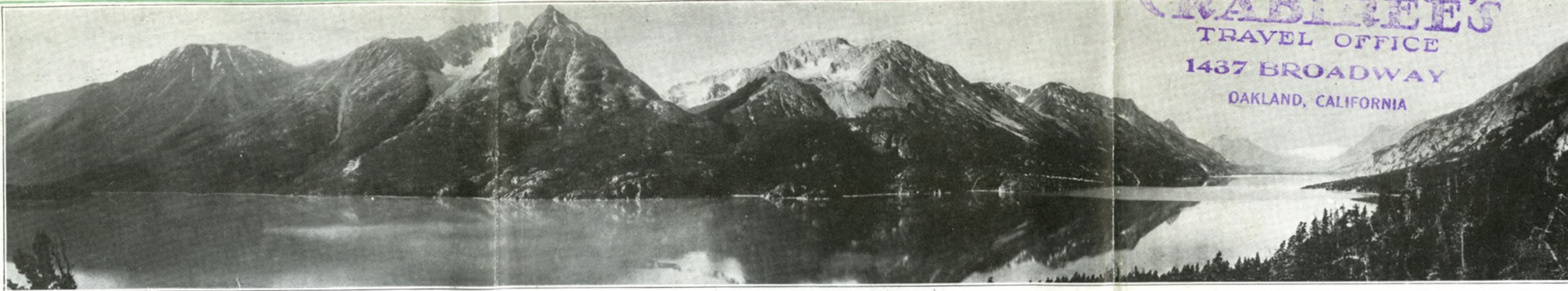


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TRAVEL OFFICE  
1437 BROADWAY  
OAKLAND, CALIFORNIA



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## Alaska, Atlin and the Yukon — The Incomparable Northland



LASKA, ATLIN and the YUKON are to our generation what California and the days of '49 were to the then generation. But the trail of '49 is but a memory, whilst in traveling to Atlin, Dawson or Fairbanks one sees not alone many evidences of the memorable rush to the Klondike and here and there the old trail, but the very route followed is that taken by these mad seekers for gold.

Mr. J. L. Burnside, in an article in the "New West Magazine," has drawn a very vivid picture of these early days contrasted with today and we cannot refrain from quoting from his article:

"With the discovery of gold in the Klondike in 1896 there resulted one of the greatest gold stampedes the world has ever known. Thousands were lured from the farm, and from the toil and turmoil of the city to this new Eldorado, little dreaming the hardships they must endure, the sacrifices they would be called upon to make, the blasted hopes they would experience in this mad rush for—just a chance to gamble with Nature for her golden treasures.

"The scenic beauty of the ocean voyage to Skaguay, which for a thousand miles is an ever-changing panorama of Nature's wonders, was little appreciated nor long remembered by these men whose souls were filled with a lust for gold. They were in spirit far away in the land of promise which they had idealized in terms of gold, whose magic touch dispels all the ills of life. They had neither time nor inclination to note the charm of land or sea.

"Men from the sands of Sunland;

Men from the woods of the West;

Men from the farms and the cities,

Into the Northland we pressed.

Gray beards and striplings and women,

Good men and bad men and bold,

Leaving our home and our loved ones,

Crying exultingly—Gold!

—Robert W. Service.

"Upon their arrival at Skaguay what little pleasure, if any, they had experienced faded from view, for it was here they came face to face with the hard, cold facts of pioneer life. The trip over the Pass meant days of torture and nights of anguish and a weary trudge over a precipitous path where only too often a toll of life was taken.

"And so, ever confronted by new hardships they journeyed for hundreds of miles, through the blizzards of the Northern winter and across a country barren of human habitation.

"They suffered, starved and triumphed together. They mingled their sorrows and their joys, their hopes and their ambitions. And while fortune frowned on many yet to others she gave her sweetest smile. And in the hope that they might some time be the favored ones, the less fortunate were inspired with that grim determination to win, that faith and confidence that are today attributes of the Alaskan and are the 'prophecy of a Mighty Empire to be.'

"Since that time, however, the scene has changed; palatial vessels ply the waters of the inside passage, the iron trail of the White Pass & Yukon Route now follows in the very footsteps of these hardy pioneers; river steamers of the most modern type traverse the mighty Yukon and its tributaries for over three thousand miles; lake steamers, whose speed and comforts equal those of the ocean vessels, sail the waters of Lake Atlin, the beauty spot of the world."

There is probably no trip in the world so unusual—so interesting—so intensely worth while as that to Alaska, Atlin and the Yukon. Every mile is of vivid interest.

Here in this Northland Nature has risen to a supreme effort and with a lavish hand strewn her gifts as nowhere else.

Here are mountains miles high. Here are mighty glaciers—living giants eternally pushing into the sea—huge bergs breaking off and floating away on the water. Here are verdant hills, great rivers, countless islands, innumerable cascades and waterfalls, rapids, canyons and gorges. Here are lakes of wondrous beauty on whose mirror-like surfaces are reflected pictures of inexpressible grandeur. And wild flowers

are everywhere. Here, too, are Indians and their weird totem poles—interesting gold mines and fox farms.

And here, too, the residents will greet you with a warm welcome and many an interesting story they can tell of the early days in Skaguay and Dawson when that greatest of all gold stampedes was on to the Klondike.

Not only is there a most delightful and exhilarating summer climate but added to it all, especially as you sail down the Yukon, is the fascinating charm of nightless days—yes—even the unique experience of seeing the sun at midnight.

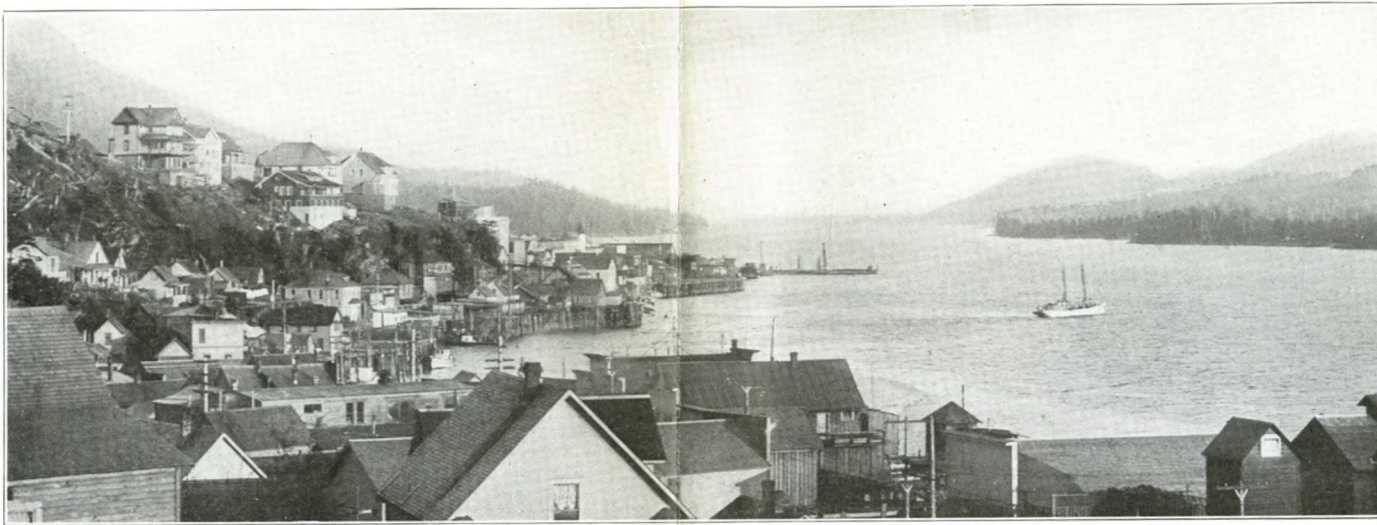
And all of this incomparable Northland scenery may be viewed from the deck, or from one's comfortable seat in the observation room of the ocean, lake and river steamer, or from one's arm chair in the parlor observation car on the railroad. Even in the interior automobiles may be taken to various points of interest.

### The Voyage to Skaguay

The sail to Skaguay is one of 1,000 miles from Seattle and about one hundred less from Vancouver and occupies about four days. But this sail is no ordinary ocean voyage. It's unlike any you have probably ever taken before. It's more like a sail on a river for, as J. S. McLain in his book "Alaska and the Klondike" says, "All the way practically the route lies among the islands which guard the Western Coast like pickets of the line, their lofty mountain peaks often obscured by the clouds, or glistening white as the sunlight falls upon their snowy summits. The channels are deep, the waters green and dark and wonderfully phosphorescent at night, but quiet as an inland lake, and one may give himself over to the full enjoyment of the ever changing and ever charming panorama of sea and mountain, of crags and peaks and softly wooded slopes, of vegetation at the water's edge, dense and tropical in its luxuriance, suddenly cut off for a space where a rigid stream of ice and snow, heading up among the mountain tops, fills the passage between and comes down almost to the water's edge—such contrast does Nature delight in



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Ketchikan—The First Port in Alaska

that she plants her fairest flowers at the feet of her dead glaciers. Sometimes the water passes widen to several miles, and again they contract to a few hundred feet of narrow gorge where the deep green waters of the sea boil and foam and dash along the nearby rocky shores as the tide rushes in or out.

\* \* \* \* \*

"This archipelago is the land of the totem poles, whose grotesque and often hideous carvings argue strongly for the Asiatic origin of a people who are rapidly disappearing before the march of western civilization."

Interesting stops of one hour or more are made en route to Skaguay. Among these are Alert Bay, where will be found some very unique totem poles; Prince Rupert, the terminus of the Grand Trunk Pacific Ry.; Ketchikan, the first port in Alaska, and famed for its beautiful salmon stream; Wrangell, the picturesque, with its many interesting totem poles; Petersburg, a fishing village, a bit of Norway transplanted; Taku Glacier, considered by many the most beautiful one along the shores of Alaska, a mile long and from two to three hundred feet high; Juneau, the Capital—and then—at the head of Lynn Canal—the most beautiful fiord in Alaska—lies Skaguay where the ocean voyage ends. But as delightful and interesting as this voyage is, it is only a prelude to the trip over the White Pass and on to Atlin and down the Yukon River.

And he who goes no farther than Skaguay sees only the fringe along the shores. He misses not alone the awe-inspiring scenic grandeur of the interior, the delightful summer climate, but the very charm of the fascinating romance of this Northland is wholly lost. In fact, we sincerely believe

you will find the journey to either Atlin, Dawson or Fairbanks, as have so many others, the most interesting and delightful part of your entire Alaskan trip.

## Skaguay

Some of the romance of Skaguay's early days, when the mad rush to the Golden Klondike was on in '97 and '98 still clings to it. And the visitor to Skaguay can hear from the residents who were present in the early days the tales of "Soapy Smith" and his gang of outlaws. Its wild days of disorder and lawlessness have long since passed. Today it is known as the Flower City of Alaska. It is modern in many of its conveniences. Homelike and comfortable hotel accommodations may be had here and should the tourist find it necessary to wait here a day or two on his return from Fairbanks, Dawson, or Atlin for the southbound steamer, he will find many interesting little trips in and around Skaguay.

Amongst these are trips to Reids Falls, and the old cemetery nearby in which Reid and "Soapy" Smith lie buried; Lower Dewey Lake and the many wonderful flower gardens.

An extremely worth while trip is that to Denver Glacier reached by rail to Denver Station, six miles from Skaguay, thence by trail a distance of about four miles.

The trail, which follows the east fork of the Skaguay River, affords a very delightful walk in the midst of these mountain solitudes and the glacier itself will prove mighty interesting.

## A Wonderful Transformation

In 1898 when men were still toiling with packs on their backs up the steep White Pass trail, other men were working day and night blasting a roadbed out of the solid rock along

the mountain sides on which to lay the rails of steel to supplant "the trail of heartache."

And so one day in August, 1900, after overcoming engineering and other difficulties all but insurmountable, the Pacific Ocean on the south was linked with the Yukon on the north by bands of steel. Thus was completed the first railway in Alaska and the Yukon Territory.

A few years later that famous traveler and lecturer—Burton Holmes—took his first trip into the interior and subsequently in one of his travelogues he said:

"Alaska and the Klondike as they are today are amongst the most amazing facts of our new century; yesterday a wil-



Photograph by Burton Holmes Lectures, Inc.  
An Alert Bay Totem



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derness with heroes fighting epic battles with the elements; today 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 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. \* \* \* 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."

## Over the White Pass

The ride by rail over the coast range is thus interestingly described by John J. Underwood in his book—"Alaska—An Empire in the Making."

"This road \* \* \* is one of the greatest engineering feats in the world. A trip over it is one to be remembered. It is full of thrills from the time the train enters the Skaguay River Valley till the top of the summit is reached. The austere mountains above, the flower-bestrewn valley below, make the journey a most captivating one. The train at times glides along the side of a sheer wall, with a cliff of rock hundreds of feet high on one side and the dark depths of an abyss on the other. The rocks jut out at sharp angles from the precipitous wall on the side of the roadbed and it appears as though the speeding cars must dash over the cliffs but they swing around a curve and the train continues on its sinuous ascent. Water that is hungry green and later white with foam is seen here and there all along the route and in one place, just beyond a dark tunnel, a very high bridge has been thrown across a chasm at the bottom of which rages the Skaguay River crashing over the boulders to the sea.

"Twenty miles from Skaguay, beyond the summit of the range, a bronze monument marks the boundary between American and Canadian Territory. Here the flags of the dominant Anglo-Saxon races float side by side."

On the way to the Summit the train passes many points of unusual scenic, as well as historic, interest.

A little over six miles from Skaguay the old Brackett wagon road is crossed. This wagon road which led to the then White Pass City was projected to reach the summit of White Pass, but was abandoned when the railroad was completed. A short distance beyond is Rocky Point, also called Porcupine Hill, where a huge rock or rather a shoulder of the mountain was blasted away. Looking back down the valley a splendid view is had of Skaguay and Lynn Canal.

Then comes into view the "hanging rocks" at Clifton, under which the train passes. Beyond are the Pitch Fork Falls—a scene of rare beauty. On the other side of the valley are the Bridal Veil Falls.

About thirteen miles from Skaguay down in the valley may be seen a few log cabins—all that remains of what was once known as White Pass City. During the Klondike rush this ephemeral town contained about 3,000 people living mostly in tents.

Glacier Gorge is next which the train follows but over one thousand feet above it. As the train climbs Tunnel Mountain a wonderful panorama of awe-inspiring scenery is unfolded—the Sawtooth Mountains—Dead Horse Gulch and deep, deep down is the rushing glacier stream and here and there glimpses of the old White Pass trail. Just beyond the train passes through a short tunnel, the only one on the line.

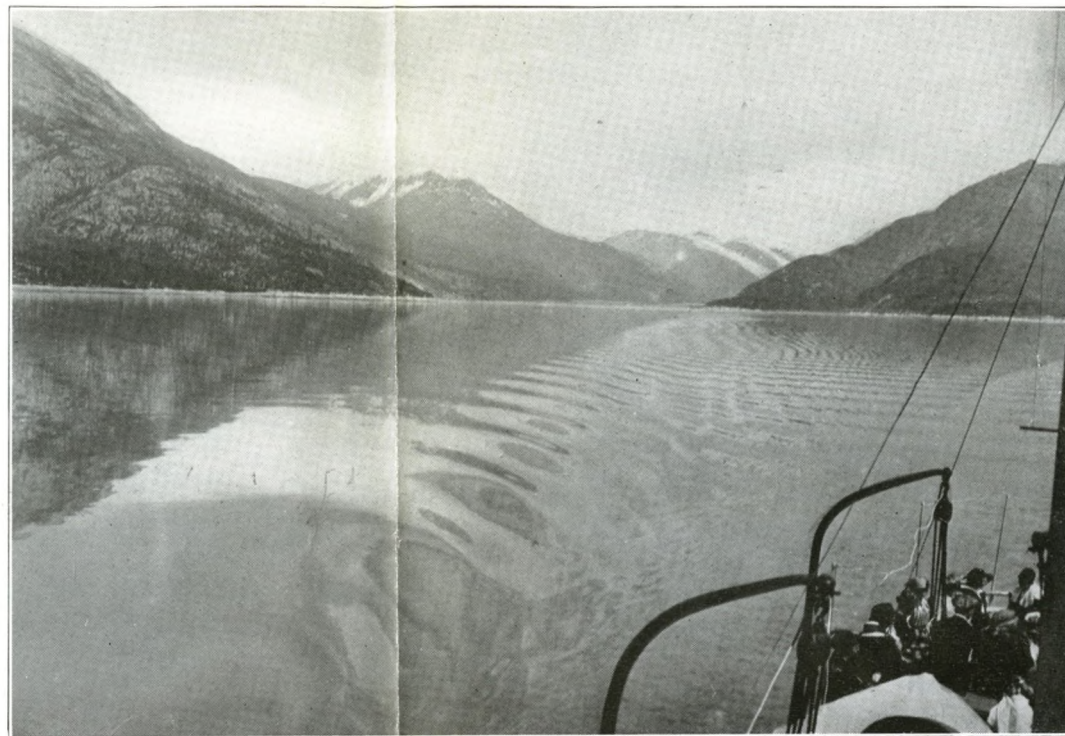
Seventeen miles from Skaguay by rail but only 12 in an air line is Inspiration Point and a truly inspiring panorama of Alaska's matchless scenery is beheld from here. Looking back through a cleft in the mountains Lynn Canal is seen again, now looking like a little lake nestling amongst the mountains.

Just before the Summit is reached the train crosses the steel cantilever bridge, 215 feet above the rushing mountain stream. From here is afforded another magnificent view.

Along the shores of sun kissed lakes and mountain streams banked by great masses of fire weed, larkspur, asters, marguerites and other wild flowers, the train continues on its way until the upper end of Lake Bennett is reached—and here is the now deserted town, also named Bennett. Time was when it teemed with life and excitement, when thousands of men were building all manner of water craft to sail down the Yukon to the gold land of their hopes, the Klondike.

Here the train stops for luncheon which will be found surprisingly good.

For twenty-seven miles the railway follows the ever winding shores of this lake, the rose colored mountains on the opposite side rising sheer out of the water to a height of 5,000 feet or more. The ride along the shores of this beautiful Northland lake is one long remembered. En route the 60° of north latitude is crossed—the boundary between British Columbia and the Yukon Territory.



Photograph by Burton Holmes Lectures, Inc.  
Lynn Canal—Near Skaguay

At the foot of Lake Bennett is Carcross, but called by the Indians, "the place where the Caribou cross." Here the train crosses the most northerly swing bridge on the American continent.

## Carcross

Carcross is the transfer point for the Atlin Lake region and here for the time being we will leave the railroad for the sail to Atlin.

The time spent in Carcross awaiting connections with either the steamer or the train can be used to good advantage in seeing the various points of interest including the Indian Village close by, also the Indian School about two miles distant. Those who like fishing will have an opportunity to try their luck and skill in landing a big lake trout or the smaller but gamy grayling.

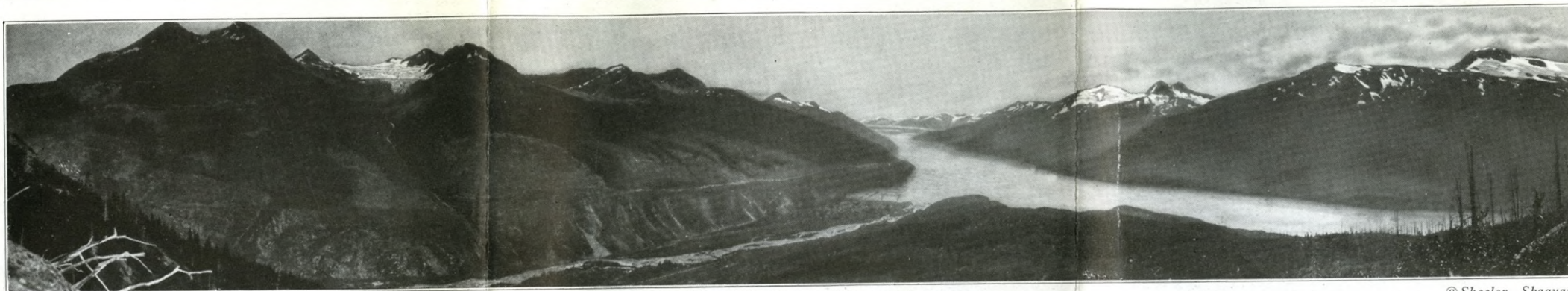
The Caribou Hotel at Carcross will be found comfortable and home-like and the meals excellent.

## To the Atlin Lake Country

The prospector's ceaseless quest for gold and his finding it has resulted in much of the scenic grandeur on this continent being made known. And the discovery of gold in the



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A Panoramic View of the Skaguay Valley and Lynn Canal

©Sheelor, Skaguay.

Atlin district has added a new wonderland—a lake country of incomparable beauty and grandeur. "The Beauty Spot of the World," several travelers have called it, and, indeed, it is—and more too.

Before attempting a description of the trip to Atlin a few words about the steamer "Tutshi". She is not large. In fact you would probably call her small. But she is a perfect gem of the boat builder's handiwork. We are proud of the "Tutshi" and we believe you—as have so many others—will find her delightful and comfortable. Cleanliness prevails from her engine room to her staterooms. The latter by the way are unusually roomy. All open out on the deck. The dining room, the observation room with its comfortable seats, the electric fire place, the spacious decks, the excellent meals and the ever courteous service all add to a fuller and keener enjoyment of these Northland scenes.

And now about the trip to Atlin. The "Tutshi" usually leaves Carcross between seven and eight in the evening. The course is southward and eastward through a chain of narrow mountain girt lakes almost rivaling Lake Atlin in their beauty and grandeur. And the long twilight in the early summer adds an indefinable charm to the beauty of the scenery.

Early the next morning the boat reaches Taku Landing, at the head of Taku Arm. Nearby is the Atlintoo River connecting Taku Arm with Lake Atlin, but owing to its swift current and many boulders it is not navigable. So a portage of two miles by train is made to the West Shore of Lake Atlin. Here the "Tarahne," a twin screw motor boat, is boarded for the trip across the lake to the town of Atlin, a distance of six miles. The "Tarahne" by the way, has been built especially for sight seeing purposes. The upper deck enclosed in glass forms one large observation room. Ample deck space permits the tourists to be out on the deck if they so desire.

## Sightseeing Around Atlin

The town of Atlin, lying on the shores of the lake, is encircled by hills and mountains. It is the supply point for

the adjacent mining district. Radiating out from the town are several good roads for motor cars leading to the nearby gold bearing creeks, where hydraulic mining is done. A short but exceedingly interesting trip is that to Pine Creek and the little town of Discovery, where gold was first discovered in this district in 1898. Other trips may be taken to the Warm Springs, O'Donnell Creek, the fox farm, etc.

The motor trips are through a very delightful country. Sometimes the roads are through bits of forest of spruce and quaking aspen—sometimes along the shores of Lake Atlin or past many small but beautiful lakes but no matter which direction you go you will find the trip worth while.

Many delightful walks may be taken along the shores of the lake or along the road. About a half mile or less from the Atlin Inn is the Indian Village where the tourist will find much of interest.

Lake Atlin is about 90 miles long and lies almost wholly in the extreme northern part of British Columbia. The most interesting scenery is along the upper or southern portion beginning at the town of Atlin and culminating in the stupendous Llewellyn Glacier, in the extreme southern end.

## The Excursion Through the West Channel— Llewellyn Glacier

The one event of the trip to Atlin is the excursion on the "Tarahne". Probably nowhere else in the world is there a similar trip—one so beautiful—or one of such unrivaled scenic grandeur. Leaving the wharf at the Hotel, passing the Atlin mountains, the motor boat is soon in the narrow channel between Goat Island and the mainland. For about forty miles the boat is winding through these narrow mountain ribbed passages. The scenes ever changing and of matchless grandeur. And then comes into view Llewellyn Glacier—"Sid" the Indians call it meaning "Big Ice". Out of the glacier seemingly rise mountain peaks, standing like sentinels on guard. An arm of Llewellyn Glacier reaches to the sea where it is known as Taku Glacier.

When the water is smooth, as it frequently is, and on its surface is mirrored the varicolored 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.

Late in August and during September the beauty of the scene is enhanced by the wonderful autumn tints.

## An Ideal Vacation Spot

The climate of Atlin is delightful, the air clear and invigorating and the altitude 2200 feet. Lake Atlin is surrounded by mountains from 2000 to 4000 feet above the lake. Weeks can be spent here in sightseeing, motoring, fishing, mountain climbing and tramping around. For those who enjoy exploring glaciers there is wonderful Llewellyn. The angler will enjoy the splendid grayling fishing and here he will find it at its best. Atlin is said to contain a greater variety of wild flowers than Florida. But be that as it may you will surely be delighted and surprised to find such a profusion and great variety.

If you have been to Switzerland you will find the Atlin Lake region does not suffer by comparison. In fact, many world-wide travelers say that this region surpasses the Swiss and Italian lakes in sublime grandeur and beauty.

The return from Atlin to Carcross is made in the morning so as to give a daylight trip through the lakes. The steamer arrives at Carcross in the late afternoon. As a rule the night is spent at Carcross.

## The Atlin Inn

To accommodate the tourists going to Atlin the White Pass & Yukon Route has built and operates the Atlin Inn on the shores of Lake Atlin. It is not large, nor does it boast of mosaic floors and marble walls, or expensive furnishings. But you will find it homelike and there is a constant effort to please. The Inn contains modern bath rooms. The lounge, with its cozy and comfortable chairs, and large open fire place, is particularly inviting and restful.



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## On to White Horse

Continuing the trip by rail from Carcross following more rivers and passing little lakes the train stops at Miles Canyon. From here the passenger is given a view of this intensely interesting and historic gorge. About five miles beyond and the trip by rail comes to end at White Horse, 111 miles from Skaguay, on the Lewes or 50 Mile River—the headwaters of the Yukon. Connection is made here with the steamers of the White Pass & Yukon Route for Dawson.

## White Horse

White Horse is a neat town and is the head of navigation and the outfitting point for the river steamers and the vast surrounding country. Nearby are the White Horse Rapids, and the tourist will find it well worth his while to walk to these famed rapids, or if he prefers he can take an automobile to the rapids and on to the head of the Canyon. It is a most interesting and beautiful trip.



Photograph by Burton Holmes Lectures, Inc.  
A Skaguay Garden

## The Voyage to Dawson

From White Horse to Dawson is a sail of 461 miles and takes about 48 hours. But it is a voyage that is unique—different from any you may have ever taken before. To begin with it is on one of the world's great rivers, and, too, it is farther northward than any river trip on this continent if not in the world.

And, as J. S. McLain says, to whom we have already referred:—"One can almost persuade himself on this journey down the Yukon that he is an original explorer wandering in the primeval wilds. Nature is unmarred by the hand of man and the vast solitude is impressive." The scene is ever interesting. The river is tortuous and rapid. There are terraced hills clothed with spruce, aspen and wild flowers. Then a bit of open country, the meadows gay with more wild flowers. Then the river cuts its way through the spurs of mountains, ramparts and gorges. Here and there small Indian camps are passed, the women busily engaged in drying salmon.

As you voyage down the Yukon you will appreciate more fully these lines from Service's "Spell of the Yukon."

It's the great, big, broad land 'way up yonder,  
It's the forests where silence has lease:  
It's the beauty that thrills me with wonder,  
It's the stillness that fills me with peace.

\* \* \* \*

The summer—no sweeter was ever;  
The sunshiny woods all athrill.  
The grayling aleap in the river,  
The bighorn asleep on the hill.  
The strong life that never knows harness;  
The wilds where the caribou call;  
The freshness, the freedom, the farness—  
O, God! how I'm stuck on it all.

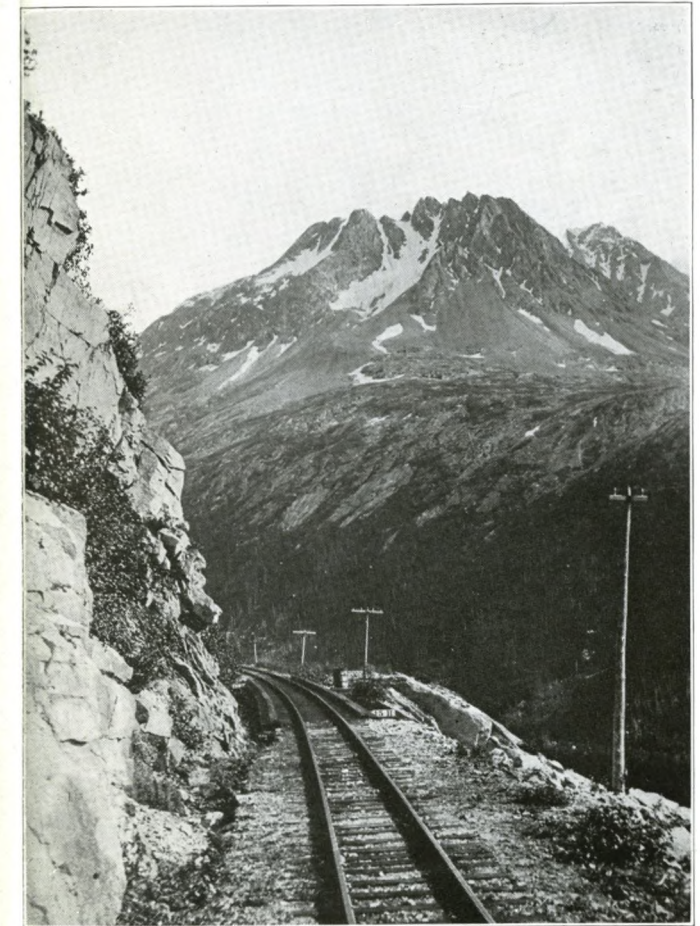
Stops are made occasionally at the telegraph stations along the river and at the wood camps where wood is taken on as fuel. Sometimes a bear, a caribou or a moose may be seen swimming across the river or standing on the bank apparently posing for a picture.

The trip is unusually restful. The air is fresh and invigorating. The boats are modern and very comfortable. The staterooms are commodious and scrupulously clean. Should the weather be unfavorable the tourist may view the scenery from his comfortable chair in the spacious observation room. The meals are excellent. In fact tourists are surprised to find such a variety of well cooked dishes so far from the base of supplies.

There are many points of interest on the voyage. Lake LeBarge made famous by Robert Service's Ballad, "The Cremation of Sam McGee." The tortuous Thirty Mile River, where navigation in this Northland is seen at its best. Cassiar bar, where gold placer mining was first done in the Yukon

country in the early 80's and up on the mountain side nearby lies buried one of the discoverers. Tantalus Butte—now to the left now to the right, sometimes ahead and again astern. Five Finger Rapids, Rink Rapids, Ft. Selkirk, near the site of the old Hudson's Bay Post, destroyed by the Indians in 1851. Victoria Rock so named on account of resembling the profile of Queen Victoria. The Pelly Ramparts and other interesting points.

The Five Finger Rapids are of more than ordinary interest. Here the river narrows. Five huge hulks of rock rise sheer. The river rushes between them. The steamer is headed for the middle "finger." To the passengers it appears the boat is surely going to hit one of the rocks, but to their great relief the boat guided by the hand of the skillful pilot "straightens out" and the Five Finger Rapids are astern. Shooting these rapids is a thrilling experience.



Photograph by Burton Holmes Lectures, Inc.  
Sawtooth Mountains



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Dead Horse Gulch

Photograph by Burton Holmes Lectures, Inc.

## Dawson and the Klondike

Dawson lies at the foot of a high hill at the mouth of the Klondike. One can hardly keep from feeling a thrill as the steamer lands here. For this is Dawson the romantic—the mecca in '97 and '98 of thousands upon thousands who had struggled weary and foot sore over the summits of White Pass or Chilcoot Pass and who in canoes, rafts or scows had tempted fate in the seething waters of Miles Canyon and White Horse Rapids. This is the Dawson made famous in story by Jack London, Rex Beach and other writers and in song by Robert Service. But the Dawson of today is unlike that of those days. Its gambling houses and dance halls have long since disappeared.

Now, like Skaguay, it is a quiet city but with many modern improvements. Here will be found good hotels and excellent restaurants where may be had such dishes as are only served in this Northland, and at prices that seem very reasonable these days.

There are many interesting things to see in and around Dawson. The Governor's residence, Minto Park, the cabin in which Robert Service lived and now kept open to the public. Also the many pretty flower gardens. Winding up the hillside are easy trails leading to the summit some 1,600 feet above the river. From here a wonderful panorama of rivers, creeks, hills and mountains may be seen. Then there is a

trail leading to the Moosehide Indian Village, about three miles or so below Dawson. But the most interesting trip is by motor to the gold bearing creeks about eight miles from Dawson where the large dredges and hydraulic plants may be seen in operation.

## Down the Yukon to Fairbanks—"The Golden Heart of Alaska"

Leaving Dawson in one of the new modern steamers the sail continues for one hundred miles in Canadian Territory when the boundary between the Yukon Territory and Alaska is crossed. A short distance beyond a landing is made at Eagle. Here the United States Government maintains a large wireless station.

Just below Eagle Calico Rock will be noted, so called on account of the variegated color of the strata. Then Circle City comes into view. In 1896 there was considerable activity in placer gold mining in the vicinity of Circle, and it then boasted of being the largest log cabin town in the world—it may have been in 1896. It was supposed to be on the Arctic Circle, hence its name, but subsequently it was found to be about 80 miles south of it.

Soon after leaving Circle City the Yukon Flats are entered. Here the river spreads out for miles, cut up into a number of channels. The river makes a big bend to the northward, crossing and re-crossing the Arctic Circle. Just within it is Ft. Yukon, formerly an old Hudson's Bay post and the first English speaking settlement on the Yukon and located here about 1846.

Owing to the latitude and to the fact that the river is here of such great width it is possible to see the sun at midnight in this vicinity for nearly two weeks during June. Special excursions are run each year, of which more later.

Continuing down various stops are made, including Rampart. Here the Yukon again narrows and flows between high rocky bluffs, called the lower Ramparts. One of the U. S. Government experimental farm stations is located here. And here also is the cabin in which Rex Beach lived. Rumor has it Rampart provided the scenes described in Rex Beach's "The Barriers."

Seven hundred miles from Dawson the Tanana River empties into the Yukon. Here is a town of the same name and close by is Ft. Gibbon, the U. S. Army post. Now the steamer leaves the Yukon and ascends the Tanana for 275 miles to Fairbanks, located off the river on Fairbanks slough.

On the way several landings are made of which the most important is at Nenana. From there the U. S. Government has just completed a railroad to the coal field, with a branch to Fairbanks, which is intended eventually to connect with the main line, to Seward on the coast. En route to Fairbanks, under favorable weather conditions, a good view is afforded of Mt. McKinley—the highest peak on this continent.

## Fairbanks

Fairbanks is the largest city in the interior of Alaska and where will be found all the conveniences that make a town modern. There is much to interest one in and around Fairbanks. Here, as at Dawson and Skaguay, are many beautiful flower gardens, neat little homes, thriving vegetable gardens and interesting experimental farms conducted by the U. S. Government, as well as other farms.



Lake Bennett

© Sheelor, Skaguay.



# ALASKA · ATLIN · AND · THE · YUKON

Trips may be taken by motor car to the gold bearing creeks in the vicinity, where the placer mining is being done.

The return to Skaguay is usually made over the same route, and although it takes longer on account of being upstream it will prove restful and interesting. However, those who wish to vary their trip may take the automobile stage at Fairbanks over the Richardson trail to Chitina, on the Copper River and Northwestern Railroad, a distance of about three hundred and thirty-five miles from Fairbanks, and thence by rail to Cordova, one hundred and thirty-five miles additional. At Cordova connections are made with the steamers of the Alaska S. S. Co. and the Pacific S. S. Co. for Seattle. These auto stages are usually Dodge or Ford cars, which are best suited for the trip over roads of this sort in the north. The fare on the stage is about \$75.00. Meals and lodgings at the roadhouses will average about \$7.00 per day. Under favorable conditions the trip is made in from three and a half to four days.

## The Midnight Sun Excursions

In sketching the trip to Fairbanks mention was made of seeing the sun at midnight in the vicinity of Ft. Yukon within the Arctic Circle.



Steamer Tutshi Near Carcross

In 1915 we inaugurated the first excursion on this continent to view the midnight sun. It proved so successful in every way that since then we have made these excursions an annual event. And now it is no longer necessary to go to Norway to see the midnight sun. To see the sun shining at midnight—a great big ball of fire—to see it seemingly stationary for a while—then slowly rise—need hardly be said to be a most unusual and worthwhile sight.

The departure from Vancouver or Seattle is in the vicinity of June 15th. At Skaguay connection is made with the train to White Horse where the tourists board the steamer which makes a special trip going through to Ft. Yukon. As the accommodations on the river steamers are limited and we may not be able to operate more than one steamer for this excursion, early reservations are decidedly necessary. More detailed information regarding sailing dates, etc., will be gladly given on request.

## In Retrospect

Whether your trip has been to Atlin, Dawson, Fort Yukon or Fairbanks you will have had rest without monotony—recreation without strenuousness. Business cares and worries will have been forgotten—forced out of your mind by the sheer grandeur of the scenery and the new and interesting experiences you will have had.

The memory of the trip will remain with you and in the words of Service you will say: "I want to go back and I will," and that is what many tourists have written us.

## Suggestions As to Clothes, Etc.

Don't burden yourself with heavy clothing. By way of comparison it might be noted that the summer temperature of Skaguay, Atlin, Dawson and Fairbanks runs on an average from about 60 to 75 degrees, while that of cities like Chicago, New York and St. Louis runs from 70 to 95 degrees.

It is well to provide one's self with a medium weight overcoat or wrap, walking shoes or rubbers for any intended tramps ashore, and medium weight underwear, such as you



On the Way to Atlin

Photograph by Burton Holmes Lectures, Inc.

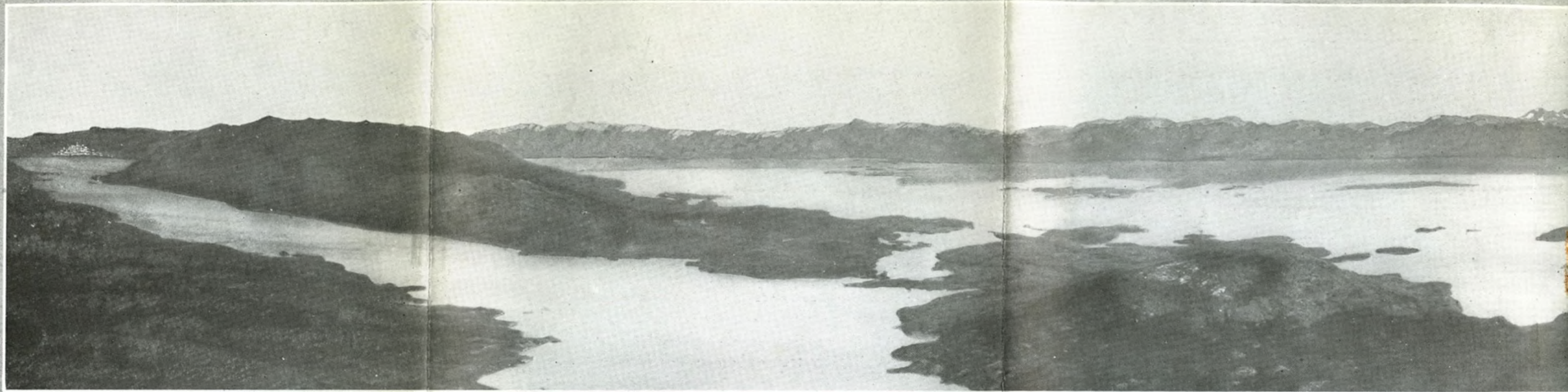
would usually wear in the late spring. You will never encounter cold weather in Alaska or the Yukon during the summer. You merely escape the sultry heat of more southern points. Travelers who have visited many lands say there is no more bracing, no more delightful summer climate in the world than that offered by Alaska, Atlin and the Yukon.

And the very light rainfall in the interior adds greatly to the enjoyment of this Northland summer weather. For instance, the average rainfall at Dawson for the months of June, July, August and September, covering a period of 14 years is less than 1½ inches per month. This is about half or less than the rainfall during the same months in Chicago, New York, Boston, etc. The rainfall at Fairbanks and Atlin is approximately the same as Dawson.

Skaguay, whilst not so dry as the interior, enjoys the record of having the lowest rainfall of any town on either the southeastern or southwestern coasts of Alaska. For a five-year period the rainfall at Skaguay averaged only 22.49 inches for the entire year which is (with one exception) from about one-third to one-sixth that of the other coast towns.

By all means take a camera with you. There are many interesting things worth "snapping" besides the scenery. And with a little care in exposure and focussing the result will be a most interesting pictorial record of your trip.





The above Panorama, or bird's eye view, was taken from Cathedral Mountain on the West Arm or Channel of Lake Atlin, shown at the extreme right of the picture. The point from which this view was taken is about 4,000 feet above the lake. The photograph reproduced above shows practically all of the southern end of the lake from the town of Atlin at the extreme

upper left hand corner to the mountains at the right. The stretch of water shown is about 40 miles long and the lake as seen in the picture is from 7 to 15 miles wide. The route taken by the excursion steamer on the trip around the lake can be plainly traced. Leaving Atlin the steamer crosses the lake and enters the West Arm at the narrow entrance shown in the upper



Description of Llewellyn Glacier Panorama by L. C. Read, from whose photograph the above reproduction has been made.

The left-hand portion shows Llewellyn Mt., which is estimated to be some twelve miles away. To the left of this is the Sloko Range. Sloko Lake is at the foot of the heavy snow-banks near the top of the divide.

In the lower left-hand corner, may be seen the upper edge of the seracs, and, the point where Mussen Mt. extends its fore-foot into the ice field. The central portion shows the region of alimentation, or fountain-head of the ice region from

the northern side. These peaks are given on the map as being 8,000 ft. above sea-level. The snow fall must be very great here to perpetuate this great ice field to us at this late day. Llewellyn Glacier, is a through glacier, and, the Pacific Ocean and the region of Taku Glacier ought to be visible from these peaks at the firn. The two medial moraines show the trend of the ice movement; coming within two or three hundred yards of joining—then separating and arriving

at their respective ground-moraines—fully ten miles apart. The right portion shows the giant nunatak with a fine cirque and well defined bergschrund above two cascading glaciers. The scene is so vast, that this view gives one a rather poor conception of the immense distances and dimensions. This photograph is the one to which Mr. Read refers in his "Reflections on a trip to Llewellyn Glacier" on page 28.





left hand corner. The boat runs close in under Cathedral Mountain. A small part of the West Channel is not seen in this panorama on account of the elevation from which the photograph was taken. This part is, however, shown in the picture below. The steamer then enters the winding channel through the Copper Island Narrows, shown just to the right of the

center of the picture. Llewellyn Glacier lies away to the southeast and is not visible from the point where this photograph was taken but it comes into plain view after the boat passes through the narrows and comes out into the main part of the lake.

© Sheelor, Skaguay.



Panoramic View of Portion of West Channel, Lake Atlin.

© Sheelor, Skaguay.

The above photographic reproduction shows a portion of the West Channel of Lake Atlin, including that not shown in the picture above it. Cathedral Mountain to the right of the center of the picture, is located on the mainland opposite the upper end of Copper Island, about 26 miles from

the town of Atlin. It is some 6,000 feet above sea level or about 4,000 feet above the lake. It is extremely rugged and its many pinnacles having the appearance of the spires of a cathedral has given it its name. One of the new-to-be-forgotten sights on the trip around the lake is the won-

derful reflection of this mountain. On page 28 is another view of Cathedral Mountain showing the reflection perfect just ahead of the steamer at the left and distorted at the right owing to the wake of the steamer.



# ALASKA · ATLIN · AND · THE · YUKON



Photograph by Burton Holmes Lectures, Inc.  
Cathedral Mountain, West Channel, Lake Atlin

## Reflections on a Trip to Llewellyn Glacier

By L. C. Read of Atlin, B. C.

"On August 10th, 1918, I made a trip to Llewellyn Glacier and up on the south peak of Mussen Mountain, where I made a panoramic view of the ice that may be of scientific value to those who are studying the movement of glacial ice and medial moraines.

When I first stood on the mountain side, far above the great expanse of ice shown in this view\* which embraces nearly one half of the whole glacial region which is some 75 by 50 miles in extent at a conservative estimate—I wondered if I were really living in the twentieth century or in the great ice age of many thousands of years ago; fancied that a similar scene might have been obtained in the valley of the St. Lawrence or the Hudson at that time; half expected to see a specimen of the Piltdown man, with bear skin over his shoulders and club in hand, step out upon the scene with a look of fear and amazement at the appearance of his, perhaps, hundred-thousandth grand child, while I, with none the less surprise and astonishment, would look upon my ancestor of thousands of generations.

I would extend my hands toward him. He might drop his club and hesitatingly approach me and murmur in language

hundreds of centuries dead, "Grand-son." Our hands might clasp—the dim past and distant future before us both though so remotely separated by time. What could he not tell me of the past—what I not tell him, show him, of the future?

A pebble falling from the cliff above me ended the dream. The instincts of the hunter descended to me from the now dissipated vision—caused me to look upward. There upon the highest crag above stood out, with lordly mein, against the sky—a beautiful specimen of *oreamos montanus* in curly coat of spotless white, and with polished ebony horns—a most dignified, contemplative and apparently appreciative admirer of the scene that had captivated me. He was looking over the great expanse of ice and mountain with an air of complaisant ownership,

with no one to dispute his title.

I thought of the rifle at my side, but with no notion of reaching for it. Had the shade of the Piltdown man directed this living vision to appear on the cliff above me? I surely would not kill that goat. He appeared to be engaged in the same pursuit as I—looking with admiration at a scene brought down through the ages from the dim past, the last to be found on this continent perhaps, gradually growing old and receding and soon to be but a historical record for the generations to come.

My camera is the first to stand on this rock facing this vast scene of desolation. A scene that, as Ruskin says, 'looks like a world from

which not only the human, but the spiritual presence had perished, and the last of the arch-angels, building the great mountains for their monuments, had laid themselves down in the sunlight to an eternal rest, each in his white shroud.'

We made camp at timber-line after leaving the ice and spent the night on the mountain. The sunset was particularly impressive. The shadows of the peaks above and to the west of us, slowly crept over the valley of ice towards Llewellyn Mountain and the Sloko Range, which were in the full light of the setting sun. The wind was hushed. Heavy clouds were hanging far over and beyond the Sloko, while small wreaths of mist were rising from the topmost peaks of Tsatia—all bathed in the golden colors of a Northern sunset.

The lonely cry of the whistling marmot across the gulch was answered by the call of the mother ptarmigan as she beseeched us to 'go back, go back'—fearful for the welfare of her young.

The dull subterranean rumble of the stream under the great ice far below us seemed to render the orchestral diapason necessary to complete this grand transformation scene.

Then, Night settled over the vast landscape. The marmot retired to his den. The ptarmigan, with her young brood, to the cover of a bushy ravine. The euphonious bass of the water beneath the bergschrund lulled us to sleep, as brilliant Vega, Deneb and Altair, with the Northern Cross, gleamed upon us nearly overhead."

\* Reproduced at bottom of pages 22, 23 and 24.



Photograph by Burton Holmes Lectures, Inc.  
In the Narrows—West Channel, Lake Atlin



# ALASKA · ATLIN · AND · THE · YUKON



Photograph by Burton Holmes Lectures, Inc.  
The Atlin Inn

## Hotels

With the exception of the Pullen House at Skaguay, all of the hotels at Skaguay, Carcross, White Horse, Dawson and Fairbanks are run on the European plan. Rates are from \$1.50 to \$3.00 per day. Some of the hotels have rooms with connecting bath. All contain modern toilet and bathrooms, and some have rooms with running hot and cold water. Dining rooms are usually operated in connection with the hotels; meals from 75 cents to \$1.50 each, except when the service is a la carte. There are very good restaurants in Dawson and Fairbanks.

Rates at the Pullen House, Skaguay, American plan, \$4.00 and upwards per day for single rooms. Suites with connecting bath, about \$10.00 per day for two persons.

Rates at the Atlin Inn including meals are from \$5.00 to \$6.50 per day for each person. The rates are according to location of room and whether occupied by one or two persons.

## Special Summer Excursion Fares

Special round-trip fares from Seattle, Vancouver and Prince Rupert to Atlin, Dawson, Fort Yukon, and Fairbanks will be in effect during the summer.

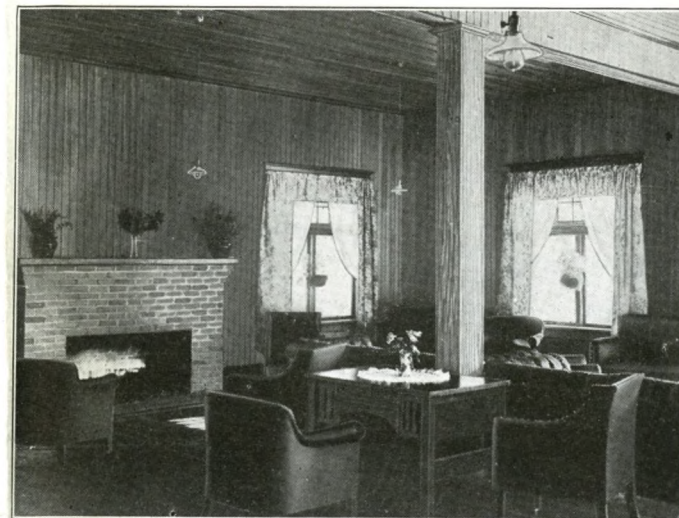
Full information regarding fares, limit of tickets and sailing dates of steamers to Skaguay gladly furnished on request.

## Hunting and Fishing

The country along the White Pass & Yukon Route, in northern British Columbia, the Yukon Territory and Alaska, is one of the greatest big game regions in the world, abounding in caribou, moose, bear, mountain sheep and goats. Besides, there are all sorts of small game.

As for fishing—here is the angler's paradise. The waters teem with trout, grayling, salmon, etc.

We have issued a booklet containing information regarding the various big game districts. It is free on request.



Lounge—Atlin Inn



White Horse Rapids

## What Travelers Say About The Trip To Atlin, Dawson, Fairbanks and The Midnight Sun Excursion

That we have not exaggerated the scenic grandeur of this Northland or the ease and comfort in which it can be reached is, we believe, amply evidenced by the testimony of the many travelers whose letters will be found in our booklet, "Opinions." Everyone contemplating a trip to Alaska should send for a copy.

The following are brief extracts from some of the letters:

"The service from White Horse to Dawson was excellent. The meals were not only above the average but the service was better than is given on any boat line we have ever patronized. \* \* \* The scenery is wonderful. It is the only trip we have ever taken in our lives that we really felt we wanted to again take at the earliest opportunity." Sewall Myer, Houston, Texas.

"We decided the Atlin Lake excursion the most satisfactory of any we have ever taken not excluding the Swiss Alps."

Dr. Julius Hess, Chicago.



# ALASKA · ATLIN · AND · THE · YUKON



Photograph by Burton Holmes Lectures, Inc.

Up the Thirty-Mile River—En Route from Dawson

"For a person who is not so narrow as to require all of the artificialities of the modern civilization, the trip to Lake Atlin will be hard to duplicate."

Alexander H. Bright, Cambridge, Mass.

"You can safely praise that Atlin trip to the skies."

Holmes Russell, Fort Valley, Ga.

"The scenery is wonderful, the meals and service fine."

Ed. Meyer, Brooklyn, N. Y.

"Tourists should be urged in their own interests not to be contented with the coast trip, but to go by rail and boat over the wonderful White Pass and down the Yukon as far as Dawson City. They cannot imagine what a delightful climate, marvelous fauna and flora and splendid scenery are in store for them on the other side of the mountains."

E. B. Renaud, Prof. Romance Languages Dept.,  
State University, Boulder, Colo.

"Several years ago I had the pleasure of touring Europe and I found that the beautiful lakes and mountain scenery around Atlin, in my opinion, excelled even that of Switzerland which you know is saying a good deal."

Albert V. Stegeman, Cincinnati, Ohio.

"With Service I feel I want to go back and I will."

W. H. Van Dervoort,  
Moline, Ill.

"The White Pass is one of the wonders of the world. The travel accommodations were very comfortable. We found the Atlin Inn perfectly delightful and the meals excellent. \* \* \* The scenery in the Atlin district is the finest in the world."

Harold D. Corey,  
Newton, Mass.

"The trip to Dawson could not be surpassed."

(Mrs.) C. F. Wolmendorf,  
Oak Park, Ill.

"Your literature does not tell enough of its beauties."

T. B. Graham,  
Washington, Ind.

"It was the most enjoyable trip of my life. \* \* \* Every possible courtesy was shown to the tourists throughout the entire trip."

Dr. Joseph E. Sawtel, Kansas City, Mo.

"I think that a tourist that makes the Alaska trip and does not go into the interior certainly misses the best part of the scenery."

W. L. Steinweg,  
North Yakima, Wash.

"I was there (Lake Atlin) during the latter part of August and beginning of September. The climate at that time was most delightful and the scenic conditions unsurpassed anywhere that I have been. I found the accommodations en route surprisingly comfortable and the officials most obliging and interested in the welfare of the tourists. In my opinion those

tourists who take the coast trip to Skaguay without going over your line as far as White Horse and into the Atlin district, miss what to me was the most delightful part of my entire western trip."

R. E. Gunther, Toronto, Ont.

"For a person who is tired and wishes a pleasant rest no finer route could be taken (to Dawson and Atlin). The air in the Yukon has a freshness that cannot be found outside of the north."

Clifford T. Jones, Calgary, Alta, Canada.

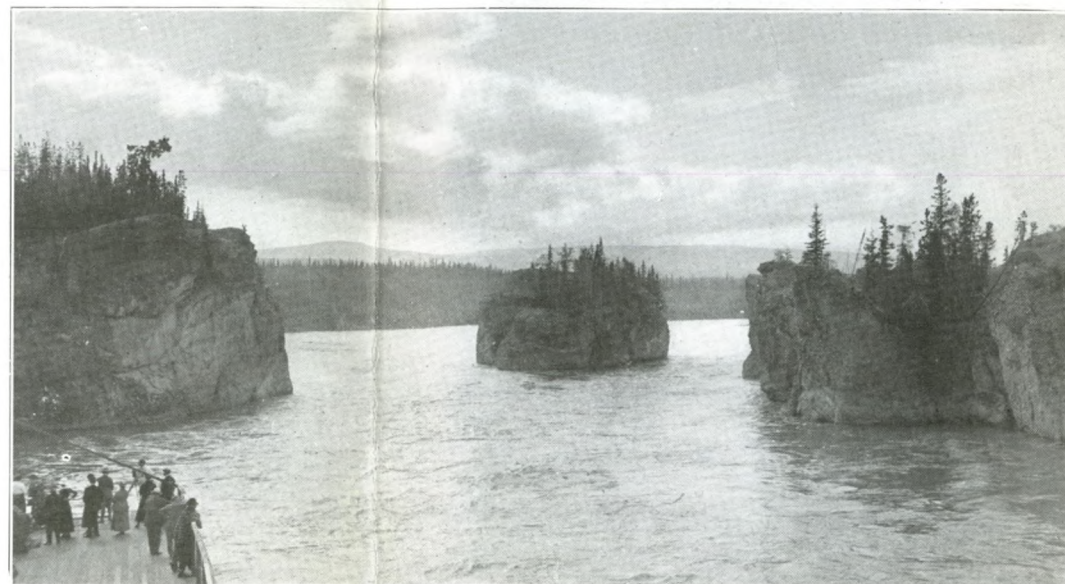
"I have traveled all over this country, and nearly all over Europe, but I have not found, in point of interest, anything to equal that from Skaguay to Dawson. I feel no hesitation in saying that you may thoroughly recommend this trip to any one."

A. M. Imbrie, Pittsburgh, Pa.

"After making some twenty-two thousand miles this summer I find more pleasure in the memory of my trip from Skaguay to Dawson and return than any other part of my travels."

Hugh H. Hamilton, Youngstown, Ohio.

"After a three years' trip around the world, I decided to visit Alaska merely as a finish to my journey. To my great amazement I found it by far the most enjoyable and wonderful of any place I had visited. In no other part of the world had I found such grandeur of scenery. \* \* \* As a woman traveling alone I enjoyed such comfort, courtesy and

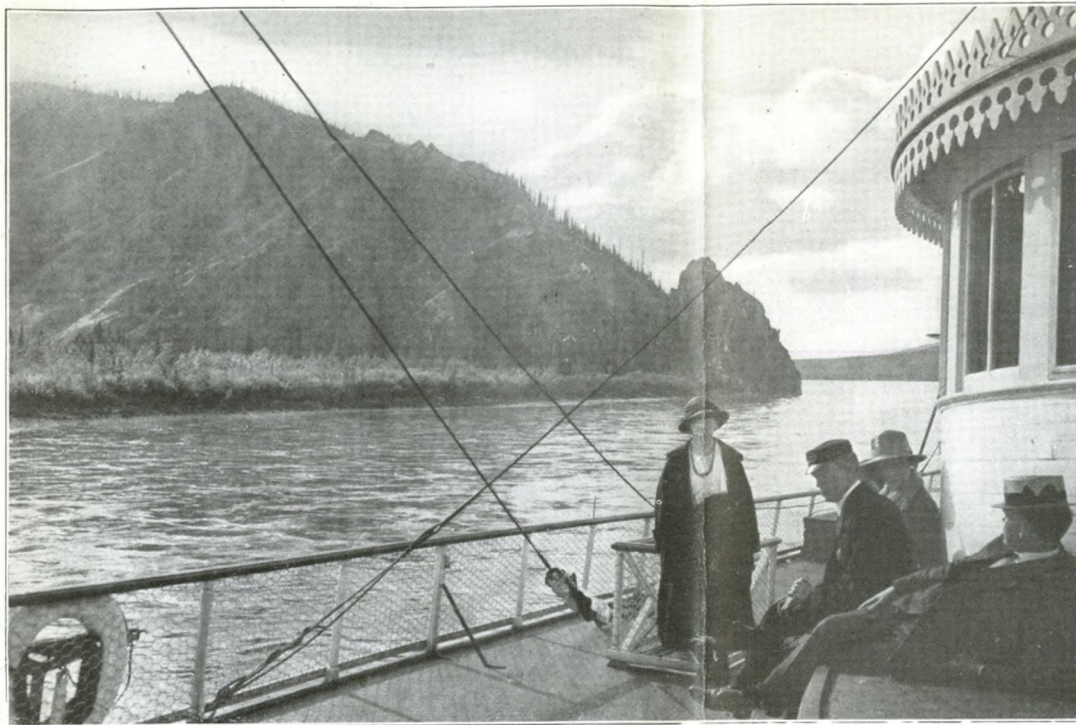


Photograph by Burton Holmes Lectures, Inc.

Shooting Five Finger Rapids



# ALASKA · ATLIN · AND · THE · YUKON



Passing Victoria Rock

Photograph by Burton Holmes Lectures, Inc.

service on the White Pass and Yukon that I now recall my feeling of security and enjoyment very gratefully. I shall never forget the trip and hope I might some day go again."

Pauline D. Masson, New York City.

"Well, I certainly had the trip of my life; it was simply the best experience in travel that I have ever known. I made no mistake in going on to Dawson. I wouldn't have missed that part of it for anything. As for the Atlin trip, it was the best two or three days of my life. Had it been more grand and inspiring I think it would have hurt. Alaska for mine. I am fairly intoxicated with the spirit of it all. I would not exchange this summer for ten trips to Europe."

(Prof.) H. L. Rice, Annapolis, Md.

"It would be very hard indeed for me to express in words our enjoyment of the trip from Skaguay to Dawson. It was just one round of pleasure and satisfaction from beginning to end."

S. M. Evans, New York City.

"Lake Atlin was the climax of our visit into the Northland—a mountain lake of surpassing beauty."

Fred W. Flemming, Kansas City, Mo.

The following is an extract from an article which appeared in the "American Field" on Fishing in Atlin Lake:

"Rarely, if ever, does the 'Arctic Trout,' peculiar to this region decline to oblige. He hasn't yet learned the pitfalls prepared for his untutored mind by the ingenuity of man, and he responds with the innocent abandon of the unsophisticated.

If the "American Field" were not a journal devoted exclusively to the different forms of sport which the lover of the outdoor life in the United States and Canada has espoused, I would be tempted to dwell at some length on the scenic grandeur of the Atlin district. However, as the soul of the average sportsman delights more in the practical than in the senti-

mental, I will simply say that some of this year's visitors enraptured with the natural beauties of the towering mountains, placid lakes and streams and peaceful valleys unfolded before their eyes, enthusiastically ejaculated that to it nothing could compare—not even the much advertised resorts of the celebrated Alps."

\* \* \* \* Tourists who go only as far as Skaguay and return on the same steamer make a great mistake, as the Atlin trip alone is more than worth the stop-over.

Lesley Sheaffer, Pottsville, Pa.

\* \* \* \* We enjoyed the trip by ocean steamer to Skaguay very much, but very much more the trip from Skaguay to Dawson and return. The scenery is much more varied and interesting than that along the Alaskan coast and the accommodations and service on Yukon steamer were all that could be asked.

L. W. Florea, Worthy, Texas.

## Ocean Steamer Service to Skaguay

An excellent passenger steamship service is maintained between Seattle and Skaguay by the Alaska Steamship Company and the Pacific Steamship Company, and between Victoria, Vancouver, Prince Rupert and Skaguay by the Canadian Pacific Railway Company.

During the summer season most of the steamers run on an excursion itinerary, stopping at all of the interesting ports along British Columbia and Alaska, including Taku Glacier.

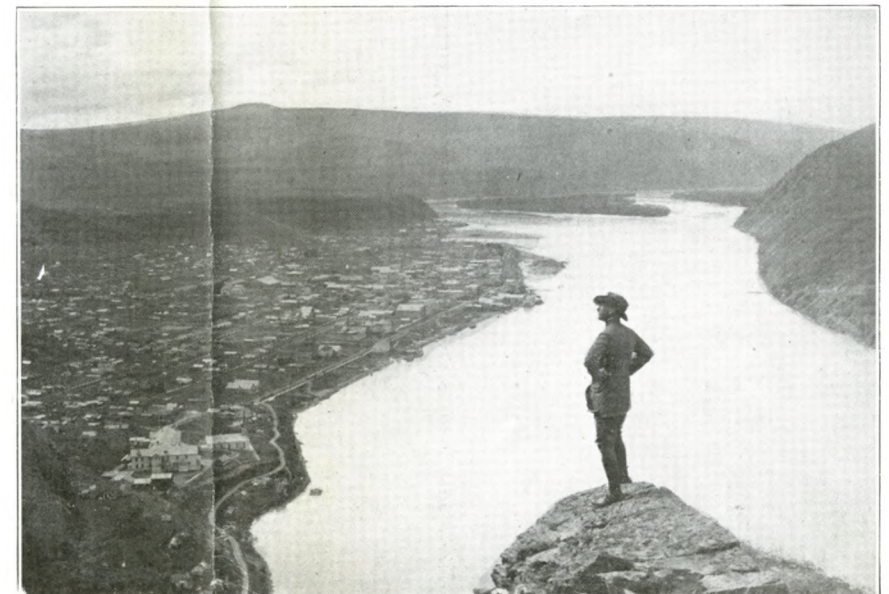
Passengers holding round-trip tickets to Atlin, Dawson and Fairbanks will be granted a stop-over privilege at Skaguay by the above mentioned steamship companies.

## Time Table Rail Division White Pass & Yukon Route

Northbound No. 1 Daily Ex. Sunday	Distance from Skaguay	STATIONS		Southbound No. 2 Daily Ex. Sunday
* 9.30 am	0.0	Lv	SKAGUAY	Ar 4.50 pm
11.55 am	20.4	Ar		Lv 3.20 pm
12.05 pm		Lv	WHITE PASS	Ar 3.15 pm
12.45 pm	32.4	Lv	Log Cabin	Ar 2.30 pm
1.15 pm	40.6	Ar		Lv 1.50 pm
1.40 pm		Lv	†BENNETT	Ar 1.25 pm
3.10 pm	67.2	Ar		Lv 11.48 am
3.20 pm		Lv	CARCROSS	Ar 11.38 am
5.50 pm	110.4	Ar	WHITE HORSE	Lv 9.00 am

\*Alaska Time—one hour behind Pacific Time.

†Meal Station.



Photograph by Burton Holmes Lectures, Inc.

Bird's Eye View of Dawson—Looking Up Stream



# ALASKA · ATLIN · AND · THE · YUKON



The Midnight Sun—Near Ft. Yukon

## Approximate Running Time

From and to Seattle, Vancouver or Prince Rupert to and from White Horse, Atlin, Dawson and Fairbanks

Seattle or Vancouver to Skaguay	4 to 5 days
Prince Rupert to Skaguay	2 days
Skaguay to White Horse (rail)	8 hours
Carcross to Atlin (night trip)	14 hours
Atlin to Carcross (day trip)	7 hours
White Horse to Dawson, down-stream	2 days
Dawson to White Horse, up-stream	4½ days
Dawson to Fairbanks, down-stream	5 days
Fairbanks to Dawson, up-stream	7 days
†Skaguay to Seattle or Vancouver	4 to 6 days
Skaguay to Prince Rupert	2 days

The time given between points is the usual time it takes for the trip, but such time is approximate only, and as the time varies, when unusual conditions arise, it cannot be stated in exact terms.

† Time depends on whether steamer runs on an express or excursion schedule and number of calls made.

## Approximate Time Necessary For Round Trip From Seattle or Vancouver to Atlin, Dawson and Fairbanks

To Atlin and return, including side trip to White Horse, a day or two, each, at Atlin and Skaguay	14 to 16 days
To Dawson and return, including a day or two, each, at Skaguay and Dawson	20 to 23 days
To Fairbanks and return, including a stay of about one day in Fairbanks	30 to 38 days
For side trip from Carcross to Atlin and return, add about	4 days

In the aforementioned time required for the round trip from Seattle or Vancouver allowance has been made for the time it may be necessary to wait for connections at various transfer points.

As a rule the side trip to Atlin can be made within the 23 days allowed for the round trip to Dawson and the 38 days for the round trip to Fairbanks.

The time from or to Prince Rupert is two days less.

## River and Lake Steamer Service

### To Atlin

The steamer "Tutshi" is scheduled to leave Carcross every Monday and Thursday about 7.00 p.m., and is due to arrive at Taku Landing the following morning.

After breakfast, served on the "Tutshi," passengers are taken by train across a narrow neck of land to the west shore of Lake Atlin, a distance of about two miles, where another boat, the "Tarahne," will carry the passenger across the lake to the city of Atlin, a distance of six miles. The trip from Taku Landing to Atlin consumes about one hour.

Returning, the steamers are scheduled to leave Atlin and Taku Landing Sundays and Wednesdays, affording the tourists a day-light trip through the lakes to Carcross, arriving there in the afternoon or early evening of the same day. It takes about seven hours to make the trip from Atlin to Carcross. The night is usually spent at the hotel at Carcross.

Unless circumstances prevent, tourists will be given the special excursion trip, previously described, on Lake Atlin through Torres Inlet (West Channel) around Goat and Copper islands, affording a view of Llewellyn Glacier, for which no charge is made.

Both of these steamers will make special trips as necessity may arise or additional business warrant.

The above mentioned schedule is predicated on the Ocean steamship sailings being the same as during 1919.

### To Dawson

Three steamers, affording an exceptionally good passenger service, are scheduled to leave White Horse for Dawson twice each week, usually about 8.00 in the evening, and are due to arrive in Dawson forty eight hours later. Each steamer is scheduled to leave Dawson



Photograph by Burton Holmes Lectures, Inc.  
Baby Silver Foxes—Atlin

on the return trip, twenty-four hours after arrival, and is due to arrive at White Horse about four and one-half days later.

The additional time consumed on the return is owing to the voyage being up-stream against a swift current.

Additional steamers will be operated as necessity may require.

### To Fairbanks

The American Yukon Navigation Company will have a direct sailing for Fairbanks from Dawson every week.



Photograph by Burton Holmes Lectures, Inc.  
Drying Salmon Along the Banks of the Yukon



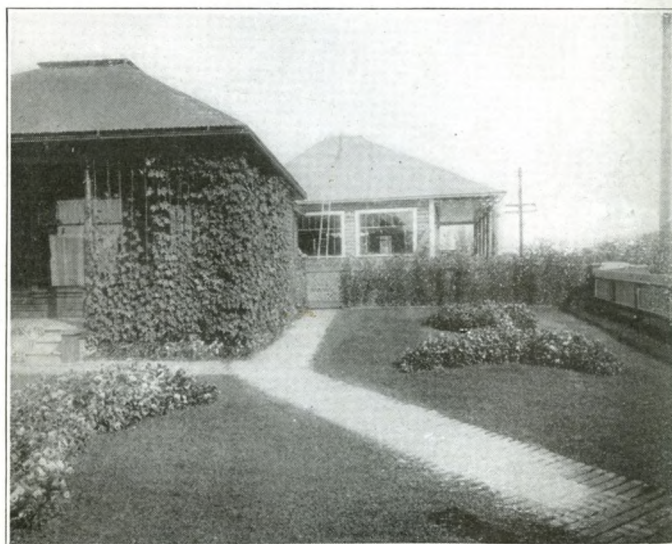
# WHITE PASS & YUKON ROUTE

Table of Distances

From SKAGUAY to	Miles	From SKAGUAY to	Miles
Seattle	1,000	Yukon Crossing	347
Victoria	927	Selkirk	393
Vancouver	867	White River	491
Prince Rupert	433	Stewart River	501
Summit of White Pass	21	Sixty Mile River (Ogilvie)	524
Bennett	41	Dawson	571
Carcross	68	Forty Mile	624
		Eagle City (Fort Egbert)	673
Taku	142	Circle City	863
Atlin	150	Fort Yukon	948
		Rampart	1,190
		Fort Gibbon (Tanana)	1,271
White Horse	111		
Head of Lake Labarge	136	Hot Springs	1,341
Foot of Lake Labarge	170	Tolovana	1,404
Hootalinqua	201	Nenana	1,469
Big Salmon River	236	Chena	1,534
Little Salmon River	271	Fairbanks	1,546
Five Finger Rapids	337	St. Michael	2,171
Rink Rapids	343		

Altitude Above Sea Level

	Feet		Feet
Skaguay (Broadway Sta.)	16	Atlin	2,200
Summit of White Pass	2,885		
Log Cabin	2,916	White Horse	2,079
Bennett	2,158	Fort Selkirk	1,555
Carcross	2,164	Dawson	1,200



A Home in Fairbanks, Alaska



Send For Our New Pocket Map of Alaska, Atlin, and the Yukon Territory

We have issued a new pocket map of Alaska, the Atlin Lake District and the Yukon Territory. It is 21 x 30½ inches in size and is one of the best maps of Alaska and the adjacent country in Canada ever issued. To those contemplating a trip to Alaska, a copy will be gladly sent free on request.



## WHITE PASS & YUKON ROUTE

### Executive and Accounting Departments

F. C. Elliott, President . . . Conway Building, Chicago, Ill.  
H. Wheeler, General Manager . . . Skaguay, Alaska  
G. H. Miller, General Auditor . . . Skaguay, Alaska

### Traffic Department

Herman Weig, Gen'l Pass'r Agent, Conway Bldg., Chicago, Ill.  
J. L. Burnside, General Agent, 510 Alaska Bldg., Seattle, Wash.  
J. H. Rogers, General Agent . . . Skaguay, Alaska  
G. B. Edwards, General Agent . . . Dawson, Y. T.  
J. A. Fairborn, General Agent . . . Fairbanks, Alaska  
E. B. Barteau, General Agent . . . Tanana, Alaska  
E. P. Dupue, General Agent . . . St. Michael, Alaska  
E. Farr, Agent, 603 Hastings Street . . . Vancouver, B. C.

### Operating Department

V. I. Hahn, Superintendent Rail Division . . . Skaguay, Alaska  
W. D. Gordon, Superintendent River Div., White Horse, Y. T.  
C. W. Cash, Superintendent Mail Service . . . White Horse, Y. T.  
Howard Ashley, Master Mechanic . . . Skaguay, Alaska  
C. J. Rogers, Purchasing Agent, Alaska Building, Seattle, Wash.

### General Information

Booklets, folders and other literature, also information as to rates, service, sailings, etc., promptly furnished upon application to any of the above-mentioned officials of the Traffic Department.



A Clean-up in Atlin

# ALASKA

## ATLIN and the YUKON

# ALASKA

## ATLIN and the YUKON

