

# THE YUKON RUSH

## HOW THE THOUSANDS WILL REACH ALASKA.

There Are Many Routes Spoken of, But as Yet Only Two Are Advisable for the Gold Seeker to Attempt—Some of the Difficulties to Be Overcome.

(Special Correspondence.)

How many will go to the Klondike next year, how will they be transported, are questions now being asked by transportation companies and the thousands interested in one way or another in the great movement about to take place. Even the man going thither to seek his fortune is vitally interested in these matters. If there is too big a crowd he may not be able to secure a passage, or to get a proper outfit, or be successful in transporting it into the interior. He would better not trust too much to luck nor depend too much upon being able to travel in the regular way. Certainly, so far as the regular steamers are concerned, their berths will all be engaged weeks in advance, and the man who neglects to secure passage early may have to wait a long time for his turn to come around. Even on the overland trains there is promise of inconvenience, if not delay. So great a rush, all in one direction, will tax the rolling stock of the railroads to its utmost, since cars will have to go back empty.

The lowest estimate of the number of people who will start for Alaska next spring is 50,000, while some who have given the subject much attention place the figure as high as 200,000. At an average of 300 to each vessel, it would require 170 steamers to convey the minimum number, while 680 would be necessary to accommodate the maximum. To send 170 steamers in the months of February, March and April would make it necessary for two to sail each day. There is now advertised not one-quarter the steamers necessary. The others will no doubt be provided, for there are numerous transportation projects on foot, but nothing definite about them can yet be said. This is sufficient to show that the man who intends to join the first great rush by the way of the passes and lakes would do well to make sure of his passage to Dyea or Skaguay. As to the route by the way of St. Michaels and the river, that will not be open till June, and extensive transportation projects now under way will be sufficiently developed long before that time to make it well to postpone any estimates until later.

There are but two well-known and undeniably practical routes to the Yukon mines. One is by the mountain passes from Dyea and Skaguay to the lakes and thence by boat down the lakes and rivers, and the other is by ocean steamer to St. Michaels and thence up the river by light draft steamer. All other routes are yet to be proved, and all who try them must expect to meet with the tribulations and uncertainties that lay in the path of the pioneer. Undoubtedly the great majority of Yukoners will try the passes, since the mines can be reached in this way two or three months earlier than by steamer, and, of these the greater number will go over the regular Yukon trail by the way of Chilkoot pass, the next greater number going from Skaguay over the White pass.

It is well thoroughly to understand this route and its variations as to the two passes. Linn canal, about 100 miles north of Juneau, penetrates a number of miles northward into the coast mountains, the very head of it being divided into two arms by a rocky promontory. Into the easterly arm flows Skaguay river and into the westerly arm the Dyea river. Both are rapid, ice-cold mountain streams, navigable for canoes only for several miles. At the head of these arms are located the new towns of Skaguay and Dyea. From these points it is necessary to cross the high mountain divide to Lakes Lindemann and Bennett, where boats are constructed for the journey down the river. Until the past season the Yukoners have used the Chilkoot pass, from Dyea, exclusively, the Chilkat Indians packing all the supplies at the usual rate of 15 cents a pound. The route is 27 miles long, and the summit of the pass is 3,200 feet high. The Indians have always refused to pack by any other route, declaring this to be the best one. Last summer, owing to the great rush and the eagerness of all to get over at any cost, the Indians raised their price for packing, until often as high as a dollar a pound was paid them. This, and the crowded condition of the trail, led many to try the Skaguay trail, which, though 41 miles long, was asserted to be better, because the summit of the pass was some 500 feet lower. It was found, however, that the trail was not so good, that the river had to be crossed several times, and that, though the pass was somewhat lower, the trail led up and down hills so much that the actual climbing done was greater than by the Chilkoot pass, where the ascent was gradual to the foot of the summit divide, when one very steep climb was necessary. The practical result was that a very much larger percentage of those who tried the Chilkoot pass succeeded in reaching the lakes, than of those who attempted the Skaguay route. Nevertheless, improvements are now being made on both trails, and both will be extensively used in the spring, it being much easier to go in over the snow, when the rocks and mud which made the trails so difficult last fall are covered up.

These are projected improvements for both of these trails, in the nature of railroads and tramways, but as yet only Chilkoot pass shows anything tangible. A combined railroad and tramway is under construction and is promised to be completed by the first of February, for the taking of freight from Dyea through to Lake Lindemann. The probabilities are that this convenience

will be provided by that time, or shortly thereafter. The company operating it purposes to contract to carry freight from Dyea to the lake at a price much below what it would cost to pack it over, and to handle it so promptly that by the time the owner can walk over the trail his freight will get through. With this tramway in operation, and nothing similar on the Skaguay trail, the Chilkoot pass would get all the travel. There are, however, still other tramways and railroad projects on both trails, but when they will be ready for use is uncertain. At the present time it would seem as though this Chilkoot tramway will be the only thing ready early enough to accommodate the first rush in February and March. Until that time, there is apparently little choice between the trails for winter travel, and those who go in before February may take either. For those who go in over the snow a Yukon sled is necessary. This is a strong skeleton sled and may be purchased at any regular outfitting point. Many take dogs to help draw sleds, but all can not do this. If it is done, special provision must be made for food for the animals.

After the lakes have been reached, the remainder of the route is the same for both passes, consisting of about 550 miles of lake and river navigation to Dawson City, at the mouth of the Klondike. It is 50 miles further to Forty-Mile, and Circle City is 300 miles down the river from Dawson. The new town of Rampart City is still about 500 miles further down the Yukon, at the mouth of Munook creek, not far above the point where the Tannanah flows into the great river.

This entire lake and river journey is made in strong boats, usually built out of timber whipsawed by the Yukoners on the banks of Lakes Lindemann or Bennett. There is a small saw mill there, but it is unable to cut enough timber to fill the demand. Doubtless other mills will be taken in as soon as the tramway is completed, but miners should not rely upon this, but should take an outfit of tools and material for building a boat, as well as oars and rowlocks. Efforts to take in boats over the pass last fall were unsuccessful, even in sections. Though it might be easier to do so over the snow, it is doubtful if it would not consume as much extra time and labor as the building of a boat would require. When the tramway is at work, specially constructed boats could no doubt be taken in to advantage, and valuable time be saved.

The route leads through Lake Lindemann, 6 miles, a portage to Lake Bennett, 1 mile; down the lake, 24 miles; through Cariboo crossing to Lake Tagish, 2 miles; down the lake 19 miles; by river to Lake Marsh, 6 miles; across the lake passing Windy Arm, 19 miles. Those who go in the winter and early spring can proceed to this point by drawing their boats on sleds, but there they must wait for the ice to break up before proceeding down the river in their boats, unless they intend to go through light, dragging a sled over the snow and ice. Twenty-five miles below Lake Marsh is the dreaded Miles canyon, and just below this place are White Horse rapids. Both of these places may be safely run in the boat if the utmost care is exercised. Many boats have been wrecked here and their contents lost, while several unfortunate men have been drowned. No one should attempt these difficult passages without first having carefully studied the situation. Thirty miles further down the river is Lake Le Barge, 30 miles long. Five Finger rapids are 163 miles below this lake, and Kink rapids are 3 miles further. These are the last of the specially dangerous places, though care must be exercised during the entire journey.

As to other routes from the coast, there are but three that have any prominence, and none of them is as yet sufficiently known to make it advisable for the ordinary gold seeker to attempt them. One of them is the Dalton trail, leading northward over the mountains just west of the Chilkoot pass, and paralleling the lake and river route for about 300 miles, finally striking the Yukon below the most dangerous rapids. It is claimed that this is the best route for a railroad, but it is yet to be shown how practicable it is for general use. The government will probably attempt to send in a relief expedition by this route early in the spring.

The Taku and the Stickeen routes, one starting from Taku inlet, near Juneau, and the other from the Stickeen river, near Wrangell, converge at Lake Teslin. Small river steamers can navigate this lake and pass down the Hootalinga river to the Yukon below the rapids, and thus to Dawson and beyond. It is claimed that such steamers will be built on the lake in the spring, and that trails will be opened up to the lake and pack trains put on, to be followed soon by railroads; but until this is actually done the gold seeker would do well not to intrust himself to the uncertainties of these routes.

Undoubtedly the most comfortable and easy way to reach the Yukon mines is by steamer from one of the Pacific coast ports to the mouth of the Yukon, at St. Michaels, and thence by light river steamers up the stream, the distance up the river being 1,422 miles to Circle City, and 1,772 to Dawson City. The trouble with this route is that the river is navigable only three months in the year, and then only by small river steamers, because of frequent bars. The ice breaks up about the 20th of June and forms again about the same time in September. There are now several steamers on the river belonging to the Alaska Commercial Company and the North American Transportation and Trading Company, both of which have trading posts on the river, with headquarters at St. Michaels. Both companies are building several new vessels for next year's traffic.

### NO DIFFERENCE.

Physical troubles of a like nature coming from different causes are often a puzzle to those who suffer pain as to their treatment and cure—as in the case of lumbago from cold or a strain in some way to the same muscles. The treatment of such need not differ one with the other. Both are bad enough and should have prompt attention, as nothing disables so much as a lame back. The use of St. Jacobs Oil will settle the question. Its efficacy is so sure in either case there is no difference in the treatment and no doubt of the cure.

Kangaroo tails for soup have been sent to London from Australia. A shipment of 2,500 weight was sold at the rate of \$3 a dozen tails. In Australia they are considered a great delicacy.

### REPUTATIONS MADE IN A DAY

Are precious scarce. Time tries the worth of a man or medicine. Hostetter's Stomach Bitters is a forty-five years' growth, and like those hardy lichens that garnish the crevices of Alaska's rocks, it flourishes perennially, and its reputation has as firm a base as the rocks themselves. No medicine is more highly regarded as a remedy for fever and ague, bilious remittent, constipation, liver and kidney disorders, nervousness and rheumatism.

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An old English "Manners Book" says: "A lady should dip only the tips of her fingers in the sauce bowl, and should not let food fall out of her mouth on the tablecloth."

**AN OPEN LETTER TO MOTHERS.**  
We are asserting in the courts our right to the exclusive use of the word "CASTORIA," and "PITCHER'S CASTORIA," as our Trade Mark. I, Dr. Samuel Pitcher, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the name that has borne and does now bear the facsimile signature of CHAS. H. FLETCHER on every wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. Look carefully at the wrapper and see that it is the kind you have always bought, and has the signature of CHAS. H. FLETCHER on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.  
March 8, 1897. SAMUEL PITCHER, M.D.

Railways in Holland are so carefully managed, that the accidental deaths on them average only one a year for the entire country.

### HOME PRODUCTS AND PURE FOOD.

All Eastern Syrup, so-called, usually very light colored and of heavy body, is made from glucose. "The genuine Jersey" is made from Sugar Cane and is strictly pure. It is for sale by first-class grocers, in cans only. Manufactured by THE PACIFIC COAST SYRUP CO. All genuine "The genuine Jersey" have the manufacturer's name lithographed on every can.

The legislature of Uruguay has conferred citizenship and the sum of \$10,000 on Dr. Sanarelli as a recognition of his discovery of the yellow fever microbe.

"King Solomon's Treasure," only Apollonian Tonic known. (See Dictionary.) Sold in a box, 3 weeks' treatment. Mason Chemical Co., P. O. Box 77, Philadelphia, Pa.

An international congress has been arranged at Paris for the discussion of the means of preventing fires in theaters and other places of public resort.

We will forfeit \$1,000 if any of our published testimonials are proven to be not genuine. The Piso Co., Warren, Pa.

Try Schilling's Best tea and baking powder.

In agreeable contrast to the familiar "no thoroughfare" sign is an inscription at Sabino, Me., which reads: "Private way; welcome."

## Stop! Women,

And consider that in addressing Mrs. Pinkham you are confiding your private ills to a woman—a woman whose experience in treating woman's diseases is greater than that of any living physician, male or female. You can talk freely to a woman when it is revolting to relate your private troubles to a man; besides, a man does not understand, simply because he is a man.

### MRS. PINKHAM'S STANDING INVITATION.

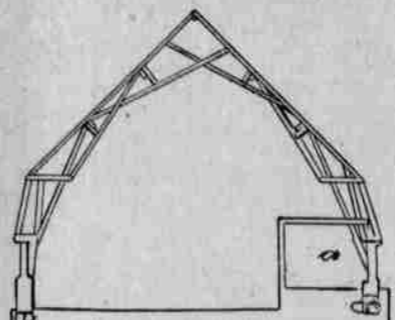
Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. All letters are received, opened, read, and answered by women only. A woman can freely talk of her private illness to a woman. Thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has to draw from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

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CONSUMPTION



### Hip Roof for a Barn.

A correspondent of an agricultural exchange asks for a plan of a hip roof, without purline plates or support at the hip. He is assured, however, that it is impracticable to make such a roof without some substitute for the purlins, unless the arch is used in the framing of the roof. A common form of hip roof is here shown. It is a modification of the arch, which is the strongest form of roof made. The



FRAME FOR BARN WITHOUT BEAMS. (A) Stable.

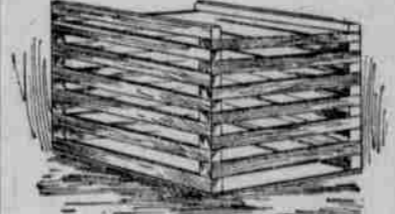
form here shown is as near the arch as can be easily made, and the braces make it exceedingly strong. It is quite practicable to join the bottom of the outside posts by one stringer from the bottom to the peak of the roof, but it would lack the stiffness and strength of this form.

### Fences.

Good fences are cheapest in the end. What is a good fence and how may fencing material be made to cost less? Timber is too valuable; so is land. We must run straight lines with wire or wood. If live posts can be employed the great hugbear in cost will be overcome by degrees. Nobody who has used growing trees for stretching wire upon wants to go back to posts that are dead and decaying. A few young trees set in the fence line each year where older ones show a tendency to die or need cutting will keep the fence up cheaply. Nail a board to each tree to tack the wire to so it won't grow into the bark. If the trees are solid they need not be nearer together than forty feet, light stakes being driven midway are satisfactory.

### An Easily Made Crate.

Where one has access to a mill, and can procure an abundance of inch-square edgings, he can make a dozen or more crates very easily, after the manner shown in the sketch. A few wire nails, secure the corners. Let



HANDY FARM CRATE.

these be two and a half inches long. The bottom may be of board or slats, as preferred. A board cover can also be fitted to the top, if needed. Such a contrivance makes an exceedingly strong and convenient crate, well adapted for gathering the potato and apple crops.—American Agriculturist.

### Animals Need Lime.

Lime is necessary for animals as well as for the land, but lime salts exist in the food, predominating in some kinds more than in others. Corn and wheat grains contain but a small proportion of lime, hence young animals, or dams that care to produce young, require other foods than grain. Clover hay contains over twenty times as much lime as corn, while bran is also rich in mineral elements. Ley weakness, slow growth and lack of vigor are frequently the result of foods containing but little lime.

### Superphosphate for Turnips.

It was long ago the discovery of English farmers that bone manure, as they called lime phosphate, was good for the turnip crop. This was often fed on the land where grown, and the field thus fertilized with the sheep droppings was afterward sown with wheat or other grain. Usually sheep given a turnip patch to feed down were well fed with grain or linseed meal, which made much richer manure than turnips would do.

### Sell Off the Poor Stock.

Though food is cheap for feeding stock, it is never worth while to winter what even after keeping is sure to be worth little more in spring than in fall. The young growing stock makes a positive gain in size and weight. If any other stock does not do this, see to it that it produces something to pay its way or else dispose of it at once for the best price to be had.

### Peanut Butter.

A new article, known as peanut butter, is said to be on the market. It is

made from the oil of the peanut, and has the flavor of the nut. Like all other products of similar kind, the consumers must be educated to accept it. It is not injurious, and is considered beneficial to some, but it will not take the place of butter from cream very soon.

### Cropping Without Rotation.

It is not alone because it is exhaustive that successive growing of one crop on the same land is bad practice. It is precisely the way to breed insects or fungous diseases, or to extend the growth of noxious weeds. There is not much successive cropping anywhere now. The value of rotation so as to increase soil productivity is better understood. Yet when settlers go to a new country they almost always crop soil that has virgin fertility with the crop that pays best, which is repeated until the crop begins to fail. Almost always the settlers on new land are poor. There are so many disadvantages in removing to the outskirts of civilization that only those who have not the money required to buy farms anywhere else.

### Large Trees Near Buildings.

It is a pleasant thing where there is enough land to warrant it to have one or more high trees a short distance from the house, but not growing closely enough to cause it to be damped by excluding air. Such a tree, so long as it continues alive and full of sap, will make a lightning rod unnecessary. The live tree offers a much better mark for lightning than does the dry walls of a building. It will usually conduct a stroke of lightning to the soil without itself receiving any injury. Probably where such trees are found near farm buildings they have many times saved them from the blast of lightning, while the occupants of the building were unaware of the danger from which they had escaped.

### Cheap Husking Peg.

Bend a piece of wire the size of a bucket bale as shown in the engraving. Turn up one end slightly and flatten it somewhat. Have the loop just large enough to slip over the second finger and the forward end sufficiently long to project slightly beyond the forefinger.

### Make the Farm Richer.

The farmer who grows large crops and does not make his farm richer every year is losing money, even if he derives a profit from the crops. It is not always necessary to buy manure or fertilizers to add to the fertility of the soil. Proper rotation of crops and the use of green manure, plowed under, will accomplish much. It may, however, at times be cheaper to purchase fertilizers, but, with a system of rotation, and the growing of clover, the cost of fertilizers will be reduced. When the land becomes richer every year the value of the farm is increased correspondingly.

### Profitable Pumpkin Crops.

The time has gone by when the pumpkin was only planted among potato or corn as a catch crop, with the hope, as we have often heard farmers say, that the corn would be so vigorous as to keep the pumpkin crop in the background. Grown by themselves, on land that did not produce pumpkins the previous year, the pumpkin crop is as profitable as most grown on the farm. The crop should never be grown twice in succession on the same land, as it will be impossible to keep it from the stinking pumpkin bug that will eat out a plant very quickly if given the chance.—American Agriculturist.

### To Renew an Old Orchard.

Renew an old orchard by plowing in the fall and applying a top dressing of barnyard manure, giving each tree about two big wagonloads. In fact, spread it over the entire surface three or four inches deep, and you will be astonished at the results. Your trees will take on a new lease of life, make a good growth, with healthy dark green foliage in the place of the sickly light green of previous years. You will get large crops of excellent fruit. The trouble with most old orchards is that they are hide-bound in grass and starved to death for want of food.

### Poultry Notes.

Be sure to feed in a cleanly manner. In cold weather feed a warm breakfast.

Extra good poultry always command the best price.

A varied diet helps materially the general health of fowls.

Because it is easily digested, cooked food usually fattens rapidly.

Do not use artificial stimulants; with poultry the reaction is harmful.

Poultry droppings contain all of the fertilizing material in a solid form.

Buckwheat can be used to good advantage in making up a variety.

Keep the fowls away from the barns, stables and carriage houses; in such places they are a nuisance.

Sunflower and sorghum seed can always be fed without threshing.

So long as a good variety of food can be given, very little stimulants are needed.

As a general rule, young chicks of a fancy breed should not be allowed to go on the roosts until they are three months old.

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