

WHITE HORSE RAPIDS TRAMWAY



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

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

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

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

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

**ACANYONANDWHITEHORSERAPIDSTRAMCARONDISPLAYATTHE
MACBRIDE MUSEUM AT WHITEHORSE.**



FOLLOWING 2 PAGES:

CITATION

“MAP OF SCENIC RAILWAY OF THE WORLD:
WHITE PASS & YUKON ROUTE”. SCALE:
VARIOUS. SURVEYOR GENERAL DIVISION
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STEAMBOATS GLEANER, AUSTRALIAN AND NORA, ALL BEARING THE BRITISH HENSIGN, AT THE TERMINUS OF THE PORTAGE TRAMWAY COMPANY AT MILES CANYON LANDING, YUKON TERRITORY, 1898.

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

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

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG083
PHOTOGRAPHY BY ERIC A. HEGG

LAKE BENNETT AND THE WHITE PASS & YUKON ROUTE



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

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

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

Lake Bennett sits partly in British Columbia and partly in the Yukon and is just north of Alaska not far from the Alaskan port of Skagway.

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

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

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

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

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

By 1900 the WP & YR linked Skagway with Whitehorse.

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





N. TAYLOR STONINGTON © 99



CROSSING THE EAST FORK OF THE SKAGWAY RIVER

The first passenger train over the White Pass and Yukon Railway crossing the east fork of the Skagway River en route to the summit of White Pass, Alaska, 20 February 1899

UNIVERSITY OF WASHINGTON DIGITAL ARCHIVES HEG659 PHOTOGRAPHY BY ERIC A. HEGG

ROYAL MAIL SLEIGH

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



Whipsawing

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

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

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

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



BENNETT, WINTER 1902

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

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

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THE GOLDEN STAIRCASE AT THE CHILKOOT PASS, 1898.

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

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

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PHOTOGRAPHY BY ERIC A. HEGG

PREHISTORIC ELEPHANTS & SABER-TOOTHED TIGERS

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

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

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

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

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

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

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

DAWSON CITY MUSEUM ACCESSION #2009-41-1



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

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

YUKON ARCHIVES PHOTO # 4714 HARRIE C. BARLEY FONDS

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

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

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

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

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

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

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

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

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

GRAND MASONIC LODGE OF BRITISH COLUMBIA & YUKON, VANCOUVER



KLONDIKE MINES RAILWAY

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

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

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

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

KLONDIKE MINES RAILWAY LOCOMOTIVE #1

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



WHITEHORSE

T Yukoners, the foaming waters looked like the manes of white horses racing to the gold fields. Whitehorse, the Yukon's capital city, was very close to being called something else with Close being the operative word. For a time, the original settlement here was called Closeleigh, a name chosen by officials with the White Pass Railway. The railway owed its existence to the Close Brothers, a group of British financiers who had bankrolled the construction of the railway.

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

Then, in 1897, against the advice of his advisors, Close decided to invest in construction of the White Pass Railway. He paid ten thousand pounds to acquire the right of way to build the railway from Skagway to Whitehorse, not knowing if the railway could be built through this imposing wilderness. Fate played a remarkable hand in the spring of 1898, when the Close

Brothers railroad engineer Sir Thomas Tancrede happened to be in Skagway the same week that a Canadian railroad builder, Michael James Heney, was looking over the same possible route. Heney, who had worked on railway construction throughout Canada, convinced the British engineer that a railway was conceivable.

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

In the two years it took to build, many thousands of men worked on the railway and thirty-five died in its construction.

Despite the high costs, the Close Brothers investment firm did get their money back and more.

Only determined opposition by a small group of Whitehorse residents in 1900 prevented the town at the end of the Close Brother's White Pass and Yukon Railway from being called Closeleigh.

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

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

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

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

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

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

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

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

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

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

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

THE WHITEHORSE HORSE

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

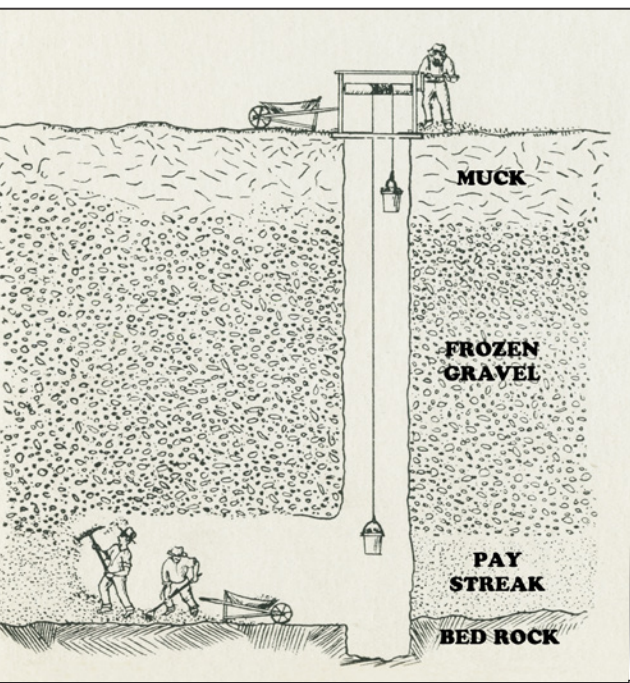


THE COMMUNITY OF WHITEHORSE LOOKING SOUTH ALONG THE YUKON RIVER.
Eight sternwheelers are docked with two more arriving, summer, 1901.
YUKON ARCHIVES #2273 PHOTOGRAPHY BY EDWARD C. ADAMS & GEORGE W. LARKIN - M. MCCARTHY COLLECTION



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

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



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

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

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

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



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

YUKON ARCHIVES #84/78-34

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



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

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

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

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

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

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

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

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

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

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



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

COURTESY PAOLA GREER



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

Back row: Hector Smith, George Kennedy, Lorne Hanna, Jim Johnston and Norm Watt
 Front row: Albert Forrest, Captain (later Colonel) Joe W. Boyle, and Dr. Randy McLellan
 Missing: Manager Welby Young and substitutes David Fairbairn and A. Martin

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

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

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

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

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

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

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

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

It was during this period that Swift Water and Joe parted

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

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

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

UNIVERSITY OF WASHINGTON DIGITAL COLLECTION #HEG026

PHOTOGRAPHY BY ERIC A. HEGG

ELDORADO, LOOKING UP FROM NO. 13

Hegg & Co.
Dawson, Y.T.
13

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

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

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

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

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

MUSEUM OF HISTORY & INNOVATION #SH57258 PHOTOGRAPHY BY JEREMIAH DOODY





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

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

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

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

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

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

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



JOSEPH WHITESIDE BOYLE (1867 - 1923)

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



THE AFTERMATH OF THE YUKON'S MONSTER DREDGES

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

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The Guggenheim Dynasty

The Indianapolis Star, Monday, January 24, 1910.

GUGGENHEIM BEGINS WITH SHOELACES AND ENDS WITH SMELTERS

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

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

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

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

Who was this magic peddler?

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

Beginning of Dynasty

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

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

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

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

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

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

Bad Debt Good Fortune

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

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

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

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

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

Inquisitiveness Wins Way

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

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

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

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

Delves into Mysteries

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

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

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

Meets Right Man

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

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

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

Invests in Smelter Stocks

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

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

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

Rushes Orders for Smelters

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

He and Holden formed the Denver Smelting

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

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

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

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

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

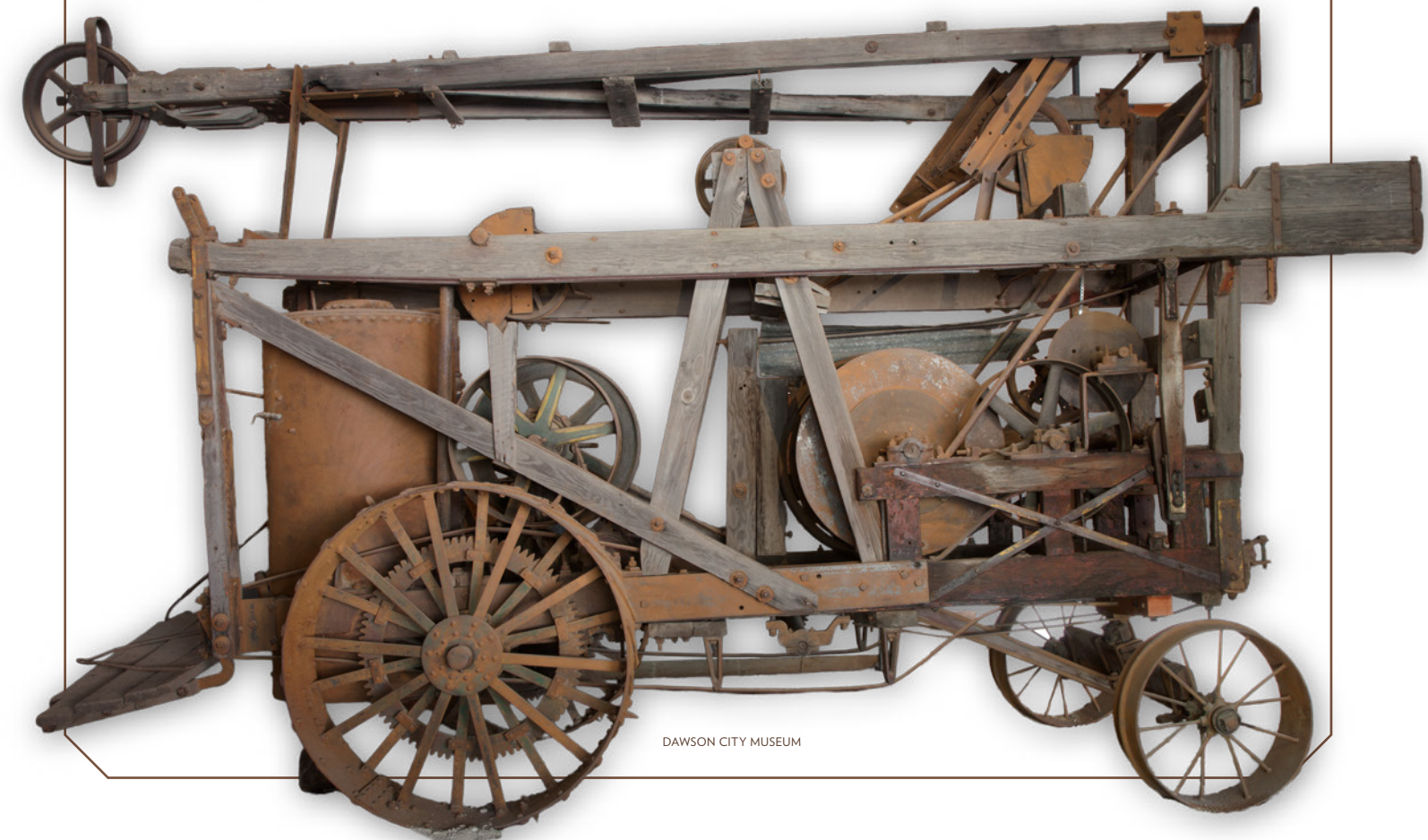
The Keystone Churn Drill

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

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

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

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



DAWSON CITY MUSEUM



LARSS DUCLOS
PHOTOS
DAWSON, Y. T.

THE LION OF THE NORTH

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

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

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

MAJOR SAMUEL BENFIELD STEELE (1848 - 1919)

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

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

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

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

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

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

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

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