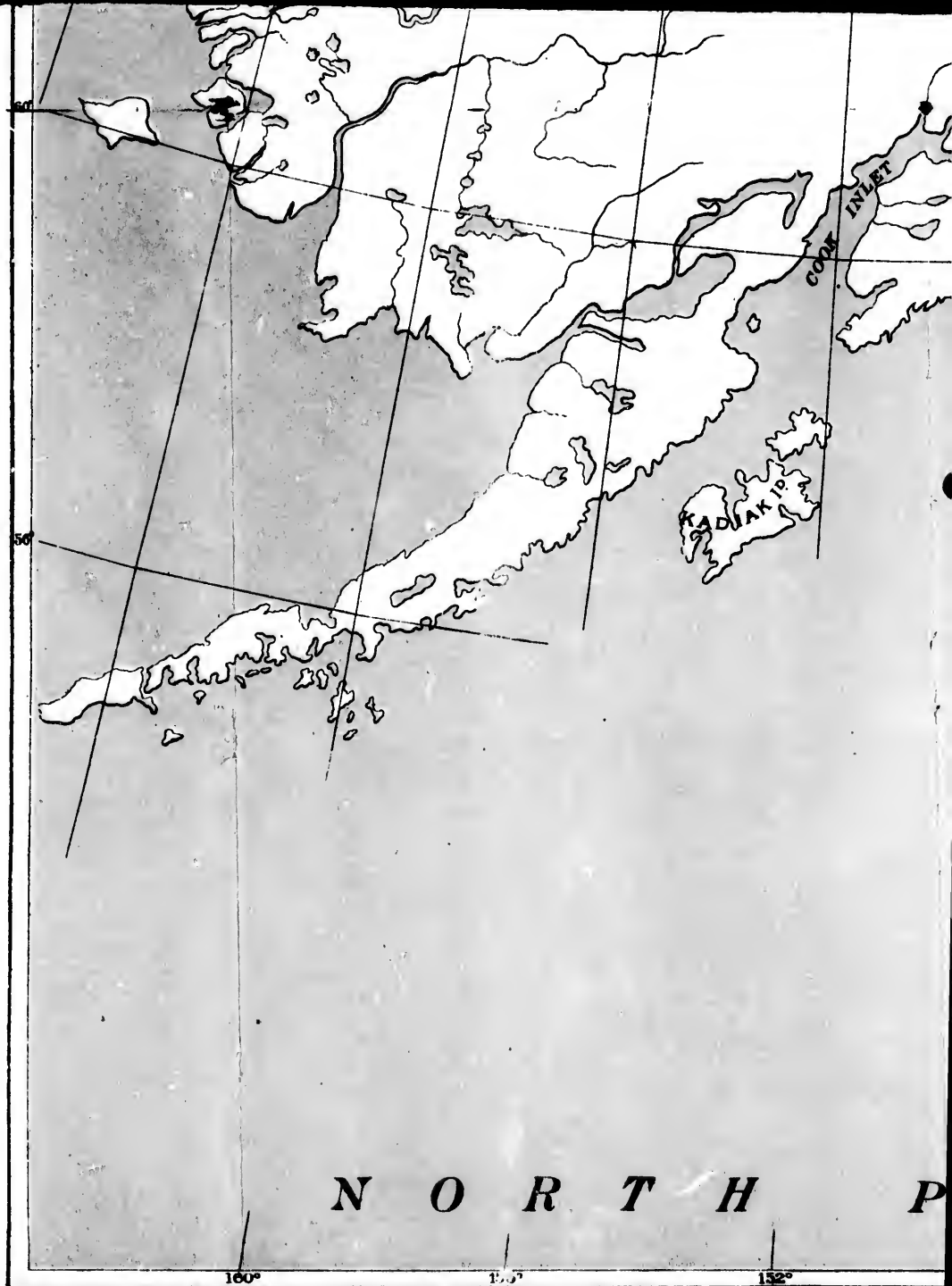
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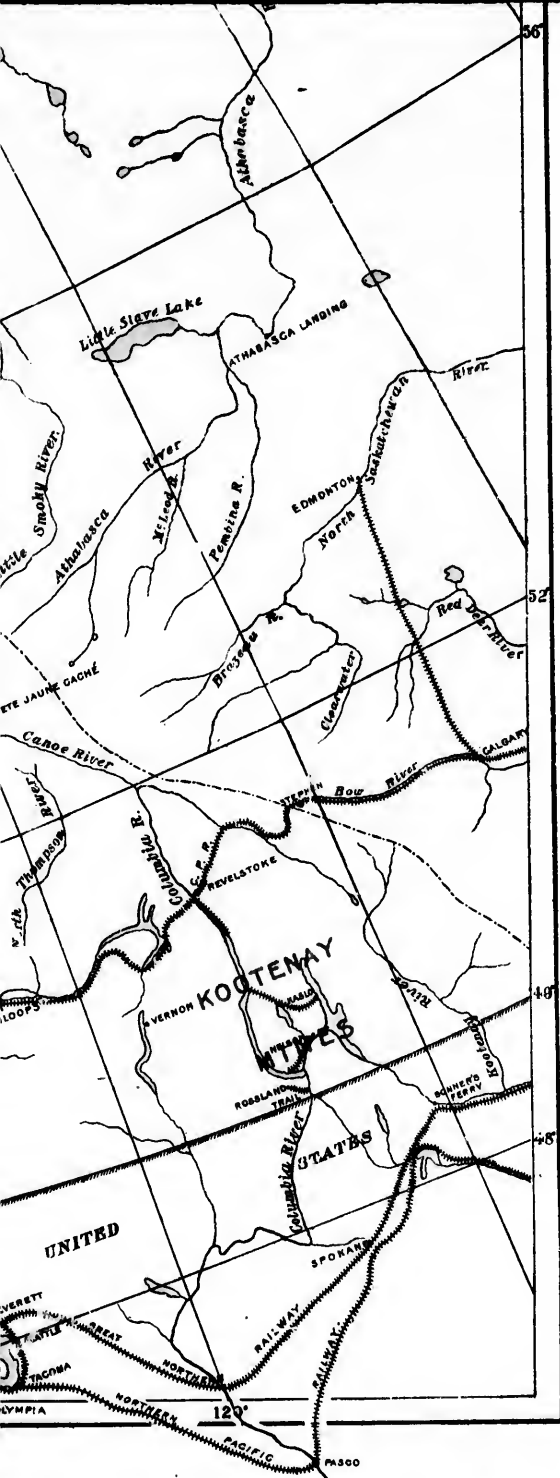


FREE on application to **W. T. STEIN, Secre**

Vancouver, British Columbia, Canada.



N, Secretary Vancouver Board



in
VANCOUVER
 Enter
 the Klondike
DUTY FREE!

—
Miners' Licenses

for the
KLONDIKE
 for sale at
Vancouver
City ●●●●●●

r Board of Trade

