

THE
**GOLD
FIELDS
OF
ALASKA**
AND HOW
TO REACH THEM

H. R. McCULLOUGH, W. B. KNISKERN,
General Traffic Manager, Gen'l Pass'r & Ticket Agent,
CHICAGO, ILL.

The Alaska Gold Fields.

HERE was never a country better known by name all over the world than that which, since July, 1897, has been called "**The Klondike.**" It is the Indian name of a small stream running into the great Yukon River in Canadian territory; a stream that on all the maps and charts, except the very recent ones, is named "Reindeer River" or "Deer River." Now the name "Klondike" stands not only for this little river, but also for an extensive gold-mining district containing many similar streams, many, if not all of them, as well stored with placer gold as the Klondike was when Carmack found it in the summer of 1896.

The name became celebrated in a very brief time for a potent reason. It is the most remarkable gold find in history. Many accounts have come from the far north since the name



VIEW OF DAWSON CITY.

was first heard, and many people have gone there and returned. They have given many differing accounts of the region, the climate and the life, but on one point all accounts generally agree: that gold is there, in quantity as great as was stated in the beginning; that the Klondike is not a little stream into which all the nuggets were washed, but that there are an unknown number of others like it in richness that are scattered over a wide extent of country now known generally as the "Klondike District." Many of these streams have been partially prospected, none of them entirely. So far as known all the finds show a richness that leaves this northern region still unsurpassed as the last and greatest gold find in mining annals.

The Klondike and the entire district of that name, lie east of the eastern boundary of Alaska, and on Canadian soil. But nearly all the miners and trading companies there are citizens of the United States. Their supplies are mostly purchased in the United States and duty paid upon entering Canadian territory. Canada exempts from all duty miners' blankets, personal clothing in use, tents, broken packages of provisions being used, also cooking utensils in use and 100 pounds of food for the journey, charging ordinary customs duty on everything in excess of this amount. The duty is about the same as charged by the United States on Canadian goods.

West of the boundary line, and in the vast territory held by the United States under the name of Alaska, there had already been discovered rich placer claims. The facts of geology, and the experiences of professional miners, engineers, prospectors and all others whose interest it has been to investigate, show that equally as important discoveries are destined to be made on our own soil. The situation so far is that attention was for a time diverted from the older mines to the rich find on the

Klondike, and then the winter of 1897-8 intervened. Every person who has the intention of mining in the Alaska fields should understand that it is impossible that the gold should all have been washed into one stream or into the streams of a comparatively limited territory, and that other territory adjoining, of the same character in nearly all respects and similarly situated, should lack fields of equal richness. A glance at the map will show more small streams running into the Yukon on the west side, and immediately west of Dawson City and the Klondike, than there are in the latter district. The country is practically the same in all other respects. Few, if any, of these streams have been prospected, and certainly not any of them entirely.

The great gold fields of Alaska are all as yet practically unknown. The real harvest is waiting for the thousands who are yet to come.

Some of the General Facts.

These may be briefly stated. Alaska was the Russian America of the old-time geographies. It was purchased by the United States from Russia in 1867 as a friendly act, and without the least idea of the country coming to the front as the scene of any event that would greatly interest mankind. We paid for it \$7,200,000—a few cents an acre. It is an immense country, being 1,100 miles long from north to south, 800 miles in width from east to west, and containing nearly 600,000 square miles, or about 370,000,000 acres. It has, until recently, been very thinly populated, by either Indians or white men, and is still largely unexplored. But this possession has not been without profit. Before any gold interest had been excited it had furnished some \$60,000,000 of that metal, with other northern products, amounting in the aggregate to about \$65,000,000.

The country has one great river—the now famous Yukon. It runs from the northeast toward the southwest in a general direction. The junction of the two rivers that make it, the Lewes



A YUKON STEAMER.

and the Porcupine, being within the eastern boundary of Alaska. This great stream is navigable for river steamers of the usual size, nearly 2,000 miles from its mouth, to where the Lewes and Pelly rivers join, and for smaller boats both these streams are navigable for considerable distances above this point, and including also the streams named in the map, the Hootalinqua, Big Salmon and others. Many other streams flowing into the Yukon are navigable, and some of them are destined to be as well known in time to come as the Klondike now is. Among

these are the Porcupine, the Tanana, White, Stewart, Birch, Copper and others. Of the smaller streams, like the Klondike, there are hundreds. It should be noted that it is in these smaller streams that the gold-bearing gravel has thus far been found.

The Mining Conditions.

There are, in the Alaska district, various mining conditions that are new. These conditions will be found to attend all operations in any part of the country that lies east of the coast range, which has a different climate from that part of the country that is on the coast. Some of these conditions are favorable, some are less so, and all are new. Most of the country is covered by a coat of Arctic moss, which is so thick that it must be scraped or burned away before the ground can be seen. Another peculiarity is that the ground is always frozen. Eight inches to one foot of the surface is thawed every summer, the remainder remaining frozen, as it has been for an unknown time. To begin mining the surface is thawed by building a fire on the surface. The thawed earth is then taken out, and another fire made; the process being repeated until the gold-bearing gravel is reached.

Sometimes this gravel lies near the surface; at other places at a depth of several feet. It is, of course, richer when it lies on or near the bedrock. In most cases so far this is found at a depth of from sixteen to twenty-two feet.

Another peculiarity—this time much in favor of the miner—is that when he strikes "pay-dirt" he knows it. Miners all speak of "dust," no matter what form the gold is in. But there is, strictly speaking, no "dust" in this field. All the Klondike gold has so far been found in the form of lumps, or "nuggets," visible to the eye, and often capable of being picked out of the gravel with the fingers. It is, however, all "panned" or "washed."

The gravel, unlike other gold-bearing gravel elsewhere, is almost jet-black, and amid this blackness the little particles of gold shine. The gold-measures lie, as placer-gold must always lie, in or near a stream, or where water has at some time flowed, and in such places it must be looked for. Of course, the reader need not be informed that placer-gold is never found where it naturally belongs. It has always been washed to that place from some other locality. When it has not been washed and is still in the rock, it is "Lode Mining." This is the extensive and expensive process of our own western mining regions. It is mining in which only large capital can indulge, and is in the hands of wealth almost exclusively. Placer-mining is where nature has taken the gold out of the rock and washed it into the water-courses, and the miner, so to speak, picks it up. The Klondike and Alaska fields are all so far "poor man's mining."

Actual Mining in Alaska.

The processes are the same in all essentials as they are elsewhere. The miner's pan is a Russia-iron pan some fourteen inches in diameter, with sloping sides, and the trick of using it is readily caught from others. It is always necessary at first, and with a pick and a shovel, constitute every placer-miner's first equipment.

The "rocker" or "cradle" is an oblong box with a perforated metal screen at the upper end, and with wooden cross-pieces or "riffles" along the bottom. The pay-dirt is thrown on the screen, water is poured on this steadily, and the box is



ROCKING THE CRADLE.

rocked like a cradle by means of an upright handle. The heavy gold sinks and lodges against the riffles while the lighter sand, gravel and earth is washed off.

The sluice is an enlarged rocker. It may be of any length, and water is turned into it from a stream. The pay dirt is shoveled in at the upper end and the gold sinks and lodges against the "riffles," while all lighter material is carried out at the lower end by the current.

All these processes are old, and in respect to them there is nothing new in the working of the Alaskan gold fields.

The Climate of Alaska.

Sufficient time since occupancy by white men has not yet elapsed to show the average temperature of winter and summer for a period of years in northern and eastern Alaska and the Klondike region. There is a question now whether winter on the upper Yukon is really harder to endure than it is in the colder regions within the lines of the United States. It is certain that women and children have spent winters in northern Alaska without harm, and that fur-hunters and frontiersmen wintered there habitually long before the gold discoveries occurred. The Saxon blood has the characteristics of being capable of enduring in health all the climates that have so far been discovered, and it endures cold better than it does excessive heat.

There are in Alaska two climates, and a description of them is here abbreviated from an official report by Mr. W. L. Moore, Chief of the weather bureau of the Department of Agriculture. He says:

.... "The strip of the main land or perhaps twenty miles back from the sea, following the sweep of the coast as it curves to the northwestward to the western extremity of Alaska, forms a distinct climatic division which may be termed temperate Alaska.

"The temperature rarely falls to zero; winter does not set in until about December first, and by the last of May the snow has disappeared except on the mountains. The mean winter temperature of Sitka is 32.5 degrees, but little less than that of Washington, D. C. . . . The temperature changes from month to month in temperate Alaska are small, not exceeding 25 degrees from midwinter to midsummer. The average temperature of July, the warmest month of summer, rarely reaches 55 degrees, and the highest temperature for a single day seldom reaches 75 degrees.

"The rainfall of temperate Alaska is notorious the world over, not only as regards the quantity that falls, but also the manner of its falling—in long and incessant rains and drizzles. Cloud and fog abound, there being, on an average, but 66 clear days in the year."

Then comes the opposite, the climate of the interior. Mr. Moore says of this:

"The climate of the interior, including in that designation practically all of the country except a narrow fringe of coastal margin and the territory

referred to as temperate Alaska, is one of extreme vigor in winter with a brief but relatively hot summer, especially when the sky is free from clouds.

"In the Klondike region in midwinter the sun rises from 9.30 to 10 a. m., and sets from 2 to 3 p. m., the total length of the daylight being about four hours."

Snow may be expected at any time after September first, and may continue until the end of May. In May the sun rises about 3.00 a. m. and sets about 9.00 p. m. In June it rises about 1.30 a. m. and sets about 10.30 p. m., giving twenty hours of daylight, and good twilight the remainder of the time.

The mean summer temperature of the interior ranges between 60 and 70 degrees above, varying with the relative elevation, being cooler where the ground is highest, and warmer in the valleys.

Supplies.

The United States Army ration for one man, for one day, is as follows: Three quarters of a pound of pork, or bacon, or one pound and a quarter of fresh or salt beef, twenty-two ounces of flour or soft bread, or one pound of hard bread. One man is expected to use in one hundred days, besides the issue per day above mentioned: Ten pounds of rice or eight quarts



AN ALASKA MINING CAMP.

of beans, ten pounds of coffee, or one and one-half pounds of tea, fifteen pounds of sugar, four quarts of vinegar, four pounds of soap, two quarts of salt. Estimate for a year's supply will be found by multiplying the first by 365, and the last $2\frac{1}{2}$. It is a ration that has been tested by experience.

What to Take With You.

Various lists have been published giving articles required for a year's supply in Alaska, which period every one should be provided for. These lists vary in extent and amounts to such a degree that it is our suggestion that in purchasing an outfit, the advice of some reliable establishment, having experience in this particular line be taken. By so doing, the best quality of goods can be obtained at reasonable prices and many unnecessary articles and waste will be avoided thereby, as they are in a position to best know just what is required, and besides, supplies will be securely packed and admit of easy handling en route, which in this particular alone is no small item.

It is further suggested that supplies be plainly marked with name and address of owner, and that they have besides some distinguishing mark, so that the goods can be recognized at a glance.

The cost of a suitable outfit of reliable goods will vary from \$180 upward.

Routes.

While there may be some difference of opinion as to the best routes from the various Pacific Coast gateways to the Klondike and Alaska gold fields, there is no question as to the North-Western Line (Chicago & North-Western Ry.) being the most desirable route to San Francisco, Portland, Seattle, Tacoma, Vancouver, Edmonton or Ashcroft. Through cars are run every day in the year between Chicago and San Francisco and Portland, on the fastest schedules, and via St. Paul and Minneapolis the quickest and best service is offered with union depot connections and through cars without change from St. Paul and Minneapolis to Seattle, Tacoma, Portland, Ashcroft and Vancouver. From these various terminals, it is intended to have ample means of transportation for the large number of people who will go to the gold fields early this year, and the choice of routes, about all of which so much has been and is being published, must be left to the determination of the individual or party.

Routes to the Gold Fields.

No. 1—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco; thence steamer to Taiya (Dyea); thence via Chilkoot Pass as follows:—See map.

	MILES.	TOTAL.
Taiya (Dyea) to Head of Canoe Navigation.....	6	6
Thence to Summit of Chilkoot Pass.....	109 $\frac{1}{4}$	163 $\frac{1}{4}$
“ Head of Lake Lindeman.....	93 $\frac{1}{4}$	26 $\frac{1}{2}$
“ Foot of Lake Lindeman.....	8	34 $\frac{1}{2}$
“ Head of Lake Bennett.....	1	35 $\frac{1}{2}$
“ Foot of Lake Bennett.....	26 $\frac{1}{4}$	61 $\frac{3}{4}$
“ Foot of Caribou Crossing.....	23 $\frac{1}{4}$	64 $\frac{1}{2}$
“ Foot of Tagish Lake.....	163 $\frac{1}{4}$	81 $\frac{1}{4}$
“ Head of Lake Marsh.....	5	86 $\frac{1}{4}$
“ Foot of Lake Marsh.....	20	106 $\frac{1}{4}$
“ Head of Cañon.....	163 $\frac{1}{4}$	123
“ Foot of Cañon.....	3 $\frac{1}{4}$	123 $\frac{3}{4}$
“ Head of White Horse Rapids.....	13 $\frac{1}{2}$	125 $\frac{1}{4}$
“ Tahkeedah River.....	143 $\frac{1}{4}$	140
“ Head of Lake Leberge.....	16	156
“ Foot Lake Leberge.....	31	187
“ Hootalinqua River.....	29	216
“ Cassair Bar.....	26	242
“ Big Salmon River.....	7	249
“ Little Salmon River.....	363 $\frac{1}{2}$	285 $\frac{1}{2}$
“ Five Finger Rapids.....	583 $\frac{1}{2}$	344
“ Rink Rapids.....	6	350
“ Pelly River (Fort Selkirk).....	533 $\frac{1}{2}$	403 $\frac{1}{2}$
“ White River.....	96	499 $\frac{1}{2}$
“ Stewart River.....	93 $\frac{1}{2}$	509
“ Sixty-Mile Post.....	20	529
“ Dawson City.....	20	549

N. B.—It is reported, upon what is considered good authority, that a cable tramway, which will carry both passengers and freight, will be in operation early in the season of 1898 over the Chilkoot Pass.

No. 2—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco; thence steamer to Skaguay; thence via White Pass to Lake Lindeman, about 40 miles; thence from foot of Lake Lindeman to Dawson City, same as Route No. 1—See map.

No. 3—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco; thence steamer to Ft. Wrangel; thence up Stikeen River, about 150 miles, to Telegraph Creek; thence overland trail to Lake Teslin, about 115 miles; thence by lake and river to Dawson City, about 500 miles.—See map.

No. 4—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland and San Francisco; thence steamer to Juneau; thence up Taku Inlet

about 42 miles; thence overland, about 140 miles, to Lake Teslin; thence by lake and river to Dawson City, same as Route No. 3.—See map.

No. 5—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco; thence steamer to Haines; thence via Dalton Trail, about 350 miles overland, to Ft. Selkirk; thence 145½ miles by river to Dawson City, or route can be varied at Hootchi Indian Village, about 300 miles overland, by taking the Nordenskiöld River about 90 miles to the Lewes River; thence by river 205 miles further to Dawson City.—See map.

No. 6—Chicago and North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco; thence steamer via St. Michaels to Dawson City, about 4,500 miles—time 30 to 40 days from Pacific Coast. Yukon River not generally open to navigation before June 15-30 nor usually later than October 1.—See map.



CHILKOOT PASS.

No. 7—Chicago and North-Western Railway and Soo Pacific Route to Edmonton; thence overland 90 miles to Athabasca Landing; thence river and lake to Ft. McPherson, 1792 miles; thence via Peel River or Porcupine River to Klondike district.—See map.

No. 8—Chicago and North-Western Railway and through car connections to Ashcroft, B.C.; thence overland by trail and river to Telegraph Creek, 740 miles from Ashcroft; thence overland trail to Lake Teslin, about 115 miles, thence by lake and river to Dawson City, about 500 miles, same as Route No. 3.—See map.

Route to Copper River and Cook Inlet Districts.

Chicago & North-Western Railway and through car connections to Seattle, Tacoma, Vancouver, Portland or San Francisco, thence steamer to Sitka and Orca, the port of entry for the Copper River District. Average time from North Pacific Coast points to Sitka, about five days; Sitka to Orca, three days. Persons destined to Cook Inlet District, continue by steamer to Homer and Tyoonok.—See map.

Rates of Fare.

Rates from Pacific Coast points for the season of 1898 have not been definitely determined upon as we go to press, yet to give some idea of what may be expected we quote the pas-

senger rates from Seattle, Tacoma and Portland for the season of 1897, through rates being obtained by adding the rates from starting point to Seattle, Tacoma or Portland to the rates of like class therefrom, same through rates applying via either gateway named or via San Francisco and Vancouver as well.

Wrangel	First class, \$25.00	Second class, \$13.00
Juneau	" 32.00	" 17.00
Skaguay and Dyea	" 40.00	" 25.00
Sitka	" 40.00	" 22.00
To Dawson City, via St. Michaels	300.00	" 250.00

150 pounds of baggage free with each first-class and second-class ticket.

Every effort is being made to have ample means of transportation from the various Pacific Coast points to take care of the large number of people who will go to the Alaska gold fields the coming season. Rates for both passengers and freight will be reasonable, but as they will be subject to change we would refer you to your nearest ticket agent for reliable information concerning these matters at the time you are ready to go. He will be able to quote you through rates via the Chicago & North-Western Ry.—The North-Western Line—and otherwise assist you in making arrangements for the journey.

ROUTE VIA The North-Western Line, St. Paul and Minneapolis.

THE NORTH-WESTERN LIMITED leaving Chicago 6.30 p.m. daily. Newly equipped throughout with Buffet, Smoking and Library Cars, Private Compartment Sleeping Cars, Palace Sleeping Cars and Dining Cars CHICAGO to ST. PAUL and MINNEAPOLIS. Palace Sleeping Cars and Tourist Sleeping Cars ST. PAUL and MINNEAPOLIS to SEATTLE, TACOMA, PORTLAND, ASHCROFT and VANCOUVER, and meals on Dining Cars and at first-class Dining Stations.

THE NIGHT EXPRESS leaving Chicago 10.15 p. m. daily. Solid Train with Palace Sleeping Cars and Free Reclining Chair Cars CHICAGO to ST. PAUL and MINNEAPOLIS. Palace Sleeping Cars and Tourist Sleeping Cars ST. PAUL and MINNEAPOLIS to SEATTLE, TACOMA, PORTLAND, ASHCROFT and VANCOUVER, and meals on Dining Cars and at first-class Dining Stations.

STATIONS	TIME		DAY OF THE WEEK						
			Sun	Mon	Tue	Wed	Thur	Fri	Sat
<i>C. & N.-W. Ry.</i>									
Lv Chicago	6.30 pm	10.15 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Ar St. Paul	7.50 am	11.30 am	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Minneapolis	8.30 am	12.05 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun
<i>Northern Pacific Ry.</i>									
Lv St. Paul		4.30 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Spokane		8.25 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Tacoma		11.10 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Seattle		11.59 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Portland		5.00 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed
<i>Great Northern Ry.</i>									
Lv St. Paul		4.30 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Spokane		7.00 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Seattle		10.30 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Portland		11.45 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
<i>Canadian Pacific Route.</i>									
Lv St. Paul		9.20 am	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Calgary		2.22 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Edmonton		7.00 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Ashcroft		2.12 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Vancouver		1.00 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Seattle		5.25 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed

ROUTE VIA The North-Western Line, Omaha, Ogden and San Francisco.

THE OVERLAND LIMITED--DAILY.
CALIFORNIA IN 3 DAYS.

Solid Vestibuled Train. Double Drawing-Room Palace Sleeping Cars Chicago to San Francisco. Upholstered Tourist Sleeping Cars Chicago to Sacramento and San Francisco. Palace Sleeping Cars and Buffet, Smoking and Library Cars Chicago to Salt Lake. Free Reclining Chair Cars Chicago to Ogden. All Meals served "a la carte" in Dining Cars Chicago to San Francisco. Personally Conducted Excursions every Thursday.

STATIONS	TIME	DAY OF THE WEEK						
		Sun	Mon	Tue	Wed	Thur	Fri	Sat
Lv Chicago	6.00 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Ar Omaha	8.10 am	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Ogden	1.40 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar Salt Lake City	3.10 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar Sacramento	4.50 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar San Francisco	8.45 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue

ROUTE VIA

The North-Western Line, Omaha, Ogden and San Francisco.

THE PACIFIC EXPRESS--DAILY.

Palace Sleeping Cars and Free Reclining Chair Cars Chicago to Denver and Granger. Through Palace Sleeping-Car accommodations to San Francisco. Upholstered Tourist Sleeping Cars Chicago to San Francisco. Meals served "a la carte" in Dining Cars and at first-class Dining Stations. Personally Conducted Excursions every Thursday.

STATIONS	TIME	DAY OF THE WEEK							
Lv Chicago.....	10.30 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Omaha.....	3.30 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar Denver.....	7.30 am	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Ogden.....	2.00 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Salt Lake City.....	3.30 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Sacramento.....	5.50 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur
Ar San Francisco.....	9.45 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur

ROUTE VIA

The North-Western Line, Omaha, Granger and Portland.

THE PACIFIC EXPRESS--DAILY.

Palace Sleeping Cars Chicago to Portland, via Granger and Pocatello, Tourist Sleeping Cars and Free Reclining Chair Cars Chicago to Omaha and thence to Portland. Meals served "a la carte" in Dining Cars and at first-class Dining Stations.

STATIONS	TIME	DAY OF THE WEEK							
Lv Chicago.....	10.30 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Omaha.....	3.30 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar Cheyenne.....	7.10 am	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Granger.....	8.25 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Pocatello.....	3.10 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Huntington.....	2.00 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Portland.....	7.20 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur

ROUTE VIA

The North-Western Line, Omaha, Ogden, Sacramento and Portland.

THE OVERLAND LIMITED--DAILY.

Solid Vestibuled Train. Upholstered TOURIST SLEEPING CARS to PORTLAND via SACRAMENTO and "SHASTA ROUTE," also through Palace Sleeping-Car accommodations. Palace Drawing-Room Sleeping Cars Chicago to Salt Lake and San Francisco. Buffet, Smoking and Library Cars Chicago to Salt Lake. Free Reclining Chair Cars Chicago to Ogden. Meals served "a la carte" in Dining Cars and at first-class Dining Stations. Personally Conducted Excursions every Thursday.

STATIONS	TIME	DAY OF THE WEEK							
Lv Chicago.....	6.00 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar Omaha.....	8.10 am	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar Ogden.....	1.40 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Salt Lake City.....	3.10 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar Sacramento.....	4.50 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar Ashland.....	5.20 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur
Ar Portland.....	9.30 am	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri

Time Required to Reach the Gold Fields.

The time by steamer from North Pacific Coast points to Taiya (Dyea) averages from four to five days.

From Ft. Wrangel, Juneau, Skaguay and Taiya to Dawson City, the time via the various routes depends largely upon varying conditions of weather, roads and rivers, amount of freight to be transported, size of party, etc. Under the most favorable conditions, it is reported the trip can be made via the most direct routes in fifteen days—perhaps in less time, but in the majority of cases, more time will be required.

From Haines, via the Dalton Trail it is reported by persons who have been over the trail, that the trip to Dawson can be made inside of fifteen days, under the most favorable condi-

tions, but this is probably less time than the average miner could pack across the country. Time here also depends largely upon the condition of the weather and roads, and the energy displayed by the party.

From the Pacific Coast points to Dawson City, via St. Michaels, the average time is placed between thirty and forty days. Much depends upon the wind and weather, and the condition of water in the Yukon.

New Gold Fields.

While the center of interest at present is in the Klondike region, of which Dawson is the chief city, yet the discoveries are believed to be only in their infancy, and that new Eldorados will be the common report during 1898. The map in this folder is engraved from the most reliable information



SLUICE MINING.

obtainable and the known gold-producing districts are clearly marked thereon. Much interest is now being taken in the territory tributary to the Stewart River, the second largest branch of the Yukon; also in the Copper River and Cook Inlet districts in Southern Alaska, and important developments are looked for in the gold fields located on the Tanana River, southeast of Weare.

Parties.

Nobody should think of going alone. From a point of safety if no other it is better to have two or more go together and when the party is larger a considerable amount can be saved in the purchase of supplies, as there are many articles required that will answer for the use of a whole camp as well as for one or two persons. Representatives of the Chicago & North-Western Railway will take pleasure in being of assistance in organizing parties and will make appointments upon being advised.

Rates and Information.

General information as to routes will be found in these pages, and representatives of the Chicago & North-Western Railway will be pleased to confer with persons interested in making the trip, and will assist in the forming of parties, and giving the latest information concerning the wonderful discoveries in this new Eldorado, besides quoting the most favorable rates, and otherwise being of valuable service.



UNITED STATES MINING LAWS.

The mining laws of the United States were not made applicable in Alaska when they were passed, and hence has arisen a misapprehension, many persons not knowing that they were made to apply to that territory by the Acts of July 4, 1866, and May 17, 1874. The general land-laws do not apply to Alaska now, except the township laws, providing for the incorporation of townships, and the acquiring of title thereto by township trustees, and the laws regulating trade and manufactures, and giving each qualified person 160 acres of land in a square and compact form.

The United States mining law is, in brief, as follows:

"The term 'placer claim,' as defined by the United States Supreme Court, is ground within defined boundaries which contains mineral in its earth, sand or gravel; ground that includes valuable deposits not in place, that is, not fixed in rock, but which are in a loose state, and may in most cases be collected by washing or amalgamation without milling."

The manner of locating placer mining claims differs from that of locating claims upon veins or lodes. In locating a vein or lode claim, the United States statutes provide that no claim shall extend more than 300 feet on each side of the middle of the vein at the surface, or 1,500 feet along the vein, and that no claim shall be limited by mining regulations to less than twenty-five feet on each side of the middle of the vein at the surface.

In locating placer claims, the law provides that no location of such claim upon surveyed lands shall include more than twenty acres for each individual claimant. The Supreme Court, however, has held that one person can hold as many locations as he can purchase and rely upon his possessory title; that a separate patent for each location is unnecessary. Locators have to show proof of citizenship or intention to become citizens. This may be done in the case of an individual by his own affidavit; in the case of an association incorporated by law, by the affidavit of its authorized agent, made on his own knowledge or upon information and belief; and in the case of a company organized under the laws of any

state or territory, by the filing of a certified copy of the charter or certificate of incorporation.

A patent for any land claimed and located may be obtained in the following manner:

"Any person, association or corporation authorized to locate a claim, having claimed and located a piece of land, and who has or have complied with the terms of the law, may file in the local land office a patent under oath, showing such compliance, together with a plat and field notes of the claim or claims in common made by or under the direction of the locator, showing accurately the boundaries of the claim or claims, which shall be distinctly marked by monuments on the ground, showing as date upon each plat, together with a notice of such application for a patent, in a conspicuous place on the land embraced in such application, and shall thereupon be entitled to a patent to the land in the manner following: the registrar of said land office, upon the filing of such application, plat, field notes, notices and affidavits, shall publish a notice that such application has been made, for a period of sixty days, in a newspaper to be by him designated as published nearest to such claim; and he shall post such notice in his office for the same period. The claimant at the time of filing such application or at any time thereafter, within sixty days of publication, shall file with the registrar a certificate of the United States Surveyor General, that \$500 worth of labor has been expended or improvements made upon the claim by himself or grantors; that the plat is correct, with such further description by reference to natural objects or man-made monuments as shall identify the claim and furnish an accurate description to be incorporated in the patent. At the expiration of the sixty days of publication, the claimant shall file with the registrar a plat and notice have been posted in a conspicuous place on the claim during such period of publication. The claimant shall be filed with the registrar of the land office at the expiration of the said sixty days, the claimant is entitled to a patent upon the payment to the proper officer of \$2.50 per acre for a placer claim. In the case of a lode claim, the price is \$10 per acre."

The location of a placer claim and keeping possession thereof until a patent shall be issued are subject to local laws and customs.

ADVERSE CLAIMS.
When an adverse claim is made during the sixty days period of publication, it must be under oath of the person or persons making the same, and shall show the nature, boundaries and extent of such adverse claim; and all proceedings, except publication of notice and filing affidavits thereof, are stayed until the controversy is settled by a court of competent jurisdiction or the adverse claim is waived. Within thirty days after filing adverse claim, contesting party shall begin proceedings to determine the question of right of possession, and shall prosecute the same with reasonable diligence to final judgment. Failure to do so operates as a waiver. After such judgment, the party entitled to possession may file with the registrar a certified copy of the judgment roll, together with a certificate from the surveyor general that the requisite amount of labor has been done on the claim and the description required in other cases, and shall pay to the registrar \$5 per acre of such claim, whereupon the whole proceedings and judgment roll shall be certified by the registrar to the general land commissioner and the patent issued.

ADMINISTERING OF OATHS.
All affidavits required under the mining laws of the United States may be made before any officer authorized to administer oaths within the district where the claim may be situated, and all proofs may be taken before any such officer.

CANADIAN MINING LAWS.
(Approved by Order in Council No. 1186, of 21 May, 1877, as amended.)
The Klondike District is governed by regulations of the Canadian Government, being distinctly east of the boundary line. There is a Gold Commissioner, whose office is at Dawson City, and it is there that all locations are made and licenses secured. A digest of the Canadian mining laws is as follows:
Bench diggings shall mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.
Mines or benches shall be known as bench diggings, and shall for the purpose of defining the size of such claims, be excepted from bench diggings.
Dry diggings shall mean any mine over which a dver never extends.
Miner shall mean a male or female over the age of 18, but not under that age.
Claim shall mean the personal right of property in a placer mine or diggings during the time for which grant of such mine or diggings is made.
Legal post shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot from the top. Both sides so squared shall measure at least four inches across the face. It shall also mean any stump or tree cut off and squared or faced to the above height and size.
Close season shall mean the period during which placer mining is generally suspended. The period to be fixed by the gold commissioner in whose district the claim is situated.

state or territory, by the filing of a certified copy of the charter or certificate of incorporation.

A patent for any land claimed and located may be obtained in the following manner:

"Any person, association or corporation authorized to locate a claim, having claimed and located a piece of land, and who has or have complied with the terms of the law, may file in the local land office a patent under oath, showing such compliance, together with a plat and field notes of the claim or claims in common made by or under the direction of the locator, showing accurately the boundaries of the claim or claims, which shall be distinctly marked by monuments on the ground, showing as date upon each plat, together with a notice of such application for a patent, in a conspicuous place on the land embraced in such application, and shall thereupon be entitled to a patent to the land in the manner following: the registrar of said land office, upon the filing of such application, plat, field notes, notices and affidavits, shall publish a notice that such application has been made, for a period of sixty days, in a newspaper to be by him designated as published nearest to such claim; and he shall post such notice in his office for the same period. The claimant at the time of filing such application or at any time thereafter, within sixty days of publication, shall file with the registrar a certificate of the United States Surveyor General, that \$500 worth of labor has been expended or improvements made upon the claim by himself or grantors; that the plat is correct, with such further description by reference to natural objects or man-made monuments as shall identify the claim and furnish an accurate description to be incorporated in the patent. At the expiration of the sixty days of publication, the claimant shall file with the registrar a plat and notice have been posted in a conspicuous place on the claim during such period of publication. The claimant shall be filed with the registrar of the land office at the expiration of the said sixty days, the claimant is entitled to a patent upon the payment to the proper officer of \$2.50 per acre for a placer claim. In the case of a lode claim, the price is \$10 per acre."

The location of a placer claim and keeping possession thereof until a patent shall be issued are subject to local laws and customs.

ADVERSE CLAIMS.
When an adverse claim is made during the sixty days period of publication, it must be under oath of the person or persons making the same, and shall show the nature, boundaries and extent of such adverse claim; and all proceedings, except publication of notice and filing affidavits thereof, are stayed until the controversy is settled by a court of competent jurisdiction or the adverse claim is waived. Within thirty days after filing adverse claim, contesting party shall begin proceedings to determine the question of right of possession, and shall prosecute the same with reasonable diligence to final judgment. Failure to do so operates as a waiver. After such judgment, the party entitled to possession may file with the registrar a certified copy of the judgment roll, together with a certificate from the surveyor general that the requisite amount of labor has been done on the claim and the description required in other cases, and shall pay to the registrar \$5 per acre of such claim, whereupon the whole proceedings and judgment roll shall be certified by the registrar to the general land commissioner and the patent issued.

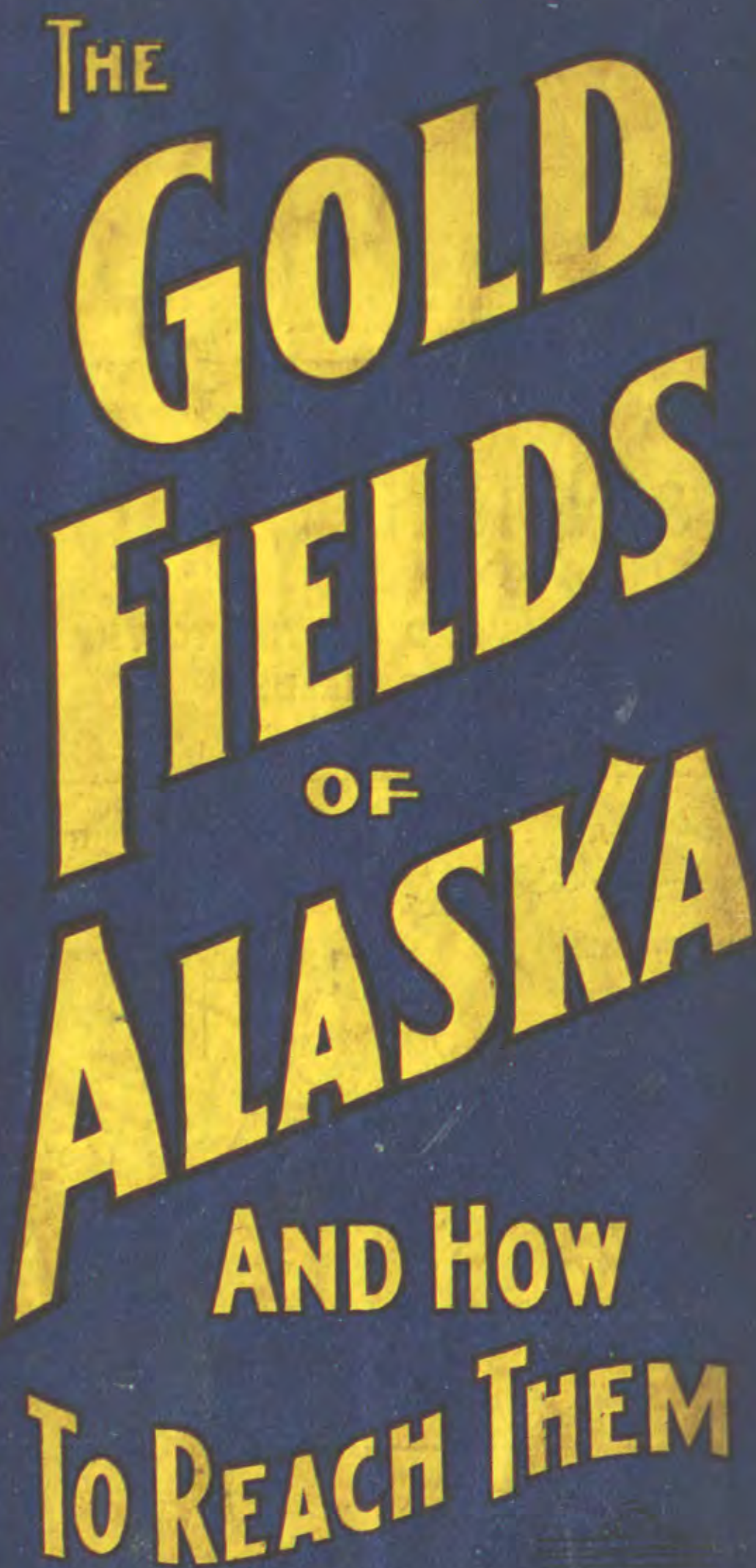
ADMINISTERING OF OATHS.
All affidavits required under the mining laws of the United States may be made before any officer authorized to administer oaths within the district where the claim may be situated, and all proofs may be taken before any such officer.

CANADIAN MINING LAWS.
(Approved by Order in Council No. 1186, of 21 May, 1877, as amended.)
The Klondike District is governed by regulations of the Canadian Government, being distinctly east of the boundary line. There is a Gold Commissioner, whose office is at Dawson City, and it is there that all locations are made and licenses secured. A digest of the Canadian mining laws is as follows:
Bench diggings shall mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.
Mines or benches shall be known as bench diggings, and shall for the purpose of defining the size of such claims, be excepted from bench diggings.
Dry diggings shall mean any mine over which a dver never extends.
Miner shall mean a male or female over the age of 18, but not under that age.
Claim shall mean the personal right of property in a placer mine or diggings during the time for which grant of such mine or diggings is made.
Legal post shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot from the top. Both sides so squared shall measure at least four inches across the face. It shall also mean any stump or tree cut off and squared or faced to the above height and size.
Close season shall mean the period during which placer mining is generally suspended. The period to be fixed by the gold commissioner in whose district the claim is situated.

AGENCIES CHICAGO & NORTH-WESTERN RAILWAY.

For detailed information ask your nearest Ticket Agent or write to the following Representatives of the North-Western Line, who will be pleased to confer with you and render assistance in the organization of parties besides quoting the most favorable rates and otherwise being of valuable service.

- | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| BOSTON, MASS. —368 Washington St. J. E. BRITTAIN, New England Passenger Agent; N. M. BEEZEL, Traveling Passenger Agent. | DULUTH, MINN. —405 West Superior St. GEORGE M. SMITH, General Agent; B. W. SUMMERS, City Ticket Agent. | OSHKOSH, WIS. General Agent S. J. MILLER, Traveling Agent; T. C. MILLER, Traveling Agent; A. G. REYER, Traveling Agent. |
| BUFFALO, N. Y. —210 Elliott Square. E. B. SPAIN, Traveling Passenger Agent. | HELENA, MONT. —216 Granite Block. M. M. WHEELER, Commercial Agent; E. S. COLLINS, Traveling Agent. | PHILADELPHIA, PA. —112 South Fourth St. T. P. VAILLE, Southeastern Passenger Agent. |
| CEDAR RAPIDS, IOWA. E. W. JAMES, Passenger and Ticket Agent. | INDIANAPOLIS, IND. —Jackson Place. A. H. WAGGENER, Traveling Passenger Agent. | PITTSBURG, PA. —Rooms 3 and 4 Marine Nat'l Bank Bldg. CHARLES TRAYER, Traveling Passenger Agent; FRANK IRISH, Traveling Passenger Agent. |
| CHICAGO, ILL. C. A. CAIRNS, Ass't Gen'l Pass'r & Trk. Agt., 22 Fifth Ave. JOHN L. FERGUSON, Ass't Gen'l Pass'r Agt., 22 Fifth Ave. W. R. JONES, District Passenger Agent, 212 Clark St. W. M. DODD, City Passenger Agent, 212 Clark St. E. D. FAIBELER, City Ticket Agent, 212 Clark St. THOS. MORLEY, Agt., Pass'r Stat'n, Wells and Kinzie Sts. | LONDON, ENGLAND. —122 Pall Mall, S. W. T. V. WILSON, General European Agent. | PORTLAND, ORE. General Agent, 249 Washington St. W. H. MEAD, General Agent, 248 Washington St. |
| CLEVELAND, OHIO. —127 The Arcade. D. W. ALDRIDGE, Traveling Passenger Agent. | LOS ANGELES, CAL. —122 West Second St. W. D. CAMPBELL, General Agent. | ST. PAUL, MINN. —385 Robert St., cor. Sixth St. A. G. MCCARTHY, City Ticket Agent. |
| COUNCIL BLIFFS, IOWA. J. C. MIDDLELL, City Ticket Agent, 421 Broadway. J. F. MONTGOMERY, Agent, Broadway Station. | MADISON, WIS. District Passenger Agent. JAMES GIBSON, District Passenger Agent. | SALT LAKE CITY, UTAH. —217 South Main St. C. A. WALKER, General Agent; B. D. BEARDSLEY, Traveling Agent. |
| DESVIEL, COLO. —25 Seventeenth St. HEMAN WHEELER, General Agent; E. S. ANDREWS, Passenger Agent; WARREN MCCOED, Traveling Agent. | MILWAUKEE, WIS. —102 Wisconsin St. F. M. NAVELY, City Passenger Agent. | SAN FRANCISCO, CAL. —2 New Montgomery St. E. R. LITCHIE, General Agent Pacific Coast; J. O. ALLEN, Traveling Agent; H. FRODSHAM, Passenger Agent. |
| DES MOINES, IOWA. —401 Walnut St. S. W. HAZARD, General Agent. | MINNEAPOLIS, MINN. —413 Nicollet Ave. JOHN A. O'BRIEN, City Ticket Agent. | SEATTLE, WASH. —606 First Ave. F. W. PARKER, Puget Sound Agent; H. C. CHEYNEY, Security Bank Building. |
| DETROIT, MICH. —77 Woodward Ave. W. H. GUEBIN, Michigan Passenger Agent. | NEW YORK CITY. —423 Broadway. H. L. WATKINS, General Eastern Agent; A. E. HILL, Passenger Agent. | ST. LOUIS, MO. General Agent; H. C. GARVIN, Traveling Passenger Agent; E. M. WESTON, City Passenger and Ticket Agent. |
| OMAHA, NEB. —1401 Farnam St. JOHN A. KUHN, General Agent; B. H. BENNETT, Traveling Passenger Agent; GEORGE F. WEST, City Passenger and Ticket Agent. | | |



THE
**GOLD
FIELDS
OF
ALASKA**
AND HOW
TO REACH THEM

H. R. McCULLOUGH, W. B. KNISKERN,
General Traffic Manager, Gen'l Pass'r & Ticket Agent,
CHICAGO, ILL.