This is an important question for the Yukoner to determine. In order to assist in its solution we will give the prospector the benefit of our knowledge and information as to the status and comparative merits of the different Passes at the present time (Oct. '97). There are five passes from South Eastern Alaska into the Yukon Valley. We will refer to them in the order of their respective importance, measured by the relative patronage they have received up to the present time. First comes

The Chilcoot There is no wharf or warehouse Pass here at present but this Company is now via Dyea. building two lighters for this service which it is expected will be in operation in a very short time, and it is also more than likely that a wharf and possibly warehouses will be shortly erected for the purpose of affording accommodation and protection to the traffic carried by this Company.

Previous to July last, probably over 95% of all the passengers seeking the Yukon Valley via Southeastern Alaska went over Chilcoot Pass. The Indian Packers have always used this Pass in preference to any other. As a rule it is safe to follow the lead of the Indians in matters of this kind.

Excepting about 1100 feet (altitude about 3500 feet) at the summit the pass is not a very difficult one and if arrangements which we understand are under consideration, are perfected for the operation of a wire cable over the steep part of this Pass we are satisfied that this will continue to be the favorite Pass until very material improvements are made on others. When free from ice, there is canoe navigation for some six miles up the river to the mouth of the Dyea canyon. When covered with ice and snow there is good sledding from the mouth of the canyon up to Sheep Camp, a distance of five miles and the grade is not severe. Neither is the trail, (about four miles in length) from Sheep Camp to the foot of the steep part of the summit above referred to.

When over the Summit, the difficulties are comparatively few and easy as it is down grade a distance of nine miles to Lake Lindeman. From Lake Lindeman on there is not ordinarily much trouble in making headway. Everything considered we regard the Chilcoot Pass as the safest, easiest and best.

The White Shkagway is only about four miles from Pass via the anchorage at Dyea. It is better Shkagway protected from the wind than is Dyea. A wharf is now being built there and the indications are that in the near future there will be reasonably fair facilities for landing both freight and passengers. These places, (Shkagway and Dyea) are so close to-

OVER WHICH PASS? = Continued.

gether that lighters or similar appliances used in discharging at one place can also be utilized at the other. Although this pass is about 1000 feet less altitude than the Chilcoot pass, other disadvantages appear to offset the advantage of the lower altitude of the summit.

When this route was first opened the first three or four miles from Shkagway was in good order, but the heavy traffic attempted over it, soon made it almost impassable. The trail crosses the river at four or five different places. Bridges, have now been carried away and the trail has become so cut up by travel and storms, that the pass is impracticable, until the frost and snow of winter shall change the mode of conveyance from pack to sledding.

Parties have been surveying this pass with a view of building a railway over it. It is generally thought that the engineering difficulties are not very formidable and it is not improbable that a railroad will be built over this Pass in the near future: if not a railroad it is altogether likely that the Pass will be improved to such an extent as to make it a formidable rival to the Chilcoot. This pass and the Chilcoot join at Lake Bennett, the distance from Dyea and Shkagway being substantially the same.

The following are the distances over this Pass

starting at Shkagway. The first crossing of river To end of road To small lake To Porcupine Creek
To Second crossing of River (Bridge) To Third crossing of River (Bridge) Fourth crossing of River (Bridge) Fifth crossing of River (Ford) Meadows The altitude of the Summit is about 2500 feet.

Chilcat (or Dalton) Pass via Portage Cove.

Portage Cove is about 90 miles from Juneau on the Western side of the Dyea Arm of the Linn Canal and about 15 miles from Dyea Anchorage.

It is much better protected from wind and weather than either Dyea or Shkagway. There is no wharf there, but a good beach and comparatively easy landing. The shore is free from the mud flats which are such a nuisance at Shkagway and Dyea. This route is comparatively little known and very little used. The trail, (in so far as there is any trail) is from Portage cove, across the peninsula to the eastern banks of the Chilcat River, thence along the bank of that river about six miles, thence across the river to the western bank, thence along the western bank about

PACIFIC COAST STEAMSHIP CO

OVER WHICH PASS?=Continued.

twenty miles to the Kleheena river, thence northerly six or eight miles to the British Line, thence about 100 miles in a north westerly direction to the Dalton Trading Post on a branch of the Alsac River, thence in a northerly direction about 160 miles to Fort Selkirk at the mouth of the Pelly River.

Jack Dalton, who knows the different trails in Alaska better perhaps than any other man living makes a trip between Portage Cove and Selkirk in about ten days. This trail is the favorite one for livestock and we should not be surprised that in case it should be stocked and after it becomes better known, it would be decidedly a favorite route for passengers. The way to reach Portage Cove is via Pacific Coast Steamship Co's steamers from San Francisco, Portland, Seattle, Victoria or other ports.

The Taku The entrance to Taku Inlet is about Pass via 12 miles south from Juneau. Thence Taku Inlet to the head of the Inlet is about 16 miles making the total distance from Juneau about 28 miles. At the head of said Inlet is situated the celebrated Foster Glacier (as well as others) which before the discovery of the Muir Glacier was regarded as one of the great shows of the Pacific Coast Steamship Co. for its tourist travel. The "Foster" is still considered one of the most beautiful glaciers in the world although not so extensive or magnificent as the

The conformation of Taku Inlet is such that the vinter gales frequently sweep down accompanied by blinding snow storms, across Stephens Passage with terrible fury. The upper end of the Inlet is frequently so choked with floating ice which breaks off from the Glaciers as to make navigation slow, tedious and risky. Very few prospectors have gone into the Yukon by this route, and the reports from them have generally been unfavorable.

Recently a party has been looking over the ground with a view to opening up this pass by the uilding of a road or tramway, to connect the head waters of the Taku River with Teslin Lake, and it is reported that something will shortly be done in this direction. The Taku River is said to be navigable for canoes, a distance of some 60 miles from the head of the Inlet. The current is very swift. Comparatively, little is known definitely regarding this route and until it is more thoroughly known we would regard it as unwise for prospectors to attempt this route. The following are the distances:

Juneau to head of Inlet 28 miles. It is claimed that a steamboat drawing 2 feet of water can ascend the river during May to September up to the South Fork, a distance of 45 miles, and that a canoe during this period can go some 8 miles further on, to the Makinah River. The trail then follows up the valley ten miles to the mouth of the Cat-Kenna Creek, thence up the valley of this Creek for about 4 miles to Sinauk-klin Creek, thence up this Creek, five or six miles to a lake. The distance from here to Teslin Lake is some 60 miles, making the total distance from Juneau to Teslin Lake about 160 to 170 miles. From Teslin Lake, the route is down Hootalinqua river. head of the Plato watershed between Nakinah and Teslin Lake is said to be about 5000 feet above the

Portland, (Oregon,) Seattle, Tacoma, Port Townsend, We run steamers for Alaska from San Francisco,

Company is the U. S. Mail Line, also carries the pany at Seattle, Portland or San Francisco. This

your money until you write or telegraph to the Comorder via Pacific Coast Steamship Co., defer paying

apply to cannot or will not furnish you a ticket or

which you will realize when too late: It any one you

safe, otherwise the chances are you will be all wrong

Pacific Coast Steamship Co's Line, then you will be

Eureka. Accept no ticket that does not read over the

California, Pomona, Santa Rosa, Orizaba, Coos Bay or

City of Puebla, Umatilla, Walla Walla, State of

the following of the Co's fleet occasionally run there,

Al-ki and Geo, W. Elder. Besides the above some of

viz: City of Topeka, Corona, Willamette, Queen,

are being operated on the Alaska route by this Co. experienced officers and pilots. The following vessels

especially for the Alaska trade, and also has the

Coast Steamship Co. owns the only vessels built

ize them. Look out for them. Remember the Pacific

schemes have been trying to induce people to patron-

all kinds of old coffins and with all kinds of swindling

Since that date all kinds of inexperienced parties with

pany running there before the Klondike excitement.

20 years, Summer and Winter. It was the only com-

Co. has been running steamers to S. E. Alaska for over

to risk their lives on. The Pacific Coast Steamship

crafts running to Alaska, which passengers are asked

The Eliza Anderson is a sample of the kind of

The attention of passengers is called to the above

The steamer Eliza Anderson, an old-fashioned side-wheekeler, built in Portland, Or, in the early fifties leaves to-day for the Klondike, via St. Michaels, with 150 pascengers.

She is a wooden vessel and for sixteen years was out of bottom of the Sound. Nobody knows how old the Polly is. Her bottom of the Sound. Nobody knows how old the Polly is. Her bottom of the Sound. Nobody knows how side the Polly is. Her bottom of the Polly as a Kussian gunboat, sationed at Sitka. She was later sold by the United Stetes from Russia in 1667. At his was a Russian gunboat, sationed at Sitka. She was later sold by the United States for the Polly was a Russian gunboat, sationed at Sitka. She was later sold by the United States for the Polly was a Russian gunboat, sationed at Sitka. She was later sold by the United States to the Polly Blakeley.

(Telegram from Seattle to the S. F. Bulletin, Aug. 10, 1897.)

KLONDIKE,

QUEER OLD CRAFTS FOR THE

PACIFIC COAST STEAMSHIP CO.

Victoria, etc.

Alaska Express.

Telegram.

PACIFIC COAST STEAMSHIP CO.

OVER WHICH PASS?-Continued.

Stickeen Route Very few passengers have gone

into the Yukon by this route. It Wrangell , is claimed to be short and a practicable one, but as yet there are no proper facilities for taking passengers through this way. Nor is the route sufficiently well known or explored to justify passengers undertaking the journey at present. They hould wait until proper boats are operated on the Stickeen River and a proper road or trail made across the country to Teslin Lake (or wherever the connec tion beteen the Yukon waterways and the overland travel by this route shall be finally determined on) It is claimed that flat bottom river boats during the summer months can be operated from Wrangell, (the transfer point between river and the Pacific Coast Steamship Co's steamers) to Telegraph Creek a distance of about 140 miles. Dr. Dawson, who is considered good authority with reference to geography and routes in Alaska suggests that the route or trail should run north from Telegraph Creek, to cross the Tahltan River, then follow the valley up a certain tributary of that river, then in a north westerly direction to Teslin Lake, distant about 150 miles. This makes the whole distance from Wrangell to Teslin Lake about 300 miles. From Teslin Lake the route would be down the Hootalinqua River. It is claimed the British Government now has

surveyors on this line and intends putting same in first class condition for the accommodation of passengers and freight.

COPPER RIVER COUNTRY.

The wonderful developments of the Klondike have attracted such widespread attention that this section in common with most others has almost been lost sight of, some important discoveries and finds have been made, however, which in all probability will lead to others still more important and to a large influx of prospectors the coming year. It is represented by those who claim to have explored the country that this is the best way into the Yukon Valley and there are parties now figuring on opening up the route either by rail- or other road. But until this is done Yukoners had best confine themselves to the passes that are better known, on the principle that t is best to bear the ills we have, than fly to others we know not of. The best way to reach the Copper River country is by the Pacific Coast Steamship Co's steamer to Sitka or Juneau, connecting there with the Alaska Commercial Co's steamer for points to the

During the present year these vessels have sailed from Sitka and Juneau about as follows: For Cook's William Sound) March 22, April 6, 15, 29, May 25 and semi-monthly thereafter while trade justifies.

In addition to these sailings the steamer Dora sailed from Sitka for Unalaska and way ports including Cook's Inlet on or about the sixth of each month. from April to October inclusive.

While the schedule for these vessels has not been as yet made up, it is altogether likely that similar sailings (or possibly more frequent ones) will be in operation next season. As a rule the snow and ice do not disappear in Cook's Inlet sufficient to permit much work until about May.

MAP OF CHILCOOT WHITE PASSES TABLE OF DISTANCES.

PACIFIC COAST STEAMSHIP CO.

San Francisco. Victoria ... Port Townsend Tacoma Mary Island .. 1337 1375 933 Ketchikan . 1359 Loring Wrangell 1596 1154 Douglas Island.. 1593 1151 Sitka (via Juneau). 1750 1319 1059 Portage Cove 988 1696 1254 999 Shkagway..... 1706 1265 1009 Head of Canoe Navigation 1711 1270 1014 115 Sheep Camp 1715 1274 1018 Summit Chilcoot Pass . 1724 1283 1027 128 Head of Lake Lindeman. 1728 1287 1031 Foot of Lake Lindeman lead of Lake Bennett Foot of Lake Bennett 1754 1313 1057 1757 1316 1060 Cariboo Crossing .. Foot of Tagish Lake 1784 1343 1087 188 Head of Lake Marsh Foot of Lake Marsh.. 1809 1368 1112 213 Head of Canyon.... 1814 1373 1118 219 115 1816 1375 White Horse Rapids 1120 Tahk-Heena River ... 1831 1390 1135 236 1847 1406 1151 252 Head of Lake Labarge ... Foot of Lake Labarge . 1875 1434 1179 280 176 1907 1466 1211 312 208 Hootalingua River. 1933 1492 1237 Big Salmon River . Little Salmon River. 1976 1535 1280 381 Five Finger Rapids... 2035 1594 1339 440 Rink Rapids . 2094 1653 1398 499 Pelly River White River .. 2190 1749 1494 595 Stewart River Sity Mile Post 2220 1779 1524 Klondike and Dawson City... 2269 1828 1573 674 Fort Reliance.. Forty Mile Post. 2318 1877 1622 723 619 2319 1878 1623 724 Fort Cudahy 2489 2048 1793 894 790

Note-These distances are direct by shortest route. For distances from TACOMA add 25 miles to

SEATTLE distances. For distances from VICTORIA subtract 72 miles from SEATTLE distances. For distances from PORT TOWNSEND subtract

38 miles from SEATTLE distances. The distance from SHKAGWAY to LAKE BEN-NETT is about the same as from DYEA to LAKE BENNETT at which lake the two routes join.

In addition to the above sailings the Company expects to place additional steamers on the route in the early Spring making sailings about every second day. The names of the extra steamers and sailing dates will be announced later.

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N. POSTON, is the Portland Agent, 146 3rd Street. Steamer GEO. W. ELDER sails from Portland (Oregon) at 7 p. M. (and Astorita at despitett next morning) Nov. 17, Dec. 5-23, Jan. 10-28, Feb 15, Jarch 5-23, April 10-28, Jay 16, calling at Jary larged, Ketchikan, Wrangell, Juneau, Douglas Island, Dyea, Siklangwar, Willismon and Sitka.

Returning, due at Astoria and Portland, Or., Dec. 2-20, Jan. 7-25, Feb. 12, Jarch 2-20, April 7-25, Jay 13, Jarch 2-20, April 7-25, Jay 13, Jay 10, Jay 1

PORTLAND-ALASKA ROUTE. 1897-98.

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City of Puebla,

Note—During the summer months the Steamer Queen is the regular Alaska Excursion Steamer, and on account of her high speed, etc., is expected to call at more points of interest to the Tourist than the traffic. The other steamers aftend more especially to the local traffic. The Al-Ki does not ordinarily extend her run beyond Juneau, and does not call at either Sitka or Glacier Bay. Freight for Alaska from Portland to connect with steamers leaving Puget Sound should be shipped from Portland to Tacoma.

Ry, at teast two days before sailing of steamer from Tacoma. should arrive there early enough to go on board the evening previous to the sailing, as the steamers are likely to leave there very early.

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ALASKA ROUTE, -Carrying U. S. Mails and Alaska Express.

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ports, providing an interconfiguration change steamers at San Paroictoo passengers for or from Alaska change steamers at Seattle. Canadian Pacific passengers can take Alaska steamers at Port Townsend or Victoria (tecept the Al-Ki door not rail at Victoria). Great Worthern Bailway passengers can take the steamers at Seattle. Morthern Pacific or passengers by rail from or via Portland can take the steamers at Tacoma at Tacoma. The above dates so far as they relate to ports in Alaska, are only approximate. In case of steamers calling at other ports (which they are liable to) or in case of fogs or other unfavorable weather, tides, elc., these dates cannot be relied on. This schedule is made to give an approximate idea of dates when steamers should be at the different ports, providing all the conditions are favorable.

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PACIFIC COAST STEAMSHIP CO.

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PACIFIC COAST STEAMSHIP CO.

CANADIAN MINING LAWS.

The following is a condensed statement of the Canadian Mining Laws governing Placer Mining in the North West Territory.

PLACERS.

Placer Land-The size of a "bar diggings" claim is a strip of land 100 feet wide at high water mark, and thence extending into the river to its lowest water level. Bar diggings mean any part of a river over which the water extends when the river is in its flooded state, and which is not covered at low

The sides of such claims are two parallel lines running as nearly as possible at right angles to the stream. Dry diggings, or those over which a river never extends are 100 feet square. Creek and river claims are 500 feet long, measured in the direction of the general course of the stream, and extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart the claim may be 100 feet in depth. The sides are two parallel lines run as nearly as possible at right angles to the stream. Beach claims are 100 feet square. In defining the size of claims they are measured horizontally, irrespective of inequalities on the surface of the ground. Miners are entitled to the use of so much of the water naturally flowing past their claims and not already lawfully appropriated as shall be necessary for the due working thereof.

A claim is considered abandoned and open to occupation by another when it shall have remained unworked on working days, by the owner or agent, for the space of 72 hours unless sickness or other reasonable cause is shown to the satisfaction of the Gold Commissioner. If, however, the owner wishes leave of absence from his claim, this may be obtained from the Commissioner and them the claim may lie idle. An entry fee of \$15 is charged on each claim for the first year, and an annual fee of \$100 for each of the following years. No miner may receive a grant of more than one mining claim in each camp, though he may purchase any number. Every owner has the exclusive right of entry on his own claim for the miner-like working thereof, and the construction of a residence, and is entitled to all the proceeds, but he has no surface rights, and the Gold Commissioner may grant the holders of adjacemt claims such right

II

PACIFIC COAST STEAMSHIP CO.

CANADIAN MINING LAWS-Continued. of entry as may be absolutely necessary for working their claims upon such terms as may to him seem reasonable.

In case of dispute arbitrators must be appointed by the opposing sides and when they cannot agree a third is called in by them. If one refuses to appoint an arbitrator the Gold Commissioner does it. The award of any two arbitrators is final and must be recorded in writing with the Gold Commissioner of the District. Every claim must be recorded with the Commissioner in whose district it lies within three days after the location if it is within ten miles of the office, and one extra day is allowed for each additional ten miles. If miners make an agreement to work their claims in common they must register the agreement and pay a five dollar fee. If they sell or mortgage they must also make record of the transaction and pay \$2.00 as a fee.

QUARTZ CLAIMS.

Quartz Land-A free miner may make a claim 1500 x 1500 of quartz land. But all angles must be right angles and all measurements must be horizontally. Accuracy must be observed in marking locations and boundaries. A free miner may cut timber on Crown Land; may kill game for his own use at all seasons; may obtain a five acre mill site upon Crown Land in the form of a square. A claim may be held from year to year by work being done to value of \$100. A free miner may, on payment of \$500, in lieu of expenditure on claims, obtain a Crown grant. Quartz claims must be recorded (fee \$2.50) within fifteen days, and placer claims within three days after location, if within fifteen miles of a recorder's office. A day allowed for each additional ten miles. Care

must be taken in locating and describing boundaries. The claims so far worked in the interior, on both sides of the line are all placer, but extensive quartz deposits are known to exist and will be prospected as opportunity offers.

TAXATION.

The Canadian Law also requires a registration fee of \$15 for each claim and \$100 annual assessment. A royalty tax is also provided of ten per cent on all claims yielding \$500 a week and 20 per cent where the yield exceeds \$500.

The Canadians are a little in advance of the Americans in being on hand with officials clothed with authority to enforce the law. The Canadian law exacts a license fee of \$5.00 a year from each miner. and a man found working without a certificate is liable to a fine of \$25. The United States Law does not require any license fee for miners.

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PACIFIC COAST STEAMSHIP CO.

UNITED STATES MINING LAWS Applicable to Alaska.

Many recent inquiries have come to the Interior Department regarding United States mining laws applying to that part of the frozen north in United States limits, and numerous applications have been made for copies of the public land laws, which, however, do not apply to Alaska. The General Land Office has taken much interest in the reports that come from the gold belt, and investigated the laws that govern them. There is no question about which statutes extend to Alaska, and these laws are applicable:

I. The mineral land laws of the United States. 2. Townsite laws, which provide for the incorporation of townsites and acquirement of title thereto from the United States Government to the townsite trustees.

3. The law providing fortrade and manufacturers, giving each qualified person 160 acres of land in a square and compact form. The coal land regulations are distinct from the mineral regulations or laws, and the jurisdiction of neither coal laws nor public land laws extends to Alaska, the Territory being expressly excluded by the laws themselves from their operations. The act approved May 17, 1894, providing for civil government in Alaska, has this language as to mines and mining privileges:

"The laws of the United States relating to mining claims and rights incidental thereto shall, on and after the passage of this act, be in full force and effect in said district of Alaska, subject to such regulations as may be made by the Secretary of the Interior and approved by the President, 'and' parties who have located mines or mining privileges there, under the United States laws applicable to the public domain, or have occupied or improved or exercised acts of ownership over such claims, shall not be disturbed therein, but shall be allowed to perfect title by payments provided for "

There is still more general authority. Without the special authority, the act of July 4, 1866, says:

"All valuable mineral deposits in lands belonging to the United States, both surveyed and unsurveyed, are hereby declared to be free and open to exploration and purchase, and lands in which they are found to occupation and purchase by citizens of the United States, and by those who have declared an intention to become such, under the rules prescribed by law and according to local customs or rules of miners in the several mining districts, so far as the same are applicable and not inconsistent with the laws of the United States."

The patenting of mineral lands in Alaska is not a new thing, for that work has been going on all the

PACIFIC COAST STEAMSHIP CO.

NUGGETS OF INFORMATION. For frost bites or frozen hands or feet use cold water or snow Don't eat ice or snow. Go thirsty until you can melt it. The best way to live is to imitate the Indians in dress and

In summer the weather is warm and tent life is comfortable. Alaska is eight times as large as all of New England. San Francisco is east of the center of our country. Alaska's coast line is 26,000 miles long.

It has the highest mountains in North America. A sleeping bag lined with fur is the thing. Keep it free White snow over a crevasse, if hard, is safe. Yellow or dirty

In the short summer the frost in the moss melts and the whole face of the country is soft and wet.

A good long-haired dog sells for from \$150 to \$200. The Yukon River is closed by ice from November to the latter part of May.

The Yukon discharges one third more water than the Citric acid should be taken to prevent scurvy. It is said that silk next to the skin, then woolen and fur on the outside make the correct suit for winter use.

with feed by ensilage or curing natural-grass hay and by hous ing them in the winter.

Good mocassins are better than leather or gum boots.! In some parts of Central and Northern Alaska the ground is frozen to a depth of 200 feet.

There is a great variety of berries to be found all through the country in summer. Stock can be kept by using care in providing abundantly In summer abundance of fine grass can be found near the KLONDIKE CREE! MAP OF THE KLONDIKE. Made for the San Francisco Bulletin By a miner who claims to be perfectly familiar with the country

PACIFIC COAST STEAMSHIP CO. Snow-fall in the interior is very light, from six to eighteen inches.

The heaviest rain and snow are on the southeast coast.

A temperature of 75 degrees below zero has been recorded.

When it gets lower than 50 there is no wind.

Be sure, during the winter to watch your foot gear carefully.

Change wet stockings before they freeze, or you may lose a toe or foot.

Don't waste a single ounce of anything fit to eat, even if you don't like it. Put it away, and it may come handy when you will like it. Will like it.

Use goggles or smoked glasses when the sun is shining bright on the snow. Without them you are liable to blindness. Don't forget to carry a compass, too.

If you are traveling across a plain (no trail) and a fog comes up, or a blinding snow storm, either of which will prevent you taking your bearings, camp, and don't move for any one until all is clear again. A little dry grass or hay in the inside of your mittens, next your hands, will promote heat, especially when they get damp from the moisture of your hands. After the mittens are off the hands, remove the hay and dry it, or throw it away if you can't dry it.

THE PACIFIC COAST STEAMSHIP CO. Runs over 20 steamers and operates them to all important coast ports from Mexico on the South to Alaska on the North both inclusive.

The following are the different Routes operated by this THE ALASKA ROUTE. Steamers leave Puget Sound ports and Victoria, B. C., about every fifth day, for all ports in South-Eastern Alaska.

(See schedule on pages 2, 3, 4 of this folder) THE PORTLAND-ALASKA ROUTE.

The steamer George W. Elder sails from Portland Or. for ports in Alaska about every 18th day. (See Schedule on page 4 of this folder)

THE SAN FRANCISCO-PUGET SOUND ROUTE. Steamers sail from San Francisco for all ports on Puge' Sound and also Victoria and Vancouver, B. C., every fifth day connecting with the Alaska steamers at Seattle. (See schedule in Company's regular folder.) THE SAN FRANCISCO-PORTLAND (OR.) ROUTE.

This Route is operated jointly by the Pacific Coast Steam-ship Co. and The Oregon Railway and Navigation Co. Steamers sail every fifth day. (See schedule in Company's regular folder.) The San Francisco-Eureka, (Humboldt Bay) Route. The Company's steamers sail on this route every fourth day

(See schedule in Company's regular folder.) THE SAN FRANCISCO=SAN DIEGO ROUTE. The Company's steamers sail every fourth day from San neisco, calling at Port Harford, (San Luis Obispo,) Santa bara, Port Los Angeles, Redondo, (Los Angeles) and San Diego

THE SAN FRANCISCO-NEWPORT ROUTE. The Company's steamers sail every fourth day calling at Newport, San Pedro and a large number of intermediate ports. (For full information see Company's regular folder.)

THE SAN FRANCISCO-MEXICAN ROUTE. The Company's steamers sail monthly, viz: on the 2nd of month for Mazatlan, Guaymas, Eusenada and other interate ports. (See schedule in Company's regular folder.)

Further information can be obtained regarding dates of sailing, rates of fare, freight, etc. by inquiring at any of the Company's offices. For full list of same see Company's regular

The company issues in addition to this folder a regular and larger folder which contains a map of the whole coast from Mexico to Alaska. (Postage two cents.) It also issues the following publications, viz "How to Reach the Gold Fields of Alaska," which publica-

tion contains full information regarding miner's outfit, together with details of the trip; the output of different Districts and various and sundry information valuable to miners. (Postage Also "How to reach the Klondike. Answers to Every Day Queries." (Postage two cents.) Also "North and South," a

pamphlet of 76 pages finely illustrated. (Postage five cents.) Any of these publications can be obtained free upon applica tion, or will be mailed to any address on receipt of postage. Portland Office, 146 Third Street, N. POSTON, Agent,

Seattle Office, Ocean Dock, J. F. TROWBR Juneau Office, Steamship Dock, H. F. ROBINSON, Alaska Supt Los Angles Office, 124 West Second St., W. PARRIS, Agent San Francisco Ticket Office Palace Hotel; 4 New Montgomery St.

GOODALL, PERKINS & CO., General Agents, No. 10 MARKET ST., San Francisco.

Walla Walla, Tues.

City of Puebla, Thurs.

Malla Walla, Mon.

City of Puebla, Wed.

Walla Walla, , Sun.

City of Puebla, Tues

Walla Walla, Sat.

City of Puebla, Mon.

Walla Walla, Fri.

Walla Walla, Thurs.

Walla Walla, Tues.

Walla Walla, LALOII.

City of Puebla, Wed.

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City of Puebla, Mon.

Wella Walla, Fri.

City of Puebla, Sun,

City of Puebla, Sat.

Walla Walla, Wed. City of Puebla, Fri.

Umatilla,

Wella Walla, Thurs, Dec

Walla Walla, Tues, Nov

Broadway Wharf (Pier 9)

San Francisco.

City of Puebla, Wed. Oct. 13 Al-Ki,

City of Puebla, Thurs.

Walla Walla, Mon.

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