

**A TOUR**  
*THROUGH THE LAND OF*  
**NIGHTLESS DAYS**



*ALASKA*  
AND THE  
*CANADIAN YUKON*

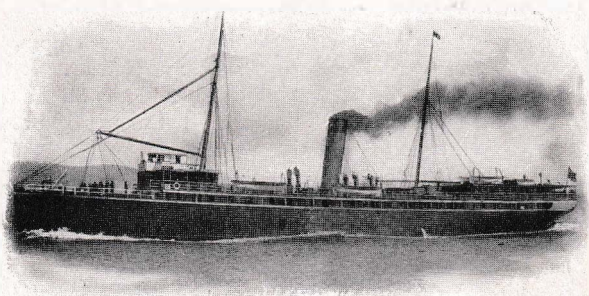
**THE WHITE PASS**  
AND  
**YUKON ROUTE**

(ca 1903)

(da 1903)

“The Yosemite Valley is beautiful,  
The Yellowstone Park is wonderful,  
The Canyon of the Colorado is colossal,  
And Alaska is all of these.”  
—*Burton Holmes*

**T**HE popular conception that Alaska and the British Yukon Territory is a country covered with snow and ice, barren of vegetation and fit only for the habitation of Eskimos and polar bears is entirely incorrect. While it is cold in winter it is less trying than many parts of Northern Canada or the United States as thousands of former



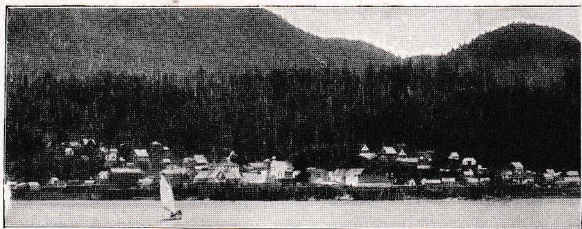
ONE OF THE STEAMSHIPS RUNNING TO SKAGUAY

residents of the United States and Canada can testify. In the summer time this Northland is as unlike the prevalent idea regarding it as anything can well be. Instead of snow, ice and barren waste there is a most wonderful growth of verdure. There are forests and grassy valleys, a profusion of flowers and wild berries, numerous vegetable gardens and here and there a field of oats, rye and other hardy cereals. No snow is seen during the summer time from one end of the Yukon to the other except on the mountain tops.

So recently have the improvements in the methods of transportation been introduced in this Northland that there are many people who do not know that the dog and the pack horse have given way to the modern railway — the rafts and scows to the fast and comfortable river steamers



ALONG THE SHORES  
OF ALASKA



KETCHIKAN, ALASKA

and that to-day the journey from Skaguay to Dawson and thence down the Yukon River to St. Michaels and Nome can be made with as much real comfort and convenience as can be found on the older routes of travel in the United States or Canada.

Excellent steamship service from Seattle, Vancouver and Victoria, in connection with the pioneer railway of Alaska over the famous White Pass to White Horse, and the steamboat service to Dawson and Atlin have opened up to the tourist a country of surpassing grandeur. It is Switzerland and Norway, the Hudson and the St. Lawrence, the "Rockies" and the Alps—but more grand and rugged than all.

**UP THE INLAND PASSAGE** Leaving one of the Pacific coast ports in a first-class passenger steamship, the tourist sails a distance of 1,000 miles on an inland sea, over waters so smooth for the greater portion of the distance that it is a delight to be aboard ship. The attention is held during nearly every moment by the panorama of snow-capped mountains, cascades, pine-clad hills, fjords and glaciers that unfolds itself on every side.

Stops, *en route*, are made at Ketchikan, Wrangel, Douglas and Juneau, (and at Sitka by some of the steamers on the return trip) affording an opportunity for the passen-



PICTURESQUE WRANGEL



TAKU GLACIER

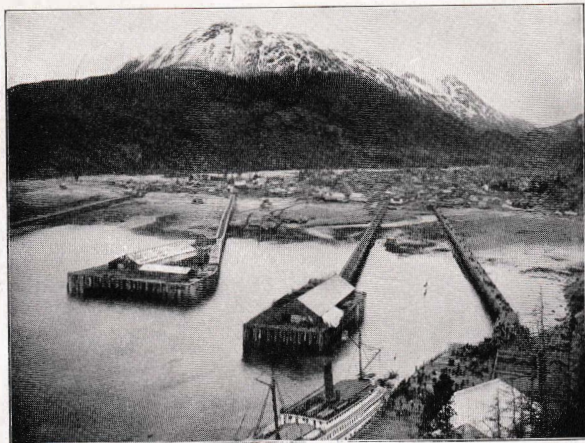
gers to go ashore and view the local curios, including the Indian graves and totem poles, and to visit the scenes of Alaskan industries. The salmon canneries at Ketchikan and Wrangel and the great Treadwell gold mine on Douglas Island are among the interesting features to be observed.

**AT SKAGUAY** To Skaguay, the gateway to the Yukon country, and one of the most important towns in Alaska, the trip from Juneau is one of 100 miles up the Lynn Canal. Man's resourcefulness has made this city one of comparative comfort and pleasure, even in its infancy. Electric lighting, telephones, substantial church and school buildings, a stone court house, a well equipped hospital, retail shops of great variety, scores of attractive homes with a profusion of flowers, trim lawns and prolific gardens, all contribute towards the general effect that marks Skaguay as a progressive city.

Hotel accommodations at Skaguay compare favorably with those of any community of its size. Some of the



LOOKING UP THE SKAGUAY VALLEY

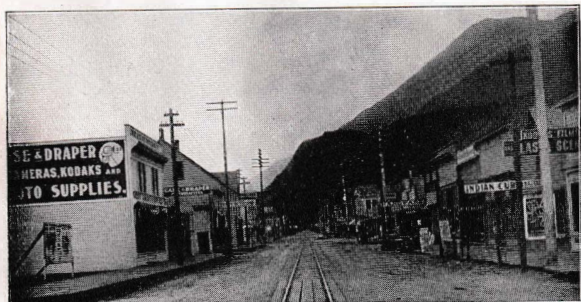


SKAGUAY AND THE WHARVES

hotels are lighted with electricity and heated by steam. At the best houses the rates vary from \$2.00 to \$4.00 a day, including meals, and from \$1.00 to \$2.00 a day for room alone. The meals are good, and the service excellent.

**FEATS OF RAILWAY ENGINEERING** One of the great engineering feats of the last century was the building of the White Pass & Yukon Railway. Work on this pioneer railway of Alaska was begun on May 28, 1898, and from then until the completion of the through line to White Horse, on July 29, 1900, was carried forward night and day through summer and winter under difficulties all but insurmountable.

At times the men preparing the roadbed worked on mountain sides so precipitous that they had to be suspended by ropes while cutting the grade. Perseverance and endurance overcame the obstacles, but at an enormous cost. The first twenty miles of the road, out of Skaguay, cost



A STREET SCENE IN SKAGUAY AT MIDNIGHT

\$2,000,000. That is at the rate of \$100,000 a mile, but in places along the shores of Lake Bennett the cost was even higher.

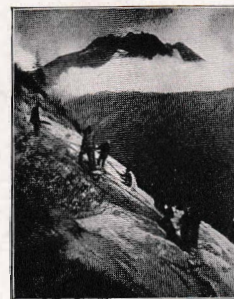
**LEAVING SKAGUAY** At 9:30 o'clock in the forenoon the tourist enters the comfortable train at Skaguay, to begin a mountain ride that is calculated to keep him in a continuous state of wonder. After having crossed twice the Skaguay river, the train begins the ascent of the mountain side. Again the river is crossed, and the observer finds himself being carried along the steep and rocky side of the mountains, following the east bank of the east fork of the river. Rocky

Point is reached at the end of the seventh mile and the train runs along a roadbed blasted out of an almost perpendicular wall of solid rock. Just before rounding the Point a magnificent view of Skaguay and Lynn Canal opens.

After passing the impressive hanging rocks at Clifton and the picturesque Pitchfork Falls, the traveler may look down hundreds of feet below him and see the old White Pass trail, over which thousands of hopeful prospectors struggled for weeks in their wearisome journey to the "diggings." Opposite are seen the Saw-Tooth mountains,

named for their serrate outline.

Still ascending, a detour is made of the main valley of the river, and at the end of the thirteenth mile old White Pass City is to be seen, 1,000 feet below. Only a few log cabins remain of what once was a city of several thousand inhabitants. At Glacier station another horse-shoe curve is followed and the river is crossed again. The railway there is within half a mile of the great glacier that covers the coast range of mountains. As the ascent continues the country is seen to be more rugged. The train passes through a tunnel, and then winds along a mountain



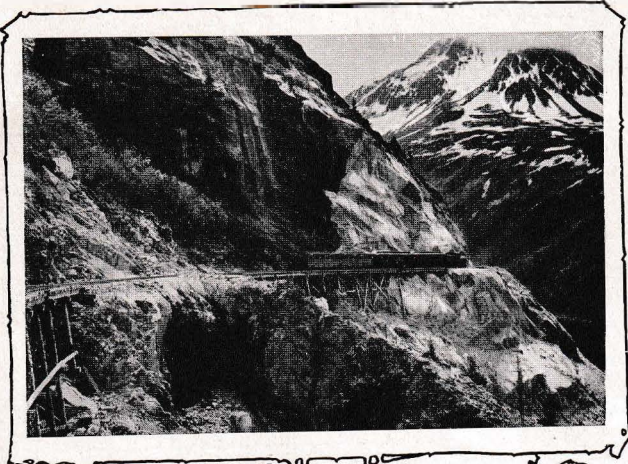
MEN SUSPENDED BY ROPES IN BUILDING THE RAILROAD



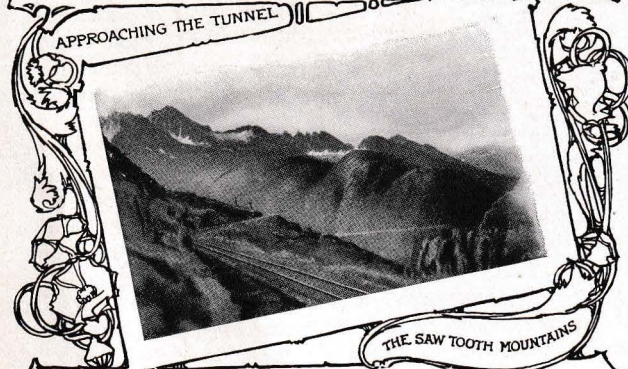
ROCKY POINT



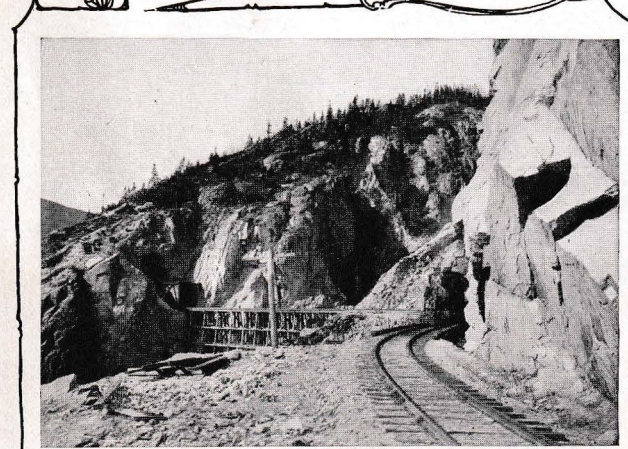
HANGING ROCKS AT CLIFTON



APPROACHING THE TUNNEL



THE SAW TOOTH MOUNTAINS



VIEW LOOKING TOWARDS THE TUNNEL

side that was so steep as to afford no foothold for the men engaged in cutting the grade for the road. At Inspiration Point one gets the last glimpse of salt water.

**ACROSS THE CANYON** Over a steel cantilever bridge 215 feet above the bottom of a canyon that is spanned the train draws to a point from which one of Nature's pictorial master pieces is beheld.



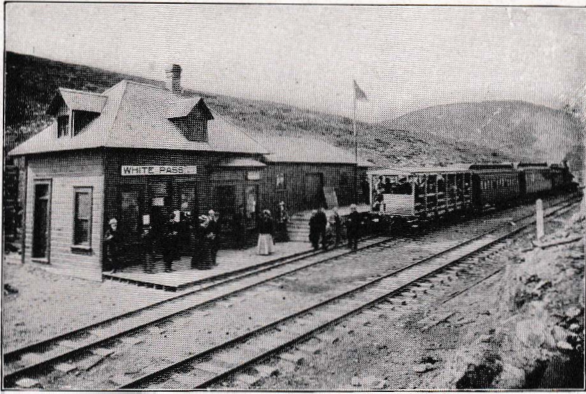
THE CANTILEVER BRIDGE

**SUMMIT OF WHITE PASS** Soon the summit of this famous pass is reached, almost 3,000 feet above sea level. The ride to the summit has taken but an hour and a half. Contrast this with the conditions as they were here in 1898 when it oftentimes took several days to reach this point and then only after the severest sort of mountain climbing, the men enduring hardships that were almost unbearable. Perhaps nowhere else on this continent is there so recent an illustration of the wonderful benefits to man in making the pathway easy by the construction of a railway. At the summit the "Stars and Stripes" and the "Union Jack" flutter in the breezes side by side to mark the boundary line between United States territory and the northernmost possession of the British empire. The frontier customs offices of both countries are located here. A few feet from the railway station is Summit Lake whose waters flowing south reach the Pacific Ocean within 22 miles through the short Skaguay River, or flowing north pass through the lakes, canyons and rapids of the Yukon River and cross the Arctic Circle before they finally mingle with the Bering Sea 2,200 miles from their source in Summit Lake.

Log Cabin station, twelve miles from the summit, was during the early days of the "rush" to the Klondike, a place of importance because of its being the headquarters of the customs officers of the Canadian government and it was also the starting point to Atlin.



AMONG THE CLOUDS

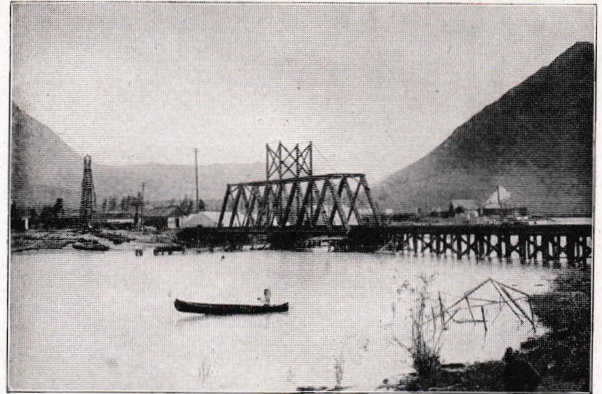


THE SUMMIT OF WHITE PASS

**AT LAKE BENNETT** Bennett Station, at the head of Lake Bennett, named by Lieut. Schwatka after James Gordon Bennett, is reached shortly after noon and here a stop is made for luncheon which is served in the dining room of the station. There is not much at Bennett at the present time to remind one of the busy scenes in the early days of the famous rush to the Klondike, for on the shores of this lake before the advent of the railway and steamboat lines, thousands of hopeful gold seekers were busy building and launching their boats and scows to begin their long trip down the Yukon, which was to end at Dawson or in some instances almost as far as the mouth of the Yukon River. It was also a very busy place in the summer of 1899, for then it was the terminus of the railway; but because of the railway being extended to White Horse, the town moved with it, as is frequently the case when railroads are extended.



LAKE BENNETT



CARIBOU CROSSING

Leaving Bennett, the railway follows the east shore for twenty-seven miles. On both sides the lake is walled in by precipitous mountains rising sheer out of the water. The trip along this lake is one of the most interesting features of the railroad portion of the journey to Dawson or Atlin. Twelve miles from Bennett the boundary between British Columbia and the Yukon Territory is crossed in Latitude 60° North.

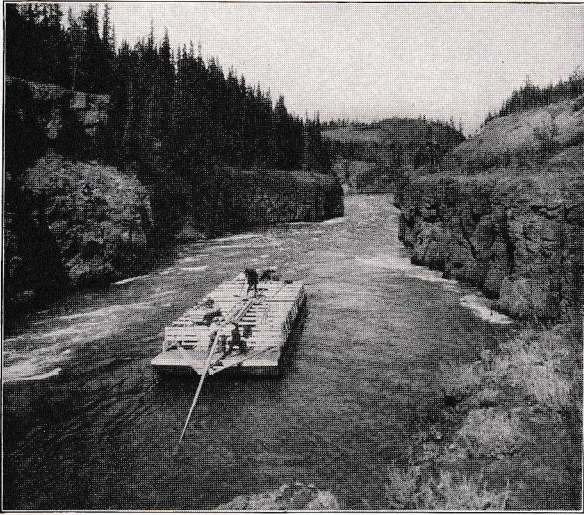
**AT CARIBOU** As the train approaches Caribou, the outlet of Lake Bennett into Nares Lake or Tagish Lakes, is crossed over the most northerly swing bridge on the American Continent. Within a few feet of the bridge is Caribou station, and here the traveller whose destination is Atlin leaves the train and boards the steamer.

**ON TO WHITE HORSE** Leaving Caribou the train runs along the Watson River affording a view of it every little while and soon Lewis Lake is reached. The peculiar appearance of this lake will be noted by the tourist, no doubt. While the railway was being constructed it was found that in order to afford a fairly straight line it would be necessary to lower the level of the lake about fourteen feet. In order to do this a channel was cut through some sandy hills and the lake was lowered to the desired level, but by a natural action not anticipated, it suddenly dropped seventy feet, cutting a vast canyon through the former outlet of the lake.



THE TRESTLE THROUGH LEWIS LAKE

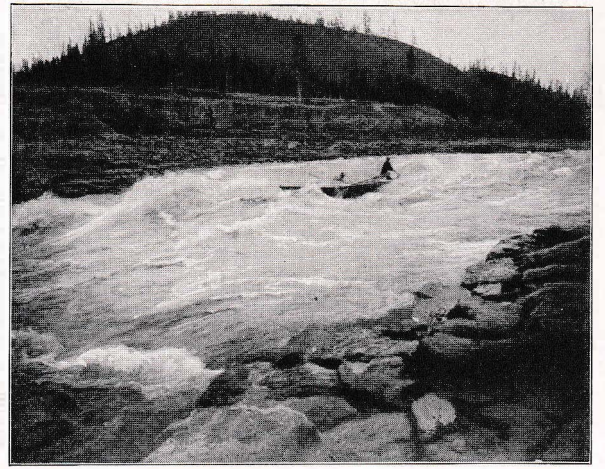
**MILES CANYON AND WHITE HORSE RAPIDS** Passing numerous little lakes shut in by hills and mountains the Fifty Mile River is sighted with Miles Canyon, named by Lieut. Schwatka in honor of Lieut. Gen. Nelson A. Miles, U. S. A. The canyon and White Horse Rapids immediately below have become world famous on account of their association with the discovery of gold in the Klondike. They are easily reached in about an hour's walk



SCOWING THROUGH MILES CANYON

from White Horse. As one views the waters rushing through the lava walls of the canyon at the rate of fifteen miles an hour, then spreading out and forming the rapids below, it is difficult to realize that thousands of gold seekers in that memorable rush to the Klondike risked life and limb shooting the canyon and the rapids. However, the trip through is not as dangerous as it seems, and with a careful and experienced pilot it is accomplished in perfect safety.

**AT WHITE HORSE** The ride by rail ends at 4:30 in the afternoon at the busy little City of White Horse. The town is on the west bank of Fifty Mile River, also called the Lewes River, about a mile down-stream from White Horse Rapids. The arrival and departure of trains

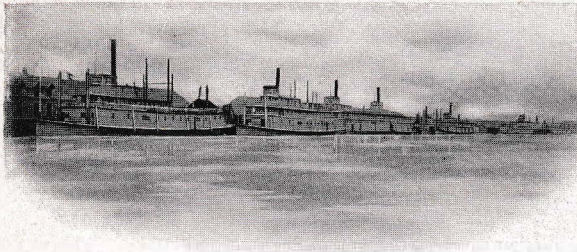


SHOOTING WHITE HORSE RAPIDS

and boats laden with passengers and freight make the city a scene of much activity during the summer months. It is also the starting point to the new gold fields near the Alsek River. Hotel rates and accommodations are practically the same as those at Skaguay. Those interested in mining will be well repaid by a visit to the copper mines located from two to six miles back from town, to which good roads have been constructed. Many of these mines are proving very rich.

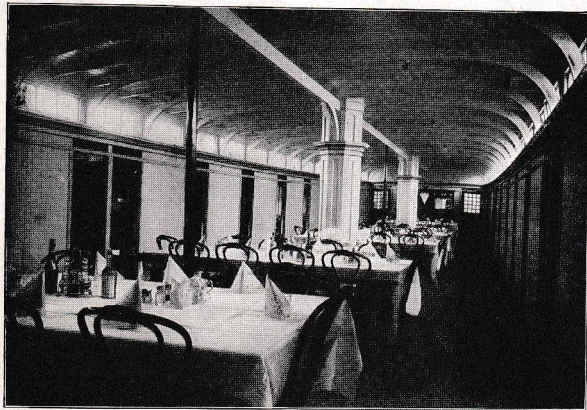


VIEW OF WHITE HORSE TAKEN AT MIDNIGHT  
JUNE 1902

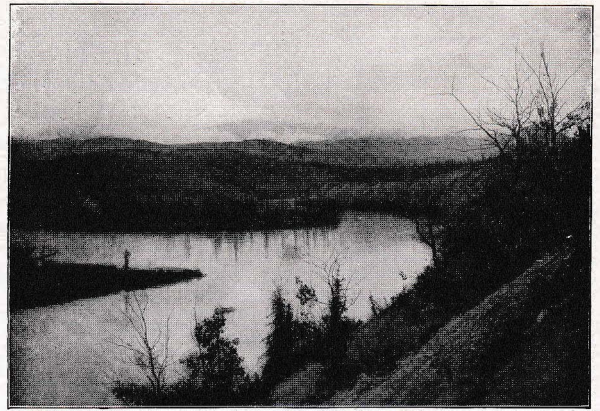


SOME OF THE WHITE PASS AND YUKON ROUTE  
STEAMERS AT WHITE HORSE

**LEAVING WHITE HORSE** At the wharf in White Horse a trim river steamer awaits its passengers from the railway train. The steamers of the White Pass & Yukon Route are the fastest and finest on the river. They are lighted by electricity throughout. Artificial light, however, will be required but very little during the early summer. In the appointments, comforts and conveniences these river steamers are all that could be desired. Especial attention is given to the meals which are well cooked and excellently served. A feature of the menu is the variety of choice meats, fish such as swim only in northern waters, fresh vegetables and fruits in season. Everything possible is done that will conduce to the enjoyment of the trip either to or from Dawson. The trip to Dawson averages about 40 hours.

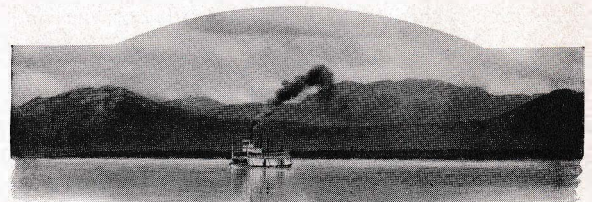


THE DINING ROOM OF ONE OF THE WHITE PASS AND  
YUKON ROUTE STEAMERS



WHERE THE TAHKEENA EMPTIES INTO THE FIFTY MILE RIVER

**BY BOAT TO DAWSON** Down the river 450 miles to Dawson is a journey that is not lacking in scenic grandeur and interest. A part of the route is through Lake Laberge, where giant towers and bastion-like projections of red rock present themselves along the western shore. On the eastern side are high, rounded hills of gray limestone, interrupted with dark evergreen foliage in occasional ravines. These are known as the Hancock hills, another name given by Schwatka in honor of a military hero. From the lake the vessel turns into Thirty-mile river which probably is the most tortuous stream in the world. The Hootalinqua River, the police post, the Big Salmon and Little Salmon rivers, the Semenow mountains, Eagles' Nest and Tantalus Butte all hold the attention, in turn, by virtue of a diversity of charms. While the crew of the boat is occupied at one of the frequent stops in the process of "wooding up," or taking fuel aboard, the passengers may stroll along the river banks and gather roses, buttercups, violets and other flowers that grow here in profusion. Wild strawberries, raspberries, blueberries and other wild berries are also found in abundance.



PASSING THROUGH LAKE LABERGE



SHOOTING FIVE FINGER RAPIDS

### SHOOTING THE RAPIDS

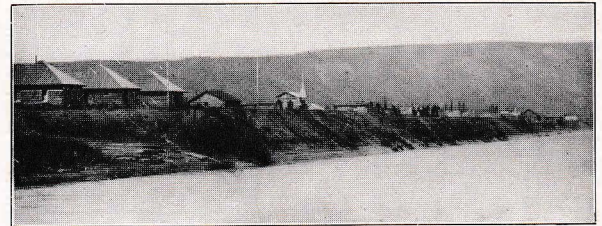
Shooting Five Finger Rapids affords to the tourist possibly the most exciting and interesting experience on the trip to Dawson. Lieut. Schwatka, who "shot" the rapids as early as 1883, describes them as follows: "These rapids are very picturesque as they rush between the fantastically formed trap rocks and high towers, two of which are

united by a slender natural bridge of stone that spans a whirlpool, making the whole look like an old ruined stone bridge with but one arch that had withstood the general demolition. We essayed the extreme right hand (eastern) passage, although it was quite narrow and its boiling current was covered with waves running two and three feet high, but being the straightest was the best for our long craft (a raft 42 feet long). Thousands of gulls had made the top of these isolated towers their breeding places, for nothing but winged life could ever reach them, and here, safe from all intrusion, they reared their young. As we shot by on the raft they rose in clouds and almost drowned the noise of the roaring waters with their shrill cries. This extreme right hand channel through which we shot could, I believe, be ascended by a light draft river steamer provided with a steam windlass. A sharp bend in the river bank just before it is entered will give a short and secure hold for a cable rope." It is interesting to note that Lieut. Schwatka's suggestion in regard to a river steamer ascending the rapids by the method described by him was adopted sixteen years later.

Rink Rapids, six miles below Five Finger Rapids, gives a second experience of this exciting form of navigation.



INGERSOLL ISLANDS, NEAR FORT SELKIRK



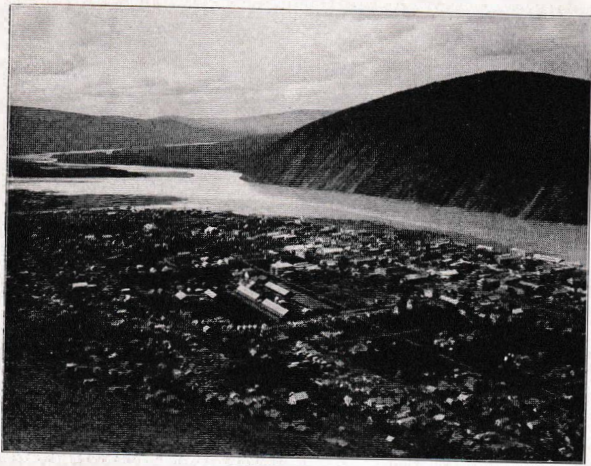
FORT SELKIRK

**FORT SELKIRK** A landing is made at Fort Selkirk, a fortification built by the Hudson Bay Company in 1850. The first stockade was burned by Chilkat Indians, and its inmates were massacred. Near the site of the old fort the government established barracks for the Northwest Mounted Police, but later the headquarters were removed to Dawson although a detachment still remains. Here the waters of the Lewes and Pelly Rivers converge, to form the Yukon River.

**DOWN THE YUKON** Winding around and between numerous islands and at times running close under the lee of the huge granite bluffs, the boat steams down the mighty Yukon. The swift and muddy White River is seen emptying its contribution into the greater stream, which also is reinforced by the Stewart River and Indian River. The scenery along the river below Fort Selkirk has been described by one traveller as "almost equal to the Yellowstone or Yosemite in stupendous grandeur." Passing the mouth of the world famous Klondike River the steamer lands at the wharf a short distance beyond, and the journey down-stream of 450 miles is at an end.

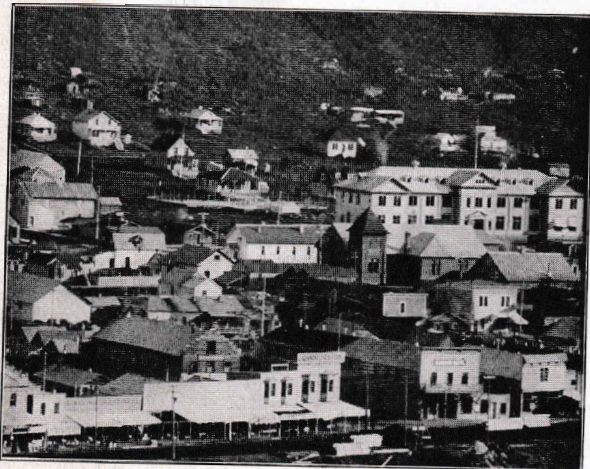


THE GRANITE BLUFFS, NEAR DAWSON



BIRDS-EYE VIEW OF DAWSON LOOKING UP  
THE YUKON RIVER

**AT DAWSON** In this limited space it is possible to give but a very brief description of this magic city of the North. It is safe to say there is no city of its size in the world of which so much has been spoken and written. From a camp of tents and cabins it has in a few brief years become a modern city. It is connected with the outside world by telegraph, its daily newspapers giving each day news from all over the world. It has a good water works system, furnishing drinking water that is



A SECTION OF DAWSON SHOWING THE ADMINISTRATION BUILDING  
AT THE EXTREME RIGHT



A VEGETABLE GARDEN NEAR DAWSON

pure, cold and sparkling. The entire city, as well as all the stores and nearly every residence, is lighted by electricity and its telephone service is of the best. Dawson



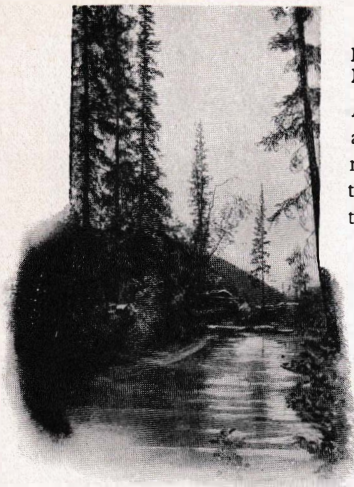
THE RED WOMAN'S  
BURDEN

can boast of warehouses and stores containing a larger assortment of merchandise and of greater value than will be found in any other city its size. Its residences and public buildings, although built of frame, are handsome and substantial. Many homes of the residents are adorned by lawns and flowers. Its hotels are comfortable and sufficient in number to meet all requirements. The rates at the best hotels, including meals, are from \$4 a day upward, and a comfortable room with good meals can be had at from \$4 to \$5 a day. Perfect law and order is maintained in Dawson at all times. The

Klondike has won the reputation of being the best governed mining camp the world has ever known, due to a large extent to the enforcement of law and order by that splendid body of men known as "The Northwest Mounted Police," and in that respect is in striking contrast with the lawlessness for which mining communities in the United States are famed. Considering its distance from the outside world the visitor cannot help being surprised at the many evidences of comfort in this wonderful city of the far North.



THE STAGE UP BONANZA CREEK



BONANZA CREEK NEAR ITS MOUTH

### IN THE KLONDIKE

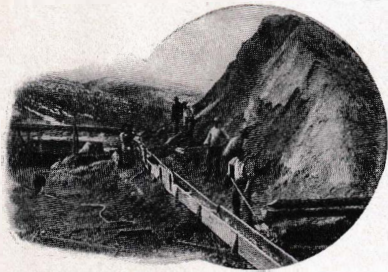
An atmosphere such as characterizes life in every gold region is discernable, and the tourist's early desire is aroused to visit the famous Klondike "diggings." Stage coaches make frequent trips between the city and the various creeks, and behind a four-horse team the ride is made past small gardens showing a profusion of vegetables that develop to their perfection in this wonderful region. A short and interesting ride is the one up Bonanza creek to the town of Grand

Forks. Along the banks of the creek are seen hundreds of men shoveling gravel into the sluice boxes in which the gold is separated from the gravel. Eldorado creek, one of the richest of the Klondike streams, empties into Bonanza creek at Grand Forks. A short walk from the stage line takes the visitor to where a gold dredge is in operation, working over the same ground on which the discovery of gold was made by Carmack and his Indian brothers-in-law, Skookum Jim and Tagish Charlie, in the summer of 1896. Soon the news of the rich strike spread to the older camps on the Forty-mile, Sixty-mile and Circle and in a short time Bonanza and Eldorado creeks were staked from one end to the other.



PROSPECTING

The news of the wonderful strike did not, however, reach the outside world until July 17th, 1897, when the steamer Portland landed at Seattle with a number of returning miners and one million dollars in gold dust. From Seattle the news



MINING ON BONANZA CREEK

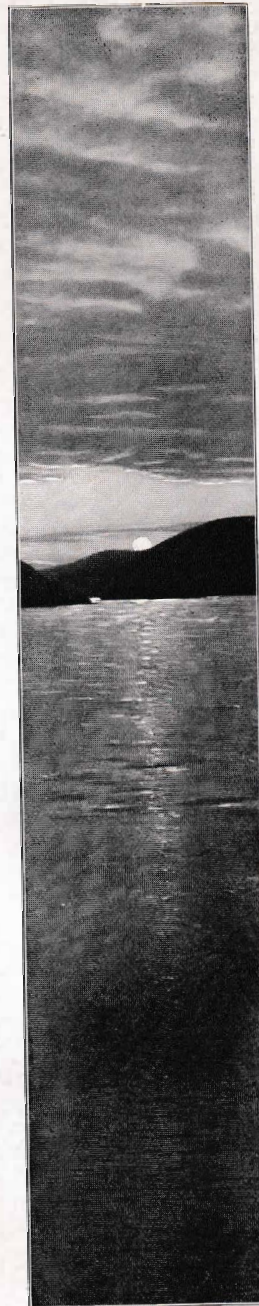
spread like wild-fire to every corner of the globe and the consequent rush to the gold fields is still fresh in the mind of everyone. Previous to the discovery of gold on Bonanza Creek Henderson had discovered gold in the Klondike on Gold Bottom Creek, named by him, and it is claimed by many that to Henderson belongs the honor of discovering gold in the Klondike.

### GLORIES OF THE MIDNIGHT SUN

Midnight is rendered glorious beyond word-painting in this latitude, when after an hour's ascent of the "Dome," at the base of which lies Dawson, the traveller pauses on the summit, 1,800 feet above the city and beholds in all directions a grand picture of the most rugged design, illuminated by the midnight sun of the Arctic regions.

### CROSSING THE ARCTIC CIRCLE

The tourist who desires to extend his journey to St. Michaels and to Nome, the richest gold camp in Alaska, and *en route* enjoy the novelty of crossing the Arctic Circle, can make the trip of 1,800 miles in comfort with first-class service via the steamers of the Northern Commercial Company and the North American Transportation & Trading Company. From Nome to Seattle or Vancouver the ocean voyage is one of 2,500 miles in a first-class steamship. Particulars as to





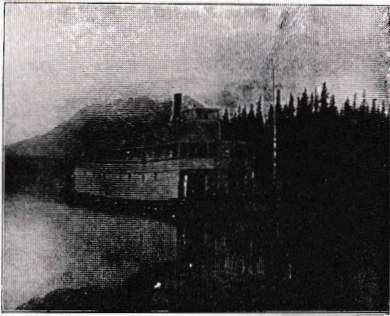
INDIAN GIRLS FROM CAPE NOME

cost of this trip, time required for same, etc., furnished upon request.

**RETURNING TO WHITE HORSE** The return journey from Dawson to White Horse is somewhat slower as the boat must breast the swift current of the rivers, but traveling in comfort the time is spent pleasantly, numerous vistas of wonderful northland scenery will be

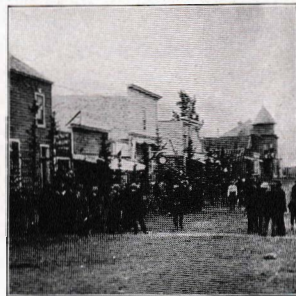
observed that were passed while the tourist was sleeping.

**ATLIN'S ESPECIAL CHARMS** Passing mention of the Atlin trip was made, in connection with the interruption of the ride by rail, at Caribou station. Atlin lies in a country that is only moderately described as being of Alpine beauty. Its peaceful and beautiful azure



STEAMER GLEANER AT TAKU, THREE O'CLOCK IN THE MORNING

lakes, its verdant hills and valleys, its rocky and snow-capped mountains, are reached by steamer from Caribou station after a run of about twelve hours. The course winds eastward through Nares, or Tagish Lake, and thence into Windy Arm. Turning southward from Windy Arm into Taku Arm, the boat carries its observant passengers into a fine view of the majestic Jubilee mountain, nearly 10,000 feet in altitude. Passing islands, inlets and wooded hills, the boat eventually enters the beautiful



STREET SCENE IN ATLIN

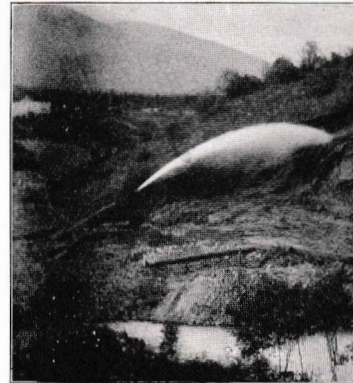


STEAMER ON

ATLIN LAKE

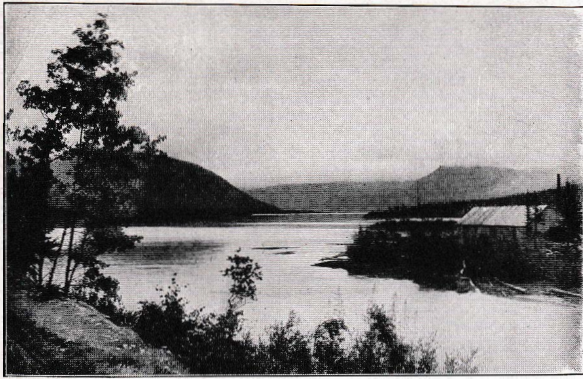
Golden Gate, and makes landing at Taku. Perhaps the run from Caribou to Taku has been by night. So far as enjoying the natural wonders to be beheld, that fact is of little consequence to the traveller, for the sun of midnight casts over the earth a softened light that adds to the other charms Nature generously has provided for his pleasure.

**ON TO ATLIN** Many dangerous boulders and a rushing, roaring current render the short Atlintoo River, connecting Taku and Lake Atlin, impossible of navigation. For that reason another railway line was constructed, following the banks of the river. The small engine and cars afford another novelty to the trip, and take the tourist to Atlin Lake, over which the ride by steamer to Atlin City is one of six miles. Atlin City, which is in British Columbia, is a thriving town.



HYDRAULIC MINING ON PINE CREEK

It is the base of supplies for the richest hydraulic mining camp in British Columbia. This district gives promise of becoming as well, a rich quartz mining centre. Good hotels are to be found there, with comfortable rooms held at \$1.50 to \$2.50 a day, and meals at from \$1.50 to \$3.00 additional.



SURPRISE LAKE, SOURCE OF PINE CREEK

**THE STAGE RIDE FROM ATLIN** A stage ride of a few miles over a smooth gravel road up Pine Creek to Pine City or Discovery will afford a view of many interesting hydraulic mining scenes. Within a short distance are the beautiful Pine Creek Falls and Surprise Lake—a surprise indeed in its wonderful Northland beauty.

**IN RETROSPECT** Summed up, the journeys to either of the terminal points mentioned can not fail to leave with the tourist impressions of the most marked character, of a land filled with natural wonders that cannot be surpassed, of days that were brilliant, of nights that were glorious, of a period of time during which cares of the business world from which he came were completely forced from his mind by the sheer grandeur of his surroundings.

**HUNTING AND FISHING** The country along the White Pass & Yukon Route contains much large game, such as caribou, moose, bear, mountain sheep, etc.; and a great variety of smaller game, including wild geese, ducks, ptarmigan, grouse, etc. The waters of the lakes, rivers and mountain streams abound in fish, such as grayling, white fish, lake trout, pike, salmon, etc. Information as to the game laws and the various districts where the different kinds of game are found will be furnished on request. Should time not permit, or if you do not care to hunt, by all means bring your rod. Splendid fishing can be had at the mouth



PINE CREEK FALLS

of the Atlintoo River, a short distance from the steamer landing at Taku near Atlin, and other places in that vicinity as well as the lakes and rivers near White Horse and Skaguay.



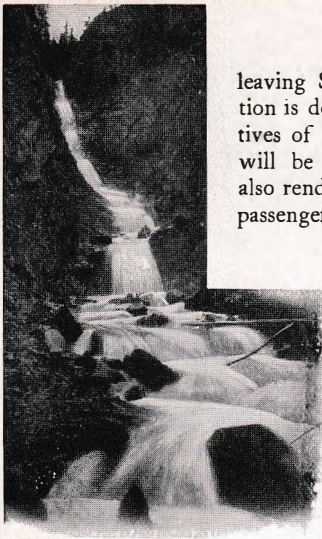
ALASKA IN THE SUMMER TIME  
SCENE NEAR SKAGUAY

**BAGGAGE AND CUSTOMS** When properly packed 150 pounds of wearing apparel, etc. will be carried free for each holder of a full fare one way or round trip tourist ticket. Baggage in excess of this weight will be charged for according to current excess baggage rates. Baggage can be checked through from Seattle, Vancouver or Victoria to Dawson or Atlin without undergoing inspection by the United States or Canadian customs officials until the destination of the passenger is reached. With reference to such baggage as the passenger carries with him on the train or steamer, the inspection is the same as between any point in the United States and Canada.

**THE TIME REQUIRED** for the tour described herein is from 14 to 17 days, according as connections are made with the river and ocean steamers. If the side trip to Atlin is taken, three days additional will be required, which, however, allows for one full day being spent there. To the time stated above should be added whatever time the tourist desires to spend at Skaguay and points beyond.

**CONNECTIONS WITH OCEAN STEAMERS** At Seattle with the steamers of the Pacific Coast S. S. Co. and the Alaska S. S. Co. At Vancouver and Victoria with the steamers of the Canadian Pacific Railway Co. (British Columbia Coast Service), and some of the steamers of the Pacific Coast S. S. Co. These Steamship Companies expect to operate eight first-class passenger steamers between the above mentioned ports and Skaguay, thus affording frequent sailings.

**RESERVATIONS OF BERTHS AND STATEROOMS** Reservations of berths on the ocean steamers from Seattle, Vancouver or Victoria to Skaguay may be arranged through the ticket agents of the Railway Companies and Tourist Agencies. Ticket Agents of the White Pass & Yukon Route at Skaguay, Caribou, Atlin, White Horse or Dawson, will upon request, reserve berths on the river and lake steamers to and from Dawson and Atlin, and will also arrange for reservations on the ocean steamers



leaving Skaguay. If any special information is desired the agents and representatives of the White Pass & Yukon Route will be glad to furnish same, and will also render what assistance they can to passengers.

**COST OF TICKET TO  
DAWSON OR ATLIN**

Full information as to cost of ticket from Seattle, Vancouver or Victoria to Dawson or Atlin and return furnished on request.

**GENERAL  
INFORMATION**

Tickets, folders containing maps of Alaska and the Canadian Yukon Country showing in detail that portion

REID'S FALLS NEAR SKAGUAY

traversed by the White Pass & Yukon Route, additional copies of this booklet and any further information that may be desired can be obtained from the ticket agents of the various railroad companies and the tourist agencies of Thos. Cook & Son, Raymond & Whitcomb Co., R. H. Crunden & Co., Simmons & Marsters, Boston; American Tourist Association, 113 Adams St., Chicago; or Chas. H. Gates, Toledo, Ohio as well as from the following representatives of the White Pass & Yukon Route:

**HERMAN WEIG, GENERAL AGENT,  
1016 CHAMBER OF COMMERCE BLDG.,  
CHICAGO**

**S. P. BROWN, GENERAL AGENT,  
DEXTER HORTON BUILDING,  
SEATTLE, WASH.**

**R. D. PINNEO,  
ASS'T GEN. FREIGHT AND PASS. AGENT,  
SKAGUAY, ALASKA.**

OR

**M. J. B. WHITE  
GEN. FREIGHT AND PASSENGER AGENT  
MACKINNON BUILDING  
VANCOUVER, B. C.**