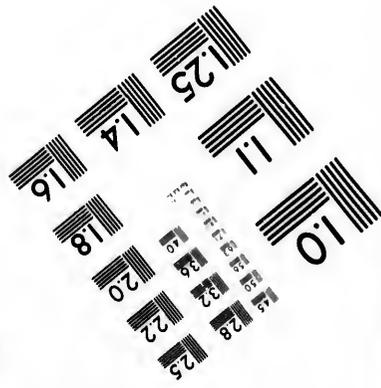
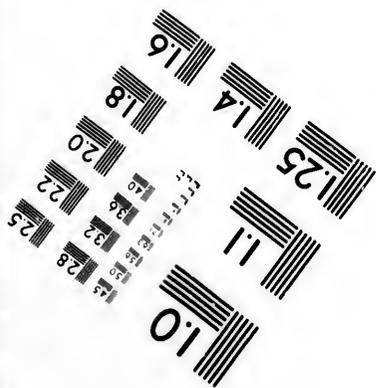
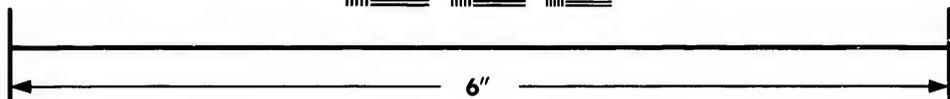
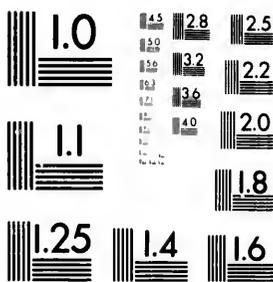


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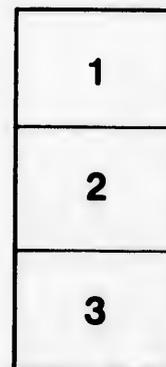
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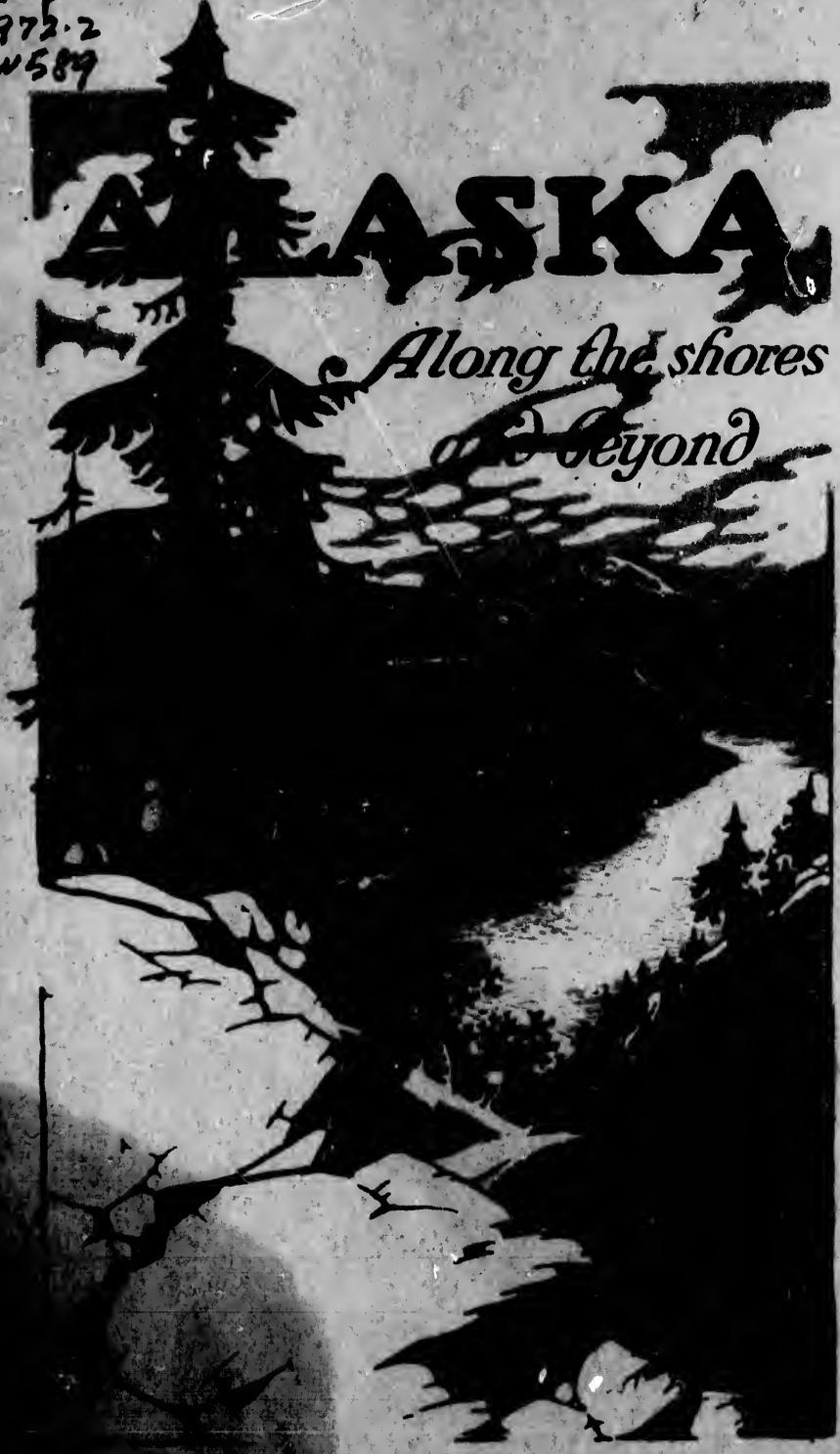
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ALASKA

*Along the shores
and beyond*



C243p. illus



ALASKA

Along the shores
and beyond

Issued by
Traffic Department
White Pass & Yukon Route
Vancouver B.C.

Herman Weig
General Agent,
Chamber of Commerce Bldg.
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White Pass & Yukon Route



"The ever-changing and ever-charming panorama of sea and mountain"



ALASKA — meaning "Great Country" — has indeed been rightly named. Not only is it great in area and natural resources, but in scenic grandeur it is the greatest of all countries, for here and in northern British Columbia and the Yukon Territory adjoining Alaska on the east, nature has painted her most magnificent pictures—now of a soft, wondrous beauty almost tropical in their setting of luxuriant verdure, then suddenly changing to one that is wild, rugged and forbidding but of inexpressible grandeur. But he who would enjoy to the full these marvelous nature pictures must go beyond the shores, and at Skaguay—the end of the north-bound voyage—the traveler has the only opportunity, not alone in Alaska but along the entire Pacific Coast north of Vancouver, of seeing the "inside" in perfect comfort by rail and connecting steamer. Leaving Skaguay by train, the tourist can take a trip to the summit of White Pass or to Lake Bennett, a

White Pass & Yukon Route



"All the way practically the route lies among the islands "

ride of but a few hours; or he can ride to White Horse, at the end of the railway, 111 miles, and there connect with steamers that will carry him in comfort—yes, even luxury—to Dawson City in the Golden Klondike. Should he wish to travel still farther he can take another boat at Dawson and continue his voyage down the great Yukon River to its mouth, to St. Michael and Nome, 1,700 miles from Dawson, and cross the Arctic Circle en route.

Realizing that there are comparatively few tourists who can spare the time necessary for so extended a trip as that to Nome and perhaps Dawson, we have inaugurated a shorter but decidedly attractive and delightful trip to Atlin in the northern part of British Columbia. It is reached by rail from Skaguay to Caribou—68 miles—thence by steamer—for a distance of about 80 miles—through a chain of beautiful mountain-girt lakes to Atlin—described by one traveler as "one of the beauty spots of the earth."

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White Pass & Yukon Route

Beginning with the construction of the White Pass & Yukon Railway in 1898, Skaguay became not only a port of call for all steamers, including the excursion steamers, plying on the Southeastern Alaska route, but eventually the most important port of all, for this is at present the only gateway to the interior that can be used the year around.

During the excursion season from about June 15th to August 15th, the Alaska S. S. Co., The Pacific Coast S. S. Co. and the Canadian Pacific Railway Co. will each operate two steamers on the route to Skaguay. The steamers during this period will run on an excursion itinerary.

In addition to making the regular ports of call, viz., Ketchikan, Juneau—the capital, the great Treadwell Gold Mine, Haines and Ft. Seward, many out of the way places will be visited. Among these are Sitka, Killisnoo, Wrangell and Metlakatla—the Indian village, also Taku and one or two other glaciers.

Whilst the steamers of the Canadian Pacific Railway Co. may not call at Sitka and one or two other ports in Alaska, they will call at various ports along British Columbia. These are picturesquely located on beautiful inlets and well worth a visit. One of the most interesting is Alert Bay, where some of the quaintest and most interesting totem poles in the North can be seen.

The steamers of the Alaska S. S. Co. and the Pacific Coast S. S. Co. will leave Seattle alternately about every three days. Those of the Canadian Pacific Railway Co. will leave Victoria and Vancouver about every fifth day.

The steamers will stop long enough at each port to permit the passengers to go ashore and see the many interesting sights. Women who wish to collect

White Pass & Yukon Route



Juneau—the capital of Alaska

Indian baskets and curios will find many opportunities to gratify their desire as the native Indians are always eager to exchange their handicraft for the tourists' surplus cash.

Most of the steamers of the companies mentioned contain two-berth rooms. The table and service will be found satisfactory in every respect.

Tourists purchasing round trip tickets from Seattle or Vancouver to White Horse and Atlin and return, have the privilege of returning from Skaguay on any steamer of these companies except the S. S. "Spokane" of the Pacific Coast S. S. Co. This steamer carries only continuous round-trip passengers and a stop over is not permitted.

It is an even 1,000 miles from Seattle to Skaguay and about 100 less from Vancouver, and—quoting from "Alaska and the Klondike," by J. S. McLain—"all the way practically the route lies among the

White Pass & Yukon Route



Beautiful Taku Glacier

islands which guard the western coast like pickets of the line, their lofty mountain peaks often obscured by the clouds of glistening white as the sunlight falls upon their snowy summits. The channels are deep, the waters green and dark and wonderfully phosphorescent at night, but quiet as an inland lake; and one may give himself over to the full enjoyment of the ever changing and ever charming panorama of sea and mountain, of crags and peaks and softly wooded slopes, or vegetation at the water's edge, dense and tropical in its luxuriance, suddenly cut off for a space where a rigid stream of ice and snow heading up among the mountain tops, fills the passes between and comes down almost to the water's edge—such contrasts does nature delight in that she plants her fairest flowers at the feet of her dead glaciers. Sometimes the water passes

White Pass & Yukon Route



Skaguay—the gateway to the interior

widen to several miles, and again they contract to a few hundred feet of narrow gorge where the deep green waters of the sea boil and foam and dash along the near-by rocky shores as the tide rushes in and out. * * *

“The inside passage is said to resemble very much the waters along the west coast of Norway * * * and it seems to me that when their attractions become known for what they are the ocean stretches of the archipelago between Puget Sound and the Lynn Canal are destined to constitute one of the most frequented summer playgrounds of the world, as they certainly are one of the most charming. * * * And not only is there the charm of scenery, such as our continent nowhere else affords, * * * but the hospitable and friendly native Indians, in their picturesque villages, are a source of unfailling interest. This archipelago is the land of the totem pole, whose grotesque and often hideous

White Pass & Yukon Route

carvings argues strongly for Asiatic origin of a people who are rapidly disappearing before the march of western civilization. * * *



"The train clings to the leaning wall of solid stone. A gulf of purple ether sinks sheer on the other side"

At Skaguay, which is reached the fifth day out, the northbound ocean voyage is at an end, and now begins the most interesting part of the trip to this fascinating northland.

Skaguay is a corruption of the Indian word Skagua—said to mean "The home of the north wind"—but during the summer the north wind seldom is at home.

Skaguay is the ocean terminus of the railway lines of the White Pass & Yukon Route. It is a busy, thriving little city, particularly during the summer season. It contains good schools, churches, and stores where all manner of merchandise can be purchased. It has several good hotels where rooms can be had with private bath. Rates on the American plan are from \$2.50 to \$3.50 a day and on the European plan from \$1.00 upward.

Skaguay, and the trip over the railway, thus interestingly is described by Mrs. Ella Higginson in her book "Alaska," published by the Macmillan Co.:

"Here—at the mouth of the Skaguay River—with its pretty cottages * * * with flower gardens

White Pass & Yukon Route

beyond description and boxes in every window scarlet with bloom; with cascades making liquid and most sweet music by day and irresistible lullabies by night, and with snow peaks seeming to float directly over the town in the upper pearl-pink atmosphere — is Skaguay, the romantic, the marvelous, the town which grew from a dozen tents to a city of fifteen thousand people almost in a night, in the golden year of ninety-eight. * * * *

“On all the Pacific Coast there, is not a more interesting, or a more profitable, place in which to make one’s headquarters for the summer, than Skaguay. More side trips may be made, with less expenditure of time and money, from this point than from any other. Launches may be hired for expeditions down Lynn Canal and up the inlets, whose unexploited splendors may only be seen in this way; * * * while by canoe, horse, or his own good legs, one

may get to the top of Mount Dewey and to Dewey Lake; up Face Mountain; to Dyea; * * *

“The famous White Pass Railway, * * * which is one of the most wonderful engineering feats of the world, may be taken for a trip which



“The steel cantilever bridge which seems to have been flung ** from cliff to cliff 215 feet above the river”

White Pass & Yukon Route



"Hundreds of feet below, the river roars through its narrow banks"

is in itself worth going a thousand miles to enjoy. Every mile of the way is historic ground. * * * The town of Skaguay itself is more historic than any other point.

* * * * *

"At half-past nine of a July morning our train left Skaguay for White Horse. We traversed the

White Pass & Yukon Route

entire length of the town before entering the canyon.
* * * The scenery is of constantly increasing grandeur. Cascades, snow peaks, glaciers and overhanging cliffs of stone make the way one of austere beauty.

* * * * *

"It is a thrilling experience. The * * * train clings to the leaning wall of solid stone. A gulf of purple ether sinks sheer on the other side—so sheer, so deep, that one dare not look too long or too intently into its depth. Hundreds of feet below, the river roars through its narrow banks and in many places the train overhangs it. In others solid rock cliffs jut out boldly over the train.

"After passing through the tunnel, the train creeps across the steel cantilever bridge which seems to have been flung, as a spider flings his glistening threads, from cliff to cliff, two hundred and fifteen feet above the river, foaming white over the immense boulders that here barricade its headlong race to the sea.

* * * * *

"At the summit, twenty miles from Skaguay, is a red station named White Pass. A monument marks the boundary between the United States and *Yukon Territory. The American flag floats on one side and the Canadian on the other.

"After leaving the summit, the railway follows the shores of the river and the lakes, and the way is one of loveliness rather than grandeur. The saltish atmosphere is left behind, and the air tings with the sweetness of mountain and lake. * * *

"We did not reach an eating station until we arrived at the head of Lake Bennett. * * * The tables were provided with good food, all ready to be

* British Territory.

White Pass & Yukon Route



The summit of White Pass

eaten. * * * No twelve-course luncheon, with a different wine for each course, could impress itself upon my memory as did that lunch-counter meal.

* * * * *

"Lake Bennett dashes its foam-crested blue waves along the pebbly beaches and stone terraces for a distance of twenty-seven miles. At its widest it is not more than two miles, and it narrows in places to less than half a mile. It winds and curves like a river. The railway runs along the eastern shore of the lake, and mountains slope abruptly from the opposite shore to a height of five thousand feet. The scenery is never monotonous. It charms constantly, and the air keeps the traveler as fresh and sparkling in spirit as champagne.

"For many miles a solid roadbed, four or five feet above the water, is hewn out of the base of the mountains. * * * While in the distance, in every direction that the eye may turn, the enchanted traveler is saluted by some lonely and beautiful peak of snow. It is an exquisitely lovely lake. * * *

"The air in these lake valleys on a warm day is indescribably soft and balmy. It is scented with

White Pass & Yukon Route

pine, balm, cottonwood, and flowers. The lower slopes are covered with fireweed, larkspur, dandelions, monk's-hood, purple asters, marguerites, wild roses, dwarf goldenrod, and many other varieties of wild flowers. * * *

While riding along Lake Bennett, the boundary between British Columbia and the Yukon Territory is crossed at the 60° of north latitude, about midway between Bennett and Caribou stations. The short channel connecting Lake Bennett with Nares Lake is known as Caribou Crossing—for here the caribou used to cross in going to and from their feeding grounds. This stream is spanned by a drawbridge—the most northerly one on the American continent.

Here, too, is the town of Caribou, where connection is made with the steamer "Gleaner" for the Atlin country. This steamer is expected to leave Caribou on Mondays and Thursdays, and whether



Along the shores of Lake Bennett. "It is an exquisitely lovely lake"

White Pass & Yukon Route



Steamer "Gleaner" at Taku
Landing 3 o'clock in the morning

the tourist will continue the ride by rail to White Horse before going to Atlin, or visit White Horse when returning, will depend upon his time of arrival in Skaguay.

Continuing the trip by rail past numerous lakes and at times along the shores of picturesque rivers, the train continues northward until Miles Canyon is reached (within three miles of White Horse) where a stop is made to permit the passengers a view of this gorge made famous by the rush to the Klondike in '98. It is about five-eighths of a mile long, one hundred feet wide and has a total fall of thirty-two feet. The current attains a velocity of fifteen miles an hour.

They were indeed venturesome men who essayed to brave the seething waters of this canyon in fragile canoes and poorly built scows, and if they did pass through here in safety there was as great or even greater danger ahead of them, for hardly were they out of Miles Canyon before they would run into the dreaded White Horse Rapids.

White Pass & Yukon Route



Fishing at the mouth of the Atlintoo River

White Horse—at the end of the railway—has been tersely described as “A neat but busy Canadian village where everybody and everything is orderly.” It is located on the Lewes River, one of the main tributaries of the Yukon, and the head of steamer navigation. The passenger whose destination is Dawson, Fairbanks or Nome, changes here to one of the well-appointed steamers of the White Pass & Yukon Route. Good hotel accommodations can be had here at from \$4 per day and upward, on the American plan.

An interesting day can be spent in White Horse visiting the Rapids and the Canyon; and a trip to the copper mines, within from two to five miles from White Horse, is likely to prove of interest. Good fishing can be had in the near-by streams.

And now about the trip to Atlin: It is a voyage of some 80 miles, through a chain of lakes of wondrous northland beauty, in whose clear, blue waters are mirrored the snow-crowned peaks and the pine-clad hills lining the shores. These lakes are long and narrow, the shores always close at hand.

White Pass & Yukon Route



Young eagles photographed from life, near Atlin

Sailing from Caribou at about 5 or 6 o'clock in the evening, the steamer winds its way eastward through Nares and Tagish Lakes to Taku Arm, thence southward in Taku Arm, and through the beautiful Golden Gate into Taku Inlet, where it makes a landing near the mouth of the Atlintoo River. This short but turbulent stream connects Lake Atlin with Taku Inlet, but, in consequence of its being unnavigable, a transfer is made to the short railway extending along the river to the west shore of Atlin Lake, a distance of about two miles. Here connection is again made with another steamer—the "Scotia"—for Atlin City, on the east shore, which is reached in a sail of six miles.

While the voyage from Caribou to Taku Inlet has been by night, it is night in name only; for here in this wonderland, in the early summer, the sun does not set until late and ere the long twilight has faded away dawn has overtaken it. He who remains on deck and foregoes sleep until after midnight will, for his wakefulness, be rewarded by such scenes of beauty and grandeur that it were futile to attempt a description. Added to all is the charm of the indefinable northern twilight.

White Pass & Yukon Route



Hydraulic mining near Atlin

After breakfast—which will be served on the “Gleaner”—the tourist will be taken across Atlin Lake to Atlin City where, if he desire, he can hire a conveyance which will take him to the gold placer and hydraulic mines along Pine Creek, from three to six miles or so from the city.

If, however, you are not interested in mining scenes you will find ample opportunities for fishing in and around the Atlintoo River. While the captain



A pan of Atlin nuggets

White Pass & Yukon Route



Llewellyn Glacier from Sand Piper Island

will no doubt be able to procure tackle for you, you best take along your favorite trout rod. An hour or two of fishing is nearly always sure to reward the angler with a mess of gamy Arctic trout, or greyling, as they are commonly called.

Near the boat landing at Taku is a beautiful trail carpeted with moss, that leads up the mountain side. It is an easy but delightful climb and he who wants to go still higher, when he arrives above the timber line, will find spread below him a magnificent view of mountains, hills, lakes and streams. Here, too, are flowers, beautiful and fragrant.

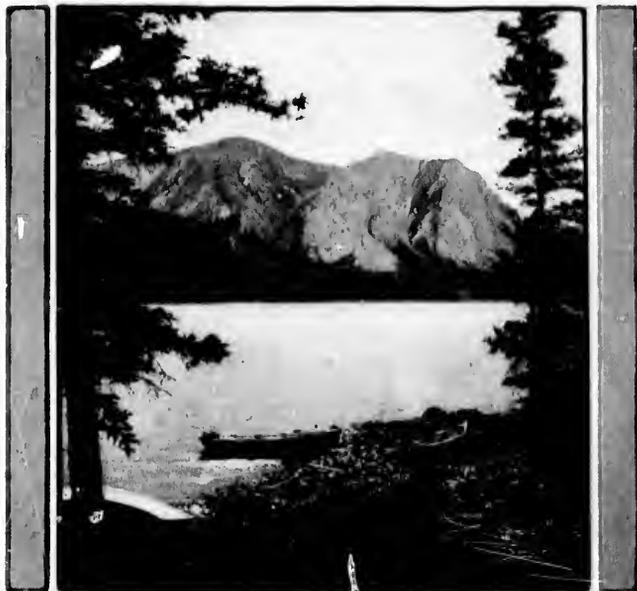


Pine Creek Falls

As previously stated, the steamer is expected to leave Caribou on Mondays and Thursdays, returning to Atlin and Taku Landing on Tuesday and Friday evenings. But if there is a sufficient number of tourists leaving Caribou on Monday's steamer, it will lie over at Taku until Wednesday evening. Thus the tourist leaving Caribou on Monday will have two days in and around Atlin. Tuesday can be spent in seeing the mines, fishing, mountain climbing, etc.

White Pass & Yukon Route

On Wednesday—providing there are six or more tourists—a special excursion will be given them up Atlin Lake, through the beautiful and interesting Torrey Inlet, to Goat Island, and other interesting and attractive places. This delightful excursion will prove one of the most interesting features of the entire trip. The return to the west shore of Atlin



Windy Arm

Lake will be made in time to permit the tourists being transferred by train to the "Gleaner," where dinner will be served about 6 o'clock. The boat will leave for Caribou the same evening.

As there are no trains on Sunday between Skaguay and White Horse, and in order to connect

White Pass & Yukon Route



Torrey Inlet, Lake Atlin

with Saturday's train at Caribou, the "Gleaner" on the trip from Caribou on Thursday cannot lie over at Taku an extra day and, therefore, will have to return from Taku on Friday evening. But tourists who leave Caribou on Thursday will not have to forego the trip to the mines and the excursion trip on Atlin Lake. A visit to the mines can be made during the day, returning to Atlin City in time for an early dinner and about 6 o'clock board the "Scotia" for a trip through Torrey Inlet. If, however, there are less than six tourists the excursion may not take place. That the trip through Torrey Inlet is made at night adds a peculiar charm to the excursion. The trip will last about five hours and by midnight the passengers will be on board the "Gleaner," immediately after which the return will be made to Caribou where the "Gleaner" will land the following morning, Saturday. No charge will be made for either of these excursion trips on the "Scotia" to holders of through round-trip tourist tickets.

White Pass & Yukon Route



"Shooting" Miles Canyon
in the days of '98

Passengers remaining on the "Gleaner" on Wednesday while at Taku will be charged at the rate of \$1 per meal and the same for berth. Otherwise all meals and berth on this steamer, as well as on the ocean steamer, are included in the cost of the ticket.

Should the tourist bound for Atlin arrive at Skaguay too late to catch either Monday's or Thursday's boat, thus making it impossible for him to connect with steamer leaving Caribou, he can put in his time to exceedingly good advantage at Skaguay. For, as stated by Mrs. Higginson, there are many interesting places in and around Skaguay worth visiting. Also, as previously mentioned, tourists can go to White Horse before visiting Atlin and spend a day or two there. If the visit to White Horse is omitted the trip from Skaguay to Atlin and return can be made in three days, but to provide for

White Pass & Yukon Route



White Horse Rapids

connection and allow for a stop-over at Skaguay and White Horse tourists should figure on from five to six days in addition to the time required for the voyage to and from Skaguay.

Tourists on arriving at Skaguay are invited to call at our ticket office where our tourist agent will take pleasure in affording them all the assistance possible in arranging for their trip to Atlin and White Horse. And he will also be glad to give them information respecting hotels and points of interest in and around Skaguay. In addition our agents at White Horse, Caribou and Atlin, as well as the captain and other officers of our steamers, will be very glad to render what assistance they can. That tourists have found the service on our trains and steamers satisfactory, the food excellent and well served; the staterooms comfortable and scrupulously clean, is evident from the many complimentary letters received from those who have traveled on our trains and steamers.

White Pass & Yukon Route



White Horse, Yukon Territory

Those desirous of taking a vacation that will afford them rest without monotony will find the trip to Skaguay and Atlin ideal. The sea air and the dry, clear, bracing atmosphere in the interior will act as a wonderful restorative to those in need of a tonic.

Women traveling alone need have no more hesitancy in taking this trip, than they would going from Boston to New York.

As the passenger accommodations of our lake steamers are limited, and as we desire to afford our passengers the greatest possible comfort, we urge prospective tourists to make early reservations. The Traffic Department of the White Pass & Yukon Route or its general agents at Chicago or Seattle will, upon request, arrange for reservations from Seattle or Vancouver through to Atlin.

The cost of round-trip ticket from Seattle or Vancouver to White Horse and Atlin and return is

White Pass & Yukon Route

extremely moderate. Particulars as to cost of ticket and any other information that may be desired will be gladly furnished on request.

But, don't travel 1,000 miles to Skaguay and stand at the threshold of the door to the interior, and leave without entering—*go beyond.*

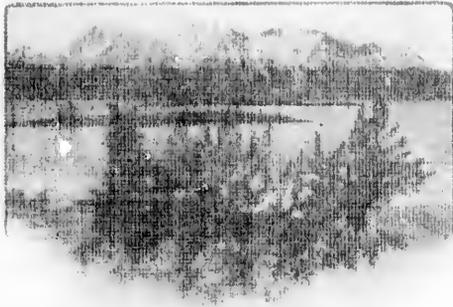


Looking across Atlin Lake toward the Toochi Mountains

White Pass & Yukon Route

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But, don't travel 1,000 miles to Skaguay and stand at the threshold of the door to the interior, and leave without entering—*go beyond.*



Looking west from Atlin, Alaska, toward the Tochar Mountains.

