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COPPER RIVER VALLEY

A GUIDE FOR ALASKA

MINERS
SETTLERS
AND TOURISTS

A GUIDE FOR ALASKA MINERS, SETTLERS
AND TOURISTS.

Valdez Chamber of Commerce.

No. 3910.

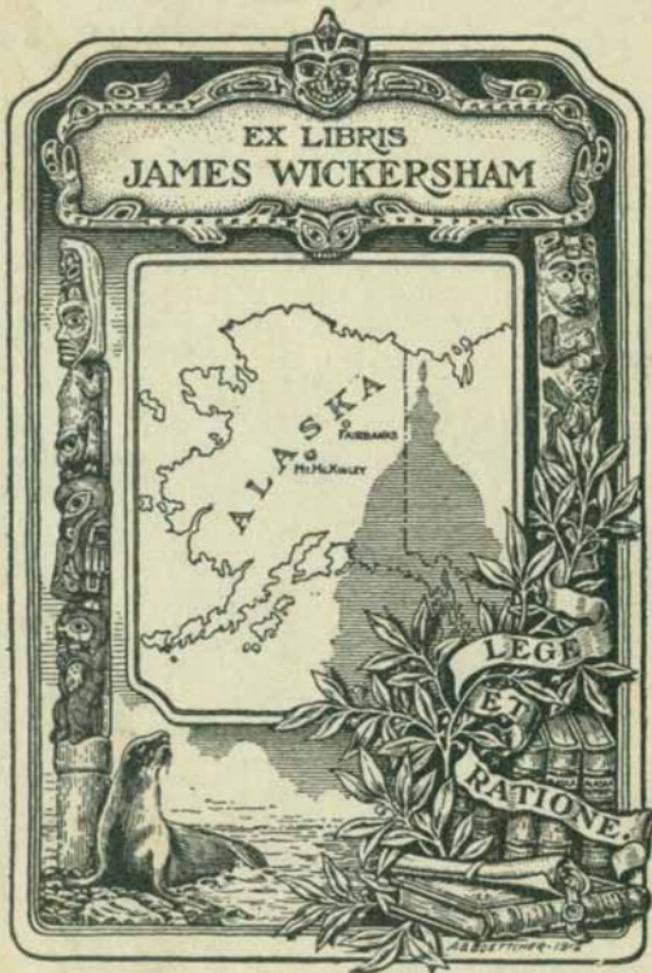


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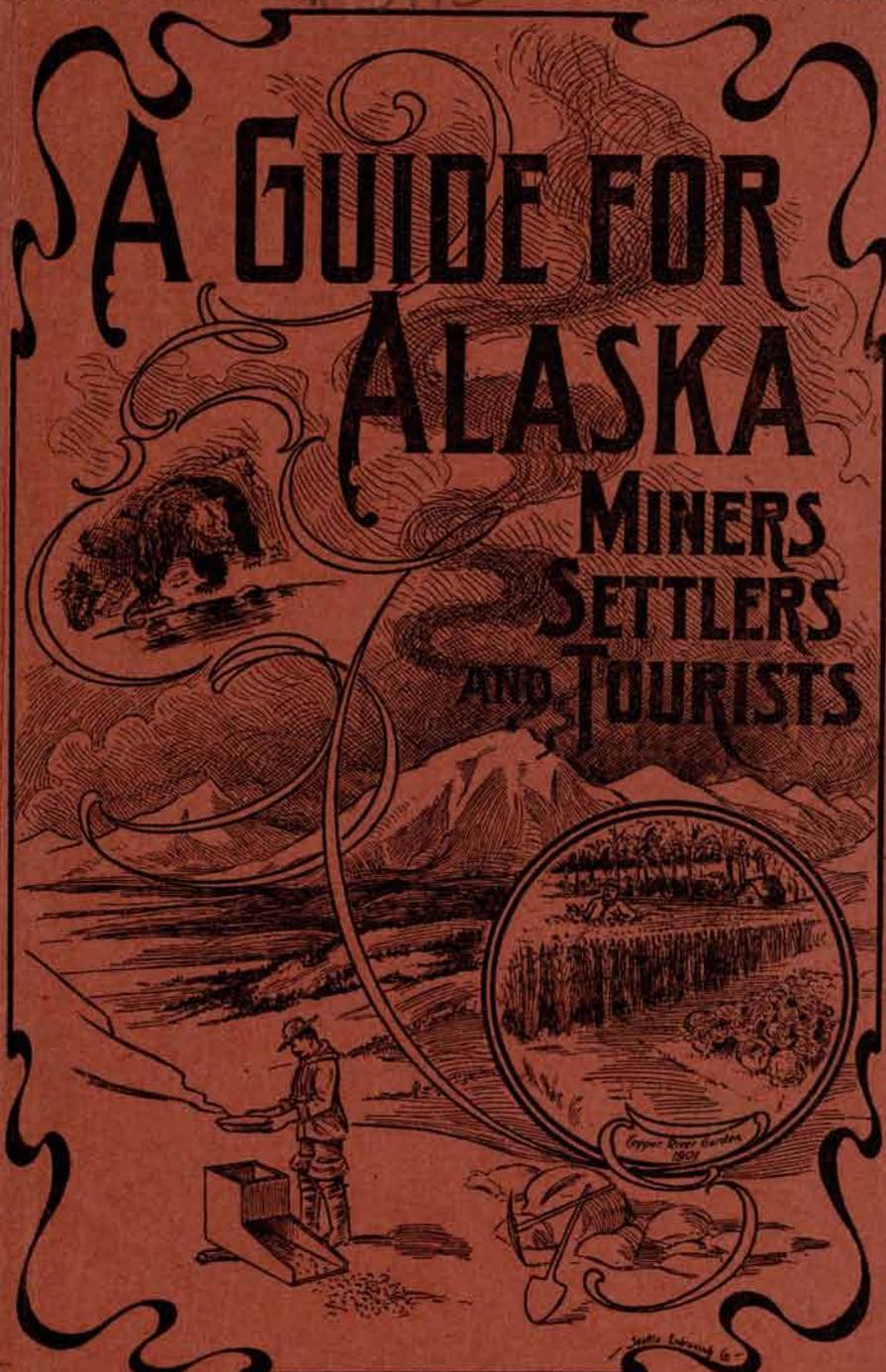


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COPPER RIVER VALLEY

A GUIDE FOR ALASKA MINERS SETTLERS AND TOURISTS



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VALDEZ, ALASKA

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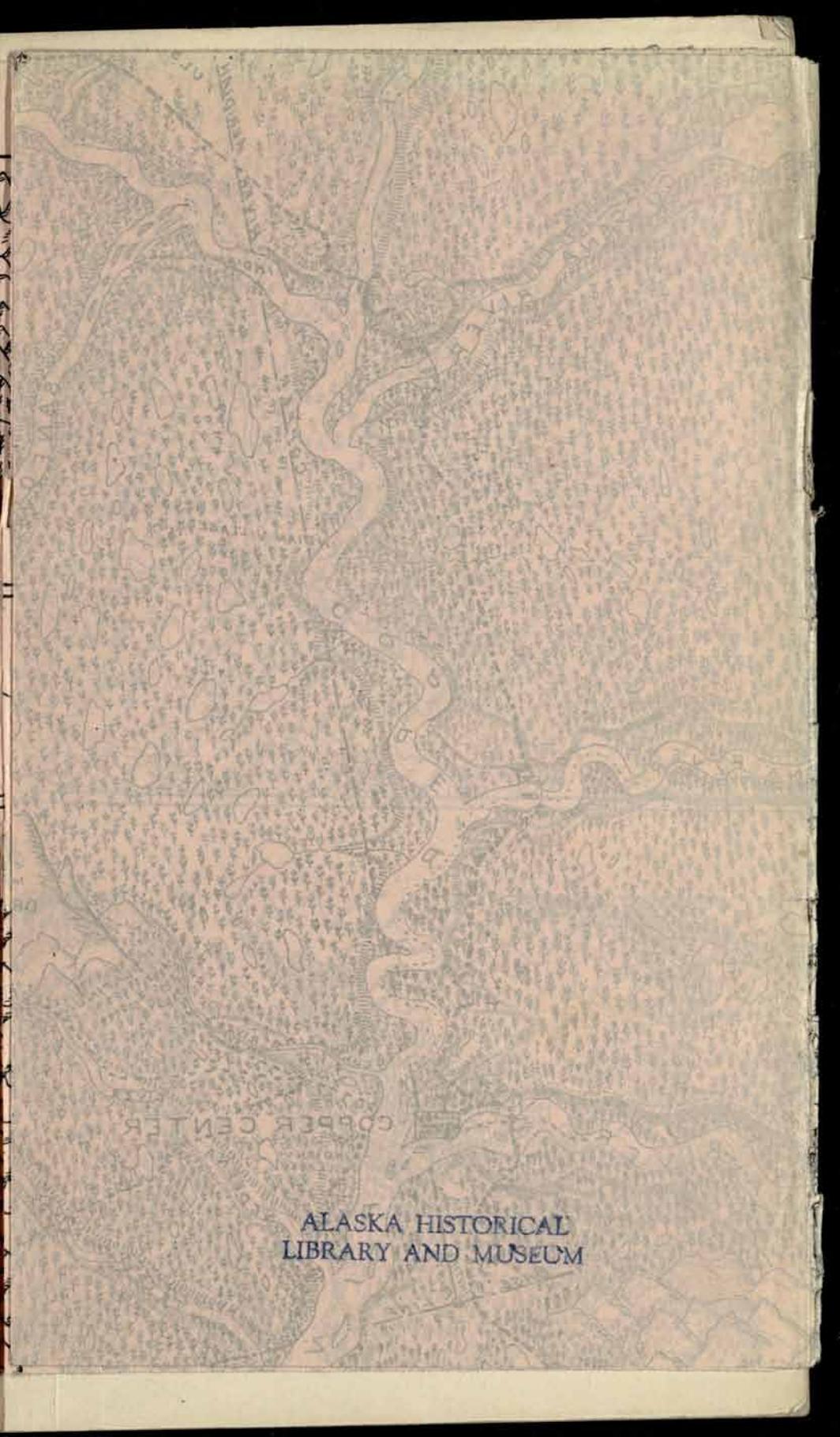
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BIRDS EYE VIEW OF
COPPER RIVER VALLEY

PREPARED FOR

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OF

VALDEZ, - - ALASKA.

LEGEND

- Military Roads and Telegraph Lines ————
- Telegraph Stations - - - - -
- Prospectors' Trails



ALASKA HISTORICAL
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3435807

A GUIDE
FOR ALASKA MINERS
SETTLERS AND
TOURISTS



PUBLISHED BY THE COPPER RIVER MINING, TRADING
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CHAMBER OF COMMERCE.



SEATTLE:
TRADE REGISTER PRINT
1902

THE
JOURNAL
OF
MILITARY AND
NAVY



MAJOR ABERCROMBIE.

If one group of mines could deflect a trans-continental trunk line, as in the case in Butte, Montana, and the Great Northern Railroad, what will this mighty zone, which, considering the surface indications as final, contains a dozen properties of far greater value, as copper propositions, than have ever been mined in the state of Montana, do for the commercial interests of the Pacific Coast?—Report of Major W. R. Abercrombie, U. S. A.



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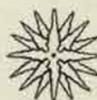
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MINERS, SETTLERS AND TOURISTS

5

LIBRARY AND MUSEUM
JUNEAU

BANQUET TO MAJ. ABERCROMBIE.

Major W. R. Abercrombie, U. S. A., had been ordered to report to the Department for further duty, upon the completion of his term of service in the construction of the Trans-Alaskan Military Road from Valdez to the Yukon, and a banquet was given in his honor at the Merchants' cafe by Mr. Oscar Fish, under the auspices of the Tillikum Club of Valdez. This banquet was a farewell courtesy to one who may well be termed the Pathfinder of Central Alaska, and to whose indomitable energy, courage and skill is due the pioneer work that opens up vast fields of unexplored mineral riches.

Every one present was deeply impressed with the feeling that an epoch was marked in the history of this great and comparatively unknown country, and that to the departing guest was due all admiration and respect for the arduous labors he had performed in the line of his duty, for the benefit of this and future generations.

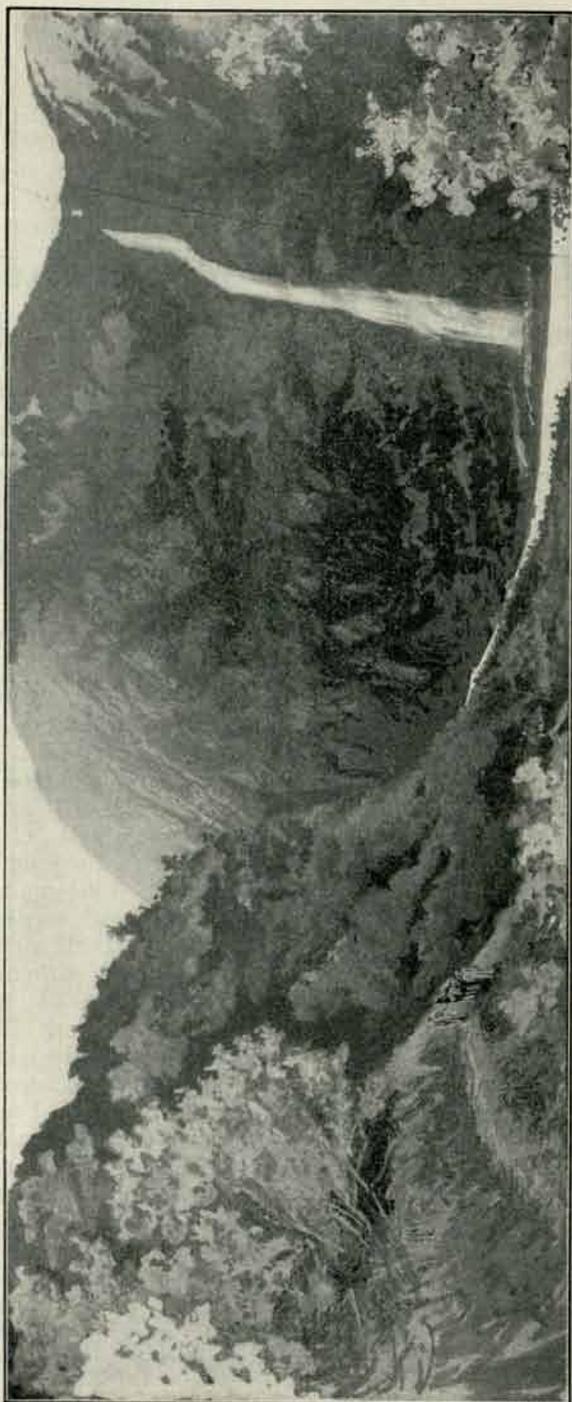
Major Abercrombie, in response to the toast, "The Trans-Alaskan Military Road," spoke in substance as follows:

Mr. Toastmaster and Gentlemen: In response to your toast, "The Trans-Alaskan Military Road," memory photographs so much that is of value historically that I hardly know just what to leave unsaid. The history of our acquisition of what was known (perhaps sarcastically) as "Seward's purchase," now Alaska, was the outgrowth of one of the most

bitter struggles of modern times, the rebellion of 1861. At one period of that war England looked with not a little favor on the cause of the Confederate states. To change her point of view, the secretary of state, Mr. Seward, thought that a visit of a powerful Russian fleet of men of war would be potent. The fleet came. England changed her views, and the United States became the not very proud owner of a large quantity of real estate—as the popular mind believed—somewhere near the North Pole.

As time rolled on the ubiquitous prospector wandered north in search of pastures new and found a vast inland valley where many conditions of great economic value were said to exist. But as in 1864, Cousin Bull sat in judgment and said to Jonathan: "Pay toll or you cannot enter with your little pick and pan." This made John and his people mad, so they said we will find and build an "All American Route." Gentlemen, we have found it and built it, and a better one does not exist. To start from we have one of the most beautiful harbors on the bosom of which a ship ever floated. From this harbor to the great valley of the mighty Yukon we have a railroad route that has no equal from tide water.

Twenty years ago, as a young man, I saw a great deal of the men who were building up the great "west" from the Missouri River to the Rocky Mountains,



WOOD'S CANYON, GOVERNMENT TRAIL.

and once overheard one of them say, "He gives a guarantee of 30,000 tons of 8 per cent copper ore." This was the incentive of the men who pushed the Northern Pacific Railroad 1100 miles to Butte, Mont., almost as far as from Valdez to Seattle. Gentle-

men, I have been told that there is one hundred and thirty thousand tons of sixteen per cent copper ore in sight in the Copper river valley, one hundred and thirty miles from tide water. It must and will come out through Port Valdez.

CENTRAL ALASKA—MINERAL AND AGRICULTURAL RESOURCES OF THE VAST NORTHERN INLAND EMPIRE.

Report of Captain W. R. Abercrombie. The Copper River Valley.

Having watched for the past twenty years the growth of our former northern frontier, namely, Dakota, Montana, Idaho and Washington, I feel qualified in a measure to give an intelligent opinion relative to the capabilities of the soil and the prospects of the small farmer, who is constantly on the move in search of a new home in a new country. The disappearance of the snow and the sprouting of the grass varies at least forty-five days in different parts of the valley. During the past season spears of timothy and grain were found along this trail which would indicate that the original seeding of 1898 re-seeded itself, with the result of a volunteer crop in 1900, which is to my mind conclusive evidence that when acclimated, grain and hay will both mature and bring forth abundant crops. From the evidence obtained in a small experimental garden, it is an assured fact that potatoes, turnips, beets, lettuce, radishes, wheat, oats, barley and rye will grow in abundance when the proper soil and exposure are obtained, of which in the Copper River valley

there are hundreds of thousands of acres. As the instance of the small farmer is conditional on the laws of supply and demand, it will be necessary in this instance, having found the supply, to point out the possible demand. Two hundred and fifty miles inland from Port Valdez, in a northerly direction, lie the gold fields of the Chisna Mining District, which will, in my opinion, in the next few years, produce many thousands of dollars of gold dust. There is today, aside from the two or three hundred head of horses (the property of the Government and individual owners) absolutely no means of transportation between these two points, Valdez and the headwaters of the Chistochina River. A pack animal loaded with forage at Valdez, if no means of subsistence were to be had en route, would consume more than the forage he could pack before reaching his destination, which fact is attested by the scores of dead horses whose carcasses mark the advancement of settlement along the Trans-Alaskan Military Road. Hay today at Port Valdez, original cost and

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This is the oldest house in Valdez that handles a genuine line of goods. The first aim of this house is to get the best quality then to make the prices as reasonable as possible. Outfitting is a specialty of this house and these years of experience has fitted it to successfully cater to this class of trade.

marine transportation, will average forty dollars per ton. This forage cannot be transported into the Copper River Valley to the crossing of the Tonsina River for less than twenty-five cents per pound, and the margin to the freighter is extremely meagre. Therefore the opportunities today awaiting the small farmer who will select his homestead judiciously along the Military Road with a view to erecting thereon a bunk house and barn for the accommodation of man and beast, and the cultivation of forage for the animal and the vegetable product for the man, is, in my opinion, so much more enticing than the inducements held out by the bleak prairies of Dakota or the wind-swept valleys of the Yellowstone, as to be beyond comparison.

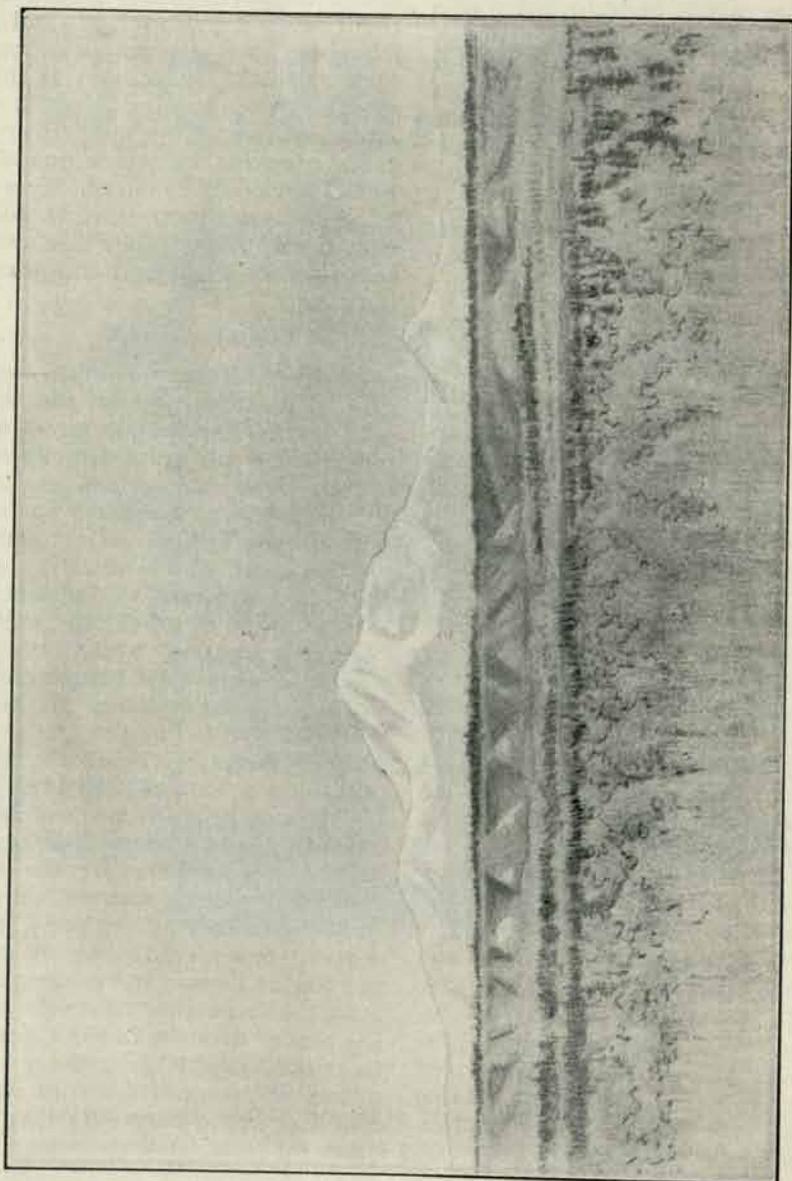
Referring to my report of nineteen hundred on this subject, I would say that I am more profoundly of the opinion today than ever before that the valleys of the sub-drainage of the Copper River Valley will in future years supply the demands for cereals and vegetables, if not meats, for the thousands of miners that will be required to extract the vast deposits of metals from mother earth in the Chittyna, Kotsina and other districts.

Following the south fork of the Tonsina will be found thousands of acres of available land for cultivation, which, having been burnt over years ago and divested of its covering of moss, needs only to be cleared of the dead spruce timber that encumbers it to be ready for the plough. Five miles north of the Tonsina bridge are tracts of land well tim-

bered and drained that are likewise available for agriculture. A few miles north of the mouth of the Taslina is a stretch of sandy, loamy soil, with a southern exposure, that looks attractive. At the mouth of the Tonsina River is a large meadow, many hundreds of acres in extent, on which quantities of hay could be cured. There is an area 20 by 70 miles in and near the Tonsina Valley that will make good agricultural and grazing land.

Copper Deposits.

In 1899 Messrs. Millard and McClellan, two plucky and resourceful prospectors, induced the old Chief Nicoli, who had pointed out to Lieutenant Allen, during that officer's explorations in '85 and '86, the location of a copper deposit near the headwaters of the Chittyna River, in consideration of gifts of food, to show them this location, which proved a bornite deposit of great value. To Messrs. Millard and McClellan, therefore, is due the credit of the first practical results in establishing a foothold that led to the development of this wonderland of Central Alaska. The richness of this copper strike, the ore of which, on being assayed, showed the presence of 85 per cent. copper, soon spread along the entire Pacific Coast; and while realizing that no matter how valuable the copper deposits of the Chittyna Valley might be, without the means of transportation (a railroad), commercially it was a waste of time for a poor man to locate without the aid of capitalists to construct the railways and smelters for the transportation and reduction of these mineral concentrates; it was therefore



MOUNT DRUM FROM COPPER CENTER.

with no little surprise that I beheld in the spring of nineteen hundred a number of parties well equipped with transportation and supplies passing over the Military Road for the Chittyna country. The principal deposits of copper, exclusively, appear to be along the southern slope of Mount Blackburn, on the Nazeina and Kennicott and Kuskalina, while on the western slope of that mountain, which is drained by the Kotsina, are found copper and tin."

Captain Abercrombie publishes in full the report of C. L. Warner, secretary of the McClellan Prospecting Company, of which I copy the closing paragraph:

"We believe the Chittyna copper belt is beyond all doubt the largest and richest ever discovered. A country well timbered, with a good soil, with no great obstacles to overcome in the building of a railroad. As regards climate, the winters are not unusually severe; the snow comes late and goes off early; in fact, the climate will compare favorably with the climate of New York or Minnesota."

Personally (says Capt. Abercrombie) I have traveled over more miles of territory in Central Alaska than any other white man, which has given me the opportunity to observe the formations of the various mountain ranges, and to form an opinion of this section of Alaska as a whole. In addition I have made it a point to request of every intelligent prospector a written or verbal report of his research. I shall give an opinion of the attractive features of the mineral deposits in the Wrangle group of mountains, as

I have seen them. The formation of the group being circular, to more readily understand the trend of the mineral deposits in the Wrangle zone or district will be treated as a circle. The northeast segment of this circle, which is drained by the headwaters of the Tanana is thought by Mr. Oscar Rohn to be the richest portion of the zone, but owing to its great distance from seaboard, and the presence of such masses of ore in the southwest division of the zone, no location has been made, as far as I am aware. The southeast section, which is drained by the White River, is, owing to its inaccessibility, rendered so by the crossing of Scoloi Pass, hardly worthy of consideration as a commercial proposition. Leaving the Wrangle group for the main range dividing the Tanana and Copper Rivers, will be found quantities of copper and galena ores, although the ledges are not so massive, or anything like as heavily mineralized as those in the Wrangle District, where the ledge matter is simply astounding. Ordinarily we have been used to look upon a mineralized zone as of some ten to twelve miles in length; in the Wrangle group we have almost a circle of eighty miles in diameter, the mineralization of which is simply marvelous, and yet, valuable as these concentrates are, they are as valueless commercially as so much sandstone, without the aid of a railroad and reduction works. If one group of mines could deflect a transcontinental trunk line, as is the case in Butte, Montana, and the Great Northern Railroad, what will this mighty zone which, considering the surface in-



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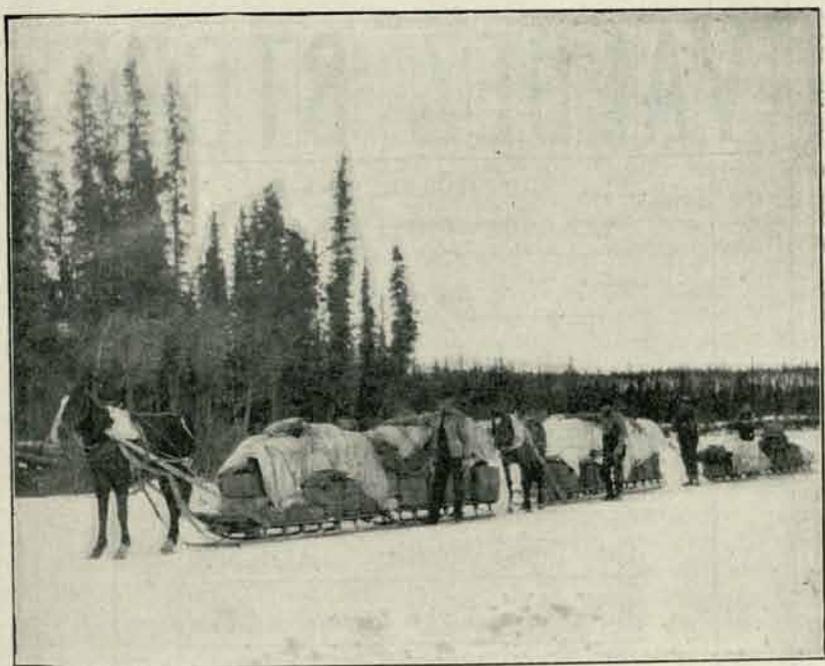
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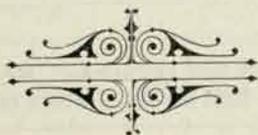
SEATTLE, WASH.

dications as final, contains a dozen properties of far greater value as copper propositions than have ever been mined in the State of Montana, do for the commercial interests of the Pacific Coast? If the purchase of Alaska was an

epoch in the territory of the Pacific Coast, the opening of Central Alaska to the general public by the War Department will be an epoch in the history of the copper mining industry in the Western Hemisphere.



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the finest quality. AGEN'S
Butter and Eggs have stood the
test, so don't go prospecting
without a few cans of butter; if
you do you will regret it. : :

Call and see us and get prices. We have the largest and best arranged store in Valdez.

CITY OF VALDEZ.

Valdez, the coming metropolis of Alaska, and its future capital, is situated at the head of Valdez bay, an arm of Prince William Sound, and is the most northern port in the world that is open the entire year. It is 450 miles north of Sitka, and 1800 miles from Seattle, and is now connected with the latter city by four regular lines of steamers.

Valdez was founded in the spring of 1898, when the great rush of inexperienced men went into the Copper river country in search of gold. The location for a town was wisely made, and although several other townsites have sprung up about the bay, and great efforts have been made by influential persons and corporations to start opposition towns by decrying Valdez, their efforts have failed, and today there is only one town on the bay—Valdez—and it is there to stay. From a settlement of a few log houses and tents in 1898 it rapidly grew into a village in 1900, and then into the thriving, progressive town that it is today. The village of tents has grown into a town of more than 300 houses, many of them being comfortable homes.

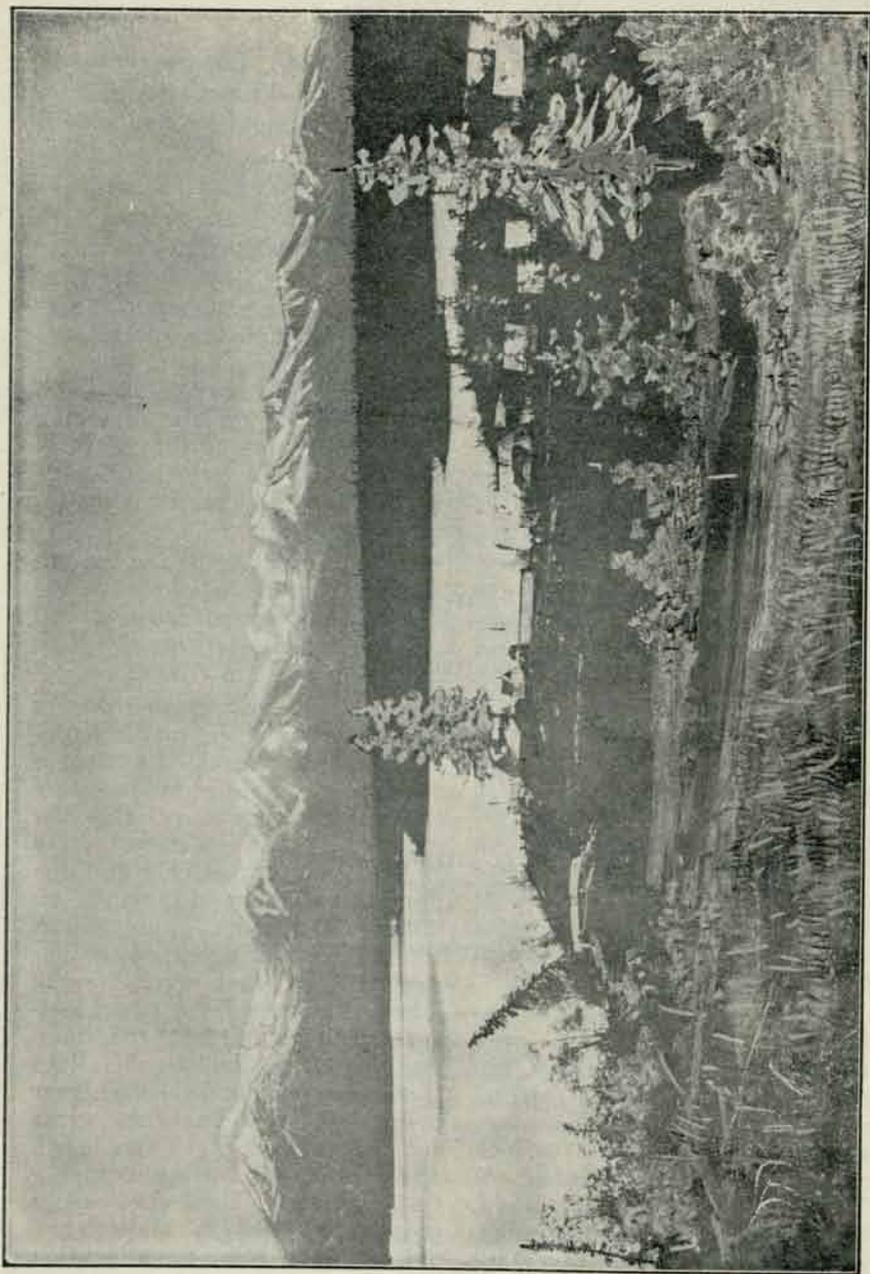
There are several large mercantile stores in the place—drug store, barber shops, bakery, hotels, restaurants, while several other branches of business are represented. Churches, school, lodges, societies, Chamber of Commerce, opera house, city hall, free reading room, and two weekly newspapers go to make Valdez a cosmopolitan and progressive little city.

Valdez is the coming metropo-

lis of Alaska. The all-American trail to the Yukon starts from here, a semi-monthly mail is now carried over this route, and there is much travel on it. A railroad is soon to be started from here to the great copper mines in the interior, on the Ghytena and Kotsina rivers. The gateway to the interior is through this place; it is the headquarters of all miners and prospectors in Prince William Sound, and is rapidly becoming the supply point for western Alaska. All these things are tending towards making it the future metropolis.

It will some day be the capital, as it is nearer the center of the District, and much easier of access to the entire country than any other place in Alaska.

There are great opportunities in Alaska for business and the investment of capital. Few countries can offer better inducements to the energetic young man. The country is new, the climate very healthy, and not as cold and disagreeable as many of the northern states. There are opportunities for business. There are vast hidden ledges of mineral wealth. There is a great area of agricultural land awaiting the farmer, and thousands of hills and valleys that for several months each year are covered with luxuriant grass for cattle and stock. There is fish and timber, fox raising, trapping and hunting. These and many more opportunities are offered, and no better place for a location can be found in which to embark in any of these enterprises than in the growing town of Valdez.



LAKE MANTASTA AT MIDNIGHT.

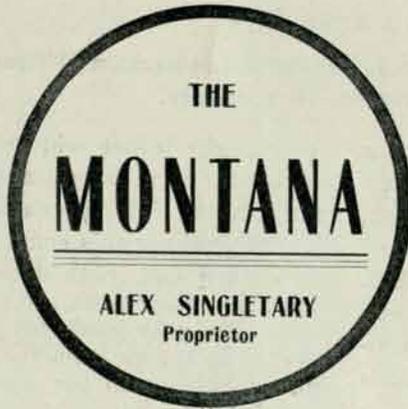
TO BUSINESS MEN.

Cold Facts From Official Sources, for the Consideration of Those who Desire Profitable Investments.

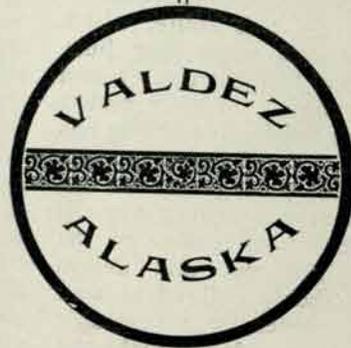
The Copper River Exploring Expedition was organized by the United States War Department, under General Orders No. 51, dated Washington, March 17th, 1899. Mr. Edward Gillette, for many years in the employ of the Chicago, Burlington & Quincy Railroad, was the Engineer of the Expedition. For those who are acquainted with his ability no further proof will be needed of the accuracy and value of his conclusions. Speaking of the comparative merits of different routes, Mr. Gillette says: "The route from Seattle to Skagway, commonly called the inside passage, is well known from the fact that most of the Alaskan and Klondike trade has been conducted this way. Until recently it was thought that the future development of Central Alaska would be governed by this route, which passes through some four hundred miles of foreign country, and therefore subject to government over which the United States has no control. The chief objections to the inside passage are its impracticability for sailing vessels, the danger to navigation of the tortuous narrows, and delays caused by being obliged to wait at certain places for a favorable time of tide in order to make the passage. A high rate of insurance is maintained on vessels and cargoes taking this route. Its

value in the future will probably be that for local freight and tourists' travel. The prevalence of dense fog along this coast makes the narrow and crooked channels especially dangerous for navigation. The only guide for the pilots is the echoes from the neighboring hills when the whistle is sounded. In Seymour Narrows, on the east side of Vancouver Island, the velocity of the current reaches as high a rate as thirty miles per hour in the spring tide, while at all times steamers wait for a favorable time in the tide to make the passage. The outside, or open sea route to Valdez Bay is entirely different. Maximum speed can be maintained at all times by this route, and freight carried to Alaska at the minimum price, which will exercise the greatest influence on the future development and welfare of the country. Insurance rates afford a fair index of the comparative safety of the two routes, those on the inside passage being double those of the outside passage.

Mr. Gillette then proceeds with an exhaustive description of the country through which a railroad will have to pass, demonstrating its feasibility, and that the cost of construction will be small compared with that of roads in other parts of the United States. He makes the following comparison with the White Pass & Yukon Railroad:



Fine Wines, Liquors
and Cigars



Maximum grade on White Pass & Yukon Railroad, 206 feet per mile on both sides of pass.

Maximum grade on Valdez route, 150 feet going north and 125 feet south.

Maximum curvature on the W. P. & Y. Ry., 16 degrees.

Maximum curvature on the Valdez route, 10 degrees.

Elevation of summit, W. P. & Y. Ry., 2880 feet.

Elevation of summit, Valdez route, 2550 feet, or 1700 feet via Marshall Pass.

Besides the above, it is understood that the White Pass & Yukon Railroad is handicapped greatly in its operation by snow-slides. On the Valdez route this serious impediment to travel has been practically eliminated by the peculiar formation of the country, and the careful placing of the line. The very important condition is also obtained for this country in having a route entirely in United States territory, and thus avoiding all the complications resulting from endeavoring to develop a vast territory, full of mineral wealth, across four hundred miles of foreign soil.

Valdez Harbor, and the route via the Keystone Canon, to the divide, furnishes the most practicable and economical route for the development of Central Alaska, and bids fair to more than hold its own for the freight business of Dawson and vicinity. With a fine harbor, open all the year round, and a railroad route comparatively free from blockades, built on lighter grades and curvature than the other route, Valdez may well lay claim to be-

ing the main gateway for Alaska commerce.

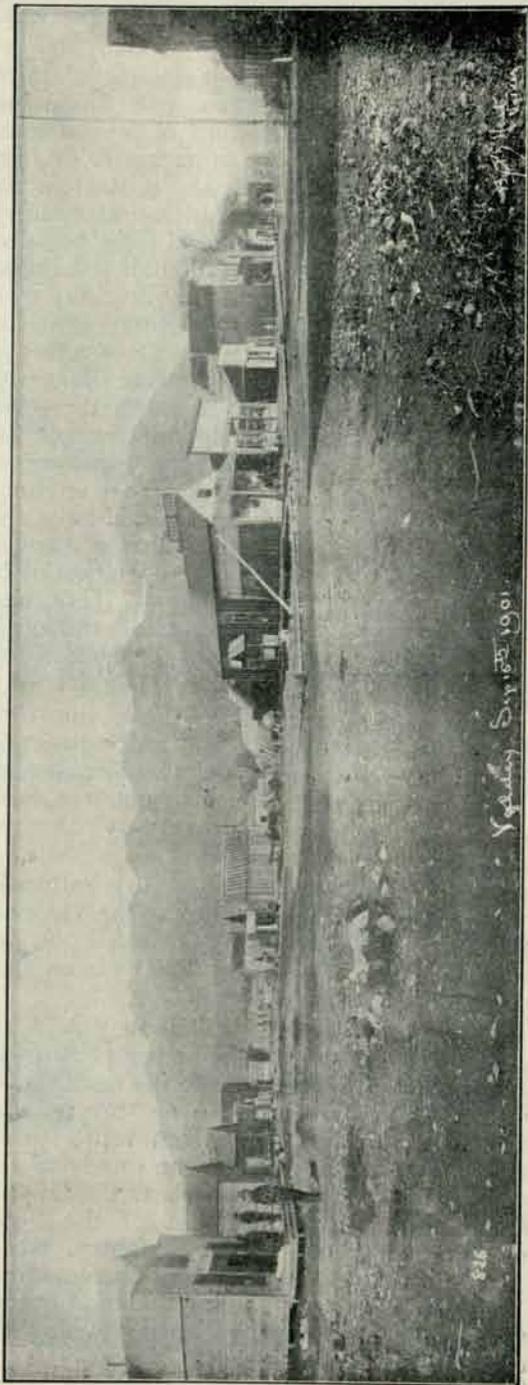
A main line of railway to the Yukon will command a large amount of freight now going by the other routes, and greatly stimulate the settlement and development of a vast country. Branch lines will later be constructed to accommodate business resulting from the discovery of copper and gold in this highly mineralized section. Discoveries of coal, recently made at several points, will expedite the work of opening up this region. It is my belief that a railway constructed immediately over the route as indicated would have a paying business as soon as it could be opened for transportation of freight and passengers. Thousands of miles of profitable railway have been built in the United States in less promising regions."

We think the foregoing extracts from Engineer Gillette's report to the War Department, published in nineteen hundred, demonstrate very conclusively two points:

(1) That a railroad from Valdez Bay to the Yukon can be built at a reasonable cost, and will pay good dividends on the capital invested.

(2) That Valdez Bay will be the starting point of the road.

As to the resources of the country to be traversed by this All-American route to the Yukon River, no one is as well qualified to speak as Captain W. R. Abercrombie, of the Second United States Infantry, who is now in charge of the construction of the United States Military Road from Valdez Bay to Eagle City, on the Yukon River.



YALDEZ, 1901,

Yaldez, Sept. 25, 1901.

816

New Valdez Townsite—Our Proposition.

We have secured from the United States Government a perfect title to a tract of land located at the mouth of Lowe River, on Valdez Bay. This land has been surveyed and platted, and we are now prepared to place it on the market at prices that we are confident will give to the public an opportunity to secure an investment that will bear a very handsome profit within the next two years. We base this belief upon the location of the land in connection with the inevitable rapid development of the country in the interior, and the consequent construction of an All-American Railroad from Valdez Bay to the Yukon River. The advantage of such a road and the certainty of its becoming a paying proposition from the start are plainly manifested.

New Valdez is within four hundred and fifteen miles of Eagle City, on the Yukon River; a day's journey in a palace car from the seaboard to the mighty river of the north; four days' journey from Seattle by fast steamer, and only ten days from Washington, D. C. These plain facts read like a fairy tale, and demonstrate forcibly the imperishable power and genius of American progress. Such a road, when completed, will throw open to settlement a vast empire, now absolutely unoccupied, and awaiting only the magic touch of capital to pour into the lap of commerce a store of mineral wealth unequalled in any country in the world; and for those who prefer agriculture to

mining, there is abundant opportunity, as Central Alaska contains vast areas of land suitable for cultivation, and the products of the farm will for many years realize higher prices here than anywhere else on the earth.

If we are stating facts in regard to the wealth of the country, then there can be no doubt as to the future value of our property. A glance at any map of Alaska will show our readers that Valdez Bay is absolutely the only practical outlet for the vast inland empire, and it requires no exact calculation to convince a sensible man that at the head of Valdez Bay will be located one of the great cities of the Pacific Northwest. We desire your aid, your enterprise and ability, to assist us in building up this city, in order that we may all profit by its future growth. We have invested our time and money, and the sale of a few lots at a low price would be a very insignificant return. We realize that a broad and liberal policy will pay best in the long run, and therefore we are prepared to offer very liberal terms to all who desire to engage in business, educational or manufacturing enterprises. At present we are placing one hundred lots on the market at one hundred and seventy-five dollars for corners and one hundred and fifty dollars for inside lots. This price is subject to change at the end of six months from date.

For particulars and information address

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VALDEZ, ALASKA

Copper River Mining, Trading and Development Company.

Traveling back from Valdez into the interior of Alaska today may aptly be compared to traveling in New York State in the days of its early settlement; the time was when a trip up the Hudson River on snowshoes was a trip in the wilderness.

In order that those going into the interior may have the benefit of the experience of the earliest settlers in this part of Alaska, a company has been formed, known as the Copper River Mining, Trading and Development Company. One branch of this company's work is devoted to furnishing guides and equipping prospecting and exploring parties with everything that is necessary for their comfort and safety. This can be done at a much less cost than parties can procure and bring outfits with them, as it is generally the case that those unfamiliar with the conditions existing here bring large and expensive outfits, much of which is unnecessary and useless. This company is the sole owner of valuable maps showing the topography of the country, and by the aid of which one can easily travel through the country and

ascertain his exact location. Road houses are also owned and operated by this company for the convenience of the traveler, and an important feature of its work is the transportation of freight, packages and supplies to any part of Alaska. No one coming to this part of Alaska, therefore, need feel that he must bring an outfit complete in every detail, as may have been necessary in the past, for today he can get first-class service and procure supplies as cheaply as he can in the States, with freight added.

This company is also engaged in a general mining and real estate business at Valdez, Alaska, having valuable townsite and mining properties listed; contract work upon mining claims in both assessment and development work is attended to for non-residents. The managers of this company are amongst the oldest and most experienced business men in the country, and are always ready and willing to furnish any information desired.

Those interested in the country, looking for investments and opportunities to engage in business, will find it to their advantage to communicate with the company, or call at its offices. Address Copper River Mining, Trading & Development Company, Valdez, Alaska.

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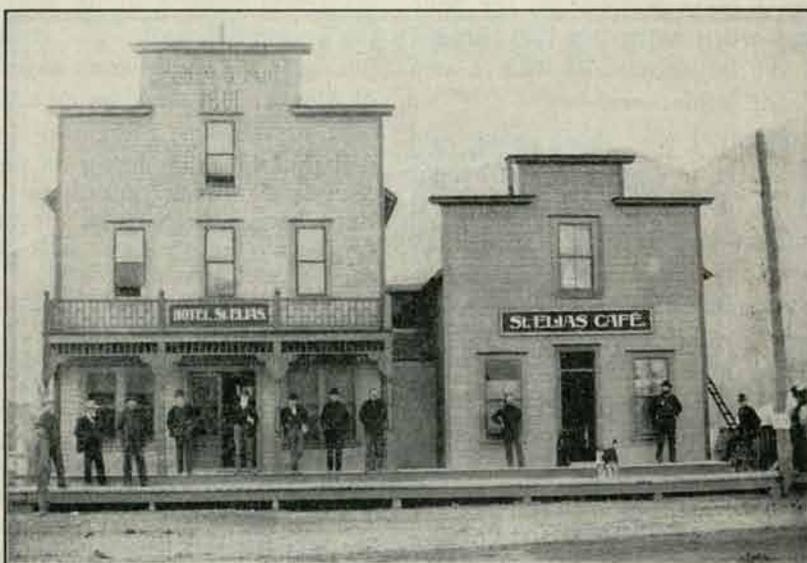
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The Hotel throughout is fitted with white enameled iron bedsteads and all the rooms are well lighted, clean and well ventilated. The Cafe is second to none in Valdez and carries also the choicest brands of wines, liquors and cigars.

There are generally stopping at this Hotel men from the interior and Prince William Sound, so that information can always be had concerning the placer diggings, copper and quartz districts and the agricultural, farming and grazing lands of the Copper River Valley.

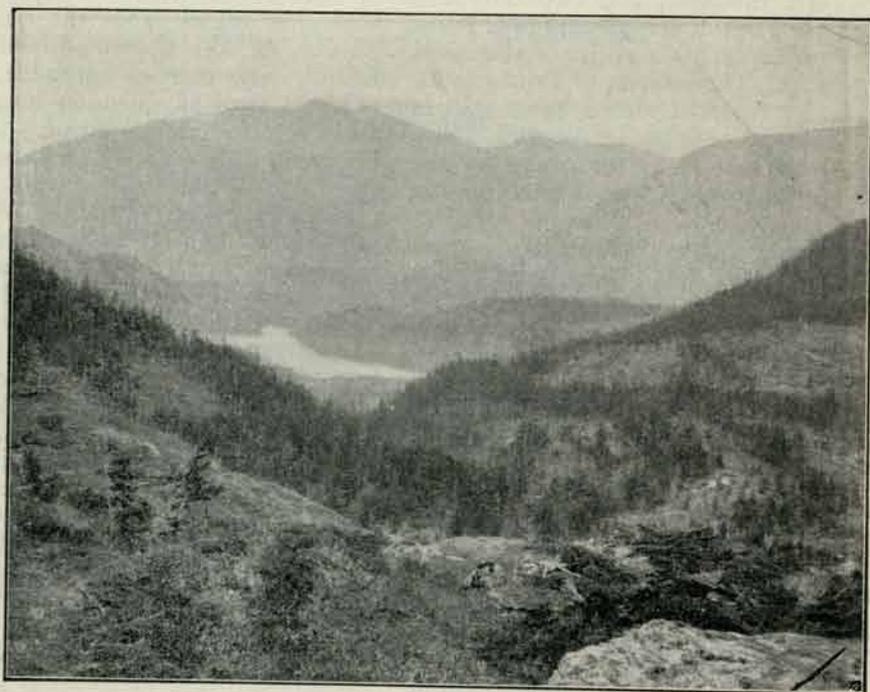
RESOURCES OF PRINCE WILLIAM SOUND.

The number of islands comprised in the area is approximately fifty, and for the most part they rise abruptly from the water to a height which is usually between one thousand and two thousand feet, but in some cases their summits reach above three thousand feet. The interior of Prince William Sound forms a basin that is almost entirely landlocked, being sheltered from the ocean on the south by Hawkins, Hinchinbrook and Montague Islands. The islands of the archipelago show a general linear arrangement which is roughly parallel with the course of the peninsulas between the fiords which cut back from the more open water into the Chugach Mountains.

Montague, Hinchinbrook and Hawkins Islands cut off the waters of the sound from the open gulf, and, with Knight and Fleming Islands, form the principal land areas of the archipelago. Montague Island is approximately forty-five miles long and has an average width of from six to seven miles. Hinchinbrook alone, of the larger islands, has approximately equal dimensions of length and breadth, but it is divided by a medial valley into two linear parts, having the same general trend as Montague and Hawkins Islands. The latter has a length of about 18 miles and an average width of four miles. These three outer islands have a general northeasterly trend, and as they separate the waters of the sound from those of the open

gulf, so the line of islands beginning with Latouche and running in a more northerly course to the mainland upon the western side of Port Valdez divides the waters of Port Wells, with the adjacent bays and inlets, from the outer portion of the sound. Fleming Island, lying west of Latouche, is not less than 18 miles in length and of irregular outline. Latouche is 14 miles long and about three and one-half miles wide.

The copper ores of Prince William Sound have been attracting the attention of prospectors and miners for several years, and in 1898 and 1900 several claims were visited by Mr. Schrader, of the United States Geological Survey, and described by him in a report of the region. The prospecting season for the year 1901, just closed, has been an active one on the Sound. Numerous prospecting parties, outfitted with steam and gasoline launches, sail boats, and in fact everything that would float, have been vigorously at work, and the records of the Valdez Recording District show that there have been about four hundred claims located and recorded, while prior to this year there have been a total of about six hundred claims recorded. Of the organized companies who have been prospecting the Sound systematically, the Prince William Sound Mining and Development Company stands at the head. Their men have all been equipped with small boats and camping outfits, and they have moved them from



GALFNA BAY FROM SIMONSTADT AND HENDRIL'S MINE.

place to place and furnished them with supplies with the launch "Marilla," so that there has been little or no time lost in moving about.

The copper belt, so far traced, starts from near Orca, on the extreme eastern part of Prince William Sound, taking in the Copper Mountain Range; Copper Mountain, which is at the head of Landlock, Boulder and Galena Bays, Virgin Bay, Glacier Island, Knight's Island, Latouche Island, Montague Island, and the mainland, which lies to the westward of these islands.

In Prince William Sound the copper occurs in two ways; first, in fissure veins; second, in mineralized zones, which seem to be nearly or quite parallel to the bedding of the heterogeneous strata composing the Orea formation. The deposits of Copper Mountain, in Landlocked Bay, are of the fissure-vein type, and other instances of fissure veins were observed in claims located south of Orca in the vicinity of the Fleming Spit. In both of these localities the country rock is greenstone diabase or basalt, apparently occurring in large masses. All of the other occurrences, so far as they are at present known, are impregnations of zones of more or less crushed country rock by sulphides of copper and iron. In most instances the ore occurs in the interbedded flows of greenstone, which are commonly regarded by the prospectors of the region as dikes; but it is also found in the arkose sandstone, and in the shales. The mode of occurrence may be compared, in a general way, to that of a portion of the copper deposits of Lake Su-

perior, though in the present instance sulphides are found in the place of metallic copper. The association of the ores with the greenstone is very general, for even when they lie in sedimentary rocks the igneous rock is never very far distant. It may be suggested that the origin of the copper is to be sought in the flows of intrusions of basalt or diabase, from which it has been concentrated by means of circulating waters.

Copper claims have been located in various parts of Prince William Sound, and by their distribution show the very general occurrence of the ores throughout the region. The best known claims are on Latouche and Knight Islands, and on the mainland in the vicinity of Copper Mountain, and at Ellamar, where the Gladhaugh property is situated. Other claims are situated on Montague Island, Hinchinbrook and Glacier Islands, and at various places on the mainland.

The Latouche Island.—The Bonanza claim is located near the shore on the western side of Latouche Island, at an elevation of about 200 feet. At the place of discovery there is exposed a sloping face of bare, iron-stained sandstone and shale, about 300 feet in length and 100 feet in height. The yellow and brown staining has resulted from the weathering of iron pyrites, and both this mineral and bornite, by which it is accompanied, are quite generally distributed through the rock over the entire exposure. A tunnel has been driven into this mineralized rock for a distance of about sixty feet, and though it appears to run across the trend of

A. Judson Adams, C. E.

U. S. Deputy Surveyor

Surveys made of Mining Claims and Townsites, Trade and Manufacturing Sites, Soldiers' Additional Homestead Entries, Hydraulic Plants, Flumes, Ditches, Etc.

✻ ✻ MAPS FOR SALE OF ✻ ✻

Valdez Town, Valdez Bay, Prince William Sound, Copper River Valley, Chesna and Chitna Mining Districts.

✻ ESTIMATES ON APPLICATION ✻

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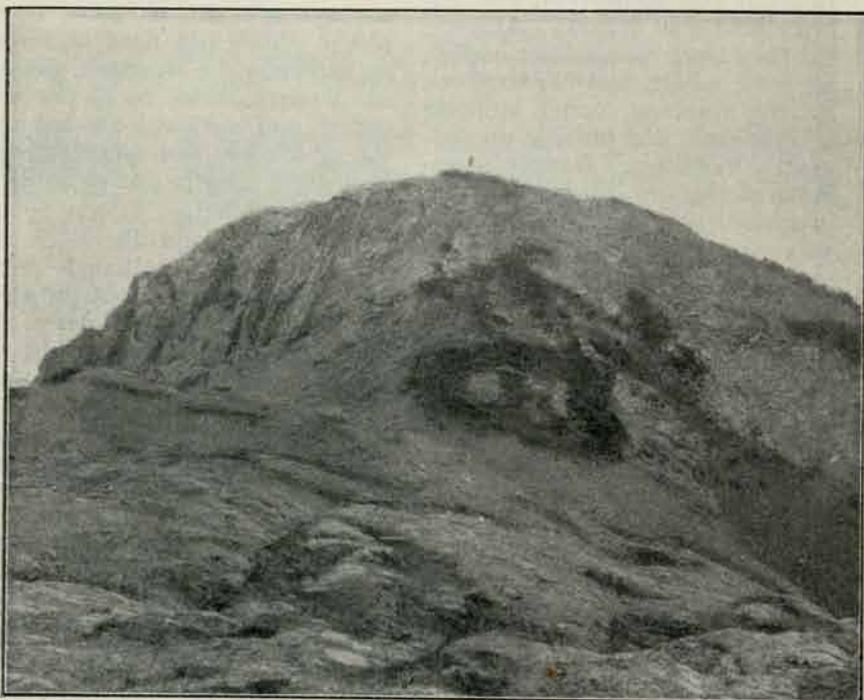
VALDEZ, ALASKA.

the deposit, it has not yet passed through the mineral-bearing zone. A sample taken along the entire length of the tunnel gave an assay of over 9 per cent. of copper, with one and one-quarter ounces of silver. This property was purchased last November by Messrs. Beatson and Robertson, and the price paid was \$72,000. At present they have just about completed their wharf, and are at work driving a second tunnel, building a tram-road, and putting up necessary buildings. Sample specimens of this ore run very high in copper, gold and silver. One shipment of 1235 pounds last June to the Tacoma smelter gave them net returns of \$24.60, or \$49.20 per ton. This was after deducting at the rate of \$15.00 per ton freight, \$6.00 per ton smelter charges, and six cents per pound for refining and an allowance of 95 per cent. silver valuation. Adjoining the Bonanza on the north lie a group of eleven claims owned by Messrs. George M. Esterly, J. D. Meenach and Fred S. Keyes, on which considerable development work is being done. One of these claims, the Blackbird, was purchased by them in August for \$12,000. This property shows up in fine shape, they having uncovered the ledge for a distance of 772 feet. It is a continuation of the Bonanza lead, and the ore is of the same character. On the south of the Bonanza lie the Blue Fox group, owned by J. D. Meenach and the Gladhaugh estate, and the Le Blanc groups, owned by the Prince William Sound Mining and Development Company. On the Blue Fox group considerable development work has been done, showing a fine body of ore.

Development work on Latouche Island today shows the Bonanza lead to be at least five miles in length. Latouche Island has an abundant supply of heavy timber for mining purposes, and a water power centrally located with reference to the above group of claims, which will develop on an average about 4000 horse power. This has been taken up by Messrs. J. D. Meenach, George M. Esterly, Fred S. Keyes and others, and work was started this fall on a stone and concrete dam. It is their plan to put in an electric power plant.

Ellamar, Virgin Bay.—In the vicinity of the Gladhaugh mine, at Ellamar, the strike of the folded and sheared black shales of the Orca series is variable, but its general direction is northwest-southeast. The dips are usually toward the north. The Gladhaugh vein is a practically solid mass of iron and copper pyrites. It has a width of more than 125 feet where exposed, and extends along the strike for a known distance of more than 300 feet. The north wall of the vein, where it comes in contact with the shale, has a course N. 45 degrees W., and the dip is 30 degrees toward the north; but possibly the general dip is considerably steeper, since the foot wall is known to have a much greater pitch.

Locally there are some small inclusions of country rock within the vein, and occasional lenses of calcite are found, with a small amount of bornite. A shipment of 390 tons of ore from this mine ran \$51.20 per ton at the smelter. Altogether over one thousand tons of ore has been shipped out up to date, and they now have



SHOWING BUTTE OF COPPER ORE ON SIMONSTADT AND
HENDRIL'S MINE.

one thousand tons more ready for shipment, the bulk of which will be taken down by the S. S. Elihu Thompson on December 4th. On this property a three-compartment working shaft has been sunk to a depth of 230 feet, and two crosscuts made across the ledge at the 100 and 200 foot levels. This property was purchased by J. D. Meenach in May, 1899; the price paid was \$105,000. This plant is equipped with steam hauling gear and air drills, and it is their plan to erect a smelter in the near future.

Copper Mountain.—On Boulder Bay, on the west side of Copper Mountain, lies a group of claims known as the Boulder claims, owned by Charles Rua. A controlling interest in these claims was purchased in June by Howel Hinds for \$7000.

On Landlock Bay, on the east side of Copper Mountain, lies the Williams group of claims. These claims are owned by Louis L. Williams, of Juneau. Considerable development work has been done on these claims, and several shipments of ore made. This ore carries a very high percentage of copper and runs high in gold and silver.

On Copper Mountain there are a large number of claims located, showing good deposits of copper, but up to the present time very little development work has been done. Among some of the claims that are said to make a good showing are those owned by Philip De Fontville, George Hogg, Peter Jackson, Peter Steinmitz, "Dick" Gillenau and George M. Esterly.

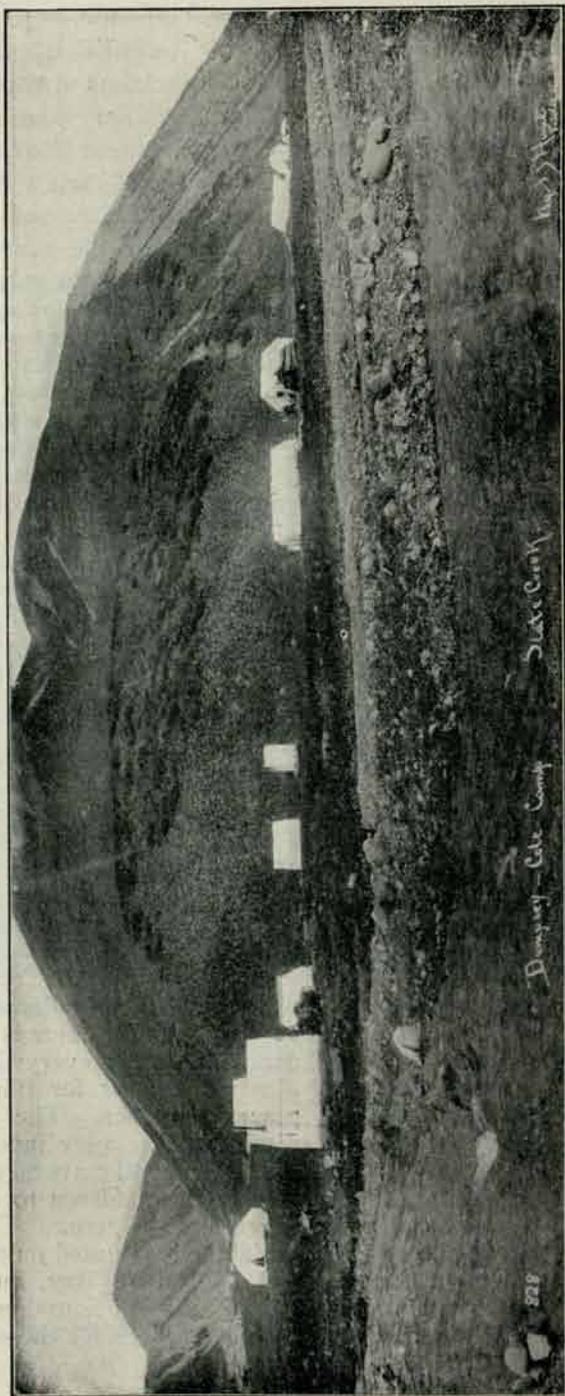
Knight's Island.—On the south end of Knight's Island lies a group of claims owned by the Prince William Sound Mining and Development Company. This ledge is on the same strike as the Bonanza, on Latouche Island, and the ore is of the same general character, but as the ledge was located but a short time ago, no development work has been done.

Valdez Bay.—Near Solomon Gulch, on Valdez Bay, lie what are known as the King Solomon group of mines. This property was located by Mr. H. E. Ellis, and was purchased recently by Mr. W. W. Gollin.

The opportunities for a prospector on Prince William Sound are as good today as they are anywhere. The bulk of the prospecting has been done along the beach by inexperienced men, and not by practical miners.

Prince William Sound has all the natural advantages that could be desired from a mining standpoint. No railroads are required, as the majority of the claims, and all of those herein referred to, are within a few hundred feet of navigable water. The freight rates from the Sound to Tacoma and Seattle have been reduced to \$3.00 per ton on ore. There is an abundance of timber everywhere, and plenty of water for mining and power purposes. The climatic conditions are very favorable, as in the winter the average temperature is from fifteen to forty-five degrees above zero.

Valdez is situated on the upper end of Valdez Bay, an arm of Prince William Sound, and is the base of supplies for the entire district.



DEMPSEY COAL COMPANY, SLATE CREEK.

The Vesuvian group of fourteen claims situated on the west side of Copper Mountain and owned by Chas. Simenstad and A. M. Hendril, promises to be one of the largest copper propositions on Prince William Sound. Most of this property was located in July and August, 1901, and is situated about one and a half miles from deep water and excellent harbor. The surface croppings are something enormous and the ore improves wherever depth has been gained. Development work will be commenced on this property this coming spring.

An important strike has recently been made in Solomon's Basin, about six and one-half miles from Valdez, and about four miles from tide water on Valdez Bay. The Solomon group of quartz mines, carrying gold and copper, were discovered and located by a hunter, C. E. Ellis, while after bear. Mr. W. W. Gollin, a mining man of long experience, and vice president of the Appollo Mining Company, of Unga, Alaska,

has become interested in this new discovery, and has just let a contract for sinking a shaft and crosscutting the ledge, and a shipment of ore is to be made at once. The ledge is well defined and gouge and all surroundings indicate a true fissure vein. The ledge is eighteen feet in width, and from assays made from croppings it shows gold \$4.00 per ton and copper 4.25 per cent.

This is the first discovery of quartz so near Valdez, and the ore is pronounced by expert mining men to be as fine a surface showing as can be found anywhere.

If the present development work done by Mr. Gollin proves that the values exist in said ledge, a company will be formed and extensive work undertaken, including the erection of a smelter of sufficient capacity to treat the rich copper ores from the numerous Prince William Sound properties, as well as the high grade ores from the interior as soon as transportation facilities are secured.



SCENE FROM CAMP LIFE.

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WASHINGTON.

AN IDEAL TRIP.

By H. H. Hildreth.

Heretofore the Alaska tourist has only traveled as far north and west as Sitka, that quaint and interesting little capital of Alaska, but in that trip they have only seen the "panhandle" of a great and growing country. The northern trip, to be complete, however, should be extended as far as Kodiak or Unalaska, via Valdez, Prince William Sound and Cook Inlet. From Sitka to Unalaska the western boundary of the great Alaska peninsula is nearly 1000 miles, and the scenery is as beautiful, if not more so, than from Seattle to Sitka.

An ideal summer trip for pleasure, recreation, sight seeing or health, and one that is extremely interesting and beneficial to a student of natural history and ethnology, a health seeker or a sportsman, would be a trip such as the writer has taken and which he can recommend for any or all of the foregoing reasons.

Leaving Sitka, our steamer passed first Mount Edgecomb, an extinct volcano of Indian fame, and then followed the coast line, as it seemed at the very base of the Coast range of mountains, with their rugged sides, snow-capped peaks, chasms and numerous glaciers. The second day out we sighted Mount St. Elias, with its perpetual coat of snow and ice, standing as the great boundary mark or "corner post" between us and our Canadian cousins.

All steamers stop at the Indian village of Yakutat, and here we

were met by a score or more of native dugouts, each crowded with occupants, from the little papoose in its birch bark basket to the old grandparents in their fur clothing, made from the skins of various animals. They boarded our vessel with all kinds and varieties of Indian baskets and curios, which they sold for a trifle, but which, when purchased by the tourist, were of no little value.

THE GREATEST OF ALL GLACIERS

Soon after leaving Yakutat we came in sight of the great Malspina Glacier. This is said to be the largest glacier in the world. It extends for sixty miles along the coast and runs back for from ten to twenty-five miles, covering 1200 square miles. It is much larger and in many places as grand and awful as the famous Muir Glacier of Southeastern Alaska. This mountain of ice can be seen for the entire day from the steamer's deck when the weather is clear.

As we passed along the coast we stopped at several Indian villages, which were very interesting, with their quaint Russian Church Chapels, barbaras or native huts, assembly houses, graveyards, "catches," fishing yards, banyas, or bath houses, and the native himself (or herself, which is far more interesting), and many other sights that are too numerous to mention, all of which the traveler can "take" with his camera.

FRED M. BROWN
President

R. BLIX
Sec. and Treas.

A. HOLMAN
Gen. Mgr.



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GLOBE BUILDING, Seattle, Wash.

As the vessel neared Prince William Sound, that great body of water with its thousand islands, the waters became as calm as a mill pond, and for three days the boat steamed among the islands, stopping at different native and fishing villages, and fox ranches, where the blue fox is raised for market.

At Orca all vessels remain for ten or fifteen hours for coaling and water. Here is located a great salmon cannery, with an output of about 100,000 cases annually. We had the privilege of visiting this cannery and witnessing the process the fish are put through from the time they leave the water until they are canned and packed in cases, ready for shipment. It is certainly an interesting sight, and after watching the process a person is never afraid of eating Alaska canned salmon.

A few hours' ride from Orca and the steamer passes Montague Island, which is sixty miles long and twenty-five wide. There are said to be numerous rich ledges of copper ore on this island, but the bears are so numerous, fierce and large that miners are afraid to prospect on it. The bear can be often seen on its shores from the steamer's deck, especially in the summer time, when the salmon are running. They feed on this fish, and are experts at catching them.

After passing Montague we stopped a few hours at Ellamar, at which place is located the famous Gladhaugh copper mine. A visit to the mine, where one can see the great ledges of copper ore, is more than interesting, and the

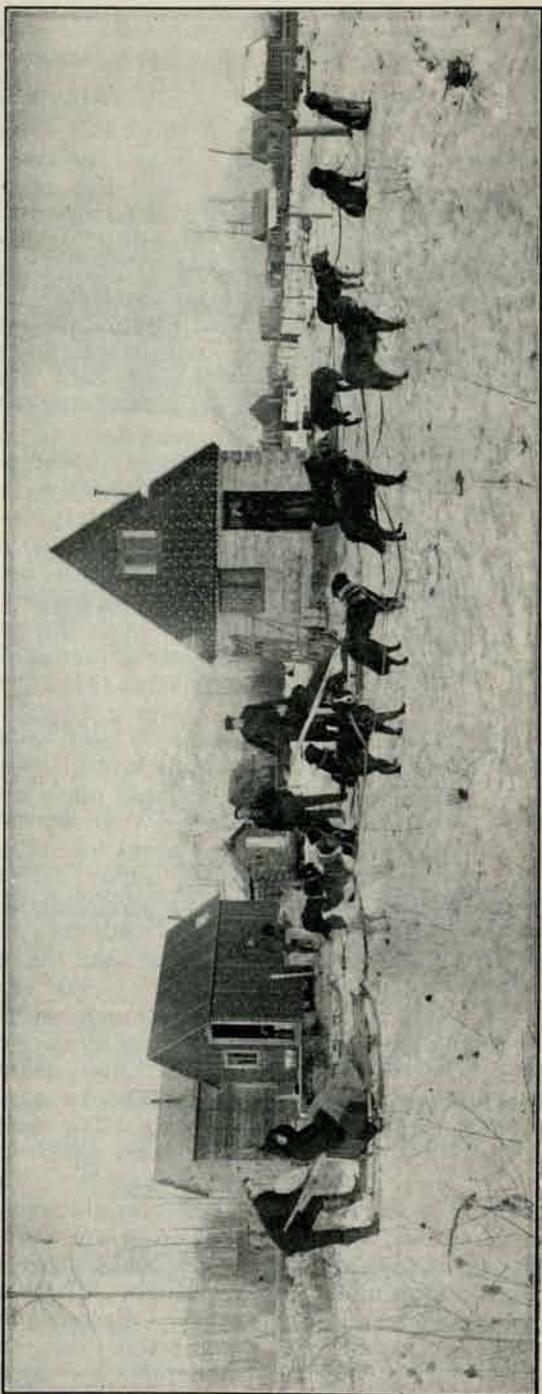
richness of this ore and the great quantity of it is wonderful.

VALDEZ BAY.

A short ride from Ellamar and the vessel steams into Valdez Bay, and this broad expanse of water is all that its name implies—"beautiful." The bay is surrounded by high mountains and several glaciers. On the right is Fort Liscum, with its many buildings and large wharf. The beautiful Stars and Stripes floating from several flag poles, its mounted cannons, its guards pacing from post to post, give one a feeling of patriotism which has almost been forgotten in viewing and witnessing so many interesting sights that were really foreign to the sightseer. At the head of the bay is the town of Valdez, the future metropolis and capital of Alaska, as is believed by many.

Valdez is a small, cosmopolitan city, with good hotel accommodations, large stores, churches, school and many nice homes, and we felt that we were once more in civilization after visiting so many Indian villages.

A tourist should never leave Alaska without a trip over a glacier and into the interior of the country. This can be accomplished much better from Valdez than from any other Alaska port. Guides, dog teams and pack horses can be secured here for the trip. The writer and party took three good dog teams and went over the Valdez glacier. This great glacier is 25 miles long and from one to five miles width, and at the summit is 4840 feet high. There are numerous other glaciers branching out from this one, making great mountains and gorges of ice, cov-



WINTER SPORT IN VALDEZ.

ering hundreds of square miles. The trip across can be made in perfect safety and in from two to five days very easily. After crossing the glacier the trail runs down the Klutena River around a large lake of the same name, through great mountain gorges and beautiful valleys to Copper Center. Along this trail is good caribou, moose and sheep hunting, and the best of fishing at all times.

COPPER CENTER.

Arriving at Copper Center, we found a little village of neat log cabins, including hotel, store, telegraph office, with communication with Valdez, and government store houses and barns. At this place pack horses can be secured and the trip may be continued to the Chesna diggings, Eagle City, on the Yukon, or return to Valdez. After a few days' rest at the inn our party continued the trip to the celebrated Slate Creek and Chesna mines, with our dog teams. On returning later the snow had disappeared and we went afoot, having our outfit carried on pack horses. We took the All-American trail from the Chestochina River to Valdez. This trail runs through a country as beautiful, it is said, as any in Switzerland, and as grand as any among the Alps. Mount Wrangle, an active volcano, throwing forth fire and lava from its great crater, can be seen for several days of the trip. Also Mount Blackburn, Mount Drum and Mount Sanford, ranging in height from 12,000 to 18,000 feet, and in the distance the Alaskan range, with its perpetual coat of snow and ice.

A few days' trip down the Cop-

per River to the broad Copper River flats, where very good duck, swan and geese hunting can be found, is very enjoyable. Other game also abounds, and trout and salmon fishing that can hardly be compared with in any other place.

From the government trail it is only a short trip down to the wonderful copper country on the Chytena and Kotsina Rivers, and it is certainly worth a person's time to make this side trip.

The trail winds over Kimball Pass, through Canyon Creek and Keystone Canyons, and at every turn it brings to your view some beautiful sight. Glaciers, lakes, canyons, broad valleys with abundance of grass and wild berries, native villages with their dugouts, bark houses, or wickiups, as they are called, great water falls and swift rapids, and many other sights that are too numerous to mention, while during the entire trip hunting and fishing can be enjoyed.

On arriving again at Valdez the steamer can be taken for Cook Inlet, Kodiak and Unalaska, if desirable. This is a grand trip. At Cook Inlet the scenery is magnificent. Mount Rideout and Mount Iliamna, two active volcanoes, are to be seen on the west coast, and in the distance the greatest of all American mountains, the lofty Mount McKinley, which rears its hoary head over 22,000 feet into the heavens.

After visiting several Indian and Russian villages in the inlet, the steamer passes down through Shelikof Straits to the old Russian town of Kodiak, inhabited now mostly by Russians and Creoles. This place is beautifully situated at the very base of great



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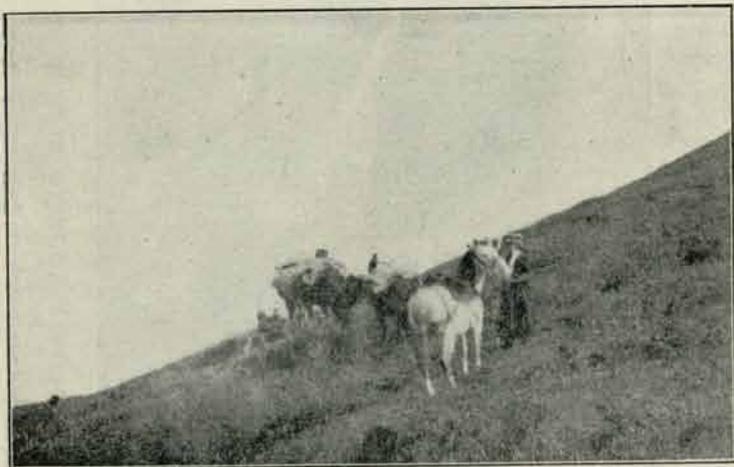
...JEWELER...

VALDEZ, - ALASKA.

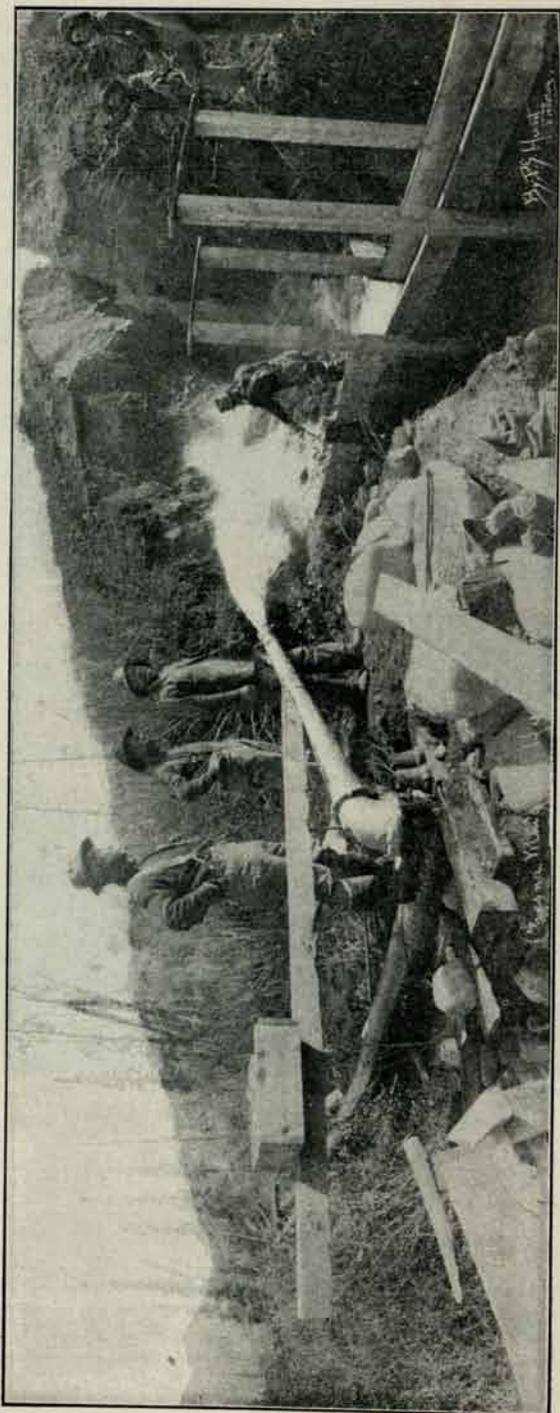
hills, and there are numerous pretty homes. This portion of Alaska looks more like an agricultural country than any that the tourist has yet seen. Cattle, horses, flocks of geese, wagons, farming implements, barns, silos and nice gardens are numerous. The trip from here to Unalaska is very beautiful and enjoyable in the summer. From Unalaska a

steamer can be taken direct to Seattle, or the return trip can be made over the same route via Valdez and Juneau.

Whether it be for the business man looking for investments, the invalid in search of health, the tourist seeking pleasure and sightseeing, or the sportsman looking for big game, no better opportunity offers than this trip through Southern Alaska.



TRAVELING OVER THE DIVIDE.



HYDRAULIC MINING IN THE CHESNA DISTRICT.

CHISNA GOLD PLACERS.

In the summer of 1899 G. C. Hazelet, A. J. Meals, M. Dempsey and a few others prospecting on the Chisna River and its tributaries discovered rich placer diggings. It was sought to keep this a secret, but it leaked out, and early in the spring of 1900 quite a number of men were on the trail going from Valdez to the Chisna District, a distance of about 250 miles. The difficulties were great, provisions upon reaching the Chisna were worth one dollar a pound, and many who went in ran short of grub. Many new discoveries were made on Slate Creek, Miller Creek and other gulches. The entire season of 1900 was taken up in prospecting and locating claims, and on account of shortage of food, but little work could be done. Toward the close of the season four men took out \$4500 in a few days, and then ran out of grub and had to come out to Valdez.

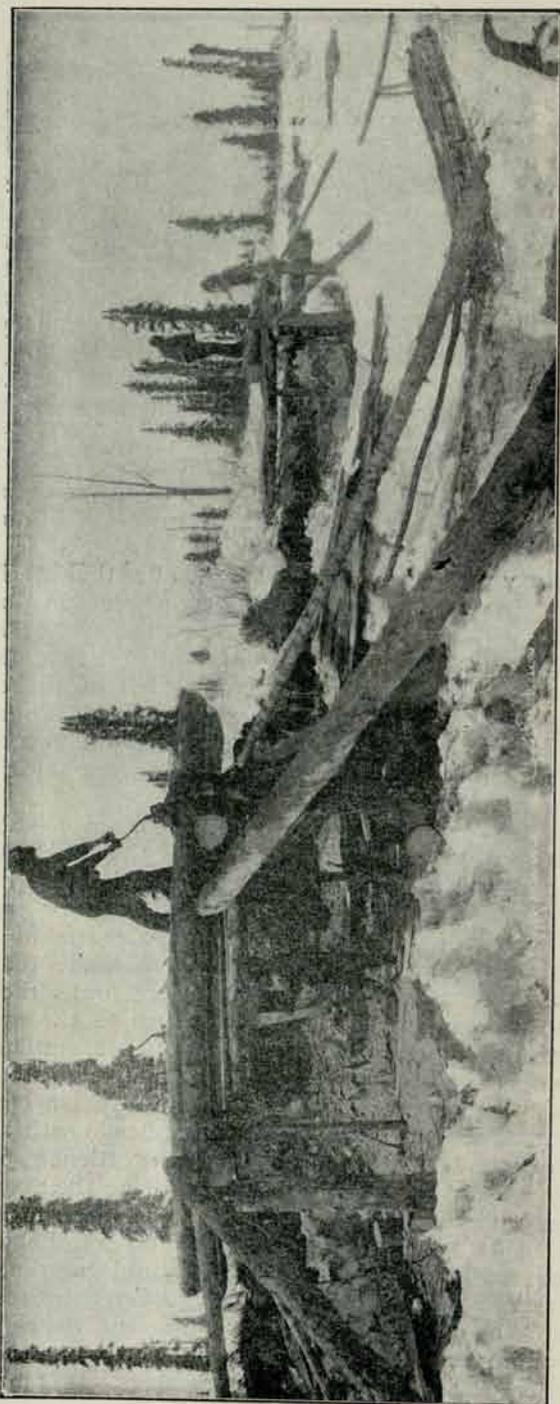
The early spring of 1901 (February and March) saw several hundred men on the trail with dog teams and provisions en route to the new diggings, some going on the old route over the Valdez Glacier, and some over the new Trans-Alaskan Military Road; after the snow went off the latter was the only road used, and several outfits and pack trains using horses went inside.

The season was a very short one, as it was at Nome and elsewhere; many who went in were ignorant of mining or prospecting, and were easily discouraged by

the hardships encountered and the difficulty of getting over a rough country and crossing streams. Those who were in there in 1900 all returned, and most of them did very well, many of the claims yielding as high as one hundred dollars a day to the man. The wages paid were from \$10.00 to \$15.00 per day; quite a number of the best claims were tied up by injunctions on account of pending litigation. Notwithstanding all these drawbacks, about one thousand pounds of gold was brought out to Valdez in the fall of 1901; the gold being worth in Seattle about \$18.25 per ounce. All of those who have claims located are making arrangements to return early in 1902 and work on a larger scale than before.

This Chisna District is comparatively a small area out of hundreds of miles that have scarcely been explored or traveled over. Rumors are rife of new strikes that were made that are being kept secret until the discoverers can return to the ground in the spring of 1902, equipped with provisions and ready to begin work.

In the Bremer District, about sixty miles northeasterly from Valdez, excellent prospects were found during the past season, and those in position to know predict a very successful season there in 1902. Gold has been found in many different places, but thus far sufficient development work has not been done to demonstrate their values. It is a new country,



WHIPSAWING.

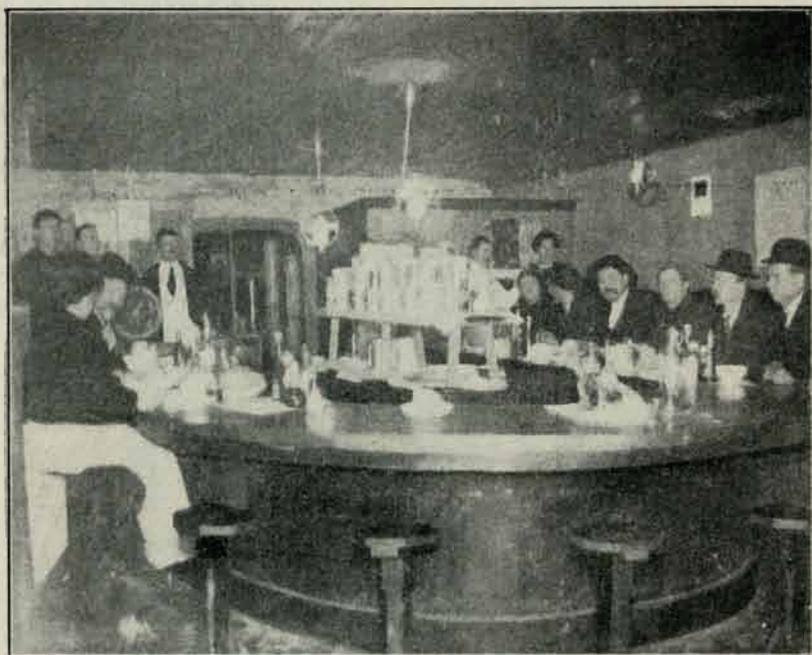
an immense country, and on account of the difficulty of transporting provisions, an unusually hard one to prospect.

In January, February and March dog teams are used as the principal means of transportation, one dog being able to draw about 100 pounds on a sled; with four dogs, 400 or 500 pounds is pulled on a sled. Dogs that are of any account are worth in the

early part of the year from \$25 to \$50 each, some being valued much higher. The snow goes off in May, and horses can then be used, sustained by the grass in the country. One horse can pack about 200 to 250 pounds; a horse in summer is worth from \$150 to \$200; in the fall they are practically worthless, as it costs as much to winter them as they are worth in the spring, hay being worth about \$40 per ton.



CAMPING WITH THE SIWASH.



— Messrs. Gellineau and Bell, proprietors of the Horseshoe Restaurant, are the pioneer restaurant men of Valdez, having opened that well known resort in the spring of 1900.

Their venture proved a success from the start, so much so, that their original quarters soon became too small to accommodate their many patrons. They were compelled to erect a commodious building to suit their wants; the restaurant occupying the lower floor, is nicely decorated, contains private boxes for ladies and gentlemen, and the large hardwood horseshoe center, from which the restaurant derives its name, is not only ornamental, but also a comfort to those who come here to enjoy good cooking.

The prospectors of this section, consider the Horseshoe Restaurant their headquarters when they are in town; open day and night, upon the short order plan, always well stocked with the delicacies of the season, they can quickly get what suits their palates and at whatever time they desire it. The upper floor is fitted up for sleeping accommodations.

Two experienced prospectors, Gellineau and Bell, arrived in Valdez with the big rush of 1898. They did not, like the many inexperienced, wander around aimlessly, gaining the necessary knowledge required, but systematically prospected on the Copper River and its tributaries for nineteen months, locating the first placer claims of any value in that section.

Their hard work and well applied experience will no doubt bring them riches, their assayers returns from the Copper claims alone guarantee that.

Five of their Copper claims are on the Chytana river, the specimens of Borride and Copper glend, from these claims, are exceedingly rich and a great quantity of the vein is in sight. Three other Copper claims are on Glacier Island, where the ore can be handled direct from the mine to deep-water vessels.

They also own five gold placer claims on the Chesna river, that will prove as rich as other claims on the same river and adjoining creeks, from which about \$300,000 worth of dust have been taken this season. The coarse gold taken from their claims on Quartz and Fall creeks, only sixty miles inland from Valdez, show these claims to be valuable.

Messrs. Gellineau and Bell have also secured good town property, all of which they have improved. It is daily increasing in value, and, as it is in the best locality in the growing town of Valdez, it will prove a good investment.

CHISNA MINING AND IMPROVEMENT COMPANY.

The Chisna Mining and Imp. Company, of which G. C. Hazlet is manager, and A. J. Meals is superintendent, has expended in the last two years one hundred thousand dollars in machinery, supplies, etc., besides the labor of twenty-five men in opening their property. This property lies well up towards the head waters of the Copper river, on a creek called the Chisna, and is about 225 miles almost due north from Valdez. Messrs. Hazlet and Meals went in with the rush of 1898 to the Copper River country, reaching what is now the town of Valdez the first of March of that year.

They had with them a two years' supply of provisions and at once set out over the glacier, transporting their supplies on hand sleds to the foot of the Klutena or Abercrombie lake, reaching that point on the first day of May. In company with A. H. McNeer of West Virginia they built a boat at this point and proceeded down the Klutena river to its junction with the Copper, where is now located the pretty little town of Copper Center.

Unlike the most of the prospectors that had gone through the hardships of reaching this point, they were not discouraged, but at once set out up the Copper with their boats and supplies, prospecting the tributaries of this river as they went, until they reached the Chistochina, a distance of about seventy miles north from Copper Center. Find-

ing the best prospects of any on this river, they determined to ascend it to the mountains from which it took its rise. They reached the Chisna and the extreme head of the river on the 6th day of July, 1898, and found very good prospects, but could not reach any great depth in the ground, owing to the surface water. They labored on this creek the entire summer, and when fall came built a cabin about fifteen miles down the Chistochina, where they determined to winter and prospect the same ground the following year. Their cabin was the first built in that part of the country, and has since been a great convenience for the prospectors going in and out. On the 18th day of May, 1899, when almost every one had left the country, they made the first discovery of coarse gold, and in July located a number of claims, believing they had at least found a good hydraulic proposition. They continued their prospecting and development work until late in the fall, when they returned to Valdez, and took the first steamer for the States.

They believed at that time, and so stated to the prospectors in and about Valdez, that they had a hydraulic proposition, and nothing more. Acting on this belief they returned to the States, organized a company, purchased 190 tons of machinery and supplies; brought back with them twenty-five horses and twenty-

THE VALDEZ NEWS

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the interests of Valdez and
the Copper River district.

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A. W. ROCHFORD Editor and Prop.

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VADEZ.

five men, and proceeded to transport all to their property. It required continuous effort on their part from February, 1900, to March 1st, 1901, to land all their supplies in the camp, having had to construct roads, build bridges and overcome all obstacles encountered in a new and untried country. On March 1st, 1901, they had another outfit leave Valdez with 75 tons of supplies, which they easily landed at their camp that year. They returned again in 1902 with another 75 tons, and expect to reach their property by April 15th.

The outfit put in includes a steam saw mill, complete, with a capacity of 5,000 feet per day; several thousand feet of steel pipe and hydraulic hose, running from 20 inches in diameter to six inches; a complete set of blacksmith and carpenter tools; an assaying outfit, besides all ordinary tools and implements used in placer mining.

The year 1900 was all consumed in getting into the country and nothing was done, except the necessary assessment work. The year 1901 was devoted largely to development work, such as running ditches, putting in dams, and procuring the necessary lumber, but they took out enough in opening up their property to pay expenses, which was in the neighborhood of \$20,000, and now have the satisfaction of knowing they have the preliminary work done in such shape as to insure a large output for the year 1902.

Those best acquainted with the ground, and the development work already done do not hesitate to say that this company's output alone will be a quarter of a million for the coming season.

To Messrs. Hazelet and Meals is due the credit of discovering the Chistochina "diggings," and their company has done more towards developing the country than any other similar organization.



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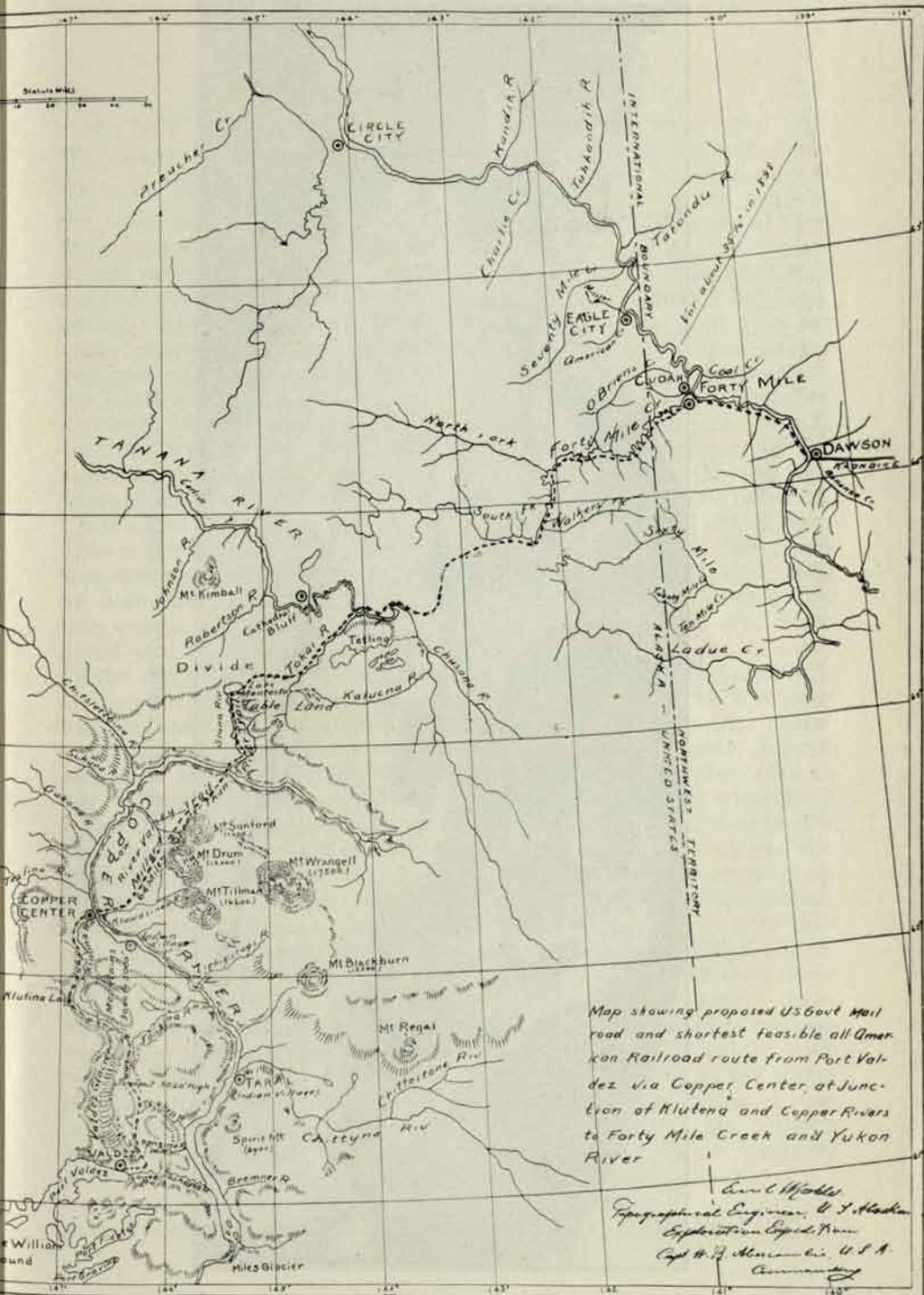
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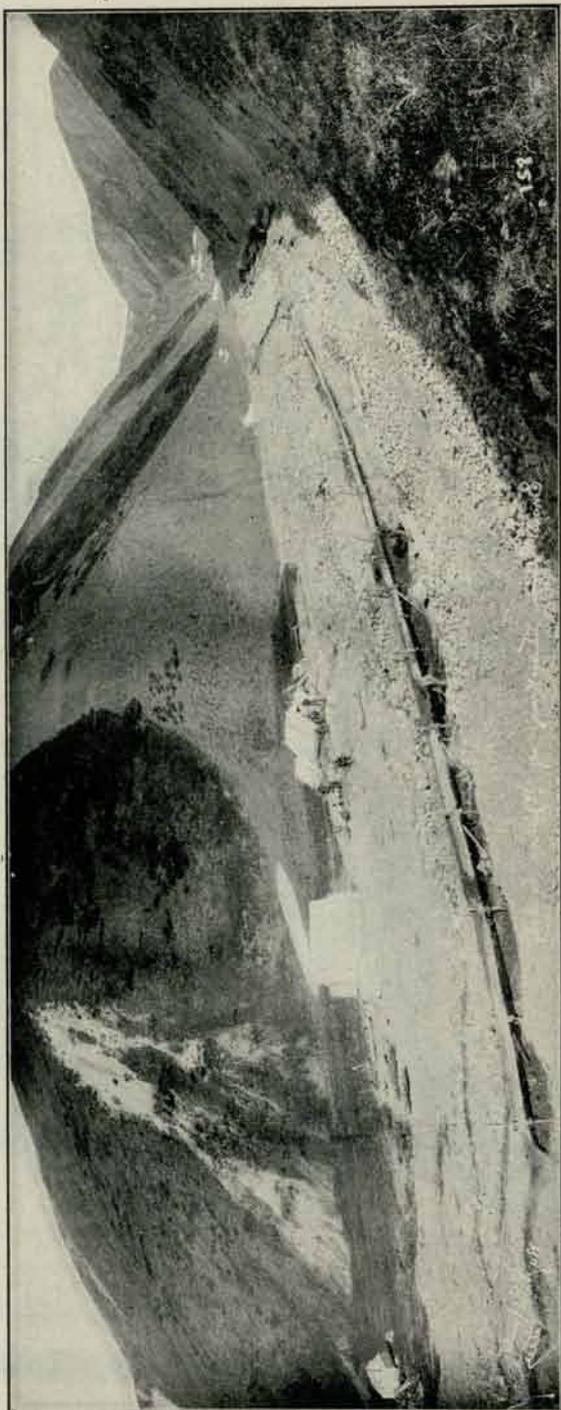


The Washington Shoe Mf'g Co. Seattle, Wash.



Map showing proposed US Govt Mail road and shortest feasible all American Railroad route from Port Valdez via Copper Center, at Junction of Klutina and Copper Rivers to Forty Mile Creek and Yukon River

Am. C. Wells
 Topographical Engineer, U. S. Alaska
 Exploration Exped. Party
 Capt. U. S. Army, U. S. A.
 Commanding



SNOW CLAIM, LOOKING UP MILLER GULCH.

MILLER GULCH, SALT CREEK.

Mr. N. E. Ohlason, of Chicago, Ill., owner of the Vulcan placer claim on Slate Creek, is one of the early pioneers of the Copper River country, coming to Alaska in the early spring of 1898, and crossed the glacier the same spring with the rush. With many others, he spent the first two years of his stay in the country prospecting and mining, but met with little or no success. In 1900 he was among those who again started for the interior to prospect the head waters of the Chistochina, of which little was known at the time. Mr. Ohlason was amongst the first to locate on Slate creek when the same was struck, and consequently secured one of the banner claims on the creek. In 1900 the Vulcan claim was hardly prospected. A little sluicing was done, but on a crude scale, owing to the want of sufficient tools and sluice lumber. Despite these disadvantages the claim produced \$2,000 in three weeks—three men shoveling. In the spring of 1901 Mr. Ohlason again returned to the ground well equipped to do work and during said season his claim produced \$10,000.

To John Miller, of St. Louis, Mo., is due the credit of discovering Miller Gulch, which bears his name. This gulch is a tributary of Slate creek all being in what is known as the Chestachina diggings. Mr. Miller left the employ of the Wiggins Ferry Company at St. Louis in March, 1898, and left Valdez for the interior of

Alaska in April, same year. After spending two years of fruitless prospecting he with several others proceeded to the head of Chestachina in the spring of 1900 and after prospecting he locating on the Middle Fork what bids fair to become valuable diggings. From there he proceeded as far as the Shutna and Suslata Rivers in which country he found excellent prospects. As he returned to camp in June with his friends they commenced prospecting the head of the Chisna. On the 20th day of June his friends, Chas. H. Kramer, of Peoria, Ill., D. B. Seavell, of New Florence, Mo., and Bert McDowell, of Mexico, Mo., crossed the Chesna divide on snow shoes and discovered Slate Creek. On the 22nd day of same month Mr. Miller discovered Miller Gulch and made the first locations on the Gulch. Mr. Miller and his friends, Kramer, Seavell and Hurd thereupon proceeded to whipsaw sluice lumber which they packed eight miles on their backs. After three hours' work on the 4th day of July they cleaned up three ounces gold surface shoveling. This was the first gold taken out of Slate or Miller Gulch. After two weeks work with three lengths of 12-foot boxes these gentlemen ran short of provisions and returned to Valdez with \$4,000. Made a trip to the states and returned in the spring of 1901 equipped for work. Mr. Miller's claim on Miller Gulch last year produced \$20,000.

Yours truly,

JOHN MILLER.



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VALDEZ CHAMBER OF COMMERCE.

The Valdez Chamber of Commerce had its beginning in March, 1901, and immediately after its organization adopted a constitution and such by-laws as seemed necessary for its guidance and usefulness.

Its object can briefly be said to be the building up of the town of Valdez, the advancing of her commerce and the developing of the great interior of Alaska, to which Valdez, because of its location, is the natural gateway. Her members are representative business men of the place who have the interest of the community at heart. The

membership has increased rapidly since its first meeting, and if the future can be measured by the success of the past, much good work can be accomplished. At its organization the following persons were elected to office for one year:

President, F. D. Kelsey; vice-president, D. W. Cram; secretary, A. W. Rochford; financial secretary, J. G. Snyder; treasurer, A. Swan.

Any one desiring information regarding this part of Alaska can confer with the president or secretary, who will give it prompt attention.

THE ALASKA PROSPECTOR.

The Alaska Prospector is a live, progressive, and up-to-date newspaper published at Valdez, Alaska. It contains the latest news regarding mines and mining in this great north country. It has a large number of correspondents in various parts of Alaska who will furnish it with the latest news, and will especially report all new strikes.

In addition to publishing reliable information regarding the great gold and copper mines, the Prospector will also keep its readers informed regarding the many other varied resources of this wonderful country. Its great fishing industry, its coal mines and oil wells; its forests and the great agricultural and stock raising possibilities of the country.

Its trade in furs and its fox raising industry.

The Prospector will also contain numerous articles regarding the natives of Alaska, their needs, mode of living and their interesting legends. Stories of the early pioneers and their adventures will also be a feature of the paper. News from the various missions will appear from time to time.

The aim of the Prospector will be to give its readers reliable information regarding Alaska, and especially of Southern Alaska and the great copper belt.

The subscription for the weekly edition is \$3.00 a year, \$2.00 for six months, or ten cents a copy.

Address "The Alaska Prospector," Valdez, Alaska.

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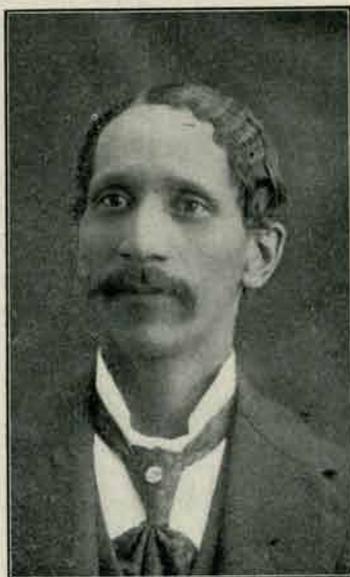
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MELVIN DEMPSEY
Alaska Miner and Philanthropist.

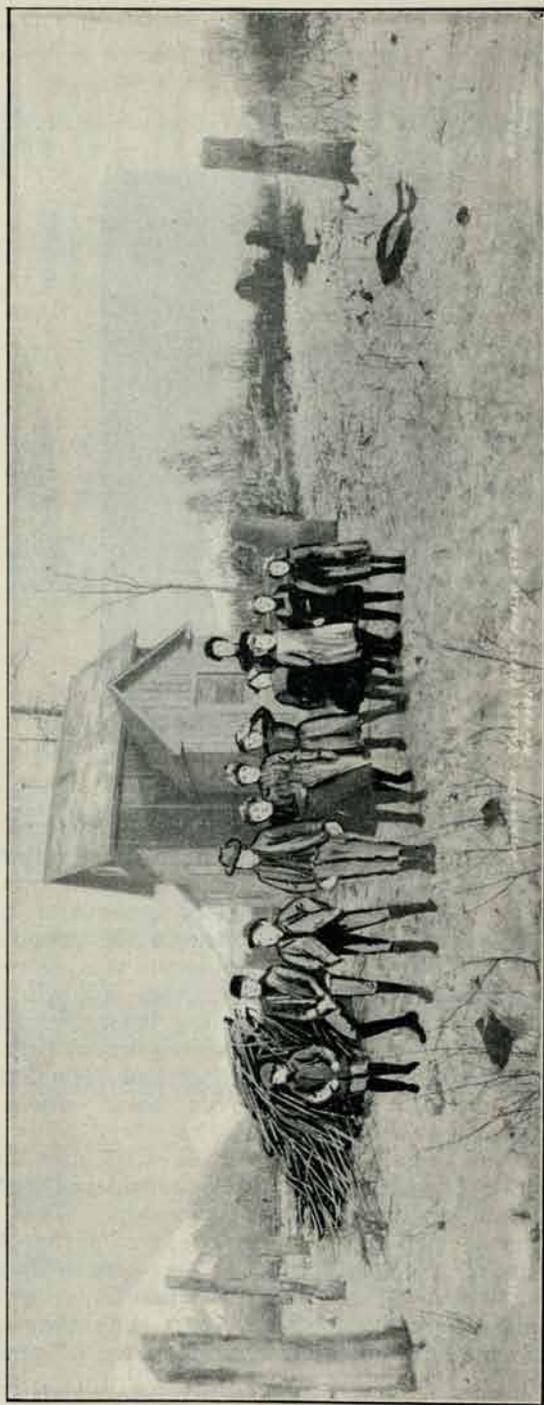
*Drowned in the
Chisana River*

The history of Endeavor church begins with the history of Valdez. No sooner had the crowds of ninety eight began to throng these northern lands than did the Christian Endeavor Society spring up.

It was started first by Messrs. Melvin Dempsey and J. G. Snyder, in a tent on the beach, which was crowded to overflowing at all the meetings. There were in the company men of all denominations and no denomination and it was decided that the Christian Endeavor Society, being inter-denominational in its character would satisfy the needs of all, so this form of organization was decided upon.

For two years and a half—from eighteen ninety-eight to nineteen hundred—there was no regular pastor to minister to the spiritual needs of the people. In July of the latter year, however, Rev. D. W. Cram and wife arrived, they having been sent thither by the Congregational Home Missionary Society, of New York, and have given their whole time to this work.

One of the first things that had to be considered was a new house of worship. This organization has enjoyed several homes. From the tent on the beach it moved into a log building 16x20, and for a long time this was the only public place of meeting in the town. Here were held many min-



OPENING DAY VALDEZ PUBLIC SCHOOL.

ers' meetings in the early days as well as the Sunday services, and the place kept open day and night for any who did not care to spend their spare time in the saloons.

The work of the Endeavor Society from the beginning has been fourfold, and is still continued on those lines.

First, there is the spiritual work, including the services of worship and devotion, held at regularly stated times, and the regular work of the pastor.

Second, there is the mental work. In this department are to be included the library and the reading room. In the early days the Endeavor Hall was kept open at all times of the night and day, and such papers as could be secured kept there. The same thing is still true today, only there comes to the tables of this reading room regular subscriptions of between twenty and thirty of the best magazines published, various games, such as checkers and chess are also found there.

The library is in the pastor's home, and was started with twen-

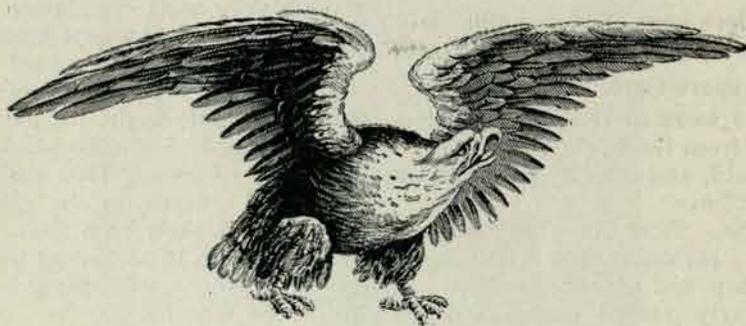
ty volumes. It now embraces several hundred bound books, which have a very wide circulation. To this stock of books new numbers are constantly being added.

The third department of the work is what might be denoted as the physical work—work for the good of men. This includes the relief station on the glacier. It was evident in 1898 that there was going to be suffering on the glacier of those attempting to get from the interior to the coast. Accordingly there was erected a relief station about fourteen miles from town on the glacier at the point where men would be most likely to become lost. This was known as the Christian Endeavor Relief Station and served to save the lives of many men and some women, during the winters of '98 and '99. And a number of parties have been rescued by the society.

The fourth and last department of the work—but in no wise the least—is the social feature of the society. From time to time gatherings of a social nature are held and in this way men are brought in close touch with each other.



MISS MOORE, BETWEEN VALDEZ AND THE GLACIER.



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FREE LANDS IN ALASKA.

For a century past the great safety valve for the condition of the poor man in the crowded portions of our country has been the thought of "free land in the west." Adventurous spirits, finding themselves unable to get ahead in the older settled communities, have ever been free to dispose of their interests and move forward towards the frontier to avail themselves of new and broader opportunities for becoming independent. This pioneer movement has been the greatest of all factors in the wonderful achievements of our country.

But the "free land in the west" is about exhausted. There now remain but a few limited portions of the public domain in any of the western states which can be said to be fertile and productive. But what "the west" has offered for the man desirous of bettering his condition, ten, twenty, forty, or one hundred years ago, Alaska offers today. In the wonderful empire to the north there are thousands, yes millions of acres of land suitable for agricultural purposes, capable according to the able authority of the special agent of the Agricultural Department, Prof. C. C. Georgeson, of sustaining an agricultural population of three millions of people, and open today under the American homestead laws to actual settlement.

Owing to her manifold resources in this and other lines of development, the Copper River

country offers greater opportunities for the man of moderate means desiring to make a home for himself and to become self-supporting, than any section of the Pacific states did twenty years ago. The development of the vast mineral resources, which has already begun on a large scale, provides a practically inexhaustible market for all the hay and garden produce that will be raised in the country for the next ten years at higher prices than can be secured in any market in the United States. A man making his home there can work his farm or garden during the farming season, and during the winter time can go to the streams for fish and to the hills for game, and thus keep himself supplied at little trouble with meat for the year round. At the seasons of the year when the farmer would ordinarily be unemployed he can go to the nearby mines where he can secure steady employment at excellent wages.

A man with rudimentary ideas of agriculture, and with a knowledge of frontier life such as would enable him to rustle for himself in a sparsely settled country can go into the Copper River country in the vicinity of Copper Center, carry with him a few tools, a pocketful of seeds, and a supply of flour, salt and coffee sufficient to last him one season, and within a few years can, by the exertion of his own efforts, become independent. The first year he can spade or plough up his gar-

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den ground and sow his seeds. He can then construct his own cabin from timber cut on the ground. He can kill his own meat, and he can catch any quantity of fish in the streams. He can, if he desires, work a portion of the summer season in one of the many mines, and when fall comes he will have, not only the money he has earned by his labor for others, but in addition will have his home and the produce of his garden as well. Or he can cut and put up for the winter season the wild grass hay which is sure to command a good price throughout the winter months at any point along the military trail.

Once located, and particularly if Congress makes more liberal

provisions in the matter of granting lands to settlers, as is probable, the settler will, upon the advent of the railroad, find himself in possession, with a perfect title from the government, of a piece of valuable land, and a home and income sufficient to render him financially independent.

Strangers who know nothing of the possibilities of the country may scoff at these statements just as thousands scoffed at similar statements concerning the agricultural possibilities of the country composing the great empire of western America. But to those who have been through the country these possibilities are too well known to require substantiation.



EDWARDS AND PACK TRAIN.

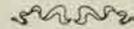
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HISTORY OF THE ALL-AMERICAN MAIL ROUTE.

Valdez, Prince William Sound to Circle City, Yukon River, Alaska

In March, 1899, the Postoffice Department of the United States, recognizing the value of a post road from tidewater to the Yukon River over all American territory, that could be operated with certainty, celerity and security the year round, advertised for bids for carrying not exceeding one hundred pounds of letter mail once a month from Valdez, by Copper Center, Mantasta Pass and Eagle, to Circle City, a distance of approximately 600 miles.

In response to the advertisement there were several bidders, whose proposals ranged from \$2,830 to \$12,000 per round trip. The contract was awarded to Mr. Richard Chilcoot, of Seattle, Wash., and the service was commenced October 1, 1899.

The route at this time was practically unexplored, and the first six months passed without satisfactory service being performed. In April, 1900, the contract was sub-let to Fish Bros., the present operators. The schedule for the first year was set at thirty days each way, which was reduced to twenty days, commencing October 1, 1900. The topographical advantages of this route soon became apparent. Besides being several hundred miles shorter than the old Canadian Yukon route, it could be operated the year round, not being "tied up" for weeks at a time on account of the freezing and thawing of the waterways.

In April, 1901, the fastest trip ever made over the ice from the American Yukon to tidewater was made by the mail carriers over this route, the journey consuming but thirteen days. The fastest relay on this trip was made by Mr. John Tiedjen, who traveled from Christachina to Tonsina, a distance of ninety miles in nineteen hours' continuous travel.

In July, 1901, the Postoffice Department, feeling that the experimental stage had been passed, awarded to Fish Bros. an additional contract from Seattle, by Sitka and Valdez, to Circle City, thus making a twice-a-month service over this route.

It has thus been practically demonstrated that the all-American mail route is the shortest and best way into the Yukon, and the increasing travel over this route shows that the traveling public recognize the fact.

This history would not be complete without mention of a few names of the men who have done so much to bring about the success of the route. Besides the operators of the route, James and Oscar Fish, Mr. Andrew Holman, the pioneer of the Copper River, went through all the hardships and privations incident to blazing out a trail, and after over two years of travel the carriers are still carrying the mails over the route selected by Mr. Holman.

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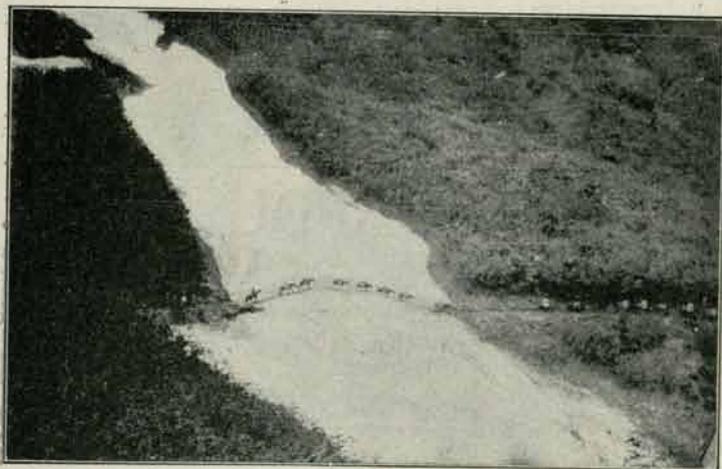
1011 First Ave., Globe Bldg.

Agent Oregon Woolen
Mill Goods

Seattle, Wash.



have all done much to bring about the success of the route and are entitled to special mention: John Ekemo, John Tiedjen, Harry Fayen, H. R. Leslie, L. A. Deckar, Al. Paxton, Jack Downing, Carl Ramstad, Otto Hanson and E. B. Wheat.



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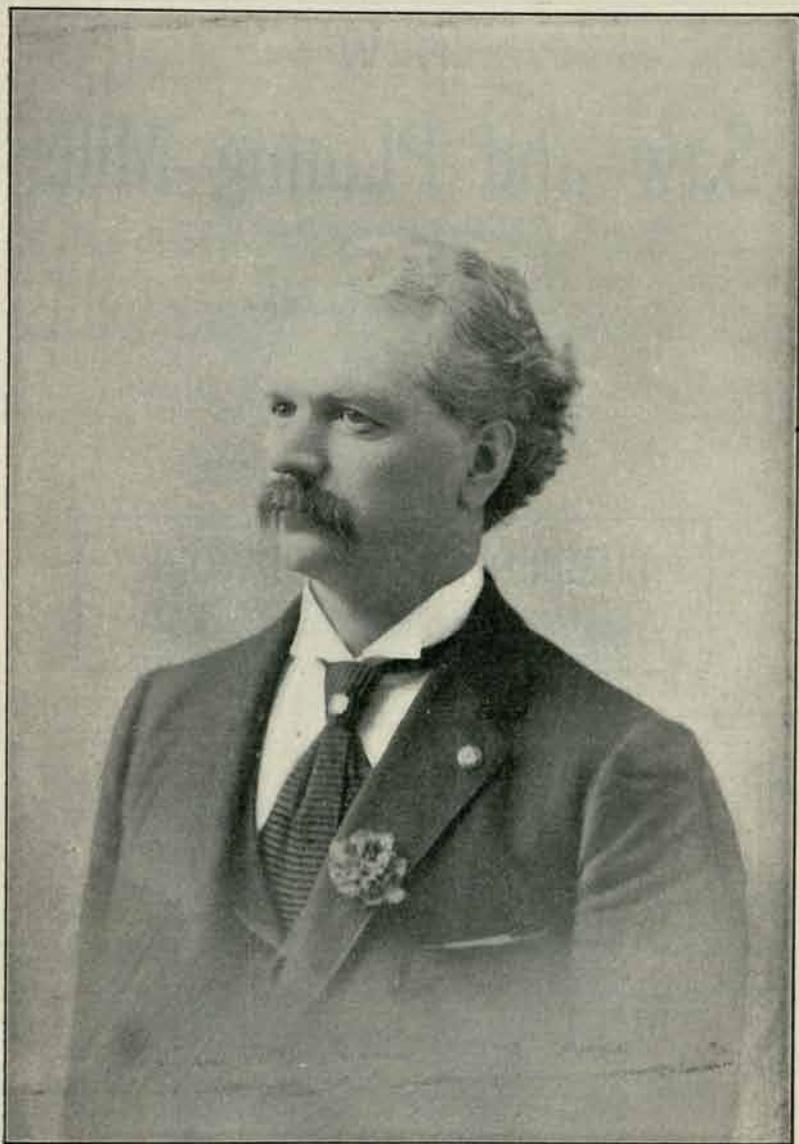
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HON. B. F. MILLARD. CHIPPEWA FALLS, WIS.

Hon. B. F. Millard, of Wisconsin, went into the Copper River country in the Spring of 1898. The first season he cut a trail from Copper Center across the big

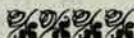
bend of the Copper River to the mouth of the Kenteno, and together with his party prospected the head of the Copper and Tana rivers for placer gold. The

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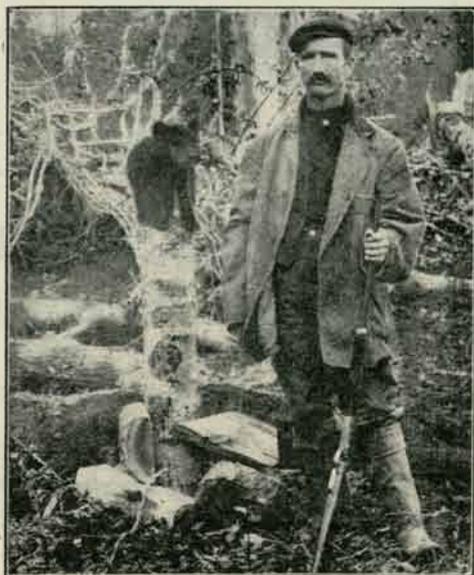
next season he turned his attention to copper and together with James McCarthy and R. F. McClellan, dickered with Nicholi for the location of the Nicholi copper vein, locating other claims on the Kotsino. At the same time young McNeer was with Mr. Millard. Several of the McClellan party, with Mr. McClellan, Ed Gates and C. L. Warner, James McCarthy, and A. H. McNeer, went to the Nicholi and located the vein for the combination. Mr. Millard is heavily interested in different locations in Alaska, and has great

hopes of the copper district being tapped by a railroad in the near future. It might be said that no man has done more or worked harder to bring the Copper River district to the front than Mr. Millard, and it can be further said that he has the confidence of the people of Valdez and vicinity.

Mr. Millard believes in working and treating people in a broad-minded way.

When asked of the future of Valdez, he said:

"It is all right, and will be the largest city north of Seattle."



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VALDEZ WEATHER RECORD, 1898-1901.

By DR. L. S. CAMICIA, Dentist and Watchmaker.

May.

23. The average depth of snow from two to three feet on the level.

Temperature — Thermometer ranged from 35 degrees above zero to 67 degrees above zero.

One rainy day and five partially rainy days.

Five cloudy days and two partially rainy days.

June.

Thermometer ranged from 38 degrees above zero to 75 degrees above zero.

Two rainy days and 10 partially rainy days.

Fourteen cloudy days and six partially cloudy days.

Two partially foggy days.

Five days west wind.

Total rainfall, $1\frac{1}{2}$ or 2 inches.

On the 26th of June the snow was all gone.

July.

Thermometer ranged from 38 degrees above zero to 69 degrees above zero.

Fifteen cloudy days and eight partially cloudy days.

Two rainy days and 14 partially rainy days.

Six partially foggy days.

Two days west wind.

Total rainfall, 5 inches.

August.

Thermometer ranged from 35 degrees above zero to 63 degrees above zero.

Eight cloudy days and 16 partially cloudy days.

Twelve partially foggy days.
Six rainy days and 15 partially rainy days.

Total rainfall, $6\frac{3}{8}$ inches.

September.

Thermometer ranged from 25 degrees above zero to 62 degrees above zero.

Ten cloudy days and 14 partially cloudy days.

Five partially foggy days.

Two days west wind and two days east wind.

Six rainy days and 12 partially rainy days.

Total rainfall, 10 inches.

October.

Thermometer ranged from 19 degrees above zero to 50 degrees above zero.

Seven cloudy days and five partially cloudy days.

One rainy day and five partially rainy days.

Thirteen days east wind and three days northeast wind.

Total rainfall, $1\frac{1}{4}$ inches.

November.

Thermometer ranged from 3 degrees below zero to 35 degrees above zero.

Four snowy days and four partially snowy days.

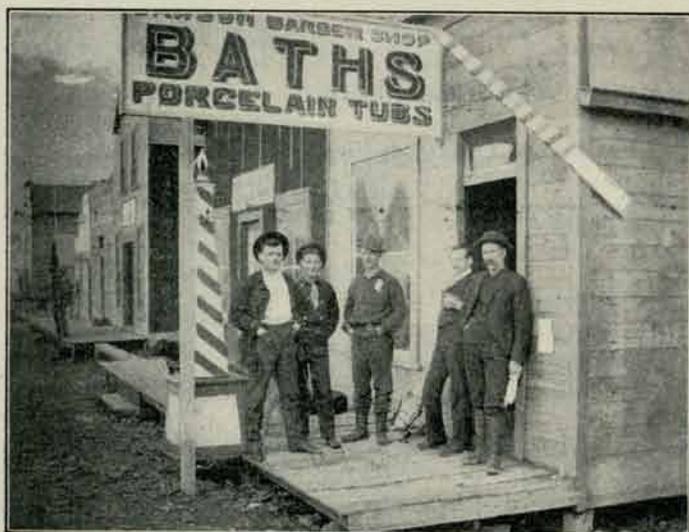
Ten cloudy days and 10 partially cloudy days.

Eight days east wind and 10 days southeast wind.

Total snowfall, $38\frac{1}{2}$ inches.

December.

Thermometer ranged from 3



..THE..
DAWSON
BARBER
SHOP

Wm. Gelineau
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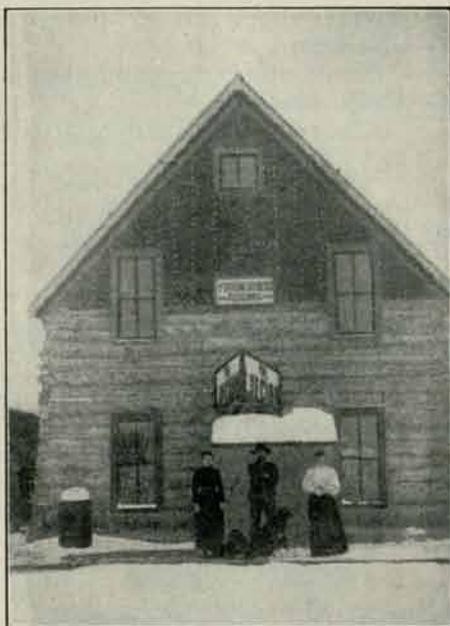
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degrees below zero to 32 degrees above zero.

Eleven cloudy days and six partially cloudy days.

Three partially foggy days.

Six snowy days and six partially snowy days.

Six days southeast wind and five days east wind.

Total snowfall, 48 inches.

1899.

January.

Thermometer ranged from 5 degrees below zero to 31 degrees above zero.

Nine cloudy days and six partially cloudy days.

One partially foggy day.

Eight days east wind and six days southeast wind.

Four snowy days and six partially snowy days.

Total snowfall, 33 inches.

February.

Thermometer ranged from 12 degrees below zero to 36 degrees above zero.

Six cloudy days and 10 partially cloudy days.

Five days east wind and four days southeast wind.

Four snowy days and five partially snowy days.

Total snowfall, 43 inches.

March.

Thermometer ranged from 2 degrees below zero to 45 degrees above zero.

Four cloudy days and seven partially cloudy days.

One snowy day and four partially snowy days.

Ten days east wind and seven days southeast wind.

Total snowfall, 8 inches.

April.

Thermometer ranged from 13

degrees above zero to 56 degrees above zero.

Six cloudy days and 11 partially cloudy days.

One snowy day and five partially snowy days.

One rainy day and two partially rainy days.

Three days east wind and two days west wind.

Total snowfall, 11 inches.

Total rain and snow water, $3\frac{1}{4}$ inches.

May.

Thermometer ranged from 28 degrees above zero to 63 degrees above zero.

Thirteen cloudy days and eight partially cloudy days.

Two rainy days and nine partially rainy days.

Three partially snowy days.

Nine days west wind.

Total rain and snow water, $2\frac{5}{8}$ inches.

From June 1 to October 1.

Thermometer ranged from 26 degrees above zero to 87 degrees above zero.

Total rainfall, $13\frac{3}{4}$ inches.

Fifty-five cloudy days and 44 partially cloudy days.

Five partially foggy days.

Thirty-three days west wind and three days east wind; two days north wind and two days south wind.

From October 1 to May 1, 1900.

Thermometer ranged from 13 degrees below zero to 56 degrees above zero.

Total snowfall, $181\frac{1}{2}$ inches.

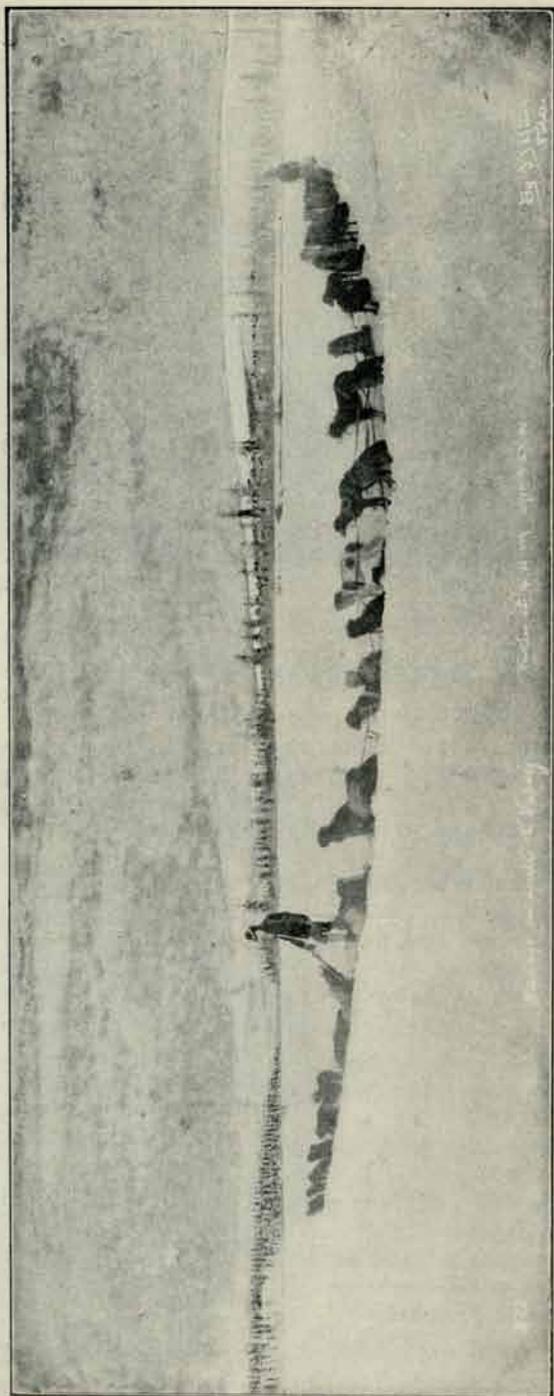
Six snowy days and 42 partially snowy days.

Thirty-nine days southeast wind and 28 days east wind.

Three days partially foggy.

From May 1 to October 1.

Thermometer ranged from 26



DOGS EN ROUTE TO VALDEZ.

degrees above zero to 70 degrees above zero.

Total rainfall, 20 15-16 inches. 38 cloudy days and 55 partially cloudy days.

Ten partially foggy days.

Twenty-four days west wind and two days southeast wind.

From October 1 to June 1, 1901.

Thermometer ranged from 14 degrees below zero to 57 degrees above zero.

Total snowfall, 264½ inches.

Eight days snowy and fifty-seven partially snowy days.

Sixty-eight cloudy days and 50 partially cloudy days.

Five partially foggy days.

Thirty-nine days southeast wind and 28 days east wind.

Minimum Temperature.

1898.

From May 26 to September 18.

Thermometer ranged from 38 degrees above zero to 34 degrees above zero.

1899.

From May 20 to September 23.

Thermometer ranged from 33 degrees above zero to 34 degrees above zero.

1900.

From May 22 to September 11.

Thermometer ranged from 36 degrees above zero to 31 degrees above zero.

1901.

From May 16 to September 30.

Thermometer ranged from 36 degrees above zero to 30 degrees above zero.

From June 1 to November 1.

Thermometer ranged from 28 degrees above zero to 73 degrees above zero.

Total rainfall, 33 9-16 inches.

Seventy-nine cloudy days and 37 partially cloudy days.

Twenty partially foggy days.

Eleven rainy days and seventy-four partially rainy days.

Twenty-two days west wind, six days east wind, four days northeast wind, four days southeast wind, one day south wind and one day north wind.

November 1 to December 8.

Thermometer ranged from 40 degrees above zero to 8 degrees above zero.

Total snowfall, 34¾ inches.

Nineteen cloudy days, eight partially cloudy days.

Three snowy days, seven partially snowy days.

Nine days southeast wind, five days east wind.

DISTANCE FROM VALDEZ BY GOVERNMENT TRAIL TO:

Worthman's House	19	Tassalina	112
Road House No. 3.....	30	Gulkana	136
Tekil City Road House.....	47	Chestochina	169
Kimball Pass	67	Mantasta Pass	207
Tonsina Road House.....	80	Big Takeo	238
Copper Center	103	Tannana	267

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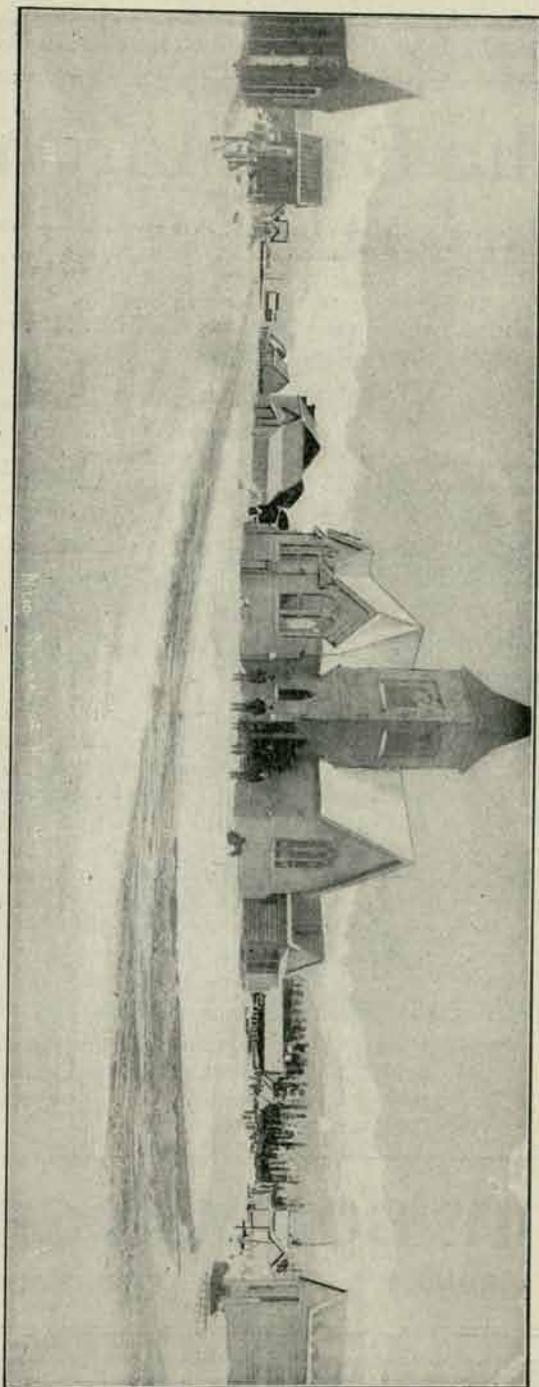
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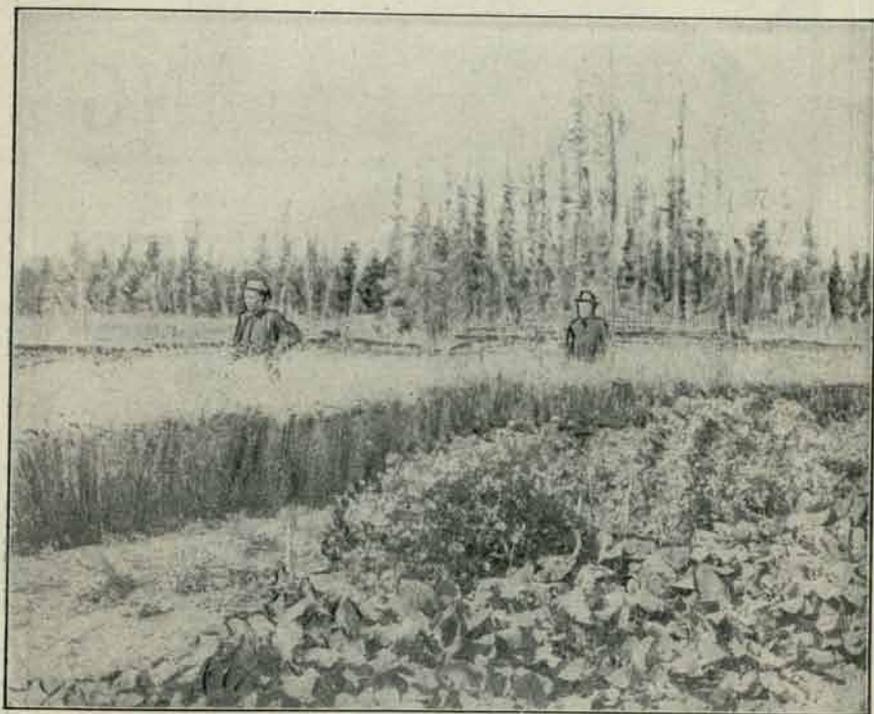
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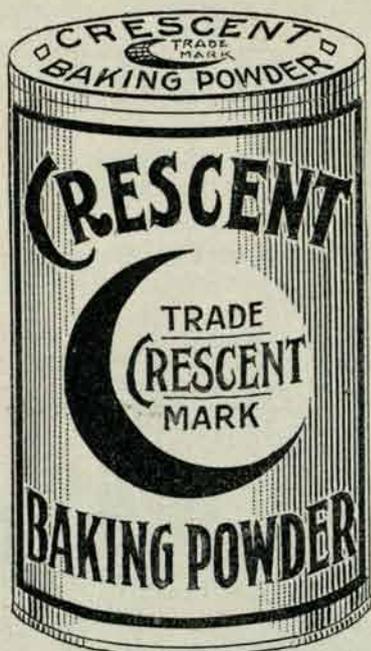
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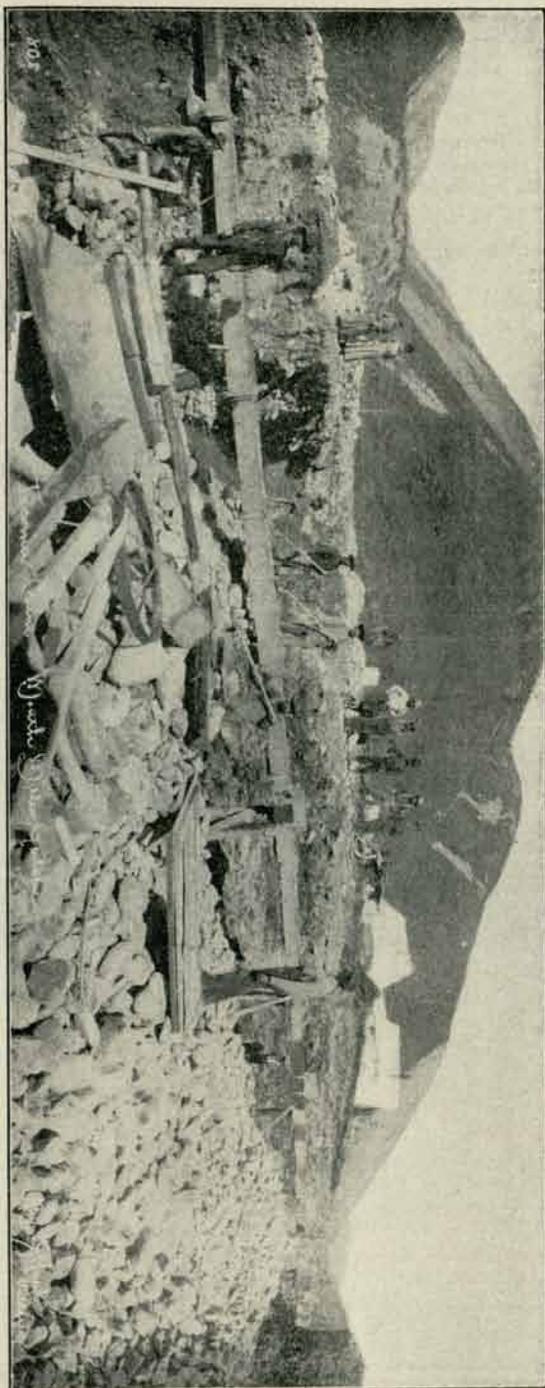
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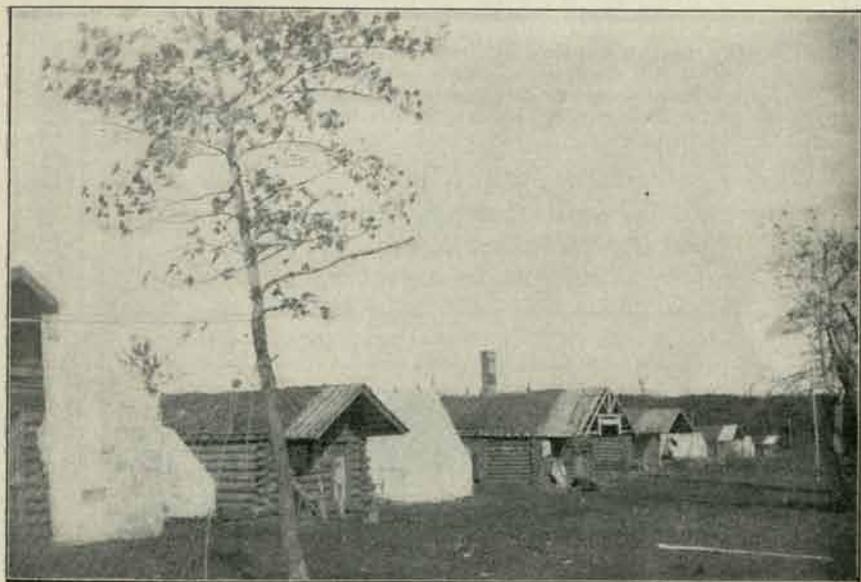
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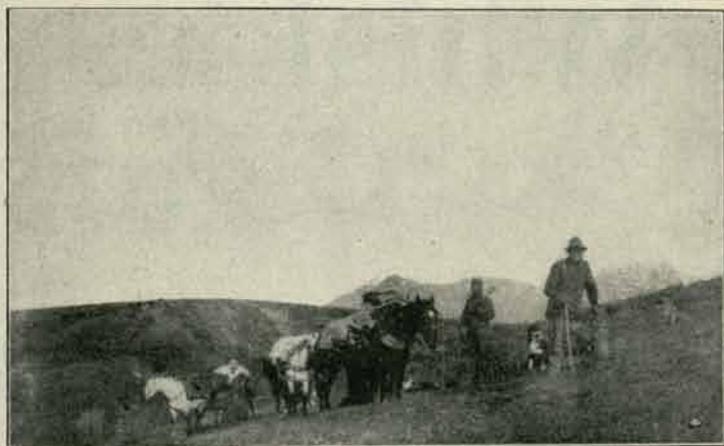
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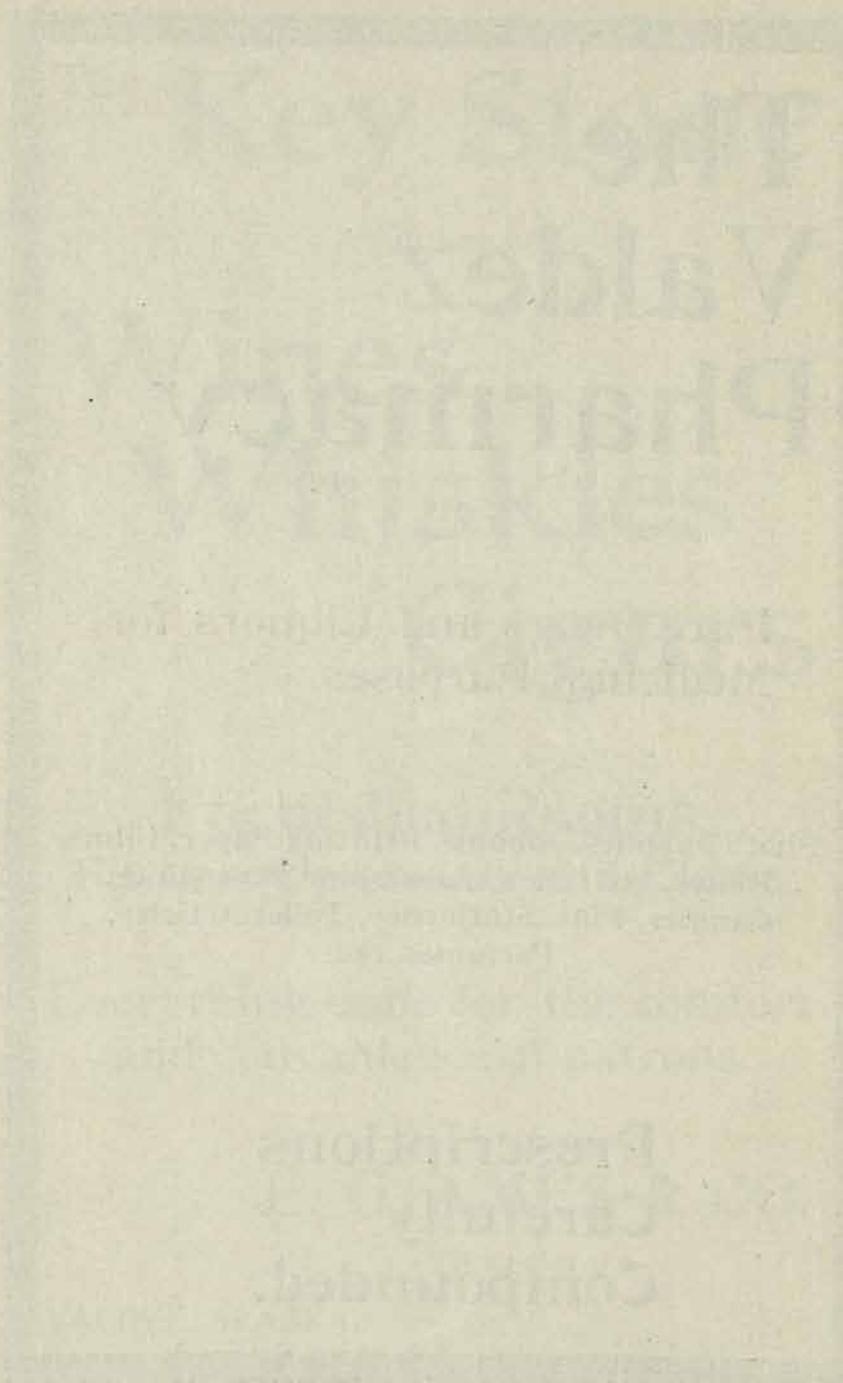
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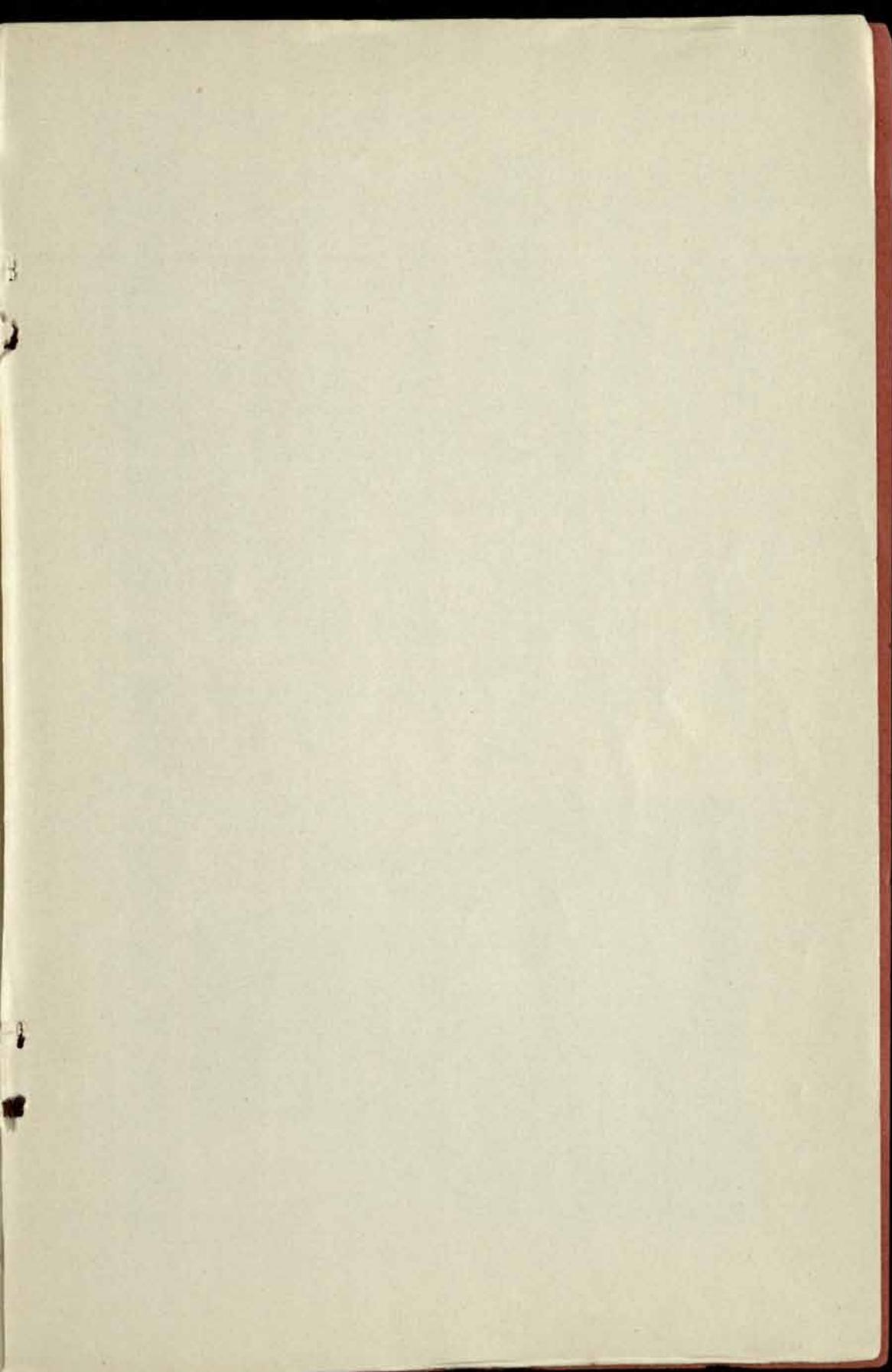
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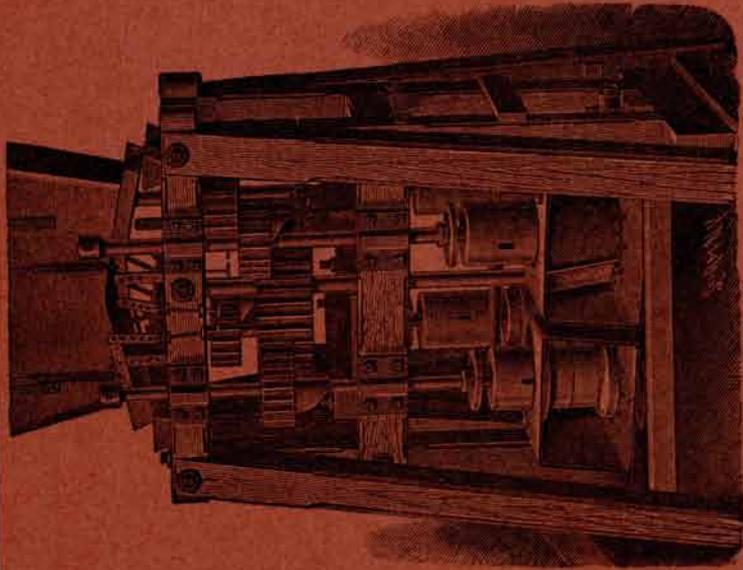
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