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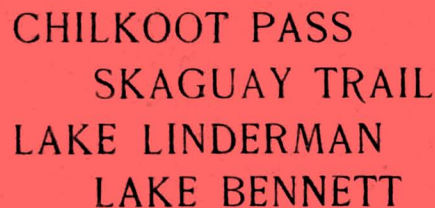
EN ROUTE TO THE



KLONDIKE

A SERIES OF

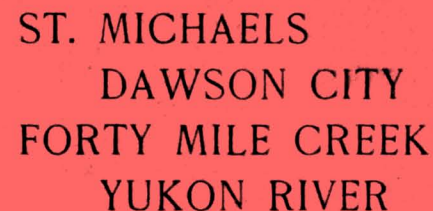
PHOTOGRAPHIC VIEWS



CHILKOOT PASS
SKAGUAY TRAIL
LAKE LINDERMAN
LAKE BENNETT



Part I.



ST. MICHAELS
DAWSON CITY
FORTY MILE CREEK
YUKON RIVER

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W. B. CONKEY COMPANY

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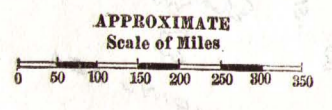
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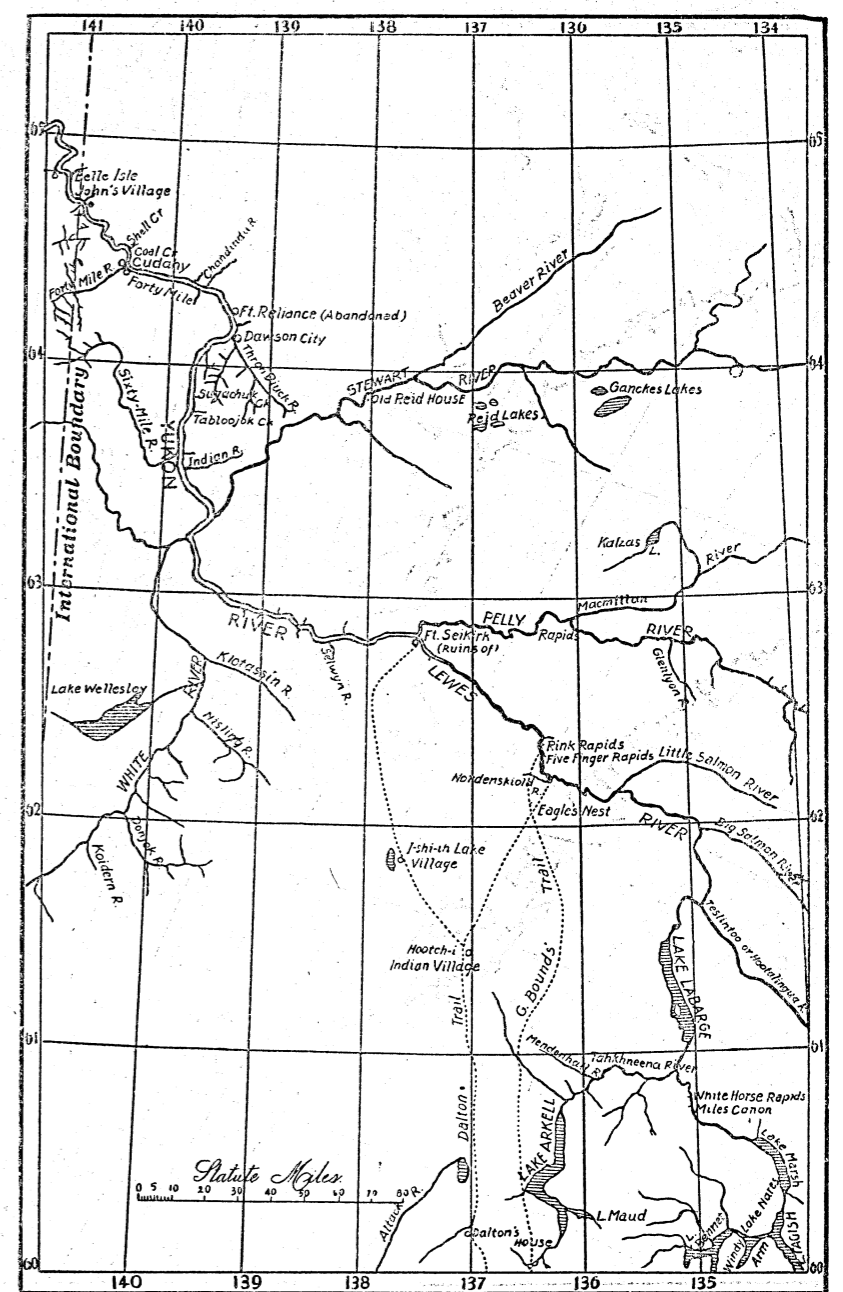
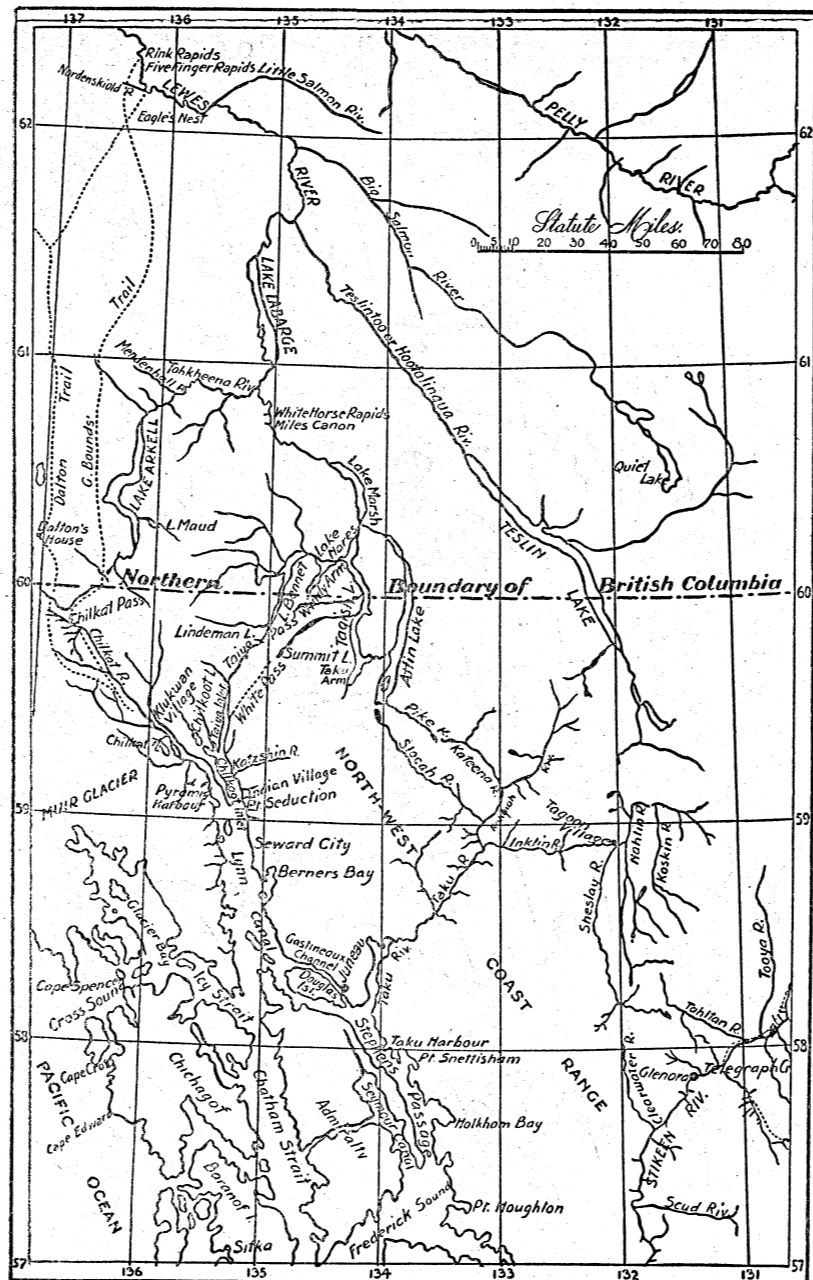
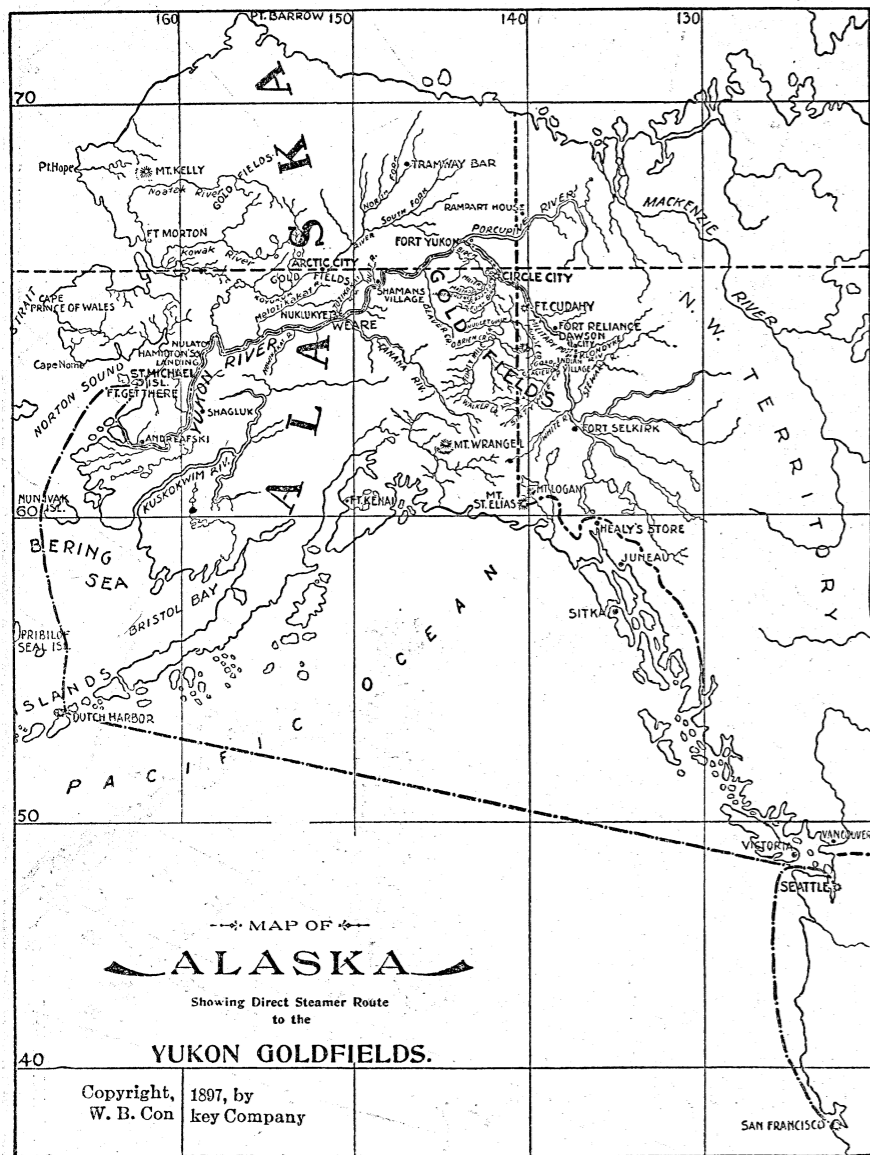
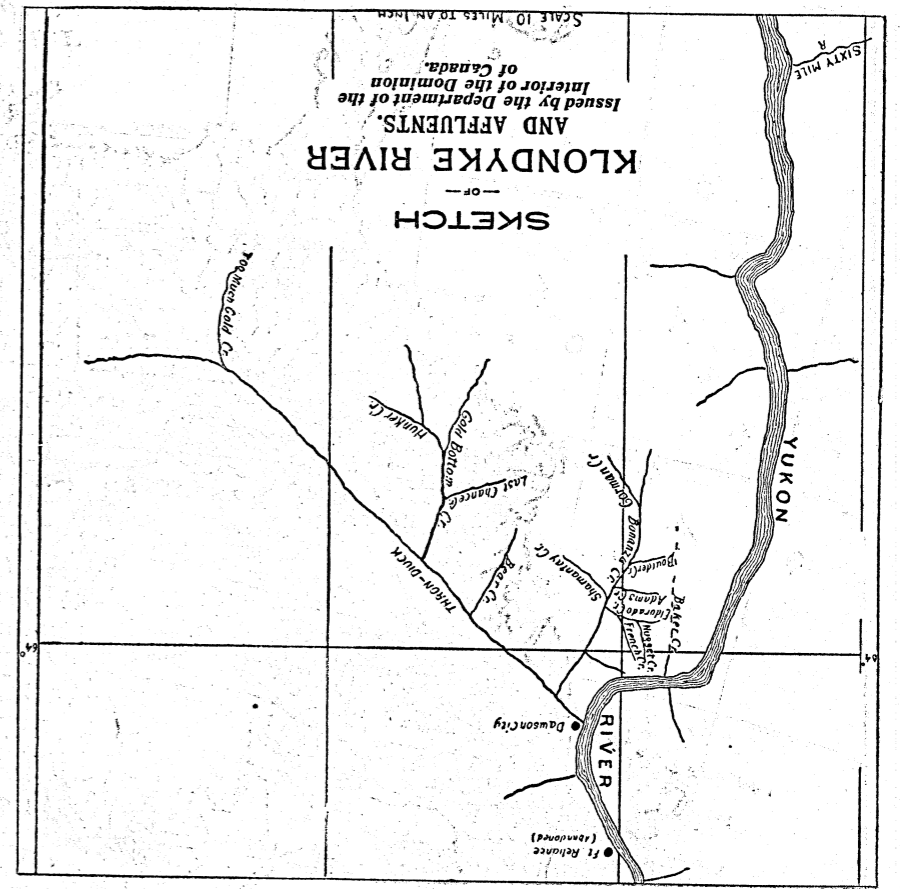
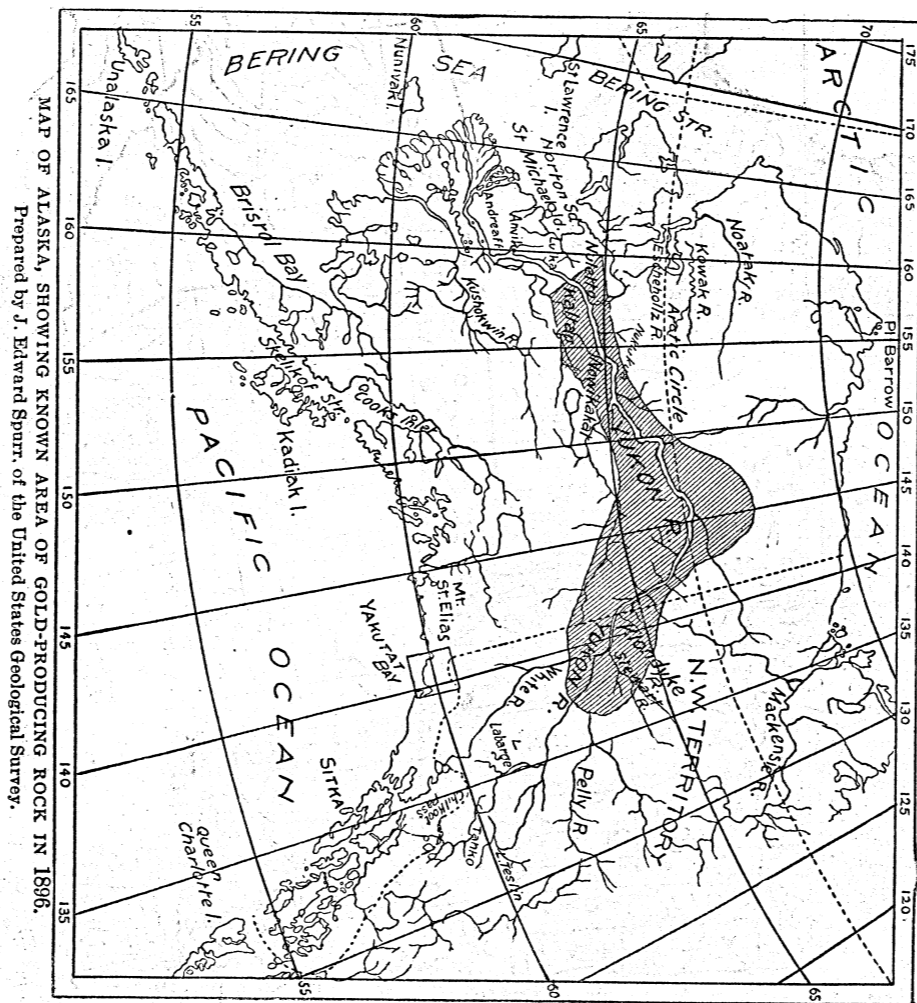
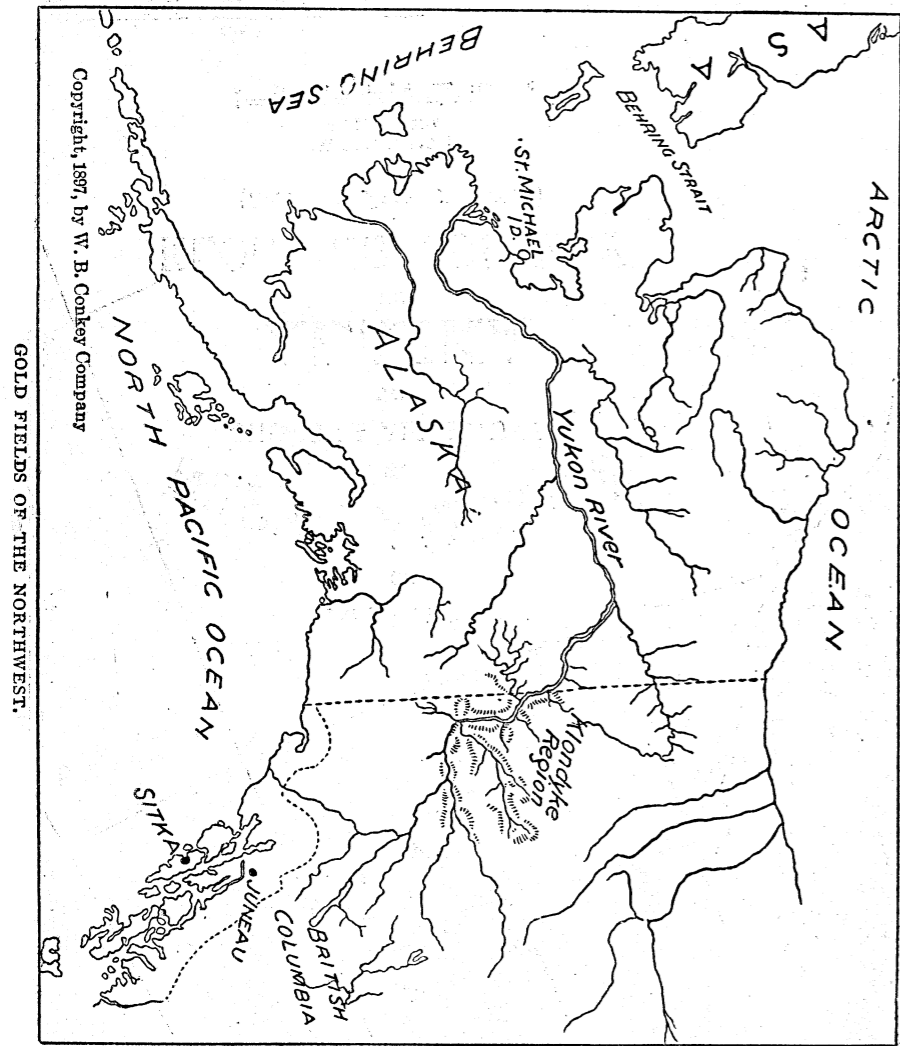
AT HAPPY CAMP

Actresses After the Golden Fleece.



MAP
OF
NORTH AMERICA
SHOWING ALL ROUTES
TO
ALASKA
AND
KLONDIKE COUNTRY
(Revised to January 1, 1898.)





EN ROUTE

... TO THE ...

... KLONDIKE ...

A SERIES OF

Photographic Views

... OF THE ...

PICTURESQUE LAND OF GOLD AND GLACIERS

Photographed by F. LA ROCHE

PICTURING WITH THE CAMERA'S UNDEVIATING ACCURACY THE ACTUAL PLACES TRAVELED
OVER BY GOLD SEEKERS EN ROUTE TO THE LAND OF TREASURE, PRESENTING
TO THE EYE ITS BEAUTIES, ITS GRANDEURS AND ITS DANGERS. ALSO
SHOWING MANY CAMPS, AND PARTIES OF ARGONAUTS
GOING TO THE GOLD FIELDS

*A Practical Guide to those contemplating a trip to the Klondike Country; a series of
striking interest to those who remain at home*



Published by
W. B. Conkey Company
Chicago & New York



HE attention of the civilized world was suddenly directed to Alaska and Northwest Territory last year. Golden treasure had long been suspected of being locked in the snow and ice of the Arctic Northwest, but not until the arrival of the gold laden steamer Excelsior on the 15th of last June at San Francisco, followed by the arrival of the steamer Portland at Seattle July 17th, did the public realize the actual existence of the treasure troves of yellow metal that pioneer argonauts had unearthed in what has come to be known as the Klondike Country.

The author had previously spent many years in pursuing the work of photographing views of the Northwest Arctic region, and when the intense excitement which manifested itself last summer was at its height, determined to undertake an expedition looking to the photographing of the sights and scenes of this New Eldorado, as much with a view of picturing with convincing accuracy its dangers, as well as its strangeness and grandeur. Also, that by a series of pictures of actual scenes and experiences en route, a practical guide for prospective travelers to the Klondike could be presented. These photographs convey a realizing sense of the conditions to be confronted on the way, and will picture to the mind of the reader a life-like idea of those places mentioned daily in the newspapers.

The expedition was undertaken, and how well the intended aim was carried to successful completion must be judged by those who follow the photographer in his journeyings as shown in the following series of photographs

*Yours Truly
F. LaRoche*



Photo by Sam. C. Partridge, San Francisco, Cal.

LEAVING SAN FRANCISCO FOR THE KLONDIKE.—The first steamer to carry passengers to Alaska after the news of the discovery of the rich placers of the Klondike was received, was the Excelsior, which sailed from San Francisco on July 28, 1897. She was laden with 350 passengers and about 800 tons of provisions and supplies. Fully 10,000 persons gathered at the Mission Street wharf to see the first party of gold seekers depart. The Excelsior was the vessel which brought from Alaska the miners who returned with the first gold from the Klondike. There were about \$500,000 in gold dust and a considerable number of prospective millionaires in the party.



2089. SKAGUAY HARBOR, SHOWING POINT OF LAND SEPARATING DYEA BAY FROM SKAGUAY.—This photo was taken September 12, 1897, at high tide, showing piles driven for one of the three wharfs that were in course of construction; also showing boats used in bringing passengers and outfits from the steamers to the shore, and for transporting from Skaguay to Dyea, around the point of land seen in the center of the picture. Distance from Skaguay to Dyea, five and one-half miles. When the tide is out the boats and scows are left high and dry on the beach, and wagons are driven to the boats, and outfits unloaded and taken on the wagons up the trail to Ragtown, three and one-half miles,



Copyright, 1897, by LA ROCHE, SEATTLE, WASH.

UNLOADING SCOW AT SKAGUAY.—This photograph presents to the reader three distinct kinds of scenery met with on the overland trip—the glacial, the desert, and the forest. The scow shown in the picture having traveled as far as possible by water, is being unloaded into wagons, which are used for transportation up country. There is considerable talk of building a railroad from Skaguay to the Upper Hootalinqua River. Surveys have been made for a syndicate of Canadian capitalists. The route will avoid the White Horse Rapids and the danger of Miles Canyon. The route, as surveyed and laid out, runs from Skaguay Bay across the new White trail to the upper arm of Lake Tagish.



Copyright, 1897, by La Rocne, Seattle, Wash.

KLONDIKE MINERS AT SKAGUAY, ALASKA.—The photograph here presented was taken on the twelfth of August. Quite a number of miners were encamped here on their road to the gold fields, and it can be easily seen by the heavy clothing worn that the weather was not any too warm at that date. With a long journey ahead, and the trials of an Arctic winter to combat, the men look tolerably contented and happy. They appreciated the desire of our expedition to photograph them. Miners in this region are generally the soul of hospitality, and always glad to welcome a newcomer. Being altogether disinterested in character, such hospitality warms a man's heart even if the climate happen to keep his body cold.



Copyright, 1897, by La Roche, Seattle, Wash.

PACK TRAIN, SKAGUAY.—These miners are about to begin the hardest part of the overland trip. The distance to the head of Lindeman over Chilkoot Pass from Dyea is twenty-four miles. But from Skaguay over the White Pass to the head of Windy Arm is thirty-one miles. The advantage of the latter journey, however, is that it is passable for horses the entire distance, while a horse cannot go over Chilkoot Pass. From Skaguay to Windy Arm, the round trip takes three days, while it requires a good, husky man to pack 100 pounds over the route. The necessary outfit for each man weighing not less than 1,000 pounds, it can be easily seen that about thirty-five days would be needed by a man to pack his outfit unaided over either the Chilkoot or White Pass.



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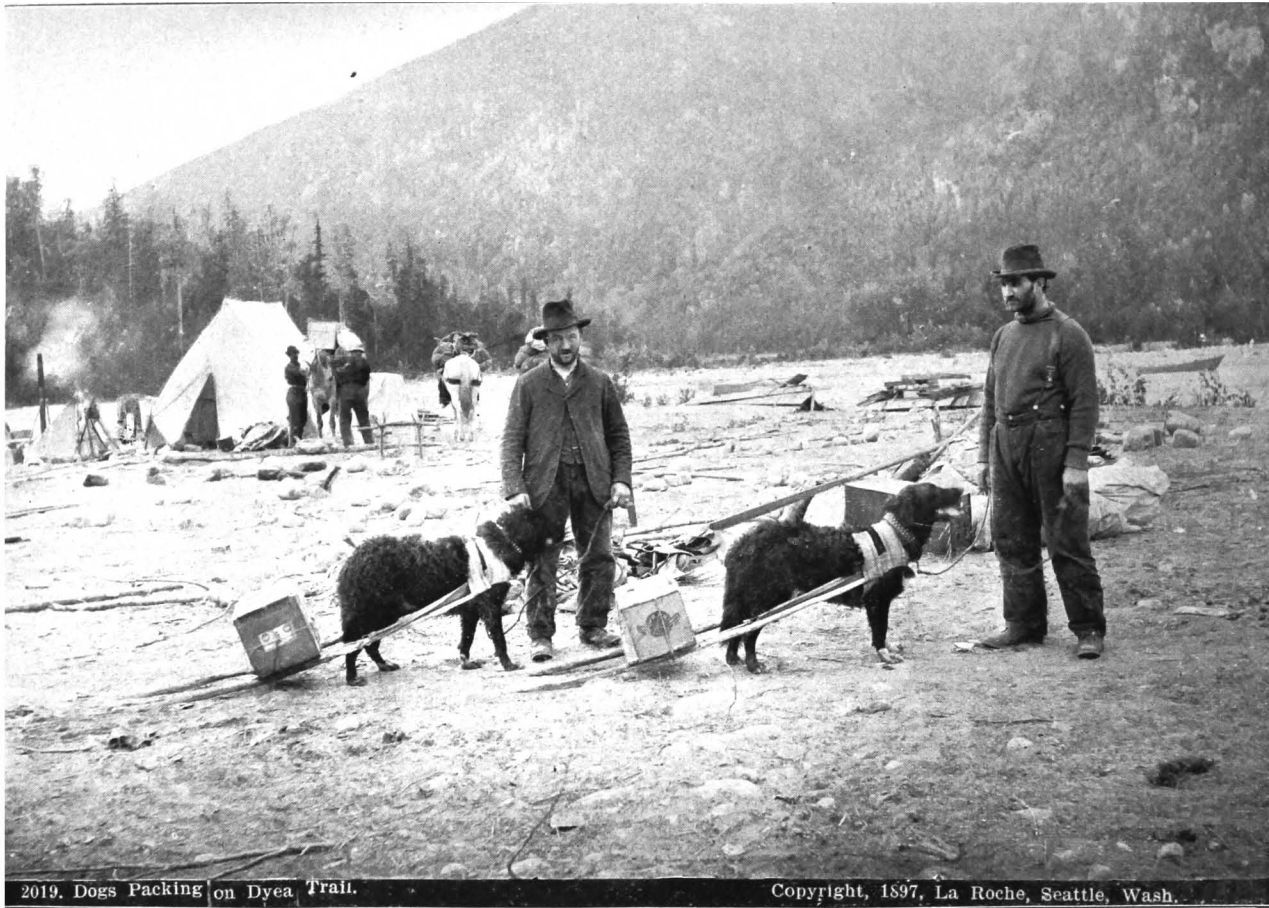
STEAMER QUEEN UNLOADING KLONDIKERS ON SCOW AT DYEА.—Although Dyeа is the point of departure for the Chilkoot Pass, wharf facilities there were none during the first rush, and the hundreds of gold seekers who crossed the Chilkoot in 1897 were taken from the steamers upon scows, as is here shown. After a journey of a thousand miles upon a palatial steamer they were now at the gateway of the golden north. Those not coming by regular lines were put ashore upon the rocks a mile and even two miles from Dyeа. Not unfrequently these landings were made in the rain and supplies belonging to one individual were put off in different places at considerable distances apart.



2079. Blacksmith Shop, Skaguay.

Copyright, 1897, La Roche, Seattle, Wash.

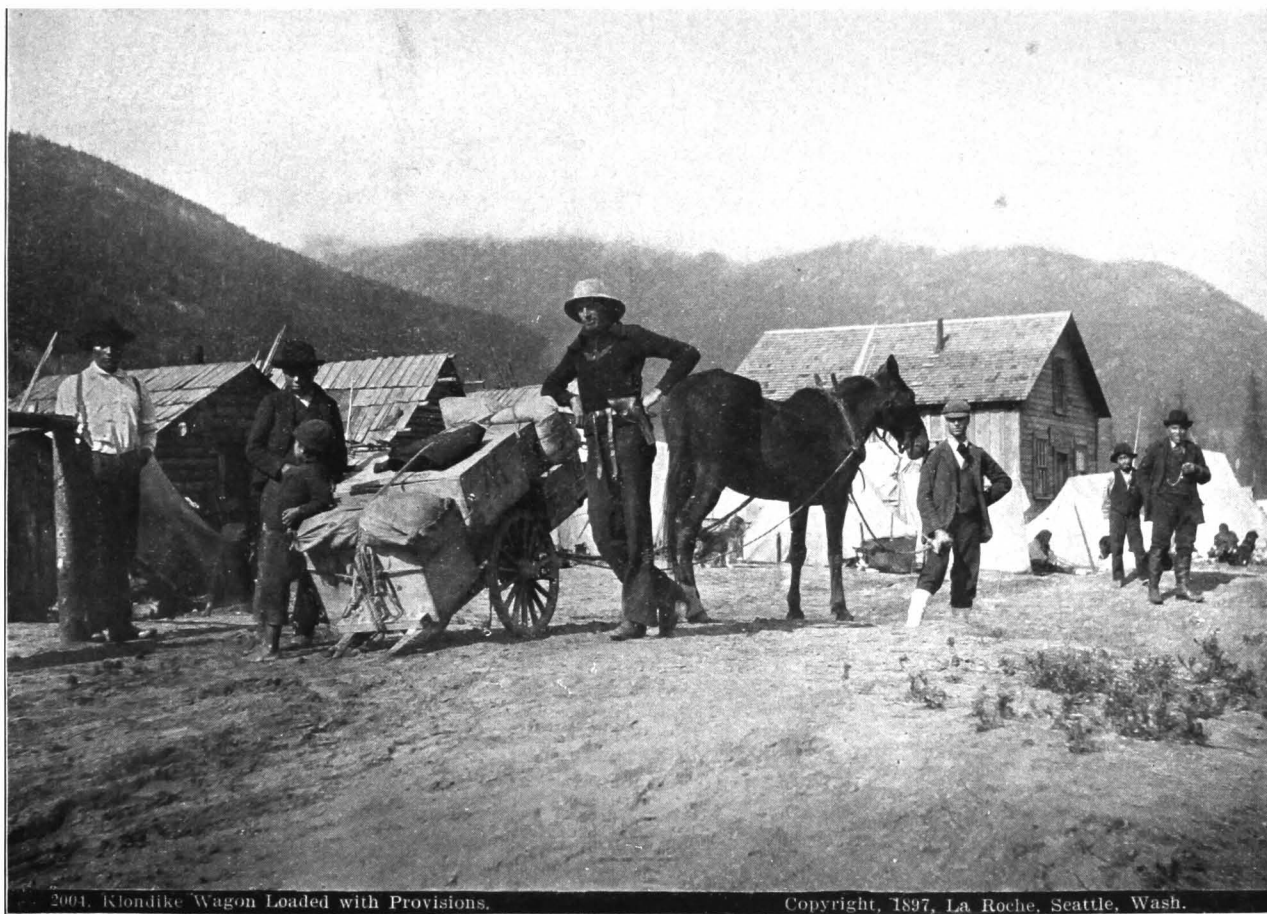
BLACKSMITH SHOP AT SKAGUAY.—Here the blacksmith charges \$6 for shoeing a horse and \$10 for shoeing oxen; in the latter part of August, 1897, during the horseshoe nail famine, as much as \$1 was paid for a nail. Several in-going parties to the Klondike have taken burros and small horses, instead of dogs, for draft and general-service beasts. It is said that one pony or burro will draw 3,000 pounds on the frozen surface of a lake. Another advantage claimed is that they can be used more profitably as pack animals during the summer. But one of the possible advantages not to be overlooked, is the fact that healthy horseflesh is a luxury when no other food is in sight.



2019. Dogs Packing on Dyea Trail.

Copyright, 1897, La Roche, Seattle, Wash.

DOGS PACKING ON DYE A TRAIL.—Dogs are most valuable in winter, as they are then attached to sleds and will draw 100 pounds twenty miles or more a day, five or six being usually harnessed to each sled. Dog teams were found of great service by the many parties who came out from Dawson during the past winter, and but for them many would not have been able to make the trip. The native dogs of the interior are the most valuable and have sold as high as \$200 each in Dawson. Car loads of mongrel curs have been shipped into Seattle and other points of departure for Alaska, and there trained to work in teams, making both day and night hideous with their howlings.



2004. Klondike Wagon Loaded with Provisions.

Copyright, 1897, La Roche, Seattle, Wash.

KLONDIKE WAGON LOADED WITH PROVISIONS.—An enterprising Dyea storekeeper had a dozen of these wagons which he rented for \$1 an hour. An advance payment of \$20 had to be made to secure the owner against unforeseen accidents and lapse of memory. As the original cost could not have been over \$10, the security would seem to be ample and the investment profitable. Some of the animals used would not take first prize at a horse fair for beauty, but almost any old thing in the shape of a horse was in demand at from \$200 to \$300, and would earn \$20 to \$30 a day. On the right and left are Indians, while the frame building is the Indian headquarters and the home of their chief, Isaac.



296. Four Men Hitched to Cart, Fording Dyea River.

Copyright, 1897, La Roche, Seattle, Wash.

FORDING DYE RIVER.—At the second crossing, about one mile and a half above the first, these men are crossing with perhaps 1,000 pounds of provisions. In September the river here was not far from one hundred feet wide and eighteen inches deep. In spring the melting snow sometimes increases the depth of water to four feet or more, when a ferry is used as at the first crossing. Here a party of five are north bound, crossing and recrossing with this cart until all their supplies are over, while two packers with horses are returning south after other loads. Long rubber boots protect them from the water, while a complete camp outfit appears upon the cart, so that they can pitch their tents wherever circumstances demand.



2014. Actresses on Way to Klondiké Fording Dyea River.

Copyright, 1897, La Roche, Seattle, Wash.

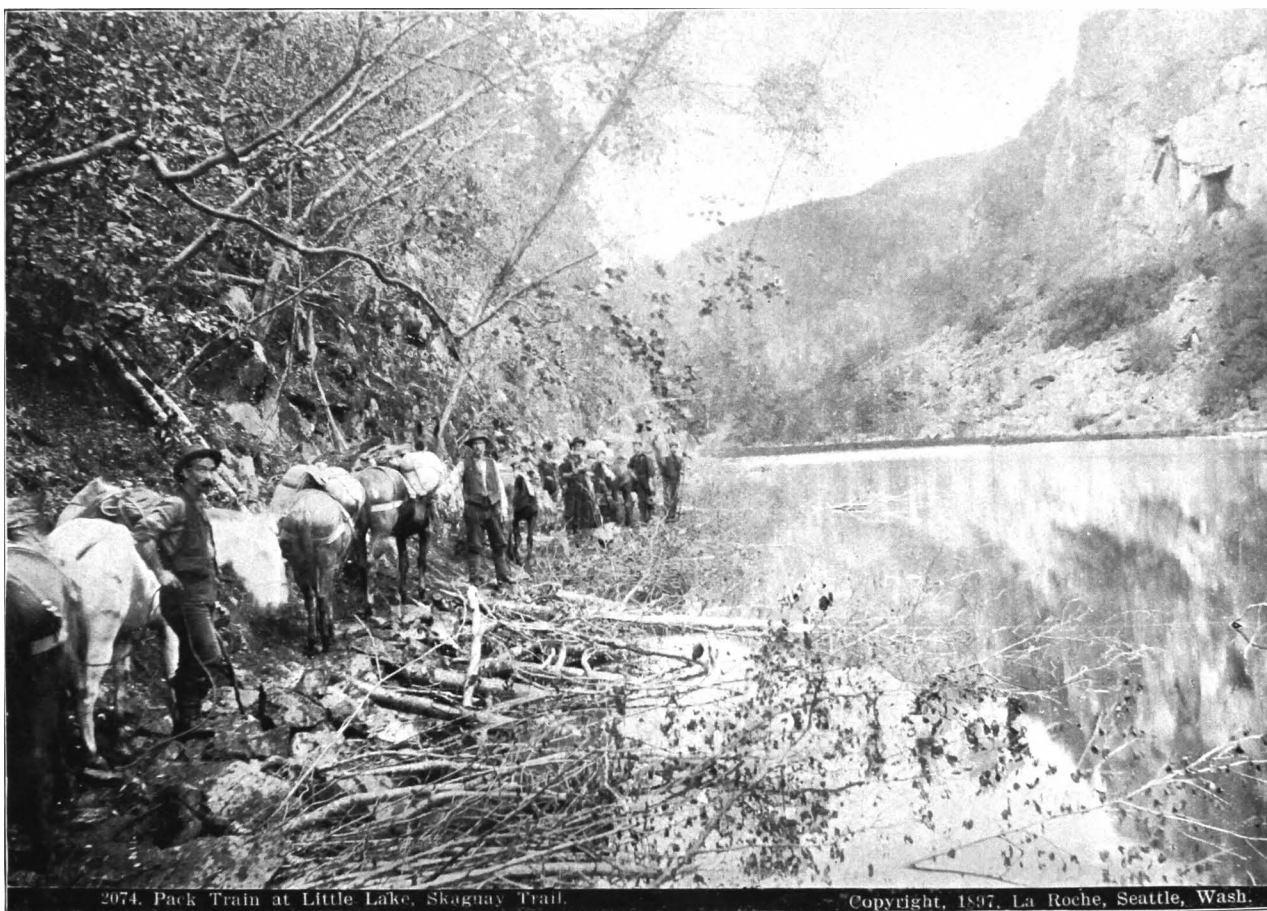
ACTRESSES FORDING DYEА RIVER.—These women were said to be under contract for two seasons at a Dawson City theater. A provision of the contract called for their arrival in Dawson in eighteen days after leaving Juneau, a remarkably quick trip. As they were not incumbered with other baggage than hand satchels, and made the journey in September they endured few, if any, hardships. Four of them are here fording the river with high rubber boots, while the fifth, not so well supplied, is being carried across the stream. It is estimated that 100 women crossed the passes during the summer and fall of 1897. There are rare chances in Dawson for women of courage and respectability. Dressmakers receive \$25 for a plain dress and \$50 for silk costumes.



2011. Towing Provisions up Dyea River.

Copyright 1897. La Roche, Seattle, Wash.

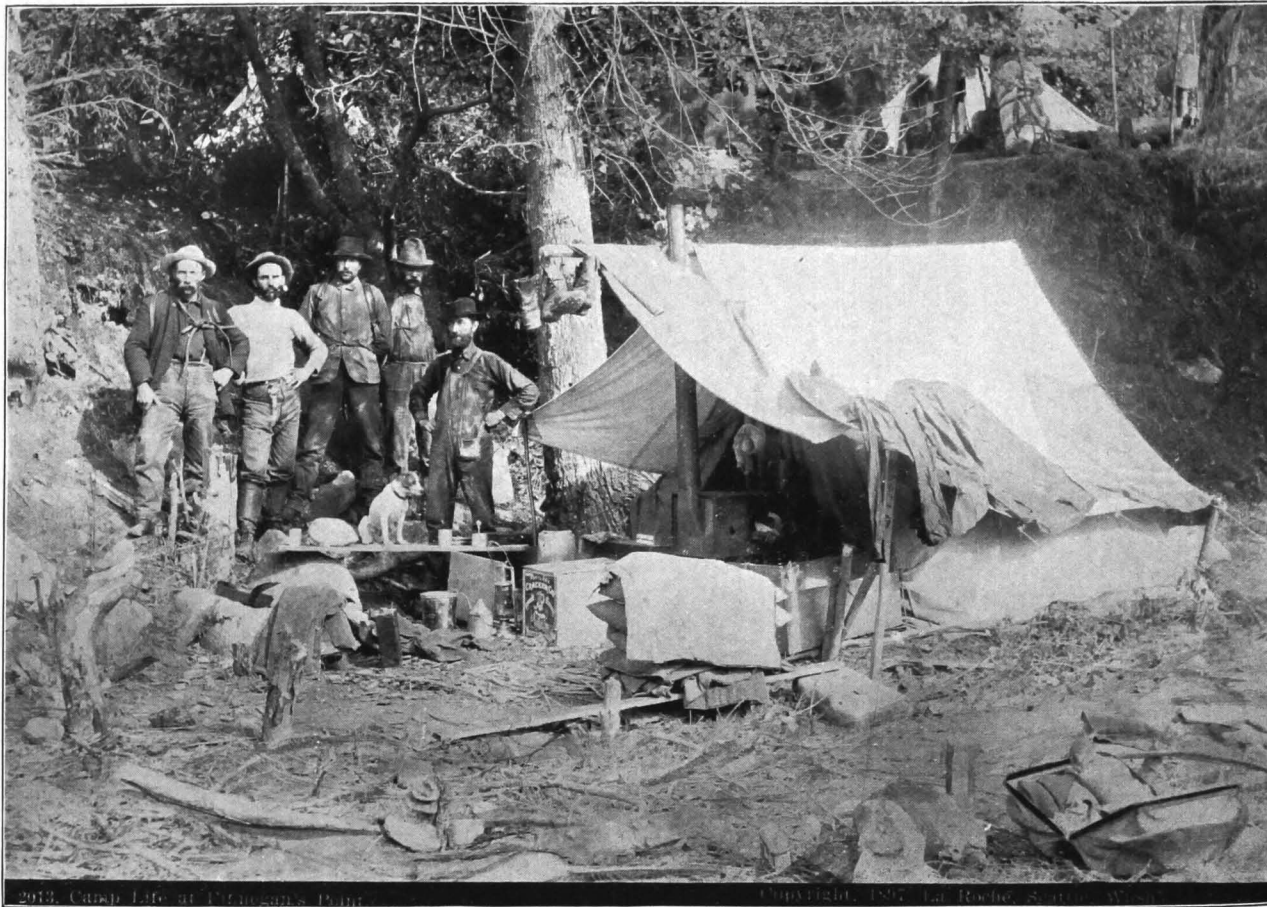
TOWING PROVISIONS UP DYEA RIVER.—Twelve hundred pounds are here loaded upon a flat-bottomed boat, which is being pulled and pushed upstream to the head of canoe navigation, about six miles north of Dyea. It exhibits another method of moving supplies. With indescribable toil hundreds of men labored on from day to day in an almost frenzied effort to reach Dawson City before the freezing of the lakes and rivers beyond the mountain passes; and in their desperation at the slow process made, some would abandon their outfits and push on, trusting to luck and a well-filled purse to take them through, while others would cache their supplies with the hope of finding them again if compelled to turn back.



2074. Pack Train at Little Lake, Skaguay Trail.

Copyright, 1897. La Roche, Seattle, Wash.

PACK TRAIN AT "LITTLE" OR "BLACK LAKE," SKAGUAY TRAIL.—This is a small lake on the Skaguay trail, about five miles out from Skaguay. A rough roadway has been formed along its left hand shore, where pack trains may proceed with some ease in single file, Indian fashion. When one stops to think that fast freight is whirled across the continent from San Francisco to New York in fifteen days, and passengers over the same ground in about five days, some idea of the slowness of travel in Alaska may be had. To go from Dyea to Dawson City, overland, eighteen days is considered "cannon ball" time, and only those who "travel light" can hope to do it. The supplies of a pack train must be allowed more than double this time,



2913. Camp Life at Finnegans Point

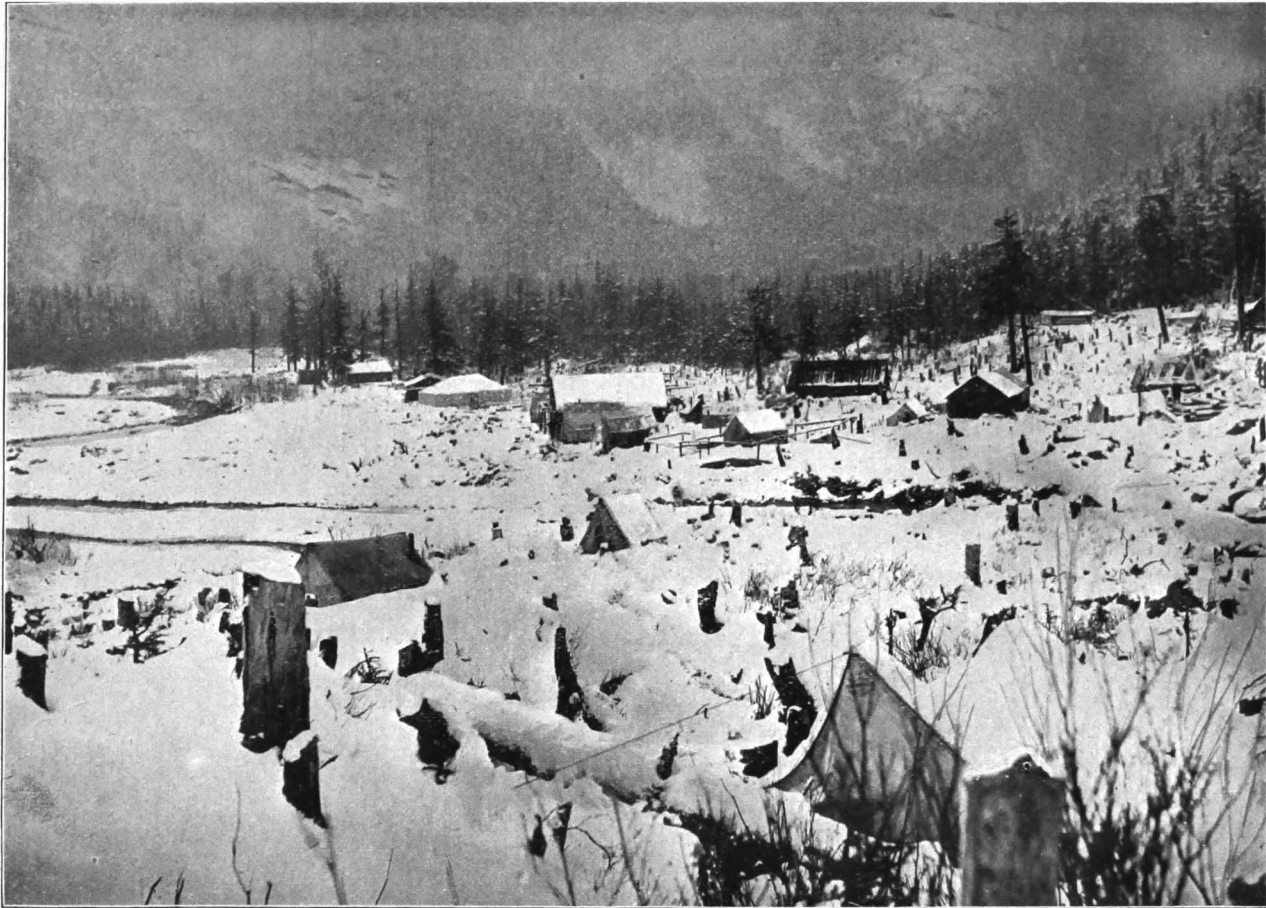
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CAMP LIFE AT FINNEGAN'S POINT.—This was but one of the seventy-five camps at the point at the time this view was taken, and in the background, on right and left, others may be seen. Each individual camp existed only until the supplies belonging to it were packed to some point farther on. Owing to inexperience in cooking, and the character of the food supplies carried, many suffered severely. Dyspepsia, that nightmare of Americans, was developed by overwork and want of proper food. Rheumatism, pneumonia, bronchitis—results from exposure to wet and cold, show the importance of having a sound constitution, living carefully, and eating well cooked and wholesome food.



Copyright, 1897, by La Roche, Seattle, Wash.

PACKERS ON TRAIL NEAR SHEEP CAMP.—This is not an exceptionally bad part of the trail, but a fair illustration of the rugged condition of the country through which the trail runs. With 100 pounds on his back, the packer need be hardy to encounter the trials of such a tramp. Many men carry and haul their own supplies to save the exorbitant charges of packing, although the work, considering local conditions, is well worth the large payment demanded by the Indians. Pack horses and mules will soon be substituted entirely for Indians and there are numerous plans on foot to improve the trail. There is little doubt that competition will cut down the charges, which, at present, are a big item to the prospective gold seekers.



Copyright, 1897, by La Roche, Seattle, Wash.

SHEEP CAMP IN WINTER.—This is a bird's-eye view of Sheep Camp. The peculiar name is derived from the mountain sheep which at one time were plentiful in this section. It is a typical Alaskan scene, wild and rugged, yet the tread of civilization is forcing its impress upon the surrounding country. With an unquenchable ambition for gold, mankind will not only exterminate the mountain sheep in this region, but dare to overcome the remorseless avalanche. About the middle of September the glacier played havoc with a number of tents, which it destroyed. The trouble was caused by the breaking up of the glacier, which washed away the tents. Away to the left is the last log crossing of Dyea River.



FRONT STREET AT SHEEP CAMP SETTLEMENT.—This is the principal camp on the Dyea trail. In August and September there were a thousand or more people encamped here. The log structure on the left was the leading hotel, where you might eat for 75 cents, and sleep on the floor for 50 cents, if you furnished your own bedding. Beyond here a meal could not be had at any price. This is right on the edge of what is known as the timber line. Thence to the other side is about ten miles. In all the district there is not sufficient wood to heat a cup of coffee, so you are obliged to carry your own wood if you want to camp within that distance.



FIFTY TONS OF PROVISIONS STORED AT CRATER LAKE. These have been freighted across the lake in the flat-bottomed canoe seen in the foreground, and now lie scattered about among the rocks awaiting transportation through the rocky defile leading onward from the right of the photograph, a distance of one and one-half miles, to Happy Camp. A word may be said here about food: Highly carbonaceous food should predominate, and alcoholic stimulants be avoided. One pound of tea is equal to seven pounds of coffee; three-quarters of an ounce of saccharine is equal to twenty-five pounds of sugar. All such matters should be carefully considered by the gold seeker who would lighten his burden.



2030. Dyea Trail Blocked by Falling Horse.

Copyright, 1897, La Roche, Seattle, Wash.

A TRYING CLIMB ON DYEAL TRAIL.—Mile after mile of such broken roadway and uncertain footing is met with en route to the mountain top. The photographer has shown here the toilsome march of the pack train bearing supplies for the miners. At the moment this photograph was taken, a fallen horse in front of the line had compelled all behind it to stop until the animal was assisted to regain its feet. In this picture can be seen two men carrying a section of a boat. Later, even this light load became too great to be borne up the mountain side, and they were compelled to saw it in two pieces and divide the burden. On reaching the shores of the lake, the pieces of the boat were patched together again.



2018 Pack Oxen on Dyea Trail

Copyright, 1897, La Roche, Seattle, Wash.

PACK OXEN ON DYEAL TRAIL.—In the foreground are four Indian packers returning from the summit of Chilkoot, having made \$18 each for their day's labor. Oxen are regarded in some respects as the most desirable of all pack animals in summer, as when possible to take them over the mountains they are not brought back, but bring a handsome profit for meat. One of these was killed at Lake Linderman, and the heart sold for \$7, the head for \$12.50, and the balance of the animal 50 cents a pound. One lot of cattle, representing but a small investment in Seattle, was driven in over the Dalton trail and brought \$8,364 in Dawson. Another lot was killed at the river and the frozen meat rafted down.



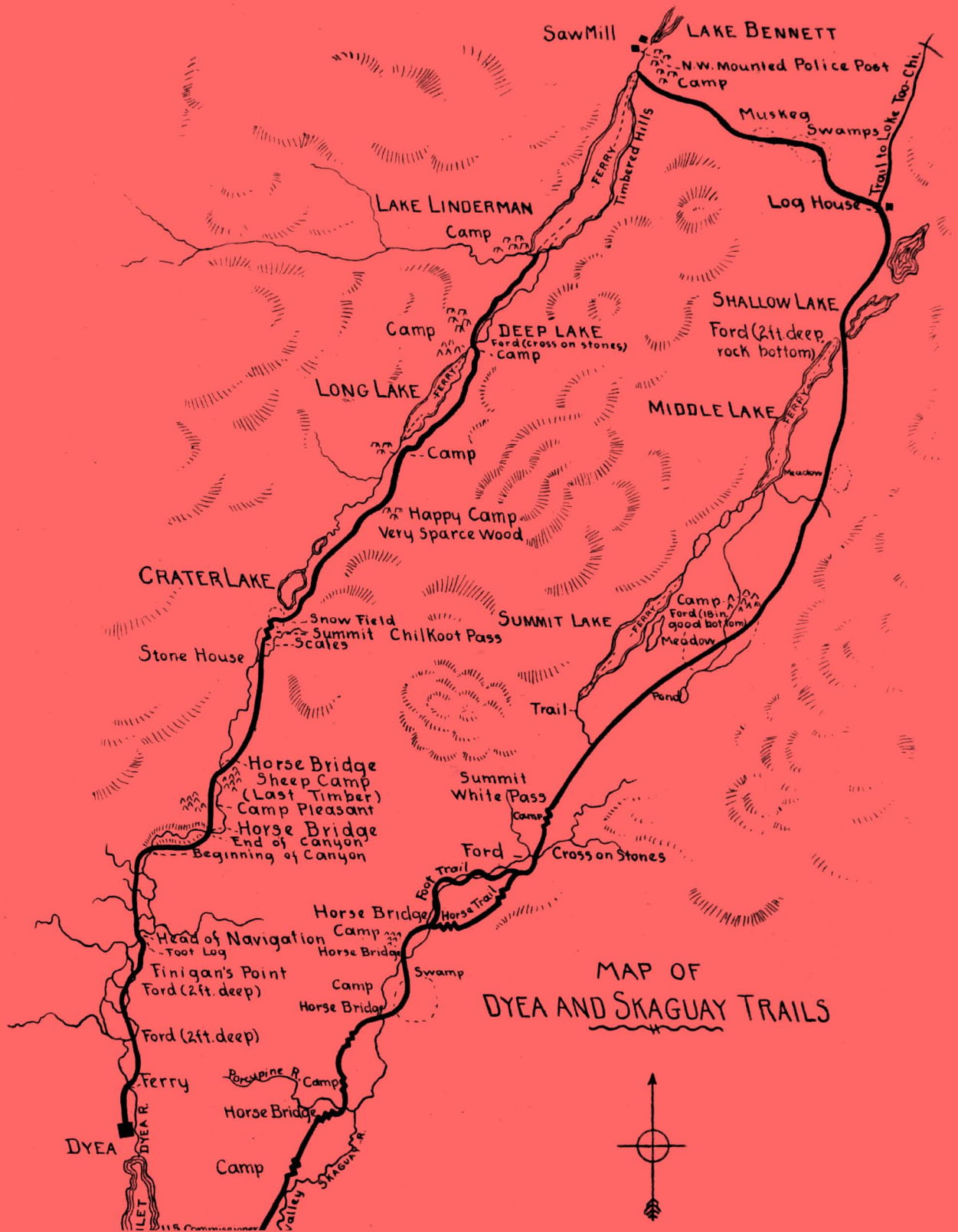
REV. MR. YOUNG AND DR. McEWEN, PRESBYTERIAN MISSIONARIES BOUND FOR KLONDIKE, AT LONG LAKE.—All classes of people are on the way to the golden north—missionaries as well as variety actresses. Rev. Mr. Young, on the left, is one of the oldest mission workers in Alaska, having established the mission at Fort Wrangle many years ago. Much painstaking work has been done in offering the Scriptures to the natives in a way they can understand. Many of the Indians can read in their own language, which, as printed, consists of a literature of translations of the Bible, prayer book and hymn book. Some of the Indians are particularly susceptible of religious teaching.



2049. Actresses Bound for the Klondike at Happy Camp

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ACTRESSES BOUND FOR THE KLONDIKE AT HAPPY CAMP.—Now that the mountainous district has been reached our company of variety actresses have, with one exception, dropped their burdensome skirts and donned male attire that they may more easily overcome the hardships of the march. They have crossed the pass and are now fifteen miles from the point where we first saw them fording the river. They are in a camp which is known as "Happy Camp," a resting place en route. They still have 500 miles to go before reaching their destination, but as the balance of the trip is made by water, it may be said that the greatest difficulties have been overcome and the rest will be comparatively easy sailing.



What Part 2 Will Contain

DYEA IN THE AUTUMN

As It Appeared in October.

HEALY & WILSON'S STORE

The Miners' Rendezvous.

RICE'S PLACE

"Meals at All Hours."

FORTY INDIAN CANOES AT DYEA

A Day of Rest.

BURRO PACK TRAIN

At Dyea Point.

MINERS' ENCAMPMENT

The Call to Dinner.

CAMP AT LONG LAKE

A Much Needed Rest.

BURROS FORDING A RIVER

The End of the Wagon Trail.

FIRST CROSSING DYEA RIVER

Indian Canoes in Demand.

INDIANS FREIGHTING UP DYEA RIVER

Native Dug-outs.

POLING A CANOE UP DYEA RIVER

Ten Miles from Chilkoot.

A PACK TRAIN AT DYEA CANYON

A Halt in the Gulch.

LUCKY MINERS AT CHILKOOT PASS

No Cause for Regret.

A PACKER'S HOME

Peace and Plenty.

DEEP LAKE

A Wild Scene.

CHILKOOT SUMMIT IN WINTER

In a Mantle of Snow.

FORTY-FIVE DEGREE INCLINE, CHILKOOT PASS

A Hazardous Climb.

CHILKOOT PASS

A Rest Near the Summit.

HUMAN BEASTS OF BURDEN

Where Strength Is Needed.

OVER THE MOUNTAIN TOP.

Beginning the Descent.

THE MEETING OF THE TRAILS

Between Two Glaciers.

PACK HORSES ON CHILKOOT PASS

At the Edge of the Precipice.

LOOKING SOUTH FROM DYEA CANYON

Some Typical Scenery.

CHIEFS DON-A-WOK AND ISAAC

The King of Packers.

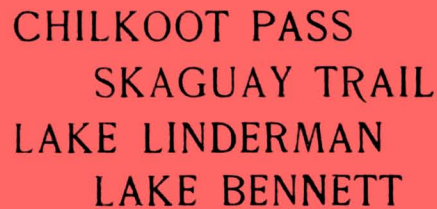
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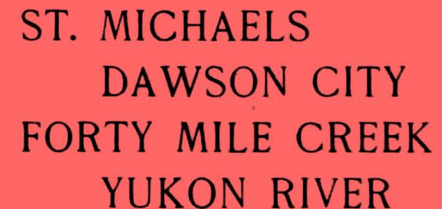
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SKAGUAY TRAIL
LAKE LINDERMAN
LAKE BENNETT



Part II.



ST. MICHAELS
DAWSON CITY
FORTY MILE CREEK
YUKON RIVER

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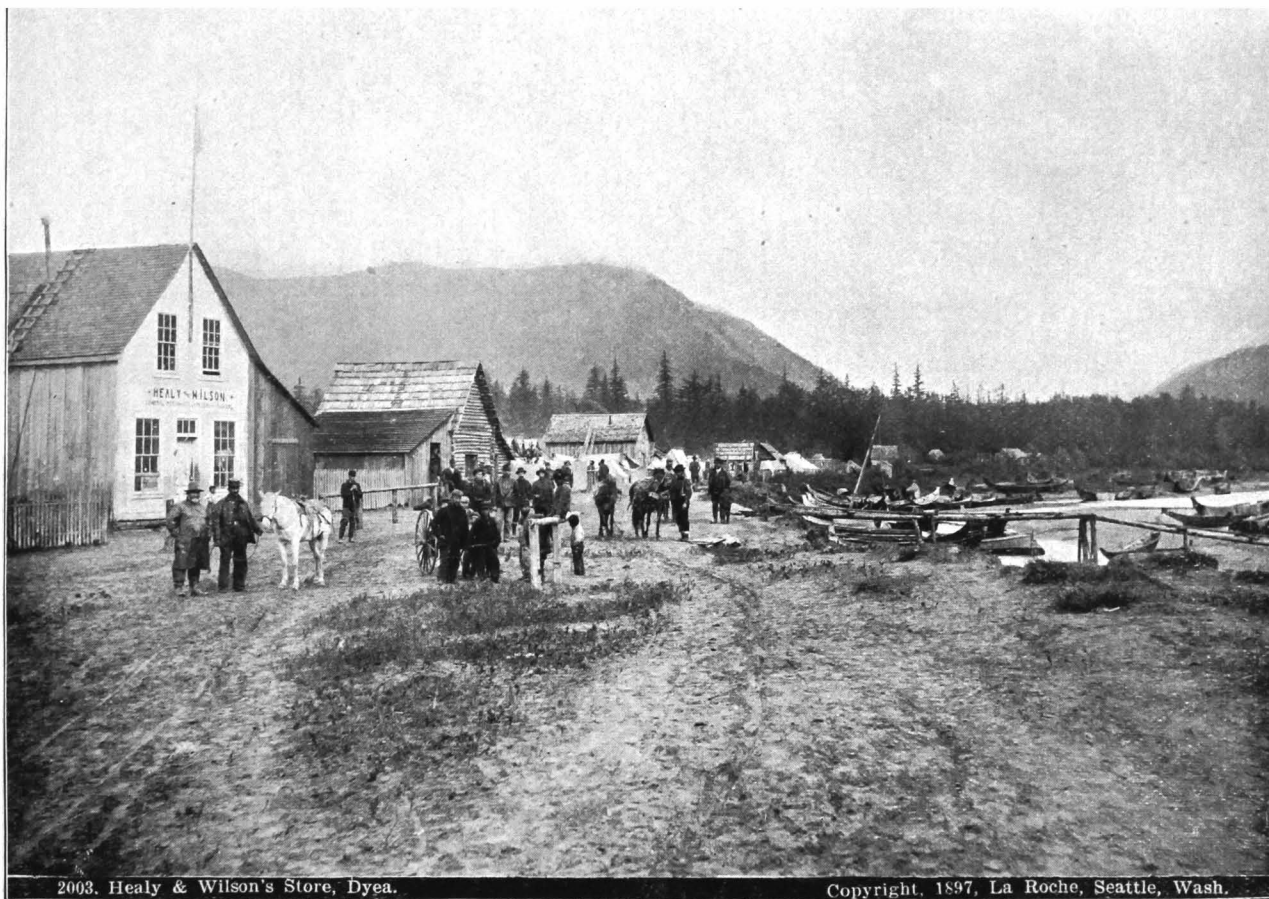
CHIEFS DON-A-WOK AND ISAAC

The King of Packers.



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DYEA, OCTOBER, 1897.—The impossibility of securing sufficient help to pack the new arrivals' outfits over the mountains caused delays, and with each new steamer came increasing numbers, requiring more and better accommodations. In October, Dyea had become a town of somewhat pretentious wooden buildings, containing stores with all sorts of merchandise, hotels, and restaurants, as well as saloons and gambling-houses, which were conspicuous and flourishing. The town site is surveyed, corner lots command high prices, and real estate offices are numerous and enterprising. Up to January there were no wharves, which was a great inconvenience and seriously retarded the progress of the town. That, however, has now been remedied.



2003. Healy & Wilson's Store, Dyea.

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HEALY & WILSON'S STORE, DYE A.—For years the building on the left was the trading post and postoffice for all the surrounding country. Captain Healy came from Montana after a most adventurous life. Born in Ireland and brought to the United States when a small boy, he ran away from home at the age of 12 and joined a band of filibusters bound for Nicaragua. He visited the Yukon some years ago and founded the company with which he is now associated, secured the assistance of Chicago capitalists, and by personal supervision has made it one of the very strongest organizations in Alaska. This trading post, which is now managed by his son-in-law, is one of the most famous in Alaska.



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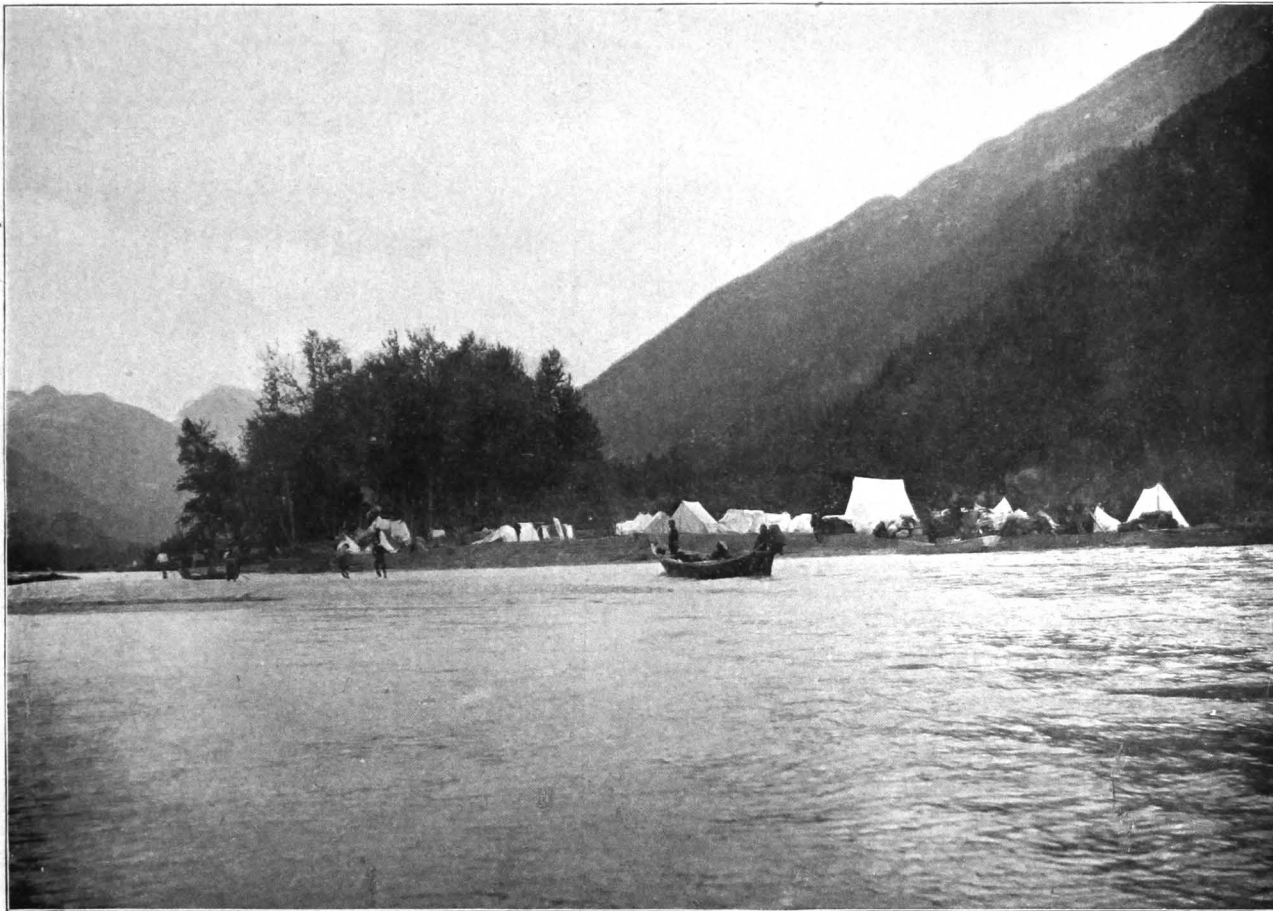
RICE'S PLACE.—“Meals Served at All Hours”—It is very easy to imagine how welcome a place with a sign of this nature is to the weary gold seeker, who has plodded along for days with limited food, and probably lived for several months onhardtack and salt pork. A *table d'hote* dinner at \$1.50 is a cheap luxury, even if it consists of only bacon, beans, bread, coffee, a small piece of cheese, and the possibility of a little dried fruit. This is a dinner worth going miles for in the Klondike, and if the happy miner is “flush” he will probably spend an additional 50 cents for a drink and be transported to the seventh heaven of delight on the fumes of a 50-cent weed. One cannot afford, even in the Klondike, to be too fastidious.



2905 Forty Indian Canoes at Dyea

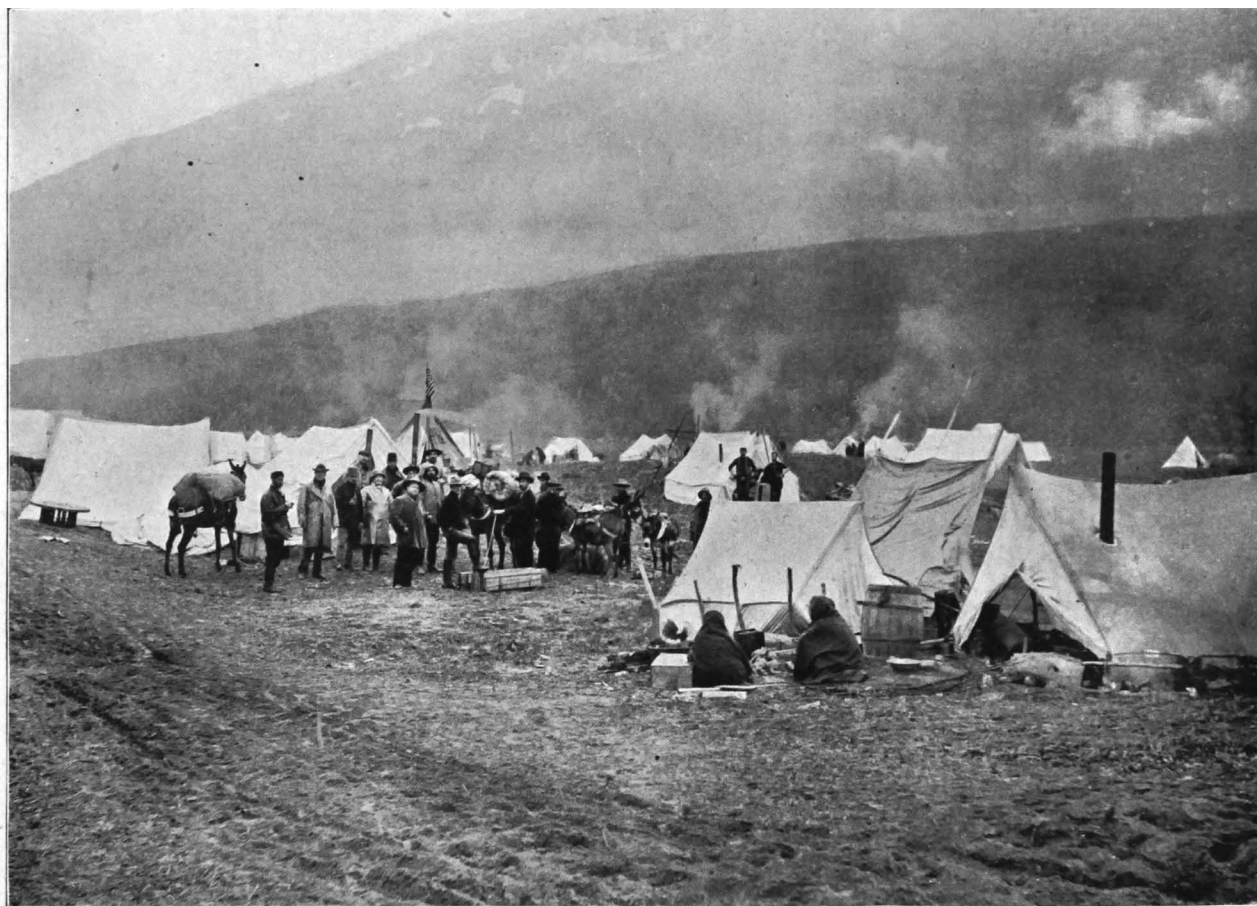
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FORTY INDIAN CANOES AT DYEА.—This photograph was taken on Sunday, on which day the Chilkoots will not work for any price. Most of them are consistent members of the Presbyterian church, thoroughly trustworthy, and, as packers, to be preferred to white men. Their church services were held every Sunday at Dyea in a tent. These canoes, when loaded, were towed about six miles up Dyea River to the head of canoe navigation. On the left is the Indian village, with one hundred or more tents of the Indian packers. These people found the past summer an astonishingly profitable one by reason of the great rush to the gold fields, and they naturally look forward to the present year with great expectations.



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FIRST CROSSING, DYEAL RIVER.—A good wagon road leads from the Dyea Beach to this first crossing of the river. In the spring of 1897 a bridge crossing the river at this point was washed away, and afterward all goods had to be ferried across at a cost of five dollars a ton, while fifty cents was charged for each passenger. As one of these Indian canoes would carry a ton or more on each trip, and the distance across the river was less than two hundred feet, it can be readily understood what a profitable business it was. Many of the Indians upon the trail worked sixteen and even eighteen hours a day, and earned more money that one summer than during the whole of their preceding lives.



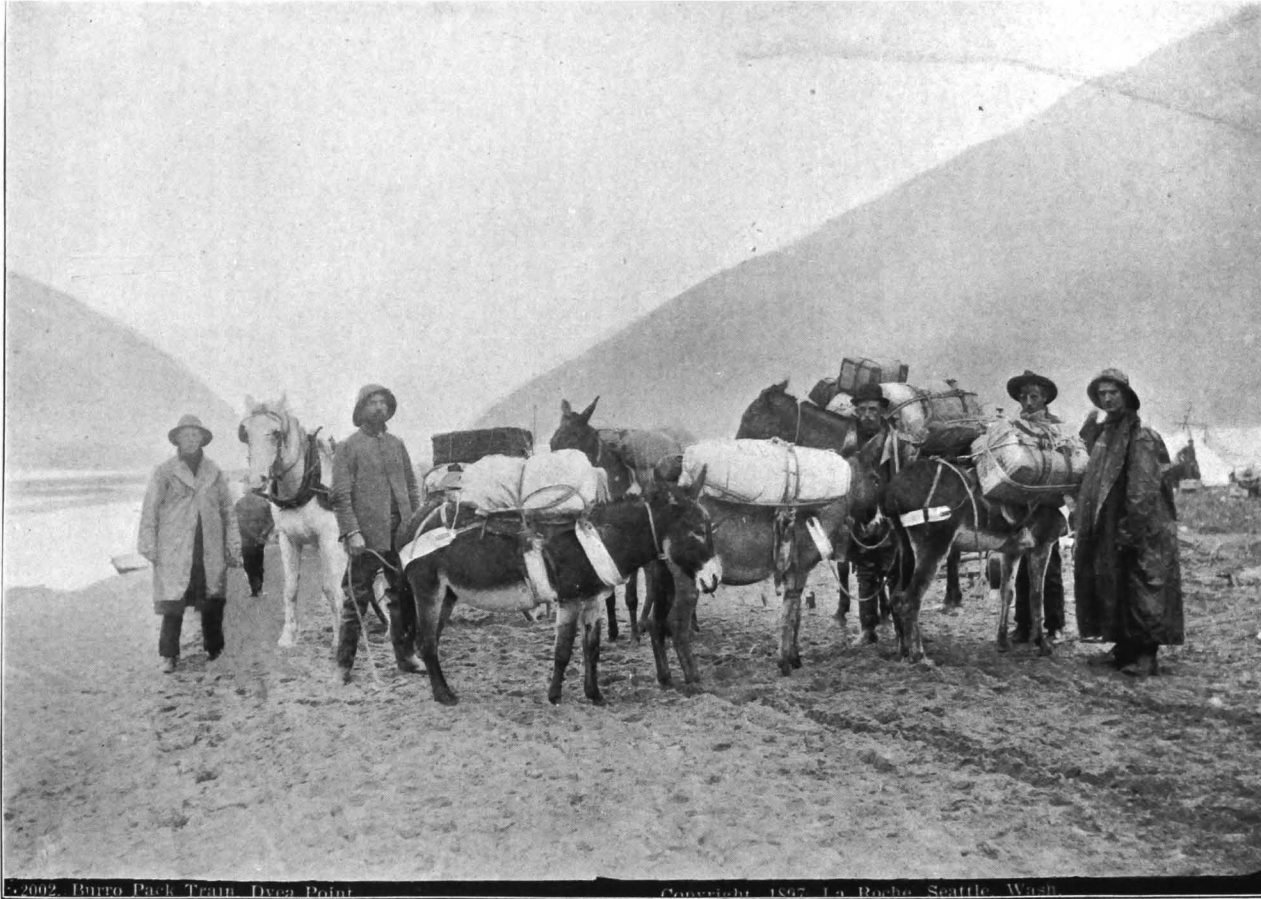
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CAMP AT DYE A POINT.—During the last days of August, 1897, Dyea Point presented the appearance of an army camp, and not even the early Spanish adventurers under De Soto Cortez or Pizzaro were more eager in their search for wealth than the men who made the toilsome journey from this point over the Chilkoot into the interior; and like those Spanish Knights of old these men will all experience weeks and months and perhaps years of self-denial and laborious effort—some to meet disappointment while others more fortunate will reap a rich reward for their labor. It is stated that the first prospecting parties went over the Chilkoot Pass in 1880, and since then in increasing numbers, but not until August, 1897, did they come by the ship load.



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PACK TRAIN, DYE CANYON.—This is a magnificent piece of scenery if regarded purely from a natural point of view. The unrestrained elements have produced a state of chaos; and through the wooded gulch the human trail wends its way, and man in quest of wealth and honor defies the forces of nature. Great boulders of rock and piles of broken timber bestrew the line of march, and great care has to be exercised in picking out one's footsteps, and also those of the beasts of burden. Accidents are not by any means a rarity; but with the necessary amount of care there is no occasion for any serious mishaps unless the weather be unpropitious. Fine weather prevailed when this photograph was taken.



BURRO PACK TRAIN, DYEAL POINT.—By means of these pack animals, so familiar to tourists of Colorado mountain resorts, supplies were taken for some distance up the trail. The charge was about 38 cents a pound in September, from Dyea over the Chilkoot Pass to Lake Linderman, a distance of twenty-eight miles. There were comparatively few pack animals on the Dyea trail. The Indians doing a very large part of the work, the charges were about the same, but the chief difficulty was to secure help. This neighborhood presented a scene of feverish activity, as each new arrival sought to get his supplies under way by canoe or pack animal; and often impatient of delay carried them unaided on his own broad shoulders.



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BURROS FORDING DYEAL RIVER.—This is at Finnegan's Point, five miles from Dyea, and two miles out from the second crossing. It was the end of the wagon trail during the summer of 1897. Not the least of the dismal experiences encountered during this journey were the very frequent rains and continuous cloudy weather. The great difficulty in taking views in such places will be best understood by experienced photographers. Only slow progress could be made with a photographic outfit and a complete camp was required for its accommodation, involving the employment of considerable help and the expenditure of much time and money. Every one of these views represents great physical effort and exposure.



2015. Indians Freightng up Dyea River in Canoe.

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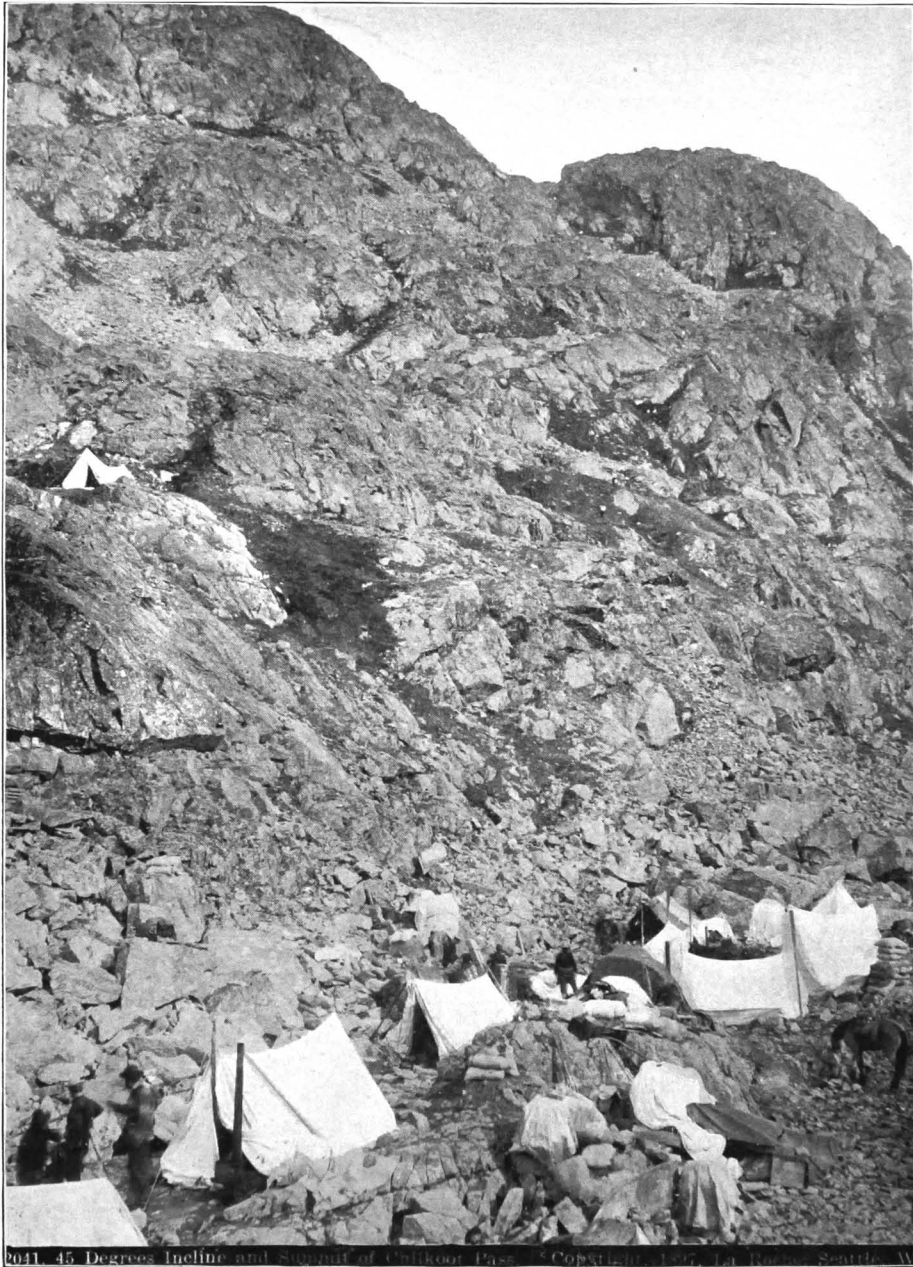
INDIANS FREIGHTING UP DYEA RIVER WITH CANOES.—Here the squaws are riding and guiding while the men are ahead towing with long ropes. These boats are regular dug-outs, made from large timber, and drawing about eight inches of water, yet carrying a thousand pounds or more of freight. The trading companies never pay the natives in cash. Last summer's rush brought them into closer touch with the civilization of white men, and they learned to strike. Deck hands on one steamer were receiving one dollar per hour. One day they refused to work for less than two dollars. They got it. They kept on striking until the wages were five dollars an hour.



2016 Indians Poling Canoe up Dyea River.

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INDIANS POLING CANOE UP DYEA RIVER.—These are Metlakahtla Indians from the mission schools that are four hundred miles below. They have in transit a knock-down boat, the bow of which is a conspicuous feature. They receive two hundred dollars for taking two such boats from the head of canoe navigation to the summit of Chilkoot Pass, about ten miles. Canoes can be readily obtained from the Indians, but it is not advisable to attempt to use them without the assistance of Indians who are familiar with the frail birch-bark vessels. Like many other things, they are easily maneuvered when properly understood. These canoes can be secured to carry very considerable weights.



041. 45 Degree Incline and Summit of Chilkoot Pass. Copyright, 1907, L. A. Rugg, Seattle, W.

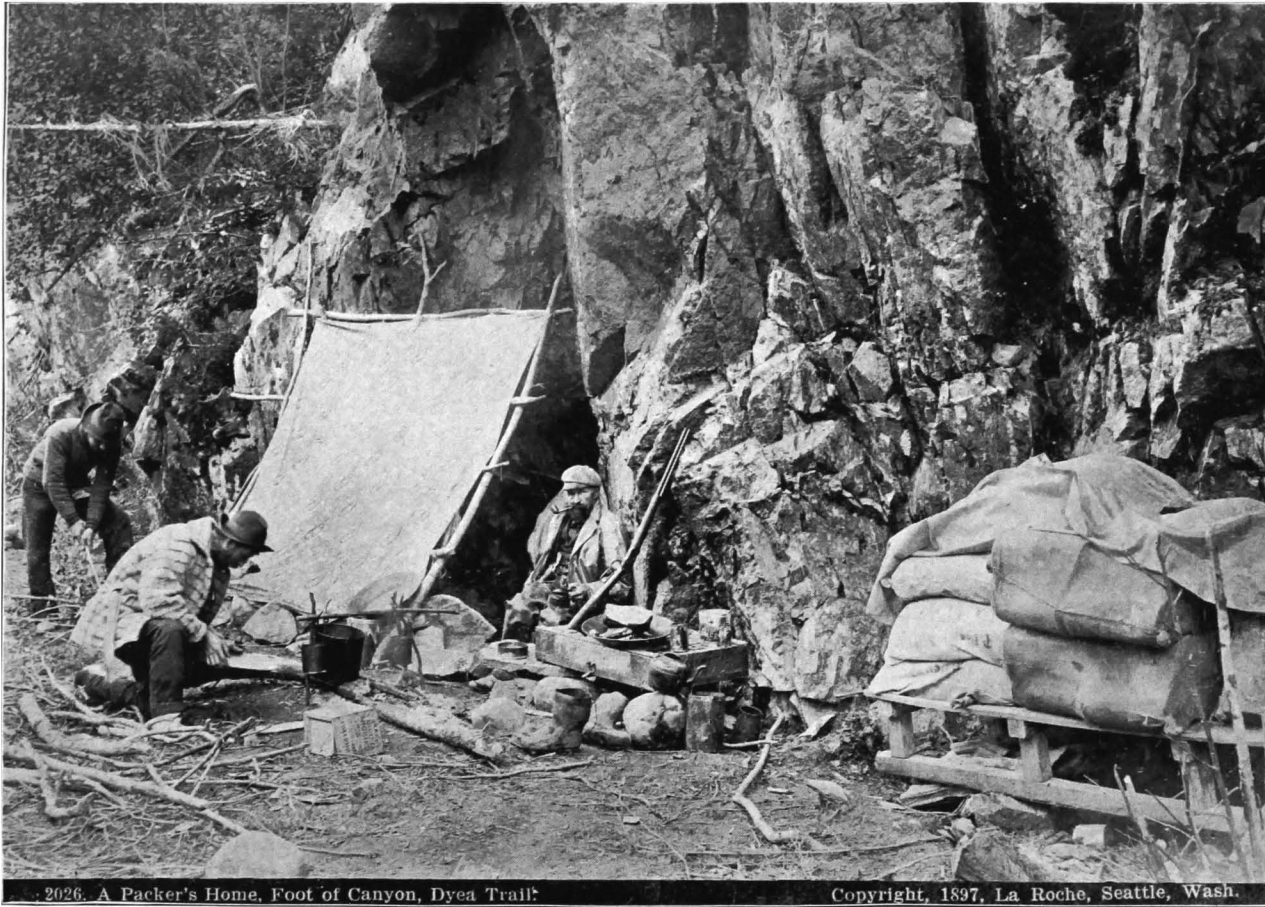
FORTY-FIVE DEGREE INCLINE AND SUMMIT OF CHILKOOT PASS.—

This is the most difficult and dreaded portion of the journey, the trail rising here eleven feet in half a mile over a perfect maze of broken rock. In this photograph may be seen an almost continuous line of white specks reaching to the depression at the summit. Each is a human being with a pack upon his back toiling slowly upward. Toward the summit is a sheer ascent of 1,000 feet, where a slip would certainly be fatal.



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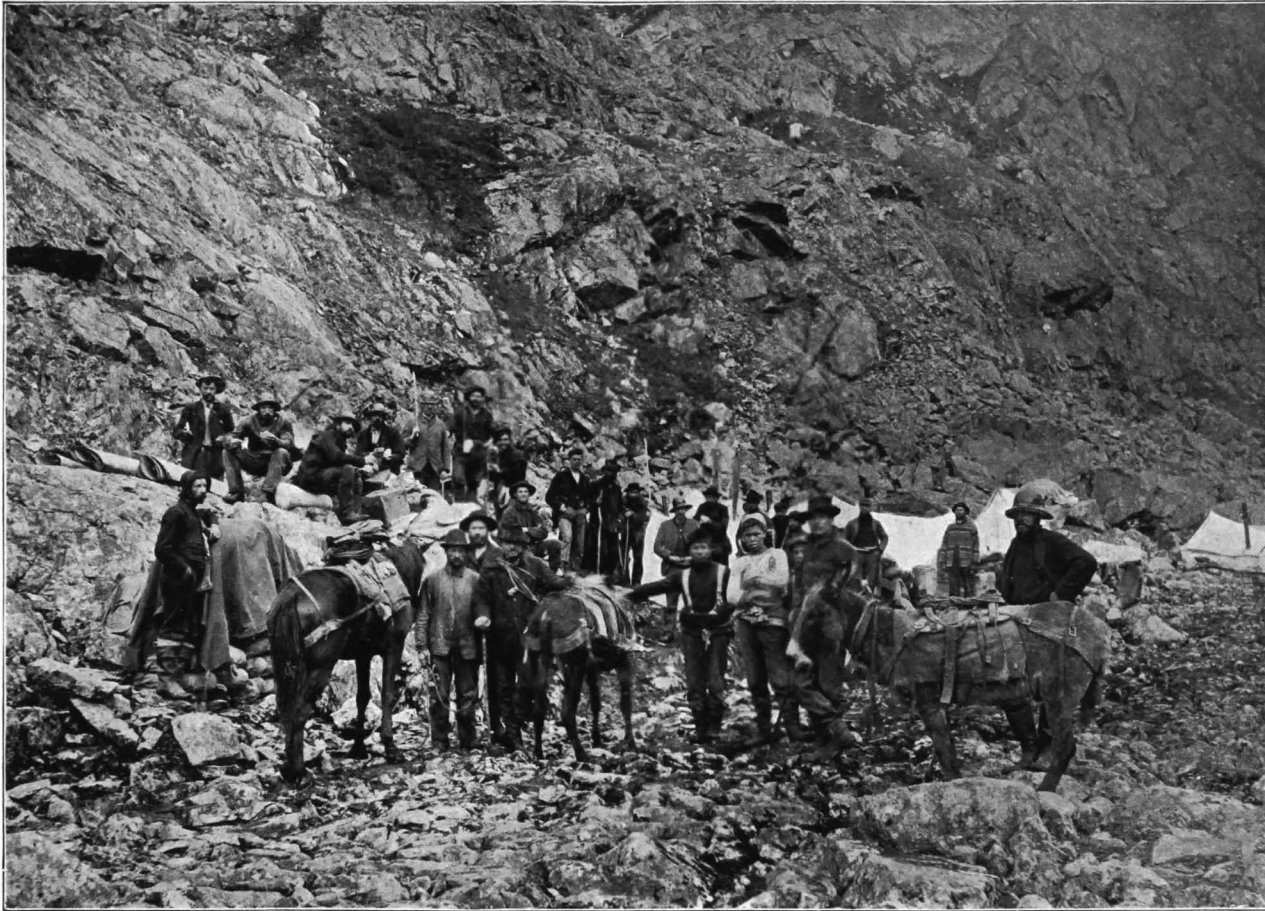
CHILKOOT SUMMIT IN WINTER.—The expedition was fortunate enough to secure this excellent photograph of the pass when its rugged grandeur was dressed in the garb of winter. It depicts with lifelike accuracy the human trail climbing to the summit of Chilkoot. Snow is deceptive. The places that are welcomed as being easy of ascent are oftentimes a series of difficult climbs, and one looks back with surprise at a considerable incline in place of the level spot he had cheerfully thought to encounter.



2026. A Packer's Home, Foot of Canyon, Dyea Trail:

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A PACKER'S HOME, FOOT OF CANYON, DYEA TRAIL.—This shows how readily a temporary abiding place may be improvised by spreading a table cloth across poles which lean against the towering walls of the canyon. This style of architecture would not seem to afford much protection against an Arctic winter, but it serves to exclude a large amount of rain, and the excessive heat of the sun in the summer time. One often wonders at the hardihood of the packers in this country, and sometimes envies them their strength. It is almost difficult to imagine the average city man putting up with the hardships that have to be endured. But many a city fellow surprises the men already inured to such trials.

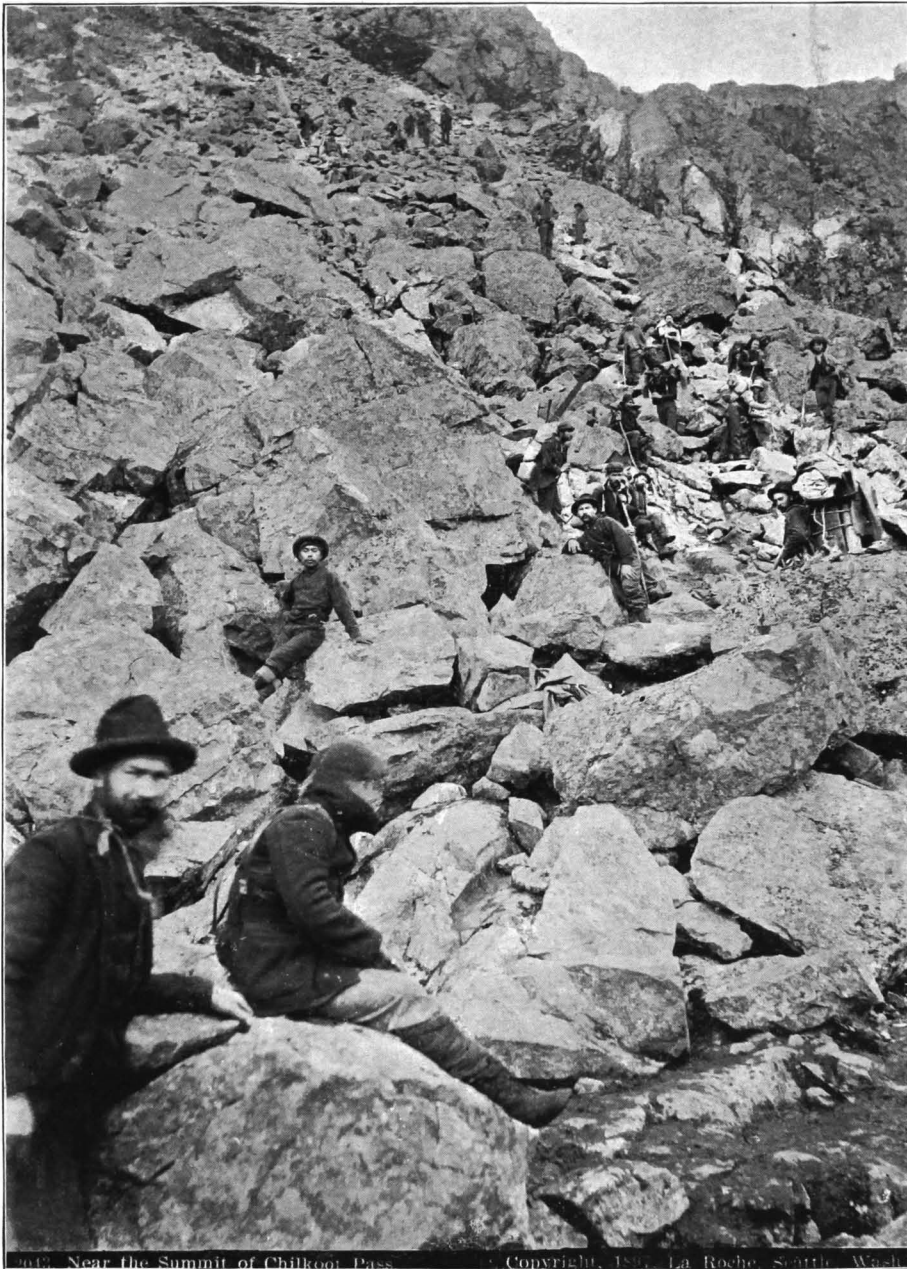


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SCALES, CHILKOOT PASS.—This is an extremely interesting spot. It is at the foot of Chilkoot Pass, and the last resting place prior to the ascent of Chilkoot on the northward trip. The group shown in the picture includes several Indian packers. After the long march from Dyea Point this hardy band of miners took a well merited rest at the foot of the pass. The rocky background, shown in the photograph, is a slight indication of the hazardous climb in prospect. The climate and the occupation are not conducive to slender appetites, and it will be seen that as soon as a halt was cried some of the men plunged into their provision sacks regardless of the fact that their photographs were being taken.



PACKERS ON DYEAL TRAIL, NEAR STONE HOUSE.—When the point shown in the above picture is reached on the Dyeal trail, about two and one-half miles the other side of Sheep Camp, and one-half mile from Stone House, the precipitous climb up the mountain top has already made transportation by four-footed animals impossible. Here the packers are indispensable. Each has his mountain staff in hand and a heavy load of supplies is strapped upon his brawny shoulders. The squaw in this group is carrying a Klondike stove.



1904. Near the Summit of Chilkoot Pass. Copyright, 1897, La Roche, Seattle, Wash.

NEAR THE SUMMIT OF CHILKOOT PASS.—Showing the difficult pathway being traversed by the gold-seekers. The press has been filled with columns of sensational rubbish about the perils of this pass. It is only about 3,550 feet above the sea level, and the road is much like other rugged mountain trails, and women and children have often gone over in summer. The first regularly organized prospecting expedition, which started for the Yukon in 1880, went through the Chilkoot Pass. It is a gateway to the Yukon country.



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CAMP AT LONG LAKE, DYEAL TRAIL.—This is one of the regular camping grounds for travelers who seek the gold fields by way of the Dyea trail. Although wild and bleak in winter, it is not so unpleasant in the hot summer months when the chief enemy of comfort is the bloodthirsty mosquito. With rugged mountains rearing their lofty heads around, the miners can encamp in comparative peace beside Long Lake, and take the much needed rest that is demanded at the end of a wearying march. After a night's refreshing sleep beside the placid waters the march will be resumed in the early morning and the next resting place will probably be one of the camps at Deep Lake on the journey north. The conditions all tend to make one anxious to push onward.



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DEEP LAKE, DYEA TRAIL.—This lake is a well known spot on the Dyea trail. It is between Long Lake and Lake Linderman, and its shores are very popular as a camping ground for miners going by the overland route. Several camps are to be found in the neighborhood. The surroundings are barren and rocky, and in the winter months it is an extremely undesirable place to be located. But when the snow has disappeared before the inspiring rays of a summer sun it is healthy, placid and peaceful. One cannot find much shooting round about, as the absence of fertility makes it unattractive to both birds and beasts. By the banks of the lake, however, a very welcome rest can be enjoyed by the traveler on his way to the land of placer mining.



2044. On the Summit of Chilkoot Pass.

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ON THE SUMMIT OF CHILKOOT PASS.—This photograph shows the character of the route over the mountains with its huge blocks of broken granite scattered about in the most inextricable confusion. Last year's rush through the Chilkoot Pass caused somewhat of a congestion, and many people since then are looking around for other ways to get through the mountain ranges into the country where the headwaters of the Yukon can be reached. The people of Juneau strongly favor this route to the gold fields, because every one going that way has to pass through their city. This may have something to do with the reputation Chilkoot Pass has attained, but whether or not, this route is still the popular one.



2617. Glacier, Summit of Chilkoot Pass.

LaRoche Photo-Seattle Wash

GLACIER, SUMMIT OF CHILKOOT PASS.—The man on the left is packing a section of a boat; in the foreground is an Alaskan glacier. The dark shadows show the meeting point of two trails over the snow fields. One must be on the summit of Chilkoot Pass in mid-winter to realize its worst phases. Then, when the unequalled panorama of glittering white spreads out on every side, its beauty is indescribable; but the gold seeker, already weary from climbing, fails to appreciate its rugged charms. He has before him a wild descent of twelve miles, with a load on his back and a cruel wind blinding him with snow, filling his nostrils, and keeping him gasping for breath, in an atmosphere probably fifty degrees below zero.



2039. Pack Horses on Edge of Precipice, Chilkoot Pass.

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PACK HORSES ON EDGE OF PRECIPICE, CHILKOOT PASS.—This is the end of the available trail for pack animals, fifteen miles from Dyea. Animals have been taken over the pass from this point, but without load, and usually with considerable effort. Chilkoot Indians are employed to pack supplies to the top of the pass; but from there on the traveler must pack his own load. This pass is shorter than either the Chilkat or the White Pass; but the highest by at least 1,000 feet. It is 3,550 feet above sea level. The last mile of this pass is over a glacier, and the severest of climbing, the ascent being 111 feet. The average traveler heartily congratulates himself when he reaches the summit for the first time.



2024. South From Foot of Canon, Dyea Trail.

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LOOKING SOUTH FROM FOOT OF DYEA CANON.—This photograph shows at a glance the route thus far traversed by the expedition for a distance of over seven miles. Rugged scenery of the wildest description is met with in this locality, and the eye of the traveler is appalled by the grandeur of nature around him. The country here gives every evidence of having been at some past time the bed of a great glacial river, between one and two miles wide. When the weather is congenial, with neither mosquitoes nor snow-drifts to embarrass the ambitious gold seeker, his mind must indeed be barren if he fail to enjoy the wonderful landscapes and virgin forests of these regions of untold mineral wealth.



DON-A-WOK, OLD CHILKOOT CHIEF, AND CHIEF ISAAC. — Don-a-wok is eighty years old, and ruler of all the Chilkoots. Isaac is the active chief and general contractor for packing. There is an air of dignity and respectability about these men which will impress any one most favorably. The elder chief cannot speak English, but most of the younger Indians have learned to speak it well at the mission schools. For many years the coast Indians would not permit the natives of the interior to cross the mountains, but would themselves trade with them, and in turn dispose of their purchases to the white traders on the coast. But the old customs are rapidly changing.

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SKAGUAY, OCTOBER, 1897.—The town of Skaguay at present has a population of nearly 3,000, and there is every reason to anticipate a considerable increase at an early date. Skaguay is of as much relative importance to the trail named after it as its northern neighbor, Dyea, is to the Dyea Trail. A wagon road is being made from the town to Summit Lake, about twenty six miles ahead, the work having been undertaken by a local transportation company. The road is to be fourteen feet wide, covered with gravel, and, if possible, to be kept open the year round. Skaguay has three docks which are shown in the photograph, and besides several hundred frame and log houses it has six hotels, fifteen restaurants and thirteen general merchandise stores.



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FRUIT STORE, SKAGUAY.—The store shown in the foreground is the place where fruit is retailed at prices that would shock purchasers at home. Even when the temperature mocks the inadequate registers of many local thermometers and the snow-capped mountains in the background spread a spotless mantle over their own gigantic proportions, fruit is a welcome edible to the miner even if he is free of scurvy, which is one of the annoyances of mining camps in this region. As the photograph will indicate, this store is a popular resort for miners who desire to discuss gold nuggets and new "claims" which are prolific of conversation. The tall wooden structure in the background to the right of the fruit store is a bakery.



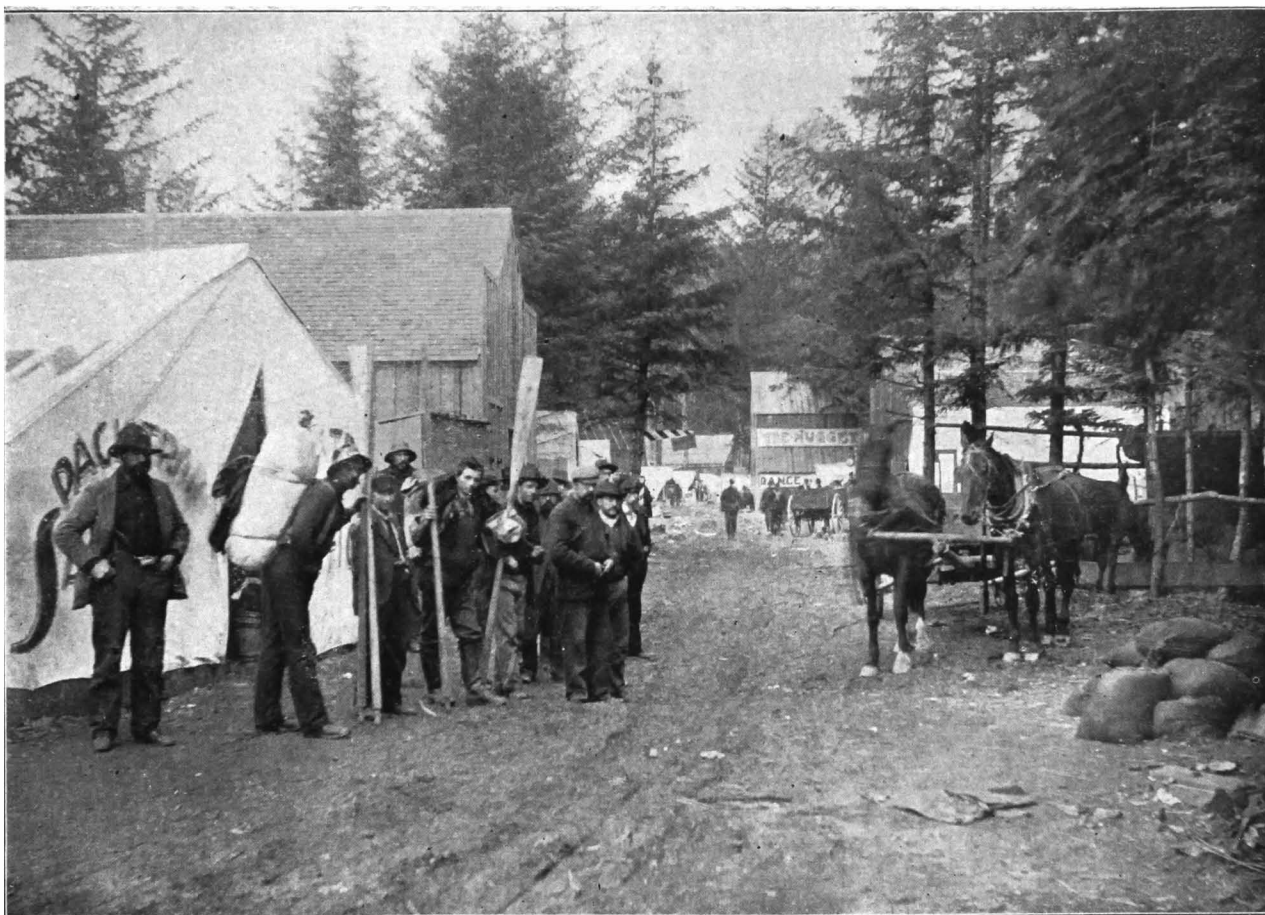
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KLONDIKE TRADING COMPANY'S STORE AT SKAGUAY, ALASKA.—Although the appearance of this store is not quite so pretentious as the name, a considerable business was done here during the season. Tradesmen are very sanguine as to the future, and remarkable energy is being exercised in the effort to cater to prospectors on their way to the gold fields. The local water system consists of a simple board flume which brings an ample supply of good water from a lake on the mountain side. Between this town and Dyea there exists the up to date convenience of a six mile telephone; and the intellect of this embryo city is provided for by the publication of that modern necessity, a local newspaper.



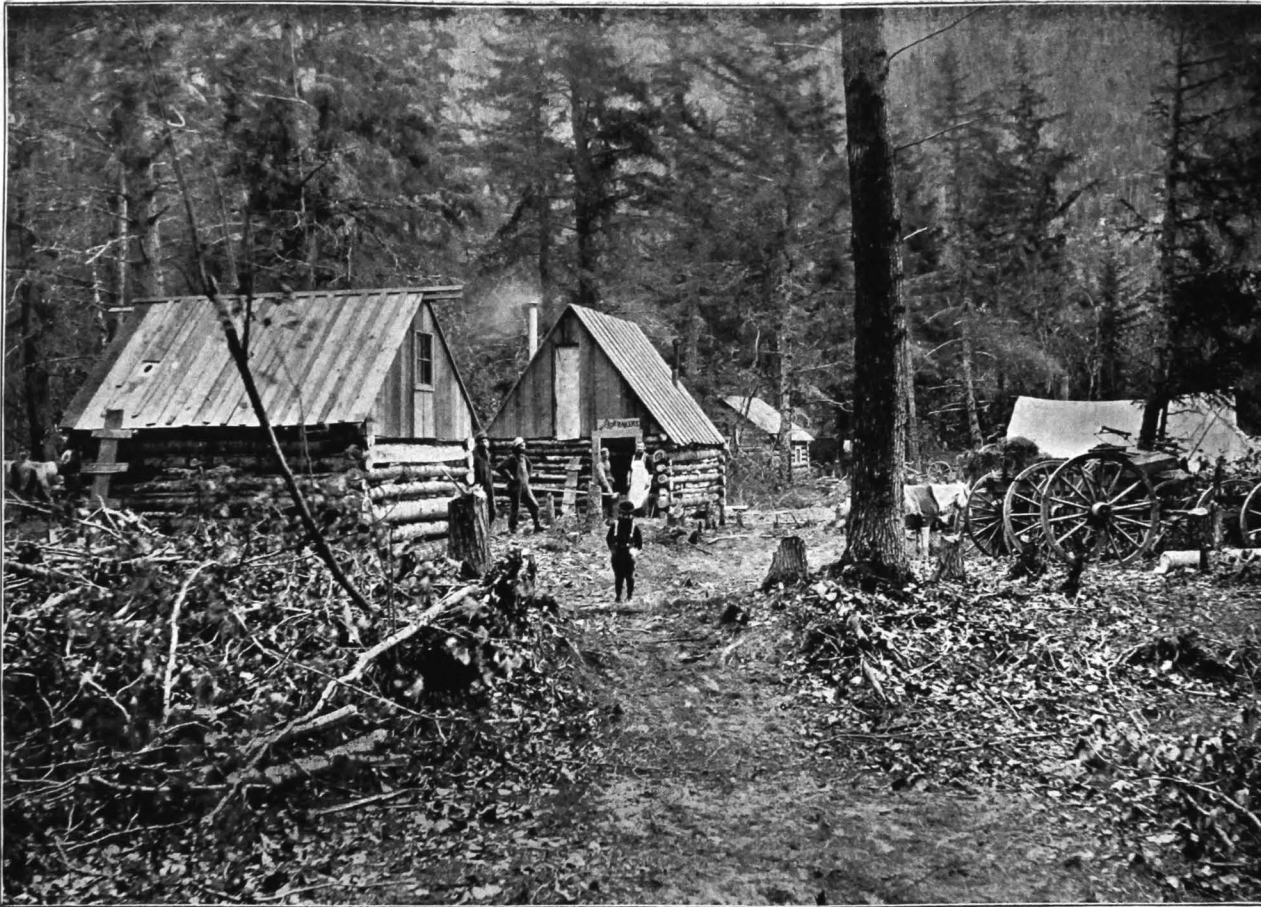
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MAIN STREET, RAGTOWN, SKAGUAY TRAIL.—This may appear at first sight to be too primeval to merit the appellation of "Main Street," but modern pioneers and founders of cities act upon the plan that it is desirable to give a thoroughfare a good name and let it justify the christening when it grows older. In this case already the adjuncts of civilization have begun to ornament the highway, and the talismanic signs of "Restaurant," "Goods Bought and Sold," etc., are beginning to catch the eye of the enterprising miner, not forgetting the "tenderfoot" who, by the time he has reached Skaguay, will probably have learned that it is advisable to sell his gun and buy a pick, although he may lose in the transaction.



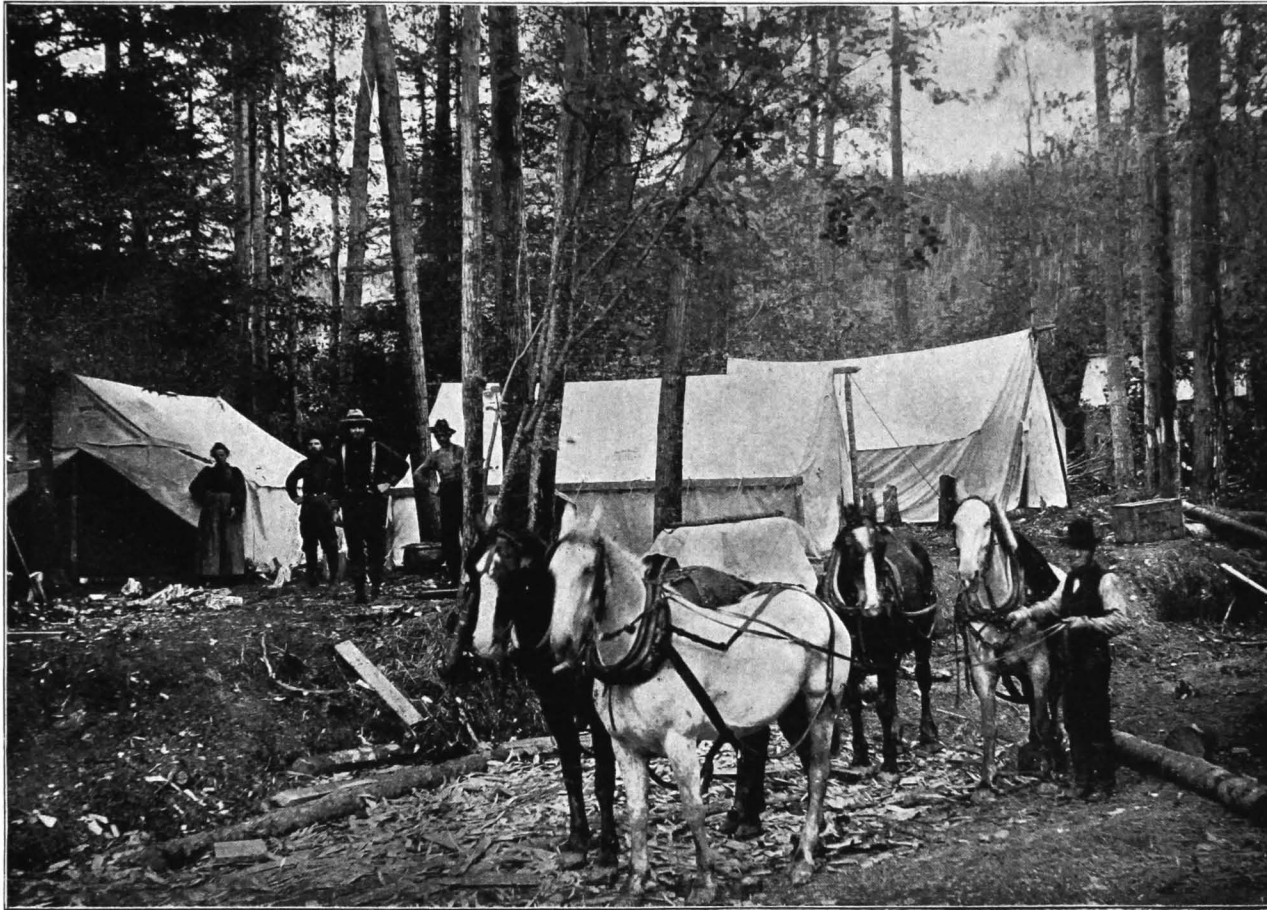
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BROADWAY, SKAGUAY.—This is a very busy thoroughfare and the expedition was fortunate in getting the group of men in the foreground to stand still while the picture was taken. The hardy miners and packers far away from their kinsfolk are not forgetful of their friends in the cities whence they come, and it is mostly a pleasant thought to them that their features may be recognized in the photograph by some of their acquaintances thousands of miles away. To the left of the picture can be seen an establishment where packers are engaged, and in the background can be seen a dance hall where the heavily shod prospector can indulge in Terpsichorean delights while the arrangements are being completed.



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RESIDENCE STREET, SKAGUAY.—Here is one of Skaguay's principal residence streets which is being rapidly cleared of timber and in a couple of seasons will probably be unrecognizable. The inhabitants are not half hearted in their belief of the future of Skaguay and are confident of being able to handle the "rush" business. It is said that when the river is frozen and the storms have eased up there will be about two months when it will be easy to "sled it" on the ice right up the frozen bed of the Skaguay river. There is no steep climb to the summit or steep descent on the other side and these conditions they think will last until the road that is being made is completed.



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SUBURBS OF SKAGUAY.—The preliminary work of the pioneer is to remove timber, and this was practically the only occupation at this spot when the photograph was taken. There is not an oversupply of women in Alaska, and the lady standing in front of the canvas residence is one of the comparative few who have had the courage to tempt the admiration of hardy men who are notoriously subject to the refining influences of noble women. There is every likelihood of many plucky women going to the Klondike this year and it is not believed that they will have any cause to regret the step. Even if they do begin by doing domestic work at the modest sum of \$40.00 a week there are sympathetic miners around with piles of gold dust.



2087 Skaguay at High Tide, Sept. 12, 1897.

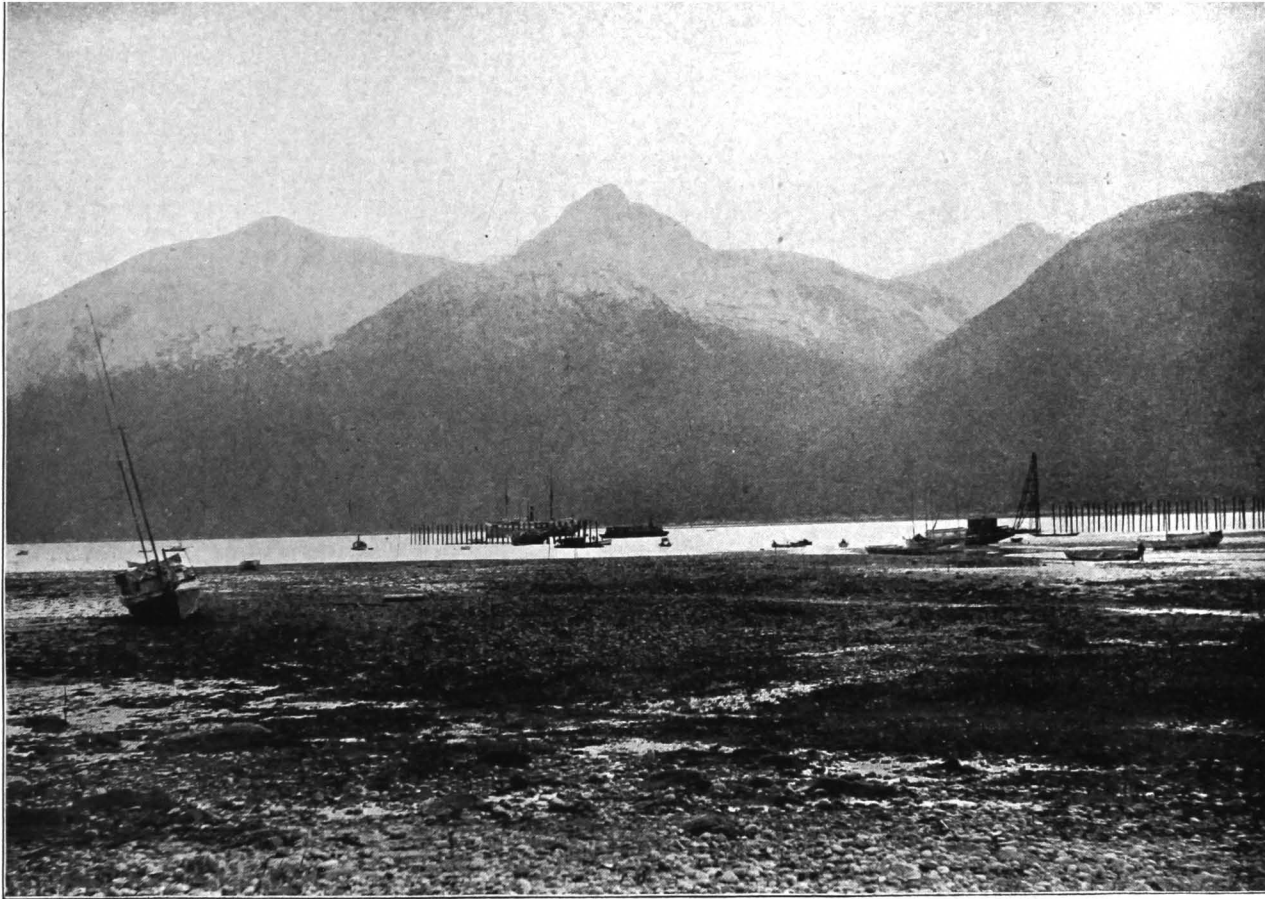
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SKAGUAY AT HIGH TIDE.—In less than two months the population of this town had nearly trebled. The natural facilities for landing passengers and supplies were being rapidly utilized for the convenience of travelers. At high tide the place is alive with small craft and at low tide the docks enable steamships to unload without any unnecessary delay. When the photograph was taken it was difficult to believe that a town of this size could spring up in so short a time out in a wild country like Alaska with all its natural disadvantages to dishearten the pioneers. But the trail of the gold-seekers was not to be ignored while American enterprise is ever ready to step into the breach and cater to the wants of mankind.



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SKAGUAY, ALASKA.—“ We are going to be in it any way the cat jumps.” This expression was made use of by a prominent man in Skaguay and it practically conveys the intention of the townsmen in general. Not only are they discussing the best means of competing for the patronage of the miners on the overland trip, but they are rapidly developing all kinds of conveniences. The small boat in the picture is occupied in ferrying goods to the steamer which is at anchor waiting for high tide before proceeding on its journey. The raft beside the steamer is an odd looking structure, but its usefulness can be readily appreciated by those who have had any experience in this neighborhood.



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SKAGUAY AT LOW TIDE.—The salt water terminates at Skaguay, which is eighty-five miles from Juneau. In a sheltered position is a well constructed wharf where ocean steamers can run up and be moored at any time. Besides this there is excellent protection from storms. The photograph was taken at low tide when a large tract of land is exposed by the receding waters, which leave the small craft high and dry. The beach is never covered to any very great depth. It is here that the voyager disembarks to proceed overland along the Skaguay trail, which starts at the mouth of the Skaguay River, about two miles from the head of Dyea Inlet. This is the trail that runs by way of the White Pass.



2099. Steamers Queen and George W. Elder at Skaguay.

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STEAMERS QUEEN AND GEORGE W. ELDER AT SKAGUAY.—The steamer Queen, which is a speedy boat and affords excellent accommodation, has carried thousands of tourists to Alaska during the past excursion seasons. The George W. Elder, which is not so commodious a boat, sails direct for Portland. Both vessels had just arrived at the head of steam navigation on Lynn Canal laden with crowds of gold-seekers and tons upon tons of supplies. Two streams follow a natural outlet to the sea on each side of the high point of land on the right—on one side the Skaguay River, on the other the Dyea. It is sometimes difficult to decide which route to take. Both the Dyea and Skaguay trails have advantages which appeal differently to many travelers,



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NEAR THE SUMMIT, SKAGUAY TRAIL.—From Porcupine Hill the descent is about 500 feet in one mile. Then crossing the Skaguay River the traveler ascends about 300 feet in two and a half miles, and after again crossing the creek he goes up the hillside nearly 1,000 feet in less than one and a half miles. But this is only a part of the climb. For nearly a mile the trail winds along a high level toward the steep summit slope. Now comes a descent of 100 feet which brings us right to the foot, when up, up we go, 900 feet to the summit of the White Pass. This photograph was taken when the summit was almost within reach. The pass lies through a box canyon encompassed by granite peaks and the way is comparatively easy.



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MONTANA KID AND DOG TEAM AT SKAGUAY.—This is the famous dog team which made the trip from Dawson City to Skaguay in twenty-four days in midwinter. The regular dog sled is made up of a narrow box about four feet long with the front half covered. It is mounted on a floor twice the length of the box, the whole structure resting on runners. The passenger sits in the box securely protected from freezing and with only his head and shoulders projecting. The dog whip is formidable to the dog when used by a skillful hand, but a terror to the user if he doesn't understand it. About four pounds in weight, with a nine-inch handle and thirty feet of lash, it is a disagreeable weapon when it encircles the user's neck or takes a fancy to his face instead of a dog hide.



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BRIDGE OVER SKAGUAY RIVER.—However insignificant this rude structure may appear, its usefulness is fully appreciated by those who have forded Alaskan rivers of necessity. When one knows the depth of the water and how to avoid treacherous holes it is a pleasure to sometimes ford a stream. But when ignorance of the bottom creates the probability of getting high rubber boots filled with a too refreshing liquid the fascination disappears. The traveler who is bound for the heart of the gold fields, via either one of the popular trails, will soon learn that the act of crossing rivers and streams descends from the realms of novelty to a commonplace occurrence. The man who goes with the idea of novelty will probably return with the hope of meeting bridges.



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LUMBER YARD, SKAGUAY.—The plentiful supply of timber in the neighborhood of Skaguay will furnish material for some big industries when the growing population makes demand. At the time this photograph was taken there was a large amount of lumber stored in the yards, and this shows one of the principal ones where a considerable business was being done. Skaguay is a lively town and the growth during the fall of 1897 was remarkable. And when it is remembered that a railroad over the White Pass is not only contemplated but surveys are being made, it will be seen that the inhabitants are justified in praising the town. It is said that the railroad will be completed this year.



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SKAGUAY RIVER FROM TOP OF FIRST HILL.—At this point an excellent view of the winding river can be had. The scenery in all its massive grandeur surrounds one on every side; and far in the distance, like a streak of bright silver, the serpentine stream wends its way through gulch and valley, over rocky bed and sandy bottom, here with a musical ripple, there with a dull plash, ever onward, ever running, ever escaping from a humble source and losing its identity in the ocean of waters or gathering bulk as it goes and becoming a distinctive local feature. So does the ambitious miner either get lost in the great aggregation or live to bask in the sunshine of Dame Fortune.



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FROM TOP OF SECOND HILL, SKAGUAY.—This picturesque forest view was taken while the expedition enjoyed a short rest on the top of the second hill. With the roots of trees and broken branches bestrewing the path of the traveler, he must needs be careful lest an awkward stumble delay progress. During the months of February, March and April, and sometimes May, the snow makes the surface of the trail smoother and less difficult to get over; and many claim that it is then a far better route than the Dyea Trail. From the summit of the White Pass to the head of Lake Bennett, nearly twenty-four miles ahead, the trail winds through a very rocky, glaciated country so broken by valleys that much more climbing is necessary.



ON PORCUPINE INCLINE, SKAGUAY TRAIL.—This is not a particularly inviting part of the trail, but it has to be encountered by every one taking the journey, and it is just as well to face it boldly at the start. The Indians object to using this trail but that is no reason why the white man should ignore it. The Indians are in terror of a great many things that the white man smiles at. The incline shown in the picture is known as the "Switchback." It is a mile and a half below the precipice, and consists of a wild zigzag path winding its way amid rocks and trees with treacherous upturned roots. In the background can be seen a pack horse on its way to Lake Linderman.



2070. Bridge over Porcupine Creek, Skaguay Trail.

Copyright, 1897, La Roche, Seattle, Wash.

BRIDGE OVER PORCUPINE CREEK, SKAGUAY TRAIL.—To get along at the rate of three and one-half miles an hour seems slow to the miner who is bound for the gold fields where nearly every one is said to be striking it "rich;" but in the neighborhood of the stop here pictured the greater number of travelers are well satisfied with one mile an hour. This is the acknowledged rate of progress. The very unsubstantial bridge is about seven miles out from Skaguay. From here to the summit of Porcupine Hill the trail leads through a thickly wooded district along the side of the mountain. It is a pretty bad piece of climbing with a sharp ascent of about 700 feet, and the natural beauty of the forest is mostly forgotten in the desire to get to the top.



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SKAGUAY TRAIL AT LITTLE LAKE.— This is a fanciful spot, full of romantic suggestiveness, and in the midsummer months no more suitable place could be found where the surroundings are likely to inspire an ardent lover with vows of undying devotion. The only disadvantage is that one does not find anyone with ears fitted to appreciate words of inspiration. The summer girl has not yet invaded this region, and unless a highly ornamented squaw happen along with a pack on her back, the sentiments, however musical, are wasted on the balmy air. The small sheet of water named Little Lake is a sample of many similar scenes in this almost unknown country, and the observer wonders at the transformation that takes place when the rigors of winter set in.



2069. Hungry Man's Retreat at Porcupine Creek, Skaguay
Trail

Copyright, 1897, La Roche, Seattle, Wash.

HUNGRY MAN'S RETREAT AT PORCUPINE CREEK, SKAGUAY TRAIL.— This is a restaurant in the wilderness where you pay a dollar for a meal and frequently get something you are not looking for. Yet one's appetite is such after these weary marches that anything is eaten with a relish, particularly if a little fresh meat is included. The most prevalent trouble in this part is scurvy, which is the result of a scarcity of vegetables and fresh meat. A diet of beans, salt pork and bad bacon with flour at \$50.00 a sack brings trouble; and a restaurant in the wilderness is a very welcome spectacle even if one does have to pay a dollar for a four-ounce steak.



2066 Precipice, Porcupine Hill, Skaguay, 1900. Copyright, 1897, La Roche, Seattle, Wash.

PRECIPICE, PORCUPINE HILL.—This terror of argonauts is one of the difficulties that is met with on the Skaguay Trail. The picture here presented shows the summit of Porcupine Hill. One can look down a steep precipitous wall of stone and undergrowth a distance of one hundred feet. The whole trail is a roadway of extremes. At one time the location is elevated as here shown, but much of the pathway leads over low boggy places, over streams and rocks, and along the shores of small lakes and Alaskan swamps.



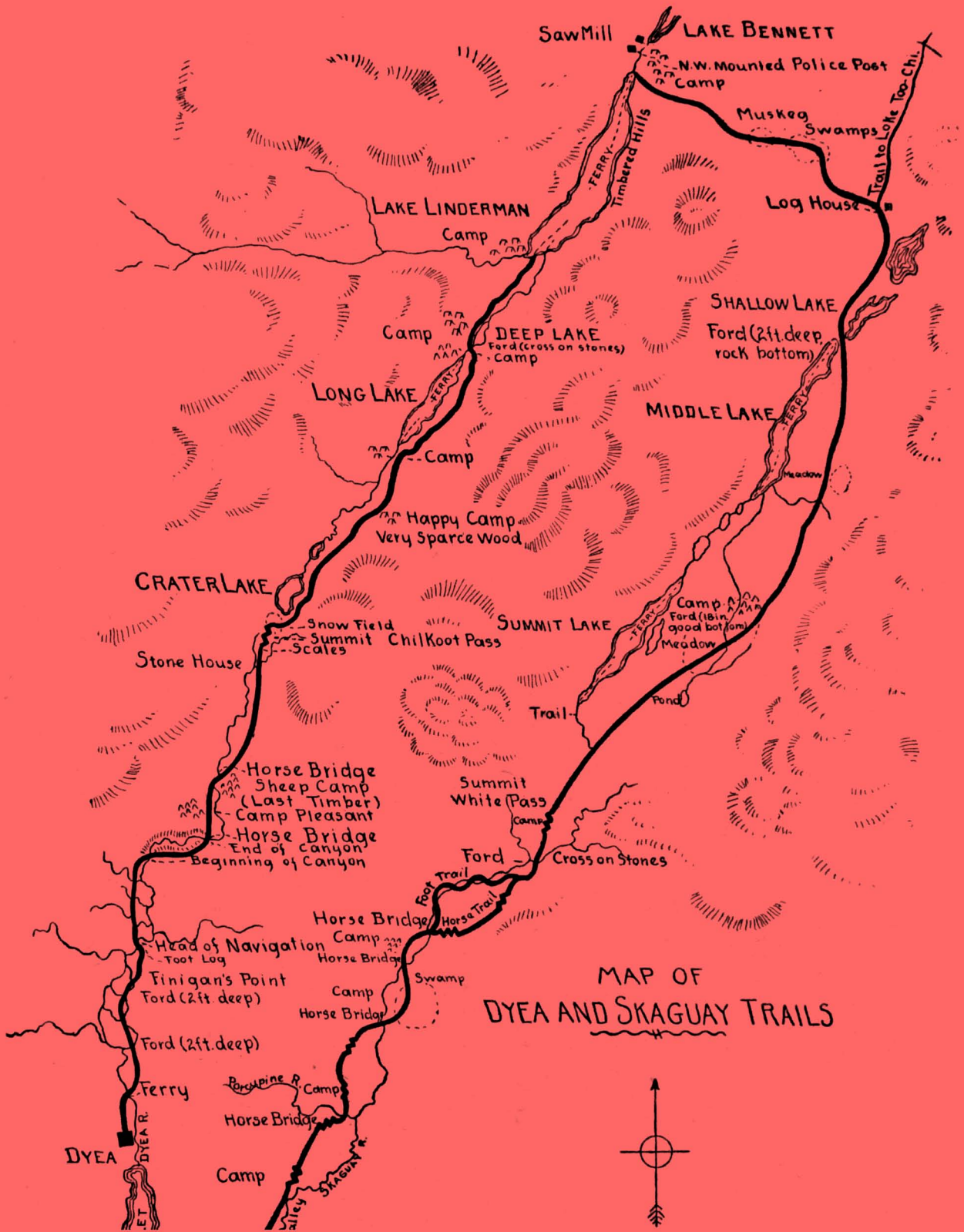
Copyright, 1897, by La Roche, Seattle, Wash.

A WINTER SCENE.—This photograph was taken just as “barren winter, with his wrathful, nipping cold,” was beginning to take charge of the Klondike for some months ahead, probably until the beginning of June. Being oftentimes without a thermometer the miners frequently leave their mercury out all night. If they find it frozen in the morning they come to the conclusion that it is too cold to work. This conclusion will not be disputed by any one who may happen to be near where the mercury does freeze.



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CHILKAT INDIAN GROUP, ALASKA.—The child in the foreground is somewhat terror stricken at the appearance of the camera and no one member of the group is altogether at ease. The old lady in the center with the white handkerchief over her head is affecting a smile of contempt, although she has closed her eyes to shut out the dangerous looking machine. There is more superstition than sentiment about the Indians in this region. They are almost heartless and absolutely mercenary. They will not aid each other without payment ; and the white man has to bargain very carefully to avoid being cheated by their cunning. The rush overland has given them experience, and it is a hard thing for the Christian bargainer to get against.



MAP OF
DYE AND SKAGUAY TRAILS

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AT FORTY MILE POST

The Yukon Frozen.

FORTY MILE CITY

Still a Source of Wealth.

CIRCLE CITY

An Ice Blockade.

U. S. CUSTOM HOUSE

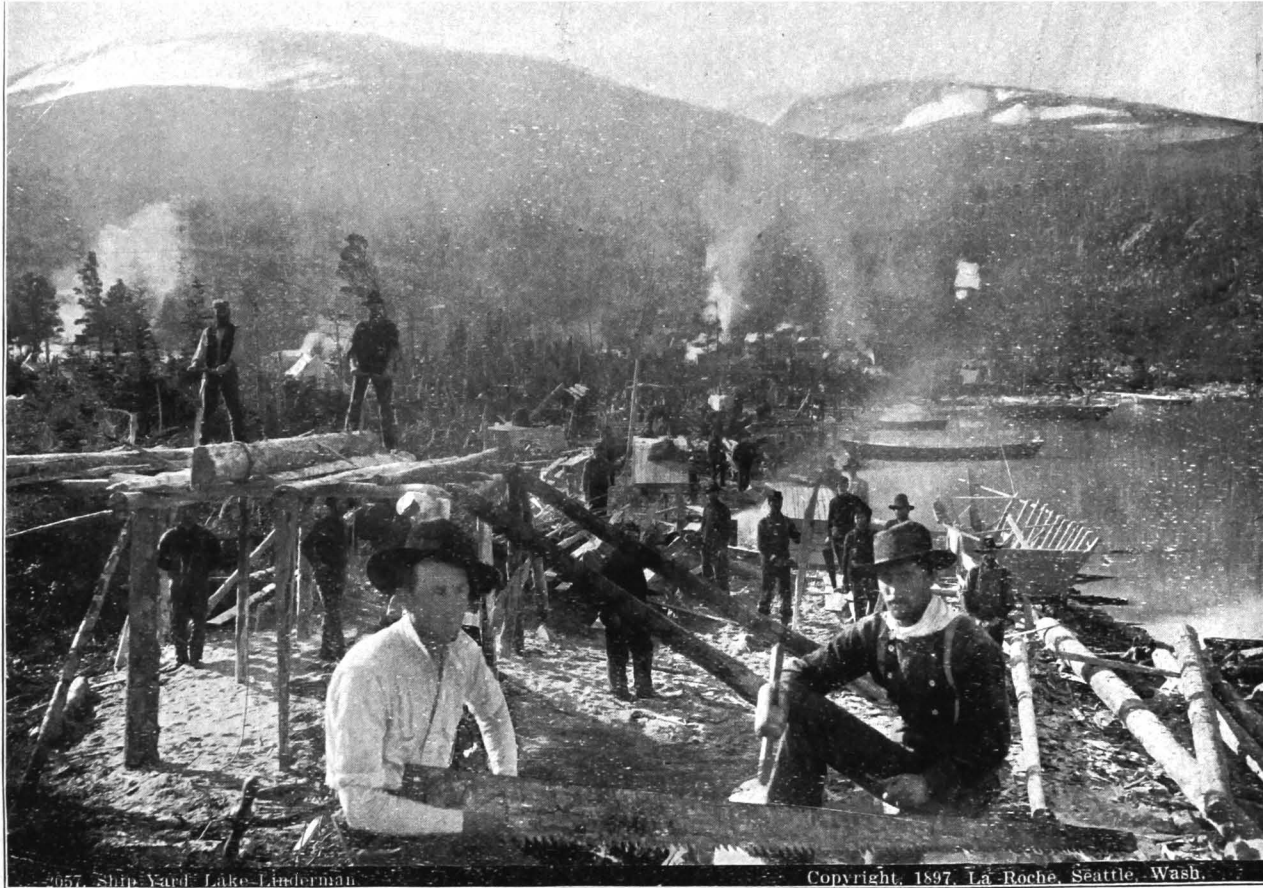
Circle City in Midwinter.



1905. End of Skaguay Trail, Lake Linderman.

Copyright, 1897, La Roche, Seattle, Wash.

END OF SKAGUAY TRAIL, LAKE LINDERMAN.—Dyea Trail is around the point on the left, six miles away, at the head of the lake. From the lake, the Skaguay or White Pass Trail leads up over the incline among the woods in the foreground. At the foot of the incline is a quantity of supplies awaiting packers who are coming across the lake in Indian canoes. The canoe to the native Indian is what the horse is to the cowboy of the western plains. It is manipulated with extraordinary skill, and no waters, however wild, seem to daunt the hardy Indian. He will fish, hunt, trade and visit in his indispensable canoe, and skim over the water like a bird. All Alaskan canoes are fashioned alike.



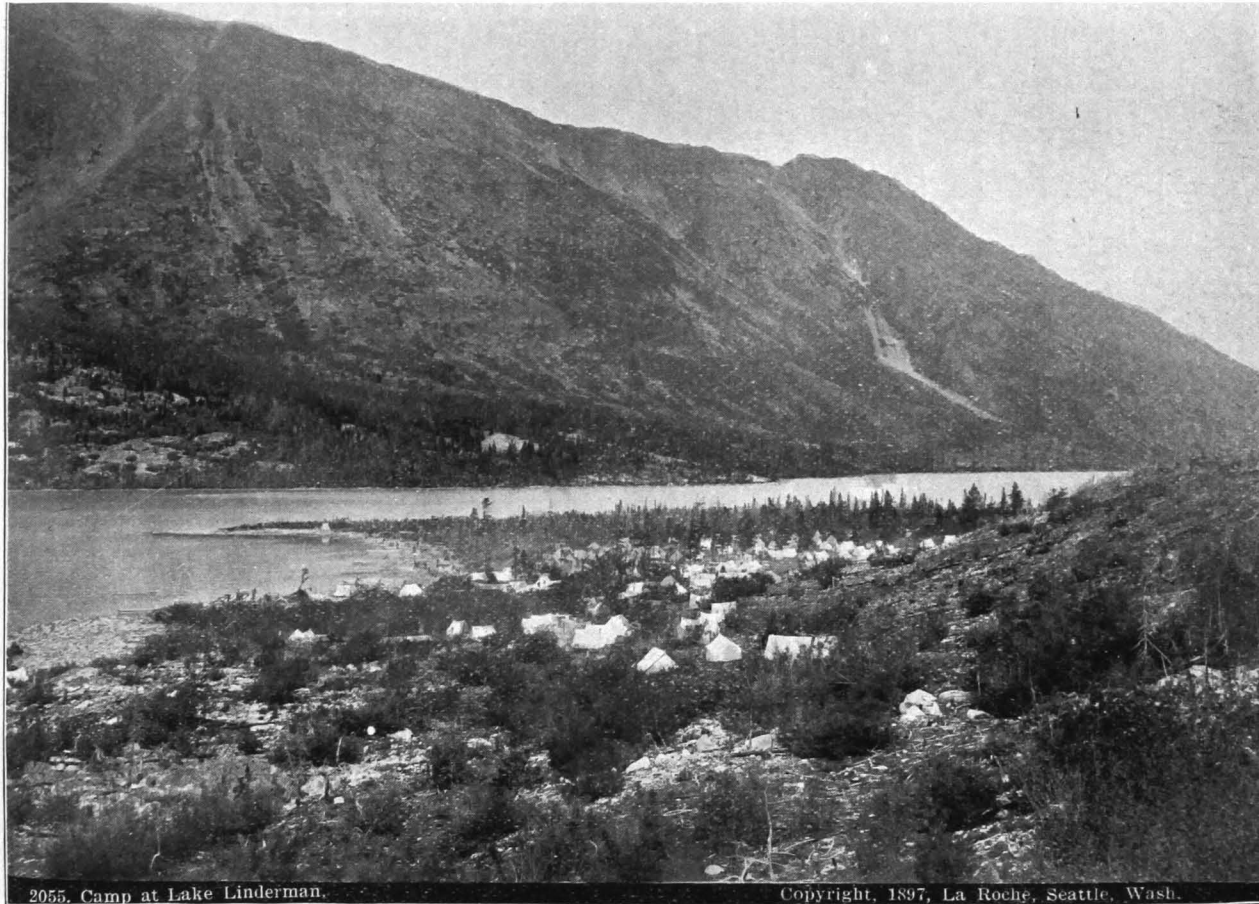
SHIP YARD, LAKE LINDERMAN.—Without a doubt this was the busiest scene along the whole route. Scores of men were here, always at work constructing boats for descending the waterways to the Yukon. Timber is found in the immediate neighborhood and logs of about seven inches in diameter are cut to the necessary lengths, rolled upon a staging and whipsawed into the required shape. Thus a week or more is employed in building a boat for the long journey north. Assuming that they are handy with tools, four men can take the standing spruce, saw out lumber and build a boat large enough, in a week, to carry them and 4,000 pounds of provisions; and it should be a good staunch boat at that.



2058: Leaving Head of Lake Linderman for the Klondike.

Copyright, 1897, La Roche, Seattle, Wash.

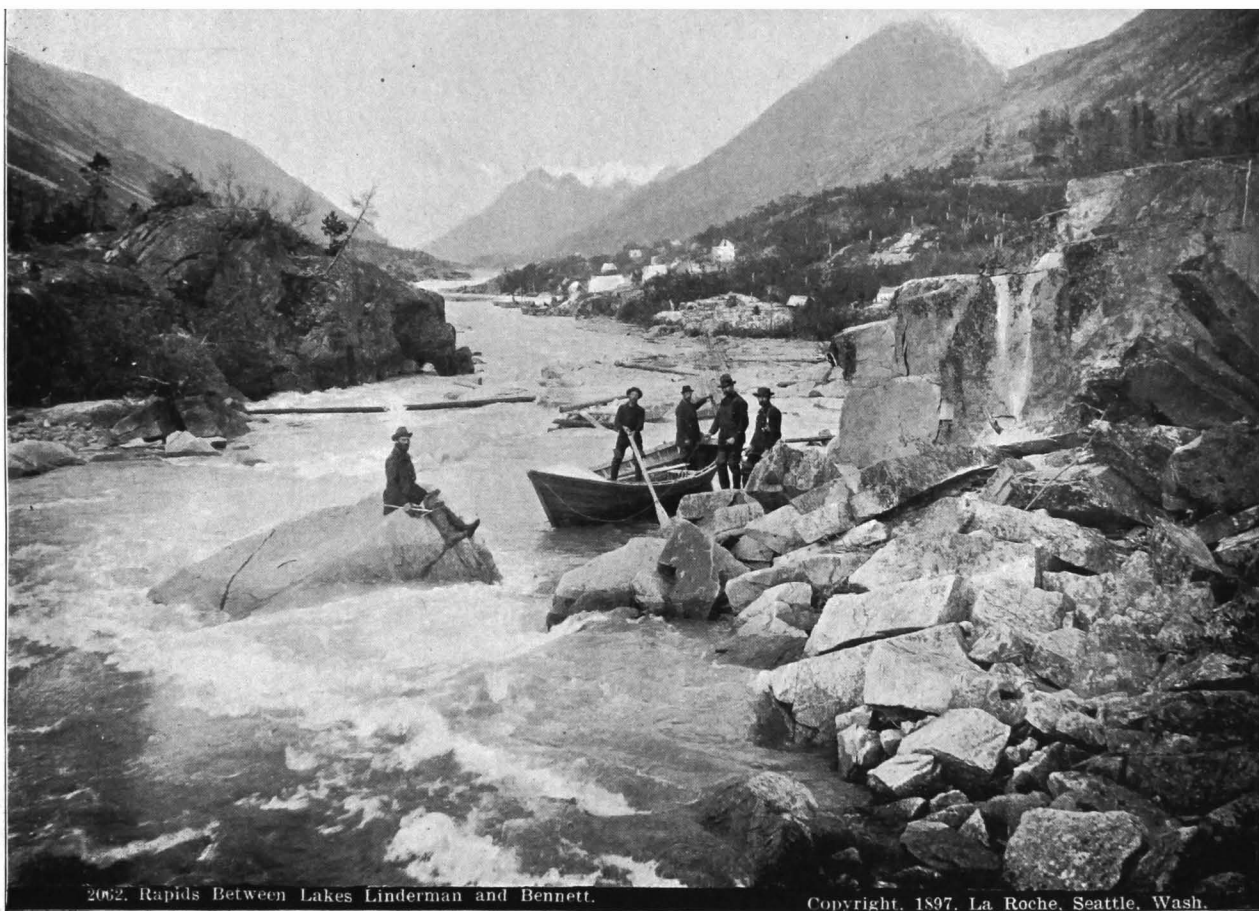
LEAVING HEAD OF LAKE LINDERMAN FOR THE KLONDIKE.—These boats are fully loaded and are leaving for the north. With favorable weather the journey can be made to Dawson City in about two weeks. When the wind is favorable the sail is used; otherwise the boat is rowed the length of Lake Linderman, six miles, to the rapids. Half way down the lake is the boundary line between Alaska and Canada. The men with the boats were a hardy lot. They encountered hardships, because human intelligence, strength and courage always will encounter hardships in the race for wealth. If the comforts and necessities of life are absent in the region of the Yukon, so also were they wanting in the early days of California.



2055. Camp at Lake Linderman.

Copyright, 1897, La Roche, Seattle, Wash.

CAMP AT LAKE LINDERMAN.—Four miles beyond the mission camp we had this bird's-eye view of the camp at Lake Linderman. When the photograph was taken in September, 1897, the camp consisted of 400 tents and at least 1,000 people, mainly engaged in the building of boats to convey themselves and outfits through lakes and rivers to the gold fields, about 600 miles ahead. Between this point and the head of Lake Bennett the Lewes River is only about a mile in length. It is about fifty yards wide and between two and three feet deep, but is so swift and rough that navigation is not to be thought of. Lake Linderman is about half a mile wide and about six miles in length. It is also deep enough for ordinary purposes.



2062. Rapids Between Lakes Linderman and Bennett.

Copyright, 1897, La Roche, Seattle, Wash.

RAPIDS BETWEEN LAKES LINDERMAN AND BENNETT.—These rapids extend a distance of three-quarters of a mile from Lake Linderman to the head of Lake Bennett. The average depth is only about three feet, but the water is so swift and rough that navigation has to be suspended. When the northern extremity of Lake Linderman is reached the boats are unloaded and the goods carried overland, around the rapids, to the head of Lake Bennett. Then the empty boats are carefully floated through the rapids by means of ropes, as shown in the photograph. Looking ahead, one can see Lake Bennett, where smooth water will permit navigation to be resumed. The camp in the background of the picture belongs to the Canadian police.



2063. Lake Bennett.

Copyright, 1897, La Roche, Seattle, Wash.

LAKE BENNETT.--This lake is nearly twenty-five and a half miles long and about half a mile wide for the first twelve miles, but for the remaining distance it varies from one to three miles in width. When this photograph was taken the lake was very placid, but it has the character of being dangerous in consequence of the high winds from the north, which frequently prevail, making the water very uninviting to small boats and preventing them from crossing. This oftentimes causes a very disagreeable and vexatious delay. By the time the traveler has reached this spot his enthusiasm has probably risen to a pretty high pitch, as the remainder of the journey to Dawson City is by water, and it irritates him to encounter unexpected delays.



La Roche, Photo, Seattle, Wash.

WELBON'S CAMP AT LAKE BENNETT.—By the time those who take the overland route have reached their destination the art of camping out has either been thoroughly acquired or else it never will be. In all sorts of weather and every kind of country—in the forest, by the lake, near a stream or beside a fast running river—none should come amiss to the hardy miner who gathers experience as he goes and is able to pitch his tent at the shortest possible notice and in the most approved fashion, by the time he locates the spot he hopes will produce the dust that shall place him in the category of millionaires. Welbon's Camp was a sample of many met with en route to the Klondike. The appetites of the miners merit the envy of dyspeptics.



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NEAR LAKE BENNETT.— This photograph shows the points around which the empty boat has to be guided by ropes, while the goods are being carried overland to the head of Lake Bennett, which begins just beyond the second point, in the right of the picture. Very great care has to be exercised in taking a boat around, as the force of the waters is such that it is difficult to steer clear of rocks and shoals. When the days are hot, the mosquito hovers around this spot and highly relishes the flavor of new arrivals. The natives believe that the mosquito was a giant spider which an evil spirit cast into the fire, where it shriveled to its present size, and then escaping with a coal of fire in its mouth, it now seeks revenge upon mankind.



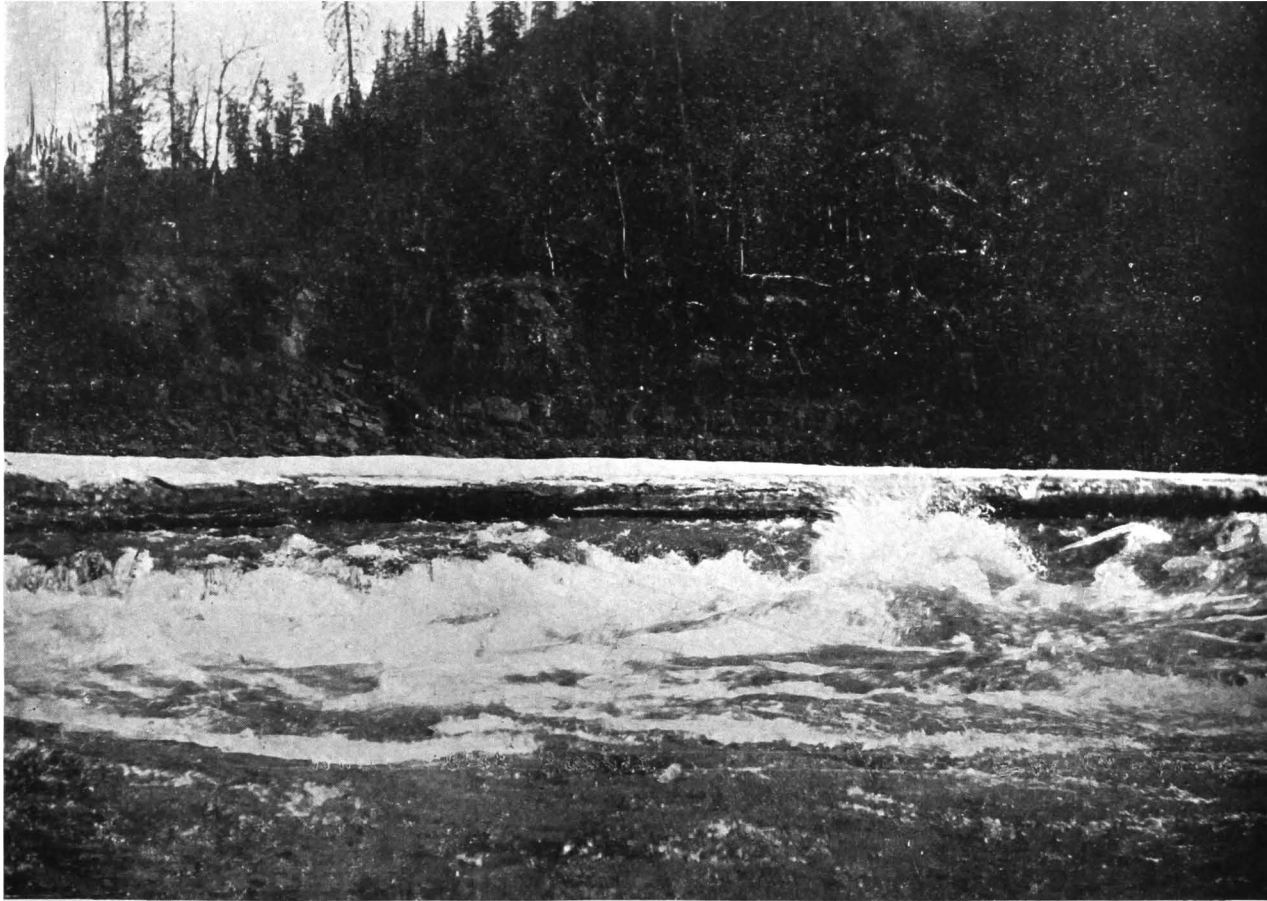
La Roche, Photo, Seattle, Wash.

SHIP YARD, LAKE BENNETT.—This was not quite so busy a scene as at Lake Linderman, where most of the boats are built, but a great many of the miners find it more convenient to construct their boats here, and thus escape the rapids. In building a boat it is important to remember that a sail is necessary, and it should be so fixed that it will be convenient to raise and lower it without much trouble, as squalls are not infrequent on the waters of this region. It is from this point that the traveler begins the last stage of the trip. From here begins the voyage of 600 miles to Dawson City, and not counting the lakes the whole distance is practically down stream to the now famous mining center near the mouth of the Klondike River.



La Roche, Photo, Seattle, Wash.

MILES CANYON.—After passing through Lake Bennett the voyager encounters Takish Lake and then Marsh Lake, reaching the head of Miles Canyon about the second day out from Lake Bennett, if the weather is favorable. Then begins three miles of the most dangerous water the navigator has to encounter. This canyon is sometimes spoken of as the Grand Canyon. The general width is about 200 yards, but for a distance of three-quarters of a mile it is barely fifty feet across, with perpendicular walls of red volcanic rock. The canyon is broken about midway by a circular enlargement of the channel, which causes a whirlpool of wonderful suction at each side of the river. Great care has to be exercised in taking any craft through the rapids.



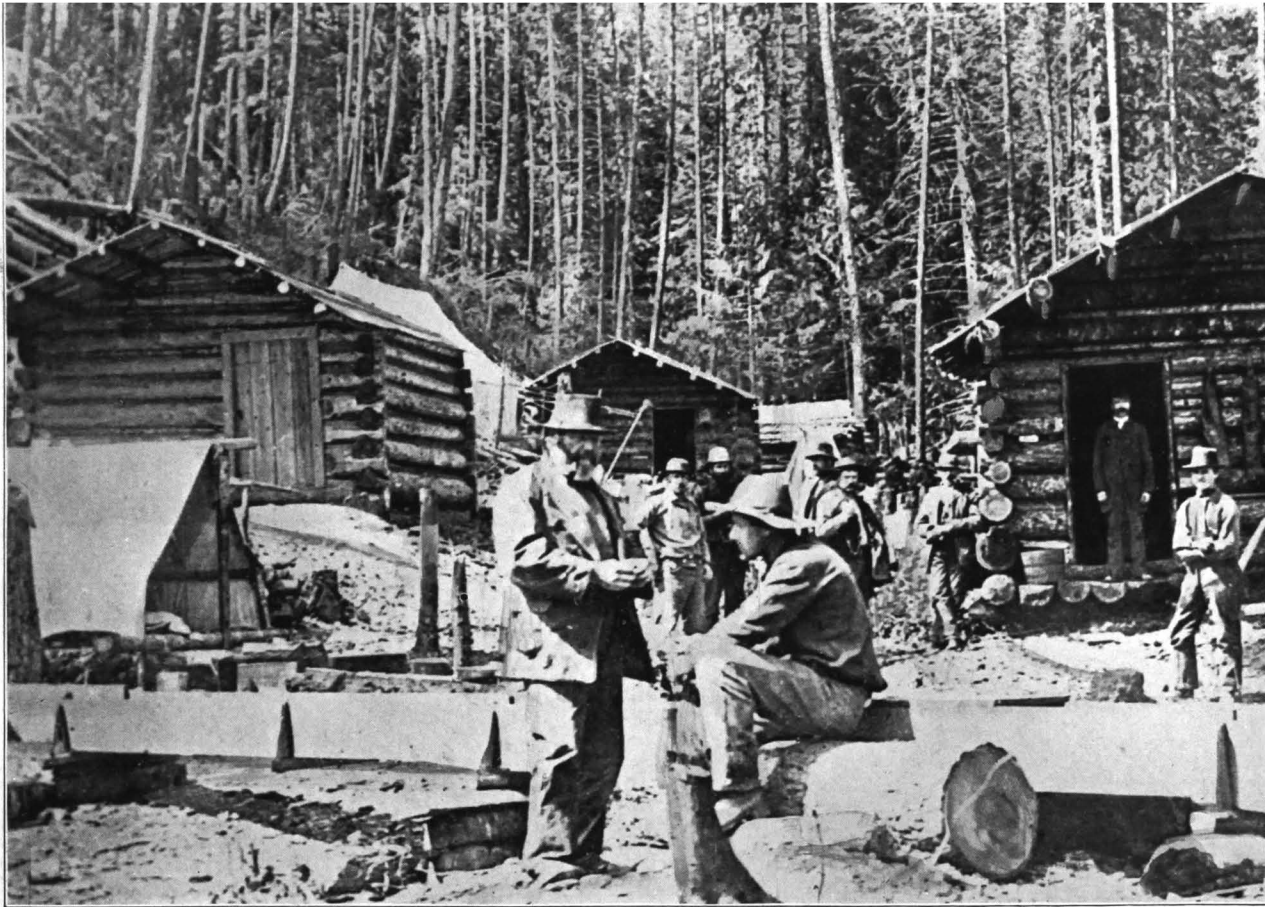
La Roche, Photo, Seattle, Wash.

WHITE HORSE RAPIDS.—After leaving Miles Canyon we come to White Horse Rapids. So many fatal accidents have occurred here that the place is frequently referred to as the "Miners' Grave." Cairns or wooden crosses mark the last resting places of many a victim; and "keep a good look out" is the sign that greets every traveler. No novice should ever think of running the rapids alone. Instead of doing so he should let his boat drop down the river, guided with a rope about 150 feet long. The miners have constructed a road on the west side of the rapids, and in some places they have put down roller-ways over which they can roll their boats. It is always desirable for the traveler to "portage" instead of trusting to the rapids.



La Roche, Photo, Seattle, Wash.

DAWSON CITY.—This city is situated on the Klondike River at the point where it empties into the Yukon. The town site which consists of 160 acres is laid out in a square and divided into city lots after the most approved style. No definite estimate has been made of the population which is being rapidly increased by new arrivals, and it is simply guess work to give a number which may be anywhere from 5,000 to 20,000. The city came into existence a few days after the rich Klondike strike was made in 1896, in the month of August, and it is a mistaken idea to suppose that Dawson City is a center of the rich placer deposits of the Klondike. The gold bearing creeks are from twelve to twenty-five miles away.



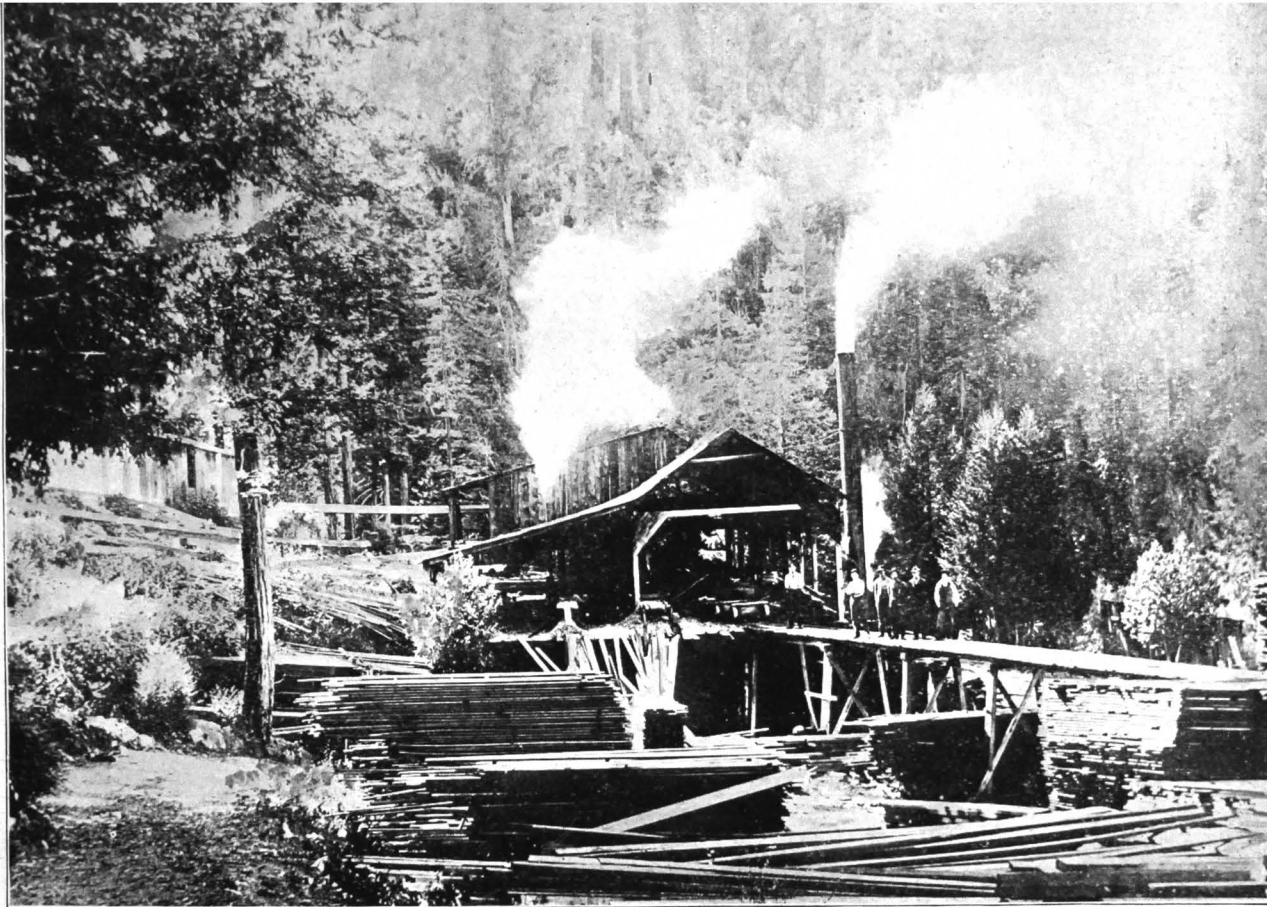
La Roche, Photo, Seattle, Wash.

MINERS' CABINS, DAWSON CITY.—Joseph Ladue, the founder of the city which he named after Dr. Dawson who established the boundary line dividing Alaska from the Northwest Territory, began to build the first house on September 1, 1896. Within six months from that date there were over 500 houses erected. These included stores, supply stations, hotels, restaurants, saloons and residences. The wild, uncultivated spot was suddenly changed into a bee-hive of vigorous industry. The town site is just below the mouth of the Klondike on the east bank of the Yukon, where the river makes a slight bend, and in front of the town there is an eddy formed by the two rivers. Steamers can unload within a few feet of the warehouses.



La Roche, Photo, Seattle, Wash.

EUCLID AVENUE, DAWSON CITY.—The residences of Dawson City bear no proportionate resemblance to the wealth of the people. Men with mining interests that count up to six figures live in cabins that the average negro on a Southern plantation would refuse to occupy. Most of them have experienced the refinements of civilization, yet the deprivation is borne cheerfully—the one absorbing idea being “gold and how to get it.” But these hardy men do not fail to get considerable pleasure out of the surrounding conditions. Good fellowship is the rule and every man speculates, mentally, on his independent future, when he can return to civilization. Euclid Avenue as shown in the photograph is a fair sample of Dawson thoroughfares.



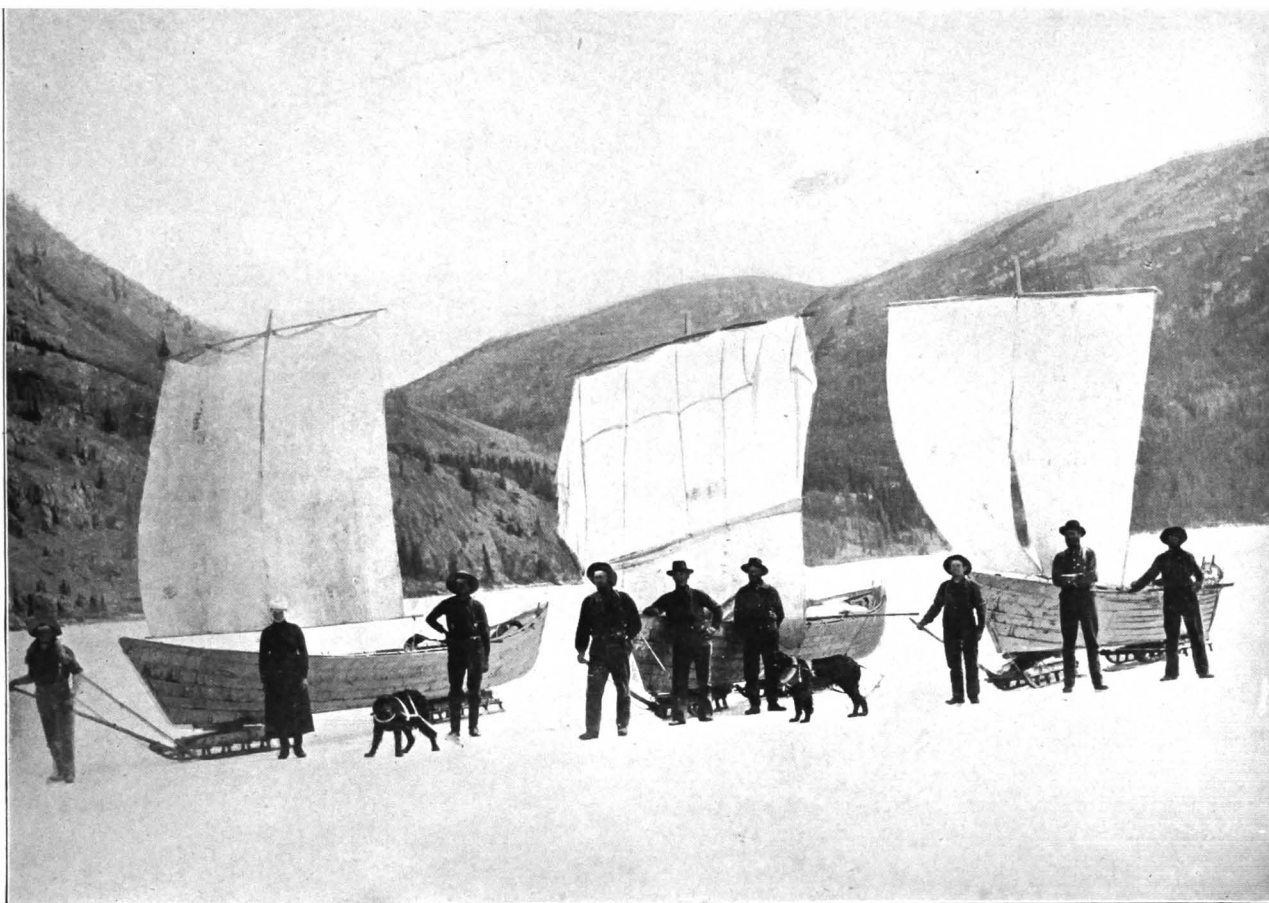
La Roche, Photo, Seattle, Wash.

SAW-MILL AT DAWSON CITY.—There was no busier place in Dawson City than the saw-mill of which the above is a photograph. The demand for timber during the earlier part of the rush caused prices to rise with startling rapidity, and for some time there was practically nothing done but cutting timber and building cabins, until a city seemed to rise from the bowels of the earth and take the place of swamp and forest. Nearly all the ground in this part of the country is covered with a heavy growth of moss, and being filled with frost and snow in the winter it gets soft and wet in the summer time and the low places become swamps. Every difficulty, however, is readily fought in this pioneer city of the far northwest.



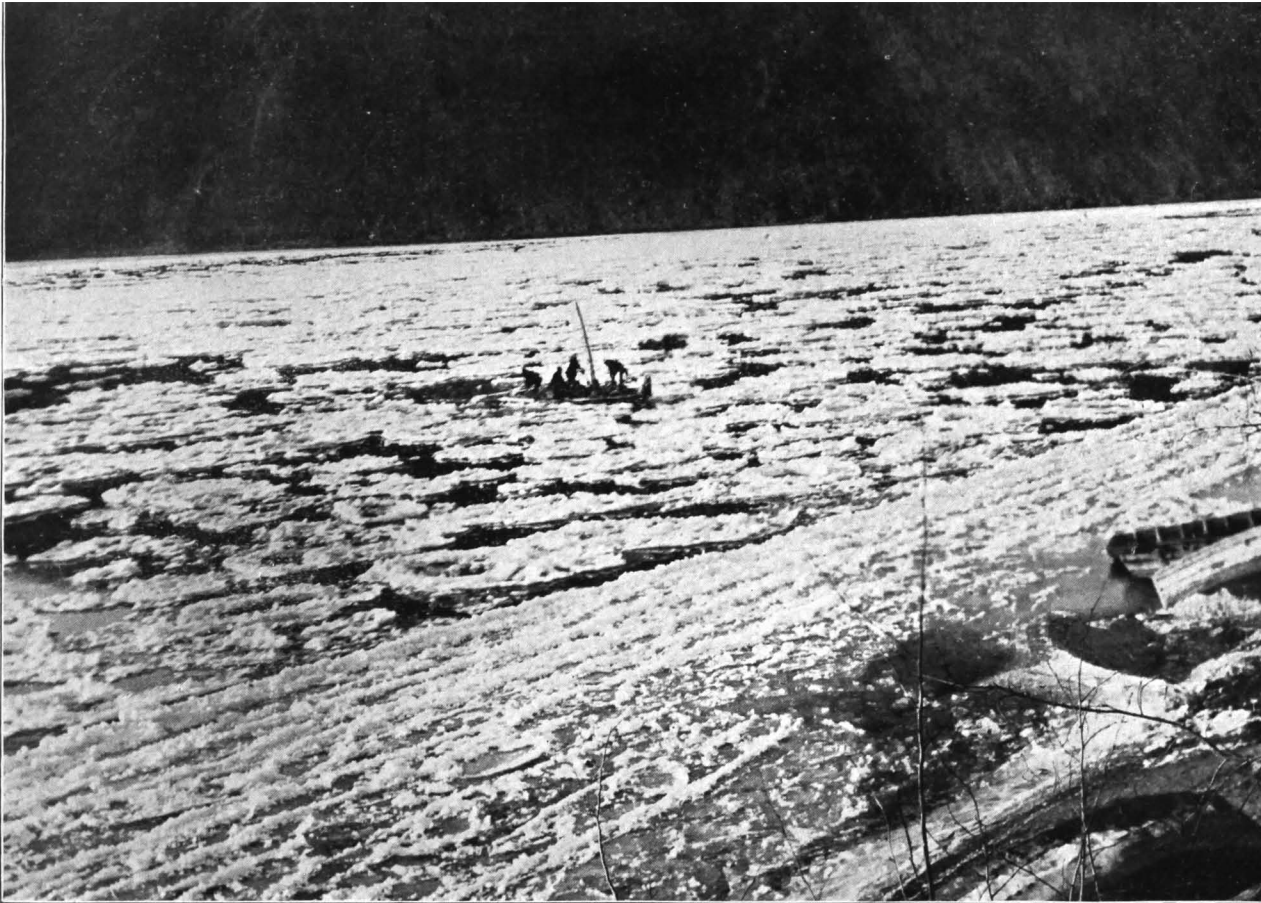
La Roche, Photo, Seattle, Wash.

RAPIDS ON LEWES RIVER.—Skill, cool heads and hard work are the necessary requirements for navigating the rapids of the Lewes River. Here is portrayed an exciting scene, similar to which every one who goes to the Klondike in the same way must experience. Partly guided by ropes in the hands of men ashore and steered clear of dangerous rocks by men in the boat, the frail craft dashes and struggles along, at one time miraculously escaping destruction in a wild eddy and at another time gliding gracefully between jagged rocks that rise threateningly out of the seething waters. There is no time to think—a sharp lookout and a steady hand are the only means to victory over the angry waters of the rapids one meets en route to the Klondike.



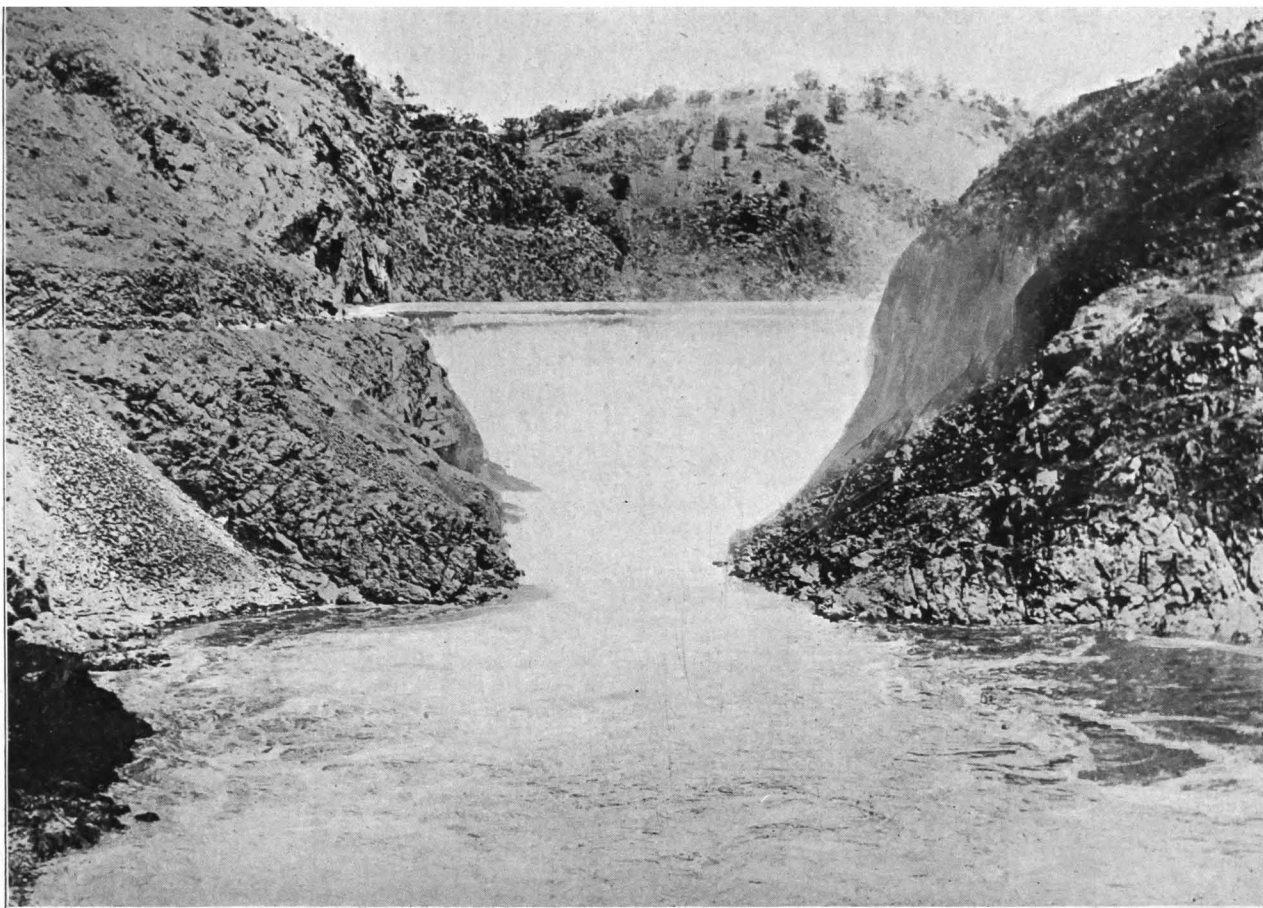
La Roche, Photo, Seattle, Wash.

ICE SAILING ACROSS LAKE LE BARGE.—The lake is a beautiful sheet of water thirty-five miles long. It is about twenty-four miles from the White Horse Rapids, and the intervening river is smooth and deep the whole distance. It is no uncommon thing for the boat to be wind bound for several days at a time. When winter has set in and the lake has become a sheet of ice, the delightful sensation of sailing across the frozen surface will not only be enjoyed but will hasten the traveler on his northward journey. It is exhilarating and healthful, and if the wind be favorable it will recompense the gold-seeker for previous delays. The group in the photograph presents the appearance of a pleasure party rather than men who are fighting hardships.



La Roche, Photo, Seattle, Wash.

SPEARING FOR SALMON.—The proper name of the Klondike River is Thron-Diuck, which is the Indian name belonging to it and which means “fish waters,” the river being a great salmon fishing ground. It is a small river, about thirty yards wide at the mouth, and shallow. The water is of blue color, clear and transparent. Dawson City is right at the mouth of the Thron-Diuck. Only those who have enjoyed the sport of spearing for salmon can thoroughly appreciate the excitement the men in the boat are getting out of the sport. The fun does not end with catching fish, but getting ashore through the fields of floating ice is productive of considerable effort under the circumstances depicted above. The fish caught in this river are all that sportsmen can desire.



La Roche, Photo, Seattle, Wash.

BONANZA CREEK, KLONDIKE.—Bonanza Creek is nearly three miles up the Klondike from its confluence with the Yukon River. Some of the richest finds have been made on the Bonanza, and on all the creeks in this quarter rich strikes have been reported. George W. Carmack, a white man, was the first one to take advantage of the rumors set afloat by the Indians, and in 1887 he located a mine in the place which was afterward named by the miners, Bonanza Creek. Various estimates have been made of the value of the gold in the Bonanza district, and it is generally conceded that it will produce not less than \$50,000,000. The Bonanza is but one of many similar creeks in this region, and all have combined to make it a land of gold.



La Roche, Photo, Seattle, Wash.

ICE IN THE YUKON BELOW DAWSON CITY.—This photograph was taken when the Yukon, which discharges a third more water than the Mississippi, was struggling to throw off its wintry coat of ice. The currents of the Yukon are very powerful, and when winter has given place to almost tropical summer months, the ice disappears nearly as fast as it formed at the command of the first chilly blasts of King Frost. The Yukon River crosses Alaska from east to west and empties into the Pacific a little south of Behring Strait. It can be navigated with large steamers for 2,300 miles, without a break. It is from five to twenty miles wide for over 500 miles from its mouth, and the tide sweeps up 200 miles. The source of the river is in British Territory.



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THE FROZEN YUKON AT FORTY MILE POST.—This is nearly fifty-two miles northwest of Dawson City. The town is situated on the south side of the Forty Mile River at its junction with the Yukon, being 240 miles from Circle City. Forty Mile Creek was discovered in 1887. The Alaska Commercial Company has a station here, and there are several blacksmith shops, restaurants, billiard halls, bakeries and an opera house. Nearly three-quarters of a mile below Forty Mile Township the town of Cudahy was founded in 1892, on the north side of the river. Nearly all the available rich ground at Forty Mile has been worked. The gold find here brought about a great rush at the time, and the strikes on Birch Creek caused the gold craze that followed.



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FORTY MILE CITY, ALASKA.— In a recent report on the Yukon gold region, it says in relation to the Forty Mile gold district, that in the latter part of 1887 Franklin Gulch was struck, and \$4,000 was an estimate of the amount of gold produced in the first year. Since then it has been a constant payer. The character of the gold discovered is of the nugget order and pieces to the value of \$5.00 are frequently found. Forty Mile River joins the main river from the west. As far up as the international boundary line, about twenty-three miles, its course is southwest; thence it takes a more southerly direction. It is 100 to 150 yards wide at the mouth, and the current is generally strong, with many small rapids.



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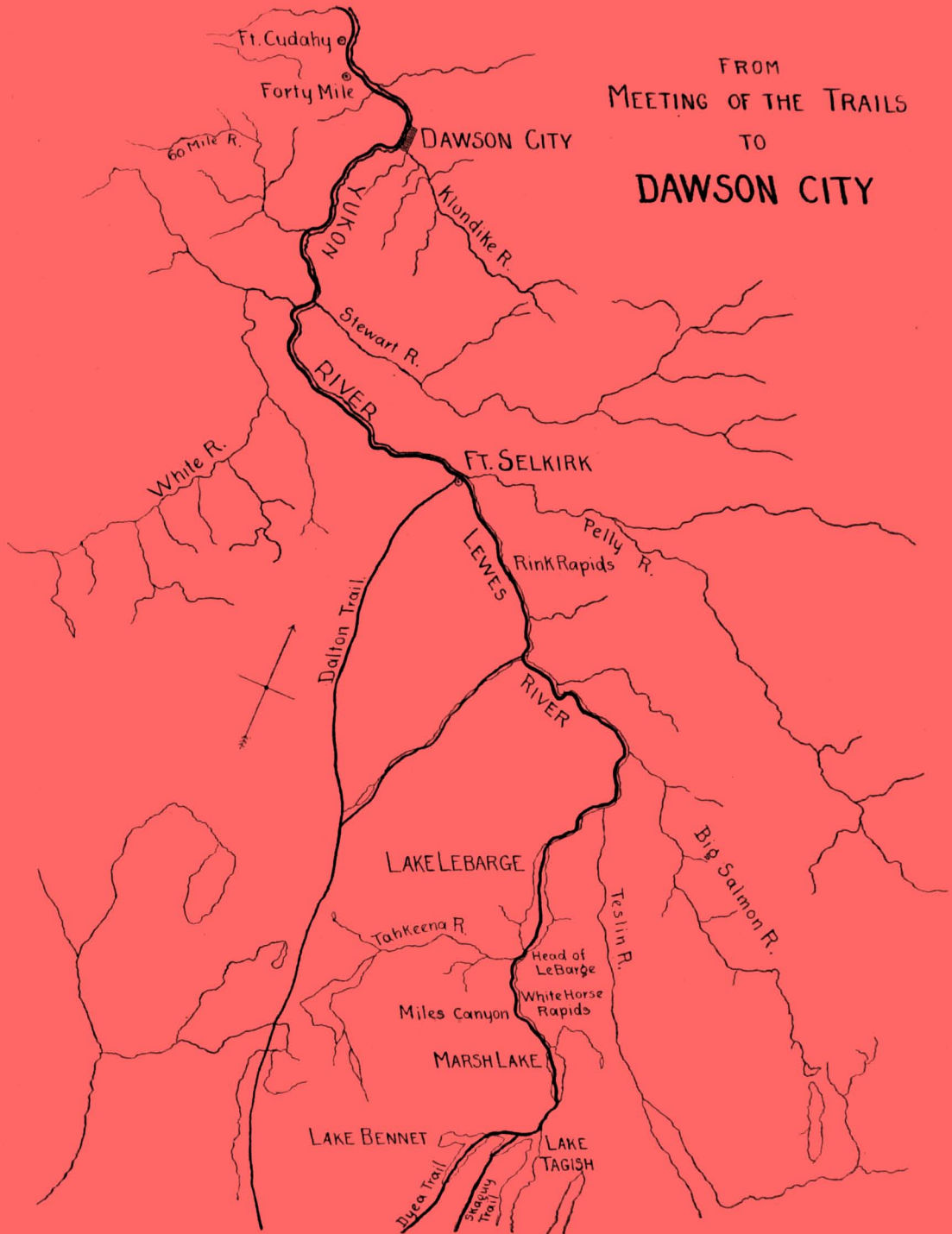
ICE BLOCKADE, CIRCLE CITY.-- This is when shipping is at a standstill. It is estimated that Circle City has a population of about 1,000, including the miners at Birch Creek, which is about fifty miles from the town. The men pictured in the photograph come from all parts of the country, and comprise a cosmopolitan group, similar to the inhabitants of most mining towns. The town was well filled with miners as the weather was hardly propitious for prospecting. The arrival of a steamer off any of the towns along the Yukon is always an occasion for considerable excitement. The whole population comes out to welcome new arrivals, and if a boat reaches the town in the night it generally wakes up every man, woman and child in the place.



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U. S. CUSTOM HOUSE, CIRCLE CITY.—In midwinter the sun is above the horizon for about four hours at Circle City. In midsummer it is seen for twenty hours and the balance of the time is twilight. The place pictured above is a well-known sight to old Yukon miners. When this was taken, however, the weather was not in favor of a very brisk business. There are seven postal routes in Alaska; and on the first of each month the mail leaves Juneau, 908 miles away, for Circle City, the carrier going by way of Chilkoot Pass, Lake Linderman, Dawson City and Fort Cudahy, a route that will be easily traced in this series of photographic views. Dyea and Skaguay receive mail twice a month from Juneau.

FROM
MEETING OF THE TRAILS
TO
DAWSON CITY



What Part V Will Contain

IN THE MINING COUNTRY

Some Typical Scenery.

A CLAIM

Located at Last.

NEAR DAWSON CITY

The Land of Gold.

ON THE YUKON

The Lower Ramparts.

TESTING FOR GOLD

Near the Ramparts.

MUNOOK CREEK

Waiting for Passengers.

PROVISIONS AT MUNOOK

A Fresh Supply.

DOG TEAM ON THE YUKON

Easy Transportation.

FOLLOWING THE TRAIL

A Procession of Dog Teams.

CROSSING A TRIBUTARY

The Bridge of Timber.

MILES OF TIMBER

A Well Beaten Path.

AS IN THE DAYS OF '49

Striking "Pay Dirt."

ON THE BANKS OF THE YUKON

"Washing Out" Gold.

PRINCE ANTONE

A Contented Man.

THE MINERS' CABIN

A Snug Little Corner.

SHIPLOAD OF MINERS

Near the Yukon's Mouth.

U. S. CUTTER "BEAR"

Ice Bound in Behring Sea.

FORT "GET THERE"

At St. Michaels.

DUTCH HARBOR

In Unalaska.

ST. PAUL

On Kodiak Island.

BUILDING A STEAMER

For the Yukon River.

A STATION OF THE A. C. CO.

From the River.

THE WHALER "THRASHER"

At Port Clarence

AN INDIAN CAMP

The Evening Meal.

EN ROUTE TO THE



KLONDIKE

A SERIES OF

PHOTOGRAPHIC VIEWS



CHILKOOT PASS

SKAGUAY TRAIL

LAKE LINDERMAN

LAKE BENNETT



Part V.



ST. MICHAELS

DAWSON CITY

FORTY MILE CREEK

YUKON RIVER

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The Evening Meal.



La Roche, Photo, Seattle, Wash.

A TYPICAL KLONDIKE SCENE.—The gold-bearing belt of Northwestern America contains all the gold fields extending into British Columbia and what is known as the Northwestern Territory of Alaska. The Yukon really runs along in that belt for 500 or 600 miles. The bed of the main river is in the valley. The yellow metal is not found in paying quantities in the main river, but in small streams which cut through the mountains on each side. Mud and mineral matter are carried into the main river, while the gold is left on the rough bottoms of the side streams. This is the expressed belief of an eminent geologist, Dr. W. H. Dall, of the Smithsonian Institution at Washington. Dr. Dall speaks with the very highest authority.



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A CLAIM.—At last these two “pardners” have struck something, and they are satisfied it is worth holding and working. Whether it is a placer mine or a mother lode matters not, the first duty of the prospector when he makes a “find,” is to “locate” and “file” his claim. It is necessary to make a correct survey of the claim, under authority of the survey-general of the state or territory in which the claim lies. The exterior boundaries of the claim should be shown with accuracy in the survey, and the boundaries must be clearly marked by monuments on the ground. It is difficult to imagine a more desirable spot than that shown in the photograph. It is picturesque, healthy, well watered, and protected.



Copyright, 1897, by La Roche, Seattle, Wash.

NEAR DAWSON CITY.—Sometimes the miners indulge in a little recreation, although their lives in the Klondike are divided between uninterrupted work in the warm weather and little else than "California Jack" in the winter. The above photograph depicts an Indian canoe, in which are some miners trying to navigate the boat through the rapid running waters. This is an exciting pastime, even after one has become skillful enough to manage a native dug-out, Indian fashion. If tourists who love the wonderful in nature were to give the matter thought, they would soon learn that in going to Europe, before seeing Alaska, they are omitting one of the most attractive and exciting trips on earth.



La Roche, Photo, Seattle, Wash.

ON THE YUKON.—In midsummer the Yukon is navigable for more than 2,300 miles. The ice does not go out of the river, even at Dawson City, until June, or at the earliest, late in May; and early in September the river closes. The character of the climate is sub-arctic, and about Dawson City one actually experiences the main features of the Arctic zone. Agriculture is quite impossible, as it may freeze any night of the year. It should not be supposed that "The Klondike" includes any considerable part of the immense country of Alaska, as it is only one of the small tributaries of the Yukon. As a stream it was not of sufficient importance to appear on the early maps. The sun shines for twenty hours a day during summer.



La Roche, Photo, Seattle, Wash.

TESTING FOR GOLD.—In searching for mineral veins, the geological character of the country should be taken into careful consideration. Where roads are cut through, it is advisable to examine the exposed sections. Landslides, cliffs, and sections through which the water has made a way, offer every opportunity for the miner to determine the kind of stratification. The discovery of free gold in matter washed down from high ground is not to be taken as evidence that gold bearing rock or quartz is in the immediate neighborhood. There is a chance, however, that lodes may be found on elevations of land near the alluvial deposit. It is always wise for the prospector who has struck a "placer mine" to inspect the neighboring elevations.



La Roche, Photo, Seattle, Wash.

MUNOOK CREEK.—Munook Creek, which is sometimes spelled Menook or Minook, is a little northeast of the town of Weare, at the mouth of the Tanana River. The discovery of gold was made on this creek in August, 1896, by a Russian-American half-breed Indian, after whom it was named. It was during the time the Circle City excitement was at its greatest rush, following which came the findings in the Klondike and the consequent excitement that resulted. Munook was, therefore, neglected until last year, when the miners began to arrive, after working the whole summer on their claims which were staked out in other places. Near the mouth of Munook Creek a town is being built, and it is to be known as Rampart City.



La Roche, Photo, Seattle, Wash.

PROVISIONS AT MUNOOK.—When the miners began to look into the prospects of Munook Creek they very soon decided to get provisions down to the new diggings. The Alaska Commercial Company made preparations to supply them with food, and the log store house of the company was already built, so that the miners set to work clearing the ground for the cabins which they intended to erect. This winter has probably seen nearly a thousand men located there. As much as two and four dollars to the pan have been discovered on bed-rock, while nuggets to the value of ten and twelve dollars have been taken out. Judging from recent "finds" on Munook Creek, Rampart City may be taking the proud place of Dawson City this year.



La Roche, Photo, Seattle, Wash.

DOG TEAM ON THE YUKON.—In the local markets of Seattle and Tacoma good sized dogs were selling at prices that varied from \$15 to \$30 each. They are worth double that sum at Juneau, while on the Yukon River the traveler has to pay from \$100 to \$150 for a good dog. Thick necked, shaggy haired, broad footed canines have become much more valuable than horses since the gold fever set in; and the dog problem is often a pretty hard one for the miner to solve. The team in the photograph is a very fine one, yet the harnessed brutes, although they are valuable, would readily change conditions with the average homeless cur in a large city. The scene depicted above conveys an excellent impression of what the Yukon is like in winter.



La Roche, Photo, Seattle, Wash.

COMING OUT FROM DAWSON CITY.—This procession of dog teams left Dawson City in the winter, intending to take the trails to various parts that rumor held up to the hopes of the travelers as being more desirable than the place they were leaving. "Luck" is an important item of belief to miners in general, and they readily fall back on it for an excuse. Sometimes a group of men who have not struck it rich will abandon their old quarters for new fields, and somebody else may come along shortly afterwards and make a "find" in the very place that has been ignored or treated with contempt. "Luck" is the answer, and many circumstances arise in the average miner's experience to justify an earnest belief in it.



Copyright, 1897, by La Roche, Seattle, Wash.

CROSSING A TRIBUTARY OF THE YUKON.—When the frost and snow have given place to the kindly warmth of a summer sun the innumerable tributaries of the mighty Yukon furnish charms for the sightseer and delight for the naturalist. It seems unkind of nature to hide so much natural beauty in the cloak of winter for so many months out of each year. In the struggle for existence nature appears to gain strength, and when the least warmful rays of the sun break through the cold air, vegetation bursts forth with surprising energy as if to make up for so much lost time. When the mosquito is hunting for blood and the streams are crowded with life it does not seem possible that one has to get inured to 70 degrees below zero so soon after.



Copyright, 1897, by La Roche, Seattle, Wash.

A BIT OF FOREST.—After a very few months of energetic life, everything suddenly begins to bear a dull aspect. The transformation is too rapid. The trees shed their leaves too quickly, the denizens of the forest beat a retreat too soon, chilly days come with little or no intimation and winter is upon the inhabitant of these regions before he has well satisfied himself that the joys of summer are about to depart. The bit of forest pictured above was almost deserted, and seemed to be sullenly brooding over the prospect of the unwelcome mantle of white it was soon to wear. The trail through the middle of the forest is so clearly defined that it may almost be called a wagon road. In fact, a great many wagons used this trail, which is on the outskirts of Dawson City.



2027. Washing Out Gold.

Copyright, 1897. La Roche, Seattle, Wash.

WASHING OUT GOLD.—This picture shows a group of miners in the act of “washing out” gold, as in the days of '49. The camp is but temporary and work is not yet begun in dead earnest. The men are testing the sand and gravel deposit along the edge of the stream in the hope of striking “pay dirt.” The figure in stooping posture is “cradling” the mud and sand from which the muddy water is poured off. In the bottom of the pan settles the gravel, and with it the grains of yellow metal so anxiously sought. It is from this method of mining, so popular in the early California days, that the expression “panned out” arose, and from which so many fortunes are made by men whose outfits cost so little.



La Roche, Photo, Seattle, Wash.

TESTING GRAVEL ON THE YUKON.—If this hardy band of prospectors do not find here the golden grains they are seeking they will continue the search from day to day until they probably strike gravel that will “pan out” \$3.00 to \$5.00 a pan. Then visions of happiness and independence will fill their heads, and they will work hard until enough ready money is in hand to enable them to drink health to the god of luck. Then if luck’s deity happen to have bestowed his favors upon sensible men they will be satisfied to drink the health of their good genius without finding it necessary to expend the proceeds of their good fortune upon drinking the health of everybody else they come in contact with,



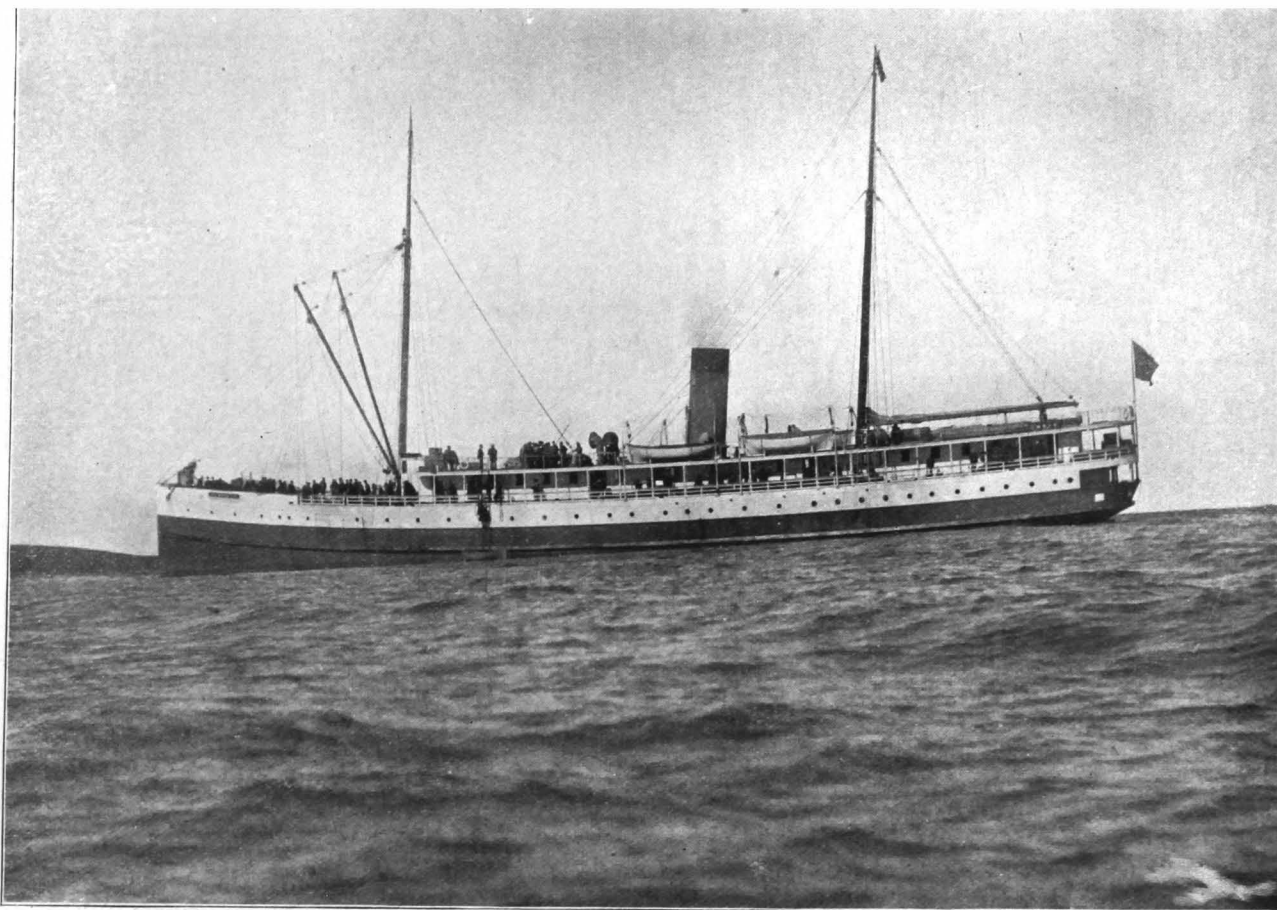
La Roche, Photo, Seattle, Wash.

PRINCE ANTONE.—One can readily discover contentment on the face of this gentleman, although the background to his figure is nothing better than a cosy log cabin. There is an air of domesticity about the scene that will appeal to many an ambitious man who has gone to risk everything in the Klondike. This photograph was taken at Birch Creek, where Mr. Antone had struck it rich, and was making himself comfortable as far as the surroundings would permit. Gold was discovered in the neighborhood of Birch Creek in 1893, and since then it has had a big run of popularity. From Circle City, which is eight miles from Birch Creek, a trail leads right away over the hills to the mines on Independence and Mastodon Creeks.



La Roche, Photo, Seattle, Wash.

A MINER'S CABIN.—This was another quiet little spot in the same locality—a desirable little out-of-the-way corner where poker could be played without interruptions from peddlers or tramps. Cabins in the Klondike represent a much larger outlay than many attractive frame houses in the cities. Carpenters and house painters out of employment should not hesitate to go to the gold fields. With a supply of tools and a healthy ambition, they stand a good chance of striking a gold mine by erecting houses, even if they fail to strike a better one under foot. The demand for houses in the Klondike is going to create a big boom in the carpentering business and the lucky ones who have already struck quarters are in the way of a good thing.



La Roche, Photo, Seattle, Wash.

A SHIPLOAD OF MINERS.—This is a photograph of the steamer Humboldt near the mouth of the Yukon river. It is loaded with Klondikers, and every one of them is looking forward to returning with some big figures attached to his name. The percentage of men who are disappointed, is, of course, greater than the percentage of successful ones, but that applies to every walk in life. They all set out cheerfully, and many return happy, while the majority, if they fail to make money, succeed in getting valuable experience. Going to the Klondike by water is far preferable to the overland route. It does not call for so much energy. But the overland trip prepares the traveler for the hardships he may have to encounter when he reaches the land of gold.



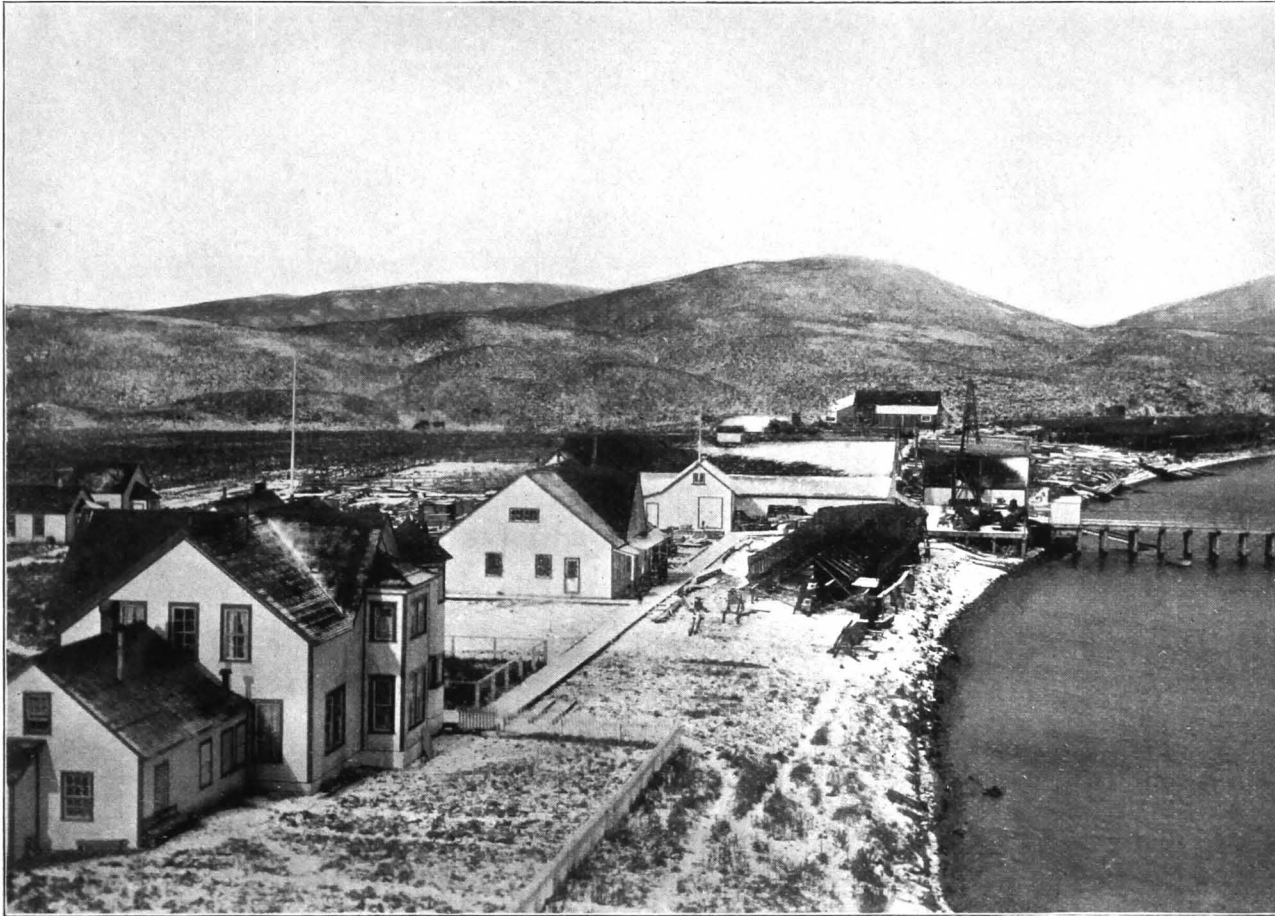
La Roche, Photo, Seattle, Wash.

U. S. CUTTER "BEAR" ICE-BOUND IN BEHRING SEA.—This photograph was taken near the Behring strait, which separates Asia from America and connects the Pacific with the Arctic ocean. One can readily fancy he is near the North Pole, judging from the arctic appearance of the scene. The men aboard the "Bear" which is on duty in the Behring sea are of necessity a hardy crew and would make fitting candidates for a North Pole expedition. With the opening up of Alaska by the many people en route to the gold fields, and the towns that are consequently springing up in all directions, the government of the United States will soon find it necessary to have more cutters in the neighborhood of St. Michaels and the Behring sea.



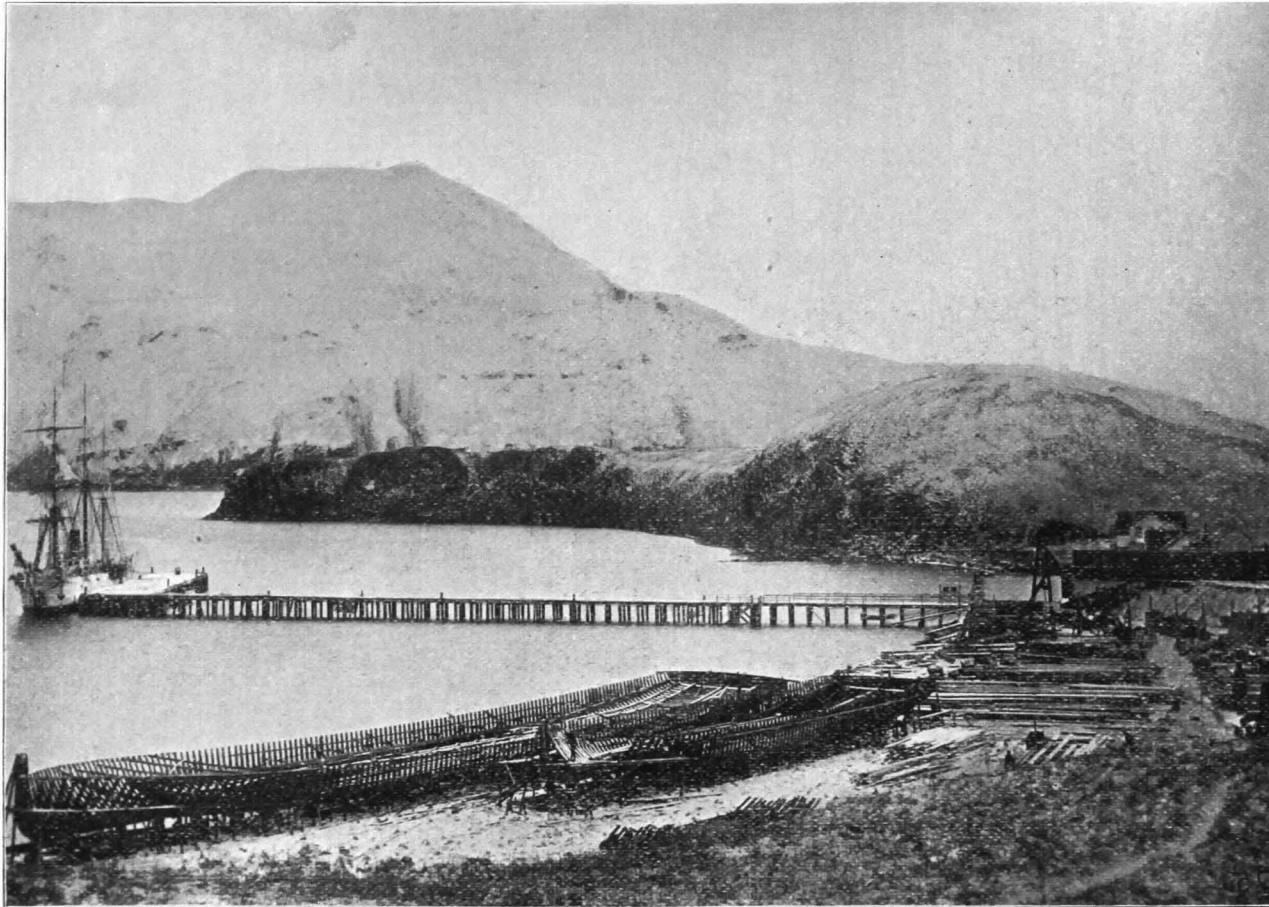
La Roche, Photo, Seattle, Wash.

FORT "GET THERE."—This is a station of the North American Transportation and Trading Company at St. Michaels Island. There are so many troublesome names along the coasts of Alaska that it is a pleasant relief to come across one so homely. Mr. P. B. Weare, president of the company, is rather proud of the christening. He says: "This is no antediluvian Russian name, but a real United States name. We gave it that name five years ago because we had such a time getting there." The place is probably destined to become an important point for shipping, as it is only about eighty miles from the mouth of the Yukon and is well protected. Shipbuilding is already an important feature, and Mr. Weare's company does not intend to let things remain idle.



La Roche, Photo, Seattle, Wash.

DUTCH HARBOR.—From St. Michaels the ship on its homeward trip sails south across Behring sea and past the seal islands to the port of Dutch Harbor, about 800 miles away. Dutch Harbor is situated in the port of Unalaska Island. Within the port is an island with a crescent bay which is known as Dutch Harbor, where the company that owns the sealing privilege of the Pribyloff Islands has a supply station. At the back of this island, at the head of the bay, is another curved beach where is strung out the line of white painted houses that constitute the port of Unalaska. Unalaska Island is only a very small section of the Aleutian Islands which contain some pretty landscapes of bright green.



La Roche, Photo, Seattle, Wash.

BUILDING STEAMER FOR YUKON RIVER AT DUTCH HARBOR.—An extraordinary impetus has been given to ship building by the discoveries of gold in the Klondike, and ship builders have been reaping a golden harvest without going to the land of gold for it. The remarkable activity of the transportation companies has helped to boom Alaska considerably and recent finds have proved that there is more bottom to the boom than many people were prepared to believe. Certain it is that transportation is going to be much easier and less expensive this year than last. Competition has brought this about, and although future travelers will not be in time for the first pickings in the gold fields they will have less to pay for being taken there.



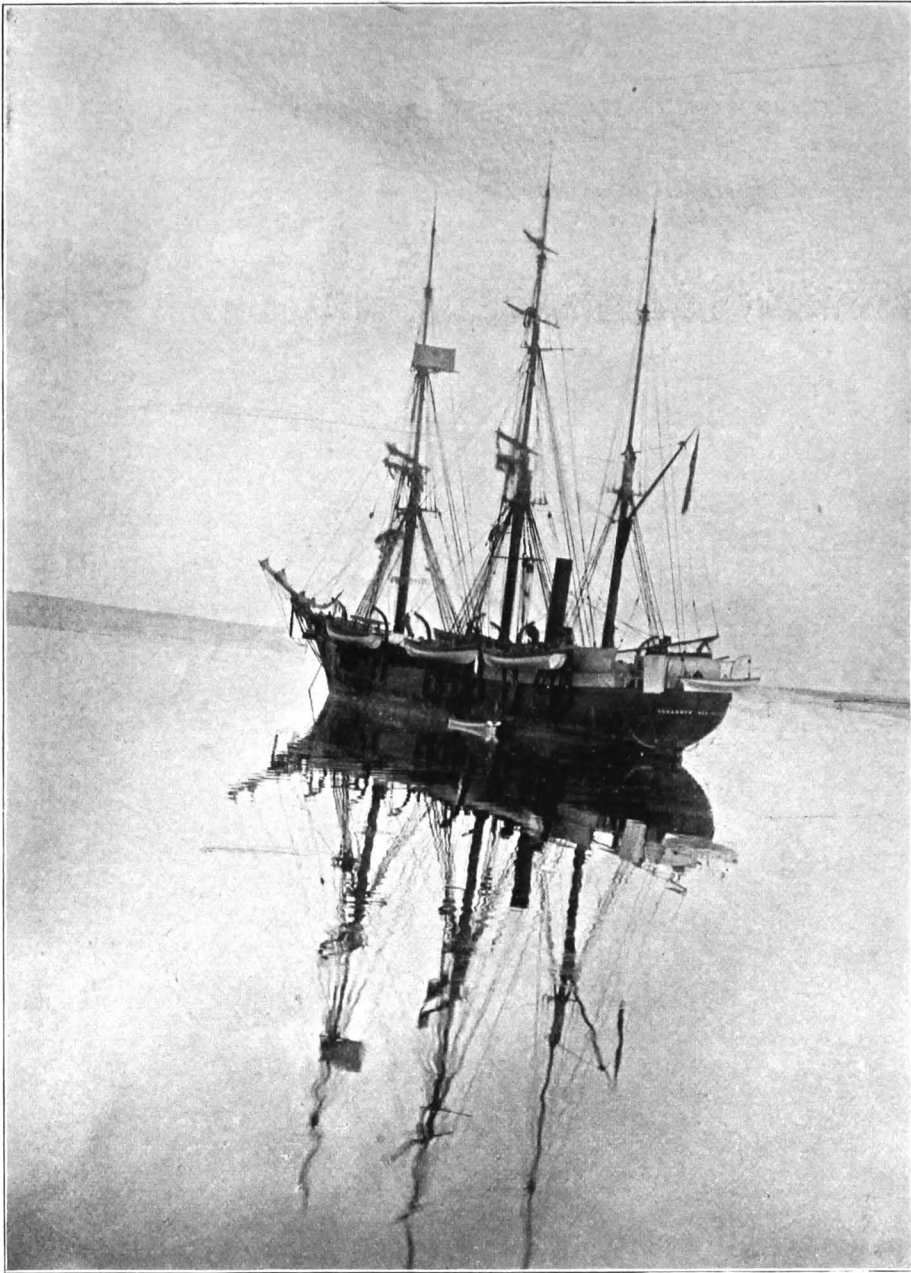
La Roche, Photo, Seattle, Wash.

ST. PAUL, KODIAK ISLAND.—This is another of the many ports that are springing into prominence in the line of ocean transportation to the Yukon river. Kodiak is a fairly large sized island off the southeastern coast of the Alaskan peninsula. St. Paul is the first port in the island that the vessel stops at. The boat then follows a channel through the group of islands north of Kodiak to the base of the Alaskan peninsula along which it pursues its journey in a southwesterly direction to the Aleutian Islands, where it veers around and takes a direct northerly course, bearing eastward as it nears the mouth of the Yukon river. St. Paul is a fast growing town, and many a man could do worse than spend his summer vacation there.



La Roche, Photo, Seattle, Wash.

UNALASKA.—From San Francisco to Unalaska the distance is 2,200 miles. For about 1,000 miles toward the shores of Asia, the seventy islands of the Aleutian group, lie like stepping stones from the point of the Alaskan peninsula. Unalaska is the only one with a white settlement. It is the stopping place for ships bound for the Yukon and all points in Behring Sea. Unimak Island, the first of the Aleutian group, contains two volcanoes. The one known as Shishaldin is 9,000 feet high and the most symmetrical and perfect cone along the whole "Pacific Ring of Fire," tapering evenly from sea level to the sharpest point, whence a smoke pendant always floats. It is snow covered to within 2,000 feet of the surf which beats its base.



La Roche, Photo, Seattle, Wash.

WHALER THRASHER AT PORT CLARENCE.—No country is more remarkable as a land of extremes than Alaska. It is either all day or all night; all sunshine or all rain; all ice and snow or all wild vegetation; tropical heat or arctic cold. From incessant rain one suddenly emerges into a clear, revivifying atmosphere that the sight can penetrate for inconceivable distances. The turbulent waters are subject to similar moods. Often raging with an uncontrollable fierceness, they sometimes change with an unaccountable rapidity into a calm, transparent condition, and reflect the smallest object with the accuracy of a mirror.



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AN INDIAN CAMP.—The natives of Alaska differ considerably in their physical and mental characteristics. Three different races of Indians are recognized as representing Alaska, although there are many divisions of these classes. The Innuits or Eskimos inhabit the coast and resemble the Mongolians. They exist under various tribal titles and quickly adapt themselves to civilized conditions. The Aleuts occupy the islands, and the Tannah Indians live in the interior. There are perhaps 4,000 of the latter, and they are of a very low order of intellect. The natives of the coast have a large development of shoulders, chest and arms, from generations of canoe-paddling ancestors, but the lower part of the body is stunted, and nearly every one is bow-legged.

LATEST MAP OF THE KLONDIKE MINING DISTRICT

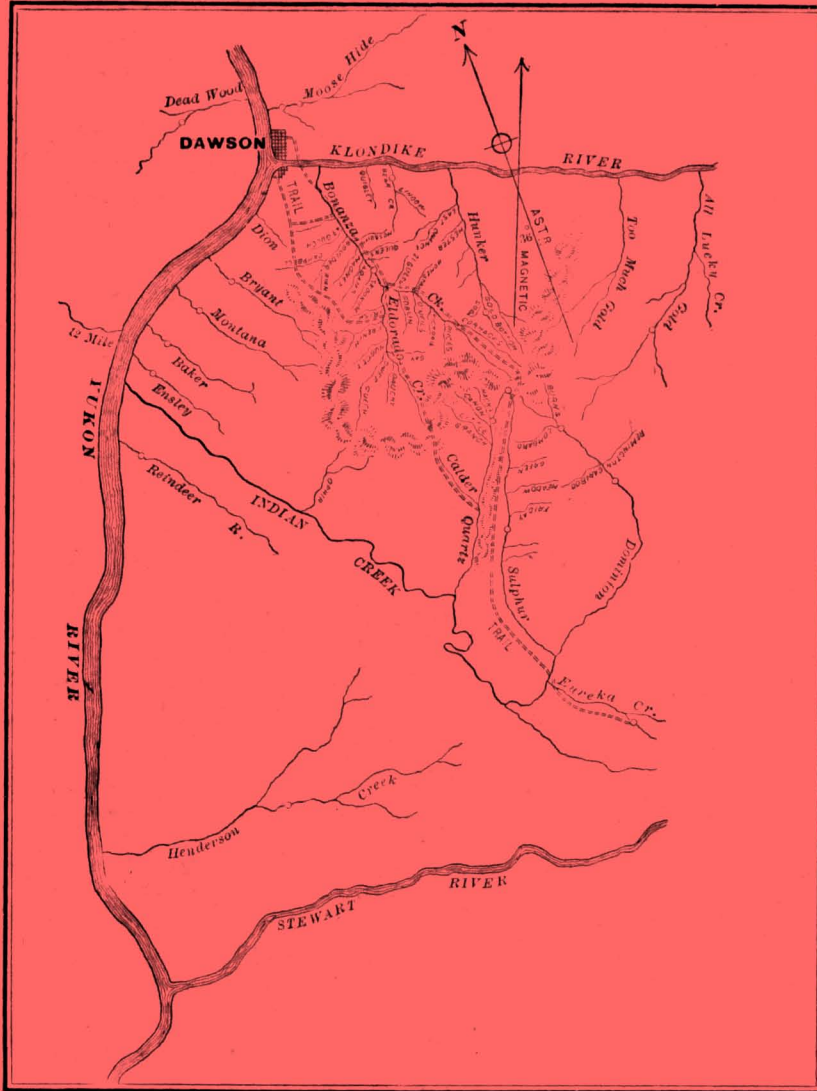


TABLE OF DISTANCES FROM DAWSON.

Stewart River.....	About 68 miles	Sulphur Creek.....	About 40 miles
Henderson Creek.....	58 "	Dominion	55 "
Indian	28 "	El Dorado	15 "
Montana	8 "	Hunker	25 "
Bryant	6 "	Moose Hide	2½ "
Eureka	70 "	Dead Wood	4 "
Quartz	35 "	Bonanza	2 "

What Part VI Will Contain

HYDRAULIC MINING

At Silver Bow Basin.

CITY OF JUNEAU

Principal Port of Alaska.

A LOG CABIN CHURCH

At One Time a Saloon.

TAKING ICE ABOARD

In Takou Inlet.

MOUNT EDGECOMB

A Magnificent Scene.

METLAKAHTLA

Owned by Indians.

THE PINNACLE RANGE

A View from Sitka.

INDIAN AVENUE

A Peaceful Quarter.

CITY OF SITKA

The Capital of Alaska.

SITKA AT NIGHT

Photographed from the Harbor.

THE GREEK CHURCH

A Beautiful Interior.

A FINE DRIVEWAY

Near the City.

FORT WRANGLE

Sailing for the North.

THE MUIR GLACIER

Far Above Sea Level.

ANOTHER VIEW

From the Steamer's Deck

TOTEM POLES

At Kasa-an, Alaska.

IN WRANGLE NARROWS

When the Water is Calm.

THE GRAVE OF KUCK-SHAW

A Famous Tagish Chief.

SOME INDIAN CABINS

At Yaas Bay.

NATIVE SCHOOL CHILDREN

Off for Pennsylvania.

INDIAN MERCHANTS

At the Treadwell Mines.

REINDEER AT SEATTLE

U. S. Relief Expedition.

LAPLANDERS AND CHILDREN

Reindeer Attendants.

HOME FROM THE KLONDIKE

A Popular Welcome.

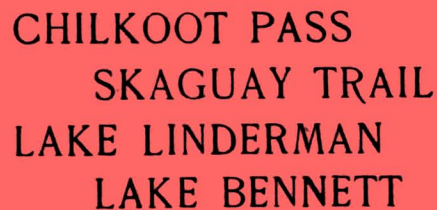
EN ROUTE TO THE



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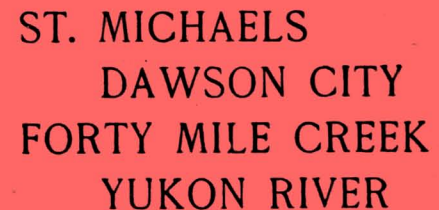
PHOTOGRAPHIC VIEWS



CHILKOOT PASS
SKAGUAY TRAIL
LAKE LINDERMAN
LAKE BENNETT



Part VI.



ST. MICHAELS
DAWSON CITY
FORTY MILE CREEK
YUKON RIVER

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HYDRAULIC MINING, SILVER BOW BASIN.—Four miles from Juneau, at the head of Gold Creek, lies Silver Bow Basin, where the first quartz discoveries were made by Juneau and Harris. Here the development of mineral properties has been steadily proceeding, with most encouraging results. Much of the ore is what is termed “strictly free milling”—no concentrators being used; and an unfailing water supply enables work to be carried on all the year round. The lode is located continuously from two to three claims in width, for a distance of over six miles with surface croppings all the way. Following still farther east locations have been made along high ranges through intervening valleys and over ridges to Takou Inlet, a distance of fully eight miles.



La Roche, Photo, Seattle, Wash.

JUNEAU.—This is the largest town in Alaska, and is situated at the base of Juneau mountain, upon a narrow shelf of ground which seems to have been formed by landslides from the mountain side. It is increasing in extent—being built over the water and presenting a very strange and picturesque appearance between the sea and the precipitous, snow-seamed mountain. It was first settled in 1880 by Joseph Juneau and a party of prospectors from Sitka, who were seeking the mineral belt in the direction indicated by Professor Muir. Camping on the present site of the town, they found rich placers and promising ledges in the vicinity. On their return to Sitka with news of this discovery a rush was made, and the town rapidly developed.



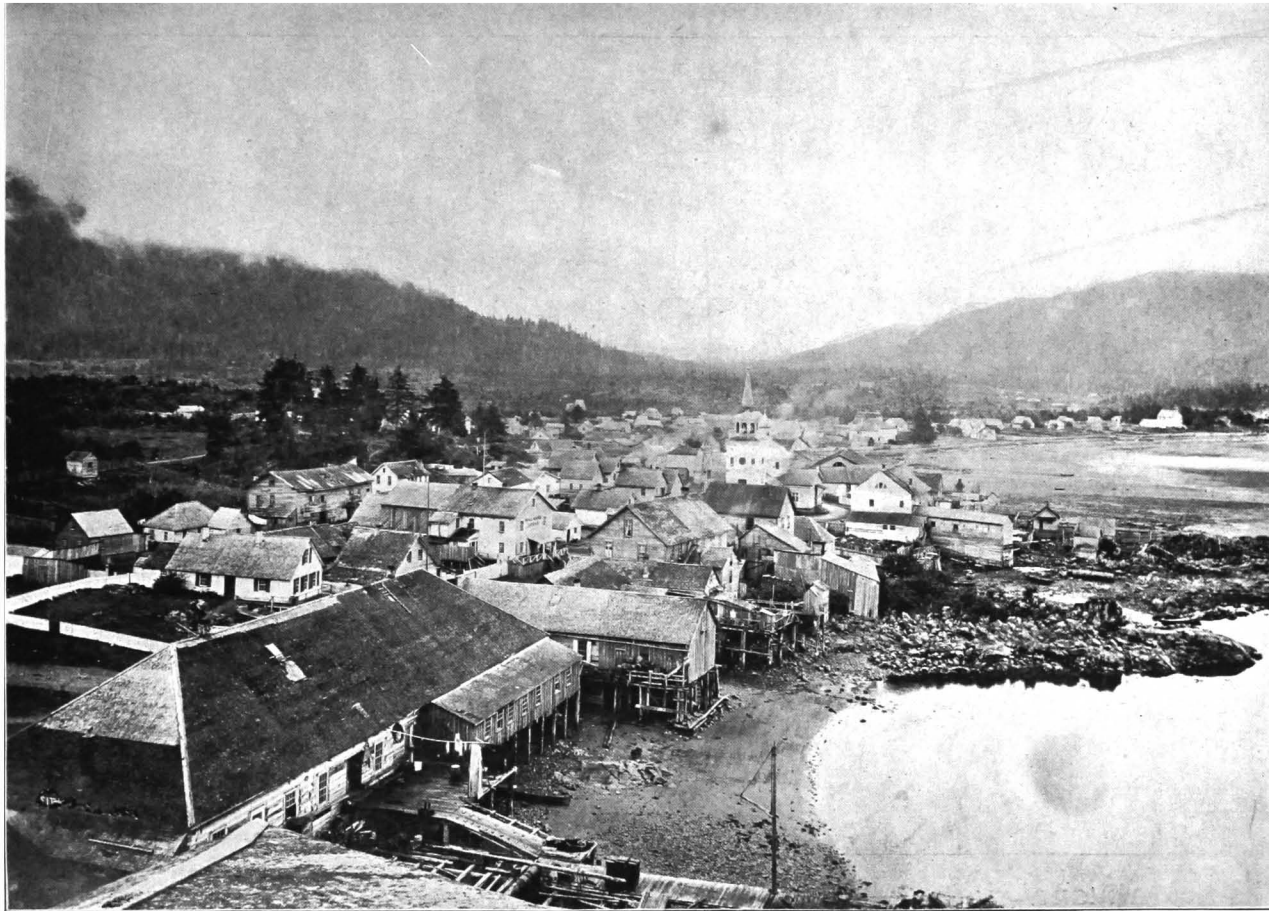
La Roche, Photo, Seattle, Wash.

LOG CABIN PRESBYTERIAN CHURCH, JUNEAU.—One of the glories of Alaska has been the earnest work done in the cause of religion. A unique Presbyterian church building is here shown in the foreground, while a more modern Episcopal structure is seen on the left in the background. There is also a prosperous Greek church here. The log cabin church has long been famous as a picturesque landmark, but its days are numbered, and a new building will soon replace it. It is built entirely of great, rough hewn logs, and was one of the first miners' homes erected in Juneau. For a number of years unoccupied, it was later used as a lodging house, a blacksmith shop, and, it is said, also as a saloon.



La Roche, Photo, Seattle, Wash.

STEAMER QUEEN TAKING ICE, TAKOU INLET.— In the summer, during the excursion season, immense fields of floating ice are oftentimes met with, and will always be found in the neighborhood of the great glaciers. It is from these floating ice fields that the steamers secure their supply for table use and refrigeration. The method employed is here shown—a huge block being taken in over the ship's side. The great net which is used in handling all sorts of merchandise is submerged beneath a cake of ice, a rope with hook is lowered, attached to the net, and the ice is then lifted from the water by the donkey engine in the usual way. The ice, although floating in salt water, is all breakage from the great glaciers, and it is unsurpassed for table use.



La Roche, Photo, Seattle, Wash.

SITKA, ALASKA.—In 1880 gold was discovered in the vicinity of Juneau, but the first discovery of gold in this part of Alaska was made near Sitka in 1873. Considerable excitement followed, and miners from the Cassiar regions in British Columbia and the northwest territory began to invade the southeastern coast of Alaska, and prospecting was actively prosecuted. Since then the growth of Sitka has been steadily progressing, and instead of assuming the proportions of a big city of mushroom growth, its life is everything that could be wished in the way of building up a representative city, and it thoroughly merits the honor of being the capital city of Alaska.



La Roche, Photo, Seattle, Wash.

SITKA AT NIGHT.—This photograph was taken at 9:30 P. M. It pictures a very busy part of the town, where shipping is the main feature. The dark wooden structure, from which the pier proceeds, is the United States naval store house. Sitka is situated on Baranof Island. It was long the headquarters of the Russian-American Fur Company, and the capital of Russian-America, then called New Archangel. When Alaska was ceded to the United States, Sitka was a collection of log huts, about one hundred in number. Its inhabitants are mostly Creoles. The rainfall at Sitka is said to be greater than in any section of the world outside of the tropics.



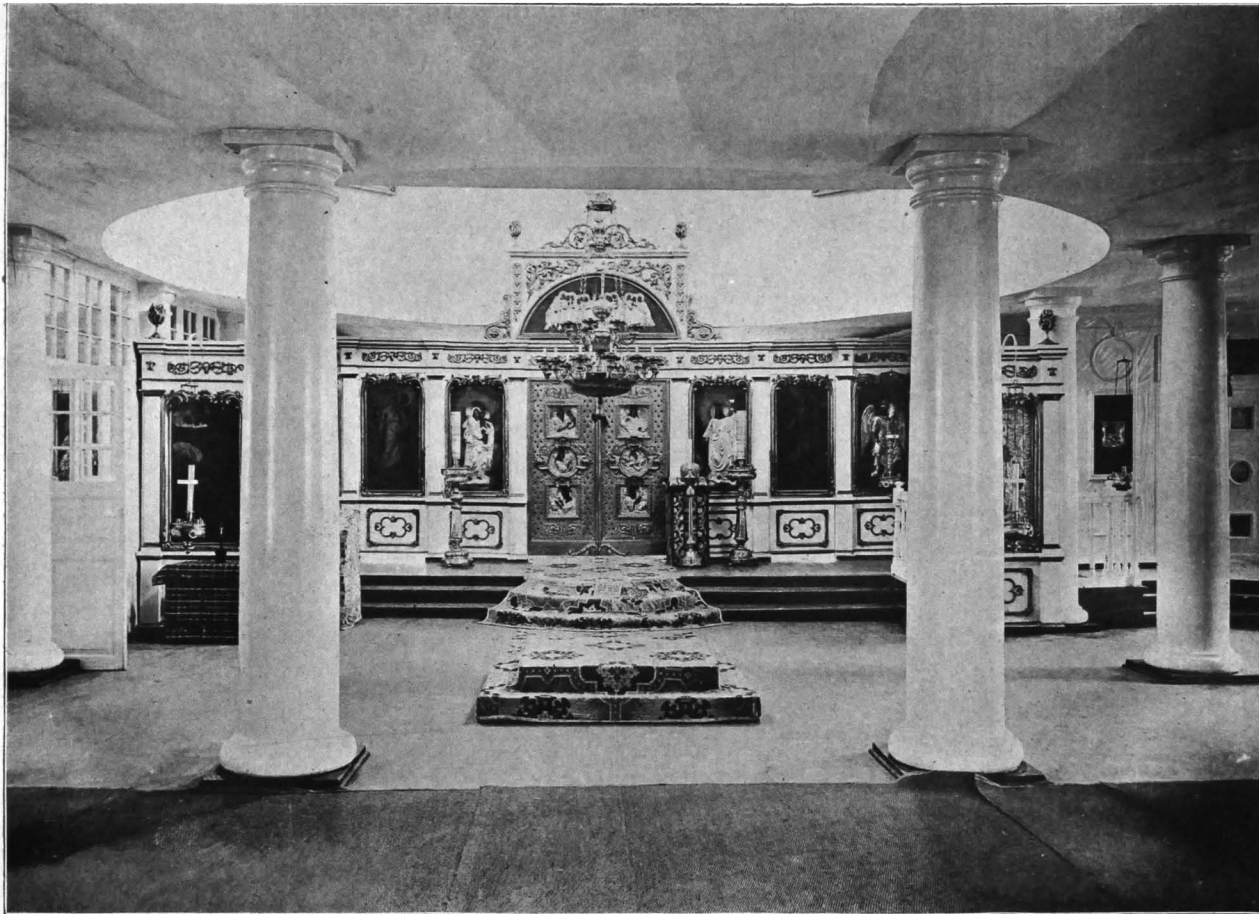
La Roche, Photo, Seattle, Wash.

INDIAN AVENUE, SITKA.—The store of the Sitka Trading Company shown in the photograph is a well known trading post and is popular with the Indians. While awaiting their turn to do business with the proprietor of the store the Indians sit about on the sidewalk in gloomy silence, which is characteristic of native tribes in these parts. In the Sitka district the magnificent forests furnish fields for lumbering as an industry, but in the barren icy north the occupation of the Indian is to fight and trap the bear, the fox, the otter and the other animals whose fur will bring a price in the markets of the world. Salmon canning is a great industry in some parts.



La Roche, Photo, Seattle, Wash.

A DRIVEWAY NEAR SITKA.—In the neighborhood of Sitka one can find some of the prettiest scenery and some of the wildest scenery imaginable. When the weather is fine, delightful excursions are in order, and the forest lends itself to the most enjoyable of picnics. Valuable lumber districts cover great sections of the islands and southern portions of the mainland of Alaska and the mountain ranges, and the lumber trade must soon prove one of the chief industries of Alaska. Of late, however, the other industries of Alaska have sunk out of sight because of the gold fields excitement. When travelers were asked two or three years ago what were the principal pursuits in Alaska they replied that fishing and hunting were, but things have changed since then.



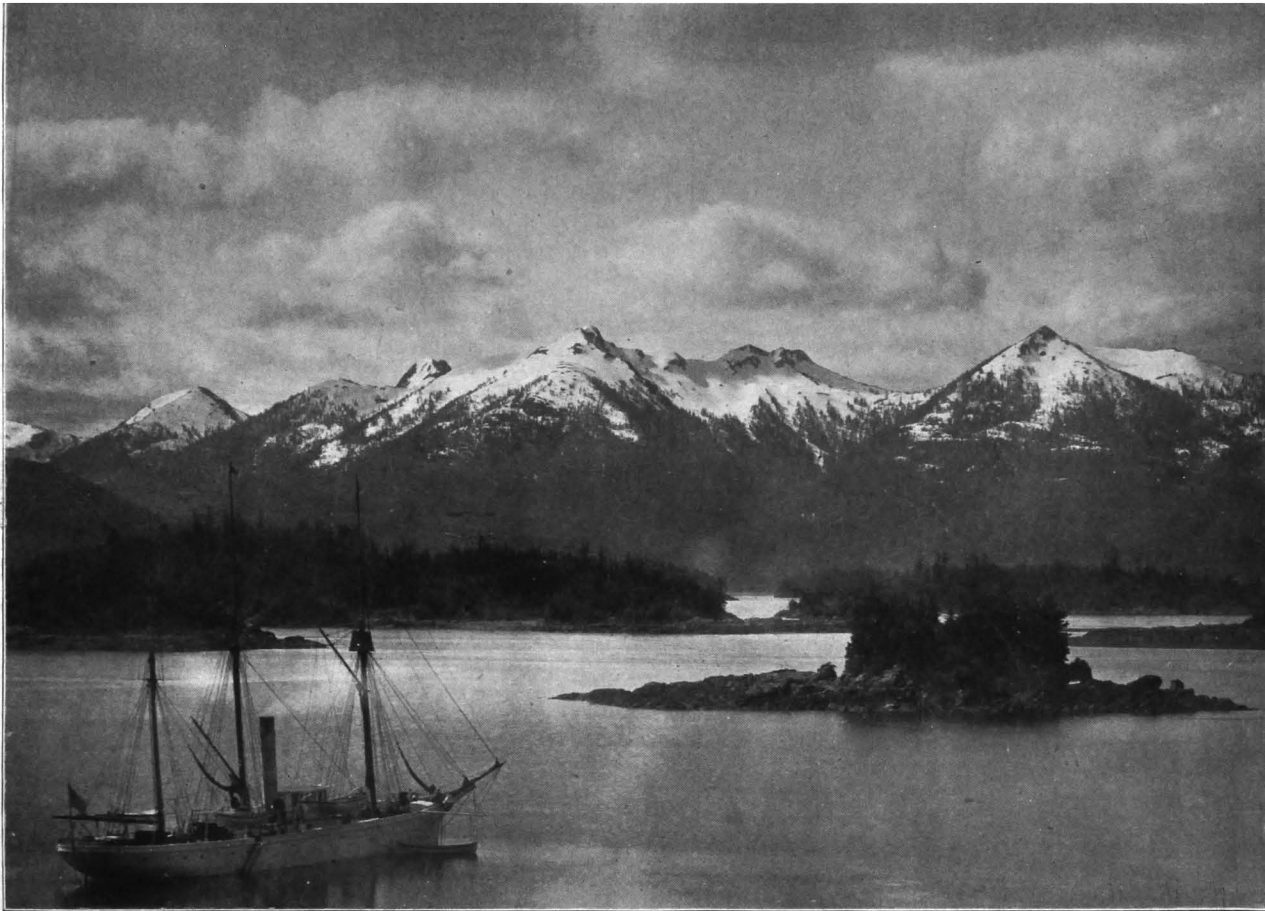
La Roche, Photo, Seattle, Wash.

INTERIOR OF THE GREEK CHURCH AT SITKA.—The most conspicuous object in the town is probably the Greek church. It is built in the form of a Greek cross; has an emerald dome over the center and a bell-tower surmounted by a cupola. The interior is a mass of gold and silver; the wood work is handsomely carved and richly gilded. It is the most ancient and interesting of the three Greek churches in the United States. Alaska having belonged to Russia, accounts for the existence of a Greek church in Sitka, the inhabitants of which soon developed a taste for the Christian religion as taught by the Russian missionaries who went into Russian-America and established mission stations at various points.



La Roche, Photo, Seattle, Wash.

MOUNT EDGECOMB.—This mountain is at the southern extremity of the island, in front of the bay of Sitka. Vessels northward bound follow the channel dividing the island from the larger Baranof island on which is the city of Sitka. There is magnificent scenery in all directions for miles around; but the great snow-capped Mount Edgecomb towers into the sky and rears its commanding head like a giant sentinel in charge of a vast region of natural beauty and massive grandeur. From the first island in the Prince of Wales Archipelago to Mount St. Elias, the many islands and the strip of mainland forming the southeastern part of Alaska, consist of never ending variety and surpassing beauty.



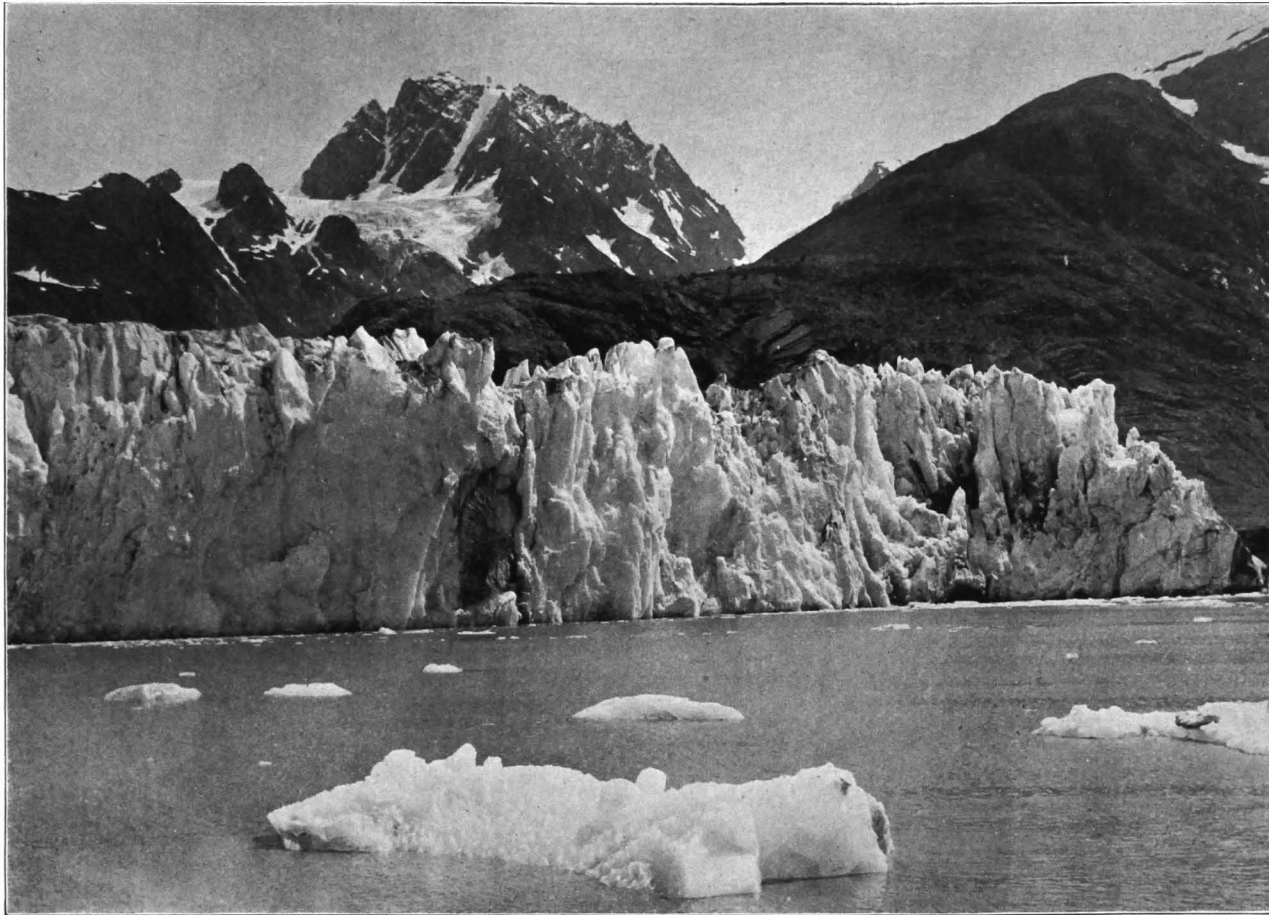
La Roche, Photo, Seattle, Wash.

THE PINNACLE RANGE.—This magnificent range of mountains was photographed from the city of Sitka. When king frost reigns with undisputed sway, the white coated monsters stand out in wondrous beauty forever silently and unceasingly performing their duty as geographical landmarks, dividers of territory, or at least monuments to the wonders of nature. In 1867, when the United States government paid Russia \$7,200,000 for the territory of Alaska, many people looked upon the deal as being foolish and a waste of money, for which comparatively no return seemed likely. Already Alaska has paid back her purchase money four times over in gold alone.



La Roche, Photo, Seattle, Wash.

MUIR GLACIER, ALASKA.—This photograph was taken from an elevation of 1,800 feet. No glacier is more popular among tourists than the Muir. It has a frontage of 9,000 feet, and an average height of 200 feet. The icy field tributary covers over 300 square miles. Its daily movement is about forty feet, pieces breaking off and falling into the water below with the crash of thunder. The common rate of flow of the Alpine glaciers is from ten to twenty inches a day in summer, and about half that in winter. A glacier usually carries with it accumulations of stones and dirt called moraines, which are designated according to their position,



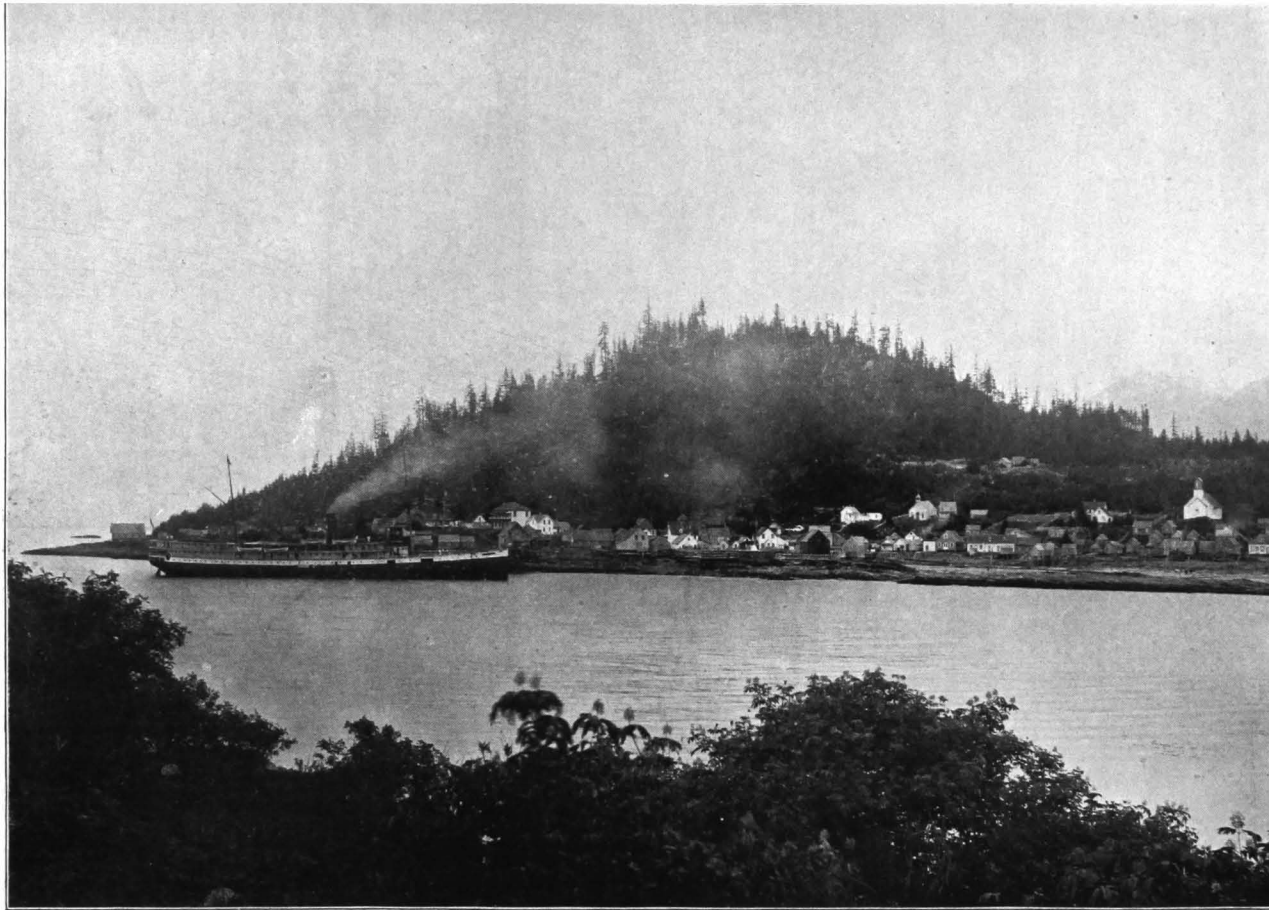
La Roche, Photo, Seattle, Wash.

MUIR GLACIER—ANOTHER VIEW.—This is as it was seen from the deck of the steamer Queen, and gives one a good impression of the glacier as it appears from a front view. The glacier proper consists of solid ice, deeply crevassed, where broken up by irregularities in the slope or direction of its path. The geological theory of a glacier is that large parts of the frigid and temperate zones were covered with ice during the glacial or ice period, and that by the agency of this ice the loose materials of the earth's surface, called drift or diluvium, were transported and accumulated. There is no country in the world where one has a better opportunity to study and theorize on glaciers.



La Roche, Photo, Seattle, Wash.

IN WRANGELL NARROWS.—Steaming at the flood through these Narrows seems like the passage of a chain of lovely lakes. The shores here are well wooded and in places there are vistas of lawn like grass. Farther on the scenery becomes of a more impressive character, the mountains varied and beautiful in outline and covered with snow. The first glaciers appear here, and in the summer, fields of floating ice. The Le Conte glacier high upon the mountain side, the larger Paterson glacier and the Baird are passed in turn. After steaming through the long Stephens passage, bounded on the west by Admiralty Island with its Snow mountains and enormous ledges of gold bearing quartz, the traveler reaches Takou Inlet.



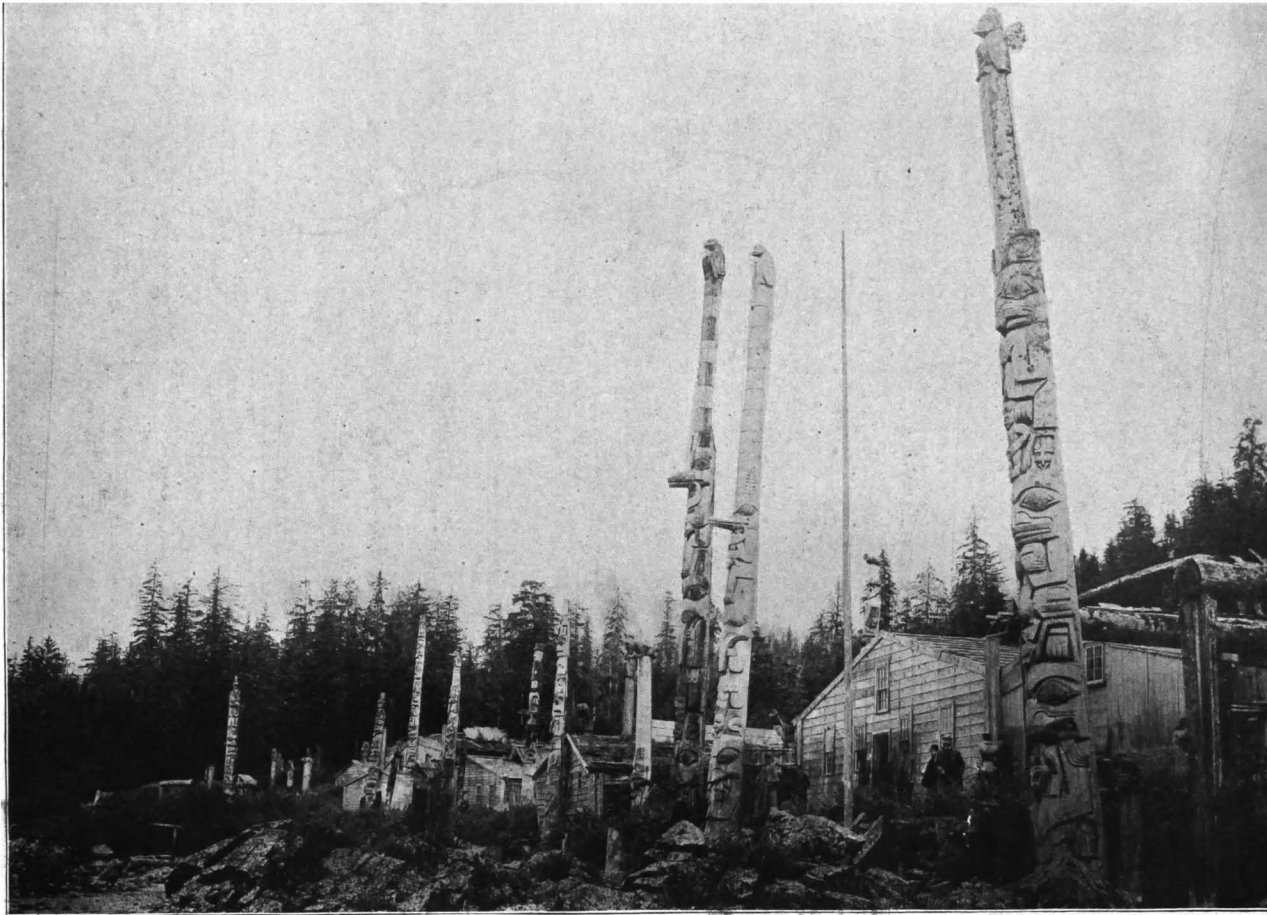
La Roche, Photo, Seattle, Wash.

FORT WRANGEL.—The fort is near the mainland, one hundred and thirty miles north of the southern boundary line of Alaska. It was at one time a metropolis of the Cassiar mining district and the busiest town in Alaska. The miners who ascended the Stickeen River each spring, to the number of four thousand, returned in the autumn, in good seasons, with an average of \$1,500 each. The government buildings, costing many thousands of dollars, were twenty years ago sold for a few hundred, and long since fell into disuse and decay. Wrangell, however, is now profiting by the universal Klondike excitement and coming again into prominence with a certainty of speedy and permanent development as a starting point to the gold fields.



La Roche, Photo, Seattle, Wash.

METLAKAHTLA.—This progressive little city is situated on the east side of Annette Island. It is one of the first ports of call on the southeast coast of Alaska. It is owned and governed entirely by Indians, and perhaps there is no place in the world with so remarkable a history. The ancestors of the present inhabitants, some forty years ago, were blood-thirsty savages. Now we find their descendants with peaceable natures and a wonderful adaptability to modern civilization and its arts. Not only have they municipal government and a thriving little city, but a Christian spirit guides them in all they do. Forty years ago it was dangerous for a white man to put his foot ashore.



La Roche, Photo, Seattle, Wash.

TOTEMS AT KASA-AN, ALASKA.—About twenty-five miles from Metlakahla is the quaint Indian town of Kasa-an, famous for its totem poles. They are in their way as significant as the obelisks of Egypt, for they are indeed most fearfully and wonderfully carved to immortalize the achievements of some proud Indian family. If tradition says that a great grandfather killed a bear, the dead, or dying bear is pictured upon the scroll of fame. The tribe is indicated by a figure at the extreme top, the family history follows in these peculiar hieroglyphics of the Indian, and after weeks of patient and perhaps loving toil, the proud descendant of an historic race rears aloft this emblem of family greatness.



La Roche, Photo, Seattle, Wash.

REINDEER AT SEATTLE.—These reindeer, which were in Woodland Park, Seattle, when the photograph was taken, were shipped from Lapland by the United States Relief Expedition, about which so much was said in the newspapers. The herd of reindeer alone cost the United States government \$50,000. Besides the 537 reindeer the relief expedition brought 418 reindeer sleds, 511 sets of harness, and between 3,000 and 4,000 bags of moss, the only food the reindeer had on the voyage. The herd of reindeer was purchased by the government, and were intended to be used for the relief of the miners of the Yukon; but the alarming reports of starvation which had been spread about, were found to be without foundation.



La Roche, Photo, Seattle, Wash

LAPLANDERS AND CHILDREN.—These people are the reindeer herders and drivers with their wives and children. They all accompanied the reindeer from their native land. The party included forty-three Laplanders, ten Finns and fifteen Norwegians. Among the herders are some celebrities. Sam Johannson Baltic is a Lap, who crossed Greenland with Nansen, and wears a medal given him by King Oscar II. Also among them is the northernmost mail carrier in the world, John Peter Scalogare, a Finn. He has carried the mail on his back for eight years to Cape Norway, five degrees north of the Arctic Circle. Although these people are mostly short and stumpy, they are very strong and hardy, with powerful limbs.



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THE GRAVE OF KUCK-SHAW, TAGISH CHIEF.—On the occasion of a friendly visit to the Chilkoote, this chief drank so immoderately in celebration of the event that it killed him. After the photographer had made this view of the grave which is remarkably well cared for by the Chilkoote, the widow of the chief grasped him by the arm and dragged him into an adjoining cabin, where she eagerly exhibited an official letter from a government naval officer recommending her to the benevolently inclined as the widow of one who had always been a firm friend of the white man. Some one has playfully put a bullet through an upper pane of glass; while the clock, which can be seen in the window, chronicles the passage of time alike for the living and the dead.



La Roche, Photo, Seattle, Wash.

INDIAN CABINS AT YAAS BAY.—These are the homes of employes of the adjoining cannery, which furnishes the principal occupation for nearly all of the Indians in this section during the season. They are found to be more reliable workmen than the Indians in the United States. The men are mostly engaged in catching the fish, the squaws in canning them, while Chinamen make the cans. All steamships in Alaskan parts are very largely loaded and unloaded by Indians, and they are regularly employed in various duties. The people here are rather primitive in their habits and habitations, but live their simple lives undisturbed by the tumult and toil of fortune, fame or fashion; and peace and sweet content are frequently found in their midst.



La Roche, Photo, Seattle, Wash.

ALASKAN SCHOOL CHILDREN.—These children are natives of Port Clarence, and when the photograph was taken they were en route to the Indian school at Carlisle, Pa. Although the natives are spoken of as Indians they are different from the red men of the United States in appearance, habits and customs. One can easily believe them to be of Japanese origin. They have a Mongolian cast of features, and, unlike our Indians, they are naturally intelligent with industrious habits, keen in trade, with good mechanical ideas and quick to learn, while some are very skillful in carving wood, bone and metal. Their greatest resemblance to ordinary Indians is their profound superstition. Some of their beliefs are really extraordinary.



La Roche, Photo, Seattle, Wash.

INDIAN MERCHANTS AT TREADWELL MINES.—For ten years the people of the United States seemingly never thought of the native races of Alaska. Governor Brady states that in 1877 the cry for help went up, even from the military officers. It was responded to, feebly at first, but more earnestly and generously year by year for the past twenty years. Everywhere the missionaries found the natives practicing witchcraft in all its cruel forms. Almost every manifestation of human depravity met their gaze as they went among them. This has been largely changed, and where the missions have been well conducted, the change has been from darkness to light. Now, the Argonaut finds the native can figure as quickly as he can himself.



La Roche, Photo, Seattle, Wash.

HOME FROM THE KLONDIKE.—One need not have a very active fancy to imagine the sensation caused in Seattle when the first ship loads of returning Klondikers arrived. The fame of the Klondike had preceded them, and many of the newly made mining kings found that the trumpet blasts of fame had forestalled them in every corner of this wide land. Not only were the returned miners besieged with inquiries as to the truth of the many reports about the gold fields, that had gone forth, but countless would-be imitators besought them for small favors, such as advice that would enable them to lay hands on the most available Eldorado, and sometimes even the temporary loan of enough money to take them to the land of placer mining,

LATEST MAP OF THE KLONDIKE MINING DISTRICT

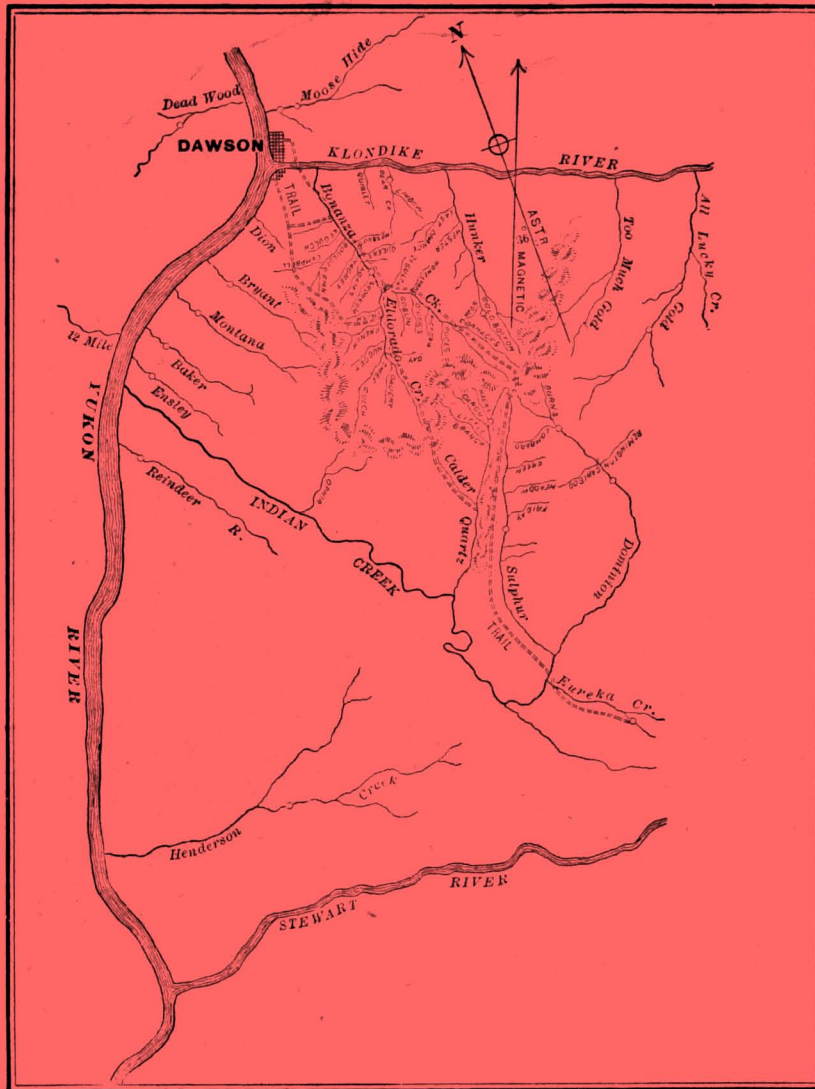


TABLE OF DISTANCES FROM DAWSON.

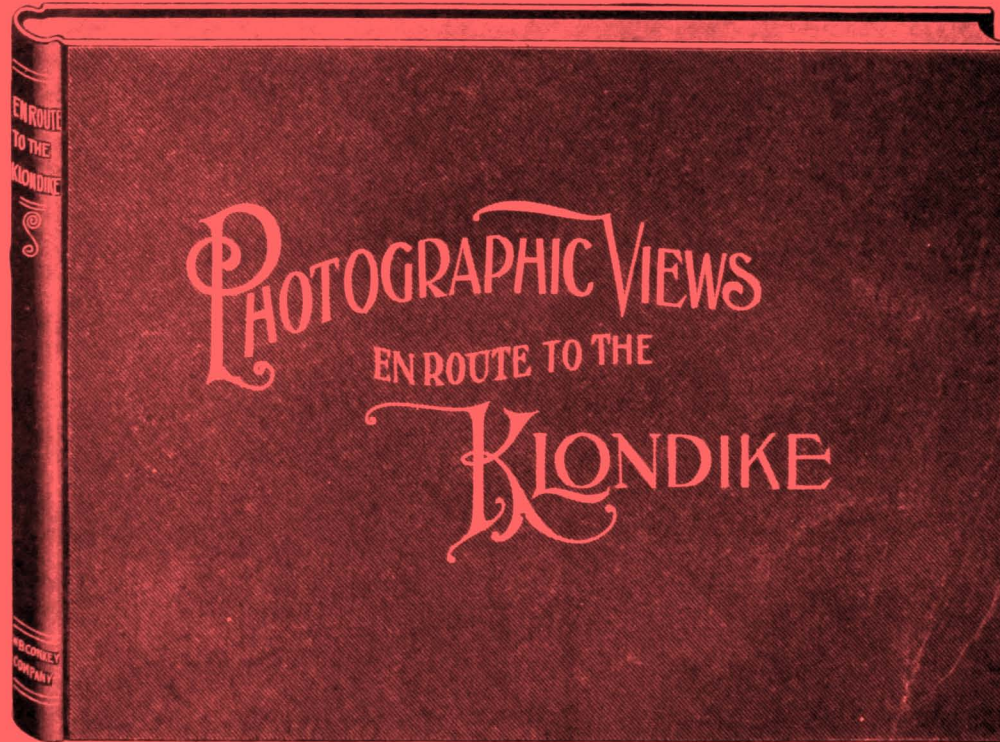
Stewart River.....	About 68 miles	Sulphur Creek.....	About 40 miles
Henderson Creek.....	" 58 "	Dominion ".....	" 55 "
Indian ".....	" 28 "	El Dorado ".....	" 15 "
Montana ".....	" 8 "	Hunker ".....	" 25 "
Bryant ".....	" 6 "	Moose Hide ".....	" 2 1/4 "
Eureka ".....	" 70 "	Dead Wood ".....	" 4 "
Quartz ".....	" 35 "	Bonanza ".....	" 2 "

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