

YUKON GOLD HUNTERS

A HISTORY IN PHOTOGRAPHS



DONALD E. WAITE

Foreword
The Honourable Iona Campagnola, OC, OBE
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FOREWORD

There are strange things done 'neath the midnight sun....
By the men who mail for gold...

So begins the iconic Robert Service poem, "The Creation of Sam McGee." They are words that might have been written by Don Waite for this comprehensive look at the passionate pursuit and harvest of gold in British Columbia and Yukon over the past one and a half centuries,

This is a story that takes you from the very early gold hunters and their followers through gold rushes, both real and imagined. In these pages you will find golden "bonanzas" that brought some men riches beyond the dreams and others to their utter despair.

The story begins in 1851 in Haida Gwaii (then called the Queen Charlotte Islands), from where you make your way to Rock Creek. You hear of the irrepressible Billy Barker, who struck it rich in 1861. Quickly won and almost as quickly lost, Billy Barker's golden treasure was consumed by bad loans and equally bad investments. Barker's legacy can be experienced today in the splendidly restored and accessible village that bears his name, Barkerville, where visitors can experience the authentic lure of gold.

You will meet the celebrated "Cariboo" Cameron and learn of the vital building of the Cariboo Wagon Road. You will experience the rival of the Overlanders, then head north again to join in the struggle of the Chilcoot Trail with the original discoverers of gold in Yukon, Dawson City, at the confluence of the Klondike and Yukon Rivers, was an instant town that saw vast fortunes won and lost. The romance of the Trail of '98 endures more than a century later, as visitors to Dawson marvel at the Northern Lights of the Midnight Sun. You can still walk with the ghosts in the Yukon Order of Pioneers (Y.O.O.P.) cemetery. Larger-than-life characters come alive in the pages devoted to "Swiftwater Bill" Gates and adventurer "Klondike Joe" Boyle, who was rumored to be Queen Maria of Romania's confidant.



IONA CAMPAGNOLO, O.C., OBC
Lieutenant Governor of British Columbia from 2001 to 2007 and Honorary Patron to Barkerville.

Sam Steele was a prototype officer of the North-West Mounted Police who personified the contrast between the law as practised in Yukon and in nearby Skagway, Alaska. And you will learn about two contrasting Klondike Kates: one was a shrewd, opportunistic dance-hall star, while the other was an early feminist named Kate Ryan.

Most of the gold ever found is today snug and safe in gold bars behind vaulted walls. If it could speak, the gold would tell the stories of those whose search for the precious metal unfolds in these pages.

- Iona Campagnolo, Comox, BC, February 2015

THE ORIGINAL YUKON GOLD DISCOVERERS

Historian and Judge Frederick F. Howay's final text for a 1926 plaque regarding the first gold discovery in the Yukon totally ignored the contributions of the First Nations people. It simply read: "Yukon Gold Discovery—to the memory of the indomitable prospectors and miners who, braving extreme dangers and untold hardships crossed the Chilcat and Chilkoot passes into the unexplored valley of the Yukon, and thus paved the way for the discovery of the rich gold fields with which the names of Robert H. Henderson and George W. Carmack are inseparately associated." Any discoveries made by First Nations braves—or Heaven forbid—a First Nations woman by the chauvinistic and opinionated judge was simply out of the question.

The following was taken from the "Historic Sites and Monuments Board of Canada" plaque erected at Carcross (originally Caribou Crossing), Yukon. "James "Skookum" Jim Mason-Kèsh (meaning The Lone Wolf) - "Skookum Jim", a Tagish of the Dakhtàwèdèclan and the Wolf moiety, found a nugget on Rabbit (Bonanza) Creek in August 1896 that began the Klondike Gold Rush and changed the history of the Yukon. He made the discovery while on a journey down the Yukon River to find his sister Kate and her husband George Washington Carmack. Renowned for his legendary exploits and physical abilities, "Skookum" (strong) Jim believed his Frog Spirit had guided him to the gold. He became very rich but remained a generous man who never forgot his obligations to this community."

In later years there would be great controversy as to just who made the first discovery. The initial contenders were two whites, Robert Henry Henderson, a Canadian, and George Washington Carmack, an American, and two First Nations braves known as Kèish, meaning the lonewolf, or Skookum Jim (later James Mason) and Tagish Charley or Káa Goox (later Dawson Charley, relatives of Carmack's native wife Shaaw Tláa (later known as Kate).

Henderson, born in Gulf Shore, Nova Scotia, in 1857 left home at age 14 and signed aboard a sailing ship. He prospected in Australia, Africa and California before his wanderings took him to the Yukon and the Fortymile River at Ogilvie where he managed to wangle a grubstake out of Joseph F. Ladue. One of the first men to scale the challenging Chilkoot Pass, Ladue had been in the north for 14-years and although primarily a trader he had prospected for gold in the nearby rivers. He

HENDERSON'S GOLD SCALES

When the Canadian gold discoverer passed away, the scales were passed down to his son Grant. When Grant passed away the scales were willed to his son Chester. Chester prospected in the Yukon with partner Frank Burkhard. When Chester passed away the scales went to Frank who passed them on to his daughter Sylvia. Sylvia runs 33 Claim, a gift shop located 33 claims below the Discovery Claim. These scales were made by Henry Troemner, a highly reputable scale maker, of Philadelphia, Pennsylvania.

COURTESY SYLVIA BURKHARD,

CLAIM 33 GIFT SHOP.



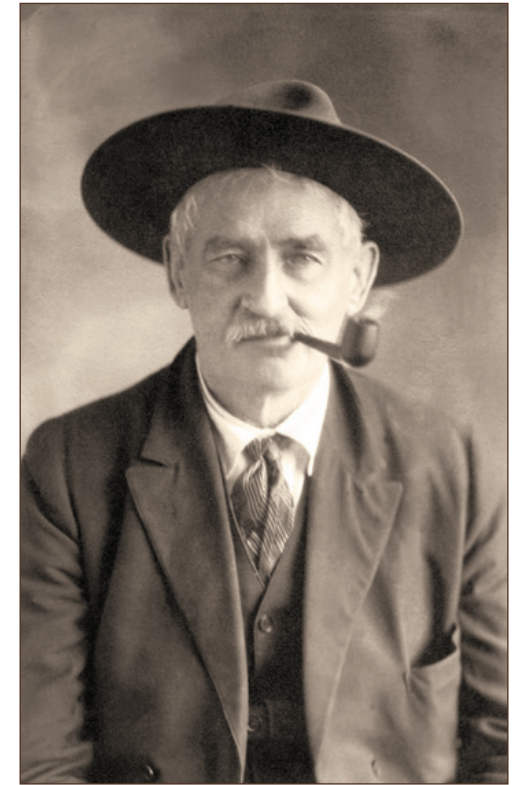
was one of the first men to search for gold in the Throndiuck (later Klondike) River.

Three years younger than Henderson, Carmack had been a sheep herder in California before joining the United States Navy. He left the sea life and ended up in the Yukon where he found a coal deposit south of Five Finger Rapids on the Yukon River. Here he set up a trading post that he called Carmack's Post (later Carmacks).

It was during this time that he met Han braves Kèish and Káa Goox. He gave Kèish and Káa Goox the English names Skookum Jim and Tagish Charley. Both First Nations men were from the Tagish Indian village located not far from where the annual migration of caribou crossed the Yukon River. This spot was first called Caribou Crossing but the name was later shortened to Carcross. The three men formed a partnership and to earn income agreed to pack Dominion of Canada land surveyor and afterwards Gold Commissioner of the Yukon Territories William M. Ogilvie's supplies over the Chilkoot Pass. It was during this time that Carmack learned that Skookum Jim had assisted steamboat captain William Moore as the Skagway River.

According to relatives at Carmacks, George's wife Kate had fished in a tributary of the Yukon River near its mouth and knew that the creek contained gold since the Han Nation had used the shinny stones for fish bait. As a result the couple abandoned Carmack's Post and set out by canoe down the Yukon River to Rabbit Creek. The pair was prospecting on the creek when located by her brother Skookum Jim and nephew Tagish Charley.

This story of the first major gold discovery on 17 August 1896 does not quite jive with Ogilvie's account: "At the mouth of the Klondike Robert Henderson saw George Washington Carmack, whose story has connected prominently with the discovery of gold on the Klondike. Henderson, in accordance with the unwritten miners' code, told Carmack of the discovery he had made on Gold Bottom Creek, and invited him to come up and stake. Carmack was then engaged in salmon fishing with his Indian friends and associates, the male members of whom were Skookum Jim and Tagish Charley. As Henderson tells the story, Carmack promised to take it in, and take his Indian associates with him, but to this Henderson strongly objected, saying he did not want his creek to be staked by a lot of natives, more especially natives from the upper river. Carmack seemed to be



ROBERT HENRY HENDERSON (1857-1933)

Was he the Canadian gold hunter who made the first gold discoveries to start the Yukon Gold Rush? This portrait was likely taken when he came 'Outside' of the Yukon to Vancouver Island in 1923 at age 66.

HISTORICAL PHOTO #005893 ROYAL BC MUSEUM & ARCHIVES
PHOTOGRAPHY BY SHAW STUDIO, VICTORIA, BC

FIVE DOGS OF ASSORTED BREEDS LIE ABOUT ALL HARNESSED UP WITH NOWHERE TO GO, PROBABLY FALL 1898.

The six miners and one boy have posed for this photograph with dogs and sled in the late fall with an important component missing—snow. The walls of the log cabins are chinked with mud while the roofs are made of thatch that grows fireweed. Most of the men are wearing sealskin clothing. Empty tin cans litter the foreground.

Taken from 'The Miners Time-Life Books' - "A group of miners stands outside a log building at Fortymile

Post in Canada's Yukon Territory, while a dog team of assorted breeds naps in the sun. Here George W. Carmack, an American prospector, set off the last great gold rush in the 1890s by filing a claim stating that he and two Indian companions had found gold on a branch of the Klondike River." The 1976 edition makes no mention as to the identity of the First Nations braves.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEGG578





**GEORGE WASHINGTON CARMACK
(1860 - 1922)**

Was he the American gold hunter who made the first gold discoveries to start the Yukon Gold Rush or should the credit have gone to Skookum Jim (later James Mason), his First Nations wife’s brother—or neither? According to Carmack’s wife Kate, she found the first gold.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #CUR1618
PHOTOGRAPHY BY ASAHEL CURTIS

offended by the objection so they parted.

I have this story essentially the same from both Henderson and Carmack, the latter, of course, laying a little stress on the objection to the Indians. I have had long interviews with both Jim and Charley, and some of the others camped with them on the Klondike at that time, and reduced the purport of our talks to writing. As I have said, both Henderson and Carmack gave me the same story about Henderson having told Carmack of the new discovery, and the Indians assured me that they knew Bob, as they called Henderson, told George, as they called Carmack, of it and asked him to go and stake on it; that much, therefore, may be assumed without doubt. The stories told me by the Indians may be questioned, but they were very sincere in their tone and assertions when telling me. I took the precaution to interview them separately and afterwards get them all together and criticize and discuss the narrative of each.

Put in as concrete terms as I can frame it, Jim’s story tells us that he, Charley, and George were, as we know, camped at the mouth of the Klondike fishing, but as a straight fish diet becomes monotonous in time, in order to procure some variety it was agreed they would get out some logs, take them down to Fortymile, and sell them to the saw-mill there. Much depended on Jim in this work, and he did a good deal of examination of the woods around the place to find the best and most convenient logs. This work took him some distance up a creek afterwards known as Bonanza. He informed me that he found some very good logs at various places, and in order to learn whether or not they could be floated down to the Yukon, he had to make a close examination of the creek bed. In doing this he said he found some colours of gold at various places in the gravel, and particularly at where claim sixty-six below discovery was afterwards located he found what he considered very fair prospects. He told the fishing camp of this find, but it did not arouse much interest. Jim, according to his own story, was anxious to further investigate, but as George was chief councilor in the camp and did not appear much interested in the matter it was allowed to drop temporarily.

About twenty days after Henderson called at the camp, George told him to get ready for a tramp to find Bob. The three men started up Bonanza on the quest, with (prospecting) tools...for a prolonged stay away from camp, and such provisions as their means afforded...

A short distance below where they afterwards made discovery, both Jim and Charley told me they, while panning during a rest, found a ten-cent pan...It was decided (among the trio) that if Gold Bottom

trails failed they would devote further attention to this place...

As they did not find any prospect approaching in value the ten-cent pan on Bonanza, they remained a very short time at Henderson’s camp...Before they got down far (Bonanza) their provisions were entirely exhausted, and as they prospected on their way down, and Jim was hunting for meat, their progress was slow... Jim at last, when they were all too tired and weak to do further prospecting, got a moose...

Jim says he called on the others, whom he had left some distance away, to come to him. While waiting for them to come he looked in the sand of the creek where he had gone to get a drink, taking with him a bit of the moose. He found gold, he said, in greater quantities than he had ever seen before. When the others joined him the moose was cooked, and they had a feed. Then he showed them the gold in the sand. They remained two days at this place panning, and testing the gravel up and down the creek in the vicinity. After satisfying themselves that they had got the best spot, and decided to stake and record there, they got into a dispute as to who should stake discovery claim, Jim claiming it by right of discovery, and Carmack claiming it, Jim says, on the ground that an Indian would not be allowed to record it. Jim says the difficulty was finally settled by agreement that Carmack was to stake and to record discovery claim, and assign himself half of it, or a half interest in it to Jim...”

Meanwhile Henderson was panning a tributary of a small stream that emptied into the Klondike not far from where that river flowed into the Yukon River. He found colors and consequently called the stream Gold Bottom Creek and on his way back out to civilization told everyone he encountered about his good fortune. It was when returning from Ladue’s trading post at Fortymile with more supplies that he ran into Carmack and his First Nations relatives. They talked and Henderson told Carmack about his discovery but made it explicitly clear that his tip did not include the First Nations men because he did not like the way they treated their women. Henderson refused to either sell or give some of his tobacco to Jim or Charley. Perhaps more out of curiosity than excitement Carmack and his companions decided to check things out on Gold Bottom Creek. According to legend, Carmack promised to send word back to Henderson should he make good finds to repay him for his kindness. The three men lingered a bit but then moved back to Rabbit Creek, another stream that they had already been sampling. Carmack claimed that he was the one that found the first nugget on Rabbit Creek—soon to



TAGISH SHAAW TLÁA (LATER KNOWN AS KATE (MRS. GEORGE WASHINGTON) CARMACK

(UNKNOWN - 1920)

According to her story, she took her husband to Rabbit Creek, a tributary of the Yukon River, and showed him where the First Nations located gold nuggets that they used for fish bait.

YUKON ARCHIVES 2000/37, #5

THEIR OWN YUKON PROJECT COLLECTION

TAGISH KATE CARMACK’S STORY

George Carmack’s Indian Wife Tells Strange and Plaintive Story of Love, Marriage, and Desertion.

How She First Met and Loved Paleface George.

Betrayed her Brothers.

White Man Pressed Her Hand When She Show Him Gold - Yellow Hair Caused Trouble.

From Saturday’s Daily San Francisco News
November 6, 1900 via Skagway, November 10, 1900

Mrs. Kate Carmack, the Indian wife of the Klondike Millionaire George Carmak is suing for divorce at Hollister, California, the case being one of very great interest on account of the great wealth of the husband who was the first



Vaughan & Keith.
14 GRANT AVE. SAN FRANCISCO

be renamed Bonanza Creek—on 17 August 1896 although his two companions stated otherwise claiming that it was Jim that made the initial discovery.

In any event, all three men instantly recognized the significance of the discovery and after a short celebration began panning in earnest. Another equally plausible story was that Kate Carmack, George’s wife and Skookum Jim’s sister, had made an earlier discovery. It didn’t take long for Carmack to fill an expired shotgun casing with flakes of gold. The next day they began staking claims. As discoverer, Carmack was allowed two rim rock-to-rim rock claims of 500-feet each on both sides of the stream. The two other men staked one claim apiece. The two First Nations miners staked up river from Carmack’s two claims. Jim’s claim, immediately above Carmack’s two claims, was called One Above, while Charley’s, located downstream from Carmack’s double claim, was called Two Below. They then set off to record them at Fortymile. Moving downstream, the party of three encountered four Nova Scotians recently from California and Carmack told them of their good fortune and urged them to stake their own claims on Rabbit Creek. At the mouth of the Klondike, Carmack saw two French-Canadians and gave them the same tip. All these men would soon become wealthy as a result. He failed to pass the tip to Henderson. The claims’ recorder at Fortymile first mocked Carmack but then realized that the gold in the shotgun shell was of a color and texture never before seen in the north and that just maybe this was the beginning of a strike. Ladue recognized a possible opportunity of a lifetime and immediately staked out a town site at the junction of the Klondike and Yukon Rivers. He named the spot Dawson City in honor of George Mercer Dawson, the Canadian geologist, and then opened up a lumber mill for the anticipated building boom. Ladue then returned to the village of Ogilvie and floated his entire sawmill to Dawson City. Many of the early stakers sold their claims for a pittance before even thawing the ground and putting down shafts to bedrock.

George and Kate later moved to a ranch near Hollister, California,

DAAKUXDA.EIT(MARY)ANDKËISH(SKOOKUMJIM)MASONANDDAUGHTERSAAYNA.AAT(DAISY).

Jim’s fob , gold-studded chain and pocket watch were donated to the MacBride Museum in Whitehorse but were stolen in the 1990s.

HISTORICAL PHOTO #06547 ROYAL BC MUSEUM & ARCHIVES

white man to find gold in the Klondike. The prominence of the case caused the Examiner of this city to devote a full page to its details. The simple story told to the court by the deserted wife was as follows:

“White man, George Carmack, have break Tagish Kate’s heart. I want white man’s divorce because I am white man’s wife. I pay white man for his love and he cheat me. My papoose and me he desert. I want white man’s justice for me and my papoose. “One night at dance in frozen country I first met white George. He talk to me and press my hand. He tell me how he walk about all over big, frozen country many, many moons and he tell me how he never find so much as one little piece of great gold which make white man’s heart glad.

“Then he press my hand some more and love came into my heart and I remember some things I hear my brother Skookum Jim and my brother Tagish Charley say. I think of what they tell me of a place where gold is as thick as the sand when one digs on the shore of the Meiozikaka, and I say: ‘Whiteman, meet me by the river at midnight and I tell you something to make your heart glad and love will come to you for Tagish Kate.’

“White George he shake his head to show me he no believe Tagish Kate, but all same he came to river at midnight. I took him out in my canoe, away out in middle of river where no red man can hear and I whisper in white George’s ear: ‘I know spot where gold is thick like sand.’

“I tell paleface George he love me, me show him gold. He shake his head and say he no believe Tagish Kate.

“Then I tell him how my brothers, Skookum Jim and Tagish Charley, have found place where they get heap much gold, and I tell him how they go and bring me back necklace all made out of little gold stones. When I see paleface George’s eye grow bright by light of moon and when he press my hand with his big strong hands I take one, two, three gold stones from under my dress and show them to him. George look at them and his eyes grow big. He swear he love Tagish Kate. I ask him if he make Tagish Kate his squaw? He say yes, yes many many times. He take me in his



KAAGOOX(LATERKNOWNASTAGISHCHARLEYANDTHEN DAWSON CHARLEY)

(1866 - 1908)

Attired in white men’s clothing with a gold nugget collar pin, a watch chain with a gold nugget fob and a gaudy gold nugget ring, Dawson Charley poses for a full length portrait session in a studio in Seattle, Washington, at the turn of the 19th century

YUKON ARCHIVES 2000/37, #2

THEIR OWN YUKON PROJECT COLLECTION

and lived with George’s sister, Rose Watson. George eventually left California after parting ways with his wife and former partners. He left Kate and Graphie with Rose and in 1900 married Marguerite Laimee in Olympia, Washington. Kate, left nearly destitute, began a difficult legal battle to prove that she was George’s wife and entitled to alimony. She eventually dropped the case in the hopes of winning back her husband. When this attempt failed, she settled in Carcross, where her brother Skookum Jim looked after her. His daughter Graphie, now married to Marguerite’s brother, and his sister Rose challenged Marguerite’s appointment as the administratrix of Carmack’s estate. The case was settled out of court.

Skookum Jim , after he returned to the Yukon, moved back to the Tagish Village, now called Cariboo Crossing (Carcross) with his wife and daughter Daisy and built the finest home in the village. Built with mill-sawed timber, the home consisted of a large living room, dining room, several bedrooms with a porch on the outside. According to James Albert Johnson’s excellent book ‘George Carmack Man of Mystery who set off the Klondike Gold Rush’ Jim furnished his house ornately. “The chairs for his dining room table had mother of pearl inserts. His silverware was encrusted with gold nuggets taken from his Bonanza mine. On a trip to Vancouver , Jim had spent \$2,000 on a Persian rug with an ornate floral design. When the rug arrived and was laid out on the living-room floor, it was two feet wider than the room. Jim was ready to cut the rug, but his wife would not permit it, so he found a better solution: building an extension on the house.”

Following Jim’s example, Tagish Charley also built a new home at Carcross. He also bought the Carcross Hotel across the channel from his native village and hired a man to run it for him. Dawson Charley was celebrating the Christmas holiday in 1908 with friends and may have taken one too many drinks. In any event in the wee hours of December 26, while crossing the railway bridge at Carcross on his way home, he fell into the open water and was drowned. His body drifted under and ice and he was not found for several days. He was 42.

Johnson continues, “Skookum Jim fared better. During the fall and winter months, he lived at Carcross, where he wore caribou-skin clothing while hunting with his neighbours or participating in the Tagish ceremonial dances. When he returned to the Klondike each year for the spring cleanup, he walked the streets of Dawson wearing a tailor-made suit and a white shirt, a heavy nugget watch-chain draped across his vest and a large stickpin in his tie.”

By this time Skookum Jim and Dawson Charley had sold a half-interest in their claims to a mining partner and left him to look after the day-to-day operations. The richest men in the village of Carcross, they were besieged by relatives and friends looking for loans and handouts and it didn’t take long before their fortunes began to dwindle,

“Church officials in Whitehorse, aware of Jim’s frailties as well as their concern for his wife and daughter, persuaded him to sign a series of wills, and to later establish a trust fund.

During the winter of 1915-16, Jim suffered a crippling bladder infection and was hospitalized in Juneau and Whitehorse. In April, using his legal name of James Mason, he signed a final will instructing his trustees to pay \$1,000 to his sister Kate, \$1,000 to Patsy Penderson, \$1,000 to cousin Caribou John and \$500 to a Tagish Jim. The trust fund that he set up for daughter Daisy education was to be known as the Skookum Jim Indian Fund. Aware that his health was failing rapidly, he then went home to Carcross to die. He died 11 July 1916 at age 60. A red granite monument marking his grave on the hilltop of the Carcross cemetery bears the name that George Carmack gave him: James Mason.

Kate passed away in March 1920 and was buried in an unmarked grave in the Carcross cemetery. When the influenza epidemic swept the Yukon, Kate became one of the casualties. The influenza turned into pneumonia and after a ten-day illness, she died. Her daughter Graphie left her Berkley, California, home and returned to Carnoss to pick up her mother’s few belongings that included some family photographs and a nugget necklace that her husband George had given her.

In the Klondike News Vol. 1 No. 1 published in Dawson City on April 1, Carmack’s full body portrait graces the front page. The cover indicates that the gold output for that year was \$40,000,000.

In 1900 Carmack came out of the Yukon for the last time and settled as a gentleman in Seattle. When Jim and Charley had visited Seattle, George greeted them wanting to square up accounts with the two First Nations braves. According to James Albert Johnson’s account, “Carmack led his two partners to his Seattle attorney’s office where the lawyer read aloud the documents transferring Carmack’s Discovery Claim and No. 1 Below to Skookum Jim. Four years ago had lapsed since the three men had discovered the gold that was to make them all rich and had made the handshake to share and share alike their wealth. Carmack sold his two claims to Jim for a paltry \$20,000.

arms; he kiss me and say he love me. Tagish Kate believes and is happy, very, very happy. Then comes wedding and plenty much to eat.

“Now is September and in frozen country we must wait, wait for summer before we can go and find gold. Then me tell my brothers, Skookum Jim and Tagish Charley, that my white chief George know where gold is. They very mad, but me no care. Me love paleface George, my chief.

“Then when summer came we make peace with Skookum Jim and Tagish Charley, and one day all start together to place where gold is. Long, long time to get there. One day we came to Rabbit creek and George he lay down and sleep. While he sleep I fill pan with sand and put it beside him. He wake up and see pan and wash out dirt and in it is gold all same like three dollars. George glad. He find heap much gold and love Tagish Kate and buy me heap nice clothes. For five years he love Tagish Kate and take her in his arms and kiss her. He love papoose and buy heap much nice things. White chief George happy. Tagish Kate happy, papoose happy, all happy.

KATE’S CAPE

This cape was made by Kate and is a mix of First Nations and European styles. The pattern of the cape is European in origin, however, the beading and felt along the fur hide is First Nations inspired. Kate probably made this cape after returning from the US in 1900 where she would have seen many capes in this style. The demi-length cape was a common overcoat for women at



(SKOOKUM JIM) JAMES MASON AND DAWSON CHARLEY AT THEIR DISCOVERY CLAIM ON SKOOKUM GULCH, PROBABLY 1899.
Jim's fob, gold-studded chain and pocket watch were donated to the MacBride Museum in Whitehorse but were stolen in the 1990s.
UNIVERSITY OF WASHINGTON DIGITAL COLLECTION HEG735 PHOTOGRAPHY BY ERIC A. HEGG

TRIBUTE TO A MINER

In 2000 a monument was designed for the Klondyke Centennial Society by artist Halin de Repentigny that now sits in front of the Elijah Smith Building in Whitehorse.

It reads: “Dedicated to the Klondike Gold Miners past, present and future in recognition of their contributions to Dawson City and the Klondike Region. In 1886, gold was discovered on Rabbit Creek by Skookum Jim, George Carmack and Dawson Charley, on the advice of fellow prospector Robert Henderson. This event sparked the Great Klondike Gold Rush of 1898, and Dawson City and the Yukon Territory were





THREE OF THE ORIGINAL YUKON GOLD DISCOVERERS DIED IN CARCROSS AND NOW LIE BURIED IN THE CARCROSS CEMETERY

Káa Goox, later named Dawson Charley, died in 1908. His uncle Keish, given the English name of ‘Skookum’ Jim or James Mason died in 1916 while his sister, Kate Carmack, the abandoned wife of George Washington Carmack, died in 1920. George W. Carmack died in 1922 and was buried in the Evergreen Washelli Memorial Park in Seattle, Washington.

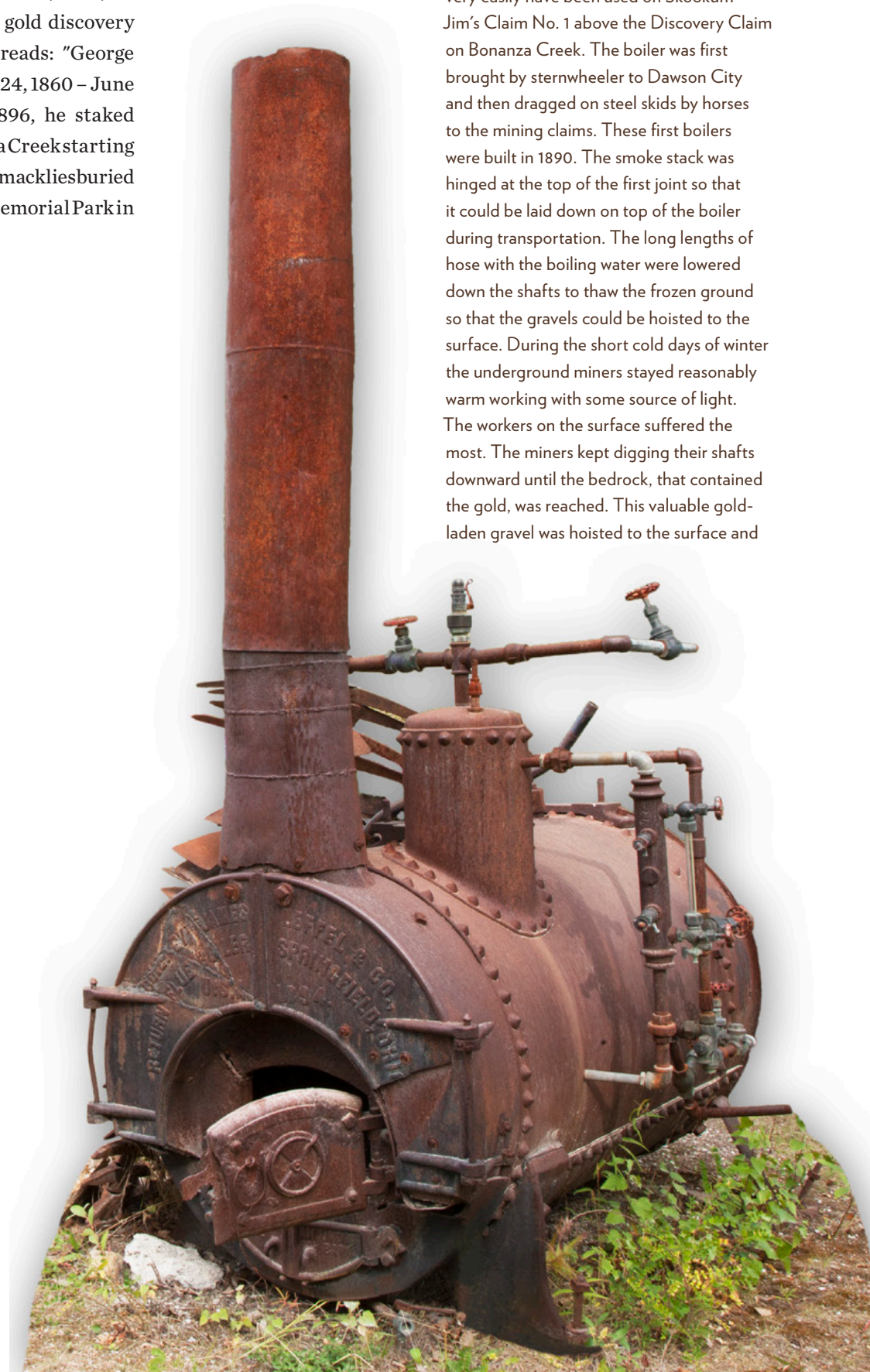
Always the promoter, Carmack bought into several business ventures in Seattle and California such as the Microbane Hair Grower—a guaranteed hair grower for bald heads. He was a member of the Seattle Lodge of the Yukon Order of Pioneers. A mason, Carmack became the Worshipful Master of St. John Lodge in Seattle in 1916. Carmack commissioned a Seattle jeweler to make a kelegraph key, embellished with 22 gold nuggets on a base of Alaskan marble, that was used by President William Howard Taft during the Alaska-Yukon-Pacific Exposition in 1909.

A short time before he passed away, Carmack began to write the “true” story of the Bonanza Creek discovery. Unfortunately, his white wife edited the manuscript and cut out anything that made any mention of his First Nations wife.

The man named in honour of the first President of the United States, Carmack died in 1922. A monument was placed on his grave in Seattle on August 17, 1975, on the 79th anniversary of the gold discovery in the Yukon. The stone reads: “George Washington Carmack Sept. 24, 1860 – June 5, 1922 On August 17, 1896, he staked Discovery Claim on Bonanza Creek starting the Klondike Gold Rush.” Carmack lies buried in the Evergreen Washelli Memorial Park in Seattle.

THE JAMES LEFFEL & COMPANY BOILER

This 10-horsepower steam portable engine was built in Springfield, Ohio, and could very easily have been used on Skookum Jim’s Claim No. 1 above the Discovery Claim on Bonanza Creek. The boiler was first brought by sternwheeler to Dawson City and then dragged on steel skids by horses to the mining claims. These first boilers were built in 1890. The smoke stack was hinged at the top of the first joint so that it could be laid down on top of the boiler during transportation. The long lengths of hose with the boiling water were lowered down the shafts to thaw the frozen ground so that the gravels could be hoisted to the surface. During the short cold days of winter the underground miners stayed reasonably warm working with some source of light. The workers on the surface suffered the most. The miners kept digging their shafts downward until the bedrock, that contained the gold, was reached. This valuable gold-laden gravel was hoisted to the surface and



THE LEWES RIVER MINING COMPANY DREDGE ON THE DISCOVERY CLAIM ON BONANZA CREEK, PROBABLY 1903.

The site of George W. Carmack's—Skookum James Mason's and Dawson Charley's original four discovery claims on August 16th, 1896 on Rabbit (later) Bonanza Creek had changed dramatically in the five years since this photograph was taken. After four years of mining the Discovery Claims, the Carmack and First Nations partnership dissolved when George left Jim's sister for another woman. The original discoverers had initially worked their claims with firewood, then wood-fuelled boilers to thaw their way down to the paydirt. By the time this photo was taken the gold finders had sold out their holdings and moved onto other ventures. In this

photograph the first dredge is slowly working its way through the valley in a pond of its own creation. The photograph shows the benchlands that held ancient gold channels that were referred to as the 'White Channel'. Oddly, the benchlands were not frozen and made the digging of shafts down to the bedrock easier than in the valley floor. Eventually, huge hydraulic monitors were brought into the valley and tore up the sidehills causing them to wash down to the valley floor where the gravels were put through the dredges and the endless quest for the yellow metal.

YUKON ARCHIVES PHOTO #86-87-113 EDMUND C. SENKLER FONDS



THE YUKON GOLD DIGGERS

OPPOSITE

A view north up Eldorado Creek Yukon Territory in 1898 showing the many mining claims. The location was destined to be called Grank Forks at the juncton of Bonanza Creek, Upper Bonanza and Eldorado Creek. Belinda Mulroney's partially built two-storey log hotel, called the Magnet, appears to be partially built in the lower left-hand side while a second, smaller eatery complete with a large sign, appears on the hillside to the right centre of the photograph. French Gulch and French Hill are the mining activities on the sidehill at the top of the image. Note that the valley is almost devoid of any trees. Eldorado was the richest creek in the Klondike watershed.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG792
PHOTOGRAPHY BY ERIC A. HEGG

"Buckets were made of whipsawn lumber, and if this was not available, of split shakes, square, but wider at the top than the bottom. A heavy rope was used for the bucket handle and windlass cable. In outlying places where rope could not be bought, caribou or moose hide was braided into a rope and used"—Walter R. Hamilton's 'The Yukon Story'. This bucket was found in the restored cabin of Jack London, the fiction writer who is best remembered as the author of 'The Call of the Wild' and 'White Fang'. These windlass buckets, used for bringing the paydirt to the surface by hand, were of the 1.5 cubic foot capacity while the self-dump buckets, made of metal, had approximately a 10 cubic



Early days of placer gold mining in the Yukon differed greatly from the milder climates of both California and British Columbia. In the far north the ground remained permanently frozen, not unlike concrete, from surface to bedrock in the deep narrow valley floors and had to be thawed in order to recover the gold. The methodology of extracting the gold from the frozen ground changed dramatically over the years.

For the first few years the miners' first challenges, except on some of the higher benches, were to thaw through the overburden and then through the gravel to bedrock. This was not unlike mining in the Cariboo except that the problem was the frozen ground. Walter R. Hamilton, the author of 'The Yukon Story' and a sourdough of Dawson City, summed it up best. "When a miner selected a place to sink a shaft, he cut wood, usually spruce growing along the valley, and started a fire covering a space of about four square feet. This fire was carefully replenished until his experience told him the thawing had reached that fire's limit. The ashes and thawed earth were then shoveled out and another fire started. This was repeated until the gravel and eventually bedrock were reached."

"If a man was prospecting alone, hoisting was slow and difficult as, when a bucket was filled he had to climb a ladder out of the shaft, hoist and empty the bucket and lower it back into the shaft and again descend to the bottom unless he was ingenious enough to devise a way of self-dumping clear of the shaft."

"If possible two or more men worked together, and a windlass was erected at the surface. Buckets were made of whipsawn lumber, and if this was not available, of split shakes, square, but wider at the top than the bottom. A heavy rope was used for the bucket handle and windlass cable. In outlying places where rope could not be bought, caribou or moose hide was braded into a rope and used."

"If panning proved that the gravel contained enough pay to warrant drifting (thawing and digging horizontally from the shaft) this was continued in any desired direction where a pay streak was sought or found." The drifts went out from the bottom of the shaft much like the spokes of a wheel. Sometimes, in paydirt that was 5 or more feet deep, the opening at the foot of the shaft was enlarged to where a man could stand up to shovel paydirt into the buckets.

"The frozen muck roof above the drift, unless the space was very



THE KLONDIKE ROCKER

Pay-dirt was panned for testing and then placed in the tray at the head of the rocker that was operated by the left hand. The tin dipper in the right hand was used to constantly supply water to the mixtures. Slats of wood served as riffles lower down to catch the course gold and near the outlet was a tin sheet smeared with quick silver that attracted and held the very fine gold.

DAWSON CITY MUSEUM



wide and heat from the thawing fires effected it and created danger of falling, seldom needed timbering or shoring.”

“The gravel was hoisted to the surface and piled as a dump during the winter months. As the dump became large, a horizontal cable was used, and a block and tackle, and the buckets transferred to this and dumped where needed.”

When several miners worked together a barrel and winch were used at shafts that had been enlarged to a 3’ by 6’ rectangle and two men would operate the winch (one on each side) to being up the heavier and larger buckets filled with paydirt. With necessity being the mother of engenuity, miners soon came up with the idea of using a boulder in one of the buckets to offet the weight of the buckets of paydirt being brought to the surface. The system worked much like a counter-weight in an elevator. This system freed up one man—and when the bucket of paydirt and the bucket with the boulder weighed the same—resulted in an easy task for the lone man at the top of shaft on the windlass.

Joe Boyle and his group arrived in Dawson City in August of 1897 where Joe immediately went to work for Swiftwater Bill. A dispatch from Victoria announced the arrival there of the richest party that had yet come out of the Klondike District. “It is captained by Joe Boyle, the youngest son of Charley Boyle of Woodstock, Ontario, the trainer of Seagram’s racing stable. Boyle had struck it rich. He is partner in four of the richest claims on earth. Of the wealth of the party of twenty-five brought back, a low estimate is \$30,000 in dust and one million and a half in drafts and green backs”. The Klondike group owned beteen them at least \$12,000,000. Boyle and his party

”The first mining machinery to arrive in the Klondike were wood-fired boilers with iron pipes, one to two inches in diameter, with ‘header’ and ‘steam points’. The pipes were connected to the boiler and coupled so as to extend down the shaft from the tent boiler house, and when coupled were wrapped with rolls of woolen or hair fabric for insulation against the frost. These pipes were projected horizontally, from the bottom of the shaft, to the part of the frozen gravel wall where the thawing was being carried out. A cross pipe was coupled onto the end of this pipe, and the desired number of steel points were attached to this ‘header’ by rubber hose. Each point had a square pointed nose, with holes pointing backwards at its rear ‘shoulder’ so as to allow steam to escape into the frozen ground, and at the other end, beyond the hose coupling, a head that could be (gently) pounded with a mallet, to drive the ‘point’ into the frozen

gravelface. Onepersonwithheavyleather-lacedwoolenmittensheld the pipe while another gently pounded the head until the ‘point’ was worked into the gravel as it thawed sufficiently the ground around it.

“The steam was kept on during the night and the ground gradually thawed to a distance of four or five feet around each ‘point’. In the morning the steam was cut off and the equipment removed to permit the day’s operations.”

The men that worked at the bottom of the shaft

The1902DawsonCityGoldenCleanupEditiondescribedanelevator type shaft that was used in the gold fields. During the winter of1900-1901WilliamNorthrup,aNewYorker,begantheoperationofasecond group of claims on American Gulch and Oro Fino Hill. The mine was operated through a 10-foot by 15-foot shaft that went 90 feet deep. The shaft was divided into two compartments each having a 10-foot by 7.5-foot separate elevator capable of carrying two wheelbarrows loaded with pay dirt to the surface. As one elevator ascended the other descended and the lift of ninety feet was made in fifteen seconds. The mine was equipped with a 35-horsepower boiler of the locomotive type and a double cylinder reversible hoisting engine. The mines record was the hoisting of1,325 wheelbarrow loads of pay dirtinaten-hourshift.Fromthemouthofth shaft the wheelbarrows were easily wheeled over bunkers that fed the pay dirt directly into sluice boxes. The water for the sluicing was obtained from Bonanza Creek where a pumping plant had been installed. A 40-horsepower boiler furnished steam to a

Page 12 – three gravity trams extend from the level of these tunnels a distance of about 300 feet down to the level of the sluice boxes near the foot of the hill.....Five thousand feet of steel tracks are laid in the tunnels and cross-cuts, and the immense cars of dirt brought down from the four tunnels go hurrying down the mountain side to be dumped into immense hoppers from which it is fed directly into the sluiceboxes.No steam power was needed for propulsion anywhere in the mine since all the work was accomplished by zip lines by gravity. The mines on the hillsides often had to purchase dumping grounds for their tailings and debris in the gulches. The water



The above two nuggets, from the Barker claim, weighed 106 and 101.5 grams respectively.



The above nugget, from the Black Hills claim, weighed 31.3 grams.



A nugget from the Kirkland claim.
COURTESY KLONDIKE NUGGET AND IVORY SHOP LTD.
DAWSON CITY, YUKON

MINING CLAIM NO. 2 ABOVE BONANZA, YUKON TERRITORY CIRCA 1898.

A tent town for the most exciting gold exploration in history takes place on Bonanza Creek. Initially miners lived in large tents with a sheet-iron stove with a telescoped stovepit. Use of lumber for sluices, cribbing, and fires for their stoves and shafts very quickly depleted the sidehills of any trees. The mining activity totally devastated the spawning beds that had been used by salmon since time immemorial.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG421 PHOTOGRAPHY BY ERIC A. HEGG

No 2 ABOVE BONANZA

E. A. Hegg.

NO. 17 ELDORADO LOOKING UP FRENCH CREEK, PROBABLY 1898.

A tent town for the most exciting gold exploration in history takes place on Bonanza Creek. Initially miners lived in large tents with a sheet-iron stove with a telescoped stovepit. Use of lumber for sluices, cribbing, and fires for their stoves and shafts very quickly depleted the sidehills of any trees. The mining activity totally devastated the spawning beds that had been used by salmon since time immemorial.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG53A PHOTOGRAPHY BY ERIC A. HEGG

NO. 17 ELDORADO LOOKING UP FRENCH GULCH, YUKON TERRITORY, CIRCA 1898

It's mid-summer in the land of the midnight sun and the miners are working 20-hour days attempting to separate the gold from the paydirt that had been hoisted from underground drifts over the winter. The water has been flumed from great distances to be used in the elaborate curved sluice run with many piles of White Channel gravel. Due to the

extremely slow shutter speed of the camera, most of the men in this photo are blurred as they go about their business. Tents and small buildings are also evident in the background.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG511 BY ERICA. HEGG

NO 17 ELDORADO

LOOKING UP FRENCH GULCH

Hegge
PH.
DAWSON Y.T. 53.

GRAND FORKS



BELINDA MULROONEY, HOLDING THE STETSON, STANDS IN FRONT OF HER MAGNET ROADHOUSE WITH YUKON CHARACTERS, LIKELY 1897.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG794 PHOTOGRAPHY BY ERIC A. HEGG

Located smack-dab in the middle of the Yukon gold rush at the confluence of the Eldorado and Bonanza Creeks, Grand Forks had the one thing Dawson City lacked—location, location, location—as they say in real estate.

Entrepreneur Belinda Mulrooney operated the first roadhouse in Grand Forks called the Magnet in 1897 a full year before the first hordes of gold seekers began to pour into the area and transform the face of the Yukon Valley. Almost as if by magic, in 1898 buildings began to be built down the valley of Bonanza Creek while above on the nearby hillside inventive miners were scratching their way

down through the one-foot of moss and then 4 to 15-feet of frozen muck and gravel to reach the paydirt on the bedrock. Cheechako Hill, French Hill, Gold Hill and others all yielded much more gold than the valley below. Mulrooney quickly built a new roadhouse, called the Grand Forks Hotel, to provide drinking, eating and sleeping needs for the weary miners.

By 1903 Grand Forks was incorporated with a population of over 3,000 citizens. The town's location resulted in its demise when the large dredges began taking large concessions in the Yukon Valley. By 1921, the dredges had reached the outskirts of Grand Forks and since there was gold to be recovered from beneath the buildings the residents had to move. The buildings were torn down and the ground turned upside down. Today, nothing remains of Grand Forks.

MINERS WORK THE WHITE CHANNEL, ONE OF THE RICHEST GOLD DEPOSITS IN THE ENTIRE YUKON, ON A BENCHLAND HIGH ABOVE GRAND FORKS—SHOWN IN THE BOTTOM RIGHT. INGENIOUS MINERS USED ZIP LINES TO SEND TRAM CARS LADEN WITH DIRT CONTAINING GOLD TO THE VALLEY FLOOR FOR WASHING TO REMOVE THE SMALLER NUGGETS.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG767 PHOTOGRAPHY BY ERIC A. HEGG

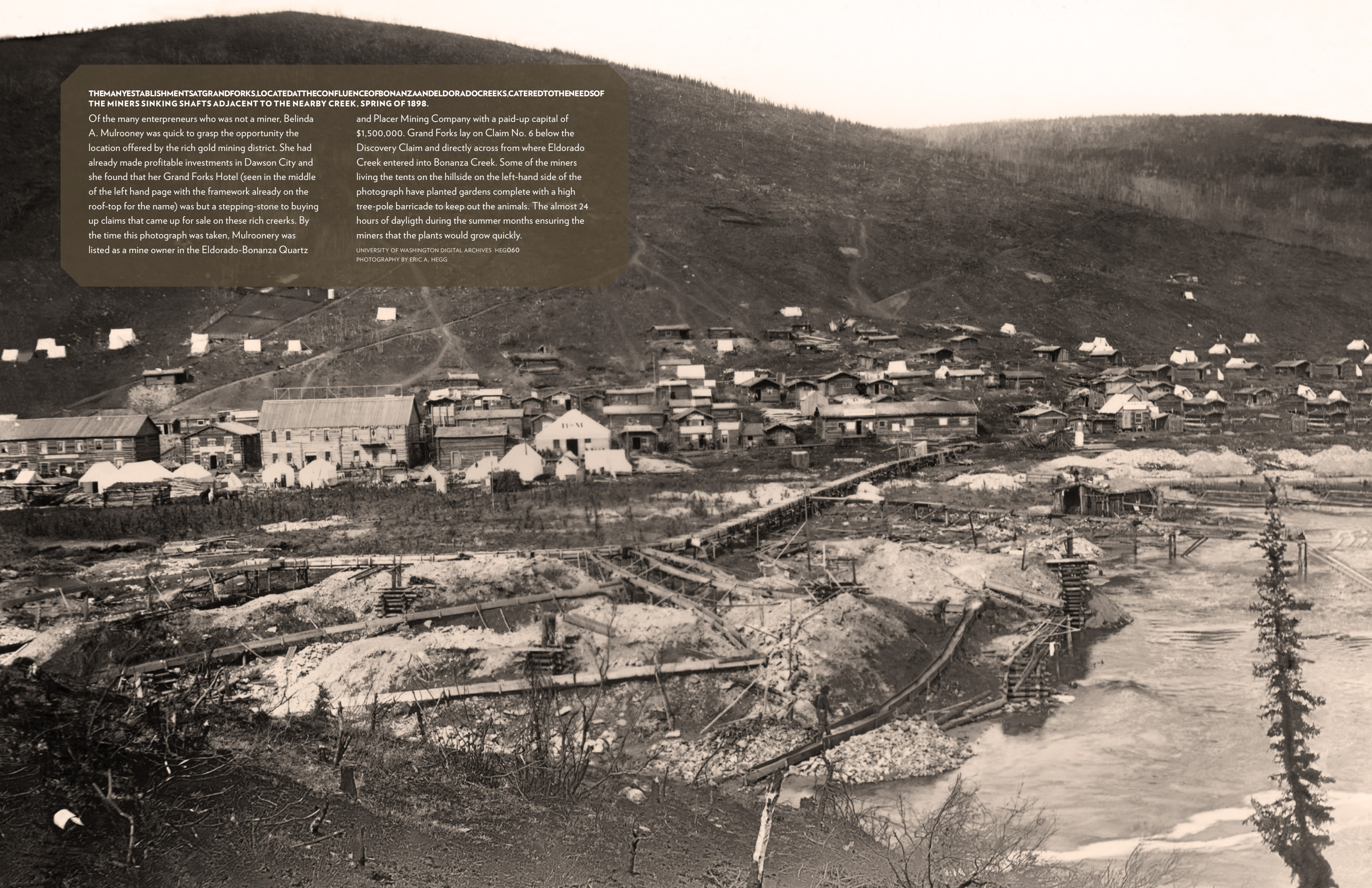


THE MANY ESTABLISHMENTS AT GRAND FORKS, LOCATED AT THE CONFLUENCE OF BONANZA AND EL DORADO CREEKS, CATERED TO THE NEEDS OF THE MINERS SINKING SHAFTS ADJACENT TO THE NEARBY CREEK, SPRING OF 1898.

Of the many entrepreneurs who was not a miner, Belinda A. Mulrooney was quick to grasp the opportunity the location offered by the rich gold mining district. She had already made profitable investments in Dawson City and she found that her Grand Forks Hotel (seen in the middle of the left hand page with the framework already on the roof-top for the name) was but a stepping-stone to buying up claims that came up for sale on these rich creeks. By the time this photograph was taken, Mulrooney was listed as a mine owner in the Eldorado-Bonanza Quartz

and Placer Mining Company with a paid-up capital of \$1,500,000. Grand Forks lay on Claim No. 6 below the Discovery Claim and directly across from where Eldorado Creek entered into Bonanza Creek. Some of the miners living the tents on the hillside on the left-hand side of the photograph have planted gardens complete with a high tree-pole barricade to keep out the animals. The almost 24 hours of daylight during the summer months ensuring the miners that the plants would grow quickly.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEG060
PHOTOGRAPHY BY ERIC A. HEGG



SLUICING ON GOLD HILL WITH GRAND FORKS IN THE VALLEY BELOW, PROBABLY EARLY SUMMER 1899.

The photograph was taken in early spring. The men are seen shoveling the pay dirt into the sluice boxes. They have worked during the winter, picking out the frozen pay dirt, fifty feet down a shaft. Now the warm weather has set in, thawing out the ground and they are working hard, as they have to depend on the melted snow from the mountain side for water to sluice with. In the background

Bonanza Creek is distinctly seen at the bottom of the mountain, giving a fine view of this noted creek. The snow is still clinging to the mountain side and the whole scene is one of animation and beauty.

YUKON ARCHIVES #89-68-52

SLUCEING ON GOLD HILL



BOGGED DOWN IN A DEEP RUT, A TEAMSTER POSITIONED HIMSELF IN READINESS TO ASSIST THE DRIVER AND TWO HORSES PULL A FREIGHT WAGON DURING A FLASH FLOOD IN FRONT OF THE WALTER M. WOODBURN DRUG STORE AT GRAND FORKS, 1901.

YUKON ARCHIVES PHOTO #89/68-19 WALTER M. WOODBURN FONDS



SPORTS DAY CELEBRATIONS AT GRAND FORKS ON DOMINION DAY, 1902.

Here strong men participate in the the track and field event of involving the "throwing"/"putting" (throwing in a pushing motion) a heavy spherical object —the shot—as far as possible. The mining town appears to be devoid of the fairer sex—not a woman to be seen. On the other hand the North West Mounted Police have made their presense know. One stands with a riding crop with is arms folded to the right of the "thrower" while a second stands at the landing spot for the shot (displaying his yellow strip on his pantleg). The British Union Jack is visibley displayed on the many buildings.

YUKON ARCHIVES PHOTO #89/68-13 PHOTOGRAPHY BY CLARKE KINSEY AND CLARENCE KINSEY

DOMINION DAY BONANZA, Y.T. 1902
KINSEY & KINSEY PHOTO.

SPORTS DAY CELEBRATIONS AT GRAND FORKS ON DOMINION DAY, 1902.

Here 10 strongmen participate in a tug-o-war game of strength where the North West Mounted Police, dressed in boots and breeches, clearly outnumber the women at the gala event.

YUKON ARCHIVES PHOTO #89/68-13 PHOTOGRAPHY BY CLARKE KINSEY AND CLARENCE KINSEY



DOMINION DAY BONANZA, Y.T. 1902

KINSEY & KINSEY. PHOTO.

THE KEITH & WILSON MINE ON FRENCH HILL, YUKON TERRITORY, 1898

Gold was sometimes found on hillsides where creeks had once flowed. The man on the right stands at the windlass ready to crank up buckets of paydirt that get shovelled into the rocker being worked by the man on the left. Since there is only one bucket being lowered and raised—and one length of rope—the shaft is very likely quite shallow. With the deeper and larger more rectangular shafts, two buckets are used. The one farthest from the man on the crank is filled with a small boulder to offset the bucket with the paydirt—much like the counter weight in an elevator or dumb waiter. One deep 10' x 15' shaft was divided into two 7.5' x 10' platforms for the raising of two wheelbarrows at a time to the surface. The elevator was so efficient that the 90-foot trip from the bedrock to the surface

could be achieved in just ninety seconds.

Trees on both sides of French Gulch have been stripped bare to be used as cribbing for the shafts, fuel for the stoves in the tents, brush to be positioned in the shaft to help thaw the permafrost down to the bedrock—and as fuel for the boilers used for thawing. Bundles of brush can be seen stockpiled on the opposite hillside—the largest being neatly framed by the windlass. The tents in which the men live are just over the knoll and in the lower right-hand side of the photo. A white horse with a saddle is visible on the opposite hillside to be used to transport brush to the the claims on the valley floor. It would appear that the trees have been cut down all the way up to the Dome.



KEITH AND WILSON MINE ON FRENCH HILL



FRENCH HILL, YUKON TERRITORY, 1898

Gold was sometimes found on hillsides where creeks had once flowed. The man on the right stands at the windlass ready to crank up buckets of paydirt that get shovelled into the rocker being worked by the man on the left. Since there is only one bucket being lowered and raised—and one length of rope—the shaft is very likely quite shallow. The men live in tents just over the

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UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG495

PHOTOGRAPHY BY ERIC A. HEGG

231.0
W&S

FRENCH HILL

THIS MAP OF THE KLONDIKE GOLD FIELDS WAS COMPILED BY JOSEPH DAVIS, A JUDGE FROM HELENA, MONTANA.

Visible at the top right centre are the cities of Dawson City, named by Joseph Francis Ladue, in honor of George Mercer Dawson, head of the Geographical Survey of Canada. At the very start of the Yukon Gold Rush, Ladue obtained a grant to layout a 160 acre townsite. Klondike City, located across the Klondike River from Dawson City, was the ancestral fishing and hunting Moosehide First Nations village of the Han people prior to the coming of the miners. The white men took over their village and it originally took on the name of Lousetown because of the relocation of the prostitutes from Dawson City. The Moosehide First Nations moved their village 3-miles upriver to be away from the influence of the white miners.

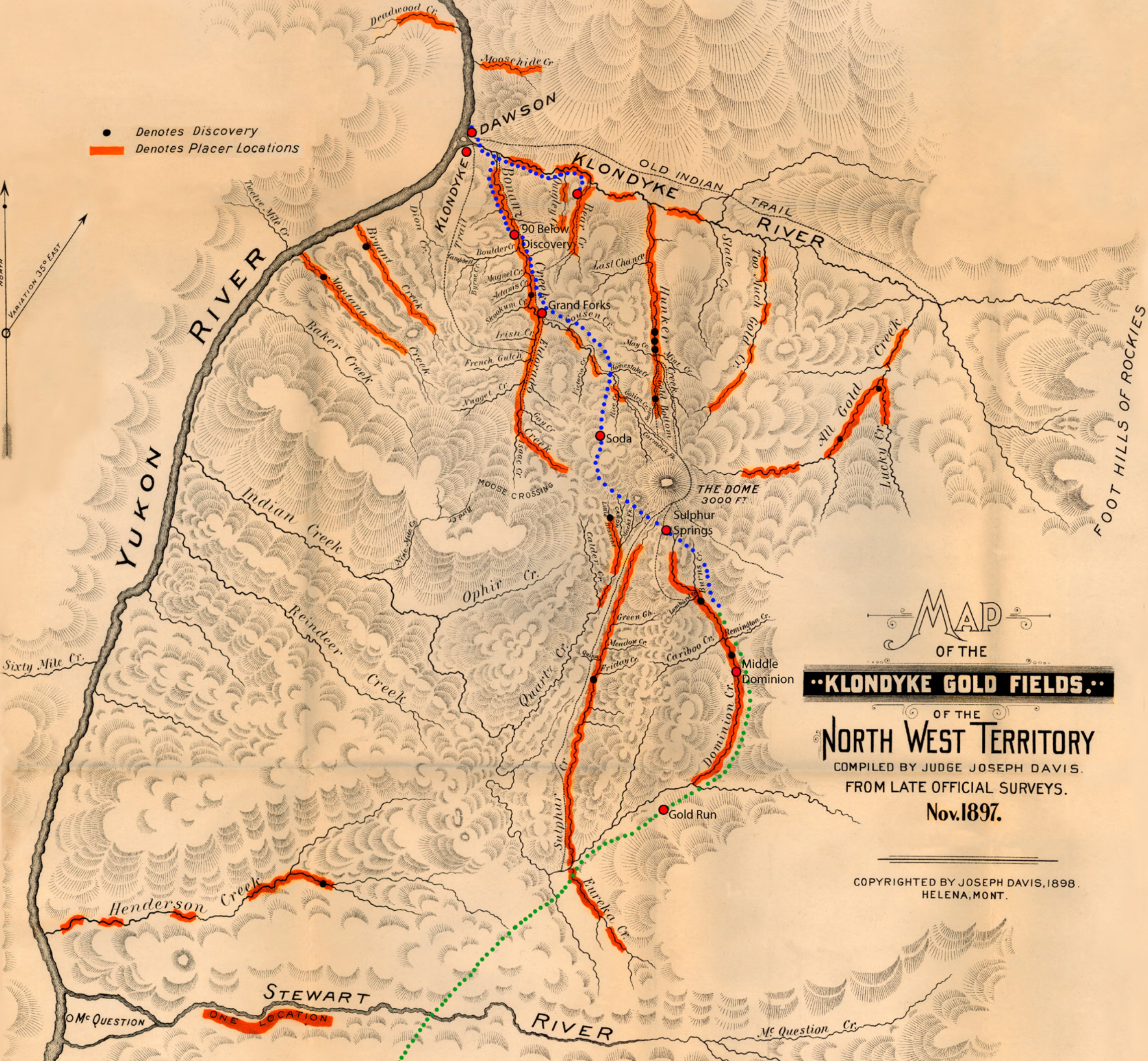
The black dot on Gold Bottom Creek—a tributary of Hunker Creek— marks the spot where Robert Henry Henderson, a Canadian from Nova Scotia, made a gold discovery.

The black dot on Bonanza Creek at the confluence of Skookum Creek marks the spot where George Washington Carmack and his First Nations brothers-in-law Skookum Jim—afterwards James Mason—and Tagish Charley—afterwards Dawson Charley—made the gold discovery that started the Yukon Gold Rush.

The blue dots show the route of the 31-mile Klondike Mines Railway that connected to 90 Below Discovery, Grand Forks, Soda and Sulphur Springs. An ambitious and expensive project, its builders had hoped to connect with the Vancouver, Westminster and Yukon Railway (green dots). As a result the towns of Middle Dominion and Gold Run never came to exist.

This map has been altered from the original because it contained too much information for a 2-page reproduction. As well, the route of the Klondike Mines Railway has been added. The blue (completed) and green (prosed) lines show the route of the railway. As well as transporting machinery into the gold camps, the railway hoped to extend the line to connect with the Canadian Pacific Railway line at Edmonton to bring tourists to see the mines. Like so many ambitious schemes around the turn of the century, the plan never materialized.

UNIVERSITY OF BRITISH COLUMBIA RARE BOOKS & SPECIAL COLLECTIONS MAPS
G_3521_S5_1897_D38



WINTER & SUMMER MINING



A cold gold miner works at the windlass at 40 below Fahrenheit in the Yukon's valley floor in the winter of 1897-1898.

John A. Gould's book 'Frozen Gold A Treatise of early Klondike Mining Technology, Methods and History' writes about the unique way an early miner had of determining the number of buckets he handled in the course of a shift at the windlass. Alongside the shaft was a pegboard with two pegs and two or three rows of ten holes. In one of the rows each hole represented one bucket. In the other row of holes, each hole represented ten buckets. As each bucket was brought up, a counter peg was moved to record it on the pegboard. The miners also had a table of measurement to determine the number of cubic yards moved. The above photograph clearly shows a pegboard with the moved pegs.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #MEE100
WALTER E. MEED COLLECTION

The challenges of getting the gold from the ground was a never ending undertaking and the miners worked during the cold spells of winter when temperatures dipped to forty below Fahrenheit (and more) as well as the summer months with the hordes of mosquitos. Winter or summer, the goldfields were a beehive of activity.

During the winter of 1900-1901 William Northrup, an enterprising New Yorker, began the operation of claims on American Gulch and Oro Fino (fine gold in Spanish) Hill. The mine was operated through a 10-foot by 15-foot shaft that went 90 feet deep. The shaft was divided into two compartments each having a separate elevator capable of carrying two wheelbarrows loaded with pay dirt to the surface. As one elevator ascended the other descended and the lift of ninety feet was made in fifteen seconds. It worked like a dumb waiter. The mine was equipped with a 35-horsepower boiler of the locomotive type and a double cylinder reversible hoisting engine. The mines record was the hoisting of 1,325 wheelbarrow loads of pay dirt in a ten-hour shift. From the mouth of the shaft the wheelbarrows were easily wheeled over bunkers that fed the pay dirt directly into sluice boxes. The water for the sluicing was obtained from Bonanza Creek where a pumping plant had been installed. A 40-horsepower boiler furnished steam to a

Three gravity trams extend from the level of these tunnels a distance of about 300 feet down to the level of the sluice boxes near the foot of the hill.....Five thousand feet of steel tracks are laid in the tunnels and cross-cuts, and the immense cars of dirt brought down from the four tunnels go hurrying down the mountain side to be dumped into immense hoppers from which it is fed directly into the sluice boxes. No steam power was needed for propulsion anywhere in the mine since all the work was accomplished by zip lines by gravity. The mines on the hillsides often had to purchase dumping grounds for their tailings and debris in the gulches. The water

Hydraulic Monitor for Mining – In hydraulic mining, water under great pressure was discharged through monitors against the gold-bearing hillside. The force of the water would wash away the hillside, flushing the silt and gravel through sluices where it could be separated and the gold recovered. Hydraulicking could, and often did, completely ruin the landscape. This hydraulic monitor

was used for placer gold mining in the Klondike region after 1900.

Hydraulic mining used a powerful stream of water from a monitor, also known as a giant, directed at gold-bearing gravel or sand. The combined forces of high-pressure water and air bubbles that formed in the waterspout caused gravel to dislodge. Larger boulders were removed by human labour when possible. Water and loose sediment was diverted into sluice boxes in order to separate the gold from the sediment.

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MINERS WORK AT EXCAVATING A SHAFT TO REACH THE PAY DIRT AT BEDROCK. THE MUCK WAS PILLED AROUND THE SHAFT WHILE THE PAY DIRT WAS TAKEN AWAY IN A WHEELBARROW FOR SLUICING IN THE SPRING.

YUKON ARCHIVES #89-29-8



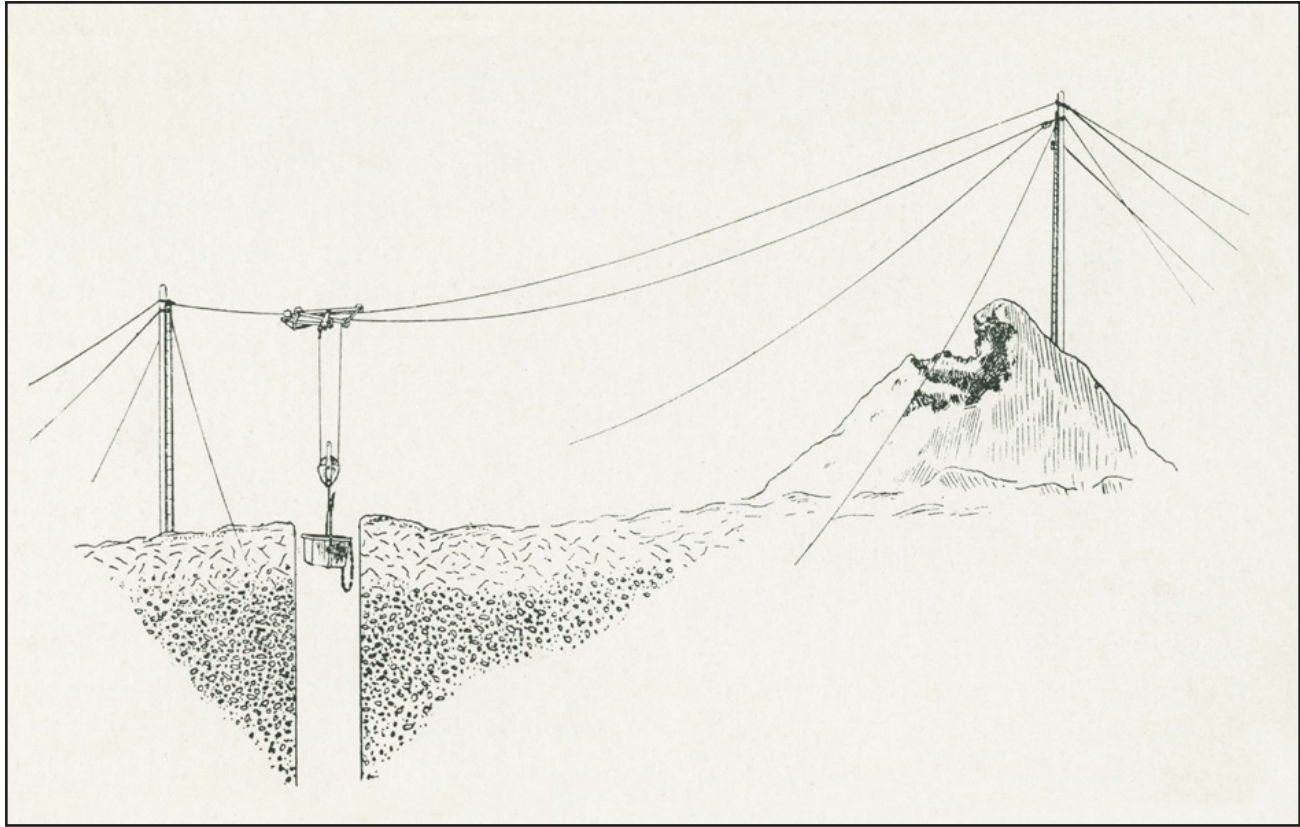
WINTER MINING SHOWING THE DUMPS ON ELDORADO, 1898.

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UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG039

PHOTOGRAPHY BY ERIC A. HEGG



A drawing showing the removal of overburden (muck and dirt) in frozen ground with a self dumper. A 20 horsepower steam-powered hoist carried the self dumper up a shaft or out of a drift operation. These devices often created enormous conical piles of overburden before the gold-bearing pay dirt on the bedrock was reached. The pay dirt was hoisted to the surface and placed in separate piles for spring sluicing.

YUKON ARCHIVES PHOTO #82-403-F27-14
MISCELLANEOUS II PHOTOGRAPH COLLECTION

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MINERS WORK THE LAST CHANCE CLAIM ON ELDORADO???BONANZA??? CREEK 40 FEET UNDERGROUND. THE MINERS HAVE MODIFIED A SHAFT INTO TWO COMPARTMENTS TO RAISE LOADS OF ORE ON WHEELBARROWS TO THE SURFACE . THIS REVOLUTIONARY INNOVATION ACCELERATED MINING ACTIVITY IN THE YUKON.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #AWC1908



NO. 18 ABOVE ON BONANZA CREEK

Some miners took the option of bringing their paydirt down the hill to a place where water was more readily available. A wooden drum at the top of the mountain was part of a "gravity tram" mechanism that lowered a cable car with paydirt to the valley floor where it was stockpiled for sluicing during the summer months. The gold bearing gravels, once sluiced, was moved into dump piles by a man with a horse and scraper. This type of mining was prevalent at Cheechako Hill near the Discovery Claim.

YUKON ARCHIVES PHOTO #89-68-48 PHOTOGRAPHY BY CLARKE KINSEY & CLARENCE KINSEY PHOTOGRAPHERS

NO. 18 ABOVE BONANZA

KINSEY ARCHIVE PHOTO

ON THE 4TH TIER ON GOLD HILL OPPOSITE NO. 5 BONANZA YUKON TERRITORY AROUND 1898

These six clean shaven miners aided by candlelight, use steam points and pick axes to thaw the frozen ground in a deep underground horizontal drift at the height of the Yukon gold rush. A box for hauling the dirt to the surface and a rope ladder are visible directly behind the man with the gold pan. The man in the centre foreground proudly displays a couple of choice nuggets in his pan.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG3051 BY ERIC A. HEGG

Miners thawing frozen ground with steam in an underground gold mine lit by candlelight atop Gold Hill. jgfvadsfok;dafs;lmmladsf;lm,fads.,madsf.,

243.9.
YES

ON 4th TIER, GOLD HILL, OPP^O NO 5 BONANZA,

UNDERGROUND 27 ELDORADO

These twelve miners together with 2 young boys, aided by candlelight, pose in an underground horizontal drift at the height of the Yukon gold rush. Number 27 Eldorado was owned by Alexander McDonald, one of the most prosperous miners in the Yukon, who owned outright or had interests in numbers 14, 19, 22, 30, 34, 35 and 36 on Eldorado Creek. One of McDonald's first claims on Eldorado Creek yielded over 300 ounces a day by panning.

The shaft to bedrock didn't have to be cribbed because the frozen sides stayed as hard a granite year round. The miners worked by candlelight with steel hoses that brought down heated water from above to assist in the thawing of the permafrost cavity. The men worked by candlelight with picks

and shovels during the winter months. The chunks of pay-streak were placed in buckets and hauled to the surface by a windlass where it was stock piled for sluicing during the long days of summer. The gold nuggets were separated from the pay dirt during the 18 plus hours of daylight in June, July and August. The best pay-streak was usually near the bedrock at the bottom of the shaft. Permafrost, seen here on the ceiling, kept the workplace like the inside of an ice locker.

The two boys were not in the mine shaft for the sake of the photographer. They worked the tiny crevices chasing after the nuggets in the dark, the cold and in the stale air.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG091



326-a
W&S UNDERGROUND, 27 ELDORADO.

E.A. Hegg

YUKON ORDER OF PIONEERS

From notes gleaned at the entrance to the cemetery.

The Yukon Order of Pioneers was a fraternal order that was formed on the 1 December 1894 at the town of Forty Mile on the Yukon River at the mouth of the Forty Mile River. There had been several gatherings before this meeting, one in April of 1894, one in June 1894 and one in July 1894. By December the pioneers had drawn up a constitution and bylaws. The group elected Leroy Napoleon ‘Jack’ McQuesten, nicknamed Father of the Yukon) as President. By this time gold had been discovered on such streams as Birch Creek and the Minook River, a tributary of the Yukon River in Alaska. In February 1895 the miners applied to form a charter to form a subordinate lodge at Circle City that was a new town that had grown up near the mouth of Birch Creek. This charter was issued on 14 February 1895.

Once gold was discovered on Bonanza Creek, a tributary of the Klondike in August of 1896, most of the miners from the gold fields of Alaska moved to the new town of Dawson City that had grown up at the junction of the Klondike and Yukon Rivers.

On 24 July 1897 a group of members of the Yukon Order of Pioneers got together in Dawson and formed a new lodge Y.O.O.P. They called it the Klondike Lodge and decided upon the word “Klondike/” as the password. Thomas W. O’Brien, a businessman at Forty Mile, Circle City and later Dawson City, was its first president. During the next three years there were two other lodges formed in Dawson. No. 3 Lodge was formed when a group of Dawsom members went over to the community of Granville on Dominion Creek and initiated 30 men as members of the Yukon Order of Pioneers, Lodge No. 1. By 1912 many members of Y.O.O.P. had settled in Seattle, Washington. They submitted an application to the Grand Lodge to form a lodge in Seattle that was designated as No.2. By 1913 there were quite a few Past Presidents of the lodges living in Dawson City. They decided that it was time to form an official Grand Lodge as up until this time the lodge at Forty Mile had for a brief period served as the Grand Lodge before moving to Circle City. Shortly afterward Dawson City lodge acted as Grand Lodge with Tom O’Brien being elected as its first Grand President. Later a lodge was formed at Mayo as No. 3 and then another at Whitehorse as No. 4. In 1922 a lodge was formed in Vancouver as No. 5.

When gold was discovered on beaches in Nome, Alaska, many of the

original pioneers went there where they formed a Y.O.O.P. Lodge. In 1906 the Nome Lodge wanted a change in the constitution to allow anyone in Alaska at the required date to be allowed membership but Grand Lodge rejected the proposal. The Alaskans returned their charge and formed “Igloo No. 1” of the Alaska Pioneers. Fairbanks also had a Y.O.O.P. Lodge then in 1910 they too requested a change in the constitution that was refused. They returned their charter and formed Igloo No. 4 of the Alaska Pioneers.

The several lodges of the Yukon Order of Pioneers gradually died out until only Dawson City was left. The Dawson City Lodge kept the Yukon Order of Pioneers alive

over the years. In 1966 a lodge was formed in Whitehorse with No. 2 designate. These are now the only two lodges of the Yukon Order of Pioneers.

Many of the earliest Y.O.O.P are buried in the 8th Avenue Cemetery in Dawson City. The first burial was Frederick Washington Harte on 7 November 1897 (the second President of Grand Lodge in 1886); the last one was Walter H. Bigg on 13 August 1934. In 1935 the pioneers acquired property on one of the hills for a new cemetery above Dawson City.

THE PLAQUE AT THE ENTRANCE INTO THE
Y.O.O.P Dawson City office reads:

To the pioneers who blazed the trails to the Klondike that led to the greatest gold stampede the world has known. May the souls of the members who have passed into the great beyond rest in peaceful sleep and for the members to follow ever be faithful to our motto, “Do unto others as you would be done by”



PIPE SURROUNDS

Mostly silver in colour, these signify the location of Yukon Order of Pioneers locations in the Eighth Avenue Cemetery in Dawson City. Most of the wooden grave markers standing above the deceased pioneers are no longer legible due to time and the harshness of the climate. The large cemetery contains Catholic, Protestant, Jewish cemeteries as well as other fraternal orders that thrived in the Yukon at the turn of the century.

DAWSON CITY FROM THE BASE OF THE MOOSHIDE SLIDE, AROUND 1910

"In a world gripped by economic depression, news of the Klondike gold discovery was electrifying as 30,000 stampedeers braved the journey to the cabins and tents of the new mining camp. Dawson sprang up overnight as the hub of the service and supply to the goldfields as a boomtown with wooden boardwalks, false-fronted dance halls, stores and warehouses. By 1898 Dawson City was the largest city in Western Canada and capital

of the newly created Yukon Territory. Fabulous wealth and isolation sparked a demand for luxuries—many of which were still uncommon in southern cities. Electricity, telephone service, luxury foods and high fashions imported from outside earned Dawson City the title "Paris of the North". The frenzy of the Klondike Gold Rush lasted 2 only years."

Essentially wilderness in 1896, by 1898 Dawson was

the largest city in Canada west of Winnipeg and only slightly smaller than Seattle or Portland. In this 1910 photograph, Dawson City was no longer the tent town of a decade earlier. The Yukon's capital had taken on a more permanent appearance. At the start of the gold rush, Joseph Ladue had staked a claim to 160 acres of boggy flats at the mouth of the Klondike to establish a townsite that he intended to name in his own honour. Instead, he was persuaded to name the place Dawson

City in honour of George Mercer Dawson, an early surveyor into the Yukon. Several sternwheelers are tied up along Front Street. There are several log booms tied up at water's edge in readiness to be turned into lumber at Ladue's sawmill. Real estate, lumber and gold made Ladue a very rich man as some of his lots on Front Street sold for as much as \$8000. Unfortunately, Ladue died in 1901 and was never able to enjoy much of his new found wealth.



THE OPERA HOUSE IN DAWSON AFTER THE FIRE, 21 APRIL, 1899

"Swift water" Bill Gates' and Jack Smith's best-known palace of pleasure—the Monte Carlo—remains open ready for business from thirsty and sex-starved prospectors. The original Monte Carlo was unglamorous. The Hoffman, adjacent to the opera house, very likely escaped the fire because of the sprinkler system on the roof's peak.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES #HEGG2214 PHOTOGRAPHY BY ERIC A. HEGG



THE ARRIVAL OF THE SEATTLE NO. 1 AT DAWSON CITY

Photographed at midnight with Moosehide Slide in the background, the steamship flies the American flag. As men ready themselves to disembark, others on shore gather waiting for the mail and news of home. Discarded tin cans lie strewn along the riverbank, 1898. Dawson was the largest city west of Winnipeg, Manitoba, and only slightly smaller than Portland, Oregon, and Seattle, Washington, when this photograph was taken in 1898.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES #HEG740A

PHOTOGRAPHY BY ERIC A. HEGG



The miners of Dawson City were 90 percent Americans living under British rule. Here at the North West Mounted Police barracks, John 'Jack' Wallace Crawford, the legendary American buckskin poet, scout and showman, addresses a large assembly of mostly American gold miners during an American 4th of July celebration, 1899.

"Captain" Jack, as Crawford came to be known, earned his reputation as a scout for U.S. Brigadier General George Crook, America's most successful commander in the Indian Wars. One of the poet scout's most memorable accomplishments was his 350-mile ride on horseback in six days to get his own story published in the New York Herald of the great Sioux victory by the U.S. Army at Slim Buttes. Miners' cabins displaying gardens dot the hillsides behind the largest city west of Winnipeg and north of Seattle. The NWMP barrack clearly shows its fortlike structure.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES #HEG528
PHOTOGRAPHY BY ERIC A. HEGG



FOURTH OF JULY CELEBRATION N.W.M.P. SQUARE DAWSON 99,

John 'Jack' Wallace Crawford

A VIEW DOWN THE YUKON RIVER WITH DAWSON CITY, THE MOOSEHIDE SLIDE AND THE OGILVIE MOUNTAINS IN THE FAR LEFT-HAND BACKGROUND, 2013

Dawson City was located at the confluence of the muddy waters of the Yukon and the clear waters of the Klondike Rivers. The Klondike Highway passes along Front Street and continues across the George Black Ferry over the Yukon River to hook up with the Top of the World Highway. On the sidehill above the town is

the trail to the Midnight Dome. The Dome Road, an alternate way to the Dome, is visible to the top right of the photograph.

WAITE AIR PHOTOS INC.

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WHITE HORSE RAPIDS TRAMWAY



A FULLY LOADED CANYON AND WHITEHORSE RAPIDS TRAMCAR BEING HAULED BY A SINGLE HORSE.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEG557 PHOTOGRAPHY BY ERIC A. HEGG

In the mad rush to the Yukon goldfields the only major navigational hazards were the treacherous waters of Miles Canyon and the Whitehorse Rapids. These turbulent waters claimed boats, supplies and sometimes even lives.

Norman Macaulay completed the six-mile “Canyon and Whitehorse Rapids Tramway” in June 1898 to transport small vessels and supplies along the east bank of the river. One or two horses pulled the tramcars along rails made of eight-inch diameter logs set over sleepers or ties. The carts had concave cast iron wheels to fit over the round log rails.

In late summer 1898, John Hepburn completed a second tramline on the west side of the river. Macaulay bought out his competition the following year. In July 1899 he made a handsome profit by selling both operations to the railway company pushing a line from Skagway to Whitehorse. When the White Pass and Yukon Railway was completed in July 1900, the tramlines closed ending a colourful chapter of Whitehorse history.

ACANYONANDWHITEHORSERAPIDSTRAMCARONDISPLAYATTHE MACBRIDE MUSEUM AT WHITEHORSE.



FOLLOWING 2 PAGES:

CITATION

“MAP OF SCENIC RAILWAY OF THE WORLD: WHITE PASS & YUKON ROUTE”. SCALE: VARIOUS. SURVEYOR GENERAL DIVISION VULT, LAND TITLE AND SURVEY AUTHORITY OF BRITISH COLUMBIA. PLAN 38 TRAY 9 OLD MAPS.

ACKNOWLEDGEMENT/CREDIT

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THE WHITE PASS & YUKON ROUTE.

Showing Atlin, White Horse and other Mining Camps.

DAWSON ROUTE.		ATLIN ROUTE, VIA OTTER LAKE.		ATLIN ROUTE, VIA LAKE BENNETT.	
Skaguay to	Miles	Skaguay to	Miles	Skaguay to	Miles
Summit White Pass	21	Log Cabin	33	Bennett	41
Log Cabin	33	Otter Lake	49	Taku City	135
Bennett	41	Taku Arm	60	Atlin City	142
Caribou	68	Taku City	76		
White Horse	112	Atlin City	83		

TABLE OF DISTANCES FROM SKAGUAY.





STEAMBOATS GLEANER, AUSTRALIAN, AND NORA, ALL BEARING THE BRITISH HENSIGN, AT THE TERMINUS OF THE PORTAGE TRAMWAY COMPANY AT MILES CANYON LANDING, YUKON TERRITORY, 1898.

Here cargo was unloaded for shipment by Norman Macaulay's newly completed six-mile "Canyon and Whitehorse Rapids Tramway" in June 1898 to transport small vessels and supplies along the east bank of the river. One or two horses pulled the tramcars along rails made of eight-inch diameter

logs set over sleepers or ties. The carts had concave cast iron wheels to fit over the round log rails.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG083

PHOTOGRAPHY BY ERIC A. HEGG

LAKE BENNETT AND THE WHITE PASS & YUKON ROUTE



A TENT CITY SPRINGS UPON THE INLET BETWEEN LAKES LINDEMAN AND BENNETT IN THE SPRING OF 1897.

At the confluence men are barely visible with a boat on the ice in preparedness to float downriver towards Dawson City. There were scows capable of carrying a herd of oxen and rafts that could be loaded with horses and hay. It was here that men slaved with the whip saw to turn trees into green lumber. The Royal North West Mounted Police insisted that the prospectors build their boats to withstand Five Fingers Rapids.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES #HEGG65 PHOTOGRAPHY BY ERIC A. HEGG

Lake BennettsitspartlyinBritishColumbiaandpartlyintheYukon andisjustnorthofAlaskanotfarfromtheAlaskanportofSkagway.

The narrow-gauge White Pass and Yukon Route Railroad connects Bennett, British Columbia at the south end of the lake with Skagway further south and Whitehorse, Yukon, on the north. It runs between Skagway and Fraser, British Columbia, during the summer months. The abandoned town of Bennett, British Columbia, historically referred to as Lake Bennett or Bennett Lake and the town of Carcross [previously Caribou Crossing] are on the shores of Bennett Lake.

During the Klondike Gold Rush, Bennett Lake was where the gold-seekers who had crossed the Coast Mountains from Skagway or Dyea, carrying their goods over the Chilkoot Trail or the White Pass. The prospectors purchased or built rafts to float down the Yukon River to the gold fields at Dawson City, Yukon. A large tent city sprang up on its shores, numbering in the thousands and offering all the services of a major city.

In late May 1898, the North-West Mounted Police counted 778 boats under construction at Lindeman Lake (located at a difficult portage above Bennett Lake), 850 in Bennett and the surrounding area, and another 198 at Caribou Crossing and Tagish Lake to help transport thousands of goldfield-bound travellers. It was further estimated that another 1,200 boats were built in these areas over the next few weeks. The police warned the boat builders to build strong to endure the 500-mile trip down lakes, through canyons, and river. As a precaution each boat had a number painted on its prow so that it could be checked in at police posts along the route.

By 1899 the White Pass and Yukon Railway reached Bennett, the head of river navigation. Dozens of steamboats plyed up and down the Yukon River to Dawson City causing freight rates to tumble.

The most difficult task facing the prospectors was the turning of trees into boards for the building of boats to ride the rivers to Dawson City. For this the men whipsawed green lumber into planks for the often crude and too small a craft to withstand the river trip.

By 1900 the WP & YR linked Skagway with Whitehorse.

This boat, a remnant of the gold rush era, lies on display in Shipyard Park in Whitehorse. It was 215" long, 70" wide, 32" deep and sat five occupants.







CROSSING THE EAST FORK OF THE SKAGUAY RIVER
The first passenger train over the White Pass and Yukon Railway crossing the east fork of the Skagway River en route to the summit of White Pass, Alaska, 20 February 1899
UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEG659 PHOTOGRAPHY BY ERIC A. HEGG

ROYAL MAIL SLEIGH
Manufactured by xxxxxxxx xxxxxxxx xxxxxx
xxxx, this fully restored White Pass and Yukon
Route Royal Mail sleigh stands on display at the
Transportation Museum at Whitehorse. Buffalo
robes are part of the display. They gave warmth
to the travelers during the cold spells of winter.



Whipsawing

Whipsawing lumber was tackled by placing uncut logs on a tall rectangular frame made from logs onto which were placed one or more logs for sawing into planks. One person stood on top of the platform and his partner stood beneath and the pair worked a lengthy saw back and forth in an almost vertical position to cut the log into 12-foot and sometimes longer planks. In most instances the planks were 12 to 14 inches in width by 2-inches thick. The man on top had to maintain his balance and pull the saw upwards through the log while the man below had to pull down while looking up to ensure that the cut was staying straight and that resulted in him getting sawdust in his eyes. To a “chechako” or greenhorn, whipsawing was one of the hardest of all mining operations.

Walter R. Hamilton in his book ‘The Yukon Story’ didn’t exactly see it that way, “However, when the art of proper saw setting and filing for this purpose

is learned and the rhythm of responsive lift and pull is acquired and muscles coordinated, the spirit of holding your own with others who are doing the same comes into play and you try to see how many feet you can cut in a day. One man stands on the log as it lies in the saw-pit, and the other stands on the ground below and they lift and pull alternately, as they cut the log into boards or planks. The boards required for sluice box bottoms are usually cut twelve feet long and twelve inches wide at the one end, widening to fourteen at the other. This allows them, when made into sluice boxes to fit together like stove pipes, so that the water will flow through them.”

This twelve inch tall sculpture titled ‘Whipsawyers’ by Elmar Schules of Delta, British Columbia, very accurately portrays the working of a whipsaw operation. The cut planks are laid out on top of the platform temporarily until they can be piled underneath the platform. In both the British Columbia and Klondike gold rushes the planks were used for boatbuilding, cabin building and for the making of sluices for the recovery of the gold during the summer months.



BENNETT, WINTER 1902

The White Pass & Yukon Railway track appears in the foreground of this Eric A. Hegg print. In the left foreground four horses mill around in a corral that is surrounded by five-feet of snow. An eatery and motel are situated near the riverbank to cater to the needs of the travellers. A riverboat is frozen in at the river's edge.

Today the White Pass & Yukon route features Bennett as part of their Yukon adventure excursion.

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEG724



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The lad with both hands outside his pockets eighth from the right is John Griffith Chaney who afterwards took the name of Jack London after his stepfather. A

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THE GOLDEN STAIRCASE AT THE CHILKOOT PASS, 1898.

Some entrepreneurs built cable lines that winched goods to the top of the Chilkoot Pass. Stampeders that couldn't afford the expense had to backpack. Sam Steele, the man in charge of the North West Mounted Police, did not allow anyone to continue their trip to Dawson City unless they had 2,000 pounds in provisions. Most men were able to carry only a 50 to 75 pound pack on their backs and thus had to make 25 to 40 trips to the summit. Those that could afford it hired packers, usually hearty First Nations braves, who could haul 150 pounds in a single trip. The Golden Staircase comprised 1,500

icy steps and anyone who stepped aside for a rest sometimes had to wait for what seemed like an eternity to get back into the stairs. Those men who were less fit or had horses opted to take the less arduous but longer route through the pass.

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PHOTOGRAPHY BY ERIC A. HEGG

PREHISTORIC ELEPHANTS & SABER-TOOTHED TIGERS

By Dr. Grant Zazula, Ph.D., Yukon Palaeonologist

During the Yukon Gold Rush, eager miners churned through tons of earth in search of the elusive yellow nuggets. A few diggers hit the mineral mother lode, but some unearthed a different kind of treasure altogether – the bones of ancient giants. During the process of digging through the muck to the bedrock the miners often found themselves having to dig through permafrost that was sometimes a hundred or more feet in depth. This permafrost had been frozen for many thousands of years, and in it they were surprised to discover the tusks of fossilized ivory of prehistoric woolly mammoths.

The woolly mammoth was a prehistoric elephant that lived during the Pleistocene or Ice Age between 4,000 and 300,000 years ago, and the fossilized ivory was from the animal’s tusk. Thousands of years ago most of Canada was covered by ice – in some places over 1,000 feet thick. However, vast areas of Alaska and the Yukon escaped glaciation and remained ice-free. With immense quantities of the world’s waterlocked up in ice over the northern continents, depressed sea levels exposed the Bering Land Bridge, which connected North America with Siberia. Herds of ancient animals moved back and forth across the land bridge in an environment scientists call the “mammoth steppe,” which was rich in grasses and vegetation. The woolly mammoths used their tusks to sweep away snow in order to reach the grass beneath. In the area near Dawson City gold miners unearthed thousands of ancient bones that had been frozen in nature’s deep freeze since the Ice Age. Some of the other animals besides the woolly mammoth that inhabited the region 20,000 years ago were steppe bison, horses, scimitar cats, and short-faced bears.

On Bonanza Creek was made the important discovery that the district had been worked before, for a drift thirty feet long and four feet high was found in the solid rock...

A beautiful curving tusk, between seven and eight feet long, Mr. Beaudet regards as the chief of his treasures. The ivory in this tusk is perfect, and he considers it to be the best preserved piece in the Klondike. The outer casing of the tusk was destroyed by fire, so that it measures now less than five inches in diameter and weighs forty-eight pounds. This was found at Hunker Creek on Claim 54 below,

AMASTODON IVORY & GOLD NUGGET BRACELET CREATED BY RICHARD DIMENT OF DAWSON CITY, 1943.

The bracelet features 14 individual slices of ancient mammoth ivory, with every other slice having been stained a darker brown colour. The alternating slices have been left in their natural colour. Each of the natural slices features natural gold nuggets in a variety of sizes and shapes. The late husband of the donor commissioned the bracelet for his first wife. The bracelet was made of the nuggets and ivory that he found when spending time in Dawson City. He was in the Canadian military but was attached to an American unit of engineers and was stationed in Alaska, but he preferred to spend his free time in the Yukon, specifically in Dawson City.

DAWSON CITY MUSEUM ACCESSION #2009-41-1



THREE YUKON MINERS POSE WITH A WOOLLY MAMMOTH TUSK AND TWO MOOSE RACKS,

These specimens were probably taken from Hunker or Gold Run Creeks, circa 1898.

YUKON ARCHIVES PHOTO # #4714 HARRIE C. BARLEY FONDS

and from No. 55 comes a solid piece of ivory weighing twenty-eight pounds.

The most striking object of the collection, however, is a small portion of a gigantic tusk found on Gold Bottom, where gold was first discovered in the Klondike. The thickest part of the broken piece measures no less than eight and a half inches through, although the root end of the enormous tusk is missing. The piece is about four feet eight inches long and weighs more than a hundred pounds. It gives a vivid idea of the enormous size attained by an animal that could carry such ponderous head ornaments. Even this is a bagatelle compared to a pair of tusks Mr. Beaudet has at Kalispell, Montana. Each

of these weighs 300 pounds and is twelve and a half feet long. These and a perfect head of a woolly mammoth are the most valuable objects of Mr. Beaudet’s treasure trove.

In his house on Tacoma Avenue, Mr. Beaudet has several interesting mammoth bones. There are two fragments of a skull from the Last Chance, a tributary of Hunker Creek; there is an enormous leg bone, and a part of a rib that measures nine inches in length. The hipbone from Hunker Creek has a socket over six inches in diameter to receive the leg bone.

Mr. Beaudet has also a perfect skull and horns of some smaller animal, perhaps a steppe bison, from bedrock

on Gold Run. The horns measure forty inches from tip to tip, although nothing but the cores of the horns remain, the outer shell having been lost.

In 2010 a backhoe driver at a mine site near Dawson unearthed an intact mammoth skull and tusks. The ancient bones were radiocarbon-dated to approximately 20,000 years old.

THE WORSHIPFUL GRAND MASTER’S GAVEL HAS BEEN USED AS A PROP FOR THE PORTRAITS OF EVERY BRITISH COLUMBIA & YUKON GRAND MASTER SINCE 1871.

Carved from a mammoth’s tusk discovered in the gold fields of the Yukon, the City of Vancouver’s Grand Master’s gavel is now displayed in the Grand Lodge Museum. The only reference available to Trevor W. McKeown, Grand Lodge Historian, is: “Much legend has grown around this beautiful ‘symbol of authority,’ but there is little doubt that it came from the tusk of a mastodon [sic] found in the Arctic area of Canada.” – John T. Marshall, History of the Grand Lodge of British Columbia, 1871–1970. Victoria: Grand Lodge, 1971. Page 279.

GRAND MASONIC LODGE OF BRITISH COLUMBIA & YUKON, VANCOUVER



KLONDIKE MINES RAILWAY

Ontario born Thomas O’Brien, President of the Klondike Brewing and Malting Company, was among those who made application for a charter to develop a railroad and it was he with his partners who were successful. The Klondike Mines Railway was granted a charter in 1899 but it would take until 1906 before the line was finally completed. O’Brien and his investors had dreamed of a railroad that would not only carry supplies back and forth to the goldfields but also be a passenger train. The railway builders had originally dreamed of connecting their line to far away Edmonton. The KMRs 31-miles of 3-foot narrow gauge track was laid from Dawson City to Sulphur City near the 3,000-foot high Dome, the highest point in the center of the goldfields. Necessity being the mother of invention, good wagon roads had already been developed for the goldfields and stage lines operated into the larger camps and by 1906 the rush that had begun with so many was becoming a new kind of operation. The labour intensive hand mining had given way to dredges that would forever change the landscape of the Klondike.

With these dredges and heavy equipment came names that, as O’Brien had been, were visionary. Treadgold, Boyle and the Guggenheims would also stake their places in the history of the Yukon.

This change in mining operations together with the discovery of gold in Nome resulted in Dawson City dwellers leaving almost overnight to make their way to Nome to continue their quest for gold or return south having not made their fortune in the Yukon.

The Klondike Mines Railway continued by moving cordwood to the mining operations for thawing the earth but it was not long before the mining companies had stocked up all the cordwood they would need and by 1913 the KMR wrapped up its operations. The Klondike Mines Railway would never achieve the success of which O’Brien had dreamed but it would carve a place in the history of the Yukon.

KLONDIKE MINES RAILWAY LOCOMOTIVE #1

Manufactured by the Brooks Locomotive Works of Dunkirk, New York, the Klondike Mines Railway locomotive #1 has been refurbished and stands on display at the Dawson City Museum.



WHITEHORSE

The Yukoners, the foaming waters looked like the manes of white horses racing to the gold fields. Whitehorse, the Yukon’s capital city, was very close to being called something else with Close being the operative word. For a time, the original settlement here was called Closeleigh, a name chosen by officials with the White Pass Railway. The railway owed its existence to the Close Brothers, a group of British financiers who had bankrolled the construction of the railway.

In 1878 Close Brothers Investors, led by senior partner William Brooks Close, was formed in England. The company bought cheap farmland in Iowa that they sold to settlers for a handsome profit. Then the company recruited young Englishmen from university and sent them to become farmers in Iowa. The company was always on the lookout for investments. In 1885, Close Brothers began a long and profitable association with the First National Bank of Chicago.

Then, in 1897, against the advice of his advisors, Close decided to invest in construction of the White Pass Railway. He paid ten thousand pounds to acquire the right of way to build the railway from Skagway to Whitehorse, not knowing if the railway could be built through this imposing wilderness. Fate played a remarkable hand in the spring of 1898, when the Close Brothers railroad engineer Sir Thomas Tancrede happened to be in Skagway the same week that a Canadian railroad builder, Michael James Heney, was looking over the same possible route. Heney, who had worked on railway construction throughout Canada, convinced the British engineer that a railway was conceivable.

The White Pass and Yukon route was created and on 27 May 1898 the first men, horses and material were landed at Skagway and construction of the rail project – which would eventually cost seven million dollars – began.

In the two years it took to build, many thousands of men worked on the railway and thirty-five died in its construction. Despite the high costs, the Close Brothers investment firm did get their money back and more. Only determined opposition by a small group of Whitehorse residents in 1900 prevented the town at the end of the Close Brother’s White Pass and Yukon Railway from being called Closeleigh.

Early in 1897, W.B. Close, a partner in Close Brothers & Co, a well respected financial house in London, was introduced to Charles Henry Wilkinson, who represented a syndicate by the name of the British Columbia Development Association Ltd.

The purpose of this meeting was for this syndicate to solicit financial support from Close Bros. Ltd., for their project, the building of the White Pass & Yukon Railway, after several unsuccessful approaches had already been made in the USA and Canada.

In his wisdom, and against the advice of his firm’s solicitors, W.B, as he was affectionately known, decided, that with the solid connections and substantial interests his firm had in the USA, that they should go ahead and provide the financial backing for this project.

In the early spring of 1898 at St. James Hotel in Skagway, a young Irish Canadian surveyor by the name of Michael Heney, with great railroad construction experience, together with Sir Thomas Tankrede, an engineer representing Close Brothers of London, England, Samuel H. Graves, their USA representative and E.C. Hawkins, an American engineer, held a meeting that brought about the reality of the White Pass and Yukon Route.

On 27 May 1898 the first men, horses and material were landed at Skagway and by 21 July 1898, the first train was operated for a distance of four miles out of Skagway. It was the first passenger train ever operated in Alaska, so far north of anywhere on the American continent.

The railroad was a marvel of engineering. To be able to build through the White Pass’s rocky precipices meant that men were suspended on ropes to stop them falling off the steep slopes while cutting the grade. Dynamite had not yet come into use and immense quantities of black powder were used for blasting through the solid granite.

The building of the railroad continued mercilessly through the freezing winter. At one time there were 3,000 men shovelling snow to clear the way for the blasters to be able to get to the end, so that the tracklayers could get started. From sea level the summit reached 3,300

feet in 21 miles. A total of 35,000 men had worked on the railroad and 35 had lost their lives.

The railroad reached the summit of the White Pass on 18 February 1899, and the head of Lake Bennett on 6 July 1899. So began the White Pass and Yukon Railway. At this time W.B. Close had travelled from England, and upon his arrival at Skagway Camp No. 1, was made an honorary member of the Arctic Brotherhood.

The day of 31 July, 1900 was one that the people of Whitehorse can quite justifiably consider to be the day that their city was born. It was the arrival of the first passenger train from Skagway, which brought to fruition a dream made by W.B. Close in December of 1897. This project had proved to be the “golden nugget” for the finances of Close Brothers Ltd., for they had indeed struck gold, and the key to the heart of the Yukon Territories had been provided.

Such was the gratitude shown by the people of the city of Whitehorse to Close Brothers Limited, that they renamed their city Closeleigh, in gratitude to this historic birthright given to them by the opening of the gateway to the rest of the world.



THE WHITEHORSE HORSE
Rearing at the top of Two Mile Hill, this mechanical stallion, comprised a body parts donated by many citizens of the Yukon’s capital

THE COMMUNITY OF WHITEHORSE LOOKING SOUTH ALONG THE YUKON RIVER.
Eight sternwheelers are docked with two more arriving, summer, 1901.
YUKON ARCHIVES #2273 PHOTOGRAPHY BY EDWARD C. ADAMS & GEORGE W. LARKIN - M. MCCARTHY COLLECTION

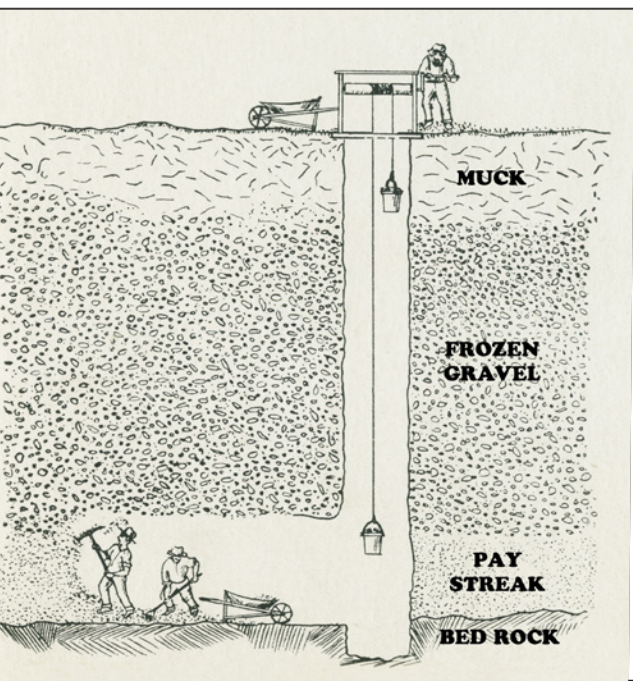


'KONDIKE JOE' BOYLE & 'SWIFT WATER' BILL GATES

Joseph Boyle, who eventually became known as 'Klondike Joe', was born in Toronto on 6 November 1867 but moved to Woodstock with his family in 1872. At age 17, Joe ran away to sea on the Nova Scotia baroque 'Wallace'. He first gained recognition for rescuing a sailor from a shark—by dispatching the huge fish with a knife. Another time Joe led the crew of the ship 'Susan' during a typhoon for several days by manning the pumps so that both the ship and the men survived the ordeal. At a young age Joe gained a reputation as a take-charge individual and by the time he gave up his sea-faring ways at age 20 was called 'Captain Boyle'. Back on dry land, Joe, now married to a divorcée, successfully started up a feed and grain business for livestock but this occupation did not fit his adventuresome spirit. It was during this period that Joe fathered a son and daughter. Joe soon found excitement in the boxing ring and as a promoter chose for his ace fighter Frank Slavin—the 35-year old former champion from Australia. The pair toured Ontario and Quebec staging fights before deciding to make a tour of England and it was while in London that the pair sparred before Edward, the Prince of Wales. Joe and Frank were on a boxing tour on the northwest coast when the electrifying news of the gold discoveries began to trickle in at San Francisco and Victoria. The two boxers staged fights to earn money to pay for passage to the Yukon. They made their way to Dyea, the trailhead for the Chilkoot route, and with a party of a dozen men started out for Bennett Lake. Boyle was the natural leader who, upon realizing that the other men were not as physically fit as Slavin and himself, rallied the men onward. It was on this trip that Chilkoot Charlie, an Indian packer, joined the group and stayed on as Joe's guide and friend for a number of years. Boyle had packed a 24-foot-long collapsible boat over the pass and it was used to transport the men down the Yukon River to Dawson City. Frank had taken to calling Joe 'Captain', a reference to his sea-faring days, and the name stuck. It was while in Dawson City that Joe introduced himself to William Ogilvie who had recently resurveyed the initial 170 claims on Bonanza Creek. The first gold discoverers had staked out their own claims and frequently staked out-of-proportion claims that overlapped one another. Ogilvie ultimately brought order out of the chaos.

William 'Swift Water' Charles Frederick Julius Anlauf Gates was born in Red Wing, Minnesota, on 1 July 1869. When Gates was 13 years of age, he moved with his family to Washington Territory. At 21, he was prospecting for gold in Idaho Springs, Colorado. Later, while working for another grubstake at a copper mine in Michigan, he heard of a small gold strike at Forty Mile in the Yukon. He immediately booked passage for Juneau, Alaska, and in 1896 found employment in Circle City as a dishwasher in a roadhouse. Apparently Gates earned his moniker for having walked around the rough waters of White Horse Rapids. It was while tending tables in the roadhouse in Circle City that Swift Water heard some Frenchmen talking about George W. Carmack's recent gold discovery on Rabbit Creek. Instead of alerting anyone in the cabin, Swift Water chose to strike out alone in the wee hours of the morning in a small boat in the direction of the strike. He found most of the nearby ground already staked but because of superstition Claim No. 13 Eldorado, although staked, had not been worked. The original owners had assumed that bad luck accompanied the unlucky number 13. Swift Water partnered with six other prospectors and was able to take a lay or lease on the unworked ground. After digging six shafts to bedrock and each time coming up with blanks (no pay dirt) the rest of the group except for Joe Boyle became dispirited and abandoned the ground. Swift Water and Joe worked on a final shaft doing all their own labour. They thawed the ground by burning brush and once it had melted one climbed down into the shaft, filled the buckets, while the partner hauled the buckets up on the windlass. It was backbreaking work but at bedrock on the seventh hole they hit unbelievably good ground. They kept quiet, played the discovery down, and bought the claim. They then took out a fortune estimated somewhere between \$300,000 and \$400,000 after expenses.

A dispatch from Victoria, B.C. in 1897 announced the arrival there of the richest party that had yet to come out of the Yukon district. "It is captained by Joe Boyle, the youngest son of Charley Boyle of Woodstock, Ontario, the trainer of Seagram's racing stable. Boyle had struck it rich. He is a partner in four of the richest claims on earth. Of the wealth the party of twenty-five brought back, a low estimate is \$30,000 in dust and one million and a half in drafts and green backs." The Yukon group owned between them at least \$12,000,000



A drawing showing the removal of pay dirt in frozen ground by windlass and bucket. A second bucket was used as a counter balance similar to an elevator or dumb waiter. Here all the muck and gravel as been removed from the shaft entrance by a wheel barrow. Here the shaft appears to be between 35 and 40-feet but it was not uncommon for shafts to go down 100-feet or more to bedrock.

YUKON ARCHIVES PHOTO #82-403-F27-13
MISCELLANEOUS II PHOTOGRAPH COLLECTION



JOE BOYLE & SWIFT WATER BILL GATES DURING THEIR TREK OUT OF THE YUKON TO CIVILIZATION IN 1897. JOE WAS 30; BILL 28.

YUKON ARCHIVES #84/78-34

Snoeshoes were one of the principal means of transportation in the Yukon. This pair was found firmly secured to the front door of poet Robert Service's cabin in Dawson City.



Boyle and his party had a terrible time getting out to the provincial capital of Victoria. The men survived the cold by bedding down on fir branches and sleeping with their dogs for warmth. Joe and his group proceeded from Victoria to Seattle with Joe's Indian guide 'Chilcoot Charlie'. According to the Woodstock Sentinel Review, "In appreciation of his leadership in getting the party safely through, despite almost insurmountable difficulties, the men gave Joe a dinner in one of the leading hotels in Seattle and presented him with a magnificent gold watch. Charlie was present, and an object of much interest. Joe went to some trouble to instruct Charlie in the use of silverware and dishes. Charlie proved an apt pupil and his table manners were soon the equal of his culturally advantaged peers". The paper continued, "When Boyle returned from Dawson in December 1897 (to Woodstock), he brought with him, besides a number of Malamute dogs, a Yukon Indian named Charlie, who was very fond of Boyle and called him Captain. Joe brought Charlie and the team of huskies to Woodstock. But when he went subsequently to Toronto, Ottawa, Montreal and New York to make business arrangements for his return to the Yukon, and when his business was delayed for many weeks beyond the time for his return, Charlie became restless and lonesome. "Me must see Captain," he said to Mrs. Boyle, Joe's mother, to whom Charlie became greatly attached and affectionately called "Mammy". Charlie hung about "The Firs", the home of Joe's parents, for a couple of weeks and then struck out for home at Carmack's Post—and to the great relief of Joe—made the trip.

In her book 'Joe Boyle: Superhero of the Klondike Goldfields' Jane Gaffin suggests that Swift Water grubstaked miners for a percentage of the gold found and bought out properties that were believed to be duds that later turned out to be little bonanzas. She also claimed that Bill and Joe met at Claim #13 Eldorado and that Joe worked for Bill on a percentage basis managing his mines and looking after his business affairs. Joe and his First Nations friend Chilkootee Charlie travelled far and wide on sleds pulled by a two fine teams of husky Malamutes to visit gold claims.

To say that Swift Water had two flaws in his youth would be a statement of proportional dimensions—his ability to blow through money and his love for women and the younger the better—became legendary. Soon after his newfound wealth, Swift Water became enamoured with a certain Gussie Lamour—previously an entertainer from Circle City. Gussie loved eggs and one time Bill saw her on the arm of another suitor having breakfast of bacon and eggs in a prominent Dawson City restaurant. In a rage, Swift Water bought up every egg in the town and this act also became legendary bestowing upon him the title 'The Knight of the Golden Omelette'. Bill later paid Gussie \$30,000 in gold dust for the promise of her hand in marriage. She took the gold but reneged on the marriage because she was already married with a three-year old child. Out of spite, Bill married Gussie's younger sister Grace and bought her a \$15,000 mansion in Oakland, California, but soon afterwards they were divorced.

One of the first investments that Bill made with his newfound wealth was partnering with John Smith of Circle City to build a "Palace of Sport" called the Monte Carlo in Dawson City. Jack sent Swift Water to Seattle to purchase accessories such as 10-foot mirrors, velvet carpets, and oil paintings and \$10,000 worth of fixtures for their venture. Bill spent much of the money in Seattle on wining and dining ladies before eventually returning to Dawson City with a dozen women to work in their high-end saloon. While the saloon prospered, Swift Water basked in affluence. He always did lust for notoriety and when not gambling was good naturedly buying drinks for the patrons of his own establishment.

Volume 1 of the Dawson News dated April 1st, 1898, stated that Gates was the President of the Alaska Transportation Trading and Mining Company with a capital of \$2,000,000. Greedy capitalists down south saw in Bill a "good thing" with something to give away with the result that the sobriquet millionaires sold many of these gullible investors mines somewhere 350 Above Discovery on Nowhere Creek.

Returning to Seattle, Swift Water had a friend introduce him to Iola Beebe who was planning on opening a

hotel in Dawson City. Bill was more interested in Iola's two daughters, Blanche and Bera, than in the businesswoman's hotel venture. Bill, although 35, ran off with Iola's 14-year old daughter Bera and returned to his claims. His mother-in-law followed. Bera soon became pregnant and gave birth to a son in the dead of winter while they were living in a small cabin on Quartz Creek. A short time later, she gave birth to a second son. Swift Water Bill later married his niece Kitty Brandon, his sister's daughter, while still married to Bera making him a bigamist. In the book 'The True Story of Swift Water Bill Gates' by his Mother-in-Law Mrs. Iola Beebe—Bill was portrayed as a chauvinistic and selfish scoundrel.

While Swift Water remained in the Yukon, Joe went to Ottawa to induce the Dominion Government to grant the pair a concession on a forty acre-parcel of land on Quartz Creek for a nominal consideration. Dawson City

lawyer C.M. Woodworth charged that the authorities in Ottawa were fools or else scoundrels on the take for making such a deal. Apparently Harold Buchanan McGivern, an Ottawa lawyer-politician and friend of the Boyle family, was greatly influential in introducing Joe to Clifford Sifton, the Minister of the Interior and Indian Affairs.

In an event that will always live in hockey trivia, Joe Boyle managed and bankrolled the Yukon Nuggets hockey team. The players set out on 18 December 1904 on an epic month-long voyage by dog sled from Dawson to Whitehorse, then by narrow gauge rail from Whitehorse to Skagway, ship from Skagway to Vancouver, and finally by train from Vancouver to Ottawa just in time to challenge the Ottawa Silver Seven for the 1905 Stanley Cup in the best of three series. They had travelled by snowshoe, dogsled, ocean liner, and train to arrive in



'Swiftwater Bill' Gates poses at his cabin on Quartz Creek with his mother-in-law Iola Beebe (in red blouse) and his young wife Bera. The two people on the extreme left and extreme right of the photograph are unidentified.

COURTESY PAOLA GREER



THE DAWSON CITY NUGGETS (ALSO KNOWN AS THE KLONDIKE) HOCKEY TEAM AT THE DEY'S RINK IN OTTAWA TO PLAY AGAINST THE OTTAWA SENATORS, JANUARY 24TH, 1905.

Back row: Hector Smith, George Kennedy, Lorne Hanna, Jim Johnston and Norm Watt

Front row: Albert Forrest, Captain (later Colonel) Joe W. Boyle, and Dr. Randy McLellan

Missing: Manager Welby Young and substitutes David Fairbairn and A. Martin

YUKON ARCHIVES # PHOTO #88-25-1 PAUL FORREST FONDS

Ottawa on 13 January. With Governor General Earl Grey in the packed Deys Rink, Boyle's team lost the first game 9-2, and then lost the second game 23-2 with future Hall of Famer Frank McGee netting a record 14 goals for the winners. Albert Forrest, the Yukon Nuggets goalie, was the youngest goalie in NHL history. It was the most lopsided defeat in the history of the Stanley Cup. The Yukon Nuggets and Boyle had no illusions of winning the cup; they just wanted a chance to play. The team then played a series of exhibition games in other cities before dismantling.

Joe went to London, England, where he obtained enough money from investors to buy and ship to Dawson City the largest and most expensive hydraulic plants in the gold fields. By this time Joe had amassed an immense tract of ground that was at least three miles long and in some places two miles wide that had previously consisted of some very rich claims. Boyle convinced Sifton that huge monitors and electrically powered dredges were required to retrieve the gold on the creeks' bedrock. Joe introduced dredging into the Yukon. Gold profits soared with the arrival of large-scale corporate mining and for decades, from as early as 1906, the grinding and screeching of the dredges echoed throughout the Yukon. Working day and night, these "Monsters of the Creeks" churned through the creek valleys separating gold from gravel and leaving behind 60-to-80-foot wide swaths of worm-like tailing piles. A large hydroelectric plant supplied power to the dredges, while a small army of workers prepared the ground ahead of them—thawing permafrost and stripping away muck. After the muck was removed, hundreds of water-pointed pipes were driven into the ground to thaw the frozen gravel to bedrock.

The more successful miners brought in steam shovels to dig up the creeks and a locally designed cable car to stock pay dirt for sluicing. Placer dredging had been developed in New Zealand and refined in California before being first introduced into the Yukon in 1898. The Canadian Klondike Mining Company, under the control of Boyle, was first on the creeks. They were followed by the Yukon

Gold Mining Company, controlled by the Guggenheim interests, a short time later. The Guggenheim family's dredges worked ground closest to Dawson City. Boyle worked both with and against the rich Guggenheim and Rothchild families to bring dredges into the Klondike and the court cases between Boyle and these two families became the things of legend over the years. Boyle had a knack for tying up the rich and famous in legal mining disputes for years and in the end always came out the winner.

By the start of the First World War, a dozen dredges worked in the Klondike. The town of Guggieville came into existence prior to the war. Boyle owned Yukon Canadian Gold Company dredges #1 through #4.

Before the dredges began any work the ground had to be thawed to bedrock. A hundred or more men would clear an area of trees, buildings or any other obstacles. The dredges needed only four men—the bow decker, the stern decker, the oiler and the winch operator—who were paid \$2, \$2, \$6 and \$8 per day respectively. Boyle's #4 Dredge, the largest in the Yukon, was 3/4 the length of a football field, 8 stories tall and did the work of 1,000 men. The dredge's strommel (gigantic sluice) was 8-feet in diameter and 50-feet long.

The opportunities of gold bonanzas brought the moneyed financiers of both Britain and the United States into the Yukon. The biggest players were the Rothchilds and the Guggenheims (Guggieville near Dawson City is named for this family). Boyle worked for and against these conglomerates but in the end wound up owning the Canadian Klondike Mining operation that included a 10-square mile concession on Quartz Creek. Before the dredges began any work the ground had to be thawed to bedrock. A hundred or more men would clear an area of trees, buildings or any other obstacles and probe into the ground with initially hot and then cold water pipes to accomplish the thawing process. This procedure sometimes took place a year or two before the actual dredging. Once the ground had been unfrozen by the hot or cold water pipes, it was ready for the dredges.

It was during this period that Swift Water and Joe parted

"SWIFT WATER BILL" WILLIAM C. F. J. A. GATES CLAIM NO. 13 ON EDLORADO CREEK, PROBABLY 1898.

A huge snake-like flume, much of it on stilts, criss-crosses back and forth across Eldorado Creek feeding water to the richest gold claims in the world. 'Swift Water Bill' Gate's Claim No. 13 Eldorado was approximately a little over a mile from where Eldorado Creek emptied into Bonanza Creek. By the time this photograph had been taken every piece of available land had been staked 500-feet on both sides of Bonanza and Eldorado Creeks. Most of the trees in the valleys and hillsides had been chopped down to be used for the building of cabins and flumes—the much needed structure that carried water to the piles of pay dirt for sluicing. Any leftover smaller logs were

used for firewood to thaw the permafrost down to the pay dirt on the bedrock. Many of the claims above 13 Eldorado proved to be unbelievably rich and made all their owners millionaires. Although many of the miners still lived in tents, the more established mine owners by this time were living in cabins complete with stoves and glass windows. On Eldorado Creek that shafts rarely went down more than 15 to 20-feet before reaching bedrock and gold—whereas on some of the other creeks the shafts went down more than a 100-feet to reach bedrock.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG026

PHOTOGRAPHY BY ERIC A. HEGG

ELDORADO, LOOKING UP FROM NO. 13

Heggs
Dawson, Y.T.
13

TAKEN FROM CROCUS BLUFF LOOKING NEAR WHERE THE KLONDIKE RIVER'S MOUTH EMPTIES INTO THE YUKON RIVER. THIS SOUTHWEST VIEW SHOWS THE WORKINGS OF DREDGE NO. 3 WITH KLONDIKE CITY ACROSS THE KLONDIKE RIVER. THE OGILVIE BRIDGE, JUST OUT OF THE PHOTO ON THE RIGHT HAND-SIDE, CONNECTED KLONDIKE CITY WITH DAWSON CITY, JUNE 14TH, 1914.

Joe Boyle introduced dredging into the Yukon. Gold profits soared with the arrival of large-scale corporate mining and for decades, from as early as 1906, the grinding and screeching of the dredges echoed throughout the Klondike. Working day and night, these “Monsters of the Creeks” churned through river valley, separating gold from gravel and leaving behind 60-to-80-foot wide swaths of worm-like tailing piles. A large hydro-electric plant supplied power to the dredges, while a small army of workers prepared the ground ahead of them—thawing permafrost and stripping away muck.

After the moss and muck was removed, an army of men with hundreds of steam-pipes with points were driven into the ground to thaw the frozen gravel to bedrock. These monstrous dredges needed only four men—the bow decker, the stern decker, the oiler and the winch operator—

who were paid \$2, \$2, \$6 and \$8 per day respectively. Boye’s #4 Dredge, the largest in the Yukon, was 3/4 the length of a football field and 8 stories tall. It did the work of 1000 men. The dredge’s trommel was 8-feet in diameter and 50-feet long.

Before the dredges began any work the ground had to be thawed to bedrock. A hundred or more men would clear an area of trees, buildings or any other obstacles and probe into the ground with steam-pointed pipes to accomplish the thawing process. This procedure sometimes took place a year or two before the actual dredging. Once the ground had been unfrozen by the hot-water pipes (and later cold-water pipes), it was ready for the dredges.

MUSEUM OF HISTORY & INNOVATION #SHS7258 PHOTOGRAPHY BY JEREMIAH DOODY





THE PARTIALLY RESTORED DREDGE #4 RESTS NEAR THE DISCOVERY CLAIM ON BONANZA CREEK.

company, Swift Water having sold his Claim #13 Eldorado in 1896.

Joe Boyle introduced dredging into the Yukon. Gold profits soared with the arrival of large-scale corporate mining and for decades, from as early as 1906, the grinding and screeching of the dredges echoed throughout the Klondike. Working day and night, these “Monsters of the Creeks” churned through river valley, separating gold from gravel and leaving behind 60-to-80-foot wide swaths of worm-like tailing piles. A large hydroelectric plant supplied power to the dredges, while a small army of workers prepared the ground ahead of them—thawing permafrost and stripping away muck. After the muck was removed, hundreds of cold water pipes with pointed tips were driven into the ground to thaw the frozen gravel to bedrock.

He had reason for getting out of Dawson—his dredges were not producing as before and the very day his battalion left for Vancouver his monstrous dredge #4 toppled over and sank. He departed leaving the whole mess in the hands of his son Joe Jr.

Joe Boyle was too old to enlist when World War 2 broke out in 1914. Although he knew zilch about military strategy, Boyle quickly realized that modern weapons would dominate the battlefields. He offered a fully equipped Machine Gun Company of 50 Yukon miners to Sir Sam Hughes, Minister of Militia and Defense and the minister accepted. The company first trained in Dawson under the North West Mounted Police and the Dawson Rifle Association but later travelled to Vancouver to learn further warfare tactics. In September 1916, as a result of his donation of the machine gun company, Joe was commissioned an Honorary Lieutenant Colonel of the Canadian Militia and allowed to wear a colonel’s uniform that he embellished with gold maple leaf collar dogs and buttons of Yukon gold. In 1917, despite being 40 years of age, Boyle left the Yukon for good and went to Europe to participate in the war against Germany.

He had many adventures and there were even some rumours that Boyle, although never divorced from his second wife, even had a secret love affair Queen Marie of Romania, the granddaughter of Queen Victoria. For his war services, Boyle was awarded the following medals: the Distinguished Service Order (England), the Croix de Guerre (France), the Order of the Star of Romania, the Order of the Crown of Romania, the Order of Regina Maria (Romania), the Order of St. Vladimir (Russia), the Order of St. Anne (Russia) and the Order of St. Stanislas (Polish). He received no recognition from his home country of Canada.

Boyle died in 1923 and was buried at Hampton Hill just outside of London at the age of 56. In 1983, 60 years later, his coffin was



JOSEPH WHITESIDE BOYLE (1867 - 1923)

Quite possibly the most decorated soldier in World War 1, Boyle is seen in a Canadian uniform wearing: The Order of Regina Maria (around his neck) and the Star of Romania (over his left breast). He is wearing ribbons (above his left breast pocket) for: The Distinguished Service Order (England), Croix de Guerre (France), Star of Romania, the Crown of Romania, The Order of Regina Maria (Romania), the order of St. Stanislas (Poland), and the The Orders of St. Vladimir and the order of St. Anne (Russia). The photo is signed in the lower left hand corner and reads: “Yours truly J.M. Boyle Jassy 4/6/18/10”. Queen Marie of Romania made Boyle the Duke of Jassy.

WOODSTOCK PUBLIC LIBRARY LEONARD TAYOR COLLECTION

dug up and his remains were repatriated back to Woodstock, Ontario, for a second burial in the Presbyterian Cemetery on the west side of Vansittart Avenue between Devonshire Avenue and Vincent Street. This time a huge 20-foot cairn was erected over his grave. By this time the Canadian government had opted to give Boyle the accolades that he deserved and bestowed upon him the Distinguished Service Order. A plaque in the cemetery reads: "A legendary adventurer known as "Klondike Joe", Boyle was born in Toronto and came to Woodstock with his family in 1872. He worked at various jobs before attaining great success as a prospector and entrepreneur in the Yukon. At the outbreak of the First World War, Boyle raised, financed and equipped a fifty-man machine gun contingent. Determined to help the war effort further, he headed an allied mission to Russia in 1917 to help reorganize the railway system. His adventures soon took him to Romania where he became a confidant of the Royal Family. He was charged with obtaining famine relief for the Romanian people and with negotiating a peace treaty with Russia. Much honoured for his effort, Boyle died in England."

After squandering a fortune Swift Water left the Yukon and joined the rush for Nome, Alaska, where fortune smiled once more. He struck it rich and lost another fortune before turning his back on the Seward Peninsula and striking out for the Tanana diggings of the interior. Somehow, Gates got a lay on what soon became the richest gold producing creek in the district. Cleary, the camp that grew around his claims boomed becoming the second biggest town in the area after Fairbanks. Originally, it was known as Gates City. Cleary Town burned to the ground in 1907, but by then Swift Water had already gone south two years before where he became involved in several promotional schemes in California. Swift Water left the Yukon for good in 1906.

By 1910 Swift Water had sailed to Peru where 5 years later he married a beautiful Peruvian woman who bore him six children. Unfortunately the 16 years he spent in Peru is virtually unknown. He actually matured after his rambunctious youth although the gambling bug stayed with him and he often squandered his fortunes away, not that they were as great as when he was in the Klondike or Alaska. He found his niche in Peru and between 1916 and his death 21 years later never left the republic. Still searching for gold, he had an entire ship disassembled and packed over the Andes Mountains where it was reassembled for use on the Amazon River to explore the Jungles of Puno-Peru.

When Clarence Woods arrived in Carabaya country in 1928, Swift Water had already been prospecting and mining there for several years. (Incidentally Woods too had worked in Alaska). They became friends and partners in several enterprises and during 3 months in 1931 descended the Inambari River from Oroya down into the Quispicanchi and Marcapa Districts where they explored finding many workable prospects. Woods already had a mine and eventually returned to the Santo Domingo. He spent from 1910 until his death in 1937 in Peru but this part of his life is virtually forgotten. Swift Water told of a trip down the Inambari River in a forty-foot canoe with twenty Indians paddling and they met a "titanic" boa that was longer than the boat. Gates hit the snake with a pike pole and wanted to stop to kill it but the Indians were so terrified that they paddled furiously several kilometers beyond the agreed upon camping place, although a few minutes before meeting this huge snake they had almost mutinied due to exhaustion.

Gates was accidentally shot on a Sunday morning while sitting on the steps to the second story of a hut on a beach on the Tunquimayo River in the Andes Mountains in Peru in 1937 at the age of 66. 'Gringo Gates' was buried in virgin ground and his body was probably washed down river as the result of miners washing for gold in the area in the early 1940s.

Both Swift Water Bill Gates and Klondike King Joe Boyle became Yukon legends.

SPLATTERED WITH RAVEN DROPPINGS, A STEAM THAWING MACHINE RESTS ATOP A ROCK PILE ALONG THE KLONDIKE HIGHWAY AT BEAR CREEK ROAD NEAR DAWSON CITY.

Like so much of the heavy equipment brought into the Yukon in the search for gold, the boilers were often shipped by rail, then steamboat—and finally hauled the last leg of their journey by several teams of horses. The wood or coal fed boilers were used to produce steam in the thawing of the permafrost to get down to the bedrock. The practice was to thaw the hard-frozen ground with steamlines coming down from the boiler. The resulting muck, containing the gold, was then hauled in a bucket to with a man on a windlass to the surface. The men in the shaft used mallets to gently pound the six-point rubber hoses from the steam pipes into the cement-like pay dirt. The boilers were hauled by horses from one shaft to another on



JOSEPHWHITESIDEBOYLE'S50MANYUKONMACHINEGUNDETACHMENTATHASTINGSPARK(PACIFICNATIONALEXHIBITIONGROUNDS)VANCOUVER
PRIOR TO GOING OVERSEAS IN THE SPRING OF 1915.

Back row: Brown, Stewart, Trites, MacDonell, Ryley, Taylor, Aldroft, Babb, Pender and Curry

Third row: Frame, Peppard, Ross, Cook, Gill, Gentry, McCuish, MacAlpine, Lobley, Haney and McKinley

Second row: Kelsey, Waddell, Forrest, Morgan, Small, Jones, Edelstan, Ellis, Kingston, McCaw, Black, Patterson and Fenwick

Front row: Hoskins, Young, Boutin, Falconer, Akers, Corporal Fitzgerald, Sergeant Jennings, Captain Knott, Officer Commanding,
Staff/Sergeant MacKinnon, Sergeant Jolly, Sergeant Strong, Corporal Morton, Blaikie, Johnston and Turner

The Yukon Motor Machine Gun Battery was organized in August 1914 as Boyle's Yukon Mounted Machine Gun Detachment and was composed of 50 men. The detachment was raised in Dawson and equipped by J.W. Boyle of the Canadian Klondyke Mining Company. Its distinctive uniform included Stetsons, khaki-colored mackinaw coats, breeches, and long boots. The detachment was originally commanded by Captain Knott but later by Captain H.F.V. Meurling.

Jane Gaffin's book 'Joe Boyle: Super Hero of the Klondike Goldfields' notes that Boyle had proposed to the Minister of the Militia, Sam Hughes, that he be permitted to send a fifty-man Yukon machine-gun battery to the front. Hughes accepted and consequently the men worked in the mornings for the Canadian Klondyke Mining Company and in the afternoon trained under the North West Mounted Police and the Dawson Rifle Association. The unit was mobilized at Victoria and was attached to the 2nd Canadian Mounted Rifles. The detachment embarked at Montreal on 12 June 1915. It was attached to the Eaton Motor Machine Gun Battery on 26 July 1915 and its name was changed unofficially to Boyle's Yukon Motor Machine Gun Battery in July 1915. It was redesignated the Yukon Motor Machine Gun Battery on 16 June 1916. The battery arrived in France on 16 August 1916 and was attached to the 1st Canadian Motor Machine Gun Brigade. The Yukon Motor Machine Gun Battery was absorbed by 2nd Canadian Motor Machine Gun Brigade on 8 June 1918. When the war ended, only 3 from the 50 men returned to the Yukon. According to Gaffin, Boyle's battalion of Klondikers became the most heavily decorated group of soldiers in the Canadian Army with over 30 of the men receiving medals for bravery.



THE AFTERMATH OF THE YUKON'S MONSTER DREDGES

Completely re-routed to allow the dredges to churn up any gold that might have been deposited on the bedrock underneath the original channel of the Klondike River, the devastation left by the dredges is complete. The Klondike Highway, to the right of the photograph, passes through the middle of the goldfields.

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The Guggenheim Dynasty

The Indianapolis Star, Monday, January 24, 1910.

GUGGENHEIM BEGINS WITH SHOELACES AND ENDS WITH SMELTERS

Poor Immigrant Rises in Financial World Through Inquisitiveness, and Bad Debt in West Proves Step-ping-stone to Wealth

From peddling shoelaces in the streets of Philadelphia to building a \$25,000,000 railway in Alaska.

From peddling glue in Philadelphia to the control of the lead market and most of the silver market of the world.

From peddling stove polish to the control of a \$100,000,000 smelter corporation—trust, if you wish—that can put mines, camps, cities, states out of business.

Who was this magic peddler?

He was a Jew, Meyer Guggenheim, who came as a boy of 19 from Langnau, Switzerland, with his father, says Eugene P. Lyle Jr., in his story appearing in Hampton's Magazine under the title, "Founding the House of Guggenheim." As a passenger aboard the same ship there was another immigrant from the same town. The other passenger was Barbara Myers, a girl of thrifty stock. She was a deeply religious woman, and when opportunity later came she turned thrift and industry to works of charity. Meyer Guggenheim's boyhood in the old land had been one of struggle, but the pennies were soon forthcoming in the streets of Philadelphia and he and Barbara were married. The dynasty of Guggenheim had begun.

Beginning of Dynasty

Riches were an ambition. That is, they were needed to obtain power. Power was an ambition. But riches and power both were only a means. When their first son, Isaac,

was born in 1845, the Guggenheim ambition became henceforth the Guggenheim dynasty. The dynasty is now the monument to the memory of the peddler of laces. His seven sons are called the whale born.

Laces were not all that were to be found in the peddler's tray. There was stove polish. There was glue. There were notions. In the end there were steamships, railroads, smelters, refineries and mountains that hold ore worth scores of millions.

Industry granted, economy granted, what other ingredient in the man was there to mix together that compound – success? Inquisitiveness.

From laces to rocks, from needles to furnaces, from the seaboard to the Sierras, that is an abrupt transition. But Meyer Guggenheim's enquiring eye led him naturally and simply across the intervening chasm.

It happened by the purist chance. Meyer Guggenheim had a bad debt, and he had to take a bad mine in settlement. That brought him into a new industrial world for conquest. Laces formed but a small world, and having conquered it, like Alexander, he would no doubt have looked eventually further afield. But as it happened, it was the bad debt that started things.

Bad Debt Good Fortune

Benjamin Guggenheim, the fifth son, tells it this way: "A merchant in Leadville, Colorado, had bought goods from his father and had failed to remit when the bill was due. So Benny went out to Leadville to see what could be done. There wasn't anything to be done, at least not on a cash basis. But the merchant had an option on a mine called the "A.Y. and Minnie," for \$5,000, and the Guggenheims might take over the option for their debt if they would pay half in cash.

The very word "mine" tinkled pleasantly, Leadville was the great silver bonanza camp of the West, and fortunes were being taken out every week or so. The shrewd lace merchant took over the "A.Y. and Minnie" and put Benny

in charge. Benny was only about 20, and when a week or so went by, and Benny did not send any fortunes East, the old man began to wonder what was the trouble.

Trouble enough! The "A.Y. and Minnie" was flooded, and Benny could not find anything to take out but water. And that took money. It looked as though the Guggenheims had been given a bag to hold.

Where with Meyer Guggenheim came west to the Rockies. There were many questions on his lips. Mine ownership did not always mean a bonanza. Why? That was the first disillusion. But if more money had to be thrown into the hole (disillusion No. 2), where should he throw the money, and how?

Inquisitiveness Wins Way

Thus appeared the little Swiss Jew in the Western mining camp. His wiry whiskers were parted at the chin. He was thick of accent, and he had money. He was a tenderfoot, a windfall, and a sheep wool-laden. It was a shame to let him stay in Colorado. But he had the clammy habit of inquisitiveness. He did not know the game played by the Western giants, but he had learned other games – stove polish, notions, laces – and that was why he had money. Perhaps he might learn this game.

Leadville meant a brand-new crop of Western millionaires. It meant the rebirth of Denver, the revival of prosperity for Colorado. To this place had come Meyer Guggenheim, presuming his fellowship with giants.

"I have seven sons, and each will have a million dollars." He said. The words were flashy. So was the gesture. But it was goaded to it by the sheer, generous bigness around him.

His first problem was the "A.Y. and Minnie" mine. He felt that within himself that he had passed through a second immigration, that all around him here in this great West – north of Alaska, south of the equator – lay a new world for conquest, if not by him, then by the dynasty. And he set Benny to working on the study of ores, from bottom to top and all the way through.

Delves into Mysteries

Meyer Guggenheim caught enough of the spirit of the West to throw good money after bad. But he threw it after getting answers to all his questions. Soon the water was pumped out of the "A.Y. and Minnie" and the mine was producing ore. It was good ore, too.

Yet something was the matter. The "A.Y. and Minnie" was not making money. A multitude of new questions assailed the Guggenheim brain and, and like a battery of Maxims, he began pelting people with them.

So Meyer Guggenheim looked at the smelting statement and then around him at Leadville. Here was the real birthplace of the smelting industry of the West. He could hardly see the heaven for the black smoke pouring day and night from the smelter stacks. Rounding the hillsides the smelters looked like a flock of grimy warships at full speed. At night the flares of the furnaces, the streams of liquid fire trickling down the dump, the mysterious forms of men in shadow, resembled an inferno with an over rush of lost souls. The scene would have inspired Dante.

Meets Right Man

Scores of rich men count their start from the sampling mills, the assay offices, and the smelters that those Leadville ores required. They were lead carbonate ores and, like the sulphides, had to be smelted. The first smelter there was in the Arkansas Valley, built in 1877. It is still one of the largest in the country. It has 200-acres of ground, ten furnaces and can treat 500,000 tons of ore a year.

Then Guggenheim met Edward R. Holden. Holden was a Colorado character in those early days, thirty years ago. The meeting with Guggenheim happened in a lucky moment for Holden, for Holden was in a tight place. He had an assay shop in Leadville, and then a sapling mill, buying ores from the mines, grinding and mixing them and selling them to the smelters. But he was not content. He yearned for the profits on the smelter end. He went to the Colorado National Bank in Denver and talked smelting to C.B. Kountze, the President, and Dennis Sheedy. Holden was a good talker, and in 1886 he and two bankers built the Globe smelter at Globeville, near Denver. Holden then went back to Leadville and began shipping the ores

he bought as sampler to the Globe smelter. Holden sampled the ores, but his banker partners sampled them again, and trouble arose as to which sample should obtain in the settlement between Holden and the smelter.

Invests in Smelter Stocks

It was then that Holden met the tenderfoot Meyer Guggenheim, and with stock in the Globe smelter to sell, he had an answer to all of Guggenheim's questions. Sure the smelters were getting the lion's share, he said. Take those fellows Kountze and Sheedy, for example. They were making just about all the profits there were in ore.

"So", concluded Guggenheim, "if smelting makes the money there is in mining, what's the use of having a mine unless you have a smelter?"

"None at all," echoed Mr. Holden; "try it." Guggenheim tried it. He took about \$80,000 of Globe smelter stock and as a stockholder he invested from inside. He secured for his sixth son, Simon, a good position there, and Simon appeared on the payroll as timekeeper at \$6 a month. The light poured through the opaqueness of smelter arithmetic. What Meyer Guggenheim could not understand as a mine owner, as a mine operator grew wondrous clear – and pleasing – to him. To illuminate these mysteries that so fascinate the smelter man and so distress the mine owner would require almost an article in itself. At a later time, as the mystery deepened under the supreme will of a smelter monopoly, you shall have a chance to indulge your cleverness at puzzles. Meyer Guggenheim read the profit and loss books for a year. It was entrancing literature. On the profit side, it is said, he read this: One hundred and fifty percent! At any rate it was a huge profit.

Rushes Orders for Smelters

Smelters for Mr. Guggenheim, quick! He could not get one fast enough.

He and Holden formed the Denver Smelting

Company, \$500,000 capital, intending to build at Denver. But a delegation of businessmen from Pueblo offered them a site there, free of taxes for ten years. Cities begged you to make 150 percent profit in those days! Guggenheim and Holden went to Pueblo and changed their name to the Philadelphia Smelting and Refining Company in honour of the lace peddler's first American home. At Pueblo they built the Philadelphia smelter. This was in 1888. Eventually it cost \$1,250,000.

"But why," Meyer Guggenheim long since had asked, "pay refineries to treat my bullion and matte?"

He answered that question by building a refinery in North Amboy, in New Jersey, and putting Simon in charge. Only Simon remained in Colorado.

Meyer Guggenheim stopped only at the mints. He did not build them. There was no profit in the minting industry.

Here ends the story of the glorious era of smelter building. They dotted the hills almost everywhere a new mining camp opened, or at a railway point where they might serve the mining camps whether in Colorado, Utah, Montana, California or Mexico. Until 1893 the ores were dug out of the mines faster than the smelters could handle them. It was a golden age for the mines as well as for the smelters.

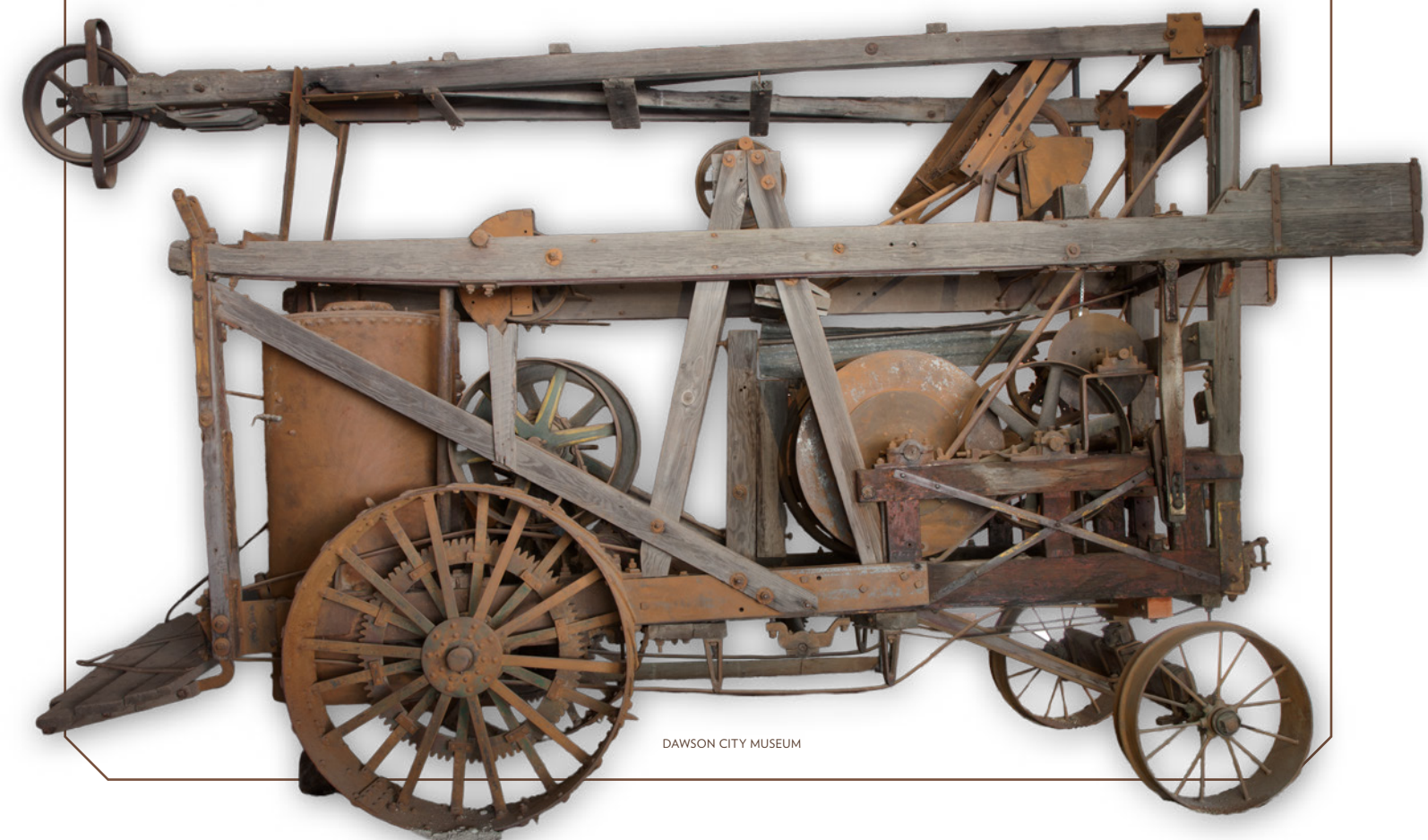
The Keystone Churn Drill

Built by the Keystone Driller Company in Beaver Falls, Pennsylvania, this No. 3 Keystone churn drill was an important tool in early Klondike mining development as the new fandangled machine introduced a scientific approach to prospecting. A potential mining area was drilled and core samples were taken to estimate the gold concentration and information. Information from these expeditions revealed dimensions of gold bearing levels making shaft, dredge and hydraulic mining operations more efficient and accurate. It was particularly important for the dredge owners to know the depth of muck before the reaching of pay dirt and bedrock.

Precise information on this particular drill is unknown other than the original drills began manufacture in 1906. Its 11-horsepower engine that made 4 revolutions per one drill stroke was powered by a 34" in diameter by 66" tall steam boiler. The standard equipment for use with

the Keystone drill was an extra heavy pipe 6-inches in diameter capable of recovering more than twice the amount recovered from a 4-inch pipe.

Its known that in 1907, through Dawson Hardware's purchasing power, the Canadian Government bought 6 to 8 Keystone churn drills to the Dawson area. These drills were offered on a rental basis to anyone who wished to use them. There were also other Keystone churn drills brought to the area at various times. These drills were essential in three major prospecting expeditions that occurred in 1908, the 1910's, and a final huge expedition in the 1930's. The Yukon Consolidated Gold Company headed up the expedition in the 1930's. The measurements were so accurate that that they are still being used today by some mining companies.



DAWSON CITY MUSEUM



THE LION OF THE NORTH

Superintendent Samuel Benfield Steele was the man in charge of the North West Mounted Police in Dawson City at the height of the Yukon Gold Rush.

This was the same Sam Steele who a few years earlier had investigated the murder to two miners at Wild Horse Creek [later Galbraith’s Landing]. When Steele left Galbraith’s Landing underwent a name change—it was renamed Fort Steele. The discovery of gold in the Yukon presented Steele with a new set of challenges. His task was to establish Canadian customs posts at the head of the White and Chilkoot Passes and at Lake Bennett. He earned a reputation for his rule that no one be allowed to enter the Yukon without a ton of provisions to support themselves during the winter months.

In 1898 the discovery of gold in the Canadian Yukon created a stampede of would be miners headed for what they thought and hoped would bring them instant riches. This sudden rush of people who came from all over the world but in particular from the San Francisco area of California presented serious problems for the government of Canada. The Commissioner of the North West Mounted Police posted Steele as the Canadian policeman in charge in the Yukon. Steele departed immediately by train to Vancouver where he was to be given his orders directly from Clifford Sifton, the Federal Minister of the Interior. He left his dear wife and three children with no idea as to how long he would be gone. At Vancouver he met with Superintendent Bowen Perry. The two officers then journeyed to Skagway, Alaska, a wild American community located at the base of the White Pass and Dyea, Alaska; a small community located 10 miles away at the base of the Chilkoot Pass. Steele and Perry were ordered to set up command posts at the top of the two passes, claim the territory beyond the posts as Canadian and advise all who wanted to proceed further that they would have to be prepared to obey Canadian laws. This was an arduous and almost impossible task but the two men backed by a force of less than 300 constables accomplished the task in excellent style. The miners entering Canada by way of the Chilkoot or White Pass were referred to as “Klondike Argonauts.” Steele admired their grit and determination to reach their goal that was still many miles away at Dawson City. The Argonauts respected the “Mountie” who laid down the law with no compromise. Many of the new arrivals never made it to the gold fields. Some perished en route, some simply gave up and headed back to civilization and some quickly realized that all of the gold bearing property had been staked so there was little or no chance of cashing in on the bonanza of gold but they could earn very good money by backpacking on the Chilkoot Trail. This became very lucrative when Steele made it a condition of entry into Canada that everyone wanting entry would have to have sufficient materials and supplies to sustain them until they reached their targeted goal of Dawson City. Qualification to enter Canada required

MAJOR SAMUEL BENFIELD STEELE (1848 - 1919)

Often referred to as ‘Steele of the Mounted’, or ‘Lion of the Yukon’ Steele was a legendary Canadian figure, who, had he been American, would have ranked right up there with Davy Crockett or Daniel Bowie.

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a total of about 1,400 pounds of supplies that had to be transported to the top of the pass. Only when the goods were on hand at the summit, would passage be granted into Canada.

Steele set up headquarters for the mounted police at Bennett Lake but spent the majority of his time at the post situated at the summit of the Chilcoot Pass where he would meet the men wanting to enter the Yukon and detail the rules that had to be obeyed and followed by everyone entering Canada. After the initial rush settled down, Steele moved to Dawson City that was located at the confluence of the Yukon and Klondike Rivers. Steele and his men were kept busy administering the law, providing mail service, and looking after sick and injured individuals, collecting fines and duties as well as doing everything possible to look after the well being of the thousands of people who were now resident in Dawson City. For the work that he had accomplished, Steele was promoted and given full command of the North West Mounted Police in the Yukon. He returned to Fort MacLeod and his wife and family after two years of service in the Yukon.

War had broken out in South Africa between the Boers and Queen Victoria's Army. As part of the British Empire, Canada was obliged to participate. In January of 1900, Lord Strathcona (Donald Alexander Smith) asked Steele to create a light horse cavalry to be based on the style and operation of the mounted police. He asked Steele to recruit and train the men into a fighting regiment and then proceed to South Africa to enter the fray in support of Queen Victoria's Army. Steele accepted. He traveled to Montreal to set up Canadian headquarters and training

facilities for the Lord Strathcona Horse Cavalry. He sent telegrams to the Mounted Police posts and asked them to spread the word to all and any of the many Argonauts, Mounted Policemen and backpackers that he had befriended in the Yukon, as he was a recruiting volunteer for the regiment. The response was positive and 537 volunteers enlisted within 5 days to fill the manpower required for the planned regiment. When the miner received word from Sam Steele about the request for volunteers, they immediately headed out and joined with other volunteers bound for Montreal to become members of Samuel Steele's "Lord Strathcona Horse Cavalry." They were instructed to proceed by C.P.R. to Montreal for combat training. The men were assembled and billeted at Lansdowne Park in Ottawa by 15 February 1900. After training was completed, the regiment sailed on 17 March 1900 to South Africa on a special vessel that had been arranged for by Lord Strathcona with stalls for the horses together with space for feed and equipment. The trip was a difficult one with rough waters inflicting seasickness on many of the men plus some kind of illness that had attacked the horses. Many of the horses perished at sea. Eventually they arrived, entered the battle and made a very substantial contribution to the outcome of the war. When the hostilities ended, Steel had become a national hero. For his exceptional and heroic service, Steele was decorated by King Edward VII and was made a Commander of The Bath and a member of the Victorian Order. The government of South Africa persuaded him to remain in South Africa to help organize the new South African Mounted Police force. Finally, Samuel Steele returned to his wife and family in Canada in 1907. No longer a member of the

mounted police—he had retired in 1903 after 30 years of service—he was able to spend time with his family and commence writing his memoirs. He agreed to assume command of the "Lord Strathcona Horse Cavalry" that was now a permanent Canadian Regiment. Sam Steele also served as president of the Canadian Club and Commissioner of the Boy Scouts of Canada during the period from 1907 until 1914 when World War 1 broke out.

At the outbreak of the First World War in 1914, Steele, retired Mounted Police Superintendent and retired South African Commander of the Lord Strathcona Horse Cavalry, volunteered to command the Canadian Expeditionary Force that was about to be sent to fight in France. His application was rejected because of his age. The Canadian public, who looked at Steele as a national hero and to be the best man in the country to handle the command were highly annoyed and brought considerable pressure on the government to re-consider. As a result, Steele was appointed Major General in command of the second Canadian Division with 25,000 troops. Because of his age he wasn't allowed to take an active combat command in France, so, at the request of General Sir Robert Kitchener, Steele was appointed General Commander of the southwestern district in England including the Canadian training base at Shorncliffe. On 1 January 1918, Samuel Benfield Steele was appointed Knight Commander of the order of Saint Michael and Saint George. He gave up his command and officially retired from Military Duty in July 1918.

Samuel Benfield Steele—a Canadian hero, leader of men, Superintendent of the Mounted Police, Commander of the Lord Strathcona Horse Cavalry in South Africa and a man who had faced and survived some of the most dangerous and difficult events in the history of Canadian Police and Canadian Military, died of influenza 30 January 1919 in Putney, England, where he was preparing and looking forward to returning to Canada and home. His body was sent to Winnipeg where Mounted Policemen, Members of the Lord Strathcona Horse Cavalry, soldiers from the 2nd Canadian Division and Members of Parliament, attended his funeral parade. Thousands of Winnipeg citizens lined the streets to pay their respect to a great Canadian as the funeral procession passed.

TR'ONDEK HWECH'IN CHIEF ISAAC

HAN CHIEF ISAAC AND HIS SON, 1899.
(AROUND 1847 - 1932)

Clad in a traditional cariboo parka with mittens held in place with moosehide sinew, the chief's bewildered 4-year son stares into the lens of the photographer's camera. The child's father has adopted to the whiteman's clothing of hat, sweater, vest, coat and trousers. He even wears a gold fob chain while a large gold nugget graces his sweater near his Adam's apple. The chief still wears his traditional moosehide mitts.

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Chief Isaac's favourite chair was made from a misshapen birch tree that had been sawn in half. The rest of the chair was made from branches and boards carefully positioned into place.

COURTESY TR'ONDEK HWECH'IN CULTURAL CENTRE

*By Allison Krissie Anderson,
Interpreter at the Tr'ondek Hwech'in Cultural Centre &
Great great granddaughter of Chief Isaac of
the Moosehide Indian Village*

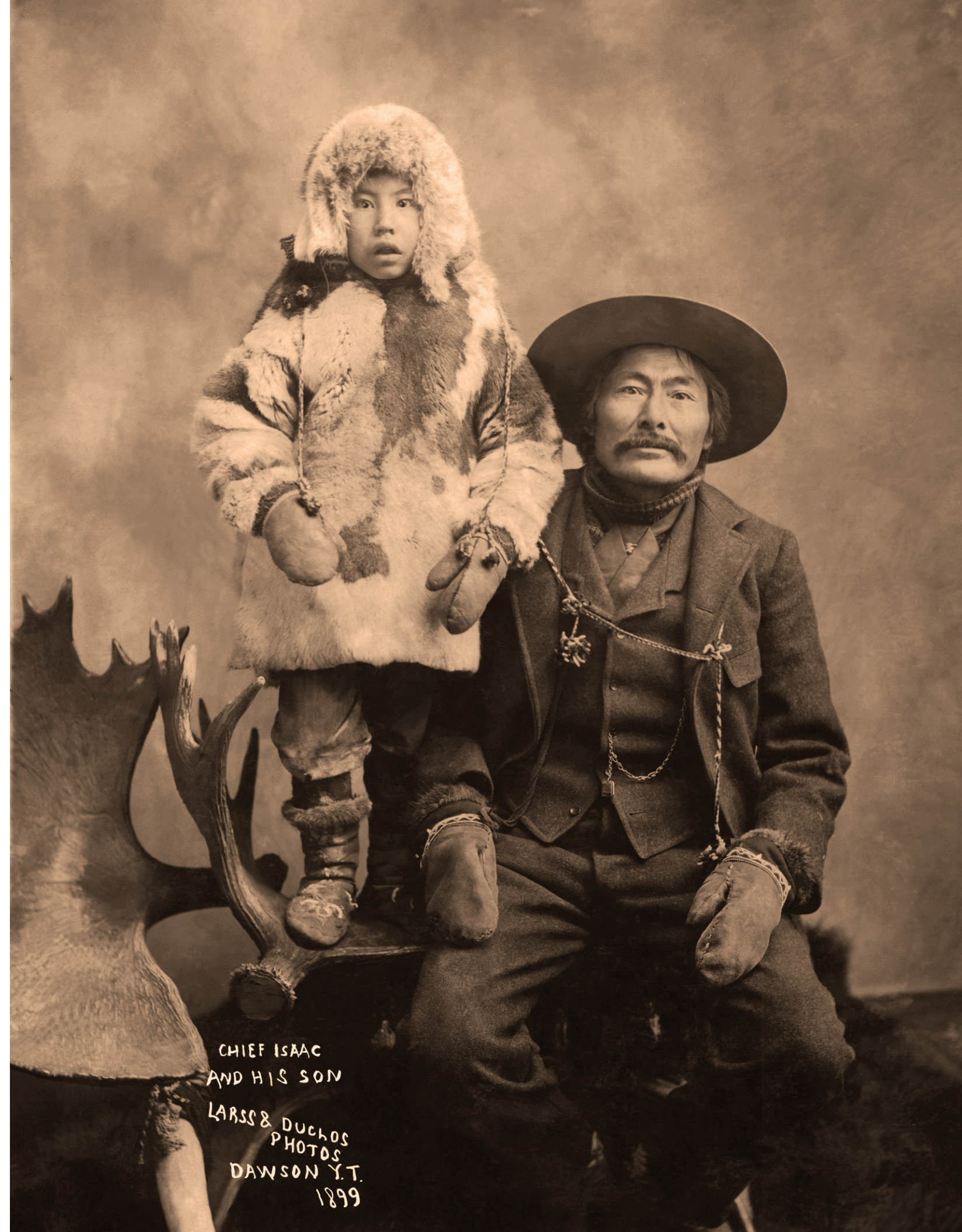
An impressive orator, Chief Isaac often spoke at Dawson City celebrations such as Discovery Day and Victoria Day as well as at the festivities of his own people. While Isaac welcomed the newcomers, he never failed to remind them that they prospered at the expense of the original inhabitants by driving away their game and taking over their land. Although they paid little heed to his message, Dawson City residents respected Chief Isaac and even made him an honorary member of the Yukon Order of Pioneers.

Isaac was born on the "Alaska side" of the US/Canadian border and spent his young manhood in the Forty Mile area until he married his wife Eliza and joined the people at the mouth of the Klondike River. The couple had 13 children, four of whom survived to adulthood. The most influential leader of the Tr'ondek Hwech'in, Chief Isaac led the Han people from some time before the Yukon gold rush until his death in 1932. In many ways, he was a bridge between the old ways and the new, mediating between his people and the newcomers. He arranged with government and church officials to move the Tr'ondek Hwech'in to Moosehide after they were displaced from Tr'ochek. He didn't want his people to become too civilized and would learn bad habits from the white people. As a result he convinced the government to move his people three miles downriver to Moosehide.

About 1892, Chief Isaac met Bishop William Bompas and was baptised. While the Anglican Church claimed Isaac as a Christian, he followed a middle path between the gospel and the ways of his ancestors. He attended church conferences and participated in services. He was also honoured as a keeper of the First Nations traditions and was often asked to lead in potlatches in other communities such as Fort Selkirk, Forty Mile and Eage.

In 1902 Chief Isaac travelled to the land of the newcomers on a visit to San Francisco, Seattle and other coastal cities. He was interested in all that he saw and glad to meet old Yukon friends. Nonetheless, he told a Seattle reporter: "Yes, I have seen so many strange and great things that I am tired and want to return to my people."

Water played an important role in placer mining and the summer of



1905 was so dry that John T. Lithgow, the Controller of the Currency for the Yukon, proposed to the miners that Charles M. Hatfield, a rainmaker from California, be given a \$10,000 contract to come to the Klondike. It turned out that Hatfield was too busy in California to come north but he agreed to come the following year for \$10,000—

\$5,000 put up by the government and \$5,000 by the miners. Hatfield arrived on 6 June 1906 with an assistant and his brother and the trio set up on the King Solomon Dome at the headwaters of Hunker, Quartz, Sulphur, Dominion and Bonanza Creeks. There was very little rain and the miners wanted a meeting to cancel his contract.



HAN CHIEF ISAAC OF THE MOOSEHIDE FIRST NATIONS

The chief holds a bow with string guard and wears a decorated hide quiver while standing in front of his tent near the Yukon River's edge on the Dawson City side of the Klondike River. The North west Mounted Police barrack appears in the top right background.



THE MOUTH OF THE KLONDIKE RIVER EMPTYING INTO THE YUKON RIVER WITH DAWSON CITY ON THE LEFT AND KLONDIKE CITY ON THE RIGHT SHOWING THE OLD INDIAN VILLAGE OF MOOSEHIDE.

Joseph Francis Ladue staked a claim to 160 acres of boggy flats at the confluence of the Klondike and Yukon Rivers that he named Dawson City after the renowned geologist and scientist George Mercer Dawson. Across the Klondike River from Dawson City a second smaller town came into existence that was named Klondike City. Much of this location was built on the unoccupied Moosehide First Nations village. After conferring with the clergy and police Chief Isaac moved the Moosehide First Nations people three miles downriver once Dawson City began having white married couples with young children. The prostitutes from Dawson City's 2nd Avenue were run out of town and across a bridge that spanned the Klondike River and forced to live in Klondike City—resulting in the name change to Lousetown. This altered map of Dawson City and Klondike City was compiled by Joseph Davis, a Judge from Helena, Montana.

With the contract cancelled, the rainmaker loaded all his equipment into a buggy and was en route to Dawson City when the skies opened with a downpour. Hatfield left Dawson City having only been allowed expenses from the contract and was never heard from again. According to Chief Isaac, he had four of his medicine men making "big medicine" so that Hatfield would make no rain. As a result the First Nations medicine men took full credit for the heavy rains.

The Han people lived along the Yukon River in eastern Alaska and western Yukon Territory with one of their largest camps being at the junction of the Klondike and Yukon Rivers. It was near here that George W. Carmack, Skookum Jim and Dawson Charley made the first big gold strike and within two years some 30,000 gold seekers had poured into Han Territory. The newcomers' hunting and timber cutting left the native population in near poverty. Chief Isaac was so worried about the future of his people that he sent some of their most sacred tribal possessions to the Han elders in Alaska for safekeeping.

On 15 December 1911 Chief Isaac was quoted in the Dawson City News: "All Yukon belong to my papas. All Klondike belong my people. Country now all mine. Long

time all mine. Hills all mine; caribou all mine; moose all mine; rabbits all mine; gold all mine. White man come and take all my gold. Take millions, take more hundreds fifty millions, and blow 'em in Seattle. Now Moosehide Injun want Christmas. Game is gone. White man kills all moose and caribou near Dawson. Injun everywhere have own hunting grounds. Moosehides hunt up Klondike, Up Sixty Mile, up Twenty Mile, but game all gone. White man kill all."

Chief Isaac died of influenza at age 73. During his lifetime, he experienced unbelievable changes and worked hard to ensure his people's survival. The strength, wisdom and spirit of Chief Isaac continue to inspire the Tr'ondek Hwech'in.

VIEW OF KLONDIKE CITY WITH DAWSON CITY IN THE BACKGROUND, SEPTEMBER 1898.

Lumber, lumber everywhere! Klondike City sat across the Yukon River from Dawson City. Klondike City came into existence when the Moosehide First Nations opted to move three miles downriver to be away from the bad influences of the whiteman.

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KLONDIKE CITY N.W.T.

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E.A. Hegg

KLONDIKE KATE

The woman who was eventually dubbed the 'Queen of the Klondike', 'Flame of the Yukon', 'Belle of the North' and 'Klondike Kate' in Dawson City, Yukon, was born Kathleen Eloisa Rockwell in Junction City, Oregon, in 1876 but had grown up in Spokane, Washington. Her stepfather had stature in the community and the family lived in a large mansion until economic failures caused tensions in the home. Kate grew up as a bit of a tomboy and often played with boys rather than members of her own sex. Of a rebellious nature, her parents sent her to boarding schools and convents but the young woman either ran away or was expelled. In the 1890s, after her mother had divorced her husband, mother and daughter moved to New York where Kate had an unsuccessful attempt as an entertainer.

Kate joined a travelling song and dance theatre that went to the Yukon in 1900. First working as a tap dancer in Skagway and later Whitehorse, Rockwell found her stride in Dawson City as a member of the Savoy Theatrical Company. Kate subtracted five years from her age and as a 'teenage performer' was much loved by the miners. What made Kate stand out from the other dancers was her flame dance. She would come out onto the stage wearing an elaborate dress covered in red sequins and an enormous cape. She would remove the cape and reveal a cane to which was attached several yards of red chiffon. She'd then leap and twirl with the chiffon until she resembled a great ball of fire. Although far from the best singer or dancer in Dawson City, Kate was a tireless and shameless self-promoter. On Christmas Eve, 1900, miners gave Kate a tin can for a crown with the edges cut into sharp points upon which were affixed lighted candles. The patrons of the saloon dubbed her the 'Queen of the Klondike' at that all night party and she clung to the name for the rest of her life. It was reported that Kate made \$200 a week for her flame dance, but on the floor dances she often cleared \$500 a night as a percentage-girl on champagne sales. Frequently her legs were bruised from being hit with gold nuggets thrown by the miners. She had the plush Star's Room upstairs over the theater, trimmed in red and gold.

Kate had an intense love affair with Alexander 'Pericles' Pantages, a struggling waiter and bartender. Born on the Greek Island of Andros in 1867, Pantages' first job in Dawson City had been peddling coal oil from a hand drawn sleigh. It wasn't long before the handsome Greek and Kate shackled up and soon afterwards Alex persuaded mistress Kate to join forces with him and open a saloon and brothel in Dawson

OPPOSITE KATHLEEN ELOISA ROCKWELL (1876 - 1957)

Originally known as the 'Queen of the Yukon', 'Flame of the Yukon' and the 'Belle of the North', this dancer and promoter later changed her stage name to 'Klondike Kate'.

HISTORIC PHOTO ARCHIVE, PORTLAND, OREGON
WWW.HISTORICPHOTOARCHIVE.COM



'Klondike Kate's rhinestone belt with the 26 1/2" length, was gifted to George Murdock, the owner of Murdock's on Kate's last visit to the Yukon in the late 1940s or early 1950s.

MURDOCK'S GIFTS GOLD JEWELLERY, WHITEHORSE



City and their venture was a huge success until the Mounties busted Kate for operating a bawdy house and she was sentenced to one month of hard labour. It was while Kate was cooling her heels in goal that she decided to take out revenge on Katherine Maud Ryan, the first female special constable with the North West Mounted Police. In 1897 Kate Ryan, a nurse and caregiver from Johnville, New Brunswick, had moved to the Yukon and gained employment with the police as a woman guard. She came to be known as the original ‘Klondike Kate’. This imposing woman, almost 6-feet tall, had returned home in 1901 and was amazed by the stories about her work in the Yukon. She had been dubbed the ‘Klondike Kate’ of the Yukon and everything said or written about her was positive. Kate Rockwell, upon being released from goal, again partnered up with Pantages to open up the Orpheum Theatre in Dawson City and began advertising herself as the ‘real’ Klondike Kate and in so doing completely and irrevocably ruined the reputation of the special police constable.

According to Ella Lung Martinsen in her book ‘Trail to North Star Gold as told by her mother Velma D. Lung’ the Savoy was originally owned by Abram Hensen ‘Arizona Charlie’ Meadows and known as the Grand Palace.” It was in the Grand Palace that Klondike Kate soon became so famous. Arizona Charlie had just built this new plush theater and it was here that Klondike Kate did the exciting “cake-walk”, wearing a crown of lighted candles; and here she performed the breath taking “flame act” while she danced with spectacular fury to fast-moving music, swirling hundreds of yards of filmy gauze up and down and across the stage, illuminated under very fiery, flame-coloured spotlights (coal oil carbon). And it was in this same theatre that she reached the peak of her brilliant career and became known as the “Queen of the Klondike”. Ella’s father Ed recalled a time when he and his partner were waiting for a stage to take them to Hunker Creek when they had a chance encounter with Kate and Cad Wilson, another actress. The two men could hear the girls singing from a distance and decided to join in with the singing with ridiculous high falsetto tones and feminine soprano voices. Moments later the stage

rounded the corner and the two women, dressed in long silk dresses of pink and blue and carrying in their laps large bouquets of wild flowers—blue bells, wild roses and delphinium—came into view. Within minutes the foursome were singing with real gusto many of the many popular numbers including the famous Rigoletto quartet. Kate then asked the two men if they had ever seen them performing at the Opera House.

Before leaving the goldfields the industrious Kate and Alex, by using her savings, bought the Orpheum Theatre with Kate billing herself as the star attraction. The Orpheum’s daily receipts were initially \$8,000 a day but they then dropped to where they were barely able to cover expenses. The couple closed shop and headed south and brought back clean stage entertainment. The project didn’t work so they sold out cheap and headed for the ‘Outside’ with, according to Kate, \$150,000.

After Kate left the goldfields for the ‘Outside’, she opened the first theatre in Victoria, called the Orpheum, and her moving picture machine was a silent movie called a biograph. The entertainment consisted of one act of vaudeville and one act of the biograph machine. Kate went on tours in the States and sent all her profits to Alex who was beginning to start up a theater chain across North America. After leaving the goldfields, Rockwell and Pantages extended their business relationship and Kate took another important step in her vaudeville career by opening theatres in Vancouver and Seattle. In September 1902 they returned to Seattle because Pantages wanted to expand the theatrical business. Kate told the papers that she made a trip to Texas and borrowed money to allow them to expand the business that ultimately led to his riches.

It was about this time that Pantages managed to squeeze Rockwell out of the theatre business and it wasn’t long before he owned or controlled 70 theatres up and down the Pacific Coast. He would eventually control 500 throughout North America. In 1905 Kate launched a lawsuit against Pantages for \$25,000 accusing him of reneging on a promise to marry her once they left the goldfields. Among the many articles that her earnings

provided to Pantages were .75-cent cigars, \$15 silk shirts and board at \$40 a week. Kate told the court that in 1901 her promised husband became tired of the monotony of the Yukon mining city life and that she paid all his expenses to travel to San Francisco. From here the couple continued onto New York with her still paying all the expenses. While in the east she declared that Pantages introduced her everywhere as his wife both to his friends and to his relatives. Her lawsuit won her \$5,000 but by this time Pantages had married eighteen year-old Lois Mendenhall, a classy violin player.

Kate returned to the north and played in a few vaudeville troupes but her magic was gone. She danced in some of the saloons but her weight gain no longer turned the eyes of the patrons in her direction. She bought a hotel in Fairbanks, Alaska, a new town that had come into existence due to a gold strike by Swift Water Bill Gates but this building burned down and she lost everything. Once, in dire straits, she went to see her former lover at his Seattle mansion and beg him for money. He gave her \$6 and sent her on her way adding insult to injury by promising to send her a pittance every month to stay away from him.

Pantages’ romantic scandals were the thing of legend. He was arrested in 1929 for allegedly raping a 17-year-old woman named Eunice Pringle. It was during this time that his wife Lois, dead drunk, ran over two people with her car and killed them both. She was charged with impaired driving causing death. His wife was found guilty and had to pay \$78,500 in damages for her accident. The prosecution lawyers against Alex called in Kate as a witness against her former lover. Found guilty in a jury trial, he was led away to begin a fifty-year sentence. Pantages’ legal battle exhausted a large part of his personal wealth and he sold out his theatre chain to Radio-Keith-Orpheum Pictures for \$24,000,000. The Pantages theatre chain, now under the umbrella of RKO, switched ownership to Joseph P. Kennedy and the father of President John F. Kennedy. On the day the stock market crashed, triggering the Great Depression, Pantages was convicted and sentenced to 50 years in prison. He appealed and remained free on bail. The



PERICLES (ALEXANDER) PANTAGES AROUND 1910 (1867 - 1936)
The Greek bartender that first loved and then jilted Klondike Kate went to the ‘Outside’ and opened a theater that he named the Crystal in Seattle. He afterwards opened a string of 500 theaters across North America thus becoming the famous ‘Theater King’. Pantages eventually sold out his theater chain to Radio-Keith-Orpheum for \$24,000,000 with the new owner being Joseph P. Kennedy, the father of President John F. Kennedy.

UNIVERSITY OF WASHINGTON SPECIAL COLLECTIONS #JWS12364
PHOTOGRAPHY BY J. WILLIS SAYRE



Klondike Kate’s metal mesh evening bag.

MACBRIDE MUSEUM, WHITEHORSE

stress of his legal battles probably contributed to the heart failure that claimed his life in 1936. It was then that rumours began to circulate that he had been framed by a group of former sourdoughs as revenge for the ruin he had brought to the ‘Queen of the Klondike’.

In 1910, at age 37, Kate married for the first time to Floyd Warner, a cowboy, of Bend, Oregon, but that marriage failed. In 1933, Rockwell married John Matson, a miner from her Klondike days. She was 57 and he was 69. The marriage took place in Vancouver. It was a strange marriage with her living in Bend, Oregon, and him in the Yukon. They communicated by him writing love letters to her and her writing poems to him. He opened a bank account in her name before returning back to the Yukon to his gold claim and trap line. She came up to see him several times and during these visits they stayed in separate hotels in Dawson City. She would walk by the Orpheum Theater that was boarded up and run down—with nothing but silence within its leaning walls. Cruel old-timers of Dawson City shook their heads and muttered, “There’s that bitch again, back for more of Matson’s gold”. The marriage lasted until his death in 1946 at the age of 82. She received a short last letter from the Silent Swede that simply read: “My dearest wife, I am so tired after this trip.” By a strange twist Joseph Sestak, a concerned trapper and miner, went to look for Matson and found his bones scattered by animals over a huge

area. He informed the Mounties and in guiding them to Matson’s cabin Sestak fell and gouged out an eye. He hired a young Yukon lawyer named Erik H. Nielsen and was eventually awarded over \$3,000. Nielsen went on to become the Progressive Conservative Member of Parliament for the Yukon and Deputy Prime Minister in the Brian Mulroney government. He also served as Minister of Defense.

After moving to Bend, Oregon, Kate opened a restaurant on one of the main streets and was known affectionately by the locals as ‘Aunt Kate’. She often shared her money with the needy and volunteered her time to take care of the sick that were affected by the flu epidemic. Still the tireless self-promoter, she was always ready to chat with anyone who would listen and give away portraits of herself from when she was a dancer in Dawson City. These portraits were always signed ‘Klondike Kate’ or ‘Kate Rockwell’.

In 1942 Kate went to Hollywood to discuss the making of a movie on the Yukon Gold Rush that resulted in the movie ‘Klondike Kate’ coming out a year later starring Ann Savage.

Kate, at the age of 71, married for a third time to William L. Van Duren. In May 1948 Mr. and Mrs. Van Duren visited Vancouver on an extended honeymoon where Kate agreed to an interview with Major James Skitt Matthews, the city archivist.

Kate Ryan, the original ‘Klondike Kate’ was born in 1869 and never married. She died in Vancouver in 1932.

‘Klondike Kate’ died in 1957 at Sweet Home, Oregon, at the age of 80 and as per her wishes her ashes were scattered over the high desert of Oregon.

MY WILL

By ‘Kondike Kate’ Rockwell

All that I can leave you
Are memories of the past.
The dreams we dreamed together
That were too sweet to last.

To the tired and weary hearted,
Burdened down with all life’s ills,
I leave the sunrise on the desert
And the twilight on the hills.

To the lonely and the old folks,
Many walks down Memory’s lane,
Hand in hand like childhood sweethearts
Many we wander once again.

To the boys and girls who told me
When their foolish feet had strayed,
I can leave you at least the knowledge
They never were betrayed.

To the ones who bandied gossip,
Tore my heart with heavy-edged words,
I leave my full forgiveness
To combat bitter words.

To the friends who were so faithful
Through my laughter and my tears,
I leave peace and contentedness,
For their declining years.



KATHLEEN ELOISA ROCKWELL (1876 - 1957)

Nicknamed the ‘Darling of Dawson’, Kathleen was thrice married. On leaving the Yukon for the ‘Outside’, she lived most of the rest of her life in and around Bend, Oregon. Upon her death in 1957, she specified that her ashes be scattered across the high desert. In the portrait above, she displays a necklace of nuggets from her days in Dawson City during the Yukon Gold Rush.

VANCOUVER CITY ARCHIVES PORTRAIT P986.3

KING SOLOMON’S DOME OR KING SOLOMON HILL & GEORGE T. COFFEY, HYDRAULIC ENGINEER FROM THE CARIBOO

Located 20 miles southeast of Dawson City, the 4,000-foot Dome is believed to be the source of the gold fields that sparked the Yukon Gold Rush at the turn of the nineteenth century.

From the 1902 Dawson News Cleanup Edition on page 10 appeared: “The mines of King Solomon which gave glory to the ancient monarch and to modern scientists a food for speculation have given also a name to one of the Klondike’s richest treasure houses.

King Solomon Hill is located on the left limit of Bonanza Creek in the vicinity of 23 Below Discovery. Its crest is crowned with a diadem of wondrous wealth. Chief among the mines operated at that point is that of the Anglo-Klondike Mining Company comprising seventeen separate claims known as the Goheen Group.

The mines of the Anglo-Klondike Company are under the magement of Mr. George T. Coffey, a hydraulic miner of long experience in both California and the Cariboo country, who has introduced many innovations of methods here which have

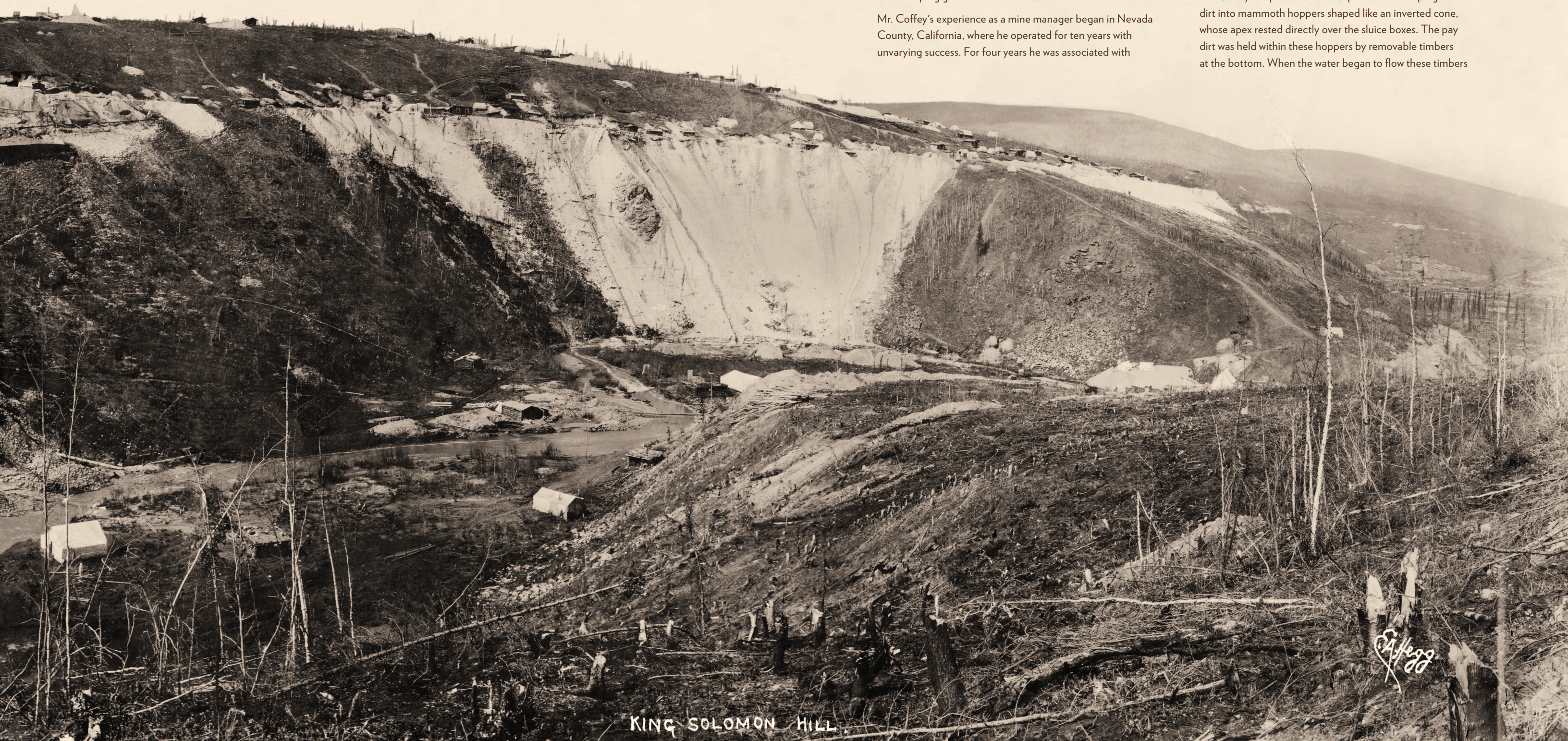
resulted in minimizing expense and increasing output.

Fifteen of the claims comprising the Goheen Group are located on King Solomon Hill and two on Boulder Creek, which latter afford a dumping ground for tailings and afford a valuable water right on Boulder Creek, from which a ditch has been constructed that will, during the spring and autumn freshets, carry 250 inches of water to the company’s mines on King Solomon Hill and also to its FoxGulch property. On Fox Gulch the company owns practically all the favourable ground, having 13 hillside and bench claims, one fractional bench claim and three bench claims on Fox Gulch, together with dumping ground on Bonanza...

Mr. Coffey’s experience as a mine manager began in Nevada County, California, where he operated for ten years with unvarying success. For four years he was associated with

Hobson in the great Cariboo Consolidated Mine where he assisted in the installing the mammoth hydraulic plant that brought those immense gold fields in subjection. He came to the Klondike in 1898 and was for two years manager of McDonald’s Bonanza Syndicate and later with the Hunker Concession. His selection to manage the affairs of Anglo-Klondike Company was a tribute to his ability as a miner. The condition of the mines at the time of his assumption of the management was anything but promising, but by the introduction of new methods he has materially decreased the cost of operation while vastly increasing the output...

Mr. Coffey adopted the novel expedient of dumping his dirt into mammoth hoppers shaped like an inverted cone, whose apex rested directly over the sluice boxes. The pay dirt was held within these hoppers by removable timbers at the bottom. When the water began to flow these timbers



KING SOLOMON HILL

St. Jegg

MONTO CHRISTO HILL & GULCH

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but by the introduction of new methods he has materially decreased the cost of operation while vastly inwere gradually removed and the dirt flowed freely and uninterruptedly. By this handy device the labour of scores of men "shovelling in" was saved."



MONTO CHRISTO HILL AND GULCH.

THE ATLIN GOLD RUSH OF 1898



THE TENT AND CABIN TOWN CALLED DISCOVERY AT NUGGET POINT ON PINE CREEK FIVE MILES FROM ATLIN IN 1899.

Paddle-wheels are being used to fill the sluices to get water to the piles of pay dirt that have accumulated along the creek’s edge over the winter months. It would appear that water from other sources have been diverted to run the sluices on the tops of the hillsides.

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG034
PHOTOGRAPHY BY ERIC A. HEGG PHOTOGRAPH - COPIED BY IRA WEBSTER AND NELSON STEVENS (W & S)

Fritz Miller, a German immigrant, and Kenneth McLaren, a Nova Scotian, had little difficulty locating Pine Creek where they quickly found the fortune they were seeking. Fritz’s older brother George had come on a pack trip from Juneau, Alaska, and while a companion was cooking dinner he’d taken his gold pan and tested the gravels and found gold. Acting on George’s tip, Fritz and Kenneth not only found gold on Pine Creek—they also discovered the remains of long abandoned flumes and old sluice boxes. The mystery still remains as to who panned Pine Creek before the rush of 1898. It’s been speculated that the earlier working had been carried out by Russian prospectors. On July 27, 1898, Fritz presented himself before Captain D’Arcy Strickland of the Northwest Mounted Police at Taglish Lake to claim Discovery for McLaren and himself. The Pine Creek find resulting in the nearby town of Discovery with the town of Atlin coming into existence five miles away on Atlin Lake. The town was serviced with supplies by steam powered boats. The White Pass and Yukon Railroad, built to service the Yukon Gold Rush, also provided service to Atlin.

Placer gold was typically found by sinking shafts down to the bedrock but it was also found dispersed in the gravel. Finding old stream beds where the gold was close to the

surface was often a successful mining strategy. Most of the gold in the Atlin area was recovered by hydraulic mining that used huge amounts of water to wash away the overburden to get down to the placer gold on the bedrock.

An excerpt from ‘Atlin The History of BC’s Last Gold Rush’: Perhaps the Guggenheim’s huge success in gold mining resulted from knowing when to quit, yet from 1910 on, and for a number of years, the North Columbia Gold Mining Company worked the Guggenheim property with good overall results, the best year being 1913, when profits exceeded all other seasons. It was obvious that hydraulic mining was the best method for Pine Creek, and Ruffner’s company used from 6 to 15 monitors at various times. In 1914 the companies were reorganized into Columbia Mines. They remained the largest interest in the creek, employing as many as 50 men, and consistently produced good values. In 1918 Ruffner’s company, the Atlin Gold Mines, acquired the Guggenheim properties, and the remainder of the group was sold to Frank Henry Mobley and Louis Schulz, who named their company Discovery Mining and Power.

THE GOLDEN LOAF

A portion of an article from the ‘Atlin Claim’ dated July 15, 1899: “From the Eighty-three ounces, 5 pennyweights, 15 grains is the weight of the big piece of gold taken out of Spruce Creek at 126 below by W. West and B. Haffernnen, owners of the claim, at 11:30 o’clock on Saturday morning [July 12, 1899]. The big lump had been named “The West”, and to give an idea of what it looks like, just take a loaf of bread, cut it in two and there you have its counterpart in size, though not in value. There is considerable quartz in its makeup.

The lump attended divine service in the Bank of Commerce building the day following its liberation from the now famed claim on Spruce, and no doubt familiarized itself with its future abode, for it passed down the long counter and then passed back again keeping this up for hours...



YUKON ARCHIVES # PHOTO #004753

DEASE LAKE & STIKINE RIVER

Two miners named Choquette and Carpenter started interest in this area with the discovery of placer gold in the gravel bars on the Stikine River in 1861. When this news reached Victoria the next winter it excited a few parties who prepared and headed up the next spring. It was Captain William Moore and his small steamboat that brought them up to the Stikine from the Wrangell. However, most of the deposits on the Stikine proved to be quite small, and most of the men returned south in the fall. Coquette continued on prospecting and also operated a small trading post on the Stikine for some years.

It was this rush of activity which caused the Stikine territory to be defined in 1862. The area was put under control of Governor Douglas. Due to the Western Union or Collins Overland Telegraph Company extending northward in this area in 1866, explorations were made. At this time Telegraph Creek was named for the intended crossing of the telegraph line. This work was stopped, though, when the laying of the transatlantic cable was successfully laid in 1867. The Dominion Government took over the telegraph system in 1871 when British Columbia became a province. What then happened was that the telegraph system was only maintained as far north as Quesnel and the rest was left to fall apart.

A second wave of gold interest was created in 1873 by the discovery of gold on Thibert Creek (close to Dease Lake) by Thibert and McCullough. This was called the Cassiar Gold Rush of 1874. Riverboats brought prospectors as far as Glenora, and then they headed overland to Dease Lake. It was at this time that the Hudson's Bay Company and John C. Calbraith set up trading stores in Glenora. Captain Moore then obtained a contract from the Provincial Government to build a road from Glenora to Dease Lake along the aboriginal trail that had been followed by Robert Campbell 36 years earlier.

This new rush of gold prospectors was to prove negative to the Tahltan way of life. Large quantities of liquor and diseases such as measles were introduced. This helped to create hostility and conflict between the white settlers and the Tahltan people. Ultimately, the result was a loss in the Tahltan population.

This strain caused all the Tahltan clans to gather together in one communal village close to where the Tahltan and Stikine Rivers joined, a place not far from the trading stores at Glenora. Although the Tlingit continued to come into the area and fish until the turn of the century, the trade monopoly of the Tlingit was broken down and

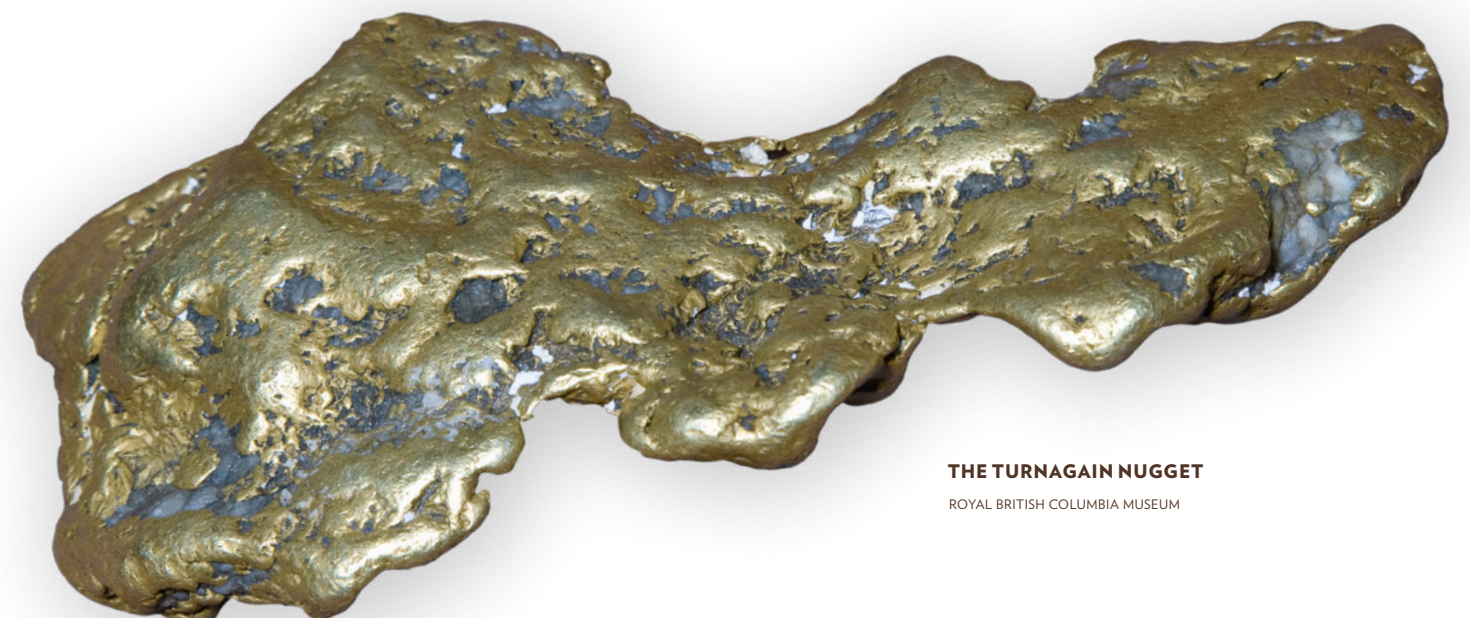
traditional trading patterns between the Tlingit and the Tahltan were destroyed.

All of this was followed by a third wave of gold seekers: the Klondike Gold Rush. The Stikine was the first leg of the journey north, and during the winter of 1897-98 between 3,000 and 3,500 men camped at Glenora. This occupation was the largest and briefest the area has ever seen. Due to this influx of movement, Telegraph Creek became an important centre as the head of navigation on the Stikine as it was only twelve miles upstream. In 1897 the Telegraph Trail, which ran from Telegraph Creek north to Atlin, was established and used as a major transportation route north to the Yukon. In 1899 the Dominion Government began to connect the Yukon telegraph line with the British Columbia system that had previously ended in Quesnel. In 1901 the line was completed.

Further destruction of the Tahltan traditional way of life

occurred when foodstuffs became more readily available. Previously, the Tahltans had been dependent on hunting and fishing as their primary means of survival. Now, however, furs could be traded for food.

On top of the economic boom for the Tahltans with the trading of furs came the employment for young men acting as packers and hunters for the trading stores. Because of the previous drop in population, the Tahltan people allowed their traditional marriage regulations to be relaxed in order to encourage intermarriage and population growth. This development caused many non-natives to stay in the area after the gold rush, as well as led to the introduction of missionaries.



THE TURNAGAIN NUGGET
ROYAL BRITISH COLUMBIA MUSEUM