

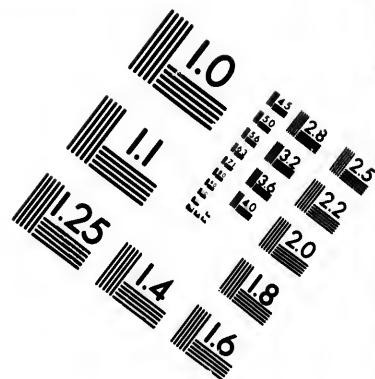
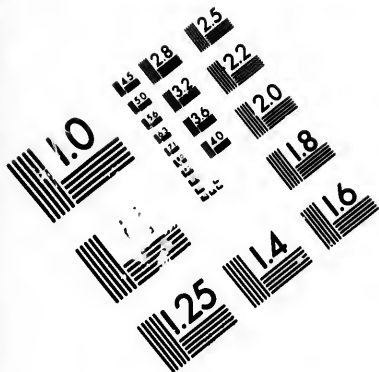
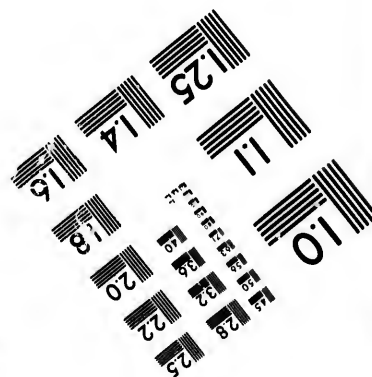
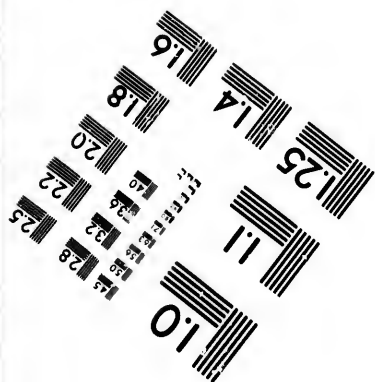
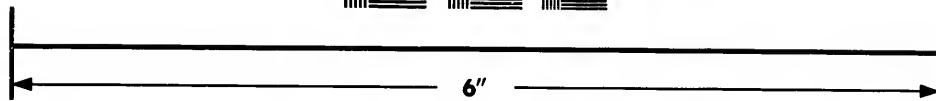
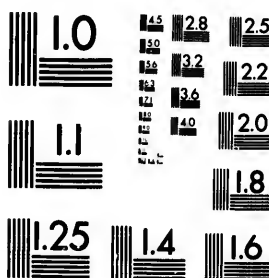
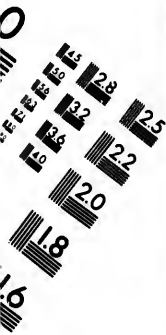


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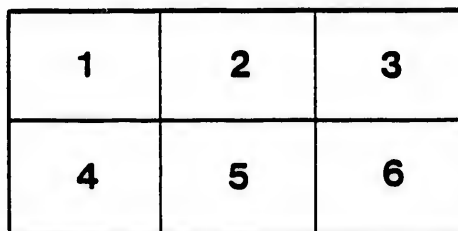
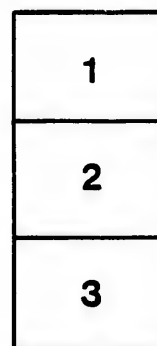
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- PART V.—Transportation and Steamboat Information, Duties and Customs.
- PART VI.—Mining Laws and Regulations as Obtain in the Yukon and North-West Territories.

By...
Goldseeker.

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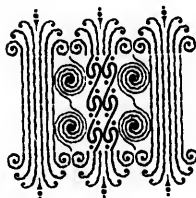
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HINTS....

TO



INTENDING KLONDIKERS

By GOLDSEEKER.



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PART V.—RAILWAY AND STEAM-BOAT INFORMATION, TABLE OF DISTANCES, DUTIES AND CUSTOMS.

PART VI.—MINING LAWS AND REGULATIONS AS OBTAIN IN THE YUKON AND NORTH-WEST TERRITORIES.

1898.

Kamloops Standard Job Dept.

INTRODUCTION.

In leaving home and friends to seek for the yellow metal in the frozen gold fields of the north, the adventurer must be prepared to endure many privations, hardships and disappointments, and probable starvation and death. But who is it, who if they have the health, strength and means, but will seek those hardships in quest of that gold that is the greater power on earth to-day. Better make that effort, no matter where, than grind out a life for a mere subsistence. Science will doubtless, in the near future, reduce those drawbacks, as far as getting there is concerned, to a minimum, and before the end of the coming summer prospectors will be able to travel in more or less comfort to the heart of this new El Dorado.

Mr. Ogilve, F. R. G. S., in a recent lecture said that, as illustrative of the richness of some of the claims on Bonanza Creek, 100 of these claims will yield \$30,000,000; that one claim, No. 30, on Eldorado, will yield \$1,000,000, and that ten others will yield from \$100,000 upwards each. These two creeks alone he confidently expected to turn out \$70,000,000. He asserted that he could safely say that there is no other region in the world of equal richness, there being no less than \$100,000,000 in sight to-day from placer mining alone, in a district about 25 miles long and 20 miles, at the outside, wide.

This did not include what might be obtained by placer and quartz mining. The district was composed of 100,000 square miles and gold could be obtained all over it. The only thing necessary to have from 100,000 to 300,000 people in there was adequate transportation facilities. As to quartz mining, 12 miles up Klondike assays showed from \$100 to \$10,000 per ton.

The question will probably here suggest itself: What is the proper time to go to the Yukon, and in view of the labor and expense this is a very serious question. Yukoners declare that the trip can be safely made by any of the routes at any season of the year, but this will hardly apply to parties taking in outfits with them. It is admitted that, in the past, considering the conditions as they have been, the best seasons of the year has been the months of February, March, April and May. The inland lakes and rivers are, of course, frozen over much before this, but owing to the ice formations it is impossible to transport outfits across the rivers and lakes until the snow has become packed and hardened, forming on its crust a means of transport. In December and January the weather is very stormy, and in a blizzard, such as is experienced in this latitude there is a great amount of danger to life.

Part I.—Victoria and Vancouver Routes.

Via Chilcoot Pass and Dyea.

Distances from Vancouver:

	MILES.
To Dyea.....	995
Mouth of Canyon.....	8
Sheep Camp.....	3
Summit of Chilcoot Pass.....	4
Crater Lake.....	1
Lake Lindemann Landing.....	9.25
Foot of Lake Lindemann.....	4.43
Head of Lake Bennett.....	.60
Boundary Line between British Columbia and Northwest Territories.....	10
Foot of Lake Bennett.....	15.76
Caribou Crossing (Lake Nares).....	2.59
Foot of Tagish Lake.....	16.81
Head of Marsh Lake.....	4.90
Foot of Lake Marsh.....	19.06
Head of Canyon.....	25.73
Foot of Canyon.....	.62
Head of White Horse Rapids.....	.39
Foot of White Horse Rapids.....	.38
Head of Lake Lebarge.....	13.15
Foot of Lake Lebarge.....	31.16
Hootalinqua (Teslin) River.....	31.66
Big Salmon River.....	33.45
Little Salmon River.....	36.21
Five Finger Rapids.....	59.29
Pelly River.....	58.46
White River.....	9.80
Sixty-Mile Creek.....	21.50
Dawson City.....	45.29
Takahena River.....	14.59

A total distance from Vancouver to Dawson City, via Dyea and Chilcoot Pass, 1,572.80 miles.

This route, and that via Skagway and the White Pass, are shorter routes to the Klondike, but their use is attended with considerable hardship. The great difficulty has been in getting over the Chilcoot Pass, which rises to an elevation of 3,500 feet. Outfits have to be packed over this pass, a distance of 25 miles, which involves lugging over the steep hills, or paying Indians to do the packing. Last fall the Indians for such service demanded 38 to 50 cents per pound. This necessitates the expenditure of a large sum of money, or the waste of valuable time in packing.

This situation will doubtless be much improved next season, if the Chilcoot Railway and Transportation Company carry their project of building a railway eight miles in length from Dyea to the mouth of Dyea Canyon, and two aerial tramways four miles in length, one between the mouth of the Canyon and Sheep Camp, with a rise of 1,000 feet, the other from Sheep Camp to Crater Lake, with a rise of 2,500 feet to the summit and a decline of 500 feet between the summit and Crater Lake. It is claimed this tramway will be capable of transporting 120 tons daily. This company's rates for the transport of freight are liable to be somewhat high, yet will be less than last season's cost and afford a great saving in time.

From Crater Lake to Lake Lindemann the trail runs down hill and outfits with no great difficulty can be transported.

As to the trip from Lake Lindemann, Joseph Ladue, a pioneer of the Yukon and founder of Dawson City, gives the following interesting description in McClure's Magazine for September:

"Lake Lindemann is five miles long with a bad piece of rapids at the lower end. But if it is early in the season you sled it down the lake and take the mile of rapids in a portage to Lake Bennett, which is a 28 mile tramp. It is four miles walk to Caribou Crossing, then a short ride or tramp to Takou Lake, where, if the ice is breaking, you can go by boat or raft, or if it is still hard you must sled it 21 miles to the Tagish river and lake four miles long. Take the left bank of the river again, and you walk four miles to Marsh Lake, where you have to build a raft or boat to cover its 24 miles of length. If not, then you must at the bottom, for there begins the Lynx River, which is usually the head of navigation, for, unless the season is very late, or the start very early, the rest of the way is almost all by water.

"Thirty miles down the Lynx River you come suddenly upon Miles Canyon, which is considered the worst place on the trip. I don't think it is dangerous, but no man ought to shoot the rapids there without taking a look at them from the shore. The miners have put up a sign on a rock to the left just before you get to it, so you have warning and can go ashore and walk along the edge of the ice. It is 60 feet wide and seven-eighths of a mile long, and the water humps in the middle it goes so fast. But very few have been caught there, though they were killed, of course. Below the Canyon there are three miles of bad river to White Horse Rapids, which are rocky and swift, with falls, but taking chances is unnecessary, and I consider it pretty good dropping. After the rapids it is 31 miles to row, sail or tramp, according to the condition of the water. From there a short portage brings you to the head of the Lewis River, really the Yukon, though we do not call it that till, after drifting, poling or rowing 200 miles, the Pelly River flows in and makes one big wide stream. I must warn men who are going in to watch out for Five Finger rapids, about 141 miles down the Lewis, where they must take the right hand channel. That practically ends the journey, for, though it is 180 miles from the junction of the Pelly and Lewis, it is simply a matter of drifting. And I want to say for the hardness of this whole trip that I have taken horses in that way, using a raft. And it is curious to see how soon they learn to stand still while you are going, and to walk on and off the raft mornings and evenings at camping places."

Timber for boat building is scarce, but is most plentiful on the west arm of Lake Bennett, right arm of Lake Tagish, and opposite Tagish House, at the head of Lake Marsh.

Between Lake Marsh and Lake Lebarge there is 60 miles of river in which occur the Grand Canyon and White Horse rapids. If you are not accustomed to boating in swift water, do not attempt to run a loaded boat through the canyon. Get someone who is accustomed to that sort of work to do it for you. Failing this, portage your goods and run the boat through empty.

Look out for rocks just below the canyon. Make a landing on the left side at the head of White Horse rapids, portage goods and let boat down with a rope.

After sledding over Lake Lebarge, keep sharp lookout for rocks until you reach the Hootalinqua river. Many boats have been wrecked in that portion of the river, which is very swift and full of rocks.

Before reaching Five Finger rapids bear to the right and keep boat under perfect control, and under no circumstances get excited. If the boat swamps, seize a bundle of blankets and swim for the eddy at the right.

Great care should be exercised every minute of the time while floating down the river, as you never know when the treacherous current may bear you into a lot of drift wood or land you on a sand bar.

Via Skagway and White Pass.

The distance is practically the same as via the Chilcoot Pass, and steamers can land within a quarter of a mile from the shore. Skagway, however, possesses a good harbor, whereas via Dyea ocean steamers have to anchor about one mile out at the most favorable tide, and passenger and freight must be lightered to the shore. From Skagway goods have to be packed a distance of some 25 miles to Lake Bennett, the trail following the Skagway river to its head, which is near the summit of the pass. The first four miles are in the bed of the river, and the ascent is gradual. At four miles the canyon is reached, and here the route becomes more difficult. For seven miles the trail works its way along the mountain side, rising steadily for almost the entire distance. This is the only hard part of the route. The next three miles is a gentle rise, and they carry the trail to the summit, an elevation of 2,500 feet above the sea level. This is 1,000 feet lower than the summit of Chilcoot Pass. The country here broadens out into a valley five miles wide, having a gentle slope to the east.

From Lake Bennett the route is the same as via the Chilcoot Pass. The White Pass, from a transportation point of view, is stated to be superior to the Chilcoot. The character of the trail, however, was such last season, that, while it could be used for a limited number, the crowds of men and horses passing backward and forward in packing, cut up the trail to such an extent that it was rendered almost impassable.

The trail of last year was, when constructed, not intended as a pack trail, but was cut out by the British Yukon Company to facilitate their survey of a projected railway from Skagway to Lake Bennett. It is probable that some action will be taken towards the construction of this road shortly, which will undoubtedly make the White Pass route one of the best to the Klondike.

A number of men are steadily employed in improving the road, building bridges, etc., between Skagway and Lake Bennett to have it in the best possible shape for freighting by the time the rush commences.

Via the Dalton Trail.

Vancouver to Haines' Mission	985
Haines' Mission to Summit of Pass	35
Summit to Fort Selkirk	379
Fort Selkirk to Dawson City via Yukon	170

Total distance.....1,560

After crossing the Chilcoot Pass there is almost a level trail for the greater part of the distance to Fort Selkirk on the Yukon river, thence there is clear navigation. It is the only safe and practicable route so far found for driving horses, cattle or sheep overland to the Yukon, and last fall quite a number of men and several women made the trip out by this route quickly and safely. It, however, has not been a favorite with those who have heavy outfits accompanying them.

Via the Stickine River.

All the northern-bound steamers call at Wrangle. At this point all goods are transferred to river steamers plying on the Stickine river,

which is navigable from about the 1st of May until the end of September, as far as Telegraph Creek, for steamers not drawing more than four feet of water. A number of river steamers are being constructed for this service by companies having plenty of capital, notably the Hudson Bay Company, Canadian Pacific Navigation Company and the Dunsmuirs, and good river service is assured on the opening of navigation.

From Telegraph Creek to Lake Teslin the journey is easy. It is comparatively level, and there is good grazing for horses and cattle along the route during the spring, summer and autumn.

From the head of navigation the route follows through Teslin Lake, the Hootalinqua, Lewes and Yukon Rivers, affording clear navigation for steamers drawing three feet of water, through to Dawson, with the exception of a portage at Five Finger rapids, in the Lewis river. The same route is followed for a considerable distance as shown via the Chilcoot and White Passes, the junction being on the Hootalinqua river, a short distance from the mouth of Lake Lebarge. A number of steamers have been chartered and are being built for and to operate from the head of Teslin Lake, and to be ready for use immediately the lake and rivers are open.

A strong factor of the Stickine river route, and one that should not be overlooked, rests in the fact that the route passes through a rich gold belt, on a line between the old Cariboo and Cassiar diggings and those in the Klondike. There are a number of rivers and streams to be passed en route, which have not been prospected to any extent. The streams in the district that have been prospected, and the reports brought down by men who have been in there, justify the statement that rich discoveries will certainly be made in this locality during the coming season. Here is a great field for prospecting and one that will repay the venture.

The conclusion come to by Arthur St. Cyr, the Dominion Government engineer, is that the Sticklin-Teslin lake route to the Yukon is the best way of the many paths to the gold fields. Mr. St. Cyr made a thorough survey of the route and had charge of one section of the party sent north, his particular work being to make an examination of the Hootalinqua river. This examination proved quite satisfactory, establishing beyond a shadow of a doubt the fact that that river is navigable, and that, too, for deep draught river steamers, until late in October. Mr. St. Cyr surveyed the river carefully from Teslin Lake to the Hootalinqua's confluence with the Lewis River, and he found neither rapids or bars to interfere with navigation. When he left the river late in October the water was still deep and there was no signs of ice.

Via the Taku.

This route is from the head of Taku Inlet, situated a short distance south of Juneau, thence inland by Taku River and valley to Teslin lake; the route thence being as described in the foregoing. The Taku route, however, is not likely to come into close competition with the other routes above mentioned owing to the difficulties in navigating the Taku river.

Via St. Michaels.

This is certainly the most comfortable route for those who desire

to proceed directly to the Klondike gold fields, and would be a favorite one were it not for the uncertainty of navigation on the Yukon river, and the difficult position in which the prospector is placed should it be impossible to get through before the river freezes over, as low water or an early freeze-up is liable to prevent passage to Dawson. Several steamers with their loads of passengers were caught up the Yukon last season by an early freeze-up, and will have to remain until the ice breaks this season.

The steamer route from Vancouver is in a northwesterly direction across the Pacific to Dutch harbor, on Unalaska Island, a distance of about 2,000 miles; thence to St. Michaels, on St. Michaels Island, Norton Sound, a distance of about 750 miles. This is really about 60 miles north of the mouth of the Yukon River, but owing to navigation difficulties passengers here have to transfer to light draught steamers plying upon the Yukon, which is navigable its entire length. The Yukon is open for navigation about the 1st of July and closes again about the end of September.

The trip to St. Michaels occupies about 15 days, and from St. Michaels to Dawson City, a distance of 1,650 miles, about 20 days.

There will be a number of steamers on the route to St. Michaels, and this year's fleet on the Yukon will be largely increased by the number of steamers now under construction for the Yukon service. The energetic manager of the Canadian Pacific Navigation Company, Capt. John Irving, M. P. P., is having built at St. Michaels for his company a steamer to navigate the waters of the Yukon from its mouth to and beyond Dawson City. The season is so short that steamers cannot be expected to make more than three round trips.

The Ashcroft Route.

Overland, via Quesnelle and Telegraph Creek.

Ashcroft is a thriving, up-to-date, healthy and pleasant little town on the C. P. R. main line, with good stores and hotels, and is surrounded by a splendid cattle ranching and mining district of no mean pretensions. It is considered one of the most practical gateways for an all-round route to the famous Klondike and northern gold fields of America, owing to its being the starting point of that celebrated highway the Cariboo Road, upon which has been expended some millions of dollars, to the extent that it is one of the most complete affairs of its kind in the Province of British Columbia, and is 220 miles in length. Leaving Ashcroft, which is an A1 outfitting place for the mining regions of the north, the Cariboo Road is followed through a well watered and grazing country, with excellent stopping places all along the way. At Quesnelle, the terminus of the Cariboo Road, the overland trail proper to the Yukon commences. At this place the Fraser is crossed by steam ferry. From Quesnelle it is about 300 miles to Hazelton on the Skeena River, and from Hazelton to Telegraph Creek, on Stikine River, is about 200 miles; from Telegraph Creek to Lake Teslin is about 135 miles, making the entire distance by trail, from where the Cariboo Road ends, about 635 miles. Adding the 220 miles of stage road from Ashcroft, we have a total of 855 miles. The trail portion of this route has been in use for many years, but some

sections of it, particularly from Hazelton to Telegraph Creek, has not been in use to the extent that it was in early days. The natural food supply for pack horses, etc., is good from early in May to the end of October, also good water all the way. A number of rivers will have to be forded, but help can most always be obtained from the Indian villages near the fords and crossings. Beyond this the prospector will find very little difficulty en route. At Teslin Lake, where a saw mill has been erected, he will have to secure a few hundred feet of lumber, build his boat, load it, and from the time he starts down the lake until he reaches Dawson City he encounters no bad water except at the Five Finger Rapids, where great caution will have to be exercised in running loaded boat through them, and a competent boatman should be employed. Leaving Lake Teslin, at the north end flows the Hootalinqua River, where the Five Finger Rapids are encountered. From the Hootalinqua comes the Lewis and down to Yukon. The country passed through on this route is full of interest to the prospector, leading through the rich and far-famed districts of Cariboo and Cassiar, where valuable placers and quartz mines are being successfully operated. In Cariboo from two creeks, Williams and Lightening, about \$40,000,000 was taken out in early days. The route has been appropriately called the Poor Man's route.

The Edmonton Route,

Via Lesser Slave Lake, Forks of Nelson, Pelly Rivers.

Edmonton is reached by rail from Calgary on the Canadian Pacific Railway, and is thoroughly well prepared to outfit all intending Klondikers at reasonable prices.

The overland route to the Yukon is via the Peace, Nelson, Liard and Francis Rivers to the Pelly River, which latter runs into the Yukon at Fort Selkirk.

ROUTE.—Edmonton to Pembina River, 45 miles; good wagon roads and feed. Pembina River to Athabasca River, 30 miles; good roads and feed. Athabasca to Slave Lake, 85 miles; feed scarce; trail being cut by government. South shore of Lesser Slave Lake to west of lake, 40 miles; good feed and water, open country. Lesser Slave Lake to Peace River, 60 miles; good wagon roads, good feed. Peace River to Battle River, 60 miles; good pack trail, excellent feed. Battle River to Hay River, 120 miles; open country, good feed, but trail not too well defined. Hay River to forks of Nelson, 60 miles; country covered with small timber; old trail gone out of use; good feed in openings; plenty of water all the way.

From the Forks of the Nelson to the Pelly River the country is chiefly timbered and feed is consequently not so abundant as in the more open country, but still is ample for summer travel. The route follows the valleys of the Nelson and of the Liard, keeping on the high ground from the forks of the Nelson along the foothills lying west of the river. As the country is more rugged south than north of the Liard, that river should be crossed below the canyon. There is good navigation from the forks of Nelson to the foot of the canyon of the Liard, 135 miles. Therefore, boats might be built at the forks and the supplies taken in them to the foot of the canyon while the

horses were driven overland without loads to the same point. The horses could be used to portage the supplies up the length of the canyon, 35 miles, while the boats were taken up light. In the succeeding 40 miles to the foot of Brule portage the navigation is good, and again, the boats could be used to advantage. It is in this stretch that the Rocky mountains are crossed. From the foot of Brule portage to the head of Cranberry portage it would probably pay best to again use horses, either for the whole distance in one trip, or in three portages of two miles, one-half mile and one-half mile respectively. From the head of Cranberry portage the boats could be used to advantage again while the horses were driven light overland to the mouth of Finlayson Creek or Francis Lake, 175 miles. Although there is a canoe route from Francis Lake to the Pelly River by way of Finlayson Creek and Lake and Campbell Creek, it would probably be found advantageous to use horses for the whole 50 miles if they were available. The feed for horses on this portage is said by Dr. Dawson to be very good. By taking advantage of the water communications there would be only about 100 miles of packing on horses from the forks of the Nelson to the Pelly River, 450 miles. Total distance from Edmonton, 950 miles.

The Pelly River joins the Yukon at the junction of the Lewis River at Fort Selkirk, 166 miles from the Klondike River and Dawson City and contains no impediments to navigation.

An Alternate Route.

From the forks of the Nelson there is a clear course down the Nelson, the Liard and the Mackenzie to the Peel River, without lake or rapids to impede navigation. The Nelson and Liard opens up about the 10th of May, and the Liard opens the Mackenzie from the junction down to the mouth, while the part above the head of Great Slave Lake and the lake itself remains solid. The lake cannot generally be crossed until the end of June or the first week in July. By going to the forks of Nelson on the snow, and being ready to take boat as soon as the river opened, the prospector could reach Peel River nearly two months sooner than from Athabasca Landing. Could, in fact, be at Fort Yukon before the parties now wintering on the south shore of Great Slave Lake could start across the lake.

An all-water route, via the Mackenzie and Peel Rivers is also advocated. A boat big enough to take four men and two and a half to three tons of provisions, etc., would cost at Athabasca Landing about \$200. Start should be made in April, or even on high water at latter end of May. The total amount of portaging in the whole trip is only about three miles. Good prospecting the whole of the way. Distance from Edmonton to Dawson, 2,500 miles.

The Kamloops Route.

Via Bridge Creek, Quesnelle, Telegraph Creek and Teslin Lake.

Kamloops, the inland capital of British Columbia, is on the main line of the Canadian Pacific Railway, at the junction of the North and South Thompson Rivers, and contains about 2,000 inhabitants. It is well equipped with an electric light system and waterworks; contains large stores and outfitting establishments, the enterprising merchants

of which have made a speciality of Klondike outfitting. It is also the centre of an immense mining district, placer and quartz. To the south of Kamloops there is a large deposit of gold-copper ore which has been reported on favorably by Dr. Dawson, the celebrated Canadian geologist.

The proposed route commences up the east side of the North Thompson River to Little Fort at the head of the upper Indian reservation, 57 miles from Kamloops, over a good wagon road, with plenty of water and feed all the way. Leaving Little Fort in a north-westerly direction, following a pack trail through an exceptionally good prospecting and agricultural country, which is nearly all open to settlement, we come to Bridge Creek on the famous Cariboo Road, 55 miles, with good feed and water throughout. From Bridge Creek the route takes a northerly direction to Quesnelle, 137 miles, over the Cariboo Road.

Quesnelle is a thriving little northern town, the resources, natural and otherwise, of which, are chiefly mining and agriculture, fine oats and hay being raised in the vicinity. A little above Quesnelle the Fraser River will have to be crossed, also the Blackwater and a few creeks. After crossing the Nechacco River, about 60 miles from the Blackwater, a series of lakes will be passed and some swamp land. The trail then follows the east bank of the Bulkely River past Morristown, a trading post, and on to Hazelton.

This part of the trail offers many opportunities to prospectors. Water will be found in abundance, but the grass is rather scarce in places between Quesnelle and Hazelton, and we would advise packers and others to provide themselves with sufficient grain for the horses to tide them over between these two points.

The Skeena River is then reached. This is a very rapid river, but navigable, the Hudson Bay Company, about a year ago, having accomplished this difficult task by putting the steamer Caledonia in successful operation. The trail from Hazelton to the Stickine River has not been used for regular traffic for a number of years, but at the time of the Cassiar mining excitement was used by drovers to take cattle and sheep to the mines. The country is rolling and well watered, with feed enough to supply the wants of pack teams. The creeks all contain gold in more or less paying quantities.

The head waters of the Stickine, Naas, Iskoot and the first fork of the Stickine Rivers are all within a mile of one another, any any of these routes may be chosen to descend, but we would advise the south fork of the Stickine as the best. By following the east side no difficulty or grade of any consequence will be found. On the Stickine River steamboats have been in operation since 1873, when the placer mines of Cassiar were being first developed. At Telegraph Creek, a mile above the confluence of the first south fork and the main stream, the trail commences to Teslin Lake, the head of navigation for the Yukon, and to Dease Lake for the Mackenzie and the rich Cassiar district. The distance from Telegraph Creek to Teslin Lake is about 135 miles. The country is rolling, with plenty of water and feed for pack trains, but, as we suggested before, a little grain would be advisable. The climate is dry, the rain and snowfall light. The average heat in summer is from 75 to 80 degrees and about 20 degrees below in winter.

A charter has been granted for a railway to be built from the Stickine River to Teslin Lake and one to Dease Lake to tap the Cassiar district, which produced over \$5,000,000 in its day, both lines to commence from Stickine River and connect with navigation. The Stickine-Teslin line is in the hands of the C. P. R. and the other is controlled by an English syndicate, so that before the summer of 1898 is ended the miner, investor and others will be riding in cars in comfort and ease, via Stickine River to Lake Teslin. Lake Teslin, which is the gateway to the Yukon, is 160 miles long and from one to 17 miles in wide. It is a natural reservoir for an immense surrounding country, all the creeks and several large bodies of water emptying into it, all carrying more or less gold. Quartz is also known to exist in this vicinity, and with improved communication will undoubtedly be developed. A saw mill has been erected and it is now possible for the miner to get lumber for building his boat for prospecting. Flowing out of the north end of the lake is the Hootalinqua River. Though this stream has now been well explored, miners who have navigated it report the current at about five miles per hour, and experienced no difficulty by reason of bad water. All along the river are gold-bearing bars yet to be mined. Passing down 109 miles the River is increased by the waters of Lake Lebarge and those flowing from what is known as the Lynn Canal route.

Cassiar bar is passed 26 miles further, seven miles on Big Salmon River, and then the Little Salmon River and other creeks are passed and the celebrated Five Finger Rapids are met with 135 from Lake Teslin. These rapids are the only serious obstruction to navigation on the upper Yukon, and great care and caution should be exercised in descending them. After getting through the rapids the remaining 57 miles, to where the Pelly River joins this river, are good. At the junction the Pelly and Lewes Rivers is an old Hudson Bay post, known as Fort Selkirk. The name is now used to designate the point at which the name Yukon is first used for the river. After leaving the Pelly river and entering the Yukon the White River is passed on the left, 96 miles distant. Ten miles further on, on the the right bank, is the Stewart River, which is proving to be nearly as rich as the Klondike, which latter is 60 miles down on the same side. Passing the Klondike and Dawson City we come to Forty Mile Creek, which has been mined ever since 1887. At the foot of this creek or river is Fort Cudahay, which was, before the Klondike discoveries, the headquarters of the British Yukon mail and the Northwest mounted police and government offices. The entire distance from Kamloops to Dawson City is about 1250 miles.

Part II.---Outfitting.

The following is a list of supplies necessary for one man for one year in the Klondike mining region. All authorities are agreed that those who go with less will be tempting fate. Outfits should be purchased in Canada to save the duty of 33 per cent. The markets here offer everything mentioned below, in good quality and at reasonable prices. The merchants understand the trade and will select and put up an outfit, large or small, and unless a man knows what he wants,

the best thing he can do is to name the price he can afford to pay and leave the selection to the merchant.

Provisions.—One hundred and fifty pounds entire wheat flour, 50 pounds corn meal, 100 pounds hardtack, 50 pounds germea, 25 pounds rice, 75 pounds Bayo beans, 50 pounds peeled and evaporated potatoes, 50 pounds dried soup vegetables, 25 pounds of stoned and dried fruit (including seedless raisins), 100 pounds of boneless bacon; 50 pounds chipped beef, 5 pounds compressed soup and beef extract; 36 pounds canned lard, 30 pounds canned butter, 5 pounds coffee extract, 20 pounds compressed tea, 40 pounds loaf sugar, 15 pounds salt, 2 pounds pepper, 7 pounds baking powder, 2 pounds soda, 1 pound mustard, 20 pounds of condensed milk, 2 pounds evaporated vinegar or citric acid, 4 pounds lime juice, 40 pounds candles, 7 pounds soap, 1 pound of matches, 1 pound of listerine (for cuts, burns, colds, sore throats, etc.), 1 small roll of surgeon's plaster, some antiseptic gauze dressing for wounds, and medical pills and capsules for colds, rheumatism, constipation and dysentery. In making purchases it is well to observe the suggestion that the very best articles that can be purchased are none too good, and will more than repay the purchaser in the long run. Germea is selected in preference to oatmeal because containing nutriment in a more condensed form and because it is a very quickly prepared. Tea is far preferable in the winter cold to coffee.

Clothing.—Those who have never wintered in the Arctic regions have no conception of the intense cold it is necessary to provide against. This lack of realization is doubtless responsible for the absolute insufficiency and uselessness of what is offered as a Klondike clothing outfit by some clothiers. It is winter that one must think of preparing for, not summer. For clothing, then, take the following: One 10x12 wall tent, made of 8-ounce duck or heavy drill, for four men; 10 yards mosquito netting for each man; 3 suits heavy woollen underwear; 6 pairs heavy wool socks; 1 pair German socks; 1 pair Canadian laragans or shoe-packs; 3 pair seamless felt ankle moccasins; 2 pair heavy snag-proof, leather-soled, nail-protected, hip rubber boots, for summer work in water; 2 pair shoes; 2 heavy flannel shirts; 2 suits corduroy; 2 pair pataloons (one of stout, moderate heavy cloth for summer wear, the other of a lighter, close-woven cloth, which should be quilted with cotton batting a half-inch thick in the seat and over the thighs and knees, for winter use); 2 pair stout overalls, one felt-lined; 2 vests; 1 cloth sack coat; 2 jumpers; 1 coat of wool cloth; 1 coat made of skin, dressed with the hair on. The last named should be turned inside. For material, short hair, coarse wool or sheepskin is excellent, and should not be expensive. For those who desire it, this coat can be made of deerskin with the hair outside and lining of squirrel or cat skins; 1 wool neck-scarf; 1 scarf or belt to draw coat tight around waist in cold weather; 2 pair boots made of deer-skin, hair outside, re-enforced leather sole sewed or pegged on, not nailed. The tops should be extended above the knee and be laced tight there. They should be large enough to take in the foot covered with two pair of socks, or with one pair and felt moccasins, and to take in the legs of the quilted pantaloons. The top of the boot need not be lined with fur. One heavy rubber-lined coat or mackintosh; 2 heavy woollen sweaters; 1 suit oil clothing; 2 fur caps, with fur-lined ear-laps; 1 wide-brimmed felt hat; 3 pair heavy wool,

Cariboo mitts; 1 pair snow-shoes; 1 pair snow-glasses; 4 towels; 2 dozen handkerchiefs; 1 pair heaviest woollen blankets; 1 fur robe for sled travel and sleeping outdoors. This should be 4x6, with the outside covered with heavy woollen cloth and arranged like a bag by being made from a piece 6x8, doubled and sewed at each edge, except one The end which is left open should be sewed about 6 inches towards the centre from each side, and puckering strings arranged to draw the hole up close; 1 sheet light-weight rubber waterproof cloth 12 feet square; several rubber bags or packing cases should be purchased in which to carry perishable goods. In addition, there should be a small lot of repair materials—needles, threads, buttons, buckskin, shoemaker's awl and wax, boot-sole nails, etc.

Hardware, Etc.—One sheet iron stove, folding, if possible, and pipe, the latter in flat sheets, with seam edge crimped for joining, or in three lengths telescoping; 1 fry-pan, with folding handle; 2 pots, 8-quart and 6-quart, with cover and bail; 1 kettle; 1 small teapot; 3 pans for bread-baking, sizes to nest together; 1 can-opener, table-knife, fork, tea and soup spoons; 1 large mixing spoon. To save weight and for ease in cleaning, aluminum ware is very much to be preferred for cooking utensils. A combined rifle and shot-gun and ammunition; 1 large two-blade hunting knife; fishing tackle and hooks; 1 gold pan; 2 $3\frac{1}{2}$ picks, with large eye; 3 handles for same; 1 shovel; 1 scythe stone; 1 pack strap; 1 ax, 1 hatchet, hammer-head claw; 1 blacksmith hammer; 1 crosscut hand-saw; 1 rip hand-saw; 1 brace and bits; 1 draw-knife; 1 saw-set and file; 1 square; 1 jack-plane; 20 pounds spikes; 2 pairs 8-inch strap-butts; 200 feet $\frac{3}{8}$ -inch rope; 8 pounds of pitch; 5 pounds of oakum; nails, 5 pounds each of 6, 8, 10 and 12 penny. In addition, each man in the party will require a Yukon sleigh, a skeleton affair made from the best hard wood and shod with ground brass runners. It is 7 feet 3 inches long and 16 inches wide—just the proper width to track behind snowshoes, and its cost is from \$7 to \$14. Brass is preferable to iron for the shoes, as it slides more easily through the fine, dry snow one finds in the early spring.

The list looks long and the bulk very considerable, yet there is not an unnecessary article in it. If, however, several men propose to travel together and work in partnership, only a small portion of the kitchen outfit and tools require duplication. Some game and fish may be taken, so that the use of the full quantity of subsistence suggested may not be required; but it is far safer to provide the full amount than to risk the success of getting game.

The total weight of the outfit is about 1,500 pounds and the cost about \$350. After purchasing his outfit and paying for his ticket to Dyea or Skagway, the would-be gold miner should have from \$200 to \$500 to pay incidental expenses during his first year in the Yukon Valley. One thousand dollars would be a far safer figure.

The Klondike district is in Canada. Do not let that idea escape you. Goods going into the Klondike district from any place outside of Canada will have to pay duty just the same as if they were imported into Vancouver or Montreal, or any other section of the Dominion. This duty averages about 33 per cent., so that goods brought from outside of Canada will cost a third more than goods purchased

in Canada. Transportation charges on goods brought from a distance will also be considerable.

For An All-Land Route, By Pack Horse.

The following lists of food, clothing and implements required for an all-land route and approximate price has been carefully compiled by experienced men. The amount of food required may be taken from the rations supplied to the Northwest mounted police as follows:

Daily Rations.

	LBS. Oz.	LBS. Oz.
Fresh beef.....	1 8	
Or Bacon or corned beef.....		1 0
Bread.....	1 8	
Or flour and biscuits.....		1 4
Potatoes.....	1 0	
Or dried apples 3 oz., or beans.....		4
Sugar.....		3
Rice or barley.....		1
Butter.....		2
Tea.....		$\frac{1}{2}$
Coffee.....		$\frac{1}{2}$
Salt.....		$\frac{1}{2}$
	4 0	2 15 $\frac{1}{2}$

From the foregoing it will be seen that each man is expected to use 3 pounds weight of food per day, or 1,110 pounds a year. In travelling by boat a wide latitude may be allowed as to supplies, but in packing on horses the weight must be kept down and the packages be easy to handle and not liable to break. For his own sake the packer's food supply should be confined principally to flour, beans, bacon, rice, lump sugar, tea and baking powder, being easily handled. Matches, salt, pepper, soap, candles, etc., are only necessary in small quantities. Everything should be of the best quality and doubled sacked in parcels not exceeding 50 pounds. The following is a list of provisions for 1 year's outfit by pack horse:

PROVISIONS.	POUNDS.	COST PER LB.	TOTAL COST.
Flour.....	450	\$0 02	\$13 00
Bacon.....	350	11	38 50
Beans.....	75	4 $\frac{1}{2}$	3 37 $\frac{1}{2}$
Rice.....	50	7	3 60
Sugar (lump).....	75	6 $\frac{1}{2}$	4 87 $\frac{1}{2}$
Tea.....	25	30	9 00
Baking Powder.....	12	20	2 40
Salt.....	10	2	10
Pepper.....	1	20	20
Matches.....	8	7 $\frac{1}{2}$	60
Soap.....	12	8 $\frac{1}{4}$	1 00
Medicines.....	2	1 42 $\frac{1}{2}$	1 85
	1,070		\$79.50

The beans and rice may be replaced by evaporated fruits and vegetables, etc.

A cooking and mining outfit is necessary as well as food, and the weight and cost must be reckoned. To travel or mine successfully 2 men must go together. Therefore instead of each having a separate outfit throughout, the more heavy and costly of this class of necessities may be divided between 2 or even 4 miners.

Hardware, Single Outfit.

	WEIGHT, LBS.	COST.
COOKING UTENSILS.		
Copper kettles, set of three.....	1½	\$ 3 50
Frying pan.....	1½	50
Three tin plates, 2 cups, table knife, fork and butcher knife.	1	1 00
MINING TOOLS.		
Shovel.....	4¼	1 00
Pick.....	4	75
Gold pan.....	1¼	50
Quicksilver.....	1	80
Axe and handle.....	5	1 25
Hatchet.....	1	50
Set Files.....	1	50
Nails.....	10	80
SUNDRIES.		
Scythe and Fittings.....	7	1 50
Six hanks of wire.....	½	16
Six traps, assorted.....	6	1 50
Gilling twine.....	2	2 00
One bailer.....	1	50
One set gold scales.....		3 00
Fish hooks, chamols, goggles, awl, gimlet, screws, etc.	3	5 20
	50	\$25 00

Double Outfit---One-Half to Be Charged to Each Man.

	LBS.	COST.
Set grizzly irons.....	16	\$ 60
Iron wheel barrow.....	11	1 25
Whip saw.....	10	7 00
Hammer.....	1	50
Hand saw.....	2	1 25
Augur, 1½ inch.....	1½	85
Brace and bits.....	4	1 00
Chisel and cold chisel.....	1	65
Large kettle.....	4½	1 50
Folding reflector.....	4	9 00
Tracking line.....	12	3 00
Pitch.....	10	80
Oakum.....	15	1 20
Wedge tent, 7x9, 7 ounce duck.....	15	9 00
Fibre tub.....	3	1 00
Caulking iron and sundries.....		3 40
Total.....	110	\$35 00

Clothing and Sundries, Special.

Two pairs Hudson Bay blankets, @ \$9.50 per pair.....	\$19 00
One yard duffel for heavy socks.....	1 40
Four yards stroud, for grizzly blankets, @\$1.40 per yard.....	5 60
Two pair beef moccasins, fur lined, @ \$1.50 per pair.....	3 00
Rubber boots, hip.....	5 00
Two suits heavy underwear, @ \$2.25 per suit.....	4 50
Six pair wool socks.....	1 50
Four pair overalls, @ \$1 25 per pair.....	5 00
Leather jacket, sheep lined.....	10 00
Mackinaw shirt.....	3 50
Two pair wool mitts.....	1 00
Slicker.....	4 00
Rubber sheet, 4 feet by 6 feet.....	1 50
Two dunnage bags.....	2 00
Needles, thread and sundries, weight, say 75 pounds.....	7 00
Total cost.....	\$75 00

This brings the cost of outfit to each man up to \$195 and the weight to 1,250 pounds, and does not include guns and ammunition.

A good breach-loading shot gun will cost \$25; cartridges, per 100, \$3. A Winchester repeating rifle, 44.40, will cost \$17; cartridges, \$1.70 per 100.

Pack Train.

Two hundred pounds is a maximum load for a pack horse on a long road. Where the road is new and the packers new to the business the loads should be still lighter, and 170 pounds should be the maximum. The mistake made by most people is overloading. A few pounds of overload on a pack horse tells more heavily on both horse and man than on any kind of conveyance. Eight horses to pack and 1 to ride and 1 spare is the full number of each man's outfit, if a year's supply is to be taken and good time made.

Ten horses, at \$15 to \$25 per head.....	\$250 00
Riding saddle and bridle.....	15 00
Eight pack saddles at \$5 each.....	40 00
Eight pack covers, $\frac{1}{2}$ ounce duck, at: \$1 50.....	12 00
Sixteen saddle bags, $\frac{1}{4}$ ounce duck, at 45c.....	7 50
Ten sets hobbles.....	5 00
Five halters.....	5 00
Rope and sundries.....	5 50

\$340 00

In counting this last cost it should be remembered that the pack outfit is worth its cost for future use, so that this outlay is not properly chargeable to 1 year's expenses.

The price of pack horses has been put at \$25, but horses can be purchased for much lower prices than that, but care should be taken that good strong horses only are selected. It is generally considered that 6 loaded horses are as many as one man can handle satisfactory. This being the case it would be as well for 2 men going together to purchase two more horses and supplies to load them, and hire an extra man, than to load 12 horses with 200 pounds apiece.

Part III.---Climate and Meteorological Observations.

The Yukon Climate.

A few years ago the United States and geodetic survey made a series of six months' observation on the Yukon River, not far from the Klondike. As these observations extended from October to April, their records afford a reliable test of the winter climate which may be expected by persons going into that country. The average temperature for October was 33 above zero; for November, 8 above zero; December, 11 below zero; February, 15 below zero; March, 6 above zero, and April, 20 above zero. For 168 days the temperature remained below the freezing point. The lowest temperature registered during the winter were: February, 55 below zero; March, 45 below zero, and April, 26 below zero. The greatest continuous cold occurred in February, when the average for five days was 47 below zero. In the Klondike region, in midwinter, the sun rises from 9:30 to 10 a.m., and sets from 2 to 3 p. m. In June the sun rises about 1:30 p. m. in the morning and sets about 9 p. m., giving about 20 hours of daylight and four hours of twilight. Writing with reference to these records, Prof. Willis L. Moore, chief of the weather bureau, says: "Alaska is a land of striking contrasts, both in climate and topography. When

the sun shines the atmosphere is remarkably clear, the scenic effects are magnificent, all nature seems to be in holiday attire. But the scene may change very quickly; the sky becomes overcast, the winds increase in force, rain begins to fall, the evergreens sigh ominously, and utter desolation and loneliness prevail." These treacherous conditions will lure many a brave fellow to death upon the lonely trails. The soft autumnal languor of that lonely land may change within an hour to the swirling darkness of the storm. When nature thus change her smiling mood for the tempest's frown, the mountain trail becomes charged with terrible dangers.

On the Climate and Mode of Living of Klondike Miners---The Kind of Men to Go.

It may be of interest to mention something concerning the climate, mode of living of the people generally and diseases met with. The climate is wet. The rainfall last summer was heavy. Although there is almost a continuous sun in summer time evaporation is very slow owing to the thick moss which will not conduct the heat. In consequence, the ground is always swampy. It is only after several years of draining that ground will become sufficiently dry to allow the frost to go out, and then only for a few feet. During the winter months the cold is intense with usually considerable wind. A heavy mist rising from open places in the river settles down in the valley in calm extreme weather. This dampness makes the cold to be felt much more and is conducive to rheumatic pains, colds, etc. Miners are a very mixed class of people. They represent many nationalities and come from many climates. Their lives are certainly not enviable. The regulation "miner's cabin" is 12 feet by 14 feet, with walls 6 feet and gables 8 feet in height. The roof is heavily earthed and the cabin is generally very warm. Two, and sometimes three or four, men will occupy a house of this size. The ventilation is usually bad. Those miners who do not work their claims during the winter confine themselves in these small huts most of the time. Very often they become indolent and careless, only eating those things which are most easily cooked or prepared. During the busy time in summer, when they are "shovelling in," they work hard and for long hours, sparing little time for eating and much less for cooking.

This manner of living is quite common amongst beginners, and soon leads to debility and sometimes to scurvy. Old miners have learned from experience to value health more than gold, and they therefore spare no expense in procuring the best and most varied outfit of food that can be obtained. In a cold climate such as this, where it is impossible to get fresh vegetables and fruits, it is most important that the best substitutes for these should be provided. Nature helps to supply these wants by growing cranberries and other wild fruits in abundance, but men in summer are usually too busy to avail themselves of these. The diseases met with in this country are dyspepsia, anaemia, scurvy caused by improperly cooked food, sameness of diet, overwork, want of fresh vegetables, over-heated and badly ventilated houses; rheumatism, pneumonia, bronchitis, enteritis, cystitis and other acute diseases from exposure to wet and cold; debility and chronic diseases, due to excesses. Venereal diseases are not uncommon. One case of typhoid fever occurred in Forty Mile last fall,

probably due to drinking water polluted with decayed vegetable matter. Men going to the Klondike should be sober, strong and healthy. They should be practical men, able to adapt themselves quickly to their surroundings. Special care should be taken to see that their lungs are sound, that they are free from rheumatism and rheumatic tendency, and that their joints, especially knee joints, are strong and have never been weakened by injury, synovitis or other disease. Men should be of cheerful, hopeful disposition and willing workers. Those of sullen, morose natures, although they may be good workers, are very apt, as soon as the novelty of the country wears off, to become dissatisfied, pessimistic and melancholy.

Approximate Time of Sunrise and Sunset at Dawson City.

(From the Meteorological Office, Toronto.)

	SUNRISE.	SUNSET.	TWILIGHT BEGINS.	TWILIGHT ENDS.
Jan. 1st.....	9.51 a.m.	2.17 p.m.		
Feb. 1st.....	8.38 "	3.50 "		
March 1st.....	7.06 "	5.19 "	4.18 a.m.	8.07 p.m.
*April 1st.....	5.16 "	6.52 "		
May 1st.....	3.30 "	8.24 "		
June 1st.....	1.53 "	10.02 "		
†June 21st.....	1.28 "	10.35 "		
July 1st.....	1.39 "	10.28 "		
Aug. 1st.....	3.08 "	9.04 "		
Sept. 1st.....	4.44 "	7.16 "		
Oct. 1st.....	6.10 "	5.29 "		
Nov. 1st.....	7.45 "	3.42 "	4.52 a.m.	6.36 p.m.
Dec. 1st.....	9.00 "	2.38 "		
†Dec. 21st.....	9.55 "	2.02 "	6.19 a.m.	5.38 p.m.

*From April 10th to Sept. 1st there is continual twilight from sunset to sunrise. †Longest day. ‡Shortest day.

Observations at Fort Constantine, Yukon River, 1896.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Highest temp.....	8.0	25.0	39.0	48.0	65.0	80.5	82.2	75.5	67.5	54.0	22.5	9.0	82.2
Lowest ".....	-65.0	-62.0	-35.0	-38.0	5.0	28.5	33.5	29.0	5.5	-1.0	-39.0	-40.0	-65.0
Mean ".....	38.2	23.2	7.5	10.3	40.8	53.2	57.2	52.5	43.3	26.3	-9.2	-13.1	17.3

Yukon River froze in 1895 on Oct. 25th; in 1896 on Nov. 5th. Broke in 1896 on May 17th; in 1897 May 15th. First rain, 1896, April 17th; 1897, April 15th.

Part IV.---How to Prospect for and Work Placer Mines on the Yukon.

Character of the Country.

Regarding the surface of the country and the difficulties of prospecting, Mr. Ogilvie, in his report on the Yukon country, says:

Passing down the river in a boat one sees a succession of trees, 10, 12, 14 and 16 inches in diameter, and he naturally comes to the conclusion that it is a well timbered country, and so it is—along the margin of the river. But let him disembark and go inland and he will find the ground covered with what are locally known as "niggerheads," which consists of columns of decayed coarse grass peculiar to this region. They are formed by the annual growths of grasses decaying and falling down, while year after year the roots of the growing grasses bind this together into an almost solid column, which stands upon a bed of mud. To walk across a niggerhead swamp is one of the most fatiguing exercises one can take.

You cannot walk on them—you must walk between them. Put your foot on top of one of them—it sways under you, and down you go to your knees in the mud between them. The result is that the miners and other residents of that country keep as far away from the niggerhead swamp as they conveniently can, avoiding it as they would the plague. For the rest of the country, the surface is covered by from one foot to two of moss and underneath the everlasting frost. On this a scrubby growth of trees is found extending up the mountain sides to an altitude of from 1,000 to 1,500 feet above the river. It is this which appears to those passing down the river in boats to be a continuation of the good timber seen along the banks. Timber fit for anything is scarce. Above the timber line you come to the bare rocks—the crests bare save where clothed with a growth of lichen on which the caribou feeds. There is no timber in the way here, no moss and no brush. The miners consequently keep as much as possible to the top of the ridge.

Bedrock Prospecting.

Bedrock prospecting necessarily has to be reserved for the winter. First the moss has to be cleaned away, and then the muck or decayed vegetable mold has to be picked away for a depth of two or three feet. After two or three feet in depth has been picked out a fire is built in this "hole," as it is termed, in the evening. In the morning when the ground which has been thawed by the fire is shoveled out, and in the afternoon wood for another fire is procured. In the evening another fire is built, the ground thawed by this is shoveled out the following morning, and so on until bedrock is reached.

Six, 8, 10 and 12 feet of the surface is decayed vegetable matter and alluvial deposit of sand in the clay, termed by the miners "muck." As soon as gravel is struck prospecting is commenced—that is, a pan or two of the dirt is washed to determine whether it is worth "keeping" or not, as the refuse is thrown on one side of the hole and the pay dirt on the other. Near to and on the bedrock the pay is found, which is generally not more than two or three feet deep.

One claim holder may locate pay at the very first hole. The man adjoining may have to sink many. I know of one instance in which 11 holes were sunk across the valley without anything being struck in any of them. In fact, the valley was almost crosscut, as it is termed, yet a miner in the vicinity paid this unfortunate man \$2,500 for a half interest in his claim, being well aware of the fact that 11 holes had been put down and nothing found. This gives one an idea of the confidence the miners have in the ground on those creeks.

Now, suppose pay is struck in one of the holes. The pay streak is seldom more than three feet in depth. On the side of the hole which shows the best indications a fire is placed, which thaws out a few inches on that wall. In the morning the waste dirt, or what contains no pay, is shoveled out and thrown to one side, the pay dirt being placed in what is termed the dump, which freezes solid soon after it has reached the top. This process is continued in the direction of the best pay, a distance which is governed by the thickness of the crust on top. If this is 20 feet, you may drift 30 feet with safety, when a new hole or a shaft has to be sunk and the drifting continued.

In this way the pay streak is taken from underneath the surface in the winter until the water begins running in the spring, finds its way into the shafts and hinders operations to such an extent that they are closed. Preparations for the erection of dams are then made and sluice boxes procured with which to wash the dump.

Sluicing.

A sluice box is about 10 inches in width and 12 feet in length, the boxes so made that they fit into each other like the joints of a telescope. In these are placed what are called riffle bars, which are strips of wood about 1 inch square and 8 or ten feet long, nailed together at their ends so as to be parallel with each other and about one-half to three-quarters of an inch apart. These are placed longitudinally in the sluice boxes, which are set up so as to have an incline of 2 or 3 inches fall per foot of their length. Into this system of boxes a stream of water is directed, which must be of sufficient volume to carry with it the gravel and dirt that are in the dump.

As soon as the sun has attained sufficient force to thaw out the surface of the dump it is shoveled into these sluice boxes. The water carries down with it to the tailings, as it is termed, the refuse—that is, the gravel, sand and other matter which is not wanted. The gold and the black sand, which is simply pulverized magnetic ore, owing to their much greater weight, fall between the riffle bars and are held there.

As soon as the riffle bars are filled, so that there is danger of the gold passing over and downward to the tailings, the flow of water is stopped, and what is called the clean-up is made—that is, the riffle bars are lifted out and the contents of the sluice boxes gathered and the black sand and other refuse separated.

Part V.—Transportation and Steamboat Information.

The Canadian Pacific Railway Company has purchased two fine steamers from the Union line and it is the intention of the company to have them ready for the coast service early in March or April at the latest.

It is understood that the steamers in question are about 4,000 tons, and their passenger accommodation, both first and second-class, will be very extensive. They will probably make two trips a week during the summer season, commencing February 16, from Vancouver and Victoria to Fort Wrangel, at the mouth of the much-talked of Stickeen River, and from thence river boats will be taken to Telegraph Creek, which is 150 miles from where the ocean boats transfer the gold-seekers at Fort Wrangel. The rates at present to Fort Wrangel are: First-class, \$30; second-class, \$20; to Telegraph Creek, Skagway or Dyea, \$50 first-class and \$35 second-class; to Juneau, \$32 first class, \$17 second class.

According to the tariff of freight rates to the Klondike, Canadian Yukon Territory and the Alaskan gold fields, issued by the Grand Trunk and Canadian Pacific Railways, the Canadian Pacific Navigation Company (Limited), and the Pacific Coast Steamship Company, which went into effect on December 20, it will be pretty expensive to get goods into the above named districts.

For instance, from Vancouver to Fort Wrangel, via the Canadian Pacific Navigation Company, the rate on flour, beans and pork, per ton weight, is \$8; to Telegraph Creek, \$53; to Juneau, \$9; to Dyea and Skagway, \$10; to St. Michaels, \$100, and to Dawson City and Yukon points, \$120.

General merchandise, per ton weight, or measurement, ship's option, costs the same as the above, with the exception to Dawson City and Yukon points, in which case the rate is \$200. Dogs cost \$7 per head to Fort Wrangel, \$10 to Telegraph Creek, \$7 to Juneau, Dyea and Skagway.

The rates via the Pacific Coast Steamship line are: General merchandise and ordinary miner's supplies, \$8 per ton, 40 cubic feet, or 2,000 pounds, at the carriers' option. To Juneau the rate is \$9, and and to Dyea anchorage on Skagway Bay \$10. At Wrangel and Juneau wharfage is additional, dogs about \$1 each and merchandise, \$2 to \$2.50 per ton. Freight rates to Dyea cover only to anchorage, at which point the company's responsibility ceases. The company assists in the landing of freight without extra charge, live stock to swim ashore.

Freight charges on merchandise and live stock for Skagway or Dyea must be prepaid, also on live stock for Juneau or Wrangel. The minimum charge on merchandise and miners' supplies is \$1.25.

The above rates are entirely exclusive of marine insurance, and are subject to change without notice. Live stock is taken at the convenience of the carrier, as the accommodation is limited, and feed must be furnished by the shipper, which will be carried free, but any excess delivered at destination will be charged for, as those rates only apply from Vancouver; goods shipped from the east, with the rail way tariff added, will be pretty valuable when they reach their destination.

Duties and Customs.

There is no duty to be paid on goods bought in Canada. All foreign goods are subject to a duty of 30 to 35 per cent. But the Canadian government is about to issue new customs and mining regulations applicable to this region. Last year when there was an unexpected rush to the gold fields the Canadian government permitted free entry of miners' blankets, personal clothing in use, cooking utensils in use and 200 pounds of food for each person, charging duty on the excess. This year the privilege will be abolished and customs duties levied on everything the miner takes, except practically the clothes on his back. The Canadian government does not wish to be unfair in this matter, but is going to great expense to maintain police and establish courts of law, postoffices, treasuries for the safe keeping of miners' gold, offices where drafts may be obtained for gold, and other conveniences, and wish to obtain revenue to meet the outlay. Outfits and supplies into Canada by persons taking the Wrangel and Stickine, St. Michael's Skagway, Dyea or Dalton trail routes will be admitted free into the Klondike and will of course not be subject to duty when taken over the all-Canadian route from Ashcroft, Kamloops and Edmonton.

Part VI---Mining Laws, &c.

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

Mines on benches shall be known as "bench diggings," and shall,

for the purpose of defining the size of such claims, be excepted from dry diggings.

"Dry diggings" shall mean any mine over which a river never extends.

"Miner" shall mean a male or female over the age of eighteen, but not under that age.

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

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

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

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

"Mineral" shall include all minerals whatsoever other than coal.

Nature and Size of Claims.

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

2. The sides of a claim for bar digging shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked by four legal posts, one at each end of the claim at or above high-water mark, also one at each end of the claim at or above the edge of the water. One of the posts at high-water mark shall be legibly marked with the name of the miner and the date upon which the claim was staked.

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

4. Creek and river claims shall be 100 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart the claim may be 100 feet in depth. The sides of a claim shall be two parallel lines run as nearly as possible at right angles to the stream. The sides shall be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream shall be legibly marked with the name of the miner and the date upon which the claim was staked.

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

6. Entry shall only be granted for alternate claims, the other alternate claims being reserved for the Crown, to be disposed of at public auction, or in such manner as may be decided by the Minister of the Interior.

The penalty for trespassing upon a claim reserved for the Crown shall be immediate cancellation by the gold commissioner of any entry or entries which the person trespassing may at any time make for a claim. In addition to such penalty the mounted police, upon requisition from the Gold Commissioner to that effect, shall take the necessary steps to eject the trespasser.

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

8 If any person or persons shall discover a new mine, and such discovery shall be established to the satisfaction of the Gold Commissioner, a creek and river claim 200 feet in length may be granted.

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

9. The forms of application for a grant for placer mining and the grant of the same shall be those contained in forms "H" and "I" in the schedule hereto.

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

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

12. Entry shall not be granted for a claim which has not been staked by the application in person in the manner specified in these regulations. An affidavit that the claim was staked out by the applicant shall be embodied in form "H" of the schedule hereto.

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

14. A royalty of ten per cent. on the gold mined shall be levied and collected by officers to be appointed for the purpose, provided the amount so mined and taken from any single claim does not exceed \$500 per week. In case the amount mined and taken from any single claim exceeds \$500 per week, there shall be levied and collected a royalty of ten per cent. upon the amount so taken up to \$500, and upon the excess, or amount taken from any single claim over \$500 per week, there shall be levied and collected a royalty of twenty per cent., such royalty to form part of the consolidated revenue, and to be accounted for by the officers who collect the same in due course. The time and manner in which such royalty shall be collected, and the persons who shall collect the same, shall be provided for by regulations to be made by the Gold Commissioner.

Default in payment of such royalty, if continued for ten days after notice has been posted upon the claim in respect of which it is demanded; or in the vicinity of such claim, by the Gold Commissioner or his agent, shall be followed by cancellation of the claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out, shall be punished by cancellation of the claim in respect of which

fraud or false statements have been committed or made. In respect of the facts as to such fraud or false statements or non-payment of royalty, the decision of the Gold Commissioner shall be final.

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

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

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

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

19. Every miner shall, during the continuance of his grant, have the exclusive right of entry upon his own claim, for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom, upon which, however, the royalty prescribed by Clause 14 of these regulations shall be payable; but he shall have no surface rights therein; and the Gold Commissioner may grant to the holders of adjacent claims such right of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use, upon payment of the dues prescribed by the regulations in that behalf.

20. Every miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall, in the opinion of the Gold Commissioner, be necessary for the due working thereof; and shall be entitled to drain his own claim free of charge.

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

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

23. If the occupier of the lands has not received a patent therefor, the purchase money of the surface rights must be paid to the Crown, and a patent of the surface rights will issue to the party who

acquired the mining rights. The money so collected will either be refunded to the occupier of the land, when he is entitled to a patent therefor, or will be credited to him on account of payment for land.

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

25. (a.) All the arbitrators appointed under the authority of these regulations shall be sworn before a Justice of the Peace to the impartial discharge of the duties assigned to them, and they shall forthwith proceed to estimate the reasonable damages which the owner or occupants of such lands, according to their several interests, shall sustain by reason of such prospecting and mining operations.

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

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

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

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

FORM H.—APPLICATION FOR GRANT FOR PLACER MINING, AND AFFIDAVIT
OF APPLICANT.

I (or we), _____ of _____
hereby apply, under the Dominion Mining Regulations, for a grant of
a claim for placer mining as defined in the said regulations, in (here
describe locality) and I (or we) solemnly swear :—

1. That I (or we) have discovered therein a deposit of (here name
the metal or mineral.).

2. That I (or we) am (or are) to the best of my (or our) knowledge
and belief, the first discoverer (or discoverers) of the said deposit;
or :—

3. That the said claim was previously granted to (here name the
last grantee), but has remained unworked by the said grantee for not
less than _____

4. That I (or we) am (or are) unaware that the land is other
than vacant Dominion land.

5. That I (or we) did, on the _____ day of _____
_____ mark out on the ground, in accordance in every
particular with the provisions of the mining regulations, for the Yu-
kon river and its tributaries, the claim for which I (or we) make this
application, and that in so doing I (or we) did not encroach on any
other claim or mining location previously laid out by any other
person.

6. That the said claim contains, as nearly as I (or we) could
measure or estimate, an area of _____ square feet,
and that the description (and sketch, if any) of this date hereto at-
tached, signed by me (or us), sets (or set) forth in detail, to the best
of my (or our) knowledge and ability, its position, form and dimen-
sions.

7. That I (or we) make this application in good faith, to acquire
the claim for the sole purpose of mining, to be prosecuted by myself
(or us) assigns

Sworn before me _____ at _____
this _____ day of _____ 18 _____
Signature _____

FORM I.—GRANT FOR PLACER MINING.

No. _____ Department of the Interior.

Agency, _____ 18 _____

In consideration of the payment of the fee prescribed by clause
13 of the Mining Regulations for the Yukon river and its tributaries,
by (A. B.) of _____ accompanying his (or their) application
No. _____ dated _____ 18 _____ for a
mining claim in (here insert description of locality).

The Minister of the Interior hereby grants to the said
(A. B.) _____ for the term of one year
from the date hereof, the exclusive right of entry upon the claim
(here describe in detail the claim granted) for the miner-like working
thereof and the construction of a residence thereon, and the exclusive
right to all the proceeds realized therefrom, upon which, however,
the royalty prescribed by Clause 14 of the regulations shall be paid.

The said (A.B.) shall be entitled to the use of so much water naturally flowing through or past his (or their) claim, and not already lawfully appropriated, as shall be necessary for the due working thereof, and to drain his (or their) claim free of charge.

This grant does not convey to the said (A.B.) any surface rights in the said claim, or any right or ownership in the soil covered by the said claim; and the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the said (A.B.) or his (or their) associates.

The rights hereby granted are those laid down in the aforesaid mining regulations, and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not.
.....Gold Commissioner.

FORM J.—CERTIFICATE OF THE ASSIGNMENT OF A PLACER MINING CLAIM.

No. Department of the Interior.

Agency, 18 .

This is to certify that (B.C.) of 18 , has (or have) filled an assignment in due form dated 18 , and accompanied by a registration fee of \$2, of the grant to (A.B.) of of the right to mine in (insert description of claim) for one year from the 18 .

This certificate entitles the said (B.C.) to all the rights and privileges of the said (A.B.) in respect of the claim assigned, that is to say, to the exclusive right of entry upon the said claim for the miner-like working thereof and the construction of a residence thereon, and the exclusive right to all the proceeds realized therefrom (upon which, however, the royalty prescribed by Clause 14 of the regulations shall be paid), for the remaining portion of the year for which the claim was granted, to the said (A.B.) 18 , that is to say, until the day of

The said (B.C.) shall be entitled to the use of so much water naturally flowing through or past his (or their) claim and not already lawfully appropriated, as shall be necessary for the due working thereof, and to drain the claim free of charge.

This grant does not convey to the said (B.C.) any surface rights in the said claim, or any right of ownership in the soil covered by the said claim; and the said grant shall lapse and be forfeited unless the claim is continuously, and in good faith, worked by the said (B.C.) or his (or their) associates.

The rights hereby granted are those laid down in the Dominion Mining Regulations, and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not.
.....Gold Commissioner.

Amendment to Mining Laws.

OTTAWA, JAN. 18.—The amended Yukon regulations are: Fees, \$10; for companies, \$100; size of claim, 250 feet; every tenth alternate claim reserved by the Government; recording fee, \$15. A royalty of 10 per cent. will be exacted from all mines producing more than \$2,500 per annum. Any claim not worked for a reasonable number of days can be claimed again.

Hints.

Establish camp rules, especially regarding the food. Allot rations, those while idle to be less than when at work, and also pro rata during heat and cold. Pitch the tent on top of the snow, pushing the poles and pegs down into it. While some are busily engaged in building a fire and making a bed, let the best cook of the party prepare the supper. If you have no stove, build a camp fire, either on an exposed point of rock or in a hole dug in the snow; if you have a stove, arrange it on a "gridiron" inside the tent, the gridiron consisting of three poles some six or eight feet long, and laid on the snow, on which the stove is placed. The heat from the stove will soon melt a hole underneath, but there will be enough firm snow under the ends of the pole to hold it up. For the bed, cut hemlock brush and lay it on the snow to a depth of a foot or more, and cover this with a large square of canvas on which blankets and robes are put. When finished it forms a natural spring bed, which will offer grateful rest after hauling a sled all day. In all except the most sheltered locations, the tent is necessary for comfort, and the stove gives better satisfaction than the camp-fire, and as it needs but little wood, is easier to cook over, and does not poison the eyes with smoke. There are fewer cases of snow blindness among those who use stoves than among those who crowd around a smoking camp-fire for cooking or warmth. Comfort in making a trip of this kind will depend, in a great measure, upon the conveniences of camping, suitable clothing, and light, warm bedding. Choose your bunk as far from the tent door as possible and keep a fire hole open near your camp. If by any chance you are travelling across a plain (no trail) and a fog comes up, or a blinding snowstorm, either of which will prevent you taking your bearings, camp, and don't move for anyone until all is clear again. Travel as much on clear ice as possible. Don't try to pull sledges over snow, especially if soft or crusty. White snow over a crevasse, if hard, is safe; yellow or dirty color, never. Press the trigger of your rifle. Don't pull it. Don't catch hold of the barrel when 30 degrees below zero is registered. Watch out for getting snow in the barrel. If you do, don't shoot it out. If you cannot finish your rations for one day, don't put back any part, but put it into your personal canvas outfit bag. You will need it later, no doubt. Don't waste a single ounce of anything, even if you don't like it. Put it away and it will come handy when you will like it. If it is ever necessary to cache a load of provisions, put all articles next to the ground which will be most affected by heat, providing, at the same time, that dampness will not affect their food properties to any great extent. After piling your stuff, load it over carefully with heavy rocks. Take your compass bearings, and also note in your pocket some landmarks near by, and also the direction in which they lie from your cache; i.e., make your cache, if possible, come between exactly north and south of two given prominent marks, so that you can find it. Don't eat snow or ice. Go thirsty until you can melt it. Remember that no man should go into the Yukon who cannot endure hardship, who cannot work with pick and shovel for ten hours, who cannot carry a pack, and who cannot take a full outfit with him. Success follows economy and persistency on an expedition of this kind.

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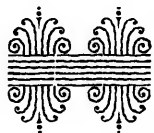
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