

Alaska



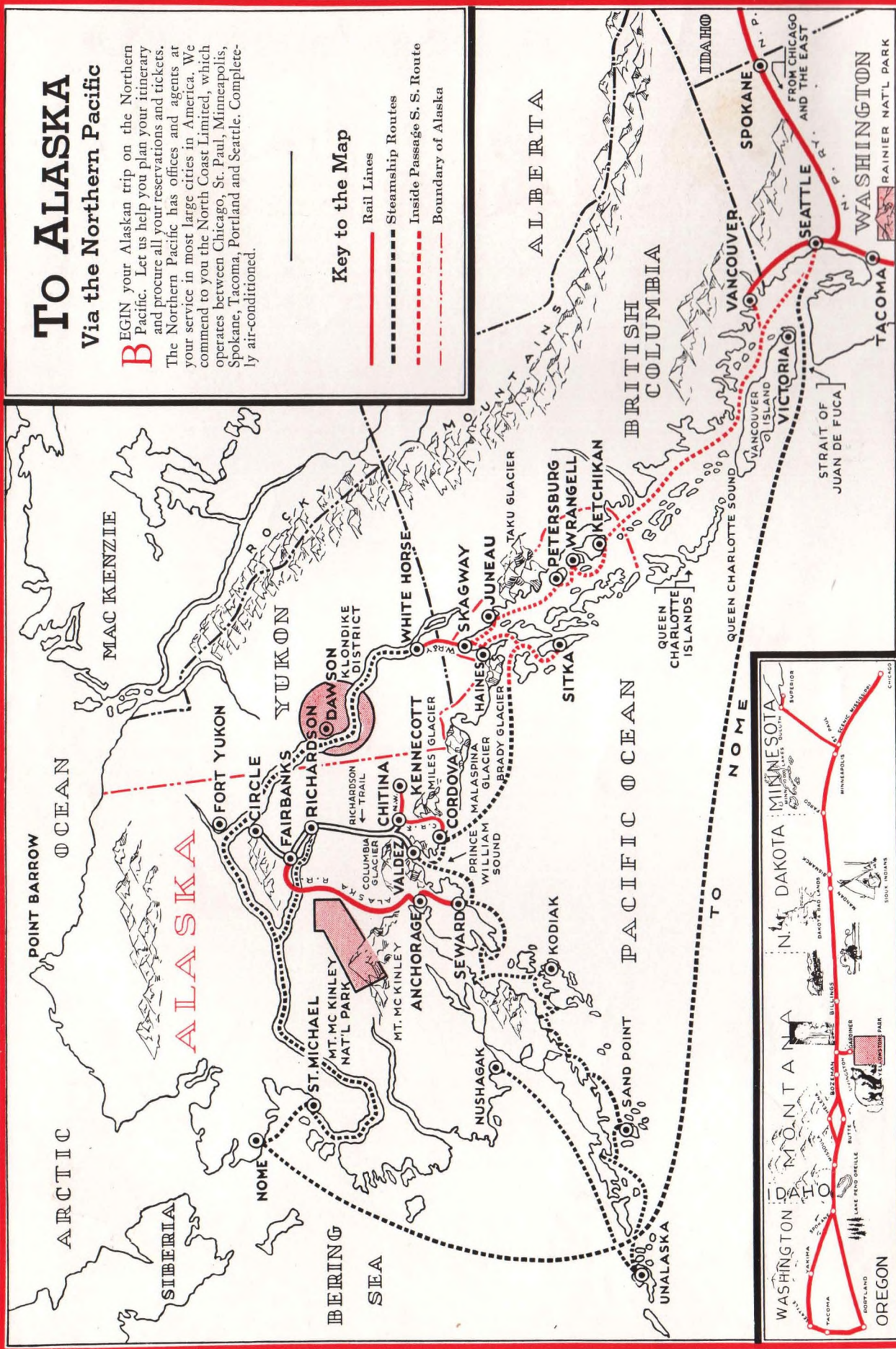
TO ALASKA

Via the Northern Pacific

BEGIN your Alaskan trip on the Northern Pacific. Let us help you plan your itinerary and procure all your reservations and tickets. The Northern Pacific has offices and agents at your service in most large cities in America. We commend to you the North Coast Limited, which operates between Chicago, St. Paul, Minneapolis, Spokane, Tacoma, Portland and Seattle. Completely air-conditioned.

Key to the Map

- Rail Lines
- - - Steamship Routes
- · - · - Inside Passage S. S. Route
- - - Boundary of Alaska





*"Let us probe the silent places,
Let us seek what luck betide us;
Let us journey to a lonely
land I know.*

*There's a whisper in the nightwind,
There's a star a gleam to guide us.
And the Wild is calling, calling — —
— — let us go."*

ROBERT W. SERVICE.



VACATION TIME—what an opportunity for us to travel to new and interesting places, to make new friends, to learn more of the world, its ways and its people! Long, carefree days in the mountains—the tang of the ocean—far cities—and undreamed-of friendships.

For your vacation this year, to answer your longing for rest and adventure, we suggest ALASKA.*

You know the romance of the old Alaska. You picture its silent Polar seas, snow-crowned mountains, strange Esquimaux, brilliant Northern Lights spreading over midnight skies. You recall—with the spirit of adventure—the sensational Klondike "gold rush" of '96 and '97, thrilling again at its tragedies and triumphs. Of course, Alaska has progressed with the rest of the world, but travelers find enough of the old days, and the men and places that made them, to enliven a journey, which, for historic and scenic interest to the American, has no equal anywhere.

Railroads have pierced the far interior of Alaska, and youthful cities, cupped at the foot of mountains beside the sea, handle surprising commerce. What a picture! Frontier Alaska and the new Alaska—planning, building, growing!

And what a land to travel to! Alaska has "Alps" of her own, set in wild Arctic splendor. From restful steamer chair, or observation train seat, you view the sights as you go.

***We will be glad to plan an itinerary for you which will bring you the most possible enjoyment for the vacation fund you can afford to invest. Northern Pacific Railway, St. Paul, Minn.**



**Recommended Cruises
See Pages 29-30-31**





HISTORY—Great Britain, France, Spain, and the United States explored the magnificent but forbidding Alaskan coast. The Russian flag was first, however, and Russia ruled Alaska from 1730 to 1867, when the Territory was sold to America for \$7,200,000. Alaska has since produced \$1,250,000,000 new wealth.

By
SYDNEY
LAWRENCE

NORTHERN
PACIFIC
Ry.



NORTHERN PACIFIC RY.



GOLD—Fortune-seekers in Dawson listen to reading of the only newspaper in Camp. July 17th, 1897, the S. S. "Portland" reached Seattle with a "ton of gold" from the Klondike, and a cargo of rich prospectors. This fired the imagination of the world and thousands of men and women rushed to Alaska. Think of \$200.00 to \$1,800.00 per pan on Klondike River! Four miles of gravel on Eldorado Creek produced \$30,000,000.

ASAHIEL CURTIS

NORTHERN PACIFIC RY.



NATIVES—Attu, Haidah and Atka baskets, Thlinkit bead-work, Chilkah blankets and Sitkan moccasins are offered to travelers by natives along the way. Piers and town sidewalks are their favorite sales places. "Inside Passage" Indians are Thlinkets, Chimsyans, Haidahs, Koloshes, Yakutats, Strikines and Sitkans. The Eskimo, or Innuited tribes, dwell on Bering Sea and the lower Yukon.



NORTHERN PACIFIC RY.



SEALS AND DOGS—1,318,000 seals live on the Pribilof Islands, about 50,000 being killed for fur each year, under control of U. S. Government. "Open sea" sealing has been abolished by international treaty.

In Alaska, dogs furnish winter transportation everywhere. The Malamute and Huskie are as big as St. Bernards, powerful, dynamic and swift.

© GEO. L. JOHNSON

NORTHERN PACIFIC RY.



Traveling to Seattle, Gateway to Alaska



LASKA-BOUND travelers, who include the Pacific Northwest in their itineraries, find the enjoyment of their vacation beginning long before they embark at Seattle, Vancouver or Victoria for the thrilling cruise up the Inside Passage.

Much of America's finest scenery lies along the Northern Pacific—the 10,000 Lakes Region of Minnesota, 28 ranges of the magnificent American Rockies and Cascades, and scenic rivers for 1,406 miles; past the rapids of the Yellowstone, which is followed for 341 miles, plied the fleet canoes of Indians when the country was young; and along some of the shadowed forest trails Lewis and Clark passed more than a century ago. In the fantastic, colorful "Bad Lands" of North Dakota they wintered with the Mandan Indians in 1804; and in 1807, John Colter, a member of their party, chanced upon the mysterious geysers, boiling lakes, strange, brilliant pools and volcanic mountains of the Yellowstone region, reporting his discoveries to civilization. One can hardly pass through this way without satisfying a persuasive desire to explore personally the wonders of Yellowstone, hidden away behind the black, rugged peaks of the Rockies, south of Livingston and Bozeman, Montana. Today the romance of the old Northwest mingles strangely with the new. Busy, modern cities stand on the site of old, fur-trading posts; horizon-wide fields cover the once barren prairies; and factories hum beside the river rapids.

To the newcomer, the Northern Pacific Coast country is profoundly inspiring. Rainier National Park and its stupendous glacier-clad

mountain; the Pacific beach resorts; Mt. Baker's luxurious Alpine lodge; and the splendid cities of Spokane, Tacoma, Portland and Seattle are places the traveler may conveniently visit on the way to Alaska.

Fast, transcontinental, steel trains are operated by the Northern Pacific Railway from Chicago, St. Paul, Minneapolis, Duluth and Superior west; or, one may go from St. Louis, Omaha, Kansas City, Denver and other cities, via the Burlington Route to Billings, Montana; thence via Northern Pacific to the Coast.

The North Coast Limited, completely air-cleaned and conditioned, is particularly recommended to you for swift, luxurious transcontinental service. This train carries deluxe Pullmans, modern tourist sleepers, new-type coaches, an observation car with ladies' lounge, ladies' bath, card and smoking rooms, barber shop, gentlemen's bath and valet, library, general lounge, soda fountain and sight-seeing platform. Northern Pacific dining cars are famous for good meals, for "Big Baked" potatoes, superior meats, vegetables, dairy products and desserts.



NORTH COAST LIMITED CROSSING THE CONTINENTAL DIVIDE

A spectacularly scenic route, splendid equipment and a courteous personnel combine to make a journey on the air-conditioned North Coast Limited a pleasurable experience.



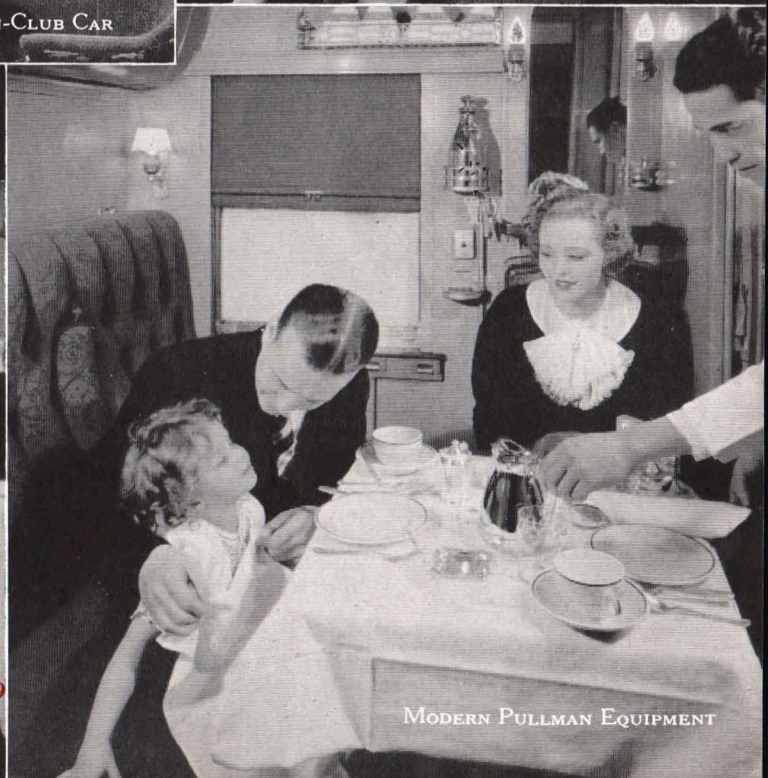
MAIN LOUNGE, OBSERVATION-CLUB CAR



NEWEST-TYPE DE LUXE COACHES



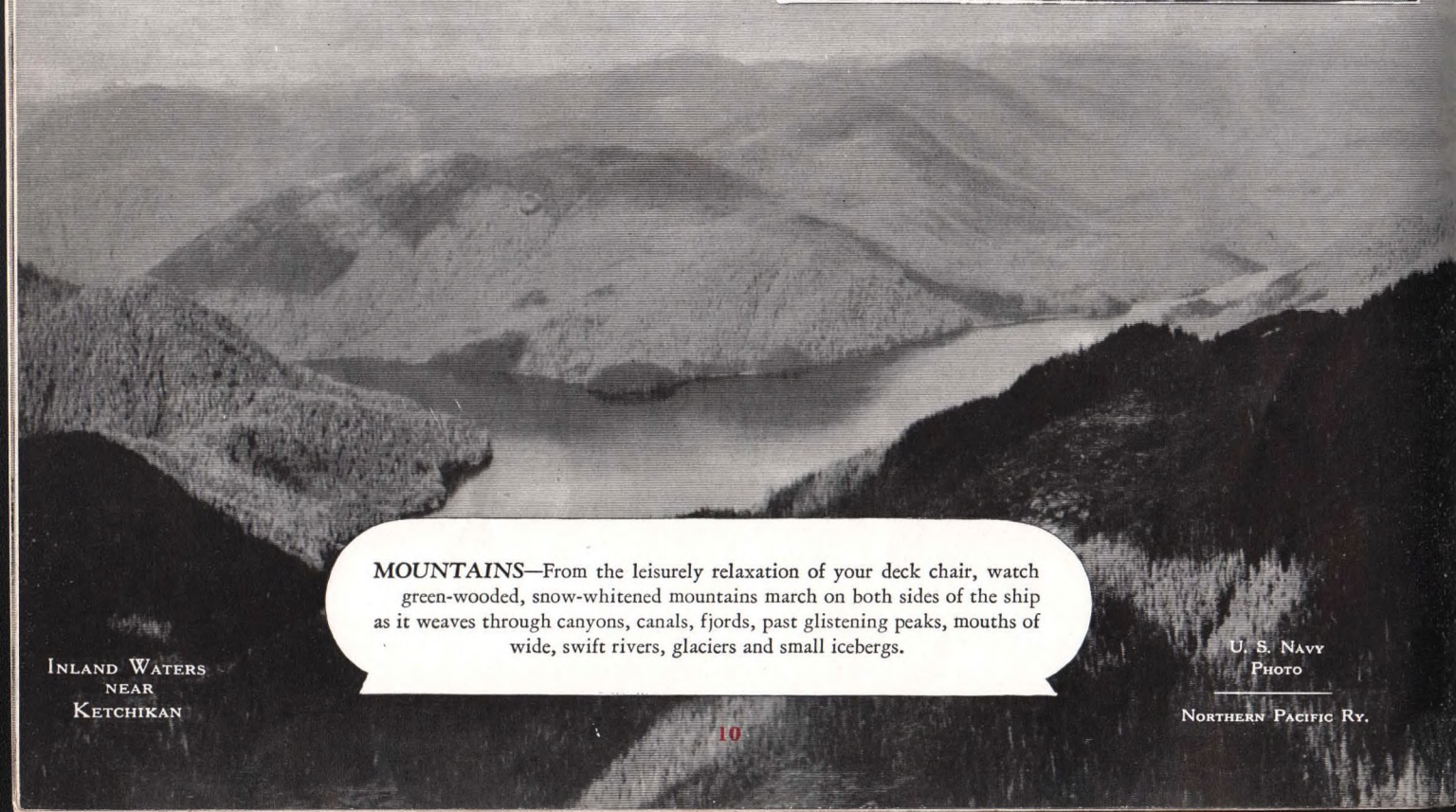
"FAMOUSLY GOOD" MEALS



MODERN PULLMAN EQUIPMENT



NORTHERN PACIFIC RY.



MOUNTAINS—From the leisurely relaxation of your deck chair, watch green-wooded, snow-whitened mountains march on both sides of the ship as it weaves through canyons, canals, fjords, past glistening peaks, mouths of wide, swift rivers, glaciers and small icebergs.

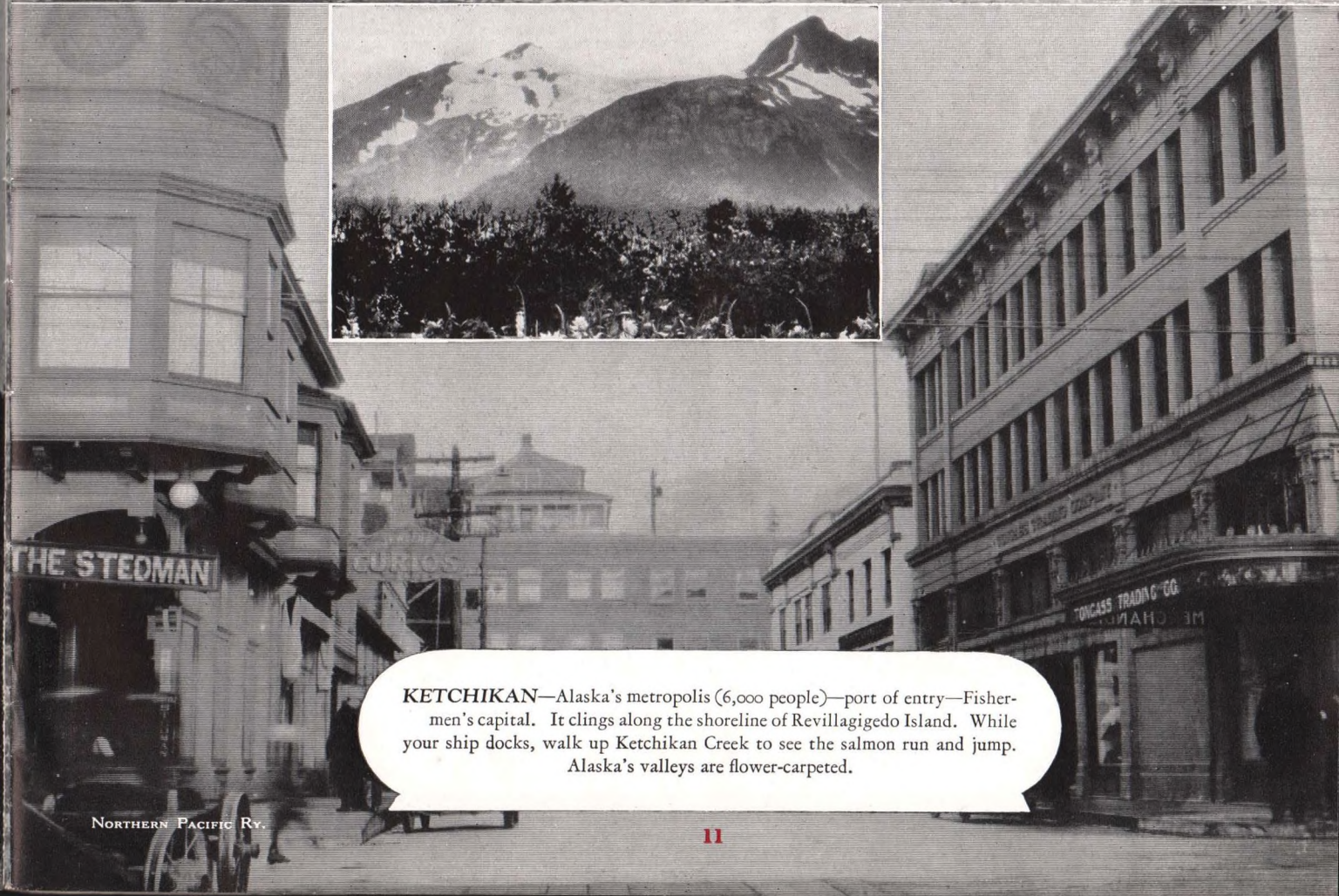
INLAND WATERS
NEAR
KETCHIKAN

U. S. NAVY
PHOTO

NORTHERN PACIFIC RY.



NORTHERN PACIFIC RY.

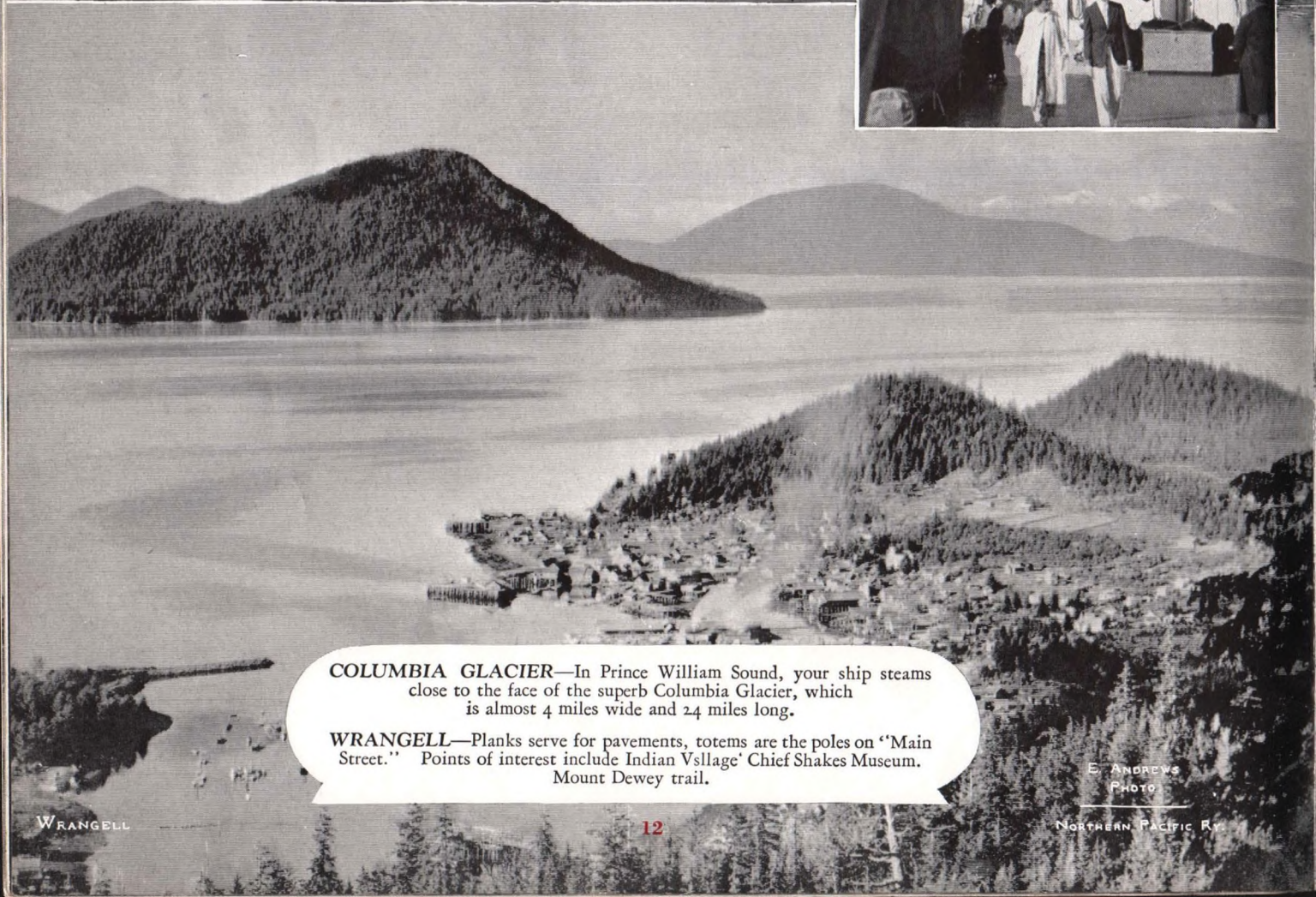


KETCHIKAN—Alaska's metropolis (6,000 people)—port of entry—Fisher-
men's capital. It clings along the shoreline of Revillagigedo Island. While
your ship docks, walk up Ketchikan Creek to see the salmon run and jump.
Alaska's valleys are flower-carpeted.

NORTHERN PACIFIC RY.



NORTHERN PACIFIC RY.



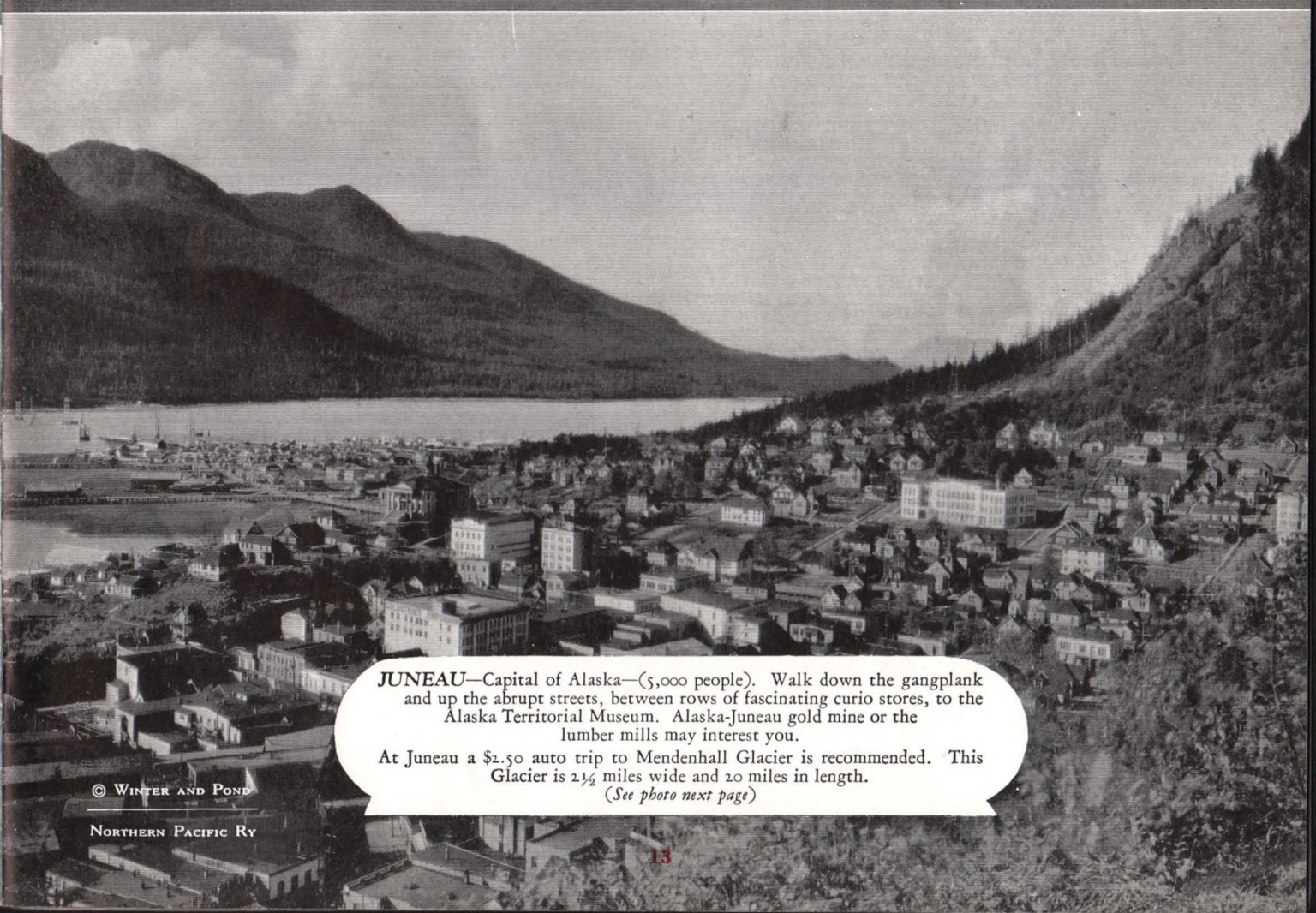
COLUMBIA GLACIER—In Prince William Sound, your ship steams close to the face of the superb Columbia Glacier, which is almost 4 miles wide and 24 miles long.

WRANGELL—Planks serve for pavements, totems are the poles on "Main Street." Points of interest include Indian Village, Chief Shakes Museum, Mount Dewey trail.

E. ANDREWS
PHOTO



NORTHERN PACIFIC RY.



JUNEAU—Capital of Alaska—(5,000 people). Walk down the gangplank and up the abrupt streets, between rows of fascinating curio stores, to the Alaska Territorial Museum. Alaska-Juneau gold mine or the lumber mills may interest you.

At Juneau a \$2.50 auto trip to Mendenhall Glacier is recommended. This Glacier is 2½ miles wide and 20 miles in length.
(See photo next page)

© WINTER AND POND

NORTHERN PACIFIC RY



NORTHERN PACIFIC RY.

MENDENHALL

MENDENHALL AND TAKU—Commanding the head of Taku Inlet, Taku Glacier rises 300 feet above the sea, and its wall of living glacial ice reaches two miles in width. Skagway-bound tourists sail closely parallel to this glacier for miles. The largest known glaciers in the world are in Alaska—Malaspina is 1,500 square miles—as big as Rhode Island.

TAKU

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NORTHERN PACIFIC RY.



NORTHERN PACIFIC RY.

SKAGWAY



HYDRAULIC MINING
IN THE KLONDIKE

NORTHERN PACIFIC RY.

GHOSTS—Without knowing the Klondike-Yukon history, one would never dream of the turbulent tide of humanity which swung through Skagway's streets in the late 90's. Ten thousand fortune-hunters camped before Chilkoot and White Passes in the spring of 1897. Today Skagway is a "ghost city" of 400 souls, but an important tourist gateway to all Yukon trips.

At Skagway, airplane rides over peaks and glaciers, \$8.



YUKON—From Skagway, the railroad leads over White Pass to British Yukon, Carcross and White Horse, from where river steamers navigate to Dawson, the Klondike, Fort Yukon, the Arctic Circle, Tanana and Nenana, where Alaska Railroad connections are made for Fairbanks, Mt. McKinley and Seward.

CARIBOU
SWIMMING
YUKON

NORTHERN PACIFIC RY.



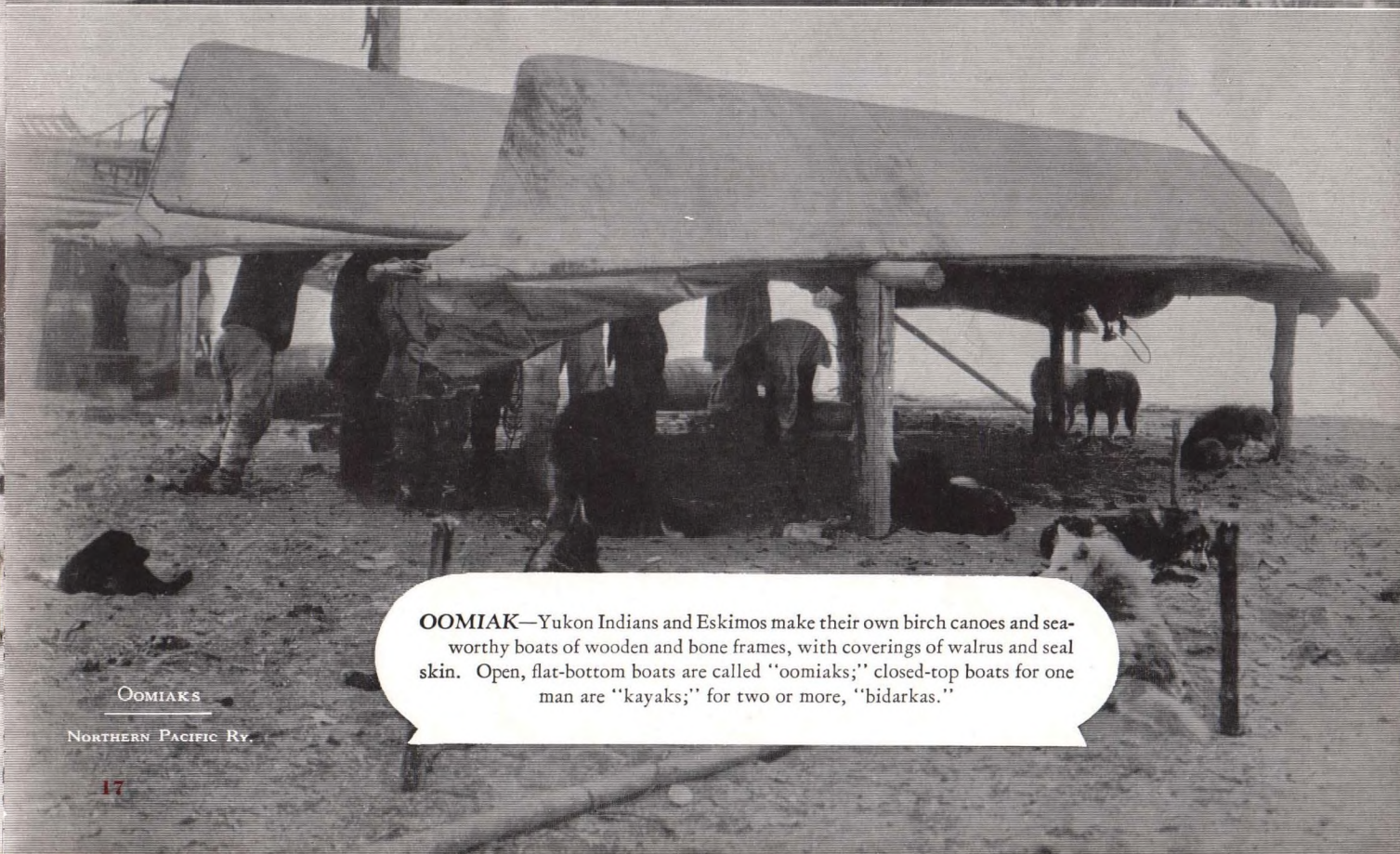
NORTHERN PACIFIC RY.

KAYAK



NORTHERN PACIFIC RY.

SQUAWS MAKING BIRCH CANOE



OOMIAK—Yukon Indians and Eskimos make their own birch canoes and seaworthy boats of wooden and bone frames, with coverings of walrus and seal skin. Open, flat-bottom boats are called "oomiaks;" closed-top boats for one man are "kayaks;" for two or more, "bidarkas."

OOMIAKS

NORTHERN PACIFIC RY.

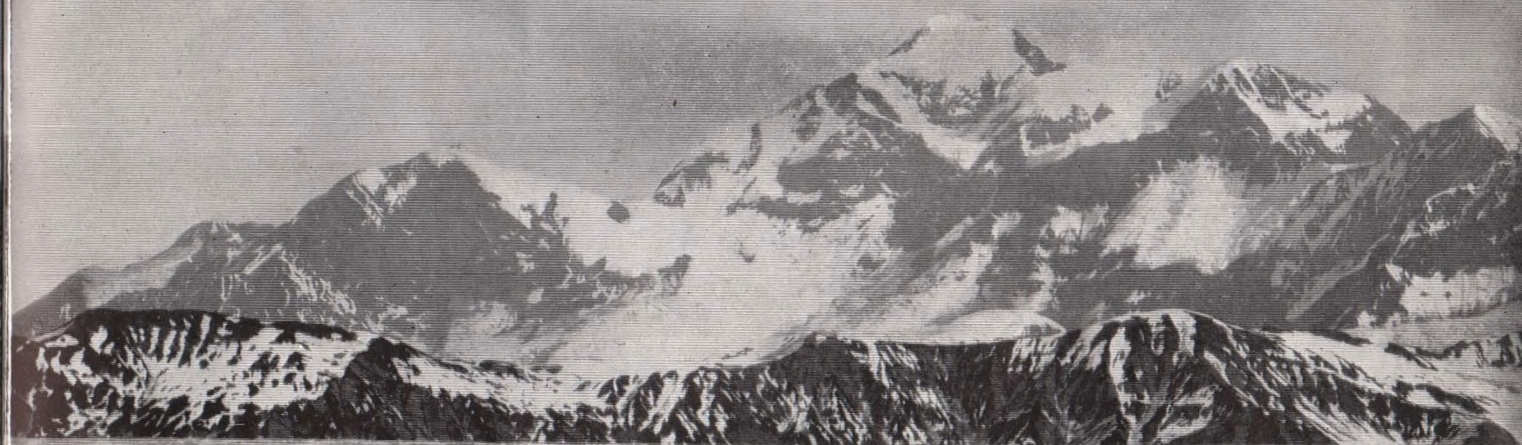


NORTHERN PACIFIC RY.

SITKA



SITKA—Old Russian Capital, where Alexander Baranoff ruled and conquered. The Sitka National Monument commemorates Russian—Indian wars of 1802-1804. Other points of interest include totems of Indian River Park, Russian block house, St. Michael's Cathedral, Sitka Hot Springs and Mt. Edgecumbe, extinct volcano.



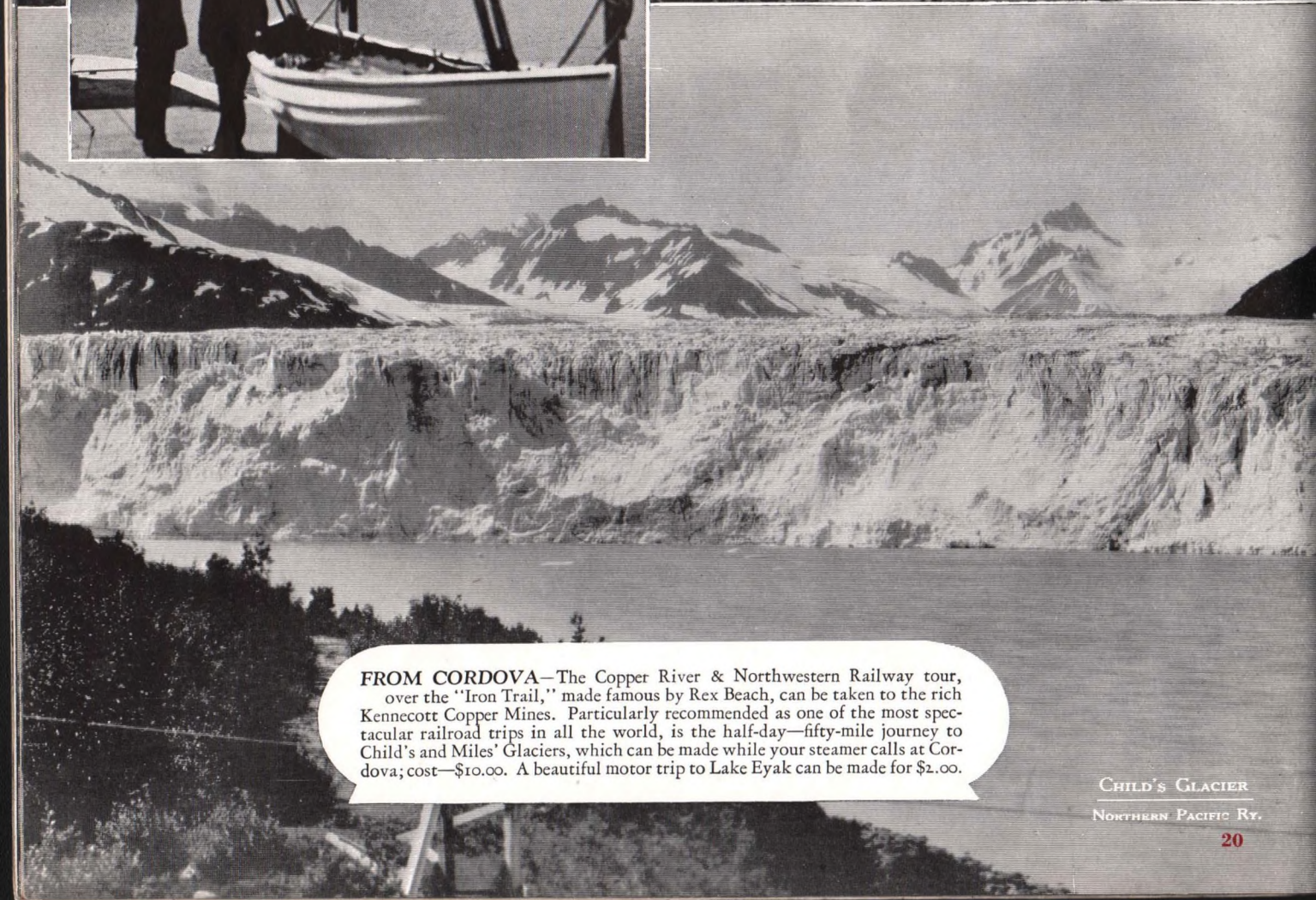
NORTHERN PACIFIC RY.

MT. ST. ELIAS SEEN FROM THE GULF

GULF OF ALASKA—To reach Southwestern Alaska, ships leave the sheltered "Inside Passage" for the open sea—the Gulf of Alaska. Mount Fairweather (15,399 ft.), Mount St. Elias (18,024 ft.), Mount Logan (19,539 ft.), rise boldly from the shore, some forty miles starboard. Whales and porpoises blow alongside. Crossing "The Gulf" is a magnificent experience.



COPPER RIVER AND N. W. R. R.

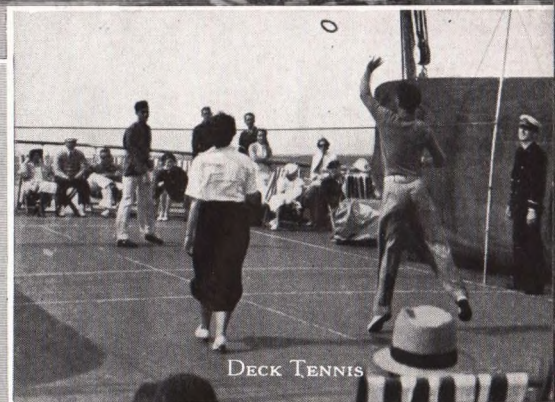


FROM CORDOVA—The Copper River & Northwestern Railway tour, over the "Iron Trail," made famous by Rex Beach, can be taken to the rich Kennecott Copper Mines. Particularly recommended as one of the most spectacular railroad trips in all the world, is the half-day—fifty-mile journey to Child's and Miles' Glaciers, which can be made while your steamer calls at Cordova; cost—\$10.00. A beautiful motor trip to Lake Eyak can be made for \$2.00.

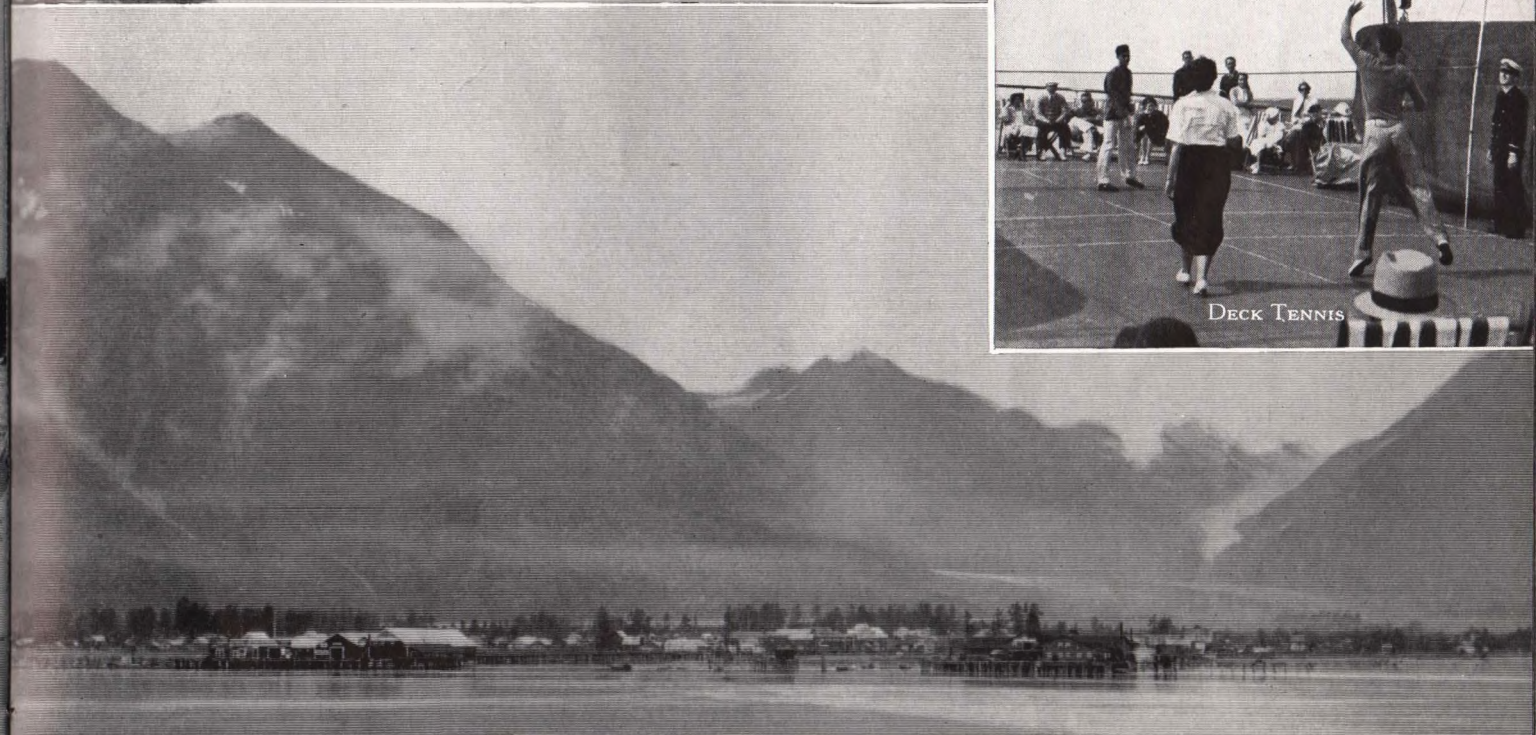
CHILD'S GLACIER
NORTHERN PACIFIC RY.



KEYSTONE CANYON
© H. W. STEWARD
NORTHERN PACIFIC RY.



DECK TENNIS



VALDEZ—Hot-headed, patriotic Valdez! When Congress, in its wisdom, refused Alaska representation at Washington, the city of Valdez "seceded." Though reconciled finally to belonging to the United States, Valdez will keep fighting until Alaskans can vote for presidents, senators and congressmen. Valdez is the farthest north port in Alaska—in fact in the world—open to navigation all year around.

© H. W. STEWARD
NORTHERN PACIFIC RY.



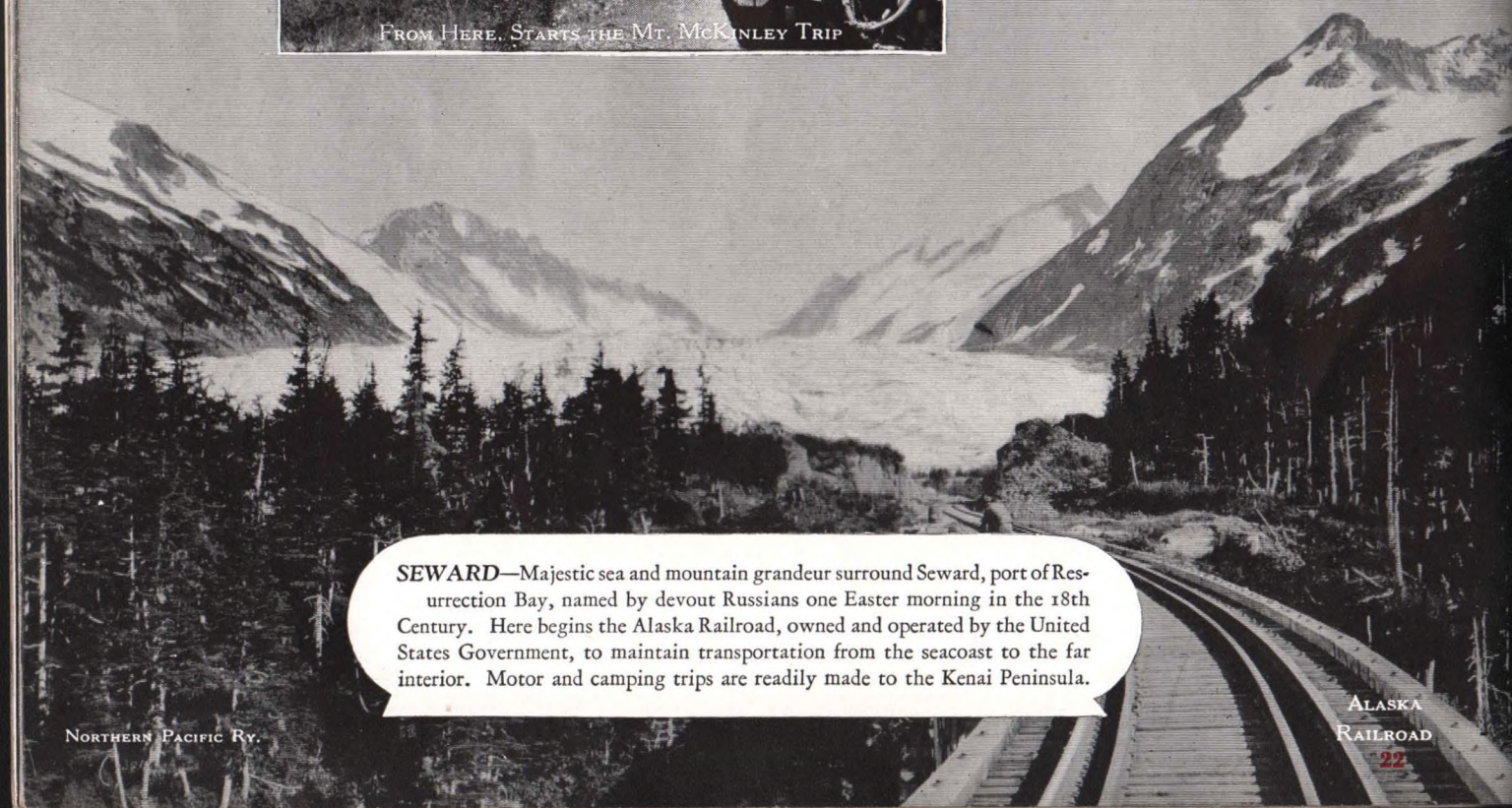
NORTHERN PACIFIC RY.

SEWARD

BRACAW PHOTO

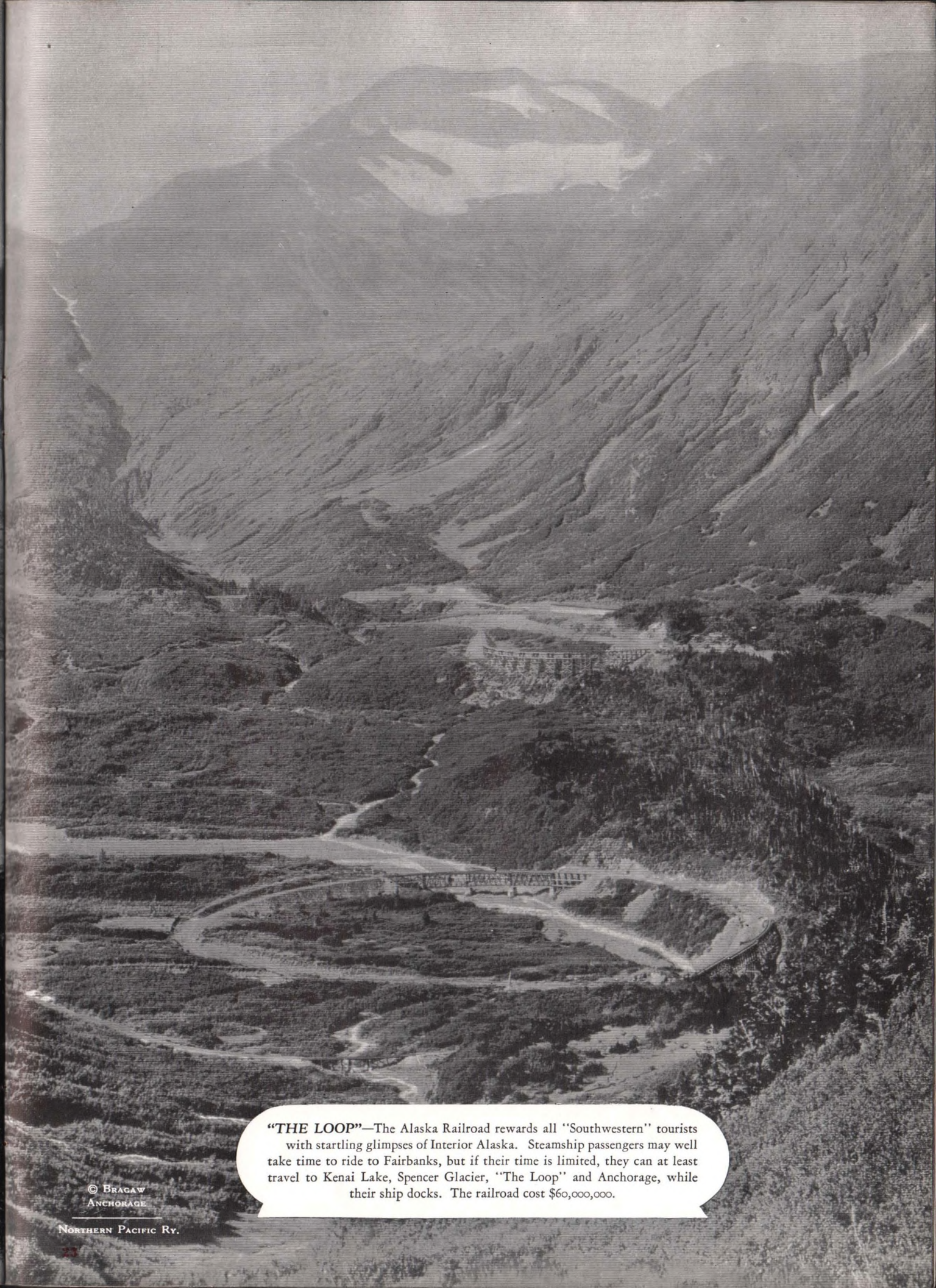


FROM HERE, STARTS THE MT. MCKINLEY TRIP



NORTHERN PACIFIC RY.

SEWARD—Majestic sea and mountain grandeur surround Seward, port of Resurrection Bay, named by devout Russians one Easter morning in the 18th Century. Here begins the Alaska Railroad, owned and operated by the United States Government, to maintain transportation from the seacoast to the far interior. Motor and camping trips are readily made to the Kenai Peninsula.



"THE LOOP"—The Alaska Railroad rewards all "Southwestern" tourists with startling glimpses of Interior Alaska. Steamship passengers may well take time to ride to Fairbanks, but if their time is limited, they can at least travel to Kenai Lake, Spencer Glacier, "The Loop" and Anchorage, while their ship docks. The railroad cost \$60,000,000.

© BRACAW
ANCHORAGE

NORTHERN PACIFIC RY.



NORTHERN PACIFIC RY.



ALASKA AGRICULTURAL COLLEGE
FAIRBANKS

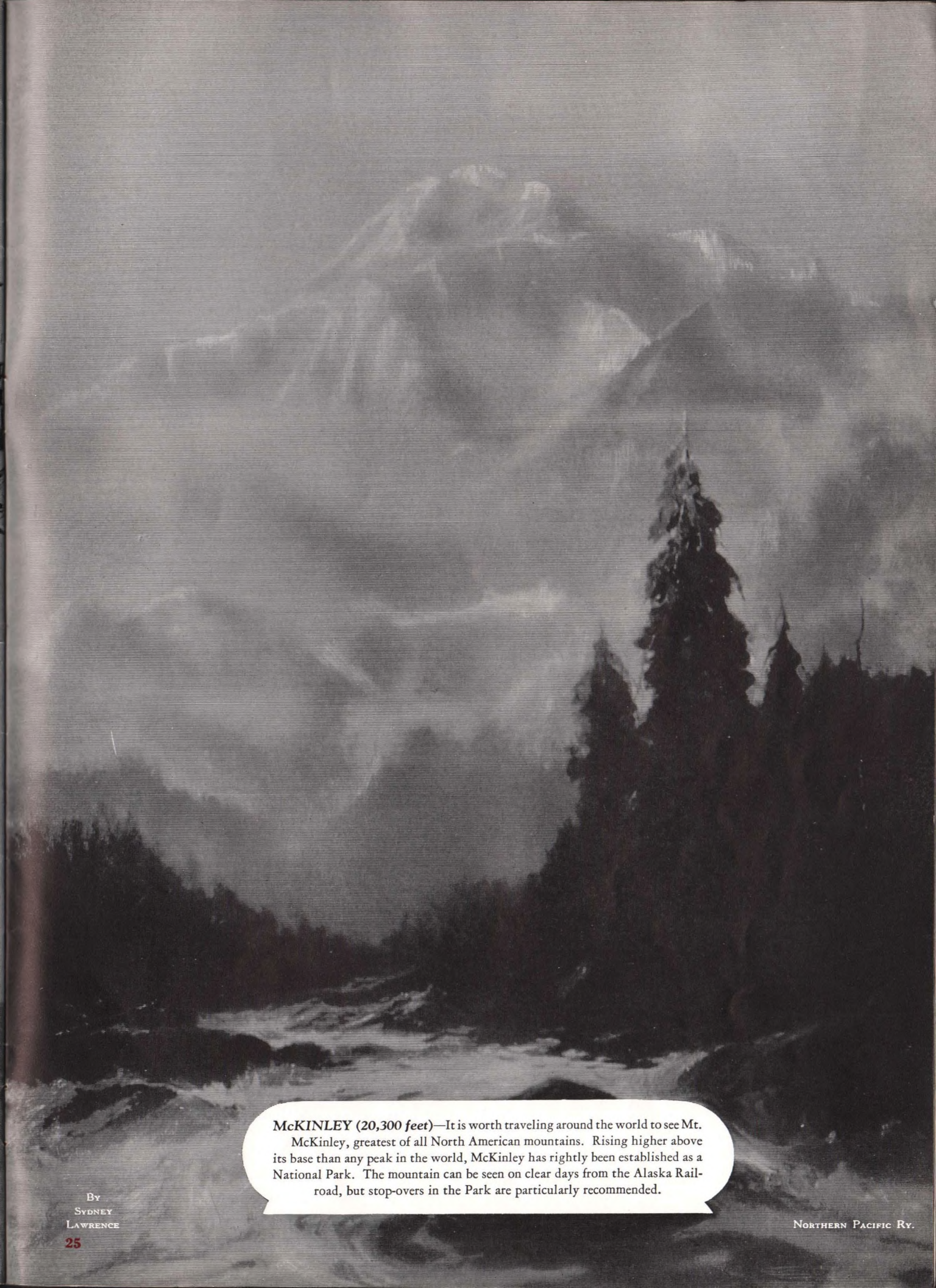
MARIER BROS. PHOTO

FAIRBANKS—In 1903 a new, boisterous mining camp, today a busy, modern commercial city, Fairbanks is still principally concerned with gold. Travelers should visit the huge gold dredges and especially the Alaska Agricultural College, where grains, vegetables, berries, flowers and farm animals are raised with surprising success.

NORTHERN PACIFIC RY.

CANN PHOTO

FAIRBANKS



McKINLEY (20,300 feet)—It is worth traveling around the world to see Mt. McKinley, greatest of all North American mountains. Rising higher above its base than any peak in the world, McKinley has rightly been established as a National Park. The mountain can be seen on clear days from the Alaska Railroad, but stop-overs in the Park are particularly recommended.

By
SYDNEY
LAWRENCE



Rainbow Trout



Moose



Mountain Sheep

Sportsmen's Paradise

Fishing

Fishing is remarkably good in all Alaskan waters. Suggestions to fishermen:

- 1.—Carry chalk line, heavy sinkers and medium to large hooks for still fishing from deck while your steamer calls. You will catch flounder, small sharks, star-fish, etc.
- 2.—Carry heavy trolling equipment, with No. 6 or No. 7 Tom McMahon spinner, with brass flash and 3 pound sinker for King salmon. You can arrange for row-boat or small launch for such trolling in harbors.
- 3.—Bring trout fishing equipment—Ketchikan Creek, Atlin region, Lake Kenai, and rivers along the Alaska Railroad and lakes on the Richardson Trail are particularly good. Fresh salmon eggs, flies and spinners can be secured in Alaska.

Passenger railroad motor cars can be secured from the Alaska Railroad at Anchorage; rate—\$.40 per mile plus fare from each passenger. The Alaska Railroad maintains a fishing camp near Curry. Ask the Northern Pacific for detailed information about fishing if interested. We will help you with arrangements.

No non-resident fishing license required for pleasure fishing.

Hunting

Big game hunting in Alaska is expensive, but wonderful trophies are available—undoubtedly the best hunting grounds in the Americas.

Kodiak Guides Association with headquarters at Kodiak, Kodiak Island, Alaska, conduct spring and fall hunts for the giant Kodiak bear, fall hunts for mountain sheep, moose and caribou and hunting cruises for arctic walrus and polar bear. Rates are \$750, \$1,000, \$1,500 and \$2,000. Write Charles Madsen, field manager, Kodiak Guides Association, Kodiak, Alaska.

The Mt. McKinley Park Tourist & Transportation Co. will take parties of four hunters for three weeks, furnishing everything; for mountain sheep, grizzly, black bear, caribou and moose. This company will take hunting parties based on actual cost for personnel, guides and equipment, plus \$.50 per day for each horse used. Write J. L. Galen, Cordova, Alaska, for details. Rates furnished on request.

From Juneau, trips for hunters of moderate means can be arranged by the Northern Pacific, ranging in cost from \$405.00 to \$465.00 per hunter, for a thirty day hunt, for brown and grizzly bear, goats, moose and deer. Ask Northern Pacific agents for details.

Non-resident hunting license—\$50.00.

ANCHORAGE—The 30-foot tides of Cook Inlet rival those of the Bay of Fundy. At the head of this Inlet, to profit both by water and rail commerce, Anchorage was built in 1915. It is a modern, busy transportation city of 2,500 people today.

BRAGAW

NORTHERN PACIFIC RY.



Mount McKinley National Park

—A rugged highland, greater in area than all the Alps of Switzerland!

MOUNT McKinley National Park, embracing 3,030 square miles, is dominated by Mount McKinley, the highest peak on the North American Continent, standing guard close to the Arctic Circle! It is worth your entire trip just to see Mount McKinley. "Denali—home of the sun," was the name given the mountain by native Alaskan Indians. Majestic and measureless, Mount McKinley rises higher above its own base than any other mountain in the world—to 17,800 feet. In this alone the mountain is most wonderful and unique—with no equal, not even in the famous Himalayas. Its elevation above sea level is 20,300 feet.

The entrance to the Park is approximately one and a half miles from McKinley Park station, a point on the Alaska Railroad—348 miles from Seward, its seaport terminus, and 123 miles from Fairbanks, the metropolis of interior Alaska. Trains arrive daily from each of these cities. Motor coaches and touring cars operate between McKinley Park Stations and the Park base camp.

The base camp, from which all Park trips are made, is located at Savage River, thirteen miles from McKinley Park station, within the Park. Here there are fifty tent cottages—12 x 14 feet in size—similar to the old tented cities in Yellowstone Park. The sleeping tents have board floors, side walls and doors. Each tent is furnished with twin beds, a dresser, wash stand, camp chairs, stove, rugs and linen. There is also a large social tent—20 x 40 feet—which is floored for dancing, and equipped with writing desks, an Orthophonic Victrola; also a large dining tent. Meals are excellent.

Other camps have been established at the head of Savage River, Igloo Creek, Polychrome Pass, Toklat River, Copper Mountain and McKinley River. Dog teams can be secured at Superintendent's quarters for trip on the glaciers.

BY AUTOMOBILE

1. McKinley Park Station to Savage Camp, view of Mt. McKinley, round-trip fare - - - - - \$ 7.50
2. Savage Camp to head of Savage River, big game drive, round-trip fare - - - - - 5.00
3. Savage Camp to Sable Pass and Polychrome Pass, round-trip fare - - - - - 10.00
4. 24-hour All Expense Trip. McKinley Park Station to Savage Camp, Savage Camp to Polychrome Pass, three meals and lodging at Savage Camp and return to railroad - - - - - 25.00
5. One-day All Expense Trip. McKinley Park Station to Savage Camp, Savage Camp to Stony Hill, three meals and lodging and return to railroad, 125 miles round-trip - - - - - 30.00
6. Two-day All Expense Trip. McKinley Park Station to Savage Camp, Savage Camp to Mt. Eielson, close-up of Mt. McKinley and return to railroad, 154 miles round-trip, including six meals and two nights' lodging - - - - - 38.50

AIRPLANE SERVICE

- Scenic Flight from Savage Camp to Mt. Eielson and Muldrow Glacier, near the base of Mt. McKinley, passing over Sable, Polychrome, Highway and Thorofare Passes, fare, each person - - \$25.00

CAMPS. Base Camps (American Plan)

- Tents occupied by two persons, per person, per day, \$2.00.
Exclusive use of tent by one person, per day, \$3.00.

Note—During periods of heavy travel, tent houses at base camps will not be reserved for exclusive use of one person. The Company reserves the right to allocate these lodgings.

Meals	Base Camps	Field Camps
Breakfast - - - - -	\$1.50	\$2.00
Luncheon - - - - -	2.00	2.00
Dinner - - - - -	2.00	2.00

Weekly Rates to all Guests:

All Meals, each - - - - -	\$1.50
Lodgings, per night - - - - -	1.00
(Full Rates on all Transportation)	

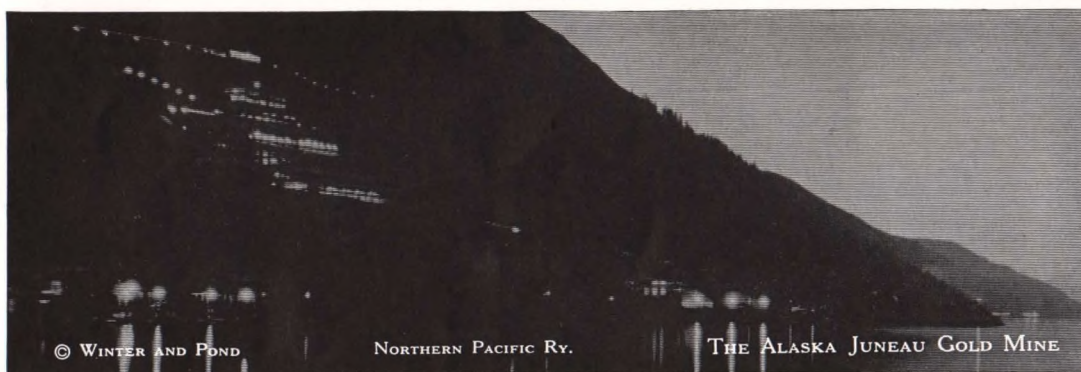
OTHER RATES

Saddle horse, per hour - - - - -	\$ 2.00
Saddle horse, one-half day - - - - -	4.00
Saddle horse, per day - - - - -	6.00
Pack horses, per day - - - - -	5.00
Guide service, per day - - - - -	10.00

Richardson Highway Transportation Company

Sedans and 7-passenger touring cars are operated by the Richardson Highway Transportation Company connecting with Alaska Railroad trains at Fairbanks and Copper River and Northwestern Railway trains at Chitina. Auto fare between Fairbanks and Chitina, \$25.00 not including meals and lodging at overnight stops en route, which expenses will total about \$10.00.

Twenty-five years ago the U. S. Army built the first Richardson Trail to reach from the seacoast into the interior. Because the Yukon River is closed to navigation for so much of each year, this Trail has become increasingly important and has grown from a dog-path to a good auto highway. Scenic features—Liberty Falls, Chitina Lakes, Wrangell Range, Paxon Lake (free boats for fishermen), Summit Lake, Summit Glacier, Birch Lake. On clear days, Mount McKinley, Mount Drum, Mount Wrangell and Mount Blackburn may be seen from the Highway. The Trail is included in all Golden Belt Tours.



Information—The Northern Pacific will gladly answer your questions

AIRPLANES—can be engaged at Anchorage and Fairbanks at from \$50 to \$75.00 per hour to fly over Mt. McKinley and the Alaskan Range. Travelers making round-trips from the United States to Seward on the same steamer, may travel on the Alaska Railroad to Anchorage, then by engaging an airplane, can secure an excellent view of Mt. McKinley. In Mt. McKinley National Park, a spectacular scenic airplane flight from Savage Camp over the Park to the mountain is now available. From Cordova, flights may be made over Lake Eyak, Gulf of Alaska, Prince William Sound, spectacular glaciers and rugged mountains.

AUTOMOBILES—in most cities can be rented with chauffeurs for \$3 to \$4 an hour. Special rates for long trips.

BAGGAGE—Railroads and steamers carry 150 pounds baggage free on adult tickets, 75 pounds on half fare tickets, Automobile lines carry 40 pounds. Small steamer trunks can be accommodated in staterooms. It is well to "travel light" while in Interior Alaska, checking most luggage at seaports.

BOOKS—To travelers who wish to catch the spirit of Alaska before sailing, the following books will be interesting: "Iron Trail," Rex Beach; "Songs of a Sourdough," "Ballads of a Cheechako," "Spell of the Yukon" and "Trail of '98," Robert W. Service; "We are Alaskans" and "Uncle Sam's Attic," Mary Lee Davis; "Alaska," Ella Higginson; "The Spoilers" and "The Barrier" by Rex Beach; "Call of the North," Jack London; "Alaskan," James Oliver Curwood; "Seward's Folly," Edison Marshall; "History of Alaska," H. H. Bancroft; "Alaska," M. W. Bruce; "Woman's Trip to Alaska," S. M. Collis; "Handbook," A. W. Greely; "Rainbow's End," A. P. Henderson; "Travels in Alaska," John Muir; "Land of Tomorrow," W. B. Stephenson; also explorations by Hudson Stuck, S. H. Young and W. C. Mendenhall; "The Trail" by Barrett Willoughby.

CLIMATE—During the summer months, the temperature of Inside Passage and gulf ranges from 55 to 70 degrees above zero. In the Interior the range is about 10 degrees higher.

CLOTHING—Wear medium weight travel clothing—just what you would wear for vacations in the United States or Canada, except a warm topcoat or sweater, or both, should be brought for sea travel and mountain temperatures. If going to McKinley National Park, or fishing or hunting, bring outing clothes.

CUSTOMS—Alaska is part of the United States, so there are no customs' inspections or duties, for passengers sailing from and to Seattle. Even Alaskan furs may be brought into Seattle without duty. Passengers using Canadian steamers will have baggage examined by customs at Ketchikan, northbound, and Prince Rupert, southbound. The baggage of passengers making the White Horse, Atlin or Dawson trips will also be examined by Canadian Customs on entering Yukon territory, and by the United States Customs on returning.

HOTELS—in Alaska are comfortable, but not luxurious. Rooms without bath \$2.00 to \$3.00, single; \$3.00 to \$4.00 double; with bath \$3.50, single; \$5.00 and up, double—meals 75c to \$1.50. Roadhouses on the auto trails are of rustic construction with good beds, detached toilets. A few have baths. Rates, \$2.00 per day per person. Meals \$2.00 each.

IMMIGRATION INSPECTION—Tourists using American steamers are not required to submit to immigration inspection upon entering Alaska. Passengers of Canadian Lines pass U. S. Immigration inspection northbound at Ketchikan, and southbound Canadian inspection at Prince Rupert.

MAIL—should be addressed in care of the steamship line, upon which you have reservations, either Seattle or Vancouver offices, with notation "Passenger on S. S. sailing....." Ask purser for mail.

PASSPORTS—None required.

RADIO—service on all steamers. Messages sent and received.

RESERVATIONS—There are only 13 ocean steamers in Alaskan cruise service, accommodations are therefore limited and it is extremely desirable to make berth and stateroom reservations **early**. Northern Pacific Railway offices and agents will serve you well and will secure preferred space for you if it is anywhere available.

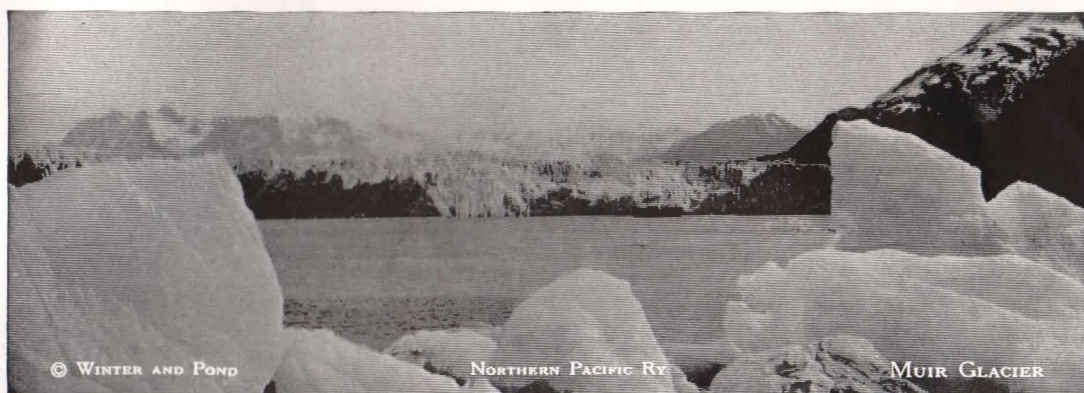
SADDLE HORSES—for rent in Mt. McKinley Park, \$2.00 an hour or \$4.00 half day.

STOPOVERS—are allowed at all ports of call. (Apply to Purser); also stopovers are allowed on the Northern Pacific and railroads in Alaska and the Yukon.

SEASON—While ports Valdez and south are open the year around, travel to Alaska is at its best from May to October.

TELEGRAPH—operated by Alaska Communications System between all cities in Alaska and connecting with United States and Canadian Companies.





Recommended Cruises to Alaska

You will find any of the following Alaskan cruises completely satisfactory. Detailed information about rates from any city may be secured from the Northern Pacific. The all-inclusive costs quoted can be depended upon. The estimates are adequate for average travelers—one can spend more or considerably less. If you budget the amounts indicated you will be safe.

Southwestern Cruise (12 to 13 days from Seattle)

Prince William Sound, Gulf of Alaska, Inside Passage and the most spectacular glimpses of interior Alaska—the maximum of Alaska sight-seeing with minimum of time and expense.

Itinerary includes Ketchikan, Wrangell, Petersburg, Juneau, Cordova, Valdez, Columbia Glacier and Seward.

Steamship fare, round trip from Seattle, \$130.00, C deck. If Kodiak trip is taken, \$152.00.

Side trips recommended: At Juneau, Mendenhall Glacier, by auto, \$2.50; at Cordova, Copper River & Northwestern Railroad trip to Child's and Miles' Glaciers, round-trip rail fare, \$7.50; at Valdez, Keystone Canyon, by auto, \$5.00; at Seward, Alaska Railroad trip to Lake Kenai and Spencer Glacier, \$4.75, round-trip rail fare. These side trips are included in all-expense rates quoted below.

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$334.55	328.25	300.85	297.55
From Minneapolis-St. Paul, Minn. - - - -	313.15	307.85	285.50	282.60

Southeastern or Inside Passage Cruise

(9 to 12 days from Seattle)

To Ketchikan, Petersburg, Juneau, Skagway, Taku Glacier, White Pass and Yukon, Lake Bennett, Sitka and Wrangell, a magnificent cruise crowded with scenic and historical interest.

Steamship fare, \$95.00, C deck; round-trip from Seattle, Vancouver, Victoria, Prince Rupert.

Side trips recommended: At Juneau, Mendenhall Glacier, by auto, \$2.50; at Skagway, White Pass and Yukon R. R. to Lake Bennett, \$7.50, including luncheon.

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$279.80	273.50	246.15	242.85
From Minneapolis-St. Paul, Minn. - - - -	258.40	253.10	230.75	227.85

7,000 Island Cruise or Prince of Wales Island Cruise

(8 to 12 days from Seattle)

The lowest in cost of all Alaskan trips, the most leisurely and in some ways the most beautiful, visiting many islands and scenic waterways not included in other Alaskan trips. A cruise through mountain-bordered canals to out-of-the-way settlements, canneries and villages.

Itinerary includes: San Juan Islands, Straits of Georgia, British Columbia Coast, Vancouver Island, Queen Charlotte Sound, Dixon Entrance, Ketchikan, Cordova Bay, Prince of Wales Island, Baranoff Island, Gastineau Channel—thousands of islands and a constant panorama of mountains and wild forests. Schedules leisurely and indefinite. Steamship fare, \$76.00 from Seattle.

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$247.90	241.60	214.25	210.95
From Minneapolis-St. Paul, Minn. - - - -	226.50	221.20	198.00	197.00



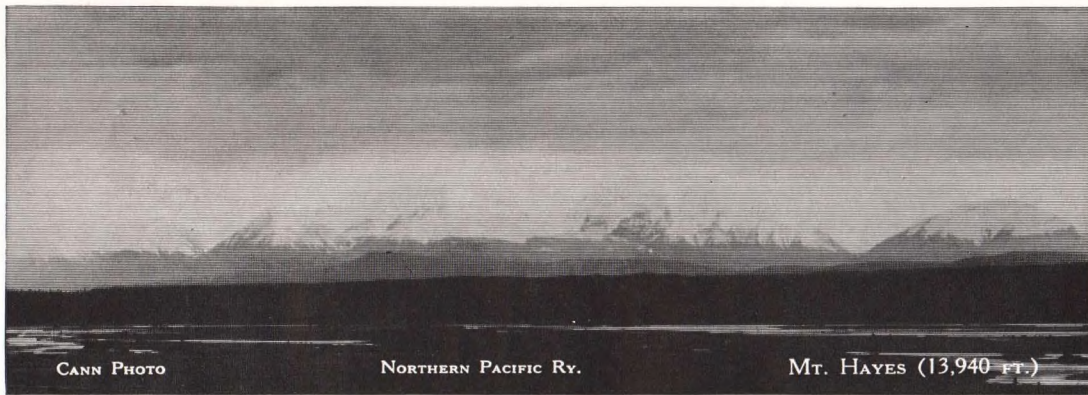
An Indian Idea



For Mountain Trails



Our Reception Committee



CANN PHOTO

NORTHERN PACIFIC RY.

MT. HAYES (13,940 FT.)

Golden Belt Tour

(19 or 20 days from Seattle)

Inside Passage, Prince William Sound, Columbia Glacier, Interior Alaska, Mount McKinley National Park, Fairbanks, Richardson Trail. One of the most comprehensive of the Alaskan cruises.

In making the Golden Belt Line Tour excursionists sail from Seattle 9 o'clock every Saturday morning from June 4 to and including September 3, and travel through the "Inside Passage," with stops at Ketchikan, Wrangell, Petersburg and Juneau in Southeastern Alaska. Steamers then cross the Gulf of Alaska to Cordova, Valdez and Seward in the Prince William Sound district. In making this tour some excursionists leave the steamer at Cordova and go to Chitina and Fairbanks over the Copper River & Northwestern Railway and automobiles over the Richardson Trail and return to Mount McKinley Park and the coast over The Alaska Railroad and join the following steamer at Seward; others go through from Seattle to Seward and leave the steamer at that point and go to Mount McKinley Park and Fairbanks over The Alaska Railroad and return over the Richardson Trail and Copper River & Northwestern Railway to Cordova and join the following steamer at that port for the return to Seattle. The trip into the interior can be made between steamers.

FARES INCLUDED IN GOLDEN BELT TOUR

Steamer, between Seattle and Cordova, including berth and meals, minimum C deck accommodations - - - - -	\$ 61.50
Rail, Cordova to Chitina - - - - -	13.00
Automobile, Chitina to Fairbanks, or vice versa, including 2 meals and one night's lodging at Chitina - - - - -	30.00
Rail, Fairbanks to Seward, or vice versa - - - - -	28.20
Side trip from McKinley Park Station to Savage River Camp in McKinley National Park, including three meals and one night's lodging at the camp, and side trip to Polychrome Pass and to the head of Savage River - - - - -	25.00
Steamer, between Seward and Seattle, including berth and meals, minimum C deck accommodations - - - - -	65.00

Total Fares - - - - - \$222.70

Fares do not include charges for accommodations or meals at transfer or stopover points, nor dining or parlor car expenses while in the Interior of Alaska, except as noted.

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$450.00	453.00	426.20	422.00
From Minneapolis-St. Paul, Minn. - - - - -	438.45	433.15	410.85	407.95

Copper River-Keystone Canyon Tour

(12 days from Seattle)

Inside Passage, Prince William Sound, Columbia Glacier, Keystone Canyon and the Copper River.

If you desire to see more of the Alaskan interior than can be seen during the time a steamer remains at the various ports of call, and still not use more than approximately two weeks for your Alaskan trip from Seattle, we recommend the Copper River-Keystone Canyon trip in connection with the Southwestern Cruise.

One uses steamers from Seattle to Cordova; auto over the Richardson Trail to Chitina; Copper River & Northwestern Railway to Cordova, connecting at that point with same steamer used northbound.

FARES INCLUDED IN COPPER RIVER-KEYSTONE TOUR

Steamer, Seattle to Cordova, minimum C deck - - - - -	\$ 61.50
Rail, between Cordova and Chitina - - - - -	13.00
Automobile, between Chitina and Valdez - - - - -	15.00
Estimated additional expense for meals and lodgings at over-night stops - - - - -	15.00
Steamer, Valdez to Seattle, minimum C deck - - - - -	62.50

Total Fares - - - - - \$167.00

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$349.40	343.10	315.70	312.40
From Minneapolis-St. Paul, Minn. - - - - -	327.95	322.65	300.35	297.45



ALASKAN BERRIES

"Midnight Sun"
Helbs Gardens



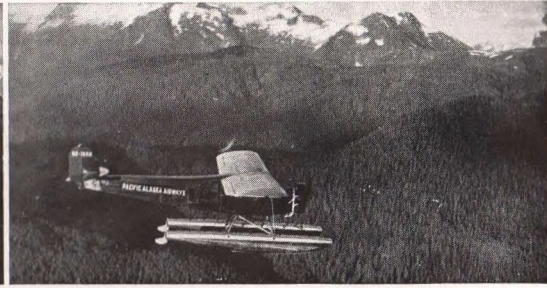
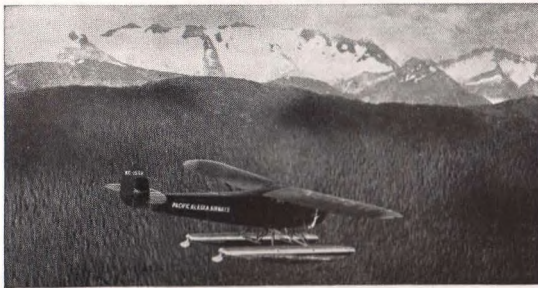
GOLD DREDGE

Wealth of Fairbanks



AT ANCHORAGE

Lakes are Inviting



Alaska Uses More Airplanes Per Capita Than Any State in U. S. A.

Yukon River Circle Tour

(20 to 35 days from Seattle)

Southeastern Alaska via Inside Passage, Skagway, Dawson, the Klondike, Yukon River, the Arctic Circle and Interior Alaska. This tour may be made going via either the Seward or Skagway gateways and includes Cordova, Valdez, Columbia Glacier, Seward, Anchorage, Fairbanks, McKinley Park, Nenana, Tanana, Fort Yukon (inside the Arctic Circle), Dawson (the Heart of the Klondike), White Horse, West Taku Arm, Skagway, Juneau, Wrangell and Ketchikan.

The fares for complete tour, including berth and meals on steamers in transit, but not including side trips, hotel accommodations at transfer or stopover points, meals, dining or parlor car expense (except as noted), will figure approximately at minimum fares a total of \$307.70 inbound via Seward and \$315.20 inbound via Skagway. Details of the fares for minimum first class accommodations are as follows:

INBOUND VIA SEWARD:

Steamer, Seattle to Seward - - - - -	\$ 65.00
Rail, Seward to Fairbanks - - - - -	28.20
Rail, Fairbanks to Nenana - - - - -	3.50
48-hour all-inclusive cost side trip in Mt. McKinley Park - - - - -	38.50
Steamer and rail, Nenana to Skagway, including West Taku Arm side trip, by steamer - - -	125.00
Steamer, Skagway to Seattle - - - - -	47.50

INBOUND VIA SKAGWAY:

Steamer, Seattle to Skagway - - - - -	\$ 47.50
Rail and Steamer, Skagway to Nenana, including West Taku Arm side trip, by steamer - - -	146.00
Rail, Nenana to Fairbanks - - - - -	3.50
24-hour all-inclusive cost side trip in Mt. McKinley Park - - - - -	25.00
Rail, Fairbanks to Seward - - - - -	28.20
Steamer, Seward to Seattle - - - - -	65.00

Estimated Total Cost—This complete Cruise can be made via Northern Pacific Railway, using first class staterooms on steamers and Pullman.

One-person-in-berth	Standard		Tourist	
	Lower	Upper	Lower	Upper
From Chicago, Illinois - - - - -	\$553.40	547.10	510.70	516.40
From Minneapolis-St. Paul, Minn. - - -	531.05	526.05	504.35	501.45

Launch Trips From Alaskan Cities

Local launch service is maintained between the larger ports in the Territory and small out-ports adjacent thereto. Weekly services are as follows:

From Ketchikan to West Coast of Prince of Wales Island ports and Wrangell.

Between Ketchikan and Hyder.

Between Ketchikan, Wrangell, Petersburg, and Frederick Sound and Chatham Straits ports.

From Wrangell to West Coast of Prince of Wales Island ports and Ketchikan.

Between Wrangell and Petersburg.

Between Petersburg and Juneau, including intermediate ports.

Between Juneau and Sitka, including intermediate ports.

Detailed information as to schedules, fares, etc., between any local ports in the territory will gladly be furnished on request by the Northern Pacific Railway.



Planned Itineraries

We will be glad to plan a cruise for you. Just write us how much vacation time you have, what Alaska places you particularly wish to see and the approximate fund you wish to spend. We will suggest an itinerary for you, carefully planned to get the most for time and money.

E. E. NELSON, Passenger Traffic Manager, NORTHERN PACIFIC RAILWAY, St. Paul, Minnesota, U. S. A.

