

**THROUGH LINE
SKAGUAY^{TO} DAWSON**

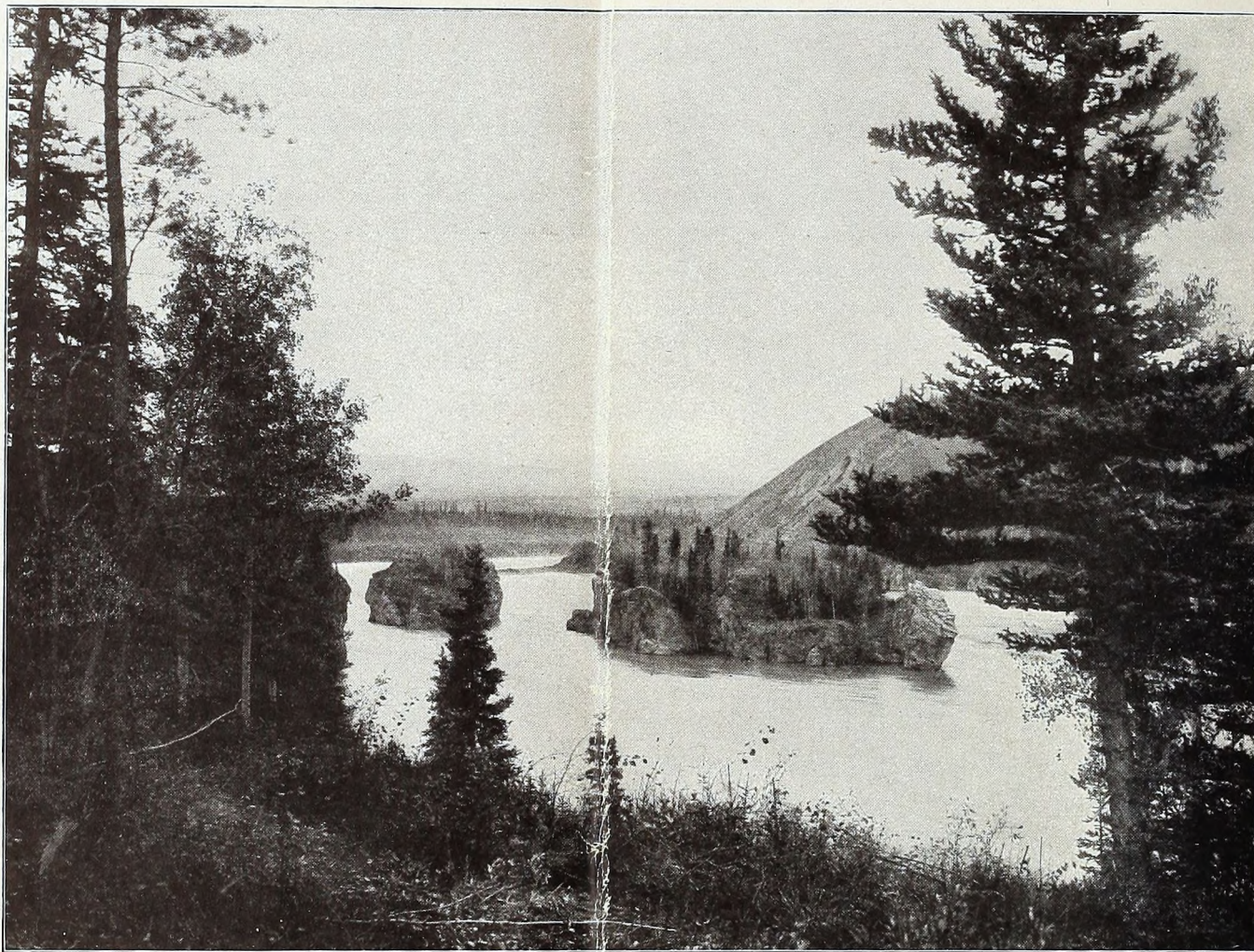


**THROUGH LINE
SKAGUAY^{TO} DAWSON**

1906

White Pass & Yukon Route

The construction of the railway over the once dreaded White Pass, and the inauguration of a first class, modern river steamer service to Dawson and Atlin, has made it possible for the tourist who desires to travel in perfect



THE LEWES RIVER AT FIVE FINGER RAPIDS

One of the Many Picturesque Scenes on the way to Dawson

comfort to penetrate the interior of this previously inaccessible Northland and enjoy a tour that is full of scenic and novel interest from start to finish. A brief description of the trip to Skaguay, Atlin and Dawson, with numerous illustrations, will be found on the following pages.

White Pass & Yukon Route

Pacific & Arctic Railway & Navigation Co.

British Columbia Yukon Railway Co.

British Yukon Railway Co.

British Yukon Navigation Co., Ltd.

OFFICIALS

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A. L. BERDOE, General Manager	{ Vancouver, B. C. Skaguay, Alaska
W. B. KING, Auditor	
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V. I. HAHN, Superintendent Rail Division	Skaguay, Alaska
P. F. SCHARSCHMIDT, "River"	White Horse, Y. T.
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HERMAN WEIG, General Agent, 1016 Chamber of Commerce Bldg	Chicago
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WM. TAYLOR, General Agent	Dawson, Y. T.
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GENERAL OFFICES	{ VANCOUVER, B. C.
	{ SKAGUAY, ALASKA

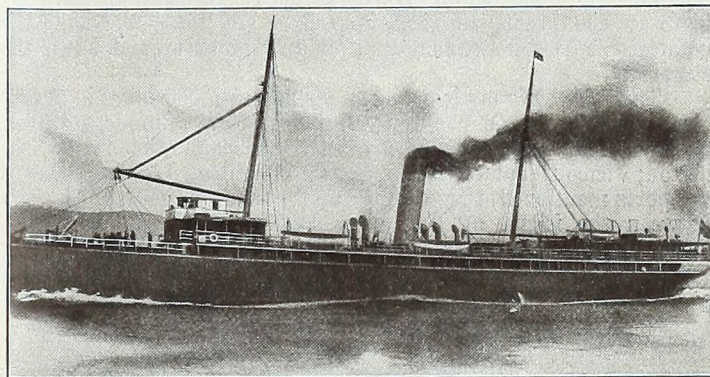
GENERAL INFORMATION

Maps, timetables, particulars as to connections, baggage regulations, location of the various mining districts and centers reached by the White Pass & Yukon Route and its connecting lines as well as other information of interest to the traveler and shipper will be found on the following pages.

Booklets and information as to rates, tickets, etc. promptly furnished on application to any of the above mentioned agents or J. H. Rogers, Traffic Manager, Vancouver, B. C.

"One of the Grandest Scenic Trips in the World."

For more than twenty years tourists, in ever increasing numbers, have visited the shores of southeastern Alaska, sailing for 1,000 miles up the beautiful land-locked inner passage, noted as one of the most delightful voyages in the world.

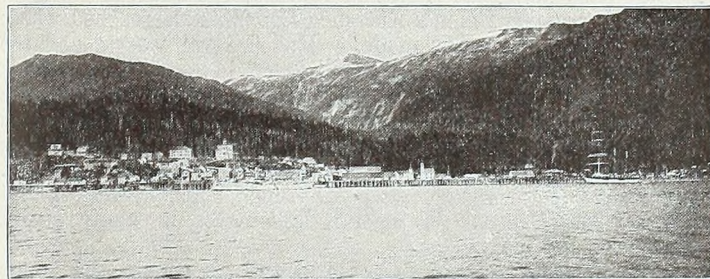


ONE OF THE STEAMERS RUNNING TO SKAGUAY

Until a few years ago these tourists could only visit the shores, to go beyond meant to climb steep mountains—over dangerous and rough trails; thence to float down the swift waters of canyons, rapids and tortuous rivers beset with imminent risk of life at every turn. Of course such a trip was not to be thought of by the tourist. The cry of gold! gold! was necessary to incite taking the risk. Gold was the magnet which attracted enterprising men to take the necessary risk resulting in building up towns and communities which were sufficient to call for the construction of a railway and the installation of modern steamboats offering every convenience for travel.

Now a new region has been opened up to the tourist, rich in novelty, grand in scenery, and delightful in its summer climate. Mr. E. Burton Holmes, America's most famous traveler and lecturer, said in one of his lectures, after he had visited Alaska and the Klondike:

"Alaska and the Klondike as they are to-day are amongst the most amazing facts of our new century; yesterday a wilderness with heroes fighting epic battles with the elements; to-day a land with towns and cities; with happy homes and thriving business enterprises. * * * Where the pioneers dragged their bleeding feet up the icy stairways of the White Pass or the Chilcoot we rolled in

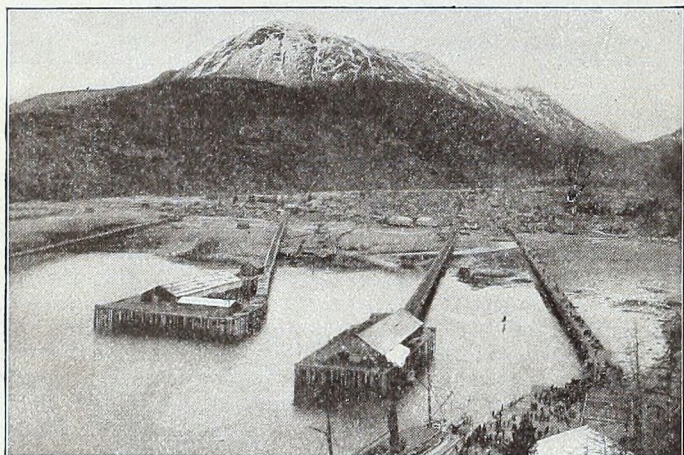


KETCHIKAN, ALASKA

all the luxury of railway cars, and within sight of the death dealing rapids through which their boats were steered with the fear of death for pilot, we glided smoothly over rails of steel coming from Skaguay on the coast to White Horse City, on the Upper Yukon, as comfortably and expeditiously as we could travel from New York to Boston.

We have come by rail in seven hours 112 miles from the tidewater terminal of the White Pass & Yukon Route to this new station at White Horse City, the head of steamer navigation on the Yukon. * * * From White Horse to Dawson we have for highway the great, rapid flowing river and for conveyance the comfortable Yukon steamers that ply all summer up and down the stream."

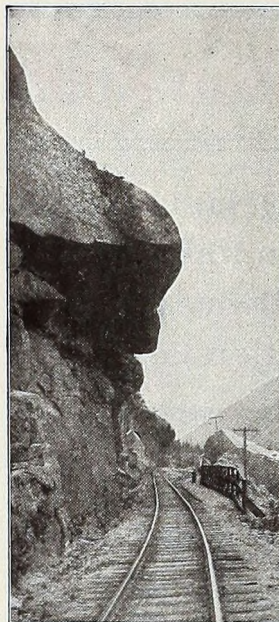
To reach Skaguay is an ocean voyage of 1,000 miles in a first class passenger steamer offering all the comforts of modern travel. Steamers leave every few days from Seattle and Tacoma, Washington; Vancouver and Victoria, British Columbia. Leaving either of the ports mentioned, the voyage is up the strait or gulf of Georgia between the island of Vancouver and the mainland of British Columbia, through picturesque Seymour Narrows. After crossing



SKAGUAY AND THE WHARVES

Queen Charlotte Sound, the ship's course is again between the mainland and countless islands until Dixon's Entrance is reached, near which is located Port Simpson, and in the vicinity of which, the Grand Trunk Pacific Ry. will locate its western terminus. Crossing Dixon's Entrance and the international boundary line the ship now sails along the shores of southeastern Alaska. A few hours after crossing Dixon's Entrance Ketchikan is reached where a stop of a few hours is made. The "board walk" and the beautiful mountain stream, up which countless numbers of salmon may be seen "running" to the spawning grounds, will prove of much interest to the traveler. Passing through Clarence Strait and turning to the eastward Fort Wrangel is reached, one of the old historical places along the southeastern shores of Alaska. It occupies a picturesque location on Wrangel Island near the mouth of the Stikine River. Wrangel is famous for its many quaint totem poles and Indian curios.

Passing through Frederick Sound and up Stephens Passage the city of Juneau is reached. And here also will be found much that will interest the tourist. Across from Juneau, on Douglas

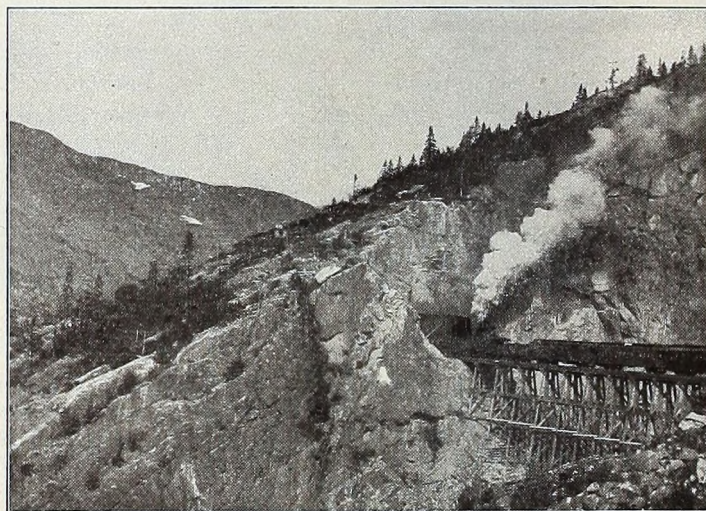


THE HANGING ROCKS AT CLIFTON

Island, is located Douglas City and the great Treadwell gold mine, the largest in the world. No trip to southeastern Alaska is complete without a visit to this very interesting mine. A glance down into the "glory hole," an enormous pit, in the mountain, and the mine workers will be seen scattered along the precipitous sides putting in shots for the great blasts that go off with a report like the loudest peal of thunder. From Douglas Island to Skaguay is a sail of 100 miles up Lynn Canal, considered by many to be the most beautiful of all the inlets indenting the shores of southeastern Alaska. Likely as not before the steamer reaches its destination at Skaguay a stop will be made at Haines, in the close proximity of which is located Fort Seward where a garrison of U. S. soldiers is maintained.

This sail of 1000 miles has been one continuous and ever-changing panorama of pine clad hills, towering snow capped mountains, countless islands, wonderful glaciers, fjords, and beautiful cascades leaping into the sea. The scene is enlivened by numerous whales playing here and there, and schools of sportive porpoises racing with the ship and crossing her bow, now to the starboard and then again to the port.

Skaguay, the ocean terminus of the White Pass & Yukon Route, lies in the Skaguay Valley walled in by the snow capped mountains. There is much in Skaguay and its vicinity to attract the tourist. Skaguay boasts of many conveniences not usually found in towns of the same population in the States and Canada,



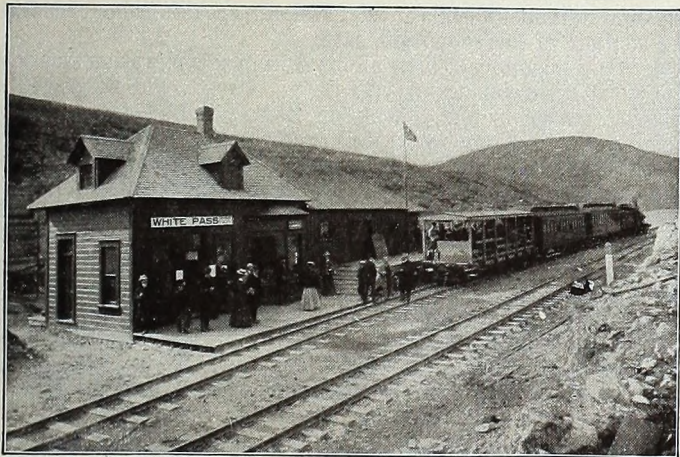
THE TUNNEL

such as a water works system, telephone and electric light service, also telegraphic connection with all the principal settlements throughout Alaska and the Yukon Territory, as well as with the States and Canada, and in fact all parts of the world. It has also a daily newspaper, up-to-date stores and many neat homes with pretty gardens. The traveler remaining in Skaguay over night will find the hotel accommodations not alone ample but better, both in respect to meals and service, than are usually found in a town its size.

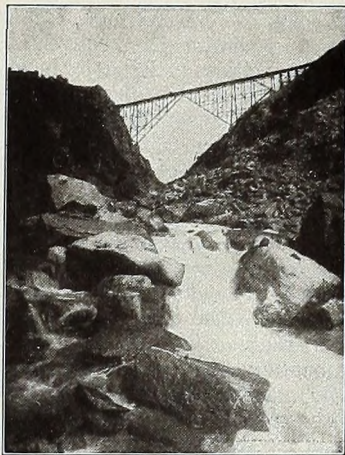
Easy trails near by lead to Mount Dewey, Denver Glacier, and numerous beautiful lakes and waterfalls.

Leaving Skaguay 9:30 in the morning the train begins almost at once a steady climb over the wild and rugged mountains, along the precipitous sides, passing the hanging rocks at Clifton, rounding one point after another where huge cliffs were blasted away, and looking down, hundreds of feet below the track, can be seen the foaming, rushing Skaguay River, and the old trail over which so many men struggled in their mad rush to the Klondike before the railway was built. Still ascending, the train passes through the tunnel, thence over the steel cantilever bridge, 215 feet above the bottom of the canyon. The view beheld from this point is a scene never to be forgotten. In a few more minutes and the summit of White Pass (20 miles from Skaguay) is reached where the international boundary line divides the possessions of the United States and Great Britain.

Leaving the summit the train runs along the Thompson River, past Middle Lake, and numerous other little lakes and streams. At noon Bennett, on the lake of the same name, is reached. A stop is made here for luncheon which will be found surprisingly good. Continuing the train runs along the shores of Lake Bennett for 27 miles and is one of the most beautiful train rides imaginable.



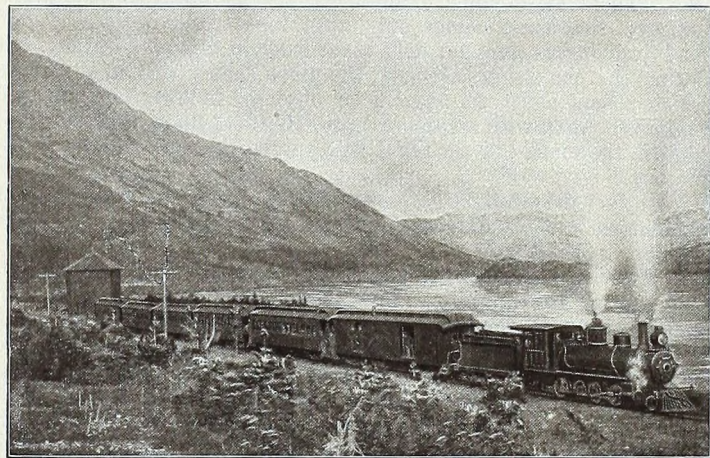
THE SUMMIT OF WHITE PASS



THE CANTILEVER BRIDGE

The railway runs on the east side of Lake Bennett along the mountain sides, and looking across the lake will be seen precipitous mountains rising sheer out of the water. At Caribou, at the end of Lake Bennett, 68 miles from Skaguay, the railway crosses the most northerly swing bridge on the American continent. Here the passenger destined for Atlin leaves the train and boards the steamer lying at the wharf within a few feet of the station. Again passing numerous lakes and streams a glimpse is had of Miles Canyon. A short stop is made here enabling passengers to get a better view of this picturesque scene. The Canyon was named by Lt. Schwatka, who passed through it in 1883, in honor of General Miles. It is five-eighths of a mile long and in that interval the water drops 30 ft. The current runs at the rate of 15 miles an hour. Leaving Miles Canyon the train reaches White Horse, the terminus of the railway at 4:30 in the afternoon.

White Horse is a progressive town and like Skaguay contains many modern conveniences. The hotel accommodations will be found very satisfactory. A detachment of the Northwest mounted police is located here.

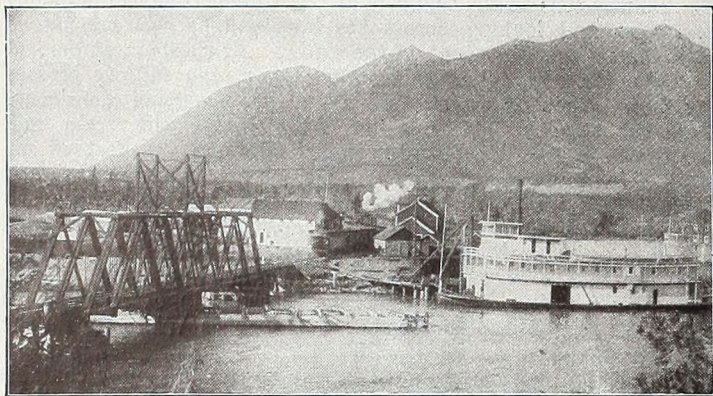


MIDDLE LAKE, B. C.

The steamers for Dawson usually leave White Horse about 8 o'clock in the evening. The tourist will, therefore, have ample time in which to walk back a mile or so and view the White Horse Rapids, made famous during the memorable rush to the Klondike, when so many men met disaster and sometimes death in the attempt to shoot the rapids.

The trip from White Horse to Dawson is one of about 40 hours and throughout the entire trip there is always some interesting feature to hold the attention of the traveler. Mr. J. S. McLain in his book "Alaska and the Klondike" writes in part about his trip down the Yukon River to Dawson:

"The scene is never uninteresting, however. The river is tortuous and rapid, its banks generally green with luxuriant vegetation and the meadows gay with an endless variety of flowers; one species known as the fire weed spreading a flame-like color over patches of hundreds of acres of sloping country. Again the river leaves the meadow lands and pours its flood against the solid masonry of earth on whose seared and broken face is written for the geologists the history of time. Narrow gorges are entered and at one place we are treated to the sensation of 'running the rapids' through which the widest channel between the rocky walls is scarcely more than twice the width of our well handled boat."

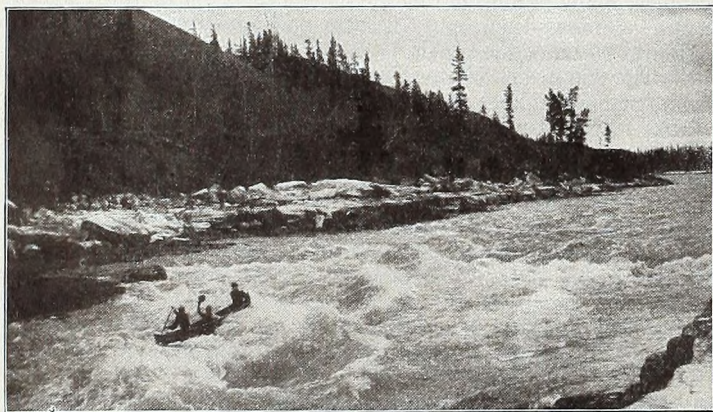


CARIBOU, Y. T.

“There is so much of interest, and so much of daylight to improve, that sleep comes only after repeated invitations. * * * And just at this time not only is the sunlight almost constant, but during the sun’s short absence, the moon shines with an effulgence which seems never to have been observed in lower latitudes and tempts the man with a camera to try its effect upon the sensitized films in the middle of the night with results that are wholly satisfactory.”

In fact it is so light here at midnight during the summer that one can sit in one’s stateroom and read fine print or write a letter without artificial light.

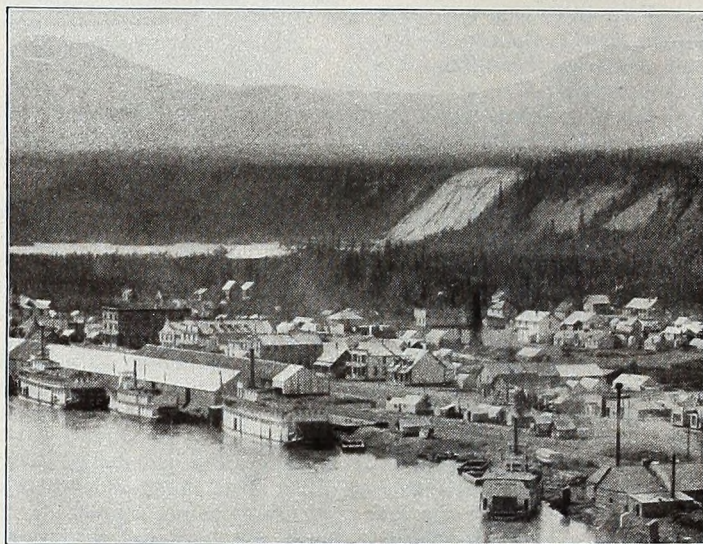
Arriving at Dawson City the traveler will no doubt be surprised, as nearly all are who visit it for the first time, at its appearance of permanence and solidity. Dawson can boast of but one brick structure. Yet, however, its frame buildings are very good and no expense has been spared in making them as good and convenient as possible for the various purposes for which they are intended. This city lying almost within the shadow of the Arctic Circle is connected with the outside world by telegraph. It has a modern telephone service, both local and long distance, electric lights, water works, daily newspapers that publish telegraphic dispatches of the leading events throughout the world, and branches of the Canadian Bank of Commerce and the Bank of British North America. It has schools, churches, hospitals and good hotels.



WHITE HORSE RAPIDS

In short one can live here, especially in the summer time, and enjoy as many comforts and conveniences and even luxuries as can be had in many cities much greater in size. One of the unlooked for things in Dawson is the profusion of flowers growing in the gardens surrounding the homes of many of the residents. And not alone flowers but vegetables as well, for here in this Northland with its nearly 24 hours of sunshine in the summer, flowers and vegetables and even some grains grow with a luxuriance that is really wonderful. Dawson is well supplied with mercantile establishments of all kinds where anything can be purchased in the way of wearing apparel, everything for the table, including fresh fruits, house furnishings and supplies for the miner from a tenpenny nail to a 60 h. p. boiler.

Dawson lies at the foot of a hill which might well be called a mountain as it is 1800 ft. high. Several trails lead up to the “Dome” as the residents of Dawson call the mountain. One trail is steep, the other is quite easy but rather circuitous; the climb

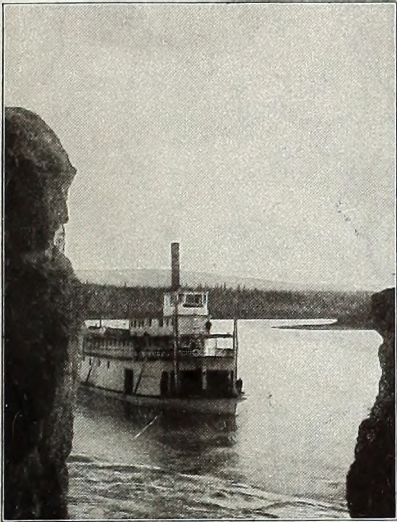


WHITE HORSE, Y. T.

either way is well worth the effort. The distance from the hotel to the summit is about 3 miles. Mr. McLain, speaking about his trip to the summit of this mountain, says:

“The magnificent view afforded from this elevation was worth the effort. Stretching away to the northwest could be traced the winding course of the Yukon on its way to its extreme northern point at Fort Yukon, where it crosses the Arctic Circle. On the North and East were visible, nearly 100 miles away, the snowy peaks of the great world’s ridge, which sweeps northward from the plateau of Mexico, rises into the heights of the Rockies and is perpetuated in the northern chain of mountains across British America to the Arctic Ocean. On the southeast lies the valley of the Klondike and its tributaries, the great gold field, which has lured tens of thousands of eager and hopeful “argonauts” and which, since its discovery eight years ago, has contributed over \$100,000,000 to the world’s supply of the precious metal.”

Of course no trip to Dawson is complete without a visit to the mines in the Klondike district. This district takes its name from the Klondike River which empties into the Yukon River at Dawson City. Stages leave every few hours for the town of Bonanza or “the Forks” as it is called locally, which is 12 miles from



QUIET SENTINEL, OR FACE ROCK;
SCENE ON THE YUKON RIVER

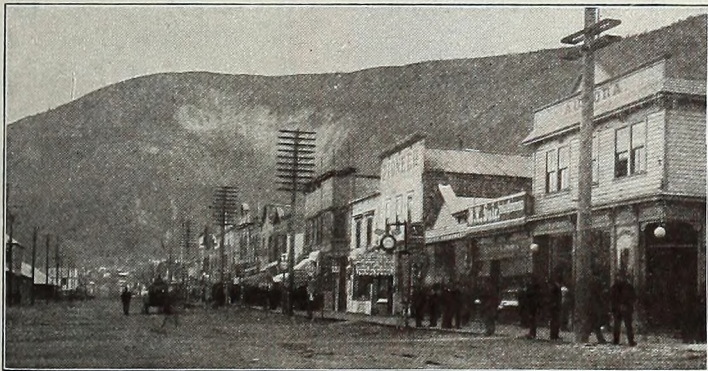
Dawson City at the junction of Bonanza and Eldorado Creeks, and the visit to the rich claims on these creeks is one of the most interesting of the traveler's experiences in his trip to Dawson. As the stage winds along the creek various rich mines will be pointed out, including Discovery Claim on Bonanza Creek where the first discovery of gold was made in the Klondike that caused the great rush to that country. All the various methods of working the gold bearing gravel can be observed along this stage ride. Should the tourist be fortunate enough to witness a "clean up" he will have

an opportunity of seeing that which to the placer miner is the most interesting part of the operation. A visit of two days in Dawson and vicinity is usually sufficient for the majority of tourists.

The trip from Dawson to White Horse is, of course, up stream, hence requires considerably more time as the swift current must be breasted. Many interesting points, however, will be observed on the return journey that were perhaps unnoticed on the trip to Dawson.

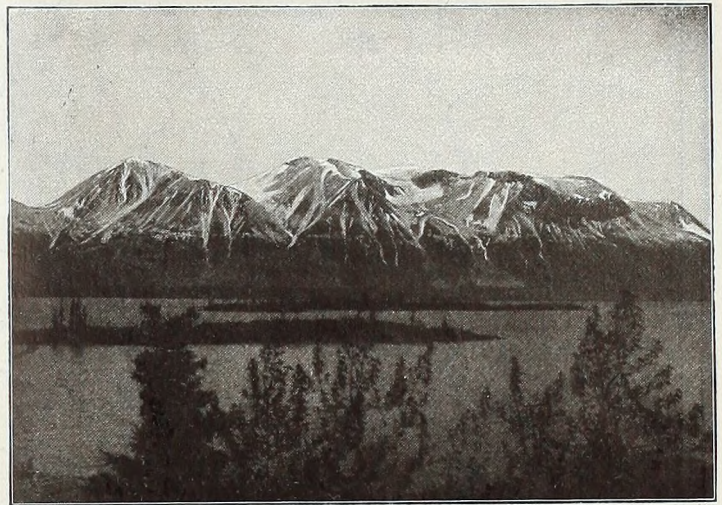
Atlin

No tourist going to Dawson should fail to visit the beautiful lake country of Atlin. It is reached from Caribou by a delightful steamer ride of 80 miles through a chain of lakes skirted by pine clad hills and snow crowned mountains. Low rates are made to those holding round trip excursion tickets to Dawson, and this trip can be made either on the way to or from Dawson as may be most convenient.



FIRST AVENUE, DAWSON. PHOTOGRAPH TAKEN AT MIDNIGHT

JUNE 10, 1904



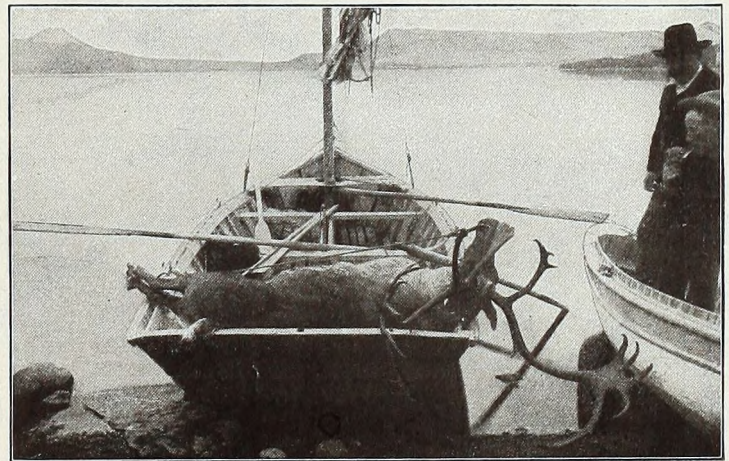
ATLIN LAKE AND THE TOOCHI MOUNTAINS

If time will not permit your going to Dawson by all means visit Atlin. You will not regret it. This trip of only 150 miles from Skaguay, by rail and steamer, will afford you a splendid opportunity of visiting the interior of this Northland with its ideal summer weather, magnificent scenery and interesting gold mining scenes.

Hunting and Fishing

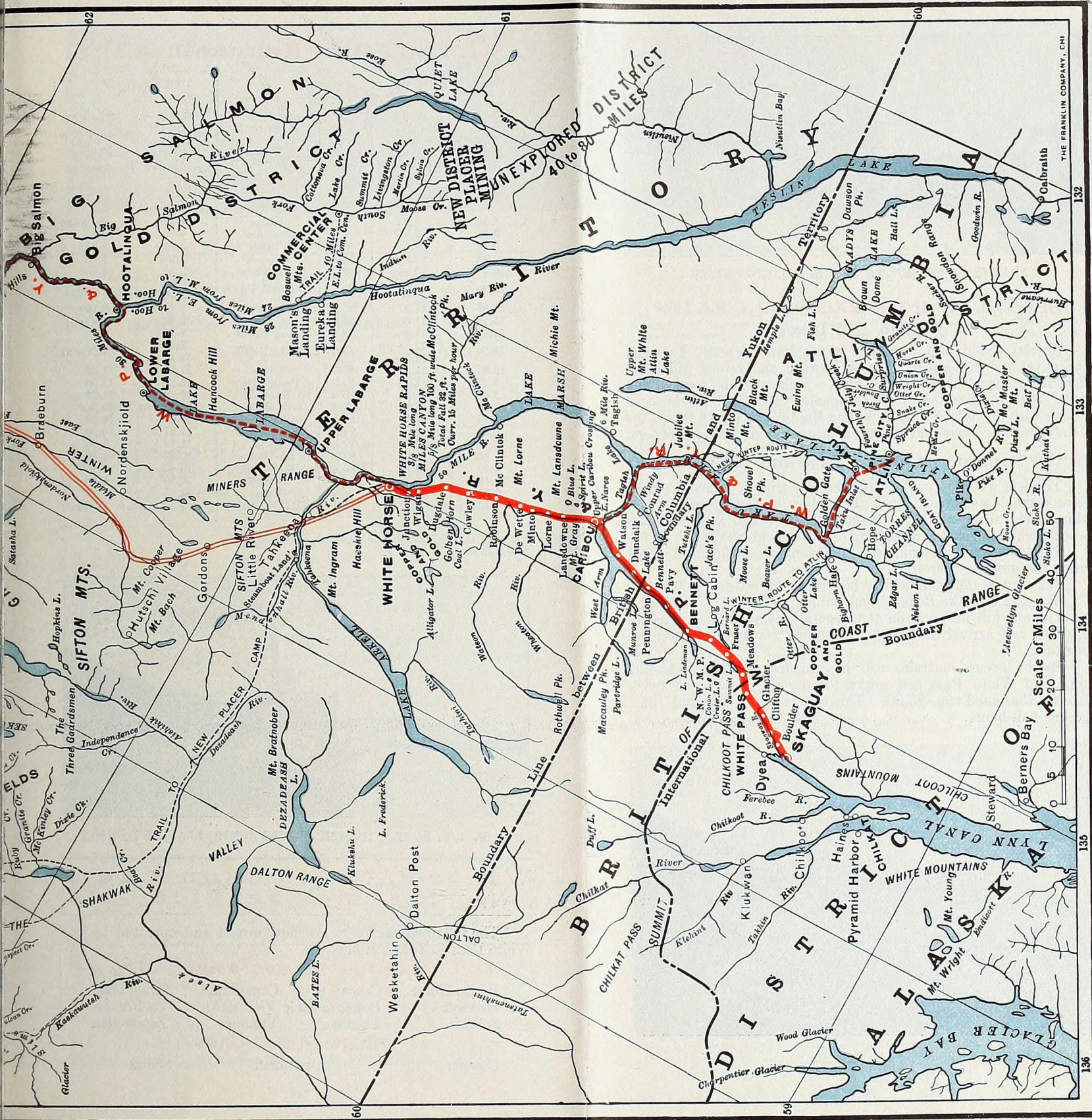
The country along the White Pass & Yukon Route abounds in large and small game, and the streams, rivers and lakes are full of fish. The principal varieties of large game are caribou, moose, bear, mountain sheep and goats.

Information as to the game laws and the various districts where the different kinds of game are found will be furnished on request.



CARIBOU KILLED IN THE ATLIN COUNTRY





THE FRANKLIN COMPANY, CHI

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Scale of Miles
0 5 10 20 30 40 50

UNEXPLORED DISTRICT
40 to 80 MILES

COMMERCIAL CENTER
Trail 20 Miles
E.L. to Com. Cen.

WHITE HORSE R. RAPIDS
3 1/2 Miles long
MILES CANYON
1/2 Mile long 100 ft. wide
Total Fall 32 ft.
Curr. 15 Miles per hour

INTERNATIONAL
Summit
Chilkat Pass

CHILCOOT MOUNTAINS
WHITE MOUNTAINS
GLACIER BAY

CHILCOOT MOUNTAINS
WHITE MOUNTAINS
GLACIER BAY

CHILCOOT MOUNTAINS
WHITE MOUNTAINS
GLACIER BAY

CHILCOOT MOUNTAINS
WHITE MOUNTAINS
GLACIER BAY

CHILCOOT MOUNTAINS
WHITE MOUNTAINS
GLACIER BAY



FISHING AT THE MOUTH OF THE ATLINTOO RIVER

SPECIAL SUMMER EXCURSION RATES

To Atlin and Dawson

Special round trip excursion rates from Seattle, Tacoma, Vancouver and Victoria to Atlin or Dawson and return will be in effect from June 10th to August 15th. Tickets will be good on any of the steamers operated by the companies mentioned herein, connecting with the White Pass & Yukon Route at Skaguay except the S. S. "Spokane" which carries only continuous round trip passengers.

To the Summit of White Pass and Lake Bennett

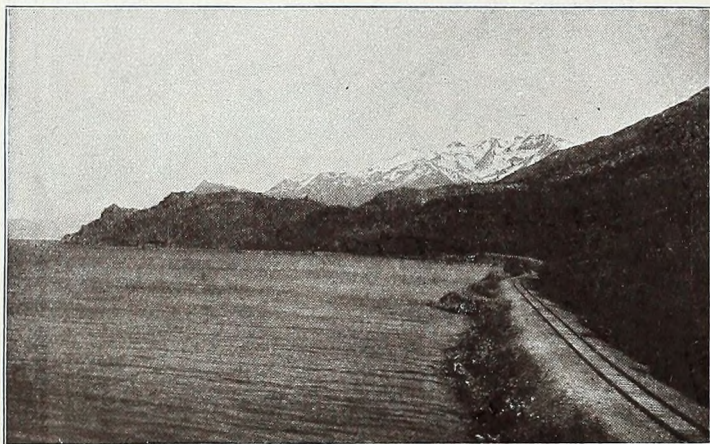
Tourists who are unable to take the trip to either Atlin or Dawson should not fail to avail themselves of the opportunity of taking the railway ride to the summit of White Pass or Lake Bennett while the ship is discharging her cargo at Skaguay.

The following low round trip excursion rates will be in effect during the summer season:

Skaguay to the summit of White Pass and return, \$5.00
 Skaguay to Lake Bennett and return, 7.50

Tickets will be good on the regular trains. For time of departure and arrival at Skaguay, White Pass and Bennett, see time table.

Special excursion trains will be run from Skaguay to the summit of White Pass and return for parties of forty or more. Rate for the round trip, \$5.00. This trip is made in about three and one-half hours.



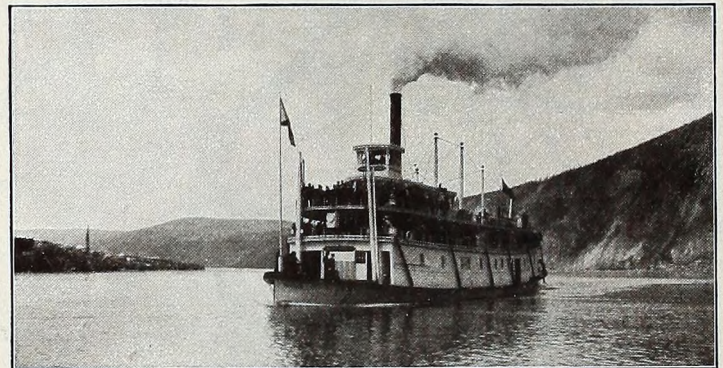
LAKE BENNETT

TIME TABLE—Railroad Division

NORTH BOUND		Distance from Skaguay	STATIONS	SOUTH BOUND	
No. 3 Second-Class Daily Ex. Sunday	No. 1 Passenger First-Class Daily Ex. Sunday			No. 2 Passenger First-Class Daily Ex. Sunday	No. 4 Second-Class Daily Ex. Sunday
	Lv *9.30 am		SKAGUAY	Arr 4.30 pm	
Lv 8.30 pm	9.35	2.0	Shops	4.23	Lv 4.15 am
8.45	9.45	4.6	Boulder	4.12	3.55
9.15	10.05	8.5	Clifton	3.55	3.25
9.45	10.30	14.1	Glacier	3.35	2.55
10.15	10.49	18.7	Switchback	3.10	2.25
10.30	10.55	20.4	WHITE PASS	3.05	2.10
10.55	11.00			3.00	
10.55	11.20	25.3	Meadows	2.40	1.45
11.15	11.30	27.8	Fraser	2.30	1.25
11.40	11.45	32.4	Log Cabin	2.10	1.00
	12.15 pm		†BENNETT	1.35	
12.20 a m	12.35	40.6		1.15	12.20 am
	12.55	46.0	Pavey	12.55	11.55
1.25	1.15	51.3	Pennington	12.38	11.30
1.50	1.35	56.3	Dundalk	12.23	11.05
2.10	1.45	59.1	Watson	12.15 pm	10.50
2.45	2.10	67.2	CARIBOU	11.50	10.20
3.20	2.33	74.6	Landowne	11.27	9.50
3.45	2.46	79.0	Lorne	11.14	9.30
4.15	3.01	83.7	De Wette	10.59	9.00
4.40	3.15	88.6	Robinson	10.44	8.40
5.15	3.34	94.8	Cowley	10.25	8.15
6.05	4.05	104.5	Wigan	9.55	7.25
Arr 6.40 a m	Arr 4.30 pm	110.4	WHITE HORSE	Lv 9.30 am	Lv 7.00 pm

* Alaska Time—One hour slower than Pacific time.

† Meal Station.



W. P. & Y. ROUTE STEAMER, WHITE HORSE, LEAVING DAWSON

White Pass & Yukon Route Steamer Service

The following steamers are now owned and operated by the White Pass & Yukon Route

On the Dawson Route

White Horse	Casca	Canadian	Columbian
Dawson	Bonanza King	Victorian	La France
Selkirk	Thistle	Yukoner	Zealandian

On the Atlin Route

Gleaner	Australian	Scotia
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YOUNG BLUE GROUSE JUST ABLE TO FLY. PHOTOGRAPHED FROM LIFE NEAR SKAGUAY

The passenger steamers of the White Pass & Yukon Route are modern, electric lighted, and up-to-date in every respect. The excellent meals, comfortable berths and the many conveniences afforded the passengers add greatly to the pleasure of the trip.

CONNECTIONS

At Skaguay

With the steamships of the following ocean lines sailing from Seattle and Tacoma, Washington, and Vancouver and Victoria, B. C.:

Pacific Coast Steamship Company

Canadian Pacific Railway Company

Alaska Steamship Company

Humboldt Steamship Company

At Caribou

With our own steamers for Conrad and other points in the Windy Arm District, Taku, Golden Gate and Atlin. Steamers will leave Caribou in the evening and arrive at Atlin the next morning. There will be two or more sailings per week to and from Atlin.

At White Horse

With our own steamers for Dawson and intermediate points. It is the intention to have at least three first class passenger boats leave White Horse for Dawson every week during the season of navigation, in addition to a number of other boats, thus affording a sailing to and from Dawson practically daily.

Time to Dawson, about 40 hours; and from Dawson to White Horse, about 72 hours. The trip from Dawson to White Horse consumes more time owing to the fact it is up stream and the steamers must breast the swift current.

At Dawson

With the steamers of the Northern Commercial Company and the North American Transportation & Trading Company for all points on the Yukon, Tanana and Koyukuk rivers including

Eagle City **Circle City** **Fort Yukon** **Rampart**
Chena **Fairbanks** **Nulato** **Bergman**
St. Michaels and Nome

The White Pass & Yukon Route Way to Nome.

Without question the most interesting way to Nome is via the White Pass & Yukon Route and its connecting lines. See the map. Special round trip excursion rates from June 10th to August 10th.

Baggage Regulations

1. One hundred and fifty (150) pounds of baggage, consisting of wearing apparel and personal effects of passengers necessary for their journey, will be carried free for each passenger presenting a valid full ticket, or pass, and seventy-five (75) pounds for each passenger presenting a valid half ticket. All weight in excess of these amounts will be charged for at current tariff rates. A half fare ticket presented in connection with a half fare Clergyman's permit will, for the purpose of checking baggage, be considered as a full ticket. Articles that may be checked are trunks, valises, medium-sized boxes, miners' and emigrants' bags, camp equipage (if in checkable form), telescopes, tool chests (if in good order and not exceeding 250 pounds in weight), properties of theatrical companies (including pianos or organs, if not in excess of 250 pounds each in weight), if in checkable form.

Articles that will not be received or checked are paper packages, bundles in shawl straps, band boxes, bird cages, fruit, merchandise, explosive matter, desks, machinery, game and fish unlawfully killed, caught or shipped, or unaccompanied by owner, household goods, boats or canoes, deer heads or horns, jewelry, and goods of extraordinary value, or other miscellaneous articles that cannot be handled and loaded as ordinary baggage. Owners will apply to express companies regarding transportation for same.

2. Dogs may be carried as baggage under excess baggage checks at regular excess baggage rates at estimated weight of 50 pounds per dog.

3. Bicycles, tricycles and baby carriages will not be carried as a part of free allowance of baggage; but may be transported as excess baggage. The minimum rate for such articles, whether crated or not, will be the same as for 50 pounds of excess baggage. If the weight thereof exceeds 50 pounds, actual weight will govern at regular excess baggage rate. Bicycles enclosed in trunks are not subject to the above, but are regarded as baggage proper.

4. No piece of baggage weighing in excess of 250 pounds will be accepted.

5. This Company will not be responsible for baggage left on the wharf or station platform, nor in the baggage room, if the baggageman is not present to receive the same.

6. Baggage will be checked only on presentation of passage ticket, and in no case beyond the destination thereof. Baggage will not be checked short of destination of ticket.

7. Charges for excess baggage and for transportation of bicycles or baby carriages must be prepaid.

8. The Company will not carry baggage of value greater than \$100 without payment of additional charge for the excess value.

9. Each piece of baggage left on the Company's premises, whether checked or not, will be subject to storage charges after the first 48 hours.

10. A corpse must be accompanied by an escort provided with full fare first-class passenger tickets for each and permit for corpse from the local health officer, properly made out and in conformity with the laws as printed on permit; if cause of death indicates a contagious or communicable disease, shipment cannot be accepted for transportation without the territory, unless it has been embalmed by party holding license issued by the Board of Health.

The shipments of bodies dead of smallpox, Asiatic cholera, yellow fever, typhus fever or bubonic plague is absolutely prohibited under any circumstances. When it is desired to ship a corpse dead of any other disease, application should first be made to the local health officer for a permit.

Baggage Checked Through to Dawson

11. Baggage can be checked through from Puget Sound and British Columbia ports to Dawson via the White Pass & Yukon Route without undergoing inspection by customs officers at Skaguay, and after it is once checked at starting point (during season of navigation) passengers are not annoyed by customs inspection or re-checking until arrival at Dawson, 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.

Winter Service to Dawson

During the season navigation is closed the White Pass & Yukon Route operates a first-class four-horse stage line between White Horse and Dawson, carrying passengers, mail, express and freight, running on a schedule of 5 to 5½ days. Relays are made every 20 to 25 miles, thus insuring fresh horses for the entire trip, and permitting schedule time to be maintained. The stages used are very comfortable and are provided with plenty of fur robes, foot warmers, etc. The passengers travel during the daytime only, stopping over night at one of the many well appointed road houses along the trail.

In consequence of the construction of the new government trail between White Horse and Dawson, traveling over the ice is avoided and there is no longer any interruption in the travel to and from Dawson.

The distance between White Horse and Dawson via this new trail is 330 miles. The location of the new overland route to Dawson is shown on the map.

Further particulars as to the stage service and information in regard to passenger and freight rates will be furnished on request.



WHITE PASS & YUKON ROUTE WINTER MAIL SERVICE STAGE

Telegraph Service

Commercial telegraph service is maintained over the lines of the White Pass & Yukon Route between Skaguay and White Horse.

Practically all the mining camps in Alaska, the Yukon Territory and northern British Columbia can now be reached by telegraph via the lines of the United States and Canadian Governments, thus putting this part of the American Continent in telegraphic communication with all parts of the world.

British Yukon Land Company

The British Yukon Land Company is the owner of the town sites of White Horse and Caribou, and offers for sale lots in both towns at very low prices. Some choice locations can still be had.

For plats and information as to location, prices and terms, address the company at White Horse, Y. T.

Opportunities for Mining Investors

The White Pass & Yukon Route invites the attention of investors to the various mining districts along its lines.

The Atlin and Klondike Districts contain large areas that can be profitably worked by dredges, steam shovels, and hydraulic mining.

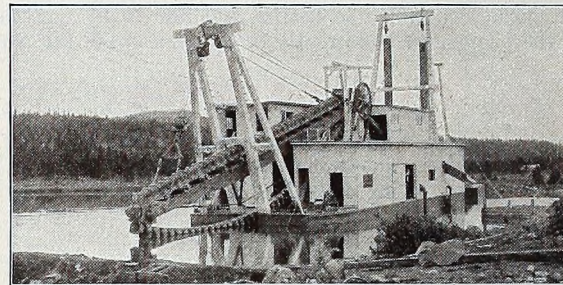
The copper and coal properties in the vicinity of White Horse, and the silver, copper and gold quartz properties along the Windy Arm near Caribou, offer special opportunities for investments.

Detailed information in respect to the various districts mentioned will be furnished on request. Correspondence solicited. Address

J. H. ROGERS, Traffic Manager,

W. P. & Y. Route

Vancouver, B. C.



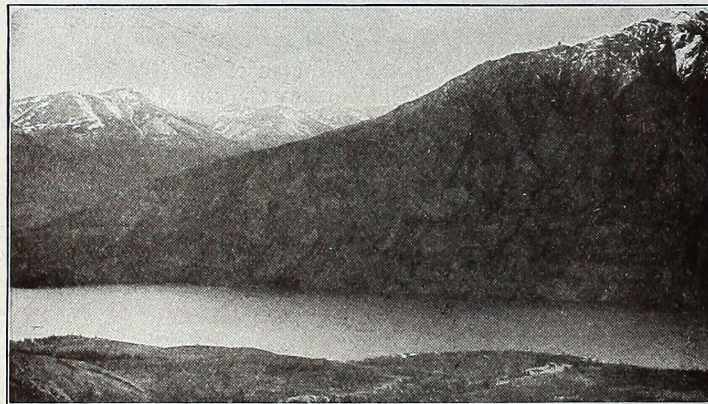
GOLD DREDGE IN ATLIN DISTRICT

Mining Districts

Reached by the White Pass & Yukon Route and connections

In British Columbia and the Yukon Territory

THE ATLIN GOLD DISTRICT is in the extreme northern part of British Columbia, adjoining the Yukon Territory. The various creeks are easily reached by stages from Atlin City, which is the principal supply point.



WINDY ARM, NEAR CARIBOU

THE WINDY ARM MINING DISTRICT is contiguous to Windy Arm, a southerly branch of Lake Tagish. It extends over both sides of the boundary line between British Columbia and the Yukon Territory. Conrad, Canyon, Boundary and Silverdale are local points along the shores of Windy Arm.

The other districts along the route to Atlin are Golden Gate and Taku. All of these points are reached by train from Skaguay to Caribou, thence by lake steamer.

THE ALSEK DISTRICT, including the Kluane Lake and Bullion Creek camps, are northwest of White Horse. The creeks are easily reached by steamer from White Horse to Mendenhall Landing during the summer, thence by wagon over the new Government trail, and during the winter season over the new Government trail all the way from White Horse.



BULLION CREEK

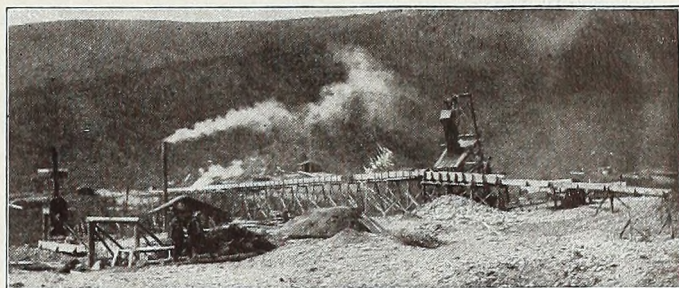
THE BIG SALMON DISTRICT is reached by steamer from White Horse up the Hootalinqua River to Eureka Landing, from which point trails lead to the different creeks.

THE STEWART RIVER DISTRICT is adjacent to the Klondike District. The chief distributing center is Mayo Landing which is reached by steamer from Dawson.

THE KLONDIKE GOLD DISTRICT includes all the creeks tributary to the Klondike, Indian and McQuestion Rivers, and covers an area of about 800 square miles. All of the creeks are readily reached by stage over good roads at any time of the year.

The Klondike Mines Railway is now in course of construction from Dawson up Bonanza Creek and will doubtless be extended to the Stewart River.

Dawson City is the capital of the Yukon Territory and is the largest distributing point. Particulars as to the train and steamer service to Dawson are given in the preceding pages.

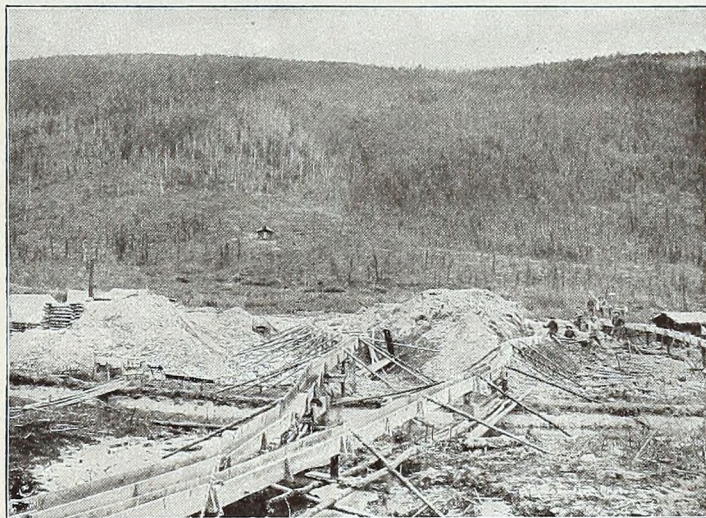


THE USE OF MODERN MINING MACHINERY IN THE KLONDIKE

THE FORTY MILE DISTRICT embraces the creeks tributary to the Forty Mile River at the mouth of which is located the town of Forty Mile. The latter is reached by steamer from Dawson.

In Alaska

All the towns and districts located along the Yukon River and its tributaries, including Eagle (Ft. Egbert), Circle, Ft. Yukon, Rampart, Tanana (Ft. Gibbon) and Nulato, as well as Chena, Fairbanks and other points on the Tanana River and its tributaries; also Bettles, Bergman and other points along the Koyukuk River. In addition to the above mentioned points the White Pass & Yukon Route with its connections from Dawson, reaches St. Michaels and Nome.

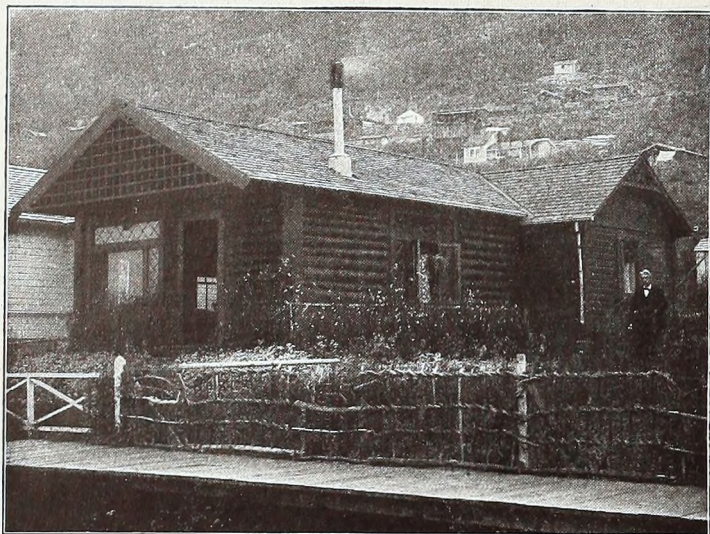


A MINING SCENE ON CLEARY CREEK IN THE TANANA DISTRICT

THE TANANA GOLD DISTRICT embraces the rivers and creeks tributary to the Tanana River in the vicinity of Chena and Fairbanks, which are the two chief supply points for the entire Tanana Valley. Fairbanks is one of the largest cities in Alaska, and the largest in the interior. It is 1,000 miles from Dawson by steamer.

The Tanana Mines Railroad operates passenger and freight trains throughout the year between Chena, Fairbanks and Gilmore, the present terminus, a distance of about 26 miles. It is expected the railroad will be extended to the Dome at Cleary Creek during the summer of 1906, thus permitting all the creeks in the vicinity to be reached at all seasons of the year.

The quickest and most comfortable way of reaching Fairbanks, Chena and other points in the Tanana district is via the White Pass & Yukon Route and its connecting lines.



“ONE OF THE UNLOOKED FOR THINGS IN DAWSON IS THE PROFUSION OF FLOWERS GROWING IN THE GARDENS SURROUNDING THE HOMES OF MANY OF THE RESIDENTS”

The Alaska Pacific Express Company

The Alaska Pacific Express Company operates over the lines of the White Pass & Yukon Route, and carries on a general express business; issues money orders, makes collections, carries gold dust, bullion, coin, currency, valuable papers, etc.

For information as to rates apply to local agents of the Company, or to agents of the White Pass & Yukon Route.

Important Information for Shippers

Important information for shippers regarding United States and Dominion of Canada customs regulations governing shipment of goods into Alaska and Canadian Territory via Skaguay will be furnished on request.

Table of Distances Via the White Pass & Yukon Route

(By rail and steamer)

FROM SKAGUAY TO

San Francisco	1803 miles
Seattle	1000 “
Victoria	927 “
Vancouver	867 “
Summit	21 “
Bennett	41 “
Caribou	68 “
Conrad (Windy Arm)	80 “
Golden Gate	127 “
Taku	142 “
Atlin	150 “
White Horse	111 “
Tahkheena River	123 “
Mendenhall Landing	207 “
Head of Lake Labarge	136 “
Foot of Lake Labarge	170 “
Hootalinqua	201 “
Mason's Landing	226 “
Eureka Landing	231 “
Commercial Center (Big Salmon Mines)	240 “
Big Salmon River	236 “
Little Salmon River	271 “
Five Finger Rapids	337 “
Rink Rapids	343 “
Selkirk	393 “
White River	491 “
Stewart River	501 “
Sixty Mile River (Ogilvie)	524 “
Dawson	571 “
Forty Mile	624 “
Eagle City (Fort Egbert)	671 “
Circle City	861 “
Fort Yukon	948 “
Tanana (Fort Gibbon)	1271 “
Chena	1551 “
Fairbanks	1563 “
Mouth of Koyukuk	1542 “
St. Michael	2172 “
Nome	2274 “

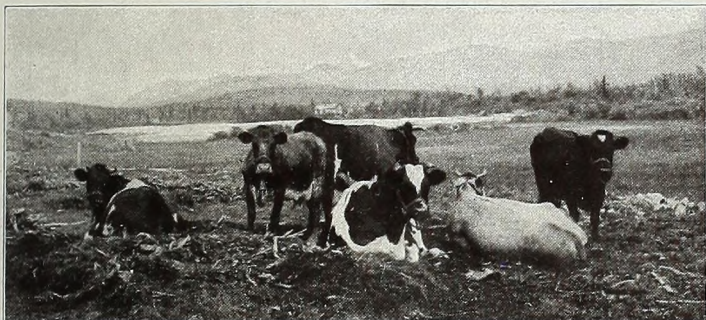


A KLONDIKE GARDEN

BEAUTIFUL SOUVENIRS

The White Pass & Yukon Route has recently gotten out the third issue of its souvenir playing cards with many new illustrations. Each one of the 52 cards contains a different scene along the lines of the White Pass & Yukon Route in Alaska, British Columbia and the Yukon Territory. They are beautiful and interesting souvenirs of this famous Northland.

The cards are of the finest enamel finish, gilt edged and are put up in a substantial leatherette case. They are worth having and the price is but 50 cents a pack.

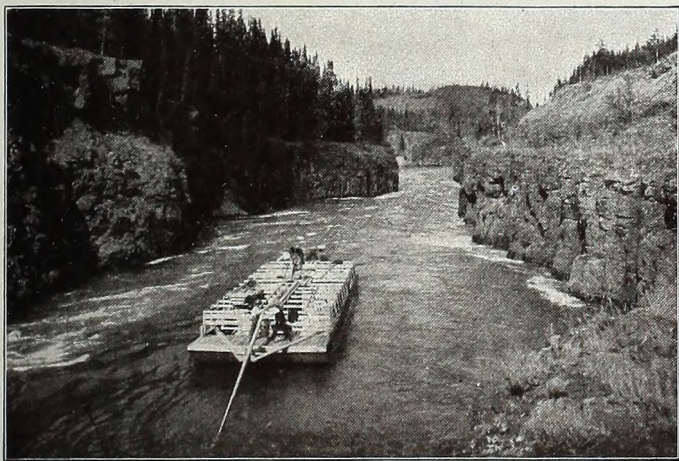


THE CREAM OF ATLIN

In addition to the souvenir playing cards we have issued a set of six beautiful colored imported souvenir postal cards showing six interesting scenes between Skaguay and Dawson. You will be delighted with these postal cards. Only 15 cents for the set.

Residents in the United States will please address the general agent at Chicago or Seattle.

Residents in Canada will please address R. D. Pinneo, Frt. and Pass. Agt., W. P. & Y. Route, Vancouver, B. C.



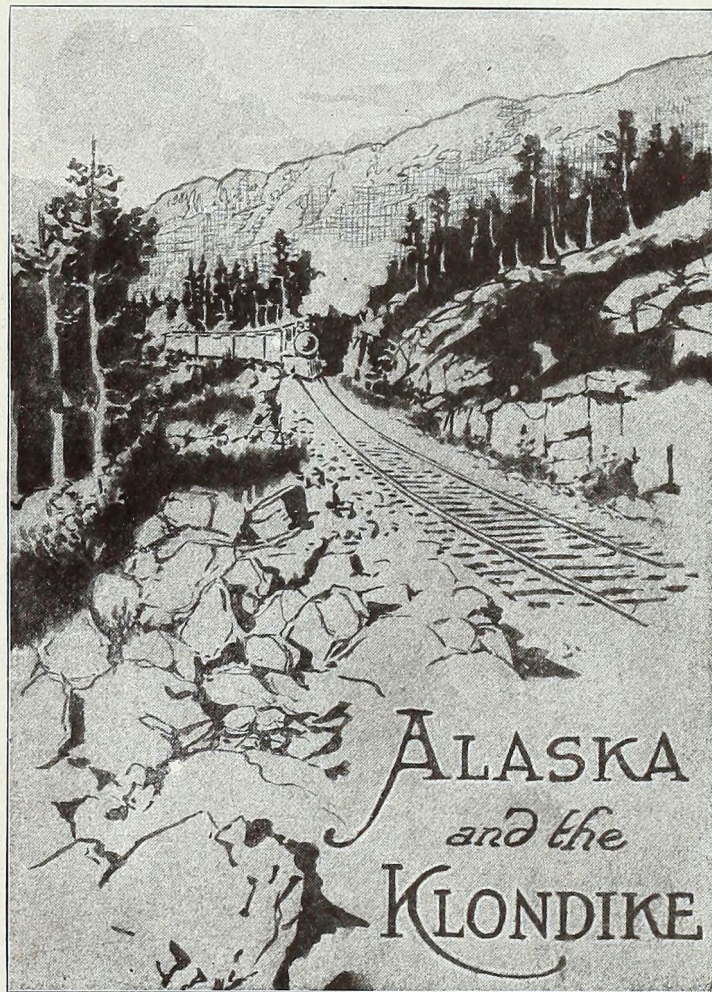
MILES CANYON. "THROUGH WHICH THEIR BOATS WERE STEERED WITH THE FEAR OF DEATH FOR PILOT"

BOOKLETS

A booklet of more than ordinary interest is one we have recently issued entitled "Alaska and the Klondike." It contains an extract of Mr. J. S. McLain's book, "Alaska and the Klondike" published in March, 1905, describing in a most interesting way the trip from Seattle to Dawson. It is beautifully printed and illustrated.

"What travelers say about Alaska and the Klondike" is a little brochure also recently issued. If you intend taking the trip to Alaska, Atlin and the Klondike it will interest you to know what others think about the service of the White Pass & Yukon Route and the scenery along the route to Dawson.

Both of the above mentioned booklets will be sent free on request.



REPRODUCTION OF COVER OF OUR NEW BOOKLET, "ALASKA AND THE KLONDIKE"

