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Swallow Press, , p. Hitchcock was a tourist, interested in experiencing the Yukon River and the atmosphere of the gold rush. Letter from Thomas J. Church to General J. Metcalfe, July 19, Erastus Brainerd Scrapbooks, vol. Letter from Eugene Higgins to E. Graves, January 22, Includes suggestions for an advertising campaign. Seattle Chamber of Commerce Report, September 7, North American Transportation and Trading Company, ? Lowman and Hanford, , p. Hill, president of the Great Northern Railway, n. A description of the toll taken on horses and other pack animals along the Skagway Trail to White Pass in Seattle Argus, September 25, A report on the difficult conditions along the Skagway Trail in and the fact that very few who attempted to cross White Pass made it. Many turned back frustrated by the difficulties of the trail. A newspaper column including advice from a miner about the real difficulties of mining in the Klondike. Letters home from R. Hunter Fitzhugh, September 18, and September 25, Two letters from a year-old man from Lexington, Kentucky, who traveled to Wrangell, Alaska in and faced great difficulties in attempting to travel up the Stikine River route to the goldfields. Hunter Fitzhugh, Rampart, Alaska, July 2, A letter from R. Hunter Fitzhugh expressing his desire to stick to gold mining for another year because life at home offered no better opportunities. A cheerful letter from a miner to a friend at home describing daily activities and worries about not being able to get jobs at home. Hunter Fitzhugh to his father, February 24, Hunter Fitzhugh to his father, Lake Teslin, B. A personal description of the hardships of the Teslin Trail, one of the less popular routes to the goldfields. Letter home from R. Hunter Fitzhugh, Lake Teslin, B. The Chamber sent a gold exhibit on the Great Northern Railway to be shown in major American cities as means of attracting people to the idea of gold mining. Letter fragment from R. Last letter home from R. Hunter Fitzhugh, Rampart, Alaska, October 29, The men put the log on a frame about eight feet off the ground. One stood above it, one stood below it, and push-pulled a saw up and down through the log. They all hated this kind of work. Hunter Fitzhugh to his mother, Hoosier Creek, March 2, Letter from William Ballou, Seattle, March 29, A description of the lower Yukon Valley by a miner headed upriver to the mines. Observations on gambling in Dawson City. He refers to previous family troubles and the promise of a new start. Views on work, laziness, and the challenges of Alaska. Brief comment on the cold and wood fires. Excerpt from the diary of Harold Peterson, August-September ? Excerpt from diary of Edward C. Adams, Dawson City, January 16, A succinct statement of just how cold it was. Box 1, Archives, University of Alaska Fairbanks. Commentary on the food. Letters from Jonas Houck to his wife in Detroit, Michigan. Letter from Lynn Smith, Rampart, April 15, Account of a particularly miserable trip and meal. Letter from Lynn Smith, Rampart, to his sister, November Mention of a man who brought in eggs in order to make money. The excitement of panning for gold described by a long-time miner. Letter from Lynn Smith, Rampart, December 17, Account of trading for furs with the Tanana Indians and the diseases afflicting native peoples. Letter home from Lynn Smith, June Michaels, at the mouth of the Yukon River. Enthusiasm for the jobs and wages to be had packing goods at Chilkoot Pass as well as a description of the crowds on the trail. Excerpt from the Dyea Trail, January 12, Grand plans for the town of Dyea, the start of the Dyea Trail, and the idea of a gateway city. See also, John Clark Hunt, ed. A detailed description of digging mining holes in Alaska creeks. Excerpt from Dawson Daily News, May 23, Chronicle Books, , p. A newspaper description of dogs in Dawson City. Dogs were crucial to sled transport in winter, but in summer they had nothing to do and were often abandoned and neglected. A letter from a Canadian official about prostitution in Dawson City and the ways in which women and dance hall owners circumvented the law. Abbott to his family. Description of the loads carried by boats from Tagish Lake to Dawson City, showing the sheer amount of goods miners transported to the goldfields. Reprinted in Alton Democrat, June 26, Comments on the crowds along the Yukon on the way to Dawson and at Dawson City itself. Archdeacon Hudson Stuck on salmon, Cited in

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Michael J. Carey, "Save the Salmon: An important note on the other crucial commodity along the Yukon besides gold: Alaska Steamship Company tourism advertisement, Decades later, an echo of the importance of gold" or the idea of gold to Seattle boosterism. Excerpts from the diary of Charles P. Mosier, MSS 12, Acc. Excerpts from the terse, mundane diary of a year-old miner from New York state. Shows the daily work of winter mining and the constant focus on how much gold, measured in dollars and cents, the excavated dirt contained. Shows how little gold they often found. The work consisted of digging holes, thawing the dirt with fires, and then cleaning out the thawed dirt, setting fires again, cleaning it out again, and so forth. In the spring miners sluiced the dirt and washed it in long wooden troughs in order to separate the gold from the dirt and gravel. Excerpt from James Cooper diary, Skagway, August 16, Secondary reproduction without museum permission is not permitted. Cooper and Associates to the Klondike. Secondary reproduction without museum permission not permitted. Excerpt from James Cooper diary, Dawson, December 29, Sad and depressing days at the end of December Letter home from Thomas J. Kearney, May 29, Dawson City Museum, Yukon, Canada. The daily work, routine, and danger of boat travel from the lakes at the head of the Yukon, down the river toward Dawson City and the goldfields. Letter home from Thomas Kearney, Dawson, August 4,

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Chapter 2 : Catalog Record: Alaska and the gold fields of the Yukon Great | Hathi Trust Digital Library

To the Klondike and Gold Fields of the Yukon by the Canadian Pacific Railway. [Vancouver?]: Canadian Pacific Railway, 8vo (9" x 4"), wrappers printed in gold and red. 28 pp., b&w half-tone illus.

Contact Us Michael J. The discovery of gold along the Rabbit Creek sparked an influx of fortune seekers to the interior of Canada. George and Edna Rapuzzi Collection, Rasmuson Foundation, Klondike Gold Rush National Historical Park, print inventory A trail, road, and tramway were developed in a span of a year to ease the congestion of people and pack animals that attempted this journey. All of these transportation systems failed; however, a successful transportation route was developed thanks to the ingenuity and expertise of Michael J. Heney was born in to Irish immigrant farmers in Ontario, Canada. An older brother found him and brought him home. He stayed in Ontario working on the farm until he was 17, when he left again to work for the CPR. Heney started working as a mule-skinner before he progressed to laying rails. In , he started working on a surveying crew in Frasier River, B. His ultimate goal was to learn as much about the construction of railroads as possible. When the railroad was complete, he made the decision to pursue a degree in engineering so that he could become an independent contractor. After finishing school, he went back to work for the CPR. In , he came to Alaska to work on a project at Anchor Point located on the Kenai Peninsula , sparking his interest in the north. Some 35, people eventually worked on the railway, with the largest workforce at one time approximately 2, He believed a successful railway could be constructed over the pass. By happenstance, Heney met two engineers from a bank in London, Close Brother and Company, who were assessing the pass to determine if a railroad was feasible. They had decided it was not. Enter Heney, who convinced them otherwise. They developed a plan to construct the railway using a narrow gauge system, which was able to handle the steep terrain of the White Pass. Heney was initially labor foreman, but eventually became the contractor on record for the last two-thirds of the railways construction. Bridge at Tunnel Mountain, February Heney supervised a crew of a 1, men and set up crews that worked around the clock during the summer. He would travel between camps by horse to check progress; he set up a cot at every camp along the route for this purpose. The construction itself was a dangerous feat. The placing of the route required steep grading, switchbacks, and blasting of rocks. He oversaw the construction through harsh winds, snowstorms, a labor strike, and the desertion of crews for the gold fields. Overall, Heney managed an estimated 35, workers who constructed the A photo comparison shows the regrowth of vegetation in Cutoff Canyon along the railroad and on adjacent slopes. Hegg, Yukon Archives, ca. The Kennecott Copper Corporation was looking for a route to transport ore and supplies from their large mining operation at Kennecott Mines, Alaska. Heney surveyed the area, and determined that the best route was from Kennecott to Cordova. However, the Kennecott Copper Corporation did not agree and began establishing a different route. Heney founded the Copper River Railway Company, and began construction on his railroad in April with the backing of the Close Brothers and Company. In the meantime, the Kennecott Copper Corporation began construction on their railway, originating in Valdez, Alaska. They soon realized their choice was not feasible, and hired Heney to complete the railway following his route. It was completed in as the Copper River and Northwestern Railroad. Elias National Park and Preserve. Though the railroad is no longer extant in Wrangell-St. Elias NPP, visitors to the park travel along the historic railbed into the interior of the park, which terminates at Kennecott Mines National Historic Landmark. Matthews, Laurie and Edward San Filippo. University of Toronto,

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Chapter 3 : Catalog Record: Yukon gold fields handbook of information | Hathi Trust Digital Library

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Normal commercial operations of the rail-line ceased in 1901, but was partially revived as a heritage railway in 1983. In 1983, the historic line would be bought by Carnival Cruise Lines. This scenic mountain trip, a wonder of steel and timber, is the 26th stop in the travel series Off The Beaten Path. The now purely tourist line, still uses vintage parlor cars. The oldest four of them were built in 1901, with four new ones created in 1983. The recent additions have followed the same 19th century design. Three of the cars, have been equipped with wheel chair lifts. As a result, the idea of a rail-line, quickly became seen as a viable business operation. Men and women were arriving in ever greater numbers, to mine gold, during the last years of the 19th century. First train headed to White Pass, At the time, the United States was in the midst of a depression. Tens of thousands of prospectors would come and make the arduous and dangerous mile overland trek, to the supposed gold fields. The new rail-line, was used as a means to reach the gold fields. Upon completion in 1900, it soon became the main route to the interior of the Yukon territory. Three separate companies had been organized to build the rail link from Skagway, Alaska to Fort Selkirk, Yukon. Mostly financed by British investors, the mile kilometers rail-line attempted to follow the difficult landscape, as much as possible. Skagway, Alaska There were a number of human obstacles, during the building of the railway. Events would take a turn, when Samuel H. Graves the company president, was elected as head of the vigilante organization. The objective was to root out Soapy and his gang. In July of 1900, Soapy Smith would be killed in the infamous Shootout on Juneau Wharf, by guards at one of the vigilante meetings. Graves would actually witness the killing. He helped manage railroad resources, in blocking off the escape routes of the Smith gang. This aided in their capture, which soon lead to a dramatic reduction in resistance, for general railway operations. Train entering the main tunnel. The same month, the line would now become the first train in Alaska, to go into regular service. The following year, building on the rail-line reached the White Pass Summit, a full 22 miles 32 kilometers from Skagway. At 2, feet or meters, it was one of the most challenging points in the construction process. The obstacles facing the builders of this rail-line were almost unprecedented. Sheer cliffs rising for hundreds of feet, with no real surveys. Looking south from the tunnel in winter. Snowdrifts in the winter time, could reach up to 30 feet and temperatures would sometimes dip to 60 degrees below zero. While snow drifts remained an ongoing issue, the use of a rotary snow plow, made it possible to continue work and service on the line, except during times of blizzards. However, the fact that the railroad was largely built in the rocks, this made it nearly immune from spring washouts, during the rapid spring snow melts. A further complication was the reality that the local wood could not be used, since it splintered too easily. Every bridge timber had to be imported, as were most of the other construction supplies. More than tons of explosives, would be required in the building of the railroad. One of the present-day White Pass diesel locomotives. This was a staggering amount for the time. In addition, a foot There is another tunnel and numerous bridges and trestles, throughout the rail-line, that were quite difficult and expensive to build. The railroad features steep grades of almost 3%. The tight curves of the White Pass, called for a narrow gauge railroad. This meant that the rails would be only three feet apart on a ten foot wide road bed. At least 35 workers would lose their lives, in the building of the rail-line. A total of 35, individuals would work on the railroad, during its construction. It was the product of British financing, Canadian contracting and American engineering. However by then, the Gold Rush was pretty much over and professional mining for copper, lead, silver had already begun. Until 1900, there was not even a road from Skagway to Whitehorse. In 1900, as metal prices plunged, the mines starting closing, soon dooming the railroad as a commercial enterprise. The railway although closed, was the focus of the first episode of the BBC television series Great Little Railways in 1983. Visitors from the train can now view a breathtaking panorama of mountains, with glaciers, gorges, waterfalls, and historic sites, as well as the trek of the railway itself. The present length of the line is 142 miles kilometers from Skagway to Whitehorse. Another line runs for

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Chapter 4 : | Travel + Leisure

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True, spent 40 years riding the rails and telling stories of his adventures. This is an honor shared by only 36 world civil engineering marvels such as the Eiffel Tower, Statue of Liberty and the Panama Canal. The courage and brave acts of the workers under the leadership of dedicated builders are recognized by this prestigious designation. Every railroad has its own colorful beginnings. The few flakes they found in Bonanza Creek in the Klondike barely filled the spent cartridge of a Winchester rifle. But it was enough to trigger an incredible stampede for riches: He was hired by a Canadian survey party, headed by William Ogilvie who had been commissioned to map the st meridian, the boundary between the United States and Canada. Because the known route, Chilkoot Pass, was so rough and rugged, Moore and Skookum Jim decided to head north over unchartered ground and seek an easier route to the interior. Moore had a acre homestead claim in Skagway. He returned to his home and began to think about the changes he felt would soon come. Search for gold in northwest Canada and Alaska had been underway for the past two decades and Moore believed that it was only a question of time before gold would be discovered. He built a sawmill, a wharf and blazed the trail to the summit of the White Pass. Moore even suggested to his son that eventually there would be a railroad through to the lakes and to prepare for the coming gold rush. The news spread like wildfire and the country, in the midst of a depression, went gold crazy. Tens of thousands of gold crazed men and women steamed up the Inside Passage waterway and arrived in Dyea and Skagway to begin the overland trek to the Klondike. Six hundred miles over treacherous and dangerous trails and waterways lay before them. Others chose the longer, less steep White Pass trail believing that pack animals could be used and would be easier. Both trails led to the interior lake country where stampedeers could begin a mile journey through the lake systems to the Yukon River Both the Chilkoot Trail and the White Pass Trail were filled with hazards and harrowing experiences. Three thousand horses died on the White Pass Trail because of the tortures of the trail and the inexperience of the stampedeers. Men immediately began to think of easier ways to travel to the Klondike. In the fall of George Brackett, a former construction engineer on the Northern Pacific Railroad, built a twelve mile toll road up the canyon of the White Pass. Two men appeared on the scene with essentially the same idea: Heney, an experienced railroad contractor interested in finding new work for his talents and interests. Tancrede had some doubts about building a railroad over the Coastal Mountains while Heney thought otherwise. It was a meeting of money, talent and vision. And on May 28, construction began on a narrow gauge railroad. The tight curves of the White Pass called for a narrow gauge railroad. The rails were three feet apart on a foot-wide road bed and meant lower construction costs. Building the one hundred and ten miles of track was a challenge in every way. Construction required cliff hanging turns of 16 degrees, building two tunnels and numerous bridges and trestles. Work on the tunnel at Mile 16 took place in the dead of winter with heavy snow and temperatures as low as 60 below slowed the work. The workers reached the summit of White Pass on February 20, and by July 6, construction reached Lake Bennett and the beginning of the river and lakes route. While construction crews battled their way north laying rail, another crew came from the north heading south and together they met on July 29, in Carcross where a ceremonial golden spike was driven by Samuel H. Graves, the president of the railroad. Thirty five thousand men worked on the construction of the railroad – some for a day, others for a longer period but all shared in the dream and the hardship. The Klondike has gone from the gold mining operations of the first stampedeers to operations by large corporations who have gained control of mining in the Klondike. The railroad was operated by steam until when the transition came to diesel electric motive power. White Pass matured into a fully-integrated transportation company operating docks, trains, stage coaches, sleighs, buses, paddle wheelers, trucks, ships, airplanes, hotels and pipelines. It reopened in to operate as a narrow gauge excursion railroad. One hundred thousand men and women headed north but only 30, or 40,

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actually reached the gold fields of the Klondike. Four thousand or so prospectors found the gold but only a few hundred became rich. What about the discoverers of the gold? Dawson Charlie sold his mining properties and spent his years in Carcross. Skookum Jim continued as a prospector and died rich but worn out from his hardy life. Freight and passengers moved about the north with ease and the railroad adapted to the changing times. It was the ability to adapt that kept it going – from freight, stampeders and gold to movement of ores and concentrates to tourism – each has been embraced and has given the railroad a new mission in the north. Buchanan, a Detroit coal merchant, began bringing boys and girls to Alaska on adventure trips in His goal was to help young people learn the art of earning and saving money. To accompany Buchanan on these special excursions, a young person had to earn one third of the cost of the journey. The parents could pay one third and Buchanan contributed one third. If necessary he assisted the would-be adventurer to earn his share of the costs. For fifteen years groups of approximately 50 young people, mostly boys, made the annual summer excursion from Detroit to Alaska. The travelers departed from Detroit in mid-July traveling first class by train across Canada to Vancouver B. Three days on a steamer and then arrival in Skagway. The young folks, dressed in coat and tie, had to be on their best behavior. The debate over the international boundary between the two countries was not settled for several years. During the twenty six months of construction the company was challenged by climate, geography and labor issues – all of which translated into soaring construction costs. Nearly all the work between Skagway and the Summit was through solid rock. Dynamite had not yet come into use and immense quantities of black powder were used for blasting. The mountain sides were so steep that the men had to be suspended by ropes to prevent them falling off while cutting the grade. During construction, 35, men worked on the railway, and 35 lost their lives. But Close Brothers of London, under the leadership of W. Close Brothers prospers still today as the largest independent quoted merchant bank in the UK and one of the largest companies by market capitalization listed on the London Stock Exchange. The maritime climate brings cool summers and mild winters. Within the shadow of the mountains, Skagway receives less rain than is typical of Southeast Alaska, averaging 26 inches of rain per year, and 39 inches of snow. Skagway is home to year-round residents and encompasses sq. In July , gold was discovered in the Klondike, and the first boatload of prospectors landed. Skagway became the first incorporated City in Alaska in ; its population was 3, at that time, the second-largest settlement in Alaska. Also works as a liner, which uses lasers to indicate track level and curvatures. He was born in Ireland and immigrated to Canada with his family. At 14 he ran away from home to work on the Canadian railroad. He learned to lay rail, measure grades, blast cliffs, build tunnels, estimate costs and run crews. Heney had a natural gift for leadership. The partnership between Heney and the men who would become his friends and colleagues in the construction of the railroad was successful. By , another thirty-eight million had been recorded – the result of the largest gold rush the world has ever known! They were able to persuade others to finance, to labor, and to share in the dream of opening up the north. The builders faced huge obstacles which included weather, terrain, distance and competition from other sources. Hawkins and Michael J. Heney left to right were able to provide the leadership to push the project through to completion. Samuel Graves was president of the railroad from until He worked with the Close Brothers Bank of London to finance construction. John Hislop and E. Hawkins were surveyors and design engineers for the construction. Heney was the labor contractor and manager of the workers who placed the dynamite, laid the rails, built bridges and tunnels and made the dream into reality. The pride of the fleet is Engine No. The oldest car, Lake Emerald, was built in and is on the line each day. It helped the railroad face the challenges of heavy winter snows with accumulations of up to 12 feet. It was retired in but was used as recently as for a ceremonial clearing of the rails. The railroad was considered an impossible task but it was literally blasted through coastal mountains in only 26 months over a century ago. But, the zenith of the Klondike Gold Rush had passed by the time the railroad was completed. Despite conquering the significant snowfalls with the rotary snowplow and spanning Dead Horse Gulch with the tallest cantilever bridge in the world at the time, it was time to diversify to survive. In , the company reinvented itself as a tourist attraction for a tourism market after shutting down as a fully integrated

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transportation company 7 years earlier.

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Chapter 5 : White Pass And Yukon Route Railway In Alaska, A Most Scenic Mountain Trip - WanderingTra

To the Klondike and gold fields of the Yukon [microform] by Canadian Pacific Railway Company. Publication date Topics Canadian Pacific Railway Company.

They chose the location because it provided a good place from which to ship logs and timber south to San Francisco, California. This isolation ended in the late 1890s and early 1900s when the Northern Pacific and Great Northern railroads crossed the Cascade Mountain range into Puget Sound. During this period, Seattle began to enjoy economic prosperity as a hub for shipping and railroads. Michael, Alaska, with more than a ton of gold in her hold. The gold strike had begun quietly on August 17, 1897, when three miners found gold in the Klondike River, a tributary of the Yukon. News of the strike spread slowly over the next year until miners began to return with their fortunes. Excited by the promise of catching a glimpse of gold, 50,000 people came down to the docks to see the miners and their treasure. The crowd was not disappointed. As the miners made their way down the gangplank, they hired spectators to help unload their gold. In a matter of hours, Seattle was swept with a case of gold fever. The great Klondike Gold Rush in Yukon Territory was on, as people dropped everything to head for the gold fields. Stampeders had to buy enough supplies to last for several months because there were few, if any, opportunities to replenish supplies on the way to the gold fields. By early September, 90,000 people and 3,000 tons of freight had left Seattle for the Klondike. Seattle became a temporary home to thousands of people as they feverishly planned their trip north. Steamers taking passengers to Alaska were over booked and often dangerously overcrowded. Even so, many people who came to Seattle were forced to wait weeks before space became available at all. Merchants welcomed the flood tide of customers to the city, but hotel rooms and boardinghouses became scarce. Spare rooms, basements, and attics were converted to living quarters for stampeders awaiting transportation to Skagway, Alaska and other points north. Pioneer Square offered filling meals and many amusements for those who had the time or the money to spare. Hungry stampeders could purchase a meal at one of the many restaurants, cafes, and eateries throughout the business district. Gambling halls, variety theaters, and saloons catered to the whims of many. One of the immediate concerns of the stampeders was the route they would take to the gold fields. Few had any idea of how far they would have to travel after they left Seattle. Many were astonished to find that the Klondike strike was not in Alaska but across the Canadian border into the Yukon Territory. Since many of the stampeders were poor, they had to take the less expensive but extremely difficult route up to the Alaskan panhandle and over mountains to the Yukon River and then to Dawson, the town closest to the gold fields. Those who could afford the easier, all-water route, traveled to the delta of the Yukon River and then down the river to Dawson. Most stampeders who set out in the fall would not even reach the gold fields until the following spring because the Yukon River had frozen and the mountain trails from Skagway and Dyea, Alaska, were almost impassable. Most would return to Seattle in a year or two – some with riches, but most poorer than when they started. Others died before ever seeing the gold fields. Routes to the Klondike Soon after the news of the Klondike gold strike was out, other port cities on the Pacific coast – especially Tacoma, Washington, and Portland, Oregon – were eager to attract the business of stampeders. The Klondike gold strike in the Yukon Territory marked the end of an era when prospectors could hope to dig out a fortune from the earth. Perhaps because it came so late in time compared to other major gold strikes, or perhaps because some miners did take home millions in spite of the frozen environment, this gold rush left a lasting mark on the American imagination. The Klondike Gold Rush was significant not only because it was the last great gold rush but also because it increased awareness of the northern frontiers of Alaska and Canada. Census Bureau declared the western frontier closed in 1899, interest in Alaska grew. While there still were millions of acres of empty space in the lower states and territories, more people began to venture north, toward the lands they recognized as the last frontier. Many changes took place in the Yukon as a result of the gold rush. The population of Whitehorse swelled to 30,000 the same year. Many of the stampeders who went through Seattle never reached the gold fields. In fact,

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between and , more than , people from many nations attempted to reach the Klondike, but no more than 40, reached Dawson City. Some quit on the trail after experiencing too much hardship. Some returned to their original homes. Still others returned to Seattle and made it their permanent home. The city had many attractions and rewards for those who decided to stay, but the primary lure was the wealth of jobs for the unemployed. Merchants hired clerks and stockers to keep up with the rising demand for goods and services. Local manufacturers of equipment and clothing, food processors, and shipyards all needed workers, as well. Even the government of the City of Seattle was hiring, because city workers and police officers were needed to replace those who had quit and gone north in search of gold. For Seattle, the gold rush created a boom that attracted people from all over the world even after the gold rush ended. By the turn of the century, that figure had almost doubled, and by , the population had reached , Matching this growth in population was an expansion of the city boundaries. By annexing small areas to the north and east of Pioneer Square, the size of the city more than doubled by . Many miners who returned to Seattle invested their fortunes in local businesses. That shoe store marked the beginning of the Nordstrom department store chain. Outfitters, such as Edward Nordoff of Bon Marche, were able to capitalize on their successes during the gold rush and transform their small storefronts into major department stores that now have branches in many cities. Manufactured goods, timber products, and other natural resources could be shipped by sea to San Francisco, Alaska, and the countries along the Pacific Rim. Goods also could be shipped by rail, with direct connections to Canada, California, the Midwest and the Northeast. At the dawn of a new century, Seattle had established itself as the premier city of the Northwest.

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Chapter 6 : White Pass and Yukon Route - Wikipedia

White Pass & Yukon Railway To The Klondike Alaska Gold Fields By W. M. Sheffield. For less than three years streams of humanity have been pouring into the interior of Alaska.

Background[edit] Yukon at the time of discovery. The indigenous peoples in north-west America had traded in copper nuggets prior to European expansion. Most of the tribes were aware that gold existed in the region, but the metal was not valued by them. In three years it grew to become "the Paris of Alaska", with 1, inhabitants, saloons, opera houses, schools, and libraries. In , it was so well known that a correspondent from the Chicago Daily Record came to visit. At the end of the year, it became a ghost town, when large gold deposits were found upstream on the Klondike. George Carmack or Skookum Jim, but the group agreed to let George Carmack appear as the official discoverer because they feared that mining authorities would be reluctant to recognize a claim made by an Indigenous Person. He discovered new sources of gold there, which would prove to be even richer than those on Bonanza. Despite the winter, many prospectors immediately left for the Klondike by dog-sled, eager to reach the region before the best claims were taken. It began on July 15, , in San Francisco and was spurred further two days later in Seattle , when the first of the early prospectors returned from the Klondike, bringing with them large amounts of gold on the ships Excelsior and Portland. Economically, the news had reached the US at the height of a series of financial recessions and bank failures in the s. The gold standard of the time tied paper money to the production of gold and shortages towards the end of the 19th century meant that gold dollars were rapidly increasing in value ahead of paper currencies and being hoarded. A worldwide publicity campaign engineered largely by Erastus Brainerd , a Seattle newspaperman, helped establish the city as the premier supply centre and the departure point for the gold fields. John McGraw , the former governor of Washington joined, together with the prominent lawyer and sportsman A. Frederick Burnham , a well-known American scout and explorer, arrived from Africa, only to be called back to take part in the Second Boer War. Wood, the mayor of Seattle, who resigned and formed a company to transport prospectors to the Klondike. Clothing, equipment, food, and medicines were all sold as "Klondike" goods, allegedly designed for the north-west. For details see appendix. The Klondike could be reached only by the Yukon River, either upstream from its delta, downstream from its head, or from somewhere in the middle through its tributaries. River boats could navigate the Yukon in the summer from the delta until a point called Whitehorse, above the Klondike. Travel in general was made difficult by both the geography and climate. It led to the ports of Dyea and Skagway plus ports of nearby trails. The sudden increase in demand encouraged a range of vessels to be pressed into service including old paddle wheelers , fishing boats, barges, and coal ships still full of coal dust. All were overloaded and many sank. Michael , at the Yukon River delta, a river boat could then take the prospectors the rest of the way up the river to Dawson, often guided by one of the Native Koyukon people who lived near St. Tlingits or, less commonly, Tagish. Steps were cut into the ice at the Chilkoot Pass which could be used for a daily fee, this 1, step staircase becoming known as the "Golden Steps". A horse at the bottom turned a wheel, which pulled a rope running to the top and back; freight was loaded on sledges pulled by the rope. Parallel trails[edit] There were a few more trails established during from South-east Alaska to the Yukon River. One was the Dalton trail: From here, it followed a river to the Yukon, where it met the Dyea and Skagway route at a point halfway to the Klondike. Finally, there was the Stikine route starting from the port of Wrangell further south-east of Skagway. This route went up the uneasy Stikine River to Glenora, the head of navigation. An alternative to the South-east Alaskan ports were the All-Canadian routes, so-called because they mostly stayed on Canadian soil throughout their journey. Chalmers to build a trail, which became known as the Klondike Trail or Chalmers Trail. One went by boat along rivers and overland to the Yukon River system at Pelly River and from there to Dawson. An estimated 1, travellers took these three routes, of whom only arrived, some taking up to 18 months to make the journey. Their expedition was forced to turn back the same way they had come, with only

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four men surviving. American businessmen complained that their right to a monopoly on regional trade was being undermined, while the Canadian public demanded action against the American miners. Of these, no more than 4, struck gold and only a few hundred became rich. Initially, miners had assumed that all the gold would be along the existing creeks, and it was not until late in that the hilltops began to be mined. Mining methods of the Klondike Gold Rush Mining in a shaft, Mining began with clearing the ground of vegetation and debris. The process was repeated until the gold was reached. In theory, no support of the shaft was necessary because of the permafrost although in practice sometimes the fire melted the permafrost and caused collapses. Instead, these mines used rockers, boxes that moved back and forth like a cradle, to create the motion needed for separation. Should the prospector leave the claim for more than three days without good reason, another miner could make a claim on the land. However, their price depended on whether they had been yet proved to contain gold. Some chose to sell their equipment and return south. By contrast, especially the port of Skagway under US jurisdiction in Southeast Alaska became infamous for its criminal underworld.

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Chapter 7 : WP&YR Facts | White Pass & Yukon Route Railway

Cover title: Klondike and the Yukon gold fields via Canadian Pacific Railway Filmed from a copy of the original publication held by the Seminary of Quebec, Library 43 Notes Film/Fiche is presented as originally captured.

Cruise Lines Offering This Tour: Transit to the site: You will board a motor coach at your Cruise Ship dock and take an hour-long drive to Fraser, British Columbia. Who should take this tour: Within weeks, prospectors began to arrive in Skagway--at first by the hundreds, then by the thousands. But the routes the prospectors had to take from Skagway to Dawson City were not for the easily daunted. The Chilkoot Trail route took the miners up a steep Indian trail to the summit of the Chilkoot Pass, while the White Pass route took the miners up an equally steep trail through the White Pass, an elevation gain of some 3, feet. To make matters worse for the miners, the Canadian Government required all prospectors to bring with them a ton of supplies to sustain them during the harsh Canadian winter. This required the prospectors to make several trips up and down the passes with pack animals before entry to Canada could be obtained. In , three separate companies were organized to build a rail link from Skagway to Fort Selkirk, Yukon, miles away. Largely financed by British interests, a railroad was soon under construction. A 3 ft gauge was chosen, as the shallower roadbed required by a narrow gauge railroad made for big cost savings when that roadbed had to be carved and blasted out of the mountain rock. Even so, tons of explosives were used to reach White Pass summit. The narrow gauge also allowed for a tighter radius to be used on curves. On July 21, , an excursion train hauled passengers for 4 miles out of Skagway, the first train to operate in Alaska. Construction reached the 2,foot summit of White Pass, 20 miles from Skagway, by mid-February The railway reached Bennett, British Columbia on July 6, The construction crews working from Bennett along a difficult lakeshore reached Carcross the next year, and the last spike was driven on July 29, , with service starting three days hence. Instead of driving a gold spike, an iron spike was used, as the gold spike they intended to use was too soft and was just hammered out of shape. However, just three years after discovery of gold in the Yukon, much of the Gold Rush fever had died down. Thereafter, serious professional mining for other metals, including copper, silver and lead, was initiated. The railroad also carried passenger traffic and other freight. There was, for a long time, no easier way into the Yukon Territory, and no other way into or out of Skagway except by sea. Army took control of the railroad in During the war, the White Pass saw record volumes of traffic, as it served as a vital supply route for construction materials for building the new Alcan Highway and other projects. As many as 17 trains were operated daily. The railroad converted its locomotives to diesel in the mid to late s, one of the few North American narrow gauge railroads to do so. It was also an early pioneer of intermodal container freight traffic. Rogers, built in , and in introduced containers, although these were far smaller than the truck-sized containers than those that came into use in the continental United States. The Faro lead-zinc mine opened in The railway was upgraded with seven new locomotives, new freight cars, ore buckets, a new ore dock at Skagway, and assorted work on the rail line to improve alignment. In the fall of , a new tunnel and bridge that bypassed Dead Horse Gulch were built to replace the tall steel cantilever bridge that could not carry the heavier trains. This enormous investment made the company dependent on continued ore traffic to earn revenue, and left the railway vulnerable to loss of that ore-carrying business. There was no road from Skagway to Whitehorse until Even after the road was built, the White Pass still survived on the ore traffic from the mines. The railway closed down on October 7, The shutdown was not for long. Tourism to Alaska began to increase, with many cruise ships stopping at Skagway. The scenery of the White Pass route was a great tourist draw. Cruise operators pushed for a re-opening of the line as a heritage railway. At least three cars have wheelchair lifts. Have you taken this tour?

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Chapter 8 : Center for the Study of the Pacific Northwest

The Klondike Gold Rush was a migration by an estimated , prospectors to the Klondike region of the Yukon in north-western Canada between and Gold was discovered there by local miners on August 16, , and, when news reached Seattle and San Francisco the following year, it triggered a stampede of prospectors.

Since time immemorial mankind has valued this metal beyond all else. It is the royal metal that never tarnishes, the metal of kings and the affluent. It is called the "royal" metal because it is largely incorruptible. It will not tarnish and is impervious to most corrosive substances it can be attacked by Aqua Regia, "Royal Water," a mixture of nitric and hydrochloric acids. It is extremely ductile and can be hammered into the thinnest of sheets. It is the substance upon which empires have been made. It is the metal that has been the reason for the extermination of entire civilizations. The discovery of gold has been the impetus for exploration and population movements, a source of untold wealth for some and the source of sorrow for many others. Men are mesmerized by it and will endure any hardship to get it. Included is information on gold discovery and mining in California, Alaska, Canada, Australia and other places are covered in this compilation, with many first person accounts as well as tips published for the benefit of those intent on emigrating to the gold fields. There is a section that includes documents from mining companies as well as one with books and papers on the extraction, assaying and evaluation of gold. Isaac Newton , John Shertzer , William Adolph , In a Klondike cabin, what a lone man thinks about by Joaquin Miller. Flora Louisa , Lady, Louis Arthur , Leigh Hill , George Ferdinand , Samuel Clarke , William James , William Henry Pope , Tappan Edwin Tappan , Harry de Windt - Fitzgerald, William G. James Stanislaus , b. Peter Trimble , James Henry Edward , William James , Sir, Francis George , Arthur John Arthur , Morley , University of California, Berkeley Dept. A Collection of Statistics - William Welton. Robert Randall , Thomas Arthur , Hinman written during his trip to the gold fields in and Alice Bradley , Lell Hawley , b. George Alfred , Robert Michael , Division of Mines and Geology. Edwin Legrand , Frederick Sadler , b. James Francis , b. Theodore Taylor , b. Hezekiah John , b. Domingo - Courtney, W. Susie Champney , b. Gerstaecker , Friedrich Gerstacker. The Gold Mining Act. William Hickman Smith , Agnes Christina , Richard Pennefather , Thomas George Thomas , b. Incorporated under the laws of Nevada, December 7th, [Prospectus. Koch on the property. Lee Gold Mining Co. The gold fields of Yesso - Munroe, Henry Smith, George David , b. Linus Pierpont , Ross Browne on the mineral resources of the states and territories west of the Rocky Mountains - Browne, J. Ross John Ross , The capital of the new territory, The Navajo war. George Alfred , b. XIX - Atkinson, Stephen, fl. Olney [microform] - Lindley, Jo. Payment The only form of online payment we are currently accepting is PayPal. If you require another method or do not have a Pay pal account, please contact us. Payment is due at the time of purchase. If payment is not received within four days from opening the dispute the non-paying buyer dispute will be closed and the buyer gets a non-paying buyer strike. This process gives the buyer 8 days from the date of purchase to the closing of the non-paying buyer dispute to notify us there is a problem. This is not a problem as long as we are notified. We are reasonable, flexible and always willing to work with a customer. Once the dispute is closed it is too late. Shipping The stated handling time for orders is 7 days from receiving a cleared payment. Shipping days are the days our carriers accept shipments. Once the e-check clears we will ship within three business days. Please note that eBay lists USPS First Class mail an "expedited service" which may lead buyers to assume this means overnight or one-day shipping. If you live in the U. We try to answer all messages within 24 hours. Excess shipping fees for multi-item "Buy It Now" purchases will be refunded to buyers through PayPal when the order is shipped. For buyers with multiple auction items, I will send an invoice combining shipping. If you have any questions whatsoever concerning shipping fees, please contact us. Shipping time to addresses outside the U. We have no control over this. Import duties, taxes and charges are not included in the item price or shipping charges. These charges are normally collected by the delivering freight shipping company or when you pick the item up, do not confuse them for additional shipping charges. We do not mark

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Chapter 9 : SS Klondike | Revolv

The Klondike Gold Rush () was one of the last major gold rushes in North America. The discovery of gold along the Rabbit Creek sparked an influx of fortune seekers to the interior of Canada. Pierre Berton's Klondike Fever estimates that , transient men and women made their way to.

Official information was obtained through the revenue cutter service, and with inadequate means at its disposal, its reports were known to be inaccurate, and the government maps to show an incorrect coast-line. Several men penetrated the territory in the early years of our occupation, but their reports told little that could be used as a basis of accurate statement. In later years a few adventurous individuals ascended the Yukon from St. Michaels, others crossed Chilkoot pass and descended the river by the chain of lakes. Most of these pioneers sought the solitude of the north as a result of failure and disappointment, or were driven from civilization because they were no longer useful members of society. What white men they found in Alaska were descendants of the hardy Hudson Bay trappers and hunters, who had formed a chain of settlements throughout the country at the time of Russian occupation or immediately after the purchase by the United States. But these men cared little for and contributed nothing to a knowledge of our great possession in the north. There are large sections of Alaska, on the mainland, in the interior and on its many islands, suitable for agricultural pursuits - an economic fact upon whose appreciation the proper development of the country depends. Alaska must not be simply stripped of its mineral treasure; this must help to enrich the settler, and afford him opportunities of molding the country in ways that will soonest bring it the joys of civilization. Experiments have demonstrated that the hardier cereals and all manner of vegetables can be raised with profit. A government agricultural station has been established at Sitka for experiment, and its reports have been most encouraging. The hundreds of islands of the Aleutian peninsula will someday be dotted with farms and stock-ranges, while the interior is capable of supporting an affluent population. All had money, and several of them had each over a hundred thousand dollars worth of the precious yellow stuff. Within twenty-four hours the news had spread all over the world and the rush to the new Eldorado set in immediately. Chilkoot pass and Dyea, the route selected by the Indians for years in their journeys from the coast to the interior, were finally abandoned by the majority of the immigrants; White pass, with Skagway as the port of entry, became the favorite route. This was seen to be the logical path for the iron horse to make his entry into the Yukon valley, getting over the range at the lowest altitude. English and American capitalists soon had their engineers on the spot, and the work of building the White Pass and Yukon railway followed close upon the preliminary surveys. The route starts from Skagway, traverses White pass, descends into the Yukon valley by way of the chain of lakes and ends at Fort Selkirk, on the Yukon, over three hundred miles from Skagway. The twenty miles between tide-water and the top of the pass presented a problem of great difficulty. In this there is a rise of two thousand eight hundred and fifty feet, nearly all of which must be overcome in one part. The distinguishing feature in accomplishing this is the employment of many sharp curves, built with great skill on shelves in the face of the rock. By this means a maximum grade of 3. Few railroads not depending on the cog can boast of such a steep gradient. Begun in the spring of , the work steadily advanced under a force of one thousand five hundred workmen, and in days twenty-two hours in length. The road is a single-track narrow-gage, and its equipment is light, but its mission is a merciful one, and puts an end to the terrible discomfort and danger of the overland route to the new Eldorado. All things considered, it is quite safe to say that through trains from San Francisco to St. Petersburg are not of the near future. The White Pass and Yukon is not to be thought of as the first link of a scheme at present impracticable. For some time to come it will be a modest affair, and would fail for lack of sustenance were it not for excessive passenger and freight rates. One may ride on its cars for twenty cents a mile or ship freight at charges equivalent to one hundred dollars per ton between Chicago and New York. The development of the country through which the road will pass will soon reduce these high rates. The town has a population of about eight thousand, resident and transient, and boasts

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upward of twenty hotels. It has a telephone system, electric lights, water-works, a fire department, a company of National Guardsmen, schools and churches. Last August the Atlin district, eighty-three miles north of Skagway, was discovered and developed by Americans. Upward of fifteen thousand claims were staked during the fall, and then the miners were driven to tide-water by the snow and cold weather. Very few of the Atlin miners succeeded in getting their claims recorded, and under the operation of the alien act all such claims reverted to the crown. Thus the work of the vast majority of the American miners in the district has been lost. There is a strong impression that the passage of the act is a part of a scheme to consolidate the interests of the whole region under the management of a syndicate - a Cecil Rhodes mining trust transferred from South Africa to northern British Columbia. The exclusion act was passed early in January, and proved a great surprise, not only to the Americans, but to the mass of the residents of British Columbia. The boundary question is one that should be settled at the earliest possible moment. The British Columbia mounted police have not been free from suspicion of maintaining a somewhat elastic border line that has been more than once stretched to include districts of great mineral wealth. Such a charge has, indeed, been definitely made by the miners driven from the Atlin to the Porcupine claims. The fact is that the dividing line is by no means accurately known, and must be settled by a joint commission of England and the United States. Originally published in *Cosmopolitan Magazine*. Every dollar donated will help us publish more articles and illustrations. With your help we can turn this site into a real look at History - Past, Present, and Future.