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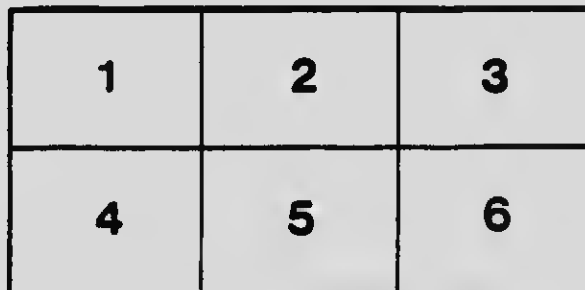
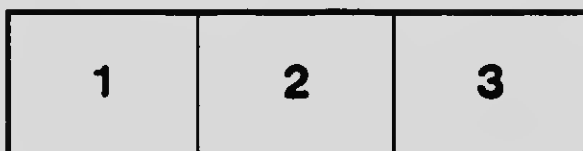
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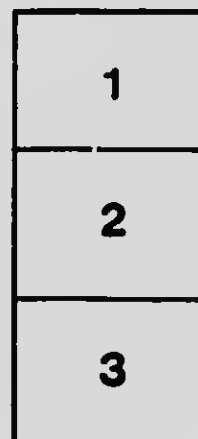
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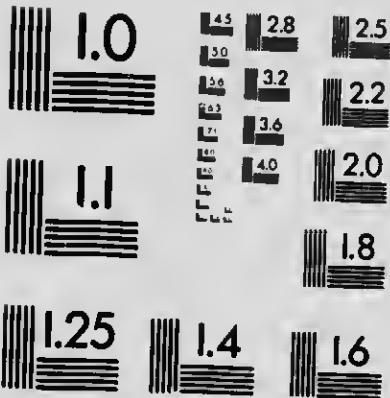
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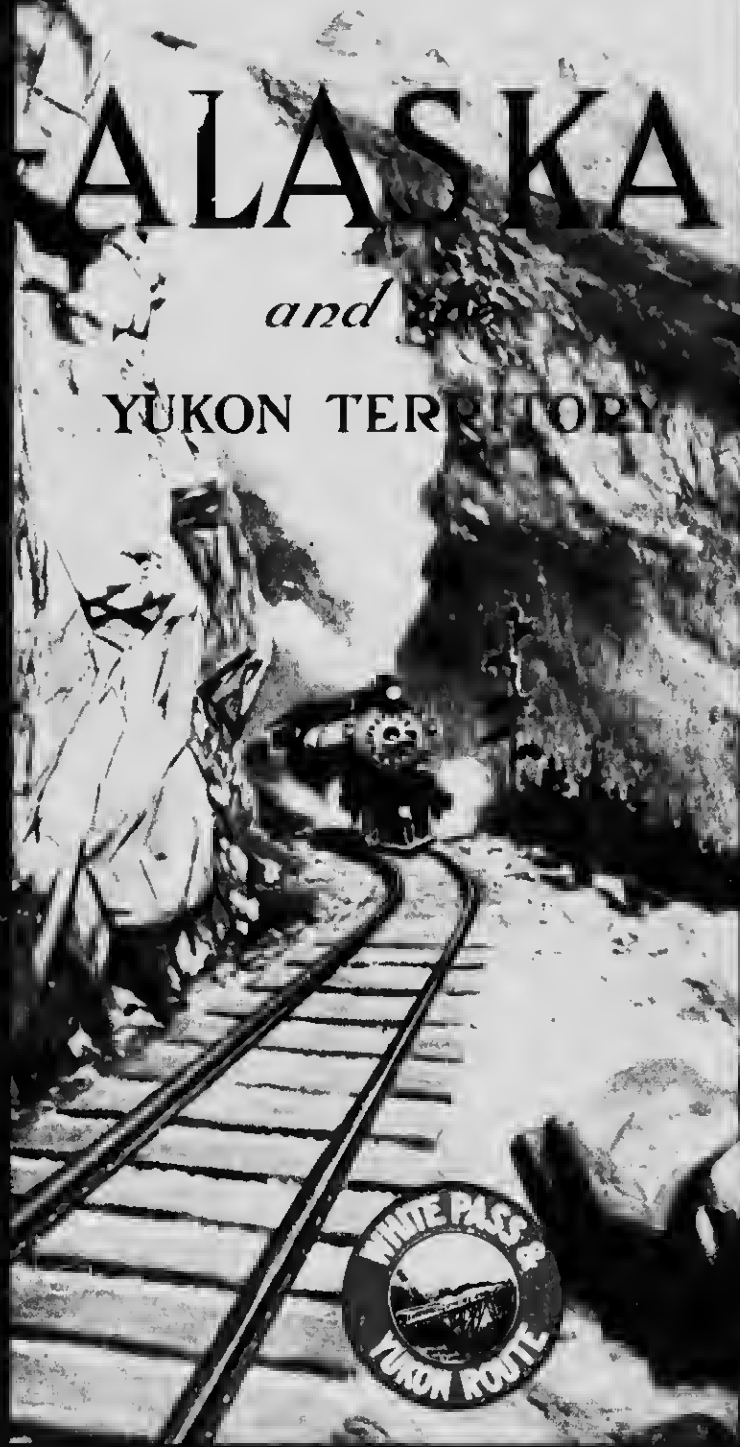
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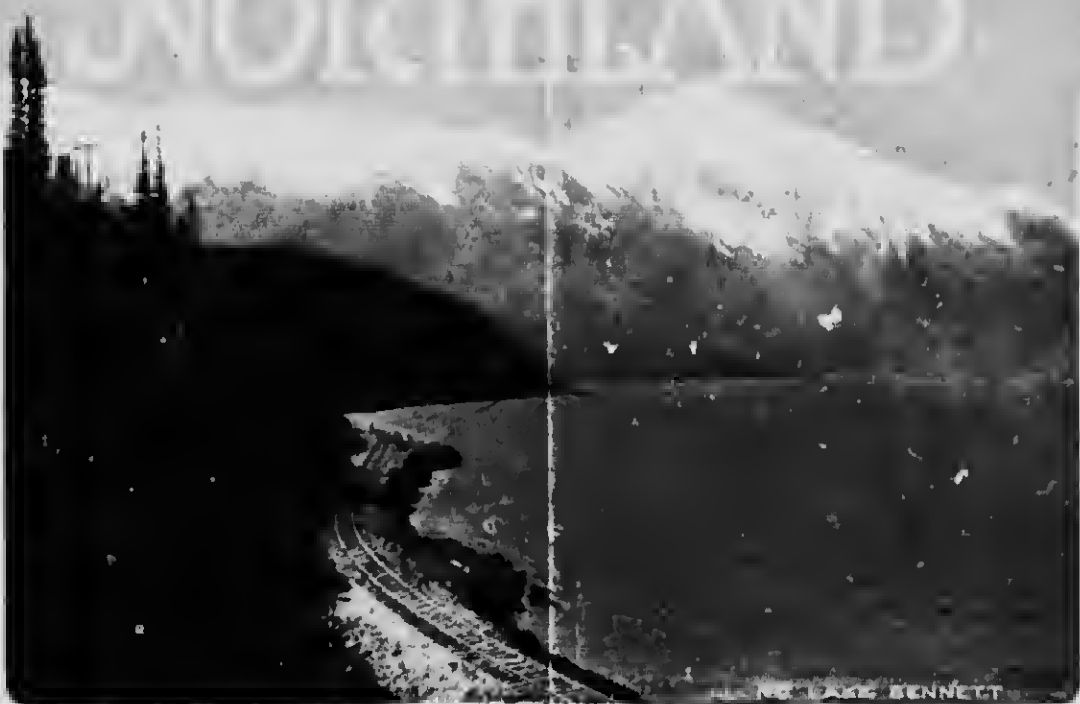
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THE GREAT NORTHLAND



A MODERN MIRACLE! ALL THE ROMANCE, THE SCENIC GRANDEUR, THE VASTNESS, THE WONDER, THE MYSTERY OF ALASKA AND THE YUKON, OPEN TO THE TOURIST!

THIS Land of the Midnight Sun and Northern Lights—this land of snow-capped mountains, towering into the clouds—glaciers glinting in the sunlight, blue, green and white—flowers, crimson amid deep green forests—lakes high in mountain pockets, shimmering, dancing under soft summer breezes—mighty rivers and tumbling cascades—the roar of rapids—the song of birds—the lure of gold: Here is a land set apart—a land affording new thrills, new experiences—a greater, more magnificent, more tremendous Mecca for the traveller than has ever before been sung in poetry or prose.

Modern Travel Comfort

Skaguay is the gateway. And the route which leads into the interior—over the world-famed White Pass where thousands dragged their bleeding feet in the mad '97 rush for gold—is the White Pass & Yukon Route, the railway which was built some thirteen years ago against terrific odds—one of the really great engineering feats of the past century.

Comfortably seated in a modern parlor car, you may travel through this magic region to Caribou, from whence modern steamers ply the inland waters to Atlin, the beautiful; or you may continue on to White Horse, at the beginning of the mighty Yukon—here to take the steamer for gold-built Dawson. On beyond, for those who have sufficient time—one thousand miles down the broad, surging Yukon, and up the Tanana, after crossing and recrossing the Arctic Circle—is Fairbanks.

From Seattle or Vancouver to Skaguay is a marvellously beautiful and interesting trip—a winding inaeer passage, island-sheltered, threading its way through narrow channels, between green-clad islands, past great glaciers, stopping at Alert Bay, Prince Rupert, Sitka, Ketchikan, Wrangell, Douglas and Juneau. On the voyage may be seen natives with their baskets, bows and arrows; totem poles, vast salmon canneries and gold and copper mines. But to go to Skaguay and not see the interior—is like going to the threshold of Fairyland and foregoing all the interest and enchantment to be enjoyed within the magic region.



White Pass & Yukon Route



ALASKA AND THE YUKON

THE LAND OF THE MIDNIGHT SUN AND NORTHERN LIGHTS

Thrown Open to the World

What was, but a few years since, an impenetrable region of mystery—personally known only to a handful of intrepid explorers—has been converted, suddenly transformed, into a land of easy access.

At a single stroke—the building of the White Pass & Yukon Railway—the vast interior opened its arms to receive the tourist. Mountains, glaciers, lakes, torrents, cascades, flowers, forests, the splendid Yukon, the magic Klondike—there they are for you—easily reached, at moderate expense, and with but little cost of time.

A Wonderful Transformation

The day of the dog sledge has passed. No longer need the explorer and the seeker for gold toil over dangerous passes—nor need they shoot the foaming rapids in their frail boats.

To-day comfort awaits the traveller. He may sit at his ease in a modern parlor car, in all tranquillity. Safe from all harm he may view the trails which spelled so much agony, so much pain and suffering to those who, in their greed for gold, rushed to the Klondike in '97. He may ride in luxury over those very trails—every foot of the way replete with the history of reckless daring, the memory of deeds which will stir the blood of men for centuries to come!

Mr. E. Burton Holmes, the famous traveler and lecturer, said in one of his lectures, after he had visited Alaska and the Klondike:

"Alaska and the Klondike as they are to-day are amongst the most amazing facts of our new century; yesterday a wilderness with heroes fighting epic battles with the elements; to-day a land with towns and cities; with happy homes and thriving business enterprises. * * * Where the pioneers dragged their bleeding feet up the icy stairways of the White Pass or the Chilcoot, we rolled in all the luxury of railway cars, and within sight of the death-dealing rapids through which their boats were steered with the fear of death for pilot, we glided smoothly over rails of steel, coming from Skaguay on the coast to White Horse City, on the Upper Yukon, as comfortably and expeditiously as we could travel from New York to Boston.

"We have come by rail in seven hours, 112 miles from the tidewater terminal of the White Pass & Yukon Route, to this new station at White Horse City, the head of steamer navigation on the Yukon. * * * From White Horse to Dawson we have for highway the great, rapid flowing river, and for conveyance the comfortable Yukon steamers that ply all summer up and down the stream."



Bird's-Eye View of Wrangell, Alaska



Taku Glacier—300 Feet High, One Mile Wide

White Pass & Yukon Route

From the deck of a steamer which provides every comfort of civilization the tourist may witness the majesty of the Yukon. He may visit the scene of George Carmack's brilliant discovery of gold on Bonanza Creek in August of 1896. He may see with his own eyes the four-mile stretch on Eldorado, which has yielded over \$30,000,000 in coarse gold. He may hear with his own ears the tales of the old wild days from the lips of men who lived in the heart of it all.

Skaguay and Dawson

Skaguay and Dawson! These are names to conjure with! Cities which grew from almost nothing in a night to tent cities—from tents to log cabins—to frame houses and buildings! Lawlessness and crime ran wild. Its like had never been known before and never will be known again. At Skaguay "Soapy" Smith and his gang held forth, robbing the gold-laden miners as they came from the "diggings" headed for the States. "Soapy" was the uncrowned king of Skaguay. He ruled with an iron hand until the better element in the town rose in revolt, killed him and drove out his gang.

At Dawson they gambled indoors and out. Vast fortunes were sifted from the creeks—only to be lost in a night at the roulette wheel. The sound of gay music drifted on the air from the saloons and dance halls. Men—women—all were mad for gold!

To-day women and children travel alone from Skaguay to Dawson as safely as they would from Boston to New York! A marvellous change! Order, thrift, tidiness have usurped the place of lawlessness. Broad, clean, well-kept streets—great warehouses—business establishments and flower-covered cottages greet the eye.

A Wealth of Flowers

In Dawson these cottages, nestling in the slopes which lead to the great "Dome," are positively buried in flowers. They

are log cabins with long sloping roofs which cover the porches. The owners have covered the roofs with earth, and in summer they blaze forth with more than a dozen varieties of grasses and flowers. Every window has its flaming box of bloom—every garden its gay beds. And in some cases boxes are set on the square fence posts—not infrequently running the entire length of the fences themselves—the vines drooping and trailing amid the flowers below. Standing at the river and looking toward the "Dome," the whole town is a mass of bright color, sloping up to the green which in turn slopes up to the blue.

And Skaguay! The air is sweet to enchantment with flowers. Fairly, from afar, comes the continuous music of waterfalls. Pretty cottages cover the foothills, from which rise abruptly the great mountains, their snowy peaks seeming to hang direct over the town.

Everywhere are flowers. Every window is scarlet with its blossoms. The gardens are beyond description. And leading to the heights are flower-strewn paths. Many people consider Skaguay the most interesting place on the Pacific Coast. There are countless excursions to be taken—and at very small expense. There are canoe trips, trips on horseback and on foot into the wilds—to Mendenhall, Davidson, Denver and Bertha Glaciers—to Haines, Fort Seward, Pyramid Harbor, Seduction Point, the top of Mount Dewey, Dewey Lake, Face Mountain, Dyea—to the hunting and fishing grounds, where are found mountain sheep, bears, goats, ptarmigan, grouse and all manner of fish.

THE TRIP IN OUTLINE

Something has already been told of the beauty of the "Inner Passage" trip to Skaguay. From Puget Sound, fiord after fiord comes to view in the ceaselessly changing panorama, ever increasing in splendor until the grand climax is reached in Lynn Canal, at the head of which lies Skaguay. Glaciers are seen at every turn of the steamer. Snow domes and peaks are



Scene along Shores of Alaska



Three Totems, Sitka



Juneau, the Capital of Alaska



White Pass & Yukon Route



reflected in the brilliantly blue water. Countless cascades foam, sparkling over rocky beds, or drop sheer from lofty cliffs, bewildering one with their slow, rhythmic, never-ceasing fall. At sunset the sea assumes deep purple hues.

And here lies Skaguay—of which one could talk forever. The few words of description above—telling a little of the old Skaguay—the Skaguay of "Soapy" Smith—and the new Skaguay—the Skaguay of flowers and cottages—must here suffice.

Over the White Pass & Yukon Route

Climbing storied White Pass, even in a modern railway coach or parlor car, is a thrilling experience. Not because of the danger—you are as safe as though at home in your own drawing-room—but because of the constantly increasing grandeur of the mountains and canyons. Cascades, snow peaks, glaciers and overhanging cliffs make the way one of austere beauty.

In places the train clings to a leaning wall of rock. A gulf of purple ether sinks sheer on the other side. Far below, the Skaguay River roars through its narrow channel. Here the train overhangs its foam-white waters. Again, solid rock cliffs jut out boldly above.

Just before rounding Rocky Point—at the seventh mile—looking back, we get a magnificent view of Skaguay and Lynn Canal—spread out in wondrous panorama. The Hanging Rocks at Clifton, picturesque Pitchfork Falls, the famed Saw-Tooth Mountains—all pass in succession. At one point, looking down a thousand feet, we behold the ruins of White Pass City—the largest tent city in the world at one time during the rush for the Klondike. At Inspiration Point the last glimpse of salt water appears—far to the rear, far below. From the great steel cantilever bridge—215 feet above the bottom of a canyon—a vast view of tremendous mountain scenery opens to either side.

This journey over White Pass is worth a whole lifetime of ordinary travel.

In two and one-half hours we climb leisurely, with frequent stops, from the level of the sea to the summit of the Pass; and



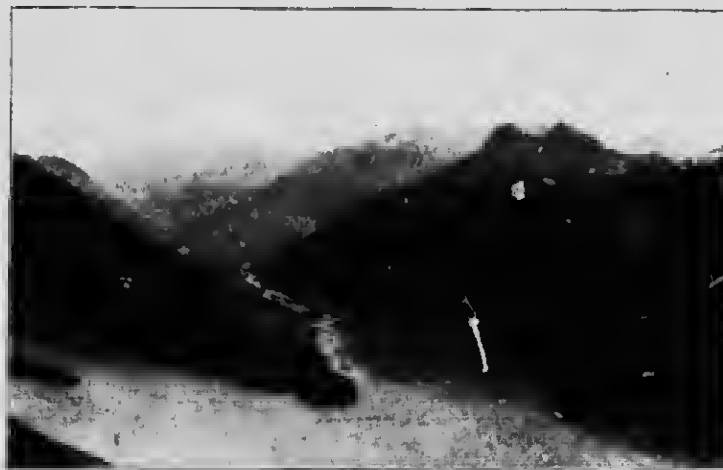
Sitka

although skirting peaks of from 5,000 to 8,000 feet in height, we pass through but one short tunnel of 250 feet.

Twenty miles from Skaguay is a little red station named White Pass—the summit—the international boundary—on one side of which waves the Stars and Stripes, on the other the Union Jack of England. One step takes you from the protection of Uncle Sam to that of George V. Standing here you are at the great divide, and see on one hand waters flowing south but a few miles to the Pacific and on the other lies Summit Lake—a tiny sapphire spot among the great bare hills. And from this bit of liquid brilliance, scarcely larger than an artificial pond in a park, the mighty Yukon takes its rise—flowing from this point, only twenty miles from the sea, over 2,300 miles north and west, past ramparts and mountains, through canyons and plains, crossing and recrossing the Arctic Circle, to Bering Sea.

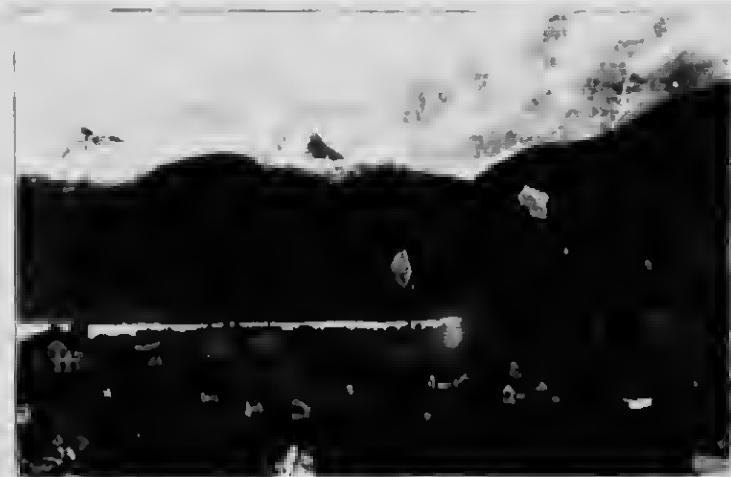


Eldred Rock Light, Lynn Canal, Alaska



Looking up the Skaguay Valley

White Pass & Yukon Route



Skaguay

To Caribou

Leaving the summit, the way becomes one of loveliness rather than grandeur—following along the shores of the river and the lakes. The salt tang of the sea is left behind, and our nostrils are filled with the soft sweetness of the lake and mountain air—fragrant with pine, balsam, cottonwood and flowers.

Lunching at the head of Lake Bennett we find ourselves on the site of another great '97 city of tents. Thousands of men and women camped here, waiting for the completion of boats and rafts to convey themselves and their outfits down the lakes and the river to the Land of Gold.

Lake Bennett is a long, narrow sheet of blue, bordered by mountains of a wondrous old rose color. For twenty-seven miles the route follows the eastern shore. Eleven miles down



A Home in Skaguay

the lake from Bennett we pass Pennington, on the boundary line between British Columbia and the Yukon territory.

The terrace from the train to the water is a solid blaze of wild flowers—fireweed, lar's spur, dandelions, monk's-hood, purple asters, marguerites, and roses, dwarf goldenrod. The whole region is blessed with a superabundance of flowers. Cloud fragments drift silently over the nearer rose-colored mountains, while in the distance, in every direction, reaching heavenwards, are lonely peaks of snow.

As the train approaches Caribou, the traveler experiences the unique sensation of crossing the most northerly swing bridge on the American Continent—over the outlet of Lake Bennett into Nares Lake. Near the bridge is Caribou Station, where the steamer for Atlin waits. Of Atlin we will speak later.

Miles Canyon and White Horse Rapids

Leaving Caribou the train runs along the Watson River, and soon Lewis Lake is reached—a lake which the railway engineers almost completely drained in an attempt to slightly lower its level. They dug a channel through the sandy hills; and when the water started it came with such a rush that it cut a vast canyon, lowering the lake seventy feet instead of the intended fourteen.

Numerous other little lakes, shut in by hills and mountains, are passed—and then—Miles Canyon and White Horse Rapids! The romance of '97!

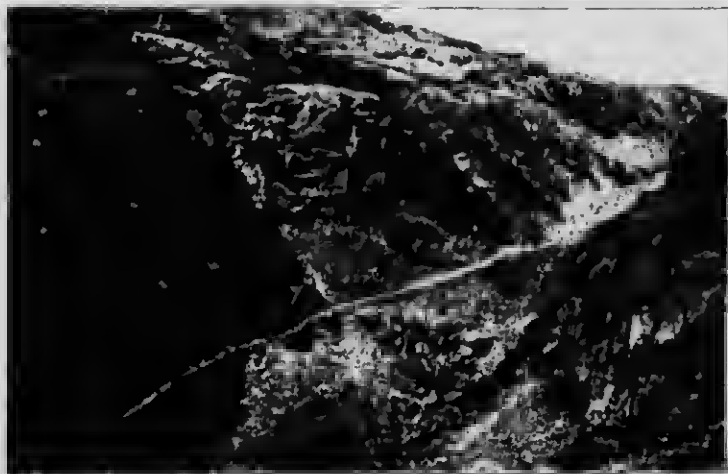
As we stand on the brink of this world-famed gorge, pictures of the old days rise before our eyes. Bold adventurers on rafts and in ill-built boats are whirled into the swift, dangerous waters, in their mad rush to the Klondike. Many an outfit, many a life was lost at this historic spot. Many a foal, cherished hope sank in these seething waters.

In White Horse—about an hour's walk distant—the faint, continuous roar of the rapids reaches the ear quite plainly on still days. White Horse is a busy little city located on the west bank of Fifty-Mile River (which is also known as the Lewes



Black Lake—Scene on Railway near Skaguay

White Pass & Yukon Route



Old White Pass Trail

River and sometimes termed the Upper Yukon). Near by there are very interesting copper mines. As at Skaguay, there are excellent hotel accommodations. It is the terminus of the Railway Division of the White Pass & Yukon Route—the point of departure for the magnificent trip down the Yukon to Dawson.

Steaming Down Lake Labarge

It is of Lake Labarge that Robert W. Service—the poet of the Yukon, a man who lived at White Horse and knows the Northland—has written his amusing, yet gruesome ballad, "The Cremation of Sam McGee." In the old wild days Lake Labarge played a prominent part, for it was through this lake the gold seekers made their way on to the Klondike.

Service knows the Yukon Country, and we can catch much of its spirit from his songs:

"There's gold, and it's haunting and haunting;
It's luring me on as of old;
Yet it isn't the gold that I'm wanting
So much as just finding the gold.
It's the great, big, broad land 'way up yonder,
It's the forests where silence has lease;
It's the beauty that thrills me with wonder,
It's the stillness that fills me with peace.

"I've stood in some mighty-mouthed hollow
That's plumb-full of hush to the hrim;
I've watched the big, husky sun wallow
In crimson and gold, and grow dim,
Till the moon set the pearly peaks gleaming,
And the stars tumbled out, neck and crop;
And I've thought that I surely was dreaming,
With the peace o' the world piled on top.

"The summer—no sweeter was ever;
The sunshiny woods all athrill;
The grayling aleap in the river,
The bighorn asleep on the hill.
The strong life that never knows harness;
The wilds where the caribou call;
The freshness, the freedom, the farness—
O God! how I'm stuck on it all."

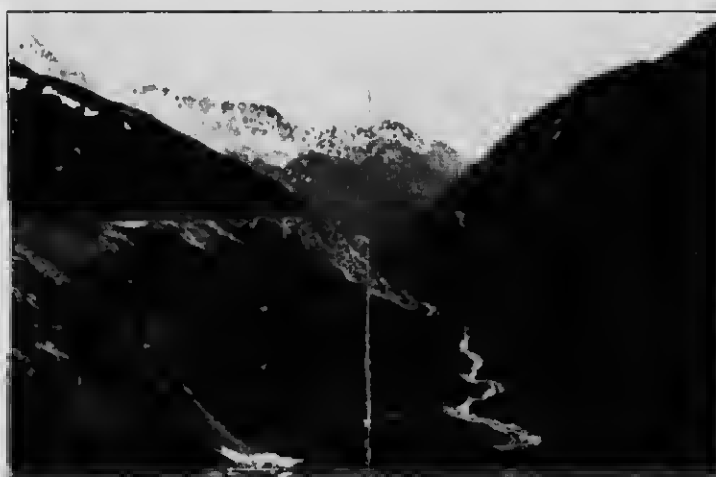
—THE SPELL OF THE YUKON.

Giant towers and bastion-like projections of red rock stand sentinel along the western shore of Lake Labarge—while on the east, great, gray, rounded hills of limestone, veined and shaded with the green of spruce, alternate with deep wooded valleys and the picturesque mouths of rivers. Flowers, strawberries, raspberries and blueberries are found in abundance wherever the steamer stops to "wood up."

Service, when do long...



Rocky Point



Saw-Tooth Mountains



Steel Cantilever Bridge near the Summit of White Pass

White Pass & Yukon Route

Shooting Five-Finger Rapids

On through the splendid scenery of Thirty-Mile River and the Lewes, we come to one of the most thrilling experiences of the entire trip—the shooting of Five-Finger Rapids. Here the river narrows to 150 yards. Five great hulks of stone rise to a height of forty or fifty feet. The waters rush foaming between. Our steamer, guided by its skilful pilot, glides swiftly through, almost touching the stone walls in its passage.

Rink Rapids, six miles below, gives a second experience of this exciting form of navigation.

The Mighty Yukon

At Fort Selkirk begins the Yukon River proper—which is formed by the union of the Lewes and the Pelly.

It has been said that "No one can ever tread the deck of a Yukon steamer and be quite so small and narrow again as he was before. The loneliness, the mystery, the majesty of it all reveals his own soul to his shrinking eyes, and he grows in a day, in an hour, in the flash of a thought—out of his old self!"

The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur. Winding around and between countless islands, at times running close under the lee of huge granite eliffs—now passing the swift foaming White River, where it mingles with the Yukon—then Stewart River and Indian River—there is not a single mile of the way but holds vivid interest.

Pitching quoits—music—dancing—cards—and all the other amusements popular aboard ship pass the time quickly in good fellowship.

The Midnight Sun

And the light of the Midnight Sun! At White Horse you sat in your window at two o'clock in the morning—listening



Bird's-Eye View of Dawson, Y. T.

through the bluish white light to the faint roar of the distant rapids. The fragrance of flowers drifted in and out with the cool night breeze.

Now—out on the vast sweep of the Yukon—at midnight—with the sun hanging just below the horizon—no sound but the throbbing engines, the swish of the waters as the steamer slips through. That is an experience! Shortly the sun peeps above the mountains astern—just a dip it has taken from sight, leaving a glimmering rosy light over the river, the mountains and hills.

Passing the mouth of the Klondike River, the steamer makes a landing at the dock a short distance beyond. The Dawson journey is at an end. Up from the docks and warehouses the



Yukon River at Selwyn Creek



The Midnight Sun at Dawson

White Pass & Yukon Route

city stretches to the flower-strewn hills. Of this wonderful city we have already spoken. From a turbulent tent community it has developed in but a few years to a well-ordered, modern city with telegraph, telephone, electric lights, water works, daily newspaper, excellent hotels. Near at hand, within easy side-trip distance, are the famous gold-bearing creeks—Bonanza, Eldorado, All Gold, Gold Bottom and the others.

TO FAIRBANKS.

Crossing and Re-crossing the Arctic Circle.

The tourist who can afford the time will find the trip beyond Dawson, down the Yukon River, 700 miles, and up the Tanana River, nearly 300 miles, to Fairbanks, extremely interesting. En route to and from Fairbanks the Arctic Circle is crossed and re-crossed, and here the midnight sun can be seen in all its northland glory.

Stops en route are made at various points, among which is Fort Yukon, six miles north of the Arctic Circle. Here, in 1846, an old trading-post was located. Some of the log buildings erected at the time are still standing. Various Indian villages are passed on the way down to the Tanana River. Thence the ascent of this river is made to Chena, 263 miles from the mouth of the river. During the favorable stages of water the steamers run between Chena and Fairbanks. Otherwise connections are made at Chena with the Tanana Valley Railroad for Fairbanks and the various mining centers in the district. Eighty miles up the Tanana River is Hot Springs, a small settlement, which takes its name from the Hot Springs located here, and which are said to possess curative properties. Here agriculture is carried on.

Fairbanks is the largest city and one of the most picturesque places in the interior of Alaska and is the chief supply point for this rich and extensive placer and gold quartz mining district. Fairbanks, like Dawson, is connected with the outside world by telegraph. It has daily newspapers, good hotels, a water system, electric lights, etc.



Eagle's Nest, Yukon River



Fourth of July Celebration, Fairbanks, Alaska

THROUGH THE LAKES FROM CARIBOU TO ATLIN

From Skaguay to Caribou, and from thence through a chain of sapphire lakes, mountain and forest-girt, eighty miles to Atlin—there is a rare jewel of a trip! The cost is moderate and it takes but little time—but there is more of sheer beauty packed into that short distance than can be found in any other place in the world.

Winding through Nares or Tagish Lake the steamer traverses Windy Arm to enter Taku Arm, a beautiful sheet of water, almost completely shut in by the most inspiring mountain scenery. A splendid view is afforded of Jubilee Mountain, which reaches its snow-crowned head thousands of feet into the clouds. Islands and promontories, bays and inlets are passed in rapid succession.



Tagish Lake—On the way to Atlin

White Pass & Yukon Route



Mt. Wells, Copper Island Narrows, Lake Atlin

After steaming through beautiful Golden Gate and up Taku Inlet, the boat makes a landing at Taku, where a short portage by rail along the bank of roaring Atlin River brings the tourist to Atlin Lake—"Atlin the Beautiful!" of which an English traveler writes:

"Atlin scenery is something peculiar to itself. I have seen nothing like it in all my travels and all those who have seen it agree as to this. There is something so grand and restful about it all; so soft and so peaceful, and yet so magnificent. Atlin is peaceful and in its glory, and, to complete it all, the Autumn tints were at their best, and only seeing these tints is to believe in the sight of nature run riot in color.

And no two mountains were alike in their blaze of color. In some the deep crimson red—in others a beautiful deep green,



Steamer "Scotia," Mouth of Hoboe Creek, Lake Atlin

relieved by the crimson hues, were the dominant tone, and still in others the glowing yellow of the poplar would most attract your eye. In addition to all this beauty of color the marvelous effects of the atmosphere were strikingly lovely—soft, yet as clear as crystal. Indeed, there were some of the effects of a crystal prism in this feast to the eyes—all the colors of the rainbow were there. The mountains nearest us showed their vivid red and crimson hues without stint, overpowering all, but, as they receded, the yellow of the poplars stood out vividly on the green of the firs, and the crimson hues became softer in tone, and still further on the atmosphere gave a purple hue to all this coloring, and again still further on, for you can see fifty miles of mountains on Atlin Lake, the mountains gradually lost their purple tint until in the distance they became the deepest of deep blue in color.

* * *

Words fail to describe the beauty of the scenery. I have twice been to Atlin before the Autumn tints came, and I then thought it as beautiful a spot as there is in the world and unique in its own natural charms, but now that I have seen Atlin in its real glory of color I would advise all who would like to see perfect scenery, with perfect coloring, to be in Atlin towards the end of August, when Autumn turns the leaves. On Atlin Lake there are some large islands with high mountains and peaks, all of which are crowned with snow, and for a whole day the "Scotia" was at times slipping through narrow passages scarcely roomy enough for it to pass through, and at times gliding along broad channels with great mountains on each side of us, at their best with these beautiful tints, then through inlets and channels with precipitous rocks, and with glaciers and snow thousands of feet almost perpendicularly above us. And the reflections! From photos which were taken when the wind was calm, one cannot tell which way to turn the pictures and which is the real mountain and which is the reflection, and the vividness of color so reflected doubles the glory of the scene."



Cathedral Mountain, Lake Atlin

White Pass & Yukon Route



White Horse, Y. T.

The Ideal Spot for a Vacation

It is six miles by steamer across this wonderful lake to the little city of Atlin, the base of supplies for the richest hydraulic mining camp in British Columbia.

There is an indescribable tonic effect in the Atlin climate that will eventually make it one of the world's greatest summer health resorts. The air is dry, cool, crisp, and invigorating. The elevation is just right. The scenery is marvellous. It seems as though Nature put all her wits together to make a summer paradise when she came to Atlin.

There are numerous interesting side trips. A stage ride of a few miles over a smooth gravel road, up Pine Creek to Pine City or Discovery, affords an opportunity for inspecting hydraulic mining operations at close range. Within a short

distance are beautiful Pine Creek Falls and Surprise Lake—a surprise indeed in its mystic Northland beauty.

The trip to Atlin taken by day is glorious—taken at night, in the subdued splendor of the Midnight Sun, surrounded by giant, snow-crowned peaks, leaving a purple trail across the sapphire waters—it is beyond description!

In speaking of the Atlin trip one tourist writes:

"I have been to Switzerland several times and I have been over most of this continent and Europe, but never have I beheld such an ever-changing and ever-interesting panorama of mountains and lakes.

"The trip to Sitka and Skaguay is certainly worth while, but if I had gone no farther than Skaguay, I would have thought my tour at least partially in vain, for I would have missed wonderful Atlin Lake—where the rivalry of the Swiss Alps, the Canadian Rockies and the Italian lakes seems to meet in one supreme effort at scenic climax."

Nowhere on the continent can be found a more ideal spot for spending the vacation time, and the White Pass & Yukon Route has now under construction, after design by eminent architects, a unique hotel on the shores of Lake Atlin, commanding enchanting scenery from every side. It will have every modern convenience and will afford an ideal home for the summer months.

Those who delight in boating, hunting and fishing, will find abundant opportunity to indulge in their favorite pastime and for the golfer it is the intention to lay out a golf course near by. Every effort will be made to contribute to the enjoyment of the patrons of the hotel. Those seeking rest from the strain of business or social cares will here enjoy a complete change of scene combined with a summer climate and bracing pure air, and should return from the vacation feeling fit to surmount any obstacle.

What Clothes To Take

By all means don't burden yourself with heavy clothing. By way of comparison it might be noted that the summer



Atlin Inn—The New Tourist Hotel Now Under Construction by the White Pass & Yukon Route at Atlin



Windy Arm

White Pass & Yukon Route

temperature of Skaguay and Dawson runs on an average from about 55 to 75 degrees, while that of cities like Chicago, New York and St. Louis runs from 70 to 90 degrees.

It is well to provide one's self with a steamer rug for the boat trips, a medium weight overcoat or wrap, walking shoes for any intended tramps ashore, and medium weight underwear, such as you would usually wear in the late spring. You will never encounter cold weather in Alaska during the summer. You merely escape the sultry heat of more southern points. Travelers who have visited many lands say there is no more bracing, no more delightful summer climate in the world than that offered by Alaska and the Yukon.

HOTELS

With the exception of the Pullen House at Skaguay, all of the hotels at Skaguay, Caribou, White Horse, Dawson and Fairbanks are run on the European plan. Rates are from \$1.50 to \$3.00 per day. Some of the hotels have rooms with connecting bath. All contain modern toilet and bathrooms, as well as rooms with running hot and cold water. Dining rooms are usually operated in connection with the hotels. Meals from fifty cents to seventy-five cents each, except when the service is a la carte.

Rates at the Pullen House, Skaguay, American Plan, \$2.50 to \$3.00 per day for single rooms. Suites with connecting bath, \$7.00 to \$10.00 per day for two persons.

At Atlin, as already stated, the White Pass & Yukon Route, has now under way a first-class tourist hotel that will compare with the best summer resort hotels of its size anywhere in the United States and Canada.

In short, the hotels throughout, both as to convenience, meals and service, will, everything considered, be found much better than one usually finds in the smaller towns in the United States and Canada.



Dining Room on one of the White Pass & Yukon Route River Steamers



Field of Oats at U. S. Experimental Farm, Fairbanks, Alaska, which produced 115 bushels per acre, season of 1912

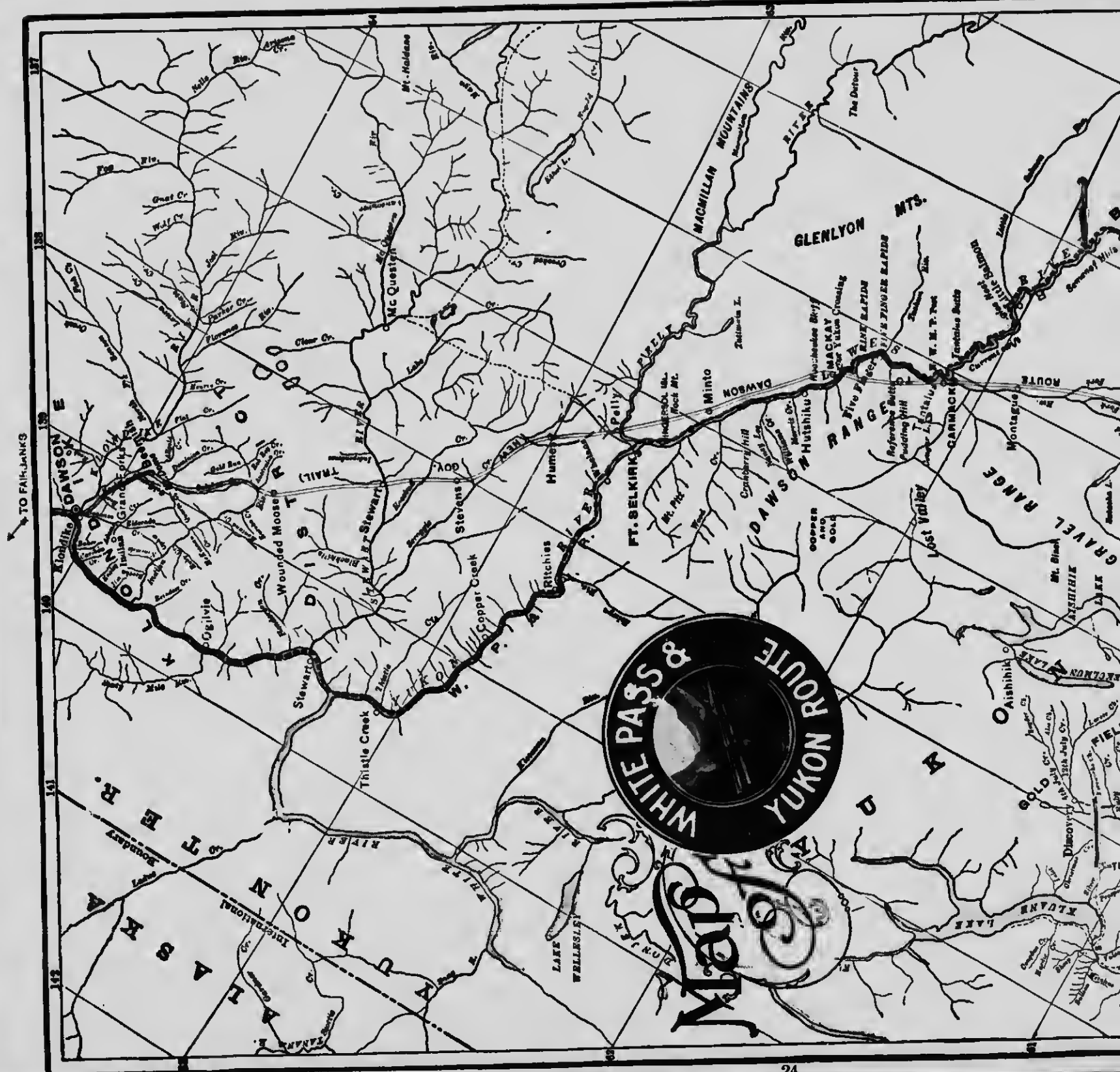
ALASKA AND THE YUKON COMING INTO THEIR OWN ("Alaska," Translated, Means "The Great Country")

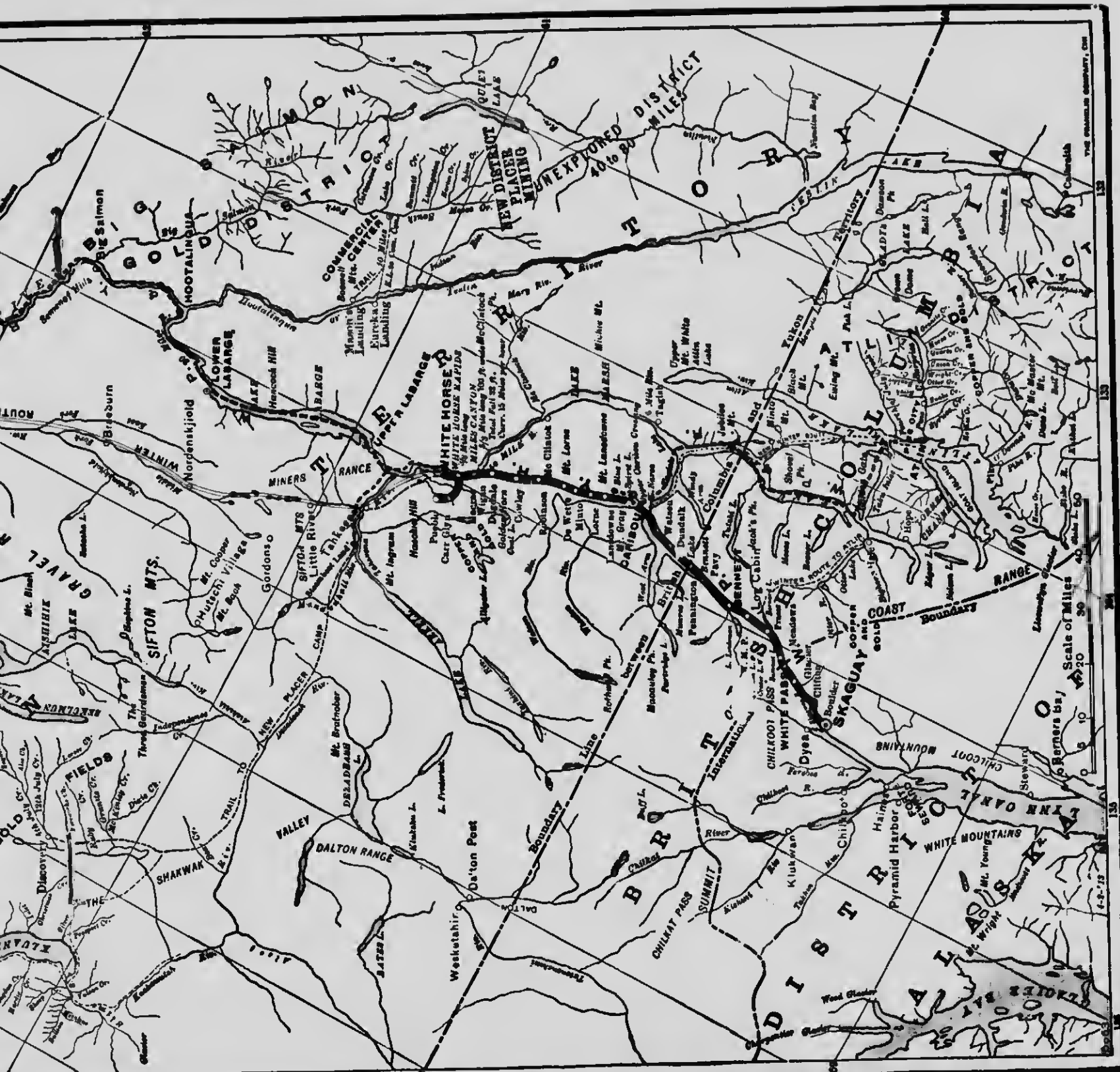
Bought from Russia in 1867 for \$7,200,000, Alaska has since that date produced over \$446,600,000 in gold, silver, copper, coal and other minerals, in furs and fisheries—a tremendous return on the investment! Mind, this is Alaska alone. Add to these figures the marvellous mineral and fur wealth of northern British Columbia and the Yukon Territory. Truly, this is a great country!

Ten years ago the entire region was a wild, almost untried country. To-day we find orderly, thrifty, modern cities, railroads, steamship lines, the telegraph and telephone, electric lights, comfortable hotels, charming homes.



Summer in Fairbanks, Alaska





White Pass & Yukon Route



Big Bend in the Alsek—On the way to the Big Game Country

Not only as a wonderland for the tourist, but as a place loved by men and women because it is their home—Alaska and the Yukon are coming into their own.

Robert Service sang well and truly in the words:

"Lofty I stand from each sister land, patient and wearily wise,
With the weight of a world of sadness in my quiet, passion-
less eyes;

Dreaming alone of a people, dreaming alone of a day,
When men shall not rape my riches, and curse me and go away,
Making a bawd of my houny, fouling the hand that gave—
Till I rise in my wrath and I sweep on their path and I stamp
them into a grave.

Dreaming of men who will bless me, of women esteeming
me good,
Of children born in my borders, of radiant motherhood,
Of cities leaping to stature, of fame like a flag unfurled,
As I pour the tide of my riches in the eager lap of the world."

That day has come. Service sang well. The silent North-land has at last won from the world that recognition which long has been her due.

Her fisheries are the richest in the world—her fabulous mineral wealth is a byword among men of all nations—her citizenship is made up of the best type of American, the pioneer who blazes the trails of civilization. One man in the North produces as much wealth as fifty in the Philippines, or 150 in Cuba. There are tens of thousands of men and women and children in Alaska, the Yukon Territory and Northern British Columbia to-day. They are a brave, eager-eyed people who look forward.

Yes, truly the Northland is coming into her own. And those who visit the splendors of her lakes and rivers, her mountains and glaciers, her forests and flowers, her mines and fisheries, come back with a heart big with the bigness of a great, new country.

A SUPERB SUMMER CLIMATE

It is the kindly warmth of the Japan Current as it crosses the North Pacific from Southern Japan, bathing the Alaskan shores, that is largely responsible for the delightfully warm summer climate. Just as the Gulf Stream warms the coast of Maine, so the Japan Current warms Alaska—only the Japan Current hugs the coast farther north.

Moreover, there is an amazing amount of sunlight in Alaska and the Yukon Territory during the summer months. At White Horse and Dawson, and farther north, the sun practically never sets. Baseball games start at ten o'clock in the evening. Tennis and other sports are enjoyed after the time when darkness has settled over the United States.



A White Pass & Yukon Route Passenger Train, Showing Parlor-Observation Car in Rear

White Pass & Yukon Route

Agriculture In the Northland

One evidence of the clemency of the climate is the surprisingly rapid increase in agricultural produce. Along the southeastern coast and in the Yukon, Tanana and other valleys, potatoes, beets, carrots, turnips, rutabagas, cabbages, winter barley, wheat and oats are all raised successfully.

Skaguay, Dawson and Fairbanks hold exhibits of vegetables and flowers that are unequalled anywhere in the United States or Canada.

Hunting and Fishing

It is safe to say that there is no greater hunting and fishing region anywhere in the world than Alaska, the Yukon Territory and northern British Columbia. Many districts afford practically virgin territory.

The country along the White Pass & Yukon Route abounds in large and small game—the streams, rivers and lakes are full of fish. The principal varieties of large game are caribou, moose, bear, mountain sheep and goats.

Information as to the game laws, guides, horses, launches, etc., etc., and the various districts where the different kinds of game and fish are found, will be furnished on request.

OPPORTUNITIES FOR MINING INVESTORS

The White Pass & Yukon Route invites the attention of investors to the various mining districts along its lines.

The Atlin, Klondike and Fairbanks Districts contain large areas that can be profitably worked by dredges, steam shovels and hydraulic.

The copper and coal properties in the vicinity of White Horse, and the silver, copper and gold quartz properties along the Windy Arm near Caribou, and in the Wheaton River Valley near Robinson, offer special opportunities for investments.

The White Pass & Yukon Route will gladly afford those interested in mining in the territory contiguous to its lines, the



Two Klondike Gold Dredges, among the Largest in the World

benefit of any advice or help it can extend through any mining engineer in its employment.

MINING DISTRICTS

Reached by the White Pass & Yukon Route and Connections in British Columbia and the Yukon Territory

THE ATLIN GOLD DISTRICT is in the extreme northern part of British Columbia, adjoining the Yukon Territory. The various creeks are easily reached by stages from Atlin City, which is the principal supply point.

THE WINDY ARM MINING DISTRICT is contiguous to Windy Arm, a southerly branch of Lake Tagish. It extends over both



The White Pass & Yukon Route takes you to the Sportsman's Paradise



Duck Hunting near Dawson



The "Big Horn" are Pientiful in the White Pass & Yukon Route Big Game Country



White Pass & Yukon Route



sides of the boundary line between British Columbia and the Yukon Territory. Conrad, Canyon, Boundary and Silverdale are local points along the shores of Windy Arm.

The other districts along the route to Atlin are Golden Gate and Taku. All of these points are reached by train from Skaguay to Caribou, thence by lake steamer.

THE ALSEK DISTRICT, including the Kluane Lake and Bullion Creek camps, are northwest of White Horse. The creeks are easily reached from White Horse by wagon or the new Government trail.

THE BIG SALMON DISTRICT is reached by steamer from White Horse up the Hootalinqua River to Eureka Landing, from which point trails lead to the different creeks.

THE STEWART RIVER DISTRICT is adjacent to the Klondike District. The chief distributing center is Mayo Landing, which is reached by steamer from Dawson.

THE KLONDIKE GOLD DISTRICT includes all the creeks tributary to the Klondike, Indian and McQuestion rivers, and covers an area of about 800 square miles. All of the creeks are readily reached by the Klondike Mines Railway and stages connecting with same, or by stage all the way from Dawson.

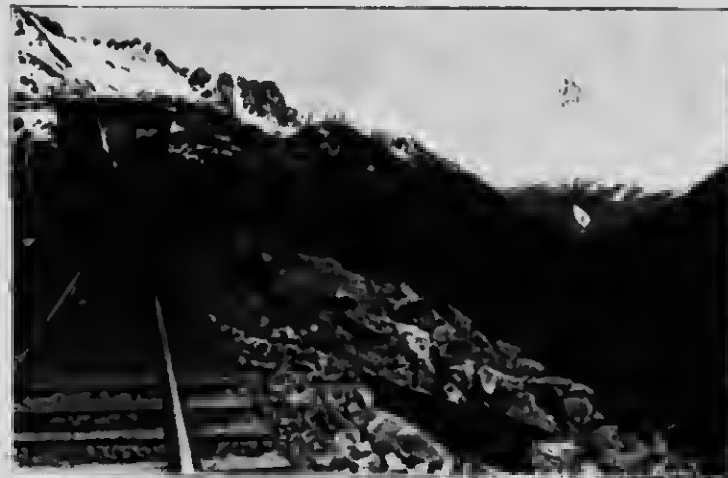
The Klondike Mines Railway is in operation between Dawson and Sulphur Springs, affording passenger and freight service during the summer season.

Dawson City is the capital of the Yukon Territory and is the largest distributing point. Particulars as to the train and steamer service to Dawson are given in the following pages.

THE FORTY-MILE DISTRICT embraces the creeks tributary to the Forty-Mile River, at the mouth of which is located the town of Forty-Mile. The latter is reached by steamer from Dawson.

In Alaska

The steamers of the American Yukon Navigation Company, operating on the Lower Yukon River, reach all of the mining camps along the Yukon River and its tributaries between Dawson and the mouth of the Tanana River, and along the



Inspiration Point—Photographed at Midnight

Tanana River between Tanana and Fairbanks, including Eagle, Circle, Rampart, Tanana, Hot Springs and other points. At Tanana connections are made for Ruhy, Iditarod, Innoko and Koyukuk River districts.

The Ruby district, of which the town of Ruhy is the chief center, located about 170 miles below Tanana, while only recently discovered, gives every promise of becoming a rich placer field.

The Fairbanks district embraces the rivers and creeks tributary to the Tanana River; a description of it has already been given.

All of these districts can be reached earlier and later in the season, and at all times quicker, via the White Pass & Yukon Route and connections than via any other line or route.



Yukon River Indian Boy and Dog



Hydraulic Mining in the Klondike



A Prospector in the Klondike

White Pass & Yukon Route



A Field of Potatoes Raised in the Klondike

OCEAN STEAMER SERVICE TO SKAGUAY.

An excellent passenger steamship service is maintained between Seattle and Skaguay by the Alaska Steamship Company, the Pacific Coast Steamship Company, and the Humboldt Steamship Company, and between Victoria, Vancouver and Skaguay by the Canadian Pacific Railway Company, affording a sailing during the greater portion of the year, every two or three days from Seattle and every week from Victoria and Vancouver. The service during the summer months is continued through the winter, but the sailings are not so frequent.

During the summer season some of the steamers run on an excursion itinerary, stopping at all of the interesting ports along British Columbia and Alaska, including Sitka, Metlakahtla, etc., as well as Taku and Davidson Glacier.



Scene on Tagish Lake

Passengers holding round trip tickets to Atlin, Dawson and Fairbanks will be granted a stop-over privilege at Skaguay by the above-mentioned steamship companies.

All of the passenger steamers running to Skaguay contain comfortable two-berth rooms, serve excellent meals and maintain a first-class service.

Full particulars as to sailing date, ports of call, service, etc. of the various steamship lines running to Skaguay gladly furnished on request.

TIME TABLE

Rail Division White Pass & Yukon Route

Northbound		Distance from Skaguay	STATIONS		Southbound	
No. 1 Daily Ex. Sunday					No. 2 Daily Ex. Sunday	
* 9.30	0.0	Lv	SKAGUAY	Ar	4.35 pm	
11.55	20.4	Ar	WHITE PASS	Lv	3.05 pm	
12.05		Lv			Ar	3.00 pm
12.45	32.4	Lv	Log Cabin	Ar	2.20 pm	
1.15	40.6	Ar	† BENNETT	Lv	1.45 pm	
1.40		Lv			Ar	1.20 pm
3.10	67.2	Lv	CARIBOU	Ar	11.40 am	
5.50	110.4	Ar	WHITE HORSE	Lv	9.30 am	

*Alaska Time—one hour behind Pacific Time.

†Meal Station.

RIVER AND LAKE STEAMER SERVICE.

To Atlin.

The steamer "Gleaner" is scheduled to leave Caribou every Tuesday and Friday morning, and is due to arrive at Atlin



Interior of a White Pass & Yukon Route Parlor-Observation Car

White Pass & Yukon Route



Shooting White Horse Rapids "With the Fear of Death for Pilot"

the same evening. Returning from Atlin the steamer is due to leave Wednesday and Sunday evenings and arrive at Caribou the following morning. This schedule will permit passengers taking a daylight trip through the beautiful mountain-girt lakes to Atlin.

To Dawson

The steamers Casca, White Horse, Dawson and Selkirk, affording an exceptionally good passenger service, are scheduled to leave White Horse for Dawson Mondays, Wednesdays and Fridays at 8.00 P.M., and are due to arrive in Dawson about forty-eight hours later. Returning from Dawson these steamers are scheduled to leave Tuesdays, Thursdays and Saturdays and arrive at White Horse about four and one-half days later.



A Skaguay Flower Garden

In addition other boats will be operated as necessity may require.

To Fairbanks

By the opening of navigation, 1913 (about June 1st,) the American Yukon Navigation Company will have two new steamers in operation between Dawson and Fairbanks and intermediate points, affording the fastest passenger and freight service ever given beyond Dawson. A steamer is scheduled to leave Dawson and Fairbanks every week, connecting at Dawson with the river steamers from White Horse. For safety, comfort, speed and high-class service, these river steamers from White Horse to Fairbanks will excel all other steamers on the Yukon River.

To get the best possible service and avoid paying higher local rates buy through tickets to Fairbanks or intermediate points via the White Pass & Yukon Route.

These schedules will be adhered to as closely as possible, but the company may make such changes as necessity and conditions may require and of which no notice can be given.

APPROXIMATE TIME FROM AND TO SEATTLE OR VANCOUVER, TO AND FROM WHITE HORSE, ATLIN, DAWSON AND FAIRBANKS

†Seattle or Vancouver to Skaguay by sea.....	3 to 4 days
Skaguay to White Horse by rail.....	8 hours
Caribou to Atlin, steamer.....	14 hours
White Horse to Dawson, steamer—downstream	2 days
Dawson to Fairbanks, steamer—downstream	
to Tanana and upstream to Fairbanks.....	4 days
Fairbanks to Dawson, steamer—downstream	
to Tanana and upstream to Dawson	5 days
Dawson to White Horse, steamer—upstream	4½ days
†Skaguay to Seattle or Vancouver.....	3 to 6 days

†Time depends on whether steamer runs on an express or excursion schedule, number of calls made, and whether steamer stops at Sitka southbound.



A Load of Hay—Grown in the Tanana Valley, Alaska, near Fairbanks

White Pass & Yukon Route

Thus allowing for connections with ocean steamers at Skaguay, and the boats at Caribou, White Horse, Dawson and Fairbanks, the time necessary for the round-trip tours from and to Seattle or Vancouver will be approximately as follows:

TO ATLIN and return, including side trip to White Horse, a day or two in Atlin and at Skaguay.....	16 days
TO DAWSON and return, including a stay of one or two days in Dawson.....	22 days
TO FAIRBANKS and return, including stay of a few days in Dawson and Fairbanks.....	31 to 35 days

To the foregoing should of course be added such additional time as the tourist may wish to spend at any particular place within the limit of his ticket.

SPECIAL SUMMER EXCURSION RATES

To Atlin, White Horse, Dawson and Fairbanks

Special round-trip excursion rates from Skaguay will be in effect as follows:

To Atlin and return (including side trip to White Horse), from opening of navigation on the lakes, about June 5th, until September 30th.

To Dawson and return, from opening of navigation, about June 5th, until August 31st.

To Fairbanks and return, from opening of navigation, about June 5th, until August 31st.

Rates and information regarding sailing dates of steamers from Seattle and Vancouver furnished on request.

A representative of the White Pass & Yukon Route will call anywhere in the United States or Canada and arrange for special parties contemplating taking a trip to either of the above-mentioned places.



Among the Crevasses of Denver Glacier

To the Summit of White Pass and Lake Bennett

Tourists who are unable to take the trip to either Atlin or Dawson should not fail to avail themselves of the opportunity of taking the railway ride to the summit of White Pass or Lake Bennett, while the ship is discharging her cargo at Skaguay.

The following low round-trip excursion rates will be in effect during the summer season:

Skaguay to the summit of White Pass and return, \$5.00
 Skaguay to Lake Bennett and return..... 7.00

Tickets will be good on the regular trains. For time of departure and arrival at Skaguay, White Pass and Bennett, see time table.



Shooting Mills Canyon before the Railway was Built



Tourist Excursion Train near Rocky Point

White Pass & Yukon Route

Special excursion trains will be run from Skaguay to the summit of White Pass and Lake Bennett and return for parties of fifteen or more. Rates are the same as on the regular trains.

Baggage Regulations

1. One hundred and fifty (150) pounds of baggage, consisting of wearing apparel and personal effects of passengers necessary for their journey, will be carried free for each passenger presenting a valid full ticket, or pass, and seventy-five (75) pounds for each passenger presenting a valid half ticket. All weight in excess of these amounts will be charged for at current tariff rates. A half-fare ticket presented in connection with a half-fare Clergyman's permit will, for the purpose of checking baggage, be considered as a full ticket. Articles that may be checked are trunks, valises, medium-sized boxes, miners' and emigrants' bags, camp equipage (if in checkable form), telescopes, tool chests (if in good order and not exceeding 250 pounds in weight), properties of theatrical companies (including pianos or organs, if not in excess of 250 pounds each in weight), if in checkable form.

Articles that will not be received or checked are paper packages, bundles in shawl straps, band boxes, bird cages, fruit, merchandise, explosive matter, desks, machinery, game and fish unlawfully killed, caught or shipped, or unaccompanied by owner, household goods, boats or canoes, deer heads or horns, jewelry, and goods of extraordinary value, or other miscellaneous articles that cannot be handled and loaded as ordinary baggage. Owners will apply to express companies regarding transportation for same.

2. Dogs may be carried as baggage, under excess baggage checks at regular excess baggage rates at estimated weight of fifty pounds per dog.

3. Bicycles, tricycles and baby carriages will not be carried as a part of free allowance of baggage; but may be transported as excess baggage. The minimum rate for such articles, whether crated or not, will be the same as for fifty pounds of excess baggage. If the weight thereof exceeds fifty pounds, actual weight will govern at regular excess baggage rate. Bicycles enclosed in trunks are not subject to the above, but are regarded as baggage proper.

4. No piece of baggage weighing in excess of 250 pounds will be accepted.

5. This Company will not be responsible for baggage left on the wharf or station platform, nor in the baggage room, if the baggageman is not present to receive the same.

6. Baggage will be checked only on presentation of passage ticket, and in no case beyond the destination thereof. Baggage will not be checked short of destination of ticket.

7. Charges for excess baggage and for transportation of bicycles or baby carriages must be prepaid.

8. The Company will not carry baggage of value greater than \$100 without payment of additional charge for the excess value.

9. Each piece of baggage left on the Company's premises, whether checked or not, will be subject to storage charges after the first forty-eight hours.

10. A corpse must be accompanied by an escort provided with full-fare first-class passenger tickets for each, and permit for corpse from the local health officer, properly made out and in conformity with the laws as printed on permit; if cause of death indicates a contagious or communicable disease shipment cannot be accepted for transportation without the territory, unless it has been embalmed by party holding license issued by the Board of Health.

The shipment of bodies dead of smallpox, Asiatic cholera, yellow fever, typhus fever or bubonic plague is absolutely prohibited under any circumstances. When it is desired to ship a corpse dead of any other disease, application should first be made to the local health officer for a permit.

BAGGAGE CHECKED THROUGH TO ATLIN, DAWSON OR FAIRBANKS

11. Baggage can be checked through from Puget Sound and British Columbia ports to Atlin, Dawson or Fairbanks via the White Pass & Yukon Route without undergoing inspection by customs officers at Skaguay, provided that passengers hold through tickets, and after it is once checked at starting point (during season of navigation) passengers are not annoyed by customs inspection or re-checking until arrival at destination where all baggage from United States points is subject to inspection. Baggage originating at British Columbia points can be corded and sealed and sent through Alaska in bond without inspection. Baggage originating at United States ports destined to points in Alaska on the lower Yukon River below Dawson can go through to destination in bond without inspection.

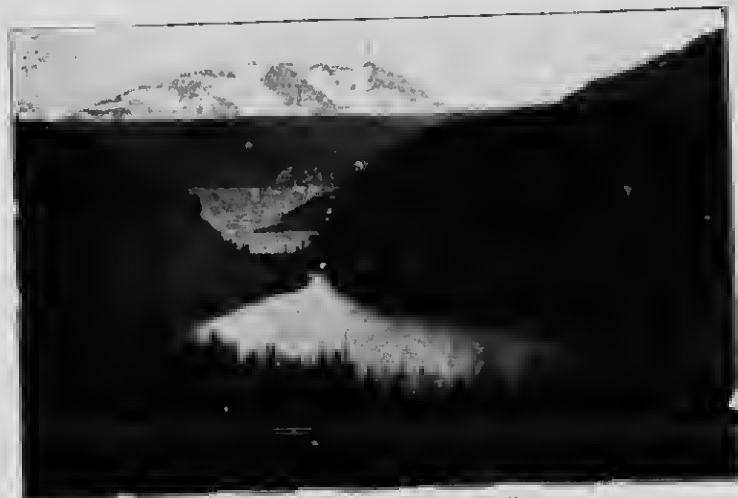


White Pass & Yukon Route Winter Stage en route to Dawson

Winter Service to Dawson

During the season navigation is closed the White Pass & Yukon Route operates a first-class four-horse stage line between White Horse and Dawson, carrying passengers, mail, express and freight, running on a schedule of five to five and one-half days. Relays are made about every twenty miles, thus insuring fresh horses for the entire trip, and permitting schedule time to be maintained. The stages used are very comfortable and are provided with plenty of fur robes, foot warmers, etc. The passengers travel during the daytime only, stopping over night at one of the many well-appointed road-houses along the trail.

The distance between White Horse and Dawson via the trail is 330 miles; the location is shown on the map.



Llewellyn Glacier, Lake Atlin

White Pass & Yukon Route



Field of Wheat at U. S. Experimental Farm, Fairbanks, Alaska, which produced 87 bushels per acre, season of 1912

We are operating, experimentally, one automobile, and when trail is widened and made better we will ultimately use automobiles exclusively.

Further particulars as to the stage service and information in regard to passenger and freight rates will be furnished on request.

Telegraph Service

Commercial telegraph service is maintained over the lines of the White Pass & Yukon Route between Skaguay and White Horse.

Practically all the mining camps in Alaska, the Yukon Territory and northern British Columbia, can now be reached



The Yukon at Five Fingers

by telegraph, via the lines of the United States and Canadian Governments, with which the lines of the White Pass & Yukon Route make connections, thus putting this part of the American Continent in telegraphic communication with all parts of the world. Night letters can be sent via the Canadian Government and White Pass & Yukon Route lines.

The Wells Fargo Express Company

The Wells Fargo Express Company operates over the lines of the White Pass & Yukon Route, and carries on a general express business; issues money orders, makes collections, carries gold dust, bullion, coin, currency, valuable papers, etc.

For information as to rates apply to local agents of the Company, or to agents of the White Pass & Yukon Route.

TABLE OF DISTANCES Via the White Pass & Yukon Route From Skaguay to

	MILES		MILES
San Francisco.....	1,803	Little Salmon River.....	271
Seattle.....	1,000	Five-Finger Rapids.....	337
Victoria.....	927	Rink Rapids.....	343
Vancouver.....	867	Selkirk.....	393
Summit.....	21	White River.....	491
Bennett.....	41	Stewart River.....	501
Caribou.....	68	Sixty-Mile River(Ogilvie)	524
Conrad (Windy Arm)....	80	Dawson.....	571
Golden Gate.....	127	Forty-Mile.....	624
Taku.....	142	Eagle City (Fort Egbert)	671
Atlin.....	150	Circle City.....	861
White Horse.....	111	Fort Yukon.....	948
Tahkheena River.....	123	Fort Hanlin.....	1,100
Mendenhall Landing....	207	Rampart.....	1,190
Head of Lake Labarge ..	136	Tanana (Fort Gibbon)...	1,271
Foot of Lake Labarge...	170	Hot Springs.....	1,341
Hootalinqua.....	201	Chena.....	1,551
Mason's Landing.....	226	Fairbanks.....	1,563
Eureka Landing.....	231	Ruby.....	1,431
Commercial Center		Mouth of Koyukuk.....	1,542
(Big Salmon Mines) 240		Holy Cross.....	1,815
Big Salmon River.....	236	St. Michael.....	2,172
		Nome.....	2,274

ALTITUDE ABOVE SEA LEVEL of various points along the White Pass & Yukon Route

	FEET		FEET
Skaguay (Broadway Sta.)	16	Atlin.....	2,200
Summit of White Pass...	2,885	White Horse.....	2,079
Log Cabin.....	2,916	Fort Selkirk.....	1,555
Bennett.....	2,158	Dawson.....	1,200
Caribou.....	2,164		



White Pass & Yukon Route



A SOUVENIR PACK OF "NORTHLAND" CARDS

The White Pass & Yukon Route has recently had a new issue of its de luxe playing cards prepared. On each card is a beautiful half-tone reproduction of a scene along the lines of the White Pass & Yukon Route in Alaska, British Columbia and the Yukon Territory—each card having a different picture.

These cards are of the finest enamel finish, gilt edged, and put up in a substantial leatherette case. They have proven favorites wherever shown, and may be had at 50 cents a pack. A sample card will be sent upon receipt of a two-cent stamp.

Residents of the United States will please address the GENERAL AGENT in CHICAGO or SEATTLE. Residents of Canada will please address the TRAFFIC DEPARTMENT, White Pass & Yukon Route, VANCOUVER, B. C.



A Reproduction of One of the Cards

LETTERS FROM THOSE WHO HAVE TAKEN THE TRIP

You who are considering taking the trip to Alaska should write at once for this collection of interesting opinions.

They tell of the magnificence of the scenery, of the comforts of the trip into the interior, and without exception express the sentiment that the best part of the trip would have been lost if they had gone no farther than Skaguay. They say "By all means go beyond Skaguay—see the interior." One or more of these letters may be from people you know, certainly several of them are from people of whom you have heard.

Send for "101 Opinions"—address either of the General Agents in Chicago or Seattle, or Traffic Department, White Pass & Yukon Route, Vancouver, B. C.

White Pass & Yukon Route

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GENERAL INFORMATION

Booklets and information as to rates, tickets, etc., promptly furnished on application to any of the above-mentioned agents or Traffic Department, White Pass & Yukon Route, Vancouver, B. C.





