

THE KLONDIKE GOLD FIELDS IN ALASKA.

The United States Government in 1867 paid Russia \$7,200,000 for the Territory of Alaska.

border. They were discovered, as has been said, by a party of "tenderfeet" who, against the advice of the old-timers in the district, wandered "over yonder in the Klondike" and struck it rich.

It is hard to tell where the Alaska gold fields are located except that in a general way the best of them are along the Yukon. There are a few "lode" miners near Juneau and along the southeast coast of the Territory.

Along all of the river in this section, tributaries to the Yukon, gold diggings exist, and in many places pay the prospector well for his trouble.

unheeding, crowding into the Alaska-bound steamers without anything like enough supplies or enough money to see them through ten days of travel on land.

There are two general routes to the Klondike district. From Chicago both lead to Seattle, and there diverge. One goes by ocean steamer west and a little north, and passes through Dutch Harbor, at the extreme end of the southwest Alaskan peninsula.

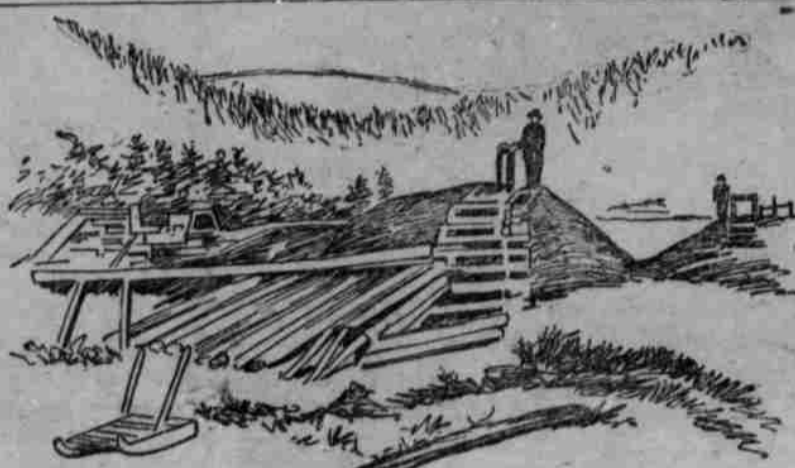
The cost of the trip from Chicago this way, as prospecting miners usually travel, is \$251.50. It is divided as follows: From Chicago to Seattle (second class), \$11.50; from Seattle to Dawson City, \$200.

In time the trip costs thirty days—four from Chicago to Seattle, sixteen

The Centre of the Gold Region.

Dawson City, the centre of the new mining region, although sixty-five miles distant from the Klondike, is said to be a typical mining camp—minus the guns. The British Government enforces its laws in Dawson, and those laws prohibit the use of firearms, so few men carry guns.

but they do send delegates to the National political conventions. The judicial function there is exercised by a district court, established in 1884. The court sits alternately at Sitka and Wrangle. How odd for a court to sit at Sitka and Wrangle!



A PLACER MINE IN THE KLONDIKE GOLD FIELDS.



THE RIVER ROUTE TO DAWSON.

from Seattle to St. Michael's Island, and ten up the Yukon to Dawson City by the fast boat. The distance in general figures is 2250 miles from Chicago to Seattle, 2500 miles to St. Michael's Island and 1890 miles up the Yukon to Dawson. A total of about 6600 miles.

The other way to the Klondike, the "mountain route," is shorter in miles, but equally long in the time it requires and a great deal more difficult. By this route the traveler sails more directly north to Juneau, which is 829 miles from Seattle, and then goes by lake and river and over the mountains 1000 miles to the new mining territory.

After getting through the Chilkoot Pass the traveler reaches Lake Lindeman. At that point is a sawmill, where boats are sold for \$75 each. Travelers who do not care to pay that price can purchase lumber and build their own boats. The lumber can be bought for \$100 a thousand feet, and about 500 feet are required to build a boat that will answer the purpose.

Still other travelers carry whipsaws and get out their own lumber, and a man handy with a saw and hammer can build a boat in three or four days. To continue the trip, though, a boat is necessary and by some means or other one must be had.

After securing his boat the traveler floats down Lake Lindeman and Lake Bennett and then has half a mile of portage where his boat has to be moved on rollers. There is any amount of rollers to be had, though, for earlier beaters of the path have left them. This half mile overland brings the traveler to Lake Tagish, through which he goes six miles and over a quarter of a mile of portage to Mud Lake, and on to the White Horse Rapids. Here there is another portage of three-quarters of a mile, and the traveler brings his boat to Lake Labarge. From there on the journey is through Thirty Mile River, the Lewis River, 150 miles to Five Finger Rapids, to the Yukon at Fort Selkirk, and then down stream 250 miles to Dawson.

DAWSON CITY, IN THE KLONDIKE GOLD REGION.

The cost of the trip this way cannot be definitely stated beyond Juneau, because after that point it depends somewhat on the bargain made with the Chilkoot Indians, who pack supplies through the pass, and the length of time the overland part of the journey requires. The cost from Chicago to Seattle is the same as by the other route, of course, \$251.50 second class and \$10 more for first class.

The steamer fare up to Juneau and on to Dyea is \$42. What it costs on the overland trip each traveler determines partially for himself, but the Indians who act as guides and pack supplies do not work without big pay.

ries, whose captain is a civil officer. Though there are said to be 3000 people in Dawson, few houses have been built, for the principal reason that lumber is \$100 per 1000 feet. The general fear is, of course, that there will be great suffering there this winter, and it will be increased, it is expected, by the rush of unprepared prospectors who sailed for the new fields immediately on learning what luck had befallen those who have but recently returned.

To give an accurate idea of the cost of living in Dawson City, the price list of a general store there is herewith given:

Price list of a general store in Dawson City. Items include Flour, Meat, Rice, Sugar, Butter, Eggs, etc.

Alaska and Its Resources.

In the purchase of Alaska, the United States acquired a Territory more than half a million square miles in extent, a part of it within the arctic circle and in the region of everlasting ice and snow, where, during part of the summer, there is continuous day and during the winter continuous, dreary night. The Alaskan coast line is greater than our Atlantic seaboard, but the entire population of whites, Eskimos and fierce Indians, who are called the Apaches of the north, is not much more than that of a ward division in Chicago.

In acquiring the Alaskan Territory, though the United States moved its center, figured in geographical miles, not in area or population, as far west as San Francisco. The country now extends from about the sixty-fifth degree of longitude up at the far east corner of Maine to the 122nd degree up at the far northwest tip of the Alaskan mainland. This is taking no account of the little island of Attu, 1000 miles in the Pacific, beyond the Hawaiian group, which, since the purchase of Alaska, has really been our western land limit.

The United States, therefore, may almost say with England that the sun never sets on its possessions.

The principal river in Alaska, the Yukon, up which prospectors have to work their weary way to reach the gold fields was called by Schwatka, the Alaskan Nile. It rises a little more than 200 miles above Sitka, in the southern part of Alaska, and then strikes northward, following a broad circle to the west before it empties into Bering Sea through an extensive delta. Six hundred miles in from the

gold excitement one of the most forward was to involve it in disputes with England on the boundary question and the seal fisheries business.

Both of these disputes threatened war, but white-winged peace settled over the situation in each case and brought the suggestion of that newly invented English-American institution—arbitration. However, the boundary question is not settled yet, and the British lion is even now roaring a little and angrily swishing its tail because of a diplomatic (the British call it un diplomatic) note from Secretary of State Sherman demanding that British vessels "keep off the grass" as it were in the seal fishing grounds.

The Boundary Question.

It was not unexpected, of course, that the discovery of gold in the Klondike region would revive in a measure the old question of a boundary line between Alaska and the British Northwest Territory.

The Klondike fields are considerably east of Fort Cadaby and Dawson City, and both of these are on British soil. Into the new regions, though, American miners first ventured and made the first discoveries of gold. Since then hundreds of them have trooped over the border, staked out their claims in the rich hills and begun to dig. Should the Canadian Government pass an exclusion act all of these miners, of course, would be dispossessed.

The difficulty of enforcing such an act, especially on miners who have staked out their claims, is at once ap-



MINERS CROSSING THE BORDER.

parent. The result in retaliation by the Government of the United States is also easily imagined. The Dominion Government has already established a custom house on the border, and is doing a fair business collecting duty on the goods that go into the new country, and miners think they will be satisfied with that. The exclusion of Americans would practically close the country for a time, for the best of the means of transportation to that frozen region are owned by American companies.

In the past miners of any nationality have been free to enter any new diggings and stake out their claims without restriction. Canadian miners are now free to work across the border in the Alaskan fields. What the result of an exclusion act would mean to the United States, Canadians know better than they can be told.

It is not believed, however, that Canada will attempt to exclude American miners. It is true that the United States excludes Chinese, but Canada probably recognizes that keeping out Chinamen and barring the way for Americans are two different things.

Queer Place of Refuge.

The passengers on a Tenth street trolley car were treated to an unusual sight early yesterday morning. As the car was bowling along in the vicinity of Parish street a couple of sparrows, one in chase of the other, swooped down in front of the car. The pursued, by a quick flank movement, eluded its tormentor by darting under the roof of the front platform, and before the motorman knew what was up the bird had perched on his hand which gripped the lever. There it sat contentedly, while the passengers craned their necks to get a view of the odd spectacle. The sparrow didn't seem to mind the fact that the motorman's hand was constantly turning around as he manipulated his lever, and after riding on its queer perch for fully a block, chirped its thanks and flew away.—Philadelphia Record.

"Breakfast Picnic."

People get up early in the morning out in Nebraska, and from this habit some enterprising social leader has evolved an idea which has become a fad in the neighborhood of Grand Island, where "breakfast picnics" are in vogue. The guests start out at 4 o'clock, breakfast in the woods, and come home before the sun makes things too hot for comfort.—New York Sun.

What is

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An Ancient Alship.

Appropos of the recent talk about an alship, Arthur T. Nettleton, of New Milford, Conn., writes to the Newtown (Conn.) Bee saying that a history of Connecticut, published in London in 1781, chronicled the appearance of an alship in Connecticut in 1640. The people of New Haven had sent a ship to England that year to procure a patent for the colony and a charter for the city. Some time after the vessel sailed a storm arose, and a day of prayer and fasting was observed in the hope that the safety of the ship would thereby be insured. At the close of the day the people looked up in the sky and saw their ship under full sail, and the sailors steering her from west to east. She came over the meeting where they had fasted and prayed, and then was met by a Europan, which rent the sails and overtook the ship; in a few moments she was down near the weathercock of the people and instantly vanished. The people all returned to their meetings where the ministry gave thanks to God for answering the desires of his servants and giving them an invariable token of the loss of their ship's charter. Likely for the people who are supposed to reside upon the planet Mars, they are so far away that there is no possibility of their getting mixed up in a bitter contention about the verities of the planet.

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CONDENSED SCHEDULE.

IN EFFECT MAY 30, 1897. North Bound. No. 9, Daily. Lv. Wilmington. 12 11 p.m. Ar. Fayetteville. 3 35 p.m.

South Bound. No. 1, Daily.

Lv. Mt. Airy. 5 25 a.m. Ar. Fayetteville. 6 50 a.m. Lv. Fayetteville. 7 25 p.m. Ar. Wilmington. 11 00 p.m.

South Bound. No. 10, Daily.

Lv. Mt. Airy. 5 25 a.m. Ar. Fayetteville. 6 50 a.m. Lv. Fayetteville. 7 25 p.m. Ar. Wilmington. 11 00 p.m.

South Bound. No. 15, Daily.

Lv. Mt. Airy. 5 25 a.m. Ar. Fayetteville. 6 50 a.m. Lv. Fayetteville. 7 25 p.m. Ar. Wilmington. 11 00 p.m.

At Fayetteville with Atlantic Coast Line, at Maxton with Carolina Central Railroad, and Sanford with Seaboard Air Line, at Greensboro with Southern Railway, at Walnut Cove with Norfolk & Western Railway.

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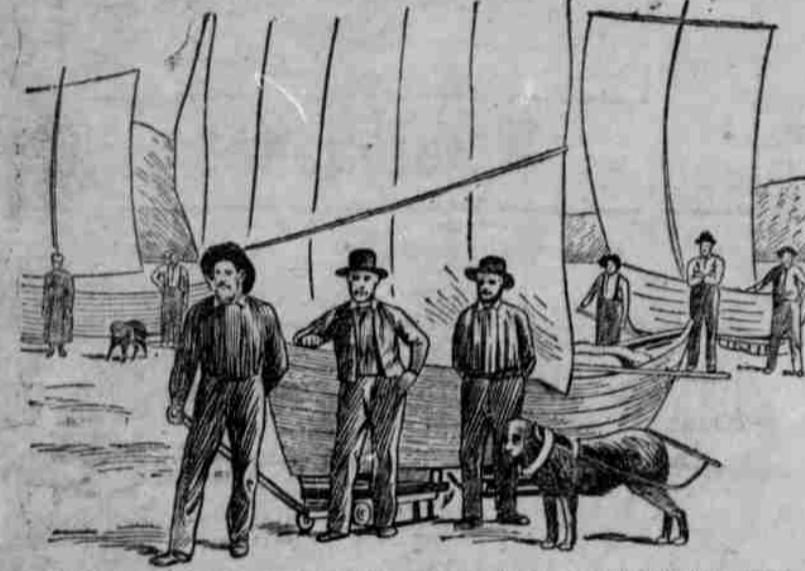
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The Charlotte Observer DAILY & WEEKLY. SALDWELL & THOMPSON, Publishers. J. P. CALDWELL, Editor.



AS THE MINERS JOURNEY DOWN LAKE LABARGE DURING THE WINTER.

and in both cases those who returned brought back with them great nuggets of the precious stuff that left little or no doubt in the mind of the bearer. The California miner in the song who had so many nuggets that he was accustomed to "go a half blind" finds his parallel in the Yukon miner who claims to have "washed out" \$212 in one painful of dirt—a process that requires ten or twelve minutes.

Poor Man's Mines.

The Alaska and California gold fields are alike also in being placer mines. Placer mining is commonly called "poor man's mining," for the reason that it is done without machinery, while the implements required in the work are few and of small cost. A placer miner can get along very well with a pick, shovel and gold pan. If the dirt is not rich he can accomplish better results by running it through a sluice box, but where the yield is in nuggets instead of fine gold he prefers to "pan" it.

The great Klondike strike was made nine months ago, but nothing was known of it in the United States until June 15, when a vessel called the Excelsior arrived in San Francisco laden with miners from the Klondike, who in turn were laden with gold.

They told almost incredible tales of the richness of the newly discovered district, where fortunes had been accumulated in a few months. Experienced miners and "tenderfeet" seemed to have shared good fortune alike, and with some justice, too, for the credit of the discovery of the new gold fields is due to the inexperienced men.

Another vessel brought to Seattle a second party of successful prospectors and a ton and a half of gold. These men had endured peril and undergone

great hardships in accumulating the fortunes they brought, and they told a story that had a dark as well as a bright side. To follow their example means a risk of wealth, health and even life, but for those who are willing to take the chances the prospect they hold out is alluring.

Location of the Klondike District.

The richest of the mines in the Alaska region seem to be in the Klondike, a few miles over the British