



Alaska

THE LAND OF YESTERDAY, TODAY AND TOMORROW

THE cry of "Gold" in the north reverberated around the world and glutted the trails to the Klondike with adventurous, pioneer souls, in the quest of the precious yellow metal. From the Klondike and from Nome, prospectors and traders overflowed to the streams and hills at every whisper of a strike.

Trader E. T. Barnette loaded his boat with supplies to establish a trading post at a favorable crossing of the Tanana River and the Indian trail, from Copper River, and traversed the Yukon and the Tanana upstream. The rapids of the Tanana stopped him and he cached his load on the banks of the Chena River and returned to St. Michael to build a boat of lighter draft. When he returned to his cache, in the "Isabelle" — his new boat — he abandoned his original plans, for he found that a suitable location for his post had been created for him, and he was in the midst of a stampede.

Word had gone over the land of the strike made by Felix Pedro and Frank Cleary, and there came by every trail, prospectors and their tools, in double-enders pulled by horses, mules, and dogs, and single sleds pulled by weary, foot-sore men.

Barnette, true to a promise to Judge James Wickersham, named the new camp "Fairbanks" for the Judge's friend, U. S. Senator Charles W. Fairbanks, later Vice-President of the United States.

Close upon the heels of Barnette, and with the stampeders, came Judge Wickersham, United States district judge, with a district embracing about 300,000 square miles. With enthusiasm he established the essential elements of government and law and records, and deputized the necessary officers.

And so Fairbanks was born, and to the boring, by every trail and stream, weary



FROM SHELTERED SEAS TO GOLDEN HEART



"Believe It Or Not"—On the Beach at Nome

of foot but strong of heart and courage and hope, came many of those who today constitute its rugged, industrious, solid citizenry.

The district justified its early promise, and because of the richness of its gold-bearing gravel and rock, and because Fairbanks was so nearly at Alaska's geographical center, it became known as "The Golden Heart of Alaska."

Railroad Saves the Town

Later came the realization that the gold-laden gravels and rock were worthy of more thorough working with modern equipment too heavy and bulky for the trails made by and for dog teams and the pack animals. The Alaska Railroad, built to connect ocean and river navigation, and thereby serve the vast Interior, was the answer, and what had threatened to become a ghost town became the prosperous, busy, thriving Fairbanks of today, with yesterday's sourdough's log cabin-home still aglow in the half light of a snow-blanketed Arctic night—comfortingly enlivening the giant moon shadow of today's modernistically designed concrete building, beside which it humbly, almost apologetically crouches, as though it feared the encroachment of tomorrow.

Fairbanks, one hundred and twenty miles south of the Arctic Circle, is the northern terminus of The Alaska Railroad, reached

after traveling 470 miles north from Seward, where its steel rails meet ships. To Fairbanks we have traveled through a land on which nature has heaped her beauty profusely, her riches extravagantly, and her mysterious charm bewitchingly.

The beauty of the rugged and the pastoral, the alluring landscape and seascape, have unfolded in soft daintiness, in hauteur and in forbidding grandness. We have felt the spell of its unbroken silence and longed for the release of the mysteries held tightly in its streams, its lakes, its passes and peaks.

"Call of the North"

Amid its snow-clad ranges towering around us, as we have stood beside placid or torrential streams, we have felt the intrepidity of pioneers, and too, a humbleness and contentment, and there has crept into us that "Call of the North" of which poets and writers have striven to adequately describe in verse and prose.

Cares fell away with the skyline of Seattle. The comforts of our ship, the balmy salt-laden air of the Japan Current-warmed sea canyons of the Inside Channel, have revived jaded harrowed nerves. We feel equal to the hardships endured by pioneers of an earlier day, but we encounter none of them. The old trails have been made easy for us.



FROM *Sheltered Seas* to *Golden Heart* AND RETURN.. VIA THE ALASKA RAILROAD

THERE was a time when travel to and within Alaska involved much time and hardship—now visitors motor in modern automobiles, over delightful highways. Well-equipped passenger steamers ply the Yukon and Tanana rivers.

Large and luxurious passenger steamers cruise along Alaska's majestic coast line via the Inside Passage, Gulf of Alaska, and Prince William Sound; and The Alaska Railroad provides comfortable transportation from the Coast to the very heart of the Northland, through regions of appalling beauty.

Interior Alaska. The vast interior of Alaska 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 archeologist, geologist, paleontologist and other scientists; the matchless scenery and points of interest to all.

The Midnight Sun is outstanding as one of Alaska's exotic natural wonders. Most of us are apt to forget that within our own country's confines this wonder may be observed. In the vicinity of Fairbanks, the northern terminus of the railroad, the midsummer nights are darkless, and one is tempted to continue—throughout the night—sightseeing, and activities normally associated only with daytime hours.

The All-Rail trip from Seward to Fairbanks and return, is a journey crowded with panoramas, and scenes beyond description—Kenai Lake, the "loop," Spencer and Bartlett Glaciers, Turnagain Arm, Anchorage on Cook Inlet, the rich Matanuska Valley, Wasilla Lake, the overwhelming view of Mt. McKinley—monarch of North American mountains—Curry Hotel, where we rest for the night in luxury amid the stillness of the wilderness. Northward again, across Hurricane Gulch, through Broad Pass, to—

Page Three

Pacific Aerial Surveys

FAIRBANKS
Alaska's
"Golden Heart"
FROM THE AIR



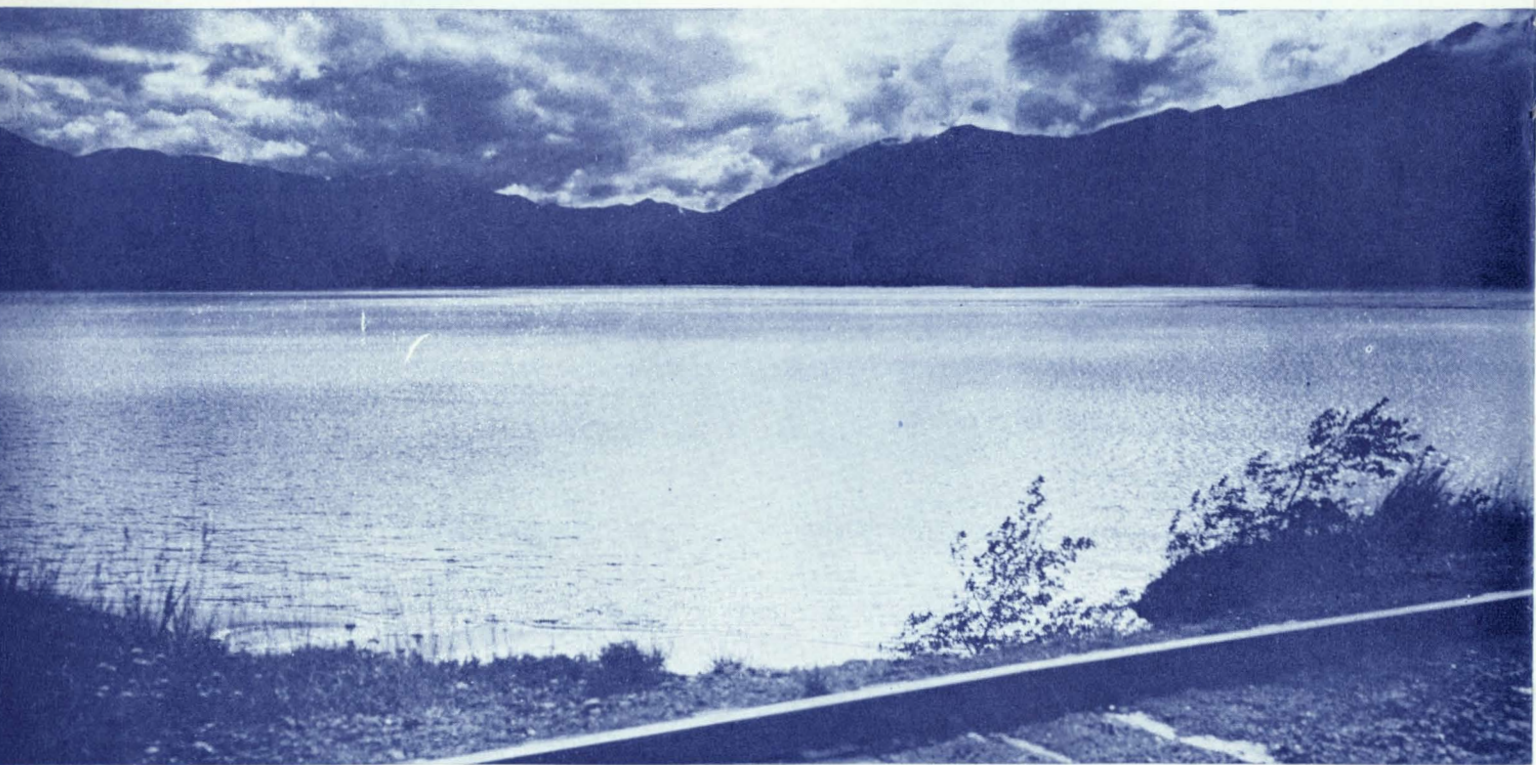
Mt. McKinley NATIONAL PARK

Nature's Wonderland

● The facilities of the Park and the comfort of travelers are now enhanced by a new up-to-the-minute hotel, the first to be available to Park visitors. It is operated by The Alaska Railroad and is the last word in appointments and comforts, and a cozy restful place to pause while enjoying this great mountain-crowned region, situated in the very heart of Alaska.

The Park entrance, McKinley Park station, and the hotel, are contiguous, 348 miles north of Seward, and 122 miles south of Fairbanks on The Alaska Railroad.

The highway in the Park has been completed to the western boundary of the Park—90 miles from the entrance—and delightful auto trips through a district abounding in big game and majestic scenery, to points of interest, are planned



The Alaska Railroad Still Skirts Salt Water, 114 Miles from the Port City

at the hotel. Arrangements may be made at the hotel for saddle and pack horse trips to sections of the Park otherwise inaccessible.

The Park 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. 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 from a distance of more than 170 miles, their jeweled heads a picture of indescribable impressiveness and grandeur.

Mount McKinley, the monarch of North American mountains—in their native worship the

Indians called it "Mt. Denali," meaning "Home of the Sun"—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 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 sentinel over all, 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.

Mt. McKinley National Park is also a great game preserve—and here the visitor may see an abundance of wild life—caribou, moose and mountain sheep, as well as black and grizzly bear. Of the smaller, furbearing 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; and there is created a realization that the mysterious workings of Nature render but puny the efforts of man.

Resuming the journey to "The Golden Heart," 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 northern terminus of The Alaska Railroad. This intensely interesting city, near which is located the University of Alaska—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. Fairbanks is the center of a large and active gold producing district.

Page Five



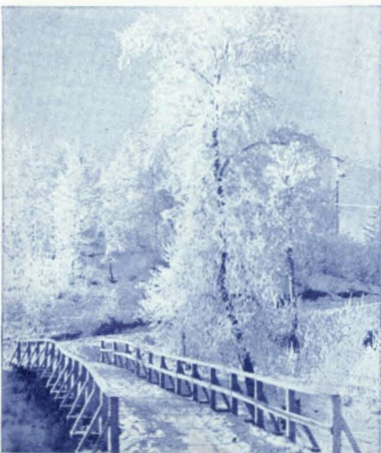
Modern Transportation—Ancient Ice



Highways on the Mountain's Bench, McKinley Park

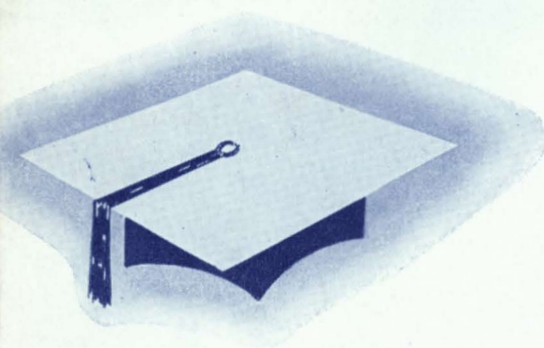


Bridge to Crystal Land





Autumn on Knik River



University of Alaska—Northernmost University in the World

THE "Golden Belt"

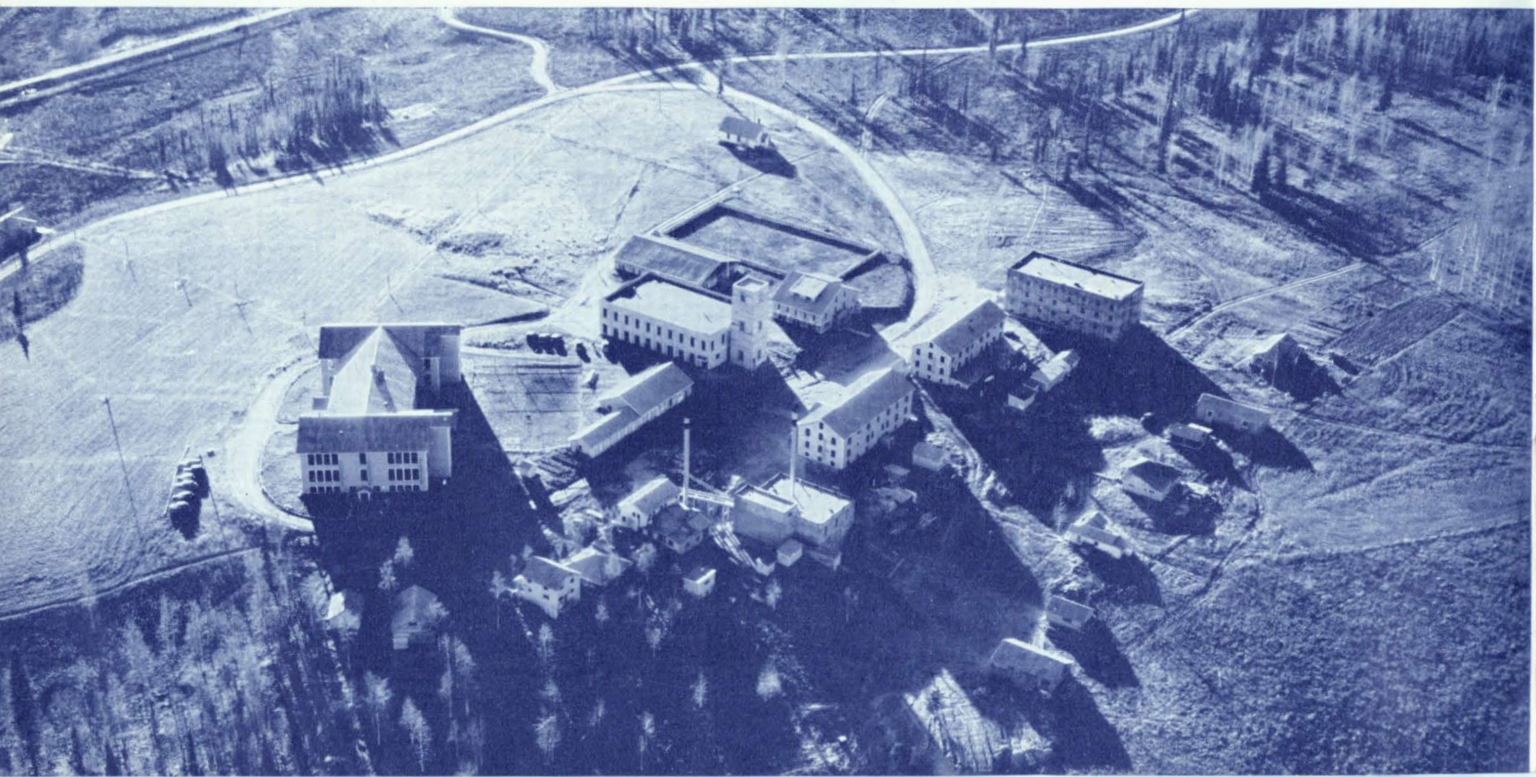
A Fascinating All-American
Route Through Interior Alaska

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

Page Six

Pacific Aerial Surveys



Line Tour" . . .



Eskimos Working in Ivory



Alaskan Indians

Dauphin

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 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

both Cordova and Valdez—and viewing Columbia Glacier as well—passengers leave the steamer at Seward to begin the glorious "Golden Belt Line Tour" through the Northland. In many localities the route of this tour follows the rugged trails of the pioneers; the traveler of today does not face the same hardships of travel and living conditions. Today 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 Valdez, with return sailing to Seattle via the Inside Passage.

The "Golden Belt Line Tour" may be initiated at Seward, with southward sailing from Valdez, or it may be initiated at Valdez with southward sailing from Seward.

In connection with the regular "All-Rail" and "Golden Belt Line" tours, there is a sailing from Seattle each Saturday and Wednesday at 9 A.M.

WHAT OTHERS SAY

"We have traveled in many parts of the world, but have never felt so well repaid by any trip, as our trip to Alaska."

"The coastwise scenery to Alaska far exceeded all expectations, and the views we enjoyed of Mt. McKinley are outstanding memories."

Dauphin





THE *Yukon River Circle* TOUR

THIS tour (upstream), requiring approximately thirty-five days from Seattle and 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 West Taku Arm, 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 and 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.

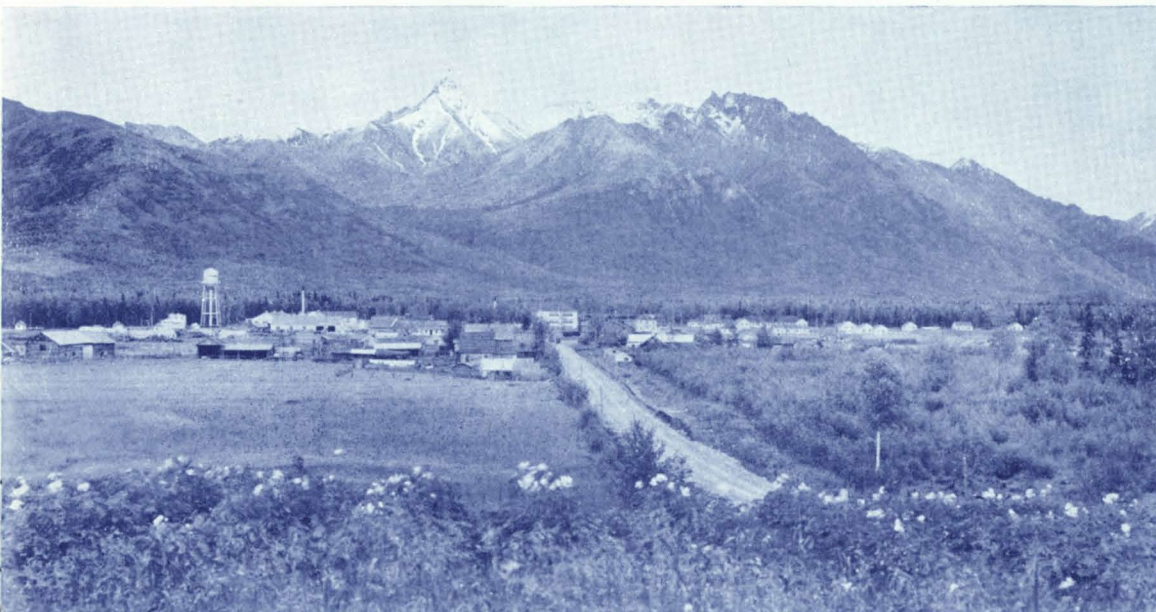
THE *"Loop..." Anchorage & Matanuska Valley* RAILROAD SIDE-TRIPS

TRAVELERS who make only the "Prince William Sound Cruise" (Seattle to Seward and return on the same steamer) are enabled to observe at least a portion of Interior Alaska by availing themselves of service provided by The Alaska Railroad.

Those northbound on ships leaving Seattle, Wednesday, may make the side trip to the "Loop" District and Anchorage, upon arrival at Seward—returning to Seward for the same ship south.

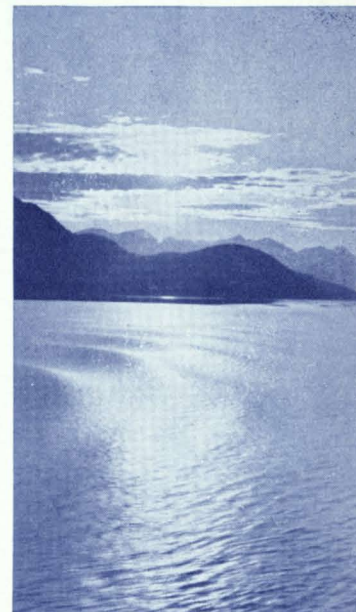
Those northbound on ships leaving Seattle, Saturday, may make only the "Loop" Spencer Glacier round trip.

Those availing themselves of these trips to the Interior will see beautiful Lake Kenai, the shaft-like Placer River Canyon, the mountainous "Loop" region, and observe a magnificent close-up of Spencer Glacier; skirt Turn-again Arm, where occurs the second highest tide in the world, and visit the city of Anchorage. A visit to the Government colonization project at Palmer, in the fertile Matanuska Valley, may be made only by those arriving Seward on Thursday, and northbound, stopping that night at Anchorage, and leaving the following morning at 9:00 A.M. for Palmer, the colony community center.



Sharp

Palmer—Matanuska Valley




Break O' Day

At Palmer, transportation is available for the Valley sightseeing trip at \$1.50 per person, and lunch is served at the Lodge, for 75c. Leave Palmer at 3:00 P.M. via The Alaska Railroad for points north.

The rate from Seward to Anchorage and return, is \$9.15. The rate for the "Loop" side trip and return to Seward, is \$5.00, including lunch.



The Gleaning Dredge Recovers Gold Left by More Primitive Methods



At a number of places throughout Alaska where a 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.

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.

Side Trips AND Travel Suggestions

Seward: The Anchorage and "Loop" Side-Trips, 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 Spensard bathing resort and around the "Loop Highway."

Matanuska Valley: Daily transportation is available between Anchorage and the Government colonization project at Palmer.

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, as mentioned on page 4.

Fairbanks: By automobile to the United States Agricultural Experiment Farm, the University of Alaska, the northernmost institution of higher education in the world, and to the placer and vast gold dredging operations. This side trip is decidedly instructive, worthwhile and interesting. Airplane service to remote points is available.

Approximately nineteen days from Seattle, and 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-one or thirty-five days from Seattle, Vancouver, or Prince Rupert, and 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 plies between Marshall and St. Michael. Nome connections are made at St. Michael.

For the accommodation of passengers arriving train No. 2 at McKinley Park on Saturdays, desiring to make only a twenty-four hour stopover at the Park, The Alaska Railroad will operate a motor car on Sunday, leaving McKinley Park at 11:25 A.M., arriving Fairbanks at 4:15 P.M., provided passengers notify The Alaska Railroad Agent at McKinley Park before 3:00 P.M., Saturday, of their desire to leave The Park on Sunday.

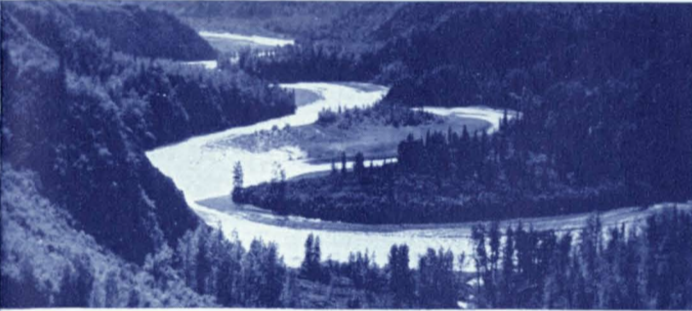


Lazy Days—Northbound





"Mysterious Northern Lights"



Ordway

Hunting and Fishing...

THE most notable big game animals in Alaska are the giant moose, white mountain sheep, mountain goats, and bears.

Caribou roam in great herds throughout the country lying between the Yukon and the Alaska Range. 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.

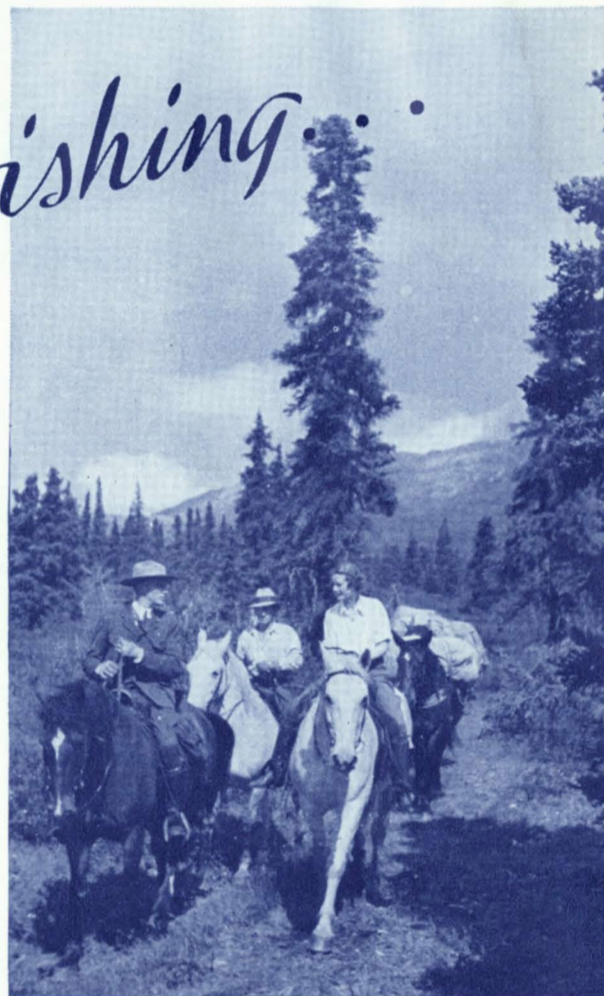
The fisherman will be well satisfied and kept busy fishing the lakes and streams along The Alaska Railroad, but for those who wish to seek the seldom-if-ever-fished waters of the Interior there are competent guides, saddle and pack horses, and complete camping equipment to take you there.

Page Fifteen

Yuletide Near the Arctic



Low Sun—High Tide



Pack-Saddle Trip—McKinley Park

Dauphin

Sharp



Ordway

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.

● 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 and mountain goats is from August 20th to November 30th; for moose, September 1st to December 31st; for caribou, August 20th 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, in certain districts.

Bag limits for non-residents of the Territory of Alaska are as follows: one moose; two caribou; two mountain sheep (bag limit varies according to district); two mountain goats; large brown and grizzly bear, two in the aggregate.

Hunting licenses: non-resident (U. S. citizen), \$50.00; alien, \$100.00. No fishing license required.



Alaska's

RESOURCES EXTENSIVE AND VARIED.....

Minerals, Fisheries, Fur, Timber, Agriculture and Reindeer

ALASKA has furnished the world with minerals, fish-products, furs, and other natural resources worth hundreds of millions of dollars, and in the opinion of those qualified to estimate the reserves of these commodities, possesses even larger quantities that are available for future development.

The mineral resources of Alaska are varied and widely distributed through its enormous extent of territory, but more than 95% of the mineral wealth that it has so far produced has come from its gold and its copper mines.

The occurrence of gold in the territory was known as early as 1854, but it was not until the early 80's that any significant amount was produced—and it was late in the 90's when the discoveries of the Canadian Klondike and of Interior Alaska and of Seward Peninsula resulted in the enormous outflow of the precious metal that made the words "Alaska" and "gold" almost synonymous in the popular mind.

The Alaska gold is recovered from two principal kinds of deposits; in one it occurs in veins and lodes in the hard rock—in the other it is in the unconsolidated sands and gravels in the valleys of the streams or on the shores of the ocean or other large bodies of water—the so-called placers. At frequent intervals along the route of The Alaska Railroad are active gold mining camps. These from the south, northward, include the Hope-Sunrise district of Kenai

Peninsula, Girdwood, Willow Creek, Talkeetna, Yentna, Cache Creek, Fairview, Valdez Creek, Kantishna, Bonnifield, to the largest and most active of all—the Fairbanks district at the northern end of the railroad route. The foregoing, however, by no means exhausts the lists of the gold mining camps served by The Alaska Railroad, for through its boat service and its connections, the following prosperous camps are reached: Hot Springs, Ruby, Koyukuk, Rampart, Circle, Eagle, Innoko, Iditarod, Marshall, and the list might be extended to include the

Mountain Sheep—Ovis Dalli



remote camps of Nome and Seward Peninsula, which can be reached by boats connecting with the Railroad's river service.

Next to gold mining, the copper mines of the territory have produced the greatest amount of mineral wealth. From these mines, copper to the value of more than \$226,000,000.00 has been shipped. Most of this ore has been mined since 1911 from deposits in the Copper River region and from Prince William Sound.

It would require more space than is available to describe in detail all the minerals of value that have been discovered in Alaska, so that it must suffice here to merely list those that have been found in quantities large enough to have more than local significance. Among the metallic products other than those already noted are: Antimony, arsenic, bismuth, chromium, iron, lead, manganese, mercury or quicksilver, molybdenum, nickel, platinum metals, silver, tin, tungsten and zinc; and among the non-metallic minerals produced are: Asbestos, barite, building stone, coal, clay, granite, gypsum, jade, limestone, marble, petroleum and sulphur.

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, shrimps and crabs, following in the order named. Last year's fish products exceeded \$51,700,000.00 in value. 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 \$2,000,000 worth of furs were exported, in addition to those sold locally. The visitor has excellent opportunities to purchase furs at moderate prices 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



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, birch, and cottonwood.

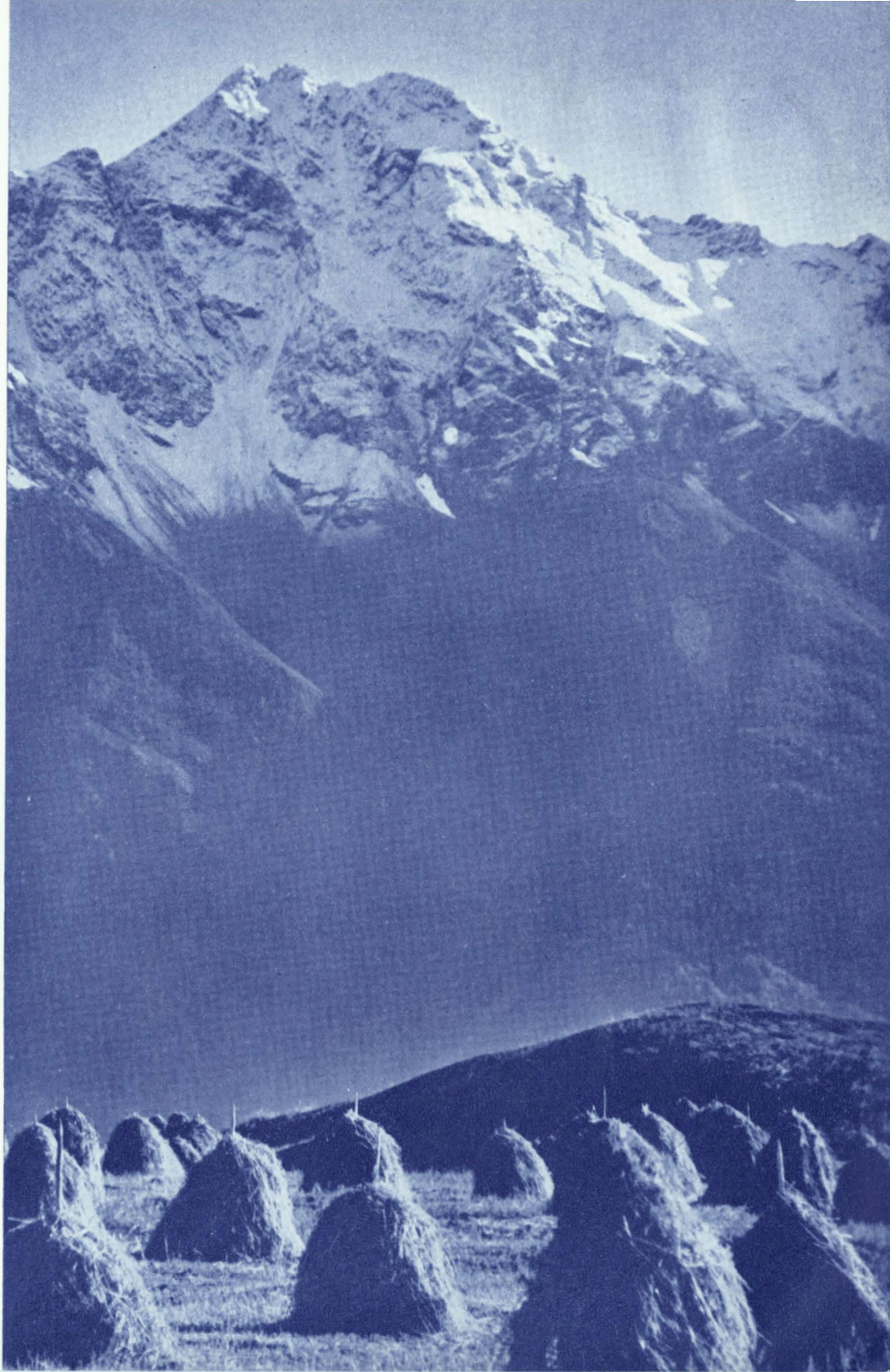
Of Alaska's total area of 590,884 square miles, approximately 100,000 square miles are suitable for agricultural development, half of which is suitable for clearing and cultivation, and the remainder is suitable for grazing of domestic livestock. The most accessible agricultural districts are in Matanuska and Tanana valleys, which are traversed by The Alaska Railroad.

Dairy farmers find ideal conditions in the Matanuska Valley, while the Tanana Valley offers ideal soil and climate for the small grain farmers. Alaska needs farm families in the rail belt.

**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.

Mountain Shadows
Fall on Plenty



The Alaska Railroad

PASSENGER TRAIN SCHEDULE Effective June 6 to Sept. 1 incl., 1939

After Sept. 1. Trains Connect with Weekly Steamer Sailings throughout year

NORTHWARD Read Down				STATIONS				SOUTHWARD Read Up			
	2 Friday	6 Thurs.		4 Tuesday		3 Tuesday		5 Wed.	1 Thurs.		
	7:30AM 8:30AM 9:48AM 10:42AM 12:30PM	9:00AM 10:00AM 11:18AM 12:11PM 1:55PM		7:30AM 8:25AM 9:34AM 10:28AM 11:59AM	.....Seward..... .....Lawing..... .....Tunnel..... .....Girdwood..... .....Anchorage.....	6:30PM 5:25PM 4:03PM 3:02PM 1:30PM		6:30PM 5:25PM 4:03PM 3:02PM 1:30PM	6:30PM 5:25PM 4:03PM 3:02PM 1:30PM		
22 Friday 9:00AM 10:40AM 11:00AM	2:00PM 3:17PM	4:00PM 5:15PM		2:00PM 3:17PM	.....Anchorage..... .....Matanuska..... .....Palmer.....	11:50AM 10:30AM		11:59AM 10:40AM	11:59AM 10:40AM	21 Friday 5:00PM 3:17PM	3:00PM
	3:42PM 5:42PM 6:30PM	8:00PM		3:42PM 5:42PM 6:30PM	.....Wasilla..... .....Talkeetna..... .....Curry.....	10:04AM 7:58AM 7:20AM		10:14AM 8:08AM 7:30AM	10:14AM 8:08AM 7:30AM		
	2 Saturday 7:30AM 8:52AM 9:53AM 11:25AM 11:59AM	6 Thurs. 9:00PM	14 Tuesday 9:00PM	4 Wed. 7:30AM 8:52AM 9:53AM 11:25AM 11:59AM	.....Curry..... .....Hurricane..... .....Broad Pass..... .....McKinley..... .....Healy.....	3 Monday 5:15PM 3:58PM 3:04PM 1:20PM 12:40PM	9 Monday 1:20PM 12:40PM	5 Tuesday 5:15PM 3:58PM 3:04PM 1:20PM 12:40PM	1 Wed. 5:15PM 3:58PM 3:04PM 1:20PM 12:40PM		
16 See Footnote	12:30PM 2:15PM 4:15PM	1:30AM 3:06AM 5:00AM	1:30AM 3:06AM 5:00AM	2:15PM 4:00PM 6:00PM	12:30PM 2:15PM 4:15PM	12:10PM 10:25AM 8:30AM	12:10PM 10:25AM 8:30AM	12:10PM 10:25AM 8:30AM	12:10PM 10:25AM 8:30AM		

Trains Nos. 2 and 16 northbound, and No. 1 southbound, will carry parlor cars.

Train No. 2 connects at Matanuska with Train No. 21 on Friday. Train No. 16 operates on June 9, 26; July 10, 24; August 7, 21; and makes close connections at Nenana with River Steamer

YUKON from Dawson for Fairbanks.

All through passenger trains make an over-night stop at Curry.

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

Alaska Railroad Connections

At Seward: With the Alaska Steamship Company operating between Seattle and Seward.

Passengers from Fairbanks for Nenana to connect with River Steamer YUKON for Dawson on Train No. 1 leaving Fairbanks 8:30 A.M. Wednesday, except on August 22, Train No. 5, leaving Fairbanks 8:30 A.M., will connect with Steamship YUKON.

Connections for Steamer NENANA of The Alaska Railroad at Nenana for Marshall are made on June 3, 17; July 1, 15, 29; Aug. 12, 26; Sept. 9, with Train No. 2 from Seward, also motor car leaving Fairbanks 4:00 P.M. for Nenana. Steamer NENANA arriving Nenana connects with Train No. 1 for Seward and motor car for Fairbanks.

SPECIAL MOTOR CAR SERVICE—For accommodation

of passengers arriving McKinley Park on Train No. 2 Saturdays, desiring to make only a twenty-four hour stopover at the Park, The Alaska Railroad will operate a motor car on Sunday, leaving McKinley Park 11:25 A.M., arriving Fairbanks 4:15 P.M., providing passengers notify The Alaska Railroad Agent at McKinley Park before 3:00 P.M. Saturday, of their desire to leave on Sunday.

For accommodation of passengers arriving McKinley Park on Train No. 4 Wednesdays, desiring to make a forty-eight hour stopover at the Park, The Alaska Railroad will operate a motor car on Friday, leaving McKinley Park 11:25 A.M., arriving Fairbanks 4:15 P.M., providing passengers notify The Alaska Railroad Agent at McKinley Park before 3:00 P.M. Thursday, of their desire to leave the Park on Friday.

At Fairbanks: With the Richardson Auto Trail, over which excellent automobile service is maintained between Fairbanks and Valdez, and between Fairbanks and Chitina. 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, write The Alaska Railroad, 333 N. Michigan Ave., Chicago, Illinois.



To Hunt, To Fish, To Meditate, Amid Lakes and Mountains Still



Hewitt

The End of a Winter's Day

Homeseekers!

exempt from taxes, adjacent to The Alaska Railroad and near established markets—to those possessing the vision, spirit and virility of our pioneer forefathers.

Of Alaska's total area of 590,884 square miles, it is estimated that approximately 32,000,000 acres are suitable for cultivation by clearing, and about the same acreage is suitable for grazing.

The best farm lands available for homesteading in the railroad belt are those located in the Tanana Valley, as the better areas within the Matanuska Valley have been withdrawn from settlement and entry. Up to 160 acres may be homesteaded and title secured thereto by complying with the requirements of the homestead law the principal provisions of which are residence upon the land for three years, cultivation of the prescribed acreage and the erection of a habitable house on the claim. A family intending to take up a homestead in the Territory should have at least \$2,500 with which to finance itself while putting the land on a productive basis. For specific information regarding homesteading, the General Land Office, Department of the Interior, Washington, D. C., should be consulted.

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 is available from Fairbanks by automobile, nine hundred and fifty miles of road, and from Anchorage and Matanuska, two hundred and seventy-five miles of road. 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

• Much of Alaska, America's last frontier, is still public domain and offers opportunities for homestead settlement—free and

and ever-increasing program year by year for the extension of 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 University of Alaska, Fairbanks, Alaska, the affairs of which are administered by a Board of Trustees with the president of the University as chief executive officer.

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 advisable for tourists making the "Golden Belt Line Tour" to carry only necessary hand baggage with them while making the Interior trip from Valdez to Fairbanks and return to Seward, or vice versa. Therefore, travelers making the Interior trip in via Valdez may check their baggage through to Seward, and those going in via Seward may check their baggage to Seward and return to Valdez.

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. Be sure to carry sun glasses for eye comfort!

Cameras

Alaska visitors are urged to bring their cameras with them. Throughout Alaska the traveler will meet with countless opportunities to photograph a great variety of unusual pic-



Winter Blankets the Valley Road

Sharp

Temperatures

	Mean Annual °F	Maxi- mum °F	Number of Mini- Years Re- mum °F corded
Anchorage	34.5	92	-36 19
Cordova	40.5	87	-19 23
Fairbanks	26.4	99	-65 31
Fort Yukon	19.5	100	-71 20
Juneau	42.1	89	-15 40
Ketchikan	44.8	96	- 8 25
Matanuska	35.2	84	-36 16
Seward	38.7	88	-20 23
Skagway	40.1	92	-22 29
Valdez	35.5	84	-24 24

tures and frequently 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 in which reservations have been made.

Banks

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

Telegraph and Cable Service

The Alaska Communication System, operated by the Signal Corps, U. S. Army, maintains first class service of communication throughout Alaska and between the territory and the states with twenty-one radio stations in Alaska and one in Seattle—these in turn communicating with a system of stations of other Government agencies and commercial radio stations, as well as with telephone and telegraph lines of Government and commercial agencies; telegrams received and forwarded by agents of The Alaska Railroad.

RESERVATIONS

Apply to the Chicago office of The Alaska Railroad, 333 North Michigan Ave.—transportation and hotel reservations protected, tickets furnished, routes suggested and special itineraries prepared for individual tours, if desired. General information concerning Alaska resources and development is also available.

In all cities there are tourist agencies, travel bureaus, and railroad representatives—many of them conduct all-expense Alaska tours that start from Chicago and other principal cities. The Alaska Railroad endeavors to supply these agencies with its descriptive literature, showing desirable itineraries and rates in detail for the many tours to Alaska's great interior Wonderland, and hunting grounds. See your local agent; or requests directed to The Alaska Railroad, Chicago, will bring such free literature to you.

Radio-telephone service is available between Juneau and Seattle. Connection may be had with the American Telephone and Telegraph Co.'s long distant wires, affording telephone connections between Juneau, Alaska and all points available through such connections throughout the world.

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*.

Express

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

This Booklet Issued by

U. S. Department of the Interior

THE ALASKA RAILROAD

(Mt. McKinley Park Route)

HON. HAROLD L. ICKES

Secretary

U. S. Department of the Interior

O. F. OHLSON

General Manager

The Alaska Railroad

For Further Information or Reservations Write

HAROLD W. SNELL, Assistant General Manager

Suite 321-22—333 North Michigan Ave., Chicago, Ill.

Telephone: STAt 5798

Seattle Office

441 Federal Building

General Offices

Anchorage, Alaska

Alaska Silhouette




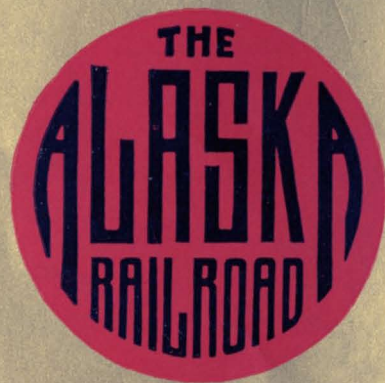
Sharp

Other Matanuska Products





ALASKA ALASKA



U. S. Department of the Interior
THE ALASKA RAILROAD

Chicago, Illinois • Anchorage, Alaska

1939