about 60 miles above Tannana river, about 850 miles from the mouth of the Yukon, flowing in from the west. It is entirely in American territory. It is from 12 to 15 miles in length and heads up in the divide between the Tannana and the Yukon.

Minute creek was struck in the fall of 1894 and after a little prospecting was abandoned. This summer several parties went in on the creek to prospect and reports of strikes came back. Several good paying prospects were found. Supplies are being taken in and the claims will be worked this winter.

A son of J. J. Sinclair, of Seattle, and Archie Mitchell have claims on the creek, which they say show good paying prospects. They took in supplies from St. Michaels in July and will work the claims. Mitchell was on his way down the river from Dawson, coming out, when he bought his claim.

THE HAMILTON LAUNCHED.

Handsomest and Largest Steamer Afloat on the Yukon.

The new river steamer of the North American Transportation & Trading Company, which was launched at Fort Get There on August 11, is the largest of the boats now plying on the Yukon. The launching took place after the arrival of the Portland at St. Michaels and was the star event of the steamer's stay at that port. On account of the tides the hour of the event read 4 a. m., on the invitations sent out by the company. At 3 o'clock, when the launch went out for the guests on the Portland, it was bright daylight, the sun having already shown above the horizon. Promptly at 4 o'clock the ship carpenters began driving the wedges in to raise the boat from the blocks and bring her onto the cradle blocks. For half an hour the sledges played a lively tat-too and the crowd waited for the word to be given to cut the hawsers which held the ways fast. It was a curious crowd in many respects—Esquimaux dressed in furs, miners in nondescript garments, passengers and employes of the company were grouped at every point of vantage. Immediately in front of the steamer's bow a stand had been erected and upon it were Miss Helen Healy, who was to christen the boat, and Mrs. Capt. Kidston and Miss Beasley, who stood as sponsors. On deck were Capt. George Hill, Charles Allmond, Chief Engineer Joe Crow, the crew and others. The two coolest men were John T. Goulett, the builder of the boat, and William Moran, of Moran Bros., the contractors. Mr. Goulett seemed to take the launching as an every-day matter.

A suspicious snap told that the strain on the hawsers was as much as they could stand. Then Mr. Goulett seemed to wake up a bit.

"Knock out that block! Cut the hawsers!" he shouted.

Three sharp ax strokes rang out simultaneously and at the same instant the boat started.

Miss Healy struck a ribbon-bedecked bottle of Mact & Chandon White Seal champagne on the bow, sending the sparkling wine in all directions and exclaimed: "I christen thee Charles H. Hamilton."

In a moment more the boat was rushing down the ways into the water and the Charles H. Hamilton was floating like a swan on Norton sound, as handsome a boat as there is on the Pacific coast and a vessel that will be worth untold gold to the miners up the Yukon in helping bring them supplies.

The building of the Hamilton is one of the greatest feats in its line ever achieved on the Pacific coast, and is one that every Seattlelte will take pride in and join in congratulating Moran Bros. on their success.

The contract for the Hamilton was placed in Chicago with Robert Moran April 10 of this year. On April 20 the first work was started on her construction at Moran Bros.' yards in Seattle. The boat was built and set up and then taken apart and shipped in sections to Fort Get There. On July 3 the first work of building was started at this place and at 4:35 a. m. on August 11 the Hamilton was floating on the waters ready to steam up and start away as soon as her cargo could be put aboard.

At Fort Get There she was nicknamed the Seattle boat, as every man working upon her construction and all her officers are Seattle men. The Seattle spirit and pride never displayed itself to greater advantage. Three thousand miles away from home and working under many disadvantages, they rushed this boat to completion in less than 28 days. In fact there were but 36 days actual working time on the boat itself, the other two days being needed to place the ways in position.

The head builder was John T. Goulett, for the past 20 years a shipbuilder in Seattle. His crew of assistants were the following men, who all have their homes in Seattle: Frank Griffiths, Peters Aherns, William Goulett, David Cone, Thomas King, Louis Laragall, Thomas A. Matthews, A Trudell, H. Crawford, Thomas A. Matthews, A. G. Hickmott, John A. Yarno, Jeremiah Hogan, L. Green, P. Swertson, S. Smith, A. P. Huson, T. K. Barnum, A. J. Hartley, J. J. Sinclair, W. H. Haynes, Ralph Cusick, John P. Nelson, Avery Houghston, James Stephens, Ed Baldwin, E. J. Jose, J. N. Hein, Charles J. Jordan, E. F. Burkman, J. H. West, Frank C. Hein, J. E. Roberts. The electric fittings and plant were put in by Albert Bryan and H. A. Stanley.

The Hamilton is a stern-wheel steamer of very handsome lines and has been built for speed, carrying capacity and light draft. No steamer in the Northwest is better built nor any finer in general appearance than she is. The only noticeable difference between her and the large Puget sound stern-wheelers is that the Hamilton has two smoke stacks, a larger wheel than usual, an over-hanging forward deck, somewhat similar to Mississippi river boats. Her dimensions are 192-foot keel, 216 feet over all, 32 feet beam and 36 feet deck. Her upper works are capped off by a six-room "Texas" in addition to the pilot house. She draws 22 inches light and not quite 36 inches loaded, with a freight capacity of 400 tons. The hold is provided with two light tracks and several freight cars for carrying cargo and placing it. There is nearly six feet between floor and main deck and electric lights make it an easy task to handle the freight. She is fitted with a bank of three 48-inch-by 16 feet tubular boilers and high pressure engines, 20-inch diameter cylinders, with seven-foot stroke. Her wheel is 24 feet in diameter. A first-class steam capstan is also provided. An independent electric motor supplies light for the electric searchlight and for lighting all parts of the boat. Each stateroom is fitted with electric lights and electric call bells. On the main deck are accommodations for 100 steerage passengers, a galley for the crew mess and a galley for the cabin table. On the cabin deck are 38 staterooms, a spacious bridal chamber, ladies' parlor, smoking room and purser's office, besides the main saloon, with dining tables which will seat 75 people.

Having been built by Seattle men, it very properly follows that the Hamilton should be run by Seattle men. Capt. George L. Hill, who is known from one end of Puget sound to the other as one of the best steamboat men on the coast, is her skipper. H. Penfield, another Seattlelte, is her first officer. Patrick Brown is the second officer. Pretty nearly everybody in Seattle knows Joe Crow, her chief engineer, and Second Engineer James Mitchell has been on Sound boats for a long time. Ed Echols, an old S. A. C. boy, was billeted as purser, but Manager Shepherd found him such a great help at Fort Get There that he induced him to stay over until next trip, so that George G. Belt went out as purser for the initial trip. John Fredericks is steward and he also hails from the Queen City. The Mascot is "Paul," an Esquimaux boy, who has attached himself to Capt. Hill and is to be seen everywhere the captain is to be found.

THE RIVER BOATS.

The Present Yukon Fleet and Its Carrying Capacity.

The list of steamers and means of transportation from St. Michaels on the Yukon is not a large one when the necessities of the miners are considered. There is more tonnage on the river this season than ever before, but it is inadequate. It is only fair to state that both the North American Transportation & Trading Company and the Alaska Commercial Company at the outset of the season made preparations which at the time were sufficient to meet the reasonable expectations of what would be necessary in the way of boats on the river this year. The influx of miners, however, has gone far beyond their reach and it is doubtful if the boats of both companies will be able to carry exceeding 5,000 tons up the river.

The fleet of the Alaska Commercial Company consists of:

The Bella, built in 1896, a boat of 185 tons and with passenger accommodations for 75.

The Alice, built in 1895, 200 tons, passenger accommodations for 150.

The Margaret, built in 1897, a steam barge of 200 tons.

The Yukon, 19.23-100 tons, a small stern-wheel tow boat.

The W. H. Seward, used solely for harbor towage.

Three river barges of 228 tons each.

The fleet of the North American Transportation & Trading Company consists of:

The John J. Healy, built in 1896, 241 65-100 tonnage, passenger accommodations for 150.

The Portus B. Weare, built in 1892, 200 tonnage, passenger accommodations for 75.

The Charles H. Hamilton, 400 tonnage, passenger accommodations for 200.

There is a possibility that this list may be decreased by the Weare. This steamer was nearly 15 days overdue at St. Michaels when the Portland left that port on her return trip.

Allowing that each steamer makes a full number of trips, which under most favorable circumstances rarely exceeds three round trips between June 15 and October 1, they would deliver at Dawson tonnage as follows:

	Tons.
Bella, three trips	600
Alice, three trips	600
Margaret, two trips	400
Three barges, one trip	750
Weare, three trips	750
Healy, three trips	750
Hamilton, one trip	400
Total	4,450

Another steamer is being built by the Alaska Commercial Company for the upper river. This boat, the Victoria, will hardly be available for making more than one trip up, probably towing a scow.

The P. C. Richardson Company is also building a steamer at St. Michaels which will be completed early in September, and may make one trip up the river.

A round trip usually takes up a full month if everything is favorable. There are so many obstacles which arise that it is not infrequent that a steamer makes no more than two complete trips.

The greatest efforts are put forth to get boats up river on the last trip so that they may make part of the distance before being frozen in. This enables them to get into the diggings as quickly as the river ice breaks in the spring, usually about the last of May.

THE WEARE OVERDUE.

It Is Feared the River Boat Has Been Lost or Disabled.

The non-arrival of the North American Transportation & Trading Company's river steamer Weare at St. Michaels up to the time the Portland left there leaves but little doubt that the steamer is in trouble somewhere up the Yukon. The Weare left St. Michaels for Dawson City July 3 and was due to arrive back the last of July or first of August. The last heard of her was above Circle City, where the Alaska Commercial Company's steamer Bella passed her. This was about the 20th of July. When the Portland left St. Michaels the Weare was 15 days overdue. This accounts for the light passenger list on the Portland. She was scheduled to bring in the Weare's passengers. What the trouble to the steamer may be is solely a matter of conjecture. The Eli E. Weare is a stern-wheeler of 200 tonnage and was built in 1892 by Moran Bros at St. Michaels. It is said that her engines needed important repairs when she went out on her last trip and it is possible that they may have broken down. The detention of the steamer even if nothing happened to her, as it is now impossible for her to make more than one more trip up the river is a serious misfortune to the people at Dawson. It still further reduces their possible food supply.

THE KLONDIKE ABLAZE.

Fierce Forest Fires Sweep Through the Entire District.

The first serious misfortune for the Klondike and Yukon miners this season came in the shape of forest fires. Since the thaw in spring there was practically no rain and the country was unusually dry. The latter part of June fires broke out on Eldorado and Bonanza creeks and for three weeks the entire district was ablaze. The woods were afire in every direction up and down these creeks. From there the fires worked across to Hunker and Gold Bottom, sweeping through the hillsides and crossing over into the Indian river district and continuing with unabated force there. Nearly the whole district was swept by the flames and a number of cabins and food caches were reported destroyed.

At about the time the fires were burning on the Klondike others were raging on Stewart river. The origin of the fires in every case resulted from the carelessness of prospectors in going off and leaving their camp fires burning.

Large quantities of cut wood were destroyed, while the damage to standing timber has been immense. As the dry wood was burned and as a result the price of wood for burning in the mines will be fully 100 per cent. higher than last season.

When the Healy left Dawson July 14 the fires had burned out and the miners were out restocking their wood piles on the hills, cutting down trees that had escaped.

The method of mining during the winter by thawing the frozen ground requires large quantities of wood and the forest fires have at this time been quite a misfortune to the miners.

ANOTHER YUKON STEAMER.

P. C. Richardson Having One Built at St. Michaels.

Another transportation and trading company has entered the Yukon field. This is what is known as P. C. Richardson's company, and so far as known this gentleman is the sole owner of the venture.

P. C. Richardson is well known in Seattle, having at one time been a principal in the grammar schools and afterwards engaged in the seed business on West street.

Early last spring he made arrangements to secure a steamer for operation on the lakes at the headwaters of the Yukon. The machinery for the boat and the hull and frame work were secured in Seattle and shipped to St. Michaels by schooners Bering Sea and Fisher Bros. The Bering Sea left Seattle June 22 in command of Capt. Frank Worth, carrying the frame work, a crew of ship carpenters and supplies. She reached St. Michaels August 6, having encountered head winds and thick weather for the greater part of her trip. Within a day or two Capt. Worth, who is superintending the work and who will take the steamer up the Yukon, had the larger part of the cargo on shore, and A. G. Sandstrom, the ship carpenter, had the new boat's keel laid and work fairly started on her hull. On August 16 the work was fairly under way and the arrival of the Fisher Bros. was being anxiously watched for. This boat has undoubtedly reached St. Michaels as the Portland passed a schooner the evening after August 17 which answered her general description.

The new steamer is to be called the May. Her dimensions will be 100 feet length by 17½ feet beam and 4 feet depth and will draw 24 feet when loaded. She will be fitted with 100 horse-power engines, steam capstan, etc.

Her crew will be: Captain, Frank Worth; mate, H. Newman; chief engineer, Fred Heath; assistants, P. E. Peterson and E. J. Lindsay.

It is the intention of the company to go into the Yukon this season, towing a barge. If it is possible the boat will be taken through the upper river when the ice breaks in the spring and if the passage through the rapids can be made she will thereafter run on Lakes Linderman and Bennett.

TO CONVOY THE PORTLAND.

The Revenue Cutter Bear Ordered to Sail From St. Michaels.

Evidently there is fear in official circles that some attempt may be made to intercept the steamer Portland on her return trip from St. Michael next month. Orders have been forwarded from Washington to Commandant Hooper at Unalaska instructing him to have the revenue cutter Bear act as an escort to the steamer Portland on her last trip down from St. Michaels. The Portland will probably leave St. Michaels about September 20 and as this is the last trip of the season she will bring out all of the Yukon miners who will come out by the river this year. The last of the river steamers will undoubtedly have reached St. Michaels before the arrival of the Portland, and it is expected that her accommodations will be taxed to their utmost. Scores of miners will not risk staying in the Yukon this winter and these, with the results of their summer's work, will be on the steamer. It is thought that the Portland will bring back the largest amount of dust yet sent out on the next trip.

Commandant Hooper was asked at Unalaska if orders had been sent him from Washington ordering the Bear to act as escort to the Portland. He admitted that such orders had been received and that the Bear would undoubtedly accompany the Portland on the return trip.

When asked if the government feared any attempt at piracy, Capt. Hooper said the orders simply instructed him to order the Bear on escort as above stated.

At Dutch Harbor and Unalaska a report prevailed to the effect that it was feared that an attempt to intercept the steamer would be made by Chinese pirates, the news of the Klondike treasure having reached them, and the government had been apprised of the possibility of such an attempt being made. No foundation for such a rumor could be found, but that appears to be the prevailing idea on the islands.

Capt. William Kidston laughs at the idea of Chinese pirates.

"Yes," he said, "the Bear has been ordered to convoy us on our next trip, but for what reason I cannot say. I do not fear any piracy will be attempted. I sailed too long in the China seas to take any stock in Chinese pirates trying to attack us in the Bering sea, for they would never be able to get there and even if they did I don't see how they could capture the Portland."

Capital Seeking Investment.

Capital is already represented in the Yukon and the rich holdings of the miners will undoubtedly in the end be bought up by English and American syndicates. Henry Bradenaber, the mining expert for the Rothschilds, a man who has probably purchased more big mines than any single individual on the coast, has gone in over the trail. Samuel Lichtenstadter, another expert, representing a London syndicate, was a passenger on the last trip of the Portland. He for years past has been buying mines in South Africa for his syndicate. A representative of a German syndicate is also now at Dawson. Ground that heretofore has not been worked on account of low returns will undoubtedly be handled by these men.

IN AN OPEN BOAT.

Three Sailors Desert and Start for the Yukon.

The Yukon fever has pervaded the revenue service as well as all other branches of business. Perhaps one of the most foolhardy as well as daring attempts to reach the gold diggings is that of three sailors on the United States revenue cutter Perry. While this vessel was at Dutch Harbor on August 1 three of her crew deserted and struck out for Dawson City. The Perry had orders to go to sea on patrol service on that date. During the night three sailors stole a ship's boat from a boathouse of the North American Commercial Company and levied tribute for sails, chart and compass on the Perry. Their supplies and water they secured from pantries of other ships as well as from the company's warehouses. They were so systematic in their work that they got away without detection and their absence was not discovered until morning. A search was made among the many bays so numerous in this part of the Aleutian islands, but the deserters were not discovered. They evidently had put to sea and made good their escape. The distance from Dutch Harbor to the Yukon across Bering sea is over 600 miles. After the river is reached there is still 2,000 miles to be traversed before Dawson is reached. The sailors, in addition to the hardships and dangers they must face, are also now criminals, a double charge of desertion, stealing government property and housebreaking being placed against them.

CARRIER PIGEON ARRIVED.

Five Hundred Miles Over the Sea and Land.

Just at dusk Saturday night a tired carrier pigeon reached the cots of Capt. Harry Johnson, of the fire department. The bird showed every sign of having had a hard journey. On its leg band was a message dated August 26, and stating that at the time the bird was flown the steamer Portland was 500 miles from land. This bird is one of those carried up to Alaska by S. P. Weston, the Post-Intelligencer special correspondent. It made three separate attempts to make the flight, but was forced back to the ship by rains. Every effort to secure him failed, and the pigeon perched during the night on the masthead. Early the next morning he again started away, and this time met with better success, although the weather was still foggy and damp. Without having had food or water for twenty-four hours, the bird made a flight which is truly remarkable. More unfavorable weather for flying the pigeons could not have easily been found. It was thick and damp, and the birds were handicapped further by their long confinement of nearly six weeks. Another of the pigeons came last night, and it would seem that, in spite of adverse conditions, the pigeons have done remarkably well. Only two of the birds failed to make a flight and would not leave the ship. These were turned out after the Portland was well up the straits.

SPECIAL MEETING TONIGHT.

Important Matters to Come Before Chamber of Commerce.

As already announced, there will be a special meeting of the Chamber of Commerce this evening, with a view to advertising Seattle as the proper outfitting point for miners starting for Alaska and the Yukon. It seems necessary that something in this line shall be done, and done promptly. To people in Seattle, and to those who are coming here, the advantages of the city as a basis of supply are so manifest as to need no argument. But there are thousands of people in other sections of the country who have vague and incorrect ideas of the geography and commerce of this part of the world, and need light on the subject. In view of the big business Seattle has already done, the other Pacific coast cities are sending men throughout the East armed with newspapers and other advertising matter, sounding the praises of the city from which they hail. Seattle cannot afford to lag behind while San Francisco, Portland and Tacoma are bidding for trade with active agents in the large Eastern cities.

The call for the meeting is as follows:

"Seattle, Wash., Aug. 28, 1897.

"To the Members of the Seattle Chamber of Commerce, and Merchants and Shippers: There will be a general meeting of the chamber, to which all merchants and shippers are invited, on Monday, August 30, at 8 p. m. sharp, in the rooms of the chamber. You are earnestly requested to be present.

"Business: To adopt measures for widely advertising the city of Seattle as the principal outfitting point for Alaskan miners, and other business.

"By order of the board.

"ERNEST E. LING, Secretary."

Van Camp's Macaroni and Cheese. A new delicacy. At your grocers.

CASTORIA.

The facsimile signature of Chas. H. Fletcher is on every wrapper.

WHAT OGILVIE SAYS.

HISTORY OF MINING ON THE YUKON RIVER.

The Dominion Surveyor Gives His Views on the Boundary Question —Opinion of One of the Best Authorities on the Placer Deposits of Alaska — An Authoritative Statement.

William Ogilvie, the Dominion surveyor, will be a passenger on the Excelsior from St. Michaels to San Francisco. He is returning from a two years' stay on the Yukon, this being his second trip to that country.

Mr. Ogilvie has been an important personage the past two years on the Yukon, and particularly on the Klondike. His word has been almost law, and he has straightened out many a controversy over claims. As surveyor he has surveyed all the claims near Dawson and on the Klondike, and there is no better posted man than he on the Yukon gold fields.

I was told by miners who have known Mr. Ogilvie that it was very doubtful if any interview could be secured with him, but that if one could be obtained it would be the best possible authority that could be quoted.

When I visited him at St. Michaels I found a sturdy man, upwards of 45 years of age, weighing fully 200 pounds, and looking as strong and sturdy as an oak. He is quiet in manner, positive in speech, and slow to make any statement that might lead to misapprehension or create false impressions regarding the gold diggings.

"Mr. Ogilvie," I said, "the Post-Intelligencer desires to secure from you an interview on the Klondike gold fields, their extent, what prospectors must expect to endure, and, in fact, an authoritative statement which can be given to the world from a person who can speak with authority."

Two days later he gave me the subjoined interview. For four hours I took it down word for word as he gave it.

This is the first and most complete interview given by Mr. Ogilvie on the Yukon, and each and every statement is exactly as he made it:

"A few historical remarks of mining in the Yukon basin will be a fitting preface to the general account of the mining interests at the present time. The Cassiar district, in the province of British Columbia, was discovered and developed in a mining sense in the early seventies. Some enterprising spirits who had not been successful in that region wandered northward in search of [illegible] or two of them reaching the head of Teslin lake, which is drained by the Teslin river. This is the Indian name. Schwatka in his trip down the Yukon in 1883 named it the Newberry. The miners call it the Hootalinqua, by which name it is generally known on the Western coast, and, although it is marked on all official Canadian maps as the Teslin, and on Schwatka's official map as the Newberry, the Hootalinqua will, in all probability, outlive both names. The average miner now abbreviates it to the 'Hoot,' as with him, as with others, time is money, except in the use of profanity, when, if time is money, he is most lavish in his expenditure. There was no practical outcome from these crude attempts to find gold on the headwaters of the Yukon, and the discovery of the wealth of the Yukon valley has to be credited more or less directly to some of the pioneers now in the country, or [illegible] Arthur Harper, Leroy Napoleon McQuestion, commonly known as 'Jack,' Fred Hart, a man named Wilkinson, who came down the Mackenzie from the interior of the Northwest territory, where some had been engaged in mining, and others in trading, for several years. This occurred in 1873. These gentlemen, in two different parties, crossed from the delta of the Mackenzie to the waters of the Porcupine, made their way down the Porcupine to Fort Yukon, on the banks of the Yukon river, a little above the mouth of the former stream. In passing I would remark that this port was established by the late John Bell (an officer of the Hudson Bay Company) in 1846. The company continued to occupy it as a trading post until 1870. Lieut. Raymond, of the United States corp of engineers, having the previous year notified them that it was in Alaska. At Fort Yukon Harper and his party worked up stream. McQuestion and others went down stream. Harper ascended as far as White river, prospecting as he went, but found nothing to induce him to locate until he struck the mouth of Forty-Mile, where fair prospects were struck. He determined to go up this stream, but the Indians in the vicinity assured him that it was impossible, as there were impassable [illegible] or a canyon or some other hindrance which he could not pass. Believing them, he kept on up, intending to reach and prospect White river that fall. His object in this was not so much to find gold as copper, a specimen of which he had seen with an Indian at Fort Yukon, which he was told had been found on White river, and that there were immense deposits of it on that stream.

McQuestion and his party reached the river and ascended it for some miles. They made a winter camp, after which they secured provisions for the winter, shooting fourteen moose in a few days. As soon as the river was frozen Harper and another man went on foot upstream to find the copper, carrying their provisions, bed and house on their backs. They were not successful in locating the copper, although traces were found in the drift along the stream, and Harper now believes that the piece he saw at Fort Yukon was obtained from an Indian living in the vicinity of White river, who got it from an Indian resident in some other part of the country, as he had experienced several other disappointments from information based upon such vague assertions. Gold was found along the main stream on the bars, but not in quantities sufficient to detain them, so in the spring they drifted down stream and found McQuestion on the lower river. He had taken service with the Alaska Commercial Company and induced Harper to go into partnership with him. Returning with their trading outfit they, in the fall of 1847, established Fort Reliance, on the right or easterly bank of the Yukon, about five miles below the mouth of [illegible]

This is the Indian name for what is now known all over the world as the Klondike, which is simply a corruption of the Troandik. Harper and McQuestion know it as the Troan-dik, and call it so, and Lieut. Schwatka, who got the name from them, erroneously, however, marked it on his map as the Tondik. Here they traded for six or seven years within a [illegible] of the richest mining center in the world today, knowing that gold was there, as the Indians reported it on the bars, but in those days surface mining was all that was thought of and if the Troan-dik and its affluents, more especially Bonanza and Eldorado creeks, were to depend for their reputation upon surface diggings, they would have absolutely none. In the early eighties some miners came in over the Coast range by the Dyea pass, prospecting as they came down stream, until they reached the mouth of Stewart river, where except [illegible] bar diggings were found. A few hardy, venturous spirits made their way in with a year's outfit and located on that stream.

This induced Harper and McQuestion to establish a trading post there which was occupied during 1885 and 1886. Up to this time all the gold found in the country was, in miners' parlance, known as fine gold, requiring the use of mercury for its collection. In 1886 coarser granular or nugget gold was found on Forty-Mile. I may state that this river was named Forty-Mile because it was estimated to be forty miles below Fort Reliance. In the same way Sixty-Mile was named, it being estimated to be sixty miles above. This coarser gold was found about twenty-four miles above the mouth of Forty-Mile creek, and only a few rods above the international boundary line, the 141st meridian. The news of the discovery soon spread, and all the miners in the country resorted to the coarse gold diggings. In 1887 Harper and McQuestion built a post, on the point at the confluence of Forty-Mile and the Yukon, the nucleus of Forty-Mile, which was the business and mining center of the country for several years, until Circle City, a few years ago knocked it out, and both were last year literally annihilated by Dawson. The discovery of gold near Circle City, on Birch creek, was made by a missionary of the Anglican mission, now a resident of Fort McPherson, near the mouth of the Mackenzie river. This gentleman was, some fifteen years ago, laboring at Rampart House, on the Porcupine river. He made several excursions to and up the Yukon, going as far at one time, I believe, as an Indian settlement near what was afterwards Fort Reliance. If I am correctly informed, he ascended Birch creek to visit the Indians at the head of that stream. On one of these excursions a gold nugget was picked up on one of the streams. McDonald reported the find and described the locality so minutely that some who heard it determined to search for the place. This led to the discovery of the famous Birch creek mines, and, although the description imputed to that gentleman would not fit any creek so far found, it is believed by many that the spot about where this nugget was found has been located and is now being worked. The rivers in this district were much richer than anything heretofore found in the Yukon basin, but the best of them, to quote an old miner in the country, 'were only Chinese diggings compared with Eldorado and Bonanza.' To estimate the amount of gold taken out of Birch creek and Forty-Mile, and the same time famous Miller and Glacier creeks on Sixty-Mile is futile, as no record was kept and the average miner is invariably reticent about what he has taken out. To say that it amounted to a couple of millions would, I think, not be very far wrong. In 1895, and, in fact, some years before a little prospecting was done on a stream called Indian creek, which joins the Yukon about thirty miles above Fort Reliance. Gold was found on it in sufficient quantity to keep up the prospecting spirit. In 1896 Robert Henderson, a native of Prince Edward's islands, with some others, ascended this stream forty-five or fifty miles. He ascended an affluent, prospecting as he went, and crossed a divide to a stream, an affluent of the Troandik, now known as Gold Bottom. Here he and his comrades prospected for some time, finding on the surface good pay. Provisions running out, he returned by the way he went in, visited Sixty-Mile post in hopes of finding supplies there, but failed.

He then started down stream to Forty-Mile. On his way he visited George Washington Carmack, a native of California, who was camped at the mouth of the Troan-dik, engaged in salmon fishing. Henderson and Carmack had been acquainted for several years, so Carmack was informed of the good prospects on Gold Bottom, which was supposed to be tributary to the Troan-dik, and to join that stream some forty-five or fifty miles above its mouth. As the Troan-dik is a swift mountain stream, with innumerable riffles on it, its ascent was deemed impossible, so Carmack learned from the local Indians the nature of the country and the positions of the various creeks. Carmack's wife is a native of the country, and associated with him in his salmon fishing were his wife's brothers, known as 'Tagish Jim,' or 'Skookum Jim,' and Tagish Charley, both members of the Tagish tribe, on the headwaters of the Lewis river. In company with these two, each with a heavy pack on their back, Carmack made his way from the mouth of the Troan-dik over the hills to what is now the famous Bonanza creek, which he struck some three or four miles above its mouth, went up its valley to Eldorado, followed it for about three miles (he thinks) then ascended the ridge between Eldorado and Bonanza, followed it around until it joined the dividing ridge between Bonanza and Indian creeks, followed this eastward until he struck the head of a stream, which he believed to be Gold Bottom, described to him by Henderson.

Carmack went down to the stream and found some of the parties still on the creek, who had gone over with Henderson. He prospected half a day, found nothing to satisfy him and determined to return, which he did the following morning. At the head of Bonanza he thought he would return by the valley of that stream and prospect as he went. He spent three days in this work and struck nothing satisfactory until he reached Discovery claim, about midway on the creek, where he panned out $12 in a few moments. This was the 16th of August, 1896. The following morning he located for himself Discovery claim and No. 1 below; No. 1 above for his associate, Tagish Jim and No. 2 below for Tagish Charley. This done, he joined his family at the mouth of the Troan-dik river, and as soon after as possible went to Forty-Mile, where he spread the news of the discovery and exhibited his $12, which he brought down in a Winchester cartridge shell in proof of his assertions. At first his information was received very coolly, and, although no one openly asserted that it was false, a great many shrugged their shoulders and remarked: 'Oh, who the — would believe Siwash George,' (as he is commonly known in the country) 'he is the damndest liar that ever was known.' The $12 in dust, however, proved a stubborn fact.

It did not resemble the gold found on Forty-Mile, and must have been found somewhere, that was plain. So it was determined to test his assertion. Four or five started up in a boat from Forty-Mile to the mouth of the Troan-dik, about fifty miles upstream, which means two and one-half or three days' hard work, according to the height of the water and kind of boat used. The ice was broken, and in a few hours it seemed as though all Forty-Mile poured itself into the rent. Some who were obliviously drunk for weeks and physically dead, were carried by their comrades, dumped into boats and taken up without their consent or knowledge. One of the thoroughly lucky ones, it is said, was fairly into the Troan-dik before he realized that he had left Forty-Mile. The news spread to the creeks on the head of Forty-Mile and Sixty-Mile creeks and the miners there crossed and located. In this way Bonanza and Eldorado were all located before September had passed. Those who came afterwards had to take side streams, too numerous to mention. Although these creeks had all been located and recorded, no great faith was placed in any of them. The result was that many claims were sold in October and November, 1896 for as many dollars as they would now command thousands.

For instance, one claim on the Eldorado was located by a young man who sold it a few days later for $85. The purchaser never put a pick into it and sold it at the beginning of April, 1897, for $31,000 lawful money of Canada, which, in dust, taken at $17 an ounce, the correct value would be equivalent to at least $35,000. Again a French Canadian, while intoxicated, sold his claim in Eldorado for $500. When sober he regretted, being informed by those who he thought knew that a contract made with a person intoxicated was void. He threatened proceedings to break the sale. There is no doubt that all the parties were more or less intoxicated at the time the contract was made, but rather than hazard a law suit the purchaser of the claim offered him what was, in effect, about one-tenth of the original claim, to surrender all right and title real or imaginary which he might have. He accepted this about the middle of March last, and in April sold his interest in this small part of the claim for $15,000 and went out on the last trip of the Portland with a homestake, fixed for life if he has a little sense. Generally it may be stated that few other parts of the world have, in such a short interval, afforded as many homestakes as these two creeks.

When we consider the unseasonable weather, the unfavorable conditions for mining, and the still more unfavorable conditions regarding food, utensils and labor, it may be, without hazard, asserted to be unique in the history of mining. During a visit to Eldorado the last of June I traced up the output of some twenty-four claims on that creek and found that it aggregated at the rate of $17 per ounce, Troy weight, $826,000, which was the result of little more than mere scratching on each of the claims. Still, four, if not five of these claims exceeded not less than $100,000 each. One claim in Eldorado was sold for $45,000, $5,000 down on April, 12, the day of sale, $15,000 on May 15 (failing this payment on that date forfeit of claim and money to follow), the balance of $25,000 on July 1, failing which, all title to previous payments and claim to be forfeited. This was thought to be an extremely hazardous deal, and unless the purchaser had good substantial friends it was believed that he was likely to lose a good deal of money in the transaction. He, however, knew his ground and told me, when the necessary documents of transfer were completed, that he never felt surer of a homestake in his life, although he had been mining nearly twenty years. Sluicing could not be done, as the creek was not yet open, so he set to work with two rockers and paid his $15,000 on May 11, four days before it was due, and the balance of $25,000 was ready about the 20th of June. This was practically giving this claim to this man for two months' work.

"Another instance on Bonanza creek. On the 16th of April last George Carmack, for Tagish Charley, his associate, sold one-half of claim No. 2 below on Bonanza for $5,000, $500 down, the balance to be paid July 1, or forfeit the money and claim. Passing Carmack's on July 1, I called in to see him, and found the purchaser paying the balance of $4,500. When the business was finished I asked the purchaser how he had succeeded.

"'Oh,' he said, 'pretty well.'

"I asked him if he had any objections to telling me what he did do.

"'No,' he said 'I drifted twenty-four feet long by fourteen feet wide and cleaned up $8,000'

"I said to him: Now I know the area of your claim, and, assuming your claim is all equally rich, we will see how much you will take out of it.

"The problem was very simple. Given the length and width; these multiplied together gives us the area in square feet. Divide this by the result of multiplying twenty-four by fourteen. Multiply the quotent by $8,000 and the result in this case is the sum of $2,400,000.

"He said 'My God,' what will I do with all that money?'

"Oh, don't worry," I said, "you will not be troubled to that extent—it is hardly possible that your claim will average anything like that in richness. Assuming that it will average one-quarter of that you will still have $600,000. Assuming again that there is a narrow strip in your claim only fourteen feet wide which you happened to strike on, and that this pay streak continues down your claim, as your one-half is 250 feet long, you will still have at this rate $83,000, which is enough to kill you.

"Other instances might be cited, but this is enough. It may be said that these are exceptional cases. Well, maybe they are, but it is a case of Hobson's choice; there are no others to cite. Another year may not prove so favorable, but it is hardly likely, nay, almost impossible that all the best spots, or pockets in all the claims of the creeks, should be simultaneously struck and we may confidently look forward to an output for next year four or five times at least that of the present year, which last I have no doubt exceeded $2,000,000, or about as much as the estimate placed upon the output of Sixty-Mile, Forty-Mile and Birch creeks during the time of their mining life. When I say this do not let me be understood as saying that these three last creeks are dead. The facts I have cited in connection with Bonanza and Eldorado created such a furore in the Yukon basin as well as elsewhere that other creeks are, for the time, being practically abandoned, but Bonanza and Eldorado and their tributaries are all located. At the rate men are coming into the country it will be crowded and many, rather than undertake the uncertainty of prospecting, with its attendant risks and hardships, will buy ground in the old diggings, which can be bought cheaply, as the owners, who have interests in the Troan-dik area, would hardly spare the time to put in the necessary representation work on the other creeks and would rather sell them than allow their title to lapse through non-fulfillment of the law. In fact, at the present rate of wages in the country, $15 per day, and as the legal representation time on a claim is ninety days' bona fide work, it would hardly pay to represent some of them, as the amount, $1,350, would be likely more than the output.

"Bonanza creek is about twenty miles in length. As a claim is 500 feet long, measured on a straight line in the general direction of the valley, where it is, and is in width the full width of the bottom, we have on this creek upwards of 200 claims, of which we know upwards of 100 to be good, many rich, some very rich. The other hundred are probably no more than good, but enough prospecting has not been done to warrant any definite statement.

"Upwards of seventy claims have been located on Eldorado creek. Of this number upwards of forty are known to be rich, most of them very rich. I am not avaricious, but I will select thirty claims on Eldorado creek, and I will allow the owners $1,000,000 each and take what is over for myself and consider I have got an A No. 1 homestake.

"Stidehill claims are being located on these creeks, and when I left there July 12 some of them were prospecting very well, as high as $6 to $8 to the pan being found in some instances. Now a pan of dirt is called two shovelfuls, and, as the merit of all claims is given in pans, let us see how it applies. All miners concede that 10-cent dirt, (that is dirt with 5 cents in every shovelful), when it is three feet and upwards deep, is rich, but on Bonanza and Eldorado when a man found only cents he was somewhat indignant. Unless he found $1 in every pan, at least, he was dissatisfied, and small wonder, for his neighbors were panning from $2, $5, $10, $15 to $20 and $40 to the pan, and often into the hundreds.

"While paying a visit to Clarence G. Berry, the owner of No. 5 and No. 6 on Eldorado, I was told by him that they had struck a rich streak the day before and he said:

"'You had better go down and pick yourself a piece of dirt.'

"I objected, but said I would go down and pick a pan and wash it, but not for myself, as I wished to wash a rich pan just to say I had done so, and asked what the thought I was likely to get in a pan.

"'Oh, about $300,' he said.

"'I went down, poked around in the rich streak that I was shown, but for the life of me could not say that I was picking any gold, filled the pan pretty well, something more than the usual two shovelfuls; took it up, washed it, dried and cleaned it and weighed it. At the current rate of $17 to the ounce, I found $595 in that pan, or a half year's salary for many a good clerk. The time spent in doing this was about twenty minutes. This, as far as I know, was the richest pan ever panned out in the country.

"Now, lest you get excited and want to drop everything and fly there, let me tell you emphatically, yes, — emphatically, that all that ground is located, is taken up, and if you now have money enough to purchase an interest in any of the 100 claims mentioned on Bonanza and forty odd on Eldorado, you have coin enough to stay at home, and in all human probability would increase it much more and enjoy it much more and benefit by it much more, socially, physically and morally than by bringing it into the Yukon. If you are young, strong, healthy, and endowed with unlimited patience and fortitude, founded on good solid principles, of healthy, moral, vigorous manhood, and look forward to the improvement of yourself in every way as contributing to the moral and physical advancement of mankind generally, and can command enough means to land you at Dawson with twelve months' supplies and the necessary implements, I would say that you could not do any better anywhere than on the Yukon. But if you are not healthy, have not the necessary patience and fortitude to go through the arduous labors required of a man, and if you are viciously inclined I would say most loudly stay away from it. Every dollar found there, it might be said, is the product of physical pain and misery. In the summer there are mosquitoes innumerable, swamps to be traversed and mountains to climb. Now, all the while these inf