

# ALASKA ALASKA

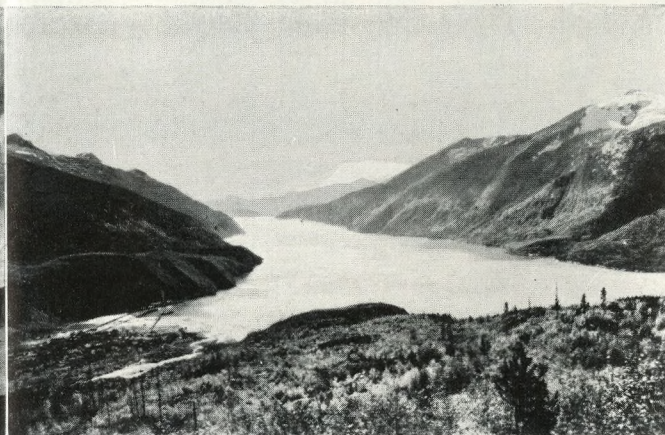


*Department of the Interior*  
**The Alaska Railroad**  
Mt-McKinley Park Route

*Department of the Interior*  
**The Alaska Railroad**  
Mt-McKinley Park Route



An "Inside Passage" Sunset



Skagway, at head of Lynn Canal

## Alaska---The Great Country

Alaska is indeed a great country; a country with a romantic and inspiring Past, a magnificent Present, and an assured and glorious Future. It is a land that moulds Beauty, Contentment, Might and Prosperity into one great being in its onward and upward march towards things that are worthwhile and in keeping with the name bestowed upon it by Native worshippers in days long ago—Alakshak—(Alaska) The Great Country.

What thrilling tales of "Early Day" romances and pioneering could be unfolded by Alaska's hazardous mountain passes, torrential streams and emerald lakes, were they capable of speech! What peace and contentment come to those who look upon its snow-clad peaks, verdure-garbed hills and vast stretches of meadow and valley; and what wealth locked within the being of all could be heralded, were the telling in the great scheme of things! But it is the fathomless mystery, blended with the grandeur of it all, that gives to Alaska its irresistible appeal and constant charm, and that intrigues the visitor and holds him, while in imagination he lives over the experiences of Northern Days that have gone before.

There was a time when travel to and within Alaska involved considerable time and much hardship—but that was during the

"Early Days" when sturdy pioneers were blazing trails to the Klondike, Circle City, Fairbanks and Nome gold fields. Times and conditions have changed, although the beauty and romance of the Northland are still here. Leaving Seattle, Vancouver and Victoria on schedule, commodious steamers provide year-round service between Alaska and the States.

No water trip anywhere excels in novelty, interest or attractiveness that of the famous "Inside Passage" route to Alaska. The waterways of a thousand islands—with the mountainous mainland at times close at hand and at other times miles distant—form a puzzling course over which a great ship is guided; snow-capped mountain ridges that breast the shore line cast dream-like reflections into the sea that are glorious

to behold; great mountain peaks serve as monstrous beacons; mighty glaciers kiss the ocean's edge—and, as the vibration from the ship's whistle rends the air, tons of ice detach themselves and crash into the sea, creating seething spectral formations that are wondrous to look upon.

A true conception of "The Alaska of Today," however, and a correct understanding of its mightiness and magnificence, cannot possibly be gained until one has seen Interior Alaska.

*"We have compared Alaskan scenery with everything we have ever seen that challenged our descriptive powers, but the balance is very greatly in Alaska's favor. Of evergreens, of flowers, of mountains, of glaciers, of rivers, of canyons, of gorges, of interesting towns, of splendid people, we have seen and appreciated so much that we can never properly estimate all. It will be our great desire and pleasure to go back and tell such a glowing story of Alaska that our friends will plan to come and see."—Mr. George B. Smith, Mutual Home Building, Dayton, Ohio.*



Mt. McKinley



Columbia Glacier, in Prince William Sound



Alaska Bound



Tourists viewing the "Loop District," on Alaska R. R.



Trail River and the Kenai Mountains

## To Interior Alaska Via The Alaska Railroad

Interior Alaska holds something of gripping interest to everyone, and the journey between Seward on the Coast and Fairbanks in the Interior is one of unbounded interest all the way. A happy climax awaits travelers in whichever direction they may go. Should they travel down the Yukon River from Dawson, or over the Richardson Auto Trail to Fairbanks, and then travel southward from Fairbanks over The Alaska Railroad, the journey between Anchorage and Seward will leave upon their minds a deep impression of the glories that belong only to Alaska. Or, should they travel northward from Seward to Fairbanks, they will find that the entire journey offers a never-ending panorama of towering mountains, flowered valleys, hurrying streams, inland seas and beautiful lakes, that proclaim in undying fashion the peace, glory and contentment of America's "Last Frontier."

Between Seward and Anchorage travelers encounter Kenai Lake at Lawing, Mile 23. This entire region is one of Alaska's

countless beauty spots. Continuing northward from Kenai Lake travelers soon come upon Lower, Middle and Upper Trail Lakes, with climax reached at Grandview, Mile 44, where excellent views of Trail River, Trail River Canyon and Trail Glacier are offered. Onward, travelers reach the "Loop District," which vies with Mt. McKinley for first place as chief feature of the trip between the Coast and Interior Alaska.

Proceeding northward travelers pass through Placer River Canyon and obtain a generous "close-up" view of mighty Spencer Glacier, the largest glacier between Seward and Fairbanks. At Mile 59 a splendid view of Portage Glacier may be had, and from Mile 65 travelers will see "Twenty-Mile" Glacier as it tumbles down through the mountain pass far to the right.

At Mile 64 travelers come upon the commencement of "Turnagain Arm," the rugged shore-line of which is followed practically the remainder of the distance to Anchorage, where a typical Alaskan welcome awaits them.

*"Alaska with its many natural phenomena, its great mountains and glaciers, offers a combination of rugged grandeur and simple beauty unequalled elsewhere. The ride over THE ALASKA RAILROAD, particularly that portion between Anchorage and Seward, is the most spectacular trip in the world, while in my opinion there is no other harbor as beautiful as Resurrection Bay. From the superb trip up the Inside Passage, past the world's greatest glaciers, into the many marvelous harbors, and over the most spectacular railroad on earth to the great open spaces of the Interior, Alaska holds a spell unequalled."*

*Above statement comes from Mr. Howard Brenton MacDonald, Lecturer, 171 Ravine Avenue, Yonkers, N. Y., who has circled the globe twice, traveled more than 200,000 miles, and visited practically all of the world's great show places.*



Kenai Lake, Mile 23, Alaska Railroad



The Tidal Bore, "Turnagain Arm," from Alaska R. R.



Mt. McKinley (elevation 20,300 feet) from Mile 224, Alaska R. R.



Sunset on Cook Inlet, Anchorage

## Anchorage to Curry Through the Matanuska Valley

Proceeding northward from Anchorage via The Alaska Railroad, travelers cross the yawning Eagle River Canyon at Mile 126½. At Eklutna, Mile 150, is situated a large Native Industrial School, maintained by the U. S. Government and under direct supervision of the Department of the Interior. Not far from the station, though not to be seen from the railroad right-of-way, is mountain-surrounded Eklutna Lake, another of Alaska's thousand gems.

At Mile 150½ travelers come upon Matanuska in the very heart of the extensive Matanuska Valley, one of Alaska's fertile agricultural areas. Practically all classes of grains, vegetables and the small fruits are annually produced in this district.

A branch line of The Alaska Railroad reaches out from Matanuska to the Moose Creek, Jonesville and Chickaloon coal-producing regions. A very large portion of the coal used in The Alaska Railroad belt is mined in the districts named.

Continuing northward through the Matanuska Valley, travelers come upon Lake Wasilla at Mile 160. Considerable gold quartz

mining is carried on in the Willow Creek country, not far from Wasilla, and trails to the various mines in that country lead off from Wasilla station.

Still northward, travelers encounter a vast spread of interesting Alaskan scenery and conditions until Lake Nancy at Mile 181 is reached.

Soon travelers reach Woodland Lodge near Fish Lake, Mile 221. The fishing in this vicinity is excellent, and Woodland Lodge, which was opened during the 1926 season, provides good accommodations and meals for all who care to spend a few days in the locality.

From Mile 224 the first real close view of Mt. McKinley (elevation 20,300 feet) is to be had. At Mile 226½ travelers come upon Talkeetna, another sub-

stantial Alaskan settlement; and then, continuing through a timbered and mountainous area, travelers proceed to Curry, where over-night stop is made at the Curry Hotel. Further information regarding this interesting region, and the activities that may be indulged in there, will be found on the pages opposite.

### SPECIAL MOTOR CAR SERVICE

A feature of Alaska Railroad service for tourists during the 1927 season will be the operation of Special Motor Cars from various points on the line—including Seward, Anchorage, Curry and Fairbanks—for the use of groups who wish to visit fishing locations and other places of interest where regular train schedule does not provide for extended stop-overs. Particular attention is called to the fact that special motor car service can be furnished from Anchorage on arrival of trains from Seward on Saturdays and Sundays, for any passengers who may desire to continue trip north from Anchorage without waiting until the regular Monday or Tuesday passenger trains.



Bathing in Lake Spenard, near Anchorage



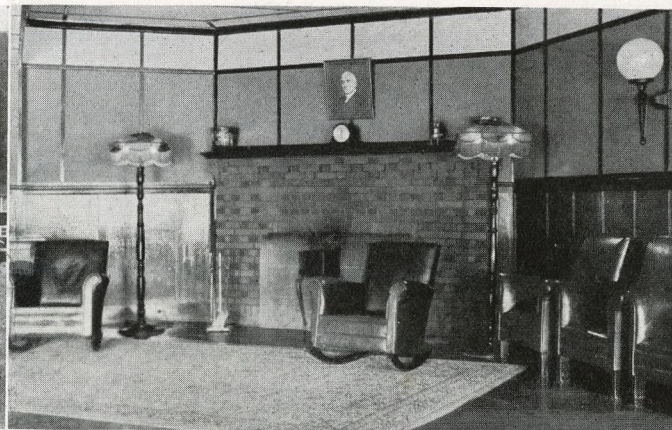
Lake Eklutna



Woodland Lodge, Mile 221



*The Curry Hotel*



*Partial view of the lounge, Curry Hotel*

## Curry

### A Splendid Resort in the Heart of Alaska

This interesting place is situated at Mile 248 on The Alaska Railroad; it is the "half-way point" between the Coast and Interior Alaska—where visitors for a time are part of a great and glorious wilderness. Those travelers who arrange a stop-over at Curry during their Alaskan trip, are fortunate indeed, for it is situated in a delightfully attractive region, and many forms of outdoor recreation are provided.

At Curry is situated the famed "Curry Hotel"—a genuine "Palace in the Wilderness," where accommodations are modern, inviting and comfortable, and the cuisine of high order. The things to see and do in the vicinity are many and different. Opposite the hotel is a splendid tennis court; and nearby trails, mountains and creeks offer unequalled opportunities for hiking, mountain climbing, kodaking and fishing. The artist, too, will find settings innumerable. Special gas car service may also be arranged at Curry, for those who wish to visit fishing locations and other points of interest along the line.

### Camp Regalvista

A 5-mile hike over the "Meadow-Lake Trail" as it winds through a wealth of beautiful birch trees, along precipitous mountain ridges and beside cascading streams, past numerous lakes and across mountain meadows lavishly bedecked with

wondrous wild flowers and luxuriant flora, takes the visitor to Camp Regalvista, situated at the very top of a great mountain ridge and overlooking a yawning and green carpeted valley at the base of which flows a silvery mountain stream filled with grayling and scrappy trout. Twenty-five miles distant may be seen majestic Mt. McKinley as it towers for miles above the countless peaks, ridges and valleys that surround it. Beyond question, the mountain scenery in the vicinity of Camp Regalvista is without equal; and the view of Mt. McKinley from this point, is the finest to be had in the Northland.

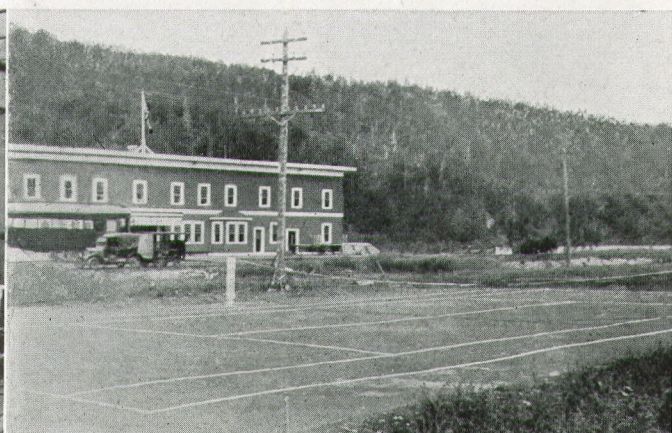
Briefly, a stay in this region, with time divided between the Curry Hotel, Camp Regalvista, and other points of interest close at hand, is one of the chief attractions between the Coast and Interior Alaska—and it invariably pleases all visitors. The opportunities for hiking, kodaking, fishing, tennis and other forms of outdoor recreation are unlimited, and facilities for dancing are provided at the Curry Hotel. The "Call of the Northland" is felt by all who spend a few days in the locality, and their thought, upon leaving, is that they will some day return—to partake further of the freedom and contentment offered.

All passenger trains, both northbound and southbound, stop over-night at Curry.

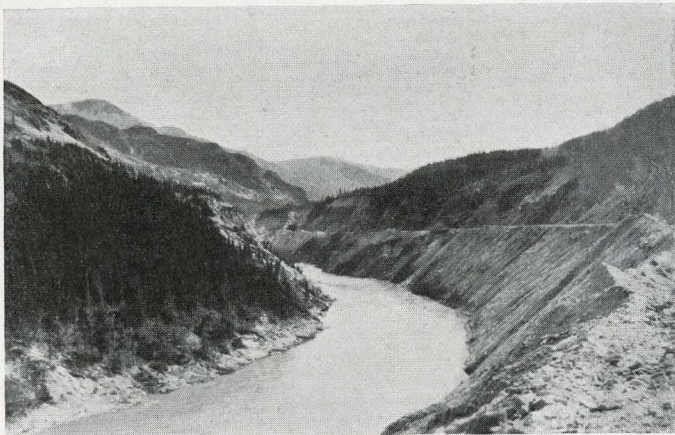
(For rates, timetables, schedules, etc., see pages 35 to 38)



*Section of dining room, Curry Hotel*



*Tennis Courts at Curry*



*A portion of the Nenana River Canyon*



*Mirror Lake, Mile 313, on Alaska Railroad*

## Curry to Fairbanks

### Mt. McKinley, Hurricane Gulch and the Tanana Valley

The journey between Curry and Fairbanks serves as an appropriate climax to The Alaska Railroad trip for those who travel northward to Interior Alaska, as does the journey between Anchorage and Seward for those who travel southward from the Interior to the Coast. At Mile 279 another splendid view of Mt. McKinley is offered; and at Mile 284 the railroad crosses Hurricane Gulch on a steel structure resting 300 feet above Hurricane Creek.

At Mile 319½ Cantwell is reached. This station is headquarters for a large herd of Government reindeer, and it is also starting point for the most recent gold discovery district in Alaska—the Valdez Creek country. Within the past two years many worthwhile claims have been “staked” in that locality.

Upon leaving McKinley Park Station, travelers traverse the scenic Nenana River Canyon until Healy is reached at Mile 358. A four-mile branch of The Alaska Railroad reaches out from Healy to the Sub-Bituminous coal mines at Suntrana.

The Nenana River is then followed to Nenana, on the Tanana River. Nenana is starting point of “Yukon River Cruises” and freight service operated by The Alaska Railroad to Lower Yukon River points. Nenana is also a connecting point for those who make the “Circle Tour.”

Upon leaving Nenana, travelers cross the Tanana River on the second longest single span steel bridge in the United States,

at the north end of which, on July 15th 1923, the late President Harding drove the golden spike that marked completion of The Alaska Railroad.

Traversing the Tanana Valley after leaving Nenana, Happy Station is reached at Mile 463. From this point a branch line of The Alaska Railroad reaches out to gold-producing properties at Fox, Gilmore, Olmes, Eldorado, Chatanika and other places. A large amount of gold mining, by both the placer and dredging methods, is now being carried on in the districts named.

At Mile 470, Fairbanks—Alaska’s “Golden Heart”—is reached, and no trip to Alaska is complete until travelers have visited this picturesque and interesting frontier city. Fairbanks is the home of the Alaska Agricultural College and School of Mines, the “farthest north” institution of higher education in the world; near the city the U. S. Government maintains a model agricultural experiment station; and in the vicinity of Fairbanks considerable gold mining operations are in progress. Fairbanks, with its many beautiful flower gardens, typical frontier setting, and many other outstanding conditions of interest, invariably appeals to all travelers. Hotel accommodations are inviting, and throughout the community visitors will encounter a hearty frontier welcome at every hand. Fairbanks is Interior Terminus of The Alaska Railroad, and the Richardson Auto Trail.



*Horseshoe Bend of the Chulitna from Hurricane Gulch Bridge*



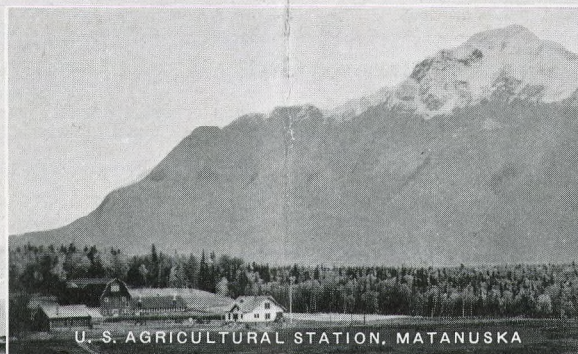
*Mt. McKinley from Mile 270 on Alaska Railroad*



U. S. AGRICULTURAL STATION, FAIRBANKS



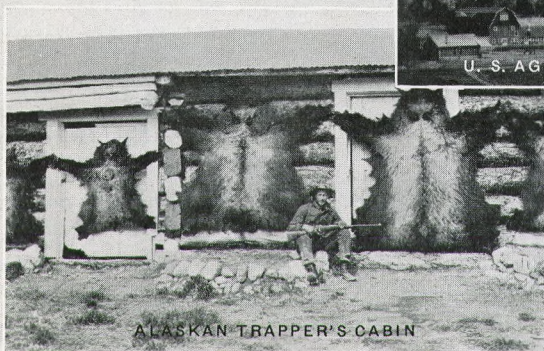
ALASKAN PANSIES



U. S. AGRICULTURAL STATION, MATANUSKA



PTARMIGAN LAKE,  
NEAR LAWING



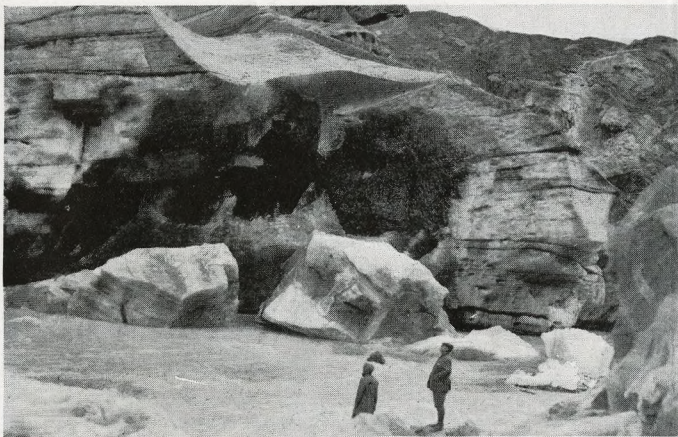
ALASKAN TRAPPER'S CABIN



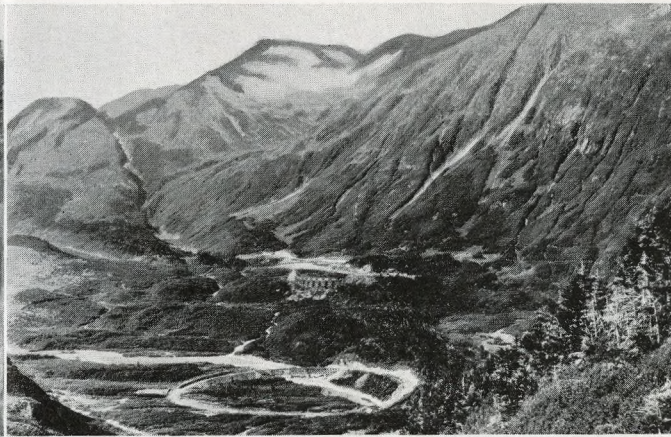
SEVENTH HOLE, ANCHORAGE  
GOLF COURSE



TOURISTS INSPECTING  
PLACER GOLD MINE, FAIRBANKS



At Spencer Glacier, Mile 52, Alaska Railroad



The "Loop District," Alaska Railroad

## Spencer Glacier Excursion

### Seward to Spencer Glacier and Return

To accommodate those travelers who make only the "Prince William Sound Cruise" (Seattle to Seward and return on same boat), and to enable them to gain a glimpse of Interior Alaska, The Alaska Railroad, during the summer season, operates a Special Train each Sunday, leaving Seward 8:00 A. M. and arriving Anchorage 1:30 P. M. Travelers who avail themselves of this service will have an opportunity to see beautiful Kenai Lake; pass through the shaft-like Placer River Canyon; traverse the mountainous "Loop District," and de-train at Mile 52, from which point may be obtained a magnificent "close-up" view of mighty Spencer Glacier—an ever-moving mass of blue-hued ice and snow—and return to Seward on the Special Sunday Train leaving Anchorage 10:00 A. M. and arriving Seward 3:30 P. M., in plenty of time to connect with the boat on its return trip to Seattle. Time at Spencer Glacier allows visitors opportunity to make a close inspection of the Glacier, and to have lunch before boarding train for return to Seward.

The "Spencer Glacier Excursion" travels through regions of

real scenic splendor, and is tremendously worth while. Total cost of the round-trip is \$7.50.

### Special Saturday Service—Seward to Anchorage

During lay-over of steamer at Seward it will also be possible for round-trip steamer passengers to visit Anchorage, spending the greater portion of Saturday afternoon, and Saturday night there, returning to Seward on the Sunday train leaving Anchorage 10:00 A. M.

Visitors will find Anchorage a delightful and interesting place to see. It is the home of the "farthest north" golf course in the world; there is good

bathing at Lake Spenard, four miles from the city; and the motor trip over the "Loop Highway" and to Lake Spenard is glorious and enlivening all the way. At one point on this motor trip it is possible to see the great Alaskan range many miles to the northward, including distant views of Mt. McKinley, Mt. Foraker and Mt. Hunter.

The rail trip along the rock-ribbed shore of "Turnagain Arm" is another feature of the journey between Seward and Anchorage. The tide in this great neck of water is the second greatest in the world.

*"There is no country in the world that can compare with Alaska for scenic beauty, not even Switzerland. I have been around the world twice, and in all my travels I have never seen anything that equals your wonderful Alaska in the way of scenic attractions. The Alaska trip has several features to recommend it; the country is worth seeing, it has scenic splendors not to be found in any other part of the world, and the Alaska trip is less costly than others of similar length."—Mr. G. M. Lauridsen, Port Angeles, Wash.*



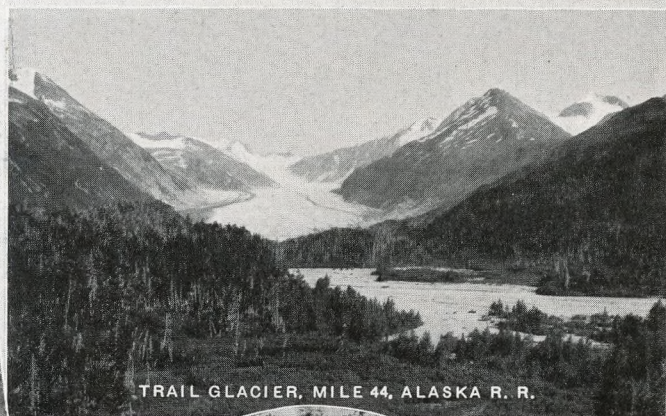
A "hanging glacier" in the "Loop District"



A tourist party at Spencer Glacier



TRAIL LAKE, MILE 26, ALASKA R. R.



TRAIL GLACIER, MILE 44, ALASKA R. R.



SPENCER GLACIER



RESIDENCE IN ANCHORAGE



TUSTUMENA LAKE,  
KENAI PENINSULA



MT. MCKINLEY FROM TOKACHITNA RIVER

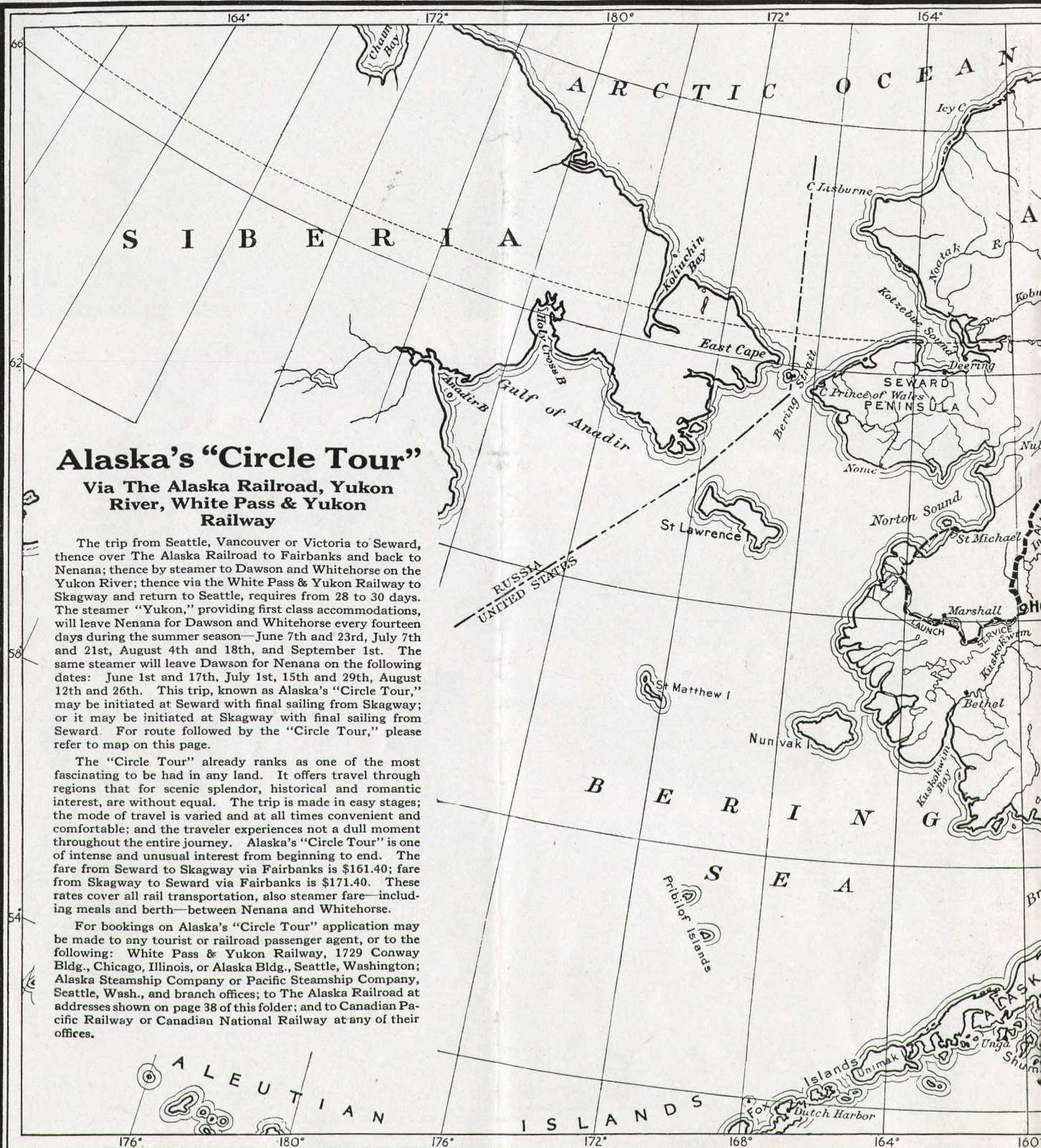
## Alaska's "Circle Tour"

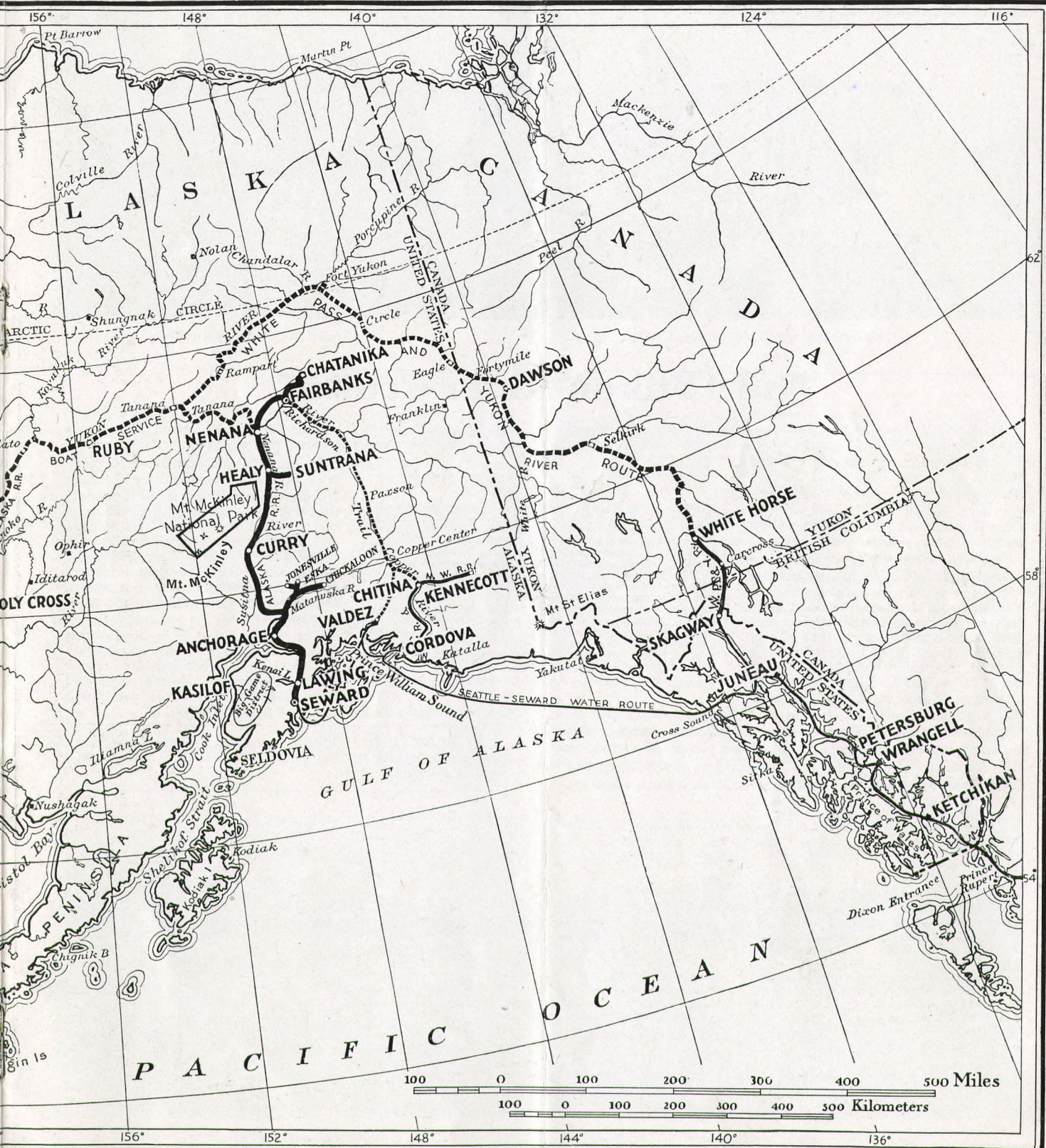
Via The Alaska Railroad, Yukon River, White Pass & Yukon Railway

The trip from Seattle, Vancouver or Victoria to Seward, thence over The Alaska Railroad to Fairbanks and back to Nenana; thence by steamer to Dawson and Whitehorse on the Yukon River; thence via the White Pass & Yukon Railway to Skagway and return to Seattle, requires from 28 to 30 days. The steamer "Yukon," providing first class accommodations, will leave Nenana for Dawson and Whitehorse every fourteen days during the summer season—June 7th and 23rd, July 7th and 21st, August 4th and 18th, and September 1st. The same steamer will leave Dawson for Nenana on the following dates: June 1st and 17th, July 1st, 15th and 29th, August 12th and 26th. This trip, known as Alaska's "Circle Tour," may be initiated at Seward with final sailing from Skagway; or it may be initiated at Skagway with final sailing from Seward. For route followed by the "Circle Tour," please refer to map on this page.

The "Circle Tour" already ranks as one of the most fascinating to be had in any land. It offers travel through regions that for scenic splendor, historical and romantic interest, are without equal. The trip is made in easy stages; the mode of travel is varied and at all times convenient and comfortable; and the traveler experiences not a dull moment throughout the entire journey. Alaska's "Circle Tour" is one of intense and unusual interest from beginning to end. The fare from Seward to Skagway via Fairbanks is \$161.40; fare from Skagway to Seward via Fairbanks is \$171.40. These rates cover all rail transportation, also steamer fare—including meals and berth—between Nenana and Whitehorse.

For bookings on Alaska's "Circle Tour" application may be made to any tourist or railroad passenger agent, or to the following: White Pass & Yukon Railway, 1729 Conway Bldg., Chicago, Illinois, or Alaska Bldg., Seattle, Washington; Alaska Steamship Company or Pacific Steamship Company, Seattle, Wash., and branch offices; to The Alaska Railroad at addresses shown on page 38 of this folder; and to Canadian Pacific Railway or Canadian National Railway at any of their offices.







Bridge spanning the Tanana River at Nenana



A "Midnight Sun" on the Yukon River

## The "Yukon River Cruise"

Another Alaskan trip that has met with the instant approval of all who have followed it, is the steamer trip on the Tanana and Yukon Rivers from Nenana to below Ruby, or to Marshall and return. Throughout the summer season the steamer "Jacobs" or "Davis" will sail from Nenana each Thursday at 1:00 P. M.

The very word "Yukon" carries an appeal to almost everyone, for it rings with beauty and romance and serves as a reminder of the days that have gone before. It was against the fretful current of that mighty river that sturdy pioneers struggled and fought, in frail craft, in their quest for gold during the Early Days; and it is upon the bosom of that same great stream that present-day voyagers are transported in well-equipped steamers. The shores on either side are dotted with Indian villages, with here and there the camps of trappers and prospectors, while in the distance may be seen great mountain ridges and peaks as they form a canopy of splendor for a majestic land. Stops are made

at all points of interest, including Tanana, Ruby and other places which a few short years ago were thriving gold mining camps.

### ON THE TANANA

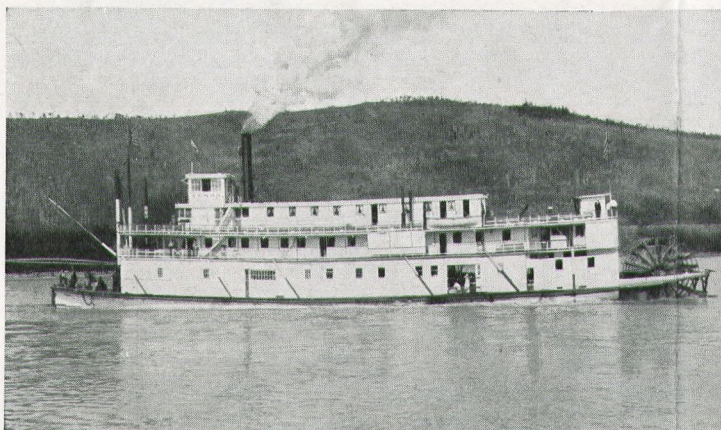
To those travelers whose time will not permit them to make the Tanana-Yukon River trip to Ruby or Marshall and return, The Alaska Railroad offers a one-day cruise down the Tanana River from Nenana on the launch "Matanuska." This trip takes the visitor down the stream that joins the Yukon River at Tanana. Many quaint Indian villages are encountered; and throughout the day, in addition to viewing a great spread of Interior Alaska scenic offerings, visitors are given an insight into the several peculiar methods by which the native Indians have for long made their livelihood—these methods including salmon fishing by the "fish-wheel" method, and the making of baskets, bead work and odd curios. The one-day trip on the Tanana River covers a distance of approximately 50 miles; and fare, including lunch, is \$10.00 per passenger for the round trip. This service is operated for ten or more fares only.

In brief, the "Yukon River Cruise" is one of real enjoyment, for the long Northern summer days make it possible for travelers to see all points enroute—and the trip offers enough of new scenery and other interests to make it more than worth while. The "Midnight Sun on the Yukon" presents a picture of calm and glorious beauty—a picture that lingers forever in the minds of all who witness it.

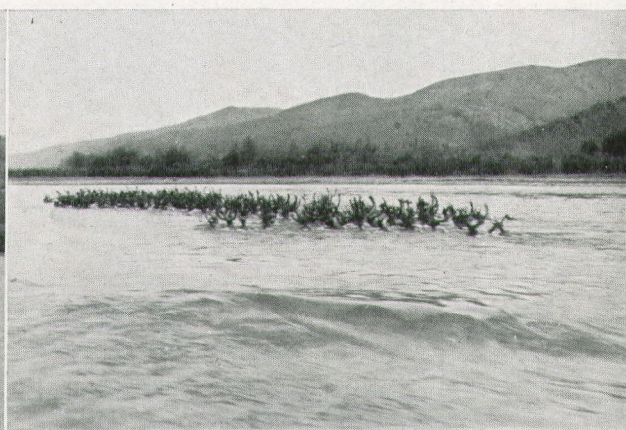
The trip to below Ruby and return requires from 6 to 7 days and costs \$59.00; the trip to Marshall and return requires approximately 14 days and costs \$122.00. Both are round-trip

rates and include meals, berth and transportation.

The ALASKA RAILROAD connects at Seward with all steamers operating to that point, and with the Richardson Trail at Fairbanks.



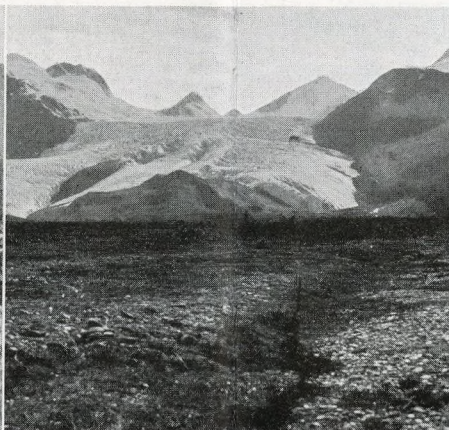
Steamer "Yukon" plying between Nenana and Dawson



Caribou swimming the Yukon River



*A Myriad of flowers*



*Worthington Glacier*



*Birch Lake*

## Alaska's "Golden Belt Tour"

Via the Copper River & Northwestern Railroad, Richardson Auto Trail and The Alaska Railroad, is another Alaskan tour that has come to stay, and is one the popularity of which increases from year to year. On the C. R. & N. W. Ry. the visitor travels within full view of mighty Miles and Childs Glaciers, through the Copper River Valley, Abercrombie and Woods Canyons to Kenne-cott and back to Chitina; thence over the Richardson Auto Trail to Fairbanks; thence southward over The Alaska Railroad to Nenana, Mt. McKinley National Park, Curry, Anchorage, Kenai Lake and Seward.

To make the "Golden Belt Tour" approximately 21 days are required from time of leaving Seattle to time of return to Seattle. Two nights are usually spent at roadhouses along the Richardson Trail, and these stopping places provide comfortable sleeping accommodations and good meals. One night is usually spent at Chitina and at this point travelers will find very comfortable hotel

accommodations—these including rooms with twin beds, with and without private baths, etc. The meals also are excellent.

### **FAIRBANKS TO CHATANIKA AND RETURN** *Special Motor Car Service*

*An 80-mile ride by Motor Car on the Chatanika Branch of The Alaska Railroad takes the visitor to Fox, Gilmore, Ridgetop, Eldorado and other districts, which a few short years ago were swarmed with thousands of people in search of the elusive yellow treasure—after the famous gold strike on Pedro Creek in 1903. In each of these districts there is much today that reminds one of the humming activities of twenty years ago. In most instances, however, smaller gold mining operations are being replaced by large dredges, although at various points on Fairbanks, Cleary, Engineer, Ester and other creeks, individual outfits are still mining gold by the placer method. To witness a gold "clean-up" is an experience tremendously interesting and worth while.*

*Those travelers interested in above side trip should confer with Agent at Fairbanks Passenger Station.*

While the trip over the Richardson Auto Trail is a delightful one from a scenic standpoint, it should not be understood that it provides conditions of travel identical with those of paved highways in the States. Large touring cars driven by capable and experienced drivers are used in handling passengers; and while the Trail cannot yet be classed as a "highway," it is regularly undergoing treatment that will, within a comparatively brief period of time, allow it to rank as one of America's greatest drives.

The "Golden Belt Tour" may be initiated at Cordova with final sailing from Seward; or it may be initiated at Seward, with final sailing from Cordova. For route followed by the "Golden Belt Tour" please refer to map on pages 19-22.

(For rates, timetables, schedules, etc., see pages 35 to 38)



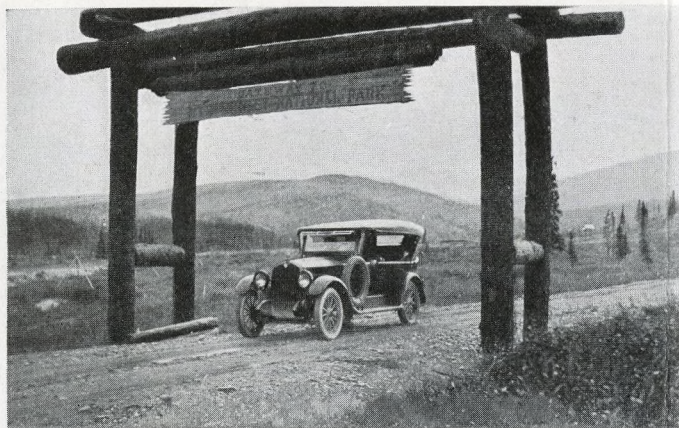
*Bridal Veil Waterfalls*



*Richardson Trail Roadhouse*



*In the Keystone Canyon*



*Alaska Railroad Gateway to Mt. McKinley National Park*



*Savage River Camp in Mt. McKinley National Park*

## **Mt. McKinley National Park**

### **A Scenic Wonderland and Game Reservation**

This great mountain-crowned region is situated in the Interior of Alaska, on The Alaska Railroad. It derives its name from that monarch of all peaks—Mt. McKinley (elevation 20,300 feet)—that stands practically in the center of the vast Park area. Nearby stands Mt. Hunter (elevation 14,960 feet) and Mt. Foraker (elevation 17,000 feet). These three snow-clad peaks form a trio of magnificence that is glorious and beyond compare; and throughout the long Alaskan summer days they may be seen for many miles, their jeweled heads forming a picture of indescribable impressiveness and grandeur.

In addition to its scenic attractions, however, Mt. McKinley National Park is also a great game preserve, for here the visitor may see Caribou, Mountain Sheep, Grizzly and Black Bear. Not far distant are large herds of reindeer. Of the smaller, fur-bearing animals, the mink, lynx, fox, wolverine and beaver predominate. Many of these the Park visitor is likely to see in a day's hike or ride.

### **Park Service**

Throughout these various places of interest are delightful trails and roadways over which visitors hike, saddle-horse ride or motor. Entrance to the Park is from McKinley Park Station, Mile 348

on The Alaska Railroad. Visitors are handled by motor car to Savage River Camp, 14 miles within the Park. At Savage River is situated the base camp, and from this point all side trips within the Park are initiated. Saddle-horse service is operated from the base camp to Sanctuary River, Toklat and Igloo Creeks, Polychrome Pass and Copper Mountain—and to all other places of interest that visitors may care to see. At the points named, comfortable camp service is maintained.

Saddle-horse trip from Savage River Camp to the camps above named—the farthest in camp being situated at Copper Mountain—requires about ten days, and visitors whose time will permit them to do so are urged to follow this trip. To those whose time is more limited, the side trip to either Sanctuary River or Head of Savage River, with over-night stay at camp visited, or at Savage River Camp, is recommended. Service at Savage River Camp consists of good tent-house sleeping accommodations, good meals, and other conditions that go to make the visitor's stay entirely comfortable and enjoyable. A "Community House" is also maintained, where visitors may spend their evenings dancing, or in other forms of recreation. Side trips in the Park may be made by auto, saddle-horse, or stage coach.

(For rates, time tables, schedules, etc., see pages 35 to 38)



*Tent-House at Savage River Camp*



*Mt. McKinley from Wonder Lake*



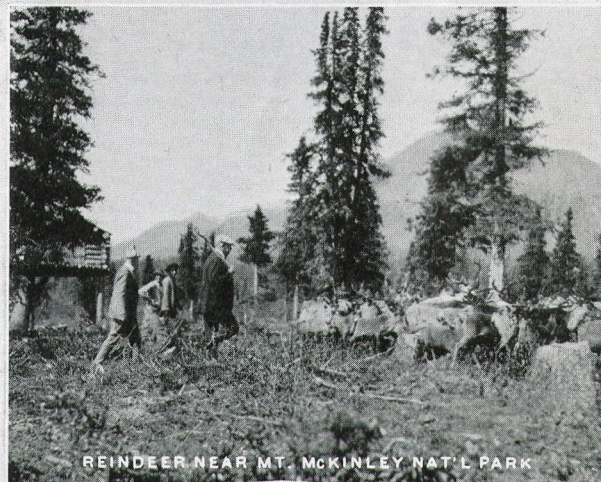
CARIBOU



MOUNTAIN SHEEP



TOKLAT GLACIER



REINDEER NEAR MT. MCKINLEY NAT'L PARK



SAVAGE RIVER



GRIZZLY BEAR

*Mt. McKinley National Park is a Vast Playground and Game Reservation*



*Winter Sport in Alaska*



*A Group of Caribou*

# Hunting, Fishing and Winter Sports

## Hunting and Fishing

The biggest game regions in Alaska—and there are many of them—and the finest fishing locations, are easily accessible and readily reached. Big game—including Moose, Caribou, Mountain Sheep and Goats, Grizzly and Black Bear, may be found within a few hours' boat or train ride from Anchorage—in the Kaslof and Tustumena Lake District on Kenai Peninsula, and in the Metal Creek District a few miles northeast from Anchorage. Cantwell, at Mile 319 on The Alaska Railroad, is another outfitting point for hunters bent upon Caribou and Mountain Sheep.

The fine fishing locations in Alaska are really too numerous to mention. Perhaps the most attractive region is that in the Russian River country—reached by motor boat from Lawing on Kenai Lake and by following an auto road a distance of five miles. All along The Alaska Railroad, however, are rivers, creeks and lakes filled with grayling, whitefish and trout—enough to satisfy the ambitions of the most zealous angler. Popular among these locations are creeks at Seward, Indian and Willow; and creeks and lakes in the vicinities of Fish Lake (Woodland Lodge), Curry, Nenana and Fairbanks. Excellent fishing may also be had in the vicinity of Anchorage.

For further information regarding Hunting and Fishing in Alaska; open seasons, bag limits, etc., please refer to page 38.

## Winter Sports

Alaska's magnetic summer appeal—because of the long periods of daylight, even temperature and scenic offerings—by no means dwarfs its attractiveness as a fall and winter playground. Here in Alaska may be followed all winter sports to be found elsewhere, and many that are unknown or uncommon elsewhere. Sleighing, skating, tobogganing and skiing are every day and popular pastimes. Dogteam riding, however, is beyond question the favorite winter sport in the Northland. Of all winter sports, what is more exciting or more exhilarating than that of following a beautiful team of spirited huskies or malamutes along well traveled trails lined on either side by frost garmented birches—or upon the bosom of great rivers—the air just crisp enough to make one's blood tingle, and just warm enough to allow for one's comfort?

It is true that many of these sports may be followed elsewhere; but there is only one Alaska—only one vast spread of white clothed mountains and peaks and valleys in a land still brimming over with romance, adventure and "Early Day" lore—where the dancing and phantom-like Northern Lights play across a diamond studded sky—where Nature's jewels crown her handiwork in gleeful and bewildering fashion, and make the visitor long to remain or come again.



*Mountain Sheep*



*Black Bear*



ALASKAN  
PTARMIGAN



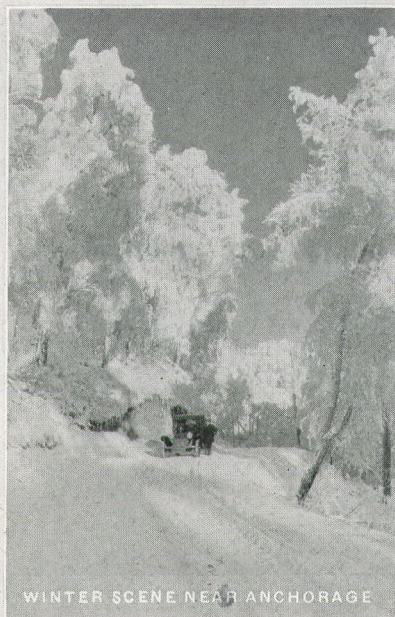
A STRING OF TROUT



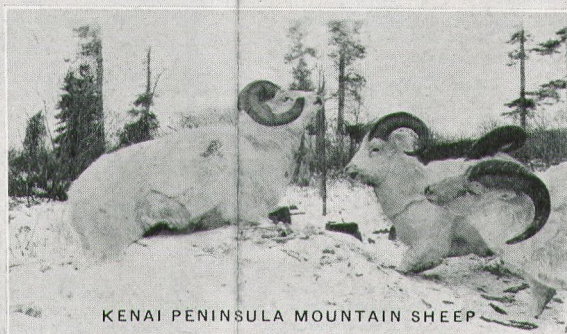
WINTER MOONLIGHT ON  
RESURRECTION BAY



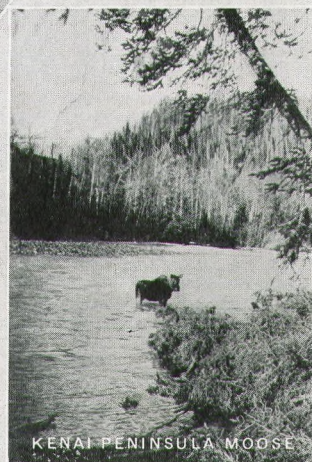
TWIN PEAKS, SEWARD, IN WINTER



WINTER SCENE NEAR ANCHORAGE



KENAI PENINSULA MOUNTAIN SHEEP



KENAI PENINSULA MOOSE

# The Alaska Railroad

## Transportation Service

The proposed train schedule for the 1927 season, effective May 29th to September 4th, provides for the following: Trains will leave Seward for Anchorage and other points in the Interior at 8:00 A. M. Sundays, 7:30 A. M. Mondays and Thursdays, and 10:00 A. M. Saturdays. The Saturday and Sunday trains will run to Anchorage only on those days. The Monday and Thursday trains will stop at Anchorage for lunch, and will proceed northward at 1:45 P. M., arriving Curry 7:00 P. M. Another train for the northward will leave Anchorage 1:45 P. M. Tuesdays, arriving Curry 7:00 P. M. These three trains—the Monday and Thursday trains from Seward, and the Tuesday train from Anchorage—will make an over-night stop at Curry, where excellent accommodations and good meals are provided at the Curry Hotel—owned and operated by The Alaska Railroad. Continuing northward, these three trains will leave Curry 7:45 A. M. Tuesdays, Wednesdays and Fridays, reaching Fairbanks 6:00 P. M.

Southward trains will depart from Fairbanks 8:00 A. M. on Tuesdays, Thursdays and Fridays, arriving Curry 6:15 P. M., where over-night stop will be made. Continuing southward, these trains will leave Curry 7:30 A. M. Wednesdays, Fridays and Saturdays, arriving Anchorage 12:45 P. M., where stop will be made for lunch. The Wednesday and Saturday trains will leave Anchorage at 1:45 P. M., arriving Seward 7:00 P. M. The Friday train will remain at Anchorage from 12:45 P. M. until 5:00 P. M., when departure for Seward will be made. This train will arrive Seward 9:45 P. M.

In addition to the above, a Special (steamer connection) Train will leave Anchorage 10:00 A. M. Sundays, arriving Seward 3:30 P. M. This train will allow travelers from the northward an opportunity to spend Saturday afternoon and night in Anchorage, proceeding to Seward on the Sunday morning train.

The Saturday train, Seward to Anchorage, will allow round-trip steamer passengers an opportunity to visit Anchorage also, returning to Seward on the Sunday morning train; and the Sunday morning train from Seward to Anchorage will allow round-trip steamer passengers an opportunity to make the Spencer Glacier Excursion, returning to Seward on the Sunday morning train from Anchorage. Complete timetable for 1927 is shown below.

## Alaska Railroad Timetable

### Tentative Transportation Schedule for the 1927 Tourist Season, May 29th to September 4th

NORTHWARD Read Down			STATIONS		SOUTHWARD Read Up		
8	2	6			5	1	7
Saturday	Mon-Thurs	Sunday			Sunday	Wed-Sat	Friday
10:00AM	7:30AM	8:00AM	Lv. Seward.....	Ar	3:30PM	7:00PM	9:45PM
11:03AM	8:39AM	9:14AM	Lv. Lawing.....	Ar	2:29PM	5:58PM	8:50PM
12:20PM	10:05AM	10:45AM	Lv. Tunnel.....	Ar	12:58PM	4:30PM	7:30PM
1:12PM	11:06AM	11:50AM	Lv. Girdwood.....	Ar	11:50AM	3:23PM	6:31PM
2:45PM	12:45PM	1:30PM	Ar. Anchorage.....	Lv	10:00AM	1:45PM	5:00PM
	2					1	
	Monday					Wednesday	
	Tue-Thurs					Fri-Sat	
	1:45PM		Lv. Anchorage.....	Ar		12:45PM	
	3:11PM		Lv. Matanuska.....	Ar		11:15AM	
	3:36PM		Lv. Wasilla.....	Ar		10:53AM	
	4:37PM		Lv. Willow.....	Ar		9:56AM	
	6:07PM		Lv. Talkeetna.....	Ar		8:23AM	
	7:00PM		Ar. Curry.....	Lv		7:30AM	
	4					3	
	Tuesday					Tuesday	
	Wed-Fri					Thurs-Fri	
	7:45AM		Lv. Curry.....	Ar		6:15PM	
	9:17AM		Lv. Hurricane.....	Ar		4:46PM	
	10:20AM		Lv. Broad Pass.....	Ar		3:45PM	
	10:54AM		Lv. Cantwell.....	Ar		3:07PM	
	12:05PM		Lv. McKinley Park.....	Ar		2:00PM	
	12:45PM		Ar. Healy.....	Lv		1:15PM	
	1:15PM		Lv. Healy.....	Ar		12:45PM	
	3:30PM		Lv. Nenana.....	Ar		10:35AM	
	6:00PM		Ar. Fairbanks.....	Lv		8:00AM	

**Note**—Observation Cars are handled on passenger trains as follows: Trains 5 and 6 between Seward and Anchorage on Sundays; Train 2, Seward to Curry on Mondays; Train 4, Curry to Fairbanks on Tuesdays; Train 3, Fairbanks to Curry on Fridays, and Train 1, Curry to Seward on Saturdays. Diner is not handled on any passenger trains, stops being made at Anchorage and Healy for lunch. Over-night stop will be made at Curry by both north-bound and southbound trains.

## Schedule of Transportation Fares

### Ocean One-Way First Class Fares

Between	Fare
Seattle to Cordova, Main Deck.....	\$66.00
Seattle to Cordova, Upper Deck.....	74.00
Seattle to Seward, Main Deck.....	70.00
Seattle to Seward, Upper Deck.....	78.00
Seattle to Skagway, Main Deck.....	45.00
Seattle to Skagway, Upper Deck.....	50.00

### One-Way First Class Fares Over The Alaska Railroad

Between	And	Fare
Seward.....	ANCHORAGE.....	\$ 6.85
Seward.....	CURRY.....	14.90
Seward.....	McKINLEY PARK.....	20.85
Seward.....	NENANA.....	24.70
Seward.....	FAIRBANKS.....	28.05
Anchorage.....	CURRY.....	8.05
Anchorage.....	McKINLEY PARK.....	14.00
Anchorage.....	NENANA.....	17.85
Anchorage.....	FAIRBANKS.....	21.20
Curry.....	McKINLEY PARK.....	5.95
Curry.....	NENANA.....	9.80
Curry.....	FAIRBANKS.....	13.15
Nenana.....	FAIRBANKS.....	3.35

### Parlor Car Fares on The Alaska Railroad

	One-Way	Round Trip
Seward to Anchorage.....	\$1.00	\$2.00
Seward to Curry.....	2.00	4.00
Seward to McKinley Park.....	2.75	5.50
Seward to Fairbanks.....	3.25	6.50
Anchorage to Curry.....	1.00	2.00
Anchorage to McKinley Park.....	1.75	3.50
Anchorage to Nenana.....	2.25	4.50
Anchorage to Fairbanks.....	2.75	5.50
Curry to McKinley Park.....	.75	1.50
Curry to Nenana.....	1.25	2.50
Curry to Fairbanks.....	1.75	3.50
McKinley Park to Nenana.....	.75	1.50
McKinley Park to Fairbanks.....	1.00	2.00
Nenana to Fairbanks.....	.75	1.50

### One-Way First Class Fares via The Alaska Railroad River Boat Service

Between	And	Fare
	Down-Stream Fares	
Nenana.....	TANANA.....	\$16.00
Nenana.....	RUBY.....	25.00
Nenana.....	HOLY CROSS.....	47.00
Nenana.....	MARSHALL.....	55.00
Marshall.....	ST. MICHAEL.....	23.00
	Up-Stream Fares	
Marshall.....	NENANA.....	\$67.00
Holy Cross.....	NENANA.....	58.00
Ruby.....	NENANA.....	34.00
Tanana.....	NENANA.....	24.00
St. Michael.....	MARSHALL.....	25.00

(Note.—UP-Stream Fares are necessarily a trifle higher than Down-Stream Fares.)

### One-Way Fares via The Cooper River & Northwestern Railroad

Cordova.....	CHITINA.....	\$15.70
Cordova.....	KENNECOTT.....	23.50
Chitina.....	KENNECOTT.....	7.80

### One-Way First Class Fares Over The Richardson Trail

Chitina.....	FAIRBANKS.....	\$75.00
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## HOTEL RATES

Rates at the Curry Hotel are as follows: Meals, \$1.50 each; Room without bath: single, \$3.00, and double, \$4.00 per day; Room with bath: single, \$4.00, and double, \$5.00 per day.

Average Alaskan hotel rates are approximately as follows: Room without bath: single, from \$1.50 to \$2.00, and double, \$3.50 per day. Room with bath: single, \$3.00, and double, \$4.50 per day.

## Alaska Travel Suggestions

Three weeks from Seattle, to return, allow travelers ample time in which to follow Alaska's "Golden Belt Tour," detailed information regarding which will be found on pages 25 and 26. Travelers inclined to prefer an "all rail" trip to Interior Alaska and return, however, may carry out such plans after arrival at Seward. A week by rail, Seward to Fairbanks and return, will enable travelers to visit a greater number of the many resorts and places of interest than could otherwise be done within the same period of time.

Four weeks from Seattle or Vancouver, to return, is the approximate time required for making Alaska's "Circle Tour," which is described more fully on pages carrying map of Alaska.

Four weeks will likewise allow ample time in which to make an "all rail" trip Seward to Fairbanks and return, stopping at various points of interest along The Alaska Railroad and including the "Yukon River Cruise," Nenana to below Ruby and return, in the itinerary. Information covering the "Yukon River Cruise" will be found on pages 23 and 24.

The tour from Seattle to Cordova, thence over the C. R. & N. W. Railway to Chitina, thence by auto over the Richardson Trail to Fairbanks, thence to Seward over The Alaska Railroad, and return to Seattle, with the "Yukon River Cruise" and other stop-overs included in the itinerary, can also be made in four weeks.

A tour from Seattle to Interior Alaska, including the "Yukon River Cruise" Nenana to Holy Cross and Marshall, with stop-overs at points of interest along The Alaska Railroad, would require approximately five weeks.

Places and cities of interest along The Alaska Railroad where suitable accommodations are provided and where travelers invariably arrange for stop-overs, include the following:

Seward, on Resurrection Bay—Lawing, on Kenai Lake  
Anchorage—Woodland Lodge at Fish Lake—Wasilla  
Curry

Mt. McKinley Nat'l Park—Fairbanks, Alaska's "Golden Heart"

Parties interested in fishing, as well as scenery, will be particularly interested in stop-over at Lawing, on Kenai Lake, from which point a side trip can comfortably be made to Russian River—a combined launch and auto trip.

Likewise, fishing, near Woodland Lodge at Fish Lake, and in the vicinity of Curry, is excellent, and good resort and hotel accommodations are provided.

## Itineraries and Reservations

With Alaskan progress in other lines have come modern and inviting hotel accommodations, and comfortable resort, camp and roadhouse accommodations; and it is a part of The Alaska Railroad service to arrange for prospective visitors, upon request, any hotel, camp, or transportation reservations that may be desired. Further, let us know how much time you can spend in Alaska and what you are most interested in, and we will prepare an itinerary to suit, and make all necessary advance arrangements for you.

Northern Pacific, Great Northern, C.M. St.P. & P., Union Pacific; the Canadian National, Grand Trunk and Canadian Pacific Railways, directly connect at Seattle and Vancouver with Alaskan Steamers.

## Mt. McKinley National Park Rates

Round trip by auto, McKinley Park Station to Savage River Camp and return, \$10.00. One person in tent-house, \$2.50 per day; two persons in tent-house, \$1.50 per day each. Meals: Breakfast, \$1.50; lunch, \$2.00; dinner, \$2.00.

Sanctuary River side trip, \$7.50; side trip to Head of Savage River, \$10.00.

For trips farther into the Park: Saddle horses, \$10.00 per day; pack horses, \$8.00 per day; guide service, \$10.00 per day. Trip Savage River Camp to Head of Savage River may be made by stage-coach, saddle-horse, or auto.

## Alaska Steamship Company

A sailing from Seattle each Saturday at 9:00 A. M. for Seward via Inside Passage. A sailing southward from Seward not earlier than 5:00 P. M. each Sunday.

Sailings Seattle to Skagway as follows: May 24th, June 7th, June 14th; then every Tuesday to and including August 30th; leaving Seattle 9:00 P. M. Arrive Skagway Sunday following, and begin return trip evening that day after arrival W. P. & Y. Ry. train.

## Pacific Steamship Company

A sailing from Seattle each Wednesday 10:00 A. M. for Seward via Inside Passage. A sailing from Seward southbound each Monday 9:00 A. M.

A sailing Seattle to Skagway 10:00 A. M. each Thursday; a sailing southward from Skagway 6:00 P. M. each Tuesday. Additional sailings Seattle to Skagway on the following dates: June 6th, 17th, 27th; July 8th, 18th, 29th; August 9th, 19th, 29th, returning from Skagway evening of fifth day after departure from Seattle.

## Copper River & Northwestern Ry.

The C. R. & N. W. Ry. connects with steamers at Cordova, and with the Richardson Auto Trail at Chitina.

## Canadian National Sailings

Vancouver to Skagway weekly, beginning Monday, June 13th, at 8:00 P. M., and every Monday thereafter to and including August 29th. Southward sailings from Skagway 7:00 P. M. each Saturday, commencing June 18th and to Sept. 3rd.

## Canadian Pacific Sailings

First sailing Vancouver to Skagway 9:00 P. M. June 4th. Commencing June 11th and continuing to August 6th, a sailing at 9:00 P. M. each Wednesday and Saturday. Beginning August 6th, a sailing from Vancouver at 9:00 P. M. on following dates: August 6th, 13th, 17th, 24th and 27th, and Sept. 3rd.

Southward sailings from Skagway 7:00 P. M. June 9th, and then, beginning June 16th, every Monday and Thursday to and including August 11th. After that date southward sailings as follow: August 18th, 22nd and 29th; Sept. 1st and 8th.

## Game Regulations

Open seasons: September, October, November and December for Mountain Goats, Moose and Caribou; Mountain Sheep beginning August 20th. Black Bear September 1st to June 15th. Kadiak Bear and Grizzly Bear, no closed season. Ducks, September 1st to December 15th; Grouse and Ptarmigan, September 1st to February 28th. Bag limits: Moose, one; Bear (Large Brown and Grizzly) three in the aggregate; Mountain Sheep, two; Mountain Goat, three; Caribou, two. Hunting licenses: Non-resident (U. S. Citizen) \$50.00; Non-resident (Alien) \$100.00. Non-resident hunters on Kenai Peninsula and in territory drained by White and Chitina Rivers must be accompanied by licensed guides. Further information gladly supplied, and guide service arranged for all interested.

## What to Wear

Alaskan visitors will find no use for a supply of heavy clothing; bring with you the same outing clothes you would wear in any of the National Parks in the States, plus a light weight "top coat" or wrap for wear while deck promenading on the steamers. Regular hiking outfits serve the purpose admirably. You should also bring your camera. Telegraph and cable offices, and banks, will be found all along the route for all who have occasion to use their services.

For further information call on  
any Tourist or Passenger Agent, or write

## THE ALASKA RAILROAD

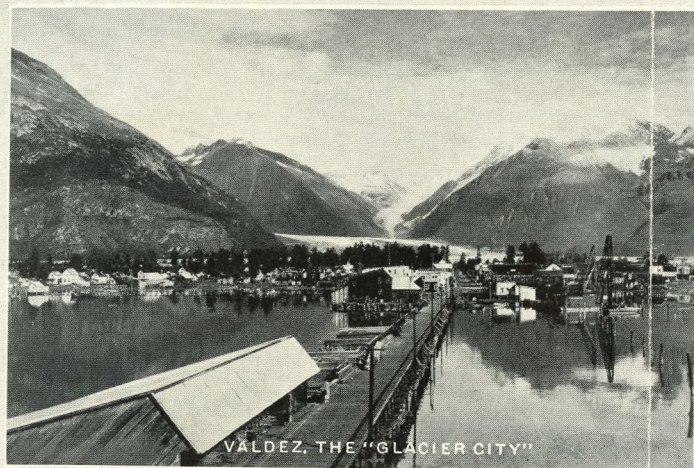
(Mt. McKinley Park Route)  
Anchorage, Alaska

5112 Interior Bldg., Washington, D. C.

Bell Street Terminal, Seattle, Washington

This Folder Issued by  
DEPARTMENT OF THE INTERIOR  
Hon. Hubert Work, Secretary

THE ALASKA RAILROAD  
Noel W. Smith  
General Manager



VALDEZ, THE "GLACIER CITY"



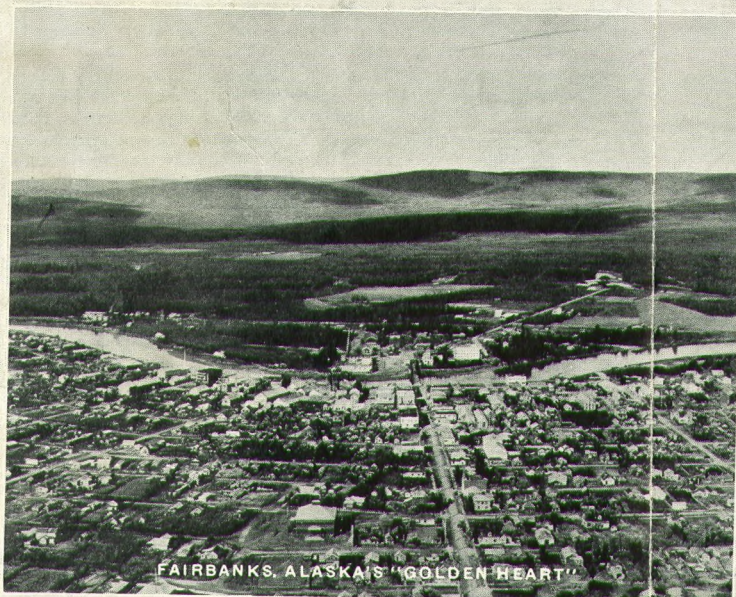
ANCHORAGE, THE "MAGIC CITY"



JUNEAU, THE "CAPITAL CITY"



SEWARD, ON RESURRECTION BAY  
GATEWAY TO INTERIOR ALASKA



FAIRBANKS, ALASKA'S "GOLDEN HEART"



CORDOVA, THE "COPPER GATEWAY"