

KLONDIKE

AND THE

YUKON

GOLD

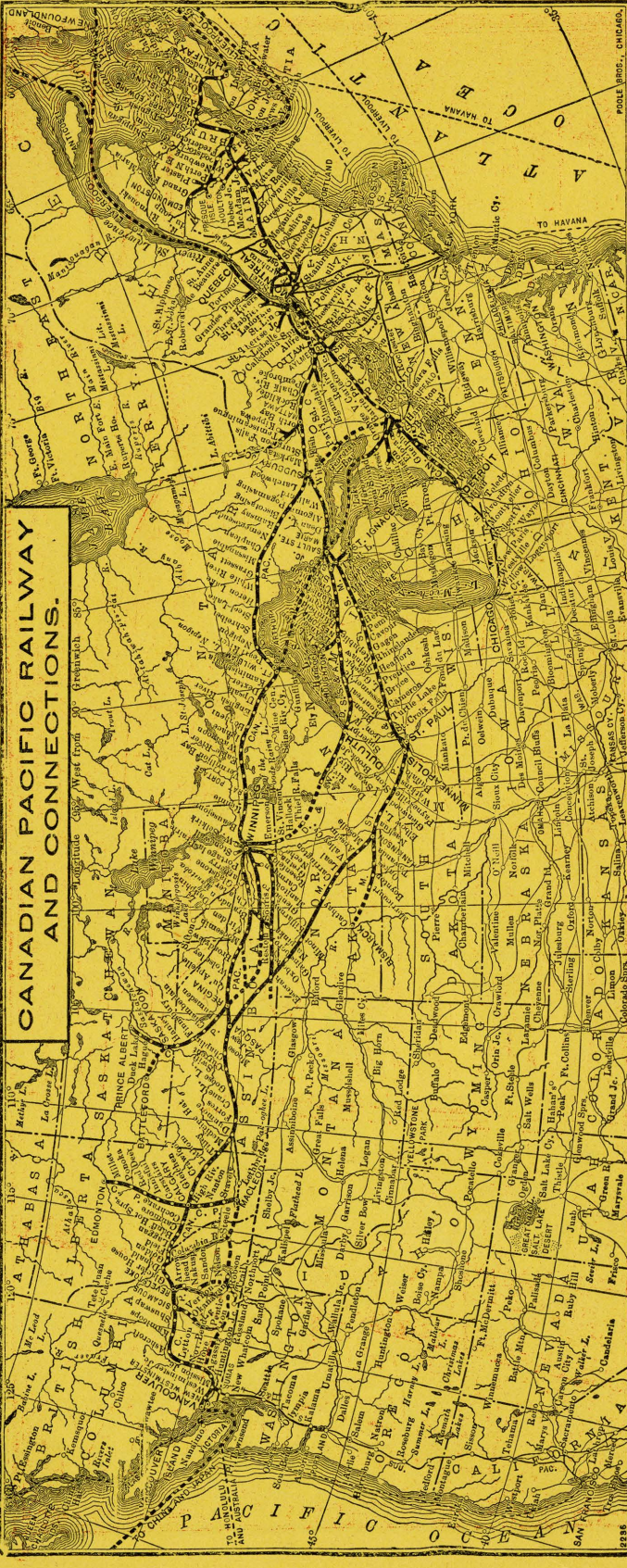
FIELDS

VIA

**CANADIAN
PACIFIC
RAILWAY.**

CANADIAN PACIFIC RAILWAY AND CONNECTIONS.

Longitude 10° West from 10° Greenwich 80°



KLONDIKE

AND THE

YUKON

GOLD FIELDS

**in the Far Canadian North-West
and Alaska**

The Yukon district of the North-West Territories of Canada, in which the famed Klondike gold fields are located, comprises that vast stretch of country lying between the Arctic Ocean on the north, the 141st west meridian or international boundary line which separates it from the United States' territory of Alaska on the west, the northern boundary of the Province of British Columbia on the south, and the summit of the Canadian Rocky Mountains which divides it from the Mackenzie Basin on the east. The district is about 600 miles from north to south, by over 500 miles from east to west at its southern boundary, with gradually lessening distances towards the north. Comparatively little is definitely known regarding this new and largely unexplored region, and while the information about the country, its resources and conditions, contained in the following pages, has been collected from the most reliable sources, it is only given to the public with such reservations as to its correctness in some particulars as the circumstances would seem to warrant, and additional and authentic information will be published in future editions hereof as procured.

The bewildering stories from the Yukon, of marvellous discoveries of gold of untold richness, would seem almost incredible were they not substantiated by the official reports of reliable explorers and officers of the Canadian North-West Mounted Police, and by tangible evidences of their authenticity in the shape of immense quantities of gold, actually taken from the placers of the Far North, which have been brought out by returning miners. For the past few years the vast basin of the Yukon was reputed to be one of the most resourceful mining regions of the continent, but the actual results of exploration during the past twelve months have demonstrated that its boundless wealth, startling in its immensity, far exceeds human conception and has never been surpassed in the world's history. Nearly every home-bound steamer from Alaskan ports during the past summer and autumn brought its quota of miners who have made their pile, and, they say, millions of virgin gold await the fortunate men who have the hardihood and the courage to penetrate the unknown depths of the Yukon district.

The great northern gold belt extends through this district southeastwardly into British Columbia, with a width, in places, of 100 miles. Rich strikes have been made at places over this large area, wherever prospected, and there is no reason to doubt that the diffusion of gold is general, the Klondike, in which the recent

THE GREAT GOLD BELT OF THE YUKON

rich finds have so far been reported, being only a small section of the Yukon district. Mr. Wm. Ogilvie, the well-known Canadian Government explorer, whose reliability is unquestioned, is authority for the statement that untold wealth—almost fabulous in amount—is to be found in these new gold fields which are now attracting the attention of the whole civilized world. He says:

“Gold has been found in a certain zone in British Columbia, running through the Cariboo and Cassiar districts. Project the axis of this zone northwesterly and we touch Teslin Lake, Hootalinqua River, Stewart River, Indian Creek, Teccoandike, Sixty Mile, Forty Mile, American Creek, Seventy Mile and Birch Creek. Now, it is highly improbable that, gold being found at all these points, the intervening spaces are barren. Thus we may have a zone of upward of five hundred miles in length, some of it in Alaska, more of it in the Canadian North-West Territory, and much of it in British Columbia, which will yet be the scene of numerous mining enterprises, both placer and quartz, the latter practically inexhaustible. This country under more favorable climatic conditions would be the richest and most extensive mining area in the world.”

New discoveries of marvellous richness are continually being made, speaking of which Mr. Ogilvie further says:

“The character of the gold and the gravel in which it is found indicates to me that they are not the result of glacial action, but rather of natural erosion, and I would say that the mother lode is not far away from the placer mines in the neighboring mountains. The mother lode may not realize the expectations which the placers have raised, but I would not offer that as my opinion, for it is not my opinion. I believe we have a remarkably rich country there. I have seen quartz assayed from \$600 to \$1,000 a ton. The great wealth will be taken out by the big operations of the quartz miners. The placer miner has shown the way, and will be as certainly followed by the other as he was at Juneau and in California. The big find at El Dorado is working out two altogether opposite effects. It has caused the miner who has been putting up with the hardships of Alaska, as all that country is erroneously called, and who for years has been satisfied with gravel that paid ten cents to the pan, to quit work and curse his luck because he can't pick up \$200 and \$300 to the pan.”

Dr. Dawson, F.R.G.S., and director general of the Geological Survey of Canada, a recognized authority on mineralogy, after whom Dawson City, the centre of the recent gold discoveries, is named, says:

“The entire range from the extreme end of South America to the Arctic is rich in minerals. About 40 years ago gold was discovered in Cariboo, which for its area was the banner mining district of the world till Klondike was discovered. Then Kootenay, Omenica and Cassiar, all instance the trend of the discoveries has been north west in a belt that runs practically from the British Columbia boundary to the Yukon. In all these districts placer mining has been followed in a greater or lesser degree by the discovery of quartz almost in exact proportion to the facility of access, and that these have not been worked extensively is due to the difficulty of getting machinery into the country, and not to any lack of ore.”

And again Dr. Dawson reports:

“I consider the Yukon destined to be the greatest mining country the world ever saw. I anticipate that the recent discoveries will lead to the development of quartz mining, in which is the staple wealth of any mining country. Experienced prospectors have already found a number of valuable gold quartz discoveries in the Yukon district, and many more are sure to follow.”

Inspector Strickland, of the Canadian North-West Mounted Police, which preserve order in the Yukon district, in speaking of the Klondike discoveries, says:

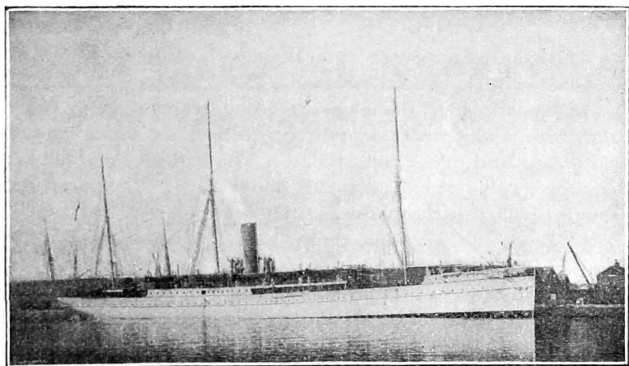
“There has been no exaggeration. I have seen nothing in

THE GREAT GOLD BELT OF THE YUKON

the newspapers in regard to the richness of the field that is not true. Great strikes have been made, but the amount of gold is unlimited. There are hundreds of creeks rich in gold bearing placers, never yet entered by the prospectors. Of course, all the claims in the creeks now opened are taken up, but these are only beginnings, I believe, of much greater finds."

But a small portion of this vast region has been explored, and a large tract of gold-bearing country which affords unbounded possibilities of further rich discoveries—the conditions and the character of a large portion of the district being similar to the Klondike—is still open to the prospector. With such an immense mineralized region, hardy and industrious men who are physically and financially fitted, and have the energy and resolution to face the privations and hardships incident to prospecting and mining in this country, need not hesitate lest the field be fully occupied by others.

There is ample room for thousands of practical miners, laborers, business men and capitalists, but few openings for professional men, clerks, bookkeepers, etc., as such. Notwithstanding the recent influx, reports are to the effect that any man willing and able to work in the Klondike need not be idle—the rate of wages varying from \$10 to \$25 per day, and doubtless similarly high wages will rule in other places when their wealth is established. Many work claims on shares even more profitably. A man, however, should not start for the Yukon with less than \$500 or \$600, besides his expenses to his destination and a good outfit and liberal quantity of supplies.



CANADIAN PACIFIC RY. CO'S STEAMSHIP "TARTAR"

Those who go should be prepared to stay a year or longer, and ordinarily during that time they have excellent chances of making money, with the possibilities of a fortune.

MINING CAMPS AND SETTLEMENTS

The present principal centres of the Yukon are Dawson City, Forty Mile Post and Fort Cudahy in Canadian territory, Dawson City in the Klondike being the great central mining camp; but as discoveries are made new towns will spring up and probably become important points. The Yukon's banks are dotted here and there with native villages and small settlements inhabited by traders, missionaries and Indians. There are stores, hotels and restaurants at the chief mining centres, and during the coming season these will doubtless be augmented to meet the increased requirements of new comers.

THE CLIMATE OF THE YUKON

THE CLIMATE

Although comparatively little is known about the Yukon district, the experience of those who have lived there is that the climate is healthy, the winters long and very cold, but so devoid of humidity that their intensity is not so keenly felt as would be imagined from the readings of the thermometer, and with a plentiful supply of suitable clothing can be made agreeable. The summers are short and hot. There are the long winter nights and the nightless summer days usual to an arctic region. The precise temperature for a whole year has been recorded by the officials of the Canadian Government in the vicinity of the Klondike, and is as follows :

1896 MONTH	LOWEST TEMPERATURE	HIGHEST TEMPERATURE
January	68½° below zero	3° below zero
February	64½° " "	32° above zero (on 20th)
March	38° " "	40° " (on 15th)
April	26° " (on 7th)	51½° " (on 16th)
May	5° above zero	63½° " "
June	28.8° " "	81° " (on 30th)
July	33° " (on 30th)	81° " (on 1st and 2nd)
August	27° " "	76° " "
September	4.8° " "	63° " "
October	1° below zero (on 5th)	51° " "
November	36° " (on 30th)	22½° " "
December	44½° " "	10° " "

The average temperature for the month of January, 1896, was 40.71° below zero, and for February, 35.42 below.

In January, 1897, the lowest recorded temperature was 55.07° below zero, and it went under 50° below zero six times, and 40° below zero and under nine times. The highest recorded temperature in this month was 10° above zero. Compared with January, 1896, this shows the seasons are somewhat varying.

In June, 1896, it sank three times just below freezing (32° above zero), and rose twenty-two times over 60° above zero, seven of which were over 70° above.

In July it went below 40° above zero eight times, and over 70° above zero thirteen times.

In August it went below 40° above zero thirteen times, and over 70° above zero seven times.

In September it went under 40° above zero twenty-two times, and rose over 60° above six times.

In November it was below zero twenty-three days out of the thirty.

The above record will give those who intend to go to the Klondike a fair idea of the weather they must expect. It indicates an intensely cold winter, followed by a short spring, opening in May, and then a decidedly warm summer from June until September, when a short-lived autumn soon changes to winter again.

Mr. Joseph Ledue, the founder of Dawson City, furnishes the following information regarding the climate at that place :—

“The summer opens about May 15. The ice goes down the river, and by June 1 no snow is seen anywhere. You can plant or sow grain there on May 15. The summer lasts from May 15 until Sept. 1. After the winter sets in on the first of September, the cold comes gradually. In the months of September and Oc-

THE PRODUCTS OF THE YUKON

tober the climate is fine. The month of October there is about the same as November in the east; after that everything is closed up. The Yukon river usually closes between the 1st and the 10th of November. It is not navigable after that time until the next spring."

The belief that everything freezes solid in the Yukon country is a great mistake, for the "glacier" which makes so much trouble in mining is simply the creek water or surface water from the hills, constantly running over and freezing, sometimes making a claim or even a whole creek a mass of ice seven to twenty feet deep in the spring.

Men dress in winter much as they do in countries not so far north, except more warmly—heavy woollen underwear, pants or overalls, heavy woollen shirt, a coat or jumper and a mackinaw; on the feet two or three pairs of woollen socks are worn under moccasins. Felt boots or shoe packs such as are worn in the North-west are very good until the thermometer drops below 40° below zero, when they are not safe. Warm mitts and a fur cap or hood complete the costume. One of the great dangers in winter is getting the feet wet, when a fire must be built immediately and the footwear dried, to prevent freezing. Water boots of sealskin are worn in the fall and spring and sometimes in the winter to keep the feet dry.

To the miner and prospector who has dodged snow-slides in the North-western States, the Klondike will have no great terrors, with the exception that the winter is colder and longer, but to the inexperienced who know nothing of roughing it, the Yukon offers many hardships, and those who have not grit and endurance should keep out of it.

WINTER TRAVELLING IN THE YUKON

Travelling and freighting in the Yukon in the past has been by dogs, but horses are now largely used. Last winter, however, when the rush to the Klondike from Circle City exhausted the supply of dogs, men pulled the entire distance of 360 miles with their grub and blankets, and three men made their way from Fort Yukon without tent or stove, although the thermometer marked at one time 63° below zero. Good train dogs are worth \$100 in the fall and more in the winter time.

PRODUCTS OF THE LAND, etc.

The Yukon is not the desolate region that it has usually been pictured. It has a limited capacity for gardening, and in a few favored spots small quantities of barley and oats have been raised.

A great part of the valley is clothed with forests of spruce, birch and cottonwood, all of which are good for building purposes. The hills are covered with large trees, and in the valleys there is still better timber. One sawmill in Dawson City is already in operation, and next summer several others will doubtless be established to supply the local demand for sawed lumber at greatly reduced cost from the present high prices. Coal is also abundant in the vicinity of Dawson City and conveniently situated for mining.

Some portions of the country abound in large and small game, but in the region about the Klondike and further east, there is little, if any, along the river except rabbits, ducks and

PLACER MINING IN THE YUKON

geese in the spring of the year, with cariboo and a few moose and bear beyond the river, and bighorn (mountain sheep), and mountain goats on the sides of the highest mountains. Birds are scarce, but there are partridge and p'armigan in some localities. Fishing is good, especially for salmon, which weigh up to 80 and 100 pounds, and there are grayling, whitefish, lake trout and eels. Miners and others, however, should not rely on these resources to feed them.

LAW AND ORDER

Notwithstanding the remoteness of this new mining region, law and order are strictly maintained. Major Walsh, a noted officer of the Canadian North-West Mounted Police on its organization some years ago, is administrator of the District and has a strong body of that semi-military force under his command. Courts of justice, registration and mine inspection offices have been established. The laws are impartially but rigorously enforced ; any attempt at lawlessness will be promptly repressed, as in any other part of Canada, and offenders severely punished. An adequate postal service is being provided, and the Canadian Government (it was recently stated by one of the Cabinet Ministers) has decided to furnish escorts for miners with



LANDING FREIGHT AT SKAGWAY

treasure and, in the richer mineral districts, to create treasure houses, thus ensuring the safe-keeping of the gold stored, so far as police protection is concerned, and while it is on its way out of the country. Arrangements are also contemplated by the Government for the disposal of gold by miners, at a fair value, by means of bills of exchange payable by any bank in the Dominion.

HOW PLACER MINING IS CARRIED ON

The open mining season is from two to four months, according to locality, but a great many of the miners spend their time in the summer prospecting, and in the winter resort to a method which

QUARTZ MINING

is called "burning." They make fires on the surface, thus thawing the ground until bed rock is reached, then drift and tunnel; the pay dirt is brought to the surface and heaped in a pile until spring when water can be obtained. The sluice boxes are then set up and the dirt is washed out, thus enabling the miner to work advantageously and profitably the year round. In this way the complaint is overcome which has been so commonly advanced by miners and others that in the Yukon several months of the year are lost in idleness. There is almost continuous daylight from the middle of June until the early part of August, but in the depth of winter there is little more than three hours of daylight in the twenty-four. So that constant daylight for a portion of the year and almost total darkness for another portion might very well create doubts in one's mind as to what portion of the day in either case should be given to sleep. In the summer months it is possible for a miner to put in as many hours as he has the power to endure the physical strain. Constant daylight admits of several shifts of men being employed, and in this way mining operations may go on continuously throughout every hour of the day.

Mr. Ogilvie thus describes the conditions of getting out placer gold as the work is carried on now :—

"The valleys of the creeks are generally wide at the bottom and flat, being seldom less than 300 ft. to 400 ft. This is covered with a dense growth of underbrush and small spruce, with occasionally balsam, poplar, or cottonwood. Much of the wood is suitable for sluice-box purposes, which require boards at least 10 inches wide and 1 inch thick. The rest is all suitable for firewood, which is an important factor in developing the mines of this region. The moss and ice covering a space 8 ft. or 10 ft. long, by 7 ft. or 8 ft. wide, are cleared away from the surface, or a hole some 6 ft. long by 4 ft. wide is dug, and a fire built. During the night the ground is thawed to a depth of from 6 in. to 12 in. Next morning this thawed ground is pitched out and the process is repeated until the bedrock is reached, which is generally at a depth of from 15 ft. to 20 ft. About 10 ft. down we leave the vegetable matter, the alluvial deposits, and enter a stratum of coarse gravel, the gravel showing very little rounding or wearing. At the bottom of this, close to the bedrock, the pay streak is found, and is seldom more than 3 ft. in depth, the best paying part being immediately on the bedrock. This is not solid rock, but a mass of angular, broken rock lying, no doubt, in its original location in space. Between these masses clay and fine gravel have become imbedded. Into this the miner proceeds a foot or more. Where the pay streak stops? No one has yet gone down to solid beds of rock, so we cannot say what might be found below the so-called bedrock. To burn the hole requires about three weeks' time and a good deal of labor."

QUARTZ MINING, ETC.

Quartz mining can scarcely be said to have commenced yet, but authorities unite in predicting that it will ultimately become the chief industry of the country. As conditions have hitherto been with lack of milling facilities, quartz had little value compared with placer claims, and consequently was not sought. Prospecting for quartz and veins, too, is more difficult than for placer diggings, the outcrops in the hills and mountains being generally covered with several feet of debris or slide as well as by moss. A number of claims, however, have already been located—seven in the vicinity of Forty Mile and Dawson, where Mr.

MINERS' SUPPLIES

Ogilvie reports the existence of a mountain of low grade gold bearing ore ; two others about forty miles up the river; another in Bear Creek ; one on Gold Bottom, which turned out on tests from \$100 to \$1,000 a ton; and another about thirty miles up the Klondike River. Copper ore is also found in the placers and in the river banks and in the bars. The sedimentary coal-bearing deposits are also abundant and widespread, and it is claimed that gold-bearing conglomerates in geological age corresponding to those of South Africa, but of unproven richness, are found in several places.

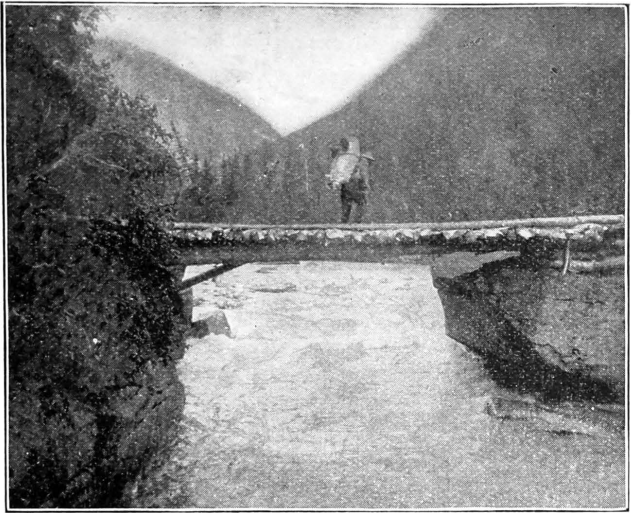
MINERS' SUPPLIES

All sorts of advice and information are heard at every hand upon the subject of an outfit for a prospector headed for the Yukon. Up to the present time it has been necessary for gold seekers to take along their own supplies, but the conditions of transportation and supply are so rapidly changing, owing to the marvellously great development of the country, that it is more than probable that during the summer of 1898 immense supply depots will be established at the principal points which will furnish all necessaries, and save the prospector the trouble of packing them in himself. It would, however, be as well for those starting early in the spring to provide themselves with an outfit and supplies, which can be procured at lower prices than can be obtained outside of Canada from reputable dealers at Montreal, Toronto, Winnipeg, Vancouver, Victoria, or at any other wholesale centre in Canada, and also at Prince Albert, Calgary, Edmonton and Ashcroft by those intending to travel through the interior overland routes. The following, prepared by men of experience, is given as a list of supplies required by one man for one year ; but if, as is usually the case, several men propose to travel together and work in partnership only a small portion requires duplication, and a few of the articles may be entirely dispensed with where the building of boats is not required. Those who have never wintered in the arctic regions have no conception of the intense cold it is necessary to protect against. In purchasing an outfit it is necessary to remember that one is preparing for winter, not summer.

—PROVISIONS—

<p>Apples, Evaporated 20 lbs. Bacon (Fat) 200 lbs. Baking Powder 10 lbs. Beef Extract 1 doz. Coffee 10 lbs. Flour 500 lbs. Condensed Milk 1 doz. Rolled Oats 50 lbs. Prunes 10 lbs. Pepper 1 lb. Salt 20 lbs. Soap 10 lbs. Tea, Compressed 10 lbs. Yeast, Cakes 3 doz. Apricots, Evapor't'd 15 lbs.</p>	<p>Beans 100 lbs. Barley, Pot 10 lbs. Candles 25 lbs. Corn Meal 20 lbs. Lime Juice 1 gal. Matches 5 bxs. Split Peas 10 lbs. Mustard 1 lb. Rice 25 lbs. Sugar 75 lbs. Baking Soda 21 lbs. Tobacco, Smoking 10 lbs. Vegetables, Com- pressed 12 lbs.</p>
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MINERS' SUPPLIES



PACKING ON SKAGWAY TRAIL

—CLOTHING—

Blankets	2 pairs	Coats, Lined or Skin	1 only
Cap, Cloth	1 only	Cap, Fur	1 only
Bag, Dunnage	1 only	Gloves, Wool	1 pair
Handkerchiefs	1 doz.	Gloves, Skin	1 pair
Mitts, Leather	1 pair	Mitts, Wool	1 pair
Overalls	2 pairs	Mosquito Netting	10 yds.
Ground Sheet	1 only	Pants, Moleskin	1 pair
Shirts, Mackinaw	1 only	Suspenders	1 pair
Socks, Wool	1 doz.	Shirts, Flannel	3 only
Towels	1 doz.	Sweaters, Wool	2 only
Oilskin Coat	1 only	Underwear, Wool	3 suits

—FOOTWEAR—

Boots, Rubber	1 pair	Boots, Laced	2 pairs
Moccasins	3 pairs	Duffles	2 pairs
Arctic Socks	2 pairs	Snow Shoes	1 pair

—HARDWARE, ETC.—

Axe, Chopping	1 only	Auger	1 only
Brace and Bits	1 set	Camp Kettles	1 set
Cup, Tin	1 only	Chisel	1 only
Compass, Pocket	1 only	Coffee Pot	1 only
Knife, Butcher's	1 only	Knife and Fork	1 only
Fry Pan	1 only	Files	3 only
Gold Pan	1 only	Hatchet	1 only
Hammer	1 only	Nails, Assorted	20 lbs.
Oakum	10 lbs.	Pitch	10 lbs.
Plates, Tin	2 only	Picks, Miner's	2 only
Pick Handles	3 only	Rope	25 lbs.
Spoons, Assorted	3 only	Shovels, Miner's	2 on.y
Saw, Hand	1 only	Saw, Whip	1 only
Saw, Set	1 only	Screw Driver	1 only
Gold Scales	1 set	Stove	1 only

TRANSPORTATION OF BAGGAGE, Etc.

—SUNDRIES—

1 tent.	Fish hooks and lines.
Set pack straps.	Paper and envelopes.
Needles and thread.	Sleeping bag.
Small medicine chest.	

In lieu of butter, jam or marmalade may be taken. Solely carbonaceous food should be used. Stimulants of alcoholic character should be avoided. Coffee of the best quality should be used. One pound of best tea equal to seven pounds of coffee for drinking purposes. Coffee more lasting, but tea quicker in action. Berries intensely acid, but palatable, are found through Klondike. Possession of unnecessary articles brings hardship. The addition of an article not required entails increased labor in carrying it and loss if thrown away. But at least one year's supplies should be taken in. In buying goods the best is always the cheapest, and people are cautioned against getting inferior articles. All provisions should be packed in oiled sacks of stout, close material to prevent spoiling by water and moisture. At Victoria and Vancouver are merchants who have for years been outfitting miners for the Cariboo, Cassiar and Kootenay gold fields, and whose experience will be of the greatest advantage to miners and others en route to the Yukon in furnishing the right class and quantity of supplies of the best quality and properly packed.

The whole outfit, which can be varied to suit the purses or requirements of the purchaser, to cost from \$200.00 to \$250.00, will weigh from 1,000 to 1,300 lbs.

NOTE.—DO NOT FORGET THAT THE KLONDIKE MINING DISTRICT IS IN CANADA, AND THAT SUPPLIES PURCHASED OUTSIDE OF CANADA ARE SUBJECT TO ABOUT THIRTY PER CENT. CUSTOMS DUTY.

TRANSPORTATION OF BAGGAGE **AND SUPPLIES**

150 lbs. of baggage, consisting of personal effects (wearing apparel, etc.), will be carried free on each adult ticket over the Canadian Pacific Railway and on the steamers of the Canadian Pacific Navigation Co., Pacific Coast S.S. Co. and North American Transportation & Trading Co. Baggage will be checked only to Vancouver and Victoria. Excess over 150 lbs. will be charged for at rates shown by the different routes:

Canadian Pacific Navigation Co. 3 cts. per lb. from Vancouver or Victoria to Wrangel, Glenora, Juneau, Dyea or Skagway.

Pacific Coast S.S. Co. 3 cts. per lb. from Victoria to Wrangel, Juneau, Dyea or Skagway.

North American Transportation & Trading Co., 10 cents per pound from Pacific Coast to Yukon River points.

Supplies in quantities will be carried at the following rates:—

DOGS, HORSES AND BURROS

From Vancouver or Victoria,

To Wrangel..... \$8.00 per ton weight (2,000 lbs.)
or measurement (at ship's
option). “ “

Glenora	53.00	“	“	
Juneau	9.00	“	“	
Pyramid Harbor..	10.00	“	“	
Haines' Mission..	10.00	“	“	
Dyea	10.00	“	“	
Skagway	10.00	“	“	

From Vancouver or Vic-
toria to Dawson City

via St. Michael's\$200.00 “ “

These rates are exclusive of marine risks, wharfage and storage and include delivery at the vessel's rail at Glenora (Canada), Pyramid Harbor, Haines' Mission, Dyea and Skagway, where owner must make arrangements to take delivery on steamship's arrival. At Juneau and Wrangel there are steamship wharves.

Through rates on excess baggage and freight supplies can be obtained from points other than Vancouver or Victoria on application to any agent of the Canadian Pacific Railway Company.

DOGS, HORSES AND BURROS (or Donkeys)

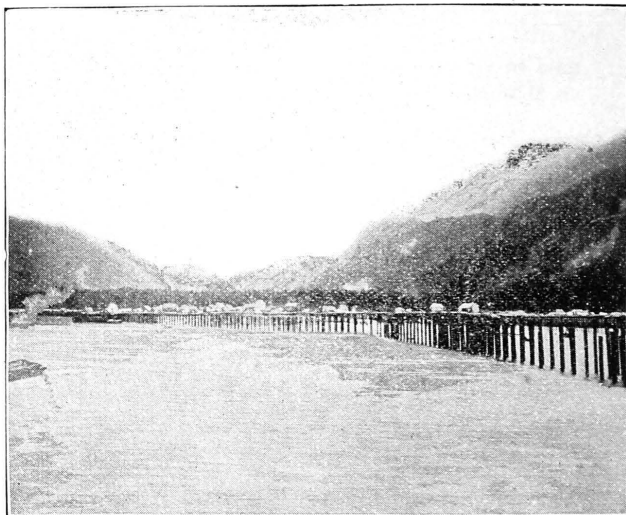
Dogs to a limited number will be carried on the Canadian Pacific Railway passenger trains at regular excess baggage rates, estimated weight 100 lbs. each. Rates from points other than Vancouver or Victoria on Dogs and on Horses and Burros can be obtained on application to any of the Canadian Pacific Railway Co.'s agents. The rates are



SUPPLIES ON SKAGWAY BEACH.

HOW TO REACH THE GOLD FIELDS

FROM VANCOUVER and VICTORIA	To	Horses and		
		Mules (each).	Burros (each).	Dogs (each).
	Wrangel.....	\$20.00	\$12.00	\$5.00
	Glenora	43.00	35.00	10.00
	Juneau	} 22.50	} 13 50	} 5.00
	Pyramid Harbor			
	Dyea.....			
	Skagway.			



SKAGWAY HARBOUR.

CANADIAN CUSTOMS REGULATIONS

If miners' outfits and other supplies, etc., are purchased in Canada, they avoid the customs duties imposed by the Canadian Government upon goods imported from the United States, European and other countries, which average 30 per cent. The customs laws are rigidly enforced. Every available avenue into the country is guarded by a strong police force, and customs offices are being established at the international boundary line along the different routes, so that it is impossible for any foreign goods to be taken in without complying with the provisions of the law regarding entry, opening of bales and inspection of goods, payment of duty, etc. The regulation allowing prospectors to take in 100 lbs. of outfit and supplies purchased outside the Dominion, without payment of duty, has been revoked. A great deal of trouble will be saved in bonding through Canadian goods by having the manifest obtained at Vancouver or Victoria made out in duplicate for use of the Customs officers at port of landing and Canadian entry port.

HOW TO REACH THE GOLD FIELDS

Travellers to the Klondike and the Yukon gold fields have the choice of several routes—either overland by way of Prince Albert or Edmonton, in the North-West Territories, or Kamloops or Ashcroft, B.C., or by way of the Pacific Coast via

HOW TO REACH THE GOLD FIELDS

Fort Wrangel and the Stikine River, thence to Lake Teslin; via Skagway, Dyea or Pyramid Harbor, thence over the different Passes; or via Behring Sea to St. Michael's, thence up the Yukon. Whichever route is selected the best and in some cases the only way of making the first stage of the journey is by the Canadian Pacific Railway. Prospectors, miners and others should see that their tickets read via the Canadian Pacific Railway, and if any agent endeavors to persuade them to travel by any other route they should apply personally or write to the nearest representative of the Canadian Pacific Railway Company mentioned herein, who will furnish them with all information and arrange to supply them with the necessary tickets. The Canadian Pacific offers a greater variety of routes to the Yukon gold fields than any other route. Its line is well equipped with first class sleeping, tourist and colonist cars, its rates are the lowest, and its time the quickest.

NOTE.—Passengers travelling across the continent by the Canadian Pacific will have the preference in accommodations on their connecting ocean and river steamers and also on stage and trail routes as may be arranged hereafter.



COLLECTING CANADIAN CUSTOMS DUTY AT TAGISH LAKE ON SUPPLIES PURCHASED OUTSIDE OF CANADA.

Beyond the terminals to which through tickets are sold the country is largely unknown, and there is as yet a great deal of indefiniteness regarding the precise character and condition of the routes at the different seasons, and the facilities for travelling over them; the dates of the opening and closing of navigation may also vary by the different routes, and the distances mentioned are only approximately given. While their easy practicability cannot consequently be guaranteed, they have all been traversed, and the information regarding them in this folder has been compiled from the most reliable sources accessible.

Until such time as regularly established means of transportation through to all important points on the Yukon and its tributaries can be arranged, parties will be ticketed by the

THE STIKINE ROUTE

Canadian Pacific Railway Company only as far as Edmonton, Ashcroft, Fort Wrangel, Glenora, Dyea, Skagway, etc., according to the route they may determine to travel.

ROUTE I.—Stikine Route

Take the Canadian Pacific Railway to Vancouver or Victoria, B.C.; thence ocean steamer to Fort Wrangel; river steamer up the Stikine River to Glenora or Telegraph Creek; pack trail or waggon road to Teslin Lake, and river steamer down the lake, the Hootalinqua and Lewes rivers to Fort Selkirk and Dawson City and other points on the Yukon.

The approximate distances are:—

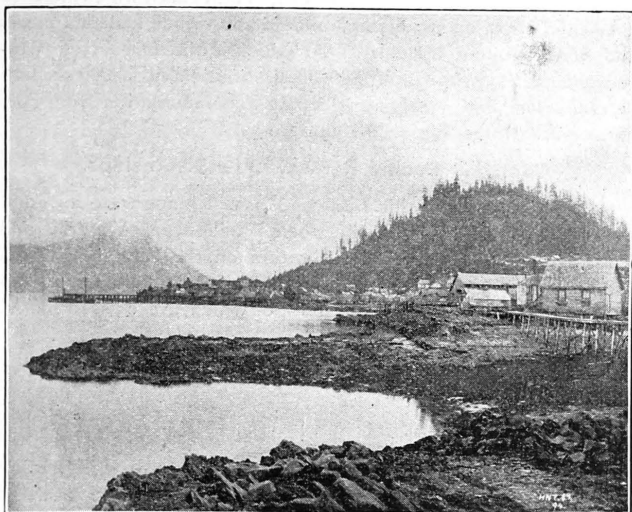
Vancouver or Victoria to Fort Wrangel..(ocean)	700 miles.
Fort Wrangel to Glenora	(river) 125 “
Glenora to Lake Teslin	(trail or waggon) 145 “
Teslin to Fort Selkirk	(lake and river) 400 “
Fort Selkirk to Stewart River	(river) 105 “
Stewart River to Dawson City	(river) 67 “

Total distance from Vancouver and Victoria to
Dawson City.....1,542 miles.

Vancouver the western terminus of the Canadian Pacific Railway, and Victoria, on Vancouver Island, 80 miles across the Straits of Georgia, are in British Columbia. Fort Wrangel is in Alaska. At Fort Wrangel, baggage and freight will be transhipped in bond to river steamers. Berth locations on the different river steamers will be made by an agent of the Canadian Pacific Ry. Co. on ocean steamers or at Fort Wrangel, and as far as possible the earliest overland purchaser will receive preference. The Stikine is easily navigable for flatbottom river steamboats to Glenora, and when the water is high, they can reach Telegraph Creek, 12 miles further up stream. The Stikine has been regularly navigated for some years, but during the coming season there will be many additional steamers placed on this route, on each of which there will be good accommodation for 50 first-class and from 100 to 150 second-class passengers. The trip from Wrangel to Glenora occupies 36 hours. About 25 miles from the mouth of the Stikine, Canadian territory is entered, and the route thence to the Klondike lies entirely within Canada. The dry belt is reached half-way between Fort Wrangel and Glenora, and passengers by this route thus avoid the damp weather so prevalent on the coast. It is reported that the river route is possible for winter transportation by sled in March, frequently in January; but more frequently in February. A party is forming to make the passage by dog train next March. The overland trail from Glenora or Telegraph Creek to Lake Teslin runs through a comparatively level country, in which there are no high mountain ranges to cross or difficult passes to climb as by the Dyea and Skagway routes. The trail was largely utilized during the past season, and the British Columbia Government, which is expending a large sum in improving it and shortening the distance, expects to have a good waggon road completed within a month or two after the opening of navigation. The machinery for a river steamer on Teslin Lake was transported by this route, and large quantities of supplies and some live stock have been taken in. There is a good

THE STIKINE ROUTE

sled road in winter. Transportation companies are now arranging for the carriage of passengers and freight between Glenora and Teslin, by stage and pack horses. About 100 horses and mules are now stabled at Glenora. Food for 1000 head of stock can be found in summer between Glenora and Teslin immediately along the trail. On Lake Teslin, which is from two to fifteen miles wide and over 100 miles long, a steamer is now completed and arrangements are being made



FORT WRANGEL.

for the placing of many others on the lake as soon as possible after the opening of navigation. Lumber is plentiful around the lake for the construction of boats and batteaux by those who wish to prospect en route, and last season a number of craft, each capable of carrying three or four passengers and five tons of freight safely to Dawson City, were easily constructed in two days. The boats are broken up at the end of the journey, and the timber either utilized in mining operations, house building or sold at good prices. There is clear navigation from the head of Lake Teslin to Dawson City, with but one rapid—that of Five Fingers—along the entire distance, and these, with care, are reported to be easily navigated on the northern or right hand channel. Out of Lake Teslin flows the Hootalinqua or Teslin River, which, after being joined by the Big Salmon River, is known as the Lewes, which is followed to Fort Selkirk, where, with the Pelly, it forms the Yukon, of which it is the principal source and greatest feeder. From Fort Selkirk, the Yukon affords convenient means of reaching the gold fields:—Dawson City, Forty Mile, Fort Cudahy, Circle City and other points in the Canadian Yukon and Alaska. It is estimated that the trip from Vancouver or Victoria to Dawson City, when steamer communication from Teslin Lake is established, can be made in twelve days actual travelling.

The route to Fort Wrangel is open throughout the whole year. The Stikine River is usually open from about 1st May to 31st October, and Teslin Lake from 15th May to 15th November.

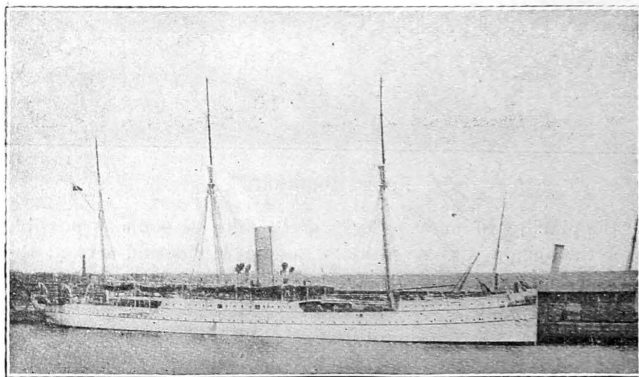
THE STIKINE ROUTE

There is limited hotel accommodation at Fort Wrangel, and on the opening of navigation, it is expected hotels will be ready for guests at Glenora, where there are also good camping grounds. The Hudson's Bay Co. are extending their operations to Glenora and Teslin Lake, where any additional supplies required will be procurable.

Until further notice the Canadian Pacific Railway Co. will ticket passengers through to Fort Wrangel, and to Glenora during the season of navigation on the Stikine. The fare from Vancouver and Victoria to Fort Wrangel is \$25.00 first class, which includes meals and berth on steamship, and \$13.00, which includes meals and bunk, without bedding. To Glenora the fares from Vancouver and Victoria will be \$40.00 first-class and \$25.00 second-class (exclusive of meals or sleeping accommodation from Fort Wrangel.) Rates subject to change.

Canadian Pacific Railway Co's Steamships.

The Canadian Pacific Railway Co. will inaugurate an additional steamship service between Vancouver, Victoria and Wrangel on the opening of navigation on the Stikine River in the spring of 1898, with the magnificent Clyde-built steamships "TARTAR" and "ATHENIAN," both of which are classed 100 A1 at Lloyds.



CANADIAN PACIFIC RY. CO'S STEAMSHIP "ATHENIAN"

These steamships are of modern construction, most elaborately appointed, and have excellent accommodation for both first and second-class passengers—no essentials to the comfort and convenience of the passengers being lacking in any particular.

The staterooms are large, comfortable and perfectly ventilated and the dining saloons, cabins, and smoking rooms spacious and tastefully decorated, and in every respect vastly superior to those of any other vessels on the Pacific Ocean, excepting the Canadian Pacific "Empress" China-Japan steamships. Both vessels are lighted by electricity and fitted with triple expansion engines.

The "TARTAR'S" gross tonnage is 4,425, length 376 feet, breadth of beam 47 feet, depth 33.3 feet. The gross tonnage of the "ATHENIAN" is 3,882, length 365 feet, breadth 45½ feet, depth 29 feet.

The "TARTAR" and the "ATHENIAN," under the command

THE DYEA ROUTE

of experienced officers, will make close connection at Vancouver with the transcontinental trains of the Canadian Pacific Railway, and at Wrangel with the river steamers which they have made arrangements with for Glenora during the season of navigation on the Stikine.

ROUTE II.—Skagway Route

This route is by the Canadian Pacific Railway to Vancouver and Victoria, thence by ocean steamer through the inland channel up the British Columbia and Alaskan Coast past Fort Wrangel and Juneau to Skagway, Alaska, near the head of the Chilcoot Inlet of the Lynn Canal, thence over the White Pass to the lakes which form the headwaters of the Yukon and down these water-stretches to the gold fields.

The approximate distances are :—

Vancouver and Victoria to Skagway(water)	995 miles
Skagway to foot of Tagish Lake(pack trail and boat)	84 “
Tagish Lake to head of Canon(boat)	50 “
Head of Canon to White Horse Rapids . . .(portage)	2 “
White Horse Rapids to Dawson City(water)	450 “

Total distance between Vancouver and Victoria
and Dawson City 1,581 miles

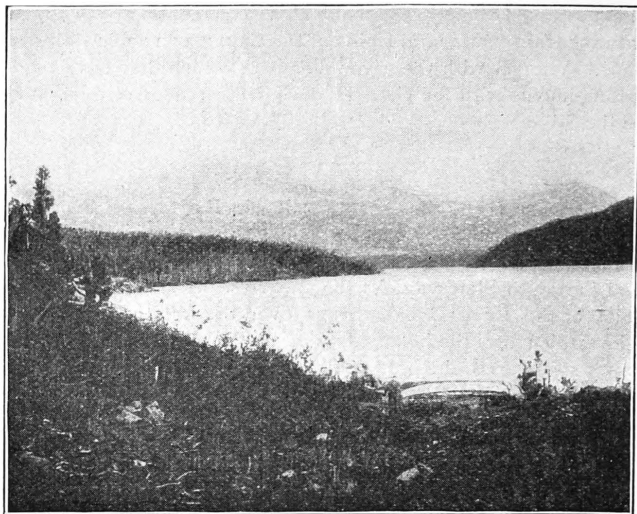
From Skagway, at which there are good landing facilities, the trail leads for seventeen miles, four being through all timber, to the summit of the White Pass, whose highest elevation is 2,600 feet. The descent on the other side is gradually made by a series of benches, but it is rocky and marshy to near the portage between Lakes Lindemann and Bennett, 42 miles from tidewater. Here the Skagway and Dyea routes unite. Supplies can be taken by pack horse to Lake Bennett, from which the remainder of the journey must be made by boat, either built or purchased at Lake Bennett. From Lake Tagish, where the Canadian Customs House is at present established, the route is through Marsh Lake, Miles Canon and Lake Labarge to the Lewes River, and thence as described in Route I. In addition to the difficulties in surmounting the Pass, there are several rapids to run, those of Miles Canon requiring portaging one mile and White Horse two miles. Navigation opens on Lake Bennett about 1st June. The journey from Vancouver to Skagway occupies from five to seven days, according to steamer, four days to Lake Bennett travelling light, and about fourteen days from there to Dawson City, not including the time required to build boats. The packing of supplies, etc., over the Pass occupies a period variously estimated up to two months, according to the season of the year, the quantities to be carried and the resources of the party; but better facilities for expediting the carriage of goods are reported as probable during the coming spring.

The fare from Vancouver or Victoria to Skagway is \$40.00 first-class and \$25.00 second-class—the former including meals and berths and the latter meals and bunks without bedding.

ROUTE III.—Dyea Route

By Canadian Pacific Railway to Vancouver or Victoria, B.C., thence ocean steamer through the inland channel to Dyea, Alaska, and over the Chilcoot Pass to the water-stretches which lead to the Yukon.

THE DYEA ROUTE



LAKE LINDEMANN

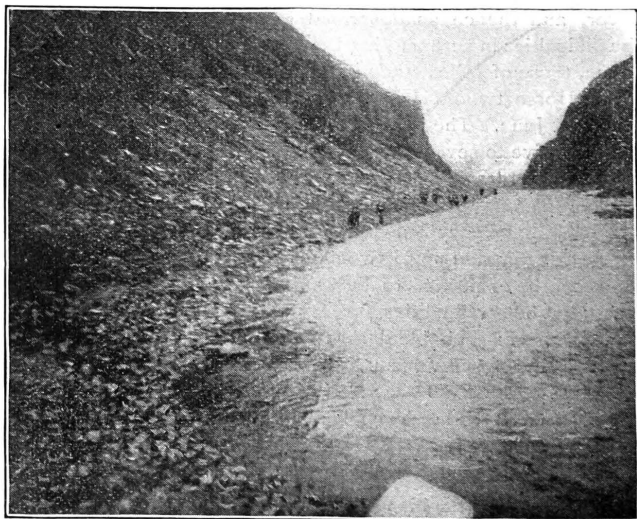
The approximate distances are :—

Vancouver and Victoria to Dyea(water)	1,000 miles.
Dyea to foot of Tagish Lake	
(pack trail and boat)	73 “
Tagish Lake to Dawson City (boat)	502 “

—

Distance from Vancouver and Victoria to
Dawson City 1,575 miles.

Dyea is at the head of Dyea Inlet, an arm of the Lynn Canal, five miles from Skagway, and is in a rather exposed position. It is at present without docks, vessels being unloaded by barges and lighters, but the early erection of an ocean wharf is contemplated. The route is by waggon road to the first crossing of the Dyea River, thence by trail through the



IN THE CHILCOGT PASS.

THE DALTON ROUTE

Chilcoot Pass, at an elevation of 3,500 feet. There are several crossings of the river, which is fordable except in the spring, and a fairly good trail to Sheep Camp, beyond which there is a steep and stony ascent to Chilcoot Pass of 1,800 feet in three miles and a quarter, 1,000 feet of which occurs within half a mile. This Pass is not available for laden horses, and supplies must be packed over by Indians, or the travellers themselves. From the summit to Lake Lindemann, which opens about first June, there is a decline of 1,320 feet, but the trail is a fairly good one from Crater Lake, just beyond the summit, to the head of Lake Lindemann, at the portage between which and Lake Bennett a junction is made with the Skagway trail, and thence the route is the same as from Skagway—down the lakes and rivers to the Yukon.

The time occupied in reaching Dawson City from salt water is about the same as by the Skagway trail. The fares from Vancouver and Victoria to Dyea are \$40.00 first-class and \$25.00 second-class, the former including berths and meals, and the latter meals and bunks, without bedding.

ROUTE IV.—Dalton Trail

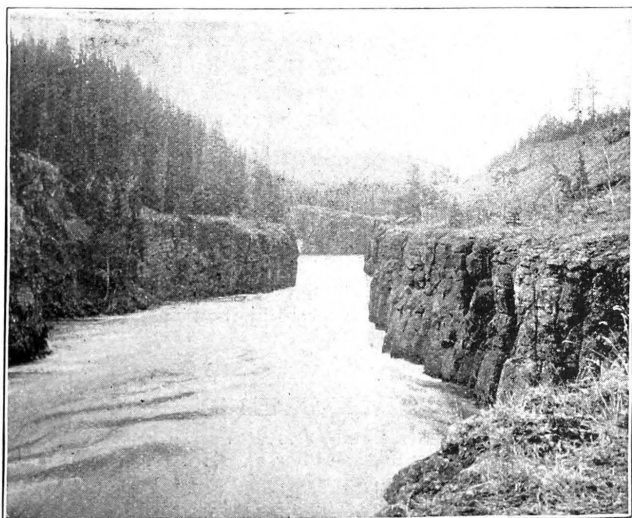
By Canadian Pacific Railway to Vancouver or Victoria, B.C., ocean steamer by the inland channel to Pyramid Harbor, thence overland to the Yukon.

The approximate distances are:—

Vancouver or Victoria to Pyramid Harbor	(water)	985 miles.
Pyramid Harbor to Fort Selkirk . . .	(pack trail)	350 “
Fort Selkirk to Dawson City	(water)	172 “

Total distance from Vancouver or Victoria to Dawson City 1,507 miles.

Pyramid Harbor is on the Chilcat Inlet, an arm of the Lynn Canal. The trail is taken by many, as it is reputed to be free from many of the difficulties which attend the passage of the White and Chilcoot passes, and is a favorite one for live stock, bands of cattle and sheep having been driven over it during



MILES CANON.

THE ST. MICHAEL'S AND EDMONTON ROUTES

the past two years; reports are that there is good pasturage along the route during the summer. After a short detour to the west, following the right bank of the Chilcat River, the trail extends almost due north to the source of the Nordenskiöld River, where it branches, one following that river to Five Finger Rapids, on the Lewes River, the route thereafter being down the Lewes and Yukon, and the other continuing due north to Fort Selkirk, leaving the Nordenskiöld to the right. The entire distance by the latter trail can be covered on horseback, and the trip has been made from Pyramid Harbor to Dawson City in about fifteen days.

The fares from Vancouver and Victoria to Pyramid Harbor are \$40.00 first-class and \$25.00 second-class, the former including berths and meals, and the latter meals and bunks, without bedding.

ROUTE V.—St. Michael's Route

By Canadian Pacific Railway to Vancouver or Victoria, B.C., thence by the Pacific Ocean and Behring Sea to St. Michael's and up the Yukon, this route being chiefly used by those going to points in Alaska.

The distances given are as follows:—

Victoria to St. Michael's (ocean)	2,800 miles
St. Michael's to Dawson City (river)	1,650 "
Total distance to Dawson City	4,450 miles

This all-water route lies directly across the North Pacific Ocean to Dutch Harbor in Unalaska, an island off the Alaskan peninsula, thence across Behring Sea and Norton Sound to Fort "Get There," on St. Michael's Island, where transfer is made to river steamers which sail down the coast eighty miles to the north mouth of the Yukon, and up that river to Circle City (Alaska), Fort Cuddahy, Forty Mile and Dawson City, Canada. The navigation of the Yukon in the upper part is open from May until the middle of October, but at the mouth it is not open before 1st July, and is free from ice from two-and-a-half to three months. The journey from Victoria occupies from 35 to 40 days, of which from 16 to 20 are taken to ascend the river to Dawson City.

The fares from Vancouver and Victoria to Dawson City are \$300 first class, and \$250 second class, which includes meals and berths and 150 lbs. of baggage free.

In selling these through tickets the Canadian Pacific Railway Co. acts only as agent for the North American Trading & Transportation Company, and will not be responsible beyond its own line—the other portion of the ticket being subject to Pacific Ocean and Yukon navigation.

ROUTE VI.—Edmonton Routes

The Edmonton Routes can only be taken by Canadian Pacific Railway to Edmonton in Alberta, from which there is a choice of two main lines of communication: around by the Mackenzie River and the far north, or overland by the Peace River country and the Liard River.

The distances given are as follows:—

EDMONTON-MACKENZIE RIVER ROUTE

Edmonton to Athabasca Landing (waggon road)	90 miles
Athabasca Landing to Fort McPherson (river)	1 814 "
Fort McPherson to Porcupine River (river and trail).	81 "
Porcupine to Fort Yukon (river)	400 "
Fort Yukon to Dawson City (river)	303 "
Distance from Edmonton to Dawson City	2,717 miles

THE EDMONTON ROUTES

The main line of the Canadian Pacific Railway takes the traveller to Calgary, at the eastern base of the Rocky Mountains, from which a branch line runs 191 miles to Edmonton, the starting point for all routes leading north and west.

By the Mackenzie, the route lies to Athabasca Landing and Fort Chipewyan, thence down Great Slave River to Great Slave Lake, whence the Mackenzie River is followed to Peel's River (one of its tributaries), and thence by Rat River to the waters of the Porcupine, and then the Porcupine River takes the traveller to Fort Yukon, three hundred miles below Dawson City and the Klondike. The time occupied from Edmonton by the Mackenzie River is variously estimated from ninety days upwards. There is a good waggon road from Edmonton to Athabasca Landing. Steamers ply on the Athabasca and Mackenzie, but their carrying capacity is very limited, and prospectors and others do not depend upon them, but usually build or buy boats at Athabasca Landing.

It is probable that short practicable canoe routes from the Mackenzie to the headwaters of the gold-bearing streams of the Yukon exist hundreds of miles further south than the Peel's River portage.

EDMONTON-PEACE RIVER ROUTE

Edmonton to Peace River Crossing(trail)	260 miles
Crossing to Forks of Nelson(trail)	240 "
Down the Nelson to junction with Liard (river)	120 "
Up Liard to Dease River(river and trail)	160 "
Dease River to Pelly River (river and trail)	170 "
Pelly River to Fort Selkirk(river)	220 "
Fort Selkirk to Dawson City(river)	172 "

Distance from Edmonton to Dawson City 1,342 miles

By the shorter overland route, the objective point from Edmonton is the Liard River, and there are several alternate routes, all heading North-west and converging on the Liard, one being by the Athabasca to Fort Simpson and thence up the Liard. A good road leads from Edmonton to the Peace River Crossing. When once the waters of the Liard are reached, by either route, the remainder of the journey is via Lake Francis, the portage over the watershed to the Pelly River, and thence down the Pelly to Fort Selkirk and the Yukon to Dawson City. These routes, which skirt the great undeveloped Omineca and Cassiar mining districts, are largely utilized by parties intending to explore the headwaters of the Peace River, on the eastern, and the numerous gold-bearing streams on the western slope of the Rockies, whose great mineral wealth has already been demonstrated by pioneer miners. Pack horses are easily procurable at Calgary and Edmonton, at moderate prices, which, however, are increasing on account of the demand for them. They range from \$20 to \$40 each for animals weighing from 800 to 1,000 pounds.

ROUTE VII.—Prince Albert Route

This route can also only be taken by Canadian Pacific Railway to Prince Albert, Saskatchewan, from which the Athabasca River is reached at Fort McMurray, the point of junction with

THE ASHCROFT ROUTE

the Edmonton-McKenzie River route. The approximate distances are as follows:—

Prince Albert to Green Lake(waggon)	140 miles
Green Lake to Long Portage(river)	220 “
Long Portage to Clearwater River(road)	12 “
Clearwater River to Fort McMurray(river)	80 “
Fort McMurray to Dawson City .(river and trail)	2377 “
(via Fort McPherson and Porcupine River.)	—
Total distance from Prince Albert to Dawson City	2829 miles

The main line of the Canadian Pacific Railway is taken to Regina, the capital of the Canadian North-West Territories, from which a branch line runs 250 miles to Prince Albert on the Saskatchewan River. There is a good waggon road to Green Lake, whence the boat voyage to the junction with the Edmonton route at Fort McMurray is safe, easy and uninterrupted as far as Long Portage, which is easily traversed by a good road, horses being obtainable; and the boats entering the Clearwater can proceed down stream to the Athabasca with one insignificant portage. From Fort McMurray the Yukon can be reached by the Mackenzie and Porcupine rivers as described in the Edmonton-Mackenzie River route. Experienced boatmen can be secured at Prince Albert, where there are facilities for transport of passengers and baggage to Green Lake, and boats or material for their construction can also be obtained there.

ROUTE VIII.—Ashcroft Route

This route also can only be taken by the Canadian Pacific to Ashcroft, thence through Cariboo and across to the Stikine, after which Route I. is followed.

The distances given are as follows:

Ashcroft to Quesnelle(stage)	220 miles.
Quesnelle to Hazelton, on the Skeena River	
.(trail)	300 “
Hazelton to Telegraph Creek(trail)	240 “
Telegraph Creek to Teslin Lake (trail)	145 “
Teslin Lake to Dawson City (lake and river)	572 “

Total distance from Ashcroft to Dawson City 1,457 miles.

Ashcroft is on the main line of the Canadian Pacific Railway, 204 miles east of Vancouver, and is the starting point for the famed Cariboo Gold Fields. There is a splendid stage road to Soda Creek, and choice of continuing by road or by steamer sixty miles to Quesnelle, from which the route lies along the old overland telegraph trail—(the route of the Behring Straits telegraph line which was in process of construction at the time of the laying of the Atlantic cable, and was abandoned in consequence of the successful laying of the cable)—to Hazelton on the Skeena River, which is navigable from its mouth to beyond this point. From Hazelton, Telegraph Creek on the Stikine is reached by trail. From Telegraph Creek the route lies to Teslin Lake and down the Hootalinqua, Lewes and Yukon, as described in Route I. There are hundreds of miles of unexplored ground near the overland trail from Quesnelle which is known to be rich. The trail is in good condition and there is good pasturage along the route for stock, which run wild and feed themselves between Quesnelle

WHEN TO START, RATES AND TICKETS

and Hazelton in winter. From Fort George parties may cross the Giscome Portage and by water reach the Peace River country; from Hazelton by trail to the Omineca, and from Telegraph Creek by trail and water to the Cassiar, all of which are gold-bearing regions, largely unprospected.

Kamloops, a station on the Canadian Pacific Railway, 47 miles east of Ashcroft, is also a starting place by this route, the route being along the North Thompson River, the Cariboo road being reached some distance north.

WHEN TO START

The best time to start for the gold fields depends largely upon the route intended to be taken and the traveller's point of departure. If living in Europe, from eight to ten days should be allowed for the Atlantic voyage and six days for the overland journey, and it would be as well for the travellers to allow themselves several days for the purchase of supplies at whatever place they may decide to outfit. Those going by the Stikine Route on opening of river navigation need not reach Vancouver or Victoria, B.C., before the middle of April.

The Dyea and Skagway routes should not be attempted before February, and from that time until the breaking up of the rivers—about June 1st—the snow and ice afford good travelling with snowshoes and sledges or toboggans, by which goods can be freighted over the Passes more quickly and cheaply than during any other season of the year. For the last two years most men going in the spring have gone over the passes in February, March and April. The coming year many will no doubt start in January, February and March, in order to take their time getting over the passes and down the lakes, and building their boats.

The first steamers by the St. Michael's route leave North Pacific ports about 10th June, as navigation on the lower Yukon does not open before 1st July.

By the Edmonton-Peace River route, Edmonton should be left not later than March 1st, when flat sleighs for a large portion of the trip, instead of pack horses, can be used advantageously. By the Edmonton-Mackenzie River route, a start should be made from Edmonton about the end of April or early in May. The Athabasca River opens from the 10th to the 25th of April, and Great Slave Lake, 750 miles north, early in June. Beyond that lake there is clear navigation to Pelly River and on the Porcupine during summer.

By the Ashcroft route, the best time for starting from Ashcroft is from April 15th to May 1st, there usually being then good pasturage en route.

RATES AND TICKETS

All rates quoted herein are subject to change; such changes will be published in future editions hereof.

The Canadian Pacific Railway Company in selling through tickets beyond its own line of Railway or Steamships acts only as agent for connecting transportation companies, and assumes no responsibility beyond its own lines. All tickets over the Ocean, River, Lake or Stage, etc., portions of journey are sold subject to navigation risks and detentions, and also subject to accommo-

RATES AND STEAMSHIP SAILINGS

dations vacant when such portions of tickets are presented, or as arranged at time of purchase or en route.

Rates from interior points can be found by adding the current rates to Vancouver or Victoria via the Canadian Pacific Railway to the following figures:—

Vancouver or Victoria To	1st Class.	2nd Class.
Wrangel	\$25.00	\$13.00
Glenora	40.00	25.00
Juneau	32.00	17.00
Pyramid Harbor Landing	40.00	25.00
Haines' Mission	40.00	25.00
Dyea	40.00	25.00
Skagway	40.00	25.00
Sitka	40.00	22.00

First-class rates include meals and berth on steamships, second-class rates meals and bunk on steamships, except that rates to Glenora do not include meals and berths beyond Wrangel. Berths (for first-class passengers only) are \$3.00, and meals are 50 cents each, between Wrangel and Glenora.

Vancouver or Victoria to	1st Class	2nd Class
Dawson City via St. Michael's Island	\$300.00	\$250.00

All fares and prices quoted herein are in gold. A fair idea in sterling can be obtained by reckoning \$5.00 (Five Dollars) to £ 1 (one pound).

STEAMSHIP SAILINGS

Are intended to be as follows, but are subject to change :

Canadian Pacific Ry. Co.'s Steamships.

From Victoria

From Vancouver

For Fort Wrangel, two sailings per week, commencing April, 1898.

C. P. Navigation Co.

From Victoria, 8.00 p. m. For Wrangel, Juneau, Dyea, Skagway, etc., S. S. Tees, January 9th and 23rd; February 6th.

S.S. Islander, February 15th; March 1st, 15th and 29th; April 12th and 26th.

S.S. Danube, February 22nd; March 8th and 22nd; April 5th and 19th, and every Tuesday thereafter.

From Vancouver, on arrival of Canadian Pacific Railway Pacific Express. For Wrangel, Juneau, Dyea, Skagway, etc.

S.S. Tees, December 27th; January 10th and 24th;

S.S. Islander, February 16th; March 2nd, 16th and 30th; April 13th and 27th.

S.S. Danube, February 23rd; March 9th and 23rd; April 6th and 20th, and every Wednesday thereafter.

Commencing June 14th, S.S. Danube will make regular trips to St. Michael's Island, connecting with Yukon River steamers to Dawson City, etc.

CANADIAN MINING REGULATIONS

Pacific Coast Steamship Co.

From Victoria about 4.00 p.m. Passengers should reach Victoria the night previous.

S.S. City of Topeka (for Wrangel, Juneau and Sitka only) January 10th and 25th ; February 9th and 24th ; March 11th and 26th ; April 10th and 25th ; May 10th and 25th.

S.S. Corona (for Wrangel, Juneau, Dyea and Skagway), January 5th and 20th; February 4th and 19th ; March 6th and 21st; April 5th and 20th ; May 5th and 20th; June 4th.

Other Steamship Lines.

Additional steamers of different Companies will probably be placed on the route, particulars of which will be furnished later.

North American Transportation & Trading Co.

Intend to despatch a steamer on June 10th, 1898, and every ten days thereafter.

BERTHS ON STEAMSHIPS

Berths on Pacific Ocean Steamers must be secured when tickets are purchased. Apply to the nearest Canadian Pacific Ticket Agent, who will obtain same through the following offices :

London, Eng.—Archer Baker, 67 King William Street, London, E.C. For Europe and other countries via Europe.

Montreal—D. McNicoll, Passenger Traffic Manager, for territory east of Port Arthur and Chicago.

Winnipeg—Robert Kerr, Traffic Manager, for territory West of Lake Superior and Chicago.

Vancouver—E. J. Coyle, District Passenger Agent, for British Columbia and Pacific Coast States, Hawaiian Islands and Australasia.

Hong Kong—D. E. Brown, General Agent, for India and other Trans-pacific points.

CANADIAN MINING REGULATIONS **FOR THE YUKON**

(Orders-in-Council, May 21 and July 27, 1897).

(SUBJECT TO ALTERATION).

Regulations for the governance of placer mining in the Canadian Yukon district make no distinction between British subjects and aliens, every one being placed on the same footing. They define the nature and size of the different kinds of claims, give directions as to the mode of proceeding to obtain a grant, fix the fees, and prescribe the obligations of grantees, of which the following is a synopsis :

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 of trespassing upon a Government claim shall be the immediate cancellation by the Gold Commissioner of any

CANADIAN MINING REGULATIONS

entry the trespasser may have obtained (whether by original entry or purchase) for a mining claim, and the refusal of the acceptance of any application which the trespasser may at any time make for a claim. In addition to such penalty, the Mounted Police shall take the necessary steps to eject the trespasser.

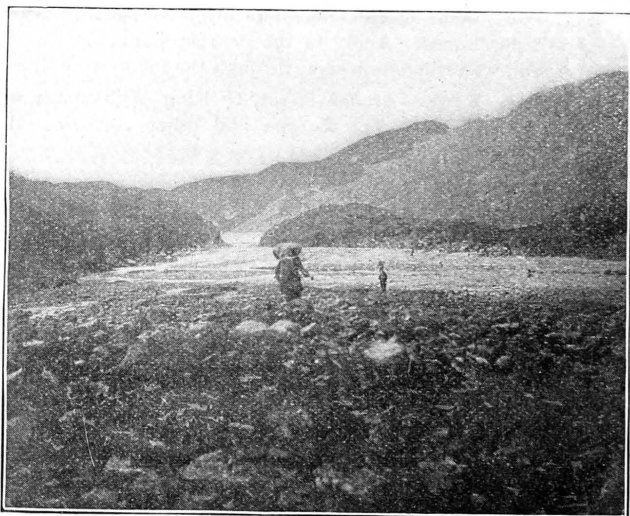
A royalty of 10 per cent. is levied and collected by the officers from claims yielding not more than \$500 per week, and 20 per cent. on any excess of that sum. Default in payment of such royalty if continued for ten days after notice has been posted on the claim or in the vicinity shall be followed by cancellation of the contract.

A claim on a bar diggings—that is on a margin of a river between low and high water mark—is limited to a width of 100 feet.

A claim on a dry diggings—that is, on ground over which a river never extends—is limited to 100 feet square.

Bench diggings claims—that is, claims on natural terraces stretching along the banks of streams—are also to be 100 feet square.

Creek and river claims are to be 100 feet long and extending completely across the stream from bench to bench, but, if any



ON CHILCOOT PASS.

person shall discover a new mine, a claim of 200 feet in length may be granted.

In the prescribed form of application for a grant to the finder the applicant must make affidavit and say that he has discovered on the claim a deposit of gold or whatever mineral it may be, that he believes himself to be the first discoverer (or, if previously granted, that it has been unworked), that he is unaware that the land is other than vacant Dominion land, that he has marked out the land in accordance with the mining regulations, that his description is correct, and that he wishes to acquire the claim for the sole purpose of mining.

A fee of \$15 is to accompany the application.

The grant, if obtained, is to be for one year only.

ALASKAN MINING REGULATIONS

The entry of every holder of a grant must be renewed every year, the entry fee being paid each time. For the first year only the entry fee of \$15 is charged, and for the following years an annual fee of \$15 is charged.

No miner shall receive a grant of more than one claim in the locality, that is, in the territory along the same stream. To hold his claim, however, the miner must work it continuously. If he ceases operations for seventy-two hours at a stretch, except for sickness, the Gold Commissioner may cancel his entry and give the grant to another applicant.

The complete mining regulations for the Yukon can be obtained from the Canadian Government officials in that district, and from the Department of the Interior, Ottawa.

British Columbia mining laws, which are applicable to the Cariboo and Cassiar districts, can be obtained from the Minister of Mines, Victoria, B.C.

U. S. MINING REGULATIONS OF ALASKA

(Reports Interior Department, Washington, U.S.A.)

Citizens of the United States, or persons declaring their intention to become such, can explore, locate and purchase mineral land in Alaska (United States territory) by complying with Federal and Territorial laws. Prospectors are not required to take out a license or certificate.

QUARTZ LAND.—Mining claims upon ledges or lodes of precious metals can be taken up along the vein to the length of 1,500 feet and 300 feet each side of the middle of the vein. To secure patent, \$500 worth of work must be performed and \$5 an acre paid for the land—twenty acres. Six months' failure to do work forfeits the claim.

PLACER LAND.—Claims usually called "placers," including all forms of deposit, excepting veins of quartz or other rock in place, are subject to entry and patent. No single individual can locate more than twenty acres of placer land, and no location can be made by any company, composed of no less than eight bona-fide locators, exceeding 160 acres. The price per acre of placer claims is \$2.50. Where placers contain veins or lodes, the cost per acre is \$5.

DESCRIPTION.—It is important that locators accurately mark and describe their claims. In marking, the locator may do so in any direction that will not interfere with the rights or claims existing prior to his discovery. Litigation, expense, and delay may be avoided by being particular in the matter of boundaries. The essentials are :

First—That the corners should be marked on the ground by stakes in mounds of earth or rock, or by marked trees or other natural objects. *Second*—The notice of location should describe these corners so that they can be identified on the ground by the description, and, in addition, the direction and distance of one of the corners from a government corner or well-known object such as a junction of roads, trails or ravines, a bridge, building of any kind, or natural feature, as rock, etc.

†† Future editions of this pamphlet will have corrected map of the Yukon country and the various routes leading to it, and such additional and useful information will be supplied as can be obtained with any degree of certainty.

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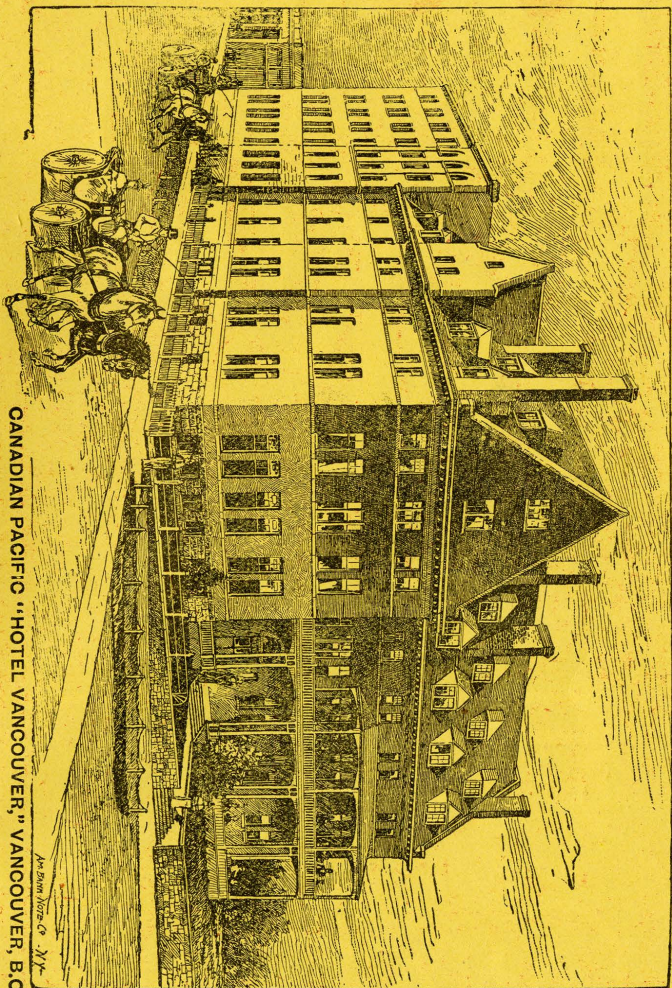
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