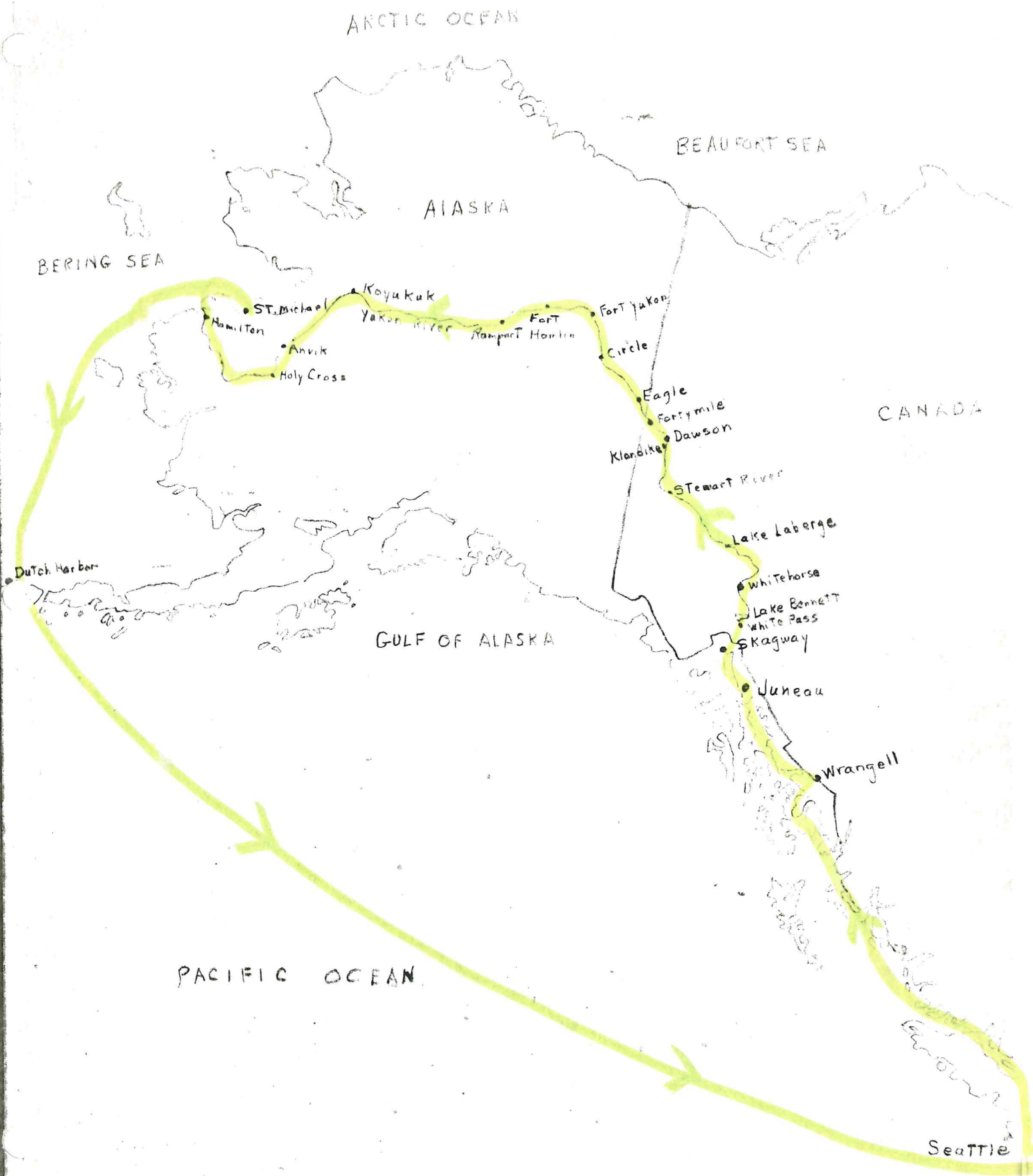


GOLD RUSH TO THE KLONDIKE



MARVIN SANFORD MARSH

(1854-1933)



DIARY OF MARVIN SANFORD MARSH  
(1854-1933)

(44 years old)

GOLD RUSH TO KLONDIKE

Feb. 3, 1898

Left Renwick, Iowa for Klondike at 9:18. Arrived at Elmore, Minn. at 12:30. Will say right here that the next time that I go to Klondike, I will take all of my family with me for life is too short to leave wife, - Cora, Nellie, Maude, Bessie and Leon to go to Alaska or anywhere else but we all think it is for the best so this is the first day out for the Klondike.

Feb. 4, 1898

Second day out for Klondike. Left Elmore at 5:30 a.m. Arrived at St. Paul at 10:30. Went to Merchant's Hotel, headquarters for the Iowa Alaska Mining Co. Some of the boys on time wrote home and this ends the second day out for Klondike.

Feb. 5, 1898

Still at St. Paul. More of the boys arrived today. Looking around and buying goods for my Klondike supplies. Finished up in good shape.

Feb. 6, 1898

Sunday morning. All of the boys on hand. Wrote home before dinner. Everybody getting ready to start to Seattle at 4:30. Leave St. Paul at 4:30 on our 1823 miles trip to Seattle. All aboard but one man who got left, but got a telegram from him that he would be on next train. This man's name is Mr. Vail. I do not know where he is from at this time.

Feb. 7, 1898

Today finds us on board cars on our westward journey. Fort Bufort at 2:30. This used to be an old fort but has been abandoned. Replow at 4:10. This is where the Indian school is kept up by the government. This is about all for today.

Feb. 8, 1898

Still on board cars but everybody is happy. We lost time all day and when we got to the summit of the Rocky Mountains we were 4 hours late. Here we found plenty of snow and two snow plows at work to keep the track clear. We left the summit at <sup>4:40</sup>4:30. The further we go west the nicer the weather is but with plenty of snow on top of the mountains; but all rivers are open and not much sights of ice.

Feb. 9, 1898

Arrived at Spokane at 12:00 this morning. Will stay here all day on account of a wash out on the Great Northern R. R. So we are having a rest but do not know when we will leave here at this writing. We leave Spokane at 7:45 tonight. On account of wash out on the Great Northern R. R. we go to Seattle over the Northern Pacific R. R. 11:30 at summit of Cascade Mt. once more a snowstorm with snow plow to help us out at Buckley Station. Everything looks like Spring - green grass and everything nice.

Feb. 10, 1898

Arrived at Seattle at 1:30 and found our committee. Warlish and <sup>Stewart</sup>Suwart and Corvin at depot to meet us. Everybody is feeling good. Got a letter from home. They were all well. Got a letter from George Lindsly of Red Cloud. Seattle is a great city. They claim a population of 65,000 and it is full of Klondikers and they are all buying supplies for the Klondike. So it makes a good town. There are no signs of winter here for everything is nice and green and it has rained all day.

Feb. 11, 1898

Still it rains. The Iowa Alaská Mining called a meeting at the hotel. All got together. Our committee made a report of what they had done and everybody was satisfied with said report and they reported they had bought 15 head of horses at about on an average of \$65.00 each. Also sawmill with engine for steamboat for about \$1400. Some of the boys are finishing up buying their clothing for Klondike. It has been another rainy day. Wrote to George Lindsley and took a bath.

Feb. 12, 1898

Saturday still finds us in Seattle. This is a nice sunshiny day - the first day we have had sunshine since we have been at Seattle. All well. Went down to the boat landing and saw a boat load of Klondikers off. This town is full of men going to Alaska and boats are loaded with men and freight.

Feb. 13, 1898

Sunday finds us at Seattle. Got up at 8:00 o'clock. Got breakfast and came back to my room and wrote home. Went to the post office but did not have any mail. At 1:00 o'clock we went to the dry docks of the government 17 miles from Seattle on the Boti Dockor. When we got to the dock they had the battleship Oregon in the dock. Went all thru the boat. She has 360 men. All jolly tars. When we came back we had rough seas and some of the boys were sick.

Feb. 14, 1898

Monday finds us all O.K. Got a letter from home. Folks all well. They had kind of a storm up to Skagway and boats all late. We were to load our freight yesterday but boats are all late and so we cannot send freight until Saturday - that is the talk now.

Feb. 15, 1898

All well. Still waiting for boat. We heard of another boat going to the bottom of the bay. Boat and crew all lost. Still we hope it is not so. Will Wells and Hepelman and I went to Tacoma on the Boat Flynn. Had a nice trip. When we got to Tacoma, we found Burt and Charley Tramell that used to live at Red Cloud, Nebraska. They were well and doing well. We got back to Seattle at 6:15. Got supper and went to bed.

Feb. 16, 1898

All parties well but getting tired of waiting on our boat as it is about 7 days late so it is hard to tell when we will get away from here. They have had a storm north so it is hard to tell. One boat lost - the City Nevada is reported lost and all aboard lost. But still it does not stop the rush to Alaska as they are loading just as fast as the boats get through. All kinds of weather today but mostly sunshine and rain with a little snow. Wells and I are at the room. Wells writing up the party.

Feb. 17, 1898

Still at Seattle. No news today - only prospects of getting away Saturday.

Feb. 18, 1898

Prospects still bright to get away Saturday, but not sure. Boys all well and wanting to get away from Seattle. Think will get away tomorrow.

Feb. 19, 1898

Finds us all well and with some of us to get away to Skagway today on the steamer Lakma. So after some of the boys having their choice there was 18 sailed at 7:45 o'clock for Skagway. Mr. and Mrs. Thomas were included. That was all that could

go on the boat so they thought it would be a good plan for part to go now and get everything ready at Skagway. Then go to work when we all arrived.

Feb. 20, 1898

Sunday finds me well. Got up at 7:00 o'clock. Got breakfast. Went to the Post Office. Received a letter from home - all well. Went over to my room at 602-3. Am with Wells and Haselman. Wrote a long letter home. One to Minerva and one to Evert Kenny. Went down to the wharf and saw the Oliver Blanchard boat come in. She was loaded with Klondikers. Stopped here for coal.

Feb. 21, 1898

Still at Seattle and all well. Still no show of getting away. Got a letter from home.

Feb. 22, 1898

Washington's Birthday '98 finds us at Seattle. Got up. Got breakfast and it was raining so hard that we had to go back to room and stay there 'till dinner. Went to dinner and stayed in room 'til 3:30 and then went to train with Will Wells of the Alton Paper. He starts home today with a goodbye and a Godspeed and a safe journey home is the wish of the whole party.

Feb. 23, 1898

Got up at 7:00 o'clock to load horses on boat Highland Light. We did not do much loading until after dinner. Then we finished loading all our freight with good assurance that the boat will leave Friday night.

Feb. 24, 1898

Still at Seattle. No news - only everybody is getting tired of staying here.

Freight is still here but is going tomorrow night so they say. It is 9:00 o'clock and Sherlock and I are waiting for the rest of the boys to come in so we can go to bed.

Feb. 25, 1898

Still at Seattle. When Oh When will we get away. Got the Renwick paper today. Read all the news. Got breakfast, dinner and supper and to bed at 9:00 o'clock.

Feb. 26, 1898

Got up at 7:30. Got breakfast and went down to the wharf thinking the freight boat - Highland Light, would go out today sure, but they say that they cannot get a tug to take them to Skagway so they are still here. Freight - including horses are all aboard but still no tug. Went to bed.

Feb. 27, 1898

Sunday. Still at Seattle and waiting for a tugboat. This is one of the nicest days you ever saw - warm sunshine and everything nice and green. Got up at 8:00 o'clock. Got breakfast. Went down to the wharf. Saw the steamer Humbolt start for Alaska loaded with people for Alaska and there are three or four more boats loading at the wharf for Alaska. One boat - the Cleveland got back from Skagway and went to Tacoma where she will partly load.

Feb. 28, 1898

Well, this is Monday and still at Seattle but they say we will get out tonight. No news of a tug for the freight boat so unloaded the horses from the boat and put them in the barn at the Co. expense. Got supper. Steamer Cleveland came at <sup>in from Tacoma + They say she is going out</sup> 10:00 o'clock. So we got our baggage to the boat all ready to start and then they told us that they would not go until morning at 9:00 o'clock. Wrote a letter home and



sent a map of Alaska with some flowers that I picked out at Lake Washington Sunday. Good night.

March 1, 1898

Got up at 7 o'clock and got things ready to go on board the boat Cleveland. Checked baggage. Got everything ready to sail at 10 o'clock. 10 o'clock came and the captain said it would be 2 o'clock. Went back uptown and got dinner and back to boat and waited until 5 o'clock. Then we are off with nice weather. 6 o'clock first call for supper. Such a supper! Swinging tables, tin plates, cups and all dishes tin. Stand up and take what they give you. 9 o'clock, went to bed. Nothing but a cot and you furnish your own bedding. Had a good supper.

March 2, 1898

Still on board the Cleveland. Got breakfast at 7 o'clock. The boat stopped at Victoria at 8 o'clock and stayed until 11 o'clock for all on board to get Miner's license that wanted to for in Canada a man must have a license to mine or cut timber. There were 12 of our party that took out licenses and the rest of them are going to work for us. One of our party is sick today - Emerson and there was one lady on the ship that fell through a hole<sup>2</sup> in the ship and sprained her ankle. This is all today.

March 3, 1898

The 3rd findsus still on board ship but nobody sick yet but we have had nice weather so far as you could ask. We stand up and eat our 3 meals a day. Plenty to eat but it could be got up in a little better shape but it is this or nothing. Supper at 5 o'clock and we are just going in ~~Green~~ Charlotte Sound. Here is where we go out on the open ocean for about 100 miles. At 6 o'clock ship commenced to roll pretty bad so I thought it was bed time and I will tell you the rest tomorrow.

March 4, 1898

This morning finds me all o.K. Thought I was going to be sick last night but got out all right. Got breakfast at 8:00. Went out on deck. Met the steamer Lockma that took the other boys to Skagway, so they must be there all O.K. We are having as nice a trip as one can ask for - the nicest scenery that I ever saw. We have not had any storms so there has not been anyone seasick. We expect to get to Fort Wrangle tomorrow sometime.

March 5, 1898

Still on board ship. Got breakfast and it is raining some today so we cannot stay on deck very much. The boys are all well. Wrote home. Also wrote a letter to Will Wells. Got dinner and the sun came out. Nice weather, Got to Fort Wrangle<sup>e!</sup> about 5 o'clock. This is a great town. It is about 60 years old and there are about 800 people here but the town is growing very fast. The population is about half Indians. That is about all you can see. There is not a wagon in the town. They carry all their lumber on their backs.

March 6, 1898

Sunday morning finds us at Fort Wrangle but we leave there at 7 o'clock. Once more we are on our way to Skagway with lots of as fine a scenery as any we ever saw. Sailing along we can see the sea porpoise as it is called. It is a large fish about 6 or 7 ft. long. Also the small seal in larger numbers. <sup>They are what they call The hair seal</sup> They are about 3 ft. long. They have a preacher on board. We had a meeting 10 and 4 o'clock. Our next stop will be at Juneau. We will get there about 10 o'clock tonight.

March 7, 1898

Got to Juneau at 10 o'clock last night and unloaded freight and left there at

3 o'clock this morning with the wind in the south. Got dinner at 12 o'clock. We saw a large boat on the rocks, a freight boat. Got to Skagway at 2:15. Went ashore and found the boys were in camp about 5 miles out on the trail. Skagway is a town of 10,000 people but not very nice buildings. Streets are so full of stumps that they cannot drive a wagon thru them but everything is wide open and she is a <sup>great</sup> rich town. Bingerman came to town and said the boys were all well.

March 8, 1898

Today finds us all well. Got up to breakfast. Went uptown and came back to dinner and then wrote home. Went up the trail about 2 miles and met some of the boys coming to town. Went back to town and went to the show at night.

March 9, 1898

Got breakfast and went up town and got a sled and 3 or 4 of the boys got a sled and took 400 lbs. of flour and went up to camp about 5 miles. Got up there all O.K. Found the party well. Went to work and will build a house to sleep in and get this stuff up from town and sleep in our new house.

March 10, 1898

Out at camp and all well and still waiting for freight. There is lots of freight going over the trail. It is 13 miles to the summit and there is lots of freight going over this trail but the trail is going fast as it is thawing and wearing out but we hope for colder weather so we can get our goods over when it comes. Will say now that the weather is not as cold at Skagway as it is in Renwick. All well. Good night.

March 11, 1898

Still in camp. All well and sitting by camp fire swapping lies after dinner.

Foster Parke and myself went up the trail about 5 miles and it is so warm that it is thawing and the trail is wearing out but a little colder today.

March 12, 1898

Got breakfast and some of the boys went to town. Boys got back and report that our freight boat would get here Monday or Tuesday next week. Some of the boys got mail and all good news.

March 13, 1898

Sunday finds us in camp and all well. Some of the boys went to town last night to get a bath and came home today. Boys all home. Went up the trail to see the sights and it is a sight sure enough. Packing on their back and sleighs with horses, mules, oxen and dogs.

March 14, 1898

Monday finds us all well and nothing to do but lay around camp and chop wood for the camp fires. We expect the freight boat tomorrow. Still warm and nice. It is May weather in Iowa.

March 15, 1898

This morning Boyd McKeever and Michails and myself start out for town (5 miles). Took a change of clothes and went and took a bath and put on clean clothes. Got dinner at the Skagway House and there was a boat came in and reported the Highland Light about 40 miles out. So we all stayed all night to wait for the boat in the morning. So we all went to bed so to get up in the morning. So one more night in Skagway.

March 16, 1898

Got up early and sure enough the freight boat was here. Got here at 2 o'clock this morning. Got breakfast and by that time the boys got off the boat. All well. The freight horses all all O.K. 10 days out of Seattle. Stayed in town until after dinner and then McCord, Big Ole, Michails and I started to camp so we could fix a new camp and the party let the contract to take <sup>part</sup> the goods 13 miles from Skagway for \$3200. So we have got to break camp. The company takes our goods out in 10 days or lose what they have coming.

March 17, 1898

Got breakfast at 6:30 and hit the trail - 10 of us - to fix a new camping place about  $7\frac{1}{2}$  miles from here known as First Bridge. Walked up there. <sup>Worked</sup> Marked fixing and place to camp and a place to put the horses. Worked until 3:30 and all started for camp.  $7\frac{1}{2}$  miles. Got home tired and hungry and wet feet. Got supper and got a good supper. Everything good. Sit on ground around the camp fire and took off my shoes and dried my stockings and feel all O.K.

March 17, 1898

Finds us still in camp. Some of the boys went to town to help unload goods and take care of the horses. I stayed at camp and done <sup>up</sup> my washing - the first that I had tried to do and had good luck.

March 18, 1898

Still in camp. All well. Some of the boys are down town at work unloading the boat - working day and night. I am going down tomorrow to help. Got supper and went to bed.

March 19, 1898

Got up and got breakfast and 5 or 6 of the boys and myself went to town. Went to

the post office and got in line and waited about one hour but still no mail. Went to the boat and worked hard all the afternoon.

March 20, 1898

Well this is nice. We worked all night - Hazelman, Dimmick and myself. We worked till 6 o'clock. Then Crist and I went to breakfast. Then came back to the wharf and went to work until 12 o'clock and got the goods all off the boat and then walked to camp.

March 21, 1898

Today we moved camp to what is called First Bridge, 13 miles from Skagway and 8 miles from the summit. We worked hard all day. I made two trips and with two sleds. We got our tent today and we got in our own tent. Our mess is C.F. Hazelman, F.W. Foster, W.M. Sherlock and myself.

March 22, 1898

Today we loaded up our sleds and started to the summit - 8 miles. 12 loads with trailers. They take about 800 lbs. to each horse at a load and make 3 trips in two days. The summit is what they call the White Pass and it is well named for there is nothing but snow.

March 23, 1898

Once more to the summit at White Pass. This is one of the greatest sights that I ever saw. It is nothing but snow and rocks in sight except the British Flag planted on the top and there is where you have to pay duty on all goods taken into Canada. Our duty on our goods will be about 4 or 5 hundred dollars. This is the greatest trail that I ever saw. Snow and rocks is all you can see. It is 18 miles from Skagway and White Pass is 23,000 feet above Skagway so you can see

it is a great trail. I saw where an ox fell 125 ft. off the mountains in the snow and was not hurt.

March 24, 1898

Still at work and sleeping on the snow in a cold tent is not what it is cracked up to be. On the summit it will snow and blow every day and cold and at camp it is warm and nice. We get to bed at 8 o'clock and get up at 4:30 in the morning. Dress in a cold tent - wash in cold water - wait out in the cold for breakfast.

March 25, 1898

Still at work. It will take about 10 days to get all of our goods to the summit. Last night after I had written up my diary, I went out a little way from camp and killed 3 white quail.

March 26, 1898

Still at camp and this is the first day that I have been sick and that is with a lame knee. Did not get up for breakfast. Stayed in my tent 'til 11 o'clock. Got up and got dinner and took up a load to the summit.

March 27, 1898

This is Sunday but people work just the same. Got up at 5 o'clock and got breakfast and took a load to the summit. It is nice and warm and the sun is so bright that my face is all sunburned. Will write home today and one of the boys is going to Skagway tomorrow and will mail it.

March 28, 1898

Got up and got breakfast at 5 o'clock and took a load to the summit and came back with the headache and went to bed in the afternoon. We are getting along nicely

with the work and if nothing happens will get all of our goods to the summit by Friday night.

March 29, 1898

Still on the sick list. Did not have any breakfast, but got up and ate a little dinner and feel better. They are having great times on the trail today. The wagon road is charging toll of  $\frac{1}{2}$ ¢ per lb. to go over the road. So we put 10 men to work on the road to work out our toll at \$2.50 per day and the work still goes on.

March 30, 1898

Today it snowed until about noon, but it did not stop the boys from going to the summit. McCord, Starbuck, and Hutte went to Skagway yesterday and came back tonight and fetched me a letter from home and one from Jud Pope. The folks were all well. This is the first letter I have got from home since I got to Alaska and it was good news.

April 1, 1898

It was snowing this morning but we sent one mess tent and 11 men to Log Cabin to make new camping place - 22 miles and the rest of us will finish hauling and go Sunday morning.

April 2, 1898

Snowing all day but went on one trip to the summit. When I got home I was all wet and stayed in our tent by the stove and dried my clothes. Everybody is packing and getting ready to move camp tomorrow morning. We move camp 22 miles to Log Cabin - 14 miles from the summit.



April 3, 1898

Sunday once more and all well. We were going to move today but it snowed all night and the snow is 15 inches deep and still snowing and snowing and raining all day and there was a big snow slide up the trail so we could not go up so we go tomorrow if nothing happens.

April 4, 1898

Monday finds us packing up to move. We got started about 9 o'clock - bag and baggage for Log Cabin - 22 miles . Got as far as the summit and it commenced to snow and stormed all day. Got to Log Cabin at 8:30 o'clock tired, wet and hungry. Would say that the snow is about 6 feet deep on the level and was glad to get to bed.

April 5, 1898

Got up at 5 o'clock and Hazelman and Sherlock went to the summit. Foster went to cooking and I went to shoveling snow to put up a tent but the stove was not here so put it off until tomorrow. About 4 o'clock who should come along the trail but Billy Smith and of Red Cloud. Old Boy he is on his way to Dawson City and wants me to go with him.

April 6, 1898

Wednesday finds me still at Log Cabin. Did not go to Dawson City with Bill Smith. Finished putting up our tent and am sitting by the stove and writing this. We just heard that they had a big snow slide over on the <sup>Dyea Trail</sup> Dily Tract and had killed 48 but we hope it is not true. We are getting along all O.K. with our goods. The boys are hauling about 1500 lbs. at a load from the summit.

April 7, 1898

All well and at work getting our goods from the summit. We expect to finish by Sunday night. Weather is nice and thaws every afternoon. Some of the boys brought down 3000 lbs. of goods with one horse.

April 8, 1898

Still at work hard. Weather is not so good today - snowing hard, but not hard enough to stop the work. Boys all well and feeling fine.

April 9, 1898

Saturday. It is snowing hard but all the boys start to the summit just the same. Six of the boys, including myself went up as far as the canyon to fix the roads and help the boys with their sleds when they came home which we did and it snowed all day and we were all wet when we got home and were all tired out, but we all feel good.

April 10, 1898

Sunday and Easter at that. Once more to the summit for the last time. I went to help with the loads and today gets all of the goods from the summit and we bid goodbye to the summit. Nice weather and the snow is getting soft and the roads are getting in bad shape. Starbuck got back from Skagway and got mail for most of the boys and I was disappointed that I did not get one from home but live in hopes.

April 11, 1898

Monday finds me a little under the weather. I went out to work but felt so bad that I came back to camp. Had some toast for dinner and feel better and will write home today.

April 12, 1898

Tuesday 8 of the boys start to Lake Bennett with hand sleighs with myself with 200 lbs. each - 10 miles. Got thru all right but it is pretty hard work. It snowed all day hard and we were all as wet as we could be when we got to the lake. We got to ride back with the boys with the horses. Got home at 7 o'clock. Ate supper. Put on all dry clothes and went to bed.

April 13, 1898

Still at work. I took the 2 burrows and packed with 400 lbs. Went to the lake with them. Got back, ate supper and went to bed. The trail is getting bad and almost impassible. The horse takes only 500 to 800 lbs.

April 14, 1898

Went to the lake with 250 lbs. on a sled and you bet it is pretty hard work but still it must be done as the trail is getting worse every day.

April 15, 1898

All well except a lame hip. I fell yesterday on a rock and am so lame that I could not go out today, but changed my mind and started with a sled load at 4 o'clock and got as far as Lake Lenderman and cached our loads and came home. Got home at 11 o'clock. Went to bed pretty tired.

April 16, 1898

Still at work with hand sled and no news to write. Boys all well and working hard.

April 17, 1898

Once more to the Lake Bennett with a load. We do not stop for Sunday or nothing else. You can see no difference on the trail on Sunday as any other day.

April 18, 1898

Monday morning finds me with my sled loaded and on the trail at 5 o'clock in the morning. When we got back to Log Cabin at night, I saw 5 men with a dead man on a hand sled going out to bury him. Just wrapped him in his blankets and planted him that way.

April 19, 1898

Same old thing - load to the lake. Oh, but this is getting to be hard work but we must get our goods to the lake.

April 20, 1898

On the trail at 5 o'clock. Got to the lake at 9:40 and was so sick that I could not go home. Stayed all night with Dimment and Ole. Oh but was sick.

April 21, 1898

Came home today and am feeling better. Don't think I will do any more hauling on the hand sled - not until I feel better than I do now. We have got about three more days work and then all our goods will be at Lake Bennett and then all our hard work will be done.

April 22, 1898

Still at work and getting along nicely. All well and working too hard to write much.

April 23, 1898

Went to the lake today with a load of baggage and we expect to move camp Monday morning for tomorrow is Sunday and we are all going to have a rest.

April 24, 1898

Sunday finds us all well and we did not get breakfast 'til about 8 o'clock. Got breakfast and washed up and feel all O.K. We will break camp tomorrow morning and go as far as Lake Bennett at night, stay all night and go on to Caribou Crossing Tuesday. There is where our mill is and where we build our boat.

April 25, 1898

Monday finds us all on the move at 3 o'clock in the morning for we broke camp today for Caribou Crossing - 45 miles. We got off at 6 o'clock. Got as far as Bennett - 10 miles and stayed all night. We got all of our goods over to the lake but some hay and oats. Dr. Bonnam, Vail and Boyd stayed at Log Cabin to sell some and then will come to camp at Caribou Crossing where we will put up our saw mill and build our boats.

April 26, 1898

This morning finds us at Bennett but off for Caribou Crossing 35 miles down the lake. The roads were not very good the first 10 miles but then were nice. Got to camp at 6 o'clock. All well.

April 27, 1898

Finds us in camp at Caribou Crossing where we will put up our saw mill and build our boat. We found the boys that came ahead hard at work at the saw mill and they built a fire up and started the engine today, and they say they will commence sawing lumber the first of next week. Hazelman, Sherlock, Foster and myself worked all day hard putting up our tent and fixing our bed cutting boughs to lay on

instead of feathers.

April 23, 1898

Today is a day of rest to me as all I have done today is to write a letter home and went fishing and found wild flowers and green vegetation. That is pretty good for Alaska.

April 29, 1898

Today I took a horse and went to Bennett after a load of goods. When we got to Bennett they had not got enough goods from Log Cabin so we sent all the horses to Log Cabin to pack and sent the others back with a load.

April 30, 1898

We got up early so to give the boys a good start to Caribou Crossing. Dimmett wanted to go down there so I stayed with Filton at Bennett. After breakfast I washed the dishes and laid around the tent all day and had a good rest. So ends the last day of April 1898 for me in Alaska.

May 1, 1898

The first day of May finds me at Lake Bennett, Alaska and it is as nice a day as I ever saw - nice and warm and the ice is melting. Abbott came up from Caribou Crossing at 3 o'clock with three horses and they all fell thru (the ice on) the lake but all got out all right. At 5 o'clock I took two of the horses and went to Log Cabin and got there O.K.

May 2, 1898

Started to Lake Bennett with one horse and 2 burrows with packs and got thru all O.K. and stayed at Lake Bennett with Ole Felton.

May 3, 1898

Ole and I got up at 3 o'clock and got breakfast for the two Frenchmen to start to the crossing with our hay with dog teams and they got started at 4 o'clock after a good breakfast <sup>an</sup> and pancakes. McCord came over from Log Cabin and after dinner we fixed loads of hay and oats to start to the crossing in the morning. Weather still warm.

May 4, 1898

McCord, Williams and myself started with loads at 4 o'clock in the morning. Got as far as the Island and my horse fell thru the ice. Got him out. Then McCord's got in and we lost him under the ice. The ice was so bad that we left all our loads at the Island and left Logood to take care of the horses and the rest of us took sleds and started for the Crossing afoot and got there O.K. but the ice was awful bad.

May 5, 1898

Today I went to work in the woods getting out logs for the sawmill for the sawmill is working nicely and they are sawing lumber for our boats. We got a boat builder from Bennett and all are working hard at the boat. Weather is still warm and the snow is all gone.

May 6, 1898

I worked in the woods the same as yesterday 'til dinner and then Bridgman got cut on the saw and Walsh and Tom Maninam went to Bennett for Dr. Bannum. I went to work on the mill. We sawed 44 logs today.

May 7, 1898

I worked on the sawmill today and the mill did good work. Some of the boys got

here and reported the ice in bad shape. I got two letters - one from Cora and one from Lem Pope. Folks all well. Rutledge and Emerson went out fishing and got 35 nice ones.

May 8, 1898

Sunday finds us at Caribou Crossing. All well. We are resting today, but still there was some of us that went a fishing and got 17 nice ones.

May 9, 1898

Monday we are all to work sawing. Getting out logs and building boats and everything is getting along nicely. Wrote a letter home.

May 10, 1898

All well and Buck and Tommy Barnes started out with the Frenchman and Ole Felton to Bennett to get some more tools to build the boat with. The rest of us working as before with a little rain last night.

May 11, 1898

All up early and at work. Worked 'til dinner and this is the first sad news I have written and hope it will be the last. Buck got back from his start to Bennett and says that Tommy Barnes and Lew Richards, the Frenchman fell thru the ice and were drowned at about 8 o'clock yesterday morning. So there were 7 of the boys started up to see if they could get the bodies out. The mill and the boat building was all shut down. All waiting for the boys to get back. This is a pretty hard blow on the party.

May 12, 1898

I went down and worked on the boat all day and am getting along very nicely. No



news from the boys that went to find Tommy Barnes' body but heard that they had found Lew Richards' body.

May 13, 1898

At 10 o'clock last night Emerson got back and reports that they have found both bodies and will bury them on the Island at 1:30 today so there was 4 more of the boys that went up to the funeral and they got back about 9 o'clock. They buried Tommy Barnes and Lew Richards on the Island. 20 miles from here and 15 miles from Bennett. There were about 300 people there. C. A. Walsh had charge of the services. There was nice singing and wreaths of flowers to put on the coffin. This ends the chapter of two good men's lives in Alaska. There was no work for anybody today.

May 14, 1898

Today I worked at the sawmill and got along all O.K. We got back our letters that we had written home and that Tommy Barnes had with him and they had been at the bottom of Lake Bennett for 55 hours and were in good shape and am going to try to send them once more. All well.

May 15, 1898

Sunday once more and we are all resting today. Crist is shaving and cutting hair. This is the first hair cut and whiskers trim that I have had since I left home.

May 16, 1898

Monday I go to work on the mill and we work hard all day - part on the sawmill and part on the boats. We had a meeting tonight and decided to give each mess their supplies so that we could take care of them.

May 17, 1898

Today I worked in the woods getting out logs and you bet that it is pretty hard work. All well.

May 18, 1898

At work getting out logs and Vail got back from Skagway and brought me a letter from home and was glad to hear that they were all well.

May 19, 1898

Still getting out logs in the forenoon. After noon moved camp down to the crossing so we could work on boat.

May 20, 1898

Got settled in our new camp and got our goods over from the cache and worked the rest of the day caulking the boat.

May 21, 1898

Still at work on the boat and everything is working all O.K. All well.

May 22, 1898

Sunday finds us up early. Christ, Sherlock, and myself went to see if we could get some fish. Got back at 12 o'clock with 3 small fish.

May 23, 1898

Monday I went to work on the boat. Nothing new but all well.

May 24, 1898

Still at work on boat. They are sawing today. As there is no feed for the horses

they cannot work them all the time.

May 25, 1898

Today I went and helped on the sawmill and today the boats commenced to go down the river.

May 26, 1898

Back to work at the boat. There are lots of boats going down the river. Dr. Bonnam and Vail started to Skagway after tools and took the mail and I sent a good fat letter home with some wild flowers and the Barnes' letter.

May 27, 1898

Still at work on the boat. The Canada people makes everybody number their boats and I saw #1993 go today.

May 28, 1898

Still at work and still the boats go down the river but not only to Tagish Lake.

May 29, 1898

Today is Sunday. but we are in so much of a hurry that we are all at work today. We are having nice weather and long days. Sun rises at 3:30 and sets at 9:15. We heard of 9 boats being lost on Lake Tagish in the ice.

May 30, 1898

Today it is as nice weather as you ever saw and we were all up and hard at work getting the boat ready to launch which we did at 7 o'clock and so on the 30th day of May we launched our big boat and named her the Iowa and she went in the water like a bird without an accident. There were about 300 people saw her go in the

water including 7 ladies present. We had some music by some boys from Dubuque, Iowa. Violin and mandolin with a nice speech by D. M. Milum with some nice vocal music with a nice dance to finish up with on the boat. So this ends the 30th day of May in Alaska.

May 31, 1898

We finished sawing lumber today and will load the stuff tomorrow. There are lots of boats going down the river but the Police officer says they cannot get thru. Nice weather and all well.

June 1, 1898

Still nice weather. At work on the boat. I got 2 letters from home - one from Geo. Stoddard and one from Billy Bacon. It cost 25¢ each as they were brought by a stranger. He brought 63 letters for our party.

June 2, 1898

Still at work on the boat. Nice weather and lots of boats going down the river with an accident almost every day of some kind. All well and expect to go down the river next Monday. It is 10 o'clock now and as light as day.

June 3, 1898

All well and at work. Nice weather and expect to get away from here Monday or Tuesday.

June 4, 1898

All well. Crist Sherlock and I were working on our little boat today as we are building us a small boat for ourselves. Beam 18 ft. with the widest place on bottom 4 ft.

June 5, 1898

Sunday is a little colder as we saw a snow storm on the mountains but cleared up and was a nice day. All getting along nicely and all well.

June 6, 1898

Monday finds us all at work. Boat nearly ready to sail.

June 7, 1898

Today boat all ready and all of the boys are loading their goods on the boat and cutting wood for the boat.

June 8, 1898

All ready to go but Mel Boyd that went to the Island after some of our goods. Has not showed up so Walsh, Park and I took a small boat and went after him. Got there at 11 o'clock at night. Found Boyd and the goods all O.K.

June 9, 1898

Started back at 1:30 with Boyd and the goods. Got back at 11 o'clock. Got dinner and finished loading the goods and horses and at 5:15 we started down the river with everybody happy but got stuck on a sand bar before we got 2 miles and waited 'til 12 o'clock and off we go again.

June 10, 1898

Went as far as Police headquarters. Got breakfast and started thru Lake Tagish past little and big Windy-Arrow--? and stopped at the head of 50 mile river.

June 11, 1898

Off down 50 mile but stopped at night with everything all O.K. only it is a hard

river to take one boat down.

June 12, 1898

Sunday once more but still we go down river. Got to Miles Canyon at 3 o'clock and laid up for the rest of the day.

June 13, 1898

Monday we run the boat down to McCally wharf and commenced to unload as the <sup>Macaulay</sup> Tramway Co. is taking our goods around Miles Canyon and the Whitehorse Rapids.

June 14, 1898

Finished unloading the big boat and the pilot is fixing the boat to run the rapids. Got all the little boats thru all O.K. - also all the goods on the Tramway.

June 15, 1898

This morning at 5 o'clock the big boat starts thru the canyon and rapids. Makes the run in 55 minutes without a slip. All safe and sound and well and everybody put back their goods on the boat.

June 16, 1898

Finished loading and getting wood to start on our way in the morning.

June 17, 1898

All aboard and down the river we go. Get to Lake Laberge about 12 o'clock and have nice trip across the lake.

June 18, 1898

We get to the 30 Mile River at 11 o'clock and down we go. This is the worst

river we have struck yet - swift and full of rocks. One boat just ahead of us struck a rock - the boat goods and one man drowned. Number of boat was 12740 - total loss. The water runs about 6 miles per hour. We see lots of pieces of boats on the way. Get to the mouth of the Teslin River at 7 o'clock.

June 19, 1898

This is where there is a change. There is Walsh, Milum, Dimmick, Felton, McKeiver, Sewell, Stewart, Boyd and myself. Got off the boat and are going up the Teslin River so we will have one more chance to find gold. So we bid the big boat good-bye for the present.

June 20, 1898

Now we will wait 'til Ed Corwin comes as he went over the Stickine route and were to meet here at the mouth of the Teslin River. So we will wait 'til he comes.

June 21, 1898

Still we wait and we expect to, for about two weeks yet for Corwin.

June 22, 1898

All well and are getting along all O.K. Some of the boys went out hunting for wild game - also gold.

June 23, 1898

The boys got back today but did not get any game or gold either.

June 24, 1898

Today Walsh and myself went out to the island at the mouth of the Teslin River to look for gold and had the pleasure of finding color.

June 25, 1898

Still we wait but we hear that Corwin is up the river so still we wait.

June 26, 1898

There are some more of the boys out prospecting and we all hope they will find gold.

June 27, 1898

Monday finds us all well and still waiting.

June 28, 1898

Today we were out to a bear dinner at Geo. Valt which was nice baked bear with brown gravy, nice light bread and rice pudding and lima beans, tea or coffee. What do you think of that?

June 29, 1898

Still waiting for Corwin with no prospects of his coming.

June 30, 1898

Up at 6:00. Got breakfast and went to help Geo. Valt make a small boat which we finished and got it in the water at 3:15 and named it the Lady Teslin.

July 1, 1898

As the boys have not returned from their prospecting tour, Walsh, Boyd and myself went to see if we could find them. We found the place but they had left and gone back to camp with no gold.

July 2, 1898

One more day of rest with no news.



July 3, 1898

Today is Sunday so we did not get up 'til 8:30. Got breakfast and finished reading a story book. At 6 o'clock, B. Clark the steam boat, A. J. Goddard, the first boat that ever came up from Dawson City 8 days out. One hour later the boat, Ora, came up. Both boats had a goodly allowance of passengers. Also they report the boat, Iowa, thru Dawson City on the 26th. Went to bed at 11 o'clock and at 12 o'clock the boys were celebrating the 4th and I thought I was in Iowa for awhile.

July 4, 1898

Monday, the 4th day of July finds me at the mouth of the Teslin River, N.W.T. All well but no public speeches, no firecrackers. Nice weather with a little rain in the afternoon. Went to bed at 11 o'clock and this is the 4th in Alaska.

July 5, 1898

Tuesday here and no Corwin yet. Breakfast at 8:30. Supper at 5 o'clock and to bed at 11:00.

July 6, 1898

Got up at 9 o'clock and it rained all the morning. There was a wreck up the river one mile - boat all went to pieces. One man and 3 head of cattle were drowned with baggage all saved.

July 7, 1898

Up at 8:00 and <sup>as</sup> it was raining, ~~we~~ <sup>we</sup> stayed in camp but finished up the small boat for the boys - 18' x 3 $\frac{1}{2}$ '.

July 8, 1898

Friday we decide not to wait any longer on Corwin. So Monday morning Walsh,

Dimmick, Boyd, McKiver<sup>Keever</sup>, and Sewell (and the French boys) will go up the Teslin River and prospect and try and find Corwin. Felton will stay here to watch the goods and Stewart, Miliman<sup>Milum</sup> and myself will start down the river in my boat and will hear more as we go down the river.

July 9, 1898

Saturday. Everybody is getting ready to move Monday. Took a bath before dinner and washed up all of my dirty clothes in the afternoon.

July 10, 1898

Sunday all well and nice weather and still no news from Corwin. Stewart just paid 50¢ for a Seattle paper to get the war news.

July 11, 1898

Monday up early getting ready to start down the river. Stewart, Miliman<sup>Milum</sup> and myself and the rest of the boys goes up the Teslin. We got away at 12:00 and had a nice boat ride as far as the Big Salmon. Got there at 7 o'clock. Stayed all night. (35 miles)

July 12, 1898

We stay here 'til 4 o'clock and go to Walsh Creek (4 miles). Stay all night with a small rain.

July 13, 1898

Today we go up Walsh Creek prospecting. Go up about 10 miles to Descahary<sup>Discovery</sup> (?) and find some gold but not good enough so we go to bed a little disappointed.

July 14, 1898

Got up at 2 o'clock and went working for gold 'til breakfast, after which we start down the river to the Little Salmon - 31 miles. Get to the Little Salmon at 7 o'clock. All O.K. Get supper and off for bed.

July 15, 1898

Left Little Salmon at 8 o'clock and down the river we go to McCormick Post - 34 miles. This is at the mouth of the Tanna River and where the Dalton trail strikes the river.

July 16, 1898

This morning it was raining so we did not get up very early. After breakfast, Stewart and I took pick, shovel and gold pan and started up the Tanna River. The current is too swift to take a boat up. We found lots of color. Then we took the Dalton Trail about 2 miles. On our way back to camp and <sup>Milim</sup> Miliman had supper all ready - tea and cake.

July 17, 1898

Sunday once more and we are all staying in camp. We are in sight of the Dalton Trail and as I write this there is a big herd of cattle going up on the trail on their way to Dawson City. Caught a few fish and went back to camp.

July 18, 1898

Monday morning finds us up to start down the river again and at 12:30 we went thru the Five Finger Rapids and in that one minute ride I will never forget and I never want to take again. This is 15 miles from McCormick's Post. Next are the Rink Rapids - 4 miles. They are pretty bad but got thru all O.K. Camped at Morris Creek.

July 19, 1898

We start up Nancy Lee Gulch to the copper mine which is very good. Mr. Milimum was taken sick so we had to go back to camp. Get dinner and Milimum is better. Stewart and I went up to the Gold Camp and could not get any news so we went back to camp.

July 20, 1898

Up at 4 o'clock. Got breakfast and start down the river to Fort Selkirk which place we arrived at at 4:30. All safe. Got supper and went down to the wharfs and saw the boat, Willie Irwin, come in with 150 passengers on their way home, and say that Klondike is N. G. (no good)

July 21, 1898

Left Fort Selkirk at 6 o'clock. Stopped on Edwards Creek for dinner but still nobody has found gold yet. So down the river we go. It commenced to rain about 6 o'clock so we put up our tent and stayed all night.

July 22, 1898

Up this morning not very early on account of rain. Left camp at 9 o'clock. Nothing of note 'til we got to the Ramparts when Mr. Stewart's courage failed him for the first time, but we got along all O.K. Only stuck on a sand bar and had to get out in the water and shove the boat for about 100 ft. Camped  $1\frac{1}{2}$  miles below.

July 23, 1898

Saturday we were up and going down the river at 6 o'clock. At 8 o'clock we got to Stewart River. There were about 1000 boats here and there is men up the river 200 miles and no gold yet to amount to anything. We put up one tent and stayed all night.

July 24, 1898

Sunday once more so we stay all day in camp at Stewart River and I had a headache all the afternoon and night.

July 25, 1898

Monday morning finds me all O.K. and after dinner we start down the river to Dawson-70 miles. In camp all O.K. on the river. Good night.

July 26, 1898

Tuesday morning - up at 3 o'clock. We will get to Dawson today so off we go at 5:30. Stop for dinner at 11 o'clock and get to Dawson City at 2 o'clock. Camped at Klondike City and walked over to Dawson and she is a warm town. The first boat from St. Michael got here yesterday and another one today. Monarch is the name of the first boat up the river. Dawson City is a city sure enough. They claim 25,000 people here now and the outlook is not very bright as the spring work is over and there is no work and everybody wants to go home and are going as fast as possible.

July 27, 1898

Today we stayed all day in Dawson City. Saw John Bolland and he told us that the Iowa went thru Dawson all O.K. and that the boys all stayed on her all O.K.

July 28, 1898

Today we heard of a claim that we could get and we will start at 12 o'clock. We left at 2 o'clock and walked 16 miles up Eldorado Creek and it is a great sight to see all the mines that they have worked in the winter and the creek is almost sunny side up. We got to a place to sleep and <sup>it is the</sup> soft side of a <sup>beard.</sup> bed.

July 29, 1898

Got up and off on the trail for <sup>our</sup> ~~one~~ gold claim with about 50 lbs. on <sup>our</sup> ~~one~~ back and it is about 25 miles and we got there about 4 o'clock and found that the claim we all staked are on Quartz Creek, so we are camping out on the banks of the creek without tent or blankets and I will tell you tomorrow how we get along as all our feet are wet. Sitting by the fire and it is sprinkling now and I guess we will have a night of it.

July 30, 1898

Up at 4 o'clock because we got froze out. Got up and built a fire and got warm. Got breakfast and went up to ~~Discovery~~ claim and went back and got dinner and went back and staked out our <sup>bench</sup> claims and started back to French Gulch at 4:10 o'clock. Got there at 2:30 o'clock in the morning and you bet we were pretty near used up and then we had to sleep on the floor with one blanket and did not sleep much.

July 31, 1898

Sunday. Once more we are staying at claim #16. Elderado where they're working the bench claims. There was a man that took out \$1500 yesterday. (<sup>Two men</sup> ~~Old mine~~ and a rocker) I took a pan and took with one pan \$2.00. I will show you the gold when I get home.

August 1, 1898

Got breakfast on #16 and Stewart and I started back to Dawson as Milum had gone yesterday. Got to Dawson at 3:30 all O.K. Got supper and went down town. Saw Billy Smith. So far everything is all O.K.

August 2, 1898

One more day in Dawson and nothing new. All well. Expect to stay in Dawson all winter as Smith wants me to work for him. If nothing happens I will stay all winter.

August 3, 1898

Still at Dawson and all well and nothing to do.

August 4, 1898

One more day in Dawson and she is a warm town. There are about 10,000 men out of work, broke and want to get home and as yet there is no chance. All well. Hear that the Iowa was all O.K. as far as Circle City.

August 5, 1898

All well and no prospects of getting \$100,000,000 yet but live in hopes. No news from anybody yet.

August 6, 1898

Saturday is just the same as any day for everybody yet for the farmers <sup>they</sup> are all back in Iowa where the most of the Starbuck party ought to be. Stewart and Milum are up at the mountain trying to find gold and I have got supper already and yeast set for pancakes for breakfast. Got supper and went to bed.

August 7, 1898

Sunday got up about 9 o'clock. Got breakfast. Stewart and I went to church. It was held in a tent. There were about 25 people there and we had a nice meeting and got back to the tent and Milum had dinner all ready. No news from anybody.

August 8, 1898

Monday morning Stewart and Milum go up on Bananza Creek to stake for us all. I went to work for Billy Smith at \$8.00 per day. So I am a little tired tonight. Good night.

August 9, 1898

Worked all day for Billy Smith. Still all alone. I had for supper: tea, toast dry and with water, fried salt port and apple sauce. There were two large boats got in today from St. Michael. Passage first class \$100.00 to Seattle.

August 10, 1898

Nothing new but still at work for Billy Smith at 80¢ per hour and he does not work me very hard.

August 11, 1898

All well. Milum and Stewart home and I am still at work.

August 12, 1898

Nothing new only there are lots of people here that would like to get out of the country if they had the money to go with. No money and no work, is all the cry in Dawson.

August 13, 1898

All well and still at work. Some days it is pretty hard but as the old saying "it is no disgrace to be poor, but it is awful unhandy" and that applies to me in Alaska for I am a good ways from home. Got a letter from home - date of May 17, 1898.

August 14, 1898

Sunday once more. Stewart and Milum went over to town to meet a man. I got ready and went to church. Came home and got supper and went to bed.



August 15, 1898

Monday morning finds me up early. Got breakfast before the other boys were up and went to work. There are plenty of boats up from St. Michael and down from Whitehorse Rapids.

August 16, 1898

All well and Milum is fixing to go home as soon as he can. He thinks this week.

August 17, 1898

Still at work and never miss a day. All well but there is lots of sickness here. There are from 10 to 20 deaths per day.

August 18, 1898

Up early but was sick all day but worked just the same and was sick all night. This is the time I wished I was home.

August 19, 1898

I went up the Yukon River about 9 miles in a small boat for Smith and Co. to measure some cord wood and see about some house logs and while I was gone I stopped for dinner and they gave me all the cows' milk I wanted.

August 20, 1898

All well. We lose one of the boys today for he goes out home at 12 o'clock-- B.D. Milum. I sent home a small bunch of nuggets and will take home the rest when I go. Milum was glad to get away. He went on the boat, Ora, up the river.

August 21, 1898

Sunday once more and I was sick all day with a headache.

August 15, 1898

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August 21, 1898

Sunday once more and I was sick all day with a headache.

August 22, 1898

Monday finds me better and up early to work. I got breakfast before Stewart is up and off to work, but there are days that I have felt better - a good deal.

August 23, 1898

Up early and at work. Stewart went up the creek to look after some claim so I am alone tonight but am feeling all O.K.

August 24, 1898

Nothing new today - only Stewart got home tonight and I have worked hard all day. So we are off to bed early.

August 25, 1898

Up early and off to work. When I got over to the wood yard I heard that Walsh, Sewell and Corwin had come down the river and the rest of the boys would get here at noon. So worked 'til noon and laid off and had a good time visiting with the boys.

August 26, 1898

Went to work again. The boys are looking around. Stewart went up to the mines to do some more work. Sewell got a letter from Abbott and he says they are up the <sup>Koyukuk</sup> Kaykuk River one mile. Also says that he believes that old Starbuck is an old fraud and that he is going out home this fall and I suppose that Hazelman will go with him. So Sewell and I will stay all winter at Dawson City or go out on the last boat next month.

August 27, 1898

Saturday finds us all well, but do not know what we are all going to do this

winter yet.

August 28, 1898

Sunday once more and you bet it is a day of rest for me, for all I have done is eat and sleep all day. So good night.

August 29, 1898

Up early and at work. Worked all day. Part of the boys rented a cabin for winter at \$25 per month and the rest of the boys went up the Klondike River to get logs to build a cabin and I am thinking of going out to winter.

August 30, 1898

Still at work but had an accident this morning which came near breaking my leg and had to quit work at noon. Got back to camp and that was about all and I finished up today in pretty bad shape.

August 31, 1898

Sewell went to work in my place today and I stayed in camp and took care of my leg.

Sept. 1, 1898

Still in camp but leg better. Sewell still at work. The rest of the boys are getting along nicely with their cabin.

Sept. 2, 1898

Getting along all O.K. Fixing to go out on the first boat as there is no one here at present. I do not know how long that will be.

Sept. 3, 1898

Nothing new. Went over to Dawson and stayed 'til 11 o'clock. Bought for dinner 1 # potatoes - 50¢, 1 # moose meat - 85¢, 1 loaf bread - 25¢. Went back to camp and had one good square meal.

Sept. 4, 1898

Sunday once more and the only news is that I am going home as soon as possible. John Sewell and I divided our goods today so the next thing is to sell.

Sept. 5, 1898

Monday morning finds me all well. Sold my outfit to Corwin and Peck for \$150.00 and boat for \$10.00.

Sept. 6, 1898

Waiting for a chance on a boat to get home. Over to the city all just to kill time. The boys are at work on their cabin. I came back to camp early and got supper for them.

Sept. 7, 1898

All well. Went over to Dawson and there was three boats came in today. I think I can get out with one of them.

Sept. 8, 1898

Over to Dawson all day. Nothing new, still watching for a chance to get home. The boys are getting along very nicely on their cabin.

Sept. 9, 1898

Dimminch, Brighton, and Mike went up the river to raft down their winter's

fire wood. I went over to the city and made a contract with the steamer, May West, to take me to St. Michael and to start tomorrow, the 10th. The boys are all well and I am feeling better.

Sept. 10, 1898

Today we calculated to leave Dawson but the boat had some trouble with their crew so we did not get away, but I took my blanket aboard and got supper and got a good bath and went to bed.

Sept. 11, 1898

One more Sunday and I hope the last one for awhile. It being Sunday, the boat could not do anything so here we are all day, but the Captain says we will go out at 10 o'clock tomorrow and I hope so. At 8:30 we had our first snow storm - not very bad - light.

Sept. 12, 1898

Monday morning still finds us in Dawson City, N.W.T. We get breakfast and the Captain says we will get away about noon. 12 o'clock came and still at Dawson, but at 1:30 o'clock, Sept. 12, 1898, we start down the Yukon River to St. Michael. Everything all O.K. We leave 7 boats at the docks at Dawson City when we leave - the Susie - Monarch - D.R. Campbell - John Cuday - Golden Star and May West, the boat we are on - (all down river boats). Then there were <sup>W</sup> Millie Irving - Joseph Closset and the Canada<sup>ian</sup> (up river boats). When we're out one hour from Dawson we meet the Milwaukee, a large boat going up to Dawson. 4 o'clock stopped to get wood. 5:10 meet the boat, Lightning on her way up the river. Just been to supper - the same old thing - bacon and beans. I will be glad when I get to Seattle so I can get a change. Our boat, the May West, is a dandy as far as we have seen. At 8 o'clock we landed at Forty Mile and stayed all night. Here we

meet the P.B. Wim boat on her way to Dawson. Passed the boat Lightening at 5:10.

Sept. 13, 1898

We left Forty Mile at 5 o'clock and have no trouble. Stop once at 8 o'clock and get wood and then go again at 10:30 and take aboard 8 cords of wood. Get dinner just as we get to Eagle City. At 8:30 we crossed the line into America Territory - about 90 miles from Dawson. At 3:15 we meet the boat James D. Muville <sup>Denville</sup>. At 4 o'clock the Seattle #3. And still we go down the river. Tied up for the night at 8 o'clock. It has been raining all day with cold wind.

Sept. 14, 1898

We are off this morning at 5 o'clock with everything all O.K. At 6:30 we meet the boat, W.K. Merwin. It is cold and foggy with cold wind. 11:45 meet P.B. Weare. 12 o'clock we landed at Circle City. Here we meet the Tacoma boat.

1:15 left Circle City

1:45 we meet the Lindia

2:30 the Pilgrim

3:30 the Gov. <sup>Pengree</sup> ~~Pengree~~

3:30 the New York

3:30 the Low

7:00 Florence S.

Tied up for the night at 8 o'clock in the Yukon Flats. The river here is about 60 miles in width.

Sept. 15, 1898

We were up at 4 o'clock this morning and get started off in good shape but we did not run only about 30 minutes 'til it got so foggy that we could not see so we tied up and stayed 'til about 10 o'clock when off we go again. At 12 o'clock we

meet the boat, Sarah. 3:45 at Fort Yukon. This is at the mouth of the Porcupine River. At 4 o'clock meet the boat, Victoria of N. Y. At 4:30 Victoria St. Mark. At 8 o'clock tied up for the night with everything as good as could be expected under the circumstances.

Sept. 16, 1898

Off again at 5 o'clock this morning. That is as early as we can see to go. We passed two or three small boats this morning floating down the river to St. Michael. Dinner at 12 o'clock with cold and cloudy weather. We expect to get to St. Michael before it freezes up. We all hope so. 8:30 we landed at Fort Hamlin and tied up for the night. Have been sick all day but when I can get something to eat I hope I will feel better.

Sept. 17, 1898

We got away at 4 o'clock this morning. At 8:30 we meet the boat, Saninger, bound for Dawson. 11:30 we landed at Rampart City at the mouth of the Minoke River. They say there are some very rich gold mines about 10 miles up the river. They say it is 1000 miles to St. Michael. Here we passed the boat, Reindeer. 1:10 met the T.C. Powers. 7:00 landed at <sup>Weare</sup>Weath. This is the place we were to find Davis but as I did not find any word from the boat Iowa, I guess it is all NG. (no good)

Sept. 18, 1898

We left <sup>Weare</sup>Weath at 5 o'clock and down the river we go again. At 7 o'clock we landed at James Mission and took aboard two men - one by the name of Leonard with his foot crushed in a dredging machine. 8:15 we meet the boat John G. Healy. Weather is cold and cloudy. We saw where there were three boats got frozen in last fall and stayed all winter. The crew that is running this boat, May West, was with them. There were about 300 of them. 9 o'clock meet the City of Chicago. 9:30 the Arctic



Bay - all on their way to Dawson City. 7 o'clock the St. Michael and at 8 o'clock tied up for the night with all well. So this ends the first Sunday on the May West and everybody singing Home Sweet Home by the way of St. Michael.

Sept. 19, 1898

Monday morning at 4 o'clock finds us on our way down the river. At 5 o'clock meet the boat Ireland. The weather is cold and cloudy. 12 o'clock we passed the mouth of the Koyakuk River but I did not see anything of any of the boys nor the boats. I tried to get the Captain to stop and he would not do it. There was a few log huts and some tents but I do not see why he would not stop. We meet two or three small boats today. All well.

Sept. 20, 1898

Off this morning at 4:30. 10 o'clock meet a small boat. We could not make out her name. 10:30 another small one - San Frisconi. 11 o'clock one more - the Concord. These are all small steam boats and going up the river just with their own parties and are going up 'til it freezes up and then they will winter and in the spring go up as far as they want. 5 o'clock meet the W. H. Evans on her way to Dawson. 7 o'clock landed at Anvik for the night.

Sept. 21, 1898

Cast anchor from Anvik at 4:30 this morning. The Captain says it is 300 miles from St. Michael - that is 2 days more run for the May West. 9 o'clock we landed at the Holy Cross Mission for the Doctor to get some medicine for our sick man, Leonard. Here the Doctor got cabbage, carrots, celery from the Father at the church free of charge as they do for all sick people. 12 o'clock meet the Concord and the C. H. Bradley - small boats going up. 4 o'clock large boat Vistania bound for Dawson. Tied up at 7 o'clock.

Sept. 22, 1898

Off this morning at 5:00 with a high wind and cold. 3 o'clock meet the boat Seattle #1 bound for Dawson. The wind is blowing a gale and the river is about 3 or 4 miles wide in places and you bet the waves ran pretty high. Of course, I got a little seasick. We cast anchor at 7 o'clock about  $\frac{1}{2}$  mile from ~~Shau~~.

Sept. 23, 1898

We start out at 5 o'clock and expect to get to the mouth of the river today. The wind is blowing cold and you can see the snow capped mountains, so you see it is pretty cold. 12 o'clock we got stuck on a sandbar - the first on the trip and it took us 3 hours to get off. While we are here there was a large boat Domcom met us on her way to Dawson. 5 o'clock we landed at Hamilton. A warehouse of the A.N.T. and T. Co. is all there is here. 7 o'clock the boat John Cudahay tied up with us for the night.

Sept. 24, 1898

Off at 4:30 this morning with the John Cudahay boat in the lead. This is the fastest boat on the river. She left Dawson 36 hours after we did so you can see we did not do so bad but she passed us in good shape this morning. We expect to get to the mouth of the river today sure. 12 o'clock we came up on the Cudahay boat anchored on account of low water and waiting for the tide to come in - that will be 1 o'clock tomorrow morning. Se we could not do anything else but do the same.

Sept. 25, 1898

Up this morning at 1 o'clock - that is, the boat crew was up at that time and we start for the mouth of the river about 40 miles they say. Then it is all open water 40 miles more to St. Michael but it looks to me as though it was all open here for you can't see land only in one place. We are off in good shape with the

Cudahay in sight in the lead. The weather is cloudy and foggy with rain and snow. There was two large boats we met last night but it was so dark we could not see who they were but they were large ones. This is 8 o'clock in the morning and we expect to get to St. Michael in 7 hours if nothing happens. 12 o'clock got to the mouth of the canal - 40 miles from St. Michael. 4 o'clock struck a sandbar and the Captain says we will have to stay 'til night time before we can get off the bar. So this is an all night job as high tide is 6 o'clock in the morning. Still cold and windy.

Sept. 26, 1898

Monday morning we got off the sandbar at 6 o'clock, 4 miles from St. Michael and got to St. Michael at 7 o'clock all safe and sound. 14 days from Dawson. There is no boat here for Seattle yet and do not know when there will be. I am stopping at the Hotel Helery at Fort Get Thru. Cold - rain and snow. This is a nice place for a town as you can sit by the stove and look out and see the snow capped mountains.

Sept. 27, 1898

Tuesday morning finds me at the Hotel Helery. Rained all night and up to 12 o'clock and just as I was going in to dinner who should come in but J. H. Starbuck and Brawslaw - just came down on the Oil City boat. They say part of the boys went home the 19th of last month. Them that went home fetched the boats, Iowa and the Little Jim, down the river and suppose they were sold here and then they went home. The rest of the boys stayed up the Koyukuk River. They report Burnett as having his leg broken but getting along all O.K. - out on crutches and when they left about 300 miles up the river the boys were all fixing up for winter quarters and were all well. No signs of any boat yet and it costs us \$3.00 per day as long as we stay here. So you see we are very anxious for the boat to get here. It has rained nearly all day.

Sept. 28, 1898

Still waiting for a boat and no signs of any. I went out for a walk this morning and I had the pleasure of seeing the steamboat Iowa. Captain Abbott of the Iowa must have had bad luck for I saw a man by the name of Captain Nesbitt and he showed me an agreement where Nesbitt should have the machinery in said boat if he, Nesbitt, got the boat Iowa off the rocks which he has done so this is about all that is left of the I.A.M. & Co. Still raining but it is warmer today. To finish up the day with, they had a dance in the hotel. I got the dance second hand as my room was directly over the ballroom and judging from the noise at the last I should think they had a good time.

Sept. 29, 1898

Still raining a little this morning and no news only we are still at Hotel Helery at Fort - Get - Thru, Alaska with no boats in sight so we do not know when we can get away. There are about 250 people here now waiting to get out to Seattle. 4 o'clock the boat Milwaukee got in from Dawson with about 75 passengers and no boat yet in sight. But still it is \$3.00 per day to stay here.

Sept 30, 1898

This is one of the nicest days we have had since we arrived but it rained some. 12 o'clock everybody crazy as there was a boat sighted off at sea. 2 o'clock they could make out that it was the Roanoke. 4:20 she dropped anchor. The boat reports they passed two more boats bound for St. Michaels at Dutch Harbor, 800 miles from here, so you see there will be plenty of boats pretty soon. So we all go to bed feeling better.

Oct. 1, 1898

October started out with a nice day - the nicest day we have had. Everybody is

busy today unloading the boat for the quicker she is unloaded the quicker she starts back. The boat fetched up some hogs - the first hogs that is in Alaska. They were for the Hotel - 10 head. 5 o'clock they report another boat in sight, but cannot tell 'til morning. They took out some of the passengers on the Roanoke tonight.

Oct. 2, 1898

This is our first Sunday in St. Michael. It is a nice day. The boat captain of the Roanoke says we sail Wednesday so I bought my ticket and they board me 'til we get to Seattle so it will not cost me any for board. All the difference is now when will we get there. We are still at the Hotel but at the Boat Co. expense. They claim that the Roanoke is the best boat on the run between St. Michael and Seattle, so you can see we are all O.K.

Oct. 3, 1898

Monday morning finds me well. Got up, got breakfast and went to the laundry and got my laundry and went and got a bath and feel better. The wind is blowing a gale so that they cannot unload the boat so that makes us one more day at St. Michael. They still say that they are going out Wednesday, but of course they cannot if the wind keeps up like this.

Oct. 4, 1898

Once more this is a nice morning and everybody is busy. The steamer Portland, the A.C. Co. boat arrived this morning at 10 o'clock so there will be no trouble that everybody will get out - that is all that has got money. All that has no money will wait for the steamer Bare, the U.S. boat that is here every fall on purpose to take the destitute out of the country. Starbuck and Brawnsville bought tickets today so we will go to Seattle together. A little snow this afternoon.

Oct. 5, 1898

The weather is nice and clear but high wind, so it will bother them about unloading the boat. There was another large steamer got in last night, the Groanen and there is a great scramble for passengers. The wind is blowing a gale and blew the boat Oil City ashore but did not do much damage.

Oct. 6, 1898

The wind went down about 10 o'clock last night and they went to work unloading the boat. This morning they say that they will be thru today sure, so we will be off tomorrow. 12 o'clock - wind blowing a gale and work all stopped. 8 o'clock just before I went to bed the report came in that there was a small steam launch, belonging to the steamer Granna with 8 passengers was lost as the boat was going from shore to the boat - about  $\frac{1}{2}$  mile.

Oct. 7, 1898

Up early. Got breakfast about 8:00. The report that got out last night that there was a boat lost and 8 men drowned proved to be a mistake. Weather is clear and cold. 12 o'clock - dinner. With a report that we go aboard the steamer at 7 o'clock tomorrow morning. Wrote a letter home and sent it out with a man that is going out on the Portland so if there is any accident my folks will get my letter.

Oct. 8, 1898

Up this morning at 6 o'clock as we are going aboard the boat this morning. 8:30 went aboard the steamer Roanoke. She is the largest and nicest boat on the run between St. Michael and Seattle. We have about 500 passengers and they are still loading passengers and freight at 12:30. 2:50 o'clock they lifted anchor and fired the cannon once and we are off for Seattle - 3000 miles. 4:30 supper and we had a good one at that. With nobody sick, first night on Bering Sea.

Oct. 9, 1898

This morning finds about one half of the passengers sick and of course I was one of them. Sick all day. Bottle of beer and one pie was all for me today. The wind is blowing a gale and the boat is rocking pretty bad. This is all the news for today.

Oct. 10, 1898

On board ship Roanoke and everybody knows it you bet. Everybody sick, but still we go just the same. Wind still blowing and they say that it never quits <sup>and</sup> once. I guess they are right.

Oct. 11, 1898

For once the wind does not blow so hard. I got up and go to breakfast and feel pretty good as we will get to Dutch Harbor today. 10 o'clock we sight land. 12:15 we land at Dutch Harbor for coal. This is only a small trading place owned by the N.A.C. Co. Supported by the seal fishers and a coaling place for all boats going to St. Michael. It will take us two days to coal up. The A. & C. Co. has another dock about  $\frac{1}{2}$  mile from this one.

Oct. 12, 1898

This is a nice morning and the boat is busy coaling up. All the passengers are ashore climbing mountains, picking up shells and relics of all kinds. 6 o'clock we start once more on our way to Seattle - 2200 miles with everything favorable and nice weather. Dutch Harbor is one of these nice places that one can never forget with its nice lofty mountains and natural harbors that any steamer can land in without any trouble. We go to bed and sleep while the boat takes us home.

Oct. 13, 1898

Up this morning and nothing but water in sight but nice weather. I did not stay up very long to enjoy the sights as I commenced to get sick and of course I went to bed and had my meals brought to me and I got along very well. While everybody says it is nice, it is nice enough for me to stay in bed and as long as I stay there I am all O.K.

Oct. 14, 1898

Once more we have a nice morning. I got up and stayed up about one hour for breakfast and loafed around awhile and went back to bed and stayed 'til dinner. Up for dinner and feel all O.K. The sun is shining bright but the wind is cold so I cannot stay very long on deck. Went to bed with the wind still roaring.

Oct. 15, 1898

Well this is one of the mornings that you read about. Last night at 12 o'clock there was a storm came up so I know what it is to be in a storm at sea. It stormed 'til 7 o'clock today and I never thought that a boat as large as this could do so many tricks on water as this one did today. The storm was so bad that we could not go to the table to eat your meals for you could not sit up so we took a drink and waited and as I go to sleep the storm is going strong.

Oct. 16, 1898

Well, the storm is over this morning, that is, the wind is not blowing, but it is misty and foggy and the ship blows the fog horn every 10 minutes. 12 o'clock - fog still on but getting along very nicely. Just been to dinner and feel all O.K. 5 o'clock - supper. Fog still on. 9 o'clock went to bed. The ship has commenced to roll and I think there is another storm coming up.

Oct. 17, 1898



There is another storm on this morning in good shape. Of all the didoes that you can think of a ship doing the Roanoke can beat them all. The storm commenced about 12 o'clock last night and has been on all day, so that keeps me in bed all day and pretty sick at that. 8 o'clock the storm has went down so we can sleep. All O.K. tonight.

Oct. 18, 1898

Up this morning at 6 o'clock. The wind has went down and it is nice weather. We are headed for Seattle at about 15 miles per hour. They say we will get there tomorrow about 3 o'clock, so everybody is feeling good. 7 o'clock - the lighthouse light. We could see <sup>5m</sup> Vancouver Island. So we will get there tomorrow sure. Weather is nice and everybody is happy.

Oct. 19, 1898

Still we go and we enter the canal at about 6 o'clock this morning. We pass Port Townsend at about 9 o'clock with 30 miles from Seattle. We are going along as nice as we can with nice weather. 12 o'clock. Oct. 19th, 1898 the steam ship Roanoke touched the wharf at Seattle and a happier 500 people never were born. I got up town and put up at the Hotel Brunswick. After dinner commenced looking for railroad rates to get home working with the rest of the passengers - all that are going east.

Oct. 20, 1898

Up this morning at 9:30 for the reason that this is the first bed that I have slept in since I left here March 1 and it was too good a thing to leave. We all got together and made up our minds to go home by the way of Salt Lake City and Denver so that is the way we will go. 1 o'clock got dinner. After dinner went out and done some shopping. Getting ready to leave tomorrow at 4 o'clock. Wrote a letter

to the boys at Dawson City.

Oct. 21, 1898

Up early. Got breakfast. Went and mailed a letter to the boys at Dawson. Got dinner at 1 o'clock. Went and bought my ticket for home. Train to leave at 5 o'clock for Portland. 11:10 arrived at Portland all safe and sound. The party had a car all ready and we went in our sleeper and went to bed. 250 miles on our way home.

Oct. 22, 1898

Up this morning in Portland. Got breakfast and went up town to find R.D. Yeisu but found that he had gone to Butte, Montana. 12 o'clock got dinner. Rechecked baggage and getting ready to start for Frisco at 6 o'clock. 6 o'clock we start once more on our way home. As our party has a car by themselves, we can go to bed anytime we choose. 8 o'clock go to bed and sleep while we go home.

Oct. 23, 1898

Up at 8 o'clock. Got breakfast. All we had to do was to sit and look out the car window to see the nice mountain scenery which is as nice as I saw up in Alaska. Dinner at 12:00. A little more scenery 'til supper at 5:30. Nothing more only 8 o'clock to bed with everybody feeling all O.K.

Oct. 24, 1898

Up at 6 o'clock. Got breakfast as soon as possible as we get to San Francisco at about 11 o'clock. 10:30 we get to Oakland. Take the ferry to Frisco. 11 o'clock arrived at San Francisco. Go up to the Cliff House and all the sights. Start back to Oakland at 5 o'clock. 6 o'clock we take our train and once more we are on our way home. Our next stop will be at Salt Lake City.

Oct. 25, 1898

Still we go on our way home. Nothing new only everybody is feeling good.

Oct. 26, 1898

Still feeling better because we are still going home at a good rate. 9 o'clock arrived at Salt Lake City. We stay here 'til 7:40 tonight. We all hired a guide and four horse team and took in all the sights of interest. 7:40 we received the word "all aboard" and off we go with everybody happy.

Oct. 27, 1898

Still we go home. 8 o'clock Grand Junction - 20 minute stop. Off we go again with everybody feeling good. Nice weather. We had a break down with the engine and we are 5 hours late. I have to change cars at Pueblo but we are so late that at 9 o'clock I go to bed.

Oct. 28, 1898

This morning finds me in Denver, Colorado. We got to Pueblo last night at 11:30. Got up and took the train for Denver. 3 o'clock arrived at Denver. Stayed at depot as my train on the B. & M. leaves at 9:15. 9:15 off again on time. Nice weather and feeling all O.K. 4:20 at McCook and all well. Saw Billy Burnett and he is the engineer pulling the train.

Oct. 29, 1898

Arrived at Omaha 3 o'clock over the B. & M. At 6:40 leave Omaha over the C. N. W. railroad. Arrived at Ames at 11:30. Got dinner and went out in town and about the first person I saw was Dr. Canham of Renwick. Left Ames at 6:40 and once more we go on our way rejoicing. Arrived home 9:15. Found all the folks well. So Oct. 29th, 1898 ends my Alaska trip with less money but a good deal wiser.

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