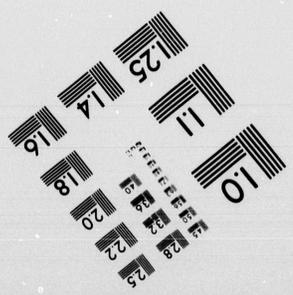
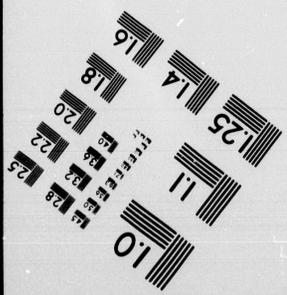
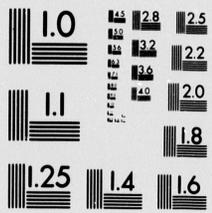


**IMAGE EVALUATION
TEST TARGET (MT-3)**



1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**

1.0



Canadian Institute for Historical Microreproductions

Institut canadien de microreproductions historiques

1980

Technical Notes / Notes techniques

The Institute has attempted to obtain the best original copy available for filming. Physical features of this copy which may alter any of the images in the reproduction are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Certains défauts susceptibles de nuire à la qualité de la reproduction sont notés ci-dessous.

Coloured covers/
Couvertures de couleur

Coloured pages/
Pages de couleur

Coloured maps/
Cartes géographiques en couleur

Coloured plates/
Planches en couleur

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Show through/
Transparence

Tight binding (may cause shadows or distortion along interior margin)/
Reliure serré (peut causer de l'ombre ou de la distortion le long de la marge intérieure)

Pages damaged/
Pages endommagées

Additional comments/
Commentaires supplémentaires

Coloured ink on pages

Bibliographic Notes / Notes bibliographiques

Only edition available/
Seule édition disponible

Pagination incorrect/
Erreurs de pagination

Bound with other material/
Relié avec d'autres documents

Pages missing/
Des pages manquent

Cover title missing/
Le titre de couverture manque

Maps missing/
Des cartes géographiques manquent

Plates missing/
Des planches manquent

Additional comments/
Commentaires supplémentaires

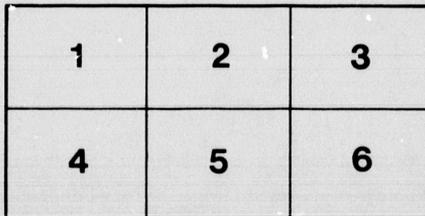
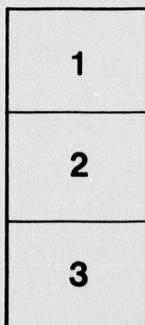
The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

The original copy was borrowed from, and filmed with, the kind consent of the following institution:

National Library of Canada

Maps or plates too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

L'exemplaire filmé fut reproduit grâce à la générosité de l'établissement prêteur suivant :

Bibliothèque nationale du Canada

Les cartes ou les planches trop grandes pour être reproduites en un seul cliché sont filmées à partir de l'angle supérieure gauche, de gauche à droite et de haut en bas, en prenant le nombre d'images nécessaire. Le diagramme suivant illustre la méthode :

an.
am,

TH

TH

SI



SI

ATL
DAW

Can. Development R. Bell

The Canadian Development Co.

RAIL AND WATER ROUTE TO

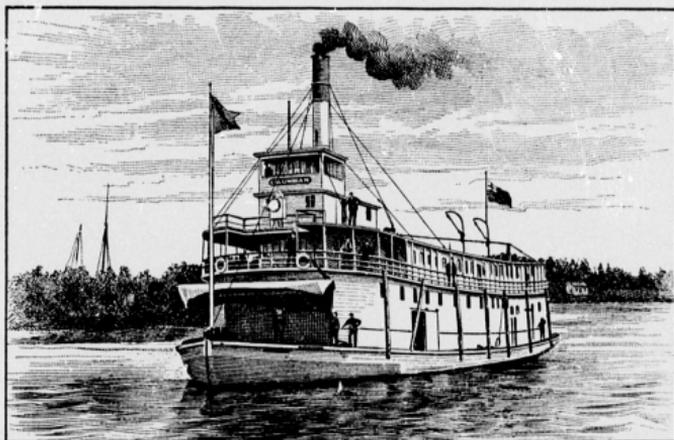
ATLIN LAKE, B. C.

AND

THE KLONDIKE GOLD FIELDS

VIA

SKAGWAY AND LAKE BENNETT



SEATTLE, VANCOUVER

OR

... VICTORIA ...

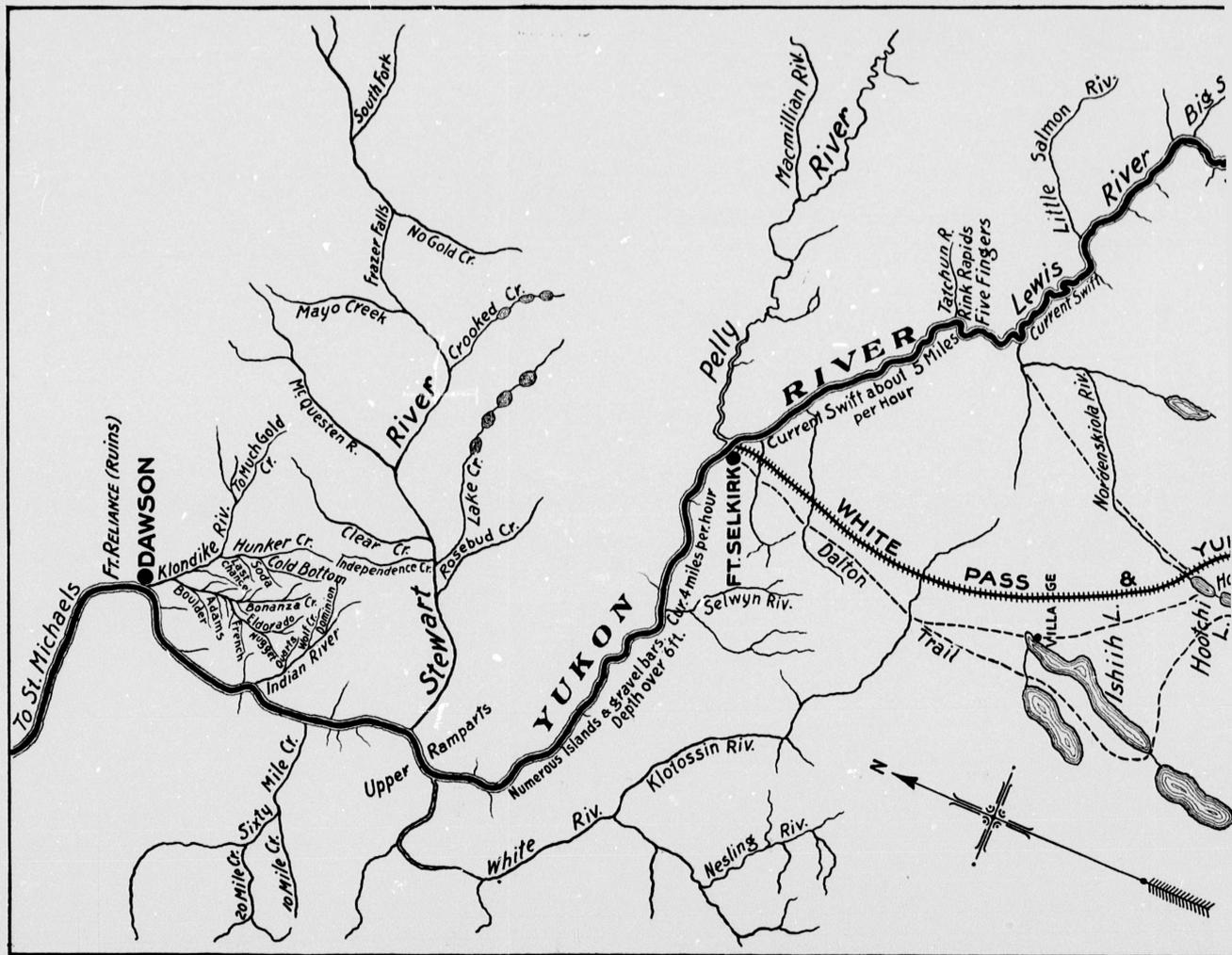
TO

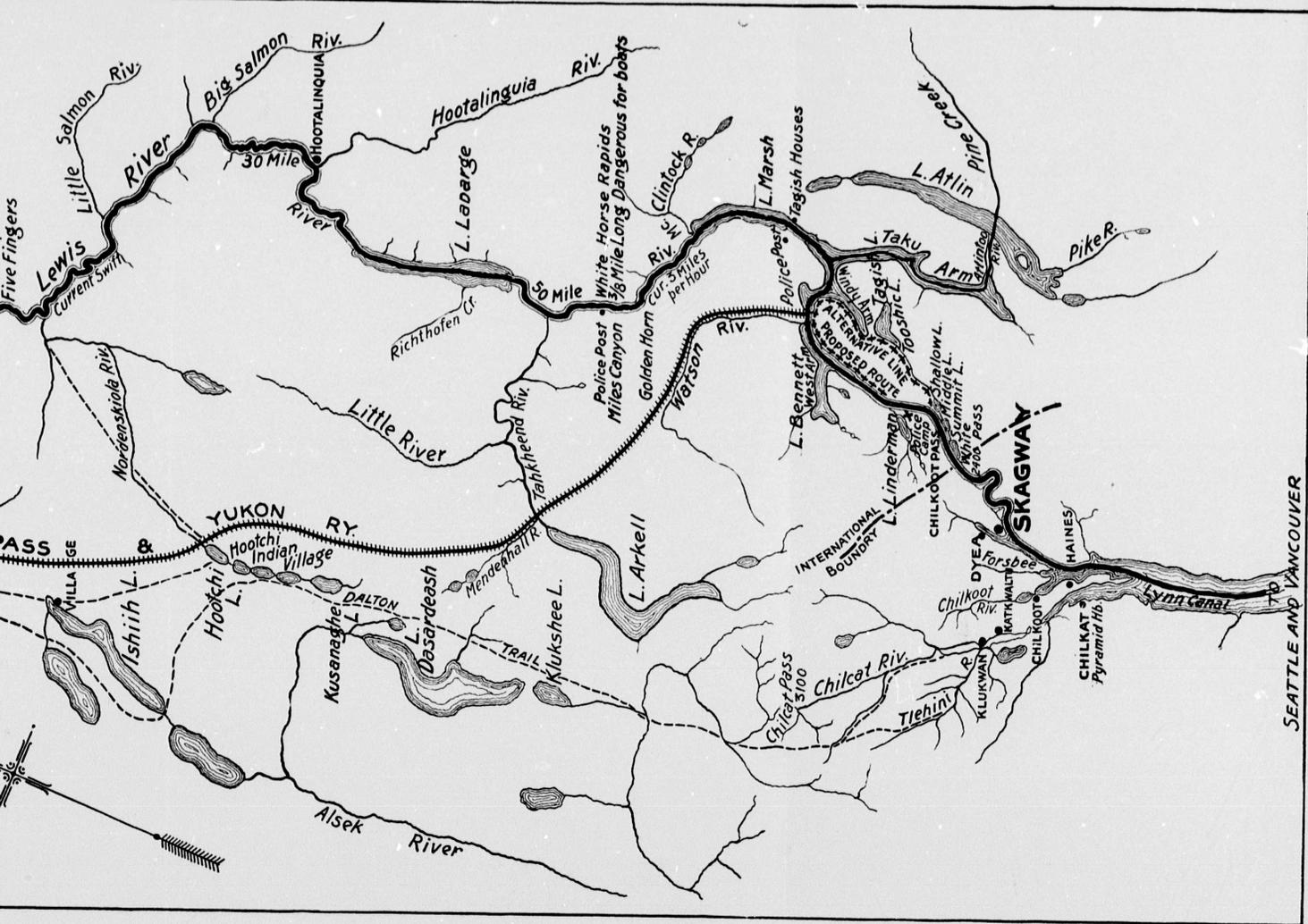
ATLIN LAKE,	-	-	4 DAYS.
DAWSON CITY,	-	-	7 DAYS.

THE DOWN STREAM ROUTE,

GENERAL OFFICES:

32 FORT STREET, VICTORIA, B. C.





SEATTLE AND VANCOUVER

CAN

San

Atlin

(vi

ALL

Lev

32

T
THE
CANADIAN DEVELOPMENT CO.

San Francisco,
Portland,
Seattle,
Tacoma,
Victoria,
Vancouver

— TO —

Atlin Lake and Dawson City,

(Via SKAGWAY AND LAKE BENNETT.)

— AND —

ALL INTERMEDIATE POINTS

— ON THE —

Lewis and Yukon Rivers.

— — — — —
GENERAL OFFICES:

32 FORT STREET,
VICTORIA, B. C.

THE CANADIAN DEVELOPMENT COMPANY,

controlled by a syndicate of London and New York capitalists, operating a line of steamboats on the Upper Yukon River, desires to lay before the public the following information with regard to their proposed operations for the year 1899:

This Company has now laid up in winter quarters on the Yukon the four steamers, "Victorian," "Canadian," "Columbian" and "Anglian." The three former were constructed in Victoria under the supervision of an experienced Mississippi builder and pilot, of the best possible materials that could be purchased in Canada; the engines were constructed by the well-known firm of James Reese & Sons, Pittsburg, Pa., while the Yarrow water-tube boilers were specially constructed by the firm of W. & H. Fletcher Sons, Hoboken, N. J. This material was shipped out over the Canadian Pacific Railway and placed on board the boats at Victoria. The steamers are 150 feet long by 33 feet 6 in. beam, having a speed of 15 miles an hour. Each boat has fourteen water-tight compartments, rendering them unsinkable. Electric light is fitted throughout. Staterooms are available for those who wish to pay a small extra price per berth, while comfortable canvas berths, capable of holding 250 passengers, are erected in the upper deck-house. Large, commodious safes are supplied in the Purser's office for the conveyance of gold dust, while for freight purposes the boats are capable of carrying 200 tons weight.

The "Anglian" is a small steamer 80 feet long by 20 feet beam, constructed on Teslin Lake last year, and is the only steamer that has ever made the run from the head of Teslin Lake via Hootalinqua River to Dawson.

The "Columbian" and "Canadian" arrived at Dawson via St. Michaels on the 18th of August last, having steamed the entire distance from Victoria. They carried from St. Michaels to Dawson full cargoes of freight for Dawson, and were upon their arrival at once put on through route from Dawson to White Horse Rapids. The Upper Yukon had never before been navigated, except by very small boats with no passenger accommodations. The advent of such steamers as those of this company was warmly welcomed by all parties interested in the country.

The steamer "Victorian" plied for two months upon the Stickine River, between Wrangle and Telegraph Creek, running that dangerous and rapid river without

accident
Septemb
Dawson

The
screw st
of which
Mounted
by the L
best ma
mangan
spare m
will be p
tween th
Atlin La
Canadian

In o
from bet
Bennett
pany is r
and Flet
lake wor
feet long
and seve
her unsi
with a Y
15 miles
electric l
by the C
navigati
formed,

In I
house 15
moored t
be stored
in the ne
adjoining
They wil
Rapids, a

Traf
dian Pac
the Great
business

Furt
with the
Co., and
"Dirigo
of lading
and thro

It is

accident of any sort, and arrived at St. Michaels in early September, proceeding thence at once with freight for Dawson.

COMPANY,

New York cap-
Upper Yukon
allowing infor-
mations for the

quarters on
"Canadian,"

former were
of an expe-
best possible

; the engines
James Reese

water-tube
of W. & H.

l was shipped
and placed on

are 150 feet
of 15 miles an

compartments,
ght is fitted

those who wish
e comfortable

sengers, are
commodious

the convey-
the boats are

et long by 20

year, and is
run from the

o Dawson.

arrived at

ust last, hav-

oria. They

oes of freight

once put on

Rapids. The

gated, except

modations.

company was
the country.

months upon

d Telegraph

river without

The Company also has at Dawson two 70 foot twin screw steam launches with a speed of 16 miles an hour, one of which is under offer to the Canadian Government for the Mounted Police. These launches were built in England by the Liquid Fuel Company at Cowes, and are of the very best material throughout. All the engine parts are of manganese bronze and gun metal. Spare propellers and spare machinery are provided for each boat. One of these will be placed on Lake Bennett for next season, to run between the head of Bennett Lake and the new gold fields at Atlin Lake, the other following her in the event of the Canadian Government not completing the purchase.

In order that the Company's patrons may be conveyed from between the White Pass Railroad at the head of Lake Bennett and Miles Canyon in comfort and safety, the Company is now constructing with Reese & Sons, of Pittsburg, and Fletcher & Sons, of New York, a fast boat for the lake work. This boat will be built of steel, she will be 115 feet long by 26 feet beam; she will have three fore and aft and seven transverse water-tight compartments, making her unsinkable under any condition. She will be supplied with a Yarrow water-tube boiler, and will have a speed of 15 miles an hour. She will be completely fitted with electric lights, including two searchlights, to be provided by the Canadian General Electric Company, so that the navigation of this stretch of water can always be performed, even on the darkest night.

In Dawson the Company has the only floating warehouse 150 feet long, which warehouse, or barge, will be moored to the Company's piers, and on which freight can be stored waiting for delivery. They also have an office in the new building of the Alaska Commercial Company, adjoining the large store of that well-known corporation. They will have an agent and warehouse at White Horse Rapids, at the head of Lake Bennett, and also at Skagway.

Traffic arrangements have been made with the Canadian Pacific Railway, also with ocean agents in Seattle of the Great Northern and Northern Pacific, so that through business can be conducted over these lines.

Further traffic arrangements have also been made with the Pacific Coast Steamship Company, the C. P. N. Co., and with the owners of the "City of Seattle," the "Dirigo" and "Rosalie," by which means through bills of lading can be issued from the coast points to Dawson and through tickets for passengers.

It is confidently expected that through time from

Seattle or Vancouver to Dawson will not exceed seven days for passengers, nor ten days for freight, and four days to Atlin Lake.

Departures will be made from the head of Lake Bennett and from Dawson every four days, and possibly every three days.

A complete supply of fuel has been provided for next year, 3,000 cords of wood having been ordered by the Company at stations every thirty miles between the head of Lake Bennett and Dawson.

In addition to carrying a Canadian Master, the Company will have two thoroughly experienced swift-water American pilots on each boat, so that until the Fall of the year the boats will be run night and day.

Captain J. A. Ritchie, a well-known Mississippi captain of great experience, who has spent the entire past summer running between White Horse Rapids and Dawson, has been appointed General Superintendent of the Company's Steamboats.

Passengers availing themselves of the Company's steamers can leave either Seattle or Vancouver by any of the ocean steamers mentioned for Skagway; at Skagway they will take the White Pass Railway to the head of Lake Bennett, where the Company's steamer "Australian" will be waiting for them. By this boat they will be conveyed to Miles Canyon, where there is a portage railway of four miles to White Horse Rapids. Over this railway baggage not exceeding 150 lbs. per each passenger will be conveyed by the Company free of charge.

The scenery along this four miles is magnificent. The whole body of water supplied by Lakes Bennett, Tagish, Marsh, Taku and Atlin rushes through a narrow gorge, passing out at the lower end over Squaw Rapids and other swift waters, and finally tumbling through the famous White Horse Rapids into the lower part of Sixty-Mile River. A good path or trail follows the line of the river, enabling passengers to secure a view of this wonderful scenery.

At the Rapids the Company's other steamers will be ready to convey passengers to Dawson. Stops will be made at any point along the river where passengers may desire to land, provided the boats can reach that particular point in safety.

150 lbs. of baggage will be allowed to each individual passenger; excess baggage will be charged at current freight rates. For the convenience of gold dust special arrangements have been made with underwriters and the banks both for its safe care and keeping on board, and also for its safe conveyance to the lower coast points.

TI
canvas
can be
Fr
is 900
land s
nificen
Fjords.
miles t
Miles
and fro
whole c
In
derful
mining
the Ala
will be
Victori
to Daw
Alaska
their sp
cisco.
days, v
they pi
trip wil
above a
the wor
which
journey
Aleutia
Th
Ma
merly C
Cap
tendent
Mr
Mr
Th
Th
In
Sea
the Ala
Ta
Sar
Me
Th
for the
miner's

The through rate will include meals and comfortable canvas berths. Fresh meat will be supplied whenever it can be purchased, and every comfort offered to passengers.

From Vancouver or Seattle to Skagway the distance is 900 miles. The whole of this distance is made over inland seas with only 30 miles of open water through magnificent Alaskan scenery, surpassing that of the Norwegian Fjords. The distance by rail over the White Pass is 45 miles to the head of Bennett, from the head of Bennett to Miles Canyon 109 miles, the portage railway four miles, and from White Horse Rapids to Dawson 460 miles, the whole of the river navigation being performed down stream.

In order to enable tourists to view not only the wonderful scenery of the Yukon, but also the wealth of its mining camps, special arrangements have been made with the Alaska Commercial Company whereby through tickets will be issued from San Francisco, Seattle, Vancouver or Victoria by the Canadian Development Company's boats to Dawson, thence by the fast new packet boats of the Alaska Commercial Co. to St. Michaels, and thence by their splendid ocean steamers to Victoria or San Francisco. The entire round trip can be made in under thirty days, while tourists will be enabled to remain as long as they please in Dawson to visit the mining district. This trip will enable passengers to see all the beautiful scenery above alluded to between the coast ports and Skagway, all the wonders of the upper and lower Yukon Rivers, down which they will steam 2,250 miles, while on the return journey they will pass through Behring Sea between the Aleutian Islands, and home across the broad Pacific.

The officials of the Company are:

Managing Director, Mr. H. Maitland Kersey (formerly General Agent in New York of the White Star Line).

Captain J. A. Ritchie, of Seattle, Marine Superintendent.

Mr. R. T. Elliott, Secretary, and

Mr. A. J. Campbell, Passenger and Freight Agent.

The offices of the Company are 32 Fort St., Victoria, B.C.

The principal agents of the Company are:

In Vancouver, Mr. A. H. B. MacGowan.

Seattle, The Washington & Alaska Steamship Co., the Alaska Steamship Co. and the White Pass Railway Co. Tacoma, Messrs. Dodwell, Carlill & Co.

San Francisco, The Pacific Coast Steamship Co. and Messrs. Thomas Cook & Sons.

The accompanying pages contain a total of distances for the entire journey, and furnish a list of supplies for a miner's outfit, etc.

SUPPLIES.

Outfits of Provisions, Clothing, Tools, Etc. A Year's Supply the Safe Course.

THE OUTFIT.

An outfit necessary for the long trip to the mines is a matter of importance. The following is a list of cooking utensils which should nest, as nearly as possible:

HARDWARE AND CAMP OUTFIT.

Two miners' shovels.	One sheath knife.
Four sail needles.	One spool wire.
Two balls of twine.	Two gold pans.
Three double-headed axes, three extra handles.	One-half dozen 8-inch flat files.
One screw-driver.	Two picks, six extra handles.
One wood jack plain.	One Disston hand-saw.
Six bits, assorted sizes.	One ratchet brace.
500 feet 2½-inch rope (Manilla)	One saw-set.
One pack strap.	10 pounds assorted nails.
One package hobnails.	Five pounds oakum.
Five pounds pitch.	One set knives and forks (six each).
Six teaspoons.	Three tablespoons.
One compass.	One hunter's ax.
One magnifying-glass.	One mixing spoon.
One dust belt.	Two fry pans.
Two granite cups.	One 4-quart coffee-pot.
One retinned dishpan.	One granite kettle.
One coffee-mill.	One whipsaw.
Three granite plates.	One sled.
One tent, 8x10, and stove.	One 20-pound grindstone.
One fur coat and cap.	One 5-pound sledge.
One clothes bag.	5 pounds candles.
Five yards mosquito netting.	Two pairs leather gloves.
Three suits heavy underwear.	Two heavy overshirts.
One heavy mackinaw suit.	One pair heavy snag-proof rubber boots.
One-half dozen heavy wool socks.	One pair shoes.
2 pair heavy mitts.	One package needles, thread, wax.
Two pairs overalls.	Two pairs Hudson Bay blankets.
Two rubber blankets.	Four towels.
One pair felt boots.	One suit oil clothing.
One parquet.	One fur robe.

One pair heavy rubber overshoes.

Do not wear too many thick clothes when traveling.

The
lows:
Ba
Fl
Ro
Be
Te
Co
Su
Dr
Ev
Sa
Pe
Dr
Ba
So
Ev
Co
So
M
M
Ri
Bu
Ca
Pi
Ro
Co
Ro
Pi
Cr
Mi

A

Th
La
respect
stage.
ro, and
gation
get int
about \$
date, a
Avoid
period

A YEAR'S SUPPLY.

The list of provisions necessary for one year, per man, is as follows:

Bacon (best).....	pounds	250
Flour.....	"	400
Rolled oats (Quaker).....	"	100
Beans, Peas and Bean Meal.....	"	150
Tea.....	"	5
Coffee.....	"	30
Sugar.....	"	50
Dried potatoes.....	"	75
Evaporated onions.....	"	25
Salt.....	"	15
Pepper.....	"	2
Dried fruits (apricots).....	"	100
Baking powder.....	"	10
Soda.....	"	2
Evaporated vinegar.....	"	2
Compressed soup (German).....	"	10
Soap.....	"	25
Mustard.....	cans	1
Matches (for four men).....	tins	2
Rice.....	pounds	50
Butter (Brandon creamery).....	"	50
Candles (Emery's).....	"	20
Pickles.....	5-gallon keg	1
Roast beef (Cudahy's Rex).....	case	1
Corned beef (Cudahy's Rex).....	"	1
Roast Mutton (Cudahy's Rex).....	"	1
Pilot bread.....	"	1
Crackers, Galeta.....	box	1
Milk, best condensed (St. Charles).....	case	1

A FEW HINTS FOR PROSPECTORS.

The season of navigation on the Yukon lasts about four months.

Lakes Bennett and LaBarge break up about June 5 and May 31 respectively, and until June 10 water in 30-Mile River is at very low stage. The Hootalinqua, Lewis and Upper Yukon open about May 10, and at Dawson about May 15. On the Lower River, while navigation on the upper reaches opens in early June, it is not possible to get into the river from St. Michaels before June 23. Winter sets in about Sept. 15; it is not safe to leave Dawson much later than this date, although in occasional years boats have left up to October 1st. Avoid months of October and November for traveling, particularly period between Oct. 15 and Dec. 1. River will be full of running ice,

with cold snap latter part of November ranging from 45 degrees to 50 degrees below zero, and lasting two or three weeks. December is a good month to travel.

Use Standard Upper Yukon sleds, 16 inches outside measurement; also native snow shoes not over 10½ inches wide by 4 feet 6 inches long, with 12 inches between bars, so that neither heel nor toe touch.

Take a small medicine chest—Burroughs & Welcome Tablets—quinine, chloridine, tincture of nux vomica, phenacetine, Eno's Fruit Salts, liver pills, Jamaica ginger.

TABLE OF DISTANCES.

	Miles.
Seattle, Vancouver, Victoria to Skagway.....	900
Skagway to Lake Bennett, rail.....	45 — 945
Lake Bennett to Cariboo Crossing.....	26
Cariboo Narrows.....	4
Narrows to Tagish.....	24
6-Mile River.....	5
Lake Marsh.....	22
60-Mile River to Miles Canyon.....	28
Miles Canyon to White Horse Rapids.....	4
	113—1,058
White Horse Rapids to Lake LaBarge.....	15
“ “ “ “ Lewis Post (foot of LeBarge)..	32
“ “ “ “ Hootalinqua (foot of 30-mile)..	41
Junction of 30-Mile and Hootalinqua.....	88—1,146
Hootalinqua to Teslin Lake.....	118
Length of Teslin Lake.....	65
Hootalinqua to Cassiar Bar.....	21
“ “ Big Salmon.....	32
“ “ Little Salmon.....	68
“ “ Eagle's Nest Rock.....	75
“ “ Five Finger Rapids.....	128
“ “ Rink Rapids.....	133
“ “ Fort Selkirk (junction Lewis, Pelly & Yukon).....	186
“ “ White River.....	282
“ “ Stewart River.....	292
“ “ Ogilvie (60-mile Post).....	312
“ “ Indian River.....	330
“ “ Dawson City.....	360—1,506

Dawson Ci
 “
 “
 “
 “
 “
 “
 “
 “

Distances
 S. Go
 estima

St. Micha
 “
 “
 “

NOTE
 every 30
 Tagish, M
 qua, Big
 Fort Selki
 (60-Mile),

145 degrees to
 ks. December
 outside measure-
 wide by 4 feet 6
 either heel nor
 some Tablets—
 e, Eno's Fruit

	Miles.
Dawson City to Forty Mile.....	48
“ “ Circle City.....	238
“ “ Porcupine.....	318
“ “ Shaman's Village.....	458
“ “ Rampart City.....	538
“ “ Tanana.....	605
“ “ Koyokuk.....	788
“ “ Nulato.....	808
“ “ Holy Mission.....	1,003
“ “ St. Michaels.....	1,313—2,819

Distances Dawson City to St. Michaels, according to U.
 S. Goedetic Survey. Alaska Commercial Company
 estimate this distance at 1,650 miles.

Miles,
 900
 45— 945
 26
 4
 24
 5
 22
 28
 4
 113—1,058
 15
 32
 41
 88—1,146
 118
 65
 21
 32
 68
 75
 128
 133
 186
 282
 292
 312
 330
 360—1,506

	Nautical Miles.
St. Michaels to Dutch Harbor (Aleutian Islands).....	750
“ “ Seattle.....	1,955—4,774
“ “ Vancouver.....	1,975
“ “ Victoria.....	1,900
“ “ San Francisco.....	2,345—5,164

NOTE.—Posts of the Northwest Mounted Police are established
 every 30 miles from boundary line to Dawson at Summit, Bennett,
 Tagish, Miles Canyon, White Horse, 60-Mile River, Lewis, Hootalin-
 qua, Big Salmon, Little Salmon, Tantalus, Five Fingers, Hutshiku,
 Fort Selkirk, Selwyn River, Half Way Post, Stewart River, Ogilvie
 (60-Mile), Indian River, Dawson. Post Office at these places.



