

Palmers Lake, Atlin

**F**ROM Vancouver, B. C., to Skagway, Alaska, is a thousand miles through an entrancing inland channel, winding between islands and the mainland as through a fairyland. The journey is made in the palatial yacht-like "Princess" steamers of the Canadian Pacific Railway.

Nine days complete the journey into this land of romance and back, leaving the traveller at Vancouver to start the journey to the East through the magnificent passes of the Canadian Pacific Rockies. Some, indeed, who make the Alaskan trip have come from the East, and already in the five hundred miles of railway travel through the passes of the four great mountain ranges between Calgary and Vancouver have had a foretaste of the wonderful voyage through strait and fiord which awaits them between Vancouver and Skagway.

Mystery—that is the keynote of the North—mystery and silence. And because of its mystery there will always be an attraction, something to draw men and to hold them. For it is no mere legend that the North ever calls back those who have once lived in the snows and the mountains, or through an Alaskan summer.

Scarcely has one left Vancouver than there dawns the feeling that here is a new life opening out. To the right is the mainland



of British Columbia—to the left, Vancouver Island, taking its name from the intrepid explorer who sailed into the unknown waters of the Pacific and found the mainland through an uncharted maze. To realize to the full the miracle of this thousand miles of navigation from Vancouver to Skagway, one should stand for an hour or so looking forward, picking out what seems the channel the ship will take, and finding out how invariably one's guess is wrong. For it is not always the mainland which lies to the east. Often the mountains which tower up to the sky, almost from the very deck of the ship itself, are but islands; and other channels lie behind, with countless bays and straits and narrow gorges running miles up into the mainland, twisting, turning, creeping forward and doubling back, till they put to shame the most intricate maze which Oriental mind ever devised. And of such is the whole route which finally creeps, as through the neck of a funnel, to the port of Skagway.

**Leaving Vancouver** The voyage to Alaska can be divided into two parts. The journey from Vancouver to Ketchikan is mostly through narrow channels, with steep shores heavily timbered to the water's edge. The second part, from Ketchikan to Skagway, is through wider stretches of water,





Totem Poles at Alert Bay

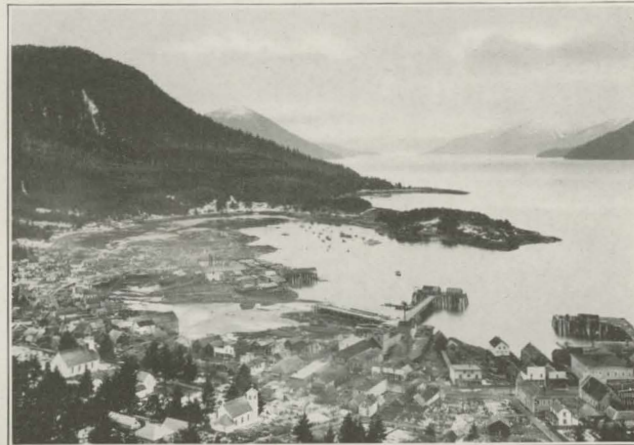
with glaciers, waterfalls and rugged mountains on either side, and richly colored by the purple twilights of Alaska.

Leaving Vancouver, the Gulf of Georgia is entered immediately. In about nine hours Seymour Narrows are reached. At certain times this is rather an exciting piece of water to navigate, for the current rushes and boils through it like a mill race. It is the narrowest part of the channel between the mainland and Vancouver, and may possibly be bridged some day.

**Alert Bay** Alert Bay, the first stop, is a pretty spot on Cormorant Island, near the shore of Vancouver Island. It is a quaint and historic native settlement, famous for its totem poles—huge poles with grotesque carvings of various images that stand before the houses. These totems denote the ancestry or clan of each family, and can be read by a native as anyone else would read a genealogical chart. Alert Bay has a modern salmon cannery, a government hospital, and schools for the Indians.

**Prince Rupert** Very shortly the open waters of Queen Charlotte Sound are crossed, and afford a passing glimpse of the Pacific Ocean stretching to the horizon. A few hours later a shorter glimpse of the Pacific Ocean is caught from Millbank Sound, and the beautiful Granville Channel is reached. For about thirteen hours the journey is through a fairyland of dark green, placid waters. Down the high, steep shores, heavily timbered with fir, cedar and spruce, sparkle silver waterfalls. So narrow and so winding are the channels that it is sometimes rather a puzzle where the steamer can emerge. Prince Rupert is the Pacific terminal of a transcontinental railway, and has an extensive trade in halibut, salmon and other fish to the central and eastern markets of the continent.

**Ketchikan** Shortly after leaving Prince Rupert, the third and last stretch of open water is passed, Dixon's Entrance. On the east side are passed the settlements of Old and New Metlakatla, where a successful mission, founded by Father Duncan, is conducted for the natives. Port Simpson, with its old Hudson Bay Company's Fort, is close by, and United States waters are entered shortly before arrival at Ketchikan.



Wrangell

Ketchikan (pronounced *Ketch-e-can*, an Indian name meaning "evil smelling water," though there seems no reason for this title at present time) might be said to be now the most prosperous town in Alaska. It is one that pleases by its bustling air, its hotels, fine stores and banks. The waterfall, about fifteen minutes' walk from the steamer docks, should certainly be visited. In the late summer months thousands of salmon ascend the falls in the river, and it is a wonderful sight to see the large fish leap and find their way to the spawning banks. Ketchikan has large cold storage and salmon canning plants.

**Wrangell** A distinct change of scenery occurs from now on.

The stretches of water become wider, snow-capped mountains rise on either side, and the wonderful purple peculiar to the Alaskan sunrise or sunset is seen. Wrangell (pronounced *Rang-gel*, and christened from a former Russian governor) is our next stop. It is a beautifully situated and interesting town, near the mouth of the Stikine River, which serves the famous Cassiar Country in the interior of British Columbia, known to big game hunters the world over. A steamer service runs from Wrangell up the Stikine. Part of the old Russian fort still exists.

**Taku Glacier** The Wrangell Narrows are reached an hour or so out from Wrangell, and for nearly two hours the steamer proceeds at half speed through this narrow winding channel, which can only be navigated at certain stages of the tide. This passage between the islands saves a long detour around Cape Decision, across a rough and open part of the Pacific Ocean; it has been thoroughly well marked with buoys and lights, and is one of the most beautiful parts of the coast.

Leaving the Narrows, the port of Petersburg, a flourishing fishing centre inhabited largely by Scandinavian people, is passed. Here history changes in its character. Hitherto it has been interwoven with that of the Hudson Bay Company, whose posts are still scattered along the coast. But here is Alaska, which only comparatively recently came under the sway of America. Until 1867, Alaska was a possession of Russia, which it so nearly joins at the Behring Straits. Some traces of the Russian rule still remain.

We are now surrounded by the typical grandeur of Alaska. Taku Inlet (pronounced *Tack-oo*) sends out hundreds of odd-





Juneau and the Gastineau Channel



Ketchikan



Indian Curio Sellers

*Photo—Pedersen Bros.*



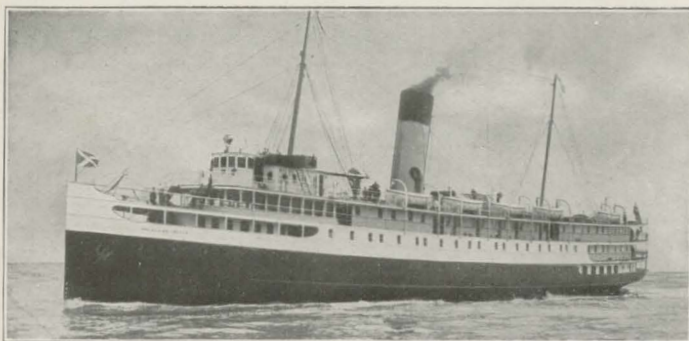
Grizzly Bear Killed near Wrangell



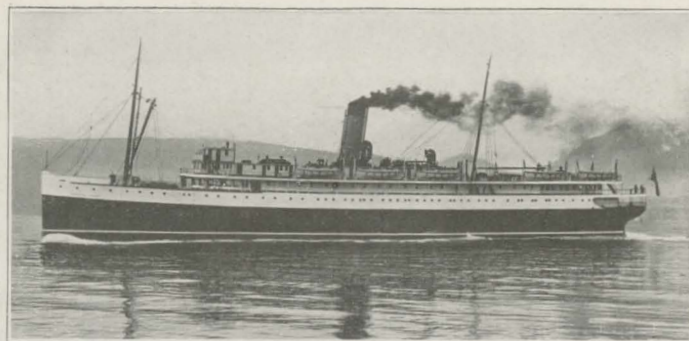
Bald-Headed Eagle Killed at Taku

*Photo—Dr. Sugden*





Princess Alice



Princess Louise

Canadian Pacific British Columbia Coast Service to Alaska

shaped ice-floes to meet us, as blue as indigo, floating by to melt gradually in warmer waters. Slowly the steamer approaches the two famous glaciers at the head of the inlet. The one on the left is a "dead" glacier, a mixture of brown, white, and blue colors, and is gradually receding. The other glacier is "alive," and continually moves forward. It shows all the colors of the rainbow, according to the time of day or the position of the sun. Huge masses of ice continually break off into the sea with a deafening thunder and float away like gigantic swans. Taku Glacier is a mile wide, and extends for over ninety miles over the mountains to join Llewellyn Glacier. The vibration caused by the boat's whistle brings down great pieces of ice weighing hundreds of tons.

**Juneau** Three hours steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau. Juneau (pronounced *Ju - no*, and named for its French-Canadian founder) is the capital of Alaska, the residence of the Governor, and the meeting place of the Legislature. Until some time after the beginning of the late war, three of the largest gold ore crushing plants in the world were situated close by—the Treadwell, the Alaska Gastineau and the Alaska Juneau mills and mines. Now only the last named remains. Juneau is an up-to-date city, with all modern improvements, and has good roads and automobiles aplenty. One particularly interesting ride is by automobile to the face of Mendenhall Glacier. In the early summer the steamer schedule on the northbound trip affords time to make this excursion in daylight. (Time  $2\frac{1}{2}$  hours, cost \$10.00 per car—or to the glacier and Auk Lake,  $3\frac{1}{2}$  hours, \$15.00 a car.) Another is by the mountain road winding up to Perseverance Mine. The Territorial Museum in the Alaska Brotherhood Hall has a wonderful Alaska collection which everyone should visit; the salmon hatchery is also well worthy of a visit. Those so inclined will be well repaid by seeing the fine raw fur stocks of local dealers.

**Lynn Canal** With the possible exception of Taku Glacier, the trip from Juneau to Skagway provides the most wonderful scenery of all. For over eighty miles we steam up the arm of sea called the Lynn Canal, varying in width from one to over five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety, surround us. Passing a

United States Army Post, Fort William H. Seward, lying back in Haines Inlet on the west side, we suddenly turn a point and see Skagway ahead of us.

**Skagway** Skagway is the end of the northbound run. It is a town which has loomed large in the history of the North. When the gold rush started to the Yukon in 1896 the landing was made at Dyea, which lies at the north of the other or western inlet, which completes the Lynn Canal. From Dyea the trail led over the dangerous Chilcoot Pass, but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea for Skagway, and in a day a big city had grown where before was chiefly swamp. Skagway (pronounced as spelt) is an Indian name meaning "much wind."

The steamer lays over about thirty-six hours, and ample opportunity is given for the many diversions offered in summer. These include "hikes" along the Skagway River, mountain climbing, launch trips or angling.

The U. S. Government Road Commission have recently completed a footbridge across the Skagway River, which will allow tourists to visit Fortune Bay and Smuggler's Cove—which owes its name to the fact that it figured as the headquarters of the "rum runners" during the gold rush. If the plans of the Skagway Alpine Club are consummated Dyea will be accessible from Skagway over this trail.

**Sporting Attractions** A wonderful variety of hunting is offered the sportsman in Northern British Columbia, Yukon Territory, and Alaska, where Nature has richly endowed its mighty snow-capped mountains, expansive inland seas, vast areas of trackless wilderness and lonely tundra, with giant moose, lordly elk and caribou, deer, savage silvertip grizzlies, sheep, goats and many other forms of wild life. The fishing offers an interesting side line to a big game hunt and the swift, rocky, tumbling rivers, well stocked with gamy fighting trout, and the mountain-rimmed lakes of unequalled beauty, all combine to make this "roof of the world" a paradise for the sportsman.

More than a dozen varieties of bear are to be found in this mountain domain, ranging from the huge polar bear and terrible kodiak right down through the different species to the common black bear once found all over America. The different varieties are numerous, according to location on the islands, along the coast in the trackless forests, the mountain peaks and the ice floes.





Dancing on Board a Canadian Pacific Steamer



Hikers Returning from the Denver Glacier



Gold Washing, Spruce Creek, Atlin



An Alaska Totem



Davidson Glacier, Lynn Canal





Panoramic View

These northern moose are the largest members of the deer family and are plentifully distributed throughout the greater part of this country. Magnificent trophies are brought out each season. Caribou, too, are abundant and inhabit the treeless and tundra sections of the interior. Mountain sheep and goat are among Alaska's most prized game animals. Many other forms of wild life, including smaller game, fur bearers, and bird life, in particular, are prevalent.

Alaska not only has opened up excellent hunting districts within her own boundaries but is the gateway to a number of other important big game sections in the Yukon Territory and Northern British Columbia.

While some of the more accessible localities are hunted each year, the main big game districts can at present be limited to seven, viz. McKinley section and Kodiak Island in Alaska, Kluahne, McMillan and Pelley Rivers, and White River districts in Yukon Territory, and in Northern British Columbia, the Cassiar, and Atlin and Teslin Lakes area.

It is suggested that intending sportsmen communicate direct with the undermentioned for reliable information about the hunting or other conditions in any of the above districts:

McKinley District.....	F. A. Martin (Game Warden), Anchorage, Alaska
Kodiak Island.....	J. A. Baughman (Game Warden), Seward, Alaska
Kluahne Lake Districts.....	Wm. Armstrong, Kluahne, Y. T. M. E. Bones, Kluahne, Y. T. Jacquot Bros., Kluahne, Y. T.
McMillan and Pelley River District.....	R. G. Thomas, White Horse, Y. T. Ira Van Bibber, Selkirk, Y. T.
White River District.....	Wm. Armstrong, Kluahne, Y. T. M. E. Bones, Kluahne, Y. T. Jacquot Bros., Kluahne, Y. T.

Telegraph Creek.....	Hudson Bay Co.
Cassiar Mountains.....	J. Frank Callbreath, Telegraph Creek, B. C. Geo. B. Ball, Telegraph Creek, B. C.
Atlin and Teslin Lakes.....	Louis Schultz, Atlin, B. C.

(The Taylor Drury Pedlar Co. have trading posts at Teslin, Little Salmon, Carmacks, Selkirk, Ross River and Mayo. Parties of practically any size can be handled and outfitted by this firm through their head office at White Horse.)

**Historical Notes** The territory now known as Alaska was unknown to the white man till, in 1741, it was explored by two Russian officers, Captains Vitus Bering and Chirikov. Thirty-three years later it was visited by Spaniards coming up from the Pacific, and in 1778 Captain Cook undertook some surveys of the Coast. The first elaborate survey of that Coast was made by Captain Vancouver in 1793-94. The Russians formally assumed possession in 1799, when the Administration was handed over to the Russian American Company, the chief resident director being Alexander Baranov, who founded Sitka in 1804. The reign of this Chartered Company ended in 1861 when Prince Maksutov was appointed Imperial Governor.

Six years later, in the same year as that in which Canada was confederated as the Dominion, the United States purchased Alaska from Russia for \$7,200,000, in order to obtain control of the fisheries and fur trade, which at that time were the chief known resources of Alaska. The gradual discovery of mineral wealth culminated in the Klondike rush of 1897, and the rush to the gold fields of Nome in 1900, since when the mining industry has been stabilized.

A word in general relative to the Alaska ports. Visitors encounter the words "Sourdough" and "Cheechacho," dis-





of Skagway

Photograph by Sheclor Panoramic Co.

tinguishing the resident from the new arrival. The first is a compliment, meaning an old timer or one who has seen the ice form and go out of the Yukon River in fall and spring. The second is an Esquimaux word meaning tenderfoot, or newcomer. Uppermost in the minds of everyone is the genuine friendliness and ready hospitality offered by the "Sourdoughs." One of the surprises is in the gardens of these residents. Nowhere can be found finer sweet-peas, dahlias, asters, stocks, or pansies, or such raspberries, currants, strawberries, blueberries and vegetables.

## WHITE PASS AND YUKON ROUTE

Those who wish to journey further into the Yukon and Alaska can at Skagway take the White Pass and Yukon Railway. This is a most spectacular ride through magnificent scenery. The salt tang of the sea is left behind, and our nostrils are filled with the sweetness of lake and mountain air.

Climbing up to Glacier Gorge, at Summit we leave American territory and re-enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line. For a short distance we travel through British Columbia, and then at Pennington cross into the Yukon Territory. Lake Bennett, which the railway follows for twenty-seven miles, is a long, narrow lake of blue, bounded by mountains of old-rose color. As the train approaches Carcross, the traveller crosses the most northerly swing bridge on the American Continent, over the outlet of Lake Bennett into Nares Lake. Lewes and other little lakes are found and then Miles Canyon and the White Horse Rapids.

As we stand on the brink of this world-famed gorge, pictures of the old days rise before our eyes. Bold adventurers on rafts and in ill-built boats are whirled into swift, dangerous waters in their mad rush to the Klondike.

In White Horse—about an hour's walk distant—the faint, continuous roar of the rapids reaches the ear quite plainly on still days. White Horse is a busy little city located on the west bank of Fifty-Mile River (which is also known as the Lewes River and sometimes termed the Upper Yukon). As at Skagway, there is excellent hotel accommodation. It is the terminus of the Railway Division of the White Pass and Yukon Route—and the point of departure for the magnificent steamer trip down the Yukon to Dawson by the same company's route.

Giant towers and bastion-like projections of red rock stand sentinel along the western shore of Lake Labarge—while on the east, great gray, rounded hills of limestone, veined and shaded with the green of spruce, alternate with deep, wooded valleys and the picturesque mouths of rivers.

**Five-Finger Rapids** On through the splendid scenery of Thirty-Mile River and the Lewes, we come to one of the

most thrilling experiences of the entire trip—the shooting of Five-Finger Rapids. Here the river narrows to 150 yards. Five great hulks of stone rise to a height of forty to seventy feet. The waters rush foaming between. Our steamer, guided by its skillful pilot, glides swiftly through, almost touching the stone walls in its passage.

Rink Rapids, six miles below, gives a second experience of this exciting form of navigation. At Fort Selkirk begins the Yukon River proper—which is formed by the union of the Lewes and the Pelly.

The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur. Winding around and between countless islands, at times running close under the





Photo—Pedersen Bros.

Black Bear Cub, Seward, Alaska



The Royal Mail in Winter

Photo—L. C. Read



On an Atlin Fox Farm



A Skagway Flower Garden

lee of huge granite cliffs—now passing the swift, foaming White River, where it mingles with the Yukon—then Stewart River and Indian River—there is not a single mile of the way but holds vivid interest. The trip from White Horse to Dawson takes about forty-eight hours; the return journey takes about four days.

**Dawson** Dawson, once the focus of the world's greatest gold rush, is now but a shadow of its former glory. It is beautifully situated on a bend of the Yukon River, an up-to-date, well-built and well-regulated city, with many fine homes and comfortable hotels, and pretty flower gardens. Good roads make possible many automobile trips to surrounding hydraulic and dredge mining operations. The literary-inclined can make a pilgrimage to the cabin occupied by Robert W. Service, the "Kipling of the Yukon," during his long residence in Dawson.

From Dawson the steamers of the Alaska-Yukon Navigation Company can be taken down the Yukon River to Fort Yukon—where the Arctic Circle is crossed and where the phenomenon of the Midnight Sun can at the proper season of the year be strikingly witnessed—Tanana, Ruby and St. Michael. Alaska is re-entered at Eagle. From St. Michael the Alaska Steamship Company has a service across Norton Sound to Nome, another famous mining town, in the Seward Peninsula.

**To** From Skagway to Carcross, and thence through a chain of Atlin sapphires lakes, mountain and forest-girt, eighty-two miles to Atlin—there is a rare jewel of a side-trip! It takes but little time, but there is more of sheer beauty packed into that short distance than can be found in any other place in the world.

Winding through Nares or Tagish Lake the steamer traverses Windy Arm, to enter Taku Arm, a beautiful sheet of water, almost completely shut in by the most inspiring mountain scenery. A splendid view is afforded of Jubilee Mountain, which reaches its snow-crowned head into the clouds. After steaming through beautiful Golden Gate and up Taku Inlet, the boat makes a landing at Taku, where a short portage by rail along the bank of roaring Atlin River brings the tourist to the west shore of Atlin Lake.

Here connection is made with the new twin-screw motor-boat which makes the six-mile run across Atlin Lake to Atlin City. Atlin is the base of supplies for one of the richest hydraulic mining camps in British Columbia.

Near the boat landing, and facing the lake within a few feet of the shore, is the Atlin Inn, built and maintained especially for tourists by the White Pass and Yukon Route. From its windows a magnificent view may be had of the Atlin Mountains across Lake Atlin, a mountain lake of surpassing beauty. The tourist will find the Atlin Inn very inviting, the cuisine and service excellent. A stay here for a day or so, or for several weeks, will add greatly to the pleasure of the Atlin trip. (Rates, European plan, from \$2.00 per day.)

There is an indescribable tonic effect in the Atlin climate that will eventually make it one of the world's greatest summer health resorts. Numerous side trips may be taken by automobile, steamer, launch or on foot to many points of interest. Amongst these are the placer gold mines, the fox farm, the Warm Springs, and the Indian Village; and wherever one goes, one will find a profusion of beautiful wild flowers in almost endless variety. Then, too, there are delightful walks along the shores.

The one event of the trip to Atlin is the excursion on the "Tarahne." For about forty miles the boat is winding its way through the narrow mountain-ribbed passages of the West Channel. The boat then passes out through Copper Island Narrows, and the return is made down the other side of these islands on Lake Atlin, where a magnificent view is obtained of Llewellyn Glacier and the Coast Range. Out of the glacier, seemingly, arise mountain peaks that stand like sentinels on guard.

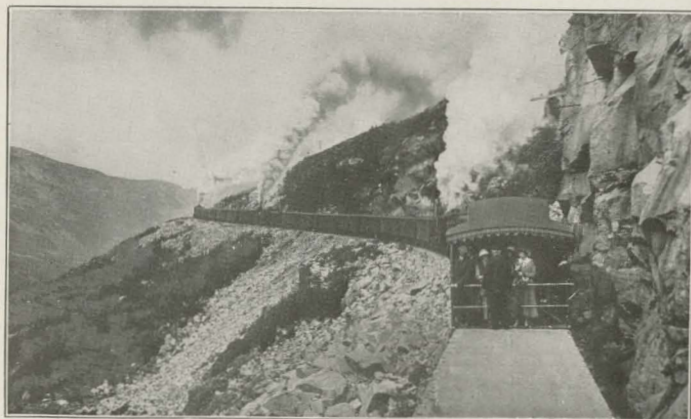
When the water is smooth, as it frequently is, and on its surface are mirrored the vari-colored verdure-clad hills and snow-crowned mountains with their cathedral-like spires, the scene is of such sublime beauty and grandeur that to describe it were futile. And these reflections are not seen merely for a mile or so, but mile after mile. Those who like fishing will have an opportunity to try their luck at landing lake trout, whitefish or the smaller but gamy grayling.



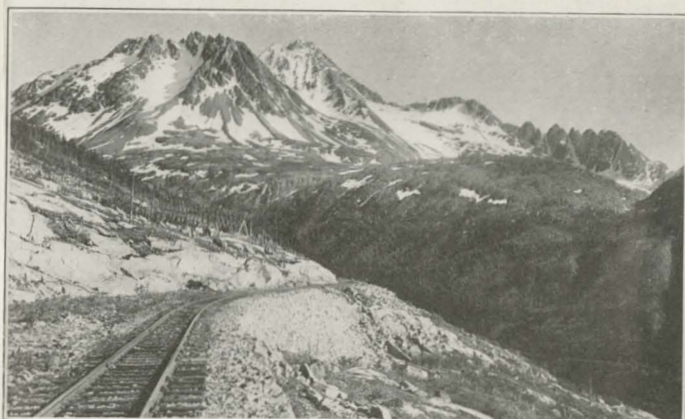


Taku Glacier

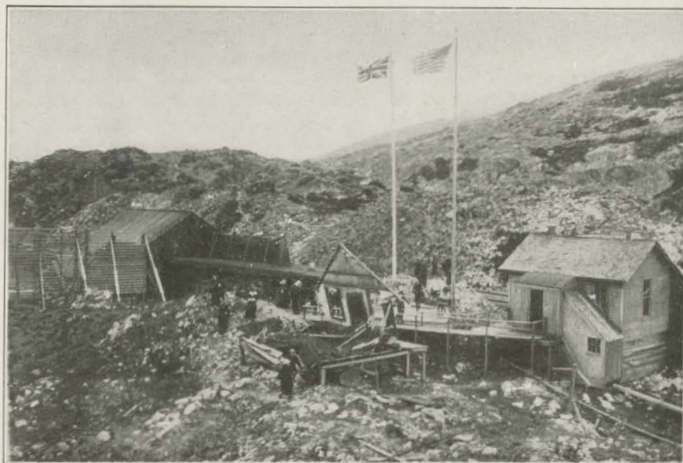
*Photo—Winter-Pond*



On the White Pass and Yukon Railway



The Saw-Tooth Range



The Yukon Boundary Line Between Two Good Friends



Washing Down Mountains of Gold



**West Taku Arm.** Another beautiful scenic trip is that to West Taku Arm. It has been especially arranged for the convenience of passengers who are making the round trip to Skagway on the "Princess" steamers of the Canadian Pacific Railway, and who cannot spare sufficient time to avail themselves of one of the many other tours over the White Pass, and it gives these passengers an opportunity of seeing a maximum number of points of interest in the short time at their disposal. It is a journey which takes the visitor into the very heart of primeval surroundings, where giant mountains raise their lofty peaks from the glittering glacial waters of the Arm, which ends at what might be termed the "back door" of the world-famous Taku Glacier.

The route followed is the same as to Atlin, except that instead of turning to the eastward to Taku Landing the steamer continues up the head of Taku Arm into West Taku Arm. The steamer arrives here about eight-thirty in the evening and lies over until about five the next morning. The trip from Skagway to West Taku Arm and return is made in about thirty hours. It is an extremely interesting and worth-while trip.

## NOTES ON STEAMERS, CUSTOMS AND BAGGAGE

	*†Princess Alice	*†Princess Louise
Gross tonnage.....	3099.22	4200.00
Net tonnage.....	1903.80	2448.65
Length.....	289	330
Width.....	46	48
Depth.....	17	18.6

\*Wireless telegraph. †Burn fuel oil.

From	To	Hours	Nautical Miles
Vancouver.....	Alert Bay.....	14	183
Alert Bay.....	Prince Rupert.....	22	287
Prince Rupert.....	Ketchikan.....	8	101
Ketchikan.....	Wrangell.....	7	99
Wrangell.....	Juneau.....	11	148
Juneau.....	Skagway.....	8	100

A nautical mile is equivalent to 1.15 statute miles.

Intended sailings are from Vancouver on June 10th, 17th, 24th, July 1st, 5th, 12th, 15th, 22d, 26th, August 2d, 5th, 12th, 16th, 23d, 26th, and September 2d. Sailing hour, 9.00 p.m.

Steamer sails also from Victoria on day previous to dates mentioned, at 11.00 p.m.

Passengers should provide themselves with a good, warm topcoat and a pair of walking shoes. The general weather is very fine and warm, but a good covering for the evening or a damp day is very desirable. The Company does not supply steamer rugs, but has arranged to carry on the steamers a limited supply of rugs that will be rented to passengers for the round trip at a nominal charge. A travelling rug is very desirable, although not absolutely necessary. However, lady passengers generally derive much comfort from a good steamer rug. The Company does not supply the regulation ocean liner deck chair, but supplies comfortable camp chairs with backs, free of charge. A barber is carried on all steamers.

The meals provided on Alaska steamers are breakfast, lunch, and dinner, and, in addition, light refreshments are served in the dining saloon at night without extra charge.

Victrolas, with a suitable supply of records, are placed on Canadian Pacific steamers to Alaska.

Passengers entering Alaska from Canada are required to pass the customary United States Immigration Inspection at Ketchikan, the port of entry. This inspection is not strict so far as bona fide tourists are concerned. Passengers will be asked by purser for certain information regarding age, place of residence, business, etc., for use in making up the manifest required by the Immigration Department, and will be given a card by him. This card is presented by holder to immigration inspector, who boards steamer on arrival at Ketchikan, and as soon as particulars shown

by purser on manifest are checked by the inspector, the passenger is permitted to go ashore. There is a similar inspection by the Canadian Immigration Department on arrival of steamer south-bound at Prince Rupert. These inspections are largely formal so far as tourists are concerned.

The usual free allowance of one hundred and fifty (150) pounds of baggage will be granted on whole tickets, and seventy-five (75) pounds on half tickets, with customary additional charge on any excess weight. Steamer trunks, if intended for use in staterooms, must not be more than fourteen inches in height. Any steamer trunk of ordinary width and length can be placed under lower berth if the height given is not exceeded.

## FREE STORAGE AT SEATTLE, VICTORIA OR VANCOUVER

Passengers holding through tickets, and making Alaska side trip from Seattle, Victoria or Vancouver, will be granted free storage of baggage at the Company's wharves at the points mentioned for not more than thirty days. After expiration of thirty-day limit, regular storage charges will accrue.

**Bonded Baggage**—Baggage may be checked through from Seattle to Skagway, and if not required en route may be forwarded under bond to avoid necessity of customs inspection. If baggage is required en route it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before boarding steamer for Alaska. U. S. Customs inspection will also be necessary at Ketchikan, the first port of entry into Alaska.

**Southbound**—Canadian Customs baggage inspection will be made at Prince Rupert and U. S. Customs inspection at Vancouver (if passenger is travelling east via Canadian Pacific Railway) or at Seattle. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U. S. Customs officers at Ketchikan, or may be bonded if desired.

Baggage can be checked through from Puget Sound and British Columbia ports to Atlin or Dawson, via the White Pass and Yukon Route, without undergoing inspection by Customs officers at Skagway, provided passengers hold through tickets, and after it is once checked at starting point passengers are not annoyed by Customs inspection or rechecking until arrival at destination, where all baggage from United States points is subject to inspection. Baggage originating at British Columbia points can be corded and sealed and sent through Alaska in bond without inspection. Baggage originating at United States ports, destined to points in Alaska on the lower Yukon River below Dawson, can go through to destination in bond without inspection.

## HOTELS

Following is a list of hotels at various points en route to Alaska, and at inland points beyond Skagway.

Ketchikan.....	Stedman Revilla
Wrangell.....	Wrangell
Juneau.....	Gastineau Zynda Alaskan
Skagway.....	Pullen House Golden North Dewey Portland
Carcross.....	Caribou
Atlin.....	Atlin Inn Royal
White Horse.....	White Pass Commercial Regina
Dawson.....	Rochester Royal Alexandra Yukonia Occidental

Most of the above are run on the European plan, rates from \$1.50 up. Those on American plan, \$5.00 up. Meals a la carte.

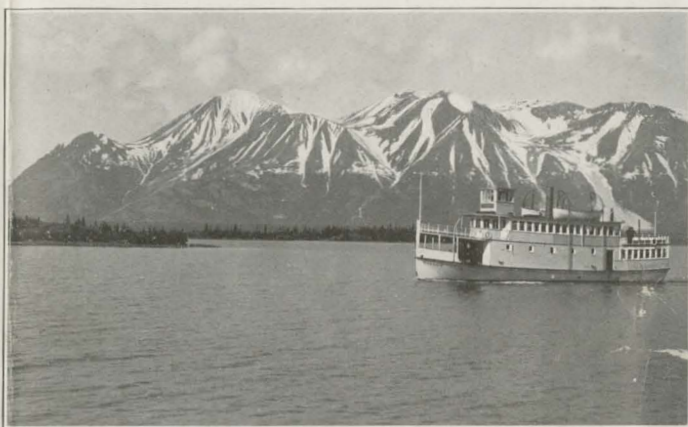




West Taku Arm



The Atlin Inn, Atlin



The "Tarahne," Atlin Lake

Photo—L. C. Read



Photo—L. C. Read

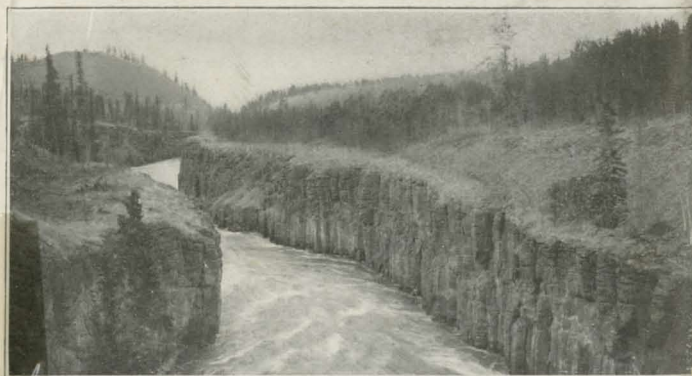
The Atlin Mountains from Atlin Inn



Llewellyn Glacier Seen Through the Gorge

Photo—L. C. Read





Miles Canyon, near White Horse

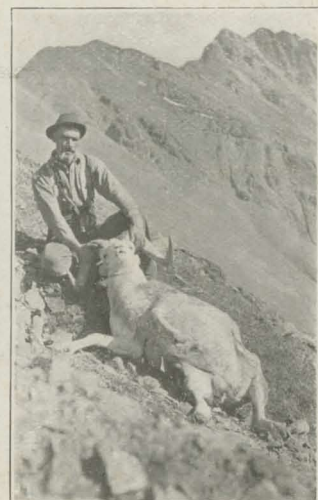


Dawson



Photo—L. C. Read

Five Finger Rapids, Yukon River



Mountain Sheep Shot near Tagish, Yukon



On the Yukon River, near Dawson



Camp En Route to Dawson