

# The White Pass and Yukon Route



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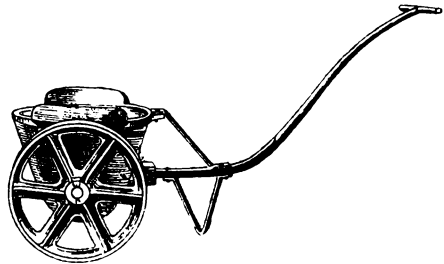
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THE WHITE PASS & YUKON ROUTE

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THE SCENIC RAILWAY OF THE WORLD

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THE ATLIN GOLD FIELDS  
WHITE HORSE COPPER BELT  
KLONDIKE  
YUKON AND  
CAPE NOME GOLD FIELDS

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TO WHICH IS ADDED A COMPENDIUM OF THE PRINCIPAL  
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SEATTLE, WASHINGTON

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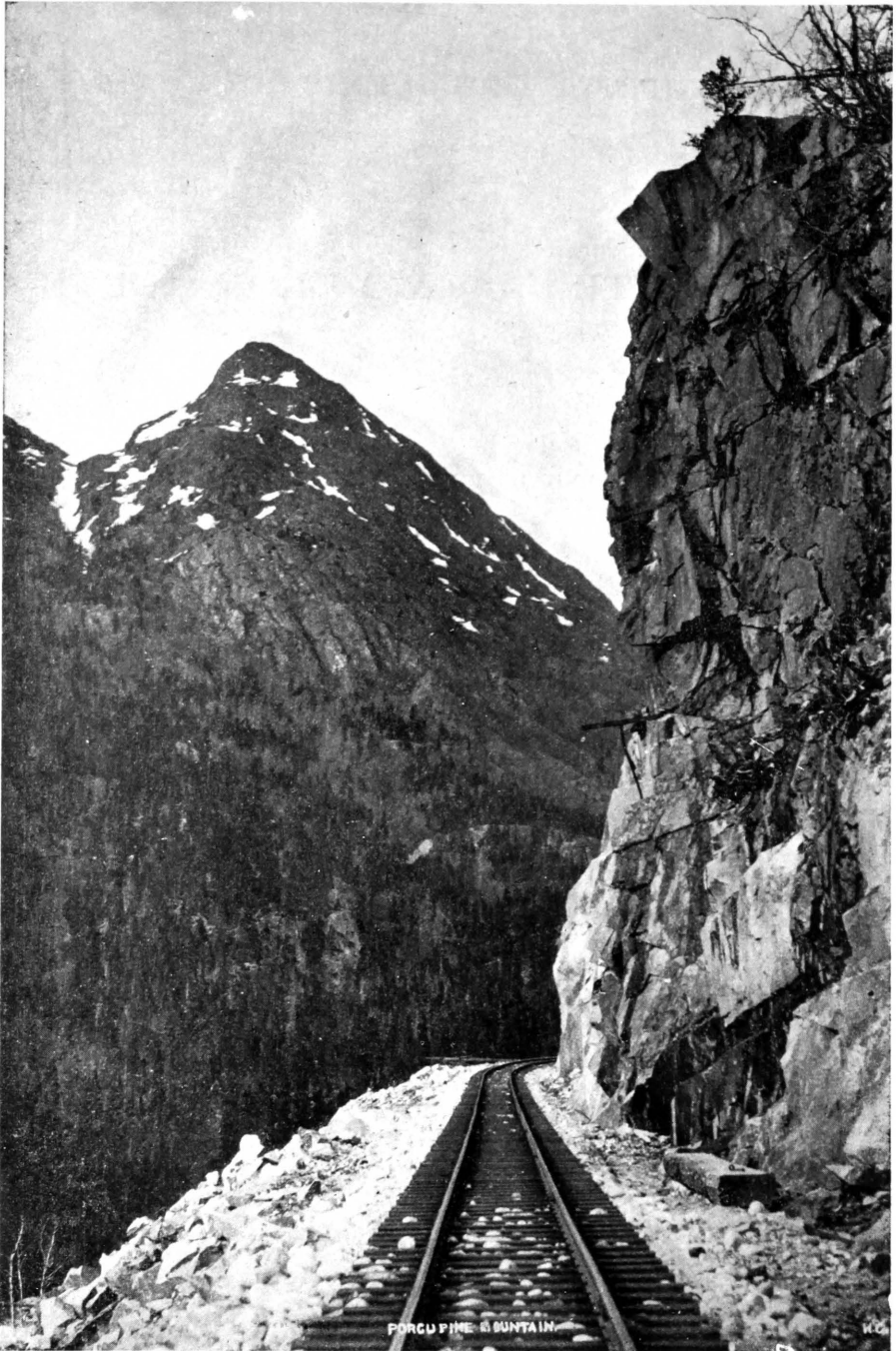


Photo by Barley, Skaguay, Alaska.

**PORCUPINE MOUNTAIN (THE GATEWAY TO THE YUKON).**

## SCENIC ROUTE OF THE WORLD.

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"The Great Scenic Route of the World" practically begins in Puget Sound, whose great inland waters, dotted with beautiful islands that are green with verdure the year round, with a background of snow-tipped mountains, form a panorama of scenic delights that the eye never wearies of gazing upon. The course to the Wonderland of majestic scenery, Alaska, is also, after you leave the Sound, through an inland sea, and in the thousand miles from the Sound to Skaguay, the head of navigation, the passenger never is out of sight of land.

The wondrous scenery of Alaska is at present known only through photographs, and in these, of course, only the line of tourist travel is touched. Only two or three landscape artists visited the country before this year, and they were attracted by what they saw in these photographs. This year there were others, and in the exhibitions of next year can be reasonably expected pictures such as those that made Bierstad fame and fortune. He was for many years the painter of the Rockies and the Yellowstone, and the glory and grandeur of the scenery he depicted first riveted attention upon the scenic beauty of that region and led to tourist travel from all parts of the world. Next year it will be the same with Alaska. The whole course of tourist travel will be

turned from Europe to this great Northland.

What have they in Europe, it may properly be asked, that can compare with Alaska? What are the Alps compared with our mountain ranges? Where have they such magnificent waterfalls, such roaring mountain torrents, such immense ice fields and glaciers, and such glorious sunshine and clear skies? Nowhere in the world.

The great glaciers are an interesting study, and probably nowhere as well as in Alaska can they be studied to such advantage. Here are innumerable glaciers, some of world-wide fame, on the line of travel to Skaguay. They are what are scientifically designated as "living glaciers;" that is, huge bodies of frozen snow that are in continual motion, wearing down and grinding into shape the surface of the earth. In them one sees the primordial forces that made the earth what it is; that ground the rock into the soil which gives us food and flowers; that made this earth useful to man and beautiful. To watch this action is one of the keenest of delights in a trip to Alaska. It is this action which deposits the gold in the placer mines, and there has been scarcely a day of the past year that has not had its stampede to some new "diggings."

But to begin the journey, and to make this a story of what is to be seen on this great scenic route.

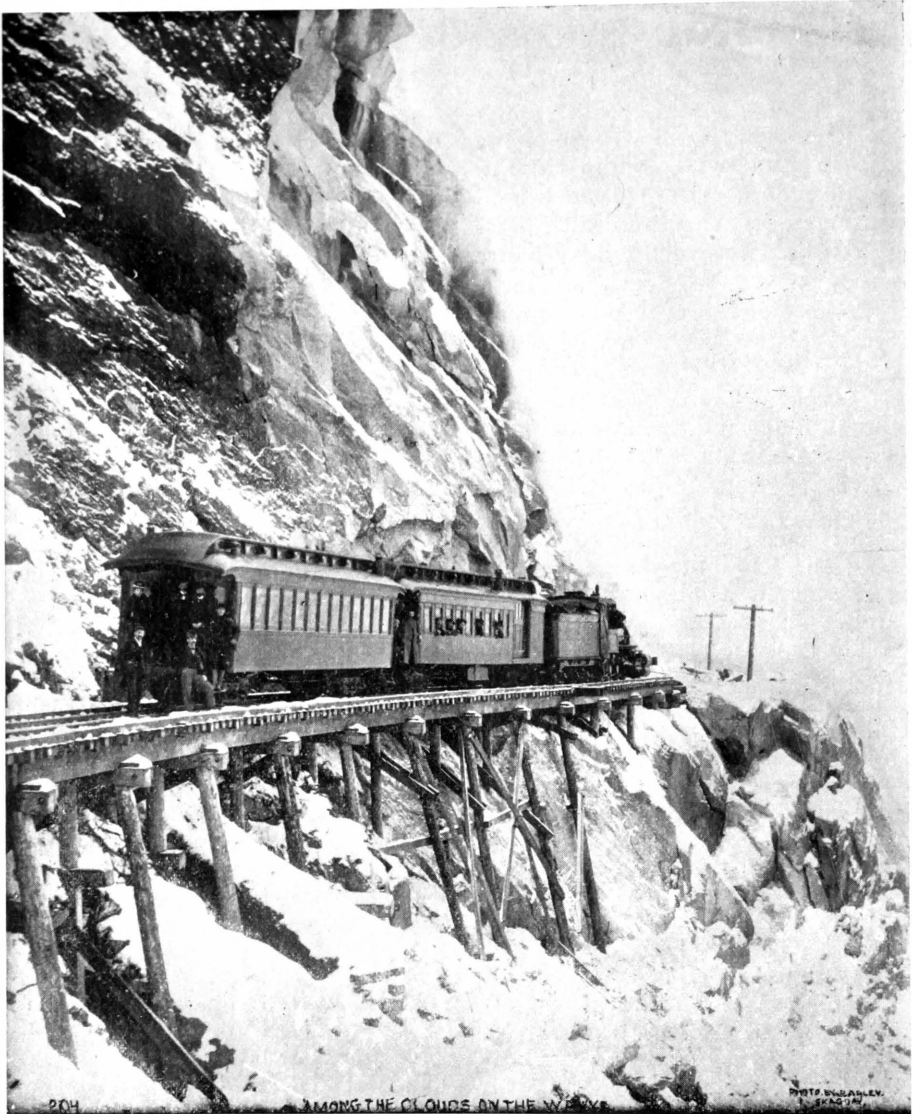


Photo by Barley, Skaguay, Alaska.

AMONG THE CLOUDS ON THE WHITE PASS & YUKON RAILWAY



The sail in inland waters continues until Victoria has been passed and Queen Charlotte Sound is reached, and then for a few hours the voyager is on the bosom of the Pacific and with no land in sight to westward. Soon, however, the beautiful Grenville channel is reached, which is in no part over a mile wide and often narrows to half a mile. On either side are snow-clad mountains sheering abruptly into the clear blue water. There is a series of islands and a labyrinth of waterways, so that every turn of the boat discovers some new point of scenic beauty. Stern cliffs, sylvan dells and innumerable waterfalls in a continuous panorama, with lofty snow-clad peaks and an occasional glacier as a background to the verdure, all serve to keep the voyagers in a state of continual enjoyment. This is the case all the way to Skaguay, scenery-viewing engrossing everybody often far into the night, as in the summer in these northern regions the nights are light and the transition from night to dawn can scarcely be distinguished.

The first point in Alaska touched at is Ketchikan, where the ship has to be cleared. This is the entry port of Alaska, and where a new town has recently sprung up as a consequence of the quartz discoveries and their development.

Metlakahtla is often touched at and is a point of great interest. Many years ago the Rev. Duncan had an Indian mission in the territory of Canada, but here he was persecuted, and so he obtained from Congress permission to move his flock to this little island. There he has educated the Indians and made them self-supporting. He has a large cannery in

operation, a sawmill and other industries, all carried on by the Indians he has educated. Annette Island is rich in minerals, but by the terms of the concession to the venerable pastor no white men may settle on it, as he fears the contamination of his people from such intercourse as would follow.

The Wrangel Narrows are famous for their sylvan beauty. Wrangel itself is one of the oldest settlements in Alaska, started originally by Russian fur traders. It gained its first prominence during the gold rush to Cassiar in the sixties, and it had another boom only two years ago when the Dominion Government started to build a railway from Telegraph Creek, on the Stikine River (the mouth of which is near Wrangel), and by way of Teslin Lake to the Yukon. The starting of operations on the White Pass route from Skaguay killed the Canadian enterprise and left Wrangel, after a few months of bustling activity, to the quietude of its former existence.

The vessel has to steam slowly through the Narrows, because of their shallowness, and it winds in and out along a narrow, tortuous passage well marked by buoys, past many pretty islands and bays and headlands. The water's surface is crowded with wild fowl, and occasionally a deer or two will step out from the willows and gaze with wonder at the passing steamer. The passage through these narrows will be much improved next year, and also the whole of this great inland waterway, as Congress this spring appropriated \$350,000 for the placing of lighthouses and other aids and safeguards to navigation, and the work on this began early this season.

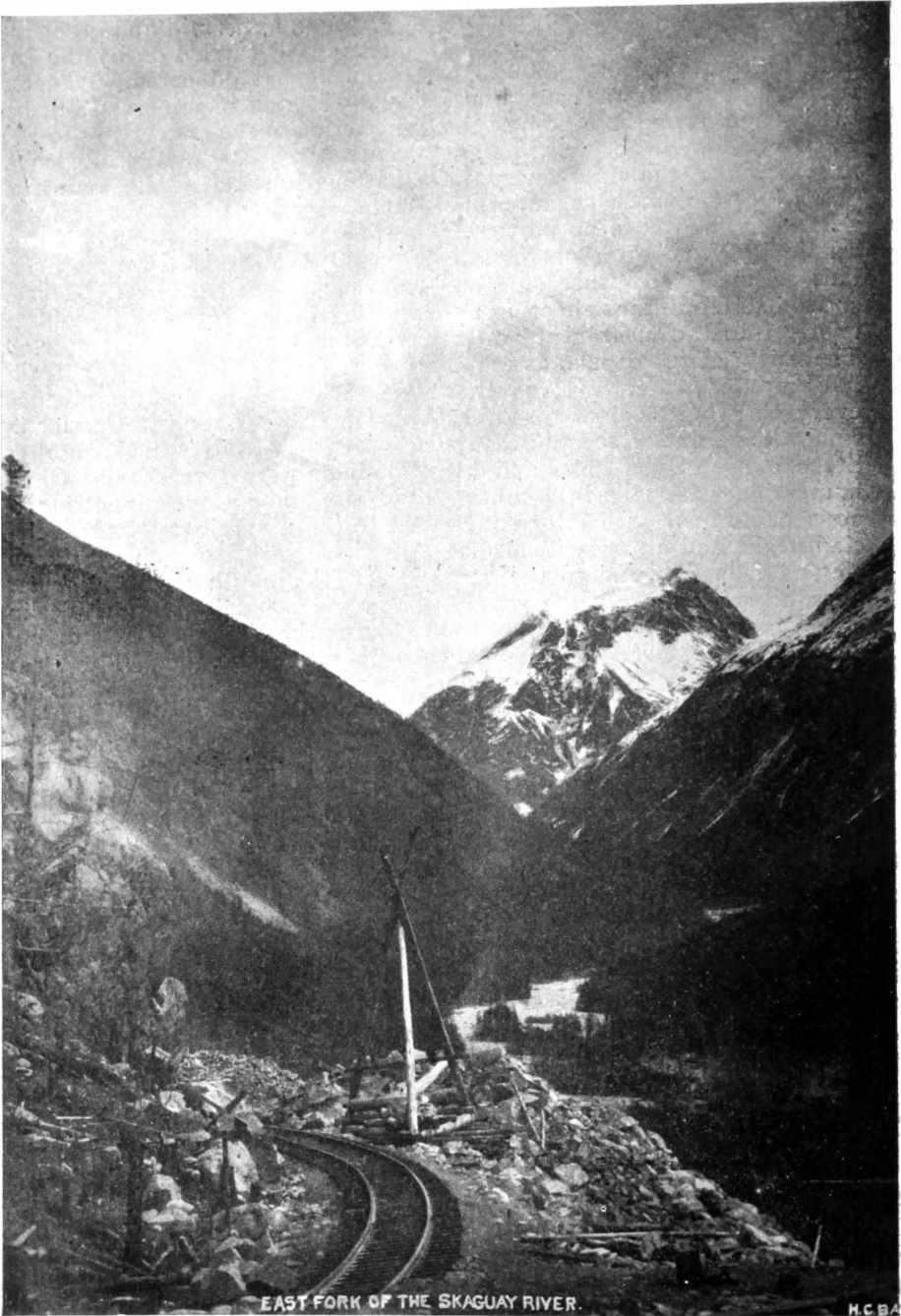


Photo by Bariey, Skaguay, Alaska.

EAST FORK OF THE SKAGUAY.

There is a large cannery at the head of the Narrows, and next comes the Indian village of Killisnoo, where there is a mission and a mill at which about fifty white men are employed. After this comes Sumdum and its quartz mines, and then up through Stephens Passage and the Gastineaux Channel we round Douglas Island and at its last bend have a view of the old but

except one in the Black Hills, Dakota, where gold-bearing quartz is quarried instead of being mined. It is a vast deposit of low-grade ore, averaging not more than \$3 per ton in values, yet the company is one of the highest dividend-paying mining companies in the world. Tourists are generally shown over the workings and the stamp mills and chlorination works.

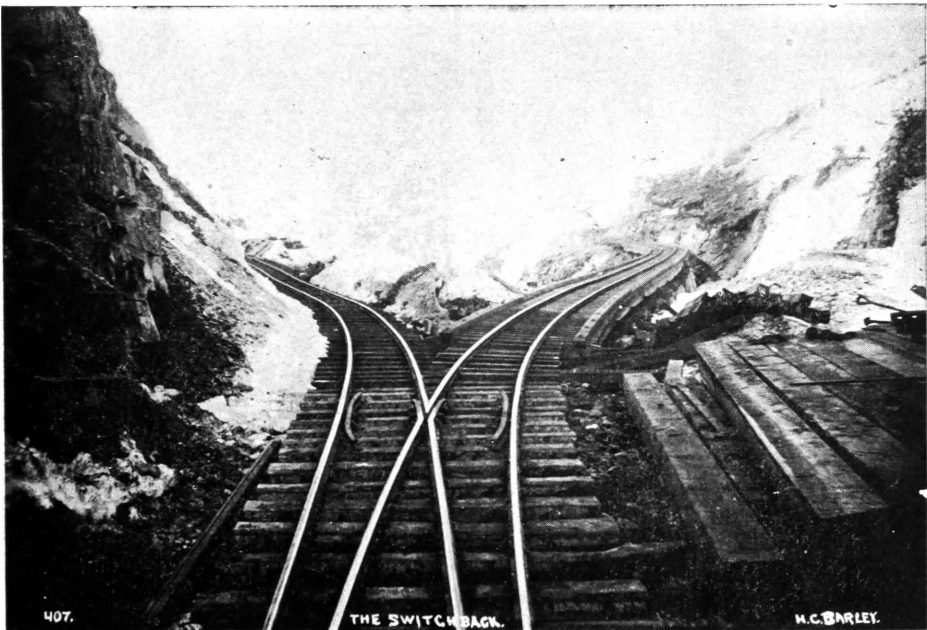


Photo by Barley, Skaguay, Alaska.

#### THE SWITCHBACK.

still active town of Juneau nestling under a lofty, beetling cliff. Juneau has the largest pay roll from her mines of any city in Alaska, and has in addition the great Treadwell mine, just across the channel, which is one of the most famous mines in the world, and has the largest number of stamps at work. It is also the only mining enterprise,

Back down Gastineau Channel again the vessel enters Lynn Canal, the name of canal being a misnomer of the very worst kind. It is a beautiful winding water passage, sometimes over a mile wide, that is interspersed with wooded heights, perpendicular cliffs, waterfalls, islands and some of the most famous glaciers in the world. The Muir and the David-



Photo by Barley, Skaguay, Alaska.

ROTARY SNOW PLOW AT WORK IN JANUARY.

son are world famed, while there are many others not as well known. The excursion steamers on the return journey generally take their passengers right to the foot of some of these mighty and everlasting products of Nature, and in no country in the world can the action and actual movement of these great masses of ice, grinding down the surface of the solid rock, be studied to such advantage. It generally takes arduous travel into almost inaccessible regions to see them, but here they can be viewed at short range from your stateroom window.

A large rock shaped like a pyramid, clear of verdure and guarding the entrance to a wide bay, denotes the approach to Pyramid Harbor, on one side of which is the large Indian village of Chilcat and on the other side one which is known as Pyramid, where the Alaska Packing Company has one of its largest canneries. The salmon in these parts is so unusually good that the pack is generally sold at advanced rates before a fish is taken from the water. At Pyramid, which is on the west side of the beautiful bay, begins the celebrated Dalton trail, running up the Chilcat and Klahena River banks and over the summit to Fort Selkirk on the Yukon. Some sixty miles up this trail is the prosperous placer mining camp of Porcupine. But the landing place for these mines is now Haines Mission, where there is a large dock, a small town, a large Indian village and a Presbyterian mission.

Past two wide inlets, one the Chilkoot, leading to Chilkoot Indian village and Chilkoot Lake, a lovely piece of water some six miles long, swarming with salmon; the other, the Taiya, headed

by a glacier which extends back to the Dyea trail, and then a bend in the winding waterway shows you the gold port of Alaska, Skagway, and the terminus of the great scenic railway of the world, the White Pass & Yukon.

There are four wharves running out to deep water from the tide flats and river bed, which is the site of the thriving town of Skagway, the largest and best equipped one being called Moore's wharf, after the old captain who was the first settler at this point. This is sheltered under a huge bluff, and has sufficient accommodation for five large vessels to tie up at once. The White Pass & Yukon Railway has one of its termini in the rear of this wharf, and by means of a large crane freight in transit can be swung directly from the ship's hold on to the freight cars.

But the passenger depot of the road is at the end of this long wharf and at the foot of the principal street of the city, Broadway. The city is a surprise to all who land here. Those to whom Skagway is merely the name of the gateway to the Yukon and the Klondike, cannot have imagined such a well laid out city, such fine streets and pavements, and, best of all, such conveniences and comforts as a first-class water supply, adequate fire protection, electric light, telephone and telegraph systems, and so forth. To those who have made one or more trips to this port the result on landing is equally surprising, so rapid are the improvements that have followed each other since the Klondike rush over the White Pass trail set in in July, '97. For months after that there was no dock, and freight was dumped on the beach. Then the boatmen

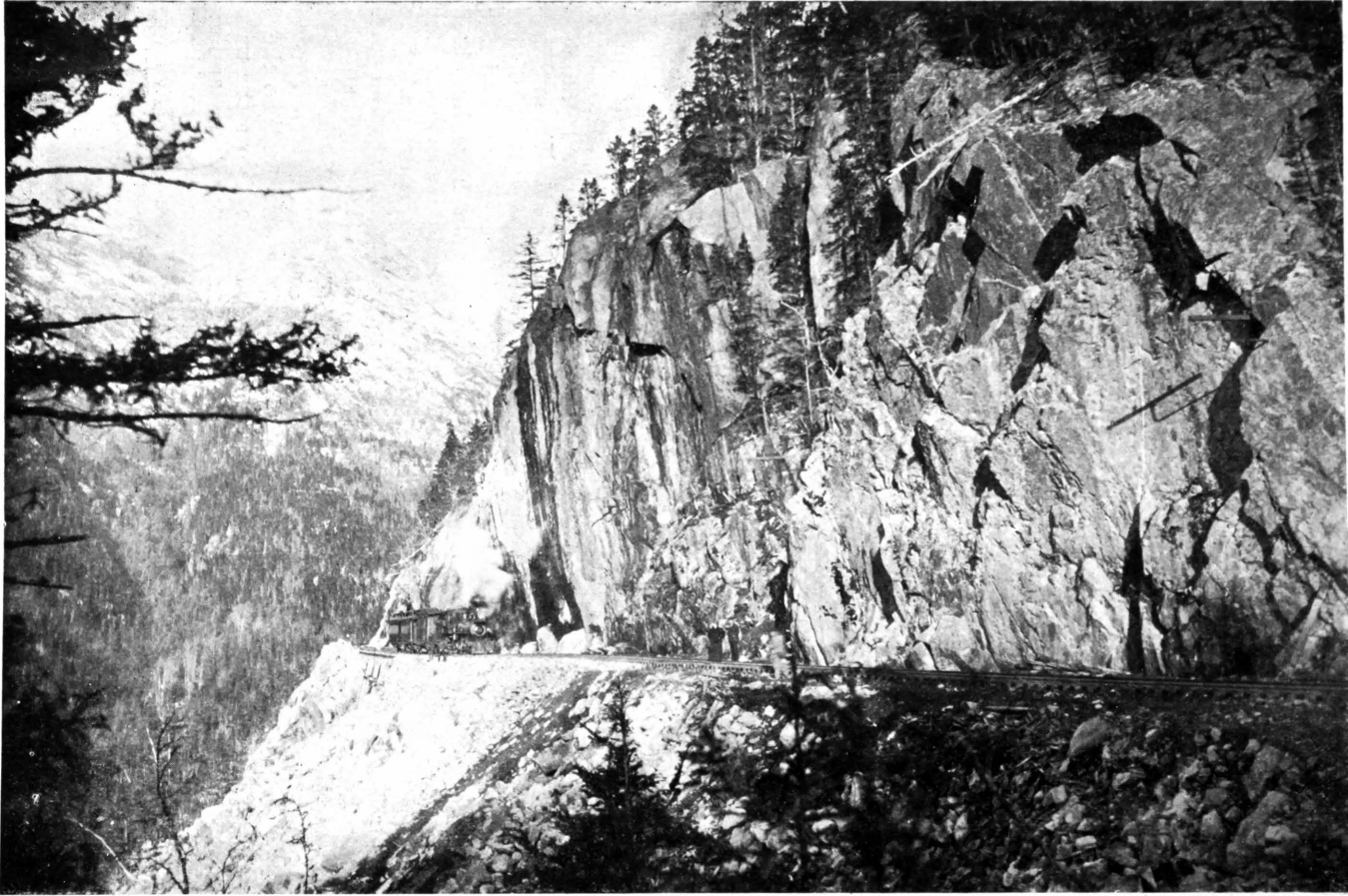


Photo by Barley, Skaguay, Alaska.

PORCUPINE POINT, NEAR WHITE PASS SUMMIT.

charged exorbitant prices and made fortunes. Later the packers made and spent fortunes. At one time it cost as much as a dollar per pound to pack goods over the pass to Bennett, a distance of about forty-four miles; now the rate is only 3 cents per pound. Living was then high in Skaguay, and merchants starting in a little tent were in a year or two able to erect the handsome stores that now line the streets. Now living is no more expensive here than that in the Coast cities, and there are churches and school houses and all the comforts and conveniences of life. And all in three years.

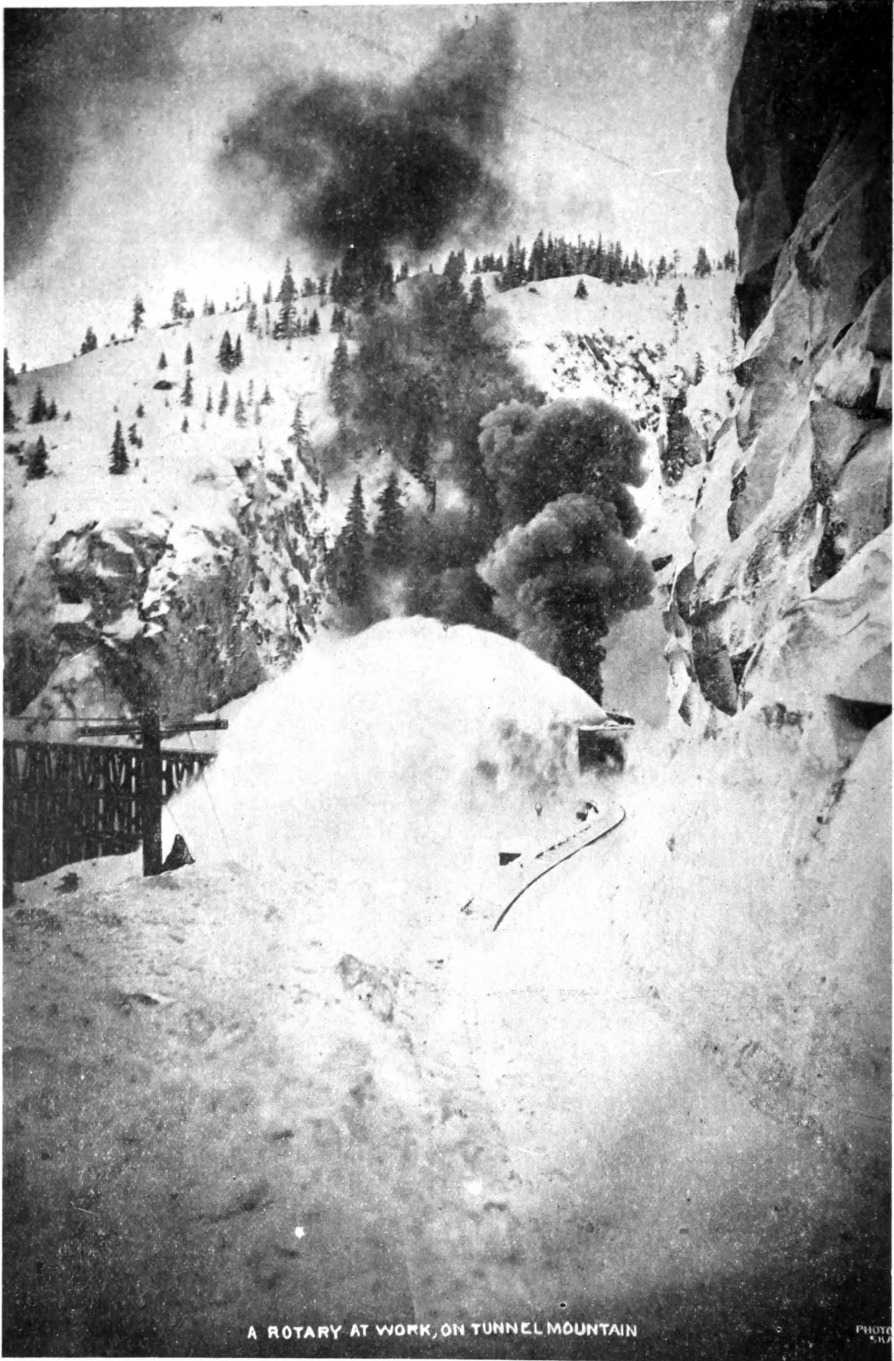
And now for the great scenic railroad route of the world, a railroad from tide water over the mountains, that has to attain an elevation of nearly three thousand feet in about fifteen miles, one of the most remarkable feats of railroad engineering that has ever been accomplished. The pass through which this railroad has cut a way was declared to be unfeasible even for men and horses, and the fact that some three thousand dead horses were strewn along the old trail was some basis for the declaration. In those early days if a man made the trip from Skaguay to Dawson in thirty days he was doing well; now he wants to make it in three days.

"All aboard," the bell rings and you are moving off upon as handsome a train as is to be found anywhere. Past the big stores and wholesale warehouses of Broadway, then into the suburbs where many pretty cottages are surrounded with flower and vegetable gardens, though it is in Alaska, and then a swing over the Skaguay River into a well-wood-

ed lowland all dotted with truck farms. For Skaguay now grows her own vegetables and raises her own poultry. Out of these woods again and along an embankment on the bed of the Skaguay River, again crossing it to the east side and leaving behind Liarsville, the point at which the climb began on the old Dead Horse Trail. Fronting you is a great glacier, and toward its heights the climb begins. Running up into a ravine the East Fork of the Skaguay River is crossed, and the course is first south and then west around Rocky Point, back to the Skaguay River, which runs in a deep canyon over one hundred feet below. Yet the elevation is merely the old river bed of ages ago, glacial action having since worn it to its present bed.

Going around the point there is a glimpse of Skaguay Bay, which has the appearance of a lake, then through a well-wooded section for a mile or two and again into the sunshine on the mountain side overlooking the canyon, through which the Skaguay River swirls and roars. We are rising higher and higher, but the valley below is also rising, so that the gain in altitude is scarcely appreciated, until the valley in which White Pass City used to flourish is reached. The few tents and buildings which distinguish this first resting place on the old trail and the wagon road that followed it are seen far below, and away on the mountain to the east of it, so high up that you have to crouch low down in your seat to catch a glimpse of it, is seen the track over which you will shortly pass.

Here is where the vast engineering difficulties of the road most forcibly strike you. Away up and near the summit of a moun-



A ROTARY AT WORK, ON TUNNEL MOUNTAIN

PHOTO  
S. H. A.

Photo by Barley, Skaguay, Alaska.

A ROTARY AT WORK ON TUNNEL MOUNTAIN.



tain of smooth, almost perpendicular rock, so sheer that the men had to hang in ropes while putting in the first shots to form the ledge on which the rails are laid, the line is seen to climb, and the natural question is, "How the dickens are we ever going to get up there?" This is done by a long run up the valley, at the head of which is a switchback. The company is now erecting a steel bridge to do away with the switchback, which crosses the ravine at an altitude of about 235 feet only, but in reality has an altitude of over two thousand feet above Skaguay, a splendid view of which is gained just after crossing this bridge, with the Skaguay River showing the windings of the narrow valley.

The engine puffs hard as it drags the train through the snowsheds, and we feel that we are going higher and higher. Over to the westward, or toward Dvea, great snow fields can be seen, and the aspect is bleak, rugged and grand. Through a short cutting, then a snowshed, and you catch a glimpse of two flags some yards apart, which mark the modus vivendi boundary line so long discussed between Canada and the United States. The summit, an altitude of 2885 feet, is reached. The photographer here does a rattling business, and all the kodaks are out to snap the excursionists "under two flags."

Whether the summit is the international boundary or not, it is certainly the dividing line of two great watersheds, for here within a few feet can be seen the source of the Skaguay River, which flows to Lynn Canal, sixteen miles below and on to the Pacific Ocean, and the creek that helps to form Summit Lake, the first of a series

of lakes that go to swell the Yukon, which empties into Bering Sea 2300 miles away at St. Michael. In fact, this tiny rill from the summit is now generally recognized as the headwaters of the mighty Yukon.

The train swings westward from the chain of lakes on this plateau, which was the winter trail of the packers, and while the scenery on the other side was near enough to throw a cigar stub at, it has now broadened out into a great rolling plateau of boulders, desolate, weird, barren. Many crystal pools and lakelets are passed, sheets of the clearest glass in frames of rugged granite unadorned by vegetation. Although at such an elevation, mountains running from four to five thousand feet bound the horizon, but at a distance of some miles.

As we rush down the grade the landscape gradually improves, so far as vegetation is concerned, and past Log Cabin the course is through timber, then on the side of a foothill looking down into a great meadow of grass, besprinkled with flowers, which presently becomes Bear Lake. It is the prettiest lake in this region, though Middle and Shallow Lakes just passed are fine sheets of water in extent. But Bear Lake shows a greater variety of vegetation, and it is likely that not only with the bears, but with the moose and caribou, and the mountain goat and sheep, and the wild fowl, it is a favorite resort.

Running along on an easy down grade through woods and over fens, with glimpses of the celebrated Lake Lindemann seen at intervals, then over two miles of sand bank, and Bennett is reached. Bennett was for a time the terminus of the road and lies

at the head of the lake, which is the beginning of navigation down the Yukon. Then it was a bustling town, principally of tents, but many substantial buildings were erected, which still stand. And there is still considerable business there in the manufacture of lumber, the building of scows and boats, and so on. But

There is little of interest for the tourist at Bennett, beyond the unique Presbyterian Church on the hill, which is much bephotographed, and views on the lake itself. On the 7th of July, 1897, the first pack train started from Skaguay over the White Pass trail to Bennett; on the same date the next year the railroad ran its

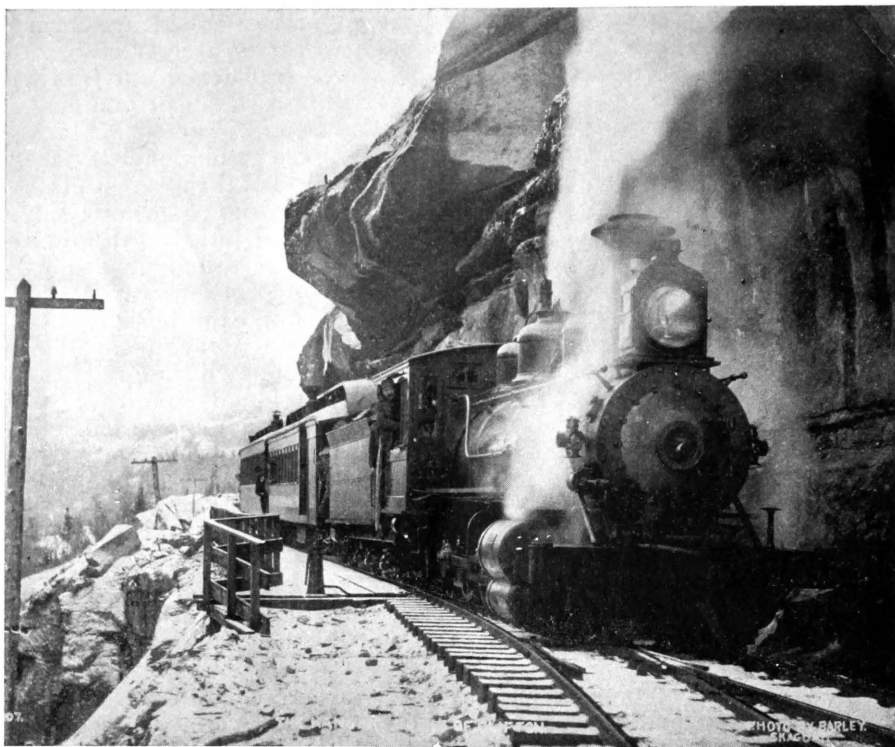


Photo by Barley, Skaguay, Alaska.

#### THE HANGING ROCKS OF CLIFTON.

the glory of the old time, when the prospector came here with his tons of stuff to tranship on scows, and when he returned from his arduous trip with sacks of dust, has departed, for now the meeting of railroad and river transportation is seventy miles farther north, at White Horse.

first locomotive along Skaguay's principal streets. In July of the next year the railroad operated its first regular trains to Bennett, and on July 30th, 1900, the first passenger train from White Horse to Skaguay came through. The road from White Horse to Caribou had been running since

the opening of navigation, this spring, however, connections being made with Bennett by steamer.

From Bennett to Caribou by rail is a delightful ride, the road following the meandering of the lake all the way, and at but a slight elevation from its waters. There is always a cool breeze from the surface of the lake, and the scenery on its western shore is grand, the great granite mountains sloping gracefully down to the water, in which they are reflected. This section of the line to one not versed in railroad engineering seems a very simple proposition. It is simple, taken as a whole, from Bennett to Caribou, and yet there is one mile of it that cost about \$200,000 to build. The lake is some two to three miles wide at points, and narrows to a little neck, called Caribou Crossing, over which the train passes by means of a draw bridge.

There was the beginning of a town here, but it has moved further on to White Horse, leaving but one hotel and a few other business places. But now that this point has been made the terminus for the Atlin mining district, the town may have a new boom. From here to Atlin by steamer is a pleasant trip over a huge body of water banked by great mountains, in which the geologist will notice an entire change in the formation from the granite that he has hitherto on his journey been so closely acquainted with. Here the formation is of white limestone and marble, with little timber and with little or no other vegetation. This continues for about forty miles, when the country becomes lower, willows

begin to fringe the margin of the beautiful sheet of water, and then come wild flowers along the banks and berries of all kinds in great profusion, the black and red currants being especially fine and as large and luscious as those grown in the gardens of the eastern states.

Golden Gate is where the steamer turns from Taku into East Arm, and at the turning point begins the large mineral belt of which the Engineer group—so called because it was staked by a number of the railroad engineers—and many other valuable mining properties have been discovered. Here you see great rugged mountains that seem to be only a mile away, but which are probably fifteen to twenty miles distant, and between their peaks immense glaciers. This is the veritable home of the winds, their birthplace. The sun beating upon these glaciers raises the wind, so to speak, which hurries down the passes, gathering force from its constriction, or sweeps the wild plains to the northward. All this country, so far as prospected, is rich in copper, free-milling gold and other ores.

This is also the land for the sportsman. Golden Gate is the name of a narrow neck of water, and is the point that the moose and caribou and other game come to in great herds in September to cross to their winter quarters, which lie between Taku Arm and Lake Atlin. On the surrounding mountains, too, at that time of the year, mountain sheep and mountain goats can be seen in big droves, and as to grouse, one does not need a gun, but can do as the prospector does, kill them with rocks or with a stick, so tame and so unacquainted are



Photo by Barley, Skaguay, Alaska.

ROCKY POINT.

they with the slaying instincts of mankind. Fish, too, abound—salmon, trout and grayling; and the sedges are alive with ducks and geese.

From this narrow passageway the course for Atlin is due east, in what is known as East Arm, to Taku, where there is a two-mile railroad to Atlin Lake and a steamer ride of seven miles on its surface to Atlin City, which, with Pine City and the great mining development of the district, is described elsewhere.

Let us get back to Caribou and the great scenic railroad of the world. Caribou is a sand flat, and was at one time the bottom of the lake. Around the adjacent mountain sides you can see the high water marks of who knows how many years or aeons ago? It is nearly a hundred feet above the present high water mark of the lake. The course of the road is at first N. 17 minutes W. and soon one enters a region of pretty lowlands covered with poplars, wild fruit trees and flowers, and out of this pastoral scenery, as the train swings northward again, it begins to climb a country of sand dunes of the most wondrous formation. This is in the valley of the great Watson River, which is today a wild, muddy stream laden with glacial silt. It has carried this matter down to Bennett Lake and emptied it, and, as the prevailing summer winds are from the south, all this sand has been blown inland and formed these peculiar dunes, in cones and pyramids and knolls and ridges and dykes of every quaint description.

Then you go through a meadowy, swampy country for about three miles, a country of spruce

and pine and willow brush, and flowers. The curious thing about the spruce trees is that they grow such huge knobs on them; in some cases even every twig on the tree bears such excrescences. Next comes a cutting through a heavy sand bluff and you catch a glimpse of the Watson River Falls, which are about twenty feet high. Above them is a most fantastic log, or, rather, tree jam, the trunks being piled up so heavily that you could possibly run a railroad over it. One huge tree stands upright in the center of this jam, held by impact with the rest of the jam, and underneath this the torrent has been raging for probably some centuries.

You catch glimpses of the Watson River again from time to time, in the course of its many windings. This is a veritable snake river, for, although at this point only about ten miles from Bennett Lake by the tortuous river, it is probably over fifty.

A couple of miles further on, or fifteen miles from Caribou, through a cutting and out on a sharp bend we come on a long trestle crossing a canyon formed by a branch of the present Lewis Lake. The name Lewis must not be confounded with the Lewis River further down the Yukon, as this would be robbing a skillful engineer of some of the fame that rightfully belongs to him. This lake is named after A. B. Lewis, the locating engineer of this part of the railroad, and it serves to commemorate one of the most skillful engineering feats of which so many are found on this wonderful line. When he arrived at this point with his survey party there was a grand lake and no easy way of crossing or getting around it. Just as easy as one

could rub it off the map he tapped the lake, and as you cross the trestle over the seventy-foot canyon, you can see the marks on the banks of the former surface of the lake fifty feet above the railroad grade.

A weird scene is next unrolled. What was the bottom of Lewis

Watson River, which in this instance seems to be coming straight toward you in its winding course, and soon, past a number of pretty lakelets, you reach a high, level plateau which really forms the summit of the Watson Valley. This is 2521 feet above sea level, while Lake Bennett is

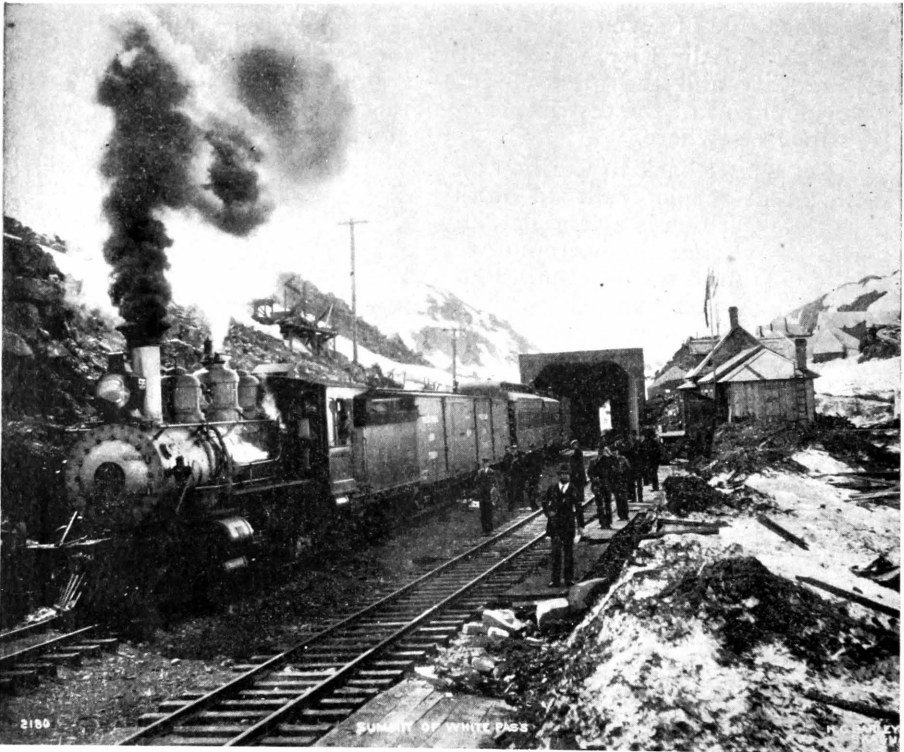


Photo by Barley, Skaguay, Alaska.

#### SUMMIT OF WHITE PASS.

Lake, or the nameless lake, is now a vast expanse of white mounds and ridges of hardened sand and alkali clay, dotted with pools of clear blue water. There are more great sandhills crossed on the east shore of Lewis Lake and then through a meadow country and you get your last glimpse of the

2150 feet.

You are now in a well-wooded country, and here you have the only chance in Alaska, and perhaps elsewhere, to ride for five miles on a perfectly level grade and a perfectly straight line through an avenue cut out of the forest.

When you come out of this dim light into the sunshine again you pass along the shores of Murray Lake and soon see Cougar Lake, which is curious from the fact that it is hemmed in by hills and has no outlet whatever. The water is very clear and highly impregnated with alkali. When there is a strong wind blowing it lashes the water into lather, which piles up along the shores like great banks of snow. This lake would have been round but for a peninsula in the center which makes it into the form of a horseshoe. The road runs over the two ends of the horseshoe on trestles, after which comes an embankment and swampy meadow land and then begins a more pronounced down grade. Part of this is on the bank of a pretty gurgling stream which widens out into Lake Ruth, perhaps the most beautiful of all the lakes met with on the trip. The track is laid on the west shore of this. It is a water famous for ducks and geese, grayling and sandpipers.

Beyond this is a deep cut, one of the most expensive on the line, for the reason that it is a forty-foot deep cut through glacial material, which proved harder to work than rock. When the first train went through you could see the frozen walls, the ice holding the gravel as the pebbles and shells are held in marble. Dugdale Station, thirty-two miles from Caribou, is where the copper mineral belt begins, and at Wigan, six miles further, you come out on a high bank and have a view of Miles Canyon, 250 feet below and a mile away, even at that distance its waters white with foam and its basaltic walls looking like carven columns.

The sylvan beauty of the wide-

spreading Yukon Valley from this point on, its glorious sunshine and its wealth of vegetation and fruits and flowers, leads one to exclaim: "This cannot be Alaska." It is not the Alaska of which you have read, but away off in the distant blue are still the mountain peaks capped with eternal snows. No more glorious summers are to be found anywhere else on the earth's surface, nor, for the sportsman the Alaska autumn. Here, in the late autumn, before snow flies, you can sit outside your tent and hear the moose and the caribou calling that it is time to get into the favorite meadows where they winter; hear in those white, soft evenings the goats and sheep tramping in droves and seemingly conferring as to the best location for the solstice; and there are bears, black and grizzly and cinnamon; and the ducks and geese can be heard discussing their annual excursion to Florida. It is a hunter's paradise.

But the train scoots on down grade as we think of these things, past many lakes that are swarming with fish, of more kinds than are possibly yet identified in these regions. Many of these are mysterious lakes, having neither inlet nor outlet, but fed and discharged by subterranean passageways.

The blue grouse, the pine grouse, the ptarmigan and the porcupine scamper through the rustling leaves as the train whirls by, and the little prairie dog and his big brother, the whistling marmot, sit on their haunches with stolid immobility and probably philosophize on this strange thing. All through this northern country the woods are full of life and the waters full of fish, and the latter are not yet educated to



AFTER LEAVING THE SUMMIT.

Photo by Barley, Skaguay, Alaska



the difference between a brown hackle and a ladybug. With them everything goes.

Going down this gentle slope past the dreaded Miles Canyon, Squaw and the White Horse Rapids, which have been the cause of so many disasters, the train presently reaches the town of White Horse, situate on an ideal site for a city. The slope is gradual down to the river bank, where the railroad company has a freight warehouse 1500 feet long and calculated to accommodate six or seven thousand tons. On the east side of the track is the river wharf, where the steamers can come right up and load; on the other the railroad tracks and platforms. There is also every convenience for loading the steamers direct from the cars; that is to say, of course, the Canadian Development Company's steamers, which are operated in connection with the railroad; the other steamers tie up higher up to the banks and throw out a gangplank.

The steamers of the Canadian Development Company are a great surprise to the traveler. They are commodious and as replete with every convenience as are the steamers plying between New York and Boston. Aboard one of these first-class vessels the traveler passes down Fifty Mile River, a narrow stream of many windings, until it broadens out into Lake Labarge. This is one of the handsomest sheets of water on the route to the interior, being in parts over three miles wide. It is full of trout and whitefish. There is Upper Labarge and Lower Labarge, and crossing these the waters narrow into what is known as Thirty Mile River.

This is a beautiful stream to look at, but in the past was a hard one to navigate, being full of rocks and swirls and eddies which to many a scow and steamer have brought disaster. Steam steering gear is here brought into requisition, and sometimes the steamer swings stern foremost in making the sharp turns of this rapid river.

Bending westward and then southward, the mouth of the Hootalinqua is reached. Hitherto the waters have been very clear and bright, but the Hootalinqua is a muddy stream, and from this point on to Dawson and beyond the stream is the color of the Mississippi at St. Louis. But the scenery is beautiful. Big Salmon River comes in, and then Little Salmon River, and as the steamer has to stop at stations occasionally to wood up, the passengers get off and enjoy themselves gathering flowers and picking berries.

By the addition of these three large rivers the volume of the Yukon has been much added to, and a few miles above Little Salmon the current increases and is very swift when Tantalus Butte heaves in sight. Then follows an interesting twenty miles which is a succession of windings from east to west and from west to east, and then the much-dreaded Five Finger Rapids and Rink Rapids are reached and passed. These have to be piloted with great care, but the dangers are not nearly as great as formerly, the Canadian Government having removed many of the dangerous rocks and buoyed the best passage. On the west bank just beyond Rink Rapids comes in the Dalton trail, the beginning of which was pointed out at Pyramid Harbor. From the rapids down to Fort Selkirk is probably the most magnificent in

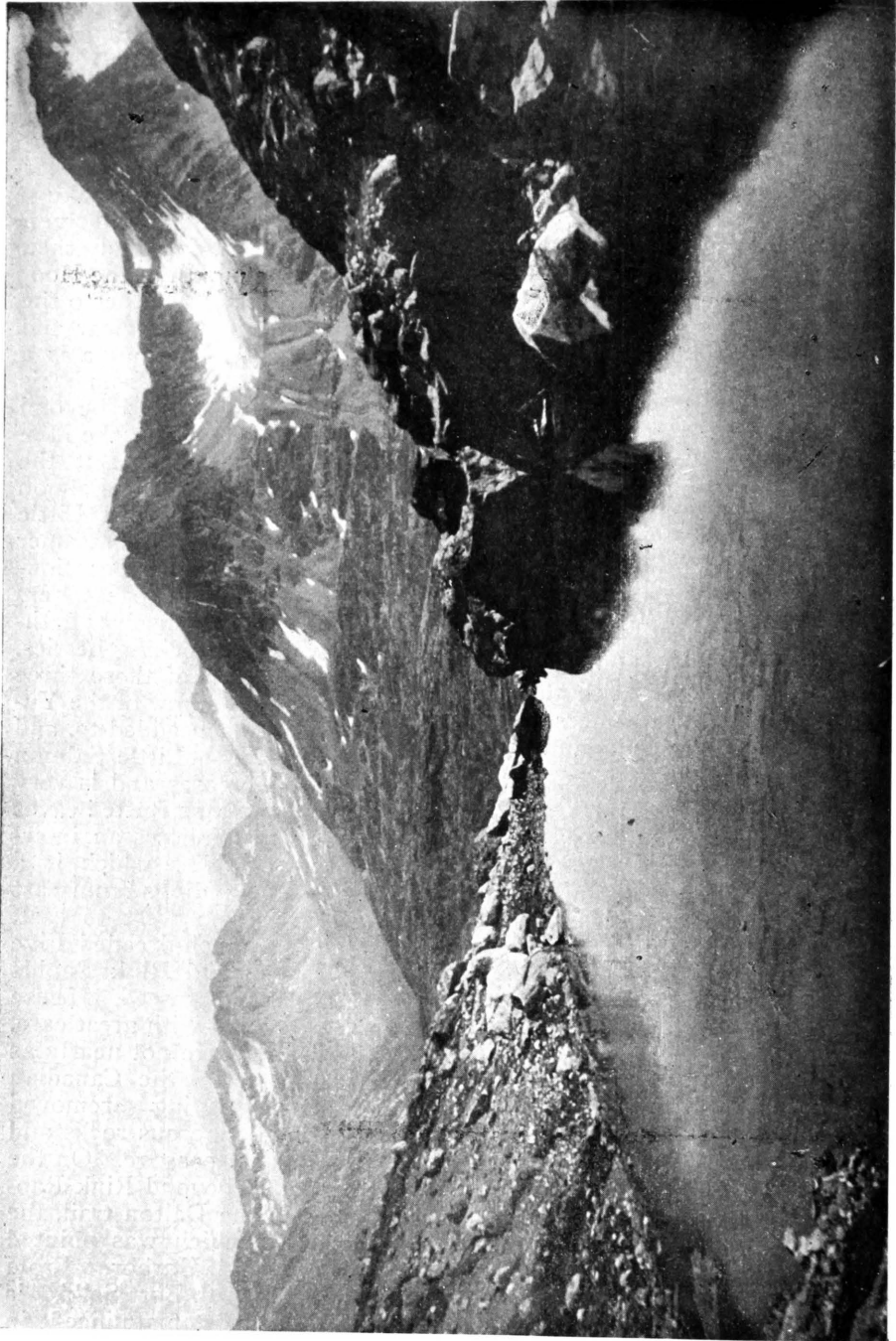


Photo by Barley, Skagway, Alaska.

CRYSTAL LAKE.

point of scenery of any part of the Yukon Valley.

Selkirk is also an ideal spot for a townsite. A hundred years ago it was a Hudson Bay trading post, and at the beginning of this century there was an Indian uprising, the white men were butchered and the fort and buildings burned down. But they were rebuilt and the trading post continued. In '99 it was selected as the capital of the Yukon. The Canadian Government sent a regiment of regulars and barracks were built; also government buildings. But the capital of the Yukon territory is, and will remain, at Dawson. Selkirk during that time had its little townsite boom, as it was also the proposed terminus of the White Pass road; but pretty much all that is left of this boom is a large truck farm a mile back from the town, which helps to supply Dawson with fresh vegetables. There is also in this vicinity vast stretches of fine grazing land.

Opposite Selkirk the Pelly River comes pouring in from the east, and from this point there is ample water for navigation all the way to St. Michael, no matter how low the river may be. It is here that the mighty stream takes on itself the name of the Yukon River.

The broad expanse of the great waterway is dotted with islands and the current is only about four miles an hour. The White River comes in from the west and soon after that the mountain range known as the Upper Ramparts is reached. Then the mouth of the Stewart River is touched at. Last year there was a big stampede from Dawson and Skaguay to this river, and since some claims along its tributaries have been sold at

high figures. There is a police post here, and in summer any number of dogs frolic on the banks. In the winter they are all at work, forming one of the means of transportation over the ice to Dawson or the outside. Then they are worth from \$75 to \$200 a head, and to steal a dog in the Yukon territory is a worse offense than stealing a mule in Missouri.

Sixty Mile River comes in from the west and a little above that on the opposite bank is the mouth of Indian River, the creeks of which have been found very rich in gold. The Upper Ramparts has been designated as the boundary of the Klondike gold belt, and Indian River as about its center, geographically. All there is to see above this is the broad surface of the mud-colored river, its little islands and bars, and the great mountain ranges in the background, the gashes in their sterile sides marked with streaks of white snow. But presently, winding eastward, the town of Klondike comes in sight, and the mouth of the Klondike River, and in a short time after that you are moored at a substantial dock in the capital of one of the most famous placer mining districts of the world—Dawson.

Here the trip ends for most of the tourists, as it does for the Klondiker, and if this account of it has given an inkling of proof that this is really the "greatest scenic route of the world," it has served its purpose. No space can be devoted to a description of the city of Dawson and its great income from the many rich creeks in the immediate district. These, and also the copper deposits at White Horse, which are now being developed, the discoveries of

coal on the Yukon, and iron—all these are matters which have no bearing on the scenery and merely tend to show the widespread activity and the possibility of immense development the railroad has made possible in this distant and practically unknown country. New discoveries and new en-

dough," or Yukoner, "the ground has been barely scratched."

Some of the tourists will go on from Dawson down the river to St. Michael, and from there make the pleasant ocean trip back to the Sound. This trip, part of which is made within the Arctic circle, is one that, once made, will never

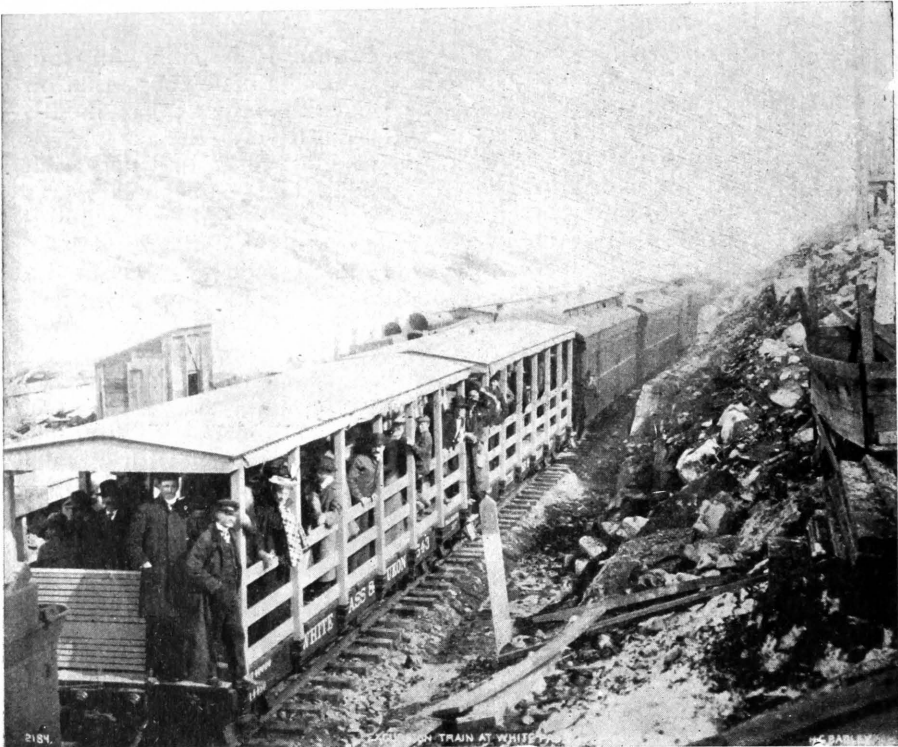


Photo by Barley, Skaguay, Alaska

#### EXCURSION TRAIN AT WHITE PASS.

terprises are starting up every day, and no territory in the world offers such inducements to the man of energy, with capital or without, than does this great Yukon Valley. More fortunes have been made in it during the past three years than in all the rest of the world put together, and yet, in the language of the "sour

be forgotten. Every bend and turn of the great waterway is full of interest, and shows landscapes of surpassing magnificence and variety, each one of which has a distinct character of its own. Painters of world-wide fame are beginning to seek out these remote and hitherto unheard-of beauties of the land of the mid-

night sun, and soon the world will have among its art treasures pictures of natural scenery from this far northland that will far surpass in awesome grandeur and weird loveliness all the dreamy

imaginings of the most gifted poetic minds. Then this will be proven to be what it now claims to be,

**The Scenic Railway of the World.**

---

## SKAGUAY

### THE GATEWAY TO THE YUKON, KLONDIKE, ATLIN AND CAPE NOME GOLD FIELDS.

---

A little over three years has elapsed since the first authentic news of the gold fields on the Klondike startled the world. When it became an established fact that the rich placers had been discovered in the far north, when the gold was brought from that country and found its way into the channels of trade, then, and not till then, were the stories of the rich finds given credence.

At once the mercantile world of the Pacific coast, and in many instances the mercantile energy and brains of the east, began casting about for a route by which the new El Dorado could be supplied with all things that were needful to sustain life in the then far-off country of the great Yukon valley. The old prospector and miner who had braved hardships and perils of the far north for many years had traced for himself a route into the valley of the Yukon by way of White Pass and the lakes. His initial point of departure by land was Skaguay. From that point for nearly 600 miles northward he had traveled with comparative ease and rapidity. In the winter he had hauled

his supplies by dog team and in the summer the great waterways of the Upper Yukon had afforded him ready and rapid means of transportation. His preference of route was quickly noticed and discussed by the newer gold-hunter, and the tenderfoot decided that if the overland route was good for the pioneer it was good for him. Hence the man with snap and vigor, with blood and nerve, chose to follow in the steps of the early pathfinders.

Of the many passes that were tried, none proved so easy of access, so easy of crossing and so easy of reaching from the centers of trade as the famous White Pass, at the foot of which is built the city of Skaguay. The feasibility of the White Pass route was at once established, and it was but a few months until none other was taken under consideration by the traveler to the Klondike. The city of Skaguay, from a few tents in the forest at tidewater, became a real, live city, with all the modern utilities—electric lights, graded and graveled streets, a complete system of water works, fire apparatus for protection against

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SKAGUAY, ALASKA

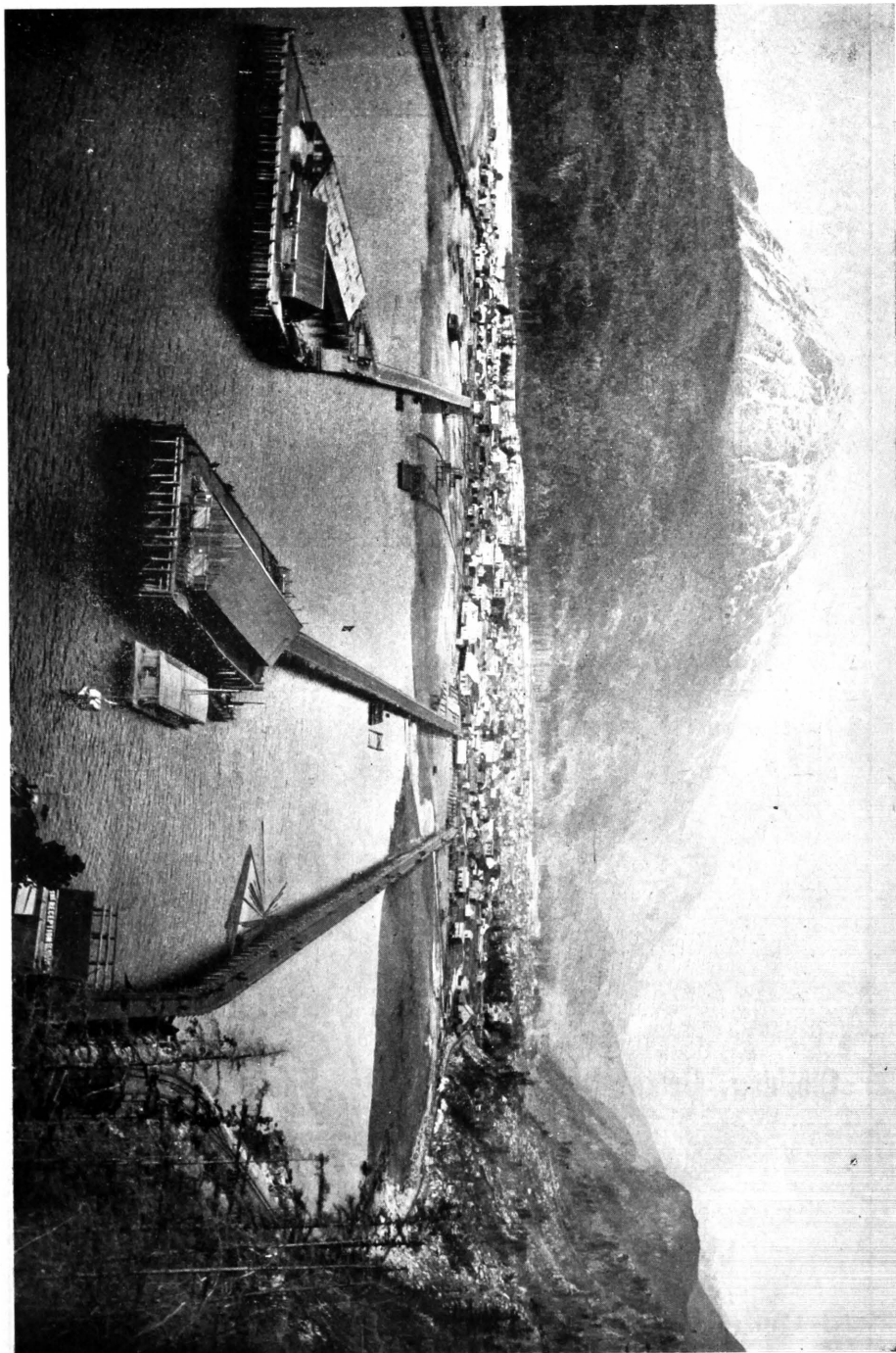


Photo by Barley, Skagway, Alaska.

SKAGWAY, ALASKA.

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SKAGUAY, DAWSON AND NOME.

# JOS. BURKHARD & CO.

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We will save you money. We have  
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**Clothing, Gents' Furnishings, Boots, Shoes and Groceries**

Outfitting for the in-  
terior a specialty

**WHOLESALE AND RETAIL**

Cor. Fifth Ave. and Broadway

SKAGUAY, ALASKA.



fire, municipal government, a board of trade, a national bank, and all that goes to open the channels of trade to the business man and the investor. For a town of scarcely three years' existence, its progress at once strikes the newcomer with wonder and admiration, and he mentally casts about to foretell its future. The

permanent as a trade center. It is the gateway to the Yukon, Klondike, Atlin and Cape Nome diggings.

Thus the great regions of the Yukon, Klondike and Atlin, practically illimitable in area, must draw for their supplies on the city of Skaguay, and that city with its vim and vigor is already in posi-



Photo by Barley, Skaguay, Alaska

#### SKAGUAY VALLEY.

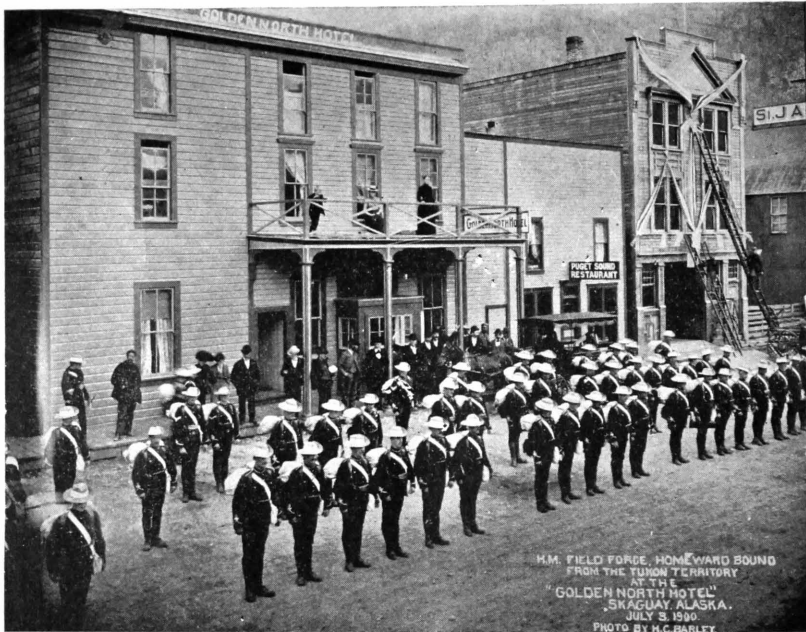
sight of the White Pass & Yukon Railway, with its engines and trains, the thousands of workmen scattered from tide water along its length, all cause him to quickly conclude that here, at least, is not a mushroom city. There is too much money being invested, and already invested, for the town of Skaguay to be otherwise than

tion to furnish those supplies. The business men of Skaguay have, from the first minute they cast their fortunes with the town, had an abiding faith in its stability and permanence as a commercial point. They built large and commodious stores, stocked them with the most superior articles of goods suitable for the trade of the gol-

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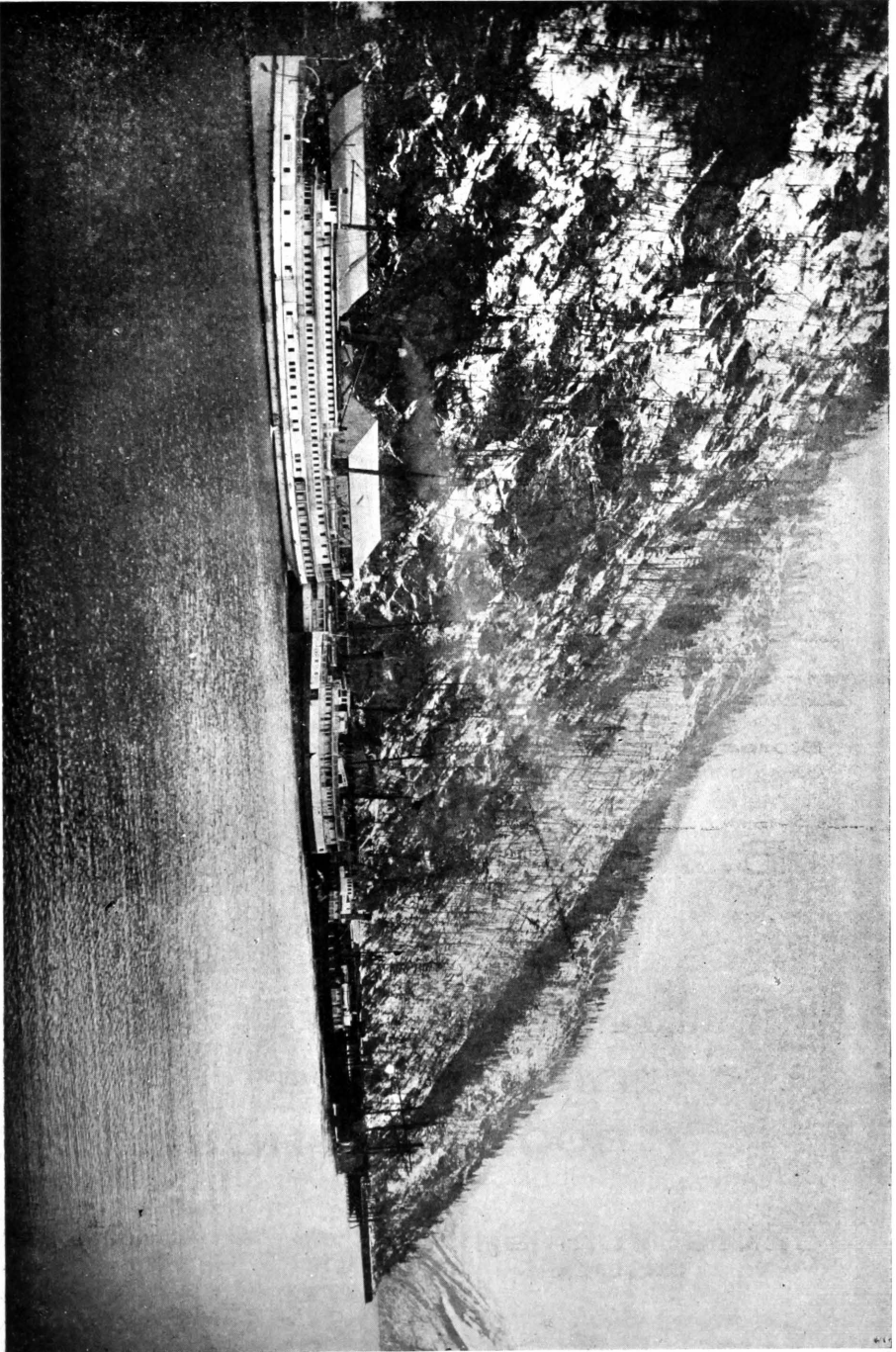
Special Rates to Parties of Two or More

**...GOLDEN NORTH HOTEL...**

SKAGUAY, - ALASKA.

Photo by Barley, Skagway, Alaska.

MOORE'S WHARF, SKAGWAY, ALASKA.



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BOOTS AND SHOES

GENTS' FURNISHING  
GOODS

den north, and are selling them at exceedingly reasonable prices. They are doing business on a business basis and are satisfied with the legitimate commercial profit exacted in older cities within the borders of so-called civilization. It is an indisputed fact that miners, prospectors, railroad men, hotel men and all other persons requiring goods and supplies of any description can purchase them in such quantities and at such rates as defy competition by British Columbian, Puget Sound or Californian cities.

While Skaguay is all that has been said about its real commercial merits and stability as a business center, it has not been advertised either by its business men or by its private citizens. The former are too busy in their respective lines to give the time to advertising a town they thought did not need advertising, and the latter, for the most part, considered themselves only wayfarers who were likely to move on with the next "rush." But within the last few months it has dawned upon the vision of many of these wayfarers that Skaguay is a good place to tarry, and so they have begun to build homes and to make a local habitation and a name. Families have rejoined the head of the house, and, contrary to expectation, found Alaska a pleasant country to live in. Schools have been established until at present the Gateway City boasts of one public and several private schools, the Bishop McCabe College, and the happy, careless laughter of children may now be heard where but a few years since nothing broke the stillness of the great pass save the shrill shriek of the bluejay or the discordant cry of the seagull in

its daily pursuit of the dog salmon.

Nor has the spiritual welfare of mankind in this northern latitude been neglected. The various denominations have churches where services are held, and the sound of the church-going bell awakes the cold solitudes of the glacier informing the sinner and saint alike that here he can be guided in the straight and narrow way as earnestly and as eloquently as in the more costly church edifices of older civilization.

Thus it has come that Skaguay has distanced all competitors as a business center, and has by the energy, vigor and vim of its inhabitants added to its natural advantages, marched far in advance of all other points in the great northwest. Its future is assured and its destiny forecast.

It is to the mineral deposits that Skaguay looks for its future importance and wealth. This is an industry yet in the very infancy of development, still sufficient progress has been made in the line of investigation to show that all the precious metals, and especially gold, abound. Almost everywhere in the vicinity of Skaguay where the prospector has pushed his researches have there been found indications of the presence of pay gold.

New finds are almost daily reported in the country adjacent to Skaguay, and there is a large area not yet prospected, which will doubtless yield even more phenomenal returns. It is a country of illimitable possibilities and is only passing the early stages of development—a mere scratching of the surface. There is every indication of a yield of the precious metal that will soon astonish the world. The whole country tribu-

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Photo by Barley, Skaguay, Alaska.

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SKAGUAY, ALASKA.



tary to Skaguay is being developed with amazing rapidity. In the Porcupine district good finds have been reported and it is now the scene of active operations. It is now a promising field for investment of capital.

Within a radius of 35 miles of Skaguay several quartz ledges have been located that average \$5 and upward to the ton, and a few running \$15 and \$18. While the

best as a dividend producer. Southern Alaska is full of low-grade propositions which, when developed, will grow into big, legitimate and paying mining enterprises.

Much interest is being taken by mining men in the quartz locations being made in the Skaguay river canyon, and location notices are being stuck up nearly the entire length of the river. From as-

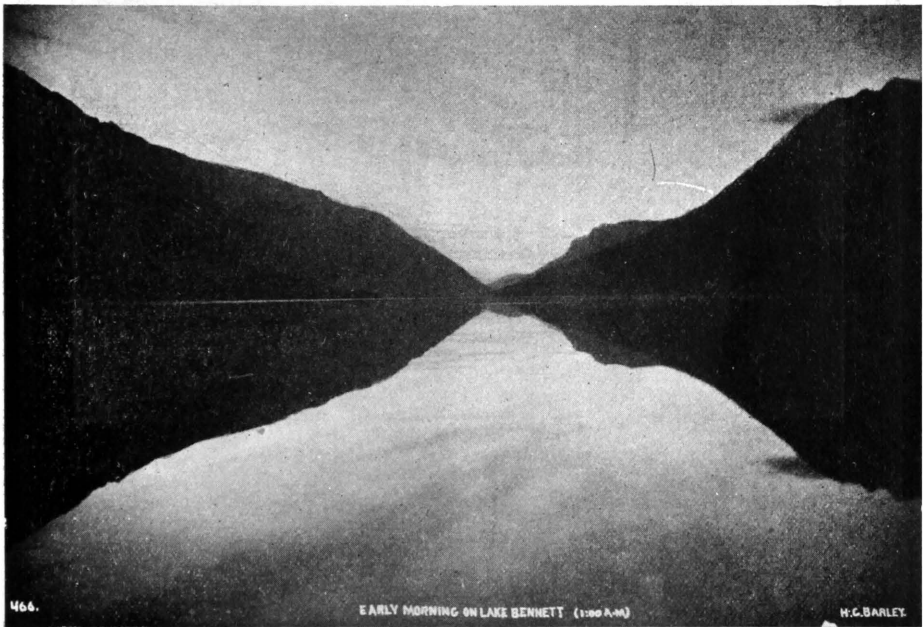


Photo by Barley, Skaguay, Alaska.

#### EARLY MORNING ON LAKE BENNETT—I A. M.

greater part of this ore is low grade, considerable of it must be classed as pay ore. A mining expert claims that "ore that lies in large bodies and assays above \$3 to the ton is classed among the pay." The celebrated Treadwell mine, on Douglas island, averages something less than \$3, but with modern methods the company employs to handle and work in the mine, is considered among the

says made in San Francisco and Helena, the rock runs rich in gold, and capital is being interested in the work of opening up the discoveries.

The construction of the railroad up White Pass is really as brilliant an exhibition of modern enterprise and ingenuity as the world has recently been afforded. Three years ago, when the wonderful riches of the Klondike

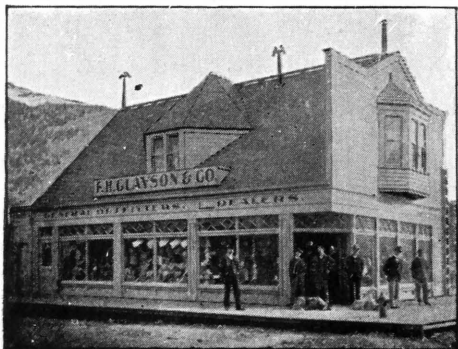
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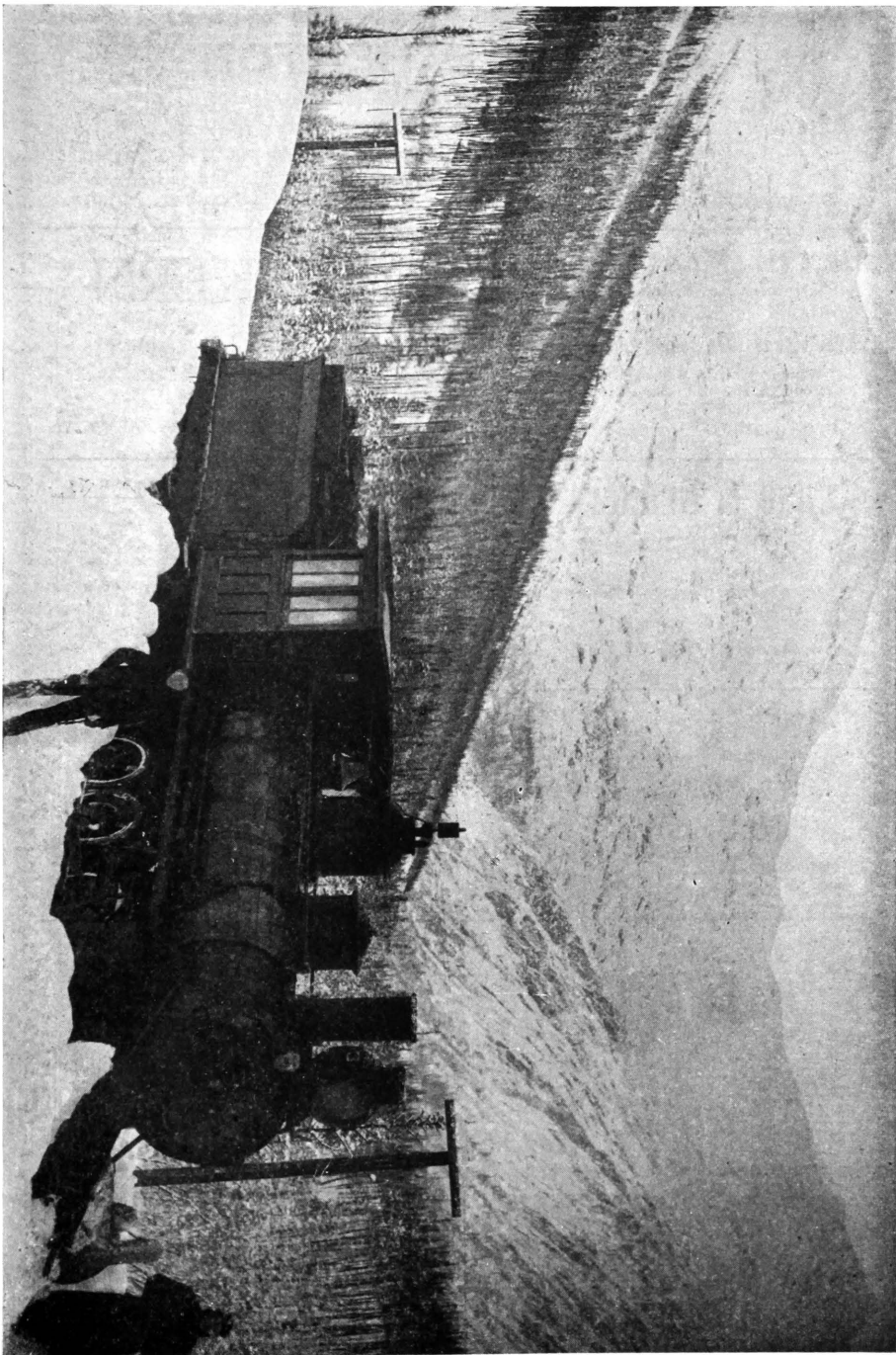


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## ALASKAN VIEWS

DAWSON, Y. T.

were discovered, some 60,000 men hurried from all over the earth to try their fortunes in the new gold fields. The extraordinary difficulty of crossing the Chilcoot Pass suggested at once the construction of a railroad. American and English promoters sent engineers, many of them notable men, to Skaguay and Dyea to make preliminary surveys for a

new line into the interior. Almost unanimously they vetoed the idea. The scheme was impossible. One exception there was, E. C. Hawkins, who reported in a different strain. A line could be built and he would build it. He is now chief engineer and manager of the White Pass & Yukon Railroad.

TABLE OF DISTANCES.

	MILES
San Francisco to Skaguay.....	1,696
Portland to Skaguay.....	1,255
Tacoma to Skaguay.....	1,034
Seattle to Skaguay.....	1,000
Victoria to Skaguay.....	927
Vancouver to Skaguay.....	867

DISTANCE FROM SKAGUAY

TO	MILES	TO	MILES
Shops.....	1	Lorne.....	80
Boulder.....	4	Wette Lea.....	87
Rocky Point.....	6	Robinson.....	90
Clifton.....	8	Cowley.....	96
Quarry.....	10	Dugdale.....	99
Heney.....	13	Wigan.....	105
Glacier.....	14	White Horse.....	112
Tunnel.....	17	Selkirk.....	383
Switchback.....	19	Dawson City.....	559
White Pass.....	21	Eagle City.....	607
Meadows.....	26	Fort Cudahy.....	626
Fraser.....	28	Circle City.....	797
Log Cabin.....	32	Fort Yukon.....	877
Bennett.....	41	Minook.....	1,097
Pavy.....	46	Weare.....	1,164
Pennington.....	53	*Nulato (cut-off).....	1,367
Cariboo.....	68	St. Michaels.....	1,872
Lansdowne.....	75	Cape Nome.....	1,982

\*Skaguay to Cape Nome via cut-off at Nulato about 1,630 miles.



Photo by Barley, Skaguay, Alaska.

SHIPYARD AND CREW OF V. Y. T. CO., BENNETT.

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## ***The V. Y. T. Co., Ltd.***

Bennett, B. C., and White Horse, Y. T.

Pioneers in the Lumber and Scow building industry  
on the Upper Yukon : : : : :

MANUFACTURERS OF

**Rough and Dressed Lumber, Scows, Boats, Etc.**

Dealers in Sash, Doors and Building Hardware.  
Scows and Boats, ready rigged, constantly in  
stock at both Bennett and White Horse.

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MILLS AND SHIPYARDS, Bennett, B. C.  
LUMBER YARDS, ETC., White Horse, Y. T.  
HEAD OFFICE, Victoria, B. C.

**FRED G. WHITE, Manager**  
Victoria-Yukon Trading Co., Ltd.

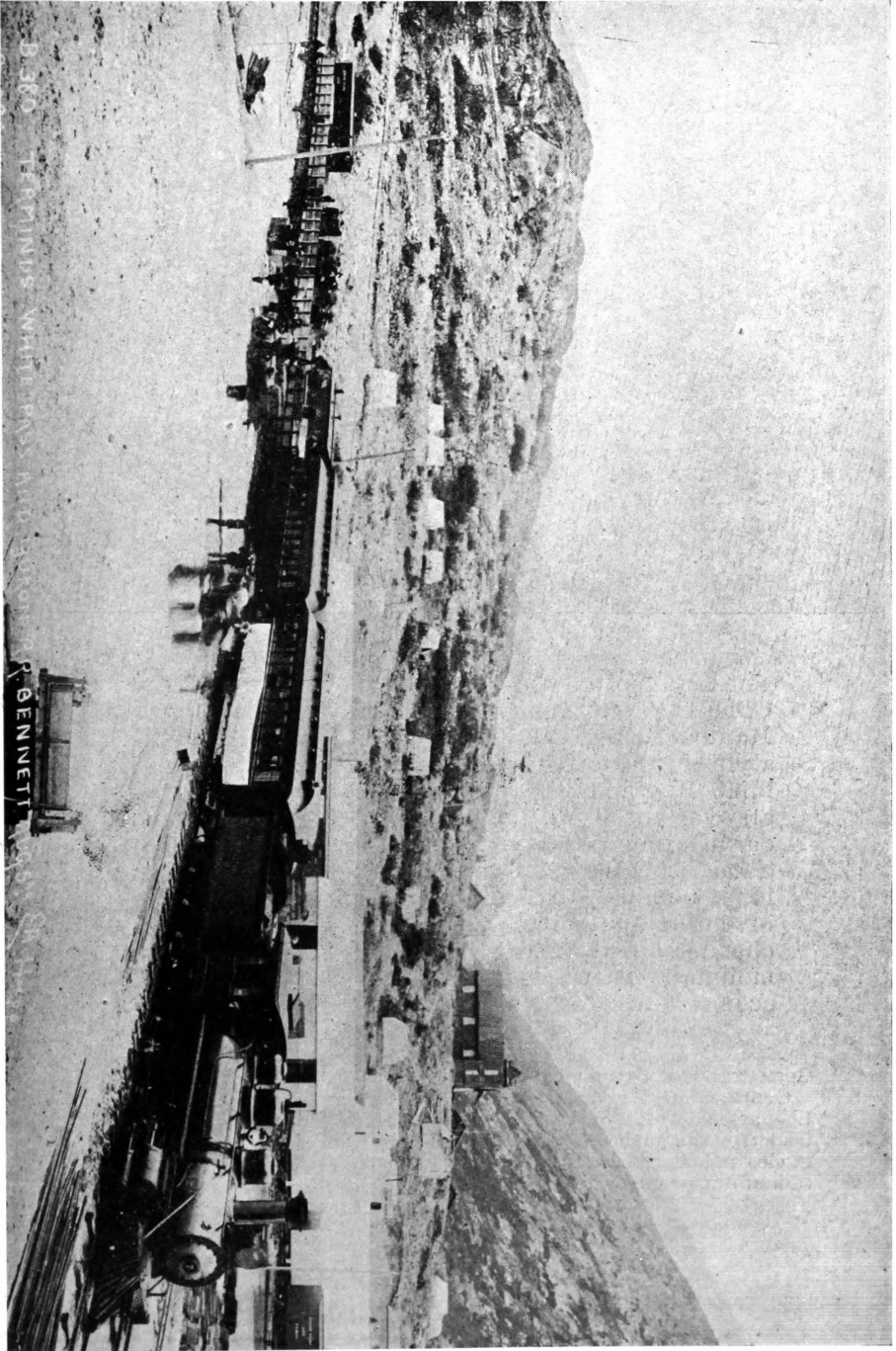
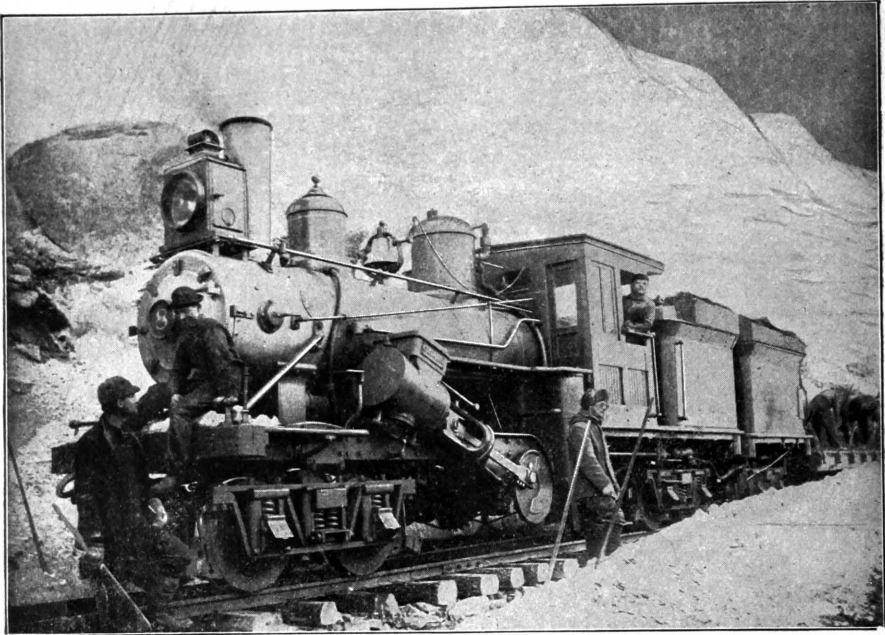


Photo by Barley, Skagway, Alaska.

BENNETT, B. C., IN 1899.



The Locomotive shown in the above cut is of the Climax Patent Geared type, built by the Climax Manufacturing Co., Corry, Pa., U. S. A. This style of locomotive is for general railroads, mining, lumbering and plantation use and is being adopted all over the world, where steep grades and sharp curves are necessary. Even in far away Australia, Sandwich Islands, Cape Nome, etc., its success is phenomenal, exceeding the expectations of the inventors and builders. Please read what the purchasing agent of the White Pass & Yukon—the mountainous, the picturesque, the romantic and scenic railroad of North America—says:

PACIFIC CONTRACT CO., SEATTLE, WASH.,  
CLIMAX LOCOMOTIVE CO., CORRY, PA.,

Gentlemen:—We have heard some good reports of the Climax Locomotive from our operating department at Skaguay. On the trial trip she pushed five loaded cars and a locomotive up our steep grades and sharp curves for a distance of ten miles, to the gratification of our people. Yours very truly,

PACIFIC CONTRACT Co., LTD.  
Per E. B. HUSSEY.

Please write Climax Mfg. Co., Corry, Pa., for Circulars and Prices.



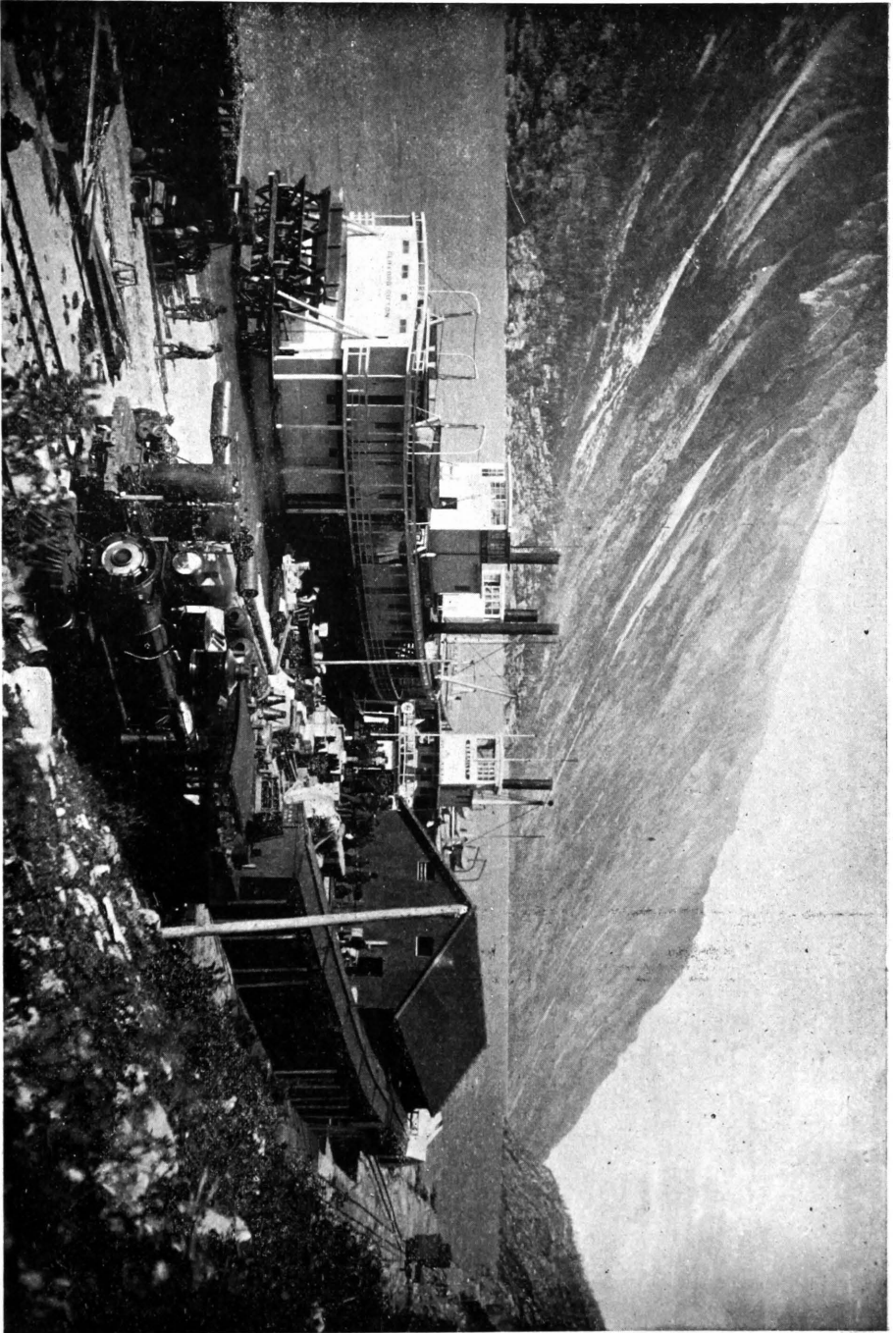


Photo by Barley, Skagway, Alaska.

STEAMBOAT LANDING BENNETT, B. C.

CARIBOO CROSSING, Y. T.  
Saw and Planing Mills

VICTORIA, B. C.,  
Head Offices

WHITE HORSE, Y. T.,  
Lumber Yard

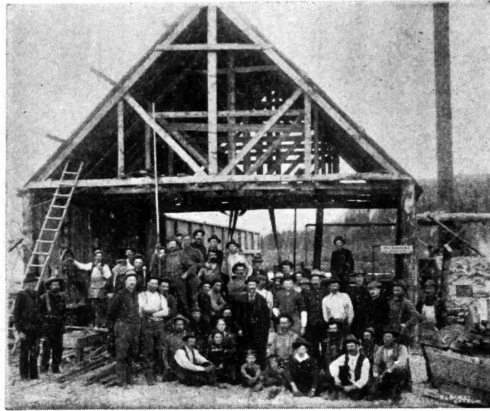
All correspondence to be addressed to the Company and not any officer thereof

## Upper Yukon Consolidated Co. Ltd.

MILL OWNERS, SCOW AND BOAT  
BUILDERS AND LUMBER DEALERS

**M. KING, MANAGER,**

Formerly manager and owner V. Y. T. Co.



King's Mill

Through Rates from Bennett to Dawson for Freight  
Towing by Steamers Kilbourne, Goddard and Lully C.



For further particulars apply to

### KING'S MILL

CARIBOU CROSSING, Y. T.

P. G. COPELAND,  
SKAGUAY, ALASKA.

ORR & TUKEY,  
DAWSON, Y. T.

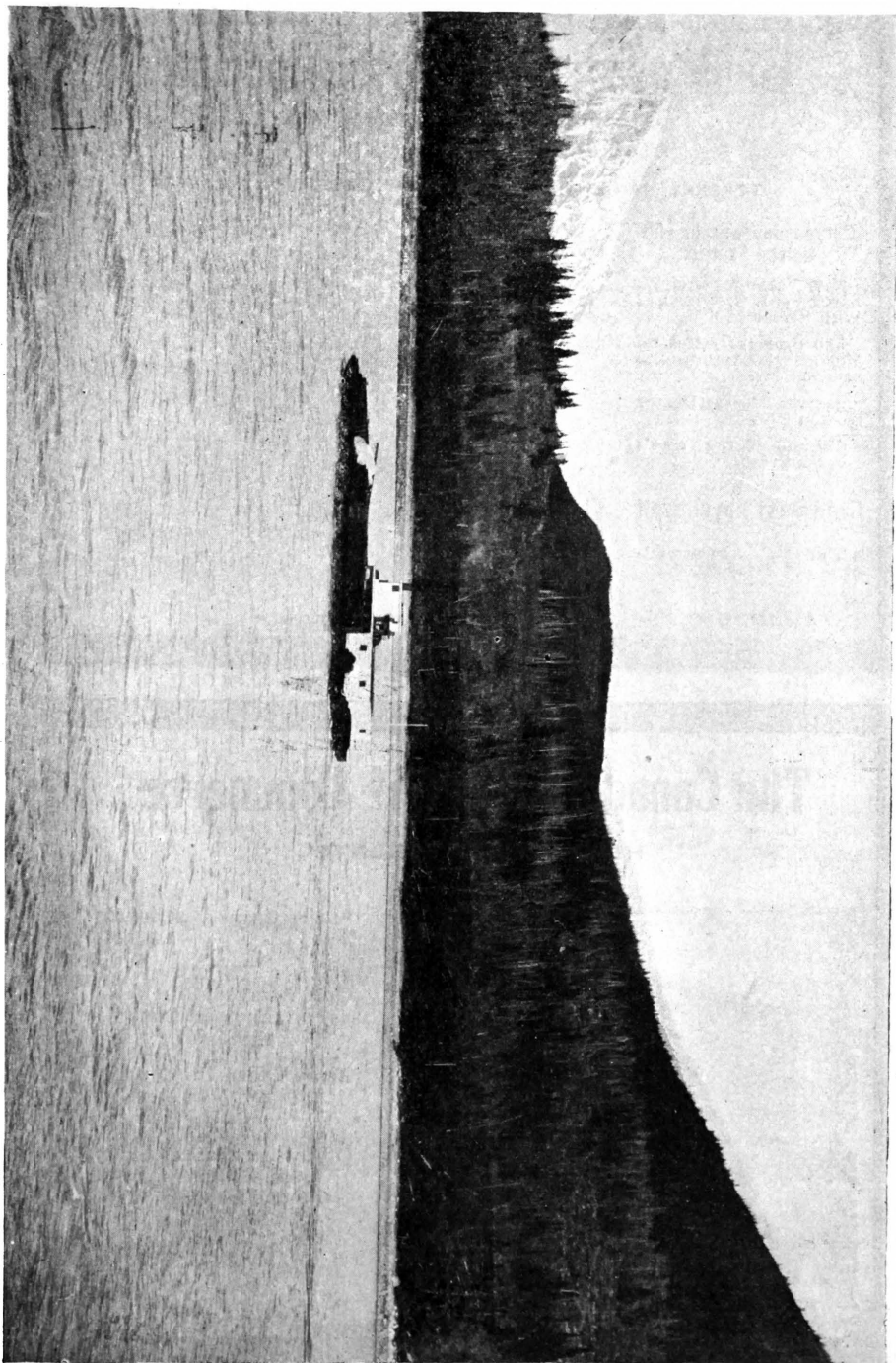


Photo by Barley, Sitka, Alaska.

**CONTRACTOR HENEY'S BIG STEAM SCOW "OMEGA" ON LAKE BENNETT, B. C.**

# Bank of British North America

PAID UP CAPITAL - - \$4,866,666  
RESERVE FUND - - - 1,581,666

GENERAL MANAGER, H. STIKEMAN, ESQ, MONTREAL

### Correspondents in the United States:

**New York**—Messrs. W. Lawson & I. C. Welsh, 52 Wall Street.

**San Francisco**—Messrs. McMichael & Ambrose, 120 Sansome Street.

**Seattle**—Messrs. Dexter Horton & Co.

**Chicago**—Merchant's Loan & Trust Co.

### Gold Dust Purchased

The Bank has a well-equipped Assay Office.



ATLIN, B. C.

ATLIN BRANCH

# The Canadian Bank of Commerce

HEAD OFFICE: TORONTO



ATLIN, B. C. BRANCH

Paid Up Capital - \$6,000,000  
Rest - - - - - 1,000,000

Gold Assayed, Purchased or Taken on Consignment.

Assay Office in Connection for Gold Dust Only.

Offices in Seattle, Skaguay, White Horse and Dawson.

**T. R. BILLET**  
MANAGER  
ATLIN, B. C.

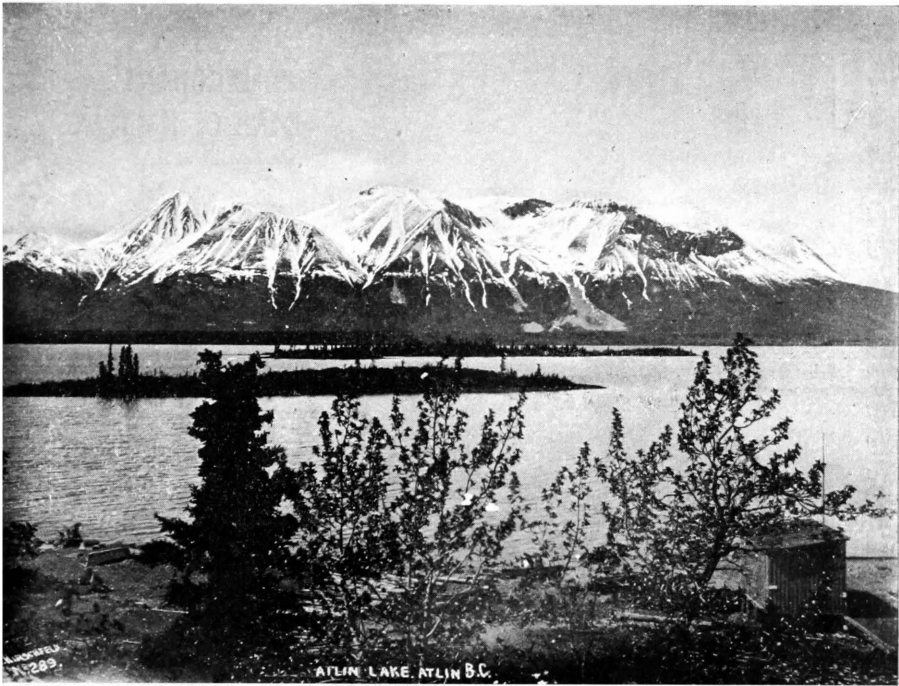


Photo by Barley, Skaguay, Alaska

ATLIN LAKE, B. C.

## ATLIN, BRITISH COLUMBIA.

The town of Atlin has an ideal and extensive site on the eastern shore of Atlin Lake. The aspect of the town is indicative of the faith that financial and commercial institutions place in the future of the country. The Merchants' Bank of Halifax, the Bank of British North America and the Canadian Bank of Commerce are all established in commodious premises erected by themselves at large cost. Each bank has an assay office in connection with its premises.

The visitor will find in Atlin all of the necessities and most of the luxuries of life procurable in plen-

ty—and at moderate prices. Anything except heavy machinery can be purchased there at prices such as to discourage even the heaviest operator from importing supplies. The hotel accommodations are excellent. There are three sawmills in the town.

The Atlin Claim Publishing Co. issues a weekly paper and executes all classes of job printing in good style.

There is an effective volunteer fire brigade under the control of a paid chief.

Atlin has two places of worship, belonging to the Church of England and Presbyterian de-



## THE MERCHANTS BANK OF HALIFAX

ATLIN, B. C.

Capital paid up, \$1,985,070  
Reserve Fund.. 1,700,000

Incorporated 1869

Exchange purchased and  
money transferred to all  
parts of the world

Correspondents:

**London, England**—Bank of  
Scotland.

**New York**—Chase National  
Bank.

**Chicago**—American National  
Bank.

**San Francisco**—First Nat-  
ional Bank.

**Seattle**—Washington Nat-  
ional Bank.

**W. A. SPENCER**

MANAGER

ATLIN, B. C.

## Godfrey Hardware Co.

DEALERS IN

Hardware, Stoves and Tinware, Paints and Oils, Glass,  
Putty, etc., Miners' Supplies, Iron and Steel, Gaint Pow-  
der, Caps, Fuse, etc. All kinds of Tin, Copper and Sheet  
Iron Work done on the premises. Plumbing, Gas Fitting  
and Metal Roofing.

ATLIN, BRITISH COLUMBIA.

## Atlin Lumber & Mining Co.

Large stock of Rough and Dressed Lumber  
always on hand. Special prices in large  
quantities. Scows for sale at Bennett and  
White Horse.

MILLS AT ATLIN

A. J. BAKER  
E. G. TENNANT

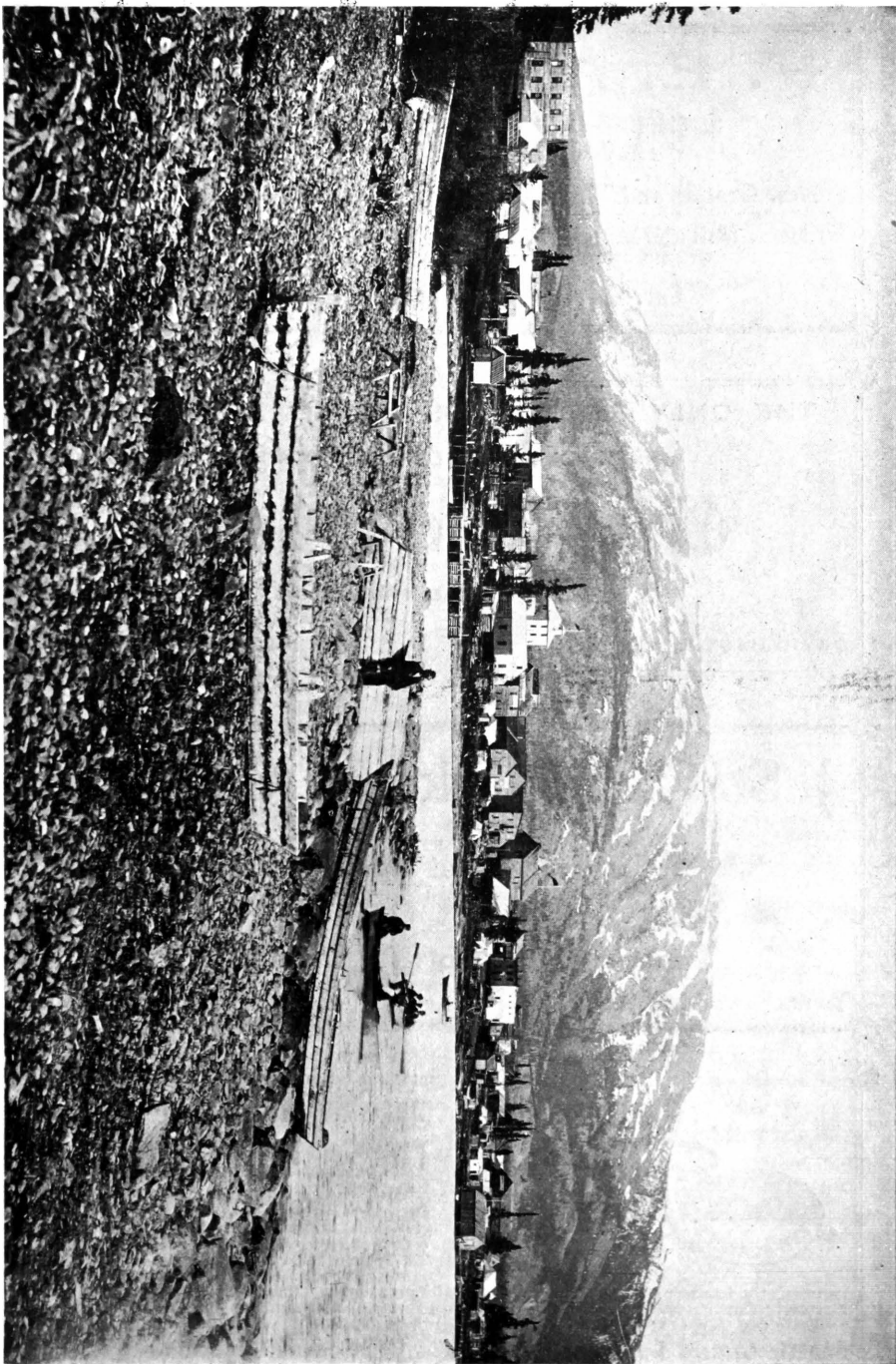


Photo by Barley, Skagway, Alaska.

ATLIN, BRITISH COLUMBIA.

# F. E. McFEELY & Co.

SHELF and  
HEAVY **HARDWARE**

Stoves, Granite and Tinware.

Builders' Mill and Miners' Supplies

Drill Steel, Dynamite Fuse and Caps.  
Crockery and Wall Paper a Specialty.  
Tinshop in Connection. x x x

Cor. Pearl and First Streets, Atlin, B. C.

THE ONLY FIRST CLASS HOTEL IN THE CITY  
AMERICAN AND EUROPEAN PLAN

## Grand Hotel and Cafe

RICE & HASTIE, PROPRIETOR

DAVID HASTIE, MANAGER

ATLIN, B. C.

## J. St. Clair Blackett & Co.



Carry the largest stock of **General Merchandise and Miners' Supplies** in the North. Large orders promptly executed at close prices.

Iron Store--First Street, Atlin, B. C.

Branch at Pan Down

Always Go to a Competent Optician

## The Seattle Optical Co.



The-oldest firm on this Coast, never fail to give satisfaction in the most critical cases. We carry the largest stock appertaining to the Optical business, and make any special frame desired; also grind in our own establishment the lenses used out of the best material obtainable. There is no guesswork in our method. You can rely on our work: we have the latest and most approved apparatus for accurate eye testing and make no charge for eye examination.

Seattle Optical Co., Mfg. Opticians. 715 Second Ave., Seattle, Wash.



nominations, respectively. Under the administration of the Presbyterian church there is a good hospital where patients are cared for by trained nurses.

Amongst other important institutions of Atlin are the provincial government offices, post and telegraph offices, the Atlin Abstract Company, Limited, the Atlin Mining and Investment Bureau, Limited, a school, etc. There is a satisfactory bi-weekly mail service and telegraphic communication with Bennett and Skaguay on one side and the Yukon country on the other is well sustained. Before the end of this season Atlin will be in direct telegraphic connection with the outside world; the wire is now being laid between the town and Quenelle so as to ultimately join the Canadian Pacific Railway system.

To the tourist, the prospector or the investor looking for "likely things," the Atlin country offers a most attractive, novel and accessible field. No hardship need be encountered. Facilities for travel in any direction are at hand and the scenery of the region cannot be surpassed. The delightful summer climate that the country enjoys, with its dry, bracing air, will be of benefit to the delicate or the robust; and the novelty of the conditions obtaining cannot fail to be of interest to all visitors.

The scenery in and around Atlin, which has been aptly described the Switzerland of Canada, is superb; and in keeping with its natural beauties is the magnificent climate with which it is blessed. The summer lasts from the 1st of June to the 1st of October and in this interval there is but little rainfall. A succession of warm, bright days marks

the season; a novelty to the visitor is the constant daylight that prevails for a part of the time. The transition from summer to winter is a quick one, and by the beginning of January the lakes are frozen and journeying over the ice begins. The snowfall has been light in the two winters already experienced—not more than four feet of snow has fallen on the lower levels — and the spells of fine, sunny weather even at this time of year are long and continuous. There is complete immunity from blizzards.

The minimum temperatures registered—and these but rarely—have ranged between 40 and 48 degrees. By the end of May the snow on all but the higher levels has disappeared, the ice on the lakes breaks up, and the lakes are open to navigation at the beginning of June.

When compared with that of lower British Columbia and Washington, the growth of timber is not large, but spruce and jack-pine are to be had in sufficient quantities to meet the requirements of the camp without going far afield.

The grazing is good from May to October; "bunch grass" is found over considerable areas. The profusion and variety of wild flowers and fruits is remarkable.

Trout, grayling and whitefish are to be found in all the lakes and in the streams; the market is always well stocked with fish.

Grouse, ptarmigan, snipe and wild duck are common in season. Moose, mountain sheep and cariboo are to be had in winter.

The permanency of Atlin will lie in the wealth of its mineral ores. The exploration work done has proved the existence of large bodies of rock carrying gold.

A decorative border with a repeating floral and scrollwork pattern surrounds the central text area.

# ATLIN BREWING COMP'Y

ATLIN, B. C.

Brewers of Steam and Lager Beer.  
None but the best ingredients used  
in the manufacture of our Beers.  
The only Brewery in the Arctic  
Regions. Orders promptly filled  
for all parts of the Yukon Terri-  
tory and Northwestern British  
Columbia.

---

**Russell & Wheirfritz**

ATLIN, B. C.

Ledges in free-milling gold quartz have been opened up to a depth of twenty feet or more with most encouraging results. Large plants for hydraulic and quartz mining are being put in, and Atlin will rank among the great producing camps.

### The Atlin Gold Fields, British Columbia.

The Atlin gold fields of British Columbia, owing principally to peculiar legislation—legislation opposed to British traditions and suicidal in principle—earned an unenviable reputation in the past year as a placer mining camp. Measures which aim at correcting, in part at least, the mistakes of last season are being put through the provincial parliament now and aliens will hereafter be able to purchase and work placer claims in British Columbia. Whether it be for its gold alluvials or its gold quartz—not to mention good copper prospects—the Atlin camp is well worth the attention of mining men.

The value of gold won during the past year in the district—entirely from placers by an expensive method of working—cannot be gauged by the government returns of royalty paid. A very large part of the gold taken out of the best claims escaped paying royalty, inasmuch as the wages of laborers employed were generally paid in gold dust and the claim owners' supplies were frequently purchased with gold dust, so that, at best, it was but the profit from such claims that paid tax. The production of the great bulk of the claims, which either barely met expenses or were worked at a loss, paid no royalty. On 26,580 ounces of gold a royalty of 1 per cent was collected; this would

represent a total production of \$425,280, allowing \$16 per ounce. It is estimated that the actual gold output of the camp in the past year was probably not less than \$1,250,000. Much of the ground was tied up by litigation until after July, and as work ended with September, the gold was taken out in two months' time.

As far as last year's work shows, this country cannot be correctly described as a good field for the individual working miner. The mining done last season is useful as indicating the value and extent of the gold-bearing deposits and as partly demonstrating the position, nature and lay of bedrock. Whether in creek beds or in the benches on either side of the latter, excellent prospects have been found. There are several creeks where, in parts, the value of the gravel in creek bed will average over \$3 per cubic yard in a strip from 5 feet to 15 feet deep, while in places the benches will give at least \$2 per cubic yard for a strip of 50 feet. This may be taken as a conservative estimate founded on actual results of work done.

The conditions necessary for successful hydraulic working are existent in a marked degree. The gold-bearing creeks have generally a rapid fall—from 60 to 400 feet to the mile—and as a rule they carry an ample supply of water, by placing conserving dams on feeders and thus controlling the flow of the creek, a scarcity of water toward the end of the season can in any case be prevented. A good dump is generally to be found; the lakes afford a practically unlimited capacity for debris and there can be no trouble on this account.

The working season extends

R. SWEASEY, President.

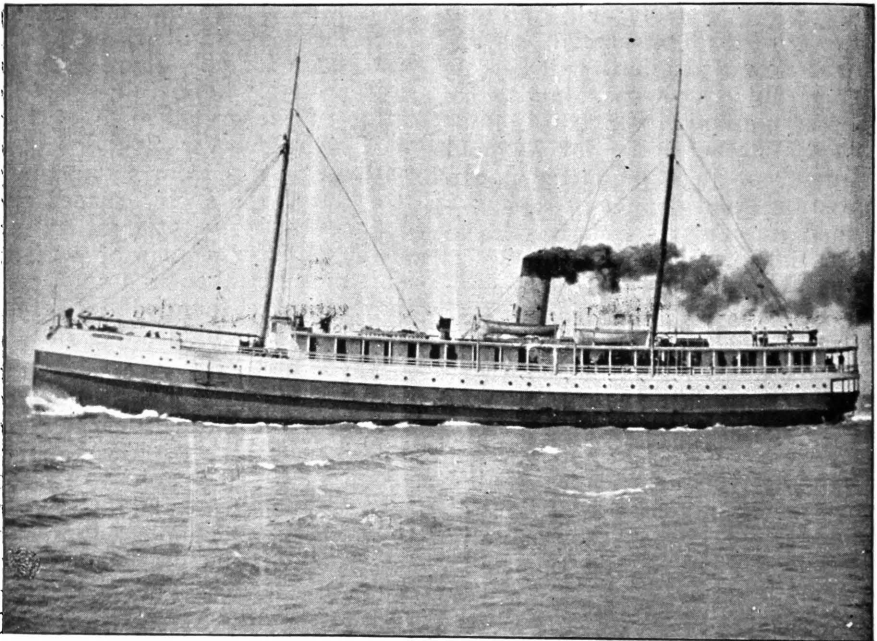
M. KALISH, Gen'l Manager.

# ..THE.. HUMBOLDT STEAMSHIP CO.

Operating the Alaska Flyer,  
the New . . . . .

## Ss. HUMBOLDT

Carrying U. S. Mail and Alaska Pacific Express. 72 Hours to Skaguay, via Ketchikan and Juneau



**EVERY TEN DAYS**

For Passenger and Freight Rates Apply to

**GENERAL OFFICE**

302 California Street,

San Francisco, Cal.

**E. E. CAINE**

Agent, 622 First Avenue,

Seattle, Wn.

from June 1st until September 30th. For nearly half of this period there is constant daylight and for the whole four months the climate is all that could be desired.

Leases of ground by hydraulic mining are granted for a term of 20 years. The placer mining act limits the length of each lease on a creek to half a mile, and in other placer grounds to an area of 80 acres, with a frontage of 1,500 feet on the creek. The yearly rental for creek leases is \$75 and for other leases \$50. A condition of each lease is that a certain amount of work shall be done annually. It is open to anybody—British subject or alien—to take up ground for hydraulic mining purposes, just as anybody may stake and record quartz or mineral claims and even procure a crown grant of the latter.

The prospecting work done on mineral properties has been sufficient to show that there are in different parts ledges of quartzite rich in free gold. The work has not advanced sufficiently to prove the extent of ore body in any property, but it is found so far that the gold values hold for some 20 feet or more, which is the depth reached in a few cases. Large veins of auriferous sulphides have also been found, but as yet little

attention has been paid to such ores. The gold ores generally appear to carry some silver.

Bodies of copper ore, showing free copper, have been discovered in different parts of the district. In one of the largest of these veins the copper is associated with manganese.

As may be inferred from what has been said above in regard to the hydrographic features of the country, water power can be made available in all directions for mining, milling and transportation purposes. There is sufficient timber in the vicinity of the camp to satisfy lumber requirements for some years to come.

Atlin, unlike much of the "frozen north," is easily accessible. There is regular steamer service from Washington ports as well as Vancouver and Victoria to Skagway, and the White Pass & Yukon Railroad is open from the latter port to Bennett; from this point, after the beginning of June, steamers run to Atlin. In winter communication is kept open by a sleigh road from Log Cabin (a station on the White Pass & Yukon) about 55 miles long; this trip can conveniently be made with dogs in a day and a half; there are good stopping places on the road.



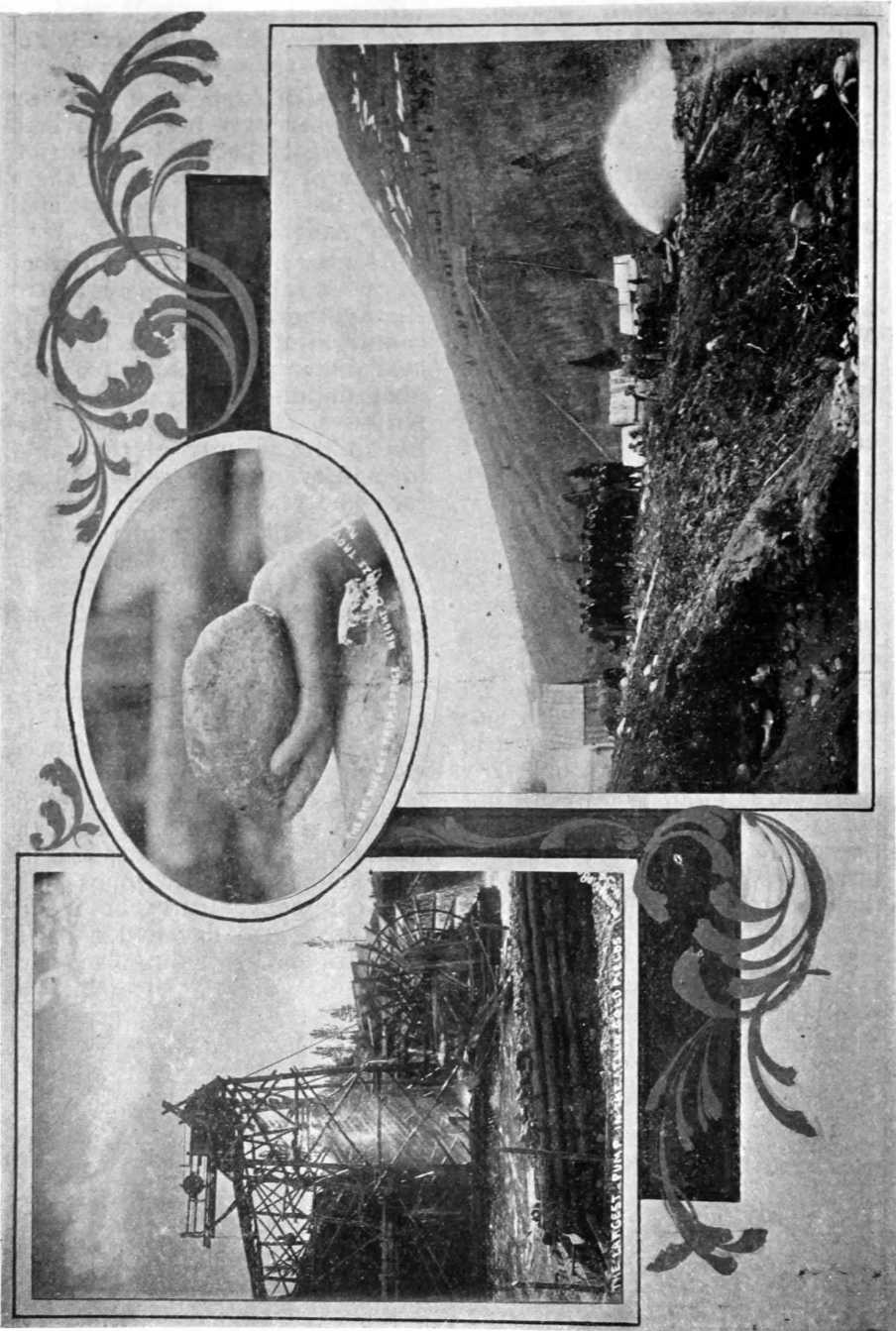


Photo by Barley, Skaguay, Alaska.

## WHITE HORSE, YUKON TERRITORY

TERMINUS OF

### THE WHITE PASS & YUKON RAILWAY.

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White Horse is the Yukon terminus of the White Pass & Yukon Railway. It is situated 111 miles from Skagway, the coast terminus of the railway, and at the head of navigation on the Lower Yukon. Steamers from St. Michael can ascend the river as far as White Horse, but are prevented from going further by the formidable White Horse Rapids, two miles above the town.

This led to the selection of White Horse by the White Pass & Yukon Railway as the terminus of their line. From this point water communication with all points in the valley of the Lower Yukon and its principal tributaries is available.

The Hootalinqua, the Big Salmon, the Pelly, the White, the Stewart, Forty Mile, the Tanana, the Klondike, the Koyuk, and all the other gold-bearing streams tributary to the Yukon can be more readily reached from White Horse than from any other point having transportation connections with the outside world. So also can Dawson, Circle City, Rampart City, St. Michael and Nome.

White Horse is the point of transshipment of freight and passengers for all that vast region known as the valley of the Lower Yukon, having an area in Canada and Alaska combined of fully half a million square miles.

Within a few months this

young and thriving town has sprung into existence. It is an ideal location, just this side of the famous White Horse Rapids, with the Yukon river in front and the beautiful mountains as the background. The foothills are thickly wooded and broken here and there with little streams of clear, cold water.

Front street, which faces the river, is a busy scene, two and three-story buildings are under construction, and smaller ones are bobbing up here and there. The railroad warehouses surpass anything in Alaska; they extend 1,000 feet along the banks of the river, and are amply able to house the immense quantities of freight which is daily transferred from the cars to the steamers.

The copper almost at its doors is bound to make White Horse a prosperous town. The facilities for a smelter are all that can be desired. Six miles away are the White Horse Rapids; power can be transmitted from there in sufficient quantities to operate all the machinery in the district. The surrounding hills contain any amount of hematite, which can be used for flux. A large number of locations have been made in the copper belt, but there is still an immense area of country that has not been even looked at and has never had a pick stuck into it. The possibilities of the region are unknown. The limited amount

# WHITNEY & PEDLAR

**THE BIG OUTFITTERS  
GENERAL MERCHANTS**

Buy your goods at White Horse and Bennett. We have everything you need for this country.

Outfitting for the interior our specialty. Wholesale and Retail.

**BENNETT, B. C.  
WHITE HORSE, Y. T.**

## White Horse

Yukon Terminus of the White Pass and Yukon Railway.

The Coming Metropolis of the Golden North.

All steamers plying to and from Dawson and other places on the River Yukon and its tributaries must make White Horse their terminal points.

The new gold fields on the Big Salmon can be more easily reached from White Horse than from any other locality, thus it is certain to become the great distributing center for the whole Canadian Yukon.

Wonderfully rich copper deposits in its immediate vicinity and distributed over a wide area to the westward and southward will certainly make White Horse an important industrial center.

The townsite is beautifully situated on a level tract of land on the west bank of the Yukon river and just below the celebrated White Horse Rapids, around which all goods have been hitherto transhipped from the steamers on the upper river to those on the lower river.

Lots are now on the market.

Plans of the townsite can be seen and prices and all information regarding the same can be obtained at the office of the undersigned at 36 Fort street, Victoria.

Offices W. P. & Y. Ry. Co., Skaguay.

Front street, Bennett.

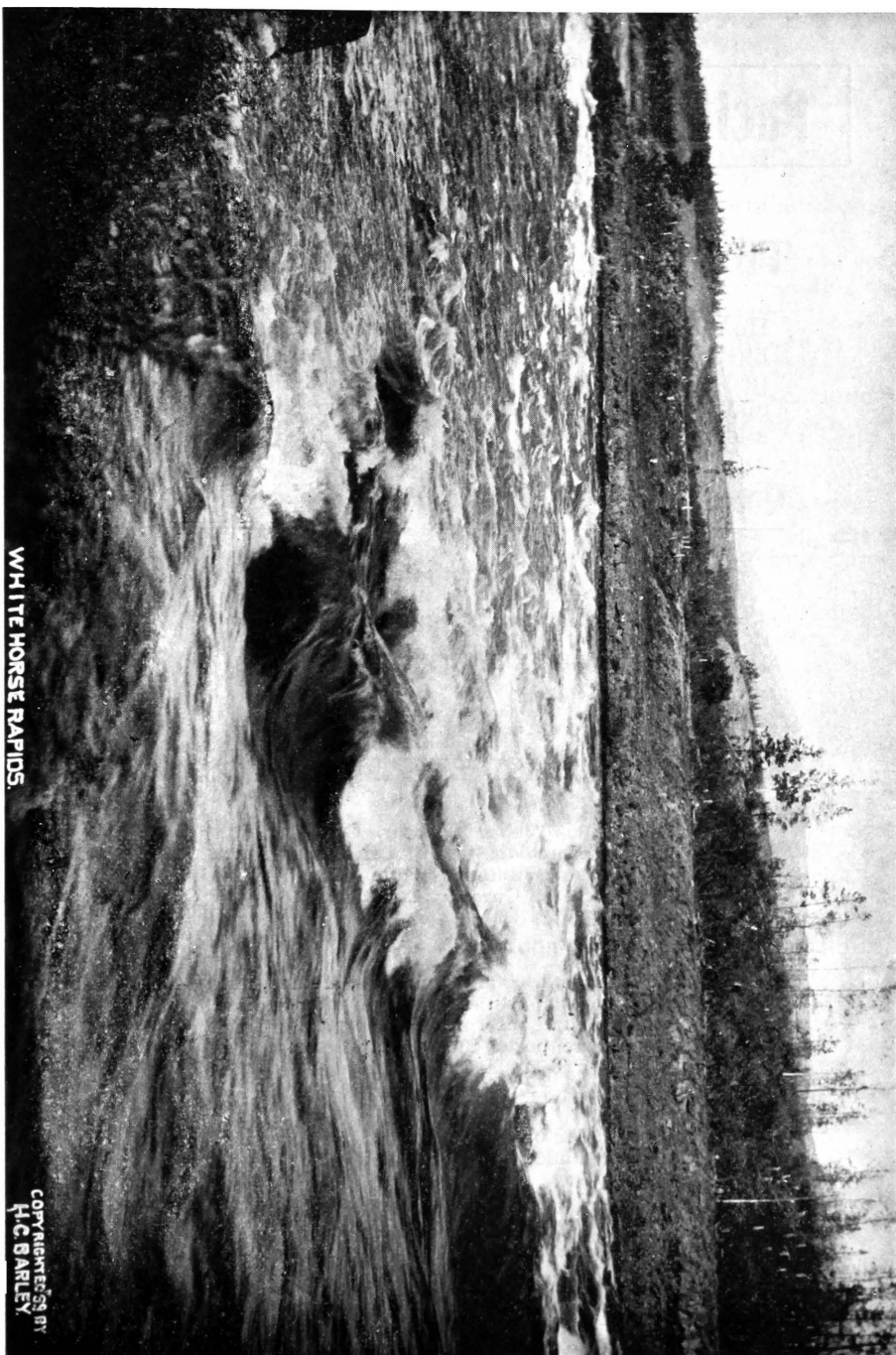
First avenue and Main street, White Horse; and also at the offices of Sander & Haynes, corner of Pioneer Square and First avenue south, Seattle, Wash.; and also at the office of

J. J. Bonfield, 607 Hastings street, Vancouver, B. C.

**A. G. PRESTON, General Agent.**



Photo by Bartley, Skapnav, Alaska



WHITE HORSE RAPIDS.

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H.C. BARLEY

# Pacific Coast Steamship Co.

Connecting at Skaguay With

## The White Pass & Yukon Route

Has been twenty-five years in the Alaska business, carrying United States mail and express, and now operates the following first-class passenger steamers between Skaguay and Puget Sound ports:

Queen, Cottage City, City of Topeka, Al-ki

Stopping at all important points, including

**Ketchikan, Wrangel, Juneau, Skaguay,  
Glacier Bay and Sitka.**

Other Steamers owned  
and operated by the

....**PACIFIC COAST STEAMSHIP CO.**....

Umatilla, Walla Walla, Senator, Gypsy, Santa Rosa, City of Puebla, State of California, Alex. Duncan, Corona, Pomona, Santa Cruz, Bonita, Orizaba, Willamette, Curacao, Coos Bay.

### ON THE FOLLOWING NAMED ROUTES:

Between San Francisco and Guaymas, Mexico, and intermediate ports; San Diego and intermediate ports; Eureka and intermediate ports; Portland and intermediate ports; Puget Sound ports. Between Seattle or Tacoma and Cape Nome.

Folders will be mailed or other information furnished on application to the undersigned or to any of the company's agents.

**F. W. WHITE, Agent, Skaguay, Alaska**

H. F. ROBINSON, Alaska Superintendent      GOODALL, PERKINS & Co., Gen. Agts.  
Juneau, Alaska.                                      Market St., San Francisco, Cal.

C. W. MILLER, Asst. Puget Sound Supt.,  
Ocean Dock, Seattle, Wash.

of work done has proven that they are among the big prospects of the coast, as far as explorations have been made. There has not been a single shaft sunk nor a drift run that has not shown a deposit of copper so rich that the owners have refused prices up in the thousands, and which promise fabulous development, and will mean the introduction of much capital and machinery and the employment of many men for the working of the mines which promise to be inexhaustible. The railroad company has offered exceptionally favorable freight rates on ores. The company recognizes that the speedy development of these mines will do much to furnish employment to a large and permanent population.

#### Recent Assays Prove Them Very Rich.

The following in regard to the copper properties at White Horse, Y. T., is taken from information furnished to the Daily Alaskan of July 3d, by Mr. J. K. Manowski:

"White Horse is a wonderful camp and the croppings and surface showing are certainly of a very high grade of copper ore, with gold and silver values. The ore is found on a contact of lime, quartz and granite, some porphyry mixed with the lime formations.

"The nearest mines from the townsite, which, by the way, is an ideal one, in a beautiful valley on the shores of the Lewis River, are from four to five miles distant, in a westerly direction, and others from seven to eight miles in a circle to the south. The properties of the B. A. C. Co. show the most work, the Pueblo group hav-

ing a shaft of some seventy feet, and a cross cut of about the same length, all in ore. The character of the Pueblo ore is hemetite iron with copper, gold and silver values, a most suitable product for the Coast smelters.

"The Carlisle belongs to the same company and is being worked under Capt. Garland's directions. The shaft is some forty feet in the most beautiful ore I ever had the good fortune to look at, in peacock copper, bornite or erubescite and chalcocite, running very high in copper with gold and silver values.

"Messrs. W. P. Grainger and J. McIntyre are the fortunate owners of the Copper King group. Their shaft is daily giving up ore more valuable and of a bornite character, and they will soon ship a few carloads as a starter.

"The Anaconda group with the Rabbit-foot and White Horse, owned by W. A. Packett, Charles Ward, O. Dickson, W. F. O'Neal and A. P. Benton, is another wonderful property with considerable dead work and uncovering of ore bodies accomplished. They have three shafts sunk on the property, all in valuable bornite ore, with charcoite in deeper cuts. One assay made by A. de Roux, a reliable and competent assayer from Skaguay, gives some choice ore from this group, \$233.60 in copper, \$10.80 in gold, \$14.20 in silver, a total of \$258.60.

"On the lower end of the Anaconda we saw a tunnel of some 150 feet in length of a different formation entirely, a free milling quartz, running an average of \$8.30 in gold per ton. The mouth of the tunnel is not far from Porter Creek, an ideal site for a saw mill. The Rabbit-foot shows the same high grade ore as the Ana-

# Washington and Alaska Steamship Company

Operating

## S. S. City of Seattle

Makes three round trips a month from Seattle to Skaguay calling at Port Townsend, Ketchikan and Juneau.

## S. S. Ruth

Makes two trips a month from Seattle to Skaguay, calling at Port Townsend, Helm Bay, Petersburg, Quodra, Revella, Ketchikan, Wrangel, Juneau, Chilkat, Haines Mission and Pyramid Harbor.

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FOR RATES ETC. ADDRESS

**Dodwell & Co., Ltd., General Agents**

113 James St., Seattle, or Tacoma, Wn.,  
Portland, Ore., Victoria, B. C.

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Through Tickets and Bills of Lading to Dawson and all  
Yukon River Points.

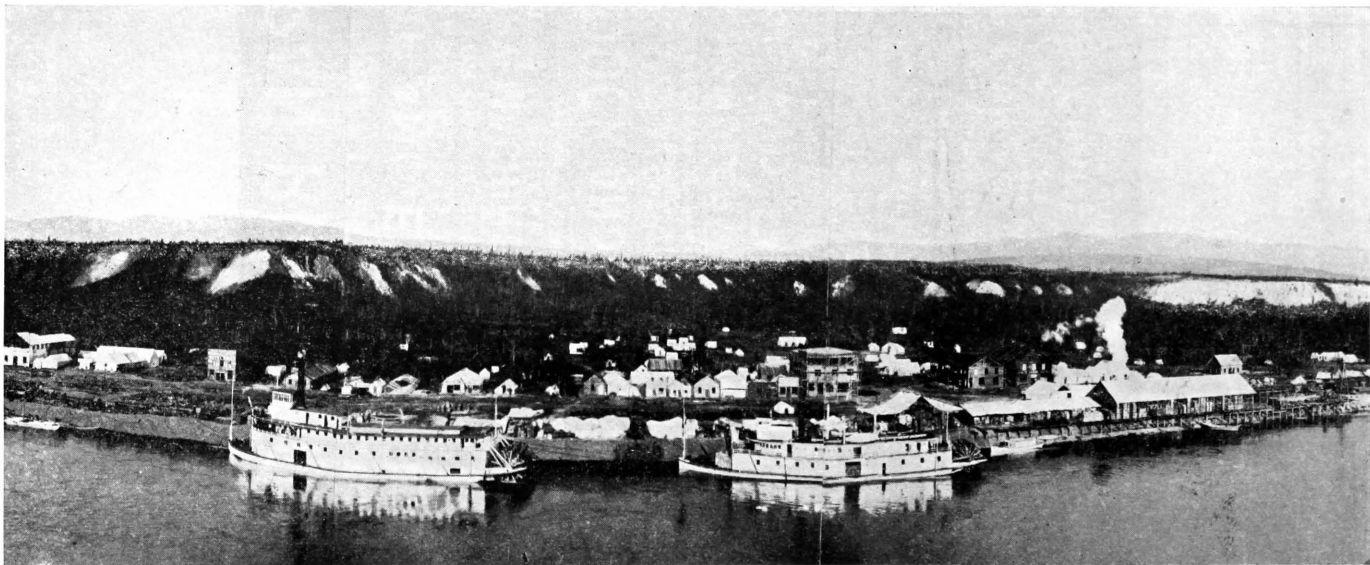


Photo by Barley, Skaguay, Alaska.

WHITE HORSE, Y. T., TERMINUS OF THE WHITE PASS & YUKON ROUTE.

# MORAN BROS. COMPANY

SEATTLE, WASHINGTON

**SHIP AND ENGINE BUILDERS**  
STEEL AND WOOD VESSELS, STEAM OR SAIL  
FOR OCEAN, SOUND AND RIVER SERVICE

**FOUNDRY, MACHINE, BOILER AND FORGE SHOPS**  
LARGEST TOOLS AND EQUAL TO ANY REQUIREMENT  
HEAVY FORGINGS A SPECIALTY

## DRY DOCK AND MARINE RAILWAY

Two-Section balanced floating dry dock, 400 ft. long, 60 ft. between towers; patent steel wedge keel blocks; 12,000 tons displacement.  
CAPACITY OF MARINE RAILWAY 1500 TONS

**SHIP CHANDLERY, ENGINEERS' SUPPLIES**

## SAW AND PLANING MILL

CAPACITY: TIMBER, 48 INCHES SQUARE, 125 FEET LONG  
Including every description of ROUGH, DRESSED or KILN DRIED  
**YELLOW FIR, RED CEDAR OR SPRUCE**  
We make a specialty of long and large timber and can DRESS FOUR  
SIDES 20 x 30 INCHES.

**SPARS** THE LONGEST, LARGEST, CLEAREST AND BEST IN THE  
WORLD; ROUGH OR HEWN.  
**PILES** OR TIMBER OF ANY DESCRIPTION.

**CARS FROM ALL TRANSCONTINENTAL ROADS**  
ENTER OUR YARDS AND DOCKS

**DOCK SHIPMENTS TO ALL PARTS OF THE WORLD**

**ELECTRIC CRANE** Capacity to transfer 75 tons from car to vessel  
WE INVITE CORRESPONDENCE

conda and of large extent; the shaft is thirty-five feet in bornite ore.

"Many other properties are be-

ing opened up, the Miller group, the Valeril, the Grafter group and many, many others too numerous to be mentioned as they deserve."

## DAWSON

### THE CAPITAL OF THE YUKON TERRITORY.

Dawson, after all, is but a supply point for the mines. Its warehouses, its banks, its hotels, its theaters, its newspapers, are all catering rather to the men of the

as Dawson have grown up—built by the prospector and poor miner, and then died down and been deserted and given over to the blue-jays and squirrels as their only



Photo by Barley, Skaguay, Alaska.

### SUMMIT LAKE.

creeks than to the denizens of the town.

In most of the great mining districts of the world, towns such

inhabitants, until such time, years after, that capital would come in and rebuild them. But things move more quickly nowadays,

# White Horse Hotel

Steve O'Brien, Norman Macauley. Props.

**BAR AND GRILL ROOMS  
LEADING HOTEL IN TOWN**

**WHITE HORSE, Y. T.**

## **FALCON JOSLIN ...BROKER AND FINANCIAL AGENT...**

Expert Report on Mines  
24 per cent net on Investments.

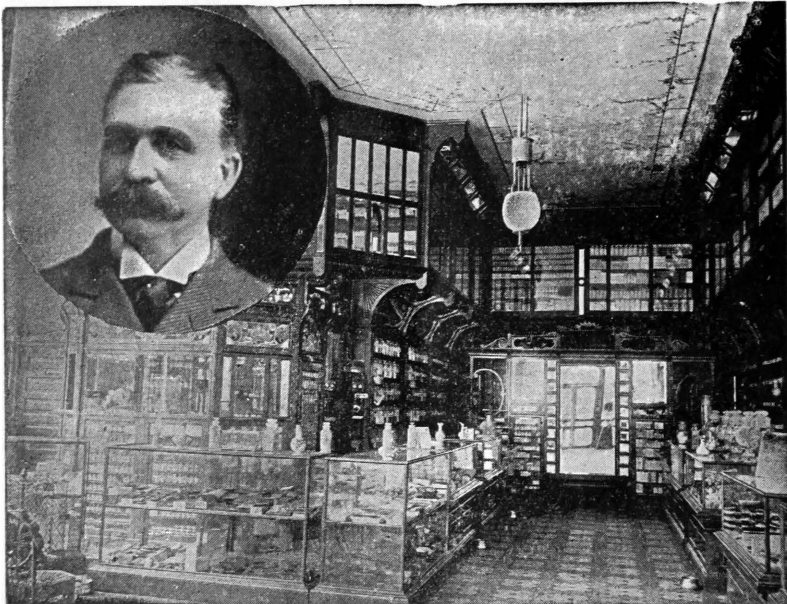
**DAWSON, Y. T.**

# Leland Hotel

A. L. DRAKE, MANAGER.

**SPECIAL ATTENTION PAID TO ALASKA MINING MEN.  
RATES, \$2 00 PER DAY.**

**HASTINGS STREET, - - - VANCOUVER, B. C.**



Dr. MacKenzie's English Catarrh Cure is guaranteed to cure. Free trial treatment at **Guy's Drug Store**, corner Second Avenue and Yesler Way, Seattle, Wash.



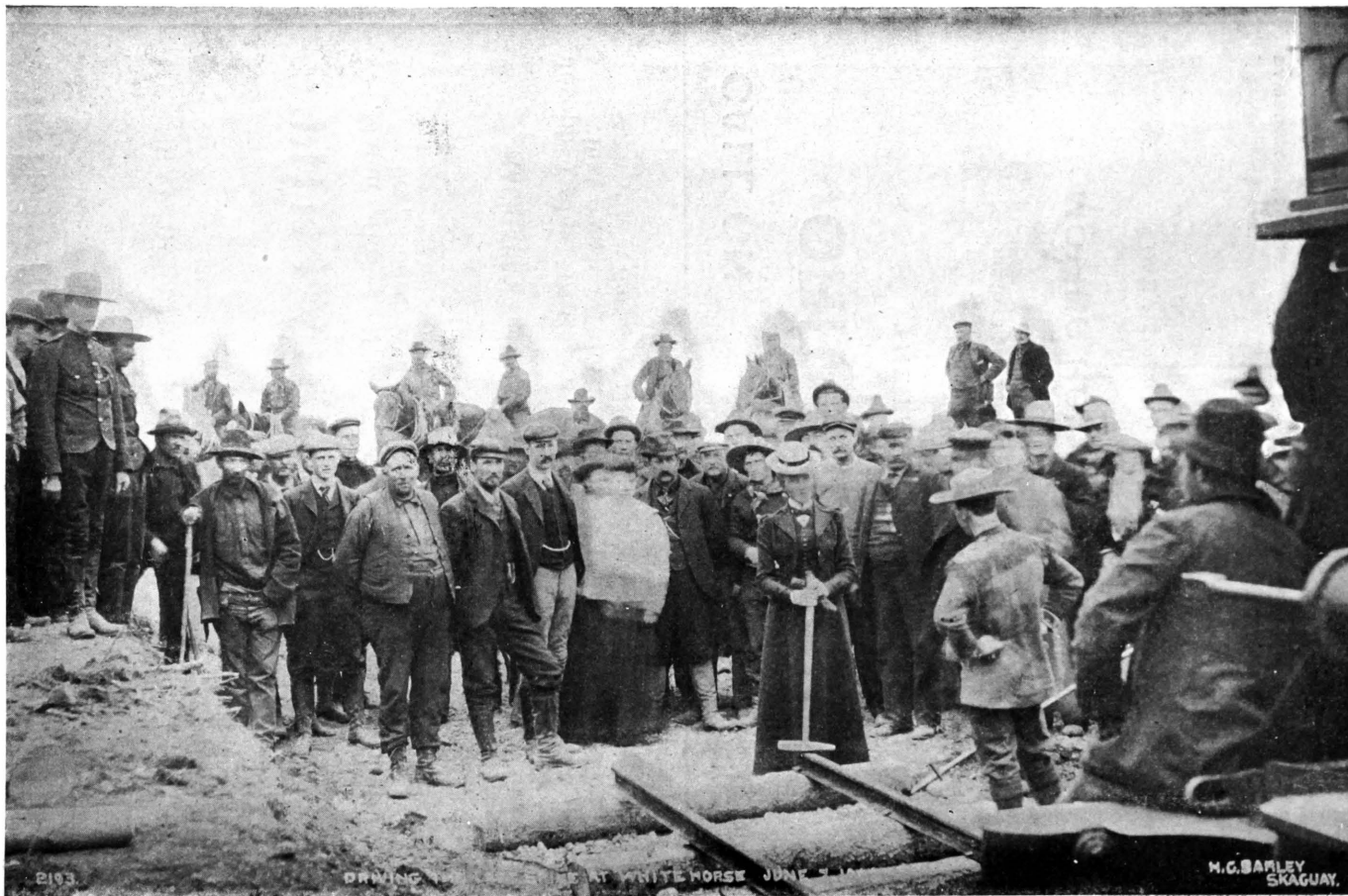


Photo by Barley, Skaguay, Alaska.

**DRIVING LAST SPIKE AT WHITE HORSE, Y. T., JUNE 7, 1900.**

**The Pioneer Merchants and Traders of Dawson and the  
Yukon Country**  
▼▼▼▼▼

GENERAL DEALERS in Groceries, Boots and Shoes,  
Hardware, Stationery, Gents' Furnishings, Hats and Caps.

**THE LADUE SAW MILL**

Manufacturers all kinds of Rough and Dressed Lum-  
ber, Doors, Windows. All kinds of Building  
Material always in stock and promptly furnished.

**MACHINERY and MINERS' SUPPLIES A SPECIALTY**

Joseph Ladue, President of the Company, was the orig-  
inal owner of the townsite of Dawson, of which  
the Company now have a large number  
of town lots for sale.

**CALL ON**

**E. S. ORR  
W. V. TUKEY**

**ORR & TUKEY**

**THE FREIGHTERS**

For rates to all the Creeks. A specialty  
made of and fully equipped for

**MOVING HEAVY MACHINERY**

Daily stage to and from Grand  
Forks carrying Royal Mail.

**DAWSON OFFICE:**  
A. C. CO.'S BUILDING.

**FORKS OFFICE:**  
OPPOSITE GORD HILL HOTEL

TELEPHONE CONNECTIONS BOTH POINTS.

and the prospector is hardly allowed to leave Dawson before capital follows fast upon his heels and prevents the town from going to decay. While Dawson has lost in population during the past year, it has gained in wealth, and now there is being built up a substantial city that will last for a great many years. Two years ago the water front was lined with boats, built at Bennett, and on which thousands of people had floated down to Dawson. A large proportion of these camped either on their boats or in tents on the townsite, and made this place look more like a tented army field than a city. Today there are few tents, and nearly all of the people are building permanent residences, if they have not already done so.

There are now in Dawson nearly 1,000 women, or nearly one-fifth of the population. Quite a large proportion of these are the wives of men who have come here to make this their home. A couple of years ago few would have thought of asking their wives to come to the place, partly because they were uncertain of a future for the town and partly because of the difficulties of life there. Now all this is changed, and with the conveniences which have been brought in or established there, and with the marvelously pleasant climate, owing largely to the dryness of the atmosphere, the average man feels that he can make a home as comfortable along the Yukon as in nearly any other part of the world.

Before the townsite had been drained and food supplies were very meager, there was a great deal of sickness, mainly typhoid fever and scurvy. The day of

scurvy and typhoid has gone by, and there remains today in Dawson, monuments in their honor built by the liberality of the miners—a large number of empty hospitals.

Dawson is now in telegraphic communication with the outside world, and London capital, now seeking investment here, will be able to keep in touch with the country, and this means very much for its welfare. A large part of the gold output that comes from the mines heretofore has been taken to the outside, and as a consequence there has been need for the introduction of capital, but want of communication has done much to retard its coming.

Now, there is no reason why Dawson shall not be in close touch with the financial center of the world.

Formerly a winter trip from Dawson was regarded as an arduous undertaking. Now there is no reason why, even in winter time, this trip should not be made by anyone with a very reasonable degree of comfort, and at comparatively small expense.

Dawson now has first-class restaurants, good hotels, and as well appointed clubs as may be found in much larger cities in other parts of the world, and as many churches as are necessary for the population. It may seem to the man on the outside that Dawson has not much use for churches; but it may well be said in reply that whether the good people of Dawson attend church in as large proportion as they do in cities in civilization or not, they certainly give them far more liberal support. They have good government so far as the prevention of

# PALMER BROS.

WHOLESALE AND RETAIL OUTFITTERS

FANCY GROCERIES A SPECIALTY

FRONT ST., OPP. AURORA DOCK  
BRANCH STORE AT GOLD RUN

DAWSON, Y. T.

## ***A. J. Bannerman***

REAL ESTATE, MINING AND FINANCIAL AGENT

*Mining Claims Bought and Sold*

Estates managed, rents, interests, dividends, etc. collected. Payment of taxes made, renewal grants, free miner's certificates, etc.; money received for investment on mortgages or other securities. Special attention given to the management of mining claims for non-residents.

**MONEY TO LOAN**

References Furnished  
Correspondence Solicited

Office "Victoria Chambers" cor. 1st Ave. and 2nd St.,  
DAWSON, Y. T.

## Dawson Sawmill & Building Co.

O. W. HOBBS, Proprietor

Manufacturers of

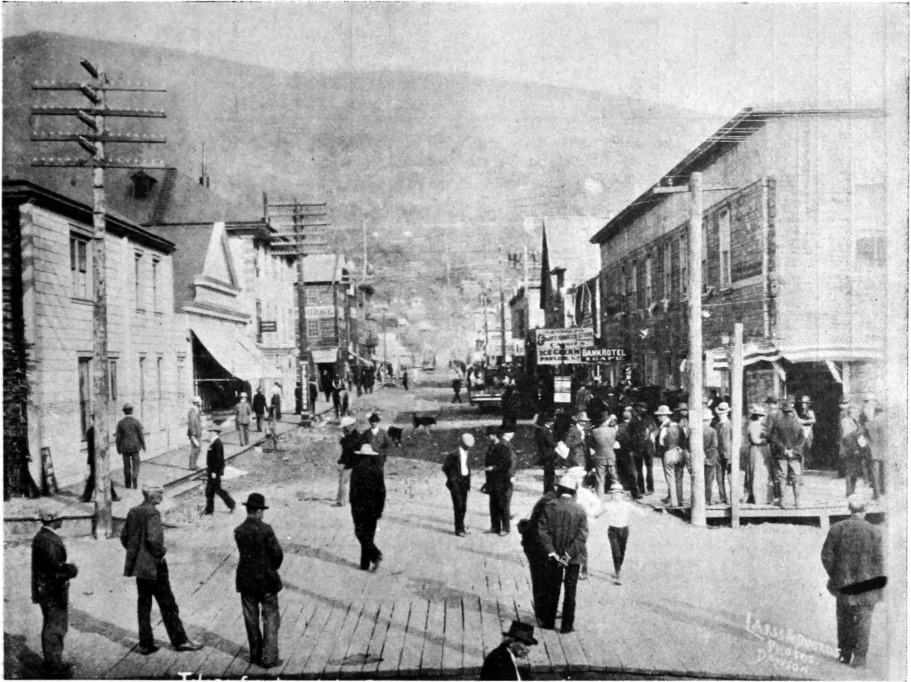
**Brick, Lime and Lumber**

**Sash, Doors and Blinds,  
Mouldings, Scroll and  
Band Sawing**

CORRESPONDENCE SOLICITED

473 FRONT STREET

DAWSON, N. W. T.



STREET SCENE, DAWSON, Y. T.

crime goes, and protection of property.

The best evidence which Dawson can produce to prove the present stability and future permanency is the large number of permanent mercantile firms, whose investments in stocks and buildings range in millions of dollars and whose extensive and varied trade ranks them on a par with the great wholesale houses of the larger cities of the coast.

Dawson is now, and will probably be for many years, the capital of the Yukon country. It has a beautiful site, and is in what those who have been there for any length of time, know to be a glorious climate. The time should come before long when this will be a resort for tourists, both in summer and in winter, who, tired

of the older and more beaten tracks, care to look at new fields. No more beautiful scenery can be offered in Norway or other northern countries of Europe than can be shown on the Yukon.

A year ago or more it would seem ridiculous to make these statements about Dawson and about the Yukon country, but experience and enterprise have done so much to develop the natural resources of the country, that the general aspect has entirely changed. This subject might be pursued, to show how much more comfortable life is in Dawson than it was a year ago. Some of the old "sour doughs" can appreciate what they went through in those old times, but the world will never know.

# Hotel Donovan

GIBSON & JEWELL, PROPS.

Newly Furnished with Modern Furniture  
From Top to Bottom

## European and American Plan

A quiet, first-class house. Ladies and gentlemen will find it a pleasant house. The table is furnished with the best the market affords. First-class attendance.

**NO BAR IN CONNECTION WITH THE HOUSE**

Rates, American Plan.....\$4.00 a day and up.  
Rates, European Plan.....\$2.00 a day and up.

Within two minutes walk of steamship landing.  
Excellent "Table d' Hote" Meals. Best accommodations in the city.



# Hotel Donovan

Cor. Second St. and Third Ave.,  
DAWSON, N. W. T.



STREET SCENE IN DAWSON FOURTH OF JULY, 1900.

#### Facts About Dawson.

Banks, 2.  
 Doctors, 25.  
 Dentists, 10.  
 Churches, 4.  
 Skating rink.  
 Laundries, 12.  
 Social clubs, 4.  
 Assay offices, 5.  
 Bottling works, 1.  
 Population, 5,000.  
 Public hospitals, 2.  
 Private hospitals, 3.  
 First class hotels, 12.  
 Fraternal societies, 4.  
 Shipyard and ways, 1.  
 Express companies, 3.  
 Number of brick yards, 3.  
 Number of sawmills, 6.  
 Manufacturing jewelers, 7.  
 Athletic and sporting clubs, 2.  
 Tonnage from St. Michael, 15,000.

Cold and warm storage warehouses, 8.

Distance between Dawson and Skagway, 628 miles.

Amount invested in realty and improvements, \$20,000,000.

Local revenues from liquor and trade licenses and court fines, \$208,000.

Customs receipts, port of Dawson, January 1st to October 1st, 1899, \$231,182.09.

Weekly mails in and out of Dawson by dog and horse teams during the winter and after close of navigation.

The largest nugget ever found in the Yukon territory was brought to the surface in creek claim No. 34, Eldorado, on August 31, 1899, by Peter Gordt, who, with his partner, Low Swanson, had been given the privilege of

Established 1896

A. C. Co.'s Office Building

# **Emil Stauf**

**PIONEER REAL ESTATE AND MINING BROKER**

## **Real Estate**

Agent for Harper & Ladue Townsite Co., Harper's Addition, Menzie's Addition. Financial Agent. Mining Broker.

## **Insurance** *Imperial Life Assurance Co., of Penn.*

Make a specialty of Rents and Interest collections. Money loaned on good security. Property of non-residents solicited.

**DAWSON, N. W. T.**

W. J. WALTHER, PRES. AND MGR.

J. B. LIBBY, VICE-PRES.

W. C. DAWSON, TREAS.

# **Yukon Iron Works**

The Pioneer Machine Shops and Boiler Works of the

## **YUKON**

The most complete machine shop north of Puget Sound. We manufacture the most successful

### **BOILERS, THAWING MACHINES and PAINTS in Use.**

All classes of repair work promptly and satisfactorily done. A complete stock of Boilers, Engines, Pumps, Steam Fittings and all classes of machinery supplies always on hand.

OFFICE AND WORKS:

COR. SIXTH ST. AND SECOND AVENUE

PRINCIPAL OFFICE:

PORT TOWNSEND, WASH.

**DAWSON, N. W. T.**



doing free summer gleanings, or, in the vernacular of the creeks, were "sniping." The discovery was made in bedrock under five feet of gravel. The nugget is 5 9-16 inches long and 2 1-4 inches thick. It weighs six pounds and six dollars, and represents \$1,158 in gold.

- Dairies, 5.
- Theaters, 3.
- Lawyers, 25.
- Breweries, 2.

- Miles of improved streets, 5.
- Salvation Army with barracks.
- Coal mines in the vicinity, 5.
- Turkish and plain bath houses, 9.

Number of children of school age, 200.

Electric light plant, supplying the city.

Water systems supplying the city, 2.

Government and commercial telegraph office.



SCOWS LANDING FREIGHT IN DAWSON.

- Public hall, 1.
- Pack trains, 8.
- Gymnasium, 1.
- Planing mills, 2.
- Machine shops, 3.
- Private schools, 3.
- Suburban towns, 2.
- Steamboat docks, 12.
- Suspension bridge, 1.
- Up-river steamers, 23.
- Vegetable gardens, 12.
- Down-river steamers, 41.
- Restaurants and cafes, 40.

Output of mines for last year, \$15,000,000.

Newspapers, daily, 2; semi-weekly, 1; weekly, 3.

Telephone system in operation covering the whole mining district.

Transportation companies on the upper river, 3; on the lower river, 8.

Fire department, with 2 engines, 2 hose carts, 2 chemicals, and a hook and ladder truck.

## Regina Club...

# Hotel

Thirty-five elegantly furnished and well heated,  
electric lighted rooms. European Plan  
rates \$2.50 and upwards.

**Sample Room for Commercial Travelers**

**FIRST-CLASS BAR**

T. C. HEALY,  
MANAGER AND PROP.

DAWSON, N. W. T.

## The Yukon Plumbing, Heating and Engineering Supply Co.

SAMUEL A. WYE, Manager.

HEADQUARTERS FOR THE  
ABOVE LINES

COR. THIRD AVE. AND THIRD ST.  
DAWSON, N. W. T.

## Lancaster & Calderhead

General Storage and  
Wholesale  
Commission Merchants

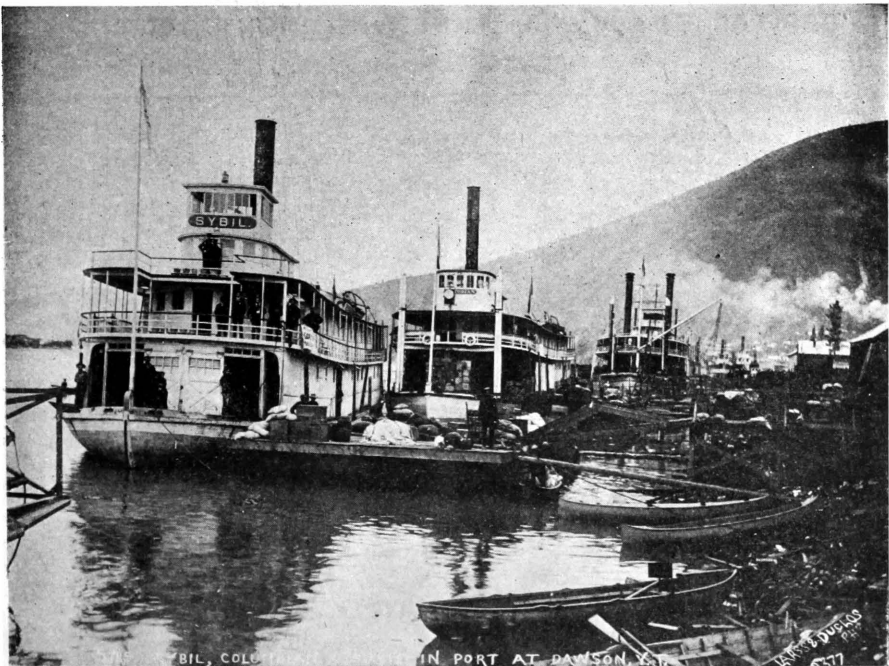
Reference Canadian Bank of Commerce  
Warehouses Cor. 4th St. and 3rd Ave.

Office, E. and C. Dock  
Dawson, N. W. T.

## KLONDIKE GOLD FIELDS.

A little over thirty-six months have elapsed since the Western world was thrown into a state of great excitement by the reports of the discovery of rich placer gold fields on the Yukon.

erties of all kinds sold at a sacrifice, and fortunes great and small—even lives—were risked in the endeavor to reach the place where gold was to be found in such quantities.



STEAMERS IN PORT AT DAWSON, Y. T.

The miners returning to their various homes with big sacks of the precious dust and with still bigger stories, lent assurance to these reports, and the conditions of the financial world being peculiarly favorable, one of the greatest "stampedes" known in history resulted.

Homes were mortgaged; prop-

It is interesting, after this lapse of time, to read the stories which caused people to tear themselves from home and all its associations and take up a life to which not one in twenty had been used, and, while most of them consist mainly of ridiculous exaggerations, yet each day brings us nearer to a realization of the fact that after.



# The Merchants Bank of Halifax

Head Office, Halifax, N. S.

**CAPITAL, \$2,000,000. RESERVE FUND, \$1,700,000**

**J. H. FERGUSON, Acting Manager Bennett Branch.**



Photo by Barley, Skaguay, Alaska.

Scows being towed down Lake Bennett, en route to Dawson.

**BUILT BY HOLLAND BROS.**

**SCOW AND BOAT BUILDERS**

Only Puget Sound Lumber Used.

**BENNETT, B. C.**

**ALBERT MAYER**

**Watchmaker and Manufacturing Jeweler**

**Nugget Jewelry and Souvenirs a Specialty.**

**Dawson, Y. T.**

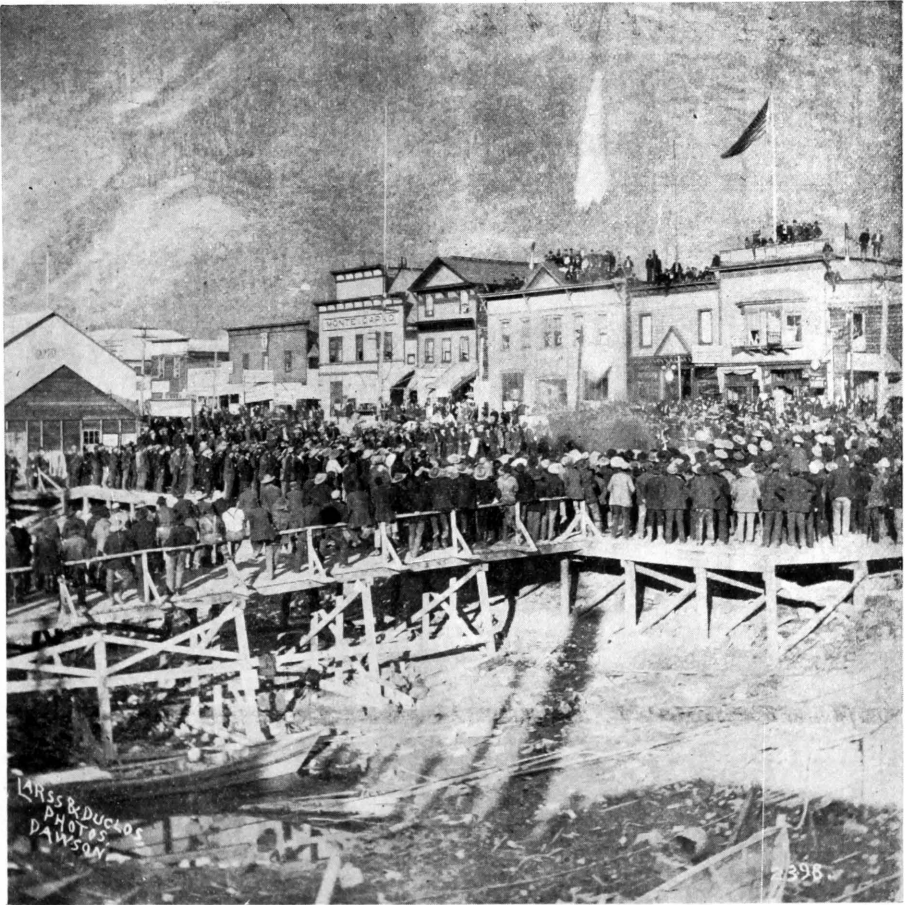
Seattle Office: J. B. Mayer Bros.,  
Assayers and Refiners, 116 Cherry St.

all they missed the mark only a little.

### The Truth Good Enough.

And it is gratifying to know that, stripped of its filmy vest-

sensational newspapers, wilful falsehoods told for a more serious purpose by the boomer of 'wild-cat' claims—to say nothing of the "official reports" of "the-man-who-happened-to-be-there," and who was supposed to



FRONT STREET, DAWSON, DURING LORD MINTO'S VISIT.

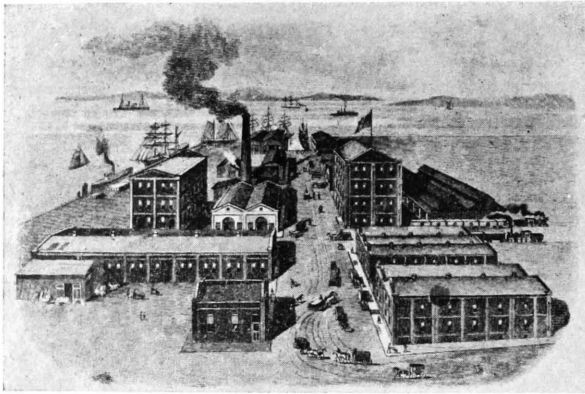
ments woven from fabrications invented by returning miners whose quick transitions from poverty to opulence had turned their heads, stories manufactured by more experienced word-carpenters for the benefit of readers of

know all about it—it is most gratifying to know that when all such delusions have been set aside and the mists have been cleared away by the rigors of three arctic winters, together with all the incidents and ups and downs exper-

# W. P. Fuller & Co.

Manufacturers and Importers

**Paints, Oils, Glass,  
Doors and Windows**



WORKS AT SOUTH SAN FRANCISCO

## **Pioneer White Lead**

is strictly pure and is made by the old Dutch process.

## **Fuller's Pure Prepared Paint**

a perfect paint for house and steamships.

## **Lubricating Oils and Compounds**

are best for Marine, Mining and Mill Machinery.

**P. & B. BUILDING PAPERS  
READY ROOFING**

209-211 Occidental Avenue, Seattle.



STORES AND WAREHOUSES

SAN FRANCISCO, LOS ANGELES, OAKLAND, SAN DIEGO,  
SARAFENTO, PORTLAND, STOCKTON.

enced by the average man who participated in that memorable stampede for a fortune, the hopes and disappointments, visions of wealth and hard rubs with cruel poverty, and, taking into consideration all the difficulties and hardships under which the pursuit of a paystreak must ever be made in this country—in other words, seen as it actually is, this district is considered by those best acquainted with it and most capable of judging, one of the greatest mining camps of modern times.

---

### The Creeks.

The famous Gold Hill, the output of which from first to last exceeds \$3,000,000, is but a portion of a continuous bed of gravel which extends, so far as known at present, from French Hill on Eldorado, to No. 49 below on Bonanza, on the left limit, a distance of over seven miles, and uniformly rich. At No. 49 above mentioned, this gravel bed is lost, but another appears at No. 76 below on Bonanza, on the right limit, which many claim is a continuation of the one first described. Be that as it may, the writer will venture the assertion that for the full distance of seven miles this "white paystreak" (so-called from the fact that it is composed almost entirely of white quartz gravel, boulders and ground-up quartz of the variety known to Colorado miners as "bull quartz") will average \$1,000 per lineal foot.

This sounds very much exaggerated no doubt to those who are unfamiliar with the ground in question, but it is fully borne out by the prospecting that has been done and the results thereof. At

Gold Hill, this paystreak is about 200 feet in width, while at Monte Cristo gulch it is fully 750 feet in width, and while it may not be so rich in spots as Gold Hill, it shows as much gold per running foot at the lower end as at either Gold Hill or French Hill, while that portion of it lying between Little Skookum gulch and Adams creek, and known as Cheechahko Hill, has so far proven the richest portion of it.

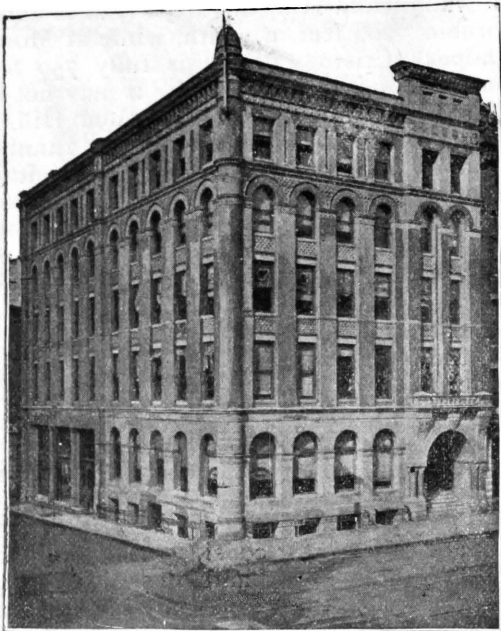
### OTHER CHANNELS.

Similar channels on Hunker, Dominion and Quartz creeks, that on Dominion having been proven up for a distance of over 15 miles, it will be seen that nature has been most considerate of the poor prospector and has distributed her treasure not only lavishly but impartially.

There are those, of course, who will dispute many of the above points—many who, through some unfortunate circumstance and probably through no fault of their own, have been unsuccessful, and who are consequently discouraged and somewhat pessimistic.

### THE PRINCIPAL CREEKS.

Bonanza creek, originally the discovery creek of the Klondike district and its famous tributary, Eldorado, still hold the lead. George Carmack was the discoverer of Bonanza creek and discovery claim is located about midway between the mouth and the source. There are about 100 creek claims on Bonanza creek proper above discovery and 105 claims below. Of these, 12 claims below and 22 above were worked this season. About 329 hillsides and bench claims out of a total of over 1,500 were worked. Total output, about \$4,000,000.



Established 1870.  
Oldest Bank in Washington.

Capital Stock, \$200,000  
Surplus, \$100,000

---

**Dexter Horton  
& Co.**

**BANKERS**

**Seattle, Washington**

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W. M. Ladd, President.  
R. H. Denny, Vice-President.  
N. H. Latimer, Manager.  
M. W. Peterson, Cashier.  
C. E. Burnside, Asst. Cashier.

---

**A General**

**Banking Business  
Transacted.**

M. THOMSEN, President.

R. C. HASSON, Manager.

# Centennial Mill Company

MANUFACTURERS OF

Centennial's Best and Gold Drop Flours  
(PATENT)

Rolled Oats and Farina

Wheat Manna

Daily Capacity of Mills, 2,000 Barrels.

All Orders Promptly Filled.

Address,

**Centennial Mill Company**

**Seattle, Wash.**



Eldorado has 80 creek and about 1,000 bench claims (mostly located under the old regulations, and therefore only 100 feet square), of which about 30 creek claims and 100 bench claims produced gold. Total, about \$3,500,000.

Hunker creek, running about parallel with Bonanza and enter-

tends from Last Chance to the mouth of Hunker, which would, if staked in 500-foot claims, make the total number of creek claims below discovery 111. Of these about 20 above and 12 below were worked. About 600 hillside and bench claims have been located on Hunker creek and its principal tributary, Last Chance, of which

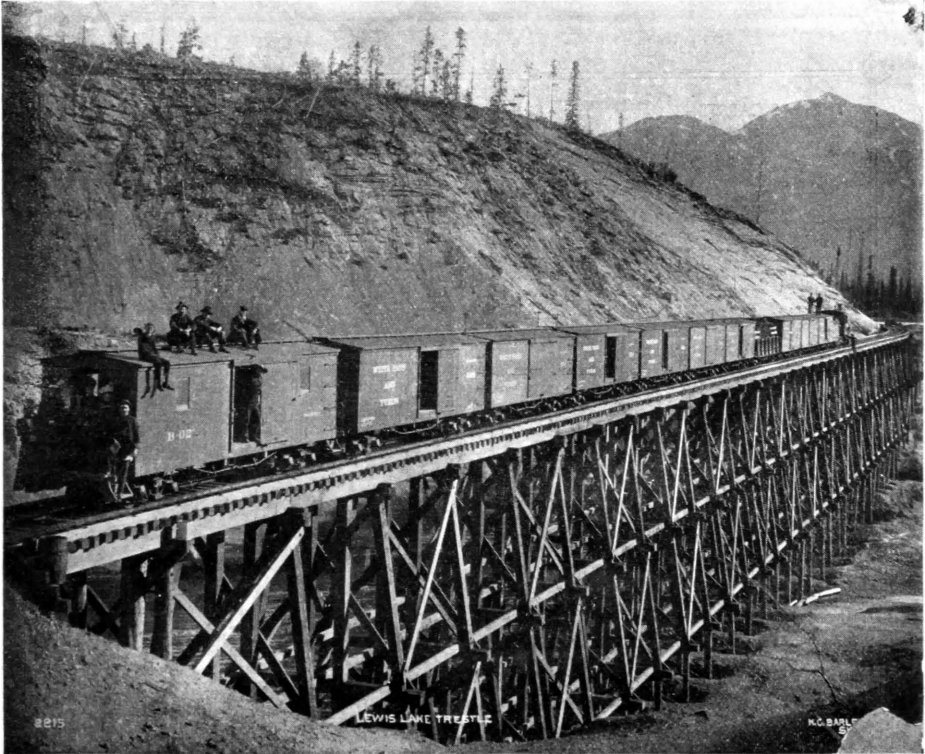


Photo by Barley, Skaguay, Alaska.

#### LEWIS LAKE TRESTLE.

ing the Klondike about 10 miles from the mouth, is about the same length as Bonanza creek, having 60 claims in all above discovery—right and left forks included—and 81 claims below discovery and above the mouth of Last Chance. A government concession, three miles in length, ex-

nearly 200 produced gold this season. The total output, about \$1,500,000.

Of the tributaries of the above mentioned creeks, but few produced any.

Dominion is a good sample of some of the richest creeks which in the natural course of things

# E. W. NEWHALL & CO.

SEATTLE, WASH.

Importers Dry Goods, Fine Millinery, Men's Furnishings,  
Stationery, Toys, Toilet Articles, Etc.

MAIL ORDERS A SPECIALTY

LARGE ASSORTMENTS!

MODERATE PRICES!

E. W. NEWHALL & CO. SEATTLE, WASH.

THOMAS CARSTENS

ERNEST CARSTENS

CARSTENS BROTHERS

**WHOLESALE BUTCHERS and PACKERS**

Manufacturers of all kinds of Sausage, Washington Brand Hams,  
Bacon and Lard, Tallow, Neatsfoot Oil, Bone Meal. Live Stock  
bought and sold. Cattle, Sheep and Hogs a specialty.

SEATTLE, WASH.

# Mme. A. L. Smith

Fashionable Dressmaking  
and Ladies' Tailoring

The Fit a Specialty

All Work Up-to-Date

The Lawrence method of  
measure-fitting taught.

School and Parlors

ROOMS 6 AND 7 HINCKLEY BLOCK

712 SECOND AVENUE, SEATTLE, WASH.

may hope to be discovered in this country; excellent ground, and every claim will yield a handsome sum, but not an Eldorado. Being shallow, averaging about 18 feet to bedrock, and the gravel a very fine wash, it is perhaps the cheapest ground there is in the immediate district to work. Scarcity of wood for fuel and the lack of enough large timber for sluice lumber is the chief drawback, as it is with all creeks on the southern side of the divide.

Sulphur creek has been rather "backward in coming forward," principally owing to the fact that the muck is very deep—averag-

cellent showing, and Gold Run properties in the locality indicated now command a price equal to that of best Dominion claims. The pay is much the same as that of Dominion, being confined for the most part to a narrow strip on bedrock. The hillside claims have not been sufficiently prospected as yet to make an estimate as to their value possible.

Quartz creek has been prospected off and on for the past 10 years, nearly every one of the early prospectors having followed the bars of Indian river as far as Quartz creek and then tried the creek bed. But it remained for



Photo by Barley, Skaguay, Alaska.

#### JUNEAU, ALASKA.

ing about 35 feet—and the creek bed very wide, making it difficult to locate the pay streak. But now that heavy machinery has been brought in, all this is changed.

Gold Run is a tributary of Dominion, coming in at No. 228 below discovery, but it is quite pretentious enough to be entitled to a place amongst the larger creeks. Staked in March, 1898, it was not prospected until the autumn of that year, and only seven claims were worked seriously. These were Nos. 22, 23, 24, 34, 37, 41 and 48. These claims all made an ex-

this season to demonstrate that this creek also has an accompanying old channel on which have already been found some rich benches. Those lying between Canon and Calder creeks on the right limit of Quartz are very rich.

There is some very good summer ground on Eureka creek, a tributary of Indian river, on the opposite side to Dominion and Quartz, but owing to its great distance from the base of supplies little more than representation work has been done so far.

You know  
the brand  
has stood  
the test.  
Be sure to  
get it--  
Agen's Best.



More of  
Agen's  
Butter,  
Cheese and  
Eggs sold  
in Alaska  
than all other  
brands put  
together.

## COMPRESSED HAY



The only Hay to get for  
Alaska is the

### DOUBLE COMPRESSED BALES.

We have both the  
square and round bales.

You save money in  
freight.

It is easier to handle.

There is no waste in  
feeding, as the weeds,  
dust and dirt are all re-  
moved in re-baling.

### CLIPPED OATS.

The cheapest oat to  
buy is our oats that are  
cleaned and clipped.

We have the only com-  
plete plant on the Coast  
for putting up the above.

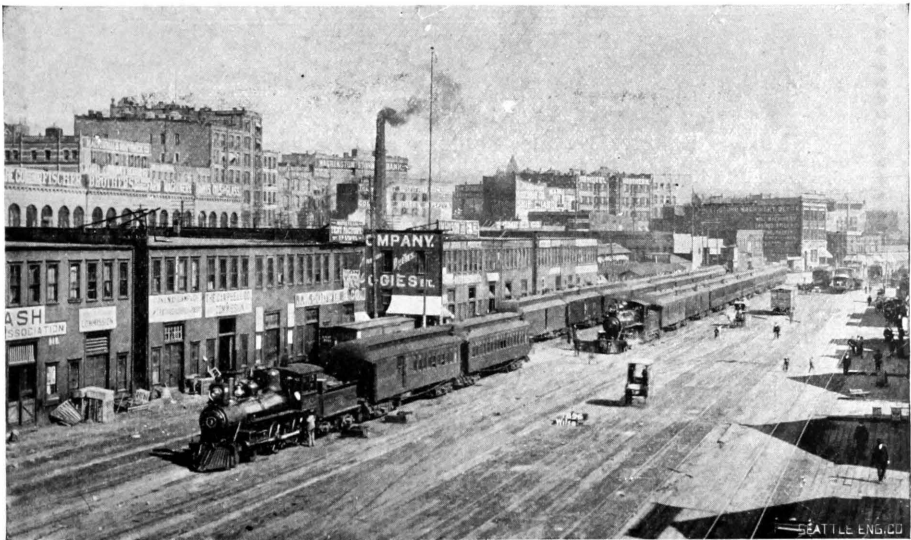
### LILLY, BOGARDUS & CO.

Wholesale Hay, Grain,  
Flour, Feed. SEATTLE

## SEATTLE, WASHINGTON, U. S. A.

Seattle is beautifully situated on the east shores of Puget Sound, on a spacious harbor, among the finest in the world. In point of business activity, rapid growth and substantial progress and prosperity, it leads all other cities on this coast. Just now it

clearing house for Klondike gold. Ships from all parts of the world enter its harbor, and the city is generally looked upon as the coming great commercial and manufacturing entrepot for foreign trade on this coast with the Orient and Pacific isles.



RAILROAD AVENUE, SEATTLE.

commands greater attention from the outside world than any other city, and those familiar with it and its advantages predict for it a great and grand future.

It is the metropolis of Puget Sound and of the State of Washington; the greatest railroad center on the Pacific Coast; the greatest seaport in the North Pacific; the chief sailing, outfitting and trading port for Alaska, and the

Its mines produce annually over half a million tons of coal. Its lumber mills cut annually over 500,000,000 feet of timber; its shingle mills produce upwards of 1,000,000,000 cedar shingles per year, all of which find ready sale in the markets of the world, where they are favorably regarded. Western Washington possesses the largest and finest timber forests in the world, and

## ***Galbraith-Bacon & Co. INC.***

WHOLESALE

**....Hay, Grain, Flour, Feed, Lime, Plaster, Cement....**

Proprietors of **Rainier Feed Mills**, agents for **Roche Harbor Lime**, operators of plant for **Double Compressing Hay**.

OFFICE, WHARF, MILL AND WAREHOUSES  
GALBRAITH DOCK, FOOT MADISON ST.

SEATTLE, WASH.

## **John Finn Metal Works**



JOHN FINN, PRES.

**Babbitt Metals, Solders and Galvanizing**

313-315 Howard Street  
SAN FRANCISCO, CAL.

1255 First Ave. South  
SEATTLE, WASH.

ROBT. G. WESTERMAN, PRES.

A. T. TIMMERMAN, SEC'Y

# **Westerman Iron Works**

## **...MACHINE FORGING...**

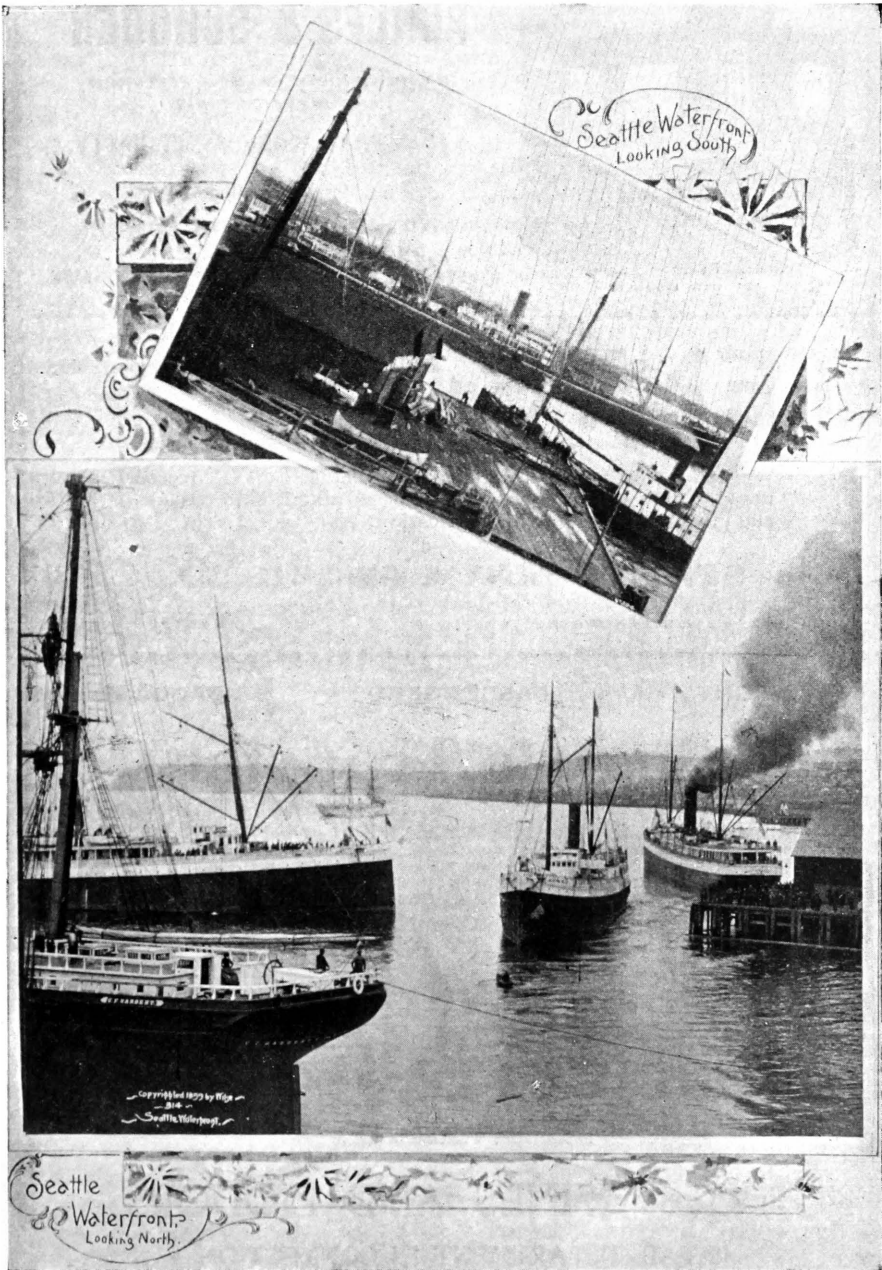
**Car Work, Ship, Steamboat, Bridge and  
Building Work. Estimates Furnished.**

Telephone Rainier 10

P. O. Box 171

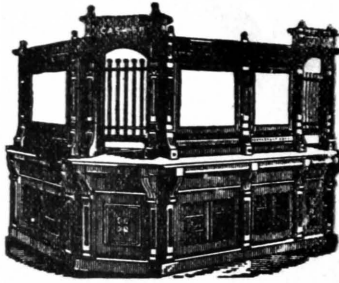
1120 FIRST AVENUE SOUTH  
COR. CONNECTICUT ST.

**Seattle, Wash.**



HARBOR SCENES OF SEATTLE.

The upper picture shows one of the big Oriental Liners taking on cargo.



GET OUR FIGURES

## ROHLFS & SCHODER

BANK, OFFICE, SALOON FIXTURES  
AND INTERIOR FINISH

....STEAMBOAT WORK A SPECIALTY....

—Dealers in—

All Kinds of **HARDWOOD LUMBER**

610-620 First Ave. South

SEATTLE, WASH.

# TENTS

We Are Up-to-Date Manufacturers and  
Jobbers in our Lines. All Goods at  
Wholesale.

We make steel-ribbed folding canvas boots, canvas covered  
horse blankets, nose bags, tarpaulins, mining hose, ore sacks  
and gloves Catalogue on application.

## SEATTLE TENT & AWNING CO.

MARION ST. AND WESTERN AVENUE

SEATTLE, WASH.

FREIGHT

PASSENGERS

BAGGAGE

# The Seattle Transfer Co.

All kinds of freight hauled. Baggage and freight stored. Pool cars dis-  
tributed. Passengers for Alaska can have baggage taken to our office held  
three days free of storage, and have access to same at any time, without  
extra charge. Storage 25cts. per week after three days. Messengers on all  
trains and boats will exchange checks. Freight transferred and stored.

SEATTLE, - - - WASH.

# R. Sartori & Co.

Importers and Wholesale Dealers in

High Grade **WINES AND LIQUORS**

RETAIL DEPARTMENT IN CONNECTION

115 JAMES STREET and 114 YESLER WAY

SEATTLE, WASH.



this in itself will prove a constant and increasing source of wealth to Seattle.

Seattle is the center of government improvements of magnitude and importance. It already possesses a naval station, and a dry dock, the largest in the United States, and a government assay office, which during 1899 received and paid full value for many million dollars worth of Klondike and Alaska gold. A military post has been established here recently, buildings for which are now under process of erection, which will cost many thousands of dollars. Extensive fortifications are also under contemplation, and active work will soon begin in the construction of a ship canal connecting Lakes Washington and Union with the Sound, costing upwards of \$3,000,000, which when completed will supply a fresh water harbor whose equal can nowhere be found.

The varied and boundless resources surrounding the city, with the important advantages possessed by it in the way of favorable location, an expansive field for trade, shipping facilities of the best, both by rail and water, and last, but not least, cheap motive power supplied from Snoqualmie Falls, combine to make Seattle an ideal city for manufactures, and which fully determines its destiny as a great manufacturing city.

The city has upwards of 100 miles of street railway, electric and cable, diverging to all parts of the city to points of interest. It possesses beautiful lakes and parks, fine bicycle paths, and everything to make it attractive to tourists, health, pleasure and home seekers. It is blessed with a delightful and salubrious cli-

mate, devoid of extremes of heat and cold, and is surrounded on all sides with scenery of the grandest the world affords. The city is provided with an abundant supply of pure water, a fine public library, educational institutions of the best, and church facilities suited to all religious beliefs.

Its population has grown from 3500 in 1880 to 85,000 at the present time. The general belief entertained is that its population will reach 100,000 before the close of 1900. Its citizens are imbued with the true spirit of American push, pluck and enterprise, which is forcibly illustrated in the remarkable progress it has already made, and which will prove a potent factor in promoting its future greatness.

Seattle is a wonderful city with wonderful possibilities, offering at the present time special attractions to capital and human enterprise of every nature.

---

### The Exports of the City.

In round numbers the leading exports from Seattle are as follows:

Coal, by ship, 1,200 tons per day.

Lumber, by ship and car, 200,000 feet per day.

Shingles, by car, 1,100,000 per day.

Flour, by ship, 1,000 barrels per day.

Wheat, by ship, 5,000 bushels per day.

Vessels built, \$1,000 per day.

Vessels repaired, \$1,000 per day.

Merchandise to Alaska, \$20,000 per day.

Merchandise to British Columbia, \$1,000 per day.

**C. E. BOGARDUS**

**ASSAYER AND CHEMIST**

BULLION WORK A SPECIALTY

COAL, IRON, NICKEL, TIN, ETC. ASSAY AND CHEMICAL  
WORK OF ALL KINDS

60 COLUMBIA STREET, SEATTLE, WASHINGTON

W. D. HOFIUS

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**W. D. HOFIUS & CO.**



R. R. Spikes Bolts Locomotives

Bar Iron, Steel, Iron Pipe, Pig Iron, Machinery, Shingle Bands, Beams,  
Girders, Angles, Plates, Channels, Tin Plates. SEATTLE, WASH.

**GEO. B. ADAIR & SON**

Manufacturers' Agents

The Giant Powder Co., Con.—Giant, Jud-  
son Improved Powder.

Fairbanks, Morse & Co.—Scales, Trucks,  
Railway Supplies, Gasoline Engines, etc.

The Gurley Handle Co.—Axe, Pick and  
Sledge Handles.

Hartz All-Steel Tackle Blocks.

Chisholm-Moore Mfg. Co.—Chain Blocks.  
McCaffery File Co.

The Anti-Caloric Co.—Pipe and Boiler  
Covering.

Jas. Macbeth & Co.—Electric Blasting Ap-  
paratus

SEATTLE, WASHINGTON

**The Seattle Daily Times**

Has the largest daily circulation of any daily newspaper published north of  
the city of San Francisco.

The only absolutely independent newspaper published in the Pacific  
Northwest.

It owns the complete day leased wire of the Associated Press.

The Times publishes four editions per diem. Average daily circulation  
for the first seven months of 1900—**22,843.**

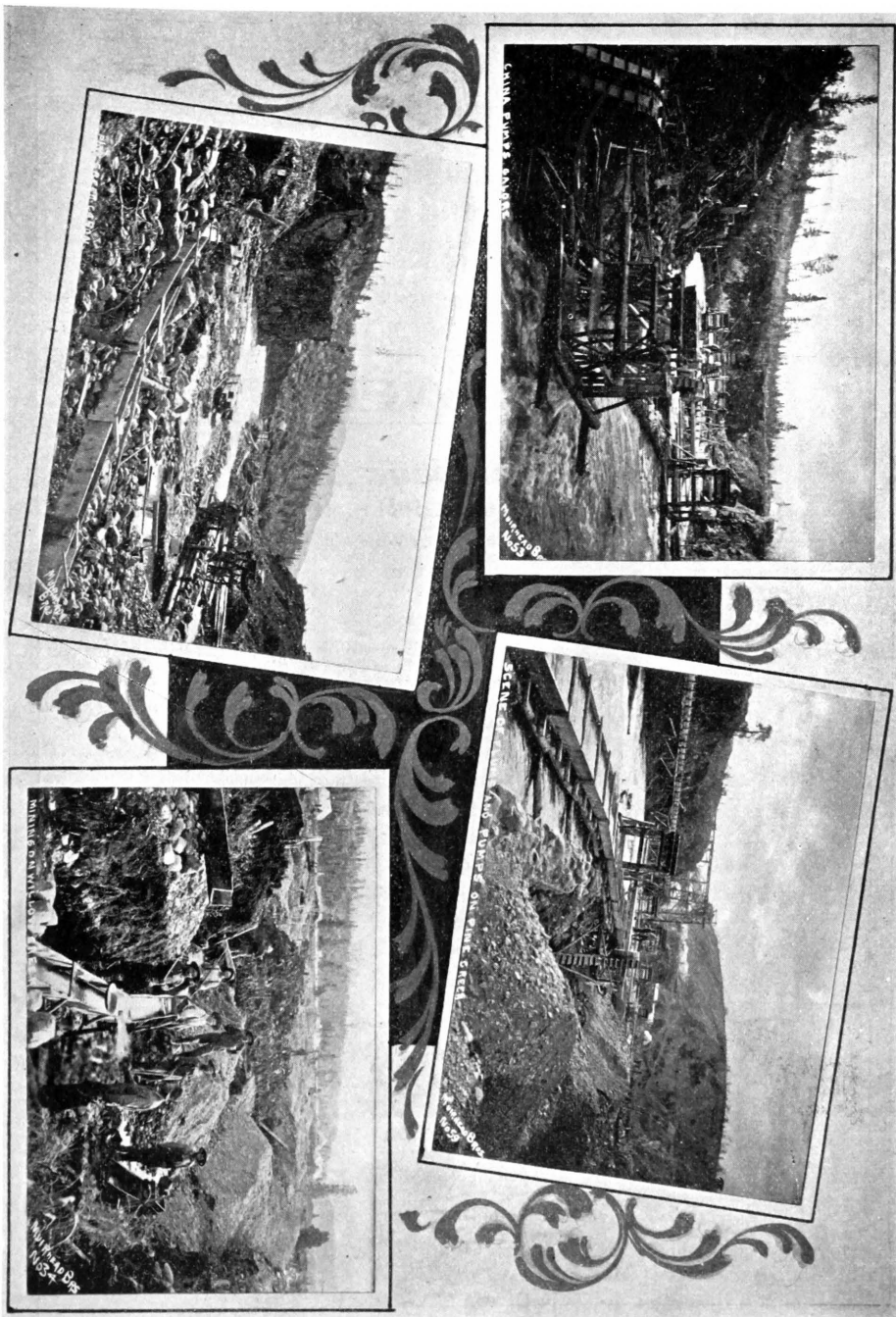


Photo by Barley, Skagway, Alaska.  
MINING SCENES ON DISCOVERY AND PINE CREEKS, ATLIN, B. C.



P. O. Box 96      Telephones } Brewery, Union 44  
   } Bottling Works, Main 730.

## Henrich Bros. Brewing Co.

Howard Ave. North, Seattle, Wash.

**Brewers of Lager Beer and Porter**

**Pure, Invigorating, Strengthening.** Bottled for family use and delivered to any part of the city.  
 Try a case of two dozen half pints at \$1.

## MONUMENTS

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Telephone Buff 1992

### ***A. C. Thompson & Co.***

**MARBLE AND GRANITE POLISHING WORKS**

Cemetery and building work a specialty. The largest stock to select from, both in Marbles and Granites, in the Northwest. Owing our own quarries and having the only power polisher in the Northwest, we can give better satisfaction than any other dealer.

**1531-1533 First Ave. North**  
 One block north Pike St.

**SEATTLE.**

## The Occidental

**The Leading Hotel  
 of Alaska....**

**OLDS & ORTON, Props.**

The only Steam-heated hotel on the Pacific Coast north of Puget Sound. Electrically lighted throughout. Headquarters for mining men and Commercial travelers.

**Juneau, Alaska.**

## WILSE

All kinds of views of Seattle and the Sound.

***Scenic Photographer***

811 Second Avenue

**SEATTLE.**

## Monod Hospital

**ELIZABETH M. CORRIGAN  
 ALMA S. ANDERSON**

(A Private General Hospital)

Prices, \$12, \$15 and \$20 per week. Obstetrics a specialty.

2823 First Avenue

Telephone Union 6

Seattle, Wash.

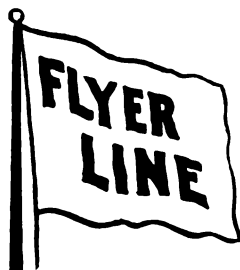


Photo by Barley, Skaguay, Alaska.

LEWIS LAKE ON THE LINE OF THE WHITE PASS & YUKON ROUTE.

If in a hurry

**Seattle to Dawson**  
**Take the Yukon Flyer Line, Ltd.**



Choice of any line of  
steamers Seattle to Skag-  
way, White Pass route to  
White Horse, and direct  
connection thence to  
Dawson via the fast and  
commodious steamers

***Eldorado and  
Bonanza King***

***Lowest Rates  
Quickest Time  
Best Service***

For rates apply at Company's Offices.

**City Office:** 114 James Street. Tel. Main 501.

**Gen'l Office:** 406-7 Mutual Life Bldg. Tel. Main 747.

# The White Pass and Yukon Route

From **Skaguay, Alaska**  
to **White Horse, Y. T.**

...IN A...

# Modern Railway Train

The line of The White Pass & Yukon Route between Skaguay, Alaska, and White Horse, Y. T., is now completed and in operation, thereby giving the quickest possible dispatch of passengers and freight between Skaguay and White Horse.

The dangers, difficulties and delays of the old method of reaching  
**Atlin, Klondike, Yukon and Cape Nome Gold Fields**  
Now overcome.



THE OLD WAY.

Ship your freight by rail over The White Pass & Yukon Route, the most direct route to all points on the lakes, Klondike and Yukon districts.

We are authorized Canadian and United States Bonded Carriers. Shippers can arrange to pay customs duties at Bennett, B. C., Atlin City, B. C., Dawson, Y. T.

Our Motto: Promptness, Dispatch

Correspondence solicited

## ENGELHARDT & Co.

**Customs Brokers and  
Forwarding Agents**

**BENNETT, CARIBOU, WHITE HORSE AND DAWSON.**

**J. J. HAGGERTY**



Wholesale and retail dealer in Wines, Liquors and Cigars. Agent for  
Schlitz Brewing Co. 109 Second Ave. S., Seattle, Wash.

### ASSAY OFFICE AND CHEMICAL LABORATORY

28 Broad Street, Victoria, B. C.

**WILLIAM F. BEST, F. C. S.**

**Analytical Chemist and Assayer**

(Heidelberg and Leipzig)

**Personal Attention given to all Assaying and Chemical Analysis**

Samples by mail or express promptly attended to.



# The White Pass and Yukon Route

## United States and Dominion of Canada Customs Regulations Governing Shipments of Goods into Alaska and British Territory via Skaguay.

Considerable delay and confusion has been caused in the past by shippers not understanding the requirements of the United States and Dominion customs departments. The following information is given for the guidance of shippers, and the instructions herein contained must be strictly adhered to:

Shipments of goods from United States ports destined to points in British territory via Skaguay must be accompanied by four (4) certified copies of invoice and two (2) copies of bill of lading.

Shipments of goods from Canadian ports destined to points in British territory via Skaguay must be accompanied by two (2) certified copies of invoice and three (3) copies of bill of lading.

The following certificate must be written or stamped on face of each and every certified invoice:

"This invoice is true and correct; and where there is a difference between any of the prices shown therein and the ordinary credit prices at which same articles are now sold bona fide by the exporter in like quantity and condition at this place for consumption in this country the latter prices are shown on the margin or elsewhere on such invoice.

"Dated at..... 190..."

Each package must be plainly marked, showing consignee and destination and contents of package.

Invoices must show the exact number of packages, and this number must agree with number on bill of lading.

All goods destined to points via Skaguay reached by The White Pass & Yukon Route and their connections should be consigned to the Pacific & Arctic Railway & Navigation Company, to be delivered by them to the consignee. This is of the utmost importance, and should be strictly observed.

Goods received at Skaguay not having proper papers will be placed in bonded warehouse, and if not released in reasonable length of time they will be sold by customs officers to the highest bidder.

Goods shipped from Canadian ports to points in British territory via Alaska in bond are bonded through United States territory duty free.

Goods shipped from United States ports destined to points in Alaska via Skaguay and Yukon river are bonded through Canadian territory duty free.

Baggage from Canadian ports destined to Canadian ports via Skaguay may be sealed at point of shipment and pass through United States territory to point of destination free of duty.

Baggage from United States ports to points in Canadian territory via Skaguay will be inspected by Canadian customs officials at Skaguay, and if not dutiable will go through to destination without further inspection; if dutiable articles are found in baggage it will be sent through to Bennett or end of tracks and duty collected at that point.

## The Best is the Cheapest

You will be convinced of this after using Giant Powder as made by **The Giant Powder Co.,** Con., who have factories at Victoria, B. C., and Giant, Cal., U. S. A. This Company is in a position to furnish the best grade of all kinds of Explosives, Caps, Fuse and Electric Blasting goods. Agencies all over the Pacific Coast of U. S. A. and Canada.

Prices as Low as the Lowest

*Canadian Headquarters*

**The Giant Powder Co., Con.**

*90 Government St., opp. Tronson Alley, Victoria, B. C.*

**WILSON BROS.**

IMPORTERS AND

**Wholesale Grocers**

Headquarters for  
Northern Trade

VICTORIA.  
Wharf Street

VANCOUVER.  
Powell Street

## VICTORIA, BRITISH COLUMBIA.

---

Victoria, the most westerly city of the Dominion and the British Empire, nestles on the sunny side of the Straits of San Juan de Fuca. Its beauty is obvious. Such continuous splendors can be viewed in very few places in the West. As the visitor enters the little land-locked harbor he is at once impressed with the beauty of the surrounding landscape, as well as with the sightly buildings of the city itself. Rising gradually from the water front the grades extending through the business section of the city to the suburbs are unmarred by declivities or rough breaks. The picturesque harbor is dotted with as much of its extensive shipping—which includes the largest sealing fleet in the world—as is “at home.” To the right is James Bay with its flotilla of yachts and its club houses, and beyond rises that imposing pile—the Government buildings. Further still are the wooded slopes, the charming driveways, and the drift-piled beaches of Beacon Hill Park—three hundred acres of scenic beauty. Close at hand to the left the business blocks crowd the slopes and even in their compact arrangement they charm the eye.

Beyond, standing prominently on a pretty green height, is Dunsuir Castle, and a number of pretty residences are perched around it. Turning still more to the left two bridges are seen reaching to the Indian reserve.

Beyond them a forest of schooner masts, with the smoke of the saw-mill and manufactory chimneys for a background. Westward, the fortified arm of Point Macaulay, with its mysterious cavern-held artillery, juts out to sea, and in a splendidly sheltered harbor beyond is Esquimalt with its armed hills, docks and fleets, which guard the interests of Her Majesty in the Pacific.

It is to its own natural advantages, which were apparent to intelligent observers even before the axe had been laid to the first pine on its site, that Victoria owes not only its birth, but its growth in population—thirty thousand in less than fifty years, exclusive of Asiatics and Indians—and commercial importance.

Its streets as they are seen today are wide and handsome. Government, Fort Yates, Douglas and Johnson streets are all bustling commercial thoroughfares. A vast amount of business is also transacted daily, with very little show, on Wharf street, the mart of the wholesalers. Government street was the first street of the city and continues its chief thoroughfare. Douglas street, with its massive blocks of brick and stone, is rapidly attaining a rival prominence. On each and every one of the business streets are buildings of imposing design and modern arrangement, and while unlike Chicago, there are no “skyscrapers,” yet many of Victoria’s

# Victoria Machinery Depot

**Consulting Engineers, Draughtsmen,  
Machinists and Boiler Makers**

Iron and Brass Castings supplied at lowest rates. Machinery erected or superintended. Builders of Marine, Stationery Engines and Boilers. Quartz and all kinds of Mining Machinery a specialty. Agents for VALVOLINE Cylinder and Machinery oils, Dodge Wood Split Pulleys, etc.

Office and Machine Shops, Work St., Rock Bay, Victoria, B. C.

## ELECTRICAL CONTRACTORS

For Lighting Plants  
Power Plants  
Mining Apparatus



Telephone and  
Telegraph  
Supplies

**The Hinton Electric Co. Ltd.**  
VICTORIA AND VANCOUVER, B. C.



We make a Specialty of



**Steamer Lighting  
and  
Isolated Plants**

Attractive Prices Quoted on Request



Photo by Barley, Skaguay, Alaska.

HOUSE OF PARLIAMENT, VICTORIA, B. C.

# Canadian Pacific Navigation Co. Ltd.

HEAD OFFICE VICTORIA, B. C.

## Steamers

**Danube  
Amur  
Tees**

Leave Victoria every  
Wednesday at 11 p. m.  
and Vancouver every  
Thursday at 2 p. m. for

**Wrangel and  
Skaguay**



**Connecting With White Pass & Yukon Route**

All of the steamers of this Company carry Her Majesty's mails.

**G. A. CARLETON**  
GENERAL FREIGHT AGENT

**C. S. BAXTER**  
GENERAL PASSENGER AGENT

buildings would present a creditable appearance in any city.

Looking over the business section of Victoria, it is easy to be seen that buildings have been erected only to supply an existing demand, rather than prospective, and here is shown the conservatism of Victorians, which has placed the credit of the city on such firm basis. So high indeed is the credit of the city of Victoria that not long ago, when the municipal council brought about a consolidation of the municipal loans, they were able to place their debentures, amounting to \$210,000, with a life of twenty years and bearing 4 per cent interest, at  $\frac{1}{4}$  per cent above par, and it should be noted that the purchasers were a financial firm belonging to the city.

By the expenditure of hundreds of thousands of dollars, private enterprise has constructed at the entrance to the harbor proper, docks capable of accommodating and sheltering in the roughest gale that blows the largest steamers and sailing vessels to be found upon the waters of the Pacific. Their course from the ocean is a clear one, there being no dangerous or tortuous channels, and no shoals or rocks. At the outer dock abundant water and excellent wharfage is afforded for shipping of any draught. The shore line of Victoria harbor, which is entirely protected by the natural conformation of the land, is about seven miles in length. Well appointed wharves extend for over a mile in almost unbroken succession, and there are a number of private wharves. The majority of the wharves are lighted by electricity and provided with modern appliances for the quick dispatch of business.

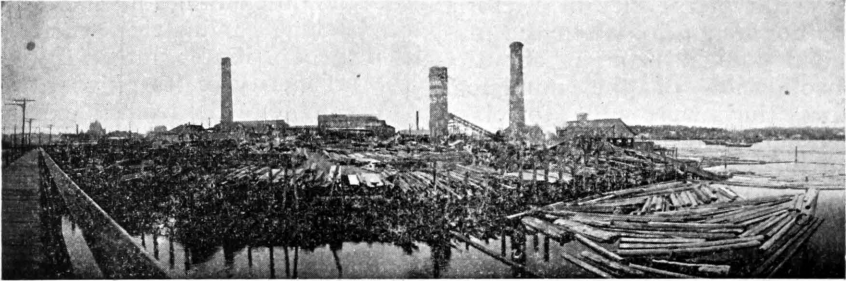
Victoria's wharves are scarcely ever empty, for not only is this port the gateway of the Dominion trade with the far-east from Singapore to Saghalien, but it is also the key to the fast-growing trade with Australasia, Polynesia, Hawaii and Alaska—in fact, with all the countries washed by the Pacific. Then, again, it is the headquarters of the seal-hunting, the salmon-canning and the deep-sea fishing industries, each of which contributes materially to the prosperity of its citizens. It is the home of the leading exporters and wholesale merchants of the province, and the vast volume of its foreign imports is almost balanced by the contributions to the markets of the world which its productive industries make possible. During the year ending June last alone, the exports from the city of Victoria reached a total valuation of \$3,050,529, compared with \$2,335,065 in the year before, and the exports \$2,610,794, compared with \$2,388,571 in the year previous.

Another great trade which brings millions of dollars to the coffers of Victoria firms is the lumber trade, which finds employment for monster fleets of sailing ships and big ocean-going tramps, some carrying over three million feet of rough lumber to the Chinese and other Oriental markets, and to the British, South African and American and other consumers in various parts of the world. Year by year this trade is growing, and so great is the demand at Chemainus mills that they are obliged to build another mill, construction of which will be shortly commenced, to fill their orders. Other mills also tell of great demands on them. To show how the trade is increasing, the

...SAWMILL OF...

# J. A. SAYWARD

VICTORIA, B. C.



Manufacturer and Dealer in

## Fir, Spruce and Cedar Lumber

Yukon River Trade  
Scows for Sale

Also a large stock of coast lumber always on hand for scow and building trade. See me before purchasing.

---

YARDS AT WHITE HORSE, Y. T.

---



Head Office Victoria, B. C.



lumber cut during 1898 exceeded that of the year before by about nineteen million feet, and when the returns are in this year, another big advance will be noted. The scarcity of tonnage and the incidental high rates alone are militating against this industry.

Victoria possesses an extensive system of water works, operated by the corporation, which, with the well-equipped and efficient fire department, reduces fire risks to a minimum. The city's water supply comes from a number of spring-fed lakes, which after passing over filter beds is distributed through steel mains, thus insuring purity. Improvements have been made in this system from year to year and it is now approaching perfection. The sewerage of the city is upon the separate system, the general scheme being as recommended by the eminent New York engineer, Mr. Rudolph Herring. All the sewage is carried far out to sea by the tide.

The electric railway system of the city has been in operation since 1890, under the management of the British Columbia

Electric Ry. Co. It was the third line constructed west of the Mississippi—the second in Canada. It gives a quick service through the city and to the suburbs of Esquimalt, Oak Bay, Victoria West, Spring Ridge, Beacon Hill, etc. An excellent telephone service is enjoyed by the city, and in a few months a long-distance telephone cable will be laid connecting the city with Nanaimo, Vancouver and New Westminster. Both telegraph lines entering the city do considerable business.

There are three hospitals—the Providence Royal Jubilee, a gift from the citizens in honor of Her Majesty's Jubilee year in 1887, which stands back in commodious grounds on Cadboro Bay road and which cost \$55,000; St. Joseph's Hospital, which stands facing the convent of St. Anne on Humboldt street, and the Marine Hospital on the promontory across the harbor and adjoining the government reserve. This hospital, which is solely for the merchant marine, is owned by the Dominion government and supported by a collection of proportionate tonnage on all vessels entering the port.

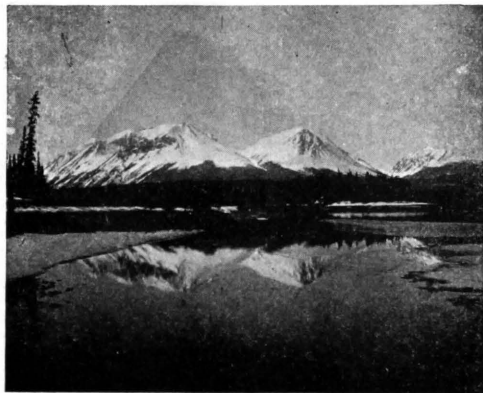


Photo by Barley, Skaguay, Alaska.

**ATLIN LAKE.**

# **M. R. Smith & Co.**

Manufacturers of all Kinds of

## **Plain and Fancy Biscuits and Confectionery**

ESTABLISHED 1858

BRANCH  
VANCOUVER, B. C.

VICTORIA, B. C.

## **Merchants, Traders and Contractors**

Can be sure of the best line in **Sauces, Catsups, Pickles, Preserves and Confectionery**, if they get

### **O'KELL & MORRIS'**

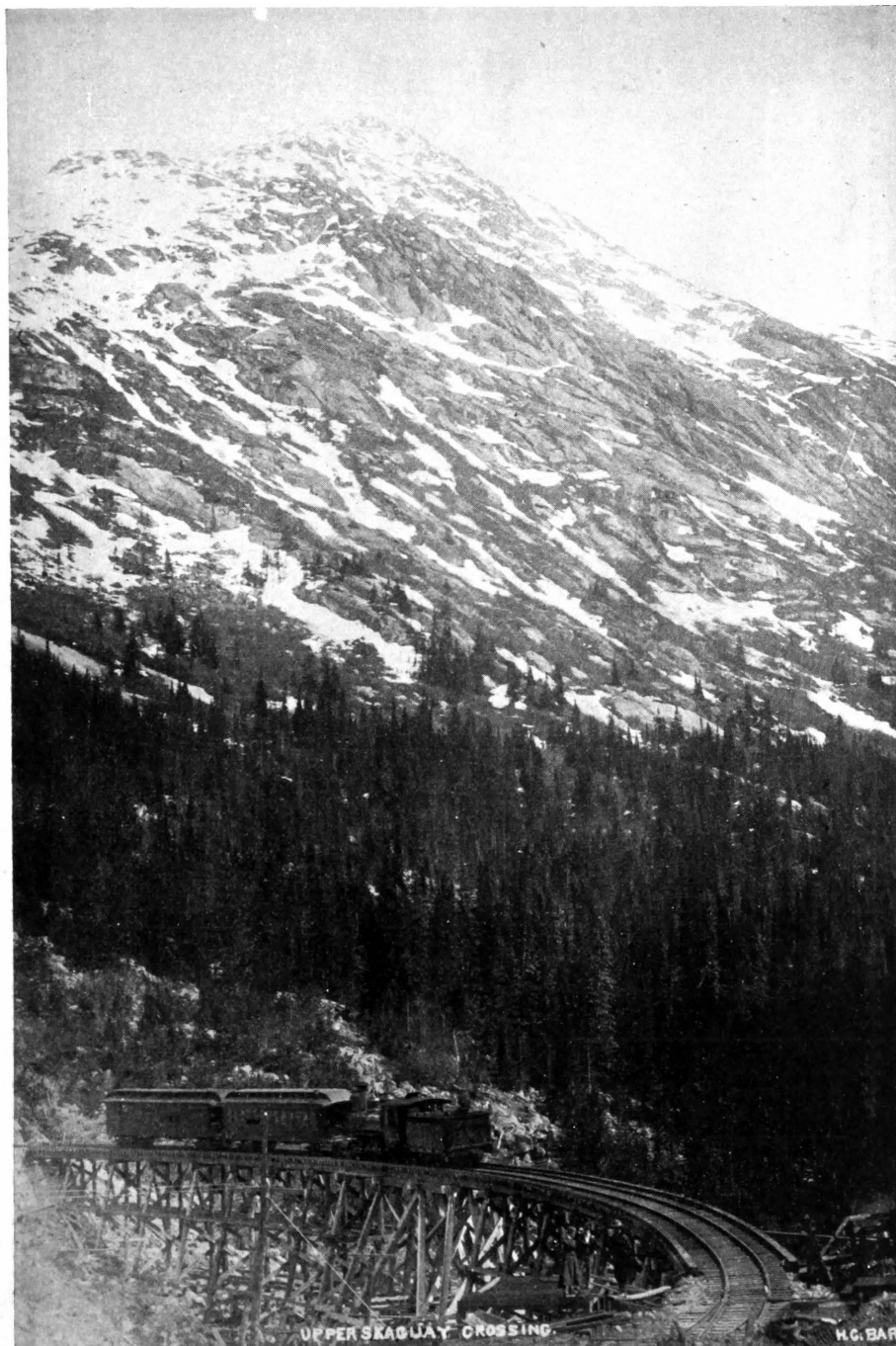
We have been awarded fifteen gold medals and every prize in Western Canada for Purity and Excellence.

Call or Write for Prices to Victoria, B. C.



• EUROPEAN PLAN \$1.00 UP  
AMERICAN PLAN \$2.00 UP

STEAM LAUNDRY AND SAMPLE ROOMS IN CONNECTION



8 Photo by Barley, Skaguay, Alaska.

UPPER SKAGUAY CROSSING.

## **Dominion Hotel**

**Stephen Jones, Prop.**

Again enlarged—\$33,000 spent on enlarging and modernizing in less than three years. Now best equipped and furnished hotel in Western Canada—BAR NONE. 100 rooms, all light. 100 rooms with private bath attached. 100 rooms with running water. Only hotel in the West having telephones connecting rooms with office. Electric lighted throughout and service the best. Unique feature—a central court with rockery and fountain—a cool retreat on a hot day.

The de Luxe of Popular Priced Hotels.

American, \$1.25 and up; Rooms, 50cts. and up;  
Meals, 25cts; Free Bus.

VICTORIA, B. C.

J. Lemon

B. Gonnason

A. Gonnason

## **Lemon, Gonnason & Co.**

CAPITAL PLANING MILLS

Manufacturers of Doors, Sash, Blinds, Window and Door Frames, Mouldings, Brackets, Balusters, Mantels, Stair Railings, Newel Posts, Scroll Sawing, Turning and Planing. Wood Finishing of every variety for Stores, Dwellings, etc., executed to order. Klondike trade solicited. Specialty, SHEET GLASS.

ORCHARD STREET, ROCK BAY

VICTORIA, B. C.

J. FORTESCUE FOULKES

N. B. VAN DER GUCHT

## **J. F. Foulkes & Co.**

**...Mining Operators and Stock Brokers...**

All Codes Used  
Cable Address: "Fouvan"

35 Fort Street,  
VICTORIA, B. C.

## **The Brackman-Ker Milling Co., Ltd.**

Double Compressed Hay  
Extra Cleaned Oats

**B. & K.** Rolled Oats  
Etc. Etc.

VICTORIA AND VANCOUVER

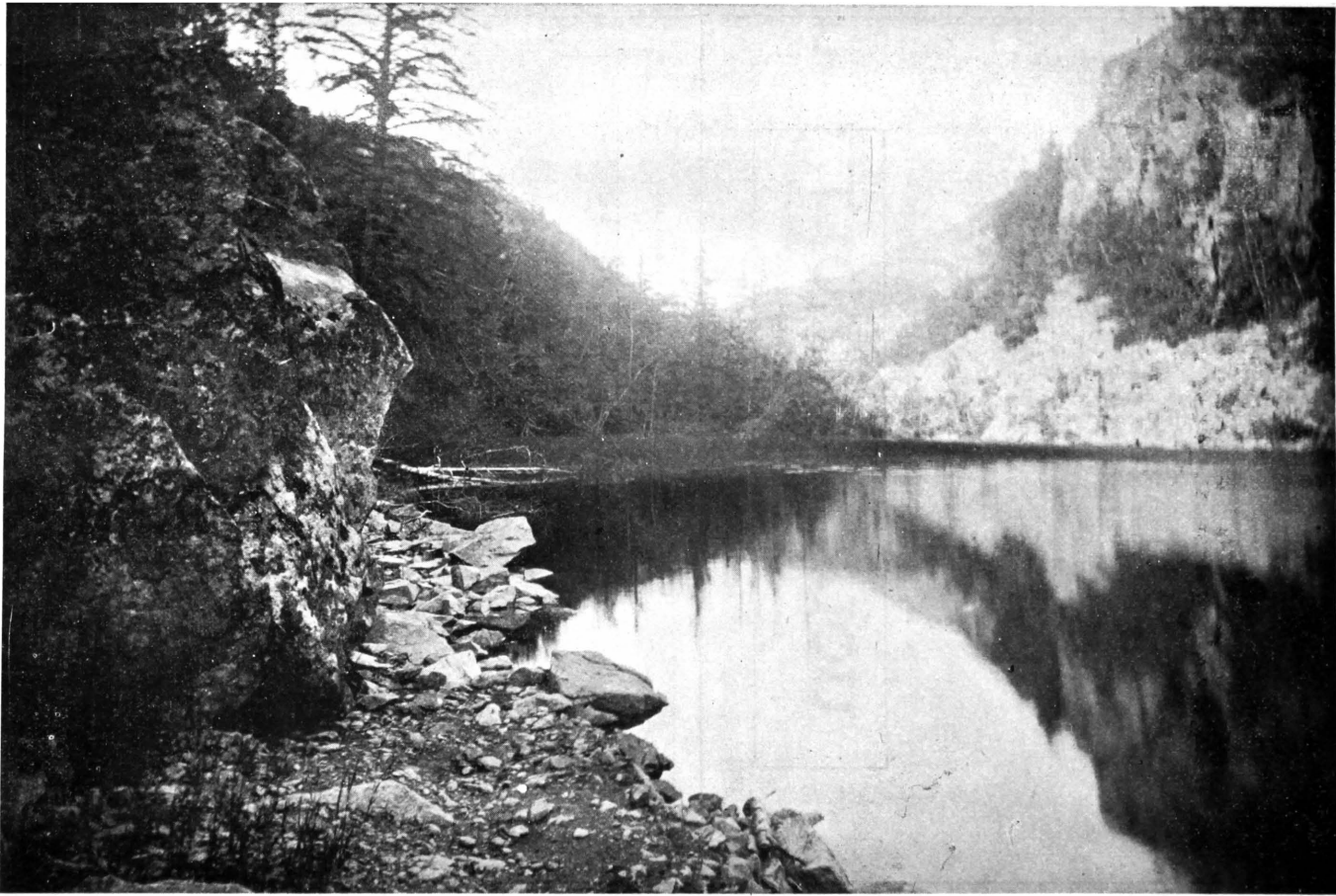


Photo by Barley, Skaguay, Alaska

**BLACK LAKE, NEAR SKAGUAY, ON THE LINE OF THE WHITE PASS & YUKON ROUTE.**

# HOTEL DALLAS

VICTORIA, B. C.



FREE BUS IN CONNECTION

Fashionable summer resort of Victoria City, now open for the season of 1900, under the new management of

**Mrs. M. Walt**



**With Weekly and Monthly Rates**

## Hotel Vernon

MRS. M. WALT, PROP.

VICTORIA, B. C.

Entirely Remodeled and  
Newly Furnished

First-Class Sample Room for Commercial Use.

FREE BUS IN CONNECTION 

# THE WHITE PASS & YUKON ROUTE

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F. J. CUSHING, Vice-President.....	Chicago, Ill.
J. W. PROBERT, Treasurer.....	Chicago, Ill.
F. C. ELLIOTT, Secretary.....	Chicago, Ill.
E. C. HAWKINS, General Manager.....	Seattle and Skaguay, Alaska
S. M. IRWIN, Traffic Manager.....	Skaguay, Alaska, and Seattle, Wash
E. B. HUSSEY, General Purchasing Agent.....	Seattle, Wash
A. L. BERDOE, Auditor.....	Skaguay, Alaska
JOHN HISLOP, Assistant Chief Engineer.....	Skaguay, Alaska
J. P. ROGERS, Division Superintendent.....	Skaguay, Alaska
R. T. ELLIOTT, Assistant Superintendent.....	White Horse, Y. T.

## GENERAL AGENTS

J. S. WILSON, Claim Agent.....	Skaguay, Alaska
J. H. ROGERS, Agent.....	Dawson, Y. T.
S. P. BROWN, General Agent.....	Seattle, Wash.
J. H. GREER, Commercial Agent.....	Victoria, B. C.
M. P. BRASCH, Com'l Agent, 536 Market Street.....	San Francisco, Cal.
A. H. B. MACGOWAN, Agent.....	Vancouver, B. C.
C. W. COOK, Agent.....	Tacoma, Wash.

## GENERAL OFFICES

1016 Chamber of Commerce Bldg., Chicago, and Skaguay, Alaska.

Printed matter and information about routes, rates, tickets, etc., promptly furnished on application to any of the above-named officials, agents or representatives.

**Route Your Freight**  
and  
**Purchase Tickets**  
via  
**The White Pass & Yukon Route**



**..THE..  
DRIARD**

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The leading hotel in British Columbia. Modern in all respects. Luxuriantly furnished. Can accommodate 300 guests.

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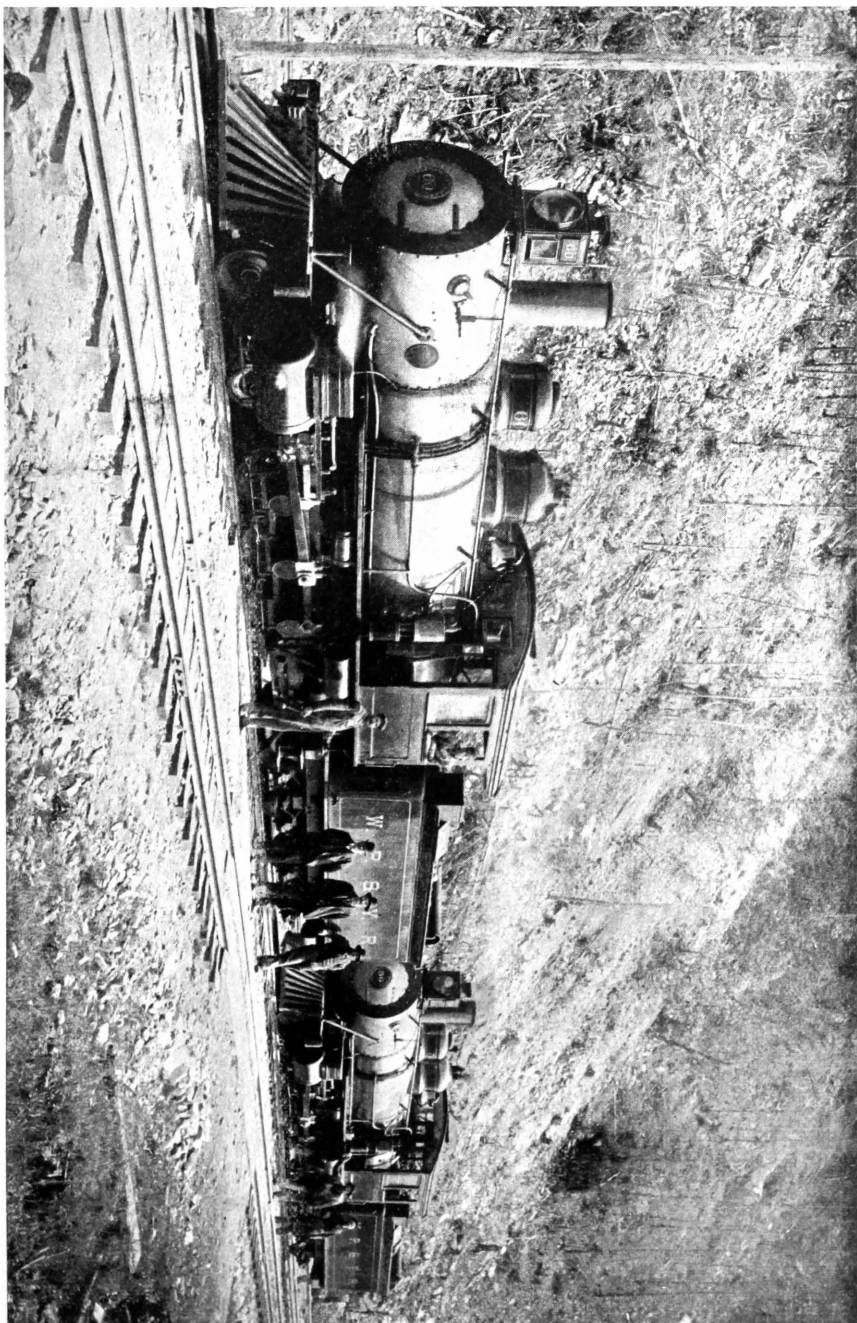


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## VANCOUVER, BRITISH COLUMBIA.

---

Vancouver occupies a position on the extreme northwest Pacific coast of the American continent. In the early eighties it was a small hamlet called Granville, whose central figure was a saw-mill. All along where the city of Vancouver now stands was a dense, almost impenetrable jungle. Four great factors combined with smaller ones are what have made Vancouver the progressive city she is today.

The first, and the one holding the greatest possibility for the future, is the spread of Oriental trade. It is not pretended that this is now the main item in the city's prosperity, but unless prophecies fail, it is destined to be so at some time within the next two decades. Enthusiastic Vancouver people will tell you that the city is nearer the great ports of the Orient by several days than either San Francisco or Seattle.

Only second to the Oriental trade in the line of future possibilities is the natural advantage possessed by Vancouver in the trade of Alaska, Northern British Columbia and the Klondike country. The new Nome rush has benefited Seattle principally, because Cape Nome is on American soil and "trade follows the flag." But Vancouver now does a large trade with Dawson City and the other great mining camps lying upon British soil. The Northwest Territory trade, which was the original *raison d'être* of the

British Columbian cities, still continues and grows more and more certain and vigorous as time goes on and stable industries replace the arts of half-wild men. In spite of its northern site, this territory will in time support a fairly large population.

The factor which is of the greatest present importance to Vancouver's prosperity lies in the resources of the province itself. Of these, mining for the precious metals and coal, lumbering and the salmon industry at present hold the main place. The district is still in the transition stage between the period when man takes what nature has given him, ready to his hand, and the period when man begins to encourage nature. Agriculture, therefore, is of much less importance than it will be in time to come, but it already cuts no small figure. After the woodman's axe comes the farmer's plow; when the forests shall have been thinned somewhat, the matchless virgin soil will begin to lend a golden harvest to the agriculturist.

Finally, Vancouver has passed all her British Columbian rivals as the great railway terminus of Western Canada. The selection of the city to close the sea-to-sea connection of the Canadian Pacific system assured this. The great line feeds the coast steamers plying north and south to Alaska and the States, and is itself fed by numerous small lines now

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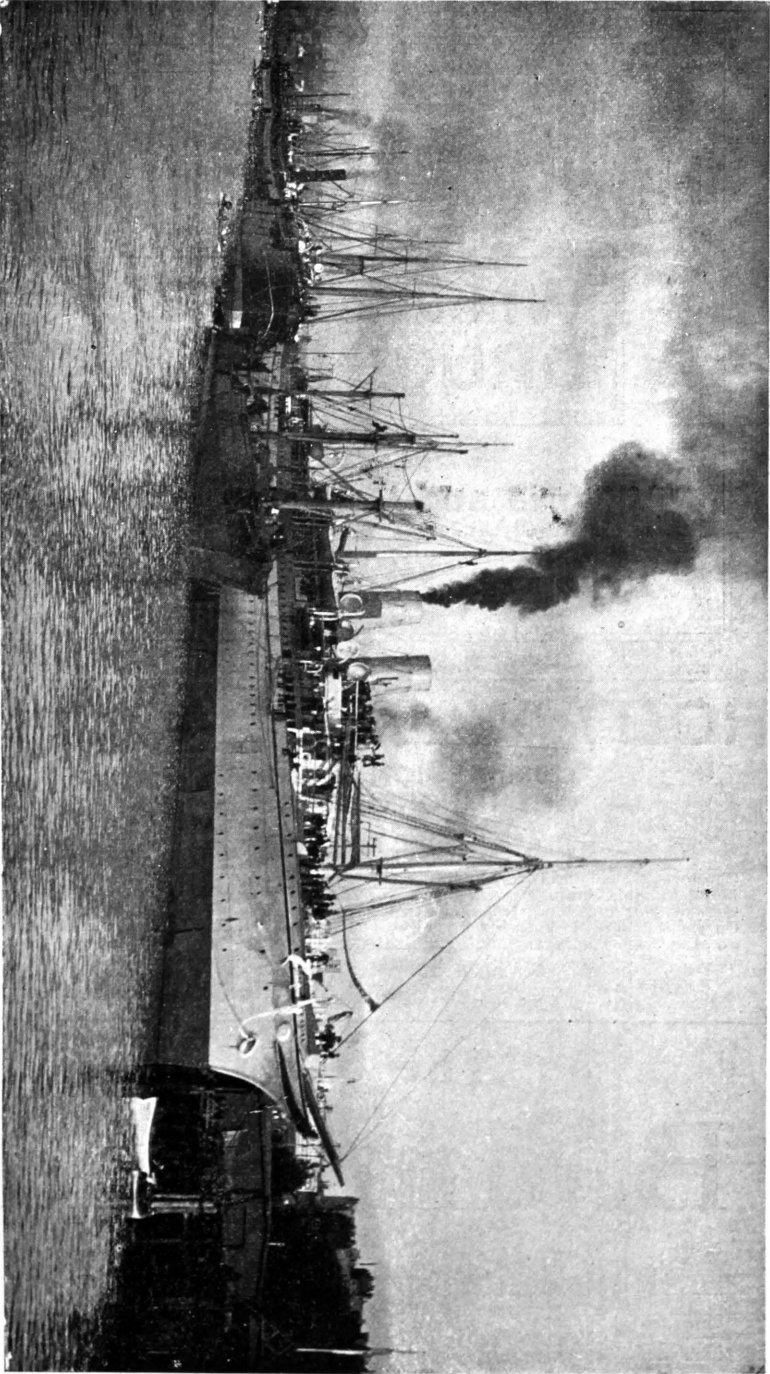
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VANCOUVER, B. C.

built or building along the trans-continental way. The Seattle & International Railway gives close connection with the different cities of Puget Sound and the Pacific coast. This links it with the Great Northern and Northern Pacific systems, but the connection is destined to become even closer for the enterprising Great Northern, which is doing so much to open up the Northwestern Empire, and a branch now resting at Brownsville, on the Fraser, and the next year may see it coming into Vancouver. The Canadian Pacific is also planning an extension to Steveston and the great salmon regions of the Fraser river. The Crow's Nest line and the extension of the Columbia & Western, both to be in operation inside the year, will open great tracts of immense natural wealth in mines and agriculture. Besides this, a line up the valley of the Fraser, planned to open up that fertile region, is in contemplation.

The city is a modern one, albeit it stands on the western limit of the Anglo-Saxon advance. It is well laid out, well lighted, well

paved. It owns its own water supply, which comes from sources capable of ministering to a much larger population. The sewers have lately been improved and extended, so that the sanitary condition is first class. Two hundred thousand dollars were expended in municipal improvement in 1899. The tax assessment for last year was \$17,000,000, with a taxation of 16 mills on an assessment of half value on all improvements. There is a complete educational system, one of the best in any British colonial city, with an enrollment of 2,750, and school property rated at \$318,300. There are three daily newspapers, three clubs, three hospitals, several first-class hotels and more building; several bank buildings ranking with the best in the country, fifteen churches and a convent and two good theatres. An era of great building activity has just set in, and substantial business blocks are going up on every hand. And, best of all, since we are enumerating the substantial achievements of the city, there is a progressive and enlightened

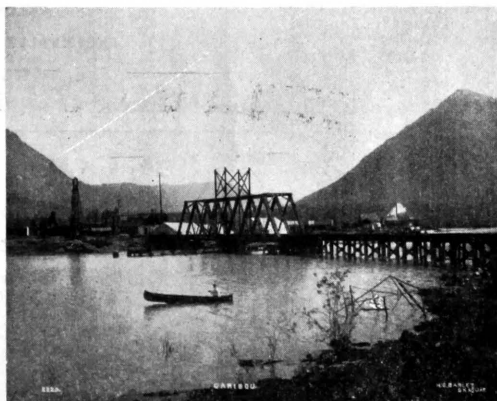


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public spirit, a disposition to grasp opportunity as it presents itself, which San Francisco and the other rival Pacific ports would do well to emulate.

To recapitulate. The advantages offered to settlers and investors by Vancouver and the surrounding part of British Columbia are as follows: For the homeseeker, who comes with moderate capital or with no capital at all, there is an untouched and unbroken country of the greatest fertility and promise in a climate which is the mildest, for the latitude, of any in the world—thanks to the Japan current. There are great lumber mills in operation or in building throughout the great forests; there are great tracts heavy with coal and precious metals only partially explored and prospected. But, after all, to this class agriculture offers the greatest chance. For the business man or the capitalist, there are unlimited opportunities. The mines, especially the coal mines, will bear much exploitation, and smelters are bad-

ly needed and would return great profit, since most of the ore mined in the region goes into the States to be smelted. The lumber franchises are still open. The salmon industry is not worked to its limit. But the greatest chance of all for the individual of moderate means who wishes to go into business for himself, lies in the city of Vancouver proper. Here, where the Oriental trade is growing day by day, he has the best possible opportunity of building up a business which holds possibilities for the future. If it is in commerce, he can be assured that the number of keels in Vancouver harbor will increase year by year; if in manufactures, he has the assurance that coal, the great necessity of all manufactures, lies in abundant supply close at hand, and that he has, in the nearing Orient, a close and permanent market. In becoming a great city, Vancouver is bound to make great fortunes, and the ultimate possessors of those fortunes will be the ones who seize the present time for a beginning.





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Naming Rates in dollars per ton of 2,000 pounds on ore in bulk or sacked, when value per ton does not exceed amounts given below:

When value per ton of 2,000 lbs. is not more than	Bennett to Skaguay. Rate per ton		Caribou to Skaguay. Rate per ton		White Horse to Skaguay. Rate per ton	
	Sacked	Bulk	Sacked	Bulk	Sacked	Bulk
\$ 50	\$ 5 00	\$ 6 00	\$ 6 00	\$ 7 00	\$ 7 00	\$ 8 00
100	6 00	7 00	7 00	8 00	8 00	9 00
150	7 00	8 00	8 00	9 00	9 00	10 00
200	8 00	9 00	9 00	10 00	10 00	11 00

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Add \$3.00 per ton, sacked, and \$4.00 per ton, bulk, to the above rates for transportation from Skaguay to Seattle, Tacoma or Everett, Wash.

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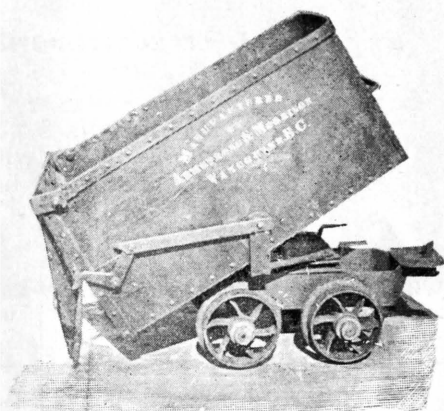
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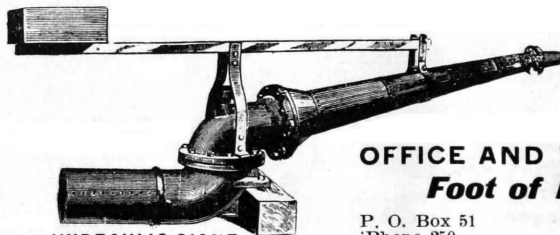


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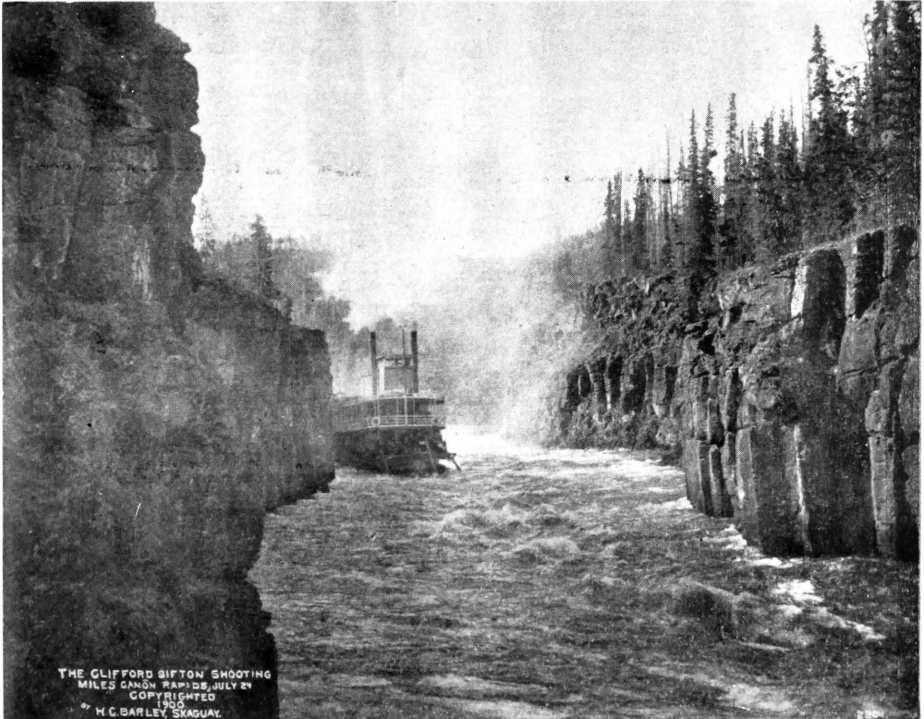
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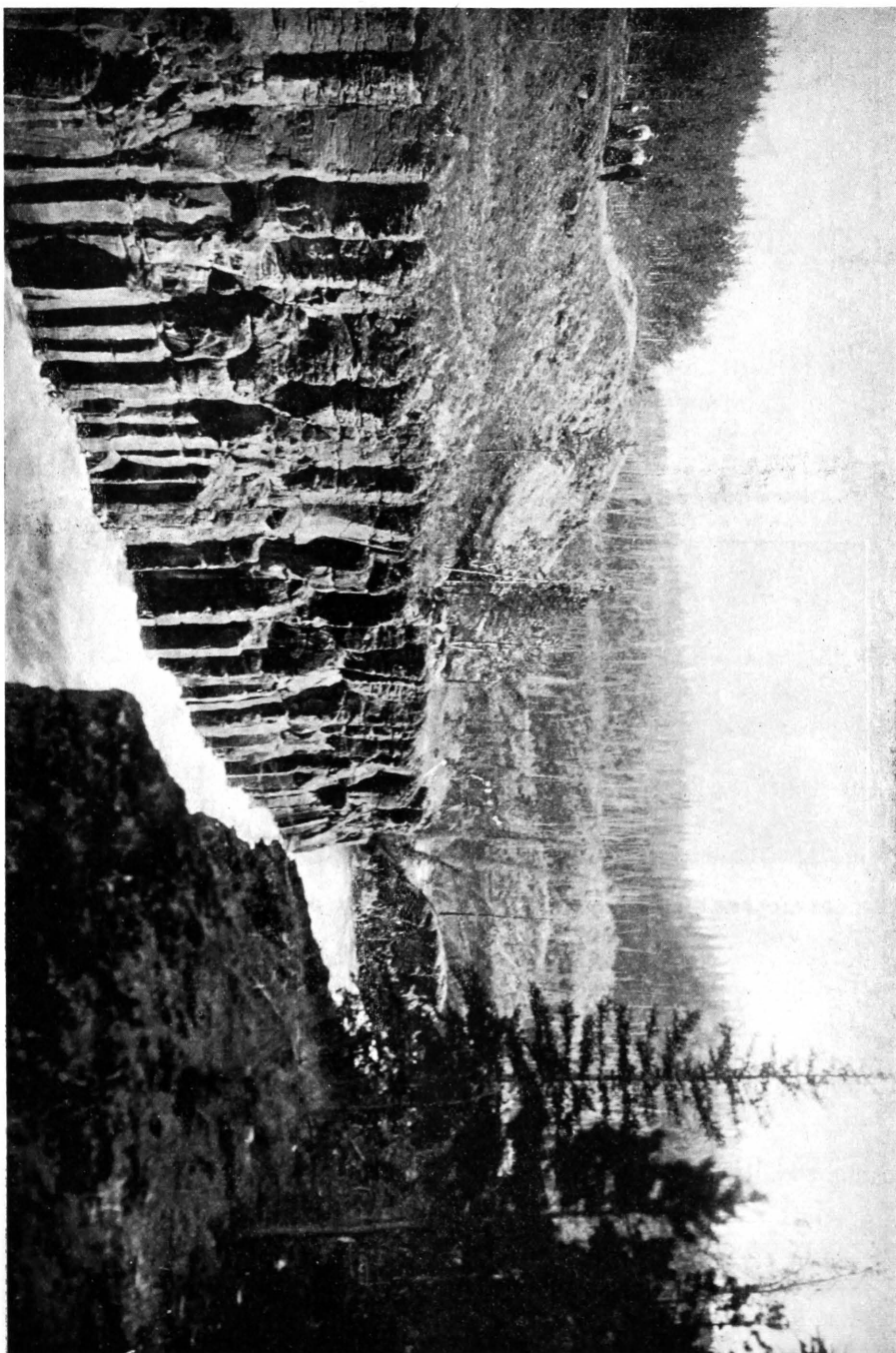


Photo by Barley, Skagway, Alaska.

MILES CANYON, Y. T.

# Alaska Steamship Company

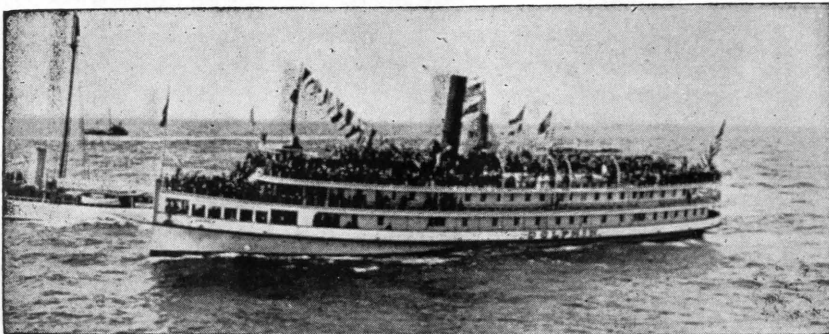
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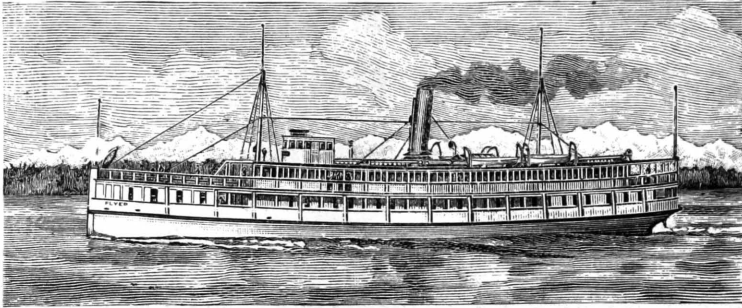
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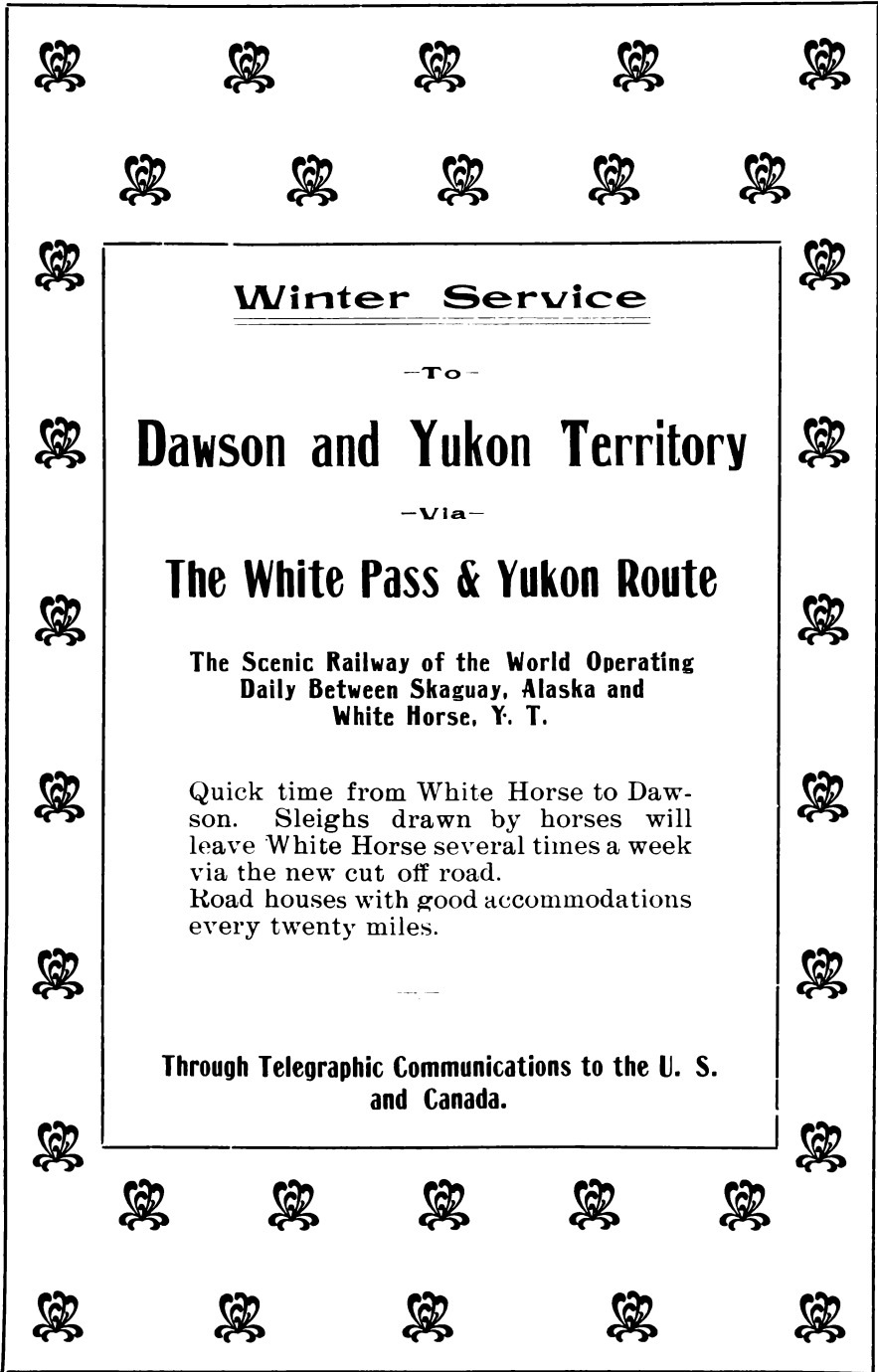
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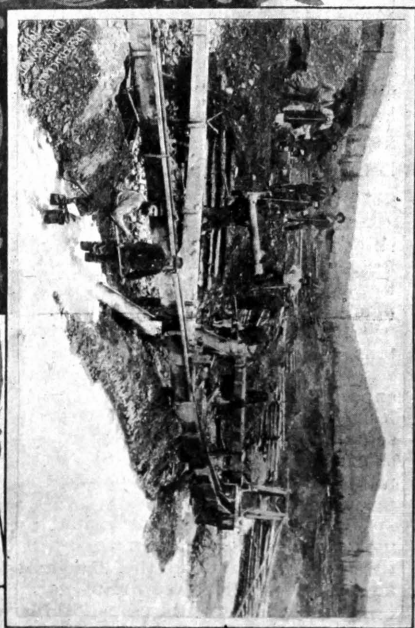
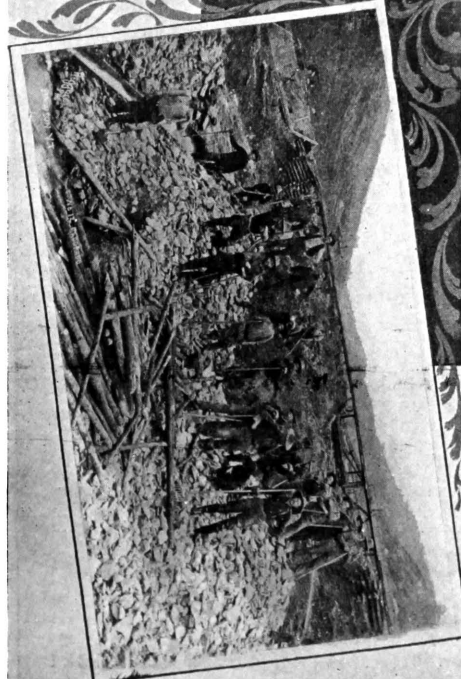
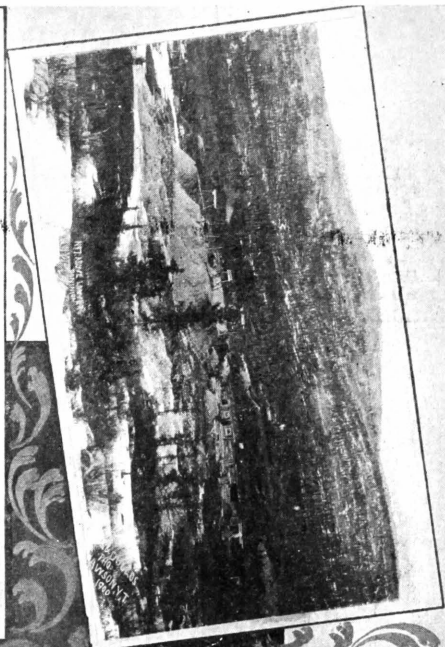
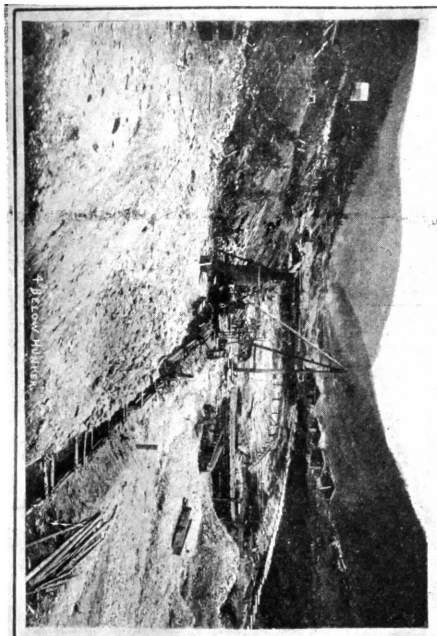
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His sealskins are all carefully selected, and are the very best London dyed skins. He has just received a large consignment of all kinds of furs, such as beaver, otter, Persian lamb, astrachan, marten, etc., together with some of the finest brocade satins in all colors for linings, and is therefore prepared to manufacture any kind of fur garment.

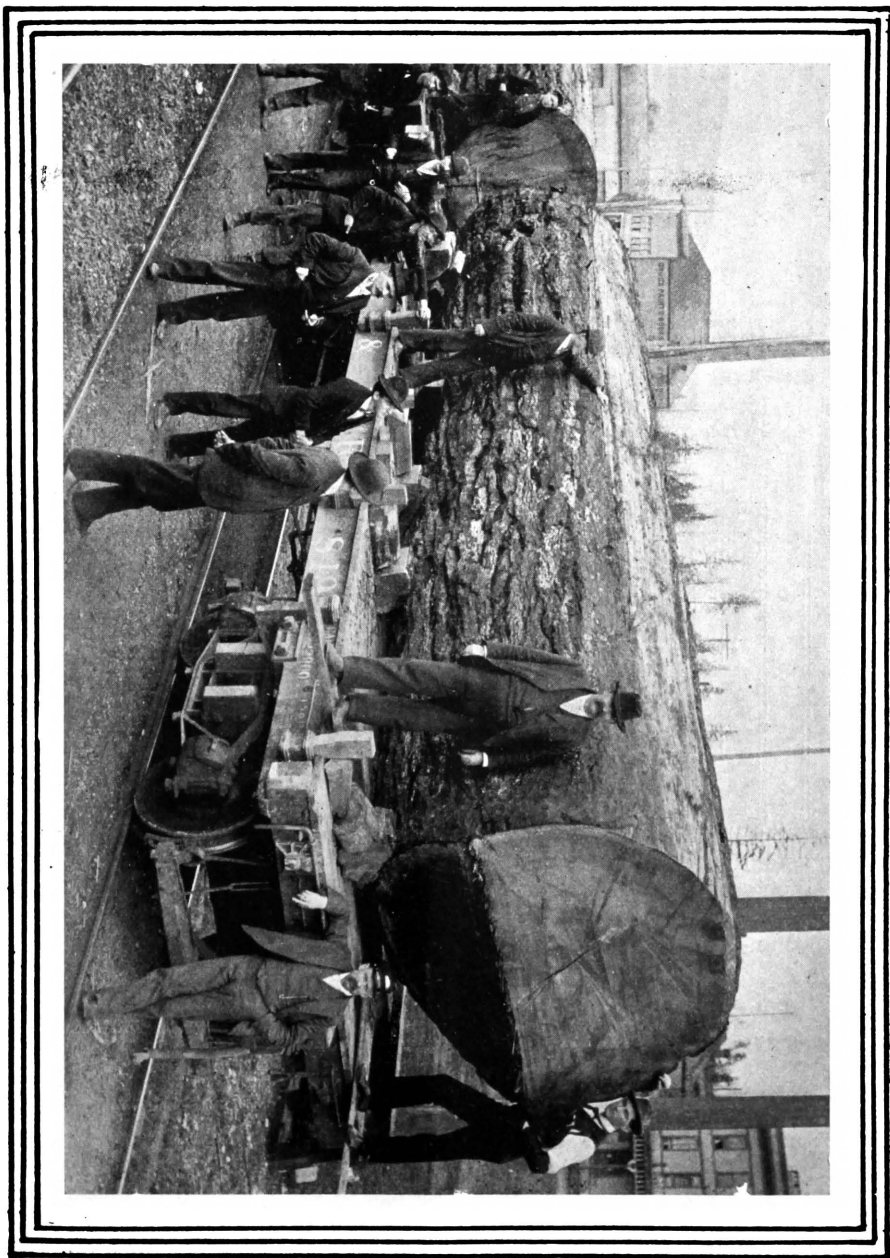
He also makes a special business of Alaska furs, such as coats, caps, mittens, sleeping robes, etc., both for ladies and gentlemen.

Mr. Petkovits not only employs experienced operators, but carefully supervises all work himself, and as his reputation is of inestimable value to him, it goes without saying that everything will be found exactly as represented. Moreover, he fills all orders promptly, orders from a distance receiving as careful and prompt attention as if the persons placing them were present to talk it over. Prices are always consistent with perfect workmanship and proper goods.

Ladies who have not visited the establishment of Mr. Petkovits should most assuredly do so, and they will easily be convinced of the superiority of the workmanship and the excellent quality of the material used. Especial attention is given to rebuilding garments.

Mr. Petkovit's address is 110 Marion street. Wholesale and retail Alaska fur goods. Highest price paid for raw furs.





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AMERICAN BISCUIT CO., Cracker  
Manufacturers, San Francisco.

ROTHSCHILD & EHRENPFFORT, Mfg.  
Confectioners, San Francisco.

ST. PAUL SYRUP REFINING CO..  
Maple Syrup, etc., St. Paul, Minn.

THE J. B. FORD CO., Bell Starch and  
Wyandotte Soda, Wyandotte, Mich.

ANDERSON PRESERVING CO., Monk  
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YOUR MAIL in our Care will be Promptly Attended to.  
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**OFFICERS:**

J. FÜRTH, President
J. S. GOLDSMITH, Vice Pres.
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# The Puget Sound National Bank

**OF SEATTLE, WASH.**

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Correspondence Solicited

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Commercial National Bank.....	Chicago	Bank of California.....	San Francisco
Globe National Bank.....	Boston	First National Bank.....	Portland
Parr's Bank, Limited.....	London	First National Bank.....	St. Paul

H. C. HENRY,  
President

O. A. SPENCER,  
Asst. Cashier

R. R. SPENCER,  
Cashier

# The National Bank of Commerce

**Seattle, Wash.**

**CODES: A. B. C., LIEBER'S**

**CABLE ADDRESS: COMMERCE**

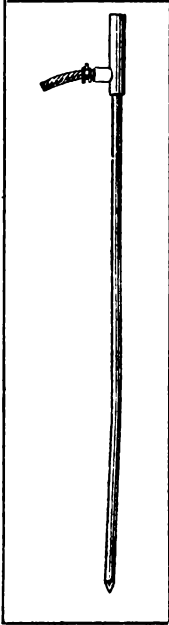
Consignments of Gold Dust received for delivery at U. S. Assay Office in Seattle and prompt returns made.

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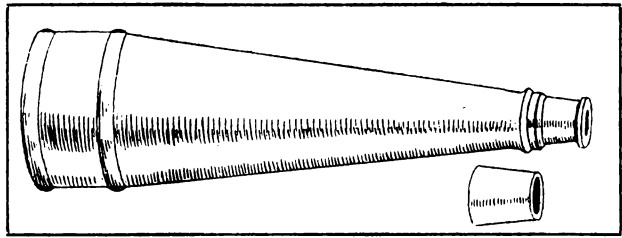
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