



# The Canadian Gold Fields.

An Interesting Lecture on the Yukon from the World's Greatest Authority.

The Many Routes to the Gold Fields Described—Origin of the Gold Discoveries.

Untold Wealth of the Gold Lands of the Canadian North West.

Methods of Prospecting—Nature of the Country—Copper and Coal as Well as Gold.

William Ogilvie, F.R.G.S., the Canadian surveyor, who has rendered such valuable services to Canada by his northern explorations and surveys, lectured before a large audience at Institute Hall yesterday evening on the Yukon region.

subject, we will assume that we want to visit the Yukon country. I may say, Mr. Chairman, that I object to the use of the name Klondike, because that is a small portion of the territory we have up there in the Yukon region; in comparison with which the area of the Klondike would not compare any more than my hand would with that blackboard, and nearly all that vast stretch of country has yet to be prospected.

James' church. Mr. Kains had been prospecting for gold for that church, and finding Mr. Ogilvie he had prevailed upon him to deliver a lecture, thus securing a paying prospect. The chairman then referred to the valuable services rendered by Mr. Ogilvie as an explorer and surveyor, for which he had received the medal of the Royal Geographical Society, and had also been made a fellow of that body.

THE STICKEEN ROUTE. I will first introduce you to the several routes into this great gold-bearing region which are now known. Leaving Victoria by any one of the steamers which run from here, we make our way through the well known Seymour Narrows, taking care to time that passage to reach there at a suitable stage of the water, for it is well known that no ship can go through except at either high or low tide. In a few days, according to the capacity of the steamer, we reach Port Simpson, the most northerly port in British Columbia or Canada on the Pacific coast. I you wish to make our way in in British bottoms we can here take the river steamers and proceed from Port Simpson to Wrangell, it being about 170 miles from the former point to the mouth of the Stickeen river, proceeding up that river about 120 miles, as a distance a little less distance, as will be proved when the surveys are made for the proposed railway facilities. That distance occupies six hours or a little more. From the head of the Stickeen the road would follow through an undulating country which presents no obstacles to railway construction, and for the greater part of the distance of 150 miles is pretty well covered with timber. I would mention, however, that the na-

river and one quite a distance below, there are obstacles in the way of steamboat navigation at certain times of the year, during certain stages of the river. A few miles below the river broadens out into innumerable channels, until at last, at the lower end, it widens to two and a half miles. If one of these channels were deepened out, a sufficient depth of water could be obtained to allow of a free passage for a steamer drawing three or four feet without difficulty.

tural food supply available for horses will not be sufficient for any great number. It might be said that enough would be found for say two hundred head, but any great number would soon eat off what there is and it will be necessary that such arrangements shall be made as will render it possible for the natural supply to be increased by importing sufficient for any number over and above that.

TAKU ROUTE. I leave you now at the mouth of the Teslin and go back to Wrangell, where we take an American boat to Juneau. There has been during the last few months some talk in regard to a proposed route by way of Taku Inlet. In 1894 and 1895 I was employed to go in that portion of the country. Taku Inlet is something about eighteen miles long and leads up to a glacier of much greater size and affording considerably more danger to boats than the much talked of Muir glacier in Alaska. The ice is cast off in great avalanches and is continually breaking off. I have visited the Muir glacier and have never seen a breaking lake placid, whereas, in Taku, where I remained for three weeks, the water is constantly breaking up every day, and which in every case create a surge in the water that is dangerous to boats even to so great a distance as three miles away from the glacier. This Taku river extends for sixty miles. There are enormous gravel bars which render it impossible for steamboats to navigate it, although it is said that they might during the months of June or July—or during the warm weather. From the forks we go up by the left-hand branch about nine miles over to Tachik Lake. Along this route we meet with no very great difficulties, and keep up about nine miles, going past the Silver Salmon creek. In regard to this route, however, I may say that I have not examined any considerable portion of it, but civil engineers are now exploring

Lake Bennett, which is first encountered on what is known as the Skagway route, is for the first half of its length narrow and comparatively shallow. The lower end of the lake is fully exposed to the strongest winds prevailing in that district, and which frequently get up a very ugly sea, decidedly dangerous for small boats, as I have myself experienced. Cariboo Crossing, which is about two and a half miles long, brings us to Tachik Lake, which is about 17 miles long. Here the Mounted Police and the Canadian customs officers have been stationed. The geography of Tachik lake is already pretty well known, nor need any special attention be given to Marsh Lake. Twenty-five miles from Marsh Lake we come to the canyon, where the river is very swift and passes between almost perpendicular walls. Traversing the canyon is easily practicable, provided the boat is kept in the very centre of the stream. Do this and the boat rides through safely. If not, she will be dashed against the side walls of basaltic rock and pounded to pieces.

it, and their reports will, of course, be made public. From the summit there will be no difficulty in constructing a road to the head of Teslin lake. We have here then, two roads—one of them offering most perfect advantages with the additional greater one that it can be called an all Canadian route if we choose to so name it.

2,000 feet is reached at the summit of the pass. Once on the summit the remainder of the 35 miles is tolerably level, but it is extremely rocky and the land is of very little value.

DALETON TRAIL. Of the Dalton trail I know nothing by personal observation—only by report. I had an interview with Mr. Dalton, from whom the trail is named, in 1896, and I have also talked with Mr. McArthur, our surveyor, who has spent some time in that district recently. Of course, the substance of his report cannot be divulged at present.

WHITE PASS. We go back again to the coast now, and proceed a hundred miles above up to Skagway, where we find the celebrated White Pass route. From tide water to the summit of the White Pass is a distance of about seventeen miles, four miles being all through timber. Above that the valley breaks, and any road will have to be constructed to lead along the hillside. An elevation of at least, you can try. I don't. I traced up thirteen men who had lost their lives in running this rapid in a single season, and though I cannot say so for certain, I believe that this must have been a large proportion of those who made the attempt. Of course, for those who want to do the daring deed and talk about it afterwards, there is the White Horse rapids to be run. I don't do it, however. Below, at the Fire Fingers, the river is partially dammed by a conglomerate rock standing like a pillar in the stream. Avoiding it, let the boat go easy and all will be well. But see that the boat doesn't dip or she will take much more water than you require. Below this there is another rapid, and then the smooth and unimpeded river, from which on everything is all right.

Now, to make a commencement of the

Finch, who came from the vicinity of Klondike; Andrew Kamselcar, a German; and Sam Wilkinson, an Englishman, left Dawson Creek to go on a prospecting trip down the Mackenzie river. Harper, because there had been found gold on the Laird, which empties into the Mackenzie, was under the impression that there was gold on the Mackenzie. He made his way down to what is known as Half-Way river. There he met a party of men surveying for the C.P. railway, and unwittingly helped to drive a spike in our great highway, because they gave their boat to the survey men to make their way up the Peace river. Harper and the others packed their provisions up the Half-Way river and over a two or three mile portage to the waters of the Nelson river, down which they went until they found it safe to the passage of canoes, where they made a cache and proceeded to make three dug-out canoes with which to descend the Nelson.

In 1891 I was sent by the Dominion government to examine the northeast portion of the province, and going in the trail followed by Harper, I saw the cache which Harper had told me about in 1897. Well, Harper's party made their way down the Laird river, where they met two men named McQuestion and Mayo. Wilkinson determined to try his luck on the Laird, and left the others. Harper, Hart, the German and Finch went down the Mackenzie across to the Peel and thence over to Bell's river, up all night on the Peace river, down the Porcupine to Fort Yukon. There Harper saw an Indian who had some native copper which he sold came from White river and Harper determined to try for it. Harper, Hart and Finch went 400 miles to White River in September, but did not find the river in September. They found some gold in the result of the search. They found no gold on the Mackenzie. The result of Harper's prospecting he gave me as follows: On the Nelson, nothing; on the Laird, colors; on the Mackenzie, nothing; on the Peel, fair prospects; on the Bell, nothing; on the Porcupine, colors; and prospects everywhere on the Yukon.

This, of course, boomed Birch creek, and in 1891 everyone at Forty Mile went down there. One or two creeks are rich, but the best of them cannot begin to compare with the El Dorado or the Bonanza, the tributaries of the Klondike. As an incident, I may mention that one experienced man told me that the Birch creek diggings are only "Chinese diggings" compared with the later discoveries which have attracted such attention to El Dorado and Bonanza. He said he knew of one claim on



El Dorado which he would not give for the whole of the Birch Creek district.

Gold was found at the head of Forty Mile. Napoleon Golch, named after the Frenchman who located it, is rich in nuggets.

For some time there was a doubt as to whether some of the creeks upon which gold was found were in Alaskan territory, and in 1896 was sent in by the authorities to mark the boundary line as it might find it necessary.

The discovery of the gold on the Klondike, as it is called, although the proper name of the creek is an Indian one, Throna, was made by three men, Robert Henderson, Frank Swanson and another one named Munson, who in July, 1896, was prospecting on Indian creek.

From there to El Dorado is three miles, and they climbed up over the ridge between it and Bonanza, and reaching between Klondike and Indian creeks, they went down into Gold Bottom. Here they did half a day's prospecting, and came back, striking into Bonanza about ten miles beyond, where they took out from a little more than a ton.

In August, 1896, the leader, generally known as Sivash George because he lived with the Indians, went down to Forty Mile to get provisions. He met several miners on his way and told them of his find, showing the \$12.75 which he put up in an old Winchester cartridge. They would not believe him, his reputation for truth being somewhat below par.

They came to me finally and asked me my opinion, and I pointed out to them that there was no question about his having the \$12.75 in gold; the only question was, therefore, where he had got it.

One man who went up was so drunk that he did not wake up to realization that he was being taken by boat until a third of the journey had been accomplished, and he owns one of the very best claims on the Klondike to-day.

The news went down to Circle City, which emptied itself at once and came up to Dawson. The miners came up any way they could, at all hours of the day and night, with provisions and without supplies.

make it one of the most valuable properties that exists in the country.

On Gold Bottom another claim has been located, and I have made a test of the ore. I had no sieve and had to employ a hand mortar, which you who know anything of the work will understand would not give the best results.

On El Dorado and Bonanza the gold obtained on the different benches has about the same value, that is, it is worth about \$10 per oz., and as you go down the creek this value decreases to about \$15.25.

On Stewart and Pelly rivers some prospecting has been done and gold found, and on the Hootalinqua in 1885 good pay was discovered and the richness of the gold increases as work is continued further down.

Another product of the country that demands attention is copper. It is doubtless to be found somewhere in that district in great abundance, although the location of the main deposit has yet to be discovered.

Regarding the surface of the country and the difficulties of prospecting: Passing down the river in a boat one

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parts of the world, except in Australia. In reply to the question as to whether he had ever made his stake, he had never yet made more than a living, and very often that was a scanty one.

When I was in that country first, he continued, everything was well regulated and orderly, the miners attended to their business; they did not know any one, and if a man kept himself pretty fair in his dealings there was no danger of trouble, but a few years afterwards saloons came into vogue, and many of the old miners stayed around them all day.

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HOW THEY PROSPECT. Prospecting necessarily has to be reserved for the winter. First the moss has to be cleared away, and then the muck- or decayed rubbish and vegetable matter. The fire is applied to burn down to bedrock.

NOT ALL MILLIONAIRES. In one clean-up eighty pounds avoirdupois of gold was taken out, or a total value of about \$16,000. When you consider that the securing of this amount took the united labor of six men for three months, you can understand that there is considerable cost connected with the operations.

One man, who owns a claim on El Dorado and one on Bonanza, has sold out, so it is said, for a million dollars; he went into the country a poor man with the intention of raising sufficient money to pay off the mortgage on his place.

Although these creeks are rich, and, as I have told you, more men have made homesteads there than anywhere else in the world, I do not wish you to look only on the bright side of the picture.

On the other hand, however, a Scotchman named Mack's has been in there for eleven years. I have known him well, and once last fall when he was sick I asked him how long he had been mining. His reply was forty-two years—in all

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# In Buying Matches

When the grocer recommends you a new brand Ask him about Quality. When he talks price to you Ask him about Quality. When he refers to all the matches you get in a certain box Ask him about Quality. Then he will have to produce E. B. EDDY'S Matches.

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# "77" COLDS

One dose of "77" taken at the beginning of a cold is worth half a dozen afterwards. When you feel the first chill or shiver, or your throat feels scraped, is the easy time to cure a Cold or check the Grip.

Esquimalt & Nanaimo Railway Co. NOTICE. To Prospectors, Miners and Holders of Mineral Claims on unoccupied land within the Esquimalt & Nanaimo Railway Company's land grant.

Charles Hayward, (Established 1857). Funeral Director and Embalmer, Government Street, Victoria.









