



Alaska

The Land of YESTERDAY, TODAY and TOMORROW

ALASKA is a great country! And what mysteries are held in the clasp of its monumental mountains and winding glaciers! What thrilling tales of "Early Day" romances and pioneering could be unfolded by its 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 scheme of things! But it is the fathomless mystery, blended with the grandeur of it all, that gives to Alaska its resistless appeal and constant charm, and that intrigues the visitor and holds him while in spirit he lives over the experiences of Northern Days that have gone before.

No water trip anywhere excels in novelty, comfort, 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 quite distant—form a puzzling course over which a great ship is guided by the experienced eyes and minds of Master and Pilot; snow-capped mountain ridges that breast the shore line cast dream-like reflections in 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 crash away and thunder into the sea, creating seething spectral formations that are wondrous to look upon.

Stops at various Alaska ports, including Ketchikan, Wrangell, Juneau, Skagway, Cordova, Valdez and Seward, allow





Mt. Edgcumbe Near Sitka Thrills the Traveler En Route to the Interior Alaska Region Served by The Alaska Railroad

travelers opportunities to form further estimates of and to marvel at the activities and scenic splendor that belong alone to the Northland.

Alaska Travel Accommodations. 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. Hand in hand with Alaska’s development in mining, fishing, fur producing, timber and agriculture, have come delightful trails over which visitors motor in spacious automobiles; modern and well-equipped passenger steamers ply the Yukon and Tanana rivers from Dawson to Nenana, and between Nenana and St. Michael; large and luxurious passenger steamers cruise along Alaska’s majestic coast line via the Inside Passage, Gulf of Alaska, and Prince William Sound; and modern railroads provide comfortable transportation from the Coast to the very heart of the Northland, through regions of appalling beauty.

Interior Alaska. This great stretch of country holds something of interest to everyone: to student, tourist, sportsman, vacationist and homeseeker. Its mining, forestry, commercial and agricultural possibilities appeal to the business man and homeseeker; its countless streams, lakes, trails, game regions and fine resorts appeal to the sportsman and vacationist; the opportunities it offers for study and research work appeal to the student; the matchless scenery and numerous points of interest to all.

Briefly, a visit to Interior Alaska—America’s “Last Frontier”—serves as an appropriate climax to the Alaska trip, and when one leaves it is with the thought and conviction that the Northland is tremendously worth while; that its scenic and other interests, and hospitality, are genuine, refreshing and wholesome; and that fortunate indeed for the United States was that day, October 18, 1868, when the Stars and Stripes first floated from the mast at Sitka.

Information regarding Mt. McKinley National Park and the trips that each year attract an increased number of visitors, will be found on following pages.



To Interior Alaska and Return

Via The Alaska Railroad

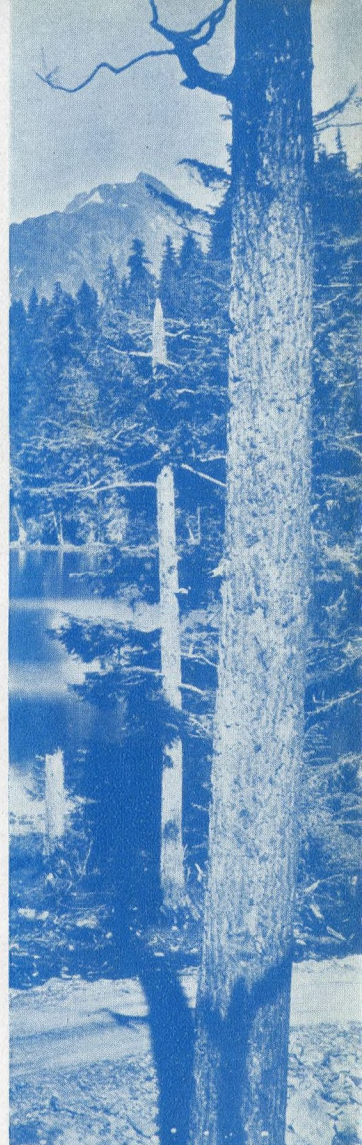
THE all-rail trip from Seward to Fairbanks and return is a journey crowded with surprising and inspiring panoramas of boundless virgin scenery that are beyond all description of words or illustrations. Few other rail trips compare with it in beauty and interest.

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 can 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 can 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 mod-



Page three

Majestic Mt. McKinley—King of North America's Mountains





Towering Mountains, Wooded Foothills, Placid Waters of Inland Lakes Urge the Visitor to Prolong His Stay in Alaska

ern 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 obtained.

The train then traverses the Broad Pass country, a wonderful region of glorious mountain scenery.

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—one of the longest

single span steel bridges 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, near which is located the Alaska College—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.

Mt. McKinley National Park

Nature's Wonderland in the Heart of Alaska

THIS great mountain-crowned region is situated in the very heart of Alaska, on The Alaska Railroad. It derives its name from that monarch of all peaks that stands practically in the center of the vast Park area. McKinley, the highest mountain in North America, is the dominating feature of this great northern wonderland. It rises 20,300 feet above the sea, and 17,000 feet above the plateau on which it stands. Measured in height above its immediate base, Mt. McKinley is the highest peak in the world; its great height can be compared to another high mountain placed on top of Mt. Rainier. 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 Alaska summer days they may be seen for many miles, their jeweled heads forming a picture of indescribable impressiveness and grandeur.

Mt. McKinley so completely dominates the Park that at first the countless other nearby grandeurs are unobserved by visitors. But it can be readily imagined that Nature surrounded its King of Mountains with a glorious display of fitting splendor. Here are singing cascades and rumbling waterfalls; torrential glacial streams



Approaching Taku Glacier



Above—An Anchorage Flower Garden

Below—Along Richardson Auto Trail



and trout-filled creeks; limitless stretches of mountain meadow resplendent with gorgeous flowers; and moss-covered mountain sides that are refreshing in their cool, green attire. Over all, in every direction, are rugged mountain ridges and towering peaks—magnificent Mt. McKinley brooding over the entire scene, defying all to rival the beauty, glory, inspiration and mystery of the valleys, streams, meadows and glaciers that reach out from its base.

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 contain more ice than all the glaciers of Switzerland. Countless beautiful lakes with an abundance of grayling and fighting trout await the arrival of sportsmen and lovers of Nature.

Mt. McKinley National Park is also a great game preserve—wild game, not just a few herds of tame deer and corralled buffalo, roam the Park. Here the visitor may see caribou, moose and mountain sheep, as well as black and grizzly bear. Of the smaller, fur-bearing animals, the mink, lynx, fox, wolverine and beaver predominate.

But above and beyond all is the very vastness of this great National Playground. Here complete rest is found; one's understanding of all mankind becomes bigger and broader, and there is created anew a firmer realization that the mysterious workings of Nature are beyond the power of man to conceive or make.

The Park entrance is near McKinley Park station, 348 miles from Seward, and 122 miles from Fairbanks, 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 cozy tent-houses, tasty 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. Each trip can 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 Mt. Ben Eielson.



The Picturesque "Loop" on The Alaska Railroad

The "Golden Belt Line 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 nineteen 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 shades 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, fifteen 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 ever-changing scene.

The steamer with its luxurious staterooms, 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 sil-

ver mist. Quaint Indian villages and deserted mining towns crouch in statuesque relief against a velvet green backdrop 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 Strait and across the Gulf of Alaska. It keeps within sight of the mainland 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 Malaspina 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 Line Tour” through the Northland. While in many localities the route of this tour follows the trails used by pioneers, the traveler of today

A Close-up of Spencer Glacier



Mt. McKinley Rises 20,300 Feet Above the Sea—the Highest Mountain in North America

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 exists 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 three. From Fairbanks the visitor travels over the beautiful and interesting Richardson Auto Trail to Chitina, thence to Kennecott, Miles and Childs Glaciers, and Cordova on the Copper River and Northwestern Railroad, with return sailing to Seattle from Cordova via the Inside Passage. The “Golden Belt Line Tour” may be initiated at Seward, with southward sailing from Cordova, or it may be initiated at Cordova with southward sailing from Seward.

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

What Others Say

“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; time and another trip may rectify this.”

“Alaska was grand and interesting beyond my wildest expectations.”

“Interior Alaska was a complete surprise.”

“The view of majestic Mt. McKinley, and the stay in Mt. McKinley National Park, were alone worth the trip to Alaska.”



The Picturesque Snow River Peacefully Flows on Its Way Through This Silent Majestic Empire

The Yukon River Circle Tour

THIS tour (upstream), requiring approximately thirty-five 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 steamer on the Tanana and Yukon rivers to Dawson and White Horse; thence via the W. P. & Y. Route to Skagway (with side trip to Atlin, if desired), and return southward sailing from Skagway.

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 three. 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 can 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.

The "downstream" Circle Tour, requiring twenty-three days from Seattle to return thereto, is initiated at Skagway, with return southward sailing from Seward. References to "upstream" and "downstream" refer, of course, to steamer travel between Nenana and White Horse on the Tanana and Yukon rivers.

The "Loop" Side Trip

TRAVELERS who make only the "Prince William Sound Cruise" (Seattle to Seward and return on the same boat) are enabled to observe at least a portion of Interior Alaska by availing themselves of service provided by The Alaska Railroad, on Fridays, during lay-over of the steamer at Seward. By leaving Seward at 9:00 a.m., on The Alaska Railroad, travelers have an opportunity to see beautiful Kenai Lake; pass through the shaft-like Placer River Canyon; traverse the mountainous "Loop" region; and, at Mile 52, obtain a magnificent "close-up" view of mighty Spencer Glacier.

Returning to Seward, passengers transfer to the regular southbound train which leaves Anchorage at 1:00 p.m. This train reaches Seward at 6:00 p.m., and ample time is allowed for local sight-seeing before visitors again board their ship to begin the return trip to Seattle.

Time at Spencer Glacier, and at other points along the way, allows visitors opportunity to

make a close inspection of the glacier, and to have lunch, before returning 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 \$4.75.



Klondike

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Columbia Glacier in Prince William Sound





A Quiet Evening on Shore of Wonder Lake in Mt. McKinley National 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 nine, 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 unique side trips in this great National Playground which can 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.





Above—Another Beautiful Alaska Sunset

Below—Among Sitka's Totem Poles



Approximately nineteen days from Seattle, to return thereto, allow travelers ample time in which to follow Alaska's "Golden Belt Line 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 three), can also be made in approximately nineteen days.

Either twenty-three or thirty-five days from Seattle, Vancouver, or Prince Rupert, to return thereto, are required in connection with Alaska's "Yukon River 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

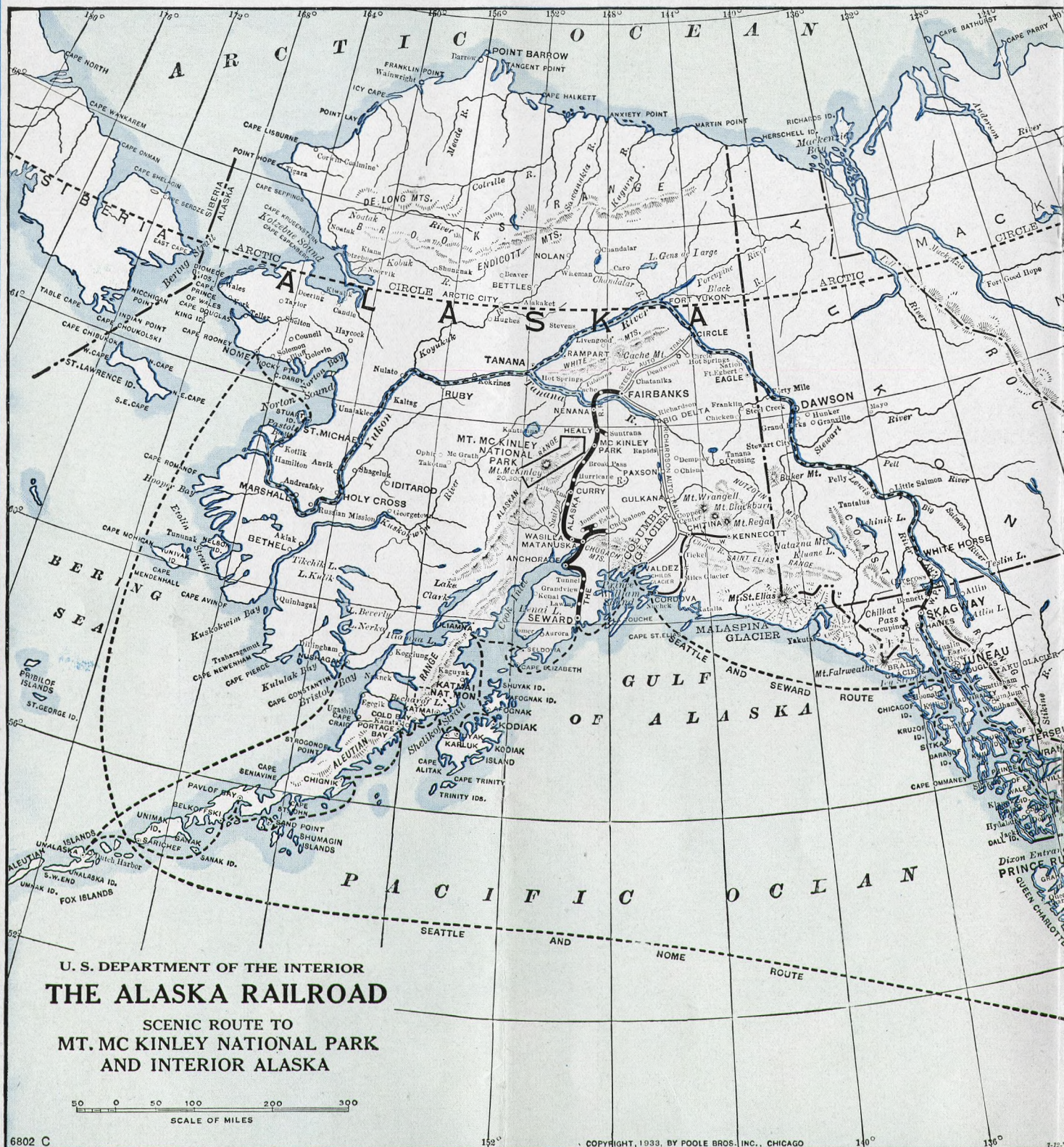
During the season of navigation, The Alaska Railroad maintains freight and passenger steamer service on the Tanana and Lower Yukon rivers, to Holy Cross and Marshall. At the last-named point this service connects with the launch "Encee" of the Northern Commercial Company, which plys between Marshall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

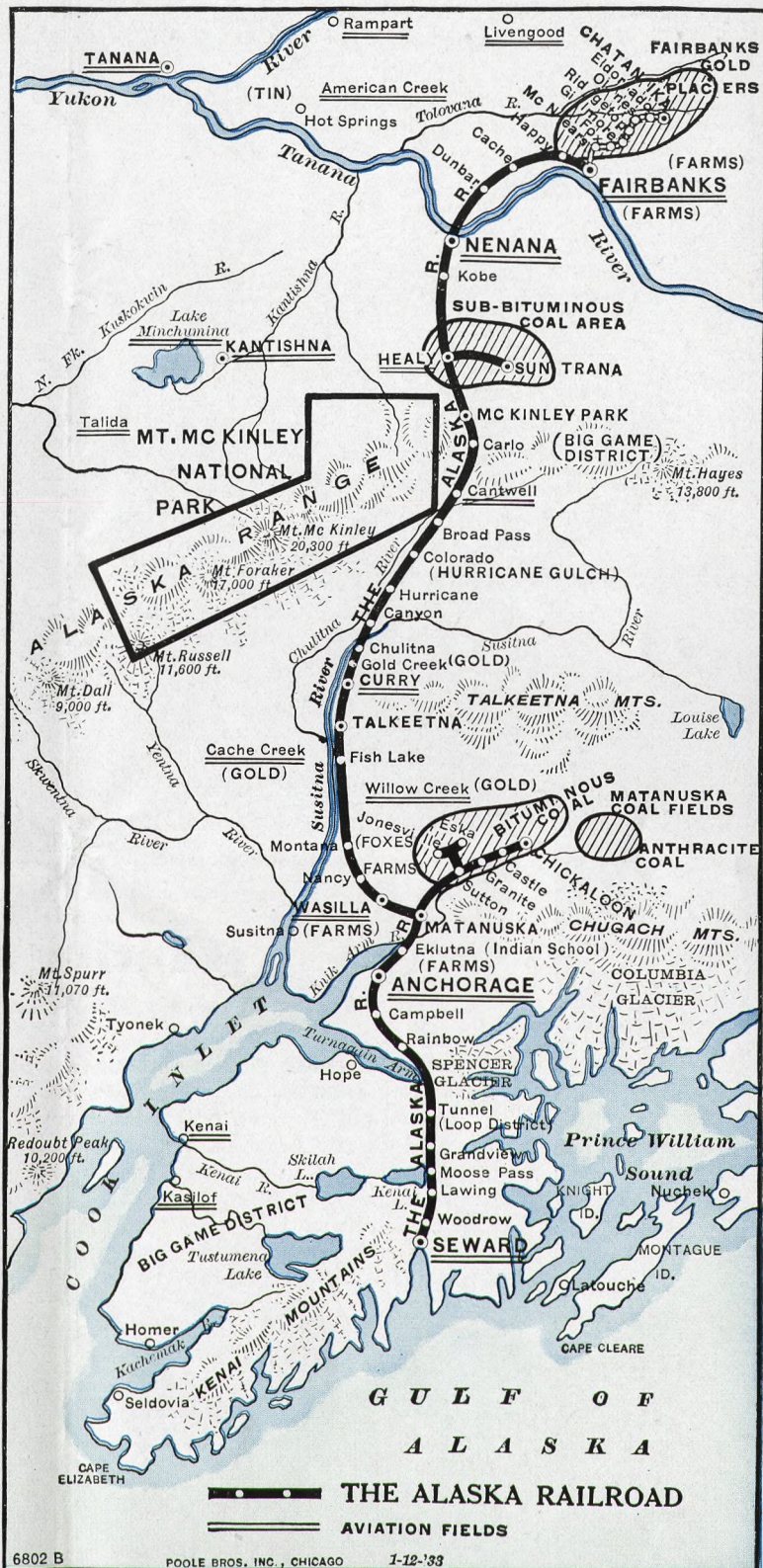
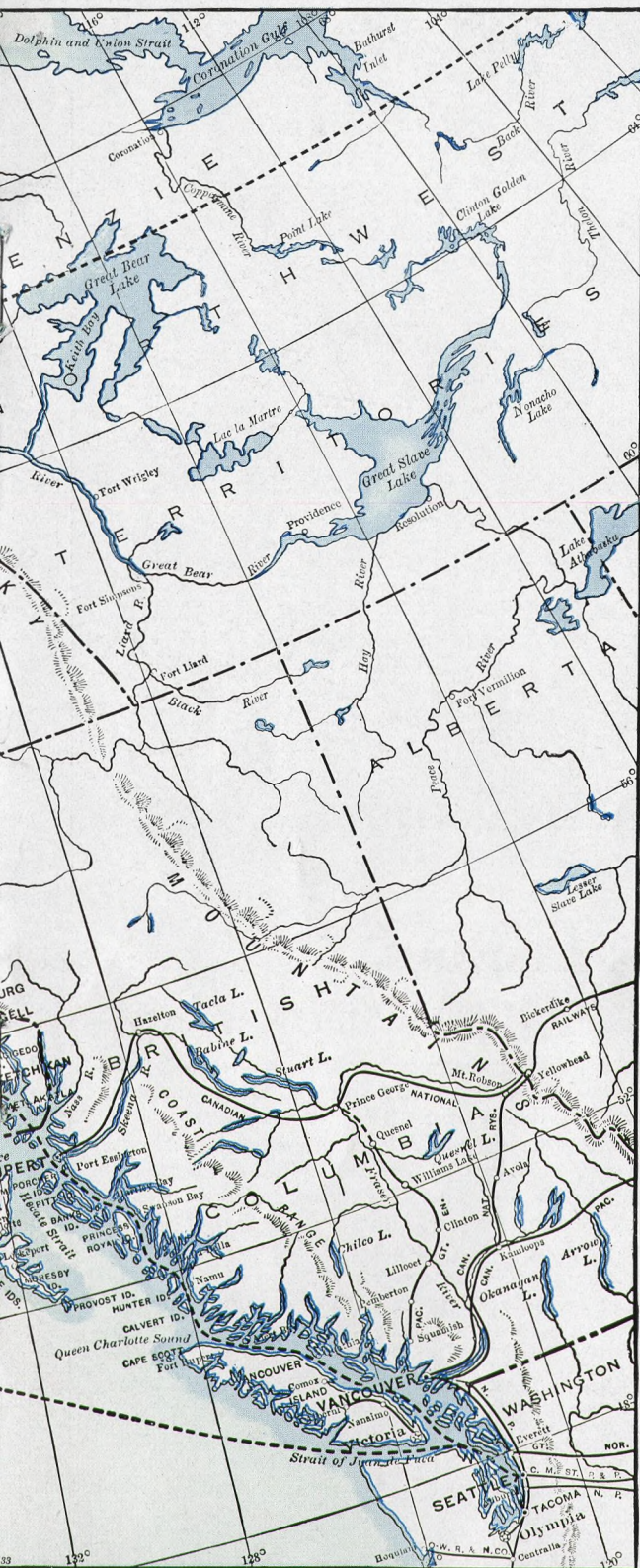
For the accommodation of passengers leaving train No. 4 at McKinley Park on Sundays, desiring to make only a twenty-four hour stopover at the Park, The Alaska Railroad will operate a motor car on Monday, leaving McKinley Park at 11:20 a.m., arriving Fairbanks at 6:00 p.m., provided passengers notify The Alaska Railroad Agent at McKinley Park before 3:00 p.m., Sunday, of their desire to leave The Park on Monday.

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A Group of Mountain Sheep—McKinley Park









Magnificent Mt. McKinley in All Its Beauty and Glory As Seen from Wonder Lake

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 prospec-

tors 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 goats, 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



An Attractive Outlook on Birch Lake



Above—A Reindeer Corral

Below—Alaska Penguins



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 Line 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.

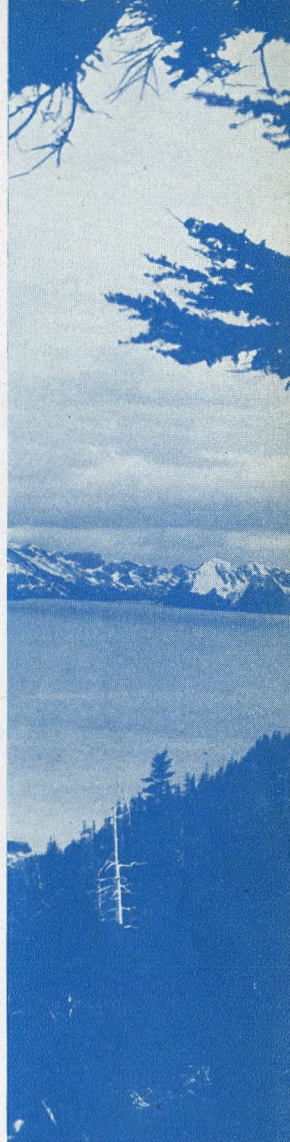
The big Alaska brown bear, and the grizzlies, are found on the islands and mainland of the southern coast and on both slopes of the Alaska Range, even as far north as the polar regions. With the big Kodiak bear they are abundant on the Alaska Peninsula and Kodiak Island; also, black bear are plentiful in many districts touched by The Alaska Railroad.

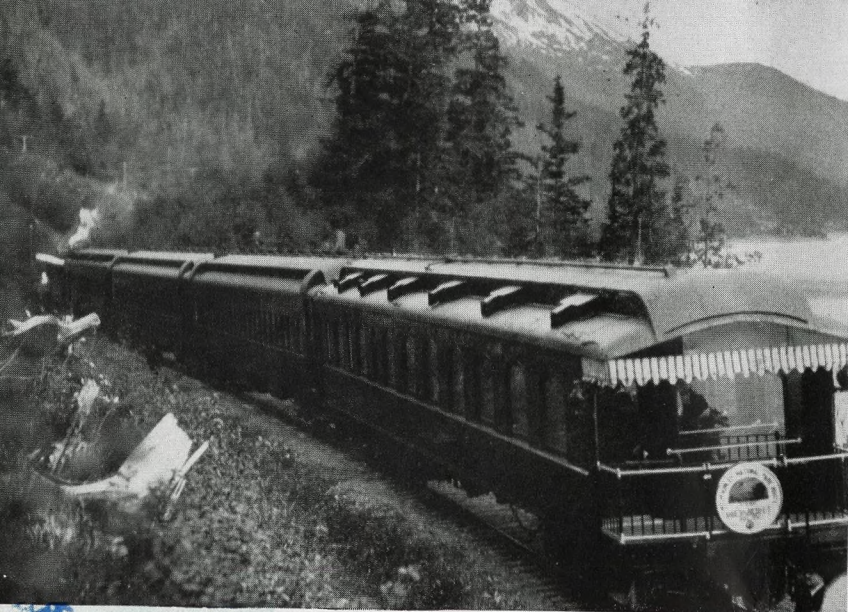
With Alaska's countless mountain lakes and tumbling streams in a practically uninhabited wilderness, it is easy to imagine the excellent fishing that exists. There is no finer and none more plentiful in the world. Grayling, whitefish and trout literally fight to take the angler's fly as it strikes the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

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Seals—Young and Old Enjoy Alaska's Water





In One of the Many Canyons

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 mountain sheep, caribou and mountain goats is from August 20th to December 31st; for moose, September 1st to December 31st. The open season for bear (large brown and grizzly), for non-resident hunters is from September 1st to June 20th. There is no closed season on black bear.

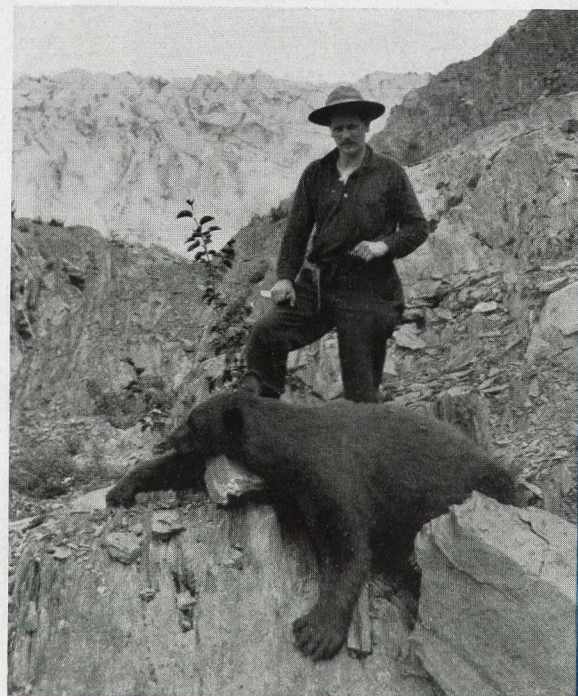
Bag limits for non-residents of the Territory of Alaska are as follow: one moose; one caribou; two mountain sheep; two mountain goats; large brown and grizzly bear, two in the aggregate.

Hunting licenses: non-resident (U. S. citizen) \$50.00; non-resident (alien) \$100.00. No fishing license is required in Alaska. *Upon request, The Alaska Railroad will be pleased to send you an attractive booklet relating to big game hunting and fishing in Alaska.*

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.



A Russian River Catch



Above—Proud of His Black Bear Prize

Below—Mountain Sheep—A Frequent Sight





A Prosperous Farm in Tanana Valley

Alaska's Resources Extensive and Varied

Minerals, Fisheries, Fur, Timber, Agriculture and Reindeer

ALASKA is a territory 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 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 sec-

tions 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 1902. 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 and Kantishna regions. Copper mining began in 1900. Since that time



One of the Dairy Farms in Matanuska Valley

the value of the copper output has reached a total of approximately \$210,000,000.

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 moder-

ate prices at the shops in many of the Alaskan cities.

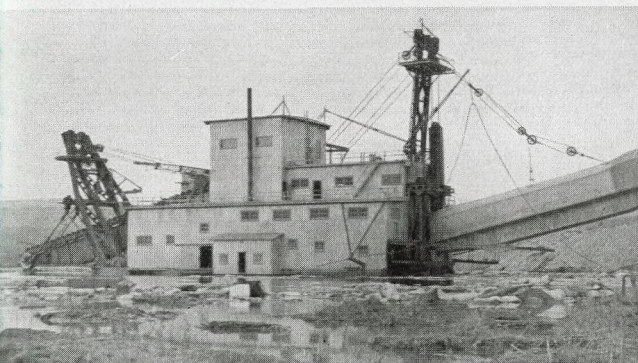
The total area of the forests and woodlands in the territory is estimated at about one hundred million acres, of which approximately twenty

Modern Methods Used on Alaska Farms





Tanana Valley Celery



Above—Dredging Gold Near Fairbanks

Below—Salmon Industry—A Most Important One in Alaska



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.

The Alaska reindeer industry is also growing; reindeer meat is already being served in many of the fine hotels, cafes, and restaurants throughout the United States.

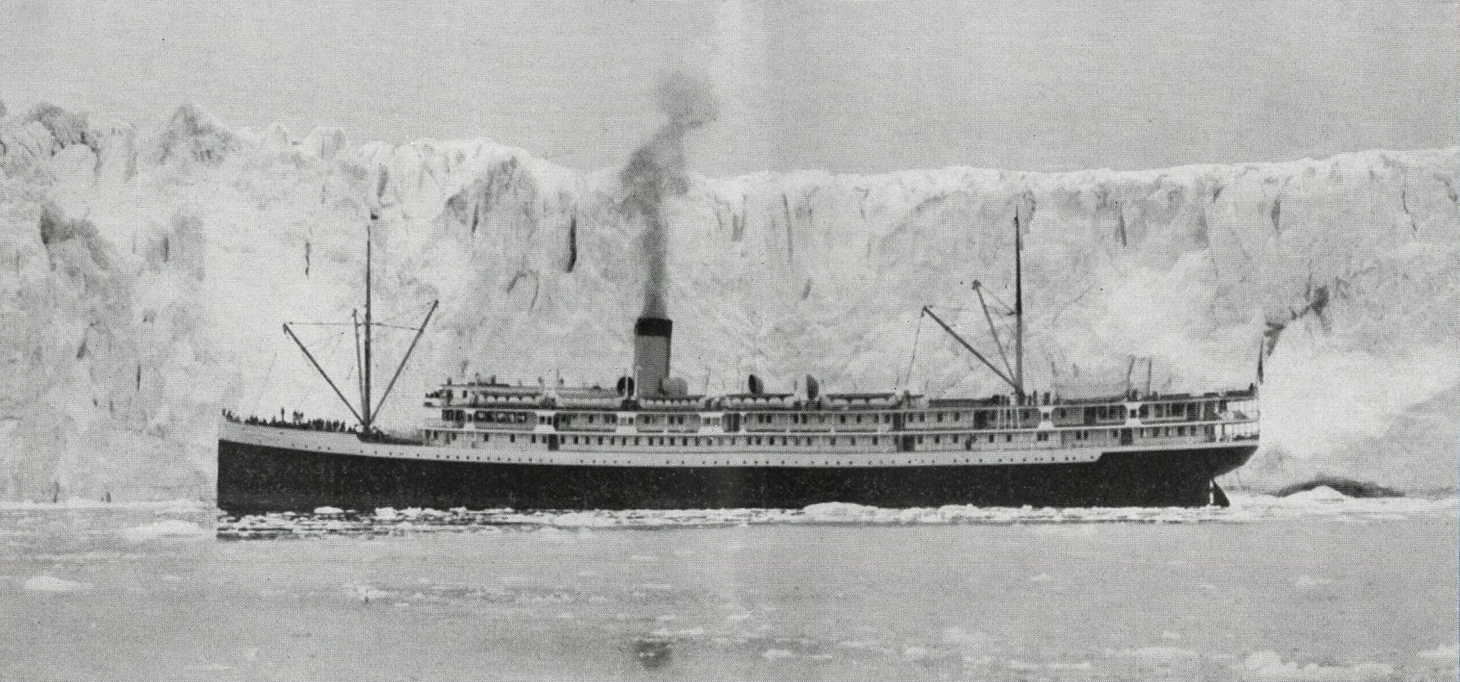
PLAN NOW TO VISIT ALASKA!

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.

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An Alaska Railroad Train—Ready to Leave Seward





Steamship Aleutian at Columbia Glacier

THE ALASKA RAILROAD

PASSENGER TRAIN SCHEDULE

Effective June 9 to Sept. 8 inclusive, 1933

NORTHWARD Read Down				STATIONS		SOUTHWARD Read Up			
Fri. Only Motor	Fri. Only 6	Sat. Only 2	Miles from Seward		Elev.	Fri. Only 1	Thur. Only 5		
.....	9 00AM	7 30AM	0 0	Lv.....Seward.....Ar	20	6 00PM	6 00PM	.....	.....
.....	10 07AM	8 39AM	23 3	Lv.....Lawing.....Lv	452	4 55PM	4 55PM	.....	.....
.....	11 30AM	10 05AM	51 0	Lv.....Tunnel.....Lv	491	3 33PM	3 33PM	.....	.....
.....	12 25PM	11 00AM	74 8	Lv.....Girdwood.....Lv	40	2 28PM	2 28PM	.....	.....
.....	2 00PM	12 30PM	114 3	Ar.....Anchorage.....Lv	38	1 00PM	1 00PM	.....	.....
*4 00PM	.....	1 30PM	114 3	Lv.....Anchorage.....Ar	38	11 59AM	11 59AM	.....	.....
.....	.....	2 47PM	150 7	Lv.....Matanuska.....Lv	36	10 36AM	10 36AM	.....	.....
.....	.....	3 12PM	159 8	Lv.....Wasilla.....Lv	339	10 18AM	10 18AM	.....	.....
.....	.....	5 12PM	226 7	Lv.....Talkeetna.....Lv	354	8 18AM	8 18AM	.....	.....
8 00PM	.....	6 00PM	248 5	Ar.....Curry.....Lv	546	7 30AM	7 30AM	.....	.....
Fri. Only Motor	Tues. Only 10	Sun. Only 4				Wed. Thur. 3	Tues. Only 9		
*9 00PM	.....	7 30AM	248 5	Lv.....Curry.....Ar	546	5 15PM	.....	.....	.....
.....	.....	8 52AM	281 4	Lv.....Hurricane.....Lv	1688	3 58PM	.....	.....	.....
.....	.....	9 48AM	304 3	Lv.....Broad Pass.....Lv	2127	3 04PM	.....	.....	.....
.....	1 30PM	11 20AM	347 9	Lv McKinley Park.....Lv	1732	1 20PM	1 20PM	.....	.....
.....	2 10PM	11 59AM	358 1	Ar.....Healy.....Lv	1368	12 40PM	12 40PM	.....	.....
.....	2 15PM	12 30PM	358 1	Lv.....Healy.....Ar	1368	12 10PM	12 10PM	.....	.....
.....	3 55PM	2 10PM	411 7	Lv.....Nenana.....Lv	362	10 20AM	10 20AM	.....	.....
5 00AM	6 00PM	4 15PM	470 3	Ar.....Fairbanks.....Lv	448	8 30AM	8 30AM	.....	.....

Passenger trains 1, 2, 4, and 3 on Thursday, carry parlor-observation cars.

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

Trains do not carry dining cars; all passenger trains stop at Anchorage and Healy for luncheon.

*Motor car connecting at Anchorage with train 6 from Seward, handles passengers for Healy, Nenana and Fairbanks only.

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 White Horse and Dawson, Yukon Territory, and Nenana in Alaska.

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

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.

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 twenty-three.

Special motor car service will be provided 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 stopovers.

HOMESEEEKERS!

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 are under the supervision of the Commissioner of Indian Affairs of the U. S. Department of the Interior. The system also includes the Alaska College, 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





An Interesting View of Spencer Glacier from the Observation Car

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 Line 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 Line 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 Line 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 Line Tour" in via Seward may check their baggage through to Fairbanks from Seattle, re-checking 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 extra-heavy clothing; wear the same outing clothes you would wear in any National Park, plus a heavy "top-coat" or wrap for evening wear on the steamers.

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 unusual pictures—and very frequently on the "Golden Belt Line Tour," opportunities for photographing wild animal life will present themselves.

Passports

No passports are 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 Corps, 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: Seward, *Seward Gateway*; Anchorage, *Anchorage Daily Times*; Fairbanks, *Fairbanks Daily News-Miner*.

Banks

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

Personally Conducted All-Expense Tours

Are you interested in traveling with one of the delightful personally conducted all-expense Alaska tours that start from Chicago and other principal cities? We shall be glad to send you descriptive literature showing interesting itineraries and rates in detail—there are many such tours to Alaska's great Interior Wonderlands. Or, we shall be glad to prepare a special itinerary, showing cost, for individual tours.

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

HON. HAROLD L. ICKES

Secretary

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.

Telephone: STAtE 5798

O. F. OHLSON

General Manager

The Alaska Railroad

General Offices

Anchorage, Alaska

Seattle Office

422 Bell St. Terminal

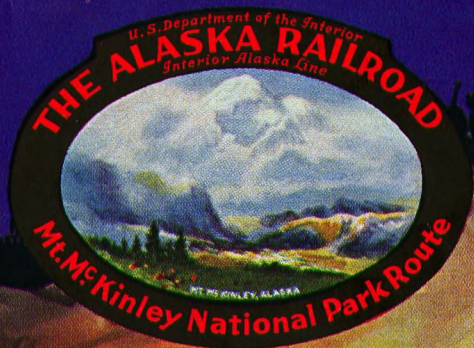
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Mendenhall Glacier and Auk Lake—A Wonderful Side Trip, by Motor, While Steamer Waits at Juneau



ALASKA

via THE ALASKA RAILROAD



U.S. DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
Mt. McKinley Park Route