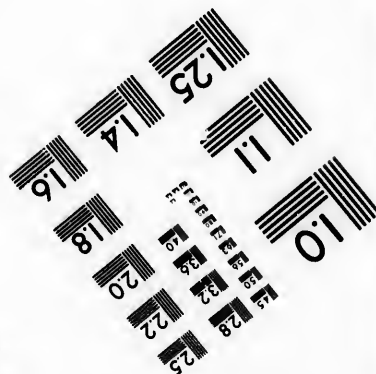
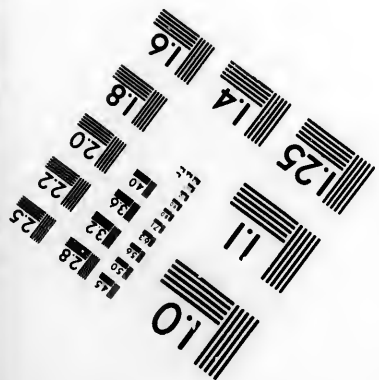
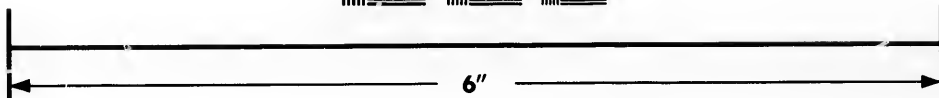
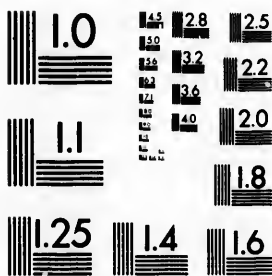


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

28
25
22
20

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10

© 1982

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

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

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Includes supplementary material/
Comprend du matériel supplémentaire

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

Only edition available/
Seule édition disponible

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

Additional comments:
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

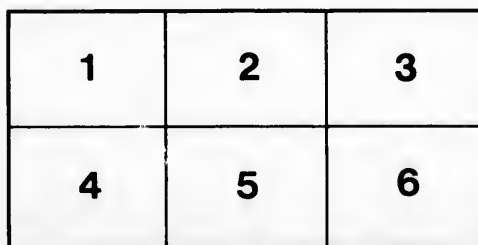
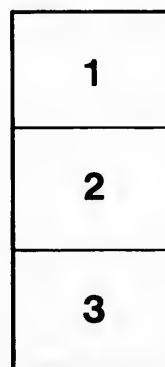
Library of the Public
Archives of Canada

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.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

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

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those 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:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
publiques du Canada

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.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

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".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

RELIM

ISSUED BY

P
CANA

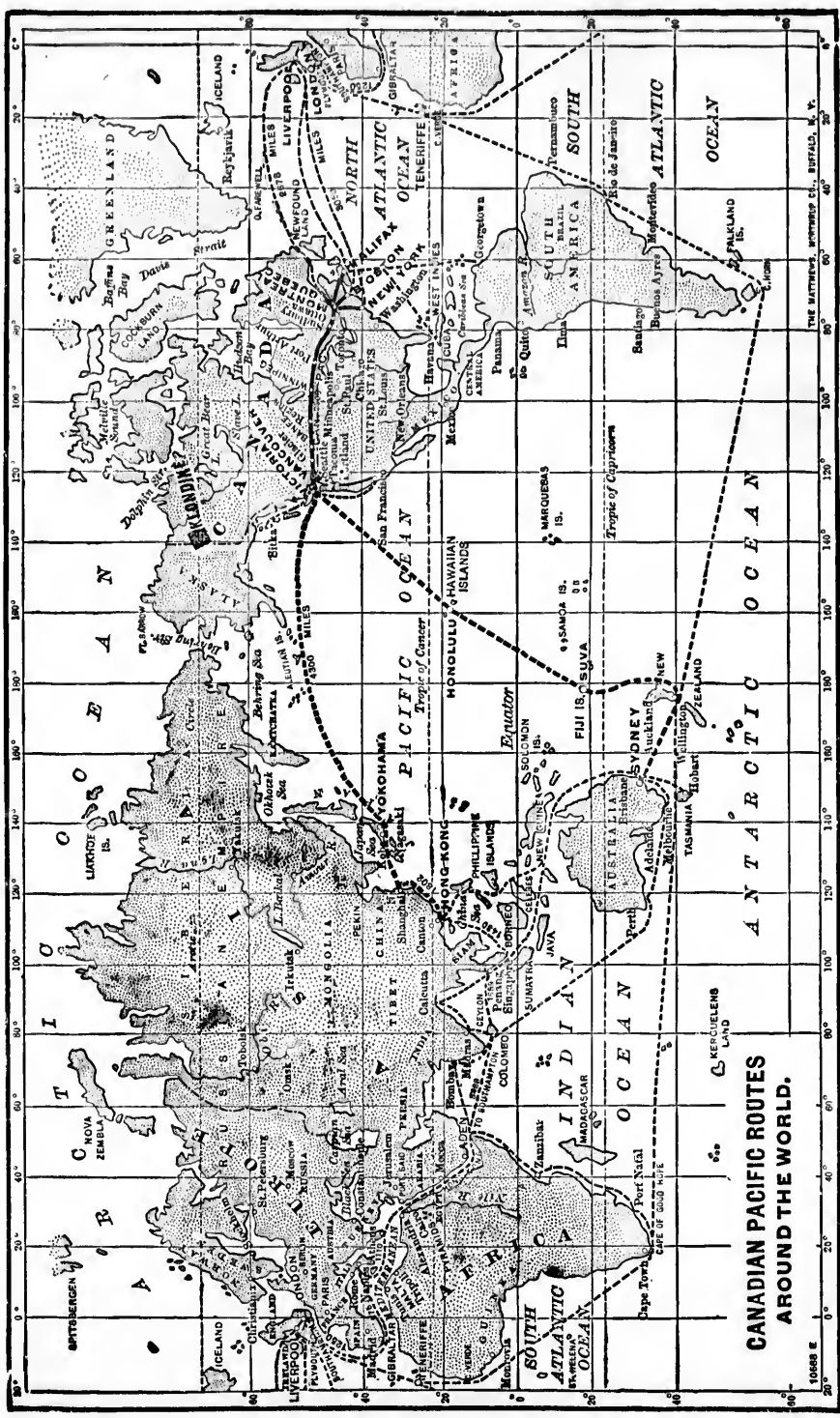
Klondike ==
Up-to-Date.
.....

c1898 3

ISSUED BY

PASSENGER DEPARTMENT,
CANADIAN PACIFIC RAILWAY,
LONDON.

18.98
(150)



55392

The Canadian Pacific Railway Company.

G.T.A.

TELEPHONE NO. 4325 (AVENUE).

TELEGRAPHIC ADDRESS:
"DELTONA, LONDON."

FORM OF APPLICATION FOR PASSAGE TICKETS.

and return



If you are thinking of going to any part of Canada, MR. HASLETT, THE CANADIAN PACIFIC RAILWAY IMMIGRATION AGENT, will be pleased to furnish you with reliable information, particularly about Manitoba and the North-West Territories, where he lived for fifteen years.

MR. HASLETT is at the offices of the Canadian Pacific Railway, 67 & 68, King William Street, London, E.C., and will be pleased to meet anyone who calls.

ARCHER BAKER,

European Traffic Agent,

CANADIAN PACIFIC RAILWAY.

CO.,
KING WILLIAM STREET,
LONDON, E.C.

Rail.
Tourist Class.

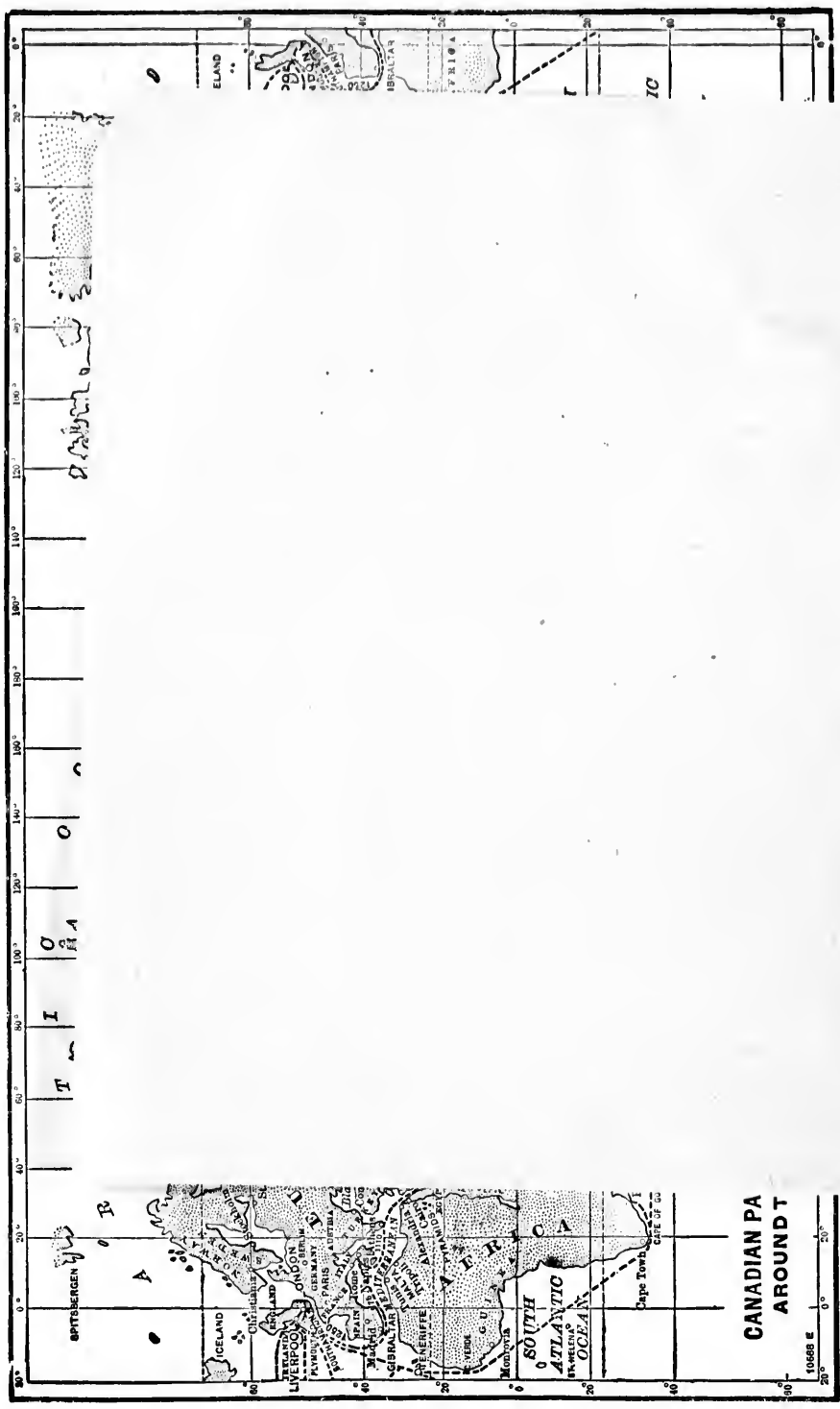
*NOTE.—No charge beyond ordinary fares for issuing tickets. Deposit of £5 will secure a Saloon Berth, and £1 an Intermediate or Steerage Berth. Balance of Fare payable in London, two days at least before steamer leaves, or total fare may be paid at once in full. Upon receipt of deposit, which can be readily sent through the Post by means of Post Office Order (crossed), ticket, luggage labels, embarkation notice and everything necessary will be forwarded.

Second Cabin (or Intermediate) and Steerage Passengers receive Free Tickets London to Liverpool.

N.B.—Allan; American; Anchor; Beaver; Cunard; Dominion; and White Star Agency.



1898
(150)



55392

CANADIAN PACIFIC RAILWAY

AND

ROYAL MAIL STEAMSHIP LINE—JAPAN AND CHINA.

The only actual Trans-Continental Railway on the American Continent.
The longest Line under one Management in the World. Its
Trains and Steamers extend in a direct line from Atlantic tide-
water to Hong Kong—9,180 miles.

WANTED IN CANADA—Farmers, Farm Labourers, Domestic
Servants, and Men willing to learn Farming. England's nearest
Colony. Free 160-Acre Government Grants. Cheap Railway
Lands. Good Markets. Free Schools.

**JAPAN, CHINA, AUSTRALIA, NEW ZEALAND, ROUND
THE WORLD.** New Fast Passenger Service, *via* Vancouver.
By best Atlantic Steamers, any Line, to Quebec, Montreal, New
York, Boston, or Halifax; thence *via* Canadian Pacific Railway,
taking in Niagara Falls and the grand scenery of the Rockies.
Only line running through trains under one management Atlantic
to Pacific.

**EMPRESS OF INDIA, EMPRESS OF JAPAN, EMPRESS OF
CHINA,** 6,000 tons gross, 10,000 horse-power; largest, fastest,
finest, only twin-screw steamers on the Pacific Ocean,
leave Vancouver monthly for Japan and China, *via* Inland Sea.

Canadian-Australian Line Steamships, fastest and
finest running from American Continent to Australasia,
leave Vancouver monthly for Honolulu, Fiji, and Sydney. Electric
Light, Good Cuisine, Exceptionally Large Cabins.

Round the World, *via* Japan and China, or Australia, or
Africa. Price, *via* Japan, £115.

CHEAP TOURS ON THE C.P.R. Cost less than a Continental
Trip. More Luxurious. Fewer Extras. Express Train-Service to
Fishing and Shooting Grounds through the Finest Scenery in
the World—an Enchanting Panorama of Lakes, Prairies,
Mountains, and Rivers.

**N.B.—ALLAN, AMERICAN, ANCHOR, BEAVER, CUNARD,
DOMINION, AND WHITE STAR AGENCY.**

DOMINION EXPRESS Agency for swift despatch of **PARCELS**
and issue of **MONEY ORDERS** at low rates.

Everyone who reads this should apply personally or by letter for gratuitous and
post-free accurate maps and handsomely-illustrated guide books. There is a
special set of pamphlets for each of the Company's services as above. State
which is required.

THE information contained in this Pamphlet is based upon the best reports obtainable, but is issued by the Company subject to such reservations as are entailed by the fact of the hitherto incomplete surveys which have been made of the country and routes.

All tickets sold are subject to this proviso, and Passengers from Europe are informed that Through Tickets are sold on condition that the Canadian Pacific Railway is not responsible for any detention between Vancouver and points beyond owing to delay in opening of navigation or any other cause.

A Pamphlet supplying further details is now in course of preparation at Montreal, and after February 1st copies may be had free of charge upon application to any of the addresses shown herein.

1234

c
c
f
f
c
n
t
e
s

n
c
n
S
a
t
i

a
N
w
S
e
a
S
l
T
o
m
w

The Yukon District of Canada.

THE Yukon District comprises, generally speaking, that part of the North-West Territories lying west of the watershed of the Mackenzie River, and east of the 141st degree meridian which divides the United States territory of Alaska from Canada. The Arctic Ocean bounds the district on the north, and the 60th parallel of latitude on the south, separating it from British Columbia. The district has an area of 192,000 square miles, or about the size of France, and of this area 150,768 square miles is included in the watershed of the Yukon River. The region as a whole is naturally mountainous in character, but it comprises as well a large area of merely hilly or gently rolling country, besides many wide and flat-bottomed valleys. It is more mountainous in the south-east, and subsides generally and uniformly to the north-westward, the mountains becoming more isolated and separated by broader tracts of low land. The average base level may be stated at a little over 2,000 feet.

The Yukon River provides the main drainage of the region. This river passes from Canadian into American territory at a point in its course 1,600 miles from the sea. The 200 miles of its course in Canada receives the waters of all the most important of its tributaries—the Stewart, Macmillan, Upper Pelly, Lewes, White River, &c.—each with an extensive subsidiary river system, which spreading out like a fan towards the north-east, east, and south-east, facilitate access into the interior.

In 1887 the Canadian Government authorised the organisation of an expedition, having for its object the exploration of the region of the North-West Territories of Canada drained by the Yukon. The work was entrusted to Dr. G. W. Dawson, now Director of the Geological Survey of Canada, and to Mr. W. Ogilvie, the well-known surveyor and explorer. Dr. Dawson devoted the whole of that season, and Mr. Ogilvie a period covering two years, to obtaining geological, topographical, and general information chiefly respecting the country lying adjacent to the 141st meridian, the boundary between Alaska and the North-West Territories, where the explorers found that in proximity to that boundary, on the Canadian side, there existed extensive and valuable placer gold mines, in which at the time of their visit as many as 300 miners were at work.

The Canadian Government have been keeping a watchful eye on the development of mining in the Yukon region; in 1894 and 1895 Inspector Constantine, of the North-West Mounted Police, was despatched to the country with a force of men for the maintenance of order, the enforcement of Law, and the administration of justice.

THE KLONDIKE REGION.

In August of 1896 came the memorable discovery of gold in the Klondike region, which has been responsible in bringing the Yukon district of Canada to the notice of the civilised world. Mr. Ogilvie in advising the Department of the Interior of this discovery, under date 6th September, 1896, of this matter, says:—

"I am very much pleased to be able to inform you that a most important discovery of gold has been made on a creek called Bonanza Creek, an affluent of the river known here as the Klondike. It is marked on the maps extant as Deer River and joins the Yukon a few miles above the site at Fort Reliance.

"The discovery was made by G. W. Cornuack, who worked with me in 1887 on the coast range. The indications are that it is very rich, indeed the richest yet found, and as far as work has been carried on it realises expectations. It is only two weeks since it was known, and already about 200 claims have been staked on it and the creek is not yet exhausted; it and its branches are considered good for 300 or 400 claims. Besides there are two other creeks above it which it is confidently expected will yield good pay, and if they do so we have from 800 to 1,000 claims on this river which will require over 2,000 men for their proper working."

On December: 9th, 1896:—

"Since my last, the prospects on Bonanza Creek and tributaries are increasing in richness and extent, until now it is certain that millions will be taken out of the district in the next few years.

"On some of the claims prospected the pay dirt is of great extent, and very rich. One man told me yesterday that he washed a single pan of dirt on one of the claims in Bonanza Creek, and found \$14.25 in it. Of course that may be an exceptionally rich pan, but \$5 to \$7 per pan is the average on that claim, it is reported, with 5 feet of pay dirt, and the width yet undetermined, but it is known to be 30 feet; even at that figure the result, at 9 to 10 pans to the cubic foot, and 500 feet long, would reach \$1,000,000 at \$5 per pan—one-fourth of this would be enormous.

"Another claim has been prospected to such an extent that it is known there is about 5 feet pay dirt, averaging \$2 per pan, width not less than 30 feet. Enough prospecting has been done to show there are at least 15 miles of this extraordinary richness, and the indications are that we will have three or four times that extent, if not all equal to the above, at least very rich. There is intense excitement here, and every one who can is staking claims."

On January 7th, 1897:—

"The reports from the Klondike region are still very encouraging; so much so that all the other creeks around are practically abandoned, especially those on the head of Forty Mile Creek, in American territory; and nearly 100 men have made their way up from Circle City, hauling their sleds themselves many of them. Those who cannot get claims are buying in on those already located. Men cannot be got to work for love or money. One and a half dollars per hour is the wage paid the few men who hire for work, and work as many hours as you like. Some of the claims are so rich that every night a few pans of dirt suffice to pay the hired help when there is any. Claim owners are now very reticent about what they get, so you can hardly credit anything you hear; but one thing is certain: we have one of the richest mining areas ever found, with a fair prospect that we have not yet discovered its limits. Miller and Glacier Creeks, at the head of Sixty Mile River, were thought to be very rich, but they are poor both in quality and quantity compared with Klondike. Chicken Creek, on the head of Forty Mile, in Alaska, discovered a year ago, and rated very high, is to-day practically abandoned."

QUARTZ MINING.

Under existing conditions the search for gold quartz has not been systematically undertaken, but the universal opinion is that the matrix from which the coarse gold found in Forty Mile, Sixty Mile Creeks and their affluents, and in the Klondike Region, cannot be far removed. In his letter of January 8th, 1896, Mr. Ogilvie reports the first notable find of gold-bearing quartz in Cone Hill, in the Valley of Forty Mile River, two miles above the junction with the Yukon, adding:—

“The quantity in sight rivals that of the Treadwell mine on the coast, and the quality is better, so much so, that it is thought it will pay to work it even under the conditions existing here. Application has been made to purchase it and an expert is now engaged in putting in a tunnel to test the extent. Indications in sight point to the conclusion that the whole hill is composed of this Metalliferous rock.”

On June 10th, Mr. Ogilvie recurs to this matter:—

“Assays of the Cone hill quartz are very satisfactory, and the quantity good for generations of work; were it on the coast, the Treadwell mine would be diminutive beside it. Five tons of rock are being sent out from it for a mill test, and should they prove as satisfactory as the test of a ton sent out last year, I understand the parties owning it will proceed to develop it. If it starts and proves reasonably successful, there are scores of other places in the country that may yield as well. An expert here who prospects for the N. A. T. and T. Co., found a ledge last spring on the Chaudindu River of Schwatka (known as Twelve Mile Creek here) and located two full claims on it. He told me the assay he made of my specimens of it was much more satisfactory than that of Cone hill, and this ledge, he claims, is where a commencement should be made in quartz milling in this country, and there would be no fear of the result! He appears to be pretty well versed in mining lore, is a practical assayer—that is his profession—and he says he never saw or read of anything like it for extent in the world.”

On November 6th, 1896:—

“Good quartz has been found in places just across the line on Davis Creek, but of what extent is unknown, as it is in the bed of the creek and covered with gravel. Good quartz is also reported on the hills around Bonanza Creek, but of this I will be able to speak more fully after my proposed survey. It is pretty certain from information I have got from prospectors that all or nearly all of the northerly branch of White River is on our side of the line, and copper is found on it, but more abundantly on the southerly branch of which a great portion is in our territory also, so it is probable we have that metal too. I have seen here several lumps of copper, brought by the natives from White River, but just from what part is uncertain. I have also seen a specimen of silver ore said to have been picked up in a creek flowing into Lake Bennet, about 14 miles down it, on the east side.”

“Dalton informed me that he had found good prospects in a small creek nearly midway between the coast range and Fort Selkirk on his route. His man showed me some coarse gold, about a dollar's worth, he found at the head of a branch of the Altsak River near the head of the Chilkat inlet. From this you will gather we have a very large area all more or less gold-bearing, and which will all yet be worked.”

FUEL.

The question of fuel in a climate like that of the Yukon District is a matter of the greatest importance, and it is gratifying to note that the discoveries of coal made so far by Mr. Ogilvie led him to state his belief that in the course of a year coal will supersede wood for fuel, but that mining interests will require a lot of fuel where coal cannot be taken. Under January 6th, 1896, the following statement occurs:—

“A couple of coal claims have been staked and applied for, which I will survey in the spring, and at the same time make an examination of the coal area

where they are. I may anticipate this to a certain extent by saying that, a few days after I reported to you last fall, I went up Coal Creek to search for this coal, to which I referred in my report of 1887 and 1888. I found it about 7 miles up the creek overlying a coarse sandstone and under drift clay and gravel."

"The seam is 12 feet 6 inches thick. It seems to me to be a good quality of lignite. I have packed 30 or 40 pounds of the best specimens I found a few feet in, and will send them out to you in the spring, that a test may be made. That exposure has now been staked and applied for to the agent here. I judge from the position of these coal claims that we have quite an area of coal here. Both exposures furnish, as far as external features show, the same character of coal, and are about the same level, so that it is fair to assume they are in the same seam. I will make a search in the intervening distance to determine this when I make a survey of the claims. Coal is reported in the drift on Chandindu, about 30 miles up the river from here, which would go to show that there is another area or a continuation of this one there."

And again, under August 18th, in the same year:—

"It is now certain that coal extends along the valley of the Yukon from Coal Creek for 10 or 12 miles down, and from Coal Creek up to Twelve Mile Creek, which flows into the Yukon about 30 miles above here. The latter stretch is cut off from the river by several miles of hills, as it is about 6 miles direct from the river at Coal Creek and about 18 on Twelve Mile Creek. This is the stream named Chandindu by Schwatka. There is a seam on it about 6 feet thick as reported by an expert who went in search of it. I found drift coal on the south branch of Coal Creek.

"On the Cornell claim on Cliff Creek the seam is 5 feet 4 inches thick. I have sent specimens of it out."

And under January 11th, 1897:—

"Coal is found on the upper part of Klondike, and the facilities for working it are good and convenient."

GOLD DISCOVERIES IN THE YUKON DISTRICT IN 1897, MR. W. OGILVIE'S STATEMENT.

Mr. Ogilvie returned to Victoria from the Yukon on November 10th, 1897, where he was naturally the object of great attention. The correspondent of the *Times* newspaper cabled home the same day an account of an interview with Mr. Ogilvie, which was published in the issue of 11th November, and from which the subjoined extract is taken. Speaking of the influence of the Klondike discovery—

"Mr. Ogilvie says that the impetus it has given to prospecting in Yukon cannot fail to discover and develop one of the largest and richest mining areas in the whole world. This area extends south-eastwards from the 141st meridian into British Columbia. Indications show that it is at least 500 miles long and in places upwards of 100 miles wide. Good indications have been found at spots all over this vast area, and there is no doubt that the diffusion of gold is general to the south and east of Dawson. Of course, future discoveries will modify these figures considerably, but only to increase them. This statement is based on actual discoveries of the metal, and not at all on geological theory. Rich bits of quartz have been picked up in the vicinity of the creeks, and it is only a question of time until the mother lode of this gold is discovered close to where it now lies, as the gold and the rock associated with it in the drift bear no evidence of glacial action or of having travelled any great distance from where it is now found."

"Has the richness of the goldfields in Canada been exaggerated?" "No," replied Mr. Ogilvie without hesitation: "the finds justify all that is said of them. We have on Bonanza Creek about 100 claims, which will yield from \$250,000 to \$500,000 each. At Eldorado there are some 30 claims that will, without doubt, yield an average of \$1,000,000 each, and many more on Eldorado will average large sums. Taking the two creeks together, we have, say, 140 claims that I believe will turn out, before being exhausted, close on \$70,000,000. Other streams in the vicinity,

though not quite so rich, will rate very high compared with anything ever found in that country before. Gold Bottom Creek, with its branches Hunker and Last Chance, up to the time of my departure last July, had not been developed to the same extent, but it is well known that they are very rich. Three branches of Indian River—Dominion Creek, Quartz Creek and Silver Creek—were discovered before my departure, but their character had not been established. Word has come out since that they are also rich beyond anything heretofore known, though not to be compared with the best claims on Eldorado and Bonanza. A creek known as Mooseskin, which joins the Yukon about a mile-and-a-half below Dawson, has also turned out well, with deep 'pay.' This creek will probably yield six or seven miles of good pay dirt. The discovery of Bonanza and Eldorado has given that district a world-wide reputation."

MINING REGULATIONS.

The following is a summary of the salient points of the regulations which have been adopted so far by the Dominion Government in regard to the exploitation of the mineral resources of the Yukon District:—

PLACER MINING.

(a) "Bar diggings," a strip of land 100 feet wide at high-water mark, and thence extending into the river to its lowest water level. The sides of a claim for bar digging shall be two parallel lines run as nearly as possible at right angles to the stream and shall be marked by four legal posts. "Bar diggings" shall mean any part of a river over which the water extends, when it is in a flooded state, and which is not covered at low water.

(b) "Dry diggings," shall be 100 feet square and shall have placed at each of its four corners a legal post. "Dry diggings" shall mean any mine over which a river never extends.

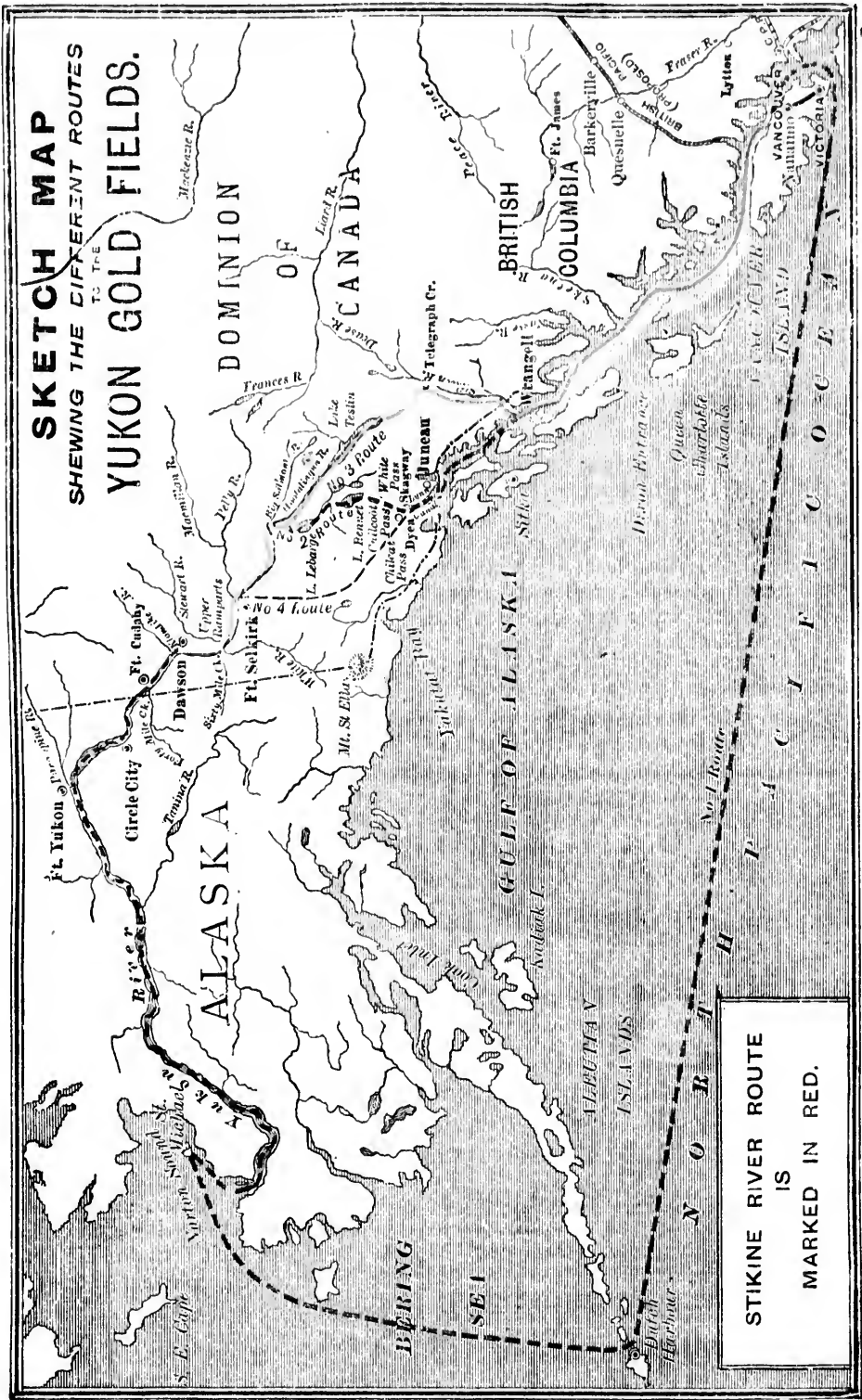
(c) "Creek and river claims" shall be 100 feet long measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart, the claim may be 100 feet in depth. The sides of a claim shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked with legal posts.

(d) "Bench diggings." A Bench claim shall be 100 feet square, and shall have placed at each of its four corners a legal post. Mines on benches shall be for the purpose of defining the size of such claims and be excepted from dry diggings.

Entry shall only be granted for alternate claims, the Crown reserving the other alternate claims to dispose of at future auction or in such other manner as may be decided by the Minister of the Interior.

If any person shall discover a new mine, and establish it to the satisfaction of the Gold Commissioner, "a creek and river" claim within 60 days file with the Agent of the Dominion Lands Office in the district a declaration with full particulars of his discovery, and pay an entry fee of \$5. Possession of the location will thereupon be granted, subject to renewal annually, for a term of five years. During each of the said five years a sum of \$100 must be expended in actual mining operations, a full statement of which must be furnished each year to the Agent and a fee of \$5 paid.

SKETCH MAP
 TO THE
YUKON GOLD FIELDS.
 SHEWING THE DIFFERENT ROUTES



STIKINE RIVER ROUTE
 IS
 MARKED IN RED.

Any party of miners, not exceeding four, where claims are adjoining, each of which has been entered within a period of 3 months, may, upon the authority of the Agent, make on any one of such locations during the first and second years, but not subsequently, the expenditure required by the regulation to be made upon each of the said locations.

Any time before the expiry of five years from the date of his entry the claimant shall be entitled to purchase his location upon proof that he has expended not less than \$500 in actual mining operations. The price to be paid for the location shall be at the rate of \$5 per acre, cash.

In making an application for the purchase of his mining location the claimant shall deposit a sum of \$50, which sum shall be deemed payment by him to the Government for the survey of his location.

Only one mining location shall be granted to any individual claimant upon the same lode or vein.

OTHER MINERALS.

The Minister of the Interior may grant a location for the mining of iron and mica not exceeding 160 acres in area, which shall be bounded by due north and south, east and west lines, and its breadth and length shall be equal.

When there are two or more applicants for any mining location no one of whom is the original discoverer or his assignee, the Minister may invite their competitive tenders, or shall put it up to public tender or auction as he may deem expedient.

COAL.

Under the regulations for the disposal of coal lands, the property of the Dominion Government in Manitoba, the North-West Territories, and British Columbia, of 1889 and 1895, lands containing anthracite coal may be sold at an upset price of \$20 per acre, and coal other than anthracite at an upset price of \$10 per acre, or may be sold at public auction. Not more than 320 acres shall be sold to one applicant.

Settlers and others may obtain permission to mine certain quantities of coal, for domestic purposes only, upon Dominion lands subject to the issue of a yearly permit, and upon payment of a royalty of 20 cents. a ton of anthracite coal; 15 cents. a ton of bituminous coal, and 10 cents. a ton of lignite.

ROUTES, RATES & DATES.

Route. By Atlantic Steamer from Liverpool to Halifax, N.S., or St. John, N.B., Canada's Winter ports, or to Portland, Maine, (No. 1) U.S.A. (after about April 10th, steamers run to Quebec and Montreal, Canada's Summer ports); Canadian Pacific Railway to Vancouver or Victoria, B.C.; Steamer thence to Wrangel; River Steamer thence up the Stikine River to Glenora, or Telegraph Creek, the furthest point to which Through Tickets can be purchased (see clause headed "Dates").

The British Columbian Government, pending the building of a railway, is constructing and intends to maintain a good road from Glenora, or Telegraph Creek to Teslin Lake. There are no Mountain Passes. Transportation Companies are now arranging for carriage of passengers and freight by Stage and Pack-horses.

There is open navigation between Teslin Lake and Dawson City from about 15th May. A steamer is now being constructed on Teslin Lake and is expected to be ready for the opening of navigation. Arrangements are being made for placing many others on the lake prior to or on opening of navigation. Miners have already built in two days, with the timber, which is plentiful in the neighbourhood of Teslin Lake, barges or rafts large enough to carry themselves and 10,000 pounds of freight across the Lake and down the Yukon River. The only rapids are the "Five Finger Rapids," south of Fort Selkirk, and these are easily navigable on the right side of the river. A correct map of the route is now in course of preparation.

Current Through Fares from Liverpool (including free tickets, London to Liverpool, for intermediate and steerage passengers) are as follows:—

	FIRST.	SECOND CABIN.	STEERAGE.
To Vancouver or Victoria ...	£24 12 7	£17 18 9	£15 18 9
To Wrangel	29 15 4	20 12 2	18 12 2
To Glenora or Telegraph Creek..	32 17 0	23 1 6	21 1 6

Meals and Berths between Wrangel and Glenora or Telegraph Creek are not included. In the case of first-class passengers meals and berths on the Canadian Pacific Railway overland journey between Atlantic Sea-board and Vancouver are extra, the former costing about 3/- each, and the latter about £4 16s. 0d. from Halifax, about £4 from Montreal. In the case of "Colonist" or Second Class passengers the day cars are adaptable to sleeping in a night without extra charge and meals may be purchased at lunch counters en route from about 1/- each. Many "Colonist" passengers provide their own commissariat by taking a basket of provisions and merely supplementing with cups of coffee or tea en route. There are only two classes on rail—1st class and "Colonist" or 2nd class.

Through tickets from England at least as far as Vancouver, B.C., should be purchased, because rail tickets purchased in Canada cost more.

Tickets for passage *beyond* Vancouver will probably be obtainable locally at the following prices:—

VANCOUVER OF VICTORIA	} First Class ... \$25.00 = £5 2s. 9d.
to WRANGEL	
VANCOUVER OF VICTORIA	} First Class ... \$40.00 = £8 4s 5d.
to GLENORA OR TELEGRAPH CREEK	

Distances. London to Liverpool, rail	200 miles.
Liverpool to Halifax, steamer	2,342 miles.
Halifax to Vancouver, rail	3,746 miles.
Vancouver to Wrangel, steamer	750 miles.
Wrangel to Glenora or Telegraph Creek, steamer	150 miles.
Glenora to Teslin Lake, Government road	135 miles.
Teslin Lake to Dawson City, Lake and River route	599 miles.

Total ... 7,922 miles.

Atlantic steamers leave Liverpool every week. Sailing Lists **Dates.** will be furnished upon application to the addresses herein. Canadian Pacific Railway trains leave for Vancouver six days a week. Steamers leave Vancouver for Wrangel at least once a week, commencing February 15th, and, upon the opening of Stikine River navigation about May 1st or earlier, there will be frequent services between Wrangel and Glenora or Telegraph Creek.

Suitable outfits can be purchased at Vancouver or Victoria, **Outfits.** B.C., and there will, no doubt, be keen competition between the various establishments at those important centres. It should be remembered that outfits can be purchased as cheaply there as anywhere else on the Pacific Coast, and that new outfits purchased in the United States are subject to an additional charge of 30% Canadian Customs Duty.

THE CHILCOOT PASS ROUTE (No 2).		MILES.
	Vancouver or Victoria, B.C. to Dyea...	1,000
Other Routes.	Dyea Inlet to Lake Le Barge	125
	Lake Le Barge to Pelly River (Fort Selkirk)..	278
	Pelly River to Dawson City (Klondike) ...	173
	Total ...	<u>1,576</u>

(The Summit of Dyea Pass is 3,500 feet above Sea Level.)

THE WHITE PASS ROUTE (No. 3).		MILES.
	Vancouver or Victoria, B.C. to Dyea... ..	1,000
	Dyea Inlet up Skagway River to Summit of White Pass ...	18
	Summit of White Pass to Lake Le Barge	94
	White Horse Rapids to Dawson City (Klondike)	451
	Total ...	<u>1,563</u>

(The Summit of White Pass is about 2,500 feet above Sea Level.)

THE YUKON RIVER ROUTE (No. 4.)		MILES.
	Vancouver or Victoria, B.C. to Dutch Harbour, Aleutian Islands.	2,000
	Dutch Harbour to St. Michael, Alaska	750
	St. Michael to Dawson City (Klondike)	1,650
	Total ...	<u>4,400</u>

LETTER FROM AN EARLY TRAVELLER BY THE STICKINE-TESLIN ROUTE.

Reprint from the "Vancouver World," December 10th, 1897.

"There is such a great demand regarding practicable routes to the Yukon Gold-fields that I herewith forward you a resumé of facts concerning the Stickine-Teslin route, over which I have just made a round trip. Most of the information is derived from personal inspection, the rest carefully culled from enquiries made of reliable persons. Almost any one of the coasting vessels will drop the travellers at Fort Wrangel, which is the true starting point for the journey to the Yukon via the Stickine. There is a very good restaurant at Wrangel, but the hotel accommodations are not what they should be. By next February there will be no cause for complaint on that score, as two good hotels are now under construction. Heretofore a small steamer capable of carrying about 40 tons, has been sufficient to meet the requirements of the Stickine, but next year the steamers "Skagit" of Puget Sound and the "Caledonia" of the Hudson's Bay Co., will make weekly trips from Wrangel to Telegraph Creek.

A RAPID STREAM.

"The mouth of the Stickine is seven miles from Wrangel and loaded canoes or row boats can be rowed up the river for about 50 miles. From that point on, the river is too swift to admit of any progress being made by rowing, so poling and towing is resorted to. A party of four men, with the assistance of two Indians can take a canoe carrying two tons from Fort Wrangel to Telegraph Creek in 12 days. The trip is a very disagreeable one, because during the summer the voyage is tortured night and day by mosquitoes, and rain falls continually throughout the spring and fall, making it very difficult to procure dry wood for camp fires, not to mention the discomfort of wet clothes and damp blankets. After making careful enquiries, I think it is safe to say that the river opens up for navigation about the 10th of May and closes usually during the first week of November. The river has been known to be open for navigation on the 4th of April. *It is navigable for good river steamers during the entire open season.* The distance from Fort Wrangel to Telegraph Creek is generally estimated to be about 150 miles.

THE TRAILS.

"On the 14th of last September I left Telegraph Creek for Teslin Lake, taking the then used trail, viz., following the Deas Lake trail for 14 miles to the mouth of the Tahltan River, thence up the Tahltan Valley 45 miles to the Hudson Bay post situated on Aguell Creek. This section of the route has been bettered and shortened this fall by a cut off beginning at Telegraph Creek, following the Creek to its source at the top of the divide, over the divide by an easy grade to the Tahltan Valley, making the distance from Telegraph Creek to the Hudson's Bay post 40 miles. A gang of men have been kept at work on this section by the Government all fall. It is now in first rate condition. At the Hudson's Bay post—which has been deserted for some time—the trail begins to climb the bluff out of the Tahltan Valley to the high land beyond, winding along the face for three miles on an easy grade. "Capt. Yorke," of the Teslin Yukon Transportation Co., has put this bit of trail in very good condition. This bluff is generally known by the name of Aguell's Hill. From the top of Aguell's Hill to Teslin Lake, distance about 12 miles, the trail is little

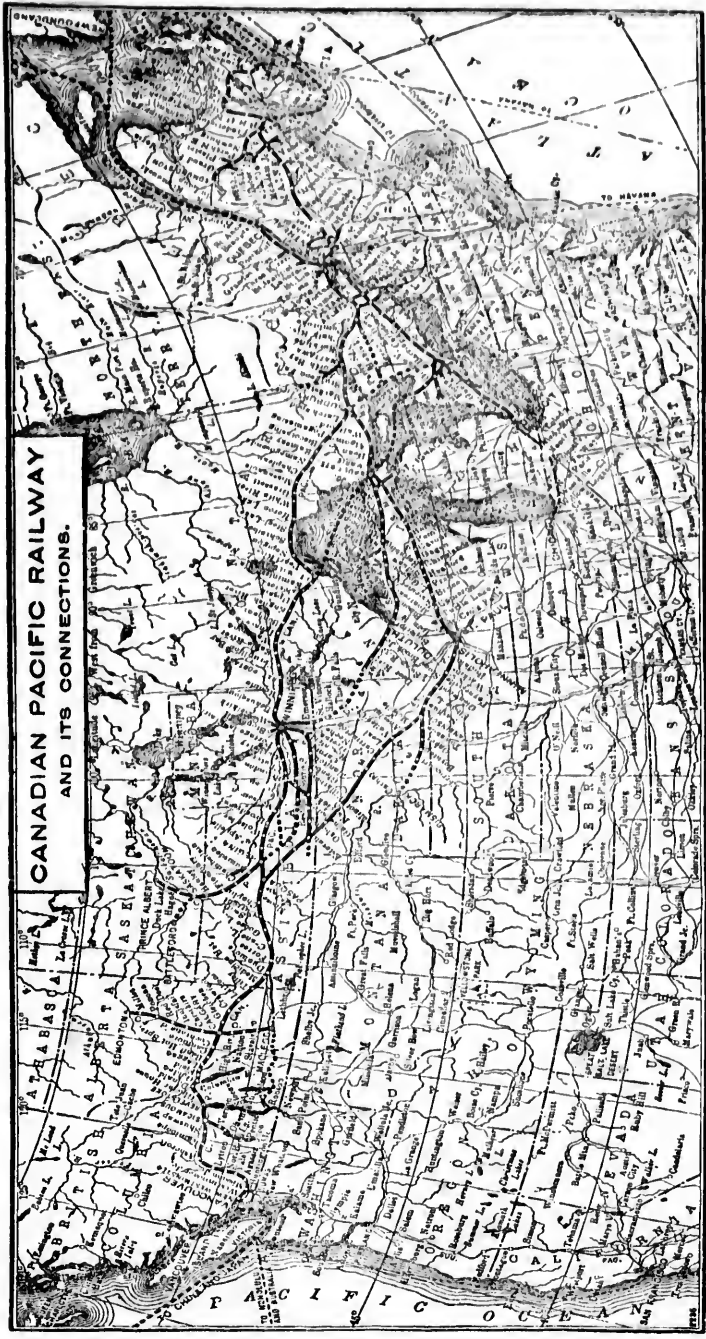
better than an ordinary cow path ; it winds through a wide shallow valley, through which flows the Doo-ek-don-to and the Nahlina River, besides several other smaller streams. The 60 miles of trail between the top of Aguell's Hill and the Nahlina River presents no more serious obstacles than the crossing of the two above-mentioned rivers, these rivers being easily fordable at any time of the year except during the spring freshets, when, I have very little doubt, they will be too deep and rapid to ford. From the Nahlina to the Lake (60 miles) the trail passes through a forest of principally coniferous trees. It is ever crooked, winding around and over fallen timber, occasionally encountering small open patches of swampy ground. These swampy patches are generally glacial moraines, covered with from two to three feet of moss, that is saturated with water. Animals sink through this moss to the hard bottom, making it very tiresome travelling. With the exception of one stretch of three-quarters of a mile and another of one and a half miles these wet patches are quite short and unimportant in any case. There is plenty of small timber at hand that can be used for corduroying.

SEVERAL IMPORTANT CHANGES

will be made in the route of the trail next year that will shorten the distance by at least 15 miles, a cut off will be made that will avoid Aguell's Hill altogether. There is plenty of bunch and swamp grass along the entire route, but there is very little wild hay suitable for storing for winter use. From Telegraph Creek to Teslin Lake there is a direct and almost unbroken chain of rivers, creeks and lakes, that afford a fine ice route for winter travel. Careful enquiries convinced me that the climatic conditions are favourable for establishing a winter route. Captain Yorke's party is making preparations to haul machinery for a sawmill and steamboat, also 15,000 lbs. of provisions, over this winter route to Teslin Lake. They will use mules, horses and sleighs. The party will be accompanied by about 40 prospectors, who will take advantage of the broken roads, hauling their supplies by relays in hand sleighs. Capt. Yorke expects to have his sawmill in operation and steamer ready to meet the demands of the trail next spring. There is a scarcity of small game along the trail, but signs of moose and cariboo are very plentiful, though the animals are very seldom seen from the trail. Arrangements are being made to put several pack trains on the trail between Telegraph Creek and Teslin Lake next spring."

ough
aller
lina
ned
the
l to
t of
len
ese
t of
ard
of
are
nd

at
re
le
ke
a
ie
is
s.
d
e
s.
e
l,
n e



**CANADIAN PACIFIC RAILWAY
AND ITS CONNECTIONS.**

PACIFIC OCEAN

