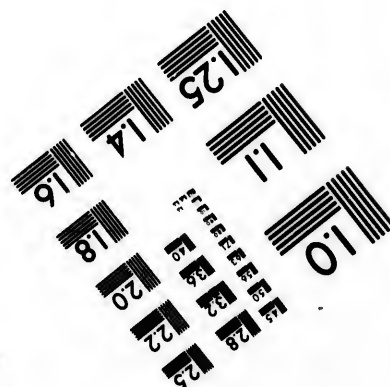
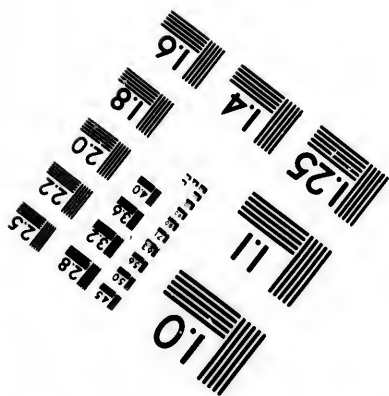
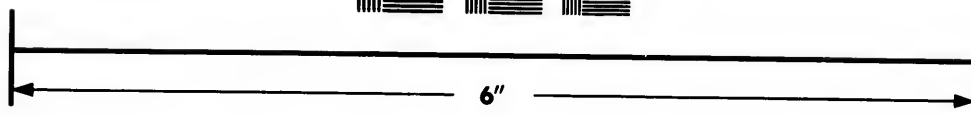
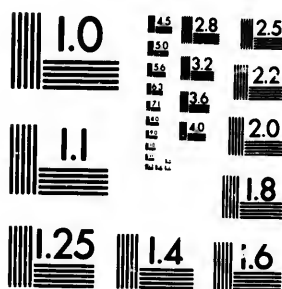


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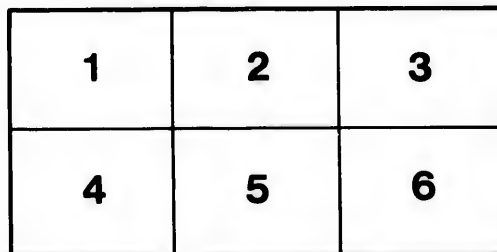
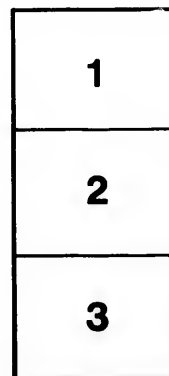
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The purpose of this Guide is to set forth intelligently and in a concise manner the replies to the thousand and one questions, which anyone who may be contemplating a trip to the famed Klondike Gold Fields will naturally ask.

KLONDIKE AND YUKON GUIDE

Alaska and Northwest Territory
Gold Fields.

WHERE THEY ARE.

HOW TO GET THERE.

WHAT TO TAKE ALONG.

WHEN TO GO AND WHAT,

TO DO TO SECURE A CLAIM.

COMPILED AND PUBLISHED BY

Alaska Illustrators

CAPT. B. F. KUNKLER, Mgr.

C. E. DEWHURST, Secy.

J. R. PIDDUCK, Treas.

L. MACLAY RANK, Press Agt.

Home Office, Box 1015,

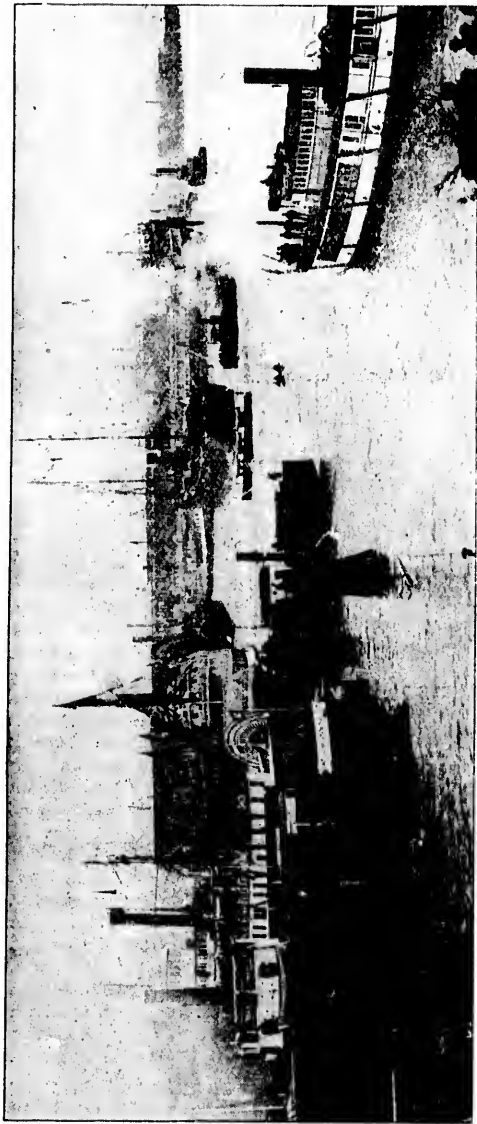
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SEATTLE—Outfitting Point for the Yukon and Klondyke Gold Fields

THE GOLD FIELDS

The wonderful gold fields now known the world over as the Klondike diggings, are situated on a branch of the Yukon river, in the Canadian Northwest Territories.

Gold was discovered in the Yukon basin in 1881 on a tributary of the Lewis river, during the next few years considerable mining was done on the Hootalinqua, which flows out of Teslin lake and into the Yukon. Since then gold has been found in paying quantities on Stewart river, Forty-mile creek, Glacier creek, Birch creek, and last but by no means least, the creeks tributary to the Klondike.

Forty-mile creek is for the most part in Alaska; the headwaters of Sixty-mile creek are also in United States territory; Miller, Glacier and Birch creeks were once thought to be in Alaska, but are now known to be in Canada, and of the wonderfully rich Klondike there has never been any doubt of its being in Canada.

ROUTES TO THE YUKON

The Klondike may be reached from two directions. One is by ocean steamer to St. Michael's island in Bering sea, and thence up the Yukon river. The other is by crossing over the Coast range of mountains to the headwaters of the Lewis branch of the Yukon and descending by boat. The shortest route from SEATTLE is that via the White pass, and is approximately 1,674 miles. Horses are used on this pass, hauling and packing for its entire length from salt water to the head of the lakes.

Another available route to the

Lewis river is from Dyea, at the head of Lynn canal, via the Chilcoot pass. This distance is slightly longer than that via the White pass.

A third route to the Lewis river is via Fort Wrangle and the Stickeen river to Telegraph creek and thence overland by pack train to Lake Teslin.

Still another route is from the head of Taku inlet, a little south of Juneau, thence overland by the valley of the Taku river to Lake Teslin. The distance to Lake Teslin by this route is approximately the same as via the Stickeen route.

TABLE OF DISTANCES

Seattle to Dyea.....884 miles

FROM DYEA	
Miles to	Miles from point to point
6	Head of canoe navigation 6
16 $\frac{3}{4}$	Summit of Chilcoot pass. 10 $\frac{3}{4}$
26 $\frac{1}{2}$	Head of Lake Linderman 9 $\frac{3}{4}$
34 $\frac{1}{2}$	Foot of Lake Linderman 8
35 $\frac{1}{2}$	Head of Lake Bennett... 1
61 $\frac{3}{4}$	Foot of Lake Bennett... 26 $\frac{1}{4}$
64 $\frac{1}{2}$	Foot of Cariboo crossing. 2 $\frac{3}{4}$
81 $\frac{1}{4}$	Foot of Tagish lake.... 16 $\frac{3}{4}$
86 $\frac{1}{4}$	Head of Lake Marsh.... 5
106 $\frac{1}{4}$	Foot of Lake Marsh.... 20
123	Head of Canyon..... 16 $\frac{3}{4}$
123 $\frac{3}{4}$	Foot of Canyon..... 3 $\frac{3}{4}$
125 $\frac{1}{4}$	Head White Horse rapids 1 $\frac{1}{2}$
140	Tahkeedah river..... 14 $\frac{3}{4}$
153	Head of Lake Le Barge... 16
187	Foot of Lake Le Barge... 31
216	Hootalinqua river..... 29
242	Cassiar bar..... 26
249	Big Salmon river..... 7
285 $\frac{1}{2}$	Little Salmon river.... 35 $\frac{1}{2}$
344	Five Fingers rapids..... 58 $\frac{1}{2}$
350	Rink rapids..... 6
403 $\frac{1}{2}$	Pelly river..... 53 $\frac{1}{2}$
499 $\frac{1}{2}$	White river..... 96
509	Stewart river..... 9 $\frac{1}{2}$

529	Sixty-mile post	20
540	Dawson City	20
580	Fort Reliance	40
620	Forty-mile post	40
629½	Fort Cudahy	3¼
879	Circle City	249¼

FROM CIRCLE CITY

8	Birch creek	
50	Deadwood creek	42
55	Greenhorn creek	5
60	Independence creek	5
61	Mastodon creek	1
68	Eagle creek	7

CONCERNING OUTFIT

After having decided to tempt fortune in the Yukon country the first consideration is your outfit, where to get it and what it should consist of. Nothing should be taken that is superfluous or it will probably be thrown away before the summit of the mountains is crossed. The outfit should consist only of your bedding, provisions and tools for mining and boat building. Those who have the money to invest frequently take in a two-years' supply of provisions and say it is profitable for them to do so. No one should go without at least a year's supply and the more you can take the better you will be off when you arrive at your destination. An outfit of fresh provisions will always find a ready sale at high prices at the mines and there is never any danger of taking in too much. What constitutes an ideal outfit depends much upon one's individual taste and the length of his purse.

One of the most laborious tasks in making the trip to the interior is in constructing a boat. This is generally done on the banks of Lake Bennett, a few miles below Lake Linderman, the best timber around the shores of the latter body of water having all been utilized. The tree from which the lumber is to be sawed is first felled, then dragged and mounted between the forks of two trees, which have previously been found, at an elevation of about six or eight feet above the ground. Once in position, a slab is sawed off and the log afterward squared. The boards are then marked and the hand power sawmill is ready to begin operations. The saw used is

No one should start for the Yukon country with less than \$200 in cash after he has purchased his outfit. Should you be so fortunate as to find a good claim the first season it is likely that you would not be able to realize from it immediately. Nearly all of the summer claims require drainage before they can be worked and that is both tedious and expensive. On the winter claims the pay gravel is taken out by drifting and then allowed to lie on the bank until the following summer before the gold can be washed out. The necessity of having sufficient funds to carry you over a season is therefore very apparent. The trading companies operating stores on the Yukon WILL NOT extend credit, as all their goods find a ready sale at spot cash. If you have not the money to buy a winter's outfit in the event of a profitless season, you will have to subsist on a straight diet of flour, providing you are lucky enough to have the flour. DON'T go to the Yukon broke or with only a few dollars, or you may have abundant reasons to regret it.

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... 96
... 9½

of the whip saw pattern and is operated by two men, one standing above on the log, the other underneath. To the uninitiated this is the hardest kind of work and to make an ordinary double ended bateau such as is generally used requires from five to ten days, according to one's endurance and ability to handle tools quickly. There is now in operation a small saw mill on the right hand bank of Lake Bennett, immediately across the portage from Lake Linderman. The owners of the mill make a specialty of building Yukon boats and have but limited facility for constructing crafts. By purchasing a boat of them much hard work is saved as well as the time spent in constructing one. In every party of prospectors there should be a rifle and a shot gun as there are plenty of opportunities to replenish one's larder with wild game, which will be found a welcome change from a diet of salt pork.

Another very laborious feature in going to the Yukon is in getting one's provisions from Dyea or Skagway to the lakes, a distance of twenty-six miles. Indian packers may be hired to carry your outfit, their charge being twenty-five cents per pound. Those who prefer to do their own packing on the Chilcoot pass sled their goods up the trail as far as Sheep camp, which point is made a general rendezvous by everyone, it being the last place where fuel for camp stoves can be procured. From here to the foot of the summit the outfits are taken in 100-pound loads, the cache being marked by sticking a long pole in the snow in the event of a heavy storm which would cover everything up and de-

stroy all vestiges of the camp. After the entire outfit has reached the foot of the summit a favorable day is waited for upon which to make the crossing. On the mountain storms and blizzards are of frequent occurrence and are often of such severity that no human being could live through them. Once across the summit the hardest part of the journey is at an end.

WHEN TO START

Persons who contemplate doing their own packing across the summit should leave Seattle between the first and middle of March. At that time the water courses are still frozen solidly and there is abundance of well packed snow for sledging purposes. As the season advances traveling becomes much more difficult and expensive. The snow melts and becomes so rotten it will scarcely bear up one's weight and the mountain streams are swollen to small sized rivers. Many persons choose the month of July in which to cross the summit. The trip at that season of the year possesses less hardships than at any other time, and if one's finances will permit of his having all his labor performed by others the journey will be found to be one of much pleasure and interest. As a rule it is only those who already have claims located or are in business who make the trip in the summer. In the spring when the great influx regularly occurs the trail soon becomes packed as hard as adamant and once beyond the summit prodigious loads can be hauled on a sled drawn by but one man. As the ice in the river breaks up several

weeks before it does in the lakes a great many either purchase or build their boats at Lake Bennett, mount it on sleds and continue down the chain of lakes and river as long as the ice remains solid, often reaching the canyon above White Horse rapids before it becomes necessary to launch the boat. During the spring of the year a stiff breeze will always be found blowing down the Yukon and a sail hoisted on a sled will be of great assistance in moving the load along. Those who build their own boats should construct them as solidly as possible, as it requires a staunch craft to stand the rough water encountered in running the rapids.

HOW LONG TO STAY

The length of one's stay in the Yukon may be indefinite. But little can be accomplished in the way of acquiring a stake within less than three years, unless one is extraordinarily fortunate.

The first year is generally spent in looking over the country, visiting the different camps and latest strikes and prospecting for a claim. If a promising claim is found the first year the second is fully occupied in opening it up, either by burning the moss off and stripping to the pay streak, or draining and bringing in a ditch with sufficient fall to run your sluices. The end of the second year should see the claim ready to begin producing the following season; one might be able to take out some dust that same fall. In cases where the pay gravel lies eight and ten feet beneath the surface work may be carried on during the winter by drifting. The surface soil is not

removed in such cases, being frozen into a solid, compact mass. A shaft is sunk to the pay dirt, then a tunnel is run lengthwise of the same, the gravel being thawed out by log fires and afterward hoisted to the surface where it lies until water for washing purposes may be obtained the following summer. Those who go to the Yukon in the spring and come out the same fall rarely make their expenses. Don't go unless you are prepared to stay three years, or two at the least.

THE JOURNEY

With your outfit, sled, etc., aboard the steamer at Seattle, bound for Dyea or Skagway, the run to these points is 88 1/2 miles and is made in four days. From Dyea you tramp across the summit to Lake Linderman. Then a start down the chain of lakes is made. Lake Linderman is eight miles long, between which and the head of Lake Bennett is a small stream connecting the two bodies of water, almost a mile in length. In the summer time a portage is necessary here as the channel is filled with boulders to such an extent as to make navigation unsafe. At Lake Bennett a boat should either be built or purchased of the establishment located there. Mount your boat on two sleds, one forward and one aft, and pack your entire outfit inside. Lash the sleds firmly in place and you are ready to travel. Lake Bennett is twenty-six miles long, with an average breadth of two miles. The waters connecting Lake Bennett with Tagish lake constitute what is known as Caribou crossing. The current is rather sluggish and the channel is crooked and shallow.

Passing through lakes Tagish and Marsh, the latter twenty miles long, one soon arrives at the head of Grand canyon. The canyon is about three-quarters of a mile in length and has long been considered a dangerous piece of water. It has recently been successfully run by many boats, and much of the danger heretofore associated with it is conceded to have been imagined. A staunch boat, a level head and some knowledge of navigating rapid water are the principal requisites of a safe passage. The same may be said of White Horse rapids, two miles below the canyon. Before reaching the rapids a sign will be observed on the left bank. At this point, if desired, a landing can be made and the contents of the boats portaged over, a distance of about one mile, and the boat lined down from the bank by ropes; or, if after examination, it has been decided to run the rapids, exercise care as you did in the canyon and you will go through all right. The river below the White Horse has a current of nearly eight miles an hour, which gradually decreases until Lake Le Barge is entered. This lake is about thirty-one miles long, with an average width of five miles. Violent storms are of frequent occurrence here, and much care should be exercised in navigating, a sharp lookout being kept for squalls. The best course is to follow the left hand bank and pass between it and an island which will be found about half way down the lake. Nearly two hundred and twenty miles below the White Horse are the Five Fingers rapids. These are not at all formidable, and by following the passage to the extreme right no trouble need be feared. Five miles further down

the river you will pass the Rink rapids, but the obstruction only covers the left half of the river and by keeping close to the right bank as you go you experience smooth water. The river from this point to the mouth, almost 2000 miles, is open and free from obstructions of any kind other than islands. Near Fort Selkirk, just below the mouth of the Pelly river and fifty-five miles from the Five Fingers is a group of islands upon which grows some very good timber. If you are bound for Dawson City, and have a little time to spare you can make several hundred dollars by stopping a week or two and putting in the time cutting down the merchantable trees.

At the diggings there is gold for every one, and if you have good health, plenty of pluck and endurance, and are not afraid of rough work and many hardships, you should be able to make a comfortable stake in a few years. The principal thing is to make the right start.

A VALUABLE IDEA

Mark to Identify

It is a good idea to mark your supplies with some conspicuous mark—with some glaring color.

For instance, a red stripe around the middle of each package, or a large bright colored spot, circle, square or cross, etc.

The immense amount of freight and supplies landed at Dyea and Skaguay necessitates some plain identifying mark, easier than the ordinary name and address.

TENDERFOOT STRIKE

Many of the old miners who have been in Alaska for years, and who had prospected the Klondike region without success, say that it was tenderfoot ignorance that caused the strike. A hitherto infallible rule of placer mining has been that it is useless to dig through clay. The old timer that prospected first when they came to clay stopped, but the newcomers did not know enough to do so, and keeping on digging right through the clay made rich finds.

Frank Physcator, who came out this summer with \$20,000, was formerly a waiter on one of the Yukon river steamboats.

Mrs. Wilson, wife of the agent of the Alaska Commercial Company, washed \$154 from one panful of dirt.

MOSQUITOES A PEST

Mosquitoes are the plague of life throughout Alaska and the Northwest Territory. Schwatka says they sting the bears so as to drive them crazy. When the poor animals are driven by hunger down to the river in mosquito time they are so bitten about the eyes as to become blinded, when they die of starvation.

The late R. J. Glave wrote of the pests: "A liberal daubing of bacon fat and pitch around the eyes and ears of our animals kept those sensitive parts free from the pests, and when my own head grew so bumpy I could not get my hat on I applied the remedy to my own anatomy with a good deal of success. When not feeding, our horses would leave the sheltered places and seek the open stone to avail themselves of what-

ever breeze was blowing; they would then stand in couples, so that each would have the benefit of the other's tail as a switch.

"Cattle are so maddened by mosquitoes that they will gallop half a mile at top speed against the wind in an endeavor to shake them off, and then graze until the mosquitos force them to make another dash for life.

"As the miners' camps are necessarily in the lowlands along creek bottoms the suffering from these pests is considerable."

YOU NEED

SLEEPING BAGS, FURS, Etc.

Fur Sleeping Bags, Robes, Fur Mittens, Caps, Moccasins and Snow shoes, the only correct goods for the Yukon country, to be found at

R. PETKOVITS'

110 Marion St., bet First
and Second Avenues.

Seattle.

FUR CAPS

" SLEEPING BAGS

" ROBES

We take orders for Fur Costs and anything
suitable for the Klondyke.

C. C. BERG

711 First Ave. Goldstein Hat Co.

MINERS POST YOURSELVES

A letter of credit costs 1 per cent or \$10.00 a thousand at this end and all of said letters have to be issued through the Trading Company's and above are made available at the trading posts of said company's.

The company agree to pay all letters of credit in gold dust at \$17.00 per ounce or in merchandise at any of their stores at current Yukon prices, and Yukon gold dust is worth about \$15.50 per oz. or a loss of \$1.50 to each ounce.

Letters of credit can only be used at the different trading posts of the companys, there being as yet no banks in that country. As the individuals who may wish to procure paper to send back to their families would not know how to manage or make use of letters of credit, we would recommend instead the taking of certificates of deposit from a well-known and established bank at Seattle. As these certificates cost the miner no exchange and in turn could be made available in exchange for goods at the several trading Alaska Transportation Company's posts which may be established by individuals or companies, and being independent of all these the miner holding such paper would have a field for the negotiation of his paper among the hundreds of miners who will be glad to get something which they can send with safety by mail to their families or others whom they wish to make remittances to. These certificates being negotiable by endorsement, the same as a bank draft, makes them a safe paper to be sent by mail. As we

understand the rate charged by the Alaska Commercial Co. for their S. F. checks to be 2 per cent, it should lend additional demand for equally as safe paper, such as certificates of deposit, which could be had without this high exchange charge of \$110.00 on the thousand.



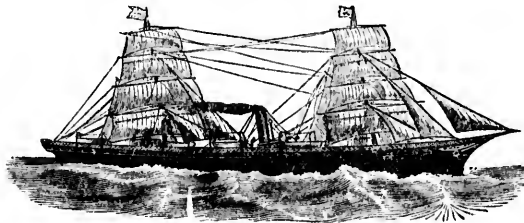
FROM SEATTLE DIRECT TO DAWSON CITY

This route is without hardship, and is one of pleasure. Among the many vessels which are engaged in carrying the hosts of prospective millionaires from Seattle to the gold fields of the far north, the fine steamers of the NORTH AMERICAN TRADING AND TRANSPORTATION COMPANY are justly entitled to the front rank.

**DIRECT TO KLONDYKE ON PALACE
STEAMERS !**

**North American
Transportation and Trading Co.**

MERCHANTS AND CARRIERS



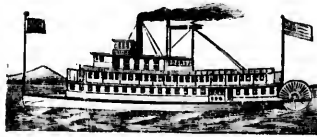
Operating Steamer lines from Seattle, Washington, direct to all of the Gold Fields of the Yukon River in the Interior of Alaska and the Northwest Territories; and has well stocked and complete Stores at all of the principal mining towns on the Yukon.

**The Only Old Established Company Running Steamers from
Seattle, and Always Reliable.**

FOR THE SEASON OF

1898

We will have large, fast, new and commodious steamers leaving Seattle June 10 and every 10 days thereafter during the season, connecting at St. Michaels with our palace river steamers for



ALL POINTS ON THE

YUKON RIVER

You can engage passage now for Season of 1898. For rates and further information call on or address any of the offices of the company.

SAN FRANCISCO OFFICE: CHICAGO OFFICE: SEATTLE OFFICE
8 Callfor 'a St. Room 200 Old Colony Bldg. 618 First Avenue.

Departures From Seattle

The Seattle Times published the following table of departures upon the authority of a well-known local steamship man. The steamers named, with the exception of the Elder, which sailed from Portland, and the Islander, from Victoria, all leaving Seattle:

	No. Pass.	Beasts of Burden
July 18, Al-Ki.....	200	50
July 23, Queen.....	400	
July 25, Mexico.....	400	50
July 26, Islander.....	400	136
July 28, Topeka.....	250	50
July 30, Elder.....	415	100
July 31, Rosalie.....	146	
August 1, Edith.....	25	70
August 2, Al-Ki.....	250	75
August 7, Queen.....	400	
August 8, Willamette.....	800	278
August 9, Ajax, tow.....	25	200
Aug. 12, Rapid Transit	12	110
Aug. 12, Geo. E. Starr	80	80
August 12, Topeka.....	200	50
August 12, Rosalie.....	150	
August 12, Edith.....	25	
August 14, Utopia.....	250	50
August 17, Al-Ki.....	250	50
Aug. 17, City Seattle.....	500	100
August 22, Queen.....	400	
August 22, Bristol.....	400	
August 24, Rosalie.....	150	
August 27, Topeka.....	200	50
Aug. 29, City Seattle.....	400	75
September 1, Al Ki.....	200	100
Total.....	6928	1744

In addition to the above the following steamers have sailed for the Klondyke via St. Michaels:

July 20, Portland.....	250	
August 5, Cleveland.....	250	
Aug. 9, Eliza Anderson	200	
August 16, Humboldt.....	300	
Grand Total.....	7928	1744

HOW TO PREPARE**FOR THE TRIP**

The First Essential is, Suitable Clothing.

A WORD OF ADVICE REGARDING IT

Prospectors going to the Yukon should bear in mind, that one of the most important things to give their attention to is the protection against the rigorous winters, and we should strongly advise them to provide themselves with plenty of heavy, warm clothing.

They will find it greatly to their advantage to take a full supply:

CLOTHING.

- 4 Heavy Overshirts.
- 2 Sweaters, 1 Cap, 1 Hat.
- 3 doz. pairs Socks.
- ½ doz. pairs Mits.
- 2 pairs heavy Blankets.
- 4 pairs German Socks.
- 1 Knit Scarf.
- 6 pairs Overalls, 2 Jumpers.
- 1 Suit Corduroy.
- 1 Suit Oil Clothing.
- 1 Suit of Fleece-lined Duck.
- 4 Suit Heavy Underwear.
- 2 Suits Light Underwear.
- 1 Mackinaw Coat.
- 2 pairs Mackinaw Pants.



THOSE
OUTFITTING
FOR
KLONDIKE

Should exercise the greatest care to see that their outfits are correct in every detail; that they have everything that is necessary and not a single pound more than required; that everything they buy is especially adapted to the needs and requirements of the country, and that the quality of every article is of the very best.

Our many years experience in the Alaska trade has taught us just what should and what should not be included in an outfit. We carry only the very best, and our prices are as low as consistent with the quality. **Not how Cheap, but how Good,** is our motto. We can furnish you with outfits complete in every detail, packed as experience has taught Alaska pioneers. Goods must be packed to reach their destination in good condition.

Write us for any information you may desire regarding any section of Alaska, outfits, transportation or any other Alaska information you may desire and we will cheerfully furnish you with the latest facts at hand.

The MacDougal & Southwick Co.

717, 719, 721, 723 First Avenue

Seattle, - Washington

ROOM FOR ALL

And yet there is room for all in Alaska. There are regions where rich finds have been made, which are not yet fully located by claimants.

Dividing the Yukon watershed into upper, lower and middle portions, it may be said in brief that the first finds were made in the upper section, the next in the middle section, while the lower portion has not been so much as explored.

Before exploiting the Klondyke the richest recent strikes were on Forty-Mile, Sixty-Mile, Miller, Glacier and Birch creeks, Koyakuk river and their branches. Miller creek is the richest tributary of Sixty-Mile creek. It had been prospected more or less, off and on, before 1892. In that year \$37,000 was cleaned up on one claim. At one time 125 mines were on the creek.

Glacier creek is parallel with Sixty-Mile creek only three miles away. The dirt runs from a few cents to \$4 a pan.

The climate befits the name. Mining Recorder Paddock made a trip of sixty-five miles to Miller creek in winter with the thermometer ranging from 44 to 77 degrees on the wrong side of zero. There are numerous other small creeks in this range not yet fully developed. Indian creek has been prospected for 100 miles and has furnished some paying claims.

The Yukon is formed by the junction of Lewis river, the western, and Pelly river, the eastern branches, at Fort Selkirk. It was discovered by a Hudson Bay company scout named Robert Campbell, who built Fort Selkirk in 1848. It was plundered and destroyed by the Indians in 1852.

Your Food Supply**The Most Important of All**

One year's supplies for one man :

GROCERIES

400 lbs.	Flour.
20 "	lbs. Corn Meal.
40 "	Rolled Oats.
25 "	Rice.
100 "	Beans.
40 "	Candles.
25 "	Dry Salt Pork.
75 "	Sugar, granulated.
8 "	Baking Powder.
150 "	Bacon.
25 "	Dried Beef.
2 "	Soda.
6 packages	Yeast Cakes.
50 lbs.	Salt, 1 lb. Pepper.
½ lb.	Mustard, ¼ lb. Ginger.
20 lbs.	Apples, evaporated.
20 "	Peaches, evaporated.
20 "	Apricots, evaporated.
10 "	Pitted Plums.
5 "	Raisins.
5 "	Onions, evaporated.
25 "	Potatoes, evaporated.
25 "	Coffee.
10 "	Tea.
2 doz.	Condensed Milk.
3 bars	Tar Soap.
5 bars	Laundry Soap.
1 Can	Matches, 60 pkgs.
3 lbs.	Soup Vegetables.
1 bottle	Jamaica Ginger.
	Butter, sealed cans.
	Tobacco.
6 pots	Extract of beef (4 oz.)
1 qt.	evaporated Vinegar.

To Prospective

...KLONDYKERS...

THE OBJECT in writing this advertisement is to induce you to buy your supplies of us. To succeed, we should be able to give you some reasons why you should delay buying until you reach Seattle, the port of departure for Alaska. Seattle's facilities for handling the Alaska trade are the most advantageous. This trade is not new to her. Although the trade was once entirely controlled by San Francisco, it has been captured by Seattle. It amounts to an enormous sum annually, and is evidence of the push and ability to handle this trade—peculiarly a specialty—and places Seattle in a unique position, to supply the trade as no other city can.

The requirements of an Alaska miner are very different to those of other sections and only experienced caterers to that trade know what is needed. You may pay dearly for experiences that can be avoided, if you will be advised by those in a position to give advice.

There is no reason why we cannot sell goods cheaper than you can buy similar goods elsewhere and pay freight to the coast.

We are the Largest and Oldest Dealers in Food Supplies in the city, and employ a large staff capable of supplying an army of prospectors.

We cure our own Bacon and Hams, the "1888 Brand" Home-Smoked, Honey-Cured Bacon is specially cured and packed to keep in the Alaska climate.

We pack the goods ready for the trail. Write us for further information.

LOUCH, AUGUSTINE & CO.

Wholesale Grocers

815 and 817 First Ave.

Seattle, Wash.

PACKING HOUSE—Cor. R. R. Ave. and Pike St.

A HARD JOURNEY

The Chilcoot pass, from October to March, is subject to furious storms in which life is endangered. The grade is not, however, very bad, and the chief cause of delay has been, this season, the high prices charged for carrying goods over the pass by the Indians.

In winter the journey is made with sledges, drawn partly by the miner, partly by dogs, if he is taking in a full outfit of provisions. Sometimes, with a south wind blowing, the traveller rigs a jury mast on his sled and hoists an extemporized sail, and goes ice-boating away towards the Arctic circle at a great rate over the frozen lakes and rivers. There isn't much easy going of this sort, however, and the winter journey is by no means to be recommended. Going in the spring is different. The best time is early, before the snow melts, as supplies can then be sledged over the pass, and there is still ice left in the lakes to drag or sail the sleds on.

The sled should be about seven and a half feet long, seven inches high and sixteen inches wide. Brass runners are preferable to steel, and the frame will be much more elastic and durable if lashed together after the native fashion than if fastened with nails and bolts, which weaken the wood and give no "play." March 15 is early enough to start from Seattle for a spring trip.

After the ice has melted, canoes are used for six miles after leaving Ty-a. Then the packs are taken up through the canyon to Sheep camp. The next six miles up to the summit of the pass are the worst of the

trip. The height is 3,378 feet. It is eight miles and a half from the summit down to Lake Linderman, an easy stage with snow on the ground, but rough and difficult in summer.

You Must be Supplied with Medicines

But we hope you will not need it. Must be non-freezable, and specially prepared for the Arctic climate.

Mrs. Clarence Berry, the lady who picked up \$10,000 in nuggets from the dump of her husband's claim, just for pastime, says:

"I took a good medicine case with me. I would advise every one to take the best case to be found.

One of the IMPORTANT FEATURES of a good Outfit

Is a tent suitable for the country where ropes must be substituted for poles in the majority of cases.

DON'T GO TO ALASKA
WITHOUT ONE OF OUR



EMERGENCY
MEDICINE CASES

We put up a compact case of Medicines containing the Remedies, Bandages
and appliances likely to be needed on the trip.

Remember, We Make Outfitting a Specialty

CLOSSON & KELLY

DRUGGISTS

OPEN ALL NIGHT. Cor. Occidental Ave. and Washington St.

C. SUNDE

K. ERLAND

Sunde & Erland
SAILMAKERS
AND RIGGERS

Klondyke Tents

Klondyke Covers

Klondyke Sleeping Bags

Klondyke Provision Bags

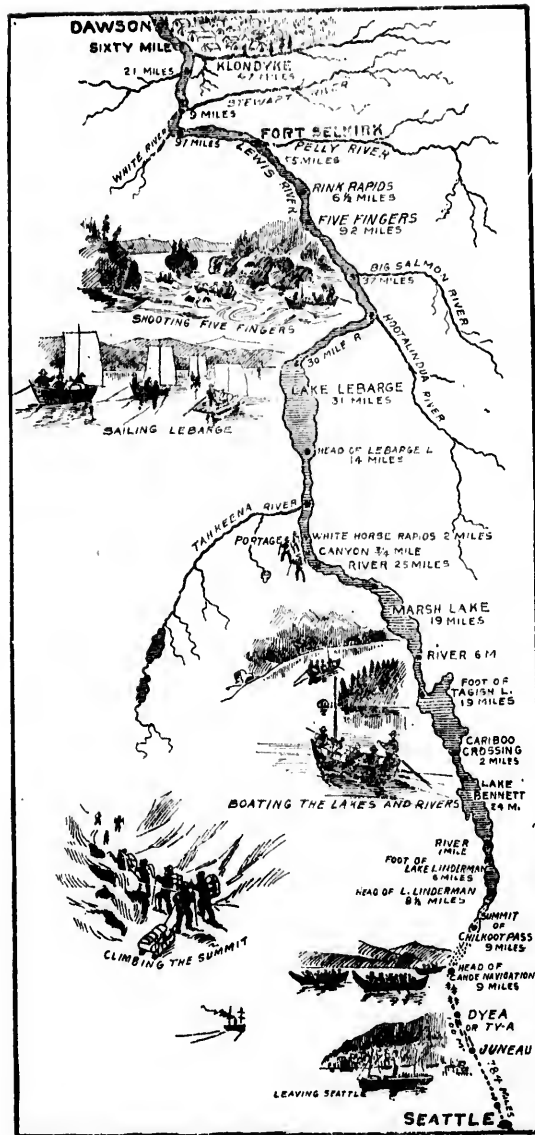


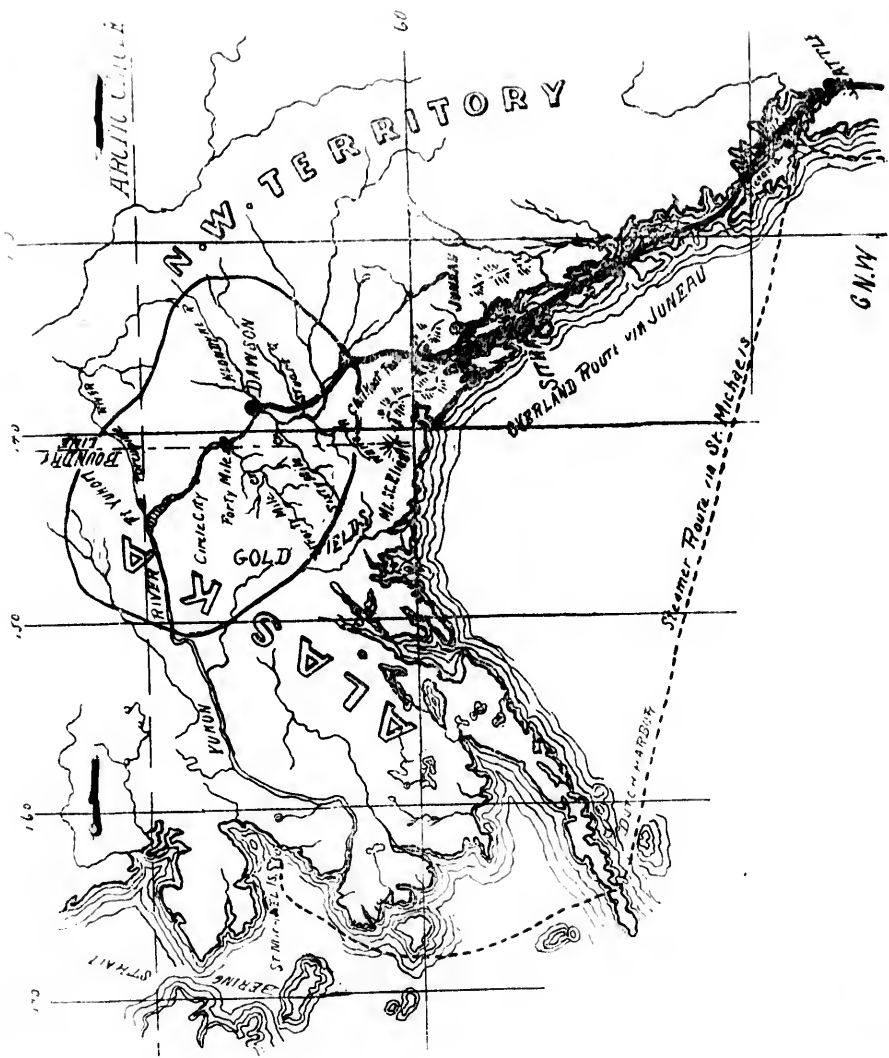
COMPLETE OUTFITS

IN ANY KIND OF CANVASS GOODS

We carry in stock wide cotton duck in all weights from 12 to
120 inches wide.

Yesler Wharf, FOOT OF YESLER WAY. Seattle, Wash.





AMOUNT TAKEN OUT

Some Who Made Strikes on the Klondike

To give an accurate list of those who have returned from the north and the amounts they took out would be impossible. Below is given a partial list. The list includes those who came down on the Excelsior and landed at San Francisco, as well as those who returned on the Portland landing at Seattle. The list foots up over \$2,000,000. A partial list of strikes reported as follows:

Thomas Cook	\$ 10,000
M. S. Norcross	10,000
J. Ernmerger	10,000
T. S. Lippy	65,000
Henry Dore	50,000
Victor Lord	15,000
William Stanley	112,000
Clarence Berry	135,000
Albert Galbraith	15,000
James McMahan	15,000
F. G. H. Bowker	90,000
Joe Ladue	10,000
J. B. Hollingshead	25,000
Douglas McArthur	15,000
Bernard Anderson	14,000
Robert Krook	14,000
Fred Lendesser	13,000
Ben Wall	50,000
William Sloan	50,000
John Wilkerson	50,000
Jim Clemens	50,000
Frank Keller	35,000
Sam Collej	25,000
Stewart and Hollenshead	45,000
Charles Myers and partner	22,000
Johnny Marks	10,000
Alex Orr	10,000
Fred Price	15,000
Fred Latisceura	10,000
Tim Bell	31,000
William Hayes	35,000

YOU NEED SPECIAL

Boots and Shoes

Leather and Rubber

GOODS

Following is a list of goods necessary to a complete outfit:

3 pairs rubber boots.
2 pairs overs for German socks and felt boots.
2 pairs miner's and prospector's shoes
2 pairs Arctic socks.
2 pairs German socks.
Sole and lace leather.
Rubber cement and patching.
Threads, wax, needles and awls.
Shoe nails.
Repairing outfit.

Dick McNulty	20,000
Jake Halterman	15,000
Johnson and Olson	20,000
Neil McArthur	50,000
Charles Anderson	25,000
Joe Morris	15,000
Hank Peterson	12,000
James McNamee	10,000
Charles Vest	6,000
Joe Lowe	15,000
Harry Ash	10,000
J. S. Dinsmore	8,000

There are a great many more going out with from \$5,000 to \$10,000 that I do not know.

We are indebted for much of the information in this pamphlet to the Seattle Post-Intelligencer and the Seattle Times.

Northwestern Shoe Co.

WHOLESALE AND RETAIL

We Carry the Largest and Most Complete Line of

Miners' and Prospectors' Footwear

IN THE
NORTHWEST

Have Supplied the Alaska Trade for Seven
Years and Thoroughly Understand its Re-
quirements.

See Our Goods and Get Our Prices

Special Reductions Made to Large Parties.

819 Second Avenue, Seattle.

NORTHWESTERN SHOE CO.

Prospectors, Miners and Campers

» ⚡ ⚡ ⚡ **OUTFITS** ⚡ ⚡ ⚡ «

Will not be complete
without they have

HANDY EVAPORATED VEGETABLES

— AND —

Liamont's Compressed Crystalized Egg



Handy Vegetables

For Soups, Stews, etc., are better than
the Fresh. They are cheaper, more conven-
ient, and will keep indefinitely. Our Potatoes,
Onions, Parsnips, Carrots, Turnips, Cabbage,
Beets, Rhubarb and Pumpkin are better than
others on the market, as we are the oldest in
the business and know how to put our goods
up so

They Will Keep and Give Satisfaction

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PACIFIC WAGON CO.

READ THIS: "The Hickory" hand-sled is a wonder of the age, and cannot be excelled for crossing the Alaska trails.

It is made of second-growth hickory, the knees being fastened to the runner and benches with our patent socket device, made of soft drop steel forgings with two steel rods passing through the runners and socket tubes, which combines runner, knee, bench and rave together, thereby making the best, lightest and most durable sled in the world.

The sled is so constructed that it can be taken apart and put together in a few minutes.

The combined truck sled and washer is the invention of the Pacific Wagon Co. The arrangement is simple and thoroughly practical. Two second-growth hickory pieces fastened together at a parallel distance of 21 inches. In the center the pieces rest on a steel axle which supports two wheels. Beneath the frame ropes are used as supports for the baggage. In this way two men one pulling and the other pushing can make fast time, when at this season of the year snow is off the ground. Whenever snow is reached the combination is so arranged that by taking off the wheels you have a sled. After reaching

the gold fields this combination is so constructed that with a few minutes work it can be converted into an excellent gold washer or sluice box.

They are sole agents for the Klondyke Never Slip horse-shoes. This shoe is specially made for climbing the Alaska mountains.

With this shoe, "Every man his own horseshoer."

If in Seattle, don't fail to visit the Pacific Wagon Co., largest works on the Pacific Coast.

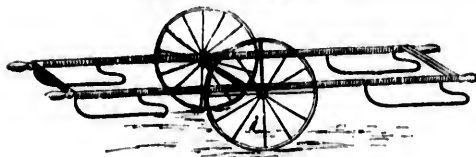
QUARTZ PROSPECTS

There seems to be little doubt among mining experts that extensive quartz mines will be located in this Yukon country before long. This will mean the introduction into that country of all sorts of improved mining machinery, rock drills, stamp mills and so on. Just what method will be employed to extract the ore from the rock will depend on what kind of ore is found. It may only have to be crushed, and separated by mercury. It may be refractory ore and have to go through some one of the various processes now in use for separating such ore.

As soon as the mines are found means of transporting the machinery will be provided and the mines will be started. Mines in rock, of course, will not be delayed by the weather conditions which make placer mining so difficult in that country. Rock doesn't freeze and the deeper down the mines go the warmer it will get, so perhaps this kind of mining will be the pleasanter of the two.

OUR SPECIALTIES FOR THE KLONDYKE

PACIFIC WAGON CO.



**COMBINED
TRUCK,
SLED and
GOLD
ROCKER**

Caveat Filed

"THE HICKORY" HAND-SLED—Caveat Filed.



Horse Bob Sleds specially adapted for the Alaska Trails.

"NEVER-SLIP HORSE-SHOES."

Cor. South Third and Lane Sts.

Opposite N. P. Depot.

SEATTLE, WASHINGTON

Will Buy Gold Dust

Or Make Advances
on Consignment



Correspond with Us

For Information on Any
Subject Connected with
Alaska or Klondyke

Dexter Horton & Co.

Bankers

Bring your dust in and have it accurately weighed, whether
you sell us or not. No charge for weighing.

Corner First Avenue South and Washington Streets. SEATTLE. WASH

YOUTH IN THE VAN

A perennial charm of Yukon society is the fresh and youthful vigor of the men found there. Probably the average is less than thirty-five. "An old miner" does not need to be an old man. A pioneer in the region may have had but ten years' experience and be but little past thirty. The few women in the mines average even younger. The unfortunate there are, but not the aged, and poverty takes its ills philosophically, having seen too many of the ups and downs of life to despair of a turn in the luck.

The air is full of hope. There is zoeue in it. There is always the strike next week to allay the disappointments of to-day. And sometimes, as we all know now, the strike of to-day to salve yesterday's sorrows.

FOR GOLD HUNTERS

Gen. W. W. Duffield, superintendent of the coast and geodetic survey, in discussing the gold discoveries in Alaska, gives this advice to young men:

"If I were a young man," he said, "I should get a 75-ton schooner at Seattle, take supplies and engage the services of a first-class prospector. I should cruise along the southeastern part of Alaska, in what is called the Alexander archipelago. There are a number of islands there, and more gold lodes than at any place with which I am acquainted. The mining would not be 'placers,' but the ore can be gotten out very cheaply, and being directly on the sea, the

transportation amounts to almost nothing, except the time spent on the trip."

NEW ROUTES

A new route is to be established to the Klondyke. The journey will be made from Seattle to Wrangel, where a steamer will run up the Stickeen river a distance of 70 miles. From this point to Lake Teslin the trip will be made by stage. Lake Teslin is at the head of the Hootalinqua river, and from there a steamer will ply on the Lewis and Yukon rivers to Dawson City, a distance of 450 miles. The stage line will be owned and managed by John Allman, the well-known stage proprietor. He will place ten coaches and 100 horses on the road. The fare is to be for the staging \$1 a mile for passengers.

A small detachment of mounted police will proceed from Edmonton, Alberta, and endeavor to reach the Klondyke from the eastern slope of the Rocky mountains. Edmonton is the most northerly railroad point in the Canadian Northwest territory, being 190 miles north of Calgary. The route to be followed is by the way of Nelson and Laird rivers to the Deafe, and up this river to the Pelly. They will follow the Pelly river to its junction with the Lees and the Lees to the Klondyks, a total of 1370 miles. This is not the Mackenzie river route. As the police are to take horses with them it is obvious that authorities consider this route practicable, or at any rate is worth examining.

GUIDE

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Finest North of San Francisco

A. N. WALES
SOLE OWNER and
MANAGER

DELMONICO

RESTAURANT
Cor. Second Ave. James St

Seattle.

Best Equipped
Best Service
Best Accommodations
Centrally Located

It will be to your interest to
SEE US

EXPERIENCED MAN'S ADVICE HOW TO BEAT THE CLIMATE

Mr. Fred Price of Seattle, who was one of the lucky ones who came down from the Klondyke the past summer with several thousands of dollars in gold dust, has some good advice to give to those who are intending to go to the gold diggings. He has had a world of experience in the mining districts of the Northwest Territory and Alaska, and as he has profited by his experience, and has money to show, his words have considerable weight. He says: "I would advise any one who is going to the mines to go in with plenty of provisions. There is gold all over but it cannot be eaten, and money or its equivalent cannot always buy food. Last year there was almost a famine up the river, and in the camps around Dawson City men were living on beans and flour. When the first steamer got in last spring I saw men buy canned goods and delicacies and sit right down and eat them. * * * It will cost \$400 for a winter's outfit and nobody should take less.

"I would advise not starting too late. Those who are going up now will have little, if any, advantage over the men who will go north in the spring. A trip up to the mines by the river route takes forty days; by the way of Dyea and Skagway with an outfit and crossing the summit the trip takes two months.

"It is a hard matter to find a location within 50 miles of Dawson City, every thing having been staked out, but the tributaries to Stewart river have never been prospected yet, and I look for some rich finds up there. There is just as good pay dirt in other creeks that have not been touched as there is in the districts that have been prospected and staked out."

There are only about two months of summer and three months of open working weather in the Yukon region. The ice gets out of the rivers about the middle of June and begins to skim over their surfaces again in mid-September. Meanwhile, if a man can stand it, he has daylight enough to work twenty hours a day.

The ground is perpetually frozen, thawing out only a little on the surface in summer. Thawing is aided by stripping off the moss that covers its surface, thus allowing the summer heat, which is as violent as it is brief, to do its work. But the miners have not the patience to wait for the sun; and no wonder. So they dig and tunnel and "drift" all winter, thawing out the frozen dirt under their cabins by building fires, and devote the open weather of summer to washing out the dirt thus prepared. It is customary for a man to go in with the intention of staying two years. If he strikes it rich, he can come out the second summer with plenty of dust. The first is devoted to sluicing, while the season of going in—or its remainder—is not too much for prospecting and picking out a claim.



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POINTS FOR KLONDYKERS

Some Rules to Paste in Your Hat on the Way to
the New Land of Gold



On the road to the gold diggings don't waste a single ounce of anything, even if you don't like it. Put it away and it will come handy when you will like it.

If it is ever necessary to cache a load of provisions, put all articles next to the ground which will be most affected by heat, providing at the same time that dampness will not affect their food properties to any great extent. After piling your stuff, load it over carefully with heavy rocks. Take your compass bearings, and also note in your pocket some landmarks near by, and also the direction in which they lie from your cache—i. e., make your cache, if possible, come exactly north and south of two given prominent marks. In this way, even though covered by snow, you can locate your "existence." Don't forget that it is so.

Shoot a dog, if you have to, behind the base of the skull, a horse between the ears, ranging downward. Press the trigger of your rifle; don't pull it. Don't catch hold of the barrel when 30 degrees below zero is registered. Watch out for getting snow in your barrel. If you do, don't shoot it out.

A little dry grass or hay in the inside of your mitts, next your hands, will promote great heat, especially when it gets damp from the moisture of your hands. After the mitts are removed from the hands, remove the hay from the mitts and dry it. Failing that, throw it away.

If by any chance you are travelling across a plain (no trail) and a fog comes up, or a blinding snowstorm, either of which will prevent you taking your bearings, camp, and don't move for anyone until all is clear again.

Keep all your drawstrings on clothing in good repair. Don't forget to use your goggles when the sun is bright on snow. A fellow is often tempted to leave them off. Don't you do it.

If you build a sledge for extreme cold, don't use steel runners. Use wooden and freeze water on same before starting out. Repeat the process if it begins to drag and screech.

If you cannot finish your rations for one day, don't put back any part but put into your personal canvas outfit bag, you will need it later on, no doubt.

Take plenty of tow for packing possible cracks in your boat, also two pounds of good putty, some canvas and, if possible, a small can of tar or white lead.

Establish camp rules, especially regarding the food. Allot rations, those while idle to be less than when at work, and also pro rata during the heat and cold.

Keep your furs in good repair. One little slit may cause you untold agony during a march in a heavy storm. You cannot tell when such will be the case.

Travel as much on clear ice towards your goal as possible in the spring. Don't try to pull sledges over snow, especially if soft or crusty.

Be sure during the winter, to watch your foot gear carefully. Change wet stockings before they freeze, or you may lose a toe or foot.

In building a sledge use lashing entirely. Bolts and screws rack a sledge to pieces in rough going, while lashing will "give."

Keep the hood of your kootelah back from your head, if not too cold, and allow the moisture from your body to escape that way.

When your nose is bitterly cold, stuff with fur, cotton, wool or anything both nostrils. The cold will cease.

Don't try to carry more than forty pounds of stuff over that pass, the first day, anyway.

If your furs get wet, dry them in a medium temperature. Don't hold them near a fire.

No man can continuously drag more than his own weight. Remember this is a fact.

In cases of extreme cold at toes and heel, wrap a piece of fur over each extremity.

Keep your sleeping bag clean. If it becomes inhabited, freeze the inhabitants out.

Remember success follows economy and persistency on an expedition like yours.

White snow over a crevasse, if hard, is safe. Yellow or dirty color, never.

Don't eat snow or ice. Go thirsty until you can melt it.

Shoot a deer behind the left shoulder or in the head.

Choose your bunk as far from tent door as possible.

Keep a fire hole open near your camp.

REGULATIONS GOVERNING PLACER MINING

—Along the—

YUKON RIVER

And its Tributaries in the

NORTHWEST TERRITORIES

These Rules Do Not Govern the American Side

USEFUL NOTES FOR MINERS

Gold and silver are bought and sold by Troy weight; 24 grains 1 penny-weight, 20 pennyweights 1 ounce, 12 ounces 1 pound.

The price established by the United States Government for pure gold is \$20.67 per ounce. That is for gold 1000 fine or 24 karats.

The term karat is used by jewelers to express the degrees of fineness of gold, divided into 24 degrees or karats.

Pure gold is 24 karats fine and worth \$20.67 per ounce.

22 karat gold, \$18.94	16 karat gold \$13.78	10 karat gold, \$8.61
20 " " 17.22	14 " " 12.05	8 " " 6.80
18 " " 15.50	12 " " 10.33	6 " " 5.16

Gold in jewelry is seldom less than 6 karats fine.

Gold 1000 fine is worth \$20.67 per oz		Gold 500 fine is worth \$10.33 per oz	
900 " "	18.60 " "	400 " "	8.26 " "
800 " "	16.53 " "	300 " "	6.20 " "
700 " "	14.47 " "	200 " "	4.13 " "
600 " "	12.40 " "	100 " "	2.06 " "

Many persons are mistaken in thinking all ounces to be alike. An ounce Troy or Apothecaries' weight contains 480 Troy grains; an ounce Avordupois weight contains 437½ Troy grains.

The grain is the unit of Troy and Apothecaries' weight, and the ounce is the unit of the Avordupois weight.

One pound Troy or Apothecaries' weight contains 5760 Troy grains; one pound Avordupois weight contains 7000 Troy grains.

All natural gold—that is, gold extracted from rocks or washed from the beds of streams—contains some alloy, generally silver, but sometimes platinum, copper and tellurium, and it varies in amount in different localities. This is the reason some miners are disappointed when they sell their gold, as they imagine all gold to be pure.

INTERPRETATION

Bar diggings shall mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.

Mines on benches shall be known as bench diggings, and shall, for the purpose of defining the size of such claims, be excepted from dry diggings. Miner shall mean a male or female over the age of 18, but not under that age.

Claims shall mean the personal right of property in a placer mine or diggings during the time for which grant of such mine or diggings is made.

Legal post shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot from the top. Both sides so squared shall measure at least four inches across the face. It shall also mean any stump or tree cut off and squared or faced to the above height and size.

Close season shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the gold commissioner in whose district the claim is situated.

Locality shall mean the territory along a river (tributary to the Yukon and its affluents).

Mineral shall include all minerals whatsoever other than coal.

NATURE AND SIZE OF CLAIMS

Bar diggings shall be a strip of land 100 feet wide at high-water mark and thence extending along into the river to its lowest water level.

The sides of a claim for bar diggings shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked by four legal posts, one at each end of the claim at or about the edge of the water.

Dry diggings shall be 100 feet square and shall have placed at each of its four corners a legal post, upon one of which shall be legibly marked the name of the miner and the date upon which the claim was staked.

Creek and river claims shall be 500 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. The sides shall be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream shall be legibly marked with the name of the miner and the date upon which the claim was staked.

Bench claims shall be 100 feet square.

In defining the size of the claims, they shall be measured horizontally, irrespective of inequalities on the surface of the ground.

If any person or persons shall discover a new mine, and such discovery shall be established to the satisfaction of the Gold Commissioner, a claim for the bar diggings 750 feet in length may be granted.

A new stratum of auriferous earth or gravel situated in a locality where the claims are abandoned shall, for this purpose, be deemed a new mine, although the same locality shall have been previously worked at a different level.

The forms of application for a grant for placer mining and the grant of the same shall be those contained in forms H and I of the Regulation of Placer Mining.

A claim shall be recorded with the Gold Commissioner in whose district it is situated within three days after the location thereof, if it is located within ten miles of the Commissioner's office. One extra day shall be allowed for making such record for every additional ten miles and fraction thereof.

In the event of the absence of the Gold Commissioner from his office, entry for a claim may be granted by any person whom he may appoint to perform his duties in his absence.

Entry shall not be granted for a claim which has not been staked by the applicant in person, in the manner specified in these regulations. An Affidavit that the claim was staked out by the applicant shall be embodied in form H of the Regulations of Placer Mining.

An entry fee of \$15 shall be charged the first year and an annual fee of \$100 for each of the following years. This provision shall apply to the locations for which entries have already been granted.

After the recording of a claim, the removal of any post by the holder thereof, or any person acting in his behalf, for the purpose of changing the boundaries of his claim, shall act as a forfeiture of the claim.

The entry of every holder for a grant for placer mining must be renewed, and his receipt relinquished and replaced every year, the entry fee being paid each year.

No miner shall receive a grant for more than one mining claim in the same locality; but the same miner may hold any number of claims by purchase, and any number of miners may unite to work their claims in common upon such terms as they may arrange, provided such agreement be registered with the Gold Commissioner, and a fee of \$5 paid for each registration.

Any miner or miners may sell, mortgage, or dispose of his or their claims, provided such disposal be registered with, and a fee of \$2 paid to the Gold Commissioner, who shall thereupon give the assignee a certificate in form J of the Regulations of Placer Mining.

Every miner shall, during the continuance of his grant, have the exclusive right of entry upon his own claim for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom; but he shall have no surface rights therein, and the Gold Commissioner may grant to the holders of adjacent claims such rights of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use, upon payment of the dues prescribed by the regulations in that behalf.

Every miner shall be entitled to so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall,

in the opinion of the Gold Commissioner, be necessary for the due working thereof, and shall be entitled to drain his own claim free of charge.

A claim shall be deemed to be abandoned and open to the occupation and entry by any person when the same shall have remained unworked on working days by the grantee thereof or by some person on his behalf for the space of seventy-two hours, unless sickness or other reasonable cause may be shown to the satisfaction of the Gold Commissioner, or unless the grantee is absent on leave given by the Gold Commissioner, and the Gold Commissioner, upon obtaining evidence satisfactory to himself that this provision is not being complied with, may cancel the entry given for a claim.

If the land upon which a claim has been located is not the property of the Crown, it will be necessary for the person who applies for entry to furnish proof that he has acquired from the owner of the land the surface right before entry can be granted.

If the occupier of the lands has not received a patent therefor, the purchase money of the surface rights must be paid to the Crown, and a patent of the surface rights shall be issued to the party who acquired the mining rights. The money so collected will either be refunded to the occupier of the land when he is entitled to a patent therefor, or will be credited to him on account of payment for land.

When the party obtaining the mining rights cannot make an arrangement with the owner thereof for the acquisition of the surface rights, it shall be lawful for him to give notice to the owner, or his agent, or the occupier, to appoint an arbitrator to act with another arbitrator named by him in order to award the amount of compensation to which the owner or occupant shall be entitled. The notice mentioned in this section shall be according to form to be obtained upon application from the Gold Commissioner for the district in which the lands in question lie, and shall, when practicable, be personally served on such owner or his agent, if known, or occupant, and after reasonable efforts have been made to effect personal service without success, then such notice shall be served upon such owner or agent within a period to be fixed by the Gold Commissioner before the expiration of the time limited in such notice. If the proprietor refuses or declines to appoint an arbitrator, or when, for any other reason, no arbitrator is appointed by the proprietor in the time limited therefor in the notice provided for in this section, the Gold Commissioner for the district in which the lands in question lie, shall, on being satisfied by affidavit that such notice has come to the knowledge of such owner, agent or occupant, or that such owner, agent or occupant willfully evades the service of such notice, or cannot be found, and that reasonable efforts have been made to effect such service, and that the notice was left at the last place of abode of such owner, agent or occupant, appoint an arbitrator on his behalf.

All arbitrators appointed under the authority of these regulations shall be sworn before a Justice of the Peace to the impartial discharge of the duties assigned to them, and they shall forthwith proceed to estimate the rea-

sonable damages which the owner or occupant of such lands, according to their several interests therein, shall sustain by reason of such prospecting and mining operations.

In estimating such damages the arbitrators shall determine the value of the land, irrespective of any enhancement thereof from the existence of mineral therein.

In case such arbitrators cannot agree they may select a third arbitrator, and when the two arbitrators cannot agree upon a third arbitrator, the Gold Commissioner for the district in which the lands in question lie shall select such third arbitrator.

The award of any two such arbitrators made in writing shall be final, and shall be filed with the Gold Commissioner for the district in which the lands lie.

If any cases arise for which no provision is made in these regulations, the provisions governing the disposal of mineral lands other than coal lands, approved by His Excellency, the Governor, in council, on the 9th day of November, 1889, shall apply.



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