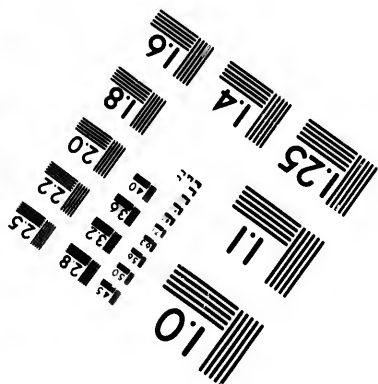
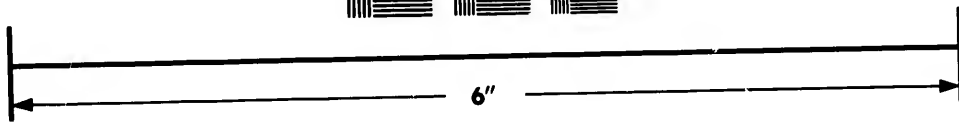
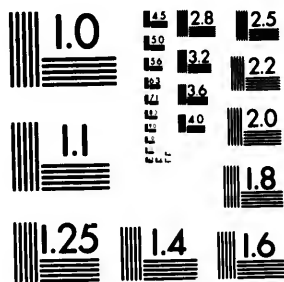


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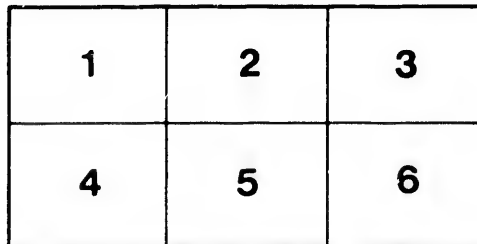
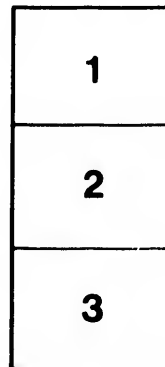
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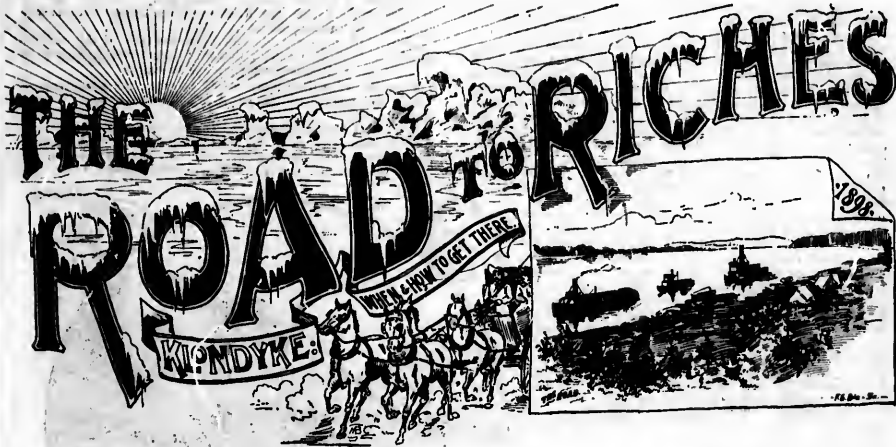
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KLONDIKE AS IT IS.

A TRUE AND DETAILED DESCRIPTION OF THE NEW ELDERADO.
How to go, When to go, and What to do when you get there.

THE AUTHOR'S CREDENTIALS.

(Special to the CHRISTMAS ROAD.)

[In spite of the "hideous horrors" so graphically depicted by hysterical newspaper correspondents, in spite of the undoubted distress and disappointment encountered by too hasty and insufficiently equipped pioneers, in spite of everything and everybody, there will be a huge rush to Klondike next spring! You may argue, you may denounce, you may implore, but you cannot stop it. That "Rush" is going to take place, and it is no good shutting our eyes to the fact. There is a good old English axiom which says, "What can't be cured must be endured," and acting upon it, I want to help those of my male readers who have Klondike before their eyes as a pleasant place to visit, to be wise in time—since they will go there—and to avail themselves of the opportunity which presents itself of finding out about this marvellous place all that is to be known. In the valuable contribution which it is my pride and privilege to print below you will find nothing exaggerated, nothing attenuated, nothing concealed. Such as the New Eldorado is, you will find it described, both by pen and pencil. There has been no inducement to depict things better than they are, nor worse than they are. The most complete care has been observed in describing the country as it is, and not even as it may be—for that would be to travel into the regions of uncertainty with, which this article has nothing in common. Facts are our foundations, actual experience our support, and clear, common practical sense our inspiration. With this, my recommendation, I leave my Contributor to win his own way to your estimation, dear Reader, as he has made his way into the regions whither he would conduct you. You n rely upon him implicitly, and need have no hesitation in following him, if need be to the limits of the Arctic Circle itself.—THE EDITOR.]

CHAPTER I.

The Inevitable Introduction.

THE innumerable barefaced lies and criminal deceptions which have already been perpetrated in connection with the Klondike Goldfields, the many gross exaggerations as to their richness on the one part, and the ignorant condemnation of the fields as a "fraud" on the other, have left the public in a state of utter bewilderment. They know not what to believe nor what to discredit; for, as has been only too truly observed, there has been a nefarious conspiracy between the Press, promoters, and the American steamship companies to push the boom regardless of consequences; while—although not publicly stated—I, nevertheless, unhesitatingly affirm that the true condition of affairs as regards the amount of gold found and shipped has been wilfully mis-stated by the Dominion Government for sufficiently obvious reasons.

As I write, constant news comes to hand of the terrible trials and sufferings endured by the rash fools who persistently ignored the only really good piece of advice, given from all sides alike not to start for the Klondike Region before the spring had commenced. To-day their bones mark the roadway which will be trodden by others when the ice-bound Skagway is released from the grip of winter. The thousands of men and animals who were caught in a trap between the sea and the summit of the Pass, a distance of but eighteen miles, must remain—with such of them as survive the awful four months yet before them—where they are. Never are the survivors likely to forget the horrors of their situation, the impassable boulders, the deadly bog-holes, nor the all-destroying torments. Whatever amount of gold they eventually become possessed of can never compensate them for a tithe of what they will have endured this awful winter. Fancy the kind of Christmas that they will spend, blocked up inextricably in their icy prison, starving, fighting for dear life, cursing, and some eventually dying from crushed spirits or the lack of animal sustenance! Madmen as they are, let us pity them!

An Invitation.

It is not with these unfortunates, however deeply we may deplore their fate, that we, gentle reader, need concern ourselves. Our more pleasant, more profitable, object is to prepare for our visit to the Eldorado of the North with the advent of spring. Our preparations we will make quietly, unostentatiously, yet thoroughly, taking plenty of time and plenty of trouble before our departure, forgetting nothing, omitting nothing, and profiting by the sad but useful experience of others—disasters perhaps to them, but of incalculable value to us. Trust yourselves to my guidance and I will pull you through, no matter whether you proceed thither for business or for pleasure, or for both. I know "the ropes," for I have been there before. I am no novice at the game of "exploration," nor need you fear your own inexperience if you have sufficient confidence in me. I will tell you how to get there by the quickest, the most frequented, and the least trying route. I will advise you when to start, what to take with you, and what to leave behind; where to live, and how to buy or sell land and claims when you get there. If you intend to go for the mere "fun" of the thing I will champion your interests, and point out where the most "fun" is to be got; if you proceed on serious business, let the task be mine to pilot you through the meshes of the "tough" and the "hustlers," two genies of the American with whom you cannot have too little to do; if sport and pastime be your object, still will I help you to attain it with as little trouble and as little expense as possible. The Editor of *The Road* has entrusted you into my keeping. Say, will you come with me and see what I see, do what I do, and avoid what I condemn? "Yes"! Good! Then off we go to Klondike!

Without further preface, let me now turn to particulars. And first it may be as well to say something about

The Situation of the New Eldorado

which, in spite of all that has been written on the subject of late, remains to many almost as vague as was that of the original Eldorado to the old Spanish adventurers. It lies, then, in the extreme North-West of North America, close to the borders of Alaska, which in its turn is only separated from the dreariest part of the Russian Empire by Behring Straits. Of the district no thoroughly reliable map is yet in existence, because until quite recently it was no thought probable, or even possible, that any sane person would ever want to go there. Even of Alaska, which was sold by Russia to the United States as long ago as 1867, there is, according to a well known traveller, "not a map that is worth the ink with which it is printed"; and the survey which was begun some three or four years ago with the object of remedying this defect is still far from completion. However, quite sufficient is known both of Alaska and Klondike to establish the fact that the gold-fields are

Indisputably British Territory.

As the auriferous region, so far as it has been prospected and developed, is well to the east of the 141st meridian, which forms the boundary line between Alaska and the Dominion of Canada, it is of course within the jurisdiction of the Ottawa Government, and consequently a part of that Empire on which the sun never sets; though it must be confessed that he does remarkably little of his shining on this particular fraction of it. A long and Arctic winter, a short and rainy summer, make up Klondike's year. Nothing but the prospect of gold illimitable, or, to turn

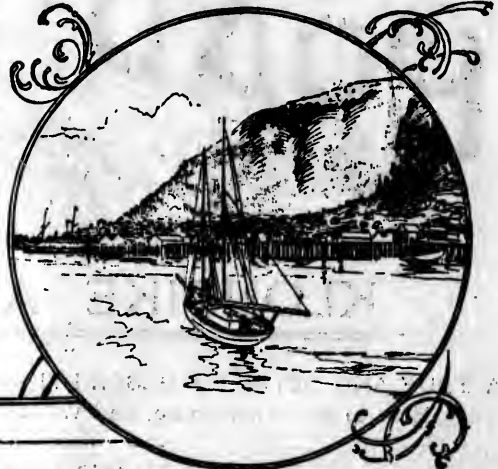
the phrase into the familiar Johnseese, "a potentiality of riches beyond the dreams of avarice," could tempt men to a spot so sterile and uninviting. But whosoever thence the oarcase is there shall the eagles be gathered together.

No doubt it is easy to moralize on the folly of this reckless pursuit of riches; to wonder that men should rush so lightly on Dangars, Sufferings, and Privations

for the sake of a little flimsy lure; to vaunt the advantages of honest toil and the blessings of humble contentment; to say with the poet,

"O fortunatos nimium sua a bona norunt"

and to quote from *Æsop* the fable about the dog that dropped the substance for the shadow. But all the moralizing in the world will not alter the fact that men, when golden visions are



"THE ROAD TO RICHES."—(1) JUNKAU. (2) PREPARING FOR THE WINTER TRIP.

dangled before their eyes, are not to be kept back by the most circumstantial accounts of the terrors of the wilderness that stretches between them and the Promised Land. The accounts may be true enough, but they never happen to apply to the individual who reads them. Each adventurer sets forth with the calm conviction that, whoever else may fail or fall by the way, he is destined to be among the fortunate; just as every soldier marches into battle confident that, whatever may happen to his comrades, he, at least, will be spared to march out again. Columns of Jeremiahs, which, if put together, would reach some distance to the moon, have been printed about the dangers of the road to Klondike; yet it is more than doubtful if a single person who has seriously resolved to try his fortune there has been deterred thereby. On all such warnings are thrown away.

You may as well stand upon the beach,
And bid the main-foot heels his usual height;
You may as well forbid the mountain pine,
To wag their tops and to make a noise,
When they are trodden with the grass of heaven;
You may as well do anything more hard.

as seek to turn the resolute gold-seeker from his quest by any means of the kind. On the other hand, trustworthy information is most welcome to him. Better it is, therefore, to do what is possible to minimise the difficulties which he is to surmount, by furnishing him with that necessary kn. ledge which may enable him to surmount them and to avoid others altogether.

Very important in this connection is the question of

The Time of Year

at which it is best for the adventurer to make his start. In deciding this point it is necessary to take into consideration not only the climate, but also the topography of the country, especially of Alaska, through which alone can the diggings at present

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be approached. It should be borne in mind that the Russians were not road-makers when they were in possession of that territory, and that the Government of the United States has not been a road-maker since. The only road-making that has been done in the direction of the Klondike anywhere in the neighborhood of Alaska is in the Stikine Valley, where the English have laid down a road for 160 miles or so, for the accommodation of those who have searched for gold on the line of that stream and its tributaries. The new discoveries in the Klondike have prompted the provincial Government of British Columbia to extend this road to the head-waters of the river Yukon without delay, and the work is now going on. But in Alaska the Yukon is the only highway, and the sole substitute for the road is the

indeed, which he has: He may choose between traversing it in summer and traversing it in early winter. But this is little better than a choice of evils. It must be remembered that during the summer season it is generally raining in the North-West, particularly in the mountain regions, where the downfall has been known to last for six or seven weeks without a break. Under such conditions the soil becomes saturated with moisture, and the trail is soon reported "soft," which means in plain English that the ground will bear the weight of neither man nor beast. A few loaded mule trains will cut up the best trail in the North-West during the rainy season to such an extent that it is impassable to anyone or anything. Then the expedient of "corduroying" has to be adopted to make the trail passable, and that amounts to proclaiming that the line of travel has been converted into a quagmire which will swamp every living thing that attempts to cross it.

But it may be asked, what in the name of Macadam is

Corduroying a Trail?

Truth to tell, it is an operation more simple than satisfactory. "Corduroying" a trail, good sir or madam, is effected by laying saplings side by side across the trail, these being held together sometimes by their own contact, and sometimes by pinning their ends down with the trunks of trees laid end to end on either side of the "corduroy." This gives a man a reasonably secure footing, and saves him from being immersed in the quagmire beneath; but for loaded animals it is too often a mockery, a delusion, and a snare, and many a good mule has come to hopeless grief upon it. Bad



"THE ROAD TO RICHES."—"THE TREES" STEAMER IN SEAGWAY HARBOUR.

trail. As it will be necessary to refer to the latter frequently, it will not be out of place to give here a short description of

What a Trail is.

Let not the sanguine imagine that it bears the most distant family resemblance to a road! When a trail is spoken of as existing between any two given points in the North-West, the word has no further meaning than that a man, and possibly a beast of burden, may travel that way over the natural surface of the ground. Some of these trails are of the most fragmentary description, navigable halves and such sections of the streams as are navigable by raft or canoe being utilised to make a continuous line of communication. Others consist of nothing more than a marked or "blazed" path through the almost impenetrable wilderness, with its tangle of undergrowth and fallen timber, and may never have been traversed by anyone, except the hardy hunter or daring prospector, who "blazes" the trees as he went along either to mark the location of his traps, or to secure for himself a safe retreat to the point of starting. Neither of these men has had the time or the inclination to remove the obstructions to travel undisturbed, nor has he troubled himself about grades. The route has been picked hap-hazard, with no other guide than the compass and the gaps in the mountain ranges lying in the general course to be taken; and the result is a road which might be called truly infernal but that the comparison would be unjust to the roads of the nether world, which we know, at least are paved—with good intentions.

Such is the trail, and it betwix the Klondiker to make the best of it, for he has got to take it. It is the



"THE ROAD TO RICHES."—LANDING FREIGHT AT DYLA.

this is, however, there is something worse. Of all the torments which the human foot has ever been called upon to endure, few can equal those inflicted by

The Froze's "Soft" Trail.

Every irregularity in the surface is converted by the frost into a sharp torturing point or edge which soon makes itself felt through the stoutest boot. Besides, the ground is as slippery as glass, and footing so insecure that the fear of falling is ever present to the mind, while falls are more than frequent. Those who find their courage fail them before the "soft" track, and who therefore wait at some dismal camp like Skagway for the track to freeze, will probably be appalled by the first day's tramp across a frozen trail. Waddling through the mire is not an

agreeable method of locomotion, by any means, but "shinning it" over a frozen "soft" trail is even less attractive.

Fact, it is not a Pion's Escursion either way. In the one case, you tramp through the day from sunrise to sunset with the rain pouring in torrents from above, and the Slough of Despond in the form of a "soft" trail underfoot, the heavy pack on your back growing, unlike Christian's, steadily heavier as the blankets absorb the moisture; cook the evening meal of "dip-jacks" and beans and bacon over a fire which the falling rain is doing its best to extinguish; and "turn in," after the frugal, half-cooked meal has been devoured, under the shelter of a dripping pine-tree, enveloped in a wet blanket and wetter clothing. In the other case, you tramp in the heart of winter over mountain and valley, through a trailless territory, with pack on back and several feet of snow underfoot, treacherously covering prostrate tree-trunks and undergrowth, and letting you down up to the arm-pits, or over the head, in unsuspected pitfalls, every few yards through the trying march; sleep through the night under a hastily constructed brush hut made from the branches of the pines; and awake in the morning with two feet of fallen snow banked up against the blanket in which you are wrapped. So pay your money and take your choice.

But though there is little difference between a hard trail and a soft, other considerations ought to weigh down the scale in favour of

A Start in the Spring.

In the first place, the earlier the traveller reaches the trail the better condition ought he to find them in. At the least, the risk of finding them "soft" is diminished, while there is none of finding them "hard." Again, the mining season opens in June, and, as it is short, it is advisable to make the very most of it. Those who arrive at Klondike late will find the bleak winter upon them almost before they have had time to look about them, and will perform have to spend many months doing nothing, at great expense, and in still greater discomfort. Upon the whole, it appears that the best method of dealing with this Tom Tiddler's Ground of real life is to keep pretty closely to the rules of the juvenile game of that name: Stand by and watch your opportunity, dart in and grab as much as you can, and then dash out again before you can be caught by winter, which plays the part of Tom. The territory should be

Raided, Not Occupied.

With this object in view, the adventurer should leave England not later than the beginning of April. After that date a delay of a day is the waste of a day; while to set out late in the summer can only end in arriving just in time to be hermetically sealed up, in idleness, for the winter; and to start later than that



"THE ROAD TO RICHES."—SLEDGING ON AN ALASKA TRAIL.

is to run a very great danger of never arriving at all. Or, to sum up, after the fashion of Mr. Wegg:

If in good time you would be there,
In April for a start prepare;
If till July you choose to wait,
You'll be in time—so be too late;
If till September you delay,
You'll leave your bones upon the way.

Having settled when to go, the intending traveller must next decide what to take. And here it may be advisable to drop

A Word of Warning.

against listening to the advice of good-natured friends who always know everything that is required, whether one is bound for the North Pole or the Equatorial Provinces. Wherever it may be, they invariably are intimately acquainted with a man who has been there, and can assure you, on his authority, that such-and-such an article is "absolutely indispensable." We, too, know that man; he comes from Sheffield. He who does not turn a deaf ear to these insidious suggestions will, on arriving at the critical point of his journey, inevitably find himself saddled with an immense heap of "indispensable articles," impossible to transport, and useless could they be transported. Be it remembered that the steamers only allow to each passenger a limited quantity of baggage; while for the land journey the impedimenta should obviously be kept within the most modest dimensions. Nothing should be carried except necessaries, which can best be obtained at the post where the overland trail begins. There it will be easy to ascertain exactly what is essential; and already there are plenty of stores which make a special business of equipping the traveller. Let him keep his money until then. What he lays out in this country will, for the most part, be wasted.

As for clothing, those who start in the spring and do not intend to remain through the winter, need not fit themselves out like Arctic explorers. The Klondike summer, though short, is often oppressively warm. It is a trying climate for thermometers, the temperature ranging from 98 in the shade to 80 below zero, or a variation of 178 degrees. To adapt the verse about the little girl with the curl on her forehead, it may be said of Klondike that:

When it is cold, it is very, very cold;

But when it is hot, it is terribl!

Nor are the usual products of a hot climate absent, the most irritating and objectionable of insects being found in great abundance and of exceptional size and ferocity:

There, scattered wide, the liveliest of the pest
In bands unseen, are big mosquitoes found;
This insect loves to buzz and wafton there,
And, biting freely, only breaks around!

This is no fancy picture. Mr. Harry De Windt, who has "been there" is more senses than one, reports that he

[Continued on page 759.]



"THE ROAD TO RICHES."—A CORRAL ON SUMMIT OF CHILKOOT PASS.

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has, on occasions found it impossible to talk, sleep, or even eat, owing to the attacks of these pests, which have been known to torment dogs to death; while the deer and bears are often driven into the rivers and lakes to escape from them. Let us also escape from them by turning to a less painful subject.

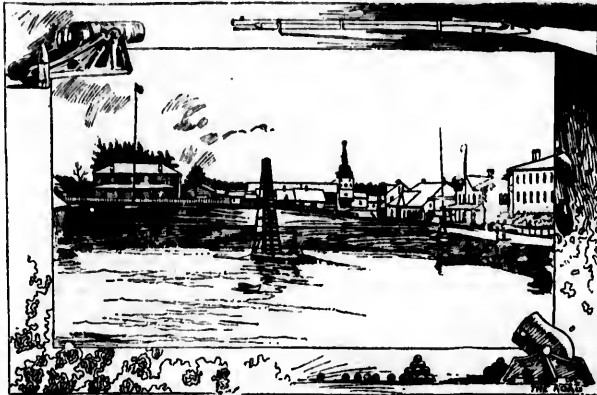
Strait to a connection with the railroads in Canada and the United States. As for Behring Strait itself, it is so crowded with islands that it can be bridged over, until not more than three miles will be left for ferrage, and boats can be built sufficiently strong to transport trains to the other side.

There is also some talk of establishing, with the aid of British capital,

A Strictly Canadian Route

by means of a branch line from a point on the Canadian Pacific Railroad to the south-eastern part of Hudson's Bay, and a service of steamers thence to the Yukon district; but none of this line has yet been laid down, except on paper. And then, of course, some day there will be the much-talked-of air-ship—balloons have already been suggested—sailing aloft.

Up above the world so high,
Like a steamboat in the sky
(to take a slight liberty with one of the masterpieces of our literature), and enabling the miner to return to dinner at his club in town after each day's work. Unfortunately the air-ship labours under a drawback just the reverse of that which affects the other schemes just mentioned. They are still in the clouds, while the air-ship as yet is not. Doubtless they will, one and all, be extremely appreciated by those who care to wait for them, and who will probably arrive (in perfect comfort) at Klondike just about the time when there is no longer anything to be got there. At present, however—and it is with the



"THE ROAD TO RICHES."—MARINE BARRACKS AT SITKA.

Next arises the question of routes, of which there are two available from Vancouver, which is reached from Liverpool by Allan or Dominion Line and Canadian Pacific Railroad in sixteen or twenty days. For the sake of distinction these may be called

The Sea Route and the Land Route

though, as a matter of fact, neither is exclusively confined to one element. The first is from Seattle, by way of the Straits of San Juan del Fuca, across the Pacific to Dutch Harbour, then through Behring Sea and Norton Sound to St. Michael's Island, where a transfer is made to one of the North American Transportation Company's river steamers, which journey along the Yukon to Dawson. The remainder of the distance—scarcely fifty miles—must be travelled by land. In all, the journey from Seattle to Dawson takes some twenty-five days, and costs about £35. Each passenger is permitted to carry 150lbs of baggage.

The second route is by steamer from Victoria to Port Juneau, where another boat may be obtained as far as Dyea, where the arduous journey by way of the Chilkoot Pass begins. It is shorter, but far more difficult, than the first mentioned, which, though more expensive, is both more comfortable and more expeditious. But neither route is perfect. This has already been fully recognised by many astute individuals, and latterly there have been mooted several schemes which are expected to have the effect of making Klondike almost as accessible as Monte Carlo. As the poet observed, there are visions about. Chief among these is the project of

A Railroad from Paris to Klondike,

running in part over the same route that Mr. De Windt intended to follow on his proposed journey from New York to Paris, by way of Alaska and Liberia—fully described by that gentleman in an interview published in *The Road* as far back as November, 1896—and which he would have followed, but that Behring Strait belied its name when he wished to cross it, as it was not bearing. Klondike, in fact, is to become a wayside station on a great railroad girdling the globe in three-and-thirty days. The record set up by the imaginative Jules Verne's impassive Mr. Fogg will thus be knocked into the proverbial cocked hat. Nor is this all an idle dream.

When the great Trans-Siberian Railroad, of which more than half is already laid down, shall have been completed, it will only be necessary to build a comparatively short branch to the shores of Behring Strait, and another stretch of road from the Alaskan side of the

present that this article is concerned—

The Only Practical Routes

are the two set forth above, and the adventurer must decide between them. This he must do for himself. So much depends on financial and physical considerations—a fairly long purse being required for the first, and fairly long legs being indispensable for the second—that it would be foolish to offer an opinion on their respective merits. All that can be done is to supply the leading facts about them, and leave each individual to make his own choice in accordance with his own resources.

Of the first, it is needless to give a detailed description, since the ocean voyage is necessarily devoid of the excitements, perils, and picturesqueness of the overland trip. It affords no scope for the sensational writer, and consequently has figured little in the newspapers. Happy the route that has no history! Yet it must not be imagined that

Life on a Miners' Steamer

leaves nothing to be desired. Those who picture to themselves a handsome vessel of good capacity, possessing snug state-rooms



"THE ROAD TO RICHES."—THE TOWN OF ST. MICHAEL, AT MOUTH OF YUKON.

with snowy berths, a comfortable smoking-room, and a spacious saloon in which neatly-uniformed stewards sit briskly about long tables glittering with glass and plate, will be lamentably disappointed. The reality is very different. In the first delicious days of the fever steamboats were snapped up anywhere and



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picture. Mr. Harry
has "been there" in
one, reports that he
ved on page 759.

equipped anyhow to meet the overwhelming demand. The "Portland," which really started the "boom" by arriving at Seattle with

A Cargo of More Than a Ton of Gold had previously distinguished herself as an opium smuggler, and then for a time had been employed in the more prosaic coasting trade. The "Williamette" was a cargo-boat, and was turned into something remotely resembling a passenger steamer at a moment's notice and a cost of \$2,000. Between the time that she discharged her cargo (of coal) and the hour of her departure—a matter of days—bunks, fully as luxurious as those obtainable for twopence a night in a metropolitan "doss-house," were hurriedly constructed. It is true that the bed-clothes were clean, a complete new outfit of sheets, mattresses, pillows, and coverings having been bought for the trip. Space was economized to such a remarkable degree that the man who could walk (except crab-wise) between the tiers must have been thin, indeed; and where the baggage was to be stowed was a problem almost as

can be depended upon to right itself; steamers will be built, rail-roads laid down, new trails discovered. But for some time to come the pilgrim to Klondika must be prepared to rough it, both on the road and at

Dawson City, which is the terminus of the ocean route. Though called a city, and promising soon to become one, Dawson, at the beginning of autumn could only boast a population of about 6,000, which, however, is remarkable enough, considering that, last winter, after the first rush, its inhabitants numbered only a third of that total. And it is still growing. That is the mischief. It is growing too fast for its strength. Its resources are not equal to its population, which it can neither lodge nor feed. In the summer a full half of its inhabitants were living in tents; but this winter, with the thermometer at 40 degrees below zero, a canvas house is little better than no house at all. Lumber commands fabulous prices, logs from four to six inches in diameter, which have to be hauled or floated from fifteen miles away, fetching from sixteen to thirty-two shillings apiece.

The Price of Food

is even more alarming. By the last accounts potatoes were four shillings a pound, eggs six shillings each, and bacon two shillings a pound, and riling. The worst cigars known to man cost two shillings each. Flour was almost unobtainable at any price. But there was plenty of whiskey! The managers of the two companies which carry supplies up the Yukon river from St. Michael—a picturesque and now important place illustrated herewith—appear to have settled in their intelligent minds that whiskey, not bread, is the staff of life, and have acted accordingly. A typical example of their policy is supplied by

The Case of the Steamer Alice.

She was going up the river towing a large barge laden with eighty tons of whiskey and wine, including a quantity of champagne, and a good store of provisions when, near Fort Yukon, about 200 miles above Dawson, the barge took the ground. As the river was falling rapidly the barge had to be relieved of her cargo, only a part of which could be saved. They saved the whiskey! Overboard went tons



dark as how the Djinn got into a bottle in the "Arabian Nights." They were called "first class berths"! Away down in the hold, where the light of day only penetrates when the hatches are off, other bunks were constructed, but what they were called, deponent saith not. Forward were stalls for horses, mules, and burros.

The Bill of Fare

was likely to be more substantial than savoury, calves' heads, sheep's tongues, and Frankfurt sausages being stowed away in the ice-chest, and huge carcasses of beef and mutton hung in unappetizing proximity to some of the berths. Yet men battled for those berths, although he who was fortunate enough to secure one might truly sing:—

There's rather much society,
And not too much variety;
I've sheep's tongue ranned for breakfast, and
I've calves' heads for my tea;
I have a bunk to lie upon
A peeper would cry fit upon!

That's what it's like in far Klondika to travel
by the sea!

One is not surprised to hear that the United States authorities were doubtful about permitting the vessel to sail in the condition in which she was fitted up; but when they had ascertained that a life-belt was provided for each berth, that life-rafts were on every deck, and that plenty of life-boats swung in the davits, they relented, with questionable wisdom, and let her start upon her trip. The condition of her passengers, packed like sardines in a box, when the rough water was reached, must be left to the imagination. But I send you a sketch of the vessel itself for your information. (See next page.)

Possibly things may be better in the spring, although the tremendous rush that is then certain to set in is likely to exceed all calculation and to upset all arrangements, whatever preparations may have been made to cope with it, so that very similar shifts may have to be resorted to. Eventually, of course, after a temporary dislocation, the relation between supply and demand



"THE ROAD TO RICHER."—(1) THE TOWN OF ST. MICHAEL. (2) FORT YUKON.

of flour, bacon, sugar, beans, and canned goods of every kind, while the eighty tons of liquor were transferred to the "Alice," which brought them safely to Dawson City, much to the indignation of the miners, who wanted flour, not whiskey. One man actually went as far as to propose that the next fellow who brought in as much as a gallon of whiskey should be strung up to encourage the others. Such a warning might have been salutary had it been given sooner, but it was then too late. Even supposing that one or two steamers should have got up after that date, they can hardly have carried stores sufficient to feed the people beyond Christmas. What is to become of them after that? At St. Michaels there are provisions in abundance, but when the river has once frozen all communication with it is practically cut off for the next nine months. So Dawson must fight its battle unaided. Not against starvation only. Not long ago

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there, and more weather was it is sincerely food may z the rear d addition to appear, the generally b before the Dawson City miners' com the man alit tributed the his goods at may manage black prov tend against.

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Juneau, the metropo Alaska, nestles at th of a rang might mov ed in a snow. Eigh months ago neau was fille wretches wh peared to chiefly on they could from traveller riving by ste or at least, no other means of a tence. It has a population more than 3 and is r growing. It sits of its house laid with fair regul and is lit thr out with tricity; but the summer, c to the unce rains, the stre two hotels an if plain, in to day with lodg the town acta especially fur a dustry, in the Of course, the while a few ha after figure wo A list of the n being more

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YUKON.

oanned goods of liquor were trans- e them safely to miners, who wanted far as to propose that a gallon of whiskey s. Such a warning sooner, but it was two steamers should y have carried stores as. What is to be- here are provisions in oxen all communica- ten nine months. So ed against starvation

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Typhoid Was Raging

there, and there was only one licensed doctor in the place, though more were said to be on the way. The approach of the cold weather was, it is true, expected to drive away the scourge, and it is sincerely to be hoped that it has done so. The scarcity of food may also have been somewhat alleviated by the arrival of the rear division of gold-seekers and the stragglers, in which addition to the number of the community is, paradoxical as it may appear, their chief hope of salvation. Men who travel by land generally bring in a good supply of food; and for some time before the beginning of winter, whenever a new comer reached Dawson City, he was promptly annexed, pack and all, by the miners' committee, who took from the pack enough food to keep the man alive till the first supply can reach the diggings, and distributed the remainder *pro rata*, of course paying the owner for his goods at Klondike prices. By these and other means they may manage to struggle through. Still, at the best, theirs is a black prospect, with famine, disease, and cold to contend against.

Harking back to Vancouver, let us now trace The Overland Route through the Chilkoot Pass, which has already made itself a name of fear. The first stage of the journey is uneventful enough, being by steamer to Victoria in British Columbia, from which it is but a two days' voyage, also by steamer, to Sitka, the metropolis of Alaska, which nestles at the foot of a range of mighty mountains clad in eternal snow. Eighteen months ago Juneau was filled with wretches who appeared to live chiefly on what they could beg from travellers arriving by steamer, or at least had no other visible means of subsistence. It has now a population of more than 3,000, and is rapidly growing. It consists of wooden houses laid out with fair regularity, and is lit throughout with electricity; but in the summer, owing to the unceasing rains, the streets are generally knee-deep in mud. There are two hotels and several restaurants, where board, substantial if plain, is to be had at prices ranging from sixteen shillings a day with lodging to four shillings a day without it. Moreover, the town actually boasts a theatre, and plenty of good shops—especially fur shops. The chief, indeed practically the sole, industry, in the fitting out of passengers for the trip to the Yukon. Of course, the cost depends upon the purse of the purchaser, and while a few have been content to spend as little as \$5, a far safer figure would be \$20, and very many greatly exceed this. A list of the most essential articles may be thrown into rhyme, as being more easily remembered in that shape:

Be sure you get a Yukon sleigh,
Built on the soundest plan;
A tent, if you're the cash to pay;
And, for the inner man,
Provisions for five months or more,
With wraps and overshoes,
Of serviceable clothes a store;
And tools to build canoes.
These are the things you most not lack,
If you're ambitious to come back!

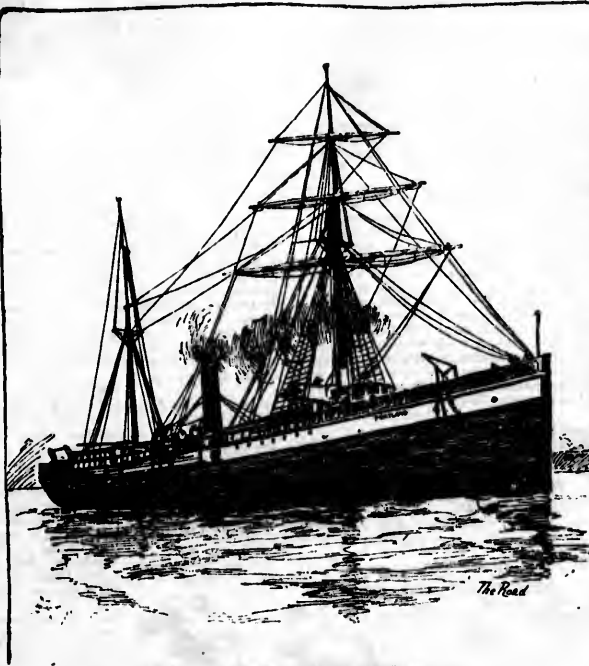
The staple articles of food are flour, bacon, beans, sugar, and tea; these are necessities. Ham, canned meats, rice, milk, butter, dried fruits, and coffee are usually taken also, although they are regarded as luxuries by veteran prospectors of a Spartan turn, who would doubtless also frown on the ingenious little stove-iron stove, which is, nevertheless, a very desirable addition.

An ordinary outfit will weigh about 400lbs. to the man, although some have been taken which would tip the scales at 1,600lbs. Such large outfits are, perhaps, no longer necessary, or even advisable, as competition between the trading companies at Forty Mile—a post so called because it is forty miles below Fort Reliance—has so reduced prices that it does not pay to take more than a generous allowance for the journey, as it is easier to buy the provisions for the season's prospecting there. Better, however, to err on the safe side and to carry too much rather than too little, for if anything be lacking it cannot be obtained until the Yukon posts, eight hundred miles away, are reached. One bids farewell to hotels, restaurants, steamboats, and stores—in a word, to civilisation—and in "his own star," to pursue his course whither and how he will, beyond all the conventionalities, artificialities, and restraints of society, and practically beyond all law.

Yet not altogether so. Along the road

The Wild Justice of the Frontier

is sternly and promptly administered, and grim Judge Lynch holds frequent court. Even in that frantic scramble a certain amount of system—the most rough-and-ready description—but perfectly effective withal—has at times been found necessary. For instance, when the headlong rush in the rainy weather made the trails impassable, men with loaded rifles were stationed along the road to keep everybody back whilst work was being done to render travelling comparatively easy. In the meanwhile the miners' committee preserved perfect order. Two men who were caught stealing were shot dead on the spot. One of them lived in a tent close to the trail by which all must pass, and his bullet-riddled body, hung from a pole,



"THE ROAD TO RICHES."—THE STEAMER "PORTLAND."

gruesome sight to behold, remained before it in the open air for two whole days—a grim and ghastly warning. He had stolen a sack of flour and 100lbs. of bacon. It may seem terrible to think of a life being taken for so small a crime; but it must be remembered that at that time, and in that place, food was far more precious than gold—it was life itself. In the code of the Vigilants few crimes are recognised; but for those few there is but the one punishment—death, swift and merciless. Judge Lynch is emphatically a "hanging" judge. The same man accuse, try, condemn, and execute—in one and at once—like that notorious officer of Yeomanry, "The Walking Gallows," whose epithet runs:

Here lie the bones of Hampstead
Judge, jury, gallows, rope, and all!

We return from this digression to Juneau, though only to leave that town. From this last oasis of civilisation a dirty little steam launch, dignified by the name of a steamer, and generally loaded far above its proper capacity, conveys the traveller a hundred miles to

Dyes,

which consists of a rude log store and a movable town of tents,

occupied by diggers bound for the goldfields. A delay of some days occurs here, while Inoians are procured to carry tents and baggage to the Lakes, twenty-four miles distant from the Chilcoot Pass. Pains should be taken to see that the provisions, especially, are properly packed to guard against damage by water and rough handling. Packs should be made up to weigh about 100 lbs., put in canvas bags, and then wrapped securely in oil-cloth. Should they be exposed to rain, dropped in wet snow, or even immersed for a short time in the river, practically no damage will result. The Indian porters usually carry one such pack apiece, and the charge for the trip to the Lakes is—or used to be—for miners from nine to twelve dollars.

Demand for Dogs.

Dogs are also bought here, and, as a great deal depends upon them, they should be carefully selected. Puget Sound dogs cannot be recommended, being too thin-haired to stand the Arctic climate. The hardy breeds introduced from Montana and Dakota are better; but they are far inferior to the Yukon breed, which is said to be a cross between the Esquimaux dog and the timber wolf—an amiable blend. A good dog team is valued at \$60; bought singly the dogs fetch \$5 apiece. They are of a greyish colour, with hair like that of a seal, and will eat anything they can get. A sketch of a typical Yukon road dog will be found on page 767.

This spring additional facilities may be available. From the parts round about Tacoma, in Washington State, a huge mob of horses and mules has been gathered together, and is to be transported to Alaska in March. Moreover, an attempt is being made to utilize reindeer, of which animals twenty were brought down this year from Point Clarence to Sk. Michael's. The experiment, if successful, ought to have far-reaching consequences. Captains seem to have overlooked the advantages to be derived from the introduction of these intelligent animals as carriers of men and goods; but a few authorities regard the reindeer as

The Beast of Burden Designed by Nature

to travel over those vast wastes, and aid with tireless activity in their development. One great advantage he possesses over dogs and horses is that he can forage for himself, subsisting by digging roots and grasses from the frozen snow; while in an extremity he can supply his master both with food and clothing. It is possible that he may play an important part this winter in hauling supplies to Dawson City, and then help to relieve the food "shortage" which the experienced Yukoner predicts with the confidence of a Moses and the gloominess of a Jeremiah. Certain it is that those who are best acquainted with him express the utmost confidence in his powers, and declare that, in their opinion, the development of the more remote goldfields of Alaska will be largely dependent on him. Under these circumstances, I think it is only fair to send you a sketch of this most valuable animal, which will be found on page 771.



"THE ROAD TO RICHES."—STONE HOUSE AT THE FOOT OF CHILCOOT PASS.



"THE ROAD TO RICHES."—SOME YUKONER CHILDREN.

Having procured the means of transport, the traveller may now set forward on the most difficult and dangerous portion of his journey. Straight before him flows the dread Chilcoot Pass,

The Gateway of the Golden Land,

through which so many have passed who shall return no more. At first the ascent is gradual, a rough and broken trail leading up from Dyes to Sheep Camp, which is close to the limit of the timber line. High above it frowns the formidable Pass, but higher still the mighty mountain rears to heaven its rocky head crowned with its "diadem of snow." No further progress can be made until a clear day, and sometimes the weather continues bad for two or three weeks together, the mountain top veiled in thick, rolling clouds, and the icy wind whirling the new-fallen snow in every direction, or driving the stinging sleet in the face of any body bold enough to stir out of camp and peep at the precipitous wall of ice and snow which blocks the way and cannot be scaled. On the first fine day

The Tug of War

begins. For the first few hours, the way lies over a succession of snowy ledges, which, honey-combed by numberless water-courses, form a kind of crust some twenty feet above the ground. Travelling here is very dangerous. There is no path or trail to

guide one, and here and there yawn huge crevasses where the snow has fallen in upon some roaring torrent. There are seven or eight of these ledges, which increase in steepness, until, halfway up the last, it becomes necessary to crawl painfully up the slippery slope on hands and knees. The last part of the ascent is even harder still, being in places quite perpendicular. There is no path of any kind, nor would it be possible to make one; for the rocks are loose and insecure, and the passage of a man will often dislodge a huge boulder, and send it thundering down, to the deadly peril of those below; while there are two or three places when a slip means certain death, notably one about thirty yards from

The Summit.

which can only be reached after a struggle calculated to tax the strength and agility of the most seasoned and skillful mountaineers. "Try not the Pass," the old man said, to the ambitious young lustre who was running about loose bearing a banner with that strange and ungrammatical device, "Excelsior!" and really the old man showed a considerable amount of wisdom. To all but the most hardy, his advice may be repeated: Try not the Pass!

So he who has both tried and mounted it may well indulge in a temporary feeling of exultation, as, removing the blue goggles which must be worn to guard against snow-blindness, he looks

(Continued on page 767.)

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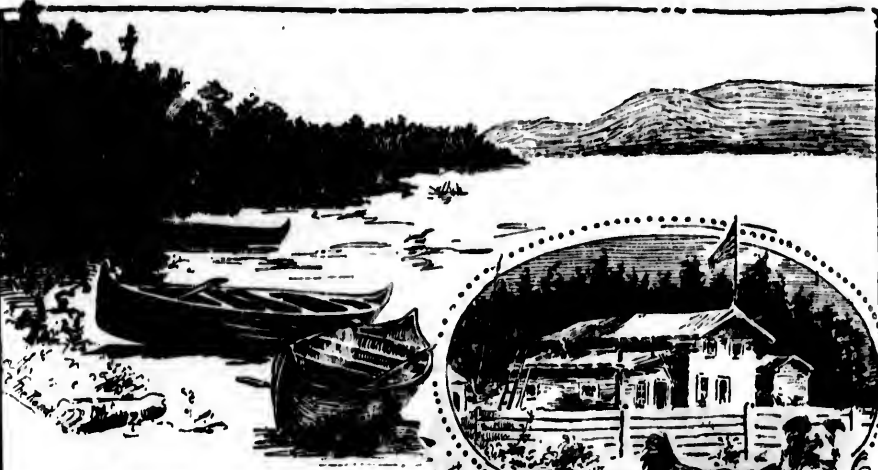


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"THE ROAD TO RICHER."—SCENE ON THE YUKON, CLOSE TO DAWSON CITY.

around him with the air of Cæsar dictating his famous despatch. He has come, and he has conquered; and now he is fairly entitled to see. On one side, the limitless ocean shows, scarce twenty miles away; on the other, the descending slope melts into the great valley of the Yukon—a region riven and seamed by glacial forces into dark ravines and gloomy canons.

*Of acres vast, and deserts idle,
Rough quarries, rocks, and hills whose heads touch heaven.*

Whether he directs his steps, after a brief breathing space. The first belt of timber, where the camp must be made, is many miles away; and it behoves him to set about

The Descent

without delay. Down a steep lee-slope of some 500 feet, through deep snow-drifts, gradually thawing to half-frozen slush as the lower ground is gained, across a ridge of rocky hills and several swollen streams, he struggles on until, after a wearisome tramp, he reaches Lake Lindemann, the first of the chain of lakes, where at last he halts for much-needed rest and refreshment, having spent fully fifteen hours in strenuous and continuous exertion.

His difficulties are by no means at an end, however, the kingdom of gold resembling the kingdom of heaven in that it is entered through much tribulation. He has used his legs to some purpose; it is now the turn of his hands. A boat is required to traverse

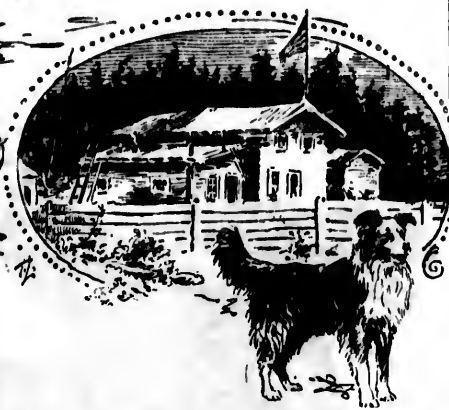
The Labyrinth of Lake and River

which still lies between him and his goal; and before he can saddle his own canoe, he has got to make it. First the timber must be felled and fetched from a considerable distance, the reputed onslaught of previous "runners" having driven the wood-logs far back from the shores of the lake. Then he sets to work upon his little craft. In his pack he has—or ought to have—the necessary tools and the pitch with which to caulk the seams. For the rest he must trust to his own ingenuity; and with proper care he ought to be able to turn out a boat capable of serving his purpose. It may not be a thing of beauty when completed, but that is a minor consideration. Safety before symmetry should be his motto. Nor should he begrudge the time necessary to do the work thoroughly. Too many miners, in their impatience of delay, scamp it, and, adding negligence to their experience, put out in veritable coffin-boats, which carry the occupants to the bottom at the first piece of broken water. The banks of the Yukon and its tributaries are dotted with the rude crosses and cairns which mark their graves.

Truly it is no holiday outing. Behind lies the awful Pass; before are

Stormy Lakes and Raging Rapids.

First is Lake Lindemann, and across which the route lies for some six miles, running thence down the outlet in a north-easterly direction for three or four miles more to Lake Bennett, which is traversed from end to end—a distance of five-and-twenty miles, both these lakes are dangerous, owing to the sudden storms that



spring up. After them the Lewis River is reached, and things soon become lively, the Grand Canon Rapid being within a day's journey. Here the river contracts from a width of 350 yards to one-tenth that breadth, and rushes for a full mile through perpendicular walls of basalt at a pace so swift that the stream is four feet higher in the centre than it is at the sides. In the heart of it there is a basin full of seething whirlpools, and eddies in which nothing but a fish could live for a moment. The surface of the river is like milk, and its roar is like that of a heavy cannonade. On the top of the sides of the canon grow dense forests of spruce, which shut out the sun and make the gully look like a deep, black thoroughfare paved with white marble. One breathes more freely when it has been left behind.

After Scylla, Charybdis. Six miles farther on are the White Horse Rapids—a place so fatal as to have earned the ill-omened name of

"The Miner's Grave."

This is a "box canon," about a hundred yards long and fifty yards broad—a "chute" through which the river, which is nearly 600 feet wide just above, rushes with incredible force. The osiris and wooden crosses are thick in its vicinity. So day after day the boat slides, past banks of clay fringed with forest, and frequented by wolves, black and grey, and brown and grizzly bears. Soon comes the Pelly River, and the junction of the Pelly and the Lewis form the Yukon proper. At this point stands Fort Selkirk, the first trading station.

Next, Stewart River is passed on the right; then, on the left, the White River—so called on account of the milky-looking water. On the same side is Sixty-Mile Creek, which is sixty miles above Fort Reliance; and, a hundred miles below, the long lake-and-river journey of over six hundred miles comes at last to an end at Forty Mile City, which is the central point for

The Klondike Goldfield.

the Mecca to which pilgrims have made their way through perils and privations not a few, in spite of frowning pass and treacherous lake and roaring rapid. The "city" itself has not an inviting appearance. It may be the paradise of the gold-sucker, but it bears a strong resemblance to the Eden of "Marlin Chuzzlewit." Situated on a peninsula jutting out into the river, it consists of a few acres of squalid log huts, scattered about here and there as if shaken out of a pepper-box. The "streets"—that is to say, the intervening spaces—are littered with shavings, beef tins, and other rubbish, while the stumps of the trees out of which the huts have been made stick up out of the ground on all sides. Huge and pretentious placards bearing the words "Hotel Saloon," and even "Opera House" (a "divo" of the

lowest description), adorn some of the larger buildings. As the situation would suggest, the soil is marshy, and the climate in summer unhealthy.

There is a police barracks here, but the services of the detachment quartered in it are seldom called for, the behaviour of the inhabitants being in general excellent, although whisky is plentiful, and

Society at the Digging.

needless to say, rather mixed. Hither, as to the Cavo of Adulam of old, his everyone who is in distress, and everyone who is in debt, and everyone who is discontented, and many others. When the gold fever broke out in its full virulence, a real exodus began from all parts of the States, especially from San Francisco and other parts of the Pacific Coast. Towns which came within reach of the infection could not keep their servants. Stakers abandoned shovelling coals in favour of digging gold; policemen exchanged the club for the pick; postmen throw away the letter-bag and donned the pick. From all quarters

It is true that, in the meantime, to use his own words, "he has lived"; and that is more than some denizens of crowded cities have been able to do. In brief, most of the types which have been made familiar to us by the works of Bret Harte and Rolf Boldrewood are represented, except perhaps the Heathen Chinee, and, as he has a keen scent for gold, he can be depended upon to put in a speedy appearance. The manner of his coming is a dark and fearsome mystery never yet explained. One day two Chinamen—they always hunt in couples—drift into the camp in an aimless manner, apparently from nowhere, and settle themselves a little distance apart from the other miners. Next day they are surrounded by a score of their countrymen, and in a week there is a Chinese quarter to the camp.

As For Life Upon the Yukon

it differs in some respects from that which has been so graphically described by the two novelists already mentioned. By all



"THE ROAD TO RICHES."—A MOUNTED KLONDIKE POLICEMAN.

All Sorts and Conditions of Men

have been gathered together. Even the bicyclist has put in an appearance, machine and all, though he must find the Yukon district rather a hard road to travel on pneumatic tyres. The "Forty-Niner" who has been in every rush since the early days of California, is not missing here. He is verging on the zero and yellow leaf, for he cannot be much less than seventy, and has had nearly fifty years' experience of gold-mining, yet here he is, spare and grizzled, and worn, but still hopeful! He should be useful as a kind of object-lesson to enthusiastic young adventurers who confidently expect to "strike it rich" immediately after their arrival, and to return home triumphantly in the autumn. The "Forty-Niner" is now drawing near the appointed limit of a life spent in hard work at all the most famous gold-fields of the century, and his fortune is still to make!

accounts, the Klondike miner—in summer at all events—is chiefly occupied in waging war against the mosquitoes. In his spare time he works his claim. As the ground is frozen right down to the bed-rock, some eighteen to twenty-five feet below the surface, where alone the rich "pay-dirt" is struck, he has to adopt a method peculiarly slow and tedious. The recognized practice is to remove the surface mass, which is eighteen inches thick, and then build a fire which burns all night. In the morning the snow is thawed down about two feet. This is shovelled out, and another fire is built; and in this slow and laborious way the ground is removed down to the rock.

In the evenings the miners assemble in the saloons to drink whisky, gamble, and talk of

The Lucky Ones;

of "old man McCormick," who made the first discovery of gold

[Continued on page 771.]

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in large quantities at the mouth of the Klondike, whither he had gone, in the spring of 1866, in quest of salmon; of Joe Ledue, the most persistent and successful of the Yukon miners, who as long ago as 1863 was described by Lieutenant Schwatka, as "digging holes perseveringly, and finding precious little in them," and who is now the chief proprietor of Dawson City, where land in the best situations fetches \$25 a foot, and a millionaire many times over; of Clarence J. Berry and W. Stanley, who have retired with fortunes of \$27,000 and \$23,000 respectively, acquired in a few weeks; and of many others—comparative minnows beside these Tritons—who have realised sums ranging from one to twelve thousand pounds.

Yet, on occasion, they have other diversions, too; albeit these do not appear to be of a wildly exhilarating character. Mr. Harry De Windt, who attended

A Miners' Ball in one of the saloons at Circle City (which is on the American side of the boundary line), has given the following unattractive description of it:—"It was a melancholy function. The long, low apartment was festooned with flags, and there was a bar at one end. The orchestra consisted of a violin and a guitar; it was almost drowned by the din at the bar and the stamping of heavy feet. Wrangles and fights took place at intervals. It was past midnight, but some guttering candles still struggled faintly with the Arctic twilight. The guests numbered sixty, and quite a score of dogs had strayed in through the open doorway. These latter seemed to excite no surprise, or even remark, until the M.O., a giant in shirt-sleeves, proceeded to walk round and sprinkle the boards with powdered resin. He was quite unconscious of the fact that one of the hungry curs followed him closely, and greedily devoured every atom as it fell. A gambling saloon opened out of the ballroom, and was in full swing—poker, roulette, and faro being the favourite games. Most of the players staked little bags of gold dust—a recognised form of currency on the Yukon, fetching seventeen dollars an ounce."

One can guess that partners of the proper sex must have been lamentably scarce at that entertainment, for the Yukon goldfields can as yet hardly be considered as "woman's sphere," wide as that has now become. To be sure, there is the celebrated Mrs.

and bounds, "claim-jumping" was indulged in by divers dishonest persons, and Mrs. Wills has had to fight for her property. It is valued at \$50,000. While holding on to it, she spends her leisure moments in earning \$3 a-day as head cook for the Alaska Commercial Company at Dawson. As she herself says, she "went through death" to seek Alaska gold, so it is satisfactory to find that, after all, she is still very much alive—and cooking! Long may she wave the lull!

In addition to this, "one of the most remarkable women of our country, sir," several other ladies have started for the far North,

intent on Nuggets.

Early in November, three plucky members of the fair sex, clad in serviceable suits of mackinaw, cut in the regulation "bloomer" pattern, started from the "City of Seattle" for Klondike, the report of difficulties ahead having failed to weaken their determination to accompany their husbands on the long and dangerous journey. Their names are Mrs. Nalson, Mrs. Shand, and Mrs. Cecil. The husband of the latter is said to be a nephew of Lord Salisbury. If so, he can find a precedent for his action in the previous history of his uncle, who, as Lord Robert Cecil, worked for a time on the goldfields of Western Australia. If I mistake



"THE ROAD TO RICHES."—
A TYPICAL REINDEER.

J. T. Wills, of Tacoma, Washington, U.S.A. What! You never heard of her? O Fame! where is thy trumpet? Why, it is her proud claim that she is.

"The Pioneer of Pioneers!"

She has pioneered it in New Mexico, Colorado, and Washington. Eight years ago, she "struck" Tacoma during the great North-Western boom, and married J. T. Wills before he could look round him. He was her second husband; she had buried her first some time before. As the boom subsided, it became too quiet in Washington for Mrs. Wills and she journeyed to Alaska. What she had done with J. T. W. does not appear; he here drops out of her history. In Alaska his wife, or widow, figured as the pioneer woman gold-hunter of the section. At first she baked bread and conducted a laundry at Circle City, did plain sewing for the miners, and introduced the first starveling shirt into the El Dorado of the North! Then the news of the great gold discoveries on the Klondike came down the Yukon, and Mrs. Wills at once joined the stampede, starting with a party of cattle-men. The trip was rough and exciting, but she did not complain, and was not a burden to the men who led the rush for the new diggings. From Dawson she dashed with the best of them for a claim, but, as the value of the surrounding ground rose by leaps

and bounds, "Fortinbras" referred to his having seen the identical hut which was occupied by the present Marquis of Salisbury, and which was referred to in his "All the World Round."

Many other women have accompanied their husbands part of the way, but the majority of these have stopped short at Skagway—a half-finished "town," situated at the head of the Alton leading to the White Pass—where at least they escape the worst privations. As a general rule, however, the wives of Klondike adventurers stay at home in comfort, if not at ease. They are known as Klondike Widows.

There are scores of them on the Pacific Slope—particularly at Seattle. Mostly they are plucky, true little wives, waiting patiently for the return of their lords with the nuggets of Klondike—and at the same time amusing themselves with diction. Some have given up their houses, and are boarding out, receiving all the attention of "belles," for it is no little distinction to be a Klondike widow. Let us not begrudge them their little hours of gaiety, poor things! Ere now many of them may be widows indeed.

Then there are the women who are mad to get to Klondike in any capacity. Their name is Legion, and, if they are not possessed of devil, they are certainly suffering from



at all events—is chief equities. In his span it trowen right down to the foot below the surface, he has to adopt a recognised practice in inches thick, and the morning the "cave" travelled out, and another way the ground in the saloons to the first discovery of gold continued on page 771.



CAPTAIN KIBSTON OF THE STEAMER "PORTLAND."

has an idea of practicing as a physician there—this must be a "new woman." Yet a fourth confesses with frank simplicity, that she wants to get there with the view of marrying a miner; she must be an old maid. Instances of similar folly might be multiplied many times, but let these suffice. Enough has been said to show that the Klondike madness is a very real disease, and that those whom it attacks are scarcely responsible for their actions. Even educated, and presumably intelligent, men have fallen helpless victims to it. It has carried away clergymen from their pulpits, doctors from their patients, lawyers from their briefs. One clergyman is now officiating as purser on a steamer bound for Skagway; and there are many other phases of the mania, which has even spread to the restaurants and the churches. Thus, in Vancouver recently, the members of the Congregational Church gave a Klondike supper. The menu, as advertised in a local paper, may be reprinted here as

A Culinary Curiosity. MENU.

- Grizzly Bear Steak Pie.
- Roast Polar Bear, with Bonanza Creek Gravy.
- Wild Cat Steam Pudding.
- Lynx Chops, Reindeer Cutlets.
- Klondike Sandwvcs, with Seal Trotters.
- Dyea Nuggets.
- Slices of Chilcoot Mountain.
- SWEETS.
- Arctic Circle Berry Pie.
- Snowshoe Dumplings.
- Dawson City Flapjacks.
- Klondike Snow, with Gold Sauce.
- DRINKS.
- White Horse Rapids, Hot or Cold.
- Gold Dippings.

So much for the Klondike manias. It now only remains to give a brief description of the machinery by which the manias are controlled—that is to say,

The Government.

As has been the case with every gold-mining camp under English domination, a strict and impartial administration of the law has been witnessed from the date of the announcement of the discovery of gold in the district. It is a way we have got. If gold be found in a territory not provided with a Colonial form of government, as was the case with British Columbia prior to the discovery of gold on the Lower Fraser River in 1858, such a government is promptly created by the Colonial Secretary, and laws are at once drawn up for the protection of life and property, and means furnished for their proper administration. In this respect our practice has differed from that of the United States. In the States, the miners who have flocked to the new districts have been left to create laws for their own government, and in most cases to provide means for their administration. The Terri-

torial and Federal Government have paid very little attention to them unless the communities were well established. The same difference is observable in the policy which has been pursued under the two flags with regard to those public works which are necessary to facilitate the development of the mineral wealth contained in the public lands. Under the Union Jack, trails and roads, and telegraphs, are promptly pushed into the new territory, under Government direction, to cheapen the cost of transport, and to open direct communication with the seaboard and with civilisation. Under the Stars and Stripes, these matters have been left largely to the miners themselves and to private enterprise.

In pursuance of the first-named policy, the Dominion of Canada supplied the Klondike district, on the receipt of the news of the discovery of gold there, with all

the machinery of Government, for the protection of life and property, the preservation of peace, the care of Government interests, and an equitable division of the gold-yielding "placers" among the adventurous spirits, who, it foresaw, would flock thither, in addition to those who were already on the ground. The Government has, therefore, been present in the district from the earliest date, with well-defined laws, regulating the general business of mining and the protection of individual rights.

Ordinarily, the authorities have not required a large representation. In Cariboo one Gold Commissioner, who is vested with judicial authority, and a small band of constables to execute his orders and preserve the peace, constitute the whole force. In Klondike, however, the proximity of Alaska, and the greater risk of infractions of the law arising out of that proximity, have impelled the Dominion Government to fortify itself more strongly against possible contingencies. There is consequently a larger detachment of the Canadian Mounted Police present there than has figured heretofore in any mining camp ever opened within the boundaries of the Dominion, and it is probable that still more men will be pushed up in good time to deal with the great rush expected to set in with the spring. At present the force, which is stationed at Forty Mile City as the most convenient centre, is under Inspector Constantine, but it is expected that

Major Walsh of the North-West Mounted Police, of whom I append a pen and ink drawing, made especially for *The Road*, will be in supreme command next year. He has already been appointed Dominion Gold Commissioner for the District, and, in addition, it is believed that he will be given full charge of the troops in the gold region. Major Walsh, who commanded the Mounted Police in the suppression of the Louis Riel rebellion, is a veteran campaigner, and should be well qualified to deal sharply and promptly with any difficulties which may arise on the gold-fields.



MRS. J. T. WELLS, THE RICHEST WOMAN IN KLONDIKE

One thing is certain—the laws of the Honoury, and she ceuted

Without Fear or Favour
Ruffians who repair to the diggings under the delusion that they will be permitted to turn them into a kind of Alsatia will speedily be taught their mistake. As the Government officers of the North-West Territory are well aware, most of the "rushers" on their way to the mines carry firearms, but if there is the least likelihood of



MR. HARRY DE WINDT.

(Continued on page 775.)

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any serious trouble growing out of that fact, the mounted police will certainly demand the surrender of all such weapons at the frontier. And this disarmament will be a very simple process. The "rushers," who, were they combined, could give trouble, will arrive, unlike misfortune, not in battalions, but as single spies. Each man will be eager to cut-strip all others on the journey, so that the line will be very straggling and attenuated when it reaches the border, and the police will consequently have little difficulty in dealing with it. Again, once in the mining district, the gold-seeker will find that the feverish desire to get a rich claim will become the all-absorbing idea in his mind, and all thoughts of opposition to the law and its executors will speedily vanish.

The Formalities and Fees Connected With the Operation of Striking Out a Claim.

In the first place, before even commencing to prospect, the intending miner must seek the Government official in charge, and apply for a claim. A "free miner's certificate" or "miner's right" is then issued to him, at a charge of five dollars a year. If he set to work without the licence, he is liable to a fine of twenty-five dollars and all costs. The next step is the locating and recording of the claim, the entry fee for which is twenty-five dollars for the first year, with an annual fee of a hundred dollars. "Dry" diggings are as nearly as possible rectangular—100 feet square; creek and river claims are five hundred feet long. The former must be marked at the corners by four pegs or posts, at least four inches square, on one of which must be written all necessary particulars, names, dates, and so forth. If a claim be left unworked for more than seventy-two hours together, anyone has a right to step in and take possession of it. Besides these regulations, there are several others dealing with tunnels, drains, water-rights, and other points which need not be set down here, but should be most carefully observed. Anyone who crosses the border with the intention of riding roughshod over laws, even the most seemingly insignificant, will commit

A Very Foolish Action.

Californians especially, who may be possessed of the idea that the Klondike mining district will be something similar to all Californian mining camps in the early days, and that the majority will rule, no matter what nationality is in control or what flag flies above the soil, may be recommended to rid themselves of the delusion—for such it is—as quickly as possible. A similar notion prevailed in the Fraser River Rush of 1858, but Governor James Douglas soon knocked it on the head. It flourished with equal vigour in the rushes to Cariboo in 1862 and 1863, and was rooted out with equal promptitude. On reaching the gold-fields the Californians found that the British law officers were already in full control, and the laws of the Colony in full force; and so equitably were those laws administered that at no time were there more than three Gold Commissioners and half a dozen constables stationed in a territory of nearly 100 square miles, this small force holding jurisdiction at one time over a mining population of



MR. MAX W. NEWBERRY,
 A SPECIAL CORRESPONDENT.

at least 20,000 miners, gathered from all parts of the world. And so effective was the administration of law there that during the first ten years of the history of that district the number of deaths by violence could be reckoned on the fingers of one hand.

In Australia.

where the situation was complicated by the presence of a large criminal population, emanating from the various convict establishments, our system worked with equal smoothness and success.



MAJOR WALSH, THE GOLD COMMISSIONER.

The episode of the Eureka Stockade at Ballarat, which would have been ridiculous had not blood been shed, only served to demonstrate that the Government had not only the determination, but also the power, to be master. So it will be at Klondike; so, indeed, it has been until now. During 1896 only one serious shooting affray was recorded, and in the year now drawing to a close, crime of the graver sort has been conspicuous by its absence.

The truth is, miners, as a body, are naturally disposed to rally round the constituted authorities, provided that the latter show that they are determined to do "their duty. Most miners either have, or expect to have, something to lose; and people in that position have a tendency to develop into

Enthusiasts for Law and Order,

particularly in a district where a contrary line of conduct is liable to put their persons and their property in jeopardy. It is emphatically to their interest that the law should be vigorously executed. Where it is not, they are soon compelled, in self-defence, to resort to the dangerous machinery of Vigilantes and similar unsatisfactory methods. These expedients are not required, and would not be tolerated, under the Union Jack. We have no use for Judge Lynch on British territory. All that is asked of the miner is

Passive Assistance, Sympathy and Goodwill.

This he rarely fails to give. Every lover of peace, every



DE WINDT,
 nued on page 775.

respecter of law, everyone who values protection to his person and his property—no matter what his nationality, whether he be British citizen or alien, finds his account in supporting the law and the officers administering them. Lawless adventurers find themselves in an uncongenial atmosphere, and rowdies, who may have entered the district with the pronounced intention of "running things" in their own way and for their own benefit, soon awake to the dispiriting fact that they are in a hopeless minority and powerless to work any mischief. Let such gentry be satisfied of this. Whatever laws the Government of the Dominion may have provided affecting the Klondike fields will most assuredly be carried out in their entirety. In the jibby words which Anne of Brittany carved at the base of the frowning citadel, which held the former "Rock Republic" of St. Malo in awe, it says to all and sundry

Qu'en Grogne
Ainsy Sera
C'est Mon Plaisir!

It will be something new in the administration of the law in British mining camps if the Government should fail to execute its will in the single case of Klondike. But the Government

Will Not Fail.

The laws of the Dominion are made to be executed and respected—not, as may be said of some of the laws in certain places not very far removed from it, to become a dead letter, and to be treated with contempt; and it would be the height of folly for anyone to cross the Canadian boundary with his line of conduct mapped out beforehand, so as to fit in with the early breakdown of the constituted Government, for the Dominion has undoubtedly made provision for every emergency. There will, in consequence, be no more disorder in the new district than there has been in any other mining camp in British territory, for the laws will be administered equitably and impartially for the benefit of citizen and alien alike, and more than this no reasonable man can ask or expect.

With this I close my sketch of Klondike as it is to-day. What it will be like a year hence who shall say? It is eminently unsafe to prophesy about mining districts. That the Yukon district is

The Richest Region in the World

appears to be beyond a doubt. Nuggets may not be precisely as

Thick as autumn leaves that strew the brooks
On Vallombrosa, where the Etrurian shades
High over-arched embower.

But the extraordinary richness of the alluvial deposits seems to be established on the clearest evidence. Fortunes of £20,000 have been made in less than a couple of months, although the miners had only just commenced to work their claims. An ex-stoker on a Yukon steamer, who, little more than a year ago, was earning eight dollars a month and his board, is now worth more than £20,000. Some men are said to have made money at the rate of

Seventeen Dollars a Minute.

in the earlier days of the rush. More than forty pounds' worth of gold has on occasion been washed out of a single pan eighteen

inches in circumference and four or five inches deep, and an average of £10 to the pan has not been uncommon. Hired miners command from £3 to £5 a-day. These are facts. Nor is the district likely soon to be exhausted; as yet, indeed, it can scarcely be said to be fairly opened up. No one can say how rich it really is. There is good reason to believe that the Kuyuk River—some 600 miles below Circle City, where the Indians, working with their crude rockers, have been making from ten to twelve dollars a day—the Pelly, the Lewes, the Porcupine, the Big Salmon, the Tanana, the White, the Hootalinqua, and the Stewart Rivers, which are all navigable tributaries of the Yukon, will, when properly prospected, be found to rival the Klondike. On the American side of the boundary line are many square miles of territory where the prospector's pick has never made a mark; rivers and creeks of which the waters have never been vexed by the introduction of sluice-boxes. There is probably gold in all of them, and the rush of thousands of men, who will spread themselves over the country like the opening of a fan, will not leave them uninvaded. Pioneers will soon penetrate into all these unexplored solitudes, and next year we shall doubtless hear of new and great discoveries of gold in all directions.

Nevertheless, those persons whose thoughts are already straying fondly thither may be warned to

Think Twice
Before Starting

for this Mecca of the Profit. So many and so great are the difficulties to be encountered on the road, and the hardships to be endured on the fields, that only strong and experienced miners, or men who have been accustomed to rough it in wild and unsettled countries, ought to face them; or, facing them, can hope to overcome them. And, equally with physical strength, is a certain amount of money essential. Mr. De Windt, who speaks with authority, and not as a scribe, declares that it is "wise to think of starting from England with a capital of less than £200. A circular of the Emigrants' Information Office estimates the cost at £250 at least for conveyance and

food for twelve months, which it is necessary to take—most necessary, if there be truth in the tales of miners dying of starvation, stretched on the ground, with sacks of gold dust for their pillows. The latter sum is the lowest limit consistent with prudence.

But, indeed, prudence is a quality in which many of the gold-seekers seem to be singularly deficient. They rush off at a moment's notice,

Without Inquiry and Without Preparation.

Their one thought is to reach the mines as quickly as possible, and in their haste they do not stop for, or, in their madness, they throw away, the means indispensable to the safe accomplishment of the journey. When the trails were blocked last autumn, a United States official reported that people were throwing away their packs and provisions and rushing headlong for the mines. "The snow shall be their winding sheet!"

On the other hand, their ignorance is sometimes colossal. Parties have been sent to set out on the terrible overland journey encumbered with horses, coops full of chickens, and ploughs, for all the world as if they were intending to settle comfortably in the farming line in some smiling valley. One man had even provided himself with a mowing machine! A coffin would have been not much more cumbersome, and probably more useful. It

(Continued on page 779.)



"THE ROAD TO RICHES."—A TYPICAL "TOUGH" OF DAWSON CITY.

cannot be to the journey fact will be arrangement Let them see with prudence of necessary cautions that be found a brass spoke stronger man No doubt

The Govern- bilities in the communicative temporary telegraph line arranged, an entry at Dyea that there sh out of a scarc the Stickeen British territor the British Y wheel steame construct a n The White P which is op nine months year, again three in wh river is nav and can be as well by triane as an a tive to the Ch the best road ing now bee finitely ascert The total di by this last ro 2,400 miles Victoria in Columbia, wh ocean route t Michaels an to 4,000 miles All these will, of course, together for very fact, with the resources diked district. surface of the region will rapidly transfo Dawson, Forty and Circle C will become cit very fact, with the resources cities, and of thriving town will soon spring beside them. Like a three-ten with the bugbea fact, even ad all have been ac

is already long. But the groans of the fallen are drowned by the peans of the victors. It is necessary, therefore, to point out that those whose noisy shouts of triumph are wafted so far are, alas! but a small minority of those who have set out for the fatal fields in the pride of strength and the full flush of hope. By

ingly strong, being generally furnished with an iron handle, for the purpose of defence if necessary. Others contain a spring, and by a sudden jerk a small dagger is thrown out at the handle, but care must be taken to keep the spring clean and the handle, but care must be taken to keep the spring clean and the handle free from rust, or it will be useless when required. Whips to



A MINER BUILDING HIS CABIN AT CIRCLE CITY.

the most favourable computation the proportion of the greatly fortunate to the silent many is as one to ten. The other nine either leave the country in disgust as poor as when they entered it, or sicken and die there, or remain to toil on for a simple livelihood under conditions the most onerous.

Briefly, these are the facts. Then let the aspirant after a share of the wealth of Klondike weigh them well in his mind before he arrives at a decision which may involve so much. If, nevertheless, he should still resolve to make the venture, then let him go forward with open eyes, not as upon an assured Royal Road to Riches, but as upon a course in which great risks are counterbalanced by the possibility of rewards still greater; not cherishing too sanguine expectations, but with a heart stout to endure, and a spirit equal to either fortune.

which a long lash can be attached are most useful in many countries infested with curs, both human and otherwise, which yelp at one's horses' heels; but a few well-applied cuts on the backs of these creatures soon keep them at a respectful distance. Messrs. Zair's whips will be found useful for those who have to travel the wolf-infested districts of the Klondike, and also for keeping off other undesirable "followers" in the shape of highwaymen and tramps. Messrs. Zair possess such a large variety of whips of every description that it is very questionable whether anyone who visits their establishment would be unable to find, after a short search, precisely what he requires.

MESSRS. B. C. TIPPER & SON'S MEDICAMENTS.

Many of those who leave this country will probably take with them their own horse-medicaments, inasmuch as those which are known of here are usually considered to be the best and most reliable. In this direction much assistance to those who intend to proceed to the Klondike might be afforded by Messrs. B. C. Tipper and Son, veterinary chemical manufacturers of Balmal Heath, Birmingham, who are well enough known to readers of this journal as makers of "Grul-on," "Anti-gas," "Vitalin," horse bells, and some effective horse medicated powders. A dozen or two bottles of the same manufacturers' "Embro" white-oils will also be found exceedingly useful as a liniment for sprains, swellings, bony enlargements, and rheumatism, all of which ailments are highly probable in connection with horse-travelling in the Klondike region, where the winter climate, as already stated, is of the most rigorous character. Another healing oil is that known as "Nigro," which will be found useful for most kinds of wounds,

NOTES UPON NOVELTIES.

MESSRS. G. AND J. ZAIR'S WHIPS.

Another requirement which those who visit Klondike will have to look after is providing themselves with good and durable whips, and perhaps there is no firm of makers who have had more experience in this line than Messrs. G. and J. Zair, of Bishop Street Birmingham. The writer recollects some years ago, when travelling in Australia, that he had some remarks to make upon the whips which are made by Zair, and which are largely in use in that colony; but it is not only in Greater Britain that these manufacturers are well and favourably known, for a great number of those who require whips for use in the United States buy those made on this side, the favourites are the usual English patterns and such as are sold by the better class of saddlers in London and elsewhere, and come from the establishment of the Birmingham firm mentioned. The American buggy trotting whips are a speciality in the United States, and these are made by Messrs. Zair, and can be obtained in almost every description of style and pattern. A speciality of theirs also is a whip very much used by our countrymen in South America and Africa, and which is exceed-



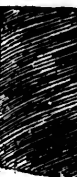
THE MINERS' JOURNEY DOWN LAKE LA HARVE DURING THE WINTER SEASON.

kicks, sore shoulders, and cracked heels; while "Dysenteric" is a special drink made up for dysentery and diarrhoea in animals. Messrs. Tipper & Son will forward one of their little booklets concerning descriptions of all their manufactures and how to

apply them for the same

MESSRS.

Inasmuch as a rough and averaging for the necessities of durable gloves we would and Co., of driving and occasion to which has been sportmen an occasion to ride glove. The constant to a great extent the constant This the gloves those referred successful results either wet or the patent "C"



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apply them, to any reader of this journal who chooses to write for the same.

MESSRS. FOWNES BROS. AND CO.'S DRIVING GLOVES.
Inasmuch as a large amount of driving will be necessary across a rough and dangerous country, and in connection with teams averaging from four to eight horses or mules, or even reindeer, the necessity for providing oneself with sufficiently tough and durable gloves is one of some importance. In this direction we would suggest a visit to the store of Messrs. Fownes Bros. and Co., of Gresham Street, E.C., who are the makers of driver and riding gloves par excellence. We have before had occasion to call attention to the famous "Grip" driving glove which has been patented by this firm. This will be found by sportsmen and travellers—and, indeed, by all who have frequent occasion to ride or drive—to be a very excellent and well-wearing glove. The "Grip," which consists of raised corrugations, obviates, to a great extent, what has been a long-felt annoyance, namely, the constant and irking slipping of the reins through the fingers. This the glove entirely overcomes by means of the leather corruga-tions referred to, which on the palm, fingers, and thumb offer a successful resistance to any slipping tendency of the reins, in either wet or dry weather. We understand that the proprietors of the patent "Grip" glove have received many letters from sportsmen and others testifying to its merits; and in all probability those of our readers who use these gloves upon their contemplated trip to the goldfields of Klondike and British Columbia will be enabled upon their return



"THE ROAD TO RICHES."—SEEING THE "PORTLAND" OFF.

to provide Messrs. Fownes Bros. and Co. with an equally satisfactory testimonial.

SPRATT'S PATENT DOG BISCUITS.

It is questionable whether any public enterprise has had more favourable journalistic notices devoted to its interests and prospects than Spratt's Patent, Limited, a concern which is known, it may be said without exaggeration, from one end of the world to the other. Personally speaking, we have seen Spratt's biscuits displayed for sale, and always found it in every quarter of the globe, and as largely in America as anywhere else. We refer to the Spratt's biscuits which are made in this country and exported to the United States from this side, and not to the biscuits which are made in the United States under, we believe, the American Spratt Company's licence.



JACK MCQUESTEN, KNOWN AS 'THE FATHER OF THE YUKON.'

necessity of travellers taking a good supply of dog biscuits in order to feed their animals en route, and which are made such use of in traversing the ice-bound regions of the North. Inasmuch as Spratt's biscuits were used exclusively by the Hamsworth-Jackson and the Nansen expeditions, and the members of which have given such excellent reports upon them, it may be taken for granted that those who are proceeding to Klondike could do little better than follow so good an example. Spratt's biscuits will keep in any climate and for almost any length of time, and it is a noteworthy fact that they will be eaten by dogs when no other sort of food can tempt them. The interesting particulars which are given in connection with the biscuit commissariat of the two expeditions above referred to, in another part of this issue, are well worth perusal.

MESSRS. JOHN HALL AND SON'S (LIMITED) SMOKELESS CARTRIDGES.

Messrs. John Hall and Sons, Limited, of 79, Cannon Street, E.C., are the makers of some smokeless cartridges which they claim it would be very difficult to surpass for excellence of manufacture. These cartridges are loaded with thirty-five grains of water-proof concentrated powder, and .4in. shot, those who have used them pronouncing them among the most perfect cartridges yet introduced. The firm's cheap nitro cases are loaded with forty-two grains of waterproof bulk-powder, known as "No. 2 coarse" grain, in contradistinction to the concentrated powder which is "No. 1 fine" grain. The coarse grain cartridges contain nitro shot, and are hard-hitting and pleasant to shoot with. The

powder made by Messrs. John Hall and Son, Limited, and which is not inaptly described as the "King of smokeless powders," is entirely consumed in the gun barrels, there being no particles left to blow back and injure the eyes. Readers of this journal will recollect the terrible accident that once happened when H. R. H. the Prince of Wales was out shooting with a party of friends, and which, it is said, could not possibly have occurred had Cannonite powder been in use on that occasion. This powder contains no nitro-glycerine, while it is waterproof throughout and not merely on the surface. It has been said that Cannonite may be soaked in water and subsequently dried with blotting paper, when it is found as good as ever. Indeed, this powder is little, if at all, affected by heat or damp, and there can be little doubt that the manufacturers of some of the older types of nitro powders have in Cannonite a very severe and powerful rival.

E. C. POWDER COMPANY'S (LIMITED) SPORTING POWDER.

For those who would indulge in game shooting, which it may be presumed many of our readers will do when they have exhausted the interests centred in seeking for gold, the smokeless sporting powder of the E. C. Powder Company, Limited, should certainly prove of value. The records which have been obtained by this powder at Harringham and the Gun Club during the summer of 1895 and the winter of 1896 will probably be fresh in the memory of many of our readers, more prizes being won with that powder than with all the other powders combined. To recapitulate some of the triumphs which the E. C. powder has won, we may mention that the successful competitors for the Gun Club International Cup won five out of six competitions, while others using this powder secured seven Members' Challenge Cups at the Gun Club, the Clay Bird Championship of America, and the two longest distance sweepstakes ever shot for at the Gun Club, namely, 33 and 32 yards. The E. C. powder is quite free from sulphur or any other substance which can have an injurious effect upon metal. Guns from which this powder has been fired in no way become corroded. With this powder the slight amount of deposit left in the barrel is granular, and is removed each time by the wads. Altogether, it may, we think, fairly be said that for game shooting the E. C. powder is difficult to beat, inasmuch as it is hard in grain, free from dust, and very reliable in pattern and penetration. Perhaps one of the best proofs of the great merit and popularity of the E. C. powder is found in the fact that the sales have been steadily increasing ever since the formation of the Company now manufacturing it.

MR. E. J. CHURCHILL'S GUNS.

Next to the important subject of ammunition comes the question of the best kinds of guns or rifles, and perhaps our readers could do little better than to pay a visit to the establishment of Mr. E. J. Churchill, at 8, Agar Street, Strand, who has had many years' experience as a practical gun and rifle manufacturer, and who perhaps knows as much about guns and shooting as any man in the trade. To give a record of all the competitions won with Churchill's guns would occupy far more space than, unfortunately, I have at my command, but I think I may mention that, although Mr. Churchill only started in business some six years ago, he has already established a world-wide reputation, and in the course of one week (namely, in the month of July last) over £1,100 was won with weapons of his manufacture. Mr. Churchill learns his trade at the old establishment of Jeffreys, of Dorchester and Plymouth, after which he assisted Mr. Baker, of Fleet Street and Cockspur Street, for fourteen years. At the present time he is assisted by his son, who is pronounced a good a shot as his father.

L'ESVOIR.

And now, gentle reader, the time has arrived for me to bid you farewell, or, it may be, *au revoir*. It is not at all improbable that I may be enabled, upon some future occasion, to offer you further counsel as to what you should do in order to traverse "The Road to Riches." But for the time being I will content myself with merely expressing the hope that all of you who are interested in the subject of "Klondike; How to Get There, and What to Do When You arrive," may find my contribution of utility and attractiveness. I have endeavoured to provide both one and the other, and it is for you to say how far I have succeeded. But, in conclusion, I am happy to say that, if any of my readers desire personal advice or replies to inquiries, the Editor of *The Road* will allow me to answer all questions, either through these columns or direct. Letters should be addressed to "Klondiker," care of the Editor of *The Road*, 50, Strand, W.C.



"THE ROAD TO RICHES."—A VIEW OF JUNEAU.

OFF TO GOLDEN KLONDIKE.

SUGGESTED BY READING THE "ROAD TO RICHES"

(With apologies to the late POET LAUREATE.)

You must wake and call me early,
Call me early, mother, dear;
At a quarter after nine the ship
Is advertised to clear.

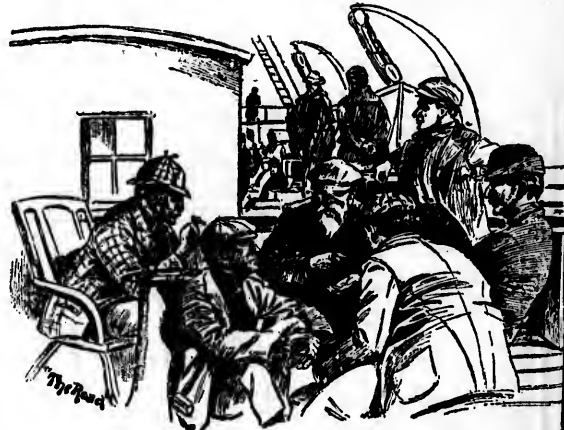
Eleven days I've stood it off
And tried to keep it down;
But I'll be hanged if I remain—
The only man in town.

My temperature is going up,
The fever's in my veins,
The gold cure is the thing I need;
I'll take it in large grains.

Quite long enough I've walked the street
To save the cabby's fare;
Too long the grindstone's done its worst;
My nose won't stand the wear.

The frozen North is getting warm
With nuggets thick as flies,
A man now has a chance to win
A fortune ere he dies.

I've pan and shovel, lots of grub,
Warm clothing, rubber boots,
So wake and call me early
When the Klondike steamer toots.



"THE ROAD TO RICHES."—PASSENGERS ROUND FOR KLONDIKE.

It will
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Stanley
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Unusually Favourable Terms, combined with Absolute Security.

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WITH SAFETY.

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(Eighth Edition).

INCLUDING ABRIDGED HIGHEST AND LOWEST AND TELEGRAPHIC CODE.

SENT GRATIS AND POST FREE.

This work, so favourably and widely reviewed by the Press, will be found of great value to every operator, as it clearly and fully explains the methods and secrets of the Science of Successful Speculation in a way hitherto unattempted, and affords new and valuable information of a kind usually to be gained only by many years of careful study, and perhaps costly experience.

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Terms, forwarded on application, are and have been for the TWELVE YEARS they have occupied their present offices, more favourable to the client in many very important particulars than those of any other responsible firm; while the high character, long standing and capital of their house afford guarantees not everywhere to be obtained. Operators can thus feel assured that they can depend on receiving Prompt Settlement of Differences IMMEDIATELY ON DEMAND.

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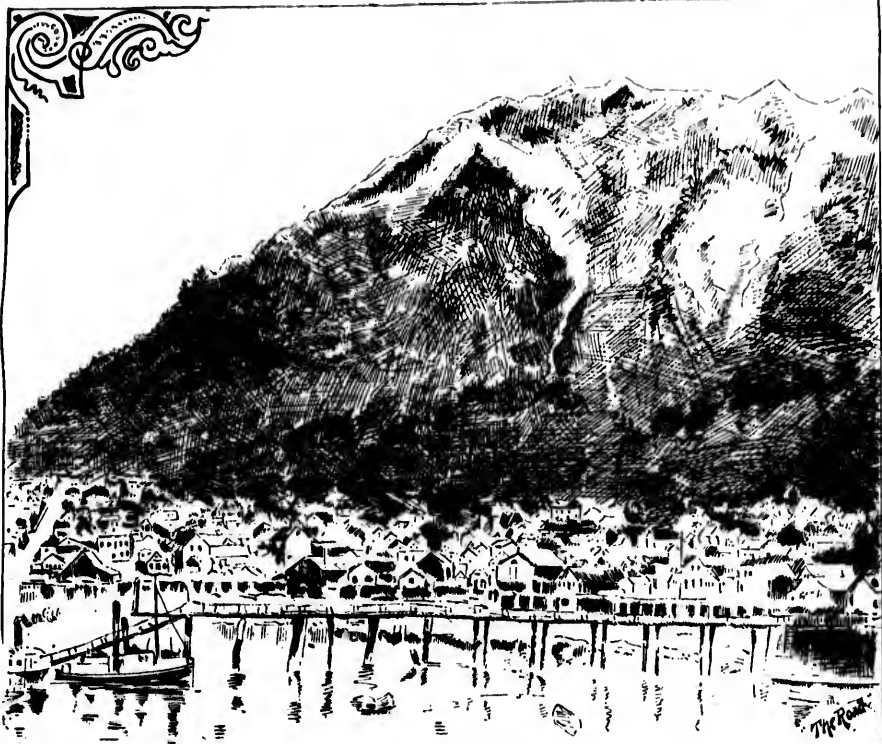


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"THE ROAD TO RICHES."—A VIEW OF JUNEAU.

A CHOICE OF ROUTES.

The Winter and Summer Roads.

THE PROB. AND CONS. SUMMARISED FOR THE GUIDANCE OF THE TRAVELLER.—WHAT THE CANADIAN GOVERNMENT ARE DOING TOWARDS OPENING UP THE COUNTRY AND PROVIDING TRANSPORTATION FACILITIES.

For the better guidance and convenience of my readers I append herewith, the Three Principal—I may even say, the Three Only—Routes to the Land of Riches. My foregoing remarks have already touched upon these same roads, but the additional details which I give herewith will nevertheless be found of use.

ROUTE I.

The only possible winter route is by Dalton's Trail (Chilkat Pass), entailing an expense for a year's supplies of at least a thousand dollars. A great many pack horses are required for this trail, which probably accounts for its not being used instead of the Chilkoot and White routes. It is free from heavy ascents and easy to traverse, but only a few have attempted it, so that it cannot be said to have borne the test of experience. The Lynn Canal is left by the Chilkat Inlet, a long and narrow arm of the sea. At the head of the inlet there is a small but good harbour, with shelter from the strong winds prevailing in this mountainous region an exceptional advantage on this part

of the Pacific Coast. A mile north of the harbour the tidal flats of the Chilkat River are encountered, and twenty miles up the Indian village of Klukwan is reached, where the Klakheela River enters from the west. The Chilkat and Klakheela are navigable for canoes, and a pack trail follows the Klakheela to its source. Thence almost directly north to Fort Nelkirk, where the Pelly and Lewis rivers unite to form the Yukon; or if any of my readers desired to take advantage of water transportation at an earlier stage, the Lewis River may be struck at Five Finger Rapids, mentioned above. Dalton, after whom the trail is named, gives the time required as "nine days light, twelve to fourteen with a load"; but prospectors who have used it more recently say three weeks.

There is an Indian trail from the Chilkat Pass, traversing the same country a little further east, but of this little is known.

At Bennett Lake the Chilkoot and Skagway routes unite, but the pioneer is still over five hundred miles from the Klondyke, most of which, however, can be done by canoe or boat. The adventurer has to carry his craft with him in sections, or hew down trees and build it when he reaches the lakes, which means a delay of several days, as suitable timber is not easy to obtain. A small stream connects Lakes Bennett and Tagish, and voyagers are carried by a strong current down to the head of the latter very quickly. From Lake Tagish they drift down to another small lake, named Lake Marsh, a long, shallow body of water. After this the real

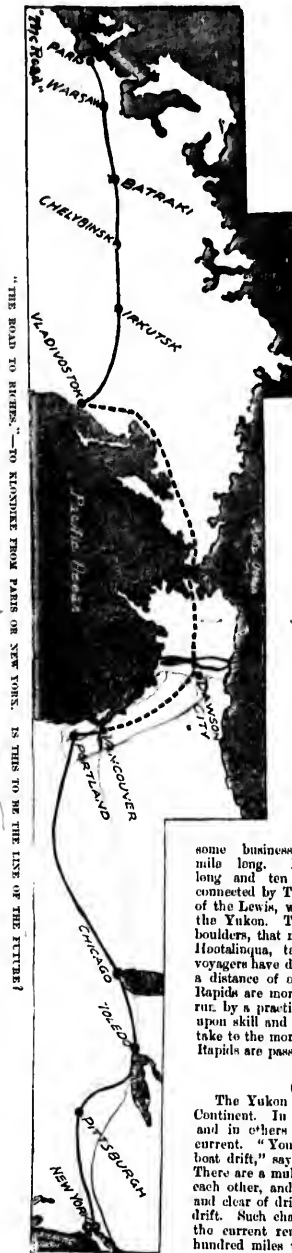
difficulties of the journey by water begin. But as I assume that after my oft-expressed advice, no readers of *The Road* would dream of starting for "The Road to Ichee" until Spring—say in April, 1898, I need not further dwell upon the particulars of the Winter Route, but will pass on to Route No. 2.

ROUTE 2.

This route, which is growing in favour, owing to the difficulties of the mountain Passes, is via the Sticheen River, also known as the "all Canadian," because it is said to be Canadian territory. It has the additional recommendation of being approved by Dr. Dawson, Director of the Geological Survey, who travelled by way of Teslin Lake ten years ago, and advocated the building of a road in this direction. The head of navigation is still called Telegraph Creek, and this route is dignified on the map with the name of "Government Trail." Whether it exists anywhere but on the maps may be doubted, and the Government, of course, have accepted no responsibility beyond having the country explored. Still, people who have travelled by different routes claim that this is the best. An old prospector told me that the trail from Telegraph Creek to Teslin Lake cannot be more than a hundred and fifteen or a hundred and twenty miles long, and he described the country as comparatively easy of travel. The trail is fairly level, and though some parts are swampy, there is plenty of timber to make cuttings—i.e., to make a solid road over the bog by putting down brushwood and laying logs across it, a safe, if not a very comfortable mode of travelling. The river is navigable for the ordinary flat-bottom boats from Salt Water to Telegraph Creek, a distance of one hundred and fifty miles. From Telegraph Creek to Teslin Lake is about another one hundred and fifty miles, through what is believed to be a flat and not very difficult country, but very little is known about it. Mr. St. Cyr, a surveyor on the staff of the Department of the Interior, is making a survey of the country at the present time. From Teslin Lake there is no difficulty whatever, there being navigation for stern-wheel sterns right down to the mouth of the Yukon. If this route proves practicable, it will greatly facilitate ingress and egress to and from the Yukon country. There is a very general opinion as to the value of this route, and, besides the Government Surveyor, the chief engineer of the Kootenay division of the Canadian Pacific Railway is investigating the locality with a view to the construction of a railway. Two routes are available from the coast at Teslin Lake—one by the Sticheen River and Telegraph Creek, and the other further north from the Taku Inlet. The former involves a stretch of somewhat uncertain river navigation, from Wrangell to Telegraph Creek, while the latter has the advantage of a deep-water terminus open the year round. The Taku line has accordingly been selected, with a maximum grade of only three per cent. It is comparatively a direct route, being but one hundred and sixty-two miles from Salt Water to Lake Teslin. A trail will be built over the proposed route, and a sawmill will be built on Teslin Lake.

ROUTE 3.

Still another route, which is claimed to be easier, though it is a long way round, is from the Canadian Pacific Railroad Station at Edmonton, in the North-West Territories, by way of the Mackenzie River and Fort Macpherson. Bishop Clut, of Mackenzie River, strongly recommends it. "It may take longer," he says, "but the difficulties the prospectors will have to overcome will be certainly very much less than in going



"THE ROAD TO RICHES," TO RICHMOND FROM FAIRBANKS OR NEW YORK. IS THIS TO BE THE LINE OF THE RETURN?

through the Passes from Dyes on the Pacific coast." The McDougall Pass, by which the mountains are crossed, is only twelve hundred feet high, and almost the whole of the rest of the distance can be done by canoe. The half-breeds of St. Albert have formed an association of competent guides, and several prospectors, I am told, have taken this route, in view of the high prices charged for transportation of supplies over the passes from Dyes Inlet. From Edmonton the adventurers travel ninety miles by wagon-road to Athabaska Landing, then by canoe down the Athabaska River to Grand Rapids, one hundred and forty-five miles. Several small rapids which are encountered in succession are easily portaged, and Fort Macpherson, on Athabaska Lake, is reached without much difficulty. From there they proceed down the Great Slave River to Smith's Landing, where there is a portage of fourteen miles by ox-cart to Fort Smith. The south-west shore of Great Slave Lake is skirted for some one hundred and twenty miles, which will bring the party to the Mackenzie River, and on down to Fort Macpherson. The distance from Fort Smith to Fort Macpherson is one thousand two hundred and eighty miles, all down stream. From Fort Macpherson the adventurers proceed down the Peel River, fifteen miles to Rat River, where a succession of portages will be made with the aid of Indian guides. The Porcupine River is then descended to the Yukon River, three hundred miles from Fort Macpherson. They then ascend the Yukon two hundred and sixty miles to Dawson City; the distance traversed from Edmonton is two thousand four hundred and fifty-eight miles, two thousand one hundred and eighty-two of which are down stream. The Government are surveying this route, and there seems no doubt of its practicality. It has been frequently used by hunters and traders, and Mr. Ogilvie, of the Dominion Survey, who knows more of the Klondike than any other man, travelled by it some years ago. If my readers want any fuller details, I may say that Mr. Ogilvie, who is ever ready to afford information to *bona-fide* inquirers, will gladly oblige them.

The White Horse Rapids.

(By One Who has Shot Them.)

The much-dreaded White Horse Rapids may be avoided by portage—i.e., by carrying the boat overland till the fall is passed—but this is a long and toilsome business, as the rapids are three-quarters of a mile long. Lake Le Barge, which is thirty-five miles long and ten wide, is traversed without difficulty, and is connected by Thirty Mile River with the Hootalinqua, a tributary of the Lewis, which, at its junction with the Yelly River, forms the Yukon. Thirty Mile River is very rapid, and has sunken boats, that make it dangerous if caution is not exercised. The Hootalinqua, too, at times runs a mill-race, and in o.r.a day voyagers have drifted to within four miles of Five Finger Rapids, a distance of one hundred and twenty-five miles. Five Finger Rapids are more dangerous than Miles Rapids, but they may be run by a practised hand. In running rapids everything depends on skill and experience. Those without these gifts had better take to the more laborious method of portaging. After Five Finger Rapids are passed the voyage offers no particular difficulty.

The Yukon River.

(By a Traveller Who Knows It.)

The Yukon is one of the greatest rivers on the American Continent. In many places it is more than five miles in width, and in others narrower, but deep, and flowing with a strong current. "You cannot by any means go to sleep and let your boat drift," says a voyager whose experience is worth quoting. There are a multitude of islands, sometimes four or five abreast of each other, and as many channels, some of which are very deep and clear of drift, while others are shallow or narrow, and full of drift. Such channels must be avoided. After leaving the lakes, the current renders it easy to make a daily run of over one hundred miles until Dawson City is reached. It is, however, a question whether the Chilcot or White Pass will be open this winter, so *The Road* readers need trouble themselves but little about this part of the question for the moment.

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We not only started first,

But during the past 25 Years

We have always increased our lead,

AND NOW

SWIFT CICLES

ARE WELL IN FRONT OF ALL RIVALS.

To have started first may have been a mere accident,

To have kept first proves undeniable merit.

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OPINION of a LARGE LONDON AGENT who has sold £25,000 worth of ELSWICKS in 1897:

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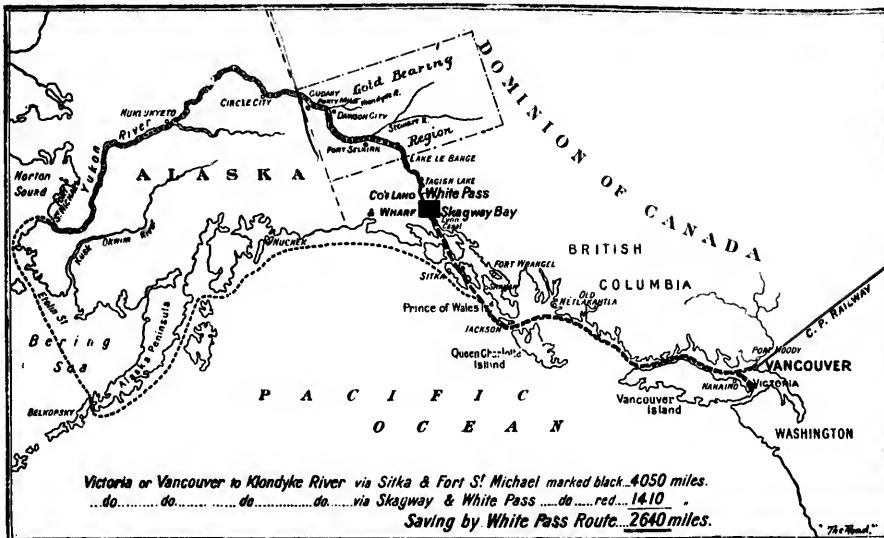
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PERSONAL PARAGRAPHS.

Individual Statements of Experienced Travellers.

(Summarised and Compiled for THE CHRISTMAS ROAD.)

A Story of Disappointment.
(By a New York Correspondent.)

A party of disappointed gold-seekers, who started for the Klondike Goldfields, in charge of Major Wood, of Seattle, and Mr. Howard, have threatened to take dreadful vengeance on their two leaders. They were landed from the ship "Eliza Anderson" at St. Michael, which is the trading port for the Yukon Valley, with no prospect of reaching their destination, and the shipping company refused to feed them. Their situation so infuriated the passengers that they made prisoners of the Major and Mr. Howard, and only the presence of United States troops saved these two men from terrible vengeance. It is feared, however, that both men will yet be massacred.

Not Time Yet To Go
(By a Financial Authority.)

I am glad to see that an official notice has now been issued by the Emigrants' Information Office, warning intending emigrants and prospectors that the Klondike Goldfields are not at present accessible to ordinary emigrants, and urging them not to reply to attractively-worded advertisements without first making inquiry at the office in Broadway, or at that of the High Commissioner for Canada. If those persons who are susceptible to gold fever will only exercise a moderate amount of caution on the first appearance of the symptoms, much misery to them and to theirs will be avoided.

The Making of Good Roads.
(By a Canadian Traveller.)

The Dominion Government are doing what they can, by sending out surveyors to choose the best routes to be made into a good wagon road, the urgent need of this moment, though preparations are also being made with a view to railway and telegraphic communication. But for a long time a great deal must be left to the enterprise and judgment of individual prospectors; and the experience of those who have gone over the ground is, therefore, of the utmost value. It will also be of service in giving those who think of seeking fortune in the Klondike Goldfields some idea of the difficulties they will have to contend with.

A Scotchman's Experience.
(By A. E. McManus.)

The mosquitoes are a terror day and night. Meals are still 1.50 dol. each. Bread sells at 50 cents a loaf. I am working for wages—an ounce of gold per day. I should like to let all the boys know about this place, but I do not want to

encourage anyone to come in, for, it is no use talking, it is a rough trip, with dangers and privations and hardships on every side. A young fellow left here on the last boat with 25,000 dola. He used to drive a dray in Victoria. Twenty-five thousand is common luck here. This is the hottest town I ever struck. Moose is 75 cents a pound, and some of it is about as tough as Dawson City. [This correspondent, in terming the "town," or creek, from which he addresses his letter, the "hottest town" he ever struck, refers, of course, to its inhabitants, and not to the climate.—Ed. The Road.]

From Galgry to Klondike.
(By a Recent Klondiker.)

The Canadians and the Americans are playing a game of bluff with each other over Klondike, and the Canadians may be safely backed to "come out on top," as they say across the Atlantic. There is no longer a doubt that the new goldfields are in Canadian territory. The Americans may discover others for themselves on their own side of the boundary, but they have had to give up their threatened claim to any of those already found. Still, they hold all the existing gateways into the Yukon country, and, apparently, they mean to make the most of that advantage. At Dyea and Skagway Bay they are enforcing the Dingley tariff to its utmost rigour against the gold hunters, so many of whom are rushing to certain destruction. On every horse they take in with them they are charged \$30, and many horses have had to be left behind in consequence of their owners having no \$30 to spare. Naturally, the Canadians are sore at the unneighborly treatment they are receiving, and opportunities of getting even with Uncle Sam are not likely to be neglected. It has been proposed to revise the Klondike regulations, and disqualify foreigners from holding claims. Seeing that most of the existing claims are in American hands, that would be hard on them. Less aggressive means of retaliation are likely to be favoured. A very effective one would be to open up a purely Canadian route into the Yukon country—one avoiding Alaska altogether, and keeping out of the way of the Dingley tariff. That may look at first sight far from easy, as the distance by the shortest trails from possible starting points on the Canadian Pacific range from 1,200 to 1,500 miles. But the journey need not be all made by land. The great rivers and lakes of the North-West may be utilised for water carriage, sometimes for several hundred miles at a stretch.

Mining in British Columbia.

A correspondent writes:—"A claim simply cannot be obtained in Klondike without first putting up as option money 25,000 dol. to 30,000 dol. (say, \$5,000 or \$6,000), and even then it is difficult to find anything good, as one that has been tested cannot be bought at any price. If the English people are wise they will turn their attention to the Kootenay country, Vancouver country, and other parts of Southern British Columbia, and procure properties at reasonable figures while the mad craze is on for Klondike."

KLONDIKE NEWS IN A NUTSHELL.

"Scrap'ng" from the Road to Riches.

The name Klondike is a corruption of the Indian "Thron-dink," which means "water full of fish."

Twelve Klondike companies have been floated in New York recently, with a capital of no less than 60,000,000dols.

The craze in America for speculation in Klondike stocks is greater even than the wild anxiety of the Londoners to invest in Kaffir some two years ago.

It is said that the men of finance in New York do not touch these concerns, but it is those of moderate capital, the widows with a small amount, who subscribe.

Or many promoters are no longer content with promising a modest 20 or 15 per cent., but say that anything short of a dividend of 100 per cent. on the capital invested is an excusable misuse of good money.

There is no mining camp in the world which exists under such peaceable conditions as does Klondike.

Dawson City is only just barely within the British North-West territory. Mount St. Elias is $1\frac{1}{2}$ miles within the American boundary.

The actual frontier lines will not be definitely fixed till next year, when the surveyors are enabled to get to work. No difficulty is anticipated.

Numerous cases of "lynch law" are being reported. A man named Johnson, who stowed himself away on board a steamer, was hanged at Skagway for ransacking valises in search of food.

The Americans advise people to go to Klondike via the Chilcoot Pass, but those who have returned say that the White Pass is the easier. Readers of *The Road* are advised to peruse what its Special Correspondent has to say upon this subject.

It is a noteworthy fact that ever since the rush began, more or less perfect law and order have been preserved by a little band of Canadian mounted police, several of whom were in London at the Jubilee celebration.



"THE ROAD TO RICHES."—TYPES OF SOME OF THE KLONDIKERS.

The United States Government have extensive barracks at Sitka, and there will also be a vessel stationed there, which will cruise along the coast during the coming summer.

The customs regulations at Klondike are the same as those usually enforced. Miners are allowed to carry through 100lb. of food, blankets, and personal clothing, without paying duty.

In the summer nothing could be more lovely than the scenery, and the climate is perfect. Mosquitoes, however, are an awful pest. In the winter the thermometer drops to 50deg. or 60deg. below zero.

Major J. M. Walsh, of whom an excellent portrait is published in this issue, has been appointed Administrator of the Yukon district in the far North-West. Major Walsh is well-known as a strong and firm Governor.

The station has ever been a popular one, and there are always plenty of volunteers for service. It is a noteworthy fact that there have been few, if any, desertions, due no doubt to the fact that the winter hardships of the journey to Klondike are known.

It was the North-West Mounted Police who persuaded the Sioux to surrender peacefully to the American Government after their massacre of General Custer and his force.

A great many men of good family, and it is even said that there is a fair amount of several Varsity graduates, are included in the ranks of the Canadian police force.

As a rule, the Klondike transport steamers are entirely unfit for the use to which they are put. They are chiefly old vessels which have been rejected for other purposes.

Passages are booked quite irrespective of the sleeping accommodation on board, and we betide those unlucky mortals who are the last to secure tickets.

The catering on a Klondike steamer can hardly be compared to that of an ordinary Atlantic liner. It is not quite so good nor so cleanly.

The Yukon rush has made an enormous difference to those firms in New York supplying suitable outfits. It is said that the supply is not nearly equal to the demand.

A concern called the "Women's Yukon-Alaska Mining and Investment Company," has been started at Seattle. It is run entirely by women.

This Company proposes to engage miners in the spring, charter a vessel, and convey the miners (who will work for them) and stores up the Yukon River to Dawson City.

It is said that a man having enough "grub" to last him for five months can obtain work at Klondike at wages ranging from £3 to £4 per day.

It is reported from Victoria (British Columbia) that a great number of miners who left a few weeks ago shouting "Klondike or bust!" have returned—bust. Four simple feet of snow had changed their plans!



THE VICE-PRESIDENT OF THE WOMEN'S YUKON-ALASKA MINING AND INVESTMENT COMPANY.



MAJOR WALSH—ANOTHER PORTRAIT.



THE LADY PRESIDENT OF THE COMPANY.



THE LADY SECRETARY OF THE COMPANY.

A rival Eldorado has sprung into existence at Cook Inlet, in Alaska. A party of miners are said to have obtained 200,000 dol. of gold dust there.

To own land yielding 80,000 dol. per sq. ft. in Klondike is even better than being proprietor of square rods in the City of London. Such is the case of Captain Ellis of Klondike.

Some of the seekers after gold are finding the remains of mastodons, tusks, leg-bones, etc. But these are hardly what are required. They serve, however, as a means of defence.

Many things point to the fact that at one period Alaska was a tropical country. Remains of tropical vegetation are even now to be seen in the ice.

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Three adventurous men have run the Miles Cañon on the Yukon River, a distance of three-quarters of a mile, over which the current took them in two minutes.

Another very dangerous place is The White Horse Rapids, but it does not present half the difficulties of the Miles Cañon, through which the river rushes at the rate of over twenty miles an hour.

The pack Indians were "had" some time ago by an enterprising Yank, who, after he got them to transport his goods, paid them in worthless paper money.

It is proposed to found an up-to-date "Utopia" on the Yukon. It will be called Brooklyn, and no liquors or gambling will be allowed. The inhabitants will be limited to one hundred.

A well-known man who has just returned from Klondike, and was a caller at *The Road* offices, considers that the amount of gold which will be obtained next year will amount to about 300 tons!

When a new digger arrives at Dawson City, he is at once relieved of his "grab," and is given just sufficient to last him until fresh supplies can be obtained, the rest being sold to the other diggers at Klondike prices.

It is hoped to keep up communication this winter between Dyea and Dawson City by means of dog-trains. The dogs which will be used are great hairy fellows, weighing 80lbs., sometimes more. It is proposed to feed them upon Spratt's biscuits, that being the best sustaining food which can be obtained.

These same dogs are harnessed to a sled in single file, usually four to a sled. They will travel sometimes even as far as 60 miles a day, with a load of 500lbs.

There is a good deal of talk of the possibility of using reindeer for traction purposes, and competent authorities have expressed opinions that reindeer would be found to be of far more use than either dogs or horses. We give an illustration of the elk, now being largely used at Klondike.



"THE ROAD TO RICHES."—SWASH INDIANS SELLING FURS TO VOYAGERS TO YUKON.

Champagne is selling at Dawson City at \$50 a bottle. Potatoes are now at about four cents each.

Mr. Ogilvie, Surveyor to the Dominion of Canada, told an interviewer from *The Road* that in twenty minutes he found 595 dols. worth of gold, washed out of one pan.

The Canadian Pacific Railway Company propose to run a line from Lake Tehu to Glenora. From Lake Tehu navigation is quite uninterrupted as far as Klondike.

South Kootenay, in British Columbia, has up till now beaten Klondike in the amount of gold exported. \$5,540,243 worth of ore have been exported from the district during the last twelve months.

A British Columbian correspondent of this journal writes that British subjects will save themselves a great deal of trouble and expense by entering through British territory. Provisions and outfits are being sold at Victoria at reasonable prices.

There is a tremendous demand for good horses and dogs at Dyea. Good dogs fetch about 125dols. each, and horses are at fabulous prices.

A great many of the would-be gold-seekers will find, upon their arrival at the "seat of war," that their goods have been spoiled by damp, owing to bad packing.

All packages should be put in canvas bags, and then sewn up securely in oil-cloth. If this is done, they may be exposed to rain and snow, and no end of rough handling without being damaged.

People are paying as much as 22 cents per pound to get their freight carried over the passes. There is a scheme on foot to tow a large scow up the river by means of a steam-launch. It is probable, however, that this idea will fall through, as the launch itself cannot get up without help, much less can it tow a heavily-laden scow.

The steamship Portland, of which we give an illustration on another page, and which is now being used to transport miners and

[Continued on page 799.]

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AN INDIAN VILLAGE NEAR THE YUKON.

gold, has had a somewhat chequered career—smuggling opium and arms, tin-cannery business, and again Chinamen-carrying and opium-smuggling, and now the transportation of a motley crowd of gold-seekers and their hoards of hard-won gold.

A plague has broken out in Dawson City as a result of the insufficiency and had quality of food. The inhabitants cannot get away, and the plague is carrying them off in great numbers. All the better for those who survive.

Food is at the present moment of more value even than gold. There are 8,000 people in the city, and only enough food to last 4,000, until the next supplies arrive. These are expected daily.

The Hotel Cecil has had under its roof an individual who has been lucky enough to get into Klondike and out again. This fortunate person seems to have made no small pile, but states that he would not again go through the winter time he passed in Klondike for untold wealth. But he is off there in the spring.

On landing at Skagway the first impression one receives is not by any means a favourable one. A huge cliff, towering above an insignificant-looking collection of squalid-looking huts, and boxes, packages, and trunks in apparently hopeless confusion, are seen on all sides.

From Skagway to the head navigation by way of the White Pass is a distance of forty-one miles. The route is deemed the best, but of those who are waiting to traverse it now, probably one-half will perish in the attempt.

One of the great advantages which the reindeer has over the dog is that it can exist where dogs would starve, as it grubs up the snow and eats the roots and grass underneath.

There are now 1,800 reindeer in Alaska, which are distributed at four stations—viz., at Cape Prince of Wales, Point Barrow, Cape Nome, and Galopin Bay. Most of these animals are trained to be driven in harness, and can draw heavy loads.

An enterprising gentleman at Liverpool is trying to arrange a party

to charter a steamer and set out for the "Road to Riches." He proposes to leave England about January 15th, going round Cape Horn, steaming up the Yukon River, and reaching Dawson City about June. I hope no *local* readers will be fools enough to join him.

This individual estimates the cost at about £170 for the "return" journey. This figure will also include a life policy of £500, so that those having £170 to spare, and being in want of something to do, might take this offer unless warned beforehand.

The Liverpool promoter has secured the services of a well-known "assessor of mining properties," who will act as a sort of guide, philosopher, and friend—especially the latter, I suppose. Doubtless he will be needed, and I hope he will be found upon that occasion.

It is said that several of the passengers in the boats which were the last to get up the river had to sacrifice a great part of their freight-carrying capacity to wines and spirits instead of food.

One barge being partly loaded with whisky and partly with food stuck on a bank on the way up; to get her off tons of flour, beans, sugar, rice, etc., were thrown overboard, but the whisky was kept. Of course it was Pattison's.



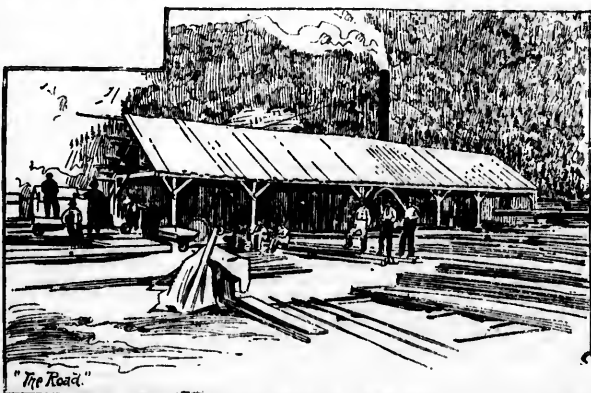
"THE ROAD TO RICHES."—A LUMBER CAMP.

as it is to supply oneself with food. Logs cost from 16s. to 32s. apiece. Skilled miners are paid about £3 a day, labourers £2. I send an illustration of a miner building his log cabin.

When the miners heard what had happened there was a very big row, and it was proposed that the next man who brought any whisky, Pattison's or anyone else's, into Dawson City should be hung up as a terrible warning. What was to be done with the whisky deponent sayeth not.

At the present moment fully one-half of the inhabitants of Dawson City are living in tents. What they will do when the thermometer shows 70 or 80 degrees of frost nobody knows.

It is almost as expensive to build a log-house in Dawson City



JAMES LADUE'S SAWMILL AT DAWSON CITY.

THE ROAD TO RICHES.

The Financial Aspect Considered.

Some of the Companies Which Have Come into Existence—A Preliminary Total Capital of \$5,500,000, and There is More to Come.

Any article dealing with Klondike would be incomplete were no reference to be made—even if it be of but a brief character—to the numerous companies which have been brought out in this country from time to time to deal with the resources of that remarkable land. Up to the time of writing something over \$5,500,000 of capital has been offered to the British public, but how much of this has been actually subscribed it would be rather difficult to say, inasmuch as there is no relying upon the figures which are supplied by the promoters of the various enterprises. I give herewith a complete list of the Klondike or British Columbian Companies registered and brought out up to date, and although I cannot find sufficient space to deal with all of these individually, I have selected for mention some few, and upon the remarks made thereon I think reliance may be placed.

The Capital Invested Up to Date

Klondike and N.W. Territories Exploration Co., Ltd.,	£160,000
Yukon Goldfields	100,000
Klondike Mining, Trading, and Transport	250,000
Exploiters and Investors Trust	25,000
Klondike Yukon Exploration	25,000
Klondike Pioneer	25,000
Klondike and Columbian Goldfields	100,000
British Columbia and New Find	500,000
British Empire Finance	57,583
British Columbian Exploitation	200,000
New Golden Twins	90,000
British Dominions Exploration	250,000
Klondike Gold Reefs Exploration	100,000
C. E. Exploration Syndicate	100,000
Klondike, Yukon, and Stewart Pioneers	206,000
New Klondike Goldfinders	18,000
British Columbian Exploitation and Gold Estates	200,000
British Klondike Mines and Finance Co. Ltd.	100,000
British American Exploration Co., Ltd.	1,500,000
Dawson City (Klondike) and Dominion Trading Corp., Ltd.	600,000
Incorporated Goldmines of British Columbia, Ltd.	200,000
	\$5,500,587

Some of these companies do not profess to expend the whole of their capital in the Klondike field, but all of them have put the attractions of the district on the forefront of their prospectuses. It is sufficient to present the mere figures, it is not necessary to repeat the expression of opinion that the whole matter is a gamble. Generally speaking, the companies are not of such a responsible nature as to provide any definite assurance that the arduous task undertaken will be carried out with success; and in many cases the prospectuses have been vague, undefined, conveying the impression that the directors, though eager to obtain control of the shareholders' money, have no definite idea what can be done with it. Who are the people who are thus willing to throw their savings into the wilds? This list comprises English companies only, and American speculators have been quite as wild as we have.

The Flew of British Capital.

Why companies formed to operate in the Klondike only should seek \$50,000 or more capital cannot well be understood by those acquainted with the northern goldfields. It is true the cost of transportation and of any supplies purchased there is exceedingly high; yet the methods of mining adopted are simple and comparatively inexpensive. It seems as if four or six persons were ample for a party, and a more extensive plan of action could be only by a multiplication of parties. A company in Portland (Oregon) and another in Seattle (Washington) offer to bear the expense of taking a man to Dawson City, which seems to be the "hub," and of supplying him with provisions for one year, for \$100. Making every allowance of providing for a stay of, say, two years, \$400 per man, or £1,600 for the party of four, is as likely to produce good results as a larger sum. But, of course, with companies including British Columbia as well as the Klondike in their field of operations the case is different. There will be a big field for a strong transportation company working with

CARNELLEY'S Hunting Plaids, Sandwich Cases, &c. are of 30 years standing, and well-known for improvements and popular low prices. New Illustrated list or samples sent for inspection through saddlers or other agents. WOLFE, HILTON ST., BIRMINGHAM.

Edmonton, in the North-West Territories, as a starting point; but already one has been organised, though there is likely to be more work than it can handle. As to obtaining concessions, that will probably be out of the question, as the Interior Department seems disposed to retain all these to the Government, and so severely was it criticised last year for granting some privileges that it will hesitate before repeating such legislation. British capital shows a tendency to find its way to the Kootenays and South Yale as it never has before, and, where good judgment is exercised, to new places with better chances for successful operation. Sufficient work has been done to prove that the ore bodies are continuous. In the Slocan the lodes contain lead in sufficient quantities to repay the cost of mining and treating; so that the silver, low though the price may be, represents the profits. In Trail Creek district, of which Roseland is the centre, the sulphide ores yield lower values to the ton, but occur in immense lodes, showing invariably increased values as depth is reached. Another twelvemonth, with the Crow's Nest Railway traversing immense coalfields will see the cost of treatment of these ores reduced to such a price that a value of \$22 per ton will yield handsome profits, while the quantity of such ore that can be produced is past calculation. The Trail district is one for large capital, and that only—no longer for the prospector and labourer, as wages must always remain comparatively low, and the utmost economy be exercised at every point to ensure profits; but, with this and proper management, investments may yield as good returns as Government bonds.

The Klondike and North-West Territories Exploration Co., Ltd.

The directors of this enterprise have very sensibly conserved their money until the proper time arrives for expending it in the most profitable direction, and I understand that the Company's expedition will be one of the very first to enter the Klondike district in the coming Spring. In another part of this issue will be found a map showing the Company's proposed scheme of operations, and inasmuch as it is possessed of a capital of \$500,000, it will probably find itself amply enabled to carry out its promising and discriminating programme. Unlike some of the similar Companies recently started, the Klondike and North-West Territories Exploration Company, Limited, has commenced its career with several properties already acquired, and the winter months are being employed by the directors in equipping an expedition for the purpose of having these claims worked as soon as the Spring enables the miners to proceed. Competent critics have pronounced this Company fully able to boast of properties favourably reported upon, and with agents on the spot watching its interests. This is not a usual feature in connection with Klondike enterprises, and is, therefore, worthy of note. Mr. William Ogilvie, one of the most reliable authorities, if not the most reliable, in Canada, and who was sent out by the Dominion Government to investigate the Yukon district, says, "It is certain that millions will be taken out of the district this year. There are, at least, fifteen miles of this extraordinary richness, and the indications are that there will be three or four times that extent."

The British Columbia Development Association, Ltd.

This is one of the most respectable and best-conducted among the Columbian enterprises, and I understand that the Company has received numerous applications for particulars respecting the new goldfields on the Yukon River, as well as the best way to get to them. The Company has issued a very neat little book, entitled "Klondike: the Yukon Mines and How to Reach Them," which may be had for the sum of 6d., and having perused the book I may say that it is well worth the money. Inasmuch as the Company itself sets forth in another part of this issue its aims and objects, it is only necessary for me on the present occasion to point out that the property held by the Company is considered to be exceptionally valuable, being situated, as it is, in that part of the district which is likely to become in the near future the most frequented. This Company virtually controls the White Pass route (described in this number and very fully illustrated), by the ownership of the land and wharf at Skagway Bay at the head of the Lynn Canal, while it also holds Parliamentary powers from the Dominion, Provincial, and United States Governments, and it has, at its own expense, and without any Government aid, constructed a practicable trail for men and animals from Skagway Bay to the Windy Arm of Tagish Lake, and the undertaking seems to have exercised every influence which it possesses to restrain emigrants from leaving England for the goldfields before next spring, for which month pieces of advice they deserve the greatest credit. When the gentle spring-time comes, this Company will be found to have perfected arrangements for dealing with a very large stream of traffic, and in the meantime it may be advisable to point out two of the most misleading statements which occur in a circular which was sent out by another and less scrupulous Company. In dealing with this matter I do not think that I can do better than quote the words

LESSONS TO LADIES IN PAK RIDING and HUNTING by a lady; horses trained and carefully exercised; ladies accoutred on their own horses; DRIVING LESSONS given.—Address Miss G. A. POLLEAD, 19, Balcombe Street, Dorset Square, N.W.

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THE COMING KLONDIKE BOOM.

The London & Globe Finance Corporation Ltd.,

OFFICES: 15, Austin Friars, London, E.C.

Will Issue in the Course of a Few Days for Subscription Among
Their Own Shareholders

THE BRITISH-AMERICA CORPORATION LIMITED.

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THE FULL PROSPECTUS WILL BE READY ON OR ABOUT DECEMBER 1ST NEXT.

THE NEW ELDORADO.

THE LONDON AND GLOBE FINANCE—IMPORTANT INTERVIEW WITH MR. WHITAKER WRIGHT.

(From the Colonial Goldfields' Gazette)

The subject of the present interview has been recently described by a well-known journalist as being even more inaccessible than the Grand Llama of Thibet. It was therefore with a certain amount of trepidation and dubiety that the representative of the *Colonial Goldfields Gazette* recently sought the presence of Mr. Whitaker Wright in order to gain from him, if possible, an expression of opinion as to the present and future of the London and Globe and its kindred companies, and also concerning the much-talked-of British America Corporation, Limited. Contrary to anticipation Mr. Wright received our representative in a very cordial manner, and as the conversation proceeded, his answers to the many queries put to him became readier and more ample until, in time, Mr. Wright did most of the talking, and our interviewer was well content to listen and take notes. The first question put to Mr. Wright was, "When will the British American Corporation be issued to the public?"

THE DATE OF ISSUE.

"As near to December 1st next as possible," was the reply; "but, as you may imagine, it is no light matter arranging the details of one of the largest and most important issues of its sort within recent times."

"But you have had this matter in contemplation for some time, have you not?"

"Indeed we have—for many months, in fact, ever since the mines in British Columbia opened out so magnificently, and the great Yukon goldfields were discovered. My own personal acquaintance with the country, extending over many years, naturally directed my attention to the great gold discoveries there, and the marvellous reports of the recent developments in North-West Canada were fully verified by the Hon. C. H. Macintosh, the Lieutenant-Governor of the North-West, who is an old friend of mine, of eighteen years' standing. In the next place I obtained confirmatory evidence from practical mining men upon the spot, who were in my confidence."

"May I ask if the London and Globe Corporation is already interested in Canada, or does it merely intend to find capital for operations there?"

"The London and Globe for many months past, through its responsible agents, has been securing options upon, and entering into agreements in regard to the acquisition of, many of the leading properties in this new Eldorado. At the

present time there are two fully-equipped prospecting parties exploring the Yukon country in our interest."

THE PRINCIPAL PROPERTIES.

"Do you object to give any specific information in regard to the properties you have acquired, or are negotiating for?"

"A specification of the principal properties acquired and the contracts entered into will appear in due course, and I venture to say that the public will be rather surprised at the extent of our activities in the quarter of the world to which you have referred. I may say, however, that we have secured several of the properties the output of which has become the talk of two continents, and has largely contributed to the present excitement in regard to these gold-fields. We have what I consider unimpeachable evidence as to their value; in fact, I have one report by a practical man which states that one of the claims to which I refer is at the present moment producing £1,000 to every square foot of earth excavated. And the gold taken out from this property belongs by agreement to the London and Globe, and will be turned over with the claim to the British American Corporation."

"What about British Columbia, Mr. Wright? Have you secured any interests there?"

"Yes, many, and among them what I believe to be the Lake Views and Ivanhoe of that province."

THE COMPANIES' SCOPE.

"But the British America Corporation, as I understand, is not to be created merely for the acquisition and working of mines?"

"Oh, certainly not! We are acquiring, and, indeed, have acquired, various trading posts, warehouses, stores, and property, and we propose to run a line of steamers to the fields for the transport, not only of our own stores, plant, and supplies, but also for general passenger and freight traffic. In this regard we propose to give special attention to the short-Canadian route. Concerning this we are negotiating, and expect shortly to complete arrangements."

"I presume you are being well advised locally in regard to this important matter?"

"Yes; we receive information and advices from leading officials of the Canadian Government, who are most anxious to forward the development of the country through responsible agencies with ample capital at their back."

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"It may be said, therefore, that, apart from the London and Globe, the British-America Corporation starts under especially favourable auspices?"

"No company more so. It will be governed by a board of directors of the highest position and character, most of whom have a personal and practical knowledge of the Dominion of Canada; and I may here add that we have obtained many powers in regard to the development of the country by means of a special Act passed by the Legislature of the Dominion and duly assented to by Her Majesty in Council."

"I see," said our representative, "that it is announced that only London and Globe shareholders will be permitted to apply for shares in the British America Corporation. As I understand, the issue will be £1,000,000. Do you consider it wise to shut out the public from the opportunity of subscribing?"

THE FORTUNATE ALLOTTEES.

"Most certainly, and for several reasons. In the first place, the shareholders in the London and Globe are so numerous and influential that they are perfectly able to take the entire capital in any ordinary issue we may deem it desirable to make. At the time we brought out the Lake View Consols the amount of money involved was so large that we feared to rely entirely on the subscriptions of our own people, and therefore called in the assistance of bankers, brokers, and others. We received, however, so many letters from shareholders in the London and Globe criticising our action in this respect that we determined to put the matter to a test in our next issue, and, if the result was satisfactory, to limit all our future issues to subscription by our own people. Pursuant to this resolve, we offered the Ivanhoe to our own shareholders without a penny of underwriting, and you know the phenomenal result. We asked for £750,000, and we had tenders for several millions. This, to say the least, was very gratifying, especially as every allottee has already secured a profit of nearly £2 a share, and in the near future Ivanhoes should score a much higher premium. Secondly, in allotting the shares of the British-America Corporation to holders of London and Globe shares our people practically become the promoters of the former company, and thereby not only accrue the dividends that may be declared by the British-America Corporation, but also their *pro rata* share of all the profits that will accrue to the London and Globe as a result of the flotation. I cannot too strongly impress upon the shareholders of the London and Globe that practically they are their own promoters, and that by reason of their membership in the Corporation they will secure participation in the benefits to be derived from our operations in British Columbia and Yukon absolutely on the "ground floor"—in other words, at a cost, less the ordinary running expenses of the company."

THE IVANHOE ISSUE.

"You have referred, in the course of your remarks, Mr. Wright, to the Lake View and Ivanhoe Mines, and I see it stated in a contemporary, on your authority, that the Lake View Consols will pay a dividend of 50 per cent every other month."

"Yes, I remember that interview," replied Mr. Wright, "but the interviewer made a mistake of one word in reporting me. He made me state that the Lake View Consols would pay 50 per cent every other month, whereas what I said was, it could do so—and it can. I could not say that it will do so without arrogating to myself the prerogatives of the Board of the Lake View Consols, of which I am not a member. The advice of the London and Globe Corporation to the Lake View directors is that they should declare a dividend of 50 per cent, as often as the receipt of bullion from the mine will permit, no matter whether it is once a month, every other month, or every three months. Mr. Kaufmann has stated to us that next year the mine can pay from £3 to £5 per share in dividends, and if his conviction is realised it will be most gratifying."

"And now, what is your opinion in regard to the Ivanhoe?"

"As soon as the new equipment of the mine is completed Ivanhoe shares, on the dividends which will be declared, will, no doubt, rise to £9 or £10 in the market. Mr. Callahan states that the erection of the plant on this great mine will occupy about six months, and the rise in the price of the

shares which will follow almost immediately thereon will be a very good profit for those who are now holding the shares, or who may purchase them in the near future."

"Can you say anything in regard to the other mines in Western Australia in which the London and Globe is interested, and which are not as yet upon a dividend-paying basis?"

AN APPROACHING AMALGAMATION.

"Yes. As soon after the issue of the British-America Corporation as possible, meetings of the companies to which you refer will be called with a view to the amalgamation of their mines in a strong exploration company, with £500,000 of working capital. Several of the properties referred to were issued by the old West Australian Exploring and Finance Corporation, which, as you know, was amalgamated with the London and Globe. The mines were selected with the greatest care, and are among the best in West Australia, the only difficulty in regard to them being the lack of water. The same obstacle was met with in the early days of the Kalgoolie field, but on development ample water for milling purposes has been struck there, and there is every indication that the same thing will happen in other districts on further development. The amalgamated or exploration company will also hold a large and promising acreage in the Hannan's district, and it is further proposed to reserve for the amalgamated or exploration company 200,000 shares in the British America Corporation—in short, there is no doubt in my mind that the proposed company will soon be a dividend-paying concern, and the shareholders in the various mines to be amalgamated will occupy an eminently advantageous position."

Mr. Wright was at length commencing to grow somewhat restive; but our representative was not quite done with him.

A QUESTION OF THE FUTURE.

"One word more. I remember that some people considered the optimistic statement made by you about a year ago, during the depth of the West Australian depression. It was to the effect that in the opinion of the directors the London and Globe would become in the course of time an issuing house second to none in the City of London. In view of your former successes, and of the recent Ivanhoe issue, it appears to me that that prediction is practically fulfilled, and the fact must be very gratifying to you."

Mr. Wright expanded once more. "Yes," he said; "I believe implicitly in the London and Globe and its future. You will also remember that I stated at the last annual meeting, when the vote was about to be taken on the resolution for the amalgamation of the West Australian Exploring and Finance Corporation with this company, that, in my opinion, the new shares should command a market price of not less than £2 per share, and to-day the price is £2 10s; so you will see that my conviction has been more than verified."

A REMARKABLE DIVIDEND.

"But what of the future, Mr. Wright?"

"Well, in my opinion, the dividend for the current year will not be less than 25 per cent., which will be equivalent to 10 per cent. upon the present value of the shares. I also expect that the report at the next annual meeting will disclose the fact that the London and Globe Corporation holds unencumbered not less than £2,000,000 in Consols and kindred securities, in addition to its speculative investments, such as Lake View Consols, Ivanhoes, Victorian Gold Estates, British American, British Columbian, and other meritorious mining securities. Such being the case, in the opinion of many, the intrinsic value of London and Globes is not less than £5 per share. Even at that price they would pay 5 per cent., which, in view of the sound securities held, would be, to say the least, liberal interest, leaving out of account the profits that accrue to the shareholders from the special privilege accorded them of subscribing to the company's issues at par."

"One question more, Mr. Wright, and I have done. Is it your intention to pay an interim dividend this year?"

"I expect the London and Globe directors will declare an interim dividend of 10 per cent., or at the rate of 20 per cent. per annum, next month. Good day!"

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of the experienced Chairman of the Company, Mr. H. Byron Johnson, and which I therefore present to my readers in his *ipse dixit*.

Mr. Byron Johnson says:—"I venture to point out to you that two most misleading statements occur in one of the paragraphs of a widely-circulated circular. In this paragraph are coupled the Chilkoat and White Pass as being capable of transit in two days, and that by horses or Indian carriers. The facts are as follows:—The Chilkoat Pass is absolutely impracticable for horses, and difficult and dangerous for men, in proof of which I would refer to the letter of Mr. Harry de Windt (published elsewhere in this issue). The charges made by Indians for carrying loads on their backs to the summit only of the Chilkoat Pass has amounted to from 6d. to 10d. per lb. The Chilkoat Pass debouches on the head of Lake Bennett, whence a long and tedious water-passage occurs before the windy arm of Tagish Lake is reached, with shallow and difficult rapids intervening, called Cariboo Crossing, where a long portage is usually necessary. (See Dr. Dawson's map.) The result of this is that last spring a party of eight miners who went over the White Pass (before the trail now completed was constructed) reached Tagish Lake some fourteen days before another party who started via the Chilkoat Pass on the same day. It is correct to describe the White Pass route as occupying two days (although our agent recently rode through it and back in that time), but to reach the same point by the Chilkoat will occupy, under the best conditions, eight or ten days. I trust we may look to you to set this point right with the public, whom it nearly concerns, as there are numerous unscrupulous agents ready to inveigle miners and others knowing no better to make the transit by the Chilkoat Pass, and the weight of a Governmental statement putting this route on equal terms with the White Pass would dwell unfairly upon the public and ourselves. I may add that we are prepared to furnish unquestionable proof of these statements."

From what I know of this enterprise and the board of directors, I think it may be taken for granted that the interests of the shareholders will be studiously regarded, and I have little hesitation in saying that I look upon the British Columbia Development Association, Limited, as one of the soundest and most sensibly-conducted of the many enterprises which have made their appearance to deal with Klondike and British Columbia generally.

Dawson City (Klondike) and Dominion Trading Corporation, Ltd.

A far different enterprise is that which came out some little time ago under the title of the Dawson City (Klondike) and Dominion Trading Corporation, Limited, with a capital of £600,000, and of which it was ostentatiously announced in the prospectus that "500,000 Ordinary shares were devoted to working capital." The board of directors originally consisted of General Sir Michael A. Sutherland Biddulph, G.C.B., Mr. Henry Heaven, a Mr. J. de L. Cohen, together with Mr. H. Chester-Master and Mr. J. W. Taylor, J.P. Even before the directors could have gone to allotment, Sir Michael A. Sutherland Biddulph found it necessary to withdraw his name from the prospectus, and publicly announced his decision to that effect, a fact which has naturally called for a considerable amount of adverse comment and journalistic criticisms of a most unfavourable character; while protests have been lodged from shareholders and the public generally. It is pointed out that if Sir Michael Biddulph knew anything detrimental concerning the company at all—and this is quite possible—he should not have remained on the board or ever have allowed his name to appear upon the prospectus, as it merely acted as a bait to the unwary of the public applicants. Another most unpleasant feature of the prospectus is the fact that the Hon. J. H. Turner, Prime Minister of British Columbia, who is mentioned as one of the "Advisory Board" in British Columbia," is referred to in the following paragraph:—"With the opportunities which such a board of directors as this of this Corporation will possess for obtaining early and reliable information as to the best sources of investment, this part of the Corporation's business should, it is believed, prove a considerable source of profit." Now, if this insidious paragraph which I have quoted means anything, it means that the Hon. J. H. Turner aforesaid will divulge, for the benefit of his brother directors and the shareholders in this company information which he would only be able to acquire in his trusted and responsible position as Prime Minister of the Colony. I do not think for a single moment that Mr. Turner would be guilty of such a crime, for crime it would be; but it is distinctly anticipated or foreshadowed in the terms of the prospectus which I have quoted. I think that the best thing that the Hon. J. H. Turner can do, even at this late hour, if he has any regard for his good name and his Ministerial reputation, is to repudiate the meaning of this clause, or to withdraw his name altogether from the prospectus, which looks to me to be the outcome of some promotion of a very shady character.

NATIONAL DOG FEEDING consists in giving wholesome and nutritious food (Spratt's Patent Meat Finesse Dog Cake). Do not give it bits and dainties merely because it is a small child, prefer what suits his palate. Spratt's Patent Dog Cake, so hard and fast rule can be given, as a rule give fully about one end-a-half to two biscuits to Fox-terrier, Shrew or Collie dog, St. Bernard, and five St. Bernard, Great Dane or Newfoundland. See "Spratt's Patent" and an "X" is stamped on each biscuit supplied you. Pamphlet on Canine Diseases post free of Spratt's Patent (Limited), Bury, Essex, London. [ADV.]

The Coming Klondike Boom.

Next year promises to be an active one as regards railway construction. Then the western section of the Crow's Nest Railway will be under way, and a line from the Columbia River westward, probably through Southern British Columbia, to the coast is likely to be commenced. The coast cities are anxious for direct railway communication with the mining region of Kootenay, and to that end a charter has been sought for a company to build from a point on the Gulf of Georgia, south of the mouth of the Fraser River, eastward to Hope, on the Canadian Pacific Railway. Thence through a pass in what are commonly called the Hope Mountains, by way of the Similkoten district, south of Lake Okanagan, and eastward, following water-courses to the Columbia River. Two obstacles present themselves—the Hope Mountains and the range west of the Columbia; but engineers who have explored the country at the instance of promoters of the Company affirm that a feasible route can be found. A rival scheme to this one, to follow practically the same route westward from the Columbia River to Pendleton at the southern end of Lake Okanagan, is moot at the instance of the proprietors of the smelter at Trail. This road would give an outlet to the rich gold-copper Company, South Yale, to the Columbia River on the eastward, and to the westward by means of steamships on Lake Okanagan and the Shuswap and Okanagan Railway to the main line of the Canadian Pacific Railway.

The Better of the Two Lines.

The first-mentioned line, if carried through, would give a competitive route from the Kootenay Mines to Victoria and Vancouver—which the other would not. It would be shorter in point of time and distance, and would traverse a region untouched by the other, which is rich in copper, gold, and, it is said, silver which the latter would not. Towards this line a conditional grant of money has been made by the Provincial Government, and the Dominion is to be asked at next session for the usual subsidy of \$3,200 a mile, making a total of \$7,200 a mile. The promoters state that upon securing this assistance London men have agreed to advance them the money requisite to build, equip, and operate the railway. The names of their sponsors they do not make public. By the terms upon which the Canadian Pacific Railway was granted assistance towards the construction of the Crow's Nest Pass Railway it has agreed to allow other lines to use its track, so that the coast railway people, with Victoria, Vancouver, and Eastern Railway Company, have the more ambitious end in view of being able, by means of a railway through the North-West Territories and Manitoba, eventually to reach the Great Lakes, and so give a second trans-Continental railway to Canada. Engineers from the Trail Company, with Columbia and Western, have gone into the field, and it is possible that construction may start as soon as practicable after the snows disappear in the spring, as there can be no doubt but that whichever road is built first will effectually shut out the other.

Some Methods of Swindling.

In view of the fact that many of our readers will be going out to Klondike with the idea of picking up claims or buying interests in others already pegged out, it is wise to give a few hints as to the kind of swindlers and swindlers that will be met with.

Every trade has its tricks, but men who have gold mines to sell often perform tricks that would set a Hindoo juggler to guessing. The average mining speculator, or, in less complimentary terms, say a shark, can pull the wool over the eyes of the unwary as completely as any patent medicine fakir or stage prestidigitator. Assayers in particular should be handled with care. An assayer's reputation rests on making truthful reports. He can, therefore, afford to take no chances of being imposed upon. Some may have learned by experience that it is not safe to allow anyone but trusted assayers to enter the room where they do their work. In conversing upon this very subject to a prominent assayer, whom I know well, he said, a few days ago:—"I have known a sample of ore to yield a heavy percentage of gold when its owner was present at the test, and none at all when he was absent. How can that be? Well, in one instance I was conducting an assay in the presence of the owner of the sample, and noticed that he was chewing tobacco vigorously and also going to the assay furnace to expectorate it into the fire. Watching him narrowly, I saw him spit into the crucible, and, seizing him by the throat, I forced out of his mouth the tobacco, and along with it a quantity of gold dust, which he was attempting to get into the crucible in order to make his assay run high. It would require very little gold thus added to an ounce of ore to make a difference of many hundreds of pounds per ton in the result."

Further Instances of Sharp Practices.

Continuing his interesting revelations, my informant went on:—"My firm once sent an assayer to Colorado to sample a silver mine. He was entirely unimpressed in the performance of his duty, and felt sure that he had a fair average sample. He took the precaution, however, to divide his sample into two lots, sending one lot by express and bringing the other with him in his trunk. Both samples arrived with their seals unbroken and the

bags apparently intact; but when we came to assay them we found nearly double the amount of silver in those which had come by express. Investigation showed that somebody had punctured the bags which came by express with the point of a syringe and had squirted in among the ore a strong solution of nitrate of silver, which, drying upon the ore, of course added greatly to the assay. The men to be most feared by the assayers are the "new arrivals" characters, who profess to be holders of gold and tin or other metal in the most unlikely rocks by secret means of their own. They come to us for certificates, and always insist on being present when their process is tried. Sometimes they will "salt" the sample or put gold into the crucible in spite of the greatest watchfulness. One of these men made a contract with my partner to test his process in his presence. The man agreed to give him the details of his process, ostensibly to read over, so as to familiarise himself with them. The process was supposed to extract gold from every variety of rock where the ordinary methods of assay would not show it. My partner selected a barren rock and tested it carefully, and obtained no gold even by the special process. He had everything cleaned up and put away, and repeated the test in the man's presence. Although the man did not seem to go near the crucible, and there was an assistant present especially to watch him, the result of the second test was a considerable quantity of gold. The man paid his fee, leaving instructions to have a certificate as to the efficiency of his success sent to his hotel. The certificate was duly made out, but stated that "Mr. Blank's process was tried twice, once in his absence and once when he was present, and that in the former case absolutely no gold was obtained from the rock, but in the latter such and such an amount was yielded." The man never turned up again, as he evidently saw that he was caught. To this day nobody knows how the gold was got into the sample. Hardly a week passes in our business without something new and interesting or startling connected with mines or swindlers. Is it any wonder that I allow none but trusted assayers to enter the room where they are at work?"

The British Columbia Corporation, Ltd.

Shortly after these lines appear in print the largest, and what will undoubtedly be generally considered one of the most important, of the Klondike companies, will have made its appearance. We refer to the coming issue to be made by the London and Globe Finance Corporation, Limited, and which will be known under the title of the British America Corporation, Limited. The capital of the Company will be £1,000,000 sterling. Unfortunately for the general public who may want to be "in," there will be no opportunity for them to acquire shares directly in this concern (although they can and should pick them up subsequently) which will be allotted strictly to the shareholders of the London and Globe Finance Corporation, and in connection with which, in order to preclude any possibility of a misunderstanding, the transfer-books are to be closed from December 1st to the 7th, both days inclusive. Those fortunate shareholders whose names are inscribed on the register by December 1st will alone have the right to apply for shares in the British America Corporation, Limited, which is organised to exploit the Yukon goldfields in the province of British Columbia. It is stated that the shares in the new Company will be allotted in proportion to the number applied for by shareholders in the London and Globe Finance Corporation, and not merely in proportion to the number of London and Globes held by the applicants. Inasmuch as the aims and objects of the new Corporation are set forth fully elsewhere in our advertising columns, it is unnecessary to say very much about the same on the present occasion. However, it may be pointed out that in an "interview" between the representative of a financial newspaper and Mr. Whitaker Wright, the managing director of the London and Globe Finance Corporation, Limited, that gentleman spoke as follows:—

"Ever since the mines of British Columbia opened out so magnificently and the great Yukon goldfields were discovered, we have had the matter in contemplation. My own personal acquaintance with the country, extending over many years, naturally directed my attention to the great gold discoveries there, and the marvellous reports of recent developments in North-West Canada were fully verified by the Hon. C. H. Macintosh, the Lieutenant-Governor of the North-West, who is an old friend of mine, of eighteen years' standing. In the next place, I obtained confirmatory evidence from practical mining men upon the spot, who were in my confidence. As you are aware, the London and Globe for many months past, through its responsible agents, has been acquiring options upon, and entering into agreements in regard to the acquisition of, many of the leading properties in this new Eldorado. At the present time there are two fully-equipped prospecting parties exploring the Yukon country in our interest."

Continuing his remarks upon the same subject, Mr. Wright added: "A specification of the principal properties acquired and the contracts entered into will appear in due course, and I venture to say that the public will be rather surprised at the extent of our activities in the Yukon district. I may say, moreover, that we have secured several of the properties, the output of

which has become the talk of the two continents, and has largely contributed to the present excitement in regard to these goldfields. We have what I consider unimpeachable evidence as to their value; in fact, I have one report by a practical man which states that one of the claims to which I refer is at the present moment producing £1,000 to every square foot of earth excavated. All the gold taken out from this property belongs by agreement to the London and Globe, and will be turned over with the claim to the British America Corporation. This Corporation is not to be created merely for the acquisition and working of mines. We are acquiring, and, indeed, have acquired, various trading points, warehouses, stores, and property, and we propose to run a line of steamers to the fields for the transport, not only of our own stores, plant, and supplies, but also for general passenger and freight traffic. In this regard we propose to give special attention to the short Canadian route. Concerning this we are negotiating, and expect shortly to complete arrangements, having just received some valuable information and advice from leading officials of the Canadian Government, who are most anxious to forward the development of the country through responsible agencies with ample capital at their back."

The British Columbian Land Exploration and Development Co., Ltd.

The British Columbian Land Exploration and Development Co., Ltd., which was formed a little over a year ago, has already attained celebrity as an enterprise having vast possibilities. For a considerable time past several well-known mining experts have been engaged on behalf of the Company in examining, prospecting, and developing some of the enormous properties which the Company possesses, and which lie, for the most part, in the famous Rossland district, which is regarded by most of those who have visited that part of the world as quite one of the richest, or among the richest, districts. The area of the property known as the "Young British America," upon which, it should be mentioned, the Crown grant has been received, extends to over 24 acres; and it is also worth noting that there are only three claims between this property and the famous "Le Roi," which is known as the mine of the camp, and which has, we understand, recently been acquired by a powerful organisation in this country, and will be probably floated in due course as a separate enterprise. The claim known as the "Young British America," derives its value from the favourable character of the formation which appears to be identical with that in which the paying mines of the district are found, and also from its location, being directly in the trend of some of the principal fissures on the mountain. The British Columbian Land Exploration and Development Co., Ltd., which has a capital of £250,000, and a subscribed working capital of £25,000, has engaged Mr. R. F. Todd, a mining expert of considerable experience, to take charge of its interests in Rossland; but the property mentioned is only one out of a large number of claims which this Company owns, and to give a list of which would occupy far more space than, unfortunately, we have at our disposal. We may say, however, that reference to the Company's own official announcement, which will be found upon pages 811 and 812 of this issue, will supply the information desirable in this respect, and particular attention may be drawn to the concluding paragraph of such announcement, wherein it is stated that the proposed railway from Crow's Nest Pass, which is now under construction by the Canadian Pacific Railway Co., will pass in the immediate vicinity of some of the Company's properties, so that supplies can be carried into the country as cheaply as, if not cheaper than, in any other mining camp in the Province, while the working expenses will consequently be considerably reduced. It is understood that the British Columbian Land Exploration and Development Co., Ltd. which is a Parent concern, will, in due course, have one or two, if not more, very promising sub-companies to offer, and to which those who are desirous of investing money in British Columbia, will do well to give their attention.

Need for Hurry.

(By Harold W. Ebbas Canavan.)

The snow is coming down on the mountains, and getting nearer the bottom daily, which warns us to get to Dawson as quickly as possible. I cannot estimate the cost of living in Dawson, but it must be very high. Last year flour cost as high as 150 dollars (£20) a hundred (so Inspector Strickland of the Mounted Police, told me). I shall have to build a shanty, very likely. I want to get to work on a claim before the rush comes in; that is my idea in pushing on so quickly. There are men on the trail representing large companies, and they are carrying large sums of money. When they arrive, of course, it will be more difficult for me to buy. There is a correspondent of a New York daily paper in the trail, Mr. Scovill. He has his wife with him, and there are others whom I have not met. It has rained every day for the past week, and travelling is, of course, doubly disagreeable on that account. Before this reaches you I hope to be at my journey's end, in Dawson City.

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WHAT TO WEAR AT KLONDIKE.

The Proper Rig-out and Where to Get It.

Reindeer Coats and Trousers a Speciality.—The Military Equipment Stores Will Provide Everything From a Rock Drill to a Biscuit.

How many among the thousands of pedestrians who hourly pass through Waterloo Place on business or pleasure bent have any idea that in the unpretentious premises situated on the left-hand corner, occupied by the Military Equipment Stores, is to be



REINDEER SKIN OVERCOAT AND BOOTS. (FIG. 1.)

found a veritable museum of every description and sort of up-to-date equipment, suited to individuals and to large or small expeditions!

To this versatile establishment it apparently matters little or nothing whether an order has to be executed in a week or with six months' notice. The order once given, however, it is quite superfluous upon the part of the intending purchaser to further trouble his brain about the matter. All that he has to do is to pay his account (the Company, curiously enough, is particular upon this point), and take the goods which the gods, in the shape of the Company, provide.

Amongst the aforesaid thousands of people, we have noticed of late a preponderance of square-shouldered, bronzed, athletic-looking men marching along like "anthropophagi," with heads beneath their shoulders, with knitted-brows, affording evidence of their mental wrestle with the vexed question of the moment—"How to get, with a whole skin, to Klondike, and when there, how to remain as long as they desire?" If only some beneficent fairy would direct their attention to the miniature sign board upon the left-hand corner house in Waterloo Place, in about two minutes their many brows would clear, and their vision, in lieu of being limited by the paving stones, would roam over a collection of outfits such as, in their wildest dreams even, they have never seen!

The Military Equipment Company is offered by a gentleman who is not merely interested in disposing of the wares of his Company, but, who, being a great traveller himself and a keen sportsman to boot, is able to, and does, interest himself personally in his clients' wishes. The Company has lately fitted out several expeditions to the Yukon District, and one of these is a very large body, which leaves England with intention of reaching the District before the snows melt. This expedition starts from a point in the Canadian Pacific this month (November) on an overland sleigh journey, of some 1,000 miles, taking with it a full and complete Arctic, mining and scientific outfit, together with many tons of provisions. It need scarcely be said that a firm who can fit out such an expedition from a rock-drill to a biscuit, and give absolute satisfaction, is worthy of the attention of intending explorers on the Road to Riches, and of those whose goal is the Northern Eldorado. Among the things supplied by

the Stores are some special double-green Willesten canvas tents, sledges, dogs, reindeer-skin sleeping bags, Jaeger sleeping bags, Jaeger blankets, reindeer-skin stockings, Malitza or reindeer overcoats (shown in our illustration, Fig. 1), Sovike or reindeer-skin coats, snow shoes (see illustration, Fig. 2), special rubber and leather boots, "Jackson" aluminium cooking cauldrons, folding canvas boots, green Willesten waterproof valises, wolfskin gloves, brown leather jackets (flannel-lined), green Willesten canvas bags, "Wallace" combined trenching spades, picks, and hammers; moosehorns, mosquito netting, cashmere putties, rifles, revolvers, cartridges (such as the "E.C." etc.) compasses, camp folding lanterns, waterproof baths, pocket filters, etc., etc., etc.; while among the numerous kinds of compressed provisions, tea in tablets, coffee in tablets, lime juice in tablets, lemon juice, consolidated pea soup, Bovril, Horril emergency food, Bovril lime-juice nodules, cocoa and milk, condensed milk, army rations, arrested foods, bacon, hams, biscuits (in one outfit the Company are sending 5 tons of Spratt's cod-liver oil and ordinary biscuits), Saccharin, etc., etc., etc.

ON THE ROAD TO KLONDIKE.

The Winter Route Described in a Letter from Mr. Harold W. Ebbs Canavan.

How Progress is Made.—Incidents of Travel.—The Two Terrible Trells.—A Successful Traveller.

A somewhat complaining but interesting communication is to hand from Mr. Harold W. Ebbs Canavan, who has gone out in the interest of one of the Yukon Mining and Developing Companies. The letter is dated from Lake Bennett, and was posted up at Lake Tagish on September 7th. It is as follows: "At last I am here, and glad to report a safe arrival. From Skagway, I went to Dyea, and was lucky enough to secure some men to pack who had just come up on the steamer "Queen," and as the Indians here are all engaged or too lazy to work, I thought myself fortunate in getting through so quickly, even though it cost forty cents (say 1s. 8d.) per hundred for packing. Had I remained at Skagway I would be stuck on the trail like the other poor devils who are trying in vain to get through. None of the other passengers who came up by the steamer "Islander" have got through this far.

[Continued on page 805.]



KLONDIKER ARMED IN SHEEPSKIN COAT, REINDEERSKIN TROUSERS, SNOW-SHOES, AND WOLFSKIN GLOVES. (FIG. 2.)

The Dangers of the Skagway Route.

"They all went by Skagway, and got their outfits several miles up the trail before realizing its condition. When they did it was too late to turn back. I cannot speak too severely of the conduct of the people interested in the town site of Skagway in reporting the White Pass trail as being fit for travel. In their efforts to boom the town they have induced thousands to come that way, and most of them are now stuck there with their horses and outfits, which most likely means all their capital.

What the Trails are Like.

"I venture to say there are several thousands pounds' worth of outfits lying on the Skagway trail. Not over one-fifth of it will get to Dawson this winter season. I read a report in a late Victoria paper, said to come from the Manager of a British Yukon Company, in which it is stated that the Skagway trail was open and good, and horses were crossing daily. If that report was true the man who made it should be severely punished. The fact of the matter is that the trail is lined with dead horses. The Dyea trail is bad, very bad, but better by far than any other at present.

Bad for the Police.

"The Mounted Police who came up with me on the steamer are still working their way over the Skagway trail, and even with all their men and horses they are still on their way. From the time I struck Skagway till the present it has been a constant expense—money for everything. Nothing will be done without it. Men with teams make from £16 to £20 a day, while wages are all the way from £1 to £4 a day. The only way to get here was to buy my way through, and I was fortunate in getting what little I had over so quickly. One man who had his outfit of 1,200 pounds offered £200 to have it packed over here. He is still on the way. One who has not been here and seen for himself the condition of things cannot realize how wild people are to get through this winter, but every report is better than the last from Klondike.

Paying Out Money.

"I feel satisfied that I shall make a strike, and am rushing on with that idea in view as quickly as possible, but it is costing a great deal of money. To-day I came from Lake Linderman, six miles, in a ferry boat; that cost ten dollars (say £2). I carried my stuff over the portage of three-quarters of a mile myself, and got it brought over to the sawmill here, two miles by boat; that cost me five dollars (say £1), and so it goes. I have the small satisfaction of knowing that others go through the same experience, and in most cases get hit worse than I. I am now building the frame for my canvas canoe, and expect to finish it to-morrow. The little lumber I require (about four one-half inch boards) I am getting at the mill here as a great favour (for a consideration).

The Mill in Request.

"The mill (if I can call it such) is working its full capacity, and turns out, I should think, about 1,000 feet a day—all of which goes to build boats, and they say orders ahead more than they can fill. Boats fetch all the way from 100 dollars (£20) to 400 dollars (£80) each. In fact, people are paying all prices, while passage in a boat to Dawson is all the way from 75 dollars (£15) to 125 dollars (£25). My trip over the pass was very rough, and one of my packers played out, and I took his pack of eighty-five pounds, and carried it over myself in a pouring rain. The other men were behind with the blankets, and did not catch up that night; the consequence was that I had to sleep on a table in a shanty (called a hotel, where meals are 75 cents—say 3s.) in wet clothes, without any blankets. The following night we slept just a little over the summit, above the timber line, and at the foot of a glacier. There being no wood, we went to bed in the rain, without supper, and it was bitterly cold as well. I am trying to give you as good an account of my trip as possible. Of course, I am more or less used to experiences of this kind, and they were not so hard on me as on those who are new in the mountains. I passed one grave on the trail to-day, and I am sure there will be many more before spring. People are going blindly into hardships for which they are entirely unfitted, and it can only end in their losing their lives.

Some Experiences.

"Had I brought a year's provisions with me, as I thought of doing, I could never have got through. If the "Islander" could have taken it I certainly would have brought it. Luckily they would not take it, as they had all they could carry, and what I did bring I had to carry in my state-room. There are many reports about the state of things at Dawson, but I think there will be no difficulty in my buying my supplies there. Here everything is charged for out of all reason. Where I camped last night (at the head of Lake Linderman) were a man to steal even a piece of bacon it would without doubt cost him his life. Mine's law prevails all along the trail. A man at Linderman offered me five dollars for a late newspaper. I am travelling in company with Mr. J. A. Fraser, a Nova Scotian, and a cousin of the member of Parliament of the same name. He has spent a good many years quartz mining in the States, and was lately superintendent of a mine in Colorado. His knowledge will be of much service to me. He is sharing the expenses of the canoe, and that will also help me out."

GOLD! GOLD! GOLD!

[The following poem was written by its author many years ago, and, although this is the first time it sees the light in print, it reads much like a prophecy, as regards the future of Klondike and "The Road to Riches!"]

I had a dream, as strange as any dream.
There came most marvellous tidings to the ears
Of men from far-off regions of the north.
The long-sought Eldon of the golden west,
The land of Ophir, yea, the very source
Of all man's golden hopes, was found at last.
The rocks were bowlders of the precious gold;
The gently rising hills were domes of gold;
The very soil was but the dust of gold;
The waters gleamed with pebbly wealth of gold.
No strange, too, strange it seemed to all at first,
Of wealth so fabulous within the reach
Of stricken poverty and helpless want.
But still the marvellous tidings swift and oft
Flashed round the girdled earth with lightning tongues.
And absent friends enriched, returned with joy
To tell the startling tale to gasping throngs
That waked them from their dreamy life of hope,
And such an exodus from homes and loves
The world ne'er saw before. O'er thought, one hope,
One passion—aye, one prayer—permeated all.
Earth's highways, choked with hurrying multitudes
From the four quarters of the teeming globe,
Pouring o'er hill and vale like mighty waves,
Pressed onward, as it were, with mighty winds
To the far region of enchanted land,
Until had burst the overflowing tide
Of human surges on the new-found shore.
Earth's jubilee, the golden age, had come,
The heritage of wealth was now for all.
The mendicant might be a millionaire,
And stand the peer of nobles, merchants, kings,
In all that purse-filled Mammon could procure.
No more the wof of hunger at the door,
No more the wringing toil for daily bread,
No more the widow's mite to go for rent,
Or the one precious keepsake for the pawn,
Or crying starving children at the hearth
Where the last dying embers had expired.
The eager questings found the ready "yea"
For every anxious heart of want and woe,
And blank Despair lifted his head once more
In expectation of the better time.

And now the million-threaded telegraph
Was sore besieged, both night and day, by friends
To absent friends swift pushing on, or hence
Returning from the realm of all their hopes,
Full laden with the spoil of glittering wealth.
Ere long the opulence of golden store
Came pouring into every land and town
And joyous hamlet of the waiting world,
And everywhere the theme was gold, gold, gold.
The daily journal sought no other news,
The politician found no other theme,
The tolling millions had no other thought
But certain riches from the wondrous land.
The farmer left his plough, the artisan
His shop. The mills were closed for want of men.
The ships were lying idle at the dock.
The wheels of commerce ceased their busy round,
Only to furnish food for those still left
Behind, or carry hence the golden land.
To golden land.

At last the tidings came,
Astounding and incredible, that waked
The startled fears of men above their hopes
Of earthly gain. The marvellous fields of gold
Were spreading like an ulcer o'er the earth
In every side, and leaving no'er of food
Or life that could give sustenance to man.
All vegetation withered at its touch.
The birds and beasts migrated to the lauds
Beyond, and seemed astonished at the change
In their old leafy haunts. The rocks, the sand,
The soil became transmuted into gold.
The hills and mountains lost their vernal hue,
And faded into sickly desolation.
The giant trees fell lumbering here and there
Upon the blasted heath in rotting heaps.
Or raised their naked arms to heaven in mute
Appeal. The fountains dried up in their course,
The purling streams expired. The rivers stank,
And bred disease and death along their course
As they receded before the march of death.
Still, day by day, the line of doomed advanced

[Continued on page 809.]

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THE COMING BOOM IN KLONDIKE.

A KLONDIKE COMPANY WHICH HAS GREAT MERITS.

THE KLONDIKE & N-W TERRITORIES EXPLORATION Co., LTD.

CAPITAL £60,000, IN 120,000 SHARES OF 10s. EACH.

These Shares (fully-paid) are now quoted at about 14s.

OPINIONS OF THE PRESS.

Money Market Review, August 14th, 1897.

British Columbia has long been looked forward to as a most promising gold-producing territory, and the recent remarkable discoveries at Klondike have increased the interest in the country. Klondike is situated in the north-west of British Columbia, and is, it is perhaps unnecessary to say, British territory. It would be idle to deny that the region is difficult to get at, but where gold is to be had a way is generally found of reaching it, and the next few months will see many new means of access opened up. What we have to consider is the gold itself, and by all accounts the country is full of it. Mr. William Ogilvie, U.S.A., was sent out by the Dominion Government to investigate the Yukon district, says:—"It is certain that millions will be taken out of the district this year. Enough prospecting has been done to show that there are at least 15 miles of this extraordinary richness, and the indications are that there will be three or four times that extent."

We might quote pages of telegrams received from the district during the last few weeks, but our readers must be familiar with their contents, and it would seem unnecessary. Our reason for quoting the views of Mr. Ogilvie is that they afford corroboration of all that has been telegraphed and written lately about the Klondike goldfield. Granted, then, that the Klondike district is rich in gold, it follows that those possessing properties in the district are likely to reap a rich harvest from mining them. The Klondike and N.W. Territories Exploration Company, Limited, is just one of those companies which may easily prove an Eldorado to its shareholders. It is one of the first in the field of operations, and, as a pioneer, should reap large profits from its early efforts. As its title implies, it is an exploration company, but it starts in possession of two properties already favourably reported upon. There are agents on the spot watching its interests, and with the capital at its disposal, it should be able to pick up others equally promising and turn them over to subsidiary companies at a very substantial profit. Already large fortunes have been made by individuals in "deals" of this kind, but a company such as this is placed in a much better position for turning out its money. The 10s. shares of the company are now being dealt with on the Stock Exchange at 12s. to 13s. under the abbreviated title of "Klondike Territories," and as such they will always be known.

Bradford Daily Argus, August 13th, 1897.

The Klondike and North-West Territories Exploration Company, Limited, is the latest Klondike exploration company, and though no public issue of the shares has been made, they are being dealt in at 2s. premium. There seems little doubt but what the richness of the new field has been but little exaggerated, and past experience tells us that those exploration companies which are first in any new field are usually the best.

Lancashire Daily Express, August 13th.

Klondike and North-West Territories Exploration Company, Limited, which has been formed to explore the now famous Klondike district, and to acquire properties in the North-West, is, it is surmised, being backed by some important people in the City, and the shares are dealt in freely at 2s. premium.

Northern Finance and Trade.

The fact that Mr. Whitaker Wright has given his attention to Klondike affairs, and will henceforth take an active part in the promotion of companies connected with this remarkable field, and who the whole question of Klondike finance with additional responsibility, and a tone of importance which it has hitherto sadly lacked. It has been necessary for me to enter a word of earnest warning and advice as to the large number of questionable enterprises which the Klondike gold boom is likely to bring into existence; but at the same time care should be discriminating and cautious enough not to class all present and future enterprises of this kind under one condemnatory category. There is, for instance, at least one promising undertaking in existence known as Klondike and North-West Territories Exploration Company, Limited, in connection with the prospects of which the celebrated traveller and independent expert, Mr. Harry de Windt, declares that "extraordinary rich finds have been made," and he generally gives the place a very good character. Indeed, he says that, "there cannot be the slightest doubt of the richness of the country," and inasmuch as the Klondike and North-West Territories Exploration Company, Limited, is one of the most respectable of the latest Klondike enterprises, it may perhaps be worth the attentions of investors, especially as the present price of the shares is a moderate one, they being largely dealt in at 2s. premium. If only a tittle of the remarkably good things which this company has in view mature, the shares should be at no distant date worth fully £3 or £4.

British Columbia Review.

The influence of gold is again illustrated by the rich discoveries at Klondike. Indeed, the interest which has been excited in this connection is no less phenomenal than the wealth of gold deposit with which the district is credited. Whether in the Club House, hotel, or street, the main topic of conversation is the new goldfield. Seeing, however, that fortunes are said to have been made there in a few weeks, it is easy to understand that expectations run high. We do not identify ourselves with those who think that it is only necessary to go to Klondike to become rich. But we consider it highly probable that some of the moderately capitalised companies being formed here to exploit the coveted territory will achieve success. The Klondike and N.W. Territories Exploration Company, Limited, is one of the number which appears to be of good promise. Its capital is £60,000 divided into 120,000 shares of 10s. each, and we are informed that they are being dealt in at a premium on the Stock Exchange. The company has already acquired two properties, which have been favourably reported upon, and the expedition it is sending out will be among the first to reach the rich gold centres. There does not seem to be any reason why Klondike and N.W. Territories should not do well and give a good account of itself, for it will enjoy excellent opportunity of securing without delay some of the good things to be obtained at Klondike. We learn from the special correspondent of the "New York Journal" at Alaska that the dangers of the journey to Klondike, as also the severity of the winter there, have been purposely exaggerated with the object of keeping people away. It is only reasonable to suppose, under any circumstances, that the early Exploration Companies will secure some of the Klondike plans. That being so, the prospects of the Klondike and N.W. Territories are regarded as encouraging. We may mention that the shares, for brevity's sake, are known on the Stock Exchange as "Klondike Territories."

The Financier, September 13th, 1897.

It would be idle to deny that there are difficulties in the way of obtaining the immense riches which, on unimpeachable authority, are known to exist in the Klondike district of British Columbia. Equally absurd would it be to deny that these difficulties will be surmounted. Well-equipped expeditions, plentifully supplied with capital, and with a man of experience and intelligence at their head, will quickly find a way to wealth, and the percentage of the companies recently formed to exploit the region will, no doubt, prove remunerative investments.

A company which seems to possess all the attributes of success is the Klondike and N.W. Territories Exploration Company, Limited. It has already been referred to in those columns, and may be said to be now fairly well established. Unlike many of the companies recently started, the Klondike and N.W. Territories Exploration Company, Limited, begins its career with several properties already acquired, and the directors are now engaged in equipping an expedition for the purpose of having these worked. During the last few days the shares of the company, which are known in the Stock Exchange as "Klondike Territories," have been dealt in in considerable amount.

East Anglian Daily Times, August 16th.

The rush for Klondike still continues, and each company is straining every nerve to be first in the field. The Klondike and North-West Territories Exploration Company, Limited, has already secured extensive properties, and is sending out an expedition. Its shares are now quoted at a premium on the Stock Exchange.

Newcastle Daily Journal, August 13th.

The Klondike and North-West Territories Exploration Company, Limited, have succeeded in securing some properties in the new gold-fields, and an expedition will shortly be despatched to prospect and acquire fresh claims. The shares are quoted at 2s. premium in the New British Columbian markets on the London Stock Exchange.

The Riado, September 18th, 1897.

At last we have come across an undertaking that is able to boast that it starts in possession of two properties already favourably reported upon, and with agents on the spot watching its interests. The unusual feature in a Klondike proposition is very significant. The undertaking referred to is the Klondike and N.W. Territories Exploration Company, Limited, whose share capital is £60,000, and whose 10s. shares are quoted at a premium of 3s. 6d. in the new British Columbian market of the Stock Exchange. What measure of success will attend this "baby" it is, of course, premature to say, but it is as all events satisfactory to find that in one of the most important respects it starts on a much better footing than the majority of its predecessors.

KLONDIKE & N-W TERRITORIES EXPLORATION COMPANY, LIMITED.

This Company's Expedition will be one of the first to enter the Klondike district in the coming Spring.

THE MAP BELOW SHOWS THE COMPANY'S PROPOSED SCENE OF OPERATIONS.



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In grim and silent terror o'er the land,
 Destroying gardens, forests, fruitful fields,
 And human hopes, as with the blast of God.
 From the retreating dying multitudes
 A piteous cry went up to Heaven for help,
 Mingled with curses long, and deep, and loud,
 Upon the now thrice-hated gold. Alas!
 No succour came. Famine, and Pestilence
 And Death marched on with the dread sweep of doom.
 The ulcer spread. No ocean marked its bounds.
 From continent to continent the line
 Of golden desolation passed. The towns
 Became deserted. The spires toppled into dust.
 These were the final cities of the dead.
 Around upon the lifeless, treeless plains
 The corpses lay unburied. Hungry throngs
 Were pressing on into the narrowing space
 Of life and nurture, only to be crushed
 In turns amid the struggling masses. Food
 Was all in all, and hunger governed all,
 For kings were only starving paupers now.
 The grain of wheat alone was gold, and he
 Alone the king and millionaire who held it.
 Around the earth the line of doom had swept.

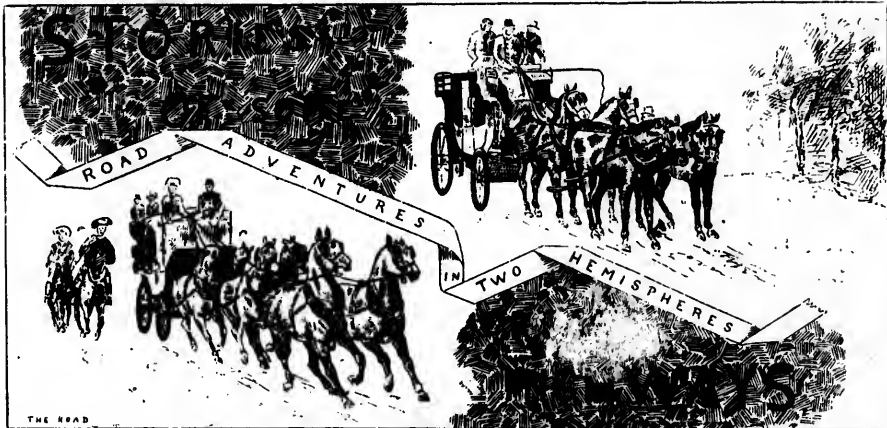
Narrower and narrower grew the realm of life,
 Until the last, lone Eden, like the first,
 Bloomed as the fairy garden of our God,
 Shut in by burnished walls which none might pass
 Where rests the curse of Heaven.

There the last man
 And woman of God's fair creation stood,
 And gazed upon the closing walls of time,
 Moving upon them inch by inch like some
 Relentless fate while waiting their brief day.
 The final shadows came. The Alchemist
 Of earth had passed his wand beneath their feet
 As the last tree was fading from their sight,
 And the last flower was blotted from the scene.
 A voice came down from heaven: "O, man, thy prayer
 Is answered. Now thou hast thy fill of gold.
 The first did covet that he needed not.
 Behold! The first is last, the last is first.
 Six thousand years thy soul has worshipped Mammon.
 Thou hast thy god. The golden world is thine.
 Be satisfied. Thou shalt die rich at last;
 Yet none so poor as he that leaves his god
 And all his wealth of heart and hope behind."

SOLOMONS SUNDISE.



"THE ROAD TO RICHES."—HOW TRAVELLERS WILL TRAVEL THERE IN THE NEAR FUTURE.



AN AMERICAN STAGE DRIVER'S TALES.

Stories of the Old Coaching Days of Southern California.

Recklessness of the Old Drivers.—They Usually Got Through on Time. But Some of Them Took Desperate Chances.

(Special to the CHRISTMAS ROAD.)

You have from time to time published many a stirring and fascinating story of coaching, and no doubt some of your many readers may even think that your correspondents have covered all the ground that there is to cover. But I venture to think differently, and with your permission, Mr. Editor, I will relate a few of the adventures in my part of the world, at which I mainly assisted, and no details of which I, at least, guarantee as being absolutely trustworthy. First of all, let me begin with the record of my one time chum, Bill Henderson.

A Jeshu of the Pacific Coast.

Bill Henderson was driver on the Los Angeles, Santa Ana, and San Diego stage line for twenty-one years. He was one of the large number of remarkably skilful jeshus of the Pacific Coast. For years he drove eight horses regularly, and often ten horses. Everyone in Southern California knew Uncle Bill, the stage-driver. The railroads have deprived the stage lines of their business, and Uncle Bill, with a multitude of others of his class, has gone into retirement. He was in a reminiscent mood the other day as he sat in the bright sunshine of the porch at his little ranch home. He told me, and gladly, when he learned that it was for *The Road* newspaper, a number of good stories of strange experience in his life, and I have selected the following as being some among the most interesting:—

A Pleasant Surprise.

One bright, sunny morning, in early autumn, about 1878, said he, I had a big load of passengers—and a happier, more jovial and better-natured crowd I never had on board. Those were reckless, don't-care days, when Los Angeles was a sleepy old Mexican town. Songs, jokes, and stories enlivened the way, and several pocket flasks of mountain dew made each forgetful of danger. Near Capistrano Valley we reached a grade, and the eight horses settled into a walk for the first time since leaving the station. We had almost reached the summit when two robbers sprang into the road from a fringe of bushes in front of my leaders, and yelled, "Stop!" in a manner that caused each passenger to spring bolt upright and grab his pistol. At the same instant, however, four additional highwaymen, all well armed, sprang out of the underbrush, and poked their guns into our very faces, crying in unmistakable tones, "Come off that perch!" "You've got the drop on us, boys," said I, laughingly, for we had no chance to either fight or run.

A Big Haul

"Yes, and we are going to keep it," replied the leader of the gang; "you hold those lines, and keep your jaw shut, and you won't be bothered." "Off the perch," was repeated, and the

way those passengers hustled off the top of the coach was comical, but they were nothing amusing about it. In a moment the highwaymen had the whole twenty-nine in line like soldiers on parade, only there was no attempt to dress ranks, for I noticed a small cigar drummer flanked on one side by a tall miner, and on the other by a fat merchant. He afterwards declared that he felt himself to be the biggest man in the crowd, and knew that several of the guns were aimed directly at him. Two of the robbers stationed themselves where they could take the whole line with their shots, while two more relieved the passengers of their valuables. One man carried a barley sack, while a nimble-fingered brigand robbed the passengers, and threw watches, money, rings, and other jewelry into the bag. Even the cigars and whisky were taken, though the boys kicked against this outrage. The fat man attempted to rest his hands for a moment, but at the command of "Up hands, fatty," he had to raise them again, though it made him grim and sweat to do it.

And an Escape.

"Pile in, and be off now," shouted the captain when the light-fingered chap reached the last seat, and a consider lot of fellows never boarded a coach, for my money, my cigars, and even their pistols had been taken. "Two of the young men," yelled the captain, and the robbers us for a sport, took out of reach and gave my horses a free road. I did not see a weapon in the crowd we would have given them a parting shot, but as it was we could only make time to the next station. The horses went on a dead run, and half an hour afterwards a dozen men started in pursuit of the road agents. I hired a man to drive, and helped to try to catch the thieves. We got near them once, and had a lively skirmish, killing two robbers and wounding a third, but the rest got away with the treasure.

A Critical Moment.

I never lost my nerve but once; then my heart was in my mouth for two or three minutes. We were descending the "Devil's Incline," a long, straight, smooth hill, with twenty-two passengers on board, two of them ladies occupying outside seats. One of the ladies sat behind me; the other, a handsome young married lady, was between her husband and me. When within a quarter of a mile from the bottom of the hill my brake broke, and I felt that within a second the coach, with its load of passengers, would dash forward over the horses. The team was broken if the passengers should attempt to jump off, as they would be certain to if I gave them warning of their danger. There was not an instant to lose, so I grasped my whip, shouted to my leaders, and cried, "Here is where we make time," and down the long, smooth hill we went on a run. If a horse should stumble or fall it meant death to more than one passenger on board; but fortunately the road was smooth, and the animals kept their feet. I plied the lash and again shouted to the leader as the big coach began to gain upon them.

The Experience of a Lifetime.

The passengers grew frightened as the vehicle reeled and rocked under the tremendous speed. Several cried, "Stop! Stop!" but this was just what I could not do. The young husband believed me in so for the moment, and, drawing a pistol, cried, "Now, hold up, or by heaven I'll put a bullet through your heart." Instead of attempting to comply, I again lashed my team, for in a moment or two the danger would be over. The

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The British Columbia Land Exploration and Development Company, Ltd.

DIRECTORS:

C. D. ROSE, Esq., Chairman. LIONEL R. C. BOYLE, Esq.
ALEX. L. SECRETAN, Esq., Managing Director.

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CONSULTING ENGINEER:

Professor JOHN E. HARDMAN.

BANKERS:

PARR'S BANK, LTD., Consolidated Bank Offices, London, E.C.
THE DOMINION BANK, Head Office, Toronto.

SECRETARY:

F. A. KENTFIELD, Esq.

CAPITAL - - - - - £250,000

IN SHARES OF £1 EACH.

Subscribed Working Capital - - - - - £25,000.

In accordance with the object for which this Company was formed, in July, 1896, the services of several well-known experts in mining matters have been engaged on behalf of the Company in examining, prospecting, and developing various properties in British Columbia, under the advice and assistance of the Company's Managers in Toronto, Messrs. Osler and Hammond.

Various properties have already been acquired, and development work carried out on the same.

The Company has obtained controlling interest in a property in the Rossland District, known as "The Young British America", upon which the Crown Grant has been received.

The area of this property is 34 acres. The locality is good, there being only three claims between it and the "Le Roi", the mine of the camp.

The "Deer Park" claim on the south-western corner of the mountain struck 100 dol. ore at about 75 feet. The vein they are working on runs through the "Young America".

The claim derives its value from the favourable character of the formation, which appears identical with that in which the paying mines of the District are found, and also from its location being directly in the trend of some of the principal fissures on the mountain. Development work is still being continued to prove its value, and the engineers in charge are confident that they have a good property, which after a little more work will justify expectations.

Mr. R. F. Dodd, a mining expert of considerable experience, is in charge of the Company's interests in this district.



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The Company has, further, two-thirds interest over an area of about 29 acres of claims on the "Deer Park Mountain", adjoining the "Young British America" property, and the work which is being carried out on the "Young British America" will prove the values of these properties also, where mineralised diorite has already been found at different points.

Assessment work is being carried out on the following claims in the West Kootenay District:--

Upon 80 acres situated in Trail Creek Mining Division on Green Mountain, one mile from the Jumbo.

Upon the Franktown Claim, situated on Murphy Creek, and on various claims on the Deer Park Camp, in which the Company holds one-third interest over an area of about 500 acres.

Upon the Toad Mountain Claims, situated on the West side of the Salmon River, about four miles south of Hail Creek, in the Nelson Division; and

Upon eight Claims known as the Salmon River Claims, situated on Porcupine Creek, on the Salmon River, where the Company has staked out the full claims, and their ownership is recorded.

In the East Kootenay District the Company has a bond on a block of Claims situated about ten miles south of Fort Steele, lying immediately below, and adjoining the Dibble Claims.

A two-stamp portable testing mill, built by the Truro Foundry and Machine Company, of Nova Scotia, has been erected at the mouth of Sawmill Creek, where water and wood for fuel are both plentiful, and where the grades are favourable for the bringing of ore to the mill. This mill is being worked by the Company for testing purposes for ores brought in from people owning properties in other parts of the district, as well as for the purposes of the Company, and much valuable information is acquired by this means respecting other properties in the large District of East Kootenay.

Money has been spent on prospecting various other properties, but results have not justified further development work, and the claims have been abandoned.

Other properties are under consideration, and the Company's experts are making examination before definitely deciding to acquire an interest in the same.

All the properties have been reported upon and visited from time to time by Professor Hardman, and some of the claims by Mr. Susmann, both of these gentlemen being well known as reliable authorities upon mining matters connected with British Columbia.

Arrangements have been made by the Company's Agents to prepare an expedition for the Klondike District of the Yukon Gold Fields in the early part of 1898. The reports received by the Company confirm the enormous mineral wealth of British Columbia.

The funds which have already been expended by the Company have been in connection with preliminary exploration, and so as to enable sufficient development work to be done to prove the properties in which an interest has been acquired, so that subsidiary companies may be formed to acquire and work the same.

The proposed railway from the Crow's Nest Pass, now under construction by the Canadian Pacific Railway, will pass in the immediate vicinity of some of the above properties, so that supplies can be carried into this country as cheaply, if not cheaper, than in any other mining camp in the Province, and working expenses will consequently be considerably reduced.

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