

A
HAND BOOK
of
VACATION TRIPS
in
ALASKA AND
THE YUKON



STEAMER WHITE HORSE IN FIVE FINGER RAPIDS

ON THE
WHITE PASS
and
YUKON
ROUTE

This booklet is intended to be a guide to the special scenic or historic points along the line of any of the trips mentioned in it. We suggest that you read this through at your first convenient opportunity and later, as the points of interest are set out in the order in which they are passed, you can use the booklet for reference.

Travel Offerings on the White Pass & Yukon Route

No one who can spare the time should neglect to stop over at Skagway and make the trip to Dawson City and return to Skagway via beautiful West Taku Arm.

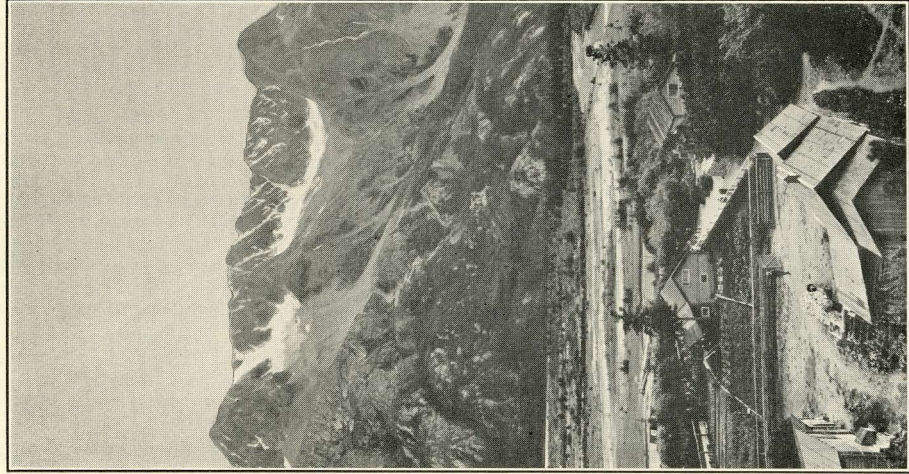
Travelers who know say the trip to the interior from Skagway is the most interesting part of the entire Northern trip.

You may never have an opportunity to visit the North again—therefore, see as much as possible of this wonderful and fascinating country before you sail South from Skagway.

If, however, you cannot possibly spare the time to stop over at Skagway a week or more, there are some trips that you can make, while the steamship is lying at the wharf at Skagway, that have no equal in scenic beauty and historical interest and which are described herein.

For the individuals who must be cradled in luxury every minute of the day and night, the trip into the interior is not for them. Rather, it is for those adventurous spirits who still see the charm in frontier existence and wish to behold it before it entirely disappears from our North American continent.

The accommodations of the railway and inland water transportation system are clean and



[Ben-My-Chree, Head of West Taku Arm (see page 4)

comfortable but must of necessity be very simple, *sans* satin comforts and canopied beds. The river and lake boats, with their stern wheels, have an intriguing interest for the experienced traveler who has grown so accustomed to the wonders of the modern machine age that he is on the lookout for "something different." The boats have won an enviable reputation for the excellence of their cuisine, which is always a pleasant surprise to the travelers who realize the obstacles which must be overcome in distance from the markets in order to provide the best, both in fresh and staple foods.

The North, with its open-hearted hospitality and unassuming simplicity, awaits those who are willing to accept it as it is.

Skagway-West Taku Arm Tour

The most interesting short tour is the one to West Taku Arm. This trip of approximately two days' duration may be taken by the passengers arriving on steamers which lay over in Skagway two days. The following is a brief sketch of this intensely worth-while trip.

Leave Skagway wharf, soon after arrival, by special train, arriving at Carcross about noon. Here the comfortable steamer **Tutshi* is boarded for the trip up the narrow mountain-girt lakes to Ben-My-Chree at the head of West Taku Arm—a distance of about 150 miles from Skagway—which is reached about 7:00 o'clock in the evening.

From here the northern end of the Taku Glacier may be seen. The steamer remains a few hours when the return voyage is commenced. Carcross is reached about 9:00 o'clock the next morning, giving ample time to see interesting points at Carcross (see page 18). The train arrives in Skagway at the uptown depot about 3:00 P. M. and passengers may sightsee the town before sailing.

Lunch and dinner, the first day out, and breakfast on the following morning are served on the

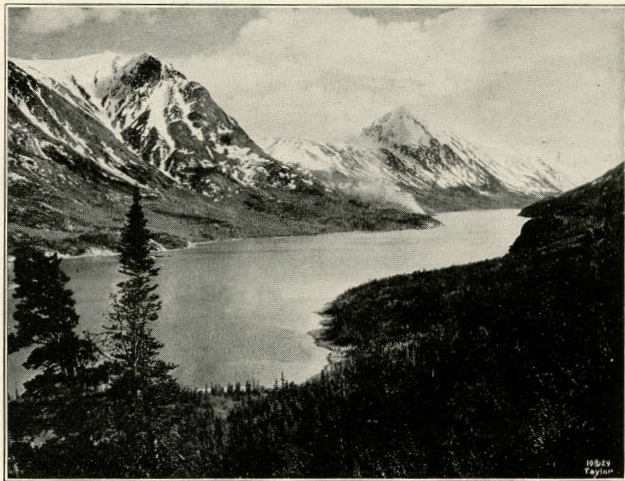
*Pronounced Too-Shy.

steamer *Tutshi*. Lunch on the second day is served at Bennett. No extra charge is made for these meals as they are included in the ticket.

Nowhere else in the world, and this is said advisedly, is there a trip by rail and water of equal length that will excel it in scenic grandeur.

Detailed description of this lake trip is contained in "West Taku Arm Leaflet" which will be handed you by Purser of the *Tutshi*.

NOTE: Passengers for this trip should not allow their baggage to be checked to the uptown depot at Skagway, but have their hand baggage—which is all they need for this trip—placed on the train which is alongside steamship. This train does not pass the uptown depot and if baggage is checked to that point it will not be available for this trip. On return trip baggage may be checked at the Carcross Depot to steamer at Skagway wharf.



Looking Across Lake Bennett to the Railway (see page 17)

Skagway-Whitehorse Tour

The passenger, on the steamships which remain in Skagway two days, who is fortunate enough to make the interesting, scenic rail trip to Whitehorse and return will leave Skagway the morning of arrival and arrive Whitehorse in the afternoon. He will have the opportunity of viewing the headwaters of the Yukon and the historic and ever-interesting Miles Canyon and Whitehorse Rapids. A short drive on the famous Alaska Highway may be taken and, as the daylight is practically continuous, especially during the early summer, he will have plenty of time to view all the many points of interest and, perhaps, try the excellent fishing grounds between Whitehorse Rapids and Miles Canyon. Returning passengers leave Whitehorse the second morning and arrive Skagway in the afternoon with sufficient time remaining before ocean steamship departs for sightseeing in this quaint Gold Rush town.

Skagway-Dawson City-West Taku Arm Tour

Take the above-mentioned tours; combine them, and add the thrilling experiences of eight days' travel on the winding, rushing Yukon River through Five Finger and Rink Rapids to Dawson City and return and you have the most popular of all longer trips into the interior—The Skagway-Dawson City-West Taku Arm Tour. Those making this very comprehensive tour will retrace steps which made history in 1898-99 to Dawson City, the heart of the Klondike Gold country. The downstream trip from Whitehorse to Dawson City is made in approximately two days with either native Indian settlements or wood camps passing close by as you glide through the swift waters of this mighty river. Approximately twenty-four hours are allowed in Dawson City for sightseeing and you may even pan gold if you wish! The upstream trip is slower, allowing time to really relax and enjoy the scenery which you may have missed on the faster downstream trip. If you like to fish—just for the fun of it—you'll have loads of enjoyment fishing over the rail when your steamer is tied up for fuel

at the various wood camps and most likely you'll catch fish, too! The food aboard the steamers is excellent and the service more than you'd expect. Cordial ships' officers are always ready to point out spots of interest and you'll hate the thought of leaving when you reach Whitehorse. From Whitehorse you travel to West Taku Arm and on to Skagway to make direct connection with your south-bound ocean steamship—after ten days spent in a country you'll never forget.

Along the Trail of '98 to the Head of Lake Bennett

Travelers arriving on steamships whose stay in Skagway is limited to one day should not fail to avail themselves of the opportunity of taking a trip over this pioneer railway of Alaska. It is no exaggeration to say that probably nowhere else is there a trip by rail more interesting or thrilling than that from Skagway over the summit of the once-dreaded White Pass, and nowhere else will there be found scenery more rugged or more awe-inspiring.

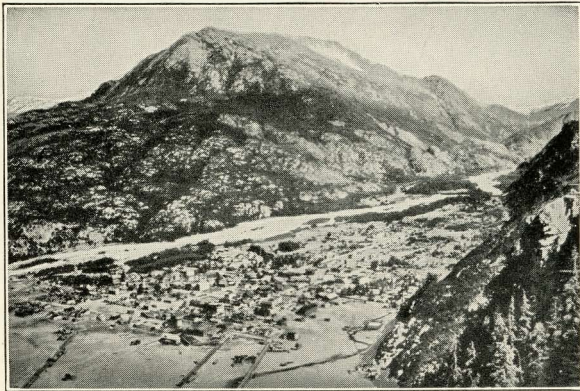
This trip is also available for the passengers arriving at Skagway on steamers which lay over at Skagway two days but who do not care to go either to West Taku Arm or to Whitehorse. Pages 7 through 18 of this book give a detailed description of the trip.

Construction of Railway

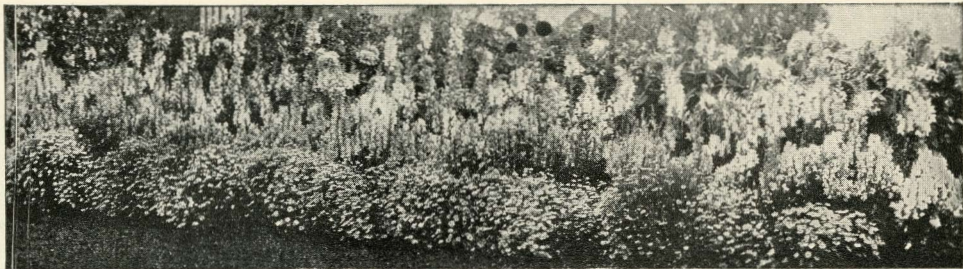
The stampede to the Klondike Gold Fields began in 1897, using the Chilkoot Pass. A little later White Pass was discovered and it was used from that time on through 1898 because White Pass was lower and the grade easier. Construction of the White Pass & Yukon Railway was begun in April, '98. The rails reached Whitehorse on June 8, 1900, and the section along Lake Bennett, the last section to be completed, was finished in July, 1900. The total cost was approximately \$10,000,000. Average grade from Skagway to Summit of White Pass is 2.6 per cent; maximum 3.9 per cent. Maximum curvature, 16 degrees.

Points of Interest en Route

Skagway (from the Indian name "Skagua," meaning North Wind), about 1,000 miles northwest of Seattle and Vancouver, is the southern terminus of the railway lines of the White Pass & Yukon Route. This historically famous city lies at the head of Lynn Canal, nestled snugly in amongst snow-capped peaks four to six thousand feet high and is a most convenient base from which to explore the many surrounding points of interest. From here the thousands of stampeders started over the White Pass on foot to the headwaters of the Yukon. At Skagway a number of those oldtimers have erected a statue to "Molly Walsh" who operated a welcome haven of light, warmth and food at the first rest out of Skagway up the Pass—a token of appreciation to this woman and the others who at much discomfort to themselves operated the rest houses through this frozen wilderness. This is the Skagway which, in the spring of '98, grew to a city of 15,000 people—people of all stations and nationalities—all drawn to the Northland by the lure of the Golden Klondike. It was here that "Soapy" Smith



At the Door of Adventure—Skagway



Swan River Daisies, Snapdragons, Dahlias—Skagway

and his gang of outlaws terrorized the community during the wild days of '97 and '98 and which only ceased with the death of "Soapy," who killed, and was killed by Frank H. Reid, a member of a vigilance committee organized to rid the town of "Soapy" and his gang. They preyed not only upon the successful returning prospector, but upon the incoming "Cheechako" as well. But those days are over. The Skagway of today is a most orderly city with a wonderful location in the midst of mountains and glaciers.

Flower Gardens. Skagway is particularly attractive to flower lovers because of its beautiful home gardens. The visitor should not fail to see the flowers, which for size, color, profusion of bloom and perfection of form cannot be excelled. Huge, gorgeous dahlias, sometimes 10 inches or more across, command the admiration of all. Sweet peas grow on vines 8 to 10 feet high while pansies are

often 3 inches and asters 6 inches in diameter. Here also will be found petunias, snapdragons, stocks, schizanthus, godetias, gladioli, delphiniums and, in fact, almost every variety of floral life ordinarily grown in the temperate zone. The flowers commence to bloom about July 1st and continue in ever-increasing beauty until cut down by frosts—usually about the end of September.

Super-sized vegetables are also grown in Skagway's gardens and strawberries, raspberries, blueberries and currants, both cultivated and wild, grow in abundance.

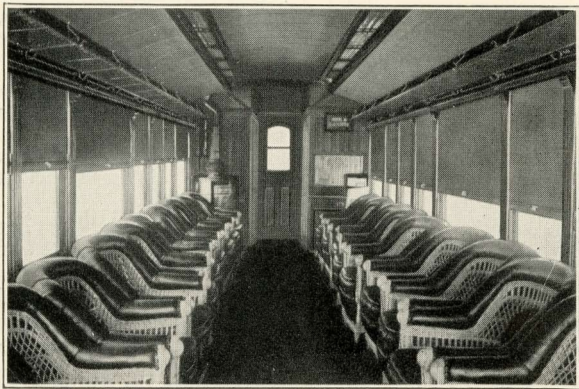
There are several scenic auto drives from Skagway, one of which is north through the town, across the Skagway River and south to the seaward spur of A. B. Mountain, at a height sufficient to give a wonderful view down Lynn Canal. Good "for hire" cars are operated.

Reid's Falls are on the east side of the Skagway Valley, about two miles from Skagway, at the foot of which Frank H. Reid and "Soapy" Smith are buried in the old cemetery. The falls and cemetery may be reached by foot or automobile from downtown Skagway.

Across the Skagway River shortly after leaving the railroad shops you will notice a huge hospital which was originally built during the recent war to handle casualties from the Aleutian Islands campaign. Fortunately, the hospital was never used for the purpose for which it was built and, although until recently a Territorial Tubercular Sanitarium, it is now closed.

You will notice the 4-inch pipeline which runs alongside the rails. This pipeline is a portion of the famous Canol Project and was originally used to pipe aviation gasoline and oil from Skagway to Whitehorse for servicing war-planes which landed at Whitehorse en route to the Aleutians and Russia. After the refinery was completed at Whitehorse, oil from Norman Wells, N. W. T., having been refined at Whitehorse, was pumped from Whitehorse to Skagway.

Denver Glacier. At the 6-mile post is Denver station, from which point a trail of three miles leads to the glacier. One can hardly grasp, even in imagination, the immensity of this great body



W. P. & Y. Route Parlor-Observation Car

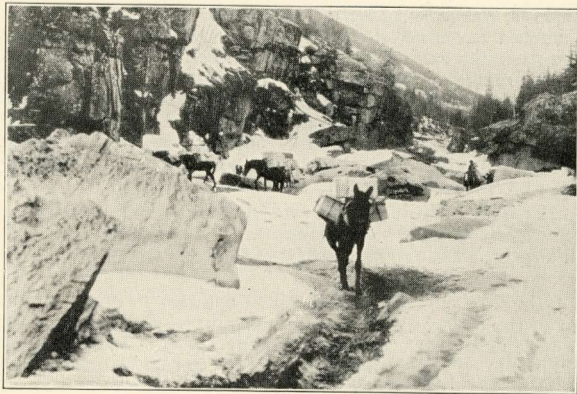
8-mile post Clifton station is reached, and a few hundred feet beyond this a huge ledge of granite completely overhangs the track.

Pitchfork Falls are located near the 9-mile post, at which a stop is made on the return trip and sufficient time given to permit passengers to climb the mountain side and view and photograph

of ice, one arm of which extends 35 miles east to the Atlin country and is known as Llewellyn Glacier, while the other arm extends 90 miles southward where it is known as Taku Glacier.

Rocky Point. After crossing the East Fork of the Skagway River at Denver Station the railway ascends the side of Sawtooth Mountain, reaching Rocky Point at the 7-mile post. From this point one can look back and obtain a fine view of Skagway and Lynn Canal. Rounding Rocky Point the railway crosses the old trail of '98 and a short distance beyond it is plainly visible 300 feet below running through the Skagway River gorge.

Overhanging Rocks. At the



Coming up the Canyon—White Pass, March 30, 1899

from mile post 12. At one time this was a city of 10,000 people and to it still cling memories of the days of '98 when hardy men fought their dual fight with Nature and with man in their rush to the Klondike to wrench from Mother Earth her golden treasures. Joe Brooks, who had one of the largest pack trains on the Trail of '98—350 horses—returned to Skagway in July, 1934, to go over the old

these falls, a beautiful cascade. Here one will also find numerous wild flowers and arctic moss.

Black-Cross Rock. Near the 11-mile post, on the west side, appears a large piece of granite, estimated weight 100 tons. Two workmen were buried under this rock while blasting during the construction of the railway and the cross marks their resting place.

Bridal Veil Falls are seen across the gorge from near the 12-mile post. The water in these falls originates in the glacial snow on the mountain peaks, and as many as 22 different cataracts have been seen during the warm weather of the months of July and August.

Old White Pass City is visible

trail again. (On his first trip it took him 15 days, Skagway to Bennett). He gathered together a few of his old friends living in Skagway and started to "mush." They reached Old White Pass City July 14th and camped on the spot where he once had a cabin. He rolled up in his blankets and passed away during the night. A white cross has been erected on the spot where he died.

Beyond the Old City can be seen Dead Horse Gulch, and looking to the right, 600 feet above, the railway can be seen ascending the mountain on the opposite side of the valley. A cut through the forests between Dead Horse Gulch and the ascending rail line stands out prominently. This cut was made by U. S. Army personnel and through it is strung the telephone lines which connect Skagway by phone with the cities of Carcross and Whitehorse, and the outside world.

Glacier Station. A big horseshoe bend is made at mile post 14 and up Glacier Gorge, a detour of some four miles being necessary to make the grade up Tunnel Mountain.

Lawton Glacier. At about the 15-mile post, looking eastward, one may get a splendid view of the moraine from this glacier.

Tunnel Mountain. Along this mountain side the most formidable obstacles to construction were met. The roadbed is cut L-shaped out of the solid granite; and on account of the smooth rock formation, it was necessary to suspend the grade crews by ropes while doing the first rock drilling. One short tunnel about 300 feet long, the only one on the entire road, was cut here a thousand feet above the bottom of the gulch.

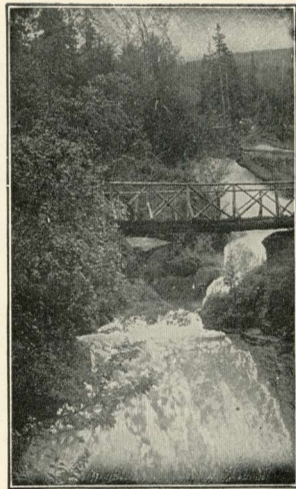
Inspiration Point. We have now reached an altitude of 2,400 feet. From here is seen a marvelous panoramic view of Nature's wonderland—the jagged Sawtooth Mountains to the southeast, the glacier-topped Mount Pinnacle to the southwest, and Lynn Canal in the distance to the south—(17 miles by rail but only 12 "as the crow flies"). All excursion trains stop here when coming down the mountain to allow tourists to photograph the scene. Considerable added interest occurs at this point in the monument erected here to the faithful pack horses that gave up their lives in the valley

below to further the interests and sometimes save the lives of their masters. The monument bears this inscription:

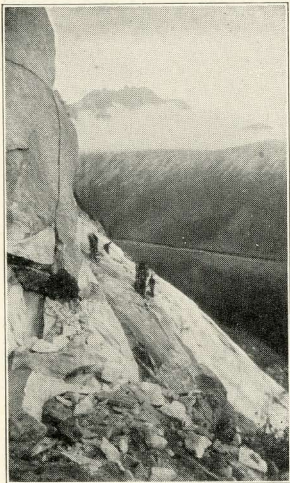
“‘The Dead are speaking. In Memory of us three thousand pack animals that laid our bones on these awful hills during the Gold Rush of 1897-1898. We now thank those listening souls that heard our groans across this stretch of years. We waited but not in vain.’ Placed by the Ladies of the Golden North and the Alaska Yukon Pioneers. Inscription by ‘Packer Jack’ Newman, 1929. Inception of Memorial by Florence Hartshorn.”

Dead Horse Gulch is crossed at about the 19-mile post by a steel cantilever bridge, 215 feet high, the most northerly bridge of its kind and height in the world. Here the old trail is well defined, and a splendid view may be had of the gulch that takes its name from the fact that here many faithful pack animals were sacrificed in the early days.

White Pass Summit. At this point, 20 miles from Skagway, the International Boundary is crossed at an elevation of about 2,900 feet. Here the Stars and Stripes and the Union Jack, on opposite sides of an imaginary line, but on the same side of a real line in human life, bid welcome to a land, not as many have pictured it—a mighty empire of ice and snow—“The Land that God Forgot,” but one where the summer of sunshine, flowers and beauty speaks a universal language that makes its spiritual appeal to all who love the sublime. It is from here that Summit Lake sends its waters to join others in forming the mighty Yukon that drains 150,000 square



Pitchfork Falls (see page 12)



*Cutting Railway Grade on
Tunnel Mountain, 1899*

(see page 14)

miles in Canadian territory and 180,000 in American territory, and after crossing and recrossing the Arctic Circle, finally joins the waters of the Bering Sea 2,100 miles distant.

For about thirteen miles beyond the summit the railway crosses a broad, high plateau, and from the train numerous mountain lakes may be seen. These lakes abound with fine trout and grayling.

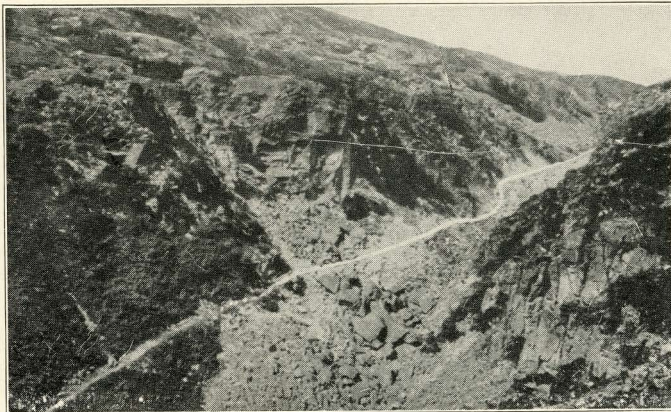
Log Cabin. 33 miles from Skagway, was at one time a good sized town and the headquarters for the Royal Northwest Mounted Police and Canadian Customs. It was also the terminus of the Fan-Tail Winter Trail to Atlin, over which the gold seekers stampeded to the gold strike in Atlin in 1898. This trail strikes the present lake route at Golden Gate, then up Taku Inlet to Atlin. The Tutshi mountain range, to the east of Log Cabin, abounds in mountain sheep, goats, grizzly bear, moose and caribou, also many varieties of game birds. For the next three miles the railway passes through a hunters' paradise.

Beaver Lake, on the west side of the railway near the 37-mile post, is in the Lake Linderman valley. This lake derives its name from the beavers which inhabit the lake.

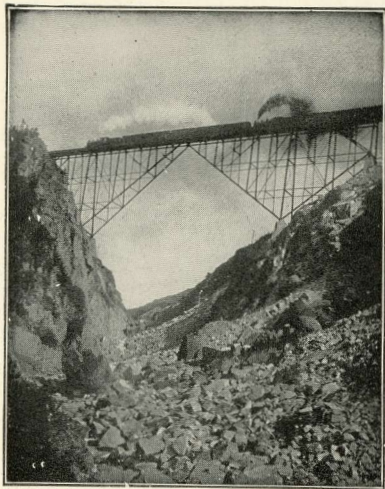
Chilkoot Trail. Just north of mile post 37 and small bridge numbered 37-A two brief glimpses may be had of Chilkoot Pass. It is the lowest divide off to the southwest and a short piece of Chilkoot Trail may also be seen extending down from the pass toward Lake Linderman.

Lake Linderman can be seen on the west side of the railway about mile post 40. The head of Lake Linderman was the terminus of the Chilkoot Trail and was the head of navigation during the early stages of the Klondike stampede before the White Pass Trail was used.

Bennett, located at the head of Lake Bennett, about 41 miles from Skagway, in the early days had a population of about 10,000 people and for a short time was the terminus of the railway. It was here, prior to the extension of the railway to Whitehorse, that the stampedeers built their rafts and crude boats in which to continue their journey through Lake Bennett to Carcross and into Tagish Lake; thence through Marsh Lake and Lewes River to Canyon City where some took the less dangerous but more arduous route overland to a point below Whitehorse Rapids, while the more venturesome



Dead Horse Gulch (see page 15)



*Steel Cantilever Bridge Near the Summit
of White Pass (see page 15)*

attempted, and sometimes succeeded in navigating Miles Canyon and the Rapids, where a toll of life was taken.

The company maintains an excellent restaurant at Bennett and the through trip is always broken at Bennett in either direction for lunch which is table d'hôte.

Lake Bennett. For 26 miles from Bennett station the railway follows the east shore of the brilliant, transparent waters of Lake Bennett. This ride is one of the interesting features of the trip. The mountains that skirt its shore tower a full mile above the lake. These mountains are of an old-rose color and along their sides will be seen countless beautiful wild flowers. When the water is calm there are beheld on its mirror-like surface reflections that are of surpassing beauty.

British Columbia-Yukon Territory Boundary. Just south of mile post 53, on an island in the lake, a sign "BC-YT," marks the boundary between these two Provinces.

Carcross is situated at the northern extremity of Lake Bennett, 67 miles from Skagway. Here the train crosses on a swing bridge the narrow neck of water between Lakes Bennett and Nares and enters Carcross, formerly called Caribou Crossing, because of the great herds of Caribou that at one time crossed this natural ford.

Mr. Patsy Henderson, a member of the party that discovered the Klondike, lectures at Carcross on the early days in the Yukon and the primitive methods employed to secure game, etc., and on the Klondike Discovery. There is no charge for this lecture. Don't miss it!

Connection is made at this point with the steamer *Tutshi*, on Tagish Lake, for West Taku Arm. Points of interest here are the Indian School and Fox Farms. There is good fishing and hunting around Carcross.

(For information in reference to the trip on to Whitehorse and Dawson City on the Yukon River, see page 23).

TO WEST TAKU ARM

The beauties of the trip to West Taku Arm through Tagish Lake and Taku Arm can no more be adequately described than one could set out in cold type a description of a beautiful painting or statue and convey to the reader any of the beauties of the work. Therefore, not much in the way of detailed description will be attempted. The entire voyage is on mountain lakes of a beauty of setting and color unsurpassed anywhere in the world, so we are told by world voyagers. Vistas of lake, and mountains beyond, a hundred miles in extent—mountains rising sheer from the water at our feet, towering a mile in the air—reflections of mountains on the smooth surfaces of the lakes, when the wind is still, that would put to shame the finest French plate mirror in existence—snow-capped peaks, whole ranges of them, back as far as the eye can see—glaciers of stupendous size—wide spreading valleys with their sides a riot of color resembling a painter's palette with colors splashed everywhere, all of these are seen with the makeup of the picture continually changing as the vessel steams along in the bright, lazy sunlight of the summer afternoon.

Reflections, which seem to be peculiar to mountain lakes, are superb on these lakes. The early morning reflections of mountains, when the air is still, is well worth an early rising.

Lake Nares. (Passengers wishing to be called during the night in case Northern Lights are seen will please leave word with the Purser). To give one a connected record of the trip the major points of the route are set out. Boarding the steamer *Tutshi* at Carcross about noon the vessel's prow is headed southeast through Lake Nares, a small lake between Lake Bennett and Tagish Lake, about three miles long. On our left, just after leaving, at the foot of the first big mountain, is the Choutla Indian School which is worth a visit and for which opportunity will present itself on our return from West Taku Arm. Just below, on the opposite side, are the buildings and pens of one of the first fox farms in the North.

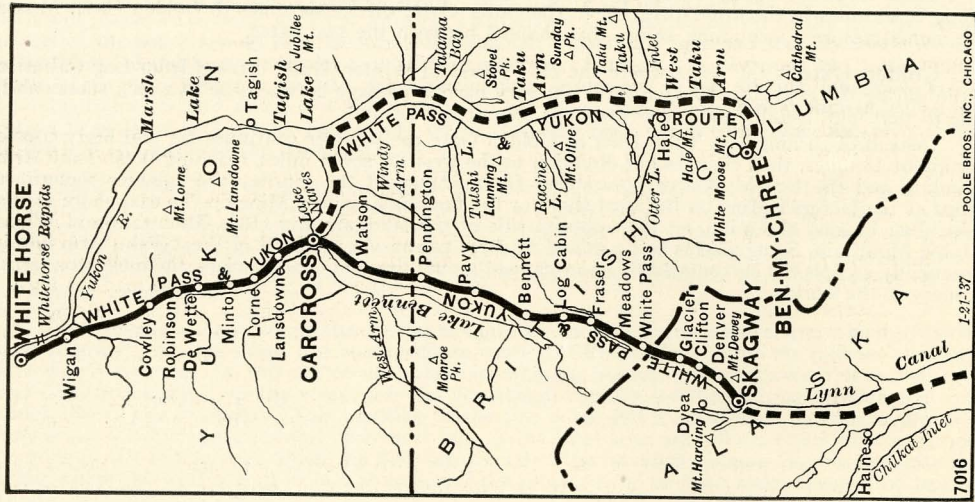
Tagish Lake, entered through a narrows, is a horseshoe-shaped lake with the entrance in the middle of one horn of the shoe. Our route now lies in a northeasterly direction. Behind us we see a long body of water named Windy Arm, from the fact that this narrow arm with its high mountainous sides forms a natural funnel and creates considerable wind. Down this arm one can see the old mining town of Conrad where the promoters built a theatre and other buildings and then started to look for a mine—unsuccessful so far.

Commencing a long turn to the southeast again we leave to our left the route, which so far we have followed, that the scows and boats took en route to Dawson City before the railroad was completed to Whitehorse. On this stretch of the lake we cross the boundary line between Yukon Territory and British Columbia. As the vessel gets the line abeam one can see the clearing through the trees which marks this boundary. This marking of the line is so that a prospector locating a property may know in which geographical division it lies, as the local laws are different and recording must be done in the territory in which the find lies. Shortly after we pass Talama Bay on the left; this being where the winter trail from Carcross to Atlin crosses over to Atlin Lake around the base of Jubilee or Minto Mountain.

Taku Arm of Tagish Lake. Turning sharply to the south we enter Taku Arm and continue along it 20 miles in the same direction to the Outer Gate, thence six miles to Golden Gate. Moose are sometimes seen swimming across this channel between the two gates.

Golden Gate is the point where the old "Fan-Tail Winter Trail" crossed from Log Cabin to Atlin during the gold rush. Golden Gate is a very narrow passage between the two rock shores and, due to that fact, usually good reflections are seen at this point.

Instead of turning into Taku Inlet at Golden Gate the steamer continues her southerly course for about 18 miles, then changes her direction to the west for seven miles, reaching West Taku Arm Landing and the Ben-My-Chree homestead. On this part of the journey the steamer sometimes stops at the Norgold Mine on the west shore or the famous Engineer Mine on the east shore of the lake. Just beyond the mine, on the opposite side of the lake, are Big Horn Mountain and White Moose Mountain. Some gold is being mined at these points. At the head of West Taku Arm one is practically completely surrounded by snow-capped mountains and dead glaciers, the most wonderful scenery in the world.



TO WHITEHORSE AND THE YUKON RIVER

Watson River. Leaving Carcross at the lake level the railroad climbs a low divide before coming down to the river level again at Whitehorse. The location of the line follows the Watson River valley and this tortuous river comes in sight many times during this climb, the top of which is reached at mile post 84.

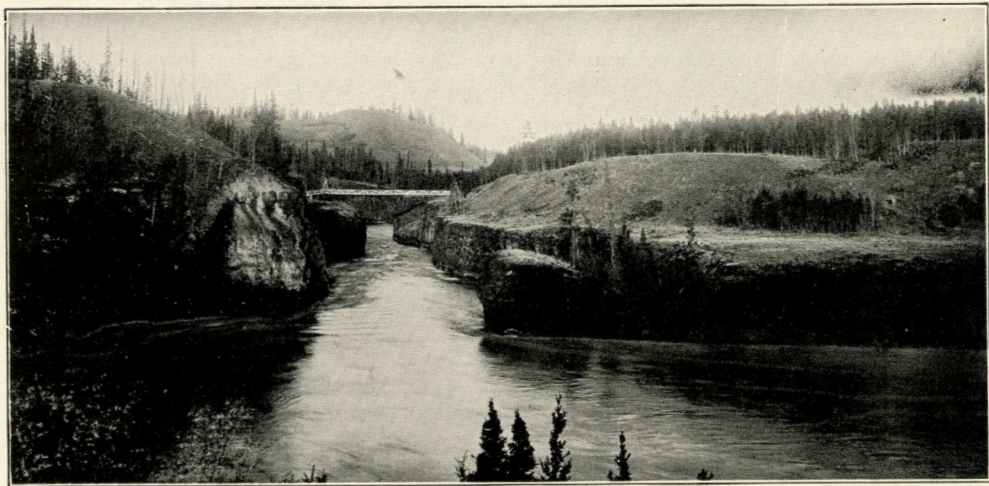
Lewis Lake is situated between mile posts 82 and 86. The railway crosses land that was formerly covered by the waters of several small lakes. At the time of construction of the railway it was thought advisable to shorten the distance between Lewis Station and DeWette, which could be done by lowering the lake about 10 feet and running the line along this lowered shore line. As no visible inlet or outlet could be found, a ditch 10 feet deep, 5 feet wide and 500 feet long was made through which the waters of the lake at first flowed very slowly, but in a few hours increased in volume to such an extent that the ditch was soon 700 feet wide and the lake eventually lowered 80 feet.

At Robinson, near mile post 89, on the left is a horse ranch with all buildings made of logs.

At Macrae, at mile post 104, the railroad crosses the Alaska Highway and the buildings still remain which were formerly the U. S. Army's railhead warehouses during the war. Also, at Macrae the pipe line from Norman Wells, N. W. T., comes in from the east and runs alongside the Canol pipe line on into Whitehorse.

Miles Canyon. A good view of Miles Canyon may be had to the east about mile post 106. The canyon and suspension bridge stand out in a beautiful picture far below the railway line. (See also page 24).

Ear Lake is situated on the west side of the railway a little beyond mile post 107. This is a very beautiful camping spot which is quite popular with the residents of Whitehorse. The lake is very peculiar in shape, resembling that of the human ear, hence its name.



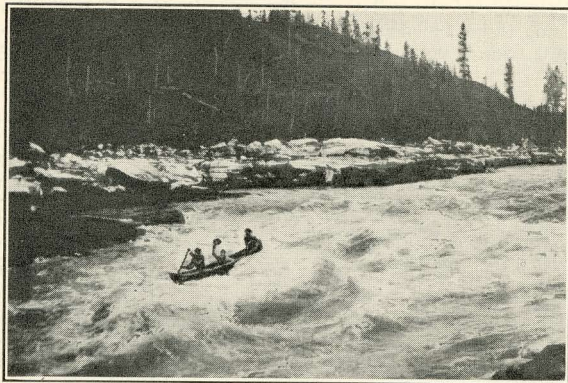
Miles Canyon and Suspension Foot Bridge

Whitehorse Rapids, located on the east side of the railway in the vicinity of mile post 109, is the climax of the 5-mile rushing and seething torrent of which Miles Canyon is a formidable part. Only a fleeting view of these rapids is caught from the train but a visit to them from Whitehorse should be made.

WHITEHORSE AND ADJACENT POINTS OF INTEREST

Whitehorse, the end of the railway, 110 miles from Skagway, is on the headwaters of the Yukon River. In the early days the site of the town of Whitehorse was on the opposite side of the river from its present location. This early day community was known as Closeleigh and one log building, which was the Dominion Telegraph office, is still standing. The remains of the Macaulay tram, known as the Whitehorse Rapids Tramway Service, which ran from Canyon City, above Miles Canyon, to the old town of Closeleigh, and which competed with the Hepburn tram, are still to be seen. Points of interest reached from Whitehorse are as follows:

Miles Canyon and Whitehorse Rapids. Those of us whose memories go back to the Klondike Gold Rush of '97 and '98 will recall the thrilling stories of men "shooting" Miles Canyon and Whitehorse Rapids. As one views the seething waters of the canyon and the rapids one cannot help but admire the courage and intestinal fortitude of the men who braved these formidable waters. Later on there were wooden rail tramways built from the head of the canyon—one the Hepburn tram (on the west side of the river)—to the foot of the rapids, and the other, the Macaulay tram (on the east side) to the old town of Closeleigh, as noted above, thus enabling those who preferred safety to transfer their outfits over the tramway at a cost of approximately three cents per pound. The remains of the Hepburn tram are rapidly disappearing but still provide a beautiful cleared pathway through the trees from the rapids to the canyon and a few of the old tram rails are scattered along the trail.



Shooting Whitehorse Rapids "with the Fear of Death as Pilot"

themselves and disappear in the quiet-flowing river below. The canyon and rapids may be reached on foot or by car at moderate rates.

Several years ago a motor road was constructed from Whitehorse to the Rapids and on to the head of Miles Canyon. A suspension foot-bridge, which was dedicated by Baron Byng of Vimy, then Governor General of Canada, was built across the canyon for benefit of visitors and the view from the center of this bridge of the seething waters below is a very impressive one. This is the only bridge across the Yukon River in its 2,061 mile course from Whitehorse to the Bering Sea.

Miles Canyon bears the name of General Nelson A. Miles, an early traveler and explorer of this country.

Whitehorse Rapids derives its name from the great manes of white spray and foam (in sea parlance, "white horses") that ceaselessly pursue each other through the rapids to spend

Whitehorse Airport. Reached by car and is situated on a high plateau west of the town. This is a key landing field of the Northwest and during war years it was enlarged and improved to take care of all classes of aircraft. It has all modern installations and accommodations in the way of hangars, living quarters and equipment, with cement runways. The Airport is bounded on the west by the famous Alaska Highway.

"The Old Log Church," erected in 1900 has great historical associations, cherishing among the names of its clergy and officers, Bishop Bompas, Bishop Stringer, Rev. H. A. Cody, Dr. C. E. Whitaker, and Robert W. Service. Robert Service's ballads, "Songs of a Sourdough," were penned in the study of the church of which he was a warden and the minutes of the meetings entered by his hand in the Minute Book of the Vestry, of which he was a clerk for some time, are shown to visitors.

On evenings when visitors are in town the Rector gives a lecture with lantern slides of Yukon and Alaskan scenes and events dating back to 1840. These lectures are free and all visitors are welcome. Do not miss this lecture; it will be one of the "high spots" of your trip.

Whitehorse Public Library. During the war the Library was burned to the ground but is operating again in temporary quarters. The reading room is open at all hours to the public. Book room open 7 to 8 P. M. Tuesdays and Fridays. Books are available to travelers at a nominal sum and payment of a deposit to be refunded upon return of the book.

Indian Graves. North of town, adjacent to 4th Avenue, within walking distance, is an Indian burial ground, many of the graves having small houses built over them which contain various articles for the use of the spirit of the deceased. This burial ground is worth a visit to anyone interested in Indian customs.

Sam McGee, the character made famous by Robert Service in his ballad, "The Cremation of

Sam McGee," lived in Whitehorse and his original cabin has been moved to a location just north of "The Old Log Church." It is not an object of beauty, but it is the real cabin built around 1900 and for many years has been of interest to visitors. The Whitehorse Men's Council is planning to use this cabin as a museum of early day relics and have it open at certain hours to the public. Sam McGee passed away in Calgary, Alberta, September 11, 1940.

Alaska Highway and Motor Trips. This famous highway is located two miles west of the town of Whitehorse and offers facilities for interesting motor trips on a fine road. The scope of such trips is entirely dependent on the length of time visitors spend in Whitehorse. Visitors who are in Whitehorse for one night only will ride on the highway en route to Whitehorse Rapids or Miles Canyon. Regular bus schedules are in effect on the Alaska Highway between Whitehorse and Dawson Creek, B. C., 919 miles southeast; Fairbanks, 607 miles northwest and Anchorage, via Fairbanks.

Royal Canadian Mounted Police headquarters for Yukon is now located in Whitehorse. In Gold Rush days more than 100 Mounted Police were stationed here. At present there are about 15 men in the Whitehorse Detachment.

Big Game Hunting Grounds, famous for Dall White Sheep, Fannin Saddle Back Sheep, Moose, Caribou, Black, Brown and Grizzly Bear, are reached from Whitehorse by car, aircraft and horse. Inquiries should be addressed to Government Agent, Whitehorse, Y. T.

Fishing. Excellent fly fishing for grayling can be obtained during June, July and August. Fishing grounds are about $2\frac{1}{2}$ miles from Whitehorse and may be reached by car or on foot. See W. D. MacBride in Whitehorse Depot for information. It is advisable to bring your own rod, flies and leaders as fishing tackle is hard to obtain in Whitehorse. For those who have a few days to spend in Whitehorse fishing trips may be arranged along the Alaska Highway where large lake and rainbow trout are plentiful.

TO THE KLONDIKE—THE YUKON RIVER TO DAWSON CITY

Transfer from the train to river steamers is made at Whitehorse.

It is impossible in this short sketch to properly cover or convey to the reader the full beauties of this 460 miles of river. It is a continually changing succession of pictures such as no one gallery could contain. Great vistas of rolling hills, sometimes bare, again heavily wooded; towering mountain ranges; high rock cliffs rising from the water's edge which funnel the waters into rushing rapids, stretches of quiet river between wooded banks, with occasionally a trading-post or wood camp with its signs of human habitation, all together form a picture that will live long in the memory of the traveler. We can only briefly refer to a few of the spots in the voyage.

Whitehorse is the head of navigation on the waterway commonly known as the Yukon, which empties into the sea at St. Michael, Alaska, over 2,000 miles distant. This river has three distinct sources: Atlin Lake, Summit Lake on White Pass Summit and Lake Linderman at the foot of Chilkoot Pass. These lakes are fed by glacier streams and creeks originating in the surrounding mountains. The Atlinto River connects Atlin and Tagish Lakes; Summit Lake through Tutshi Lake and Tutshi River enters Tagish Lake; Lakes Linderman and Bennett flow into Tagish Lake which lake is connected with Marsh Lake by the Tagish River. The waters from Marsh Lake enter the Lewes, or Fifty-Mile River, flow through Lake LeBarge to form Thirty-Mile River to Hootalinqua and the Lewes River to Fort Selkirk, where they join with the Pelly River to form the Yukon River proper.

During the trip we will probably stop several times to refuel, or in the parlance of the country, "wood up." As this usually takes some time it gives us a chance to go ashore and feel terra firma under our feet again and get acquainted with the real hermit of the country, the "wood chopper."

As soon as our boat whistles for the landing we will probably see him walking down to get our line, followed by four or five dogs and possibly by his horse which he uses to haul the wood to the bank where the steamer may easily reach it. These wood choppers are very picturesque people and always glad to break the monotony of their lives by a visit with the passengers from the steamer.

Our steamer leaves the dock at Whitehorse about 7:00 P. M., turns in the stream and heads for Dawson City, passing the shipyards on the left-hand side where the fleet is hauled out every winter and repaired in the spring in time to start the summer work again. The river at Whitehorse, as well as its entire length, is entirely frozen over, usually from November until the following April. As it will be daylight during the months of June and July and the first part of August until quite late, we still have some time for sightseeing this evening. On our right, just after we pass the shipyards, there are ranches devoted to the raising of silver foxes.

Just before reaching Lake LeBarge we see the remains of one of the old Royal Northwest Mounted Police posts. During the rush days all craft leaving Whitehorse were required to obtain a clearance from the police at that point and the occupants had orders to produce this clearance at each post along the river. In this way a record of all people going into the country was kept and should mishap befall any of them, searching parties were sent out for them. This system was in a great measure responsible for the high quality of law and order of this country during the rush days and in direct contrast to other pioneer countries.

Lake LeBarge, which we now enter, is about thirty miles long and up to five miles wide. It is entirely surrounded by mountains and the views on this lake in the evening are unsurpassed in our country. Looking at the mountain sides which rise sheer from the lake on the right hand side, one can see the different water marks away up their sides which show the lake level in the glacial ages past as this was one of the main drains from the great ice cap that lay with its peak somewhere around



Lake LeBarge

Atlin. To those who have read Robert Service's poem of Sam McGee this lake will have a further interest when it is known that the setting of that poem was along its shores. The steamer *Olive May* enroute to Whitehorse in the fall of 1898 got stuck in the ice on the flats at the head of the lake and was frozen in. The police at Tagish, which was their main post then (there being no town of Whitehorse at that time), had a report that there was a man down at the head of the lake sick with scurvy. Dr. Sugden was sent down to give medical attention and to bring the man back to Tagish. On Sugden's arrival he found his man dead, alone, the ground frozen and no tools with which to bury him. So, with his usual ingenuity, instead of taking the body back to Tagish, he placed the body in the fire box of the *Olive May*, cremated it, collected the ashes and took them back to Tagish as evidence to his superiors. Service and Sugden lived together in a cabin at Whitehorse and Service's "The Cremation of Sam McGee," recorded an actual early-day incident but, in doing so made famous his friend in Whitehorse, Sam McGee, who actually passed on but a few years ago.

On the left you notice the Indian village presided over by Chief Jim Boss. Years ago Jim learned the art of making money without the investment of capital. Lake LeBarge is claimed as his property and a party of stampederers who were unfortunate enough to break through the ice in the early spring were assessed 50 cents each for the privilege of bathing there. From this lake an enormous tonnage of fish has been taken. From 1900 to 1906 it supplied all our steamers and the town of Dawson City and, during the season of navigation in 1903, a ton and a half of fish per week was shipped from the lake.

The lake has also been an important link in the transportation chain during the spring. The river below Lake LeBarge frees itself of ice approximately a month earlier than the lake. Therefore, one or more steamers were wintered at Lower LeBarge or Hootalinqua and freight was brought in in the spring from Whitehorse to the foot of the lake by horses, caterpillars and trucks. This spring operation had its peculiar hazards as naturally the ice would become more rotten as break-up time approached. One spring as the last loads going down over the lake ice with horses, two horse teams,

trailing along one behind the other, the drivers saw the ice settling and water coming over it. The teams immediately began circling and spreading out until they found good ice and got close enough to shore to make a run for it. They just did make it—fifteen minutes later the break-up came!

In the very early days scows would be loaded at Whitehorse, floated down to the ice in the lake, then hauled out and loaded on sleighs, drawn across the lake by horses, launched again at the foot of the lake and again started on their long journey down the river to Dawson City, saving about three weeks in the spring.

Lower LeBarge. Shortly after midnight we clear the lake and pass the telegraph station at this point. In the spring freighting days, when great quantities of freight were going into the country, this was a very important place and had quite a population during the spring months. The system used with these men who were handling the lake work was that they received their pay at the end of the trip and the end of the trip was Lower LeBarge. Their pay for the round trip would often run into good-sized three figure amounts and anyone who has seen frontier countries can appreciate what this would mean. It was a common occurrence for two men to cut a deck of cards once, the stake being each man's entire receipts for his round trip or to see a man gamble his entire worldly wealth on the turn of a card in blackjack.

The Thirty-Mile River is narrow and rapid and the swift water and numerous bends accounted for the wreck of many scows and small boats enroute downstream in the hands of landmen during the early days. Here you will be treated to as fine an exhibition of nerve and judgment as can be seen any place in the world in these days when swiftwater steamboat handling is becoming a lost art. The water is beautifully clear and the bottom of the river can be seen quite clearly in the shallow places. There are lots of rocks and bars in this section and nearly all of them have a history.

About 24 miles above Hootalinqua we enter U. S. Bend where the widening channel forms a perfect letter "S." Some years ago one of the captains, in making an emergency run to the assistance

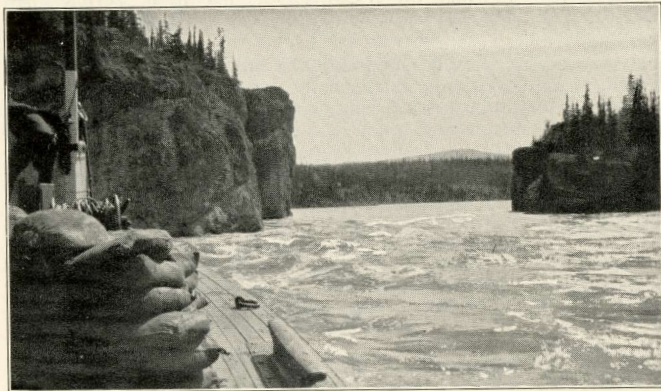
of one of our other steamers which was in trouble below there, ran this bend without slowing down or backing—a feat which, up to that time, had never been accomplished. However, since that time this has come to be more or less a regular thing.

In the quieter reaches of this river with the heavily wooded banks so close, there are some of the most beautiful views on this whole voyage. With the late evening sun setting in the west and throwing its alternate shadows and glows through the tree tops on to the smooth surface of the silent, swiftly running river there comes a sense of solitude and quiet that is strangely gripping and is a restful reaction from the scenes of strife, privation and super-human effort we have been living again in our imagination with the pioneers of the early days of the Klondike.

Hootalinqua, at the foot of the Thirty-Mile River and where the Teslin River joins it, is visited usually on the upstream trip. It was a very important point in the early days because the so-called All-Canadian Route up the Stikine River to Telegraph Creek and across to Teslin Lake and down the Teslin River to Hootalinqua joined with the Skagway Route at this point. One of the first steamers on the upper Yukon River was brought in, knocked down, in pieces that either a man or a horse could pack on their back and set up at Teslin Lake and then operated on its own power down to the Yukon River via this route.

Cassiar Bar, above Big Salmon, is a gold field which never has been worked out because the precious metal found here, while in paying quantities, is so fine that gold saving devices of the present day will not separate and hold it. Up to the past few years however, individual miners made a living rocking out gold on this bar.

Big Salmon is a police post and fur trading point. A short distance below this settlement is Goldpoint, a bar in the river in which there is reputed to be a great deal of gold only awaiting proper machinery and someone's faith to show its true worth.



Five Finger Rapids

Little Salmon was one of the most prominent Indian camps in the Yukon—having a white trading post and a church where a missionary held services for the natives during the summer season. The flu epidemic of 1917 practically wiped this settlement out as is evidenced by the small houses, painted bright colors, and cemetery that can be seen from the boat. Shortly after leaving Little Salmon we pass Eagle Nest Rock, rising about 1,500 feet above the river on the right.

Tantalus Butte Mine.

In the vicinity of Carmacks there are large deposits of coal and about two miles above the

town, on the right bank, is the Tantalus Butte Mine which has been in operation for several years. The coal obtained has proved very satisfactory and as the work progresses the quality improves. A considerable quantity of it finds a ready market in Dawson for power purposes and for heating

the homes in the winter. Fossils of ferns are very plentiful, showing that this species thrived here ages ago. There are no ferns in this section now.

The Tantalus Mine, located about one mile above Carmacks on the left side, suspended operations a few years ago because the vein was below the river level, necessitating considerable expense in pumping out the water. Much of the equipment has been moved to the new workings at the Tantalus Butte. The bunkers and dock are still visible.

Carmacks was named after one of the discoverers of the Klondike, George W. Carmack. The winter overland trail from Whitehorse to Dawson City meets the river at this point. There is a trading post here and also a police detachment. Fox farming is an important industry and the fertility of the soil is shown in the splendid vegetables raised in this section. A short distance below Carmacks may be seen the buildings at the site of the Five Fingers Coal Mine, the first one operated in the Yukon Territory, being discovered by Fritz Klope in 1900, but which is now abandoned.

Coming upstream, when we reach a point just above Tantalus Butte those who desire may leave the ship and take a four mile walk through the woods and then wait at the town of Carmacks for the steamer which in the meantime has had to traverse a big U-shaped piece of the river which will require about two hours on the upstream jaunt. The walk is delightful on a good road past Lake Kloooh and across Nordenskiöld River.

Five Finger Rapids. A couple of hours after leaving Carmacks we reach Five Finger Rapids and everyone should be on deck to get the thrill of shooting these rapids. The rapids get their name from the fact that four immense boulders of a conglomerate formation with the pebbles visible, just as you may see in concrete, rise in the middle of the river and with the sheer rock side walls of the river make five "fingers" of water. The intrusion of these rocks into the river, which is narrow at this point anyway, causes the rate of flow to considerably increase, and the water rushes and boils through all five fingers—only one of these fingers being practical for navigation.

In shooting the rapids it seems apparent, from the deck, that the steamer is headed right fair for the middle rock, but the pilot is simply bringing the boat into the position necessary to make the run and before one can catch one's breath, the rocks on both sides have hurtled by and the steamer is safely in the comparatively quiet waters below. A half hour below the fingers we pass through Rink Rapids, named for Dr. Henry Rink, famous explorer and authority on the North many years ago.

On the upstream trip we will have our second thrills with Rink and Five Finger Rapids. To one who has had an experience with river navigation this stretch of river will be a constant delight in the fine handling of the captain or pilot in these waters which, with inexperienced hands might be extremely dangerous, but in the hands of these men who have made this work their life study, it is simply a part of the day's labor. If we are traveling at a time of year when the river is high, when we get close up under Five Fingers our steamer will go to the shore and pick up a cable that has been made fast to the shore both below and above the rapids. This cable will be taken to our capstan and we proceed on our way up through the swift waters with the capstan on the forward end of the ship assisting the stern wheel.

Beyond Rink Rapids the spring floods have cut into the banks, washing away great bodies of earth, forming islands that break the river into many channels. Rugged mountains appear in the distance. In these clay banks can be seen a white strip, sometimes as much as six feet thick, formed of volcanic ash which fell over this whole section ages ago.

Yukon Crossing. About half an hour after passing through Rink Rapids we reach Yukon Crossing, so named because the overland winter trail between Whitehorse and Dawson City crosses the river at this point. In the winter months, before the advent of the airplane, travel was over ice. On the left shore you will notice the old police post buildings and road house.

In the past, during fall freeze-up and especially during the breakup in the spring, the ice jammed badly at this point and held the water back so that often the buildings were flooded and the residents driven to the higher ground. From the time the ice began to run in the river in the fall and until the river froze solid, there was oftentimes a period of a month, and as the mails had to be handled regularly they were taken across the river in canoes through the ice with the man in the bow of the canoe fending off the ice floes with a pole. This was a dangerous undertaking, but it was a tribute to the courage and resourcefulness of the men in this territory that few fatal accidents ever occurred.

Minto, about 20 miles beyond Yukon Crossing, is named after a former Governor-General of Canada. This place gained some prominence in the early days by reason of the fact that one of the most sensational murders in the history of the territory was committed near here when a man named O'Brien killed three men—Clayson, a merchant of Skagway; Rolf, and Olson, a government telegraph lineman—who were mushing out from the Klondike in the winter of 1899. In those days before the Overland Trail was built, the winter trail was up the river. Relatives and friends of the missing men whose homes were in Skagway, reported their disappearance to the ever-vigilant police. No record could be found of them after leaving Minto, so Detective Walsh started on their trail. About a mile and a half above Minto he found where the murder had been committed and where the victims had been put in the river through a hole in the ice. A short distance above Walsh discovered the place where O'Brien had made camp. He also found some shavings made by an auger, which furnished the conclusive evidence necessary to convict the murderer. O'Brien was caught at Tagish post and a search revealed the fact that holes had been bored in the wooden runners under the steel shoes of his sled, and in these he had placed about \$6,000—mostly in gold dust—which he had taken from his victims. He was tried at Dawson City and speedily convicted. It took months of hard work and cost the Canadian Government \$150,000 to get the evidence to convict O'Brien.

The Overland Winter Trail between Whitehorse and Dawson City is visible from the steamer



Yukon River



A Trapper's Outfit

at various points between Yukon Crossing and Selkirk, a section of the trail always referred to as the "skyline piece", account it being so high above the river.

Hellsgate. Almost every river has its Hellsgate and the Yukon is no exception. Situated a few miles below Minto, this formerly was a bad piece of water due to the fact that the river was narrow in the actual gate and then spread out over the entire country-side beyond, leaving not enough in any one channel to navigate. However, a considerable amount of work on the river bed has taken most of the "Hell" out of the Gate.

Fort Selkirk is reached in the early evening, situated just below and across the river from the confluence of the Pelly and Lewes Rivers, which form the Yukon River; the Indian term Yukon meaning "Big." It was formerly a Hudson's Bay trading post. In the early 1840's the Pelly Indians raided this post, killed the factor in charge, and burned the buildings. The post was not rebuilt. In 1898, the Canadian Government sent in a force of 112 militia over the Teslin Trail to Selkirk, where they were stationed for a year for the purpose of guarding the gold shipments, later being moved to Dawson City. With the establishment of the Royal Northwest Mounted Police at the numerous posts throughout the Yukon, these soldiers were not needed in the North and therefore, were transferred to other points. Log buildings were constructed for military and police barracks during these times and most of these old buildings are still standing.

In the rush days Fort Selkirk boasted five large stores and three hotels. It is an important trading center for the Indian and white trappers from the Pelly and Macmillan districts and even from the far-distant Peel River furs often are brought here and sold. Great numbers of "husky" dogs are to be seen at this point, some of these being splendid specimens, but the great majority being the Indian type—short in stature and long in endurance. These animals are in great demand either as pack dogs in the summer or in the harness during the winter months. When making a landing

here these huskies line the river bank awaiting any morsel of food which may be thrown ashore to them, and tossing a bone in their midst is the signal for a free-for-all fight.

The country at the headwaters of the Pelly and Macmillan (a tributary of the Pelly) abounds in big game: bear, moose, woodland and migratory caribou and timber wolves are very plentiful. This district is also the home of mink, marten, wolverine, beaver, ermine and muskrat and the fur is of wonderful color and texture, presumably due not only to the extreme cold of the winter months but also to the fact that this country is densely timbered, protecting the hair from the bleaching rays of the sun.

On the right shore, opposite Selkirk, you may see the Pelly Ramparts, great palisades of volcanic rock extending for a considerable distance downstream. Geological experts have reported that this formation is comparatively recent and that it is identical with diamond-bearing strata found in other localities.

Across from Fort Selkirk, on the shores of the Pelly River, is the Pelly Ranch where for years hay and some grain have been grown and quite a number of horses and cattle have been raised and sent to Dawson City and other parts of the territory. Looking up the Pelly River from just above Selkirk one can see the mass and crater of an old, extinct volcano which probably produced the volcanic ash we have been seeing on the banks all during the day. About four miles below, on the same side of the river as Selkirk, is the Horsfall Ranch, another monument to the fortitude and hardiness of the rancher in this country.

Victoria Rock is about two miles below Selkirk. Whether viewed while the steamer is proceeding downstream or on the southbound voyage upstream, the profile of Britain's beloved Queen is plainly discernible.

Kirkman Creek and Thistle Creek. Kirkman Bar has been, in times past, a serious obstacle to navigation, particularly in the fall. In the fall of 1903 there were seven vessels at one time stuck

on this bar and one of them, the *Canadian*, had to be left there all winter. Thistle Creek has been the prospectors' hope and despair. Pockets of gold, immensely rich, have been struck in various places along the stream and the creek is still a good producer, but the real paystreak has not yet been located. Skeletons of a prehistoric buffalo have been found in the diggings on Thistle Creek, some of them being in very good condition.

Near this point the river widens considerably and countless islands are to be seen. During the spring and summer months, in years past, these islands were favorite haunts of the moose who found protection for themselves and their young from predatory animals. Along this stretch of the river during the summer months the migratory caribou used to be seen in great numbers and, when herds of these animals were swimming the river, it was sometimes necessary for steamers to make a landing to avoid running them down.

White River is the only large river that enters the Yukon between Whitehorse and Dawson from the west or south side and is also the only glacial stream entering the Yukon in this section. The rivers that enter from the east and north are all natural drainage streams with source in the Rockies. While rainfall has a great deal to do with their stage of water, the White River is not so much affected by rainfall, instead its stage of water is greatly affected by warm sunshiny weather on the glaciers causing them to melt rapidly and throw great volumes of water down this stream. These freshets carrying a bore down the river sometimes make navigation hazardous. This glacial water also carries a large amount of sediment in suspension and the water from the White River is always milky, which gave the river its name. The White River was used some during the Shushana Stampede in 1913 and small steamers plied as far up as the Donjek. There are known to be extensive deposits of copper and tin in the country at the headwaters of the White River, but due to the uncertain and difficult navigation of the river it has been impractical so far to work them. Pure copper nuggets weighing sometimes two and three hundred pounds are found on the surface of this country.

Stewart City is near the mouth of the Stewart River. One hundred and seventy-five miles up the Stewart River is the silver lead mining town of Mayo which is fast coming to be recognized as one of the important silver and lead deposits on this continent. At this point, boats plying the Stewart River, which are smaller than those on the main river, take their cargoes of merchandise from the main river boats and give them in turn the ore to be carried "outside" to the smelters. At Stewart City are some wonderful gardens as the soil of the island on which Stewart City is situated is exceptionally fertile.

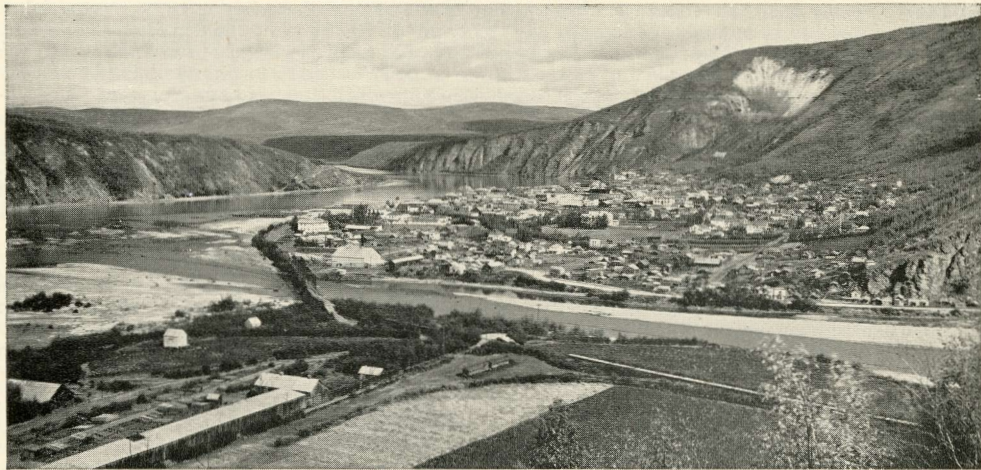
Rosebud Creek, north of Stewart and entering the Yukon from the east has, like most all the creeks in this district, seen its share of prospectors although no large discoveries have been made.

Should your steamer happen to be between Stewart and Ogilvie about sundown you will, if the weather is good, have an opportunity to view a most magnificent sunset. The colors in the sky from this area are usually very beautiful.

Ogilvie, near the mouth of the Sixty-Mile River, was named after the late Mr. William Ogilvie, a Dominion Government engineer, who made a survey of the Yukon and Lewes Rivers as far as the Alaskan boundary long before the discovery of the Klondike. The authentic maps and data prepared by him years ago are still in use and form a fitting memorial to a man whose name is inseparably linked with the history of the Yukon pioneers. His book, "Early Days in the Yukon," is well worth reading.

Messrs. Harper and Ladue maintained at Ogilvie one of the first trading posts in this country. In 1898, these men joined the stampede into Dawson City and the building was then used as a road house by the Royal Mail Service. It is still to be seen here, together with other cabins, one of which is the Dominion telegraph office.

The Sixty-Mile River, opposite Ogilvie, has been the scene of many stampedes and a number



Dawson—The Klondike

of miners have worked this stream in recent years. It was the scene of operation of the French Mining Syndicate from 1899 to 1906 and the old workings can be seen from the river.

Indian River has been the inspiration for a number of stampedes in the last 20 years, but has to date produced nothing much else.

Monte Cristo Island, opposite the mouth of Ainsley Creek, was the scene of a fake stampede in 1898 when a group of confidence men salted some of the ground. The hoax was so evident, however, that the perpetrators were apprehended and for five years they assisted in providing the firewood for the Mounted Police barracks in Dawson City without remuneration.

Swede Creek, which has become the picnic ground for the people of Dawson City who use the river and canoes as a means of transportation, is passed on our left. It is also the site of a Dominion Government Agriculture Experimental Station.

The Klondike River enters the Yukon on our right and looking ahead we can see Dawson City.

Dawson City, named after Dr. George M. Dawson, Director of the Geological Survey of Canada, and which is our objective, is heralded by the view of a scar on a distant hill. This scar was caused by a slide of rock and shale which happened long before the coming of the white man. The Indians have an interesting legend about a village being buried beneath it. Some imaginative traveler in the early history of the Yukon named this "Moosehide" account the slide's hide-like shape and, to this day, the native village, located a mile or so downstream, is known as the "Moosehide" village. Dawson City is located at the mouth of the Klondike River; the word Klondike being a corruption of the Indian name Tron Deg. It is 460 miles by river and 360 miles by winter trail from Whitehorse. Gold was discovered in this district on August 17, 1896, by George W. Carmack, Robert Henderson and two Indians, Skookum Jim and Tagish Charlie. When news of the strike reached the outside world thousands of persons started for the new diggings. During the succeeding eight years about

\$100,000,000 was taken from Eldorado, Bonanza, Dominion, Hunker and Sulphur Creeks and their tributaries.

You have now traveled over the same route as did most of the pioneers, but your trip will have been made in comfort. In the early days there was an endless stream of scows, rafts and small boats along the river, many of them hard aground on sandbars. One scowman was asked how he avoided these bars and he promptly replied that he couldn't get on them because all of them were occupied. During the great rush the waterfront from the mouth of the Klondike downstream for about a mile was lined with rows of miscellaneous craft which, as the waters receded, were left aground on the mud flat. Some were used as temporary living quarters until the occupants could erect suitable cabins ashore. Log buildings sprung up with mushroom rapidity. Tents were boarded over to make them livable during the approaching winter; much of the lumber being obtained from the scows which were torn to pieces for the precious material which they contained. Day and night a stream of humanity poured into Dawson City. Dance halls, saloons, and gambling places ran wide open for the full 24 hours. Streets were packed with people day and night. Miners from the creeks with pokes of gold divided their time and new-found wealth between the bars and gambling places, or, tempted by the smile of a dance-hall girl, polkaed and waltzed until their poke was flat. The local Chamber of Mines has opened the old Palace Grand Theatre, one of the finest theatres of its day, to the tourists and it was in this theatre that Majorie Rambeau, among others, tread the boards. Alex Pantages was at one time employed at the Palace Grand Theatre—the Opera House of '98. You will perhaps dine in a modern restaurant which was once the famed Flora Dora Dance Hall where the riotous atmosphere of the Days of '98 still lingers through wall paintings depicting those lush days.

In those early days communication with the outside world was difficult and newspapers were at a premium. To provide a service that would bring the miners into his establishment, an enterprising saloon-keeper had his newspaper, as often as the mail arrived, read from the front page

through want ads to the assembled miners by a man standing on the bar. Needless to say, on paper days that house did a good business.

Money, of course, was plentiful and some of the stories of the gambling are almost past belief. One well-known character by the name of "One-eyed Riley" won \$17,000 in one poker game in Dawson City and started for the outside with his gains; arriving in Whitehorse he engaged in a game of craps and in three passes lost \$3,000. Believing that Lady Luck had deserted him, he moved on to Skagway where he again got a hunch that a winning streak was due, with the result that he started to gamble again and was soon cleaned of every dollar and immediately he turned around and started back for Dawson City to try to rehabilitate his lost fortune.

Stores were established in crude quarters. All commodities, with the exception of rifles and ammunition, were very scarce and prices were sky-high. Many of the stampedeers considered firearms excess baggage after arrival in Dawson City and disposed of them at any figure offered. Efficient police maintained law and a semblance of order. Pipe and fittings were necessary in steam-thawing the frozen ground along the creeks. Engineers on the first steamers reaching Dawson City were offered large sums for these articles and their refusal to sell resulted in many attempted thefts.

Shortage of foodstuffs caused keen suffering. Fresh fruits and vegetables were practically unknown and an epidemic of scurvy took its toll. One Englishman who came over the Edmonton Trail, which was via the Great Slave, Great Bear Lakes, Mackenzie River and down the Porcupine River and then up the Yukon River from Fort Yukon to Dawson City, arrived in Dawson City flat broke but with the Englishman's love of his marmalade, he had laid in a big supply of this in his outfit. As soon as the miners, or would-be miners, heard of this he was besieged on every side and by nightfall he had no marmalade but lots of money.

Dawson City's restaurants today offer you excellent meals, the menus making specialties of the Yukon game and vegetables. Trips by automobiles to the creeks afford you the opportunity

of viewing dredges in operation—less romantic but far more efficient than the rocker and sluice box methods of the early days. A trip to the Dome, 1500 feet above the river, will provide an excellent view of the surrounding country and from this point during the months of June and early July the sun may be seen for practically the entire 24 hours. Robert W. Service's log cabin, the home of the north-land bard during his residence in Dawson City, is visited annually by hundreds of travelers.

At Dawson City we see what once was the largest establishment of the Royal Canadian Mounted Police in this territory; their barracks and grounds being an interesting place to visit. Due to the fact that Whitehorse during the war years "boomed" beyond all belief, the headquarters of this force was moved to the southern end of the territory and all that now remains in Dawson City are a few members of the famous force and the buildings which once housed their headquarters. A whole book could be written on the history of this wonderful organization and we have not space here to do more than touch on one episode which is typical; it shows the calibre of the men and the fact that duty is their only objective in life. Inspector Fitzgerald with Private Taylor and three others were to bring the mail from Fort McPherson to Dawson City one winter. Fitzgerald was a new man in the territory and his local knowledge was not great. His appreciation, however, of his rank as Inspector was very well founded in his mind and he, therefore, would not take any advice from a "buck policeman." The result was that against the advice of Taylor, who was an old hand, he took the wrong trail and the party was lost. Sergeant Dempster in Dawson City was awaiting the arrival of the Fitzgerald party to start with the return mail from Dawson to Fort McPherson. When Fitzgerald did not arrive on time it was decided to send Dempster out to find him and being asked how long he thought it would take—with the almost uncanny intuition of the experienced man in that

country—he visualized practically what had happened to the party, stated that it would take 20 days to reach them and six days from where he felt they were for him to reach Fort McPherson. As an actual fact, it took him exactly 26 days to take three of the bodies into Fort McPherson, two of them having been buried by their own comrades after the party had become lost.



CLIMATE

Summer is in full swing by June 1st; the breakup of winter occurring in late April and early May. In these northern latitudes there is only a very short spring. Summer weather continues warm and mild till about September 15th. All of the months of June, July and August are enjoyable outdoor summer months.

TABLE OF DISTANCES

From Skagway to	<i>Miles</i>	From Skagway to	<i>Miles</i>	From Skagway to	<i>Miles</i>
Seattle.....	1,000	Big Salmon River	236	Eagle City (Ft. Egbert) ..	673
Victoria.....	927	Little Salmon River	271	Circle City.....	848
Vancouver.....	867	Five Finger Rapids.....	337	Fairbanks (via Circle) ..	1,010
Prince Rupert.....	433	Rink Rapids.....	343	Seward (via Circle)....	1,480
Summit of White Pass ..	21	Yukon Crossing.....	347	Seattle (via Seward) ...	3,084
Bennett.....	41	Selkirk.....	393	Teslin.....	226
Carcross	68	White River	491	Watson Lake	395
West Taku Arm	147	Stewart River.....	501	Lower Post.....	410
Whitehorse.....	111	Mayo Landing.....	680	Fort Nelson	750
Head of Lake LeBarge ..	136	Sixty-Mile River (Ogilvie)	524	Fort St. John	983
Foot of Lake LeBarge ..	170	Dawson City, Y. T.	571	Dawson Creek, B. C. ...	1,030
Hootalinqua.....	201	Forty Mile.....	624	Dry Creek, Y. T.....	375

ALTITUDE ABOVE SEA LEVEL

	<i>Feet</i>		<i>Feet</i>		<i>Feet</i>
Skagway (Broadway St.)	16	Carcross.....	2,164	Dawson City, Y. T.	1,200
Summit of White Pass ..	2,885	West Taku Arm.....	2,165	Circle City.....	900
Log Cabin.....	2,916	Whitehorse.....	2,079	Fairbanks.....	448
Bennett.....	2,158	Fort Selkirk.....	1,555	Dawson Creek, B. C. ...	2,194

BANKS

Banks are located as follows:

Skagway: Bank of Alaska. Whitehorse: Canadian Bank of Commerce. Dawson City, Y. T.: Bank of Montreal and Canadian Bank of Commerce. Dawson Creek, B. C.: Canadian Bank of Commerce.

TRAVELERS' CHECKS AND FUNDS

Either American or Canadian funds are accepted in Canadian territory.

Travelers' checks issued by banks and express companies are accepted throughout the North by merchants, hotels and the White Pass and Yukon Route.

Railway Express Agency maintains offices at Skagway, Carcross, Whitehorse, Dawson City, and at Fairbanks for transportation of baggage that is not to be checked and other merchandise and for money orders.

W. P. & Y. ROUTE CONDENSED RAIL TIME TABLE

No. 5	No. 3	No. 1				No. 2	No. 6
Monday Tuesday Thursday Friday Saturday	‡Sunday Wednesday	‡Sunday Wednesday	Distance from Skagway	Altitude Above Sea Level	STATIONS	‡Sunday Wednesday	Monday Tuesday Thursday Friday Saturday
*8:45 AM	*‡8:30 AM	*10:00 AM	0.0	0	Lv.....Skagway.....Ar	4:25 PM	3:05 PM
10:25 AM	9:40 AM	11:40 AM	20.4	2,885	Lv.....White Pass.....Lv	2:45 PM	1:25 PM
11:00 AM	10:10 AM	12:15 PM	32.7	2,916	Lv.....Log Cabin.....Lv	2:10 PM	12:50 PM
11:25 AM	10:35 AM	12:40 PM	40.6	2,158	Ar.....xBennett.....Lv	1:45 PM	12:25 PM
11:55 AM	10:35 AM	1:15 PM	.....	.....	Lv.....xBennett.....Ar	1:15 PM	11:55 AM
1:09 PM	11:40 AM	2:29 PM	67.5	2,164	Ar.....Carcross.....Lv	12:06 PM	10:46 AM
1:22 PM	.....	2:42 PM	.....	.....	Lv.....Carcross.....Ar	11:50 AM	10:46 AM
3:20 PM	.....	4:40 PM	110.7	2,079	Ar.....Whitehorse.....Lv	10:15 AM	9:10 AM

*Alaska Time—one hour slower than Pacific Time.

‡West Taku Arm Special leaves from Skagway Wharf. Other trains leave from Depot.

xMeal Station.

‡Except those Sundays when Canadian passenger steamships do not arrive Skagway.

ALASKA HIGHWAY SERVICE

This company is operating the B. Y. N. Bus Lines in frequent service on the Alaska Highway west from Whitehorse with connections to Fairbanks and Anchorage and south from Whitehorse to Dawson Creek, B. C. At Dawson Creek connection is made with train or bus service to Edmonton, Alberta from which latter point connections by rail, plane, or bus may be made for all points in Canada and the United States.

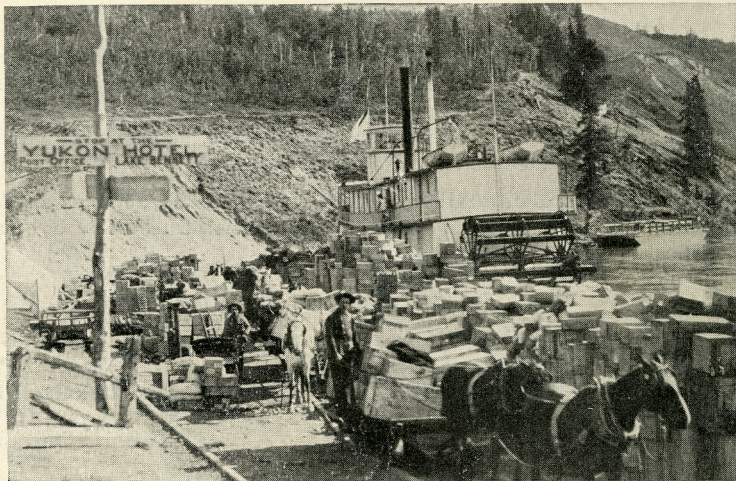
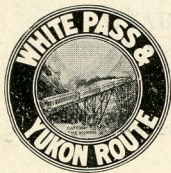
Further particulars regarding services, rates, schedules and reservations on our trains, steamers, or busses will be gladly given by either of the officials listed below or by any railroad or steamship agent or authorized tourist agency.

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J. G. BLANCHARD
General Passenger Agent
407 Douglas Bldg.—P. O. Box 1846
Seattle 11, Washington and
Skagway, Alaska

*"If you've lived up in Alaska,
Where the Arctic breezes blow,
Till you've seen the Autumn ice
come,
And you've seen the Spring ice go,
And survived one long dark winter
When the Mercury ran low
You can drop the name 'Chechako'
And become a 'Sourdough.' "*

Esther Birdsell Darling



Canyon City—Loading freight to tramcar to haul around Miles
Canyon and White Horse Rapids
—Summer 1899