

ALASKA

The Land of Yesterday, Today and Tomorrow

Alaska, that territory of ours occupying the far northwestern corner of North America, known to the Indians and early Russian fur trappers as "Al-ay-ek-sa"—The Great Land—is one of the most surprising empires of gigantic beauty that the Great Maker of all things has given to the earth. It is a land of Mighty Magnificence, with a background of colorful romance and delightful adventure. Alaska proudly displays her highest mountains, midnight sun, aurora borealis, great rivers, countless lakes fed by far-reaching glaciers, limitless valleys and deep forests, wild game, forsaken mining towns and thriving new cities and settlements, totem poles, fishing fleets and incomparable inland seas of floating mountains. It is a glorious panorama! It amazes the thousands of visitors who come each year to view in real comfort the never-to-be-forgotten wonders that Alaska—and only Alaska—can present.

And what a surprise it is! Instead of the cold and forbidding patch of "White Land" that the average visitor vaguely remembers we purchased from Russia in 1867 for the sum of \$7,200,000 he finds a country of delightful climate in soft, peaceful colors on an heroic scale, whose eastern and western extremities stretch across an expanse as great as the distance from Savannah, Georgia, to the coast of California; whose northern and southern ends would reach from the Canadian boundary to the Gulf of Mexico; whose total area is equal to one-fifth that of the United States; as great in area as the States of Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Indiana, Illinois, Missouri, Iowa, Michigan, Wisconsin and Minnesota combined! A nation in size with a population of 60,000, governed by a territorial legislature elected by her people and a Governor appointed by the President of the United States.

But still another surprise is in store for the visitor when he learns that Alaska, besides being a giant in fascinating grandeur, is ambitiously supplying the markets of the world with her products. Her waters furnish the largest salmon catches in the world. Her

gold and copper mines are among the largest and richest in existence. She breeds an unlimited number of fur-bearing animals. Her abundance of big game beckons the hunter from the far corners of the earth. Alaska is a great breeding ground for ducks, geese, and other migratory birds which spend a part of the year in the United States. The timber in her National Forests is estimated at 85,000,000,000 board feet! A wealthy nation locked in by mountains that rise from the bottom of the ocean and scrape their heads against the clouds!

When the visitor journeys to Alaska he sails through the peaceful "Inside Passage" where the Pacific becomes a calm, smooth river. He sees Mt. McKinley, the highest mountain on the North American continent, the peak of which, among all mountains throughout the world, rises to the highest point from its immediate base. He sees multitudes of flowers—some of them, the begonias for instance, the largest he has ever seen; strawberries, large and luscious; grain fields and vegetable gardens; big game, great gold and copper mining operations; and he learns that Alaska

has produced a wealth of over \$615,500,000 in minerals alone—that it has produced a total wealth of approximately \$1,500,000,000, exclusive of the millions of dollars worth of fur, timber, and agricultural products! And the unbelievable treasure dormant in the Interior is yet untouched!

But the wealth of amazing beauty and untiring interest that Alaska possesses is unhidden. Anyone who has the restlessness of the adventurer in his veins, the unsatisfied desire to explore the unusual corners of the earth and be a part of it, has only to cruise to Alaska and penetrate the Interior via The Alaska Railroad. Anytime between May and October the visitor will find Alaska's atmosphere to be clear, visibility good, and the weather ideal for summer traveling. There are several easy, comfortable and inexpensive trips into Alaska, outlined on the following pages, that will remain forever as the most glorious adventures of travel-life. Let The Alaska Railroad prepare an itinerary and make advance reservations for your trip.

While in Alaska—Visit Mt. McKinley National Park!



To Interior Alaska and Return

Via The Alaska Railroad

The all-rail trip from Seward to Fairbanks and return is a journey crowded with surprising and inspiring panoramas of boundless virgin scenery that are beyond all description of words or illustrations. Few other rail trips compare with it in beauty and interest.

Kenai Lake, a calm and at times treacherous body of water set in a circle of great, snow-crested mountains, is reached within an hour after the train leaves Seward. In less than another hour the train is traversing The "Loop" where, in a great oval-shaped depression, the visitor compares the marvelous works of Nature with the courage and skill of man, before the train swings on through canyons to massive and silent Spencer Glacier.

The rockbound shore of twisting "Turnagain" Arm, that great neck of water having the second greatest tide in the world and scenery that is not even surpassed by the better known fjords of Norway, is followed for many miles to Anchorage. That city rests on a beautiful plateau above the waters of historic Cook Inlet, within full view of the never-ending row upon

row of great mountain ranges and peaks that stretch out in all directions. Across the bay one may see "Little Susitna," a volcano-shaped peak of impressiveness, while 150 miles to the northward, on a clear day, mighty Mt. McKinley stands forth in full glory.

Continuing northward from Anchorage the train crosses rivers and canyons, and enters the Matanuska Valley, center of a fertile agricultural and coal-producing region. A few miles farther on comes beautiful Wasilla Lake, and then Wasilla, headquarters for gold quartz mining operations in the Willow Creek Country. From Nancy, a few miles north of Wasilla, the "Rainy Pass Trail" leads off to the Iditarod and Kuskokwim gold mining districts. At Montana, a large silver fox ranch may be seen from the car window.

But in the Talkeetna district, outfitting point for mining operations in the Cache Creek country, comes one of the grandest sights in the entire world—Mount McKinley, the monarch of North American mountains. In their native worship the Indians called it "Mt. Denali," meaning "Home of the Sun." As the

train threads its way along, many other views of it are obtained, its glistening sides of snow turned to gold by the sun, while the storm clouds tumble and roll about its majestic summit!

The night is spent at Curry where The Alaska Railroad maintains Hotel Curry, the finest hotel in Alaska. Here the visitor sleeps, wrapped in the silence of the surrounding wilderness; and the following day continues his way northward. The train winds through Indian Creek Canyon and Chulitna Pass, and crosses Hurricane Gulch over a 918-foot modern steel bridge which, in the center, rests 296 feet above Hurricane

Creek. Between miles 274 and 279 several more splendid views of Mt.

McKinley are offered. The train then traverses the Broad Pass District and arrives at the entrance to Mt. McKinley National Park.

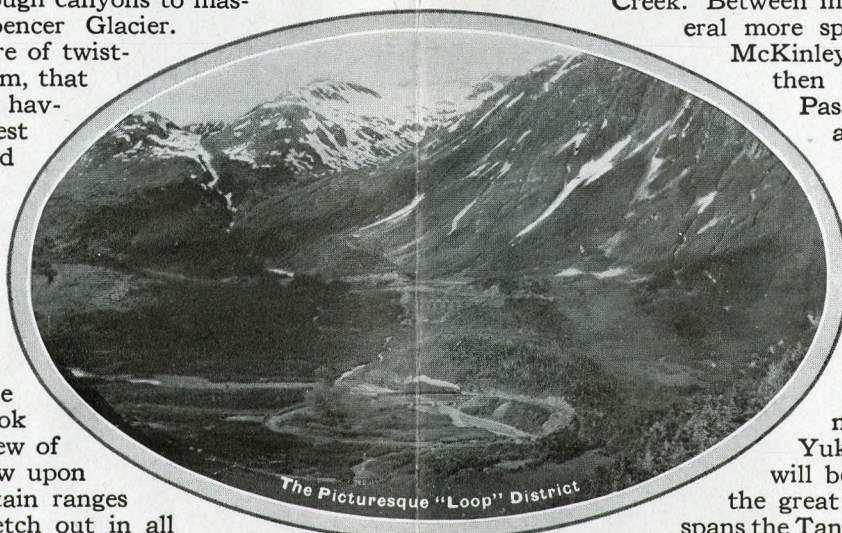
After leaving McKinley Park Station the train continues to Healy. Then comes the important little town of Nenana on the Tanana River, the main tributary of the Yukon. Here the visitor will be interested in seeing the great 700-foot bridge that spans the Tanana—the second longest single span steel bridge in the world.

And here at Nenana connections are made with the river boats operating to all points on the Tanana and Yukon and their tributaries.

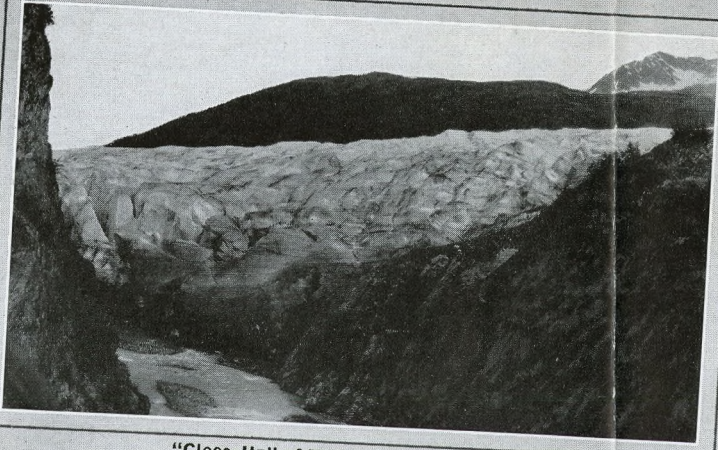
Fifty-eight miles beyond Nenana is Fairbanks—Alaska's "Golden Heart," and Interior terminus of The Alaska Railroad. This intensely interesting city, home of the Alaska Agricultural College & School of Mines—the northernmost institution of higher education in the world—is situated in the very center of the Tanana Valley, another of Alaska's important agricultural districts.

Visitors will find the "All-Rail" trip to Interior Alaska and return one of unique interest, thorough comfort, and utmost enjoyment. Furthermore, the seven or eight days devoted to such a trip allow the traveler greater opportunity to make real visits in Mt. McKinley National Park and other places along the line.

You have not seen Alaska until you've seen the Interior, and the best way to see the Interior is via The Alaska Railroad.



Majestic
Mt. McKinley



"Close-Up" of Mighty Spencer Glacier



Trail River and the Kenai Mountains



Towering Mountains and Wooded Foothills



Along the Shore of "Turnagain" Arm



The "Horse Shoe" from Hurricane Gulch Bridge

Mt. McKinley National Park

Nature's Wonderland in the Heart of Alaska

Mt. McKinley National Park contains the wildest, highest and most rugged snow-topped mountains in North America. It is reached directly by The Alaska Railroad from either Seward or Fairbanks. All Alaska visitors should plan a few days' stop-over in the Park, as it is the last and greatest wilderness within comfortable reach on earth.

Visitors making the trip over The Alaska Railroad may stop over at least twenty-four hours, and longer if they desire, regardless of itinerary, since such a stop is provided for in the railroad's schedule.

Mt. McKinley National Park is the second largest of our National Parks, 2,645 square miles in area, approximately 105 miles long and an average width of 30 miles. Mt. McKinley, the highest mountain in North America, is the dominating feature of this wonderland. It is a spectacle that has no rival. It rises 20,300 feet above the sea and 17,000 feet above the plateau on which it stands. Measured in height above its base, it is the highest mountain in the world. Its great height can be compared to another high mountain placed on top of Mt. Rainier.

To witness the lordly appearance of this magnificent king of mountains from a great distance is a wonderful experience. To actually obtain the close-up view of it from many different angles along The Alaska Railroad is one of the most inspiring and amazing spectacles in the world. Mt. Rainier and its princely brother, Fujiyama, across the Pacific in Japan look out over busy civilization. Mt. McKinley proudly reigns over the greatest and most beautiful wilderness on earth.

The Mountain's great size and indescribable magnificence so completely dominate the Park that all the nearby grandeurs are unobserved by visitors when they first come under its spell. But it can be readily imagined that Nature surrounded its King of Mountains with a glorious display of fitting splendor. For instance, the Alaska Range that stretches across the Park surpasses in every respect many of the widely advertised mountain ranges in the United States. Mt. Foraker rises to a height of 17,000 feet. Many other peaks great in their own strength and dignity are not

important enough to have a name; yet, they are higher and more beautiful than Pikes Peak, Mt. Hood, Mt. Mitchell, Mt. Shasta, Mt. Washington and scores of other mountains hailed as monarchs of the regions they survey.

The glaciers in the Park are many. Silent rivers of solid ice, miles in length, creep and gnaw their way out of mountain retreats that have never heard the footsteps of man. Some of these glaciers—many of them unnamed—contain more ice than all the glaciers of Switzerland. Countless beautiful lakes—many without name—with an abundance of fighting trout and grayling, await the arrival of sportsman and lover of Nature.

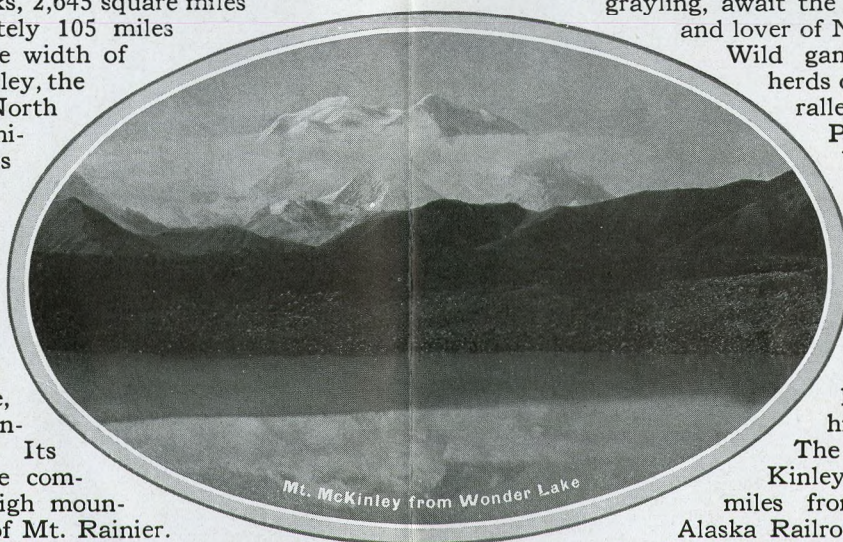
Wild game—not just a few herds of tame deer and corralled buffalo—roam the Park. There are caribou and mountain sheep in abundance, and grizzly bear, besides the smaller fur-bearing animals, mink, lynx, fox, wolverine and beaver. Most of the game the visitor is likely to see in a day's hike or ride.

The Park entrance is McKinley Park station, 348 miles from Seward on The Alaska Railroad. From this point the visitor motors to Savage River Camp,

12 miles within the Park. Savage River is the base camp from which all side trips within the Park are initiated. Here are good tent-houses, 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.

From Savage River Camp automobile trips are made to Sable Pass, a 52-mile round trip through a district of wild game and inspiring scenery. Another automobile trip through wild game country is that to Caribou Camp at the head of Savage River, 9 miles each way. Both trips may be made by saddle horse, stage coach or automobile, as desired. Other saddle and pack horse trips are made to Toklat and Igloo Creeks and Copper Mountain.

The Alaska Railroad will gladly supply you with complete information concerning Mt. McKinley National Park and the many places and trips of interest therein, together with rates.



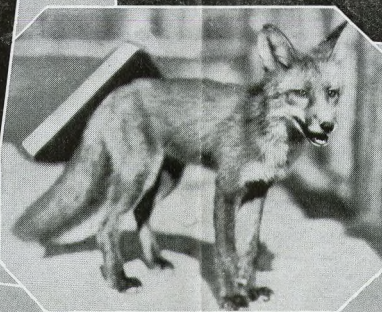
Mt. McKinley from Wonder Lake



Gorgeous Waterfalls at Every Hand



Savage River Camp,
Mt. McKinley Nat'l Park



An Alaskan Fox



Alaska Reindeer



Mt. McKinley from an Airplane



Alaska Daisies



A Scene Near Seward

The "Golden Belt Tour"

A Fascinating All-American Route Through Interior Alaska

This matchless tour—a combined water, rail and automobile trip to and throughout scenic and industrial Alaska—requires but 20 days from Seattle to return thereto. The cruise through Alaska's beautiful "Inside Passage," followed by all travelers making the "All-Rail," "Golden Belt" and "Circle Tours" described in this booklet, reveals the most astounding scenery of blending mountains and sea in existence. It is a gigantic panorama of calm seas, giant mountains, dense forests, immense glaciers, tumbling streams, high waterfalls, and sky toned in the most delicate colors of blues, pinks and greens from the Creator's palette. Imagine, if you can, a stretch of water as smooth as a spring-fed mountain lake, 15 times as long as the Panama Canal—and only a trifle wider—lying peacefully in a narrow valley between the highest mountain ranges in North America. With such a picture in mind you just begin to realize the gigantic scale of this everchanging scene.

The steamer with its luxurious state-rooms, lounges, promenades and sports areas glides through the narrow channels almost rubbing its sides against the rocky walls. Inlets and fjords—broad enough and deep enough to float the largest ships, but tiny in comparison to the surroundings—are tucked between precipitous walls. Mighty glaciers—high as an office building, wide as a city park—poke their blue noses into the deep waters. Waterfalls tumble from the heavens in streaks of white ribbon amid a shower of silver mist. Quaint Indian villages and deserted mining towns crouch in statuesque relief against a velvet green back drop of dense forests. Circling gulls escort the steamer, its prow pointed to the North, penetrating deeper and deeper into the heart of this silent, magnificent empire.

The steamer stops at villages and towns along the way, long enough for the passengers to see the shops, study the grotesque totem poles and walk along the streets paved with heavy wooden planks. Ketchikan, where the salmon-leaps are seen! Wrangell, the old Russian trading post! Juneau, the capital of Alaska!

From Juneau the steamer charts its course through Icy Straits and across the Gulf of Alaska. It keeps

within sight of shore all the way and presents a magnificent view of snow-topped mountains. Range upon range of mountains rise from the water's edge and fade into the misty horizon like giant billows turned to stone!

On this part of the cruise the passengers see giant Malispina Glacier entering the sea—a frozen river 100 miles wide and larger in area than the state of Maryland! The steamer moves directly in front of it for the entire distance, and then enters Prince William Sound. After visiting Cordova, Valdez and Latouche—and viewing Columbia Glacier as well—passengers leave the steamer at Seward to begin the glorious "Golden Belt Tour" through the Northland. While in many

localities the route of this tour follows the trails used by pioneers, the traveler of today does not face the same hardships of travel and living conditions. Instead he travels in fine trains and automobiles, sleeps in comfortable hotels and lodges, and enjoys good meals and service at the same scale of prices that exist in the United States proper.

Upon leaving Seward the visitor travels over The Alaska Railroad to Anchorage, Curry, Mt. McKinley National Park and Fairbanks. This rail trip is described more in detail on page two. From Fairbanks the visitor travels over the beautiful and interesting Richardson Auto Trail to Chitina, thence to Kennecott, Miles and Childs Glaciers, and Cordova via the Copper River and Northwestern Railroad, with return sailing to Seattle from Cordova via the Inside Passage. The "Golden Belt Tour" may be initiated at Seward, with southward sailing from Cordova, or it may be initiated at Cordova with southward sailing from Seward.

The trip to Interior Alaska can also be made by leaving the steamer at Valdez, using automobiles from that point to Fairbanks, with return to Seward on the coast via The Alaska Railroad. This alternative route may likewise be initiated at Seward, with southward sailing from Valdez.

In connection with the regular "All-Rail" and "Golden Belt" tours, there is a sailing from Seattle each Saturday morning at 9 o'clock.

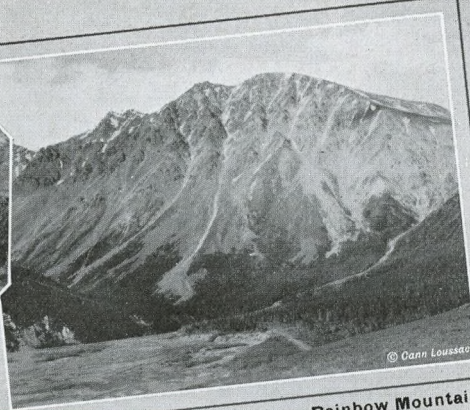




Worthington Glacier

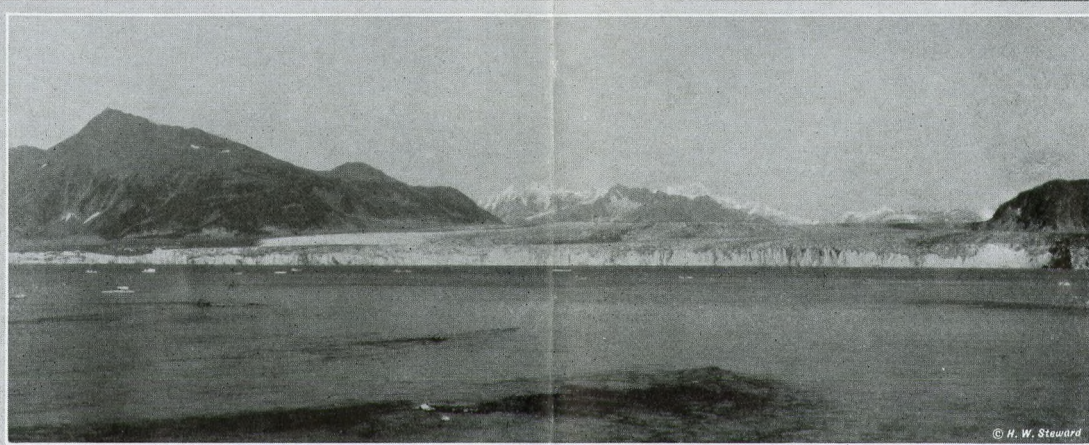


Panning Gold,
Interior Alaska



© Gann Loussac

Rainbow Mountain



© H. W. Steward

Miles Glacier



© Gann Loussac

Birch Lake



A Keystone Canyon
Waterfalls



Public Library, Fairbanks, Alaska

Other Alaska Trips

The "Circle Tour"

This tour, requiring approximately 28 days from Seattle to return thereto, includes a cruise through Alaska's "Inside Passage" and Prince William Sound to Seward; thence via The Alaska Railroad to Anchorage, Curry, Mt. McKinley National Park, Fairbanks and Nenana; thence by river steamer down the Tanana and up the Yukon Rivers to Dawson and White Horse (with side trip to Atlin, if desired); thence via the White Pass & Yukon Ry. to Skagway, with return southward sailing from the last named point.

Upon reaching Seward—named for the Secretary of State whose judgment and foresight resulted in the purchase of Alaska from Russia in 1867—

passengers leave the steamer and begin The Alaska Railroad trip to Interior Alaska. This journey is described more in detail on page two.

After completing the rail trip, Seward to Nenana via Fairbanks, passengers board the Steamer "Yukon" and begin the river journey to Dawson and White Horse. Along the "Circle Tour" route the visitor plunges into the vast loneliness and untamed beauty of little-known Alaska.

Throughout the length of the Yukon are reminders of the scenes that prompted Service to pen his romantic poems. The steamer stops at Tanana, Rampart (Rex Beach's frontier home), Ft. Yukon, Circle City and Eagle. At Ft. Yukon the Arctic Circle is crossed. Between Dawson and White Horse the steamer passes through "Five Finger Rapids"—a thrilling and ever-remembered experience for those on board. From White Horse the visitor may motor to Miles Canyon and the Rapids—treacherous stretches of water that tested the souls and skill of sturdy pioneers during the "Gold Rush" days. From White Horse the White Pass and Yukon Ry. winds for 112 miles along the rocky shores of Lake Bennett and over the famous White Pass to Skagway. The trail of the '98 gold seekers is plainly seen in many places beside the railroad. At Skagway the steamer is boarded for the home-bound trip through the Inside Passage.

The "Circle Tour" may also be reversed; that is, it may be initiated at Skagway with southward sailing from Seward.

The "Loop" Side Trip

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 gather at least a glimpse of Interior Alaska, The Alaska Railroad, during the summer season, operates a Special Train each Friday, leaving Seward 9.00 a. m. and arriving Anchorage 1.55 p.m. Travelers who avail themselves of this service have opportunity to see beautiful Kenai Lake; pass through the shaft-like Placer River Canyon; traverse the mountainous "Loop District," and detrain at Mile 52, from which point may be obtained a magnificent "close-up" view of

mighty Spencer Glacier—and return to Seward on the special Friday train leaving Anchorage 1.30 p.m. and arriving Seward 6.30 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 "Loop" Side Trip takes the visitor through regions of real scenic splendor, and is very much worth while. Total cost of the round trip is \$7.50



Another View of Birch Lake

What Others Say Regarding Interior Alaska Trips

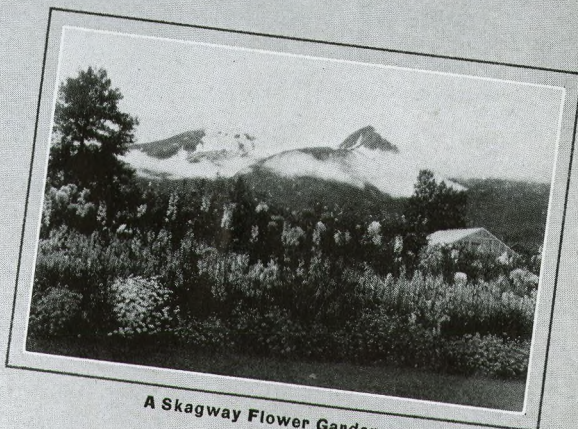
"I am more than glad that I made the trip, my only regret being that I could not spend more time in that interesting land; but time and another trip may rectify this." "Alaska was grand and interesting beyond my wildest expectations, and combined with it all was a degree of comfort, from every point of view, that was surprising." "As a vacation tour, I can heartily recommend it to anyone. The entire journey was, to me, one moving panorama, presenting one thrill after another." "Interior Alaska was a complete surprise; the agricultural possibilities, profusion of flowers, and prosperous cities, are things which the uninitiated would not expect to find in Alaska. The view of majestic Mt. McKinley, and the stay in Mt. McKinley National Park, were alone worth the trip to Alaska." "We are enthusiastic over our experiences in Alaska—its wonderful scenery, beautiful flowers, and many other things of interest found there, besides the courtesy shown us everywhere by the Alaska people."



**Seward, Ocean Terminus
of the Alaska Railroad**



**Sunset on
Resurrection Bay**



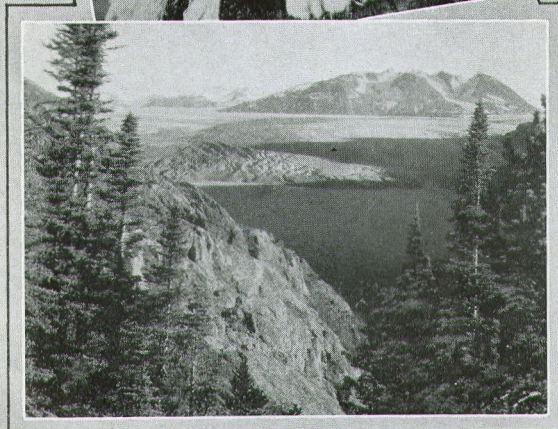
A Skagway Flower Garden



**A
Tanana
Indian
Mother**



Lake Atlin and the Atlin Mountains



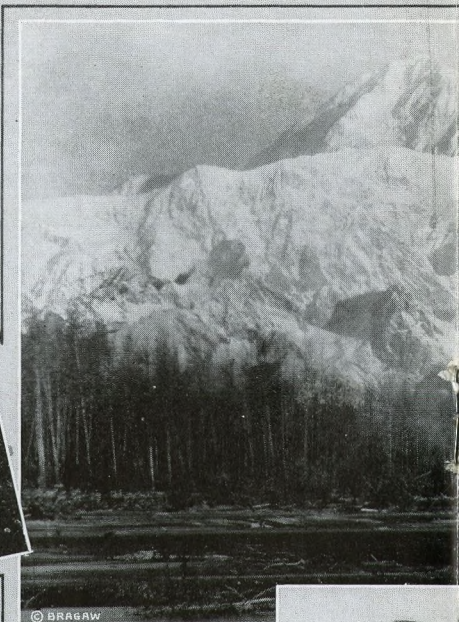
Llewellyn Glacier, Lake Atlin



Native School Girls
in Eskimo Winter Garb



A Prospector
Ready for the Trail



© BRAGAW

Alaska
Totems



Columbia Glacier
in Prince William Sound



Alaska's Mountain Scenery
Is Unsurpassed

© SCHAL LUBEN



Lilac Time



**Mt. McKinley,
Highest on
the North
American
Continent**



**A Prospector's
Food Cache**



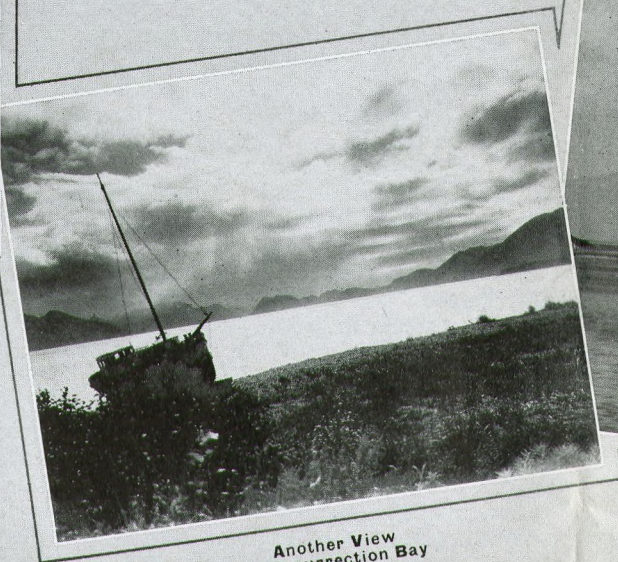
**Chief Thomas
of the Tananas**



Photo by U. S. Forest Service



Flowers in Alaska



**Another View
of Resurrection Bay**



**Mt. Edgecumbe,
Southeastern Alaska**

Alaska's Resources Extensive and Varied

Minerals, Fisheries, Fur, Timber, Agriculture and Reindeer

Alaska is a Nation wealthy in its own name!

Mining operations of various kinds are being carried on, these consisting chiefly of coal, gold and copper. At Kennecott are situated the large copper mines, while in The Alaska Railroad belt the greatest coal and gold mining operations are under way. In the vicinity of Jonesville and Moose Creek, on the Chickaloon Branch of The Alaska Railroad, are located several bituminous coal mines. Not far from Chickaloon will be found deposits of anthracite. Near Healy, on The Alaska Railroad, is situated a large sub-bituminous coal mine. The coal is distributed at many points along The Alaska Railroad, as well as up and down the Yukon River, and is being shipped to other sections of Alaska. Coal is one of the chief commodities handled by The Alaska Railroad.

Gold lode mining was developed on a small scale in Southern Alaska as early as 1882. Today it is a well-developed industry. Placer mining began in 1880 near Juneau, but no important discoveries were made until the 1898 gold strike in the Klondike district encouraged prospectors to develop the Interior. As a result, gold was discovered in many other sections. An important "gold strike" was that at Fairbanks in 1903. In the Fairbanks district are now being carried on the most extensive gold mining operations, although considerable gold lode mining is being done in the Willow Creek, Chulitna and Kantishna regions. Copper mining began in 1900. Since that time the value of the copper output has reached a total of approximately \$208,000,000.

The potential mineral wealth of Alaska is beyond estimate and will only become known through continued intensive search aided by improved transportation facilities.

Fishing, at present the greatest of Alaska's industries, was the first to be developed. The Russians began it, but it was a modest attempt compared to the gigantic scale on which it is conducted today. The most important fishery is the salmon industry, with herring, halibut, clams and shrimps following in the order named. Closely allied with them is the canning

industry. The trout, whitefish and grayling in the streams are left practically undisturbed for the enjoyment of those who fish for sport.

The vast wilderness of Alaska will probably maintain a valuable and everlasting supply of furs; i. e., black, silver, grey, blue and white foxes, marten, mink, otter, squirrel, wolverine, ermine, muskrat and beaver, grizzlies, polar and brown bear. During the past year more than \$4,500,000 worth of furs were exported, in addition to those sold locally. The visitor has excellent opportunities to purchase furs at moderate prices at the shops in many of the Alaska cities.

The total area of the forests and woodlands in the territory is estimated at about one hundred million acres, of which approximately twenty million acres have been set apart as two National Forest Reserves.

The commercial tree species are as follows—Western hemlock, Sitka spruce, Western red cedar, Alaska (yellow) cedar, etc.

In addition to these, however, are large stands of fine birch; this timber, much of which is in

The Alaska Railroad belt, is now being considered for veneer, furniture and other purposes, and there

is a promising outlook for this industry.

Of Alaska's total area, 100,000 square miles are suitable for agricultural pursuits; 50,000 square miles can be cleared and cultivated; while the remaining 50,000 square miles are suitable for grazing purposes. The most accessible agricultural districts are the Matanuska and Tanana Valleys, which are traversed by The Alaska Railroad. There are a number of farms in these districts on which are being raised fine specimens of potatoes, cabbages, turnips, onions, cauliflower, radishes, peas and other vegetables that compare favorably in size and flavor with those raised on middle western farms in the United States. Winter rye, wheat and hay are also produced. Stock raising likewise engages the attention of Alaska farmers to a certain extent. Government Agricultural Experiment Stations are located near Fairbanks in the Tanana Valley, and near Matanuska in the Matanuska Valley.

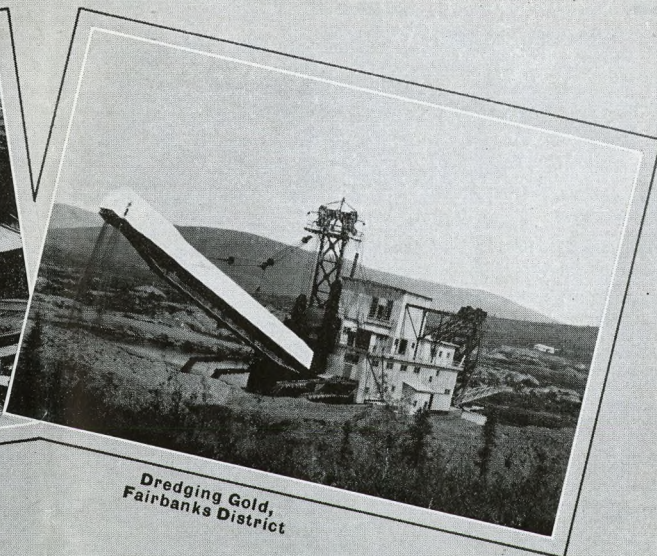
The Alaska reindeer industry is also growing; reindeer meat is already being sold throughout the country.



A Dairy Farm Scene Near Fairbanks



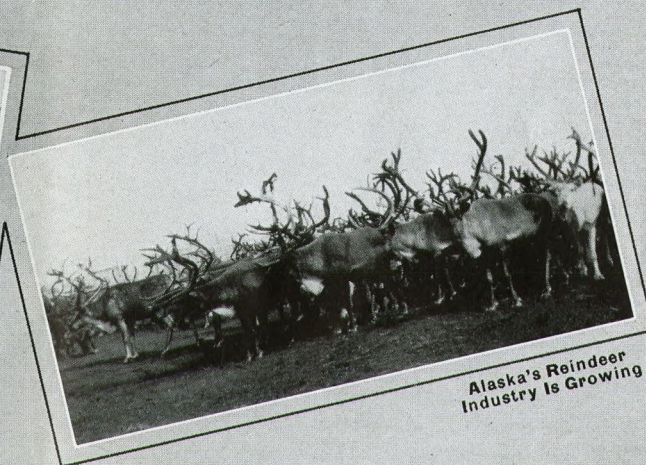
**A Sawmill
Near Seward**



**Dredging Gold,
Fairbanks District**



**Threshing Wheat
in the Tanana Valley**



**Alaska's Reindeer
Industry Is Growing**



**Sub Bituminous
Coal Mine Near Healy**



**Mills of the Kennecott
Copper Mines**



**Matanuska Valley
Cabbage**

Hunting and Fishing

Alaska Rapidly Becoming the Sportsman's Paradise

No hunter leaves Alaska without first procuring what he came after—the best of game and trophies. Of all the Big Game districts in North America, not one, perhaps, offers the hunter a greater variety of game, or more sport, than the many hunting grounds in The Alaska Railroad belt.

Alaska's game resources have been of greatest practical value in developing the country and maintaining its population, even long before the Russian fur traders began its first civilized settlements. During the hectic gold rush days, the plentiful caribou, moose and mountain sheep supplied the miners with meat. Otherwise they would have starved on account of the difficulties in transportation at that time. This abundance of game still exists. It enables natives and prospectors to live in districts far in the wilderness; and it naturally attracts the hunters, trophy seekers and naturalists from all over the world.

The most notable big game animals in Alaska are the giant moose, white mountain sheep, mountain goat, and bears of various species.

Since refrigerated meats have been introduced from the United States and the reindeer industry has grown to its present size, Alaska's game supply has greatly increased, especially moose, caribou and mountain sheep. Mountain sheep are found along the entire length of the Alaska Range, on northern slopes of the Endicott Mountains, and at various points in The Alaska Railroad belt. Moose are found nearly everywhere among the lakes and woods. They are especially plentiful on Kenai Peninsula, easily reached from Anchorage. Mountain goats are also found in the southern part of Alaska, in the Chickaloon district, and on Kenai Peninsula.

Caribou roam in great herds throughout the country lying between the Yukon and the Alaska Range. Visitors who follow the "Golden Belt Tour," or the "Circle Tour," may be fortunate enough to see a herd of them. The herds usually consist of hundreds of caribou—occasionally thousands.

The big Alaska brown bear, and the grizzlies, are found on the islands and mainland of the southern coast and on both slopes of the Alaska Range, even

as far north as the polar regions. With the big Kodiak bear they are abundant on the Alaska Peninsula and Kodiak Island; also, black bear are plentiful in many districts touched by The Alaska Railroad.

With Alaska's countless mountain lakes and tumbling streams in a practically uninhabited wilderness, it is easy to imagine the excellent fishing that exists. There is no finer and none more plentiful in the world. Grayling, whitefish and trout literally fight to take the angler's fly as it strikes the water.

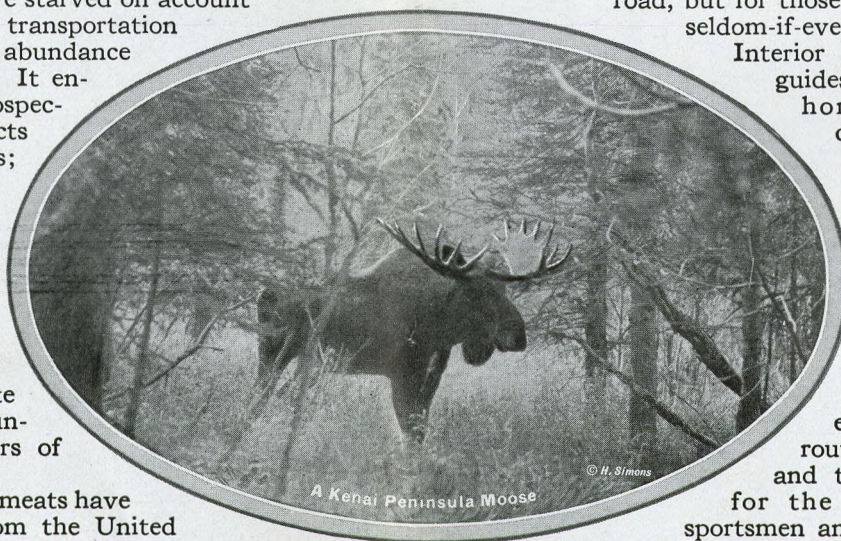
The fisherman will be well satisfied and kept busy fishing the lakes and streams along The Alaska Railroad, but for those who wish to seek the seldom-if-ever-fished waters of the

Interior there are competent guides, saddle and pack horses, and complete camping equipment to take you there. The Alaska Railroad will gladly engage a guide and arrange for camping equipment at your request.

Within easy reach of The Alaska Railroad from the different stations along the route, comfortable camps and transportation service for the accommodation of sportsmen and their families have been provided by experienced guides and organizations who make a specialty of caring for the interests of Big Game hunters.

The open season for moose, mountain goat and caribou is between September 1st and December 31st. Mountain sheep—August 20th to December 31st. Large brown and grizzly bear—September 1st to June 30th. Black bear—September 1st to June 15th. Bag limits: one moose, two mountain sheep, three mountain goats, three large brown or grizzly bears, two caribou south of the Alaska Range and three north of the Alaska Range. Hunting licenses: Non-resident (U. S. citizen) \$50.00; Non-resident (Alien) \$100.00.

For further information and arrangements for guides, etc., communicate with THE ALASKA RAILROAD.



PLAN NOW TO VISIT ALASKA!

Unbounded hospitality awaits you; the mighty and romantic "Yukon" is calling to you; the "Midnight Sun" will cast its glorious spell upon you; and all elements will combine to make your visit a memorable and enjoyable one.



Reason Enough
for Miles
of Smiles
Russian River
and Lake Atlin
Beauties



Kenai Peninsula
Brown Bear



A Russian River Catch

Return of
the Duck
Hunters



Alaska Caribou



Moose and
Mountain Sheep
Trophies



A Team of Spirited Huskies



A View of Mt. McKinley from within the Park

Side Trips and Travel Suggestions

At a number of places throughout Alaska where steamer stops are made; and where, such as at Anchorage, Mt. McKinley National Park and Fairbanks, visitors usually arrange stopovers, it will be found decidedly interesting and convenient to make short side trips. Services in connection with the following trips have been standardized, the trips are recommended, and charges for same are nominal:

Juneau: A fifteen-mile trip by automobile to Mendenhall Glacier and Auk Lake, and return. Mendenhall is probably the only glacier in the world to the face of which one can drive in an automobile.

Cordova: By rail to Miles and Childs Glaciers, and return, via the C. R. & N. W. Ry.

Valdez: To Keystone Canyon and return by automobile. Keystone Canyon is a magnificent three-mile gorge, cut through solid rock, with massive walls of slate and colored granite, hundreds of feet high, through which pour numerous waterfalls fed by the glaciated peaks far above.

Seward: The "Loop" Side Trip referred to on page eight, can easily and comfortably be made by round-trip passengers while the steamer lays over at Seward.

Anchorage: By automobile to Lake Spenard bathing resort and around the "Loop Highway."

Mt. McKinley National Park: There are a number of splendid side trips in this great National Playground which may be made by saddle horse, stage coach or automobile. Popular among these trips are the following: To Caribou Camp at the headwaters of Savage River (the big game drive); to Inspiration Point on Mt. Margaret, and to Sable Pass. Further information regarding these and other trips in the Park will be gladly supplied upon request.

Fairbanks: By automobile to the United States Agricultural Experiment Farm, the Alaska Agricultural College and School of Mines, and to the placer and vast gold dredging operations. This side trip is decidedly instructive, worthwhile and interesting.

Approximately twenty days from Seattle, to return thereto, allow travelers ample time in which to follow Alaska's "Golden Belt Tour." (For detailed information see pages six and seven.) The trip Seattle to Seward and return, with one week devoted to the "All-Rail" tour Seward to Fairbanks and return via The Alaska Railroad (described on page two), can also be made in approximately twenty days.

Between twenty-eight and thirty-four days from either Seattle, Vancouver, or Prince Rupert, to return thereto, are required in connection with Alaska's "Circle Tour" outlined on page eight, the length of time depending upon route followed—whether "upstream" or "downstream"—the former requiring a few days' more time.

Lower Yukon River Service

During the season of navigation, The Alaska Railroad maintains freight and passenger steamer service on the Tanana and Lower Yukon Rivers, to Holy Cross and Marshall. At the last named point this service connects with the launch "Encee" of the Northern Commercial Company, which plys between Marshall and St. Michael. Nome connections are made at St. Michael.

You haven't seen Alaska until you've seen the Interior, and the way to see Interior Alaska is via The Alaska Railroad!

THE ALASKA RAILROAD

PASSENGER TRAIN SCHEDULE

Effective June 5th to September 2nd inclusive, 1931

NORTHWARD Read Down				STATIONS				SOUTHWARD Read Up			
	Fri. Only *6	*Wed. 2	Miles from Seward		Elev.			*Mon. 1	Thur. Only *5		
.....	9.00AM	7.30AM	0.0	Lv. Seward.....Ar	20	6.30PM	6.30PM	.....	.....	.....	.....
.....	10.07AM	8.39AM	23.2	Lv. Lawing.....Lv	452	5.25PM	5.25PM	.....	.....	.....	.....
.....	11.30AM	10.05AM	51.0	Lv. Tunnel.....Lv	491	4.03PM	4.03PM	.....	.....	.....	.....
.....	12.25PM	11.00AM	74.8	Lv. Girdwood.....Lv	40	2.58PM	2.58PM	.....	.....	.....	.....
.....	1.55PM	12.30PM	114.3	Ar. Anchorage.....Lv	38	1.30PM	1.30PM	.....	.....	.....	.....
.....	3.00PM	1.30PM	114.3	Lv. Anchorage.....Ar	38	12.30PM	12.30PM	.....	.....	.....	.....
.....	4.27PM	2.57PM	150.7	Lv. Matanuska.....Lv	36	10.59AM	10.59AM	.....	.....	.....	.....
.....	4.52PM	3.22PM	159.8	Lv. Wasilla.....Lv	339	10.37AM	10.37AM	.....	.....	.....	.....
.....	7.12PM	5.42PM	226.7	Lv. Talkeetna.....Lv	354	8.20AM	8.20AM	.....	.....	.....	.....
.....	8.00PM	6.30PM	248.5	Ar. Curry.....Lv	546	7.30AM	7.30AM	.....	.....	.....	.....
Tues. Only *10		*Sun. *Mon. *Thur. 4						*Sun. *Wed. 3	Sat. Only *7	Tues. Only *9	
.....	7.45AM	7.45AM	248.5	Lv. Curry.....Ar	546	5.45PM	5.45PM	.....	.....	.....	.....
.....	9.12AM	9.12AM	281.4	Lv. Hurricane.....Lv	1688	4.20PM	4.20PM	.....	.....	.....	.....
.....	10.15AM	10.15AM	304.3	Lv. Broad Pass.....Lv	2127	3.24PM	3.24PM	.....	.....	.....	.....
.....	10.48AM	10.48AM	319.5	Lv. Cantwell.....Lv	2212	2.50PM	2.50PM	.....	.....	.....	.....
2.30PM	11.50AM	11.51AM	347.9	Lv. McKinley Park.....Lv	1732	1.40PM	1.40PM	.....	.....	1.40PM	.....
3.10PM	.....	12.30PM	358.1	Ar. Healy.....Lv	1368	1.00PM	.....	.....	.....	1.00PM	.....
3.15PM	.....	1.00PM	358.1	Lv. Healy.....Ar	1368	12.30PM	.....	.....	.....	12.30PM	.....
5.20PM	.....	3.05PM	411.7	Lv. Nenana.....Lv	362	10.25AM	.....	.....	.....	10.25AM	.....
7.45PM	.....	5.30PM	470.3	Ar. Fairbanks.....Lv	448	8.00AM	.....	.....	.....	8.00AM	.....

* The "Mt. McKinley Special". * The "Aurora". † The "Midnight Sun".

Parlor-Observation Cars will be handled in all passenger trains with exception of No. 2 Seward to Curry on Thursdays; No. 4 Curry to Fairbanks on Thursdays; No. 3 Fairbanks to Curry on Sundays, and No. 1 Curry to Seward on Mondays.

All through passenger trains make an over-night stop at Curry, where is situated the Curry Hotel—owned and operated by The Alaska Railroad.

Diners not handled in passenger trains; all trains stop at Anchorage and Healy for lunch.

Alaska Railroad Connections

At Seward: With the Alaska Steamship Company (the Alaska Line) and the Pacific Steamship Company (the Admiral Line), operating between Seattle and Seward.

At Nenana: With steamer service of the American-Yukon Navigation Company maintained between Whitehorse and Dawson, Yukon Territory, and Nenana in Alaska.

At Fairbanks: With the Richardson Auto Trail, over which excellent automobile service is maintained between Fairbanks and Valdez, and between Fairbanks and Chitina. At Chitina, the Richardson Auto Trail connects with the Copper River & Northwestern Railroad. The Alaska Railroad likewise connects, at Fairbanks, with the Steese Auto Trail which extends to Circle, on the Yukon River.

The Alaska Railroad operates passenger and freight service on the Tanana and Lower Yukon Rivers, to Holy Cross and Marshall, with a weekly sailing from Nenana.

Steamship Sailings

There are frequent sailings from Seattle in connection with the "All Rail," "Golden Belt" and "Circle" tours described in this folder. For complete information regarding sailing dates, and for day-by-day itineraries, confer with any railroad passenger representative, or travel office, or write The Alaska Railroad at nearest office indicated on page eighteen.

Special motor car service furnished by The Alaska Railroad at various points on the line, including 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 stopover.

HOMESTEADERS!

Come Where Land is Cheap and Make Your Own
Property Valuable

Alaska, America's last frontier, offers 160-acre homesteads—free, exempt from taxes, adjacent to The Alaska Railroad, and near established markets, to persons of like vision, sinew and spirit, that urged our forefathers to pioneer and develop the Western States.

Out of Alaska's total area of 590,884 square miles, it is estimated there are approximately 32,000,000 acres that can be cleared and cultivated, and about the same area suitable for grazing purposes. At the present time there are two districts adjacent to The Alaska Railroad that are open to the homesteader—the Matanuska Valley near Anchorage in South Central Alaska, and the Tanana Valley in the Interior of Alaska where the thriving city of Fairbanks is situated. Each valley is on the line of The Alaska Railroad, and each is especially adapted to a certain class of farming—the Matanuska Valley being strictly a dairying locality, while the Tanana Valley is far more suitable for grain raising.

Transportation and Markets

The Matanuska and Tanana Valleys have excellent transportation facilities—not only within themselves, but also to markets located at considerable distances from the sources of production. In addition to the railroad and river transportation, there are in the Tanana Valley 128 miles of good automobile roads adjacent to the city of Fairbanks, while in the Matanuska Valley the mileage of such roads is 113. These roads are built and maintained by the Alaska Road Commission with funds provided by the Federal and Territorial governments. The Alaska Road Commission is engaged in an active and ever-increasing program year by year for the extension of roads where required, and for the maintenance of those roads already established.

Schools

The school system of Alaska consists of Municipal, District, Rural and Federal schools. The first three are under the general supervision of the Territorial Commissioner of Education, while the latter is under the supervision of the Commissioner of Education of the U. S. Department of the Interior. The system also includes the Alaska Agricultural College & School of Mines, Fairbanks, Alaska, the affairs of which are administered by a Board of Trustees with the president of the College as chief executive officer.

Complete information relating to homesteads and agricultural possibilities in Alaska will be promptly and gladly supplied by

The Alaska Railroad



A Matanuska Valley Homestead

General Information

Baggage

With exception of trip over the Richardson Auto Trail, the free baggage allowance on each full-fare ticket, in connection with trips described in this folder, is 150 pounds; on half-fare tickets, 75 pounds.

It is inadvisable for tourists making the "Golden Belt Tour" to have any baggage, other than necessary hand baggage, with them while making the Interior trip from Cordova to Fairbanks and return to Seward, or vice versa. Therefore, travelers making the Interior trip in via Cordova may check their baggage through to Seward, and those going in via Seward may check their baggage to Seward and return to Cordova. Baggage of travelers going in via Cordova will be held at Seward, without charge, until arrival of the passengers at Seward, and for those going in via Seward baggage will be checked through to Seward and return to Cordova where it will be held until arrival of the passengers at Cordova. On arrival of "Golden Belt Tour" passengers at either Seward or Cordova southbound, it will be necessary for them to re-check their baggage to Seattle. Effort will be made to allow "Golden Belt Tour" passengers access to their baggage northbound at Cordova, for those going in via Cordova, and at Seward for those going in via that port. Baggage for travelers making the Interior trip to Fairbanks in both directions over The Alaska Railroad between Seward and Fairbanks, must be re-checked at Seward; or,

Travelers following the "Golden Belt Tour" in via Seward may check their baggage through to Fairbanks from Seattle, rechecking same back to Cordova upon their arrival at Fairbanks, and those who follow the trip in via Cordova may likewise check their baggage through from Seattle to Fairbanks, claiming the same upon their arrival at Fairbanks.

What to Wear

Alaska visitors will have no use for a supply of heavy clothing; wear the same outing clothes you would in any National Park, plus a light-weight "top coat" or wrap for evening wear on the steamers.

The Chicago office of The Alaska Railroad is maintained for the purpose of co-operating with and supplying reliable information to the traveling public, railroad representatives, and travel offices; itineraries arranged, transportation and hotel reservations protected, tickets furnished; complete service in connection with the many Alaska trips. General information concerning Alaska resources and development.

This Booklet Issued By
U. S. Department of the Interior

THE ALASKA RAILROAD

(Mt. McKinley Park Route)

For Further Information, Reservations, etc., Write

G. C. Dickens, General Freight, Passenger and Immigration Agent
Suite 321-22—333 North Michigan Ave., Chicago, Ill.

Dr. Ray Lyman Wilbur
Secretary
U. S. Department of the Interior

General Offices
Anchorage, Alaska

O. F. Ohlson
General Manager
The Alaska Railroad

Seattle Office
422 Bell St. Terminal

The climate of Alaska during the summer months is characterized by very moderate temperature, ranging between 55 and 85 degrees.

Cameras

Alaska visitors are urged to bring their cameras; throughout Alaska the traveler will meet with countless opportunities to photograph a great variety of splendid pictures—and very frequently on the "Golden Belt Tour," opportunities for photographing wild animal life will present themselves.

Passports

No passports required in connection with any trip described in this folder.

Mail and Telegrams

Mail and telegrams for travelers making the trip over The Alaska Railroad may be addressed in care of The Alaska Railroad agent at any point where the visitor is scheduled to stop, or it may be sent in care of any hotel at which reservations have been made.

Telegraph and Cable Service

The Washington-Alaska Military Cable and Telegraph System, operated by the Signal Corp, United States Army, maintains first-class cable and telegraph service throughout Alaska, and between Alaska and the United States. Commercial telegrams received and forwarded by agents of The Alaska Railroad.

Express

The Railway Express Agency has offices at all agency stations on The Alaska Railroad.

Newspapers

The following daily newspapers are published in The Alaska Railroad belt, and visitors are thus enabled to keep constantly in touch with events as they transpire throughout the world: At Seward, *Seward Gateway*; at Anchorage, *Anchorage Daily Times*; and at Fairbanks, *Fairbanks Daily News-Miner*.

Banks

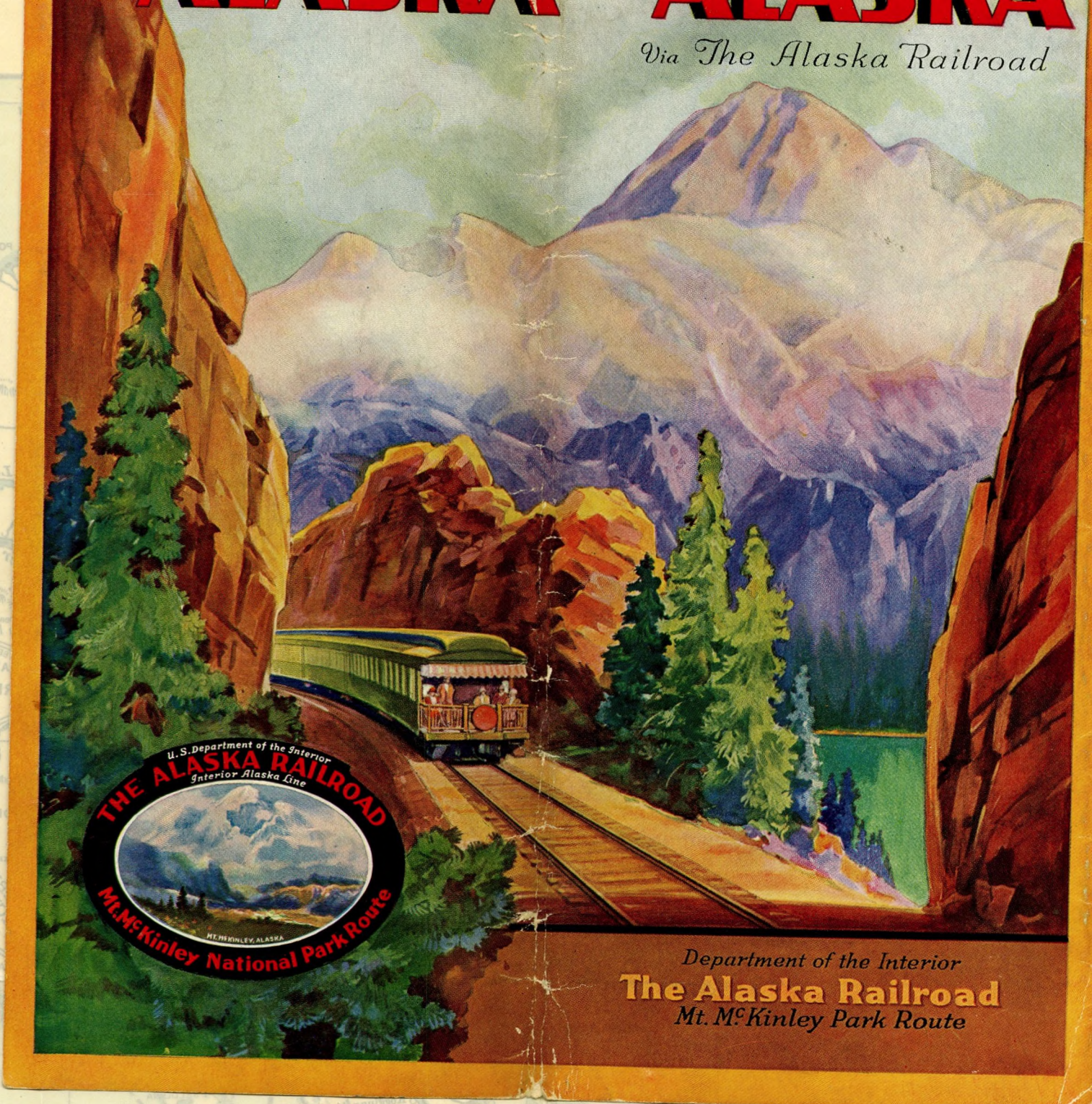
At Seward, The Bank of Seward; at Anchorage, The First National Bank and the Bank of Alaska; at Fairbanks, The First National Bank.



DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
SCENIC ROUTE TO
MT. MC KINLEY NATIONAL PARK
AND INTERIOR ALASKA

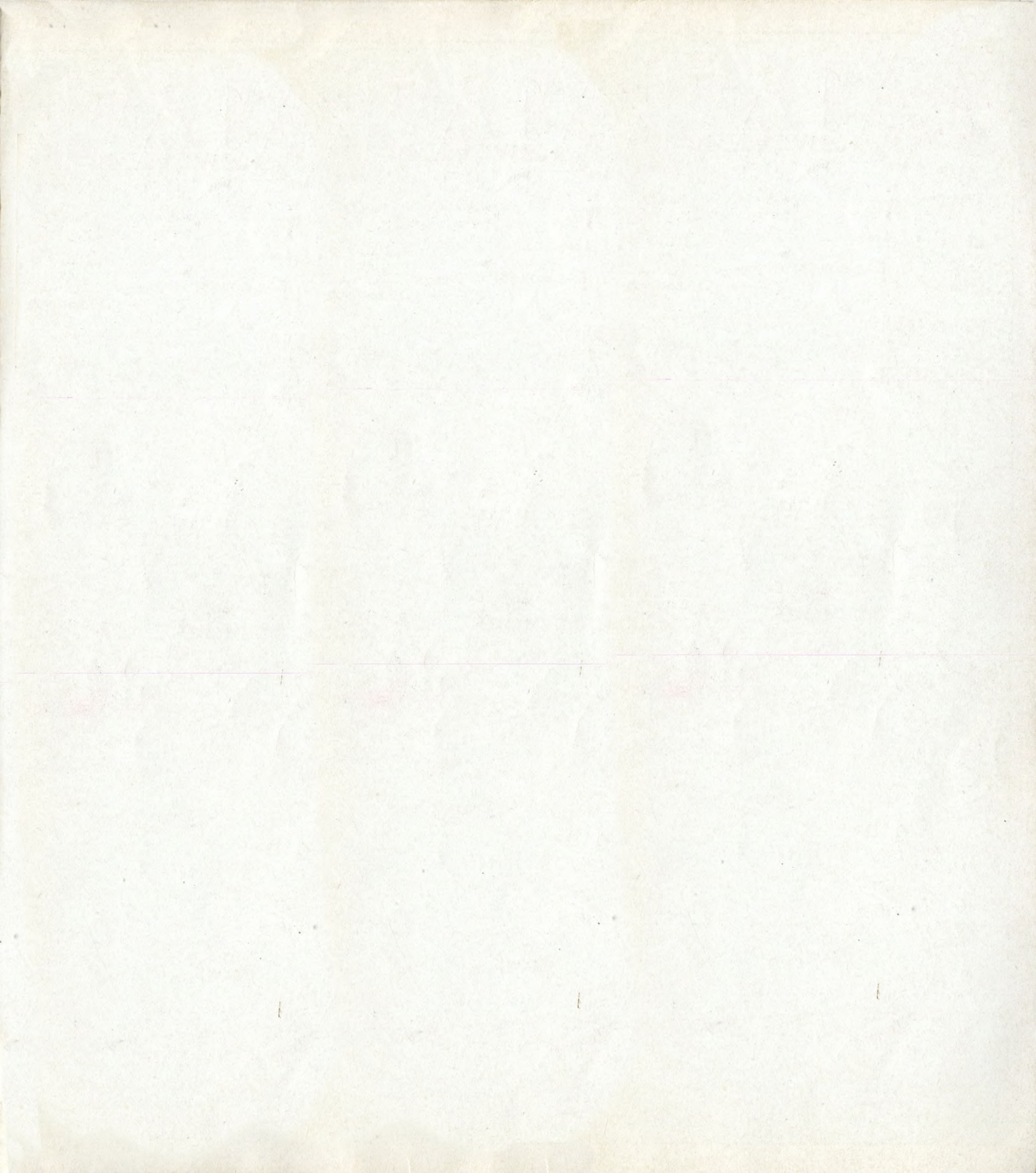
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SCALE OF MILES

Via The Alaska Railroad



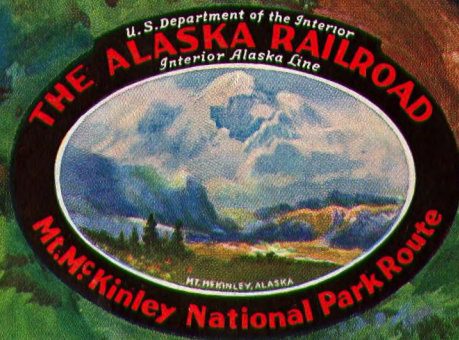
Department of the Interior
The Alaska Railroad
Mt. McKinley Park Route





See ALASKA See ALASKA

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