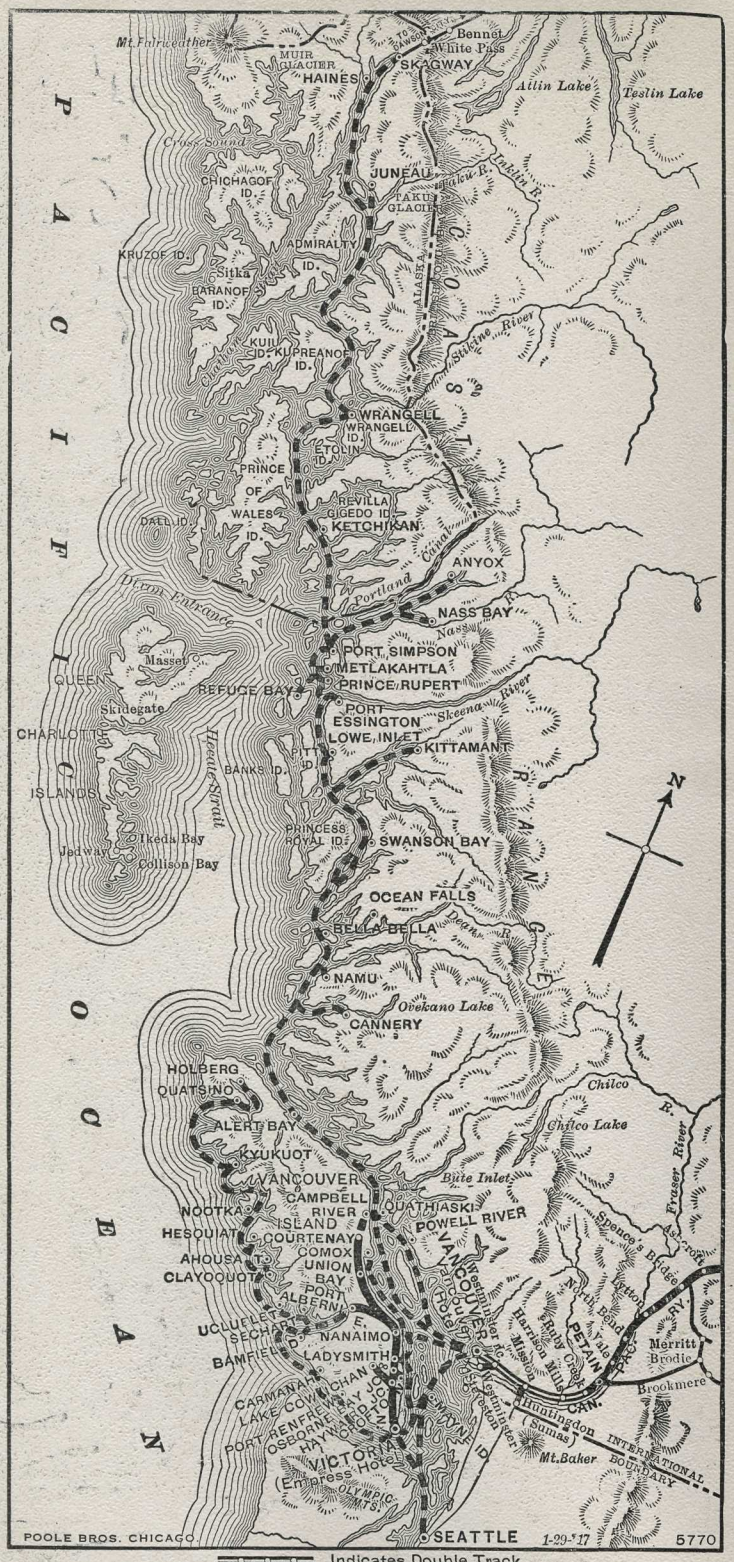
ALASKA

BRITISH COLUMBIA
COAST SERVICE
CANADIAN PACIFIC
RAILWAY

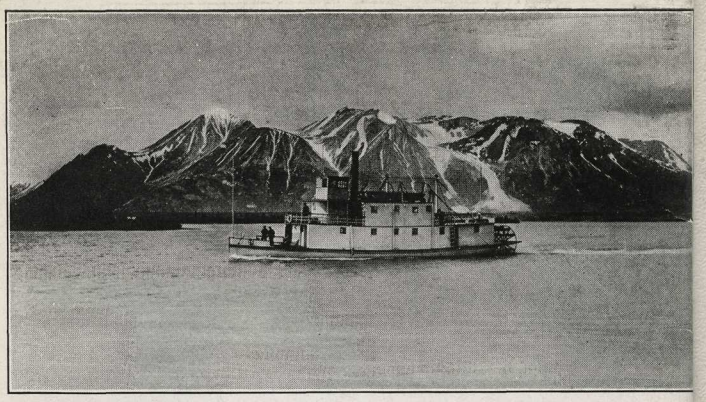
1917

SPAM
19573



Indicates Double Track

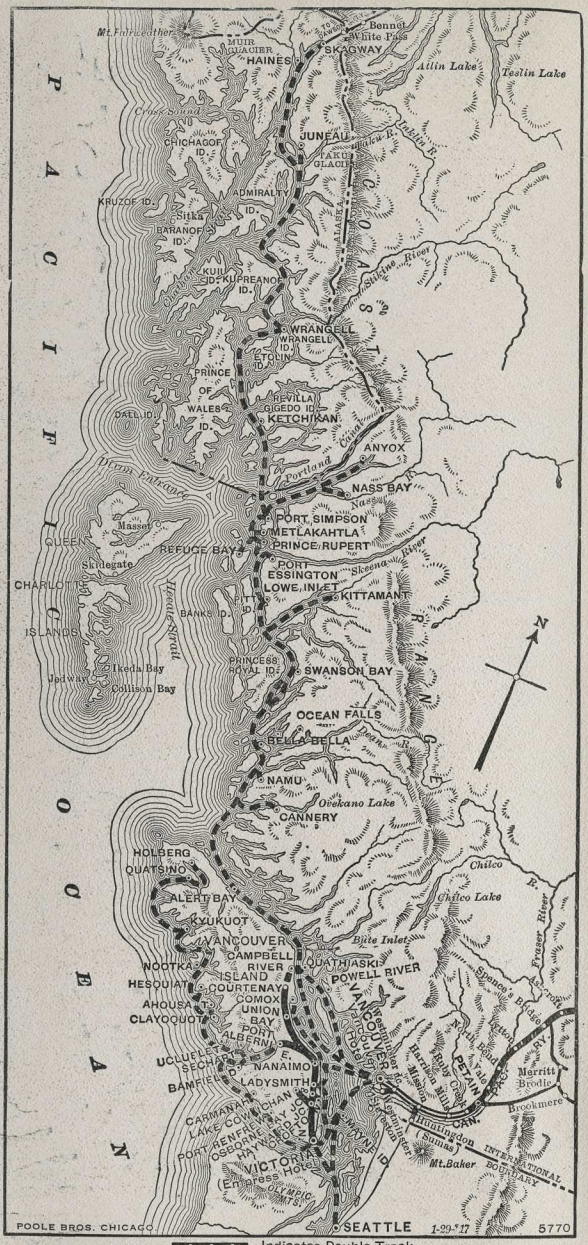
BRITISH COLUMBIA COAST SERVICE



Scotia's Arrival, Atlin, B. C.

Morning After First

The Atlin Range, from the North



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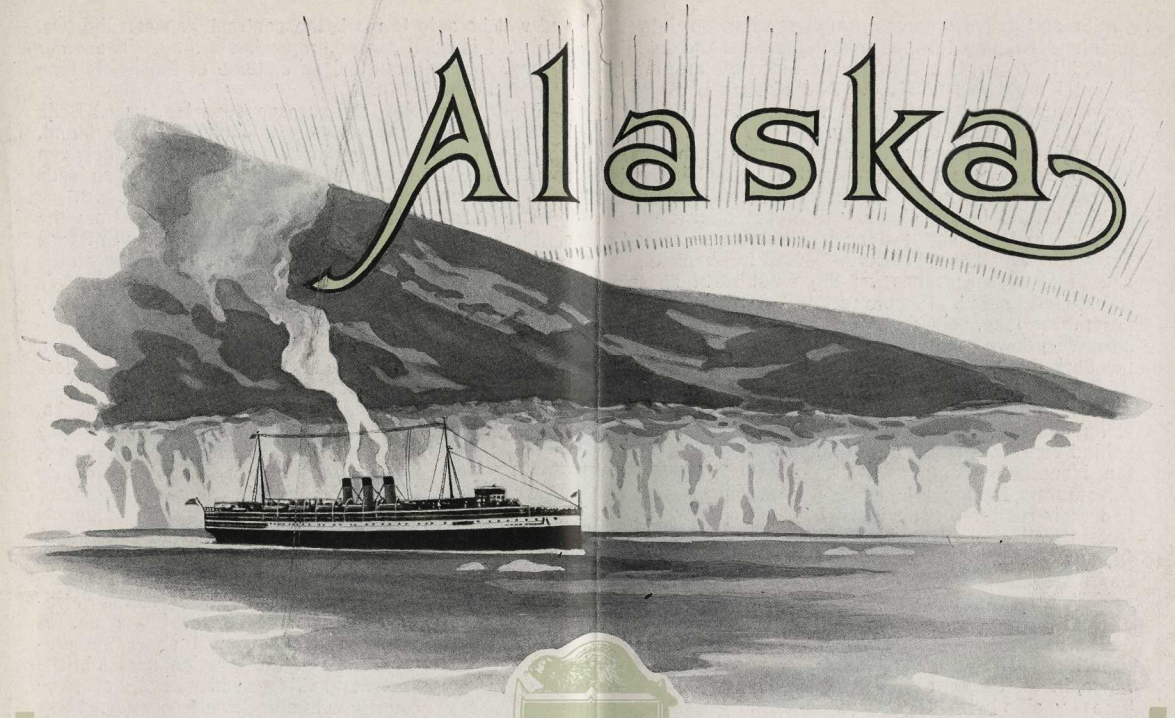
BRITISH COLUMBIA COAST SERVICE

Alaska



FROM Vancouver, B. C., to Skagway, Alaska, is a thousand miles through the entrancing Inland Channel, winding between islands and the mainland as through a fairyland. The journey is made in the palatial, yacht-like "Princess" steamers of the Canadian Pacific Railway.

Ten days complete the double journey into this land of romance, and back, and leaves the traveller at Vancouver to start the journey to the East through the magnificent passes of the Canadian Pacific Rockies.

Mystery—that is the keynote of the North—mystery and silence. And because of its mystery there will always be an attraction, something to draw men and to hold them. For it is no mere legend that the North calls back those who have once lived in the snows and the mountains and the summers, each perfect beyond description.

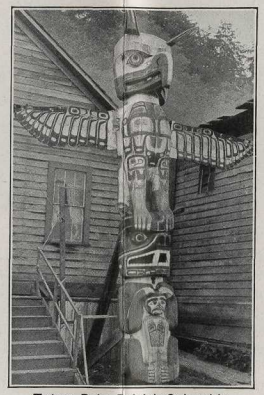
Scarcely has one left Victoria or Vancouver than there dawns the feeling that here is a new life opening out. To the right is the mainland of British Columbia, to the left, the west, the island which takes its name from the intrepid explorer who sailed into the unknown waters of the Pacific and found the mainland through an uncharted maze. To appreciate the work of Captain Vancouver it is necessary to travel over at least some of the ground that he covered. To-day scarcely a sunken rock exists but it is charted, and big steamers journey with the utmost safety to waters which to the landsman would seem to bristle with dangers at every turn. To realize to the full the miracle of this thousand miles of navigation from Vancouver to Skagway, one should stand for an hour or so looking forward, picking out what seems the channel the ship will take, and finding out how invariably one's guess is wrong. For it is not always the mainland which lies to the east. Often the mountains which tower up to the sky, almost from the very deck of the ship itself, are but islands; and other channels lie behind, with countless bays and

CANADIAN PACIFIC RAILWAY

straits and narrow gorges running miles up into the mainland, twisting, turning, creeping forward and doubling back, till they put to shame the most intricate maze which Oriental mind ever devised. And of such is the whole route which finally creeps, as through the neck of a funnel, to the sands of Skagway.

Nowhere is the scene the same, barely even similar, though everywhere it is composed of mountains rising abruptly from the sea. Islands innumerable guard the waters of the inside channel from the storms of the Pacific. In three places alone is the passage exposed to the ocean, at Queen Charlotte Sound, Millbank Sound, and at Dixon's Entrance, all three but short stretches quickly left behind. For the rest, it is as a ship sailing on an endless lake, sometimes a few miles wide and then narrowing down until one can almost throw a stone from the deck to either shore.

But amid all the splendour of the scenery one must still find time to remember the history which is written along this coast. Vancouver Island and the mainland behind Vancouver city teem with it. Here the Honorable Company of Merchant Adventurers trading into Hudson's Bay had their scattered posts into which the factors collected the skins from the Indians whom they had brought under their sway.



Totem Pole, British Columbia

The observant has already had a view of totem poles as the ship has come north. At Alert Bay, the first port of call, he has opportunity of examining them at close range, in all their weirdness of design. Side by side with them are modern industries. Salmon canneries are in full swing in the summer, packing the fish which goes across the whole world in ever-increasing quantities, from the host of such canneries which lie along the whole of the coast to the north.

The early riser will have seen the ship make the passage of the famous Seymour Narrows before reaching the upper waters between the island and the mainland. At this point the two come close together, making a narrow gorge split in two by the wicked looking Whale Back Rock. Here passage is only possible at certain stages of the tide, for the waters which mount up with the high tides pass through to fill the wider stretches of Discovery Passage and beyond, boiling in the rush or flowing out again as the water lowers till no ship can fight against its mill-race. When the tide is half run the water rushes through at an incredible speed and its roar can be heard miles away.

Apart from their own beauty there is a second reason why the voyager should see the Seymour Narrows. Later on he will come to the other Narrows at Wrangel Island and will be able to mark the contrast between the two. The first is soon passed, rugged, startling. The other is long, softer in outline, an epitome of the whole long journey to the North.

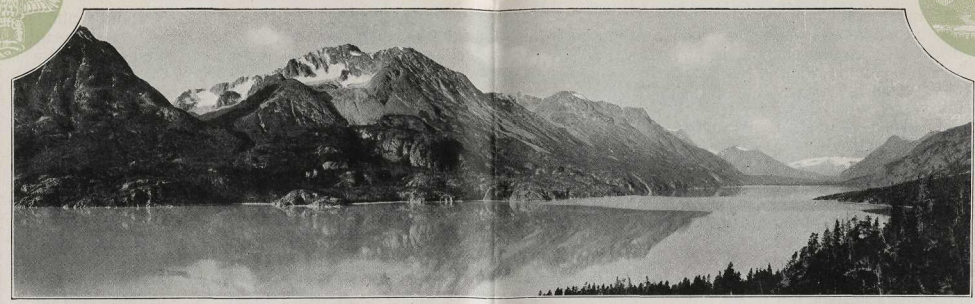
From Alert Bay the passage soon leads past Bella Bella and on to the open waters of Queen Charlotte Sound. To the north the ship again enters the channel between the mainland and the outer fringe of islands and so leads on to the deep, land-locked harbour of Prince Rupert.

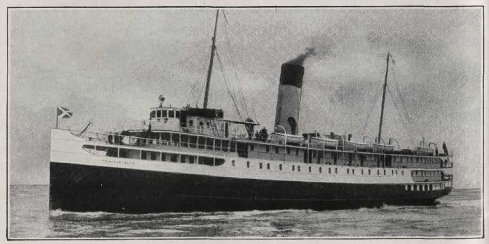
The entrance to Prince Rupert harbour is from the south, the exit to the north; and here, in Dixon's Entrance is the channel by which ocean steamers may approach the mainland at this point of the coast. Once Dixon's Entrance is left behind there is no more open sea, only an arm which stretches up into the very heart of south-eastern Alaska. Almost immediately after Prince Rupert, Port Simpson is left to the east, and then the ship enters into United States waters.

Here history changes in its character. Here is Alaska, which only comparatively recently came under the sway of America. Until 1867 Alaska was a possession of Russia, which it so nearly joins at the Behring Straits. Traces of the Russian rule still remain. There is Sitka, the former capital; there is Petersburg, which keeps its name under Uncle Sam's Government, although its more famous namesake has now become Petrograd in honor of the Slavic tongue. A glance at the map will show the predominance of the Russian names in the towns and villages which scatter over the country with surprising frequency. Here is no longer tender beauty in the landscape, only rugged grandeur. Here are gathered a strange people, bred in every part of the world, yet all having one characteristic, hardihood and ability to work long and hard, almost unceasingly, for the fight with Nature here is no child's game. Scandinavian, British, Icelander, all are here; and, hence, in some future age, will come a new race, sturdy as the Norsemen, to write a new page in the history of the world.

From Prince Rupert the journey goes on to Ketchikan, the headquarters of a thriving fishing industry, and one of the chief customs centres in Alaska. The city is typical of all these settlements along this coast. On the one side it has deep water, on the other mountain and river and lake, so that its water supply comes gushing to waste through its pipes, and a huge surplus is left above all that will ever be needed for domestic use, to supply the city with electric light. Here are more fish canneries, and near by are important copper settlements.

BRITISH COLUMBIA COAST SERVICE — CANADIAN PACIFIC RAILWAY

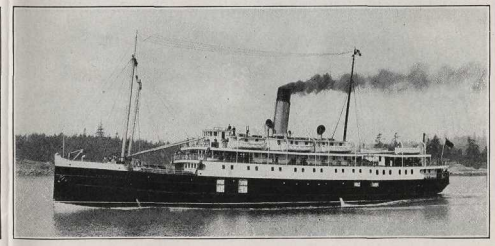




West Taku Arm

Gold Washing and Clean-Up, Spruce Creek, Atlin, B. C.

S. S. "Princess Alice"



Totem at Wrangel

S. S. "Princess Sophia"

From Ketchikan the way leads on through the Wrangel Narrows, mile after mile of a winding way through Paradise. The narrow channel is marked with buoys and beacons, shining white in the sun, with varying beams at night when the lamps shine out. In the narrow waters the vessel slows down perceptibly, and more than ever it is like a voyage on some pleasure yacht, journeying only to places where the eye may be delighted.

Beyond the Narrows lies Juneau, the capital of Alaska, on Gastineau Channel. Here are first-class hotels and restaurants. One can go by automobile right to the face of a glacier, the return trip taking about three and one-half hours. On Gastineau Channel, close to Juneau, are situated three of the largest gold quartz mining plants in the world. Two of these, the Alaska Gastineau and the Alaska Juneau, are the most modern quartz mills in existence. When running full blast they are able to handle over 25,000 tons of ore daily. The Alaska Gastineau mill alone handled a record of 9,300 tons in twenty-four hours, although not working full capacity. The third and the oldest property is the well-known Treadwell Mine on the further side of Gastineau Channel, on Douglas Island. This mine, which in its day, yielded mineral three times the value of the purchase price of all Alaska, was flooded in the early summer of 1917 and is not now in operation. All the properties referred to are within fifteen minutes' ferry ride of Juneau wharf, the new Alaska Juneau mill being practically in the city of Juneau. Other gold quartz properties are about to be opened up in this district for operation on a large scale.

Standing out boldly against the side of the hill is the capitol, and around it gather the business and residential houses of the city, the two districts overlapping in parts, yet still fairly well and distinctly divided. There is electric light, steam and gasoline launches puffing busily about the harbour, the ubiquitous "movie" house is close to the wharf, there is a livery stable and even an engineering works, where major repairs to automobiles come in side by side with more pretentious demands.

And, then, eight hours north, is Skagway. Leaving the Gastineau Channel, one enters into a wide bay leading on to the last passage through the mountains, which grow ever steeper and more narrowing till the sands of Skagway are reached beneath a sheer precipice. Here is another modern town, and one which has loomed large in the history of the North. When the gold rush started to the Yukon in 1896 the landing was made at Dyea, which lies at the north of the other bay, or canal, which completes the Lynn Canal. From Dyea the trail led over the dangerous Chilcoot Pass, but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea for Skagway, and in a day a big city had grown where before was chiefly swamp.

To-day Skagway boasts scarcely a thousand souls, but in the eighteen years of its life it has crowded in enough incident to provide volumes for the historian. All have read of the famous gambling hells with which the town was once infested, and few fail to make the four-mile journey out to the old cemetery, where lies the body of "Soapy" Smith, the famous Boss of the town.

Skagway, once the wildest, wickedest town in the world, is now a model of propriety. Beyond still lies much of romance, reached over the romantic rails of the White Pass Railway. A short climb up the steep hill of the Pass, and the train has reached the summit, and indeed one seems to be at the very roof of the world.

And then the journey back through a thousand miles of loveliness, yielding fresh beauties, things unseen, unsuspected in the Northern journey, creeping up around every twist and turn of the channel. Verily, with such scenery, it is the shortest thousand miles in the world, and the call of the North is there, and most who have made the journey once come back again, if only once.

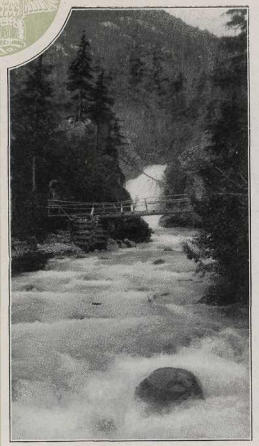
HISTORICAL NOTES

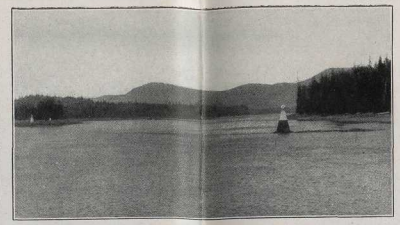
The territory now known as Alaska was unknown to the white man till, in 1741, it was explored by two Russian officers, Captains Vitus Bering and Chirikov. Thirty-three years later it was visited by Spaniards coming up from the Pacific, and in 1778 Captain Cook undertook some surveys of the Coast. The first elaborate survey of that Coast was made by Captain Vancouver in 1793-4. The Russians formally assumed possession in 1799, when the Administration was handed over to the Russian American Company, the chief resident director being Alexander Baranov, who founded Sitka in 1804. The reign of this Chartered Company ended in 1861 when Prince Maksutov was appointed Imperial Governor.

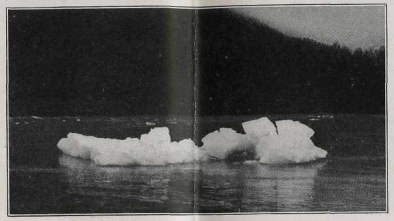
Six years later, in the same year as that in which Canada was confederated into one Dominion, the United States purchased Alaska from Russia for $7,200,000, in order to obtain a control of the fisheries and fur trade, which at that time were the chief known resources of Alaska. The gradual discovery of mineral wealth culminated in the Klondike rush of 1897, and the rush to the gold fields of Nome in 1900, since when the mining industry has been stabilized.

WHITE PASS AND YUKON ROUTE

Those who have time may prefer to continue their journey over the White Pass and Yukon Route, returning by a lake route. Leaving the summit, the salt tang of the sea is left behind and our nostrils are filled with the sweetness of lake and mountain air. Lake Bennett is a long, narrow sheet of blue, bounded by mountains of old-rose color. As the train approaches Carcross, the traveller







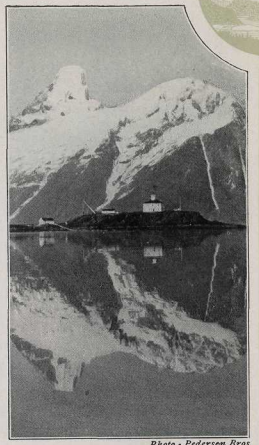


Photo - Pedersen Bros

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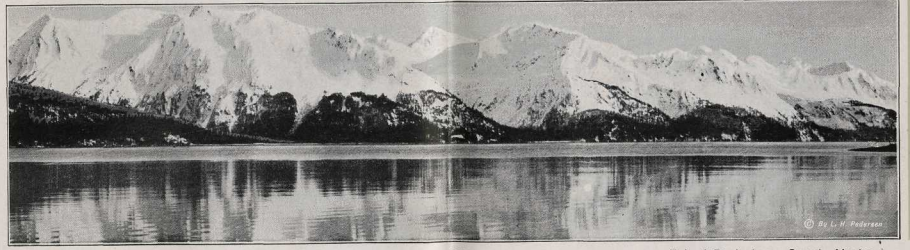


Burro Creek

Ketchikan, Alaska

Wrangel Narrows

Floating Ice, Taku Inlet, Alaska

Resurrection Bay, Alaska

Eldred Rock, Lynn Canal, Alaska

Indian Curio Sellers

Panoramic View of Skagway, Alaska

Photograph by Sheelor Panoramic Co.

crosses the most northerly swing bridge on the American Continent, over outlet of Lake Bennett into Nares Lake. Lewes and other little lakes are found and then Miles Canyon and the White Horse Rapids—the romance of '97.

As we stand on the brink of this world-famed gorge, pictures of the old days rise before our eyes. Bold adventurers on rafts and in ill-built boats are whirled into swift, dangerous waters, in their mad rush to the Klondike.

In White Horse—about an hour's walk distant—the faint, continuous roar of the rapids reaches the ear quite plainly on still days. White Horse is a busy little city located on the west bank of Fifty-Mile River (which is also known as the Lewes River and sometimes termed the Upper Yukon). Near by there are very interesting copper mines. As at Skagway, there are excellent hotel accommodations. It is the terminus of the Railway Division of the White Pass & Yukon Route—the point of departure for the magnificent trip down the Yukon to Dawson.

Giant towers and bastion-like projections of red rock stand sentinel along the western shore of Lake Labarge—while on the east, great, gray, rounded hills of limestone, veined and shaded with the green of spruce, alternate with deep, wooded valleys and the picturesque mouths of rivers.

On through the splendid scenery of Thirty-Mile River and the Lewes, we come to one of the most thrilling experiences of the entire trip—the shooting of Five-Finger Rapids. Here the river narrows to 150 yards. Five great hulks of stone rise to a height of forty to seventy feet. The waters rush foaming between. Our steamer, guided by its skilful pilot, glides swiftly through, almost touching the stone walls in its passage.

Rink Rapids, six miles below, gives a second experience of this exciting form of navigation. At Fort Selkirk begins the Yukon River proper—which is formed by the union of the Lewes and the Pelly.

The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur. Winding around and between countless islands, at times running close under the lee of huge granite cliffs—now passing the swift foaming White River, where it mingles with the Yukon—then Stewart River and Indian River—there is not a single mile of the way but holds vivid interest. The trip from White Horse to Dawson takes about forty-eight hours; the return journey takes four and a half days.

Dawson is an up-to-date, well-built and well-regulated city with many fine homes. There are several good hotels. Mining is still the chief industry.

TO ST. MICHAEL AND NOME

Those who can afford the time will find the trip down the Yukon to St. Michael, an island off the mouth of the Yukon, and thence on to Nome, an interesting trip which can be made in perfect comfort by the steamers of the American Yukon Navigation Company. En route the Arctic Circle is crossed and recrossed. Fairbanks, 975 miles from Dawson, is the chief town in the interior of Alaska and owes its prosperity to gold. Beautiful gardens and wonderful vegetables show also that Fairbanks can grow things. Between Tanana and St. Michael the steamer passes many interesting Indian villages. From St. Michael to Nome the voyage is by ocean steamer.

TO ATLIN

From Skagway to Caribou, and from thence through a chain of sapphire lakes, mountain and forest-girt, eighty-two miles to Atlin—there is a rare jewel of a trip!

Connection for Atlin is made at Carcross, where the Steamer "Tutshi" is scheduled to connect passengers from the White Pass & Yukon Railway Route lake steamers to Taku Landing. It takes but little time, but there is more of sheer beauty packed into that short distance than can be found in any other place in the world.

Winding through Nares or Tagish Lake the steamer traverses Windy Arm to enter Taku Arm, a beautiful sheet of water, almost completely shut in by the most inspiring mountain scenery. A splendid view is afforded of Jubilee Mountain, which reaches its snow-crowned head thousands of feet into the clouds. After steaming through beautiful Golden Gate and up Taku Inlet, the boat makes a landing at Taku, where a short portage by rail along the bank of roaring Atlintoo River brings the tourist to Atlin Lake.

From Taku Landing, the new twin-screw steamer "Tarahne" makes the six-mile run across the exquisite Atlin Lake to Atlin City, where the White Pass & Yukon Railway has recently erected a fine hotel. Atlin is the base of supplies for one of the richest hydraulic mining camps in British Columbia.

TO TAKU ARM

Another beautiful scenic trip is that to West Taku Arm. It has been especially arranged for the convenience of passengers who are making the round trip to Skagway on the same steamer, and who cannot spare sufficient time to avail themselves of one of the many other tours over the White Pass, and it gives these passengers an opportunity of seeing a maximum number of points of interest in the short time at their disposal. It is a journey which takes the visitor into the very

BRITISH COLUMBIA COAST SERVICE—CANADIAN PACIFIC RAILWAY

Photo - Pedersen Bros

Black Bear Cub, Seward, Alaska

Walrus
Caribou

Alaskan Bears

heart of primeval surroundings, where giant mountains raise their lofty peaks from the glittering glacial waters of the Arm, which ends at what might be termed the "back door" of the world-famous Taku Glacier.

The run from Skagway to Carcross, a distance of sixty-eight miles, is made by rail, and the tourist then boards a palatial steamer for a spin of eighty-two miles down Tagish Lake to Taku Arm. Scenery unequalled in northern latitudes is to be found here, and the indescribable ruggedness of the country impresses upon the visitor the tremendous hardships and unparalleled heroism of those hardy pioneers who blazed the trails and opened up the vast country now yielding such delights in scenery and hinting at so much commercial promise. This beautiful district abounds in many varieties of game, and it is not unusual to see, from the deck of steamer, mountain goats browsing high up on the mountains, and occasionally a moose by the lake side.

Twenty hours is the time allowed for the steamer to make the run to the Arm and return, and the whole trip from Skagway and return can be made in about thirty hours.

There is an indescribable tonic effect in the Atlin climate that will eventually make it one of the world's greatest summer health resorts. There are numerous interesting side trips. A stage ride of a few miles over a smooth gravel road, up Pine Creek to Pine City or Discovery, affords an opportunity for inspecting hydraulic mining operations at close range. Within a short distance are beautiful Pine Creek Falls and Surprise Lake—a surprise, indeed, in its mystic Northland beauty.

NOTES ON STEAMERS, CUSTOMS AND BAGGAGE

	‡*Princess Alice	‡*Princess Sophia
Gross tonnage	3099.22	2319.88
Net tonnage	1903.80	1465.94
Length	289	245
Width	46	44
Depth	17	18

*Wireless telegraph. ‡Burn fuel oil.

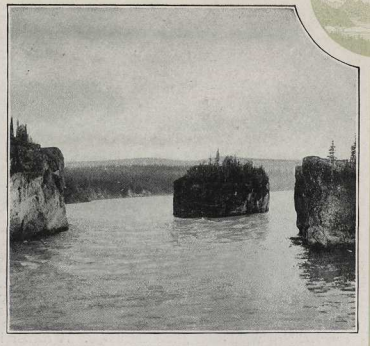
From	To	Hours	Nautical Miles
Vancouver	Alert Bay	14	183
Alert Bay	Prince Rupert	22	287
Prince Rupert	Ketchikan	8	101
Ketchikan	Wrangel	7	99
Wrangel	Juneau	11	148
Juneau	Skagway	8	100

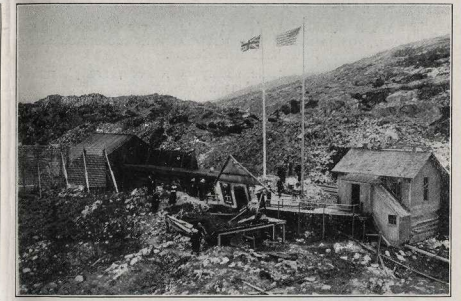
A nautical mile is equivalent to 1.15 statute miles.

Sailings are from Victoria, B. C., at 11.00 p.m. every Friday; from Vancouver, B. C., at 9.00 p.m. every Saturday, commencing June 8th, during June, July and August.

Passengers should provide themselves with a good, warm top coat. The general weather is very fine and warm, but a good covering for the evening or a damp day is very desirable. The Company does not supply steamer rugs, but have arranged to

BRITISH COLUMBIA COAST SERVICE—CANADIAN PACIFIC RAILWAY





A Canoe Trip among Baby Icebergs, Taku Glacier

Midnight Sun, about 12.12 a. m.

Flowers and Ice, Stikine River, Alaska

One of Nature's Totem Poles, Atlin, B. C.

Five Finger Rapids, Half Way between White Horse and Dawson, on the Yukon

Yukon Boundary Line between Two Good Allies

Washing Down Mountains of Gold

Indian Curio Sellers at Ketchikan

1,000 Miles of Inland Passage

carry on the steamers a limited supply of rugs that will be rented to passengers for the round trip at a nominal charge of fifty cents each way. A travelling rug is very desirable, although not absolutely necessary. However, lady passengers generally derive much comfort from a good steamer rug. The Company does not supply the regulation ocean liner deck chair, but supplies comfortable camp chairs, with backs, free of charge. A barber is carried on all steamers.

The meals provided on Alaska steamers are breakfast, lunch and dinner, and, in addition, light refreshments are served in the dining saloon at night without extra charge.

Victrolas, with a suitable suppiy of records, are placed on Canadian Pacific steamers to Alaska.

Passengers entering Alaska from Canada are required to pass the customary United States Immigration inspection at Ketchikan, the port of entry. This inspection is not strict so far as bona fide tourists are concerned. Passengers will be asked by purser for certain information regarding age, place of residence, business, etc., for use in making up the manifest required by the Immigration Department, and will be given a card by him. This card is presented by holder to immigration inspector, who boards steamer on arrival at Ketchikan, and as soon as particulars shown by purser on manifest are checked by the inspector, the passenger is permitted to go ashore. There is a similar inspection by the Canadian Immigration Department on arrival of steamer southbound at Prince Rupert. These inspections are largely formal so far as tourists are concerned.

The usual free allowance of one hundred and fifty (150) pounds of baggage will be granted on whole tickets, and seventy-five (75) pounds on half tickets, with customary additional charge on any excess weight. Steamer trunks, if intended for use in staterooms, must not be more than fourteen inches in height. Any steamer trunk of ordinary width and length can be placed under lower berth if the height given is not exceeded.

FREE STORAGE AT SEATTLE, VICTORIA OR VANCOUVER

Passengers holding through tickets, and making Alaska side trip from Seattle, Victoria or Vancouver, will be granted free storage of baggage at the Company's wharves at the points mentioned for not more than thirty days. After expiration of 30-day limit regular storage charges will accrue.

Bonded Baggage—Baggage may be checked through from Seattle to Skagway, and if not required en route may be forwarded under bond to avoid necessity of customs inspection. If baggage is required en route it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before boarding steamer for Alaska. U. S. Customs inspection will also be necessary at Ketchikan, the first port of entry into Alaska.

Southbound—Canadian Customs baggage inspection will be made at Prince Rupert and U. S. Customs inspection at Vancouver (if passenger is travelling east via Canadian Pacific Railway) or at Seattle. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U. S. Customs officers at Ketchikan, or may be bonded if desired.

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 Skagway, provided passengers hold through tickets, and after it is once checked at starting point passengers are not annoyed by Customs inspection or rechecking 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.

HOTELS

Following is a list of hotels at various points en route to Alaska and at inland points beyond Skagway.

Ketchikan	Steadman Rivilla
Wrangel	Wrangel
Juneau	Gastineau New Cain
Skagway	Pullen House Golden North Dewey
Atlin	Atlin Inn
Dawson	Regina Royal Alexandria Yukonia
White Horse	White Pass Commercial
Carcross	Caribou

All the above are run on European plan; rates from $1.50 to $3.00. (Pullen House, Skagway, $3.00 up.) Meals about $1.00 each and a la carte.

BRITISH COLUMBIA COAST SERVICE—CANADIAN PACIFIC RAILWAY

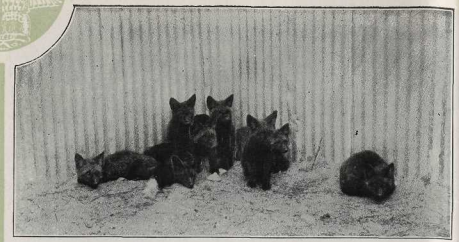
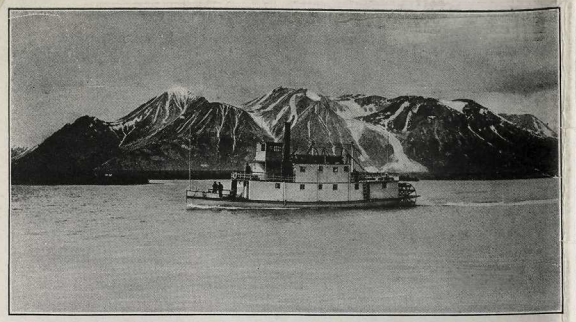


Photo - Pedersen Bros

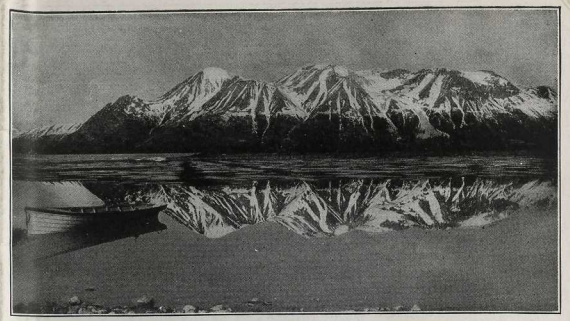
Photo by Burton Holmes

On the Fox Farm, Atlin, B. C.
Elks in the "Farthest North," Skagway, Alaska
A Typical Alaskan Garden

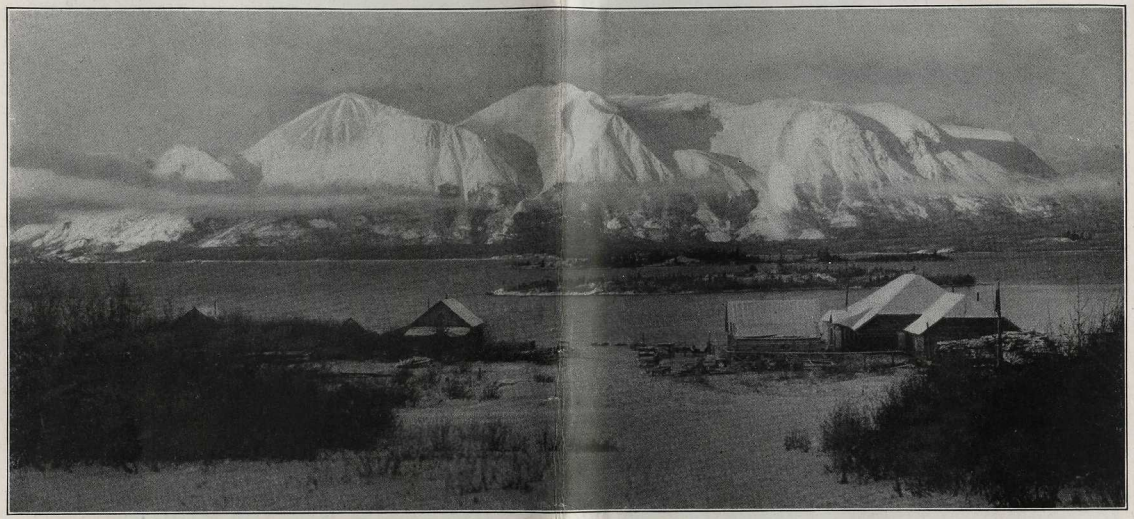
"Dan"
Atlin Dog Team
Sunny Days in Northern Latitudes



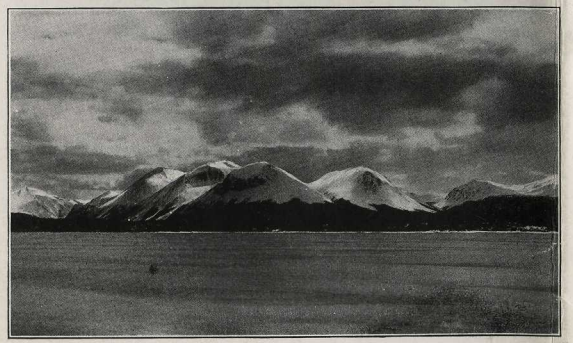
Scotia's Arrival, Atlin, B. C.



Reflections at Atlin, B. C.



Morning After First Snow, October, Atlin, B. C.



The Atlin Range, from the North

On the White Pass & Yukon Railway

ALASKA

AND THE ROUTES
OF THE

CANADIAN PACIFIC RAILWAY COMPANY'S

BRITISH COLUMBIA
COAST STEAMERS

Scale of Statute Miles

20 10 0 20 40 60 80 100 150 200

CANADIAN PACIFIC RAILWAY

BRITISH COLUMBIA COAST
STEAMSHIP SERVICE

TO ALASKA
Vancouver to Alert Bay
Prince Rupert, Ketchikan, Wrangel
Juneau and Skagway
TO SEATTLE
Vancouver, Victoria, Seattle
TO NANAIMO
Vancouver, Nanaimo
TO COMOX
Vancouver, Nanaimo, Hornby Island, Denman Island,
Union Bay, Comox
or
Vancouver, Powell River, Union Bay, Comox
TO OCEAN FALLS
Vancouver, Powell River, Campbell River, Quathiaski Cove,
Alert Bay, Sointula, Port Hardy, Rivers Inlet Canneries,
Namu, Ocean Falls

CONNECTING ROUTES
WITH CANADIAN PACIFIC BRITISH COLUMBIA COAST STEAMSHIP SERVICE

WHITE PASS AND YUKON ROUTE:
RAIL LINE:
Skagway to Carcross (Caribou) and White Horse.
STEAMER LINE:
Carcross (Caribou) to Atlin
White Horse to Dawson

AMERICAN-YUKON NAVIGATION CO.:
Steamer, Dawson to Tanana, Fairbanks,
St. Michael, Bettles and intermediate points.

ALASKA STEAMSHIP COMPANY:
Steamer, St. Michael to Nome.

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A 6044 4-4-'18

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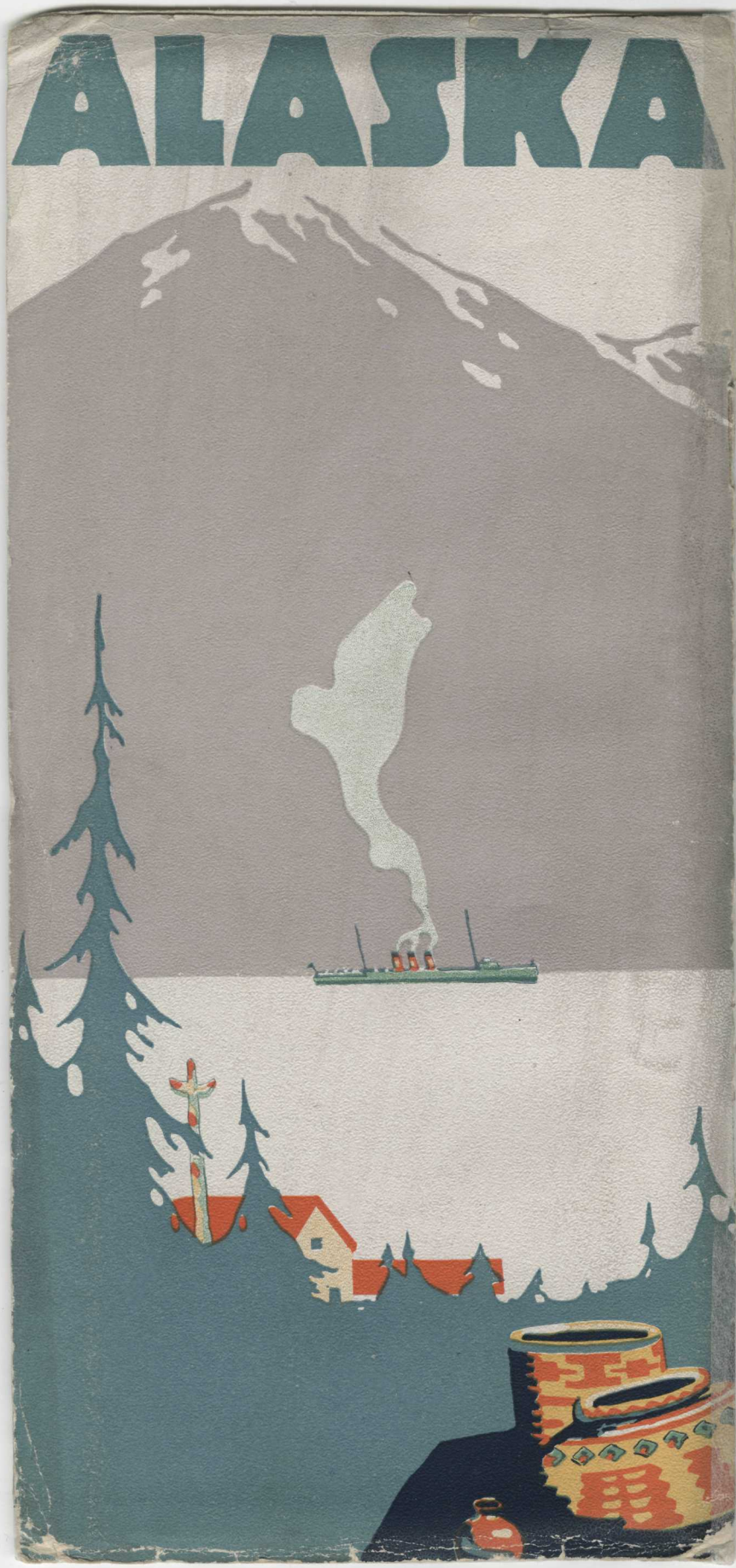
ALASKA