

ALASKA

ATLIN and the YUKON





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Alaska, Atlin and the Yukon—The Incomparable Northland



LASKA, ATLIN and the YUKON are to our generation what California and the days of '49 were to the then generation. But the trail of '49 is but a memory, whilst in traveling to Dawson or Atlin one sees not alone many evidences of the memorable rush to the Klondike and here and there the old trail, but the very route followed is that taken by these mad seekers for gold.

Mr. J. L. Burnside, in an article in the "New West Magazine," has drawn a very vivid picture of these early days contrasted with today, and we cannot refrain from quoting from his article:

"With the discovery of gold in the Klondike in 1896 there resulted one of the greatest gold stampedes the world has ever known. Thousands were lured from the farm, and from the toil and turmoil of the city, to this new Eldorado, little dreaming the hardships they must endure, the sacrifices they would be called upon to make, the blasted hopes they would experience in this mad rush for—just a chance to gamble with Nature for her golden treasures.

"The scenic beauty of the ocean voyage to Skaguay, which for a thousand miles is an ever-changing panorama of Nature's wonders, was little appreciated nor long remembered by these men whose souls were filled with a lust for gold. They were in spirit far away in the land of promise which they had idealized in terms of gold, whose magic touch dispels all the ills of life. They had neither time nor inclination to note the charm of land or sea.

"Men from the sands of Sunland;
Men from the woods of the West;
Men from the farms and the cities,
Into the Northland we pressed.
Gray beards and striplings and women,
Good men and bad men and bold,
Leaving our home and our loved ones,
Crying exultingly—Gold!"

—Robert W. Service

"Upon their arrival at Skaguay what little pleasure, if any, they had experienced faded from view, for it was here they came face to face with the hard, cold facts of pioneer life. The trip over the Pass meant days of torture and nights of anguish and a weary trudge over a precipitous path where only too often a toll of life was taken.

"And so, ever confronted by new hardships, they journeyed for hundreds of miles, through the blizzards of the Northern winter and across a country barren of human habitation.

"They suffered, starved and triumphed together. They mingled their sorrows and their joys, their hopes and their ambitions. And while fortune frowned on many, yet to others she gave her sweetest smile. And in the hope that they might some time be the favored ones, the less fortunate were inspired with that grim determination to win, that faith and confidence that are today attributes of the Alaskan and are the 'prophecy of a Mighty Empire to be.'

"Since that time, however, the scene has changed; palatial vessels ply the waters of the inside passage; the iron trail of the White Pass & Yukon Route now follows in the very footsteps of these hardy pioneers; river steamers of the most modern type traverse the mighty Yukon and its tributaries for over three thousand miles; lake steamers, whose speed and comforts equal those of the ocean vessels, sail the waters of Lake Atlin, the beauty spot of the world."

There is probably no trip in the world so unusual—so interesting—so intensely worth while as that to Alaska, Atlin and the Yukon. Every mile is of vivid interest.

Here in this Northland Nature has risen to a supreme effort and with a lavish hand strewn her gifts as nowhere else.

Here are mountains miles high. Here are mighty glaciers—living giants eternally pushing into the sea—huge bergs breaking off and floating away on the water. Here are verdant hills, great rivers, countless islands, innumerable cascades and waterfalls, rapids, canyons and gorges. Here are lakes of wondrous beauty on whose mirror-like surfaces are reflected pictures of inexpressible grandeur. And wild flowers are everywhere. Here,

too, are Indians and their weird totem poles, interesting gold mines and fox farms.

And here, too, the residents will greet you with a warm welcome and many an interesting story they can tell of the early days in Skaguay and Dawson when that greatest of all gold stampedes was on to the Klondike.

Not only is there a most delightful and exhilarating summer climate, but added to it all, especially as you sail down the Yukon, is the fascinating charm of nightless days—yes, even the unique experience of seeing the sun at midnight.

And all of this incomparable Northland scenery may be viewed from the deck, or from one's comfortable seat in the observation room of the ocean, lake and river steamer, or from one's armchair in the parlor observation car on the railroad. At Dawson, Atlin and Whitehorse, automobiles may be taken to various points of interest.

The Voyage to Skaguay

The sail to Skaguay is one of 1,000 miles from Seattle and about one hundred less from Vancouver and occupies about four days. But this sail is no ordinary ocean voyage. It's unlike any you have probably ever taken before. It's more like a sail on a river for, as J. S. McLain in his book, "Alaska and the Klondike," says, "All the way practically the route lies among the islands which guard the Western Coast like pickets of the line, their lofty mountain peaks often obscured by the clouds, or glistening white as the sunlight falls upon their snowy summits. The channels are deep, the waters green and dark and wonderfully phosphorescent at night, but quiet as an inland lake, and one may give himself over to the full enjoyment of the ever-changing and evercharming panorama of sea and mountain, of crags and peaks and softly wooded slopes, of vegetation at the water's edge, dense and tropical in its luxuriance, suddenly cut off for a space where a rigid stream of ice and snow, heading up among the mountain tops, fills the passage between and comes down almost to the water's edge—such contrast does Nature delight in that she plants her fairest flowers at the feet of her



Skaguay, the Gateway to Alaska, Atlin and the Yukon

dead glaciers. Sometimes the water passes widen to several miles and again they contract to a few hundred feet of narrow gorge where the deep green waters of the sea boil and foam and dash along the near-by rocky shores as the tide rushes in or out.

"This archipelago is the land of the totem poles, whose grotesque and often hideous carvings argue strongly for the Asiatic origin of a people who are rapidly disappearing before the march of western civilization."

Interesting stops of one hour or more are made en route to Skaguay. Among these are Alert Bay, where will be found some very unique totem poles; Prince Rupert, the terminus of the Grand Trunk Pacific Railway; Ketchikan, the first port in Alaska, and famed for its beautiful salmon stream; Wrangell, the picturesque, with its many interesting totem poles; Petersburg, a fishing village, a bit of Norway transplanted; Taku Glacier, considered by many the most beautiful one along the shores of Alaska, a mile long and from two to three hundred feet high; Juneau, the Capital—and then—at the head of Lynn Canal—the most beautiful fjord in Alaska—lies Skaguay, where the ocean voyage ends. But as delightful and interesting as this voyage is, it is only a prelude to the trip over the White Pass and on to Atlin and down the Yukon River to Dawson.

And he who goes no farther than Skaguay sees only the fringe along the shores. He misses not alone the awe-inspiring scenic grandeur of the interior, the delightful summer climate, but the very charm of the fascinating romance of this Northland is wholly lost. In fact, we sincerely believe you will find the journey to either Dawson or Atlin, as have so many others, the most interesting and delightful part of your entire Alaskan trip.

Skaguay

Some of the romance of Skaguay's early days, when the mad rush to the Golden Klondike was on in '97 and '98, still clings to it. And the visitor to Skaguay can hear from the residents who were present in the early days the tales of "Soapy" Smith and his gang of outlaws. Its wild days of disorder and lawlessness have long since passed. Today it is known as the Flower City of Alaska. It is modern in many of its conveniences. Homelike and comfortable hotel accommodations may be had here and should the tourist find it necessary to wait here a day or two on his return from Dawson or Atlin for the southbound steamer, he will find many interesting little trips in and around Skaguay.

Amongst these are trips to Reids Falls, and the old cemetery near by in which Reid and "Soapy" Smith lie buried; lower Dewey Lake, and the many wonderful flower gardens.

An extremely worth-while trip is that to Denver Glacier, reached by rail to Denver Station, six miles from Skaguay, thence by trail a distance of about four miles.

The trail, which follows the east fork of the Skaguay River, affords a very delightful walk in the midst of these mountain solitudes and the glacier itself will prove mighty interesting.

A Wonderful Transformation

In 1898, when men were still toiling with packs on their backs up the steep White Pass trail, other men were working day and



Photograph by Burton Holmes Lectures, Inc.
An Alaska Totem

night blasting a roadbed out of the solid rock along the mountain sides on which to lay the rails of steel to supplant "the trail of heartache."

And so one day in August, 1900, after overcoming engineering and other difficulties all but insurmountable, the Pacific Ocean on the south was linked with the Yukon on the north by bands of steel. Thus was completed the first railway in Alaska and the Yukon Territory.

A few years later that famous traveler and lecturer—Burton Holmes—took his first trip into the interior, and subsequently in one of his travelogues he said:

"Alaska and the Klondike as they are today are amongst the most amazing facts of our new century; yesterday a wilderness with heroes fighting epic battles with the elements; today a land with towns and cities; with happy homes and thriving business enterprises. * * * Where the pioneers dragged their bleeding feet up the icy stairways of the White Pass or the Chilkoot, we rolled in all the luxury of railway cars, and within sight of the death-dealing rapids through which their boats were steered with the fear of death for pilot, we glided smoothly over rails of steel, coming from Skaguay on the coast to Whitehorse City, on the Upper Yukon, as comfortably and expeditiously as we could travel from New York to Boston. * * * From Whitehorse to Dawson we have for highway the great, rapid flowing river, and for conveyance the comfortable Yukon steamers that ply all summer up and down the stream."

Over the White Pass

The ride by rail over the coast range is thus interestingly described by John J. Underwood in his book—"Alaska—An 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. It is full of thrills from the time the train enters the Skaguay River Valley till the top of the summit is reached. The austere mountains above, the flower-bestrewn valley below, make the journey a most captivating one. The train at times glides along the side of a sheer wall, with a cliff of rock hundreds of feet high on one side and the dark depths of an abyss on the other. The rocks jut out at sharp angles from the precipitous wall on the side of the roadbed and it appears as though the speeding cars must dash over the cliffs, but they swing around a curve and the train continues on its sinuous ascent. Water that is hungry green and later white with foam is seen here and there all along the route, and in one place, just beyond a dark tunnel, a very high bridge has been thrown across a chasm at the bottom of which rages the Skaguay River crashing over the boulders to the sea.

"Twenty miles from Skaguay, beyond the summit of the range, a bronze monument marks the boundary between American and Canadian Territory. Here the flags of the dominant Anglo-Saxon races float side by side."

On the way to the summit the train passes many points of unusual scenic, as well as historic, interest.

A little over six miles from Skaguay the old Brackett wagon road is crossed. This wagon road which led to the then White Pass City was projected to reach the summit of White Pass, but was abandoned when the railroad was completed. A short distance beyond is Rocky Point, also called Porcupine Hill, where a huge rock or rather a shoulder of the mountain was blasted away. Looking back down the valley a splendid view is had of Skaguay and Lynn Canal.

Then comes into view the "hanging rocks" at Clifton, under which the train passes. Beyond are the Pitch Fork Falls—a scene of rare beauty. On the other side of the valley are the Bridal Veil Falls.

About thirteen miles from Skaguay down in the valley may be seen a few log cabins—all that remains of what was once known as White Pass City. During the Klondike rush this ephemeral town contained about 3,000 people living mostly in tents.

Glacier Forge is next, which the train follows, but over one thousand feet above it. As the train climbs Tunnel Mountain a wonderful panorama of awe-inspiring scenery is unfolded—the Sawtooth Mountains—Dead Horse Gulch—and deep, deep down is the rushing glacier stream and here and there glimpses of the old White Pass trail. Just beyond the train passes through a short tunnel, the only one on the line.

Seventeen miles from Skaguay by rail, but only twelve in an air line, is Inspiration Point, and a truly inspiring panorama of Alaska's matchless scenery is beheld from here. Looking back through a cleft in the mountains Lynn Canal is seen again—now looking like a little lake nestling amongst the mountains.

Just before the summit is reached the train crosses the steel cantilever bridge, 215 feet above the rushing mountain stream. From here is afforded another magnificent view.

Along the shores of sun-kissed lakes and mountain streams, banked by great masses of fireweed, larkspur, asters, marguerites and other wild flowers, the train continues on its way until the upper end of Lake Bennett is reached—and here is the now deserted town, also named Bennett. Time was when it



Lynn Canal as Seen from Skaguay

teemed with life and excitement, when thousands of men were building all manner of water craft to sail down the Yukon to the gold land of their hopes, the Klondike.

Here the train stops for luncheon, which will be found surprisingly good.

For twenty-seven miles the railway follows the ever-winding shores of this lake, the rose-colored mountains on the opposite side rising sheer out of the water to a height of 5,000 feet or more. The ride along the shores of this beautiful Northland lake is one long remembered. En route the 60° of north latitude is crossed—the boundary between British Columbia and the Yukon Territory.

At the foot of Lake Bennett is Carcross—called by the Indians, "the place where the Caribou cross." Here the train crosses the most northerly swing bridge on the American continent.

Carcross

Carcross is the transfer point for the Atlin Lake region, and the time spent in Carcross awaiting connections with either the steamer or the train can be used to good advantage in seeing the various points of interest, including the Indian Village close by, also the Indian School about two miles distant. Those who like fishing will have an opportunity to try their luck and skill in landing lake trout or the smaller but gamy grayling.

The Caribou Hotel at Carcross will be found comfortable and homelike and the meals excellent.



"Five Finger" Rapids—the Small Opening at the Extreme Right Is the Steamer Channel. Note Small Picture Below Showing Steamer Actually in the Channel Coming Upstream

On to Whitehorse

Continuing the trip by rail from Carcross, following more rivers and passing little lakes, the train stops at Miles Canyon. From here the passenger is given a view of this intensely interesting and historic gorge. About five miles beyond, and the trip by rail comes to end at Whitehorse, 111 miles from Skaguay, on the Lewes or Fifty Mile River—the headwaters of the Yukon. Connection is made here with the steamers of the White Pass & Yukon Route for Dawson.

Whitehorse

Whitehorse, in addition to being the transfer point from rail to steamer, is the outfitting point for the big-game hunters going to the White River, MacMillan River and Teslin River districts. A good automobile road has been built to the head of Miles Canyon, following the river and Whitehorse Rapids. A suspension bridge has been built across the canyon from which a spectacular view of the rushing waters is obtained. The trip to the canyon and the rapids, whether by automobile or on foot, will be found very interesting and worth while.

Whitehorse contains several hotels and restaurants, a branch of the Canadian Bank of Commerce, as well as stores of various sorts.

The Voyage to Dawson

From Whitehorse to Dawson is a sail of 461 miles and takes about forty hours. But it is a voyage that is unique—different from any you may have taken before. To begin with, it is on one of the world's great rivers, and, too, it is farther northward than any river trip on this continent, if not in the world.

And, as J. S. McLain says, to whom we have already referred: "One can almost persuade himself on this journey down the Yukon that he is an original explorer wandering in the primeval wilds. Nature is unmarred by the hand of man and the vast solitude is impressive." The scene is ever interesting. The river is tortuous and rapid. There are terraced hills clothed with spruce, aspen and wild flowers. Then a bit of open country, the meadows gay with more wild flowers. Then the river cuts its way through the spurs of mountains, ramparts and gorges. Here and there small Indian camps are passed, the women busily engaged in drying salmon.

As you voyage down the Yukon you will appreciate more fully these lines from Service's "Spell of the Yukon:"

"It's the great, big, broad land 'way up yonder.
It's the forests where silence has lease;
It's the beauty that thrills me with wonder,
It's the stillness that fills me with peace.

* * * * *
"The summer—no sweeter was ever:
The sunshiny woods all athrill.
The grayling aleap in the river,
The bighorn asleep on the hill.

* * * * *
"The strong life that never knows harness;
The wilds where the caribou call;
The freshness, the freedom, the farness—
O, God! how I'm stuck on it all."

Stops are made occasionally at the telegraph stations along the river and at the wood camps where wood is taken on as fuel. Sometimes a bear, a caribou or a moose may be seen swimming across the river or standing on the bank apparently posing for a picture.

The trip is unusually restful. The air is fresh and invigorating. The boats are modern and very comfortable. The staterooms are commodious and scrupulously clean. Should the weather be unfavorable the tourist may view the scenery from his comfortable chair in the spacious observation room. The meals are excellent. In fact, tourists are surprised to find such a variety of well-cooked dishes so far from the base of supplies.

There are many points of interest on the voyage. Lake LeBarge, made famous by Robert Service's Ballad, "The Cremation of Sam McGee;" the tortuous Thirty-Mile River, where navigation in this Northland is seen at its best; Cassiar bar, where gold placer mining was first done in the Yukon country in the early 80's and up on the mountain side near by lies buried



Steamer in "Five Fingers" Coming Upstream

one of the discoverers; Tantalus Butte—now to the left, now to the right, sometimes ahead and again astern; Five Finger Rapids, Rink Rapids, Fort Selkirk, near the site of the old Hudson's Bay Post, destroyed by the Indians in 1851; Victoria Rock, so named on account of resembling the profile of Queen Victoria; the Pelly Ramparts and other interesting points.

The Five Finger Rapids are of more than ordinary interest. Here the river narrows. Five huge hulks of rock rise sheer. The river rushes between them. The steamer is headed for the middle "finger." To the passengers it appears the boat is surely going to hit one of the rocks, but to their great relief the boat, guided by the hand of the skillful pilot, "straightens out" and the Five Finger Rapids are astern. Shooting these rapids is a thrilling experience.

Dawson and the Klondike

Dawson lies at the foot of a high hill at the mouth of the Klondike. One can hardly keep from feeling a thrill as the steamer lands here. For this is Dawson the romantic—the Mecca in '97 and '98 of thousands upon thousands who had straggled weary and footsore over the summits of White Pass



Photograph by Burton Holmes Lectures, Inc.
A Skaguay Garden



Sawtooth Mountains

or Chilcot Pass, and who, in canoes, rafts or scows had tempted fate in the seething waters of Miles Canyon and Whitehorse Rapids. This is the Dawson made famous in story by Jack London, Rex Beach and other writers, and in song by Robert Service. But the Dawson of today is unlike that of those days. Its gambling houses and dance halls have long since disappeared.

Now, like Skaguay, it is a quiet city, but with many modern improvements. Here will be found good hotels and excellent restaurants where may be had such dishes as are only served in this Northland, and at prices that seem very reasonable these days.

There are many interesting things to see in and around Dawson: the Governor's residence, Minto Park; the cabin in which Robert Service lived and which is now kept open to the public; also the many pretty flower gardens. Winding up the hillside are easy trails leading to the summit, some 1,600 feet above the river. From here a wonderful panorama of rivers, creeks, hills, and mountains may be seen. Then there is a trail leading to the Moosehide Indian Village, about three miles or so below Dawson. But the most interesting trip is by motor to the gold-bearing creeks about eight miles from Dawson, where the large dredges and hydraulic plants may be seen in operation.

To the Atlin Lake Country

The prospector's ceaseless quest for gold and his finding it has resulted in much of the scenic grandeur on this continent being made known. And the discovery of gold in the Atlin district has added a new wonderland—a lake country of incomparable beauty and grandeur. "The Beauty Spot of the World," several travelers have called it, and, indeed, it is—and more, too.

Before attempting a description of the trip to Atlin a few words about the steamer "Tutshi." She is not large. In fact, you would probably call her small. But she is a perfect gem of the boat-builder's handiwork. We are proud of the "Tutshi" and we believe you—as have so many others—will find her delightful and comfortable. Cleanliness prevails from her engine room to her staterooms. The latter, by the way, are unusually roomy. All open out on the deck. The dining room, the observation room with its comfortable seats, the electric fireplace, the spacious decks, the excellent meals and the ever-courteous service all add to a fuller and keener enjoyment of these Northland scenes.

And now about the trip to Atlin. The "Tutshi" usually leaves Carcross about two in the afternoon so as to give a daylight



Lake Linderman, as Seen from Railway South of Bennett

trip through the lakes. The course is southward and eastward through a chain of narrow mountain-girt lakes almost rivaling Lake Atlin in their beauty and grandeur. And the long twilight in the early summer adds an indefinable charm to the beauty of the scenery.

That evening the boat reaches Taku Landing, at the head of Taku Arm. Near by is the Atlintoo River, connecting Taku Arm with Lake Atlin, but owing to its swift current and many boulders it is not navigable, so a portage of two miles by train is made to the west shore of Lake Atlin. Here the "Tarahne," a twin-screw motor boat, is boarded for the trip across the lake to the town of Atlin, a distance of six miles. The "Tarahne," by the way, has been built especially for sight-seeing purposes. The upper deck enclosed in glass forms one large observation room. Ample deck space permits the tourists to be out on the deck if they so desire.

Sight-Seeing Around Atlin

The town of Atlin, lying on the shores of the lake, is encircled by hills and mountains. It is the supply point for the adjacent mining district. Radiating out from the town are several good roads for motor cars leading to the near-by gold-bearing creeks, where hydraulic mining is done. A short but exceedingly interesting trip is that to Pine Creek and the little town of Discovery, where gold was first discovered in this district in 1898. Other trips may be taken to the Warm Springs, O'Donnell Creek, the fox farm, etc.

The motor trips are through a very delightful country. Sometimes the roads are through bits of forest of spruce and quaking

aspens—sometimes along the shores of Lake Atlin or past many small but beautiful lakes; but no matter in which direction you go, you will find the trip worth while.

Many delightful walks may be taken along the shores of the lake or along the road. About a half-mile or less from the Atlin Inn is the Indian Village, where the tourist will find much of interest.

Lake Atlin is about ninety miles long and lies almost wholly in the extreme northern part of British Columbia. The most interesting scenery is along the upper or southern portion beginning at the town of Atlin and culminating in the stupendous Llewellyn Glacier, in the extreme southern end.

The Excursion Through the West Channel—Llewellyn Glacier

The one event of the trip to Atlin is the excursion on the "Tarahne." Probably nowhere else in the world is there a similar trip—one so beautiful—or one of such unrivaled scenic magnificence. Leaving the wharf at the hotel, passing the Atlin Mountains, the motor boat is soon in the narrow channel between Goat Island and the mainland. For about forty miles the boat is winding through these narrow, mountain-ribbed passages, the scenes ever changing and of matchless grandeur. And then comes into view Llewellyn Glacier—"Sid," the Indians call it, meaning "Big Ice." Out of the glacier, seemingly, rise mountain peaks, standing like sentinels on guard. An arm of Llewellyn Glacier reaches to the sea, where it is known as Taku Glacier.

When the water is smooth, as it frequently is, and on its surface are mirrored the varicolored verdure-clad hills and snow-crowned mountains with their cathedral-like spires, the scene is of such sublime beauty and grandeur that to describe it were futile. And these reflections are not seen merely for a mile or so, but mile after mile.

Late in August, and during September, the beauty of the scene is enhanced by the wonderful autumn tints.

An Ideal Vacation Spot

The climate of Atlin is delightful, the air clear and invigorating, and the altitude 2,200 feet. Lake Atlin is surrounded by mountains from 2,000 to 4,000 feet above the lake. Weeks can be spent here in sight-seeing, motoring, fishing, mountain-climbing and tramping around. For those who enjoy exploring glaciers there is wonderful Llewellyn. The angler will enjoy the splendid grayling fishing and here he will find it at its best. Atlin is said to contain a greater variety of wild flowers than Florida. But be that as it may, you will surely be delighted and surprised to find such a profusion and great variety.

If you have been to Switzerland you will find the Atlin Lake region does not suffer by comparison. In fact, many world-wide travelers say that this region surpasses the Swiss and Italian lakes in sublime grandeur and beauty.

The return from Atlin to Carcross is made at night, leaving Atlin at 8.30 p.m. The steamer arrives at Carcross at 7.00 a.m. the following day.

The Atlin Inn

To accommodate the tourists going to Atlin, the White Pass & Yukon Route has built and operates the Atlin Inn on the shores of Lake Atlin. It is not large, nor does it boast of mosaic floors and marble walls, or expensive furnishings. But you will find it homelike and there is a constant effort to please. The Inn contains modern bathrooms. The lounge and smoking room with their cozy and comfortable chairs, and large open fireplace, are particularly inviting and restful. From the windows of the Inn a magnificent view is had of the Atlin Mountains across the lake.



Lake Bennett

ALASKA · ATLIN · AND · THE · YUKON

Time Table—Tourist Season Rail Division White Pass & Yukon Route

No. 1 North-bound	Distance from Skaguay		STATIONS		No. 2 South-bound
9 30 am	0 0	Lv	SKAGUAY	Ar	4 30 pm
11 45 am	20 4	Lv	WHITE PASS	Lv	2 55 pm
1 05 pm	40 6	Ar	BENNETT	Lv	1 45 pm
1 30 pm	40 6	Lv	BENNETT	Ar	1 20 pm
2 55 pm	67 2	Ar	CARCROSS	Lv	11 50 am
3 05 pm	67 2	Lv	CARCROSS	Ar	11 40 am
5 25 pm	110 4	Ar	WHITEHORSE	Lv	9 20 am

These trains run daily except Sunday during the summer season. Sunday trains will be run in both directions to accommodate tourists arriving at Skaguay on Sunday and leaving on the same steamer Monday night. Also if there is a reasonable number of passengers coming out from Atlin on any other Sunday, who desire to go right through to Skaguay, train service will be arranged.

During the summer, trains consist of baggage, mail and express cars, day coaches, and parlor cars. No dining cars are carried. Passengers are allowed ample time for lunch at Bennett, B. C., where this Company maintains a first-class restaurant—meals \$1.00. Special trains can be arranged for on short notice



Steamer Tutshi, Near Carcross

Ocean Steamer Service to Skaguay

An excellent passenger steamship service is maintained between Seattle and Skaguay by the Pacific Steamship Company and the Alaska Steamship Company, and between Victoria, Vancouver, Prince Rupert and Skaguay by the Canadian Pacific Railway Company.

During the summer season most of the steamers run on an excursion itinerary, stopping at all of the interesting ports along British Columbia and Alaska, including Taku Glacier.

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

River and Lake Steamer Service To Dawson

The steamers "Casca," "Whitehorse," and "Dawson" operate on an exceptionally good passenger schedule between Whitehorse and Dawson, being scheduled to leave Whitehorse about twice a week. The trip downstream takes about forty hours in midsummer. Each steamer is scheduled to leave Dawson on the return trip twenty-four hours after arrival, and is due to arrive at Whitehorse about four days later. The additional time consumed on the return is due to the voyage being upstream against a swift current.

Commencing about the second week of June, the steamer "Casca" will leave Whitehorse every Wednesday after arrival of the train from Skaguay, and will arrive at Dawson every Friday morning. Returning, the "Casca" will leave Dawson every Saturday, arriving at Whitehorse about 7.00 a.m. the following Wednesday. Commencing about the third week of June, the steamer "Whitehorse" will leave Whitehorse every Sunday after arrival of the train from Skaguay, and will arrive at Dawson every Tuesday about noon. Returning, the "Whitehorse" will leave Dawson every Wednesday, arriving at Whitehorse about 7.00 a.m. the following Sunday.



On the Way to Atlin

Photograph by Burton Holmes Lectures, Inc.

These schedules continue until about the last week of August. This will allow passengers to visit Whitehorse Wednesday or Sunday and enable them to leave on the train Thursday or Monday morning to connect with the "Tutshi" at Carcross for Atlin, or connect with steamer leaving Skaguay for Vancouver or Seattle on Thursday or Monday evening.

To Atlin

The steamer "Tutshi" leaves Carcross, Y. T. every Monday and Thursday immediately on arrival of train from Skaguay, and arrives at Taku landing that evening, and passengers are immediately taken by train across a narrow neck of land (between Tagish and Atlin lakes) to the west shore of Atlin Lake, a distance of two miles, from where the "Tarahne" will carry the passengers across Atlin Lake to the town of Atlin, a distance of six miles. The trip from Taku Landing consumes about one hour. This affords the tourist a daylight trip through Tagish and Atlin lakes to Atlin.

Returning, the boat leaves Atlin at 8.30 p.m. Tuesdays and Saturdays, arriving at Carcross about 7.00 a.m. the following day, in time to connect with the trains for Whitehorse and Skaguay.



Another View of Sawtooth Mountains

Reflections of a Trip to Llewellyn Glacier

By L. C. Read of Adlin, B. C.

On August 10, 1918, I made a trip to Llewellyn Glacier and up on the south peak of Mussen Mountain, where I made a panoramic view of the ice that may be of scientific value to those who are studying the movement of glacial ice and medial moraines.

When I first stood on the mountain side, far above the great expanse of ice shown in this view which embraces nearly one-half of the whole glacial region, which is some seventy-five by fifty miles in extent at a conservative estimate—I wondered if I were really living in the twentieth century or in the great ice age of many thousands of years ago; fancied that a similar scene

might have been obtained in the valley of the St. Lawrence or the Hudson at that time; half expected to see a specimen of the Pilt-down man, with bearskin over his shoulders and club in hand, step out upon the scene with a look of fear and amazement at the appearance of his, perhaps, hundredth-thousandth grandchild, while I, with none the less surprise and astonishment, would look upon my ancestor of thousands of generations.

I would extend my hands toward him. He might drop his club and hesitatingly approach me and murmur in language hundreds of centuries dead, "Grandson." Our hands might clasp—the dim past and distant future before us both, though so remotely separated by time. What could he not tell me of the past—what I not tell him, show him, of the future?

A pebble falling from the cliff above me ended the dream. The instincts of the hunter, descended to me from the now dissipated vision, caused me to look upward. There upon the highest crag above stood out, with lordly mein, against the sky, a beautiful specimen of *oreamnos montanus* in curly coat of spotless white, and with polished ebony horns—a most dignified, contemplative and apparently appreciative admirer of the scene that had captivated me. He was looking over the great expanse of ice and mountain with an air of complaisant ownership, with no one to dispute his title.

I thought of the rifle at my side, but with no notion of reaching for it. Had the shade of the Pilt-down man directed this



South End of Atlin Lake, Showing Sloko Range and Llewellyn Glacier. This Is View Seen from the "Tarahne" on Her Trip on Atlin Lake

living vision to appear on the cliff above me? I surely would not kill that goat. He appeared to be engaged in the same pursuit as I—looking with admiration at a scene brought down through the ages from the dim past, the last to be found on this continent, perhaps, gradually growing old and receding and soon to be but a historical record for the generations to come.

My camera is the first to stand on this rock facing this vast scene of desolation. A scene that, as Ruskin says, "looks like a world from which not only the human, but the spiritual presence had perished, and the last of the archangels, building the great mountains for their monuments, had laid themselves down in the sunlight to an eternal rest, each in his white shroud."

We made camp at timber-line after leaving the ice and spent the night on the mountain. The sunset was particularly impressive. The shadows of the peaks above and to the west of us slowly crept over the valley of ice toward Llewellyn Mountain and the Sloko Range, which were in the full light of the setting sun. The wind was hushed. Heavy clouds were hanging far over and beyond the Sloko, while small wreaths of mist were rising from the topmost peaks of Tsatia—all bathed in the golden colors of the northern sunset.

The lonely cry of the whistling marmot across the gulch was answered by the call of the mother ptarmigan as she

beseched us to "go back, go back"—fearful for the welfare of her young.

The dull subterranean rumble of the stream under the great ice far below us seemed to render the orchestral diapason necessary to complete this grand transformation scene.

Then Night settled over the vast landscape. The marmot retired to his den, the ptarmigan, with her young brood, to the cover of a bushy ravine. The euphonious bass of the water beneath the bergschrund lulled us to sleep, as brilliant Vega, Deneb and Altair, with the Northern Cross, gleamed upon us nearly overhead.

ALASKA · ATLIN · AND · THE · YUKON



Black Tarn

In the past years few tourists have been booked into Atlin later than August, and there is an impression generally existing that beyond that time it is not a good trip. This idea is incorrect, the month of September being as fine in every way, particularly in the Atlin country, as June, July or August, and in some respects the tourist in September gets more from the trip than in the earlier months. Contrary to what seems to be the prevalent idea, the weather is not cold in this country during this month. The days are usually soft and balmy and the nights only comfortably cool. Of course, a great many must make their trips in the three months mentioned above, but those contemplating the trip who are not tied to these months should endeavor to make the trip in the **first half of September**, as naturally they do not come in contact with such large crowds and are not bothered with any possibility of congestion.

There is a further feature; the foliage of the mountain sides in the early part of September changes from the universal green of the summer months to the most brilliant riot of color, and the tourist in this month sees views that, on account of the changing color schemes, are not seen earlier. It is hard to put in words the picture of Lake Atlin in the month of September with the contrasting splashes of color from the surrounding mountains reflected in the glassy surface of the lake and the coloring being further enhanced by the soft blue color-wash of the waters of the Lake. Northern Lights are quite frequently visible during this season of the year.

Approximate Running Time

From Seattle, Vancouver or Prince Rupert to Whitehorse, Atlin and Dawson, and vice versa

†Seattle or Vancouver to Skaguay	4 to 5 days
Prince Rupert to Skaguay	2 days
Skaguay to Whitehorse (rail)	8 hours
Carcross to Atlin (lake—day trip)	6 hours
Atlin to Carcross (lake—night trip)	12 hours
†Whitehorse to Dawson, downstream	1½ days
Dawson to Whitehorse, upstream	4 days
†Skaguay to Seattle or Vancouver	4 to 6 days
Skaguay to Prince Rupert	2 days

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.

† Time depends upon steamer and ports of call.

Approximate Time Necessary for Round Trip

From Seattle or Vancouver to Atlin and Dawson

The time will vary according to steamer to Skaguay, time of arrival and departure from Skaguay, ports of call and connections at Carcross and Whitehorse.

Thus the time necessary for the trip to Atlin and return, including the side-trip to Whitehorse and return, will take from 12 to 17 days.

To Dawson and return, 17 to 25 days.

If twenty days or more are consumed in taking the trip to Dawson, there will be sufficient time to include the side trip to Atlin.



The Atlin Inn on the Shores of Lake Atlin

ALASKA · ATLIN · AND · THE · YUKON

Special Summer Excursion Fares

Special round-trip fares from Seattle, Vancouver and Prince Rupert to Atlin and Dawson will be in effect during the summer.

Full information regarding fares, limit of tickets and sailing dates of steamers to Skaguay gladly furnished on request.

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 issued a booklet containing information regarding the various big-game districts. It is free on request.

Suggestions as to Clothes, Etc.

Don't burden yourself with heavy clothing. By way of comparison it might be noted that the summer temperature of Skaguay, Atlin and Dawson, runs on an average from about



Cathedral Mountain, in the Distance, as Seen from Atlin Inn

60 to 75 degrees, while that of cities like Chicago, New York, and St. Louis runs from 70 to 95 degrees.

It is well to provide one's self with a medium-weight overcoat or wrap, walking shoes or rubbers 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 or the Yukon 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 found in Alaska, Atlin and the Yukon.

And the very light rainfall in the interior adds greatly to the enjoyment of this Northland summer weather. For instance, the average rainfall at Dawson for the months of June, July, August, and September, covering a period of fourteen years, is less than 1½ inches per month. This is about half or less of the rainfall during the same months in Chicago, New York, Boston, etc. The rainfall at Atlin is approximately the same as Dawson.

Skaguay, whilst not so dry as the interior, enjoys the record of having the lowest rainfall of any town on either the southeastern or southwestern coasts of Alaska. For a five-year period the rainfall at Skaguay averaged only 22.49 inches for the entire

year, which is (with one exception) from about one-third to one-sixth that of the other coast towns.

By all means take a camera with you. There are many interesting things worth "snapping" besides the scenery. And with a little care in exposure and focusing the result will be a most interesting pictorial record of your trip.

Hotels

All of the hotels at Carcross, Whitehorse, Dawson, and Atlin are run on the European plan. Rates are from \$1.50 to \$3.00 per day. Dining rooms are usually operated in connection with the hotels; meals from 75 cents to \$1.50 each, except when the service is a la carte. The Golden North and Pullen House at Skaguay operate on both the European and American plans, guests' option.

American plan, \$5.00 and upwards per day for single rooms.

Rates at the Atlin Inn are as follows: \$2.00 to \$3.50 per day per person. Breakfast and luncheon, \$1.00 each; dinner, \$1.50.



A Corner of the Lounge—Atlin Inn



Moose Swimming Across the West Channel, Lake Atlin

ALASKA · ATLIN · AND · THE · YUKON



Reflections on Tagish Lake

Telegraph Service

Various ports along Southeastern Alaska, including Skaguay, are connected by U. S. Government cable with Seattle.

The Dominion Government maintains a telegraph line in British Columbia and the Yukon Territory.

Both the United States and Canadian Governments' cable and telegraph lines connect with the Western Union, Postal and Canadian Pacific Ry. Co.'s telegraph system.

In addition, the White Pass and Yukon Route maintains a commercial telegraph service between Skaguay and Whitehorse.

Banks

Banks are located as follows:

Skaguay—Bank of Alaska
Whitehorse—Canadian Bank of Commerce
Dawson—Canadian Bank of Commerce
and Bank of Montreal

Travellers' Checks and Funds

Either American or Canadian funds are accepted in Canadian territory.

Travellers' checks issued by banks and Express Companies are accepted throughout the north by merchants, hotels and the White Pass & Yukon Route.

Newspapers

Daily newspapers are published at Skaguay and Dawson containing important news received by telegraph from all parts of the world.

Thus tourists can, through the newspapers and telegraph, keep in touch with the "outside."

What Travellers Say About the Trip to Dawson and Atlin

That we have not exaggerated the scenic grandeur of this Northland, or the ease and comfort in which it can be reached, is, we believe, amply evidenced by the testimony of the many travellers whose letters will be found in our booklet, "Opinions." Everyone contemplating a trip to Alaska should send for a copy.

The following are brief extracts from some of the letters:

"The service from Whitehorse to Dawson was excellent. The meals were not only above the average but the service was better than is given on any boat line we have ever patronized. * * * The scenery is wonderful. It is the only trip we have ever taken in our lives that we really felt we wanted to again take at the earliest opportunity."

Sewall Myer, Houston, Texas

"We decided the Atlin Lake excursion the most satisfactory of any we have ever taken, not excluding the Swiss Alps."

Dr. Julius Hess, Chicago

"I want to tell you how much we enjoyed our trip over your lines this summer (1920).

The trip down the Yukon was wonderfully interesting, and our stay at Lake Atlin was delightful.

"Your service on the Yukon River boat, as well as Lake Atlin and at the Atlin Hotel, was excellent, and much better than I expected to find so far away from the base of supplies. The food was excellent and well served, and every one of your employees seemed to be trying to make it pleasant for us.

"I supposed that your advertising literature was subject to generous discount, but you made good in every respect, and so far as the scenery is concerned, it is far beyond what you or any one else has stated. I have seen about all of the beauty spots of this country, but in my judgment Lake Atlin surpasses them all."

H. P. Wright, Kansas City, Mo.

"For a person who is not so narrow as to require all of the artificialities of the modern civilization, the trip to Lake Atlin will be hard to duplicate."

Alexander H. Bright, Cambridge, Mass.



Photograph by Burton Holmes Lectures, Inc.
Up the Thirty-Mile River—En Route from Dawson

"You can safely praise that Atlin trip to the skies."

Holmes Russell, Fort Valley, Ga.

"The scenery is wonderful, the meals and service fine."

Ed. Meyer, Brooklyn, N. Y.

"Tourists should be urged in their own interests not to be contented with the coast trip, but to go by rail and boat over the wonderful White Pass and down the Yukon as far as Dawson City. They cannot imagine what a delightful climate, marvelous fauna and flora, and splendid scenery are in store for them on the other side of the mountains."

E. B. Renaud, Prof. Romance Languages Dept., State University, Boulder, Colo.

"Several years ago I had the pleasure of touring Europe and I found that the beautiful lakes and mountain scenery around Atlin, in my opinion, excelled even that of Switzerland, which you know is saying a good deal."

Albert V. Stegeran, Cincinnati, Ohio



Hydraulic Mining at Atlin Lake

"With Service, I feel I want to go back and I will."

W. H. Van Dervoort, Moline, Ill.

"The White Pass is one of the wonders of the world. The travel accommodations were very comfortable. We found the Atlin Inn perfectly delightful and the meals excellent. * * * The scenery in the Atlin district is the finest in the world."

Harold D. Corey, Newton, Mass.

"The trip to Dawson could not be surpassed."
(Mrs.) C. F. Wolmendorf, Oak Park, Ill.

"Your literature does not tell enough of its beauties."

T. B. Graham, Washington, Ind.

"It was the most enjoyable trip of my life. * * * Every possible courtesy was shown to the tourists throughout the entire trip."

Dr. Joseph E. Sawtel, Kansas City, Mo.

"For a person who is tired and wishes a pleasant rest no finer route could be taken (to Dawson and Atlin). The air in the Yukon has a freshness that cannot be found outside of the north."

Clifford T. Jones, Calgary, Alta, Canada

"I have traveled all over this country, and nearly all over Europe, but I have not found, in point of interest, anything to equal that from Skaguay to Dawson. I feel no hesitation in saying that you may thoroughly recommend this trip to anyone."

A. M. Imbrie, Pittsburgh, Pa.

"After making some twenty-two thousand miles this summer, I find more pleasure in the memory of my trip from Skaguay to Dawson and return than any other part of my travels."

Hugh H. Hamilton, Youngstown, O.

"I think that a tourist that makes the Alaska trip and does not go into the interior certainly misses the best part of the scenery."

W. L. Steinweg, North Yakima, Wash.

"After a three years' trip around the world, I decided to visit Alaska merely as a finish to my journey. To my great amazement I found it by far the most enjoyable and wonderful of any place I had visited. In no other part of the world had I found such grandeur of scenery. * * * As a woman travelling alone I enjoyed such comfort, courtesy and service on the White Pass & Yukon that I now recall my feeling of security and enjoyment very gratefully. I shall never forget the trip and hope I might some day go again."

Pauline D. Masson, New York City

"I was there (Lake Atlin) during the latter part of August and beginning of September. The climate at that time was most delightful and the scenic conditions unsurpassed anywhere that I have been. I found the accommodations en route surprisingly comfortable and the officials most obliging and interested in the welfare of the tourists. In my opinion, those tourists who take the coast trip to Skaguay without going over your line as far as Whitehorse and

into the Atlin district, miss what to me was the most delightful part of my entire western trip."

R. E. Gunther, Toronto, Ont.

"Well, I certainly had the trip of my life; it was simply the best experience in travel that I have ever known. I made no mistake in going on to Dawson. I wouldn't have missed that part of it for anything. As for the Atlin trip, it was the best two or three days of my life. Had it been more grand and inspiring I think it would have hurt. Alaska for mine. I am fairly intoxicated with the spirit of it all. I would not exchange this summer for ten trips to Europe."

Prof. H. L. Rice, Annapolis, Md.

"Lake Atlin was the climax of our visit into the Northland—a mountain lake of surpassing beauty."

Fred W. Flemming, Kansas City, Mo.



Ben-Mv-Chree

ALASKA · ATLIN · AND · THE · YUKON



Scene on the Yukon River at Dawson

"It would be very hard indeed for me to express in words our enjoyment of the trip from Skaguay to Dawson. It was just one round of pleasure and satisfaction from beginning to end."

S. M. Evans, New York City

* * * * "Tourists who go only as far as Skaguay and return on the same steamer make a great mistake, as the Atlin trip alone is more than worth the stop-over."

Lesley Sheaffer, Pottsville, Pa.

* * * * "We enjoyed the trip by ocean steamer to Skaguay very much, but very much more the trip from Skaguay to Dawson and return. The scenery is much more varied and interesting than that along the Alaskan coast and the accommodations and service on Yukon steamer were all that could be asked."

L. W. Florea, Worthy, Texas

"I am free to say that I know of no other trip (to Dawson and Atlin) I have taken that I and the rest of my party enjoyed as much, and I am sure that I have never taken a trip where the officers of the company and all the employees have done so much for my comfort and pleasure."

Robert H. Keiser, St. Louis, Mo.

"I have travelled over the larger portion of Canada and the greater part of the United States and the Continent of Europe, and I can say without hesitancy that no more beautiful scenery exists anywhere in the world than that which one can obtain in your very interesting trip from Skaguay to Dawson. I think, perhaps, I enjoyed the return trip even more than the going. I look forward to the opportunity of taking the trip again with increased delight."

J. B. Ferguson, Toronto, Ont.

* * * "Lake Atlin far surpasses anything we have seen in Switzerland and Norway — and that is saying a great deal."

Maria C. Hogan,
Bryn Athyn, Pa.

"I am glad to say that we enjoyed our trip to Atlin and Dawson immensely. The weather was delightful, the towns and people very interesting and the scenery glorious. We found the meals and service in the interior entirely satisfactory, and we are especially pleased with the courtesy shown us by the officers and employees of your Company."

Yours truly,
Edith Matheny, Springfield, Ill.

* * * * "I am sure, after visiting Switzerland twice, that your beautiful Alaska mountains surpass any I have ever seen."

Most sincerely,
(Mrs.) Harriet A. Bolton, Troy, N. Y.



Three Hours' Catch



Miles Canyon

"The trip down the Yukon was unique in many ways. The wild, untamed beauty, the sense of plunging into the primeval, grips the imagination and the heart. One comes to feel a love for this great river and the vast stretches of wilderness that border it, a love that takes hold of one and never lets go its grasp.

* * * * *

"The river is ever beautiful. Now wide, now narrow, it sweeps on, sometimes with many channels, sometimes with just one between high bluffs, until at last a high mountain looms on the left, an island in the middle of the stream, two domes on the right, one with a great scar like a cave on its side, and Dawson appears.

* * * * *

"Then too, the trip is unusually restful. The steamers are modern and thoroughly comfortable. An observation room forward with big, easy chairs enables one to view the scenery at ease and sheltered from wind and sun. The table is excellent. Indeed, it is a cause of comment that such variety of delicious food can be served so far from the base of supplies."

From—"Alaska, our Beautiful Northland of Opportunity" by Agnes Rush Burr.

WHITE PASS & YUKON ROUTE

Table of Distances

From SKAGUAY to	Miles	From SKAGUAY to	Miles
Seattle	1,000	Foot of Lake LeBarge	170
Victoria	927	Hootalinqua	201
Vancouver	867	Big Salmon River	236
Prince Rupert	433	Little Salmon River	271
Summit of White Pass	21	Five Finger Rapids	331
Bennett	41	Rink Rapids	343
Carcross	68	Yukon Crossing	347
		Selkirk	393
Taku	142	White River	491
Atlin	150	Stewart River	501
		Mayo Landing	680
Whitehorse	111	Sixty Mile River (Ogilvie)	524
Head of Lake LeBarge	136	Dawson	571

Altitude Above Sea Level

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



A Clean-up in Atlin



Map of Alaska, Atlin, and the Yukon Territory

WHITE PASS & YUKON ROUTE

Executive and Accounting Departments

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Operating Department

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W. D. Gordon, Superintendent River Div., Whitehorse, 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.



Photograph by Burton Holmes Lectures, Inc.
Baby Silver Foxes—Atlin

ALASKA

ATLIN and the YUKON

