

and pioneer days following it, have made each old settlement a treasure house of reminders of the past.

The Alaskan people are a never-ending source of interest to any who admire staunch, unconquerable stock. Beside the brave, cheerful descendants of Alaskan pioneers, and interesting modern settlers from all over the world, there are the Eskimos and Indians who still make parts of Alaska vivid with their picturesque ways of living.

Of Alaskan customs, her totem poles, potlatches and dog-races, her brilliant flower gardens and forests, and her remarkable wild-animal life pictures may tell a little. But the traveller discovers these for himself and no amount of foretelling can give them the charm of discovery.

Would you be enthralled by natural beauty and amazed by the great opportunities of a young-old land, visit Alaska!

## HOW TO GO

For the traveller from eastern, southern or central states the interesting part of the journey to Alaska begins, not in Bering Sea or in the Gulf of Alaska, but it starts the moment of boarding a Northern Pacific transcontinental train at Chicago, St. Paul, Minneapolis, Duluth, Superior or any other Northern Pacific city.

The Northwest is a land of startling beauties, of stupendous panoramas, of big rivers, mountains, lakes, farms. It is a land pulsating with vigor, courage, hospitality. There is the old west, and the new, along the Northern Pacific. There is the modern, grow-



ing, bustling city; then the Indian on his reservation and the cowboy with lariat and spurs.

The Northern Pacific Railway operates splendid transcontinental steel trains from Chicago, St. Paul, Minneapolis, Duluth and Superior through the famous 10,000 Lakes Region of Minnesota, past the rich farms of North Dakota, across the plains and mountains of Montana, Idaho and Washington to Seattle, where several dependable steamship lines take passengers for the Alaskan trip. Or one may go from St. Louis, Omaha, Kansas City, Denver and other cities via the Burlington Route to Billings, then via Northern Pacific to the Coast.

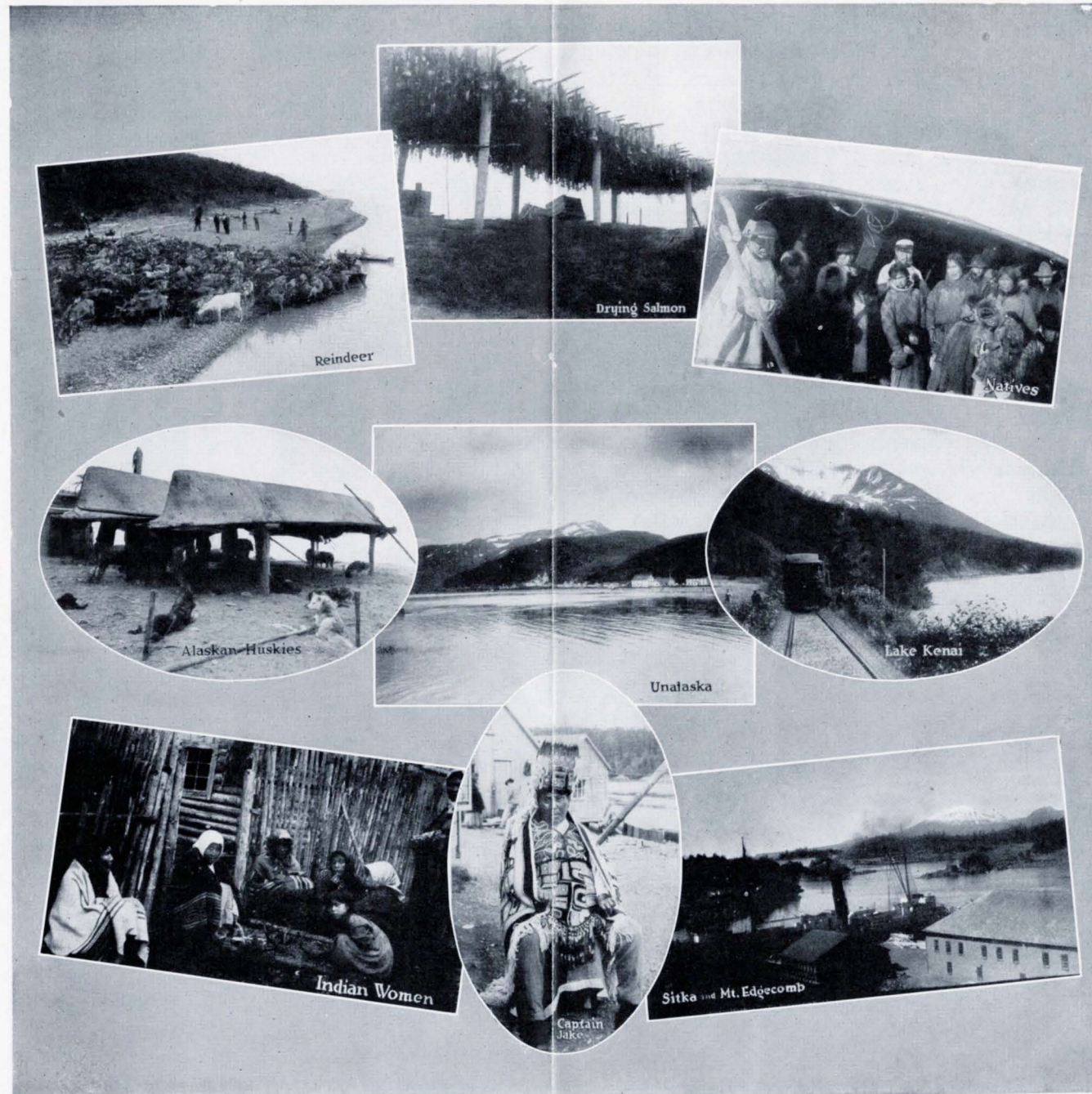
On the way through the big Northwest there are many places of such alluring attractions that stopovers are almost always desired. To be sure, 18 ranges of mountains can be seen from Northern Pacific trains; but geysers of Yellowstone and glaciers of Rainier require a closer examination.

The Northern Pacific is "The Yellowstone Park Line." Travellers to Alaska can easily arrange to see Yellowstone on the way. Mt. Rainier National Park is conveniently reached by a half-day motor tour from Tacoma or Seattle.

The charms of the Pacific Northwest are not confined to Yellowstone and Rainier by any means. Travellers should visit Spokane, the hospitable; Yakima, a garden richer than Eden; Portland, city of Roses; Astoria, Seaside and the beach resorts of Pacific shores. Journey on the S. P. & S. Railroad along the scenic Columbia River; and devote a few days or weeks, if you can, to the glories of Tacoma, Hoquiam, Bellingham, Everett, Olympia, Seattle and other fascinating cities of a growing empire.

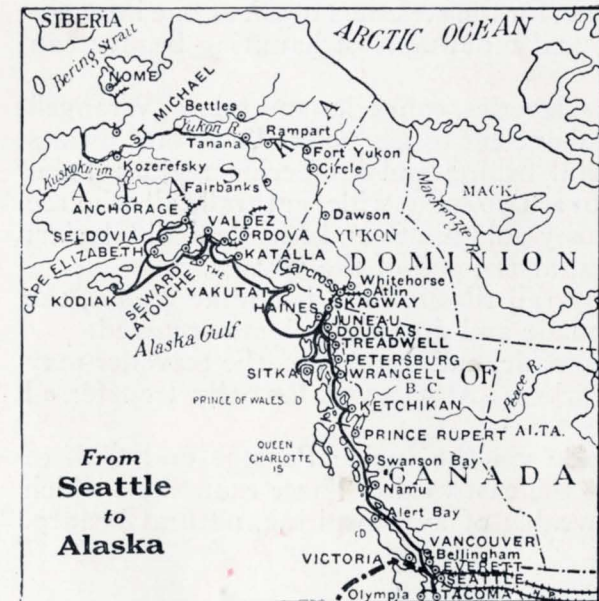
For full information about the rail and steamer trip to Alaska see any Northern Pacific representative or write,

**A. B. Smith, Pass. Traf. Mgr.,**  
**Northern Pacific Railway**  
 Saint Paul Minnesota



## Northern Pacific Ry. Representatives

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**Buffalo, New York**—C. W. Beardsell, T. P. A., 658 Ellicott Square, Phone Seneca 6822.  
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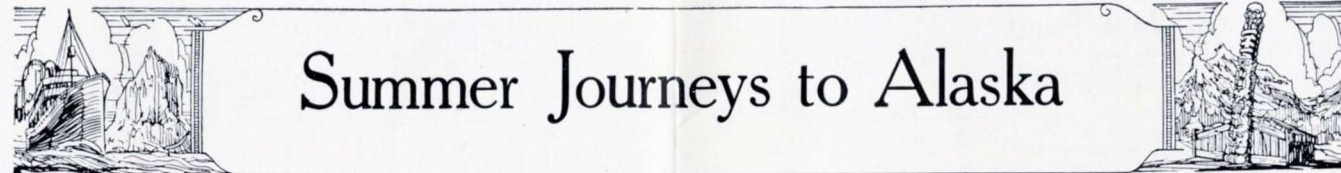
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## To ALASKA



Via  
**Seattle  
 Gateway**





## Summer Journeys to Alaska

AN AMAZING land, full of unguessed beauties, a land of inspiring scenery, of endless riches and wild virginity—this is Alaska.

"The Alaska coast is to become the show place of the earth, and pilgrims from far beyond the United States will throng in endless procession to see it," said Henry Gannett, president of the Geographical Society, after his visit to the great northern peninsula. "For the one Yosemite of California, Alaska has hundreds. The mountains and glaciers of the Cascade Range are duplicated a thousand-fold."

There is no place in all the world where natural beauty of such magnificence has been so untouched. It was John Muir who impressed this quality of Alaskan scenery upon Americans when he declared, "to the lover of pure wildness, Alaska is one of the most wonderful countries in the world."

Yet this "pure wildness" can be viewed from steamer decks and observation cars and there is a motor highway through the country which allows the automobile tourist such a scenic trip as no other road in the world can excel.

From May well into September Alaskan excursions are made from Seattle. The Alaska Steamship Company and the Pacific Steamship Company (Admiral Line), offering first-class accommodations, send their steamers back and forth by placid, island-protected inside passage on the two excursion voyages—one to Skagway, the other to Seward, Anchorage and Kodiak.

The Southeastern Alaska excursion is a fascinating one, for the steamers touch at one interesting city after another, and side trips to lakes, glaciers, and mountains of haunting beauty can be made from nearly every city.

Ketchikan, the "first city" of Alaska, has its famous fisheries, canneries and mines; Wrangell at the mouth of the Stikine River has great sawmills—and ancient totem poles; Petersburg awaits at the north end of the Wrangell Narrows in a beautiful fishing and lumbering region; Taku Glacier, a live, glistening giant of ice, 300 feet high and over two miles wide, enthralls all who see it; Juneau, the capital city, offers interesting trips to nearby gold mines and Mendenhall Glacier; and finally there is Skagway, the gateway to the Yukon, at the end of the voyage.

But from Skagway one can make a thrilling trip by rail through the Klondike region, the scene of the great gold rush of '98 where fortunes were made and dramatic events occurred.

From Skagway also the wonderful Lake Atlin trip is made, and, returning, the traveller may visit Sitka, the oldest settlement on the Pacific Coast, where Alaska was formally transferred to America by Russia.

The Southwestern Alaska excursions, which are made via the Inside Passage and Gulf of Alaska, are equally, if not more, interesting than those to the eastward. These excursions which terminate at Seward, Anchorage or Kodiak disclose a wealth of awe-inspiring, natural beauty. Other attractive cities are Cordova and Valdez.

Before much of Alaska is seen the traveller discards his traditional picture of a bleak Alaska and surrenders to the magnetic charm of the Northland.

He begins to realize its vastness, and to understand how the shoreline of Alaska can be 26,000 miles long, a greater length than the circumference of the world. It is 754 miles from Seattle to Ketchikan, then 878 miles to Juneau, and 824 miles more to Seward, port of call, and southern terminus of the Alaska Railroad, which now offers a modern passenger service to Mt. McKinley National Park and Nenana and Fairbanks in the very heart of the territory.

Alaska is one-fifth as large as the United States and three times the size of France. Thus her size is measured by comparison, but how is it possible to measure her rich resources? Gold and at least twelve other precious minerals, furs, timber, reindeer, agriculture, oil—these are all a part of the great wealth which has scarcely been touched in Alaska.

But it is the grandeur of snow-crowned peaks, majestic glaciers and clear-shining waters, the silence of primeval forests and the vividness of picture-book towns that attract the traveller first of all.

Alaskan cities, while modern and progressive, have, many of them, marks of the country's romantic past. Russian life, with its Old World customs once dominated Alaska, and relics of this time, with the Indian

