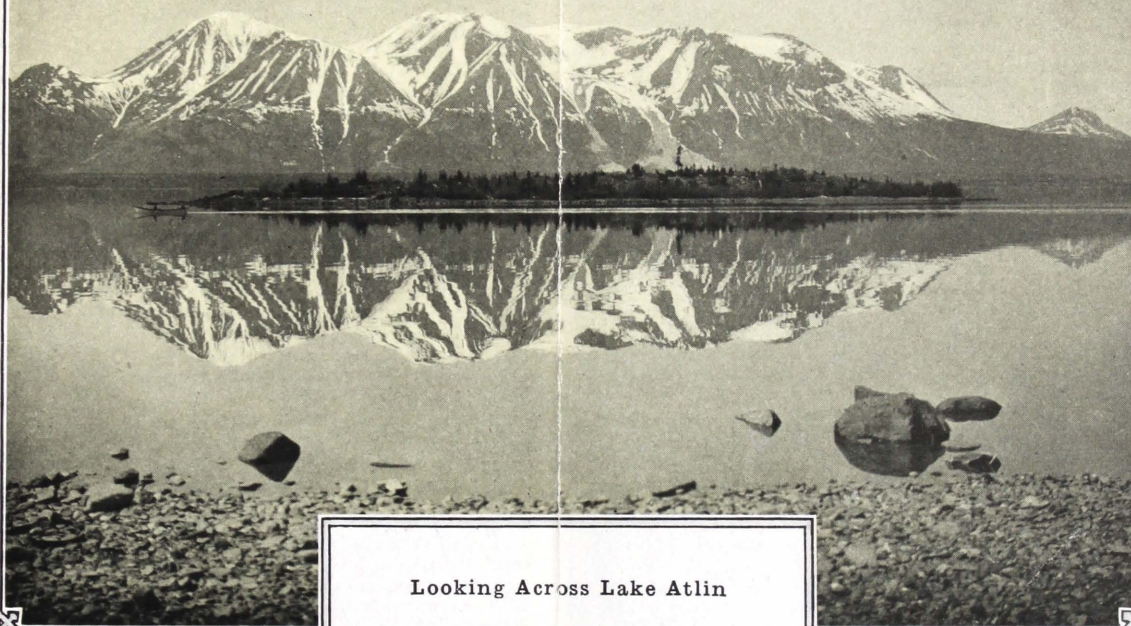


## White Pass & Yukon Route



Looking Across Lake Atlin

**T**HIS is the land of gold, the midnight sun and Northern Lights—of snow-capped mountains towering into the clouds—immense glaciers glistening in the sunlight—lakes nestling in the mountains, on whose mirror-like surfaces are seen the most wonderful reflections. It is the land of entrancing fjords, mighty rivers, tumbling cascades, roaring rapids and deep cañons—a land gay with the bloom of flowers in the valleys and on the mountain side—a land of ideal summer weather.

Here is the land of big game—moose, caribou, bear, big-horn sheep and mountain goats—a land whose lakes and streams teem with trout, grayling and salmon.

But to really see this fascinating Northland and appreciate and enjoy its wonders and charms you must do more than see the mere fringe along the shores—you must go beyond—and Skaguay is the gateway, and the route that leads to the “inside” is the White Pass & Yukon Route, the pioneer railway of Alaska and the Yukon Territory. Whether your journey from Skaguay be one of twenty miles or two thousand miles, you can travel in the utmost comfort all the way.



# White Pass & Yukon Route



## SEE ALASKA—ATLIN AND THE YUKON

### "One of the World's Greatest Trips"

In all the world there is no trip like that from Seattle or Vancouver, along the shores of British Columbia and southeastern Alaska to Skaguay, thence over the coast range to Atlin or the Yukon.

Nor is there a trip anywhere else in the world that will compare with it in scenic grandeur and diversity of attractions. This is the testimony of the tourists who have visited this Northland, many of whom have been all over the world.

And then, too, the trip has the novelty and charm of being different from any you have ever taken. While you have a thousand miles travel on the Pacific Ocean, the route is between mountainous islands, affording interesting and ever-changing scenery, but no rough water to dread—no discomforts. Instead you can travel in the utmost comfort and enjoy all this grandeur from the deck of the steamer, or your comfortable chair in a parlor-observation car.

That many have a preconceived idea that Alaska is a land of snow and ice, and summer merely means a temperature slightly above freezing, is not surprising when one reads a description of that country as given in the geographies used in some of the schools. As, for instance, this—"Our country purchased this cold barren land from Russia," and this—"Besides the gold, Alaska is of interest for two other reasons—for its many glaciers and ice-covered seas."

Instead of being cold and barren it has a most delightful summer climate; the thermometer showing 70 degrees and occasionally, especially in the interior, it at times rises to 90 or more in the middle of the day. As for being barren, Alaska, in the summer time, is a land of flowers—from Ketchikan, in the southeastern part, to Fort Yukon, on the Arctic Circle, and even farther north. And the cultivated flowers grow with a luxuriance that is wonderful. In the gardens in Skaguay you will see dahlias nine to ten inches in diameter; sweet peas nine feet high, and climbing nasturtiums, and other flowers in proportion.

Yes, Alaska is of interest for its many glaciers—but it is also of interest for its towering, snow-capped mountains; its beautiful lakes; its rapids and cañons and mighty rivers.

And one has to go far north of transportation lines to find

ice-covered seas in the winter. In the summer the seas are open everywhere.

The southeastern coast of Alaska, on account of its magnificent scenery, its glaciers and interesting totem poles, and the quiet landlocked passages, will be found more attractive and interesting than any other portion of the coast. Here, at the head of Lynn Channel, commonly called Lynn Canal, 100 miles north of Juneau, is Skaguay, the terminus of all the steamers on the southeastern Alaska route. It is also the southern terminus of the railway lines of the White Pass & Yukon Route. All of the steamers on this route permit their passengers to stop over at Skaguay.

The voyage to Skaguay is one of a thousand miles from Seattle and about one hundred miles less from Vancouver, and occupies four days. It is a most delightful and interesting voyage.

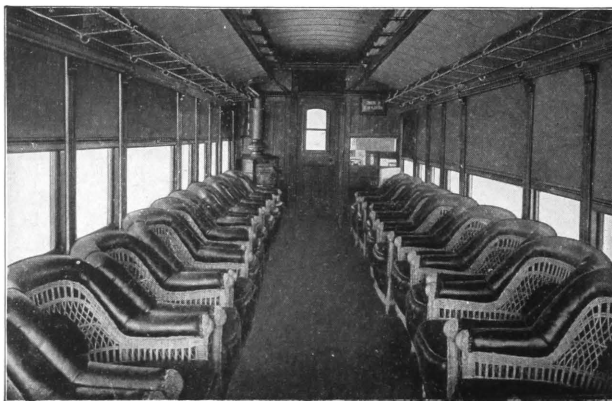
The route lies between the islands and the mainland through narrow passages, walled in by mountains, the waters as smooth as a river, and, in fact, the voyage is more like that traveling on a river except that ocean-going steamships are used.

Stops en route are made at many ports, including Alert Bay, Prince Rupert, the Pacific Terminus of the new Grand Trunk Pacific Railway, Ketchikan, Metlakatla, Wrangell, Juneau, the capital, Fort Wm. Seward, and on the return at Sitka by some of the steamers.

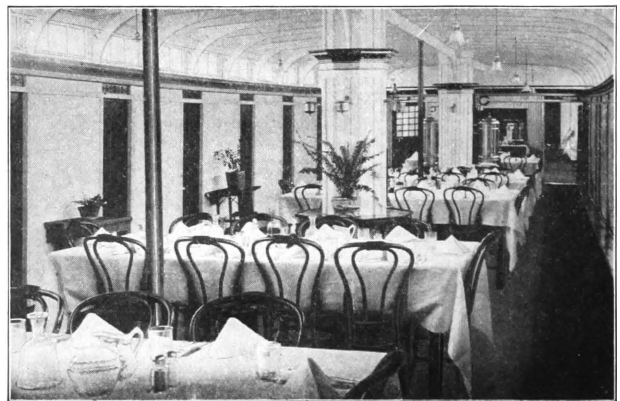
But if you go no farther than Skaguay you will have only seen the shores. Go beyond—make your Alaska trip worth while. Stop off at Skaguay and go to Atlin and Dawson, and if time will permit, still farther down the mighty Yukon, crossing and re-crossing the Arctic Circle, where you can see the sun at midnight, to Fairbanks and Nome, and you will appreciate why tourists say—"Passengers who do not take the trip over your line to the interior make a great mistake"—and, "From Seattle to Skaguay is certainly a very wonderful trip, but the most enjoyable part of the trip was that from Skaguay to Dawson."

Alaska has a coast line of about 26,000 miles, and in all this distance Skaguay is the only gateway through which the vast interior can be reached by train and connecting steamers.

The trip from Skaguay, by rail, over the summit of White Pass to White Horse, is one of the most interesting rides imaginable. Nowhere is there more awe-inspiring scenery than on this trip. One of the features of the railway trip is the



Interior of a White Pass & Yukon Route Parlor-Observation Car



Dining Room on one of the White Pass & Yukon Route River Steamers



# White Pass & Yukon Route



twenty-seven-mile ride along the winding shores of Lake Bennett, made famous by the trials and tribulations of the gold-seekers of '97 and '98, who stampeded to the Yukon in search of gold.

At Caribou, sixty-eight miles from Skaguay, connection is made with the steamer to Atlin, on the east shore of Lake Atlin—"one of the beauty spots of the world." In the opinion of the many tourists who have visited Lake Atlin, there is nothing in all their travels that will compare with it for beauty and grandeur—not even the famed lakes of Switzerland and Italy.

Returning to Caribou the trip, by rail, is continued past historic Miles Cañon and White Horse Rapids, of Klondike memory, to White Horse, the head of navigation on the upper Yukon River.

From White Horse to Dawson it is a down-stream sail of 460 miles and takes about forty-eight hours. Every mile of the voyage is interesting. Of special interest is the trip through Five Fingers and Rink Rapids.

And here, in the heart of this Northland, you will begin to realize its vastness, its grandeur and its pure, invigorating atmosphere.

Dawson, almost within the shadow of the Arctic Circle, is the metropolis of the great Klondike district—the most wonderful placer gold mining camp the world has ever known. A stop here of a day or two, or even longer, will prove of much interest.

At Dawson connection is made with the steamers of the American Yukon Navigation Company for the trip down the Yukon River and up the Tanana to Fairbanks, or on down the Yukon to St. Michael and Nome.

The traveler who can spare the time will find the voyage down the great broad Yukon, with its many islands, one of unusual interest. To begin with, the voyage itself is farther north than one can travel inland on a regular line of steamers. And then, too, one has the unique experience of crossing and recrossing the Arctic Circle, where the sun can be seen at midnight around June 21st. Besides, there are many interesting Indian villages and herds of reindeer.

Fairbanks is of special interest. It is the largest city in the interior of Alaska and is very progressive.

The return from Fairbanks is best made the same way as going, whilst from Nome the return is by ocean steamer direct to Seattle.

The steamers of the White Pass & Yukon Route and the

American Yukon Navigation Company were built especially for service on these northern waters and are of the best possible construction. They are electric-lighted, contain two-berth rooms, and afford the passengers every comfort, and the excellent meals served, and the very efficient and courteous service rendered, add greatly to the enjoyment of the trip.

## Send for Our New Booklet

The trips outlined herein are described in more detail in our new illustrated booklet, "Alaska and the Scenic Yukon." It is free for the asking and decidedly worth requesting and reading.

## TWO SPECIAL MIDNIGHT SUN EXCURSIONS

Last year (1915) we inaugurated special excursion trips to a point near Fort Yukon, on the Yukon River, within the Arctic Circle, from which could be viewed the wonders of the midnight sun; that being the first opportunity ever offered to see the sun at midnight on this continent.

The *Seattle Daily Times* of July 6, 1915, in giving an account of the "Midnight Sun Excursion," said:

In the early hours of the evening of June 23d the sun speeded on its northern circle through an almost naked sky. At 9.00 o'clock the pleasure-seekers gasped in wonder as a vivid circle surrounded the sun, its appearance followed a few moments later by several sun-dogs, flanking the sun and the circle. The sun-dogs came and went. Sometimes there were four or five and several times the number increased to seven or eight. The effect of their appearance, disappearance and return was indescribable, suggesting that they were engaged in scouting about for the protection of the great orb they guarded.

As the pleasure-seekers, many of them representatives of the financial and industrial worlds of the East and Central West, watched the spectacle spellbound. Nature staged her startling climax at 10.00 o'clock. Without warning the inverted rainbow took form about the blazing sun and its glowing attendants. The middle of the bow bent downward directly over the great orb, with the ends extending upward into the sky on either side. At the same time the few cloud patches that stood like islets in the expanse of ether turned gorgeous colors.

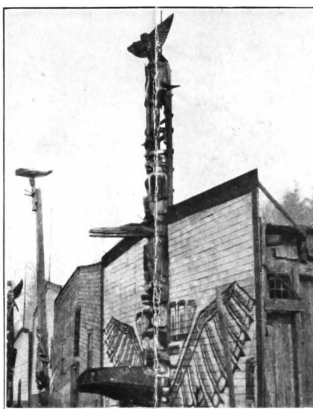
At midnight the tourists beheld the midnight sun clearly and distinctly, the orb remaining well above the horizon. As it began to climb its way upward for another day's journey, colored ribbons of light radiated through the few clouds.

The Arctic Circle has made good; it has dazzled the eyes of the pleasure-seekers with a strange spectacle.

It seemed as if the interior region knew it must rise to the occasion. As the boats proceeded down the river they overhauled a moose swimming vigorously in the icy stream. When the pleasure-seekers were within a few hundred yards the moose took to the shore and climbing up the river bank, disappeared in the forest. At another point a mother bear and two cubs appeared among the trees on the shore, giving a genuine touch of the wilderness to the scene.



Johnstone Straits



Totems, Alert Bay



Eldred Rock Light, near Skaguay





# White Pass & Yukon Route



The success of the trip, as shown by the expressions of appreciation and enthusiastic enjoyment of our patrons taking the trip, has led us to make the "Midnight Sun Excursion" an annual event, and no effort will be spared to make the excursion an event always to be remembered by those making it. The trip from beginning to end affords one continuous exhibition of scenic attractions, with the glories of the midnight sun and its brilliant color display the climax.

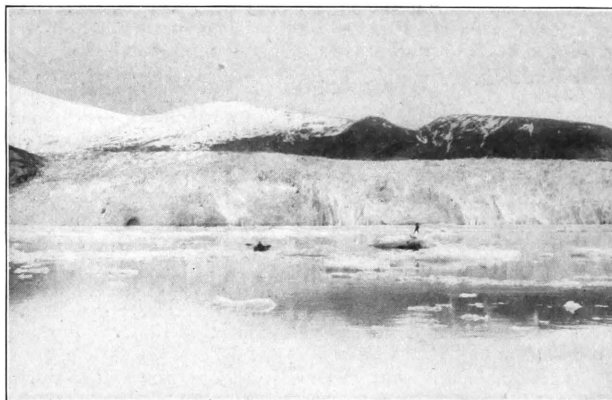
The excursionists taking this trip will leave Seattle on or about June 12th and 14th, dates to be definitely settled when sailings of ocean steamships from Seattle are announced. From there the route follows the famous "inside" passage along the coast of British Columbia and Alaska to Skaguay; thence over the railroad, through some of the most rugged and inspiring mountain scenery in America along lines of transportation, to White Horse, Y. T., the end of the railway. Near White Horse are to be seen Miles Canyon, through which the waters of mountain lakes and rivers force their way, culminating in the White Horse Rapids, the scene of peril passed through by the gold-seekers in the Klondike excitement of '98. From White Horse, passage is taken on river steamers, proceeding down the river to Dawson and beyond, the scenery being mountainous to the Yukon flats, and inside the Arctic Circle the river spreads out for miles upon miles. It is in these flats that a view of the midnight sun is had, and the wide open expanse of country affords a view rare the world over of the unsinking sun.

On the return the boats will stop at Dawson City, in the Klondike, about twenty-four hours, affording the tourists an opportunity to visit this world-famed district. Skaguay will be reached on the return about June 29th and July 1st and Seattle about July 4th and July 6th, respectively.

The exact sailing dates from Seattle, and more definite information regarding the expected date of arrival at Seattle, as well as information regarding rates, etc., will be furnished on request.

A more detailed description of this exceedingly interesting and novel trip will be found in our booklet, "Alaska and the Scenic Yukon," which will be furnished on application.

As not to exceed sixty-six passengers will be carried on each steamer to Fort Yukon, reservations should be made as early as possible in order to secure accommodations. Reservations on both the ocean and river steamers will be made in the order requests are received.



Taku Glacier—300 Feet High, One Mile Wide

## WHAT TRAVELERS SAY ABOUT THE TRIP TO ATLIN, DAWSON, FAIRBANKS AND NOME.

Everyone who is contemplating a trip to Alaska should send for a copy of "Opinions." It is a booklet we have issued, containing letters, etc., from travelers who have been to the places mentioned, and what they say should prove of interest.

The following are a few brief extracts:

"Scenically the White Pass Route is wonderful; the ascent from Skaguay to the Pass is only twenty miles, but it offers us an almost constant succession of superb mountain views \* \* \* This is one of the great scenic railways of the world."

E. BURTON HOLMES.

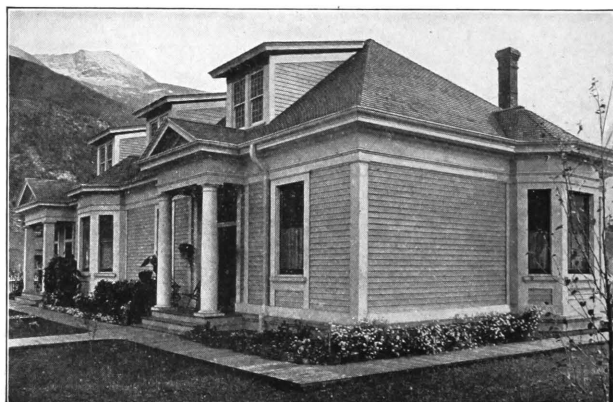
(From his lecture on Alaska and the Yukon.)

From "Alaska, the Great Country," by ELLA HIGGINSON:

"On all the Pacific Coast there is not a more interesting or a more profitable place in which to make one's headquarters for the summer than Skaguay. More side trips may be made, with less expenditure of time and money, from this point than from any other \* \* \* The famous White Pass Railway, which



Skaguay, Looking Down Lynn Canal

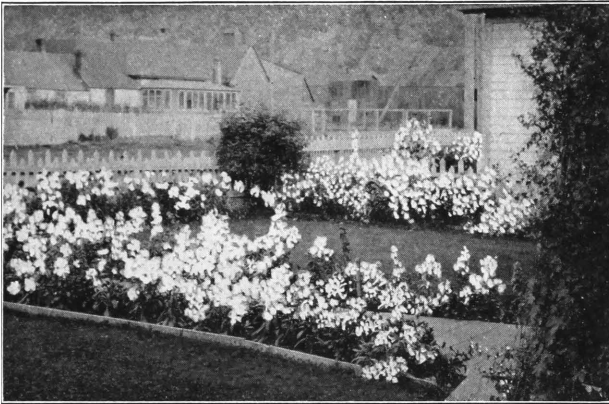


A Home in Skaguay





# White Pass & Yukon Route



A Skaguay Flower Garden

is one of the most wonderful engineering feats of the world, may be taken for a trip which is in itself worth going a thousand miles to enjoy \* \* \*

"No one should go to Alaska without seeing Lake Atlin."  
DR. R. G. RICH, DAVID CITY, NEB.

"I believe this is one of the world's greatest trips."  
C. W. BINGHAM, Attorney-at-Law, CEDAR RAPIDS, IOWA.

From "Alaska and the Klondike," by J. S. McLain:

"The ride over the White Pass is an experience to be remembered \* \* \*

"These boats (the White Pass & Yukon Route) are equal to any on the upper Mississippi, furnish comfortable accommodations, serve excellent meals and rob travel on the Yukon and its tributaries of every anticipated hardship."

"\* \* \* Regarding my recent trip over your lines to Atlin and Dawson would state it was altogether the most delightful and interesting trip I ever took. The climate is perfect, the scenery unequalled by any I have seen in Europe or America, your agents and officials most courteous and your train and boat service

excellent, everything being done for the comfort and convenience of your passengers."

MISS FANNY C. PECK, JAMAICA, N. Y.

From JOHN J. UNDERWOOD'S "Alaska and Empire in the Making:"

"This road \* \* \* is one of the greatest engineering feats in the world. A trip over it is one to be remembered."

In respect to the scenery along the Yukon River he writes in part:

"The scenery, which is not unlike that of the Inland Passage, is as varied as it is picturesque and interesting."

## Stop Over at Skaguay

This is the key-note of the advice given by every tourist who has stopped over.

If you cannot possibly spend more than four days or a week in the interior, go to Atlin—you will not regret it.

## OCEAN STEAMER SERVICE TO SKAGUAY

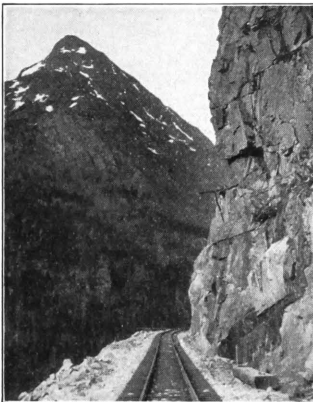
An excellent passenger steamship service is maintained between Seattle and Skaguay by the Alaska Steamship Company, the Pacific Coast Steamship Company, and the Humboldt Steamship Company, and between Victoria, Vancouver and Skaguay by the Canadian Pacific Railway Company, affording a sailing during the greater portion of the year, every two or three days from Seattle and every week from Victoria and Vancouver. The service during the summer months is continued through the winter, but the sailings are not so frequent.

During the summer season some of the steamers run on an excursion itinerary, stopping at all of the interesting ports along British Columbia and Alaska, including Sitka, Metlakatla, etc., as well as Taku and Davidson Glacier.

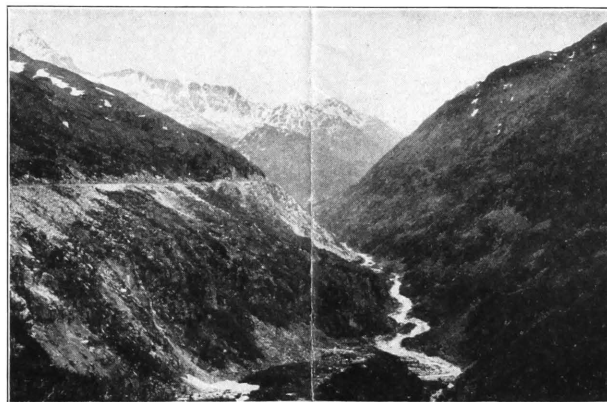
Passengers holding round-trip tickets to Atlin, Dawson and Fairbanks will be granted a stop-over privilege at Skaguay by the above-mentioned steamship companies.

All of the passenger steamers running to Skaguay contain comfortable two-berth rooms, serve excellent meals and maintain a first-class service.

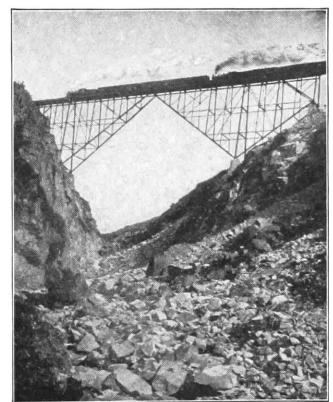
Full particulars as to sailing dates, ports of call, service, etc., of the various steamship lines running to Skaguay gladly furnished on request.



Rocky Point



Saw-Tooth Mountains



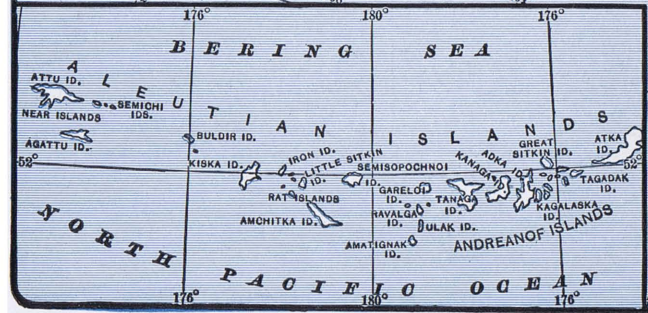
Steel Cantilever Bridge near the Summit of White Pass





MAP OF  
**WHITE PASS AND YUKON ROUTE**  
 AND CONNECTIONS

- Railway Lines of White Pass and Yukon Route
- - - Steamer Lines of White Pass and Yukon Route
- - - Steamer Lines of American-Yukon Navigation Company
- - - Nome-Seattle Steamship Lines
- - - South Eastern Alaska Steamship Lines







# White Pass & Yukon Route



## TIME TABLE

### Rail Division White Pass & Yukon Route

Northbound	Distance from Skaguay	STATIONS		Southbound	
No. 1 Daily Ex. Sunday				No. 2 Daily Ex. Sunday	
* 9.30	0.0	Lv	SKAGUAY	Ar	4.50 pm
11.55	20.4	Ar	} WHITE PASS	Lv	3.20 pm
12.05		Lv		Ar	3.15 pm
12.45	32.4	Lv	Log Cabin	Ar	2.30 pm
1.15	40.6	Ar	} †BENNETT	Lv	1.45 pm
1.40		Lv		Ar	1.20 pm
3.10	67.2	Ar	} CARIBOU	Lv	11.48 am
3.20		Lv		Ar	11.38 am
5.50	110.4	Ar	WHITE HORSE	Lv	9.00 am

\*Alaska Time—one hour behind Pacific Time.  
†Meal Station.

## RIVER AND LAKE STEAMER SERVICE

### To Atlin

The steamer "Gleaner" is scheduled to leave Caribou every Monday and Thursday evening and is due to arrive at Taku Landing the following morning.

After breakfast, served on the "Gleaner," passengers are taken by train across a narrow neck of land to the west shore of Lake Atlin, where the steamer "Scotia" lies in waiting and carries the passenger across the lake to Atlin city, a distance of six miles. The trip from Taku Landing to Atlin City consumes about one hour.

Returning, the steamer leaves Atlin every Wednesday and Sunday morning, thus affording passengers a daylight trip through the lakes to Caribou, which is reached the same evening.

The night is spent at the hotel at Caribou. This hotel, both as to meals and service, has proven very satisfactory to the many tourists who have stopped there.

Unless circumstances prevent, round-trip tourists arriving at Atlin on Tuesdays will be given a special excursion trip on Lake Atlin that afternoon, and those arriving on Friday morning will be given a trip on Saturday. No extra charge is made for these excursions.



Inspiration Point—Photographed at Midnight

### To Dawson

The steamers "Casca," "White Horse," "Dawson," "Selkirk" and "Canadian," affording an exceptionally good passenger service, are scheduled to leave White Horse for Dawson about every other day at 8.00 p.m. and are due to arrive in Dawson forty-eight hours later. Each steamer is scheduled to leave Dawson on the return trip, twenty-four hours after arrival, and is due to arrive at White Horse about four and one-half days later.

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

### To Fairbanks, St. Michael and Intermediate Points

The American Yukon Navigation Company will have a direct sailing for Fairbanks at least every week. It is intended to make close connection at Fort Gibbon, at the mouth of the Tanana, with other steamers of that company for St. Michael and intermediate points, as well as for Fairbanks, if necessary. At St. Michael connection will be made with ocean steamers for Nome and Seattle.

### To the Koyukuk, Iditarod and Innoko Mining Districts

These districts are reached by the light-draft steamers of the American Yukon Navigation Company—the former from Nulato and the other two from Holy Cross.

### APPROXIMATE RUNNING TIME FROM AND TO SEATTLE OR VANCOUVER, TO AND FROM WHITE HORSE, ATLIN, DAWSON, FAIRBANKS, ST. MICHAEL AND NOME

Seattle or Vancouver to Skaguay.....	4 to 5 days
Skaguay to White Horse (rail).....	8 hours
Caribou to Atlin.....	14 hours
White Horse to Dawson, down-stream.....	2 days
Dawson to White Horse, up-stream.....	4½ days
Dawson to Fairbanks, down-stream.....	5 days
Fairbanks to Dawson, up-stream.....	6 days
Fairbanks to Fort Gibbon.....	1 day
Fort Gibbon (Tanana) to St. Michael, down-stream..	4 days
St. Michael to Fort Gibbon, up-stream.....	8 days
St. Michael to Nome.....	12 hours
†Skaguay to Seattle or Vancouver.....	4 to 6 days
Nome direct to Seattle.....	8 to 10 days

†Time depends on whether steamer runs on an express or excursion schedule, number of calls made, and whether steamer stops at Sitka southbound.



Cathedral Mt., from the Narrows—Lake Atlin





# White Pass & Yukon Route



## APPROXIMATE TIME NECESSARY FOR ROUND TRIP FROM SEATTLE OR VANCOUVER TO ATLIN, DAWSON, FAIRBANKS, ST. MICHAEL AND NOME AND RETURN

To Atlin and return, including side trip to White Horse, a day or two, each, at Atlin and Skaguay	16 days
To Dawson and return, including a day or two, each, at Skaguay and Dawson	20 to 23 days
To Fairbanks and return, including a stay of about one day in Fairbanks	33 to 38 days
To Nome and return by sea direct to Seattle, including a stay of six hours or less in Nome	about 30 to 35 days
For side trip from Caribou to Atlin and return, add from	3 to 4 days
For side trip from Ft. Gibbon (Tanana) to Fairbanks and return, add about 5 days, which will allow one day at Fairbanks.	

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

### CONNECTIONS

It is the purpose of the White Pass & Yukon Route and the American Yukon Navigation Company to make connections at the various transfer points as close as possible, but they cannot be guaranteed.

### HOTELS

With the exception of the Pullen House at Skaguay, all of the hotels at Skaguay, Caribou, White Horse, Dawson, Fairbanks and Nome are run on the European plan. Rates are from \$1.50 to \$3.00 per day. Some of the hotels have rooms with connecting bath. All contain modern toilet and bathrooms, as well as rooms with running hot and cold water. Dining rooms are usually operated in connection with the hotels; meals from 50 cents to \$1.00 each, except when the service is a la carte.

Rates at the Pullen House, Skaguay, American Plan, \$3.00 and upwards per day for single rooms. Suites with connecting bath, \$7.00 to \$10.00 per day for two persons.

Hotel accommodations at Atlin, for taking care of tourists desiring to stop over there, have been made for 1916, providing comfortable rooms and good meals.

In short, the hotels throughout, both as to conveniences, meals and service, will, everything considered, be found much better than one usually finds in the smaller towns in the United States and Canada.

### What Clothes to Take

By all means don't burden yourself with heavy clothing. By way of comparison it might be noted that the summer temperature of Skaguay and Dawson runs on an average from about 60 to 75 degrees, while that of cities like Chicago, New York and St. Louis runs from 70 to 90 degrees.

It is well to provide one's self with a medium weight overcoat or wrap, walking shoes for any intended tramps ashore, and medium weight underwear, such as you would usually wear in the late spring. You will never encounter cold weather in Alaska during the summer. You merely escape the sultry heat of more southern points. Travelers who have visited many lands say there is no more bracing, no more delightful summer climate in the world than that offered by Alaska, Atlin and the Yukon.

### Hunting and Fishing

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

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

We have just published a booklet containing information regarding the various big game districts, cost of guides, etc. It is free on request.

### SPECIAL SUMMER EXCURSION RATES

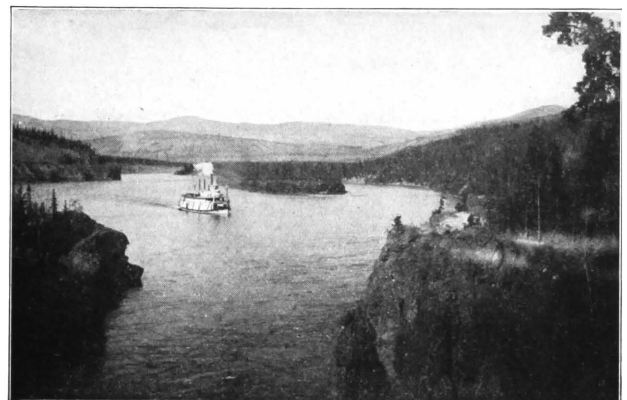
#### Special Round-Trip Rates

Special round-trip rates from Seattle, Victoria and Vancouver to Dawson, Fort Yukon, Fairbanks and Nome will be in effect June 10th and to Atlin June 5th.

Full information regarding rates, limit of tickets, sailing dates of steamers from Seattle, Vancouver or Victoria, gladly furnished on request.



White Horse, Y. T.



The Yukon at Five Fingers



# White Pass & Yukon Route



## To the Summit of White Pass and Lake Bennett

Every tourist to Alaska should stop over at Skaguay, but if you find it absolutely impossible to do so, do not fail to take the railway trip to the summit of White Pass (International Boundary) or to Lake Bennett, while the steamer is at the wharf. It is unquestionably one of the most wonderful railroad trips in the world.

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

Skaguay to the summit of White Pass and return . . . \$5.00  
 Skaguay to Lake Bennett and return . . . . . 7.00

These tickets will be good on the regular trains, but are limited to day of sale.

Special excursion trains will be run from Skaguay to the summit of White Pass and Lake Bennett and return, for parties of fifteen or more, after the arrival of the ocean steamer, returning in plenty of time before steamer sails.

Rates are the same as on the regular trains.

## Baggage Regulations

1. One hundred and fifty (150) pounds of baggage, consisting of wearing apparel and personal effects of passengers necessary for their journey, will be carried free for each passenger presenting a valid full ticket, or pass, and seventy-five (75) pounds for each passenger presenting a valid half ticket. All weight in excess of these amounts will be charged for at current tariff rates.

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

## BAGGAGE CHECKED THROUGH TO ATLIN, DAWSON OR FAIRBANKS

3. Baggage can be checked through from Puget Sound and British Columbia ports to Atlin or Dawson, via the White Pass & Yukon Route, without undergoing inspection by customs officers at Skaguay, provided that passengers hold through tickets, and after it is once checked at starting point (during season of navigation) passengers are not annoyed by customs inspection or re-checking until arrival at destination where all baggage from United States points is subject to inspection. Baggage originating at British Columbia points can be corded and sealed and sent through Alaska in bond without inspection. Baggage originating at United States ports destined to points in Alaska on the lower Yukon River below Dawson can go through to destination in bond without inspection.



Bird's-Eye View of Dawson, Y. T.

## Winter Service to Dawson

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

The distance between White Horse and Dawson via the trail is 330 miles; the location is shown on the map.

## The Wells Fargo Express Company

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

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

## Telegraph Service

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

In addition, the United States and Canadian Governments maintain a commercial telegraph service reaching most of the coast and interior points, especially those along the lines of the White Pass & Yukon Route and the American Yukon Navigation Company.

## ALTITUDE ABOVE SEA LEVEL of various points along the White Pass & Yukon Route

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



Fourth of July Celebration, Fairbanks, Alaska



# White Pass & Yukon Route



## TABLE OF DISTANCES VIA WHITE PASS & YUKON ROUTE AND

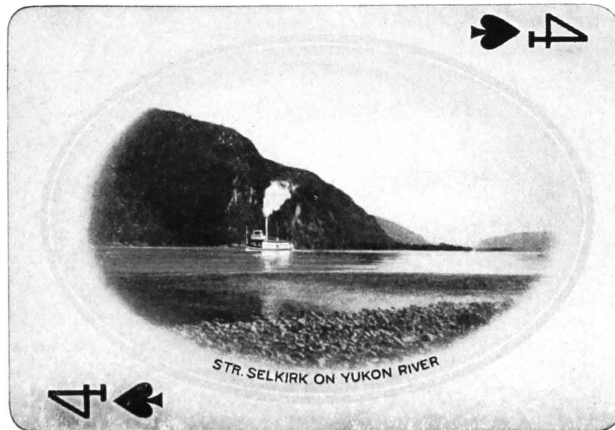
American Yukon Navigation Co.

From Skaguay to	MILES	From Skaguay to	MILES
Seattle .....	1000	Forty Mile .....	624
Victoria .....	927	Eagle City (Fort Egbert) .	673
Vancouver .....	867	Circle City .....	863
Summit of White Pass . . .	21	Fort Yukon .....	948
Bennett .....	41	Fort Hamlin .....	1100
Caribou .....	68	Rampart .....	1190
Taku .....	142	Fort Gibbon (Tanana) . . .	1271
Atlin .....	150	Hot Springs .....	1341
White Horse .....	111	Chena .....	1534
Head of Lake Labarge . . .	136	Fairbanks .....	1546
Foot of Lake Labarge . . .	170	Ruby .....	1434
Hootalinqua .....	201	Koyukuk .....	1542
Big Salmon River .....	236	Nulato .....	1562
Little Salmon River . . . .	271	Kaltag .....	1602
Five Finger Rapids .....	337	Anvik .....	1767
Rink Rapids .....	343	Holy Cross .....	1815
Selkirk .....	393	Russian Mission .....	1879
White River .....	491	Andreaofski .....	1991
Stewart River .....	501	Kotlik .....	2105
Sixty Mile River (Ogilvie) .	524	St. Michael .....	2171
Dawson .....	571	Nome .....	2286

Distance from St. Michael to Seattle by sea direct, 2487 miles.

### Souvenir Alaska-Yukon Playing Cards

The White Pass & Yukon Route is now offering one of the most beautiful and interesting decks of playing cards ever issued. On each card is a beautiful half-tone reproduction of a scene along the lines of the White Pass & Yukon Route in Alaska, British Columbia and the Yukon Territory—each card has a different picture.



These cards are of the finest enamel finish, gilt-edged, and put up in a substantial leatherette case, and may be had at 50 cents a pack. A sample card will be sent upon receipt of a two-cent stamp.

Residents of the United States will please address either the General Passenger Agent in Chicago or the General Agent in Seattle.

## WHITE PASS & YUKON ROUTE EXECUTIVE AND ACCOUNTING DEPARTMENTS

F. C. ELLIOTT, President . . . . . Conway Building, Chicago, Ill.  
HERBERT WHEELER, General Manager . . . . . Skaguay, Alaska  
G. H. MILLER, General Auditor . . . . . Skaguay, Alaska

### TRAFFIC DEPARTMENT

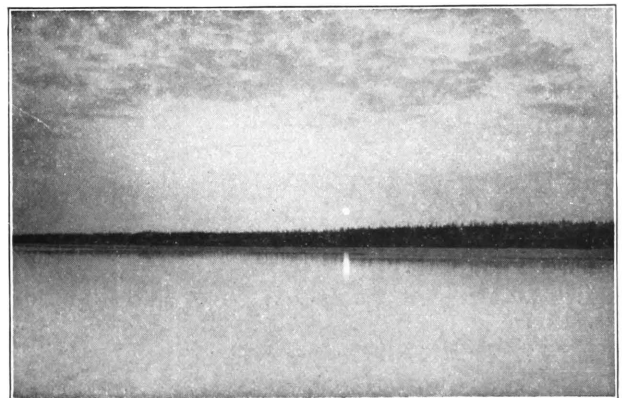
A. F. ZIFF, Traffic Manager . . . . . Alaska Building, Seattle, Wash.  
HERMAN WEIG, Gen'l Pass'r Agent, Conway Bldg., Chicago, Ill.  
J. L. BURNSIDE, General Agent, 612 Second Ave., Seattle, Wash.  
F. B. WURZBACHER, General Agent . . . . . Skaguay, Alaska  
G. B. EDWARDS, General Agent . . . . . Dawson, Y.T.  
J. A. FAIRBORN, General Agent . . . . . Fairbanks, Alaska  
WM. TAYLOR, General Agent . . . . . St. Michael, Alaska  
E. FARR, Agent, 589 Granville Street . . . . . Vancouver, B.C.

### OPERATING DEPARTMENT

V. I. HAHN, Superintendent Rail Division . . . . . Skaguay, Alaska  
W. D. GORDON, Superintendent River Div., White Horse, Y. T.  
C. W. CASH, Superintendent Mail Service . . . . . White Horse, Y. T.  
HOWARD ASHLEY, Master Mechanic . . . . . Skaguay, Alaska  
C. J. ROGERS, Purchasing Agent, Alaska Building, Seattle, Wash.

### GENERAL INFORMATION

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

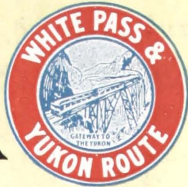


The Midnight Sun at Fort Yukon



# ALASKA

AND THE  
YUKON TERRITORY

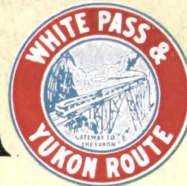


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THE YELLOWSTONE PARK IS WONDERFUL,  
THE CANYON OF THE COLORADO IS COLOSSAL,  
AND ALASKA IS ALL OF THESE."

—Burton Holmes

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## White Pass and Yukon Route

# TWO GRAND TOUR EXCURSIONS

**The Most Interesting and Comprehensive  
Alaska-Yukon Trip It Is Possible to Take.**

From Seattle or Vancouver to Nome, via Skaguay, Dawson, Fairbanks and St. Michael, returning from Nome via Seward, Columbia Glacier, Valdez and Cordova, with a side trip over the Copper River & Northwestern Railway to Miles Glacier, returning from Cordova direct to Seattle via the "outside." In order to connect with the S.S. Victoria, scheduled to sail from St. Michael July 9th and August 6th, respectively, it will be necessary to leave Vancouver not later than June 17th and Seattle June 19th for the first excursion, and from Seattle July 14th and 15th and Vancouver July 15th for the second excursion. The S. S. "Victoria" is due at Seattle on the return about July 21st and August 19th, respectively.

From the following brief outline of the route it will be seen that each of these trips cover practically all of Alaska and the Yukon that can be seen via the regular lines of transportation.

From Seattle or Vancouver to Skaguay it is a voyage of 1,000 miles through the wonderful "inside" passage. Stops en route are made at Alert Bay, Prince Rupert, Ketchikan, Wrangell, Taku Glacier, Juneau, etc. From Skaguay the trip is by rail, 110 miles, through the mountains, over the once-dreaded White Pass, past Miles Canyon and White Horse Rapids to White Horse, on the head waters of the Yukon. Thence for 460 miles down the scenic upper Yukon, through the famed Five Finger Rapids to Dawson City, in the Klondike, where a stop of about two days will be made.

From Dawson the voyage is continued down the Yukon for 700 miles, crossing and recrossing the Arctic Circle to the mouth of the Tanana River; thence up this river for 275 miles to Fairbanks, the proposed terminus of the new United States Government Railway. About two days will be spent in this busy and interesting city of the far interior. Leaving Fairbanks the voyage is now down the Tanana to the Yukon and the sail is continued down that river for 900 miles to St. Michael, an island off its mouth. Here the steamship "Victoria," of the Alaska Steamship Company, is boarded for the sail to Nome, a distance of 115 miles. A stop of about ten hours will be made at Nome, affording the tourist an opportunity to see the Eskimo and other interesting features of this famous city on the Bering Sea.

From Nome the voyage is one of about 1,000 miles through Unimak Pass direct to Seward, on the Gulf of Alaska, at the head of Resurrection Bay. Seward is the terminus of the railway purchased by the United States Government. Leaving Seward the sail is up Prince William Sound to Valdez. En route a view is had of the beautiful Columbia Glacier. The next stop is at Cordova, where the steamer will remain while the tourists are given a side trip over the Copper River & Northwestern Railway to the great Miles Glacier. Some of the grandest scenery along the shores of southwestern Alaska is seen in the vicinity of Seward, Valdez and Cordova.

From Cordova the "Victoria" sails direct to Seattle, which is reached about four days later. Passengers desiring to stop over at Cordova and return on another steamer of the Alaska Steamship Company, via Juneau and the "inside" passage, can do so on the payment of \$25 additional. A more detailed description of the trip from Seattle or Vancouver to Nome will be found in the accompanying folder and in our booklet "Alaska and the Scenic Yukon Country." This booklet, together with information in regard to the round-trip fare, etc., gladly sent on request.

Reservations should be made as early as possible.