have to mix gravel with it to sluice it," and he so plentiful that, as the miners jokingly say, 'you they call 'Too-Much-Gold' Creek, where the gold is ing reports of "another creek much further up, which sluicing." Elsewhere he spoke of the Indians bringmeans from \$1,000 to \$12,000 a day for every man dirt is reported, and no bed rock found yet. This From one dollar up to twelve dollars to the pan of gravel has been found on the few claims prospected. ing on Bonanza Creek has only begun, and very rich region is more encouraging than the last. Prospecthe wrote: "Every report from the Thron-diuk eries." From the same place, November 22, 1896, we are on the eve of some magnificent gold discovwest Territory, said: "From all indications, I believe Ogilvie, the official surveyor of the British Northunder date of June 10, 1896, Honorable William In a report to his government, from Fort Cudahy,

Riches of the Klondike.

surpasses all fiction. not yet be estimated. The truth in regard to them richness cannot be exaggerated, as their extent canexcited the cupidity of the world. Their amazing the gold placers that have aroused the attention and insignificant stream have recently been discovered it. Along the bed and banks of this comparatively long, and formerly swarming with fish, empties into Klondike, a clear, shallow river, perhaps 200 miles channel. About 1,850 miles above its mouth, the known distances, pour their waters into its majestic mighty tributaries, many of them navigable for unsissippi does into the Gulf of Mexico. Scores of nearly as much water into Bering's Sea as the Misof more than 500,000 square miles, and discharges from eight to ten miles in width. It drains an empire about sixty miles wide; and 1,400 miles above, it is Hootalinqua and Big Salmon. At its mouth it is up each of these great arms, and others like the gable for light draft boats hundreds of miles further New Orleans to St. Paul by the Mississippi, and navi-Pelly Rivers unite to form it—or farther than from

closed with the declaration: "One thing is certain;

we have one of the richest mining areas ever found,

with a fair prospect that we have not yet begun to

All later accounts not only justify, but amplify

these statements of a year ago. For weeks past,

every steamer, every scow, from the golden north,

has brought back men whose plain, rugged history

makes all the fairy tales seem tame and common-

place. They went last fall, or last winter, or last

spring, paupers, deadbroke, hardly able to pay for a

drink or to buy a poker chip. They come back with

thousands, and many of them with tens of thousands

of dollars in gold dust and nuggets, and owning

claims, or parts of claims, from which they expect

to take hundreds of thousands, if not millions

cisco July 15, with from \$500,000 to \$750,000 in

yellow dust and nuggets. Every one of her forty

rough-garbed passengers had from \$5,000 to \$25,000

tied up in mooseskin bags or packed in ordinary

gripsacks. Two or three of them had over \$100,000

apiece, while nearly all of them represented interests

worth countless thousands more. J. J. Clements, of

Los Angeles, had cleaned up \$175,000 in a few

months; William Stanley, of Seattle, had \$112,000;

Clarence Berry, of Fresno, and his young bride,

both poor as chapel mice last fall, brought \$110,000;

and T. S. Lippy, Secretary of the Seattle Young

Men's Christian Association, and his wife, were

with "over a ton and a half of gold" on board. She

came again August 28th, bringing thirteen lucky

miners and about \$450,000 in gold. "The Alice'

arrived July 28th with \$600,000; the "George E.

Starr," August 20th, with \$41,000; the "Cleveland,"

September 11th, with \$400,000; the "Humboldt,"

September 14th, with \$15,000, and the "Excelsior,"

September 16th, with \$1,000,000. "The Volante'

returned September 15th with eight miners averag-

The steamship "Portland" came in July 17th

The steamer "Excelsior" arrived at San Fran-

discover its limits."

more, hereafter.

credited with \$116,000.

1,965 miles from its mouth, to where the Lewes and navigable for large steamers, as one unbroken flood, the Amazon, among the rivers of the new world. It is The Yukon is, in many respects, second only to

seems just beginning. times the price paid for it, and its productiveness and walrus ivory, \$98,050,000, or more than thirteen gold, canned salmon, whalebone, whale oil, cod fish, of Mexico. Since its purchase it has yielded in furs, Ocean, and from the St. Lawrence River to the Gulf States from the Mississippi River to the Atlantic 395,329,920 acres—nearly equal to all of the United Maine, Alaska has an area of 617,703 square miles, or than that city is west of the eastern boundary-line of extend six degrees farther west of San Francisco appropriate. Including its outlying islands, which in view of its extent and possibilities, is eminently Country"-was suggested by Charles Sumner, and, Alaska-meaning, in the Indian tongue "Great States, in 1867, for \$7,200,000. Its name of America, was bought from Russia by the United Alaska. This vast territory, then known as Russian hundreds of tributaries of the great Yukon River of signifies Plenty of Gold. The Klondike is one of ing "Plenty of Fish." To the world at large it now of the Indian word or words "Thron-diuk," signify-Klondike is a misspelling or mispronunciation

Klondike Is. What and Where the

knowledge or official reports. folder. All its statements are based on personal briefly and reliably, is the object of this unpretentious expenses will be. To answer these natural questions it, what equipment is needed and what the probable advantages and disadvantages are, how best to reach Bonanzaland-where it is, and what it is, what its ern railroad and steamship companies, as to the new globe deluges of inquiries are pouring in upon westfull and gorgeous bloom. From every part of the or "Yukon," or "Alaska." The Klondike craze is in belief or attempt, if it is only christened "Klondike,"

hoated. Nothing is too visionary or extravagant for mad Klondike schemes and speculations are being dike romances are being published, and all sorts of same golden quest. All sorts of preposterous Kloncountry and Europe, are preparing to follow in the Tens of thousands of adventurous spirits, all over this ing of cannon and the cheers of mighty multitudes. started amid fireworks and illuminations, the boomeager fortune-seekers and their outfits, and has the new found Land of Gold, has been jammed with yellow gold. Every vessel that has sailed toward San Francisco, laden with heaps on heaps of uncoined and of ships coming back to Portland, Seattle and up like stove wood, on wild creek and river banks, single pan of sand and gravel; of bags of gold corded stories of \$100, \$500, \$600 in gold, washed from a dust and nuggets. They repeat Aladdin's lamp shot sacks and cracker boxes overflowing with gold They babble, half-crazed, of oil cans, old bootlegs, and tons, by the pauper prospectors of yesterday. of gold dug out and washed out, by hundred weights land and every language of earth, men chatter to-day come household words around the globe. In every "Klondike," the "Yukon" and "Alaska" have besetting machines of all creation. The names of the the tongues and pens, the telegraph wires and typeattention. "The Klondike," "The Klondike," is on at most, become the center of universal interest and Dorados. It has, within a few days, or a few weeks cyclone, to the front of all the world's talked of El recently unheard of has swept, like a golden least, to take a back seat. A region till Creek and Mercur have had, temporarily at

OUTH AFRICA, Australia, Leadville, Cripple

and Alaska. The Klondike, The Yukon

ing 150 ounces of gold apiece, and the "George W. Elder," "City of Topeka," "Al-Ki," "Queen," "Flanders," "Capilano" and "Williamette" have, on every trip, borne homeward small parties of fortunate goldbuggers, each with his precious bag of dust and nuggets.

These strong-armed treasure bearers have scattered all over the country to spend the winter in luxury such as few of them could ever before afford, and they all unite in declaring that the richness of the new gold fields surpasses all description or imagination.

The Associated Press representative in Alaska estimates the golden yield for this year at \$12,000,-000, and conservative estimates for next year run as high as \$30,000,000. Volumes might be filled with the tales of golden wonder—all incredible, and yet all true-that come back with every squad of returning Argonauts. Nick Knutson, a dead-broke prospector, picked up a nugget on El Dorado Creek. nearly as big as his hand, and worth \$585.25. Four men, in six weeks, took \$42,628 out of a little strip of dirt 70x25 feet, on Claim 13, El Dorado Creek. Frank Dinsmore, on Claim 26, Bonanza Creek, took out ninety pounds of solid gold, or \$24,480, in a single day. Mrs. Alice Henderson, a well-known young newspaper woman, who, with her little three-yearold daughter, spent several months at Dawson, tells of seeing Aleck McDonald, a big, rawboned, hardworking miner, pay over \$150,000 at one time to the Alaska Commercial Company. Some \$12,000 or \$15,000 of it was in a granite bowl, and he hospitably said to her: "Take some nuggets. Take a handful of these larger ones. Help yourself; they're nothing to me." And that is the spirit of the camp and the region. Another Klondiker tells of seeing eighty men, rolled in their blankets, asleep on a big dancehouse floor, with from \$500 to \$10,000 apiece in their belts and pouches, because the safe of the establishment had not room for another bag of gold, and each man paying a round price for the privilege of the floor and the roof. Harry Ash's bar taking

in \$2,000 a day; meals \$1.50; drinks 50 cents; wages of common laborers \$15.00 to \$20.00 a day, and everything in proportion. John Kavanaugh, a coast barber, who struck the diggings with a fiddle and a chunk of resin, has amassed a more or less respectable fortune playing "Money Musk," "The Arkansaw Traveler," "The Devil's Hornpipe" and other classical arias, for dancing soirces, at "two ounces of gold a night."

Gold, gold, yellow, gleaming gold everywhere, plenty as mosquitoes, fish and filth; and this is but the beginning! The Klondike is only one small creek in over 10,000 miles of gold-bearing waterways. Gold has been found on every river and creek that flows into the Yukon, where the sound of a prospector's pick and pan has ever been heard. Scarcely 5,000 square miles out of over 600,000 have been prospected. The vast quartz ledges, from which all this placer gold comes, are still to be discovered. The world's greatest gold mines are probably yet to be found in this land of the Aurora Borealis and the Midnight Sun.

Climate of the Klondike.

Much has been said and written about the rigorous climate of Alaska, and all sorts of terrible weather yarns are being daily published far and wide. Sensational correspondents, who never saw a mining camp, and never felt the tingling rush of a blizzard-ignoramuses in regard to everything beyond the limits of a city garret and an anthracite grate,-expatiate long and lugubriously on the horrors of an Alaskan winter. The less they know, the more they write.

The truth is, there are two wholly different climates in Alaska. On the coast it is mild and equable all the year. In the interior, the summers are short and hot, and the winters long and coldbut scarcely colder or more severe than in Dakota or Manitoba. In the summer, the sun shines about twenty hours of every day. All ordinary varieties of grains, grasses, fruits and vegetables grow in pro-

to have ranged from 33 degrees above zero in October to 11 below zero in December, 17 below in January and 15 below in February. The lowest temperatures recorded during the winter, were 59 degrees below zero in January and 55 below in February; but these degrees of cold lasted but a few hours, and such temperatures are not unusual in the once-famous "banana belt" of Dakota and Minnesota. Dominion Surveyor Ogilvie made most of his authoritative surveys of the Yukon River in the depths of mid-winter, and he never complained of the climate. Women and children stand it, and thrive on it. Mrs. A. P. Barber, of Portland, Oregon, is back on a visit to her old home and neighbors, after spending nearly three years, with her husband. her young daughter and two sons on the Yukon and

to healthy and well-equipped people. How to reach the Klondike.

the Klondike-where they incidentally won an ample

fortune; and she talks far more of the profusion and

loveliness of the wild flowers than of the rigors of the

winter. The climatic drawbacks of Alaska are trivial

fusion, and wild flowers bloom everywhere in endless

variety and luxuriance of beauty. According to the

Chief of the United States Weather Bureau, the

mean temperature for the winter, in the coast re-

gions, is 32.5 degrees, or almost exactly the same as

that of Washington City; and official records show

the mean temperatures, in the upper Yukon region,

SALT LAKE CITY, UTAH.

To paraphrase a classic saying "All roads lead to the Klondike": For convenience of classification, all these Klondike-pointing highways of sea and land may be briefly included in two great general routes: One by way of the Yukon's mouth, and the other by way of its head.

It may be seen by reference to any map, one great arm of the Yukon River rises within a few miles of the ocean at Dyea. The mighty stream then sweep's north and west, through nearly ten degrees of latitude and forty of longitude, crosses the Arctic Circle near Fort Yukon, and after describing a vast

semi-circle of more than 2,500 miles, empties into Norton Sound, the northernmost end of Bering's Sea. The route by way of its mouth is used by two or three transportation companies. Their vessels go by Dutch Harbor to St. Michael's, sixty miles north of the mouth, where a transfer is made to river boats. The distances via this route are approximately:

> The fare from Portland or Seattle, to Dawson City, via St. Micheal's and Yukon river is \$300. This rate includes (usually) three-fourths of a ton of freight (cubic measurement). There have been no secondclass tickets sold on this route.

Circle City to Forty Mile.

Forty Mile to Dawson City...

The distance from Portland or Seattle is 500 or 600 miles less than that from San Francisco. The river part of the route lies, for some distance north, of the Arctic Circle. The navigation is open only about four months of the year, and the trip is long, tedious and expensive.

During eight months of the year the only available route is by the head of the Yukon, and in the practical estimation of most old miners, it is the only one at any season, or under any circumstances. It is short, cheap, and always accessible to a wellequipped man. It is by first-class ocean steamship lines from Portland or Seattle, via Ft. Wrangel, Juneau or Dyea, and from Ft. Wrangel, Dyea or Juneau by sledge or pack train about twenty-three miles across the Coast Range to the headwaters of the Yukon, from Lake Teslin, Lake Lindeman or Lake Bennett, where the boat trip down the river begins. There are three generally traveled trails: the Stickeen River, Chilkoot, and Skaguay (or White) Pass, differing but a few miles in length.

The distances by the Chilkoot route, in even

figures, are:	
	MILES.
Portland to Juneau	. 874
Juneau to Dyea	. 100
Dyea to Head of Canoe Navigation	. 6
Head of Canoe Navigation to Dyea River Forks	. 2
Forks of Dyea River to Summit of Pass	. 6
Summit to Head of Lake Lindeman	. 9
Length of Lake Lindeman	. 4
Foot of Lake Lindeman to Head of Lake Bennett	. 1
Length of Lake Bennett	. 26
Foot of Lake Bennett to Head of Tagish Lake	. 3
Length of Tagish Lake	. 17
Foot of Tagish Lake to Head of Marsh (or Mud) Lake	. 5
Length of Marsh (or Mud) Lake	. 20
Foot of Marsh (or Mud) Lake to Head of Grand Cañon	. 25
Length of Cañon	. 1
Foot of Cañon to Head of White Horse Rapids	2
Length of White Horse Rapids	. 1
Foot of White Horse Rapids to Tahkeena River	. 15
Tahkeena River to Head of Lake Le Barge	. 13
Length of Lake Le Barge	. 31
Foot of Lake Le Barge to Teslin River	. 31
Teslin River to Big Salmon River	. 31
Big Salmon River to Little Salmon River	. 36
Little Salmon River to Five Finger Rapids	. 55
Five Finger Rapids to Pelly River (Fort Selkirk)	. 48
Pelly River to White River	. 96
White River to Stewart River	. 9
Stewart River to Sixty Mile Creek	. 21
Sixty Mile Creek to Dawson City	. 46
Dial in the Court of the Court	

A total of 1,534 miles, or a little more than onefourth of the distance via Dutch Harbor and St. Michael's. First-class fare from Portland or Seattle, by staunch ocean steamers, connecting directly with Oregon Short Line trains over the Oregon Railroad and Navigation Company's Line, is \$40.00; secondclass, \$25.00. The time from Portland or Seattle to

Ft. Wrangel, Dyea or Skaguay is from five to six days. From Ft. Wrangel, Dyea or Skaguay, all baggage and supplies must be carried over the Coast Range by sledge, on pack horses, or on the backs of men; and the world has been filled with sensational pennya-line rubbish about the perils and horrors of the Chilkoot and Skaguay trails. The truth is, the summit of the Chilkoot Pass is only about 3,200 feet, and that of the Skaguay about 2,700 feet, above the sea level, and the roads are about like any other rugged mountain trails. An Indian packer thinks nothing of strapping 100 or 150 pounds of luggage on his back and carrying it from Dyea to Lake Lindeman in forty-eight hours. David E. Brown, a Port Townsend mail carrier, who started for Dawson August 29th, was boating down Lake Bennett with all his outfit, just nine days later. With the help of Indian

carriers he took nearly a ton of supplies across from

Dyea to Lake Lindeman in forty-five hours. Women and children have gone in and out over both trails. When Lake Lindeman is reached, the rest of the journey to the Klondike is a mere down-stream affair. The trip is no harder than any old-time Black Hills or Winnipeg jaunt in ante-railroad days, and many projects are being pushed to render it easier and speedier.

A strong company has been organized to build a railroad from Skaguay over White Pass to Lake Bennett; and work has already begun on a cable tramway for freight and passengers, from Dyea over Chilkoot Pass to Lake Lindeman, which is to be completed by February.

Nor is this all. An eastern company, with ample capital, has made surveys for a railway from the head of Taku Inlet to Lake Teslin, and found an excellent route, with a maximum grade of but three per cent. The approximate distances by this route are:

			MILE	
Portland to Juneau	 	 	. 8	74
Juneau to Head of Taku Inlet	 	 		42
Head of Inlet to Lake Teslin	 	 	. 1	40
Lake Teslin to Dawson City	 	 	. 5	99
Total	 	 	1.6	55

It is only forty miles across a level, wooded country, from the head of canoe navigation on Taku River to Lake Teslin; and from Teslin to Klondike and the mouth of the Yukon, there are no rocks or rapids, but one unbroken sweep of navigable waters.

A powerful syndicate has chartered a company to build a railway from Prince William Sound, up Copper River to a point on the Yukon near the International Boundary Line, a distance of only about 325 miles.

An English company has surveyed a line up to the Stickeen River, from Ft. Wrangel to Lake Teslin, by which the distance would be approximately:

Portland to Fort Wrangel	maa
	726
Fort Wrangel to Telegraph Creek	120
Telegraph Creek to Lake Teslin	120
Lake Teslin to Yukon River	350
Yukon River to Dawson City	150
Total1	,466

And last, but not least feasible or favorable, a railroad survey has been made over the Dalton Trail, from Chilcat on Lynn Canal or Dyea Inlet, to Ft. Selkirk. The distance is only about 350 miles, over a comparatively well-wooded country, where

pasturage in the summer is abundant. Herds of beef cattle have been driven over it, and trains of pack horses have traversed it for years. By this route the

		MILES.
Portland to Juneau	 	874
Juneau to Chilcat	 	80
Chilcat to Fort Selkirk	 	350
Fort Selkirk to Dawson		
Total	 	1,476

distances are:

So it will probably not be long until the Klondike-bound would-be bonanza king or queen, can go from ocean to river and mine in a palace car, by one of a half dozen routes. As they are now, all the routes are travelable, almost the entire year round, by any well-outfitted man or party of men. Timber for fuel, boats, rafts, sleds, and all other purposes abounds everywhere, and an Alaskan snow storm or blizzard is no worse than one of the Dakotan or Minnesotan breed. Zero is no colder at Teslintoo or Tuklukyet than at Fargo or St. Paul.

The Outfit for the Klondike.

The comfort, if not the health and safety of the Klondike expedition will depend largely on the outfit or equipment, and this, of course, will vary, according to the means or the tastes of the fortune seekers. Men should go in parties of four or five, so that one tent, stove, and boat or raft, may serve for all, and everyone should, if possible, take a full year's supplies. There should be at least one in each party with some knowledge of carpentry and boat building. An almost luxurious outfit for such a party might include:

Tent. 10x12 feet	
Tent, 10x12 feet.	
Coffee pots	.200 f
Plates 6 Pack straps	
Cups	
Knives and forks 6 Whip saw	
Spoons 6 Assorted files	1
Butcher knives	.25 lb
Draw knife	.15 lb:
Brace and bits	.10 lb
An Assortment of Fishing Tackle.	

If, in addition, a good "knock down" boat and a Yukon sled can be afforded, there will be little lacking that is essential to life, liberty and pursuit of — gold.

Each man should have a gold pan, a pick, shovel, axe and hatchet, pocket compass, a stout clasp knife, a pair of snow glasses to save his eyes from the glare of sunlight on snow, and perhaps a gun for hunting purposes—and to defend himself against newspaper correspondents. In the way of clothing, a full equip-

ment for each man would	consist of.
Heavy woolen underwear 3 suits Heavy overshirts 4 Heavy woolen socks 1 doz. German socks 2 pair Mackinaw coat 1 Rubber overcoat 1 Light underwear 2 suits	Sweaters 6 Mittens 6 Stout overalls 4 Mackinaw trousers 2 Heavy blankets 2 Rubber blanket 2

Add a little rubber for mending gum poots and coats; needles, thread and general repairing materials, and five or ten yards of mosquito netting, as these diminutive pests abound in the summertime. And each man should have, if possible, something like this supply of groceries, provisions and sundries:

Flour	Corn Meal	50 lbs.
Bacon 150 lbs.	Rolled Oats	25 lbs.
Beans 100 lbs.	Coffee	25 lbs.
Tea 10 lbs.	Sugar	75 lbs.
Rice 25 lbs.	Dried Beef	25 lbs.
Dry Salt Pork 25 lbs.	Evaporated Potatoes	25 lbs.
Dried Fruits 75 lbs.	Evaporated Onions	10 lbs.
Salt 50 lbs.	Baking Powder	5 lbs.
Evaporated Vinegar 2 lbs.	Condensed Milk	10 lbs.
Candles, 1 box.	Condensed Soup	2 lbs.
Soap 1 doz bars.	Mustard	1 can
Matches 1 or 2 tins.	Jamaica Ginger	3 bot.

A small medicine case, stocked chiefly with quinine and calomel, will be found valuable; and a little vial of good whiskey-holding, say, five or ten gallons-sometimes comes to use. Such an outfit can be obtained in Salt Lake City or Portland for from \$125.00 to \$150.00, and with it any healthy man can spend a year almost luxuriously on the Klondike; but men have gone into the Yukon country and won fortunes with less than half of it.

The Best Route to the Klondike.

There can be but one best thing of any kind, and but one best route to any place or region. As a highway for the stout-hearted hosts of Klondikebound gold seekers, THE OREGON SHORT LINE, with its east and west connections, is that best route. Running in connection with the Oregon Railroad & Navigation Company's lines to Portland, and connecting there and at Seattle with first-class ocean steamship lines for St. Michael's, Juneau, Dyea, Skaguay and all Alaskan points; it is the only direct

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route to the Klondike region from Salt Lake, Ogden, Denver, Omaha, Kansas City and the east in general. It is the only line by which miners from the east and southeast, bound for the Klondike, can pass through the great mining regions of Colorado, Utah, Idaho and Eastern Oregon, without delay or extra charge. It is the shortest, cheapest and every way best line from all eastern and southern points to Alaska. Its track, trains and equipment are all firstclass, and it traverses regions unsurpassed in mineral riches and scenic grandeur and beauty. It connects directly with all the first-class steamship lines running toward the new El Dorado. Additional steamers—all first-class, all seaworthy—will be put into service as they are needed, and every possible arrangement will be made to render the gold hunter's voyage a pleasure trip.

Connection is made at Sitka with the steamers of the Alaska Commercial Company for Unalaska and all important way points. The steamships sail from Sitka on or about the 8th of each month from March to November, and the rates are:

CABIN STEERAGE

	FREIGHT	FREIGHT PASSAGE.		PASSAGE.	
		SINGLE FARE.	ROUND TRIP,	SINGLE FARE.	ROUND TRIP.
Sitka to or from Yakutat		\$14.00	\$25.00	\$ 9.50	\$17.00
Sitka to or from Nutchik	9.50	27.50	49.50	18.50	33.50
Sitka to or from Kodiak (St. Paul)		35.00	60.00	22.50	40.50
Sitka to or from Karluk	12.00	39.50	71.00	25.50	46.00
Sitka to or from Unga	17.50	53.50	96.50	35.00	63.0
Sitka to or from Sand Point	19.50	54.50	98.00	35 50	64.0
Sitka to or from Unalaska	20.00	70.00	120.00	45 00	80.0
Kodiak (St. Paul) to or from Unalaska.	10.00	35.00	60.00	22.50	40.0
Yakutat to or from Nutchik	5.00	13.50	24.50	9.00	16.0
Nutchik to or from Kodiak (St. Paul)	5.00	13.00	23.50	8.50	15.5
Kodiak (St. Paul) to or from Karluk	2.00	4.50	8.00	3.00	5.0
Karluk to or from Unga	5.50	14.00	26.00	9.50	17.0
Unga to or from Sand Point	5.00	1.00	2.00	.50	1.0
Sand Point to or from Unalaska	10.00	16.50	30.00	11.00	20.0

Steamship berths or state rooms for all Alaskan points, may be reserved on application, by mail or telegraph, to the General Passenger Agent of the Oregon Short Line, Salt Lake City, Utah. Each passenger is allowed to carry 150 pounds of baggage free on trains and steamers. Freight or miners' outfits will be carried from Portland or Seattle to Ft. Wrangel at \$9.00 per ton, and to Dyea or Skaguay at \$10.00 per ton. Books, circulars, maps and all other information cheerfully furnished on applica-

D. E. BURLEY, General Passenger and Ticket Agent, Oregon Short Line Railroad.

Salt Lake City, Utah.

