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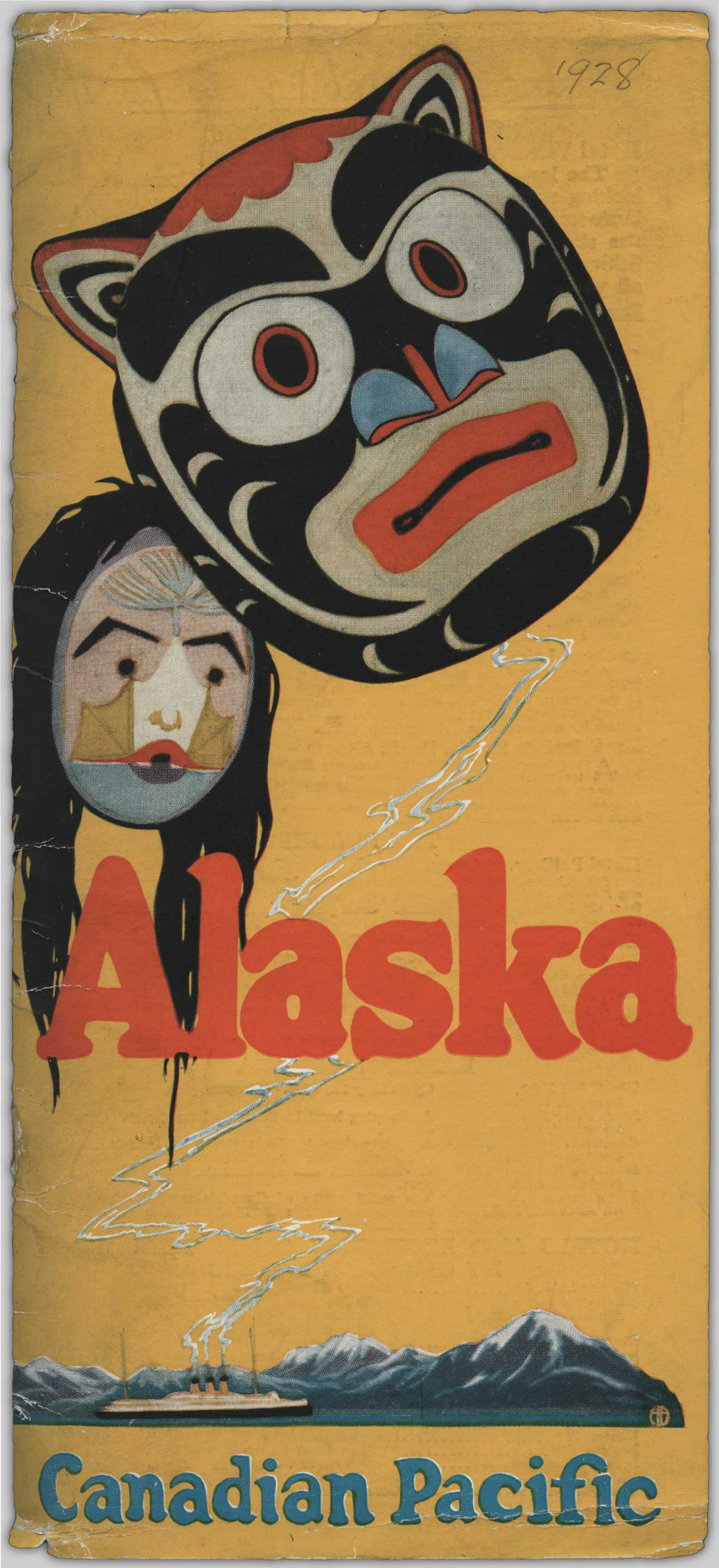


Canadian Pacific Hotels

ON THE PACIFIC COAST

Hotel Vancouver, Vancouver, B.C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European plan. One-half mile from station.

Empress Hotel, Victoria, B.C.

A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European plan. Facing wharf.

IN THE ROCKIES

Hotel Sicamous, Sicamous, B.C.

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating and excellent trout fishing and hunting in season. Open all year. American plan. At station. Altitude 1,416 feet.

Emerald Lake Chalet, near Field, B.C.

A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. American plan. Seven miles from station. Altitude 4,262 feet.

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. European plan. 3½ miles from station by motor railway. Altitude 5,670 feet.

Banff Springs Hotels, Banff, Alberta

A magnificent hotel in the heart of the Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating and riding. Open May 15th to September 30th. European plan. 1½ miles from station. Altitude 4,625 feet.

THE PRAIRIES

Hotel Palliser, Calgary, Alberta

A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. European plan. At station.

Hotel Saskatchewan, Regina, Sask.

A new hotel in the old capital of the Northwest Territory, headquarters of the Mounted Police. Golf, tennis. Most central hotel for the prairies.

Royal Alexandra Hotel, Winnipeg, Manitoba

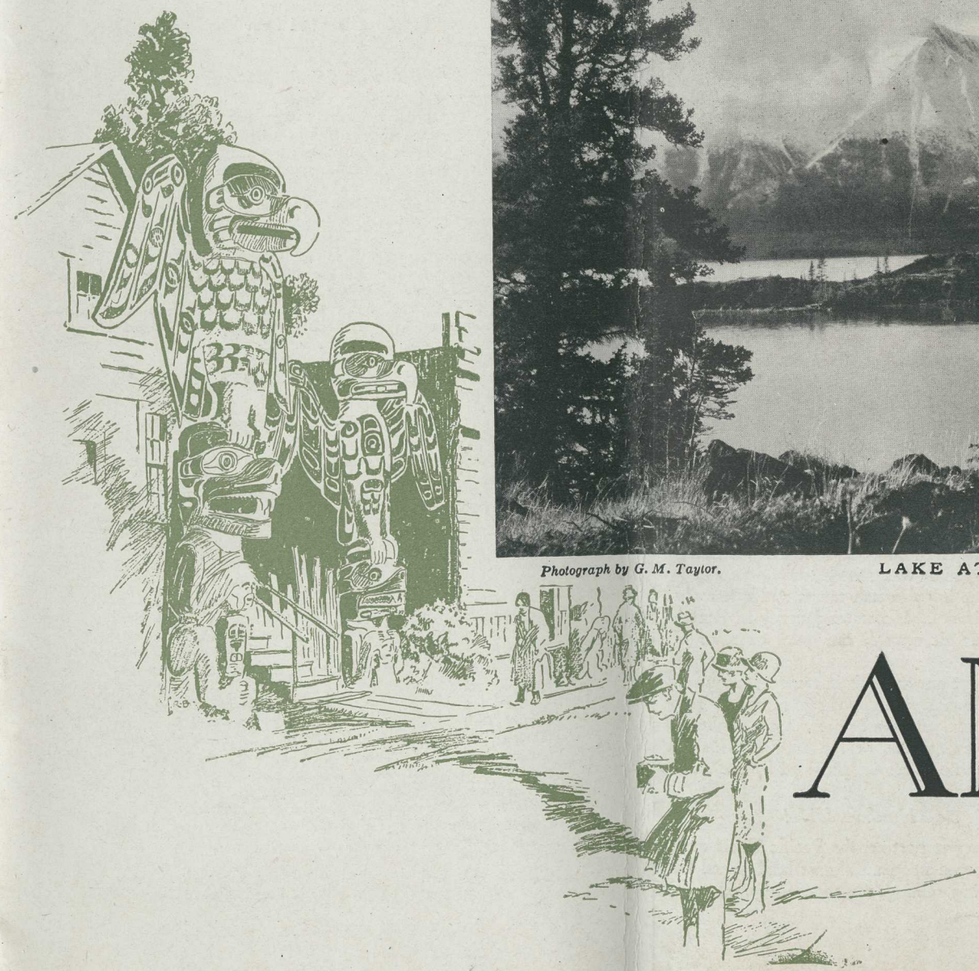
A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. European plan. At station.

EASTERN CANADA

The Royal York, Toronto, Ont.	Opens May 1st, 1929. European plan.
Place Viger Hotel, Montreal, Quebec.	A charming hotel in Canada's largest city. Open all year.
Chateau Frontenac, Quebec, Quebec.	A metropolitan hotel—in the most historic city of North America. Open all year.
McAdam Hotel, McAdam, N.B.	A commercial and sportsman's hotel. Open all year.
The Algonquin, St. Andrews, N.B.	The social centre of Canada's most fashionable seashore summer resort. Open June 23rd to September 10th.

HOTELS AND BUNGALOW CAMPS REACHED BY CANADIAN PACIFIC

Moraine Lake, Alta.	*Moraine Lake Camp*
Banff-Windermere Automobile Highway	*Castle Mountain Bungalow Camp*
	Vermilion River Camp
	Radium Hot Springs Camp
Hector, B.C.	*Wapta Camp*
Hector, B.C.	*Lake O'Hara Camp*
Field, B.C.	*Yoho Valley Camp*
Lake Windermere, B.C.	*Lake Windermere Camp*
Penticton, B.C.	*Hotel Incola*
Cameron Lake, B.C.	*Cameron Lake Chalet*
Strathcona Lodge, B.C.	*Strathcona Lodge*
Kenora, Ont.	*Devil's Gap Camp*
Nipigon, Ont.	*Nipigon River Camp*
French River, Ont.	*French River Camp*
Digby, N.S.	*The Pines*
Kentville, N.S.	*Cornwallis Inn*



Photograph by G. M. Taylor. LAKE ATLIN

ALASKA

PRINTED IN U. S. A. — 1928

IT CAME as a whip to men's greed and a challenge to men's courage, that first ringing call of the Northland. Until then—about thirty years ago—Alaska was almost unknown, a white space on the map scrawled shakily over "Come-and-find-me." That is, to most of the world; for the Northland had even then its pioneers, its prospectors, who had fished its teeming coasts, trapped its furs, started small towns, and panned the first coarse colorings of gold along its creeks. But outside of these sturdy old-timers, Alaska, with its side-partner, the Yukon, was hardly more than a geographical curiosity—a huge, unpopulated, unexplored, inhospitable block of land over three-quarters of a million square miles in size, forming the northern tip of the American continent. It had, as far as one could estimate then, no very remarkable resources or trading possibilities; on the contrary, it was apparently a land of perpetual winter, frozen permanently under solid snow and ice—in this and many other ways exactly resembling Russia, to which it had once belonged and from which, at the Bering Strait, it was so narrowly separated.

A pity, perhaps, that the first real revelation of a real Alaska—an Alaska different from all one's conceptions, and richer than Monte Cristo—should have come through that basest of motives, avarice. The discovery of gold in the Klondike in 1896, in such vast quantities as to astound humanity, let loose so much sensation that overnight the new bonanza became almost the most famous place on earth. That feverish stampede to the north (one does not have to be very middle-aged to remember it) was like nothing that had ever happened before, or that has ever happened since.

The Lure of Gold

BACK IN '98 someone took a photograph, which is still occasionally published, of an everyday scene in the Chilkoot Pass. Perhaps you've seen it; it shows, struggling over the steep, dangerous snow-clad wastes, a thin black streak nearly two miles long—a streak composed entirely of men, mushing "inside" to the Klondike, with nearly 600 miles travel ahead of them, and treading so close to one another in the narrow trail that they very nearly kicked the previous man's ankles. And this was an everyday scene—happening all the time.

They had their hardships, those early days, before the railway was built over the White Pass, and when cheechako and sourdough alike had to travel that arduous path over the Chilkoot and down the Yukon River. Greed pulled them forward; the crowd behind pressed them onwards; if they could not endure the strain they fell out and perished. There was no turning back. It was truly no place for weaklings, for one was beset not only by a hostile Nature, but also by the wickedness and depravity of mankind. The opportunities drew to the Northland some of the most lawless characters of the earth, and had it not been for the swift justice meted out by the Royal Northwest Mounted Police, it might have been true that

"There's never a law of God or man
Runs north of Fifty-three."

The Spell of the North

THE NORTHLAND put a spell on those who made its acquaintance then. It will put the same spell on us to-day. It is a land of mystery—a magnet that will always draw men and women, even though the lure of the gold is fainter now. It is still a land of romance, its atmosphere impregnated with memories of those sad, glad days when the century was just turning over. Gold has ceased to be its principal advantage—has, indeed, proved a false hope in those many ghost-like "cities" that parade their empty shells from Dyea to Nome; but there is equally the romance of to-morrow, the discovery of other and richer resources, the development of a vigorous, prosperous northern empire.

Alaska is a land of contrasts. Never was so mistaken an idea as that it is all winter. If it were, whence come the gorgeous, vivid flower gardens that one sees everywhere, such masses of color that they dazzle the eye? The answer is simple: the warm Japan current, striking Vancouver Island, is deflected northward, and carries to the Land of the Midnight Sun the same delightful humidity that the Pacific Coast knows. But in winter, inland over the White Pass, how cold it can be!

Alaska is a land of gold, of flowers, or black fox farms, of salmon, of Indians, of curious Indian totem poles. It is a land of magnificent scenery. The journey there, by steamer, is one of nearly a thousand miles, through scenery of a character unknown elsewhere on this continent. For four days the steamer threads a long, almost land-locked channel, known as the "Inside Passage," winding through mountain-hemmed fiord-like waterways as through a fairyland, with wooded islands, tremendous glacier-clad peaks, fascinating Alaskan towns and queer old settlements as continuous episodes. No water journey in America, either in beauty or in romantic appeal, can quite compare with this trip to Alaska.

The final contrast one meets is in transportation. For the Chilkoot Pass has been superseded by the comfortable railway journey over the White Pass, and the extraordinary, haphazard and overcrowded steamer experiences of the early days have been superseded by the magnificent service provided by the Canadian Pacific "Princess" steamers.

Northward Ho!

VANCOUVER, largest port on the Pacific Coast of Canada, is a beautiful city situated upon an almost land-locked harbor. With important lumbering, mining, manufacturing and trading interests,

Rail Connections

The quickest and most picturesque route to Vancouver from the East is by Canadian Pacific, through the Canadian Pacific Rockies, six hundred miles of the most magnificent mountain scenery in the world.

In summer, four through trains a day:—

The Trans-Canada Limited, from both Montreal and Toronto—an exclusive all-sleeping-compartment-observation car train.

The Imperial—from Montreal.

The Vancouver Express—from Toronto.

The Mountaineer—from Chicago, St. Paul and Minneapolis.

Victoria and Seattle are reached from Vancouver by the fast "Princess" steamships.

Clothing, Meals, Etc.

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 Canadian Pacific does not supply steamer rugs, but has arranged to carry on the steamships a limited supply of rugs, which will be rented to passengers for the round trip at a nominal charge. The company does not supply the regulation ocean liner deck-chair, but supplies comfortable camp chairs with backs, free of charge. Barbers, ladies' hairdressers and manicurists are carried on all steamers.

The meals provided on the "Princess" steamships are breakfast, lunch and dinner, with light refreshments served in addition in the dining saloon at night. While the steamship is in port at Skagway, meals and berth are not included in the passage money, but can be secured if the passenger prefers staying aboard.

Victrolas are carried, with a suitable supply of records, as well as a piano.

Baggage Free allowance on "Princess" steamers of 150 pounds on whole tickets, and 75 pounds on half tickets, will be granted, with the customary charge for excess weight.

Steamer trunks intended for use in staterooms must not exceed 14 inches in height.

Through passengers from eastern or southern points making the Alaska trip will be granted free storage at Canadian Pacific wharves at Vancouver, Victoria, or Seattle for thirty days, after which regular storage charges will accrue.

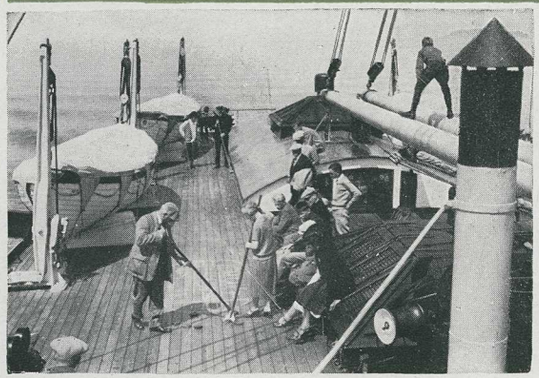
Customs Baggage checked through from any United States point to any point in Alaska, or from any Canadian point to any point in the Yukon territory, or vice-versa, *and not required en route,* is not subject to Customs examination.

Hand baggage, or checked baggage required en route, *is subject to examination* northbound by the United States Customs at Ketchikan, and southbound by the Canadian Customs at Prince Rupert. Checked baggage, if desired, may be forwarded to destination in bond.

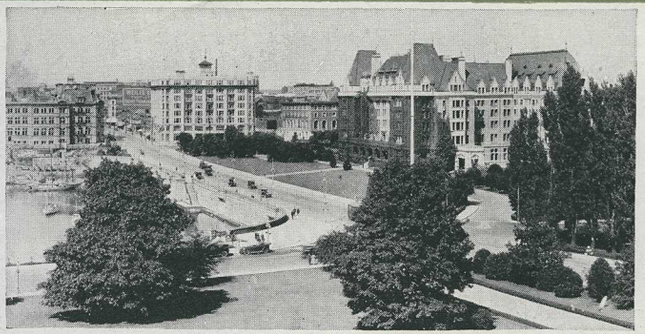
The baggage of passengers making the White Horse, Atlin or Dawson trips will also be examined by Canadian Customs on entering Yukon territory, and by the United States Customs on returning.

Times Of arrival and departure at the various ports are posted on the bulletin board of the ships.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

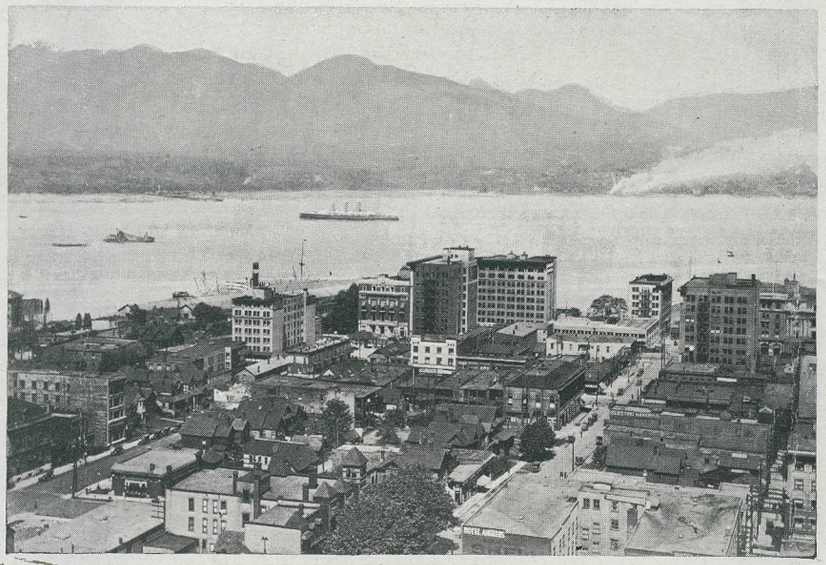


Shuffleboard on Deck.

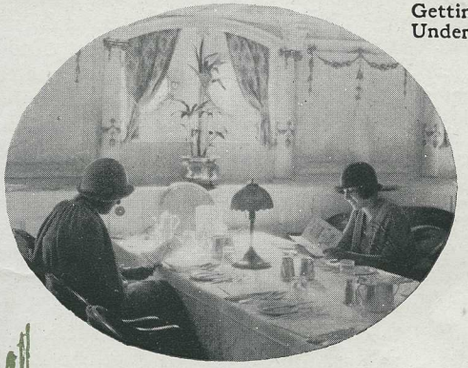


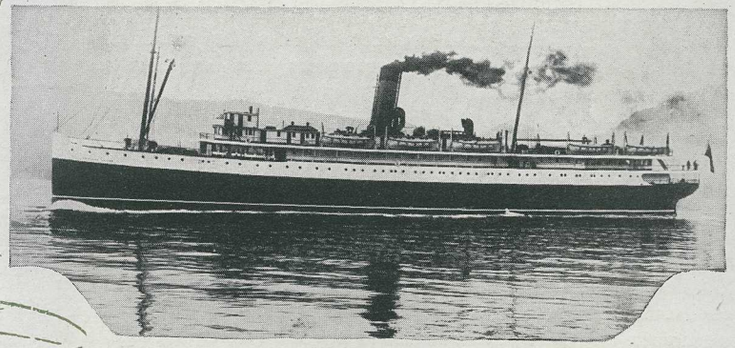
The Inner Harbor, Victoria.

Getting Under Way.

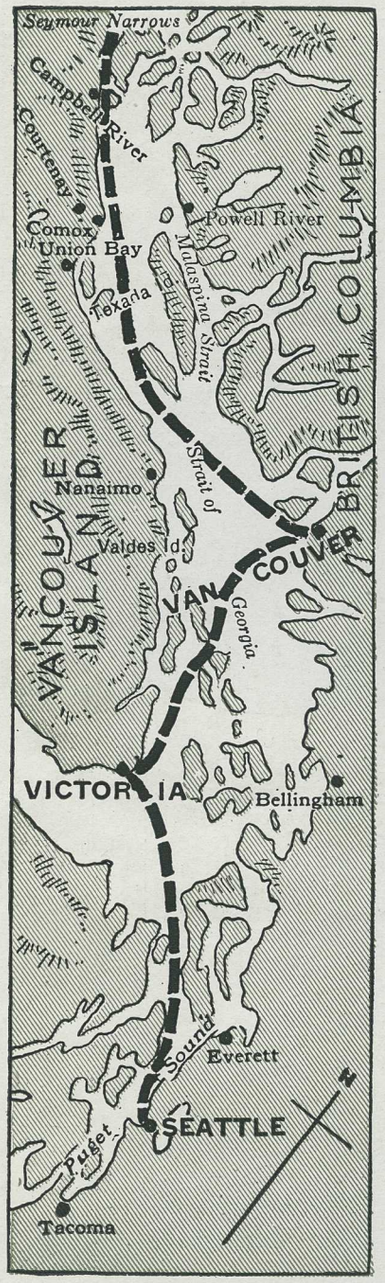


Burrard Inlet, Vancouver.





The Princess Louise.



Leaving Vancouver

and with a huge overseas business with the Orient, it is also a delightful summer city, with all kinds of outdoor recreation.

Victoria, at the south end of Vancouver Island, across the Juan de Fuca Strait, is the capital of British Columbia; and the imposing Parliament Buildings that front the inner harbor are some of the finest in America. Victoria is a charming city of beautiful homes and lovely gardens, and is a favorite summer and winter resort.

Seattle, on Puget Sound, is one of the most progressive cities of the Pacific North-West.

Leaving Vancouver

THE VOYAGE to Alaska can be divided into two parts. From Vancouver to Ketchikan the journey is mostly through narrow channels, with steep shores heavily timbered to the water's edge. The second part, from Ketchikan to Skagway, is through wider stretches of water, with glaciers, waterfalls, and rugged mountains on either side, and richly colored with the purple twilights of Alaska.

The Princess steamship slips away from Vancouver on its four-day northbound trip at 9:00 o'clock at night, when the long summer dusks have begun to darken. After trunks have been stowed and opened, dining room reservations made, and casual first impressions formed of one's fellow-travellers, there is still time for a stroll up and down deck before turning in. By this time the ship has left Burrard Inlet, passed Brockton Point, and has entered the Gulf of Georgia. On the right is still to be seen the dark bulk of the mainland; on the left, but invisible yet, is Vancouver Island, in whose lee the route is sheltered for over two hundred miles.

The First Day THE COURSE is south of long, narrow Texada Island and through Discovery Passage, between that island and Vancouver Island. The early risers—and they only!—will see Seymour Narrows, for this, the narrowest part of the channel, is passed about 6:00 A.M. Some day, perhaps, the Narrows will be bridged, but at certain times they are rather exciting to navigate, for the ebb and flow of the tides around the north end of Vancouver Island make the current rush through it like a mill-race. An hour or so later the ship passes through Johnstone Straits and Broughton Straits, along whose shores a number of logging camps can be seen. And then after breakfast—even after the last of all sittings, when those who got up late are just reaching for their first smoke of the day, and those who got up early are just beginning to sigh for lunch—we reach our first stop, Alert Bay.

Alert Bay ALERT BAY is a small village on a small island—Cormorant Island—situated so close to Vancouver Island that the maps are almost unable to make any distinction; but it is nevertheless one of the principal salmon canneries on the Coast. Here, in fact, will be our first glimpse of this important industry, and during the time in port the canneries invite visitors to inspect the highly interesting processes of turning a large, handsome salmon into shiny little round cans. Alert Bay is an old settlement, with a considerable Indian population; and here, too, we make our first contact with another object typical of the Northland—the totem pole. (See "*Totem Poles.*") The Indian cemetery, with some modern poles, is well worth the short stroll to see it; but it is to be regretted, somewhat, that the gigantic poles that until recently stood close to the wharf,

Northbound Sailings

Canadian Pacific Alaska service is performed by the luxurious steamships

PRINCESS LOUISE
PRINCESS CHARLOTTE
PRINCESS ALICE

Sailings during the summer season: Leave Vancouver every Wednesday and Saturday (from early June until late August). During the balance of the year—at regular intervals. See current time-tables.

Steamships also sail from Victoria at 12:00 midnight previous to advertised sailing date. Passengers from Seattle can connect at Vancouver by leaving Seattle at 9:00 A.M. on day of sailing of Alaska steamship from Vancouver, or the 11:30 steamer the previous day.

Alaska steamships arrive at Skagway on the morning of the fourth day after leaving Vancouver.

Totem Poles

THE totem poles of the Indians of British Columbia constitute one of the most striking features of the whole north-west coast. These long shafts, irregularly planted on the seashore among smoke and feast houses, convey impressions from a strange world. The rugged peaks and wooded gorges beyond, with their ever-changing shades of dark greens and soft blues, provide a unique setting for them. And the squat Mongolian features of the Indians themselves carry one's imagination beyond the American frontiers into the mysterious realms of Asia.

These remarkable carvings should not be mistaken for idols or deities. They were never worshipped. But they are pictorial records of history and mythology, as the Indians understand them. Some of them represent the Raven, the Eagle, the Killer-whale and the Wolf, which are the emblems of the largest social groups in the nation. The Bear, the Frog, the Sea-Lion, the Beaver, the Thunder-bird, and many others, are known as the crests of various clans. Here we have to do only with coats-of-arms or a system of native heraldry.

Other characters are occasionally introduced among these figures, which are understood through the medium of myths and tales of the past. These are the ancestors of the owners, and often the "uncle" in whose honor the pole was erected after his death, by his nephew or legitimate successor. Battles and other noted events are also commemorated on poles. A man who wishes to ridicule a rival or discredit an insolvent debtor may represent him head downwards on whatever pole he may erect in a feast.

There were once many native artists of great repute, who were hired at large for carving poles, according to definite instructions furnished them. Large logs were hauled over long distances for the purpose. When the carving was finished, numerous guests assembled for the *potlatch* or feast of commemoration. Lavish presents were made to the guests, whose function it was to remember the meaning of the figures on the poles and acknowledge the rights of the legitimate owners.

Salmon and Other Fisheries

The fisheries of the British Columbia coasts now constitute one of the powerful industries of that region. They include salmon, halibut, cod, herring and to some extent whale. Salmon production is about half the product of all other fish, but the halibut catch is of much importance, also herring.

About five varieties of salmon are found on this coast; but the sock-eye (or red salmon), the best-known commercial species, is in greatest favor for canning purposes. The silver, or "coho," which comes next in market value and popularity, and the quinnat (or spring salmon), the largest and choicest variety of Pacific salmon, are marketed fresh to a great extent; while the latter is also mild cured in salt.

Canneries are established at numerous points on the coast. These are conducted on thoroughly modern and hygienic lines, and the work is done almost entirely by highly ingenious machinery which performs the work with a rapidity and a precision unobtainable in the days when work was done by hand. Halibut is shipped fresh, large cold storage facilities being available at several places, particularly at Prince Rupert.

Indian Baskets Basketry has become an important industry among the Indians of the Pacific Coast. This primitive and lowly art was neglected for many years, but now the market afforded by the fast increasing tourist travel has brought it to life again.

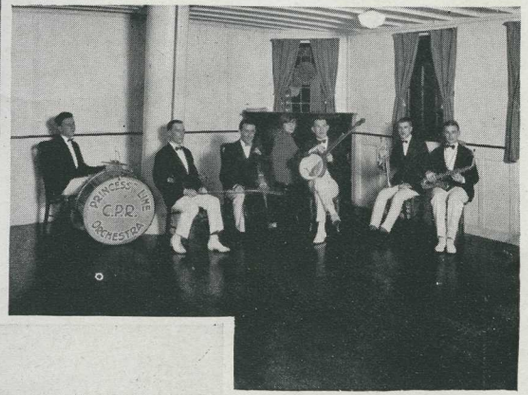
PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Dancing on Deck

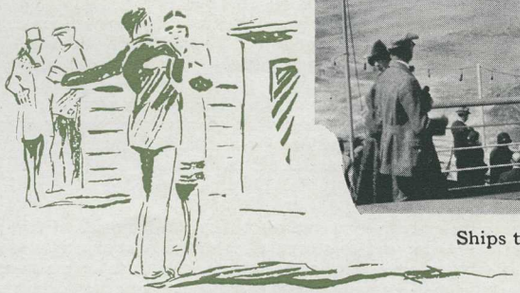
Alert Bay—the First Stop Going North

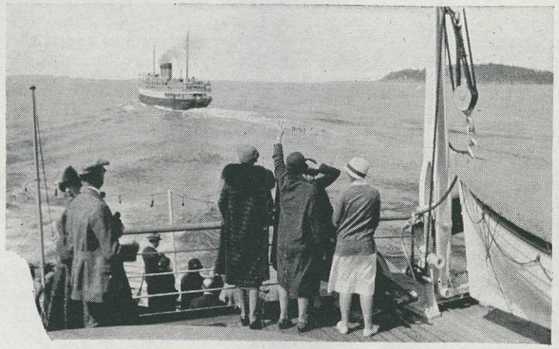
The Ever-changing Interest of the Deck Rail

Deck Sports

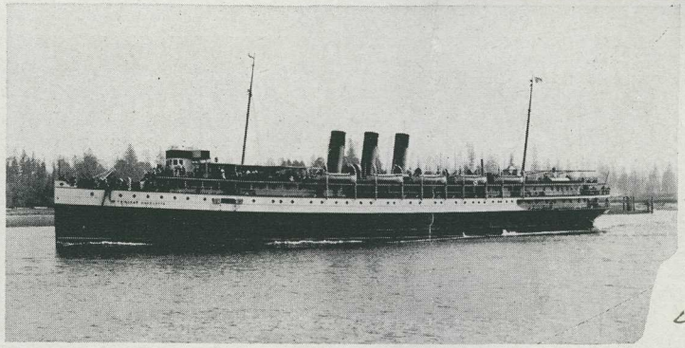


The Princess Charlotte
Jazz Orchestra

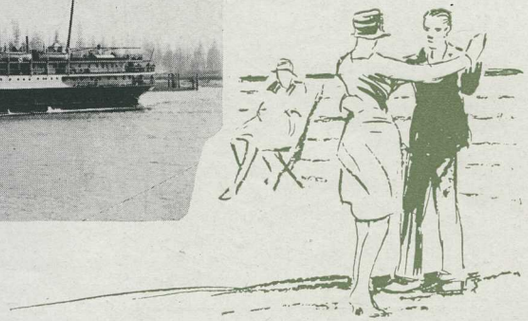


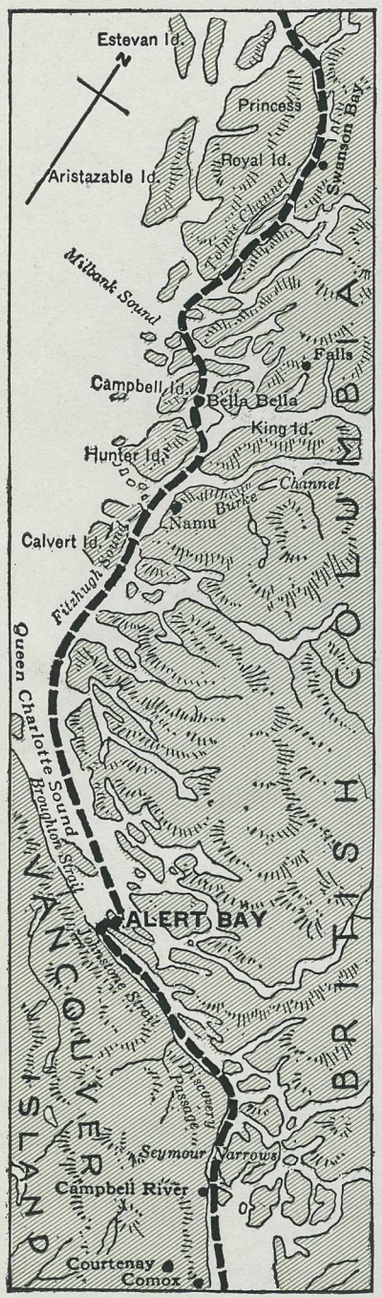


Ships that Pass in the—Day



The Princess Charlotte





Alert Bay to Swanson Bay

and which were some of the most notable of their kind on the whole Pacific Coast, have now been sold by the Indians, principally to Stanley Park, Vancouver.

Queen Charlotte Sound

AFTER LUNCH WE leave the shelter of Vancouver Island, reaching Queen Charlotte Sound—with its short experience of open Pacific Ocean. From Cape Scott, on Vancouver Island, to Cape St. James, at the southern end of the Queen Charlotte Islands, is about 150 miles; but we bear away from that wild and rather primitive group, and keep instead close inland, reaching Calvert Island in three hours—the longest of the three times we shall see the wide horizon of the open Pacific Ocean during the entire trip.

Passing through Lama Passage, Bella Bella is on the left—a very old and practically deserted Indian village. At 10:00 at night, or so, we enter Old Ocean again, this time at Milbank Sound, but only for ten miles, "and so" (as Samuel Pepys says) "to bed."

The Second Day ENTERING THE Tolmie Channel, between Princess Royal Island and the mainland, we pass Swanson Bay in the night, and then enter Grenville Channel, in the shelter of 60-mile-long Pitt Island. At about breakfast time we pass the mouth of the Skeena River, and shortly, with Digby Island on the west, on which may be seen the Canadian Government wireless station, arrive at about 9:00 A.M. at Prince Rupert.

Prince Rupert PRINCE RUPERT is the most northerly city of any size in Canada, with a population of about 7,000. Built on a circle of hills formed of very hard rock, the city is considerably above the level of the wharf and is reached by a long staircase. It is a very important fishing centre. Large quantities of fish, particularly halibut, are now being shipped from here to Eastern Canada and the United States. A big cold storage plant is located in the Upper Harbor, where the fish are unloaded and put into cold storage or iced, as the case may be, for shipment to the East.

Prince Rupert is the Pacific terminal of the Canadian National Railways, and has a very large floating dry dock, 600 feet long and capable of lifting vessels of 20,000 tons weight. The visitor will probably be interested, during his stay on shore, in the fur-stores of the city—the first sight he will obtain of the great fur industry of the Northland.

Entering Alaska SHORTLY AFTER leaving Prince Rupert, the old Indian village of Metlakatla is passed. Here is a very successful mission for the natives, founded by Father Duncan. About 30 minutes later, Port Simpson is passed—one of the oldest settlements in Northern British Columbia, with an old Hudson's Bay Company's post that has been a trading-centre with the Indians for about sixty years.

About three hours after leaving Prince Rupert, Green Island Lighthouse indicates our nearness to the international boundary line between Canada and Alaska (United States). Dixon's Entrance, last entrance of the open Pacific Ocean, is crossed, and we wind our way through Revilla Gigedo Channel—here called Tongass Narrows—to Ketchikan.

Southbound Sailings

Canadian Pacific Alaska Steamships leave Skagway every Monday and Thursday during the summer tourist season (June 25th to August 23rd). Regular sailings at other times of year.

Sailing hour from Skagway—7:00 P.M.

(Alaska time is one hour slower than Pacific Standard Time.)

Arrive Vancouver—4 days later, A.M.

Arrive Victoria—4 days later, afternoon.

Arrive Seattle—4 days later, evening.

Indians

The natives of the West Coast are strikingly different from other North American Indians; to many they are not Indians at all, but a race apart, whose characteristics are reminiscent of Asia. Their ancestors are indeed likely to have come to these shores across the sea or over the Strait of Bering, long ago, after earlier migrations had already peopled most of the two American continents.

The name of "Siwash," ignorantly given them, is derived from the French *sauvage*. They really belong to more than five races, whose languages are totally different; the Salish, whose habitat once covered much territory around Victoria, Vancouver, and the main coast north and south—the Nootka, who dwell on the west coast of Vancouver Island, and their distant relatives the Kwakiutl, whose territories stretch northwards from Vancouver Island to a point near the Skeena River—the Tsimshian of the Skeena and Nass Rivers and the adjacent coast, near the present town of Prince Rupert—the Haidas of Queen Charlotte and Prince of Wales Islands—and the Tlingit of the Alaskan coast. Another race, whose name is Dene or Athapascan, inhabit much of the interior, beyond the boundaries of the above-named nations.

The west coast natives are essentially fisher folk; they formerly secured their food almost wholly from the sea. It consisted of seals, whales, salmon, halibut, fish roe and *oolachen*, or candle fish. Their dug-out canoes stood to them as did the horse to the buffalo-hunting Indians of the prairies a century ago. Before the advent of Europeans they could hardly ever venture beyond their frontiers. War and daring raids were most common among them, for they were bold, venturesome and cruel. Even to this day they are fond of relating tales of adventures of the none-too-distant past.

They were not nomadic, as were their eastern neighbors, but each family claimed hunting grounds and territories within the national boundaries. They migrated to their hunting and fishing camps in the spring and returned to their villages on the coast in the autumn.

Community life was active only in the winter—that is, during the *potlatch* season. The leaders then proceeded sternly to their business—the exchange of goods, the promotion of their children and nephews, and the various ceremonies that appertained to their social welfare and dutiful commemoration of the deeds of their ancestors. They were keen and thrifty, and their will unbending. Their numbers were formerly considerable, but they are now passing away like the other natives; and their culture has forever given way to that of invaders from the West and the East who are gradually driving them off the land.

On page 8 will be found pictures of West Coast Indian masks.

Immigration Inspection

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

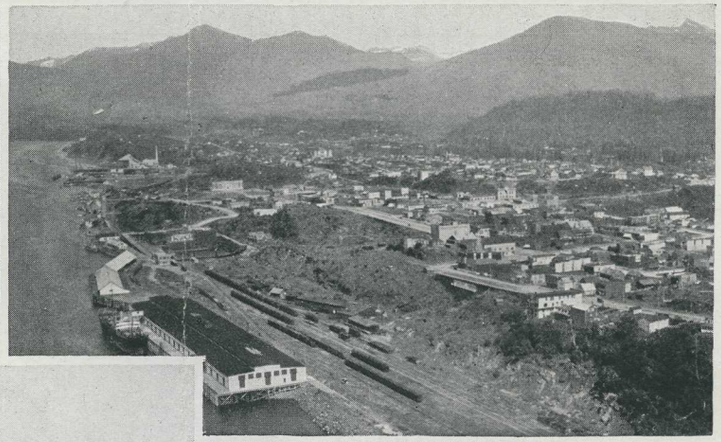
Passports are not necessary.

Fossil Ivory Buried for more centuries than one can estimate in the sands or frozen tundra of the Arctic, and so saturated with mineral or vegetable substances as to have become delicately colored, mammoth or mastodon ivory is often exposed by the constantly changing shore line, and found by the wandering Eskimos, who carve it into many objects of use. Besides these, there is a walrus ivory.

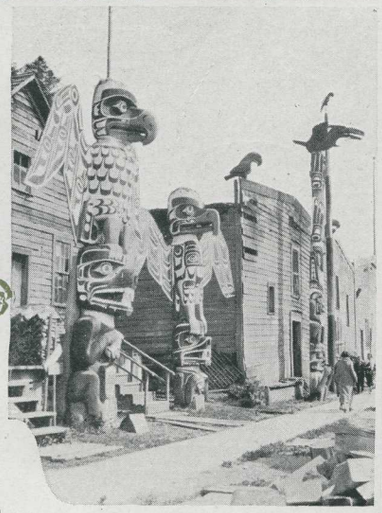
PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Alert Bay.

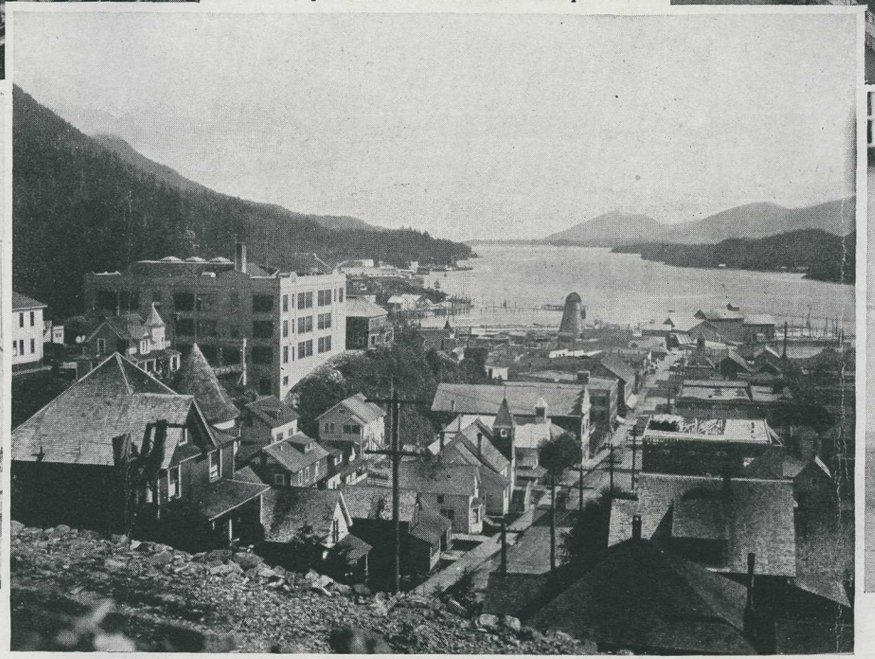
Hunting in Alaska affords many such trophies as the Mountain Sheep.



Prince Rupert
(Photo by Dept. of National Defence.

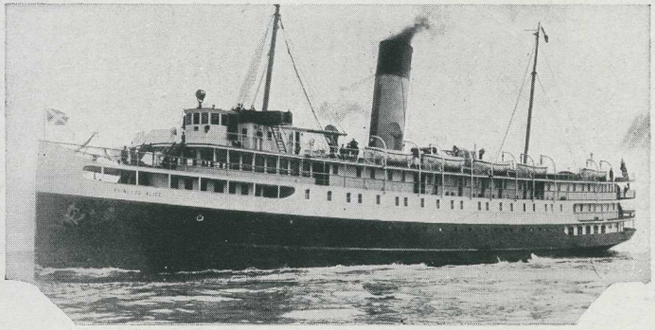


Totem Poles at Alert Bay.



Ketchikan—first port of call in Alaska going north.

Indian Children at Alert Bay.



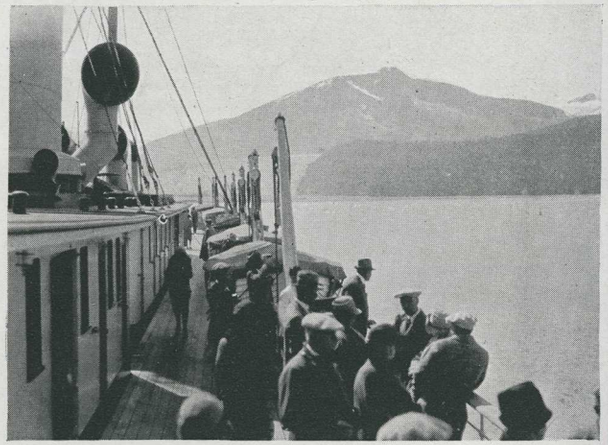
The Princess Alice.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Photographs by courtesy of the Victoria Memorial Museum, Ottawa

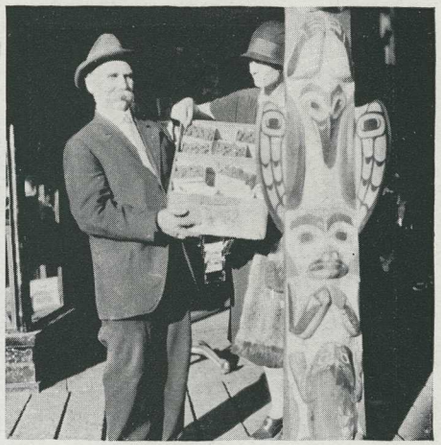
Wooden Ceremonial Masks made by the Indians of the West Coast

PRINCESS • • STEAMSHIPS • • TO • • ALASKA



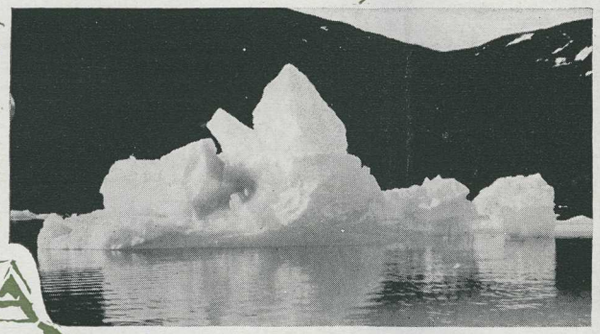
Amongst the Glaciers of the Alaska Coast

The Taku Glacier—A mile Wide and 90 Miles Long

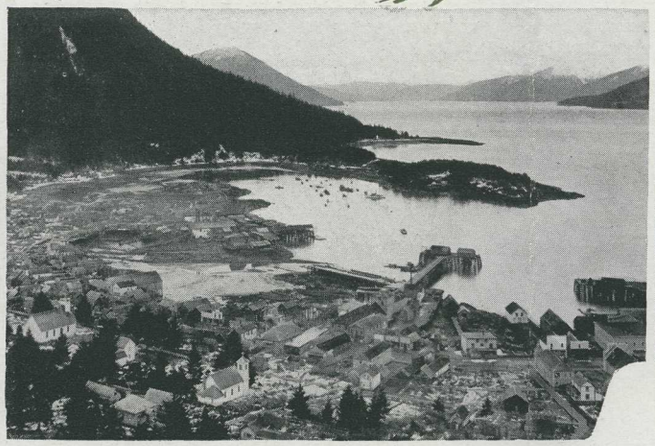


Alaskan Berries rather Contradict that Frozen North idea

Indians sell Curios at the Places we Visit

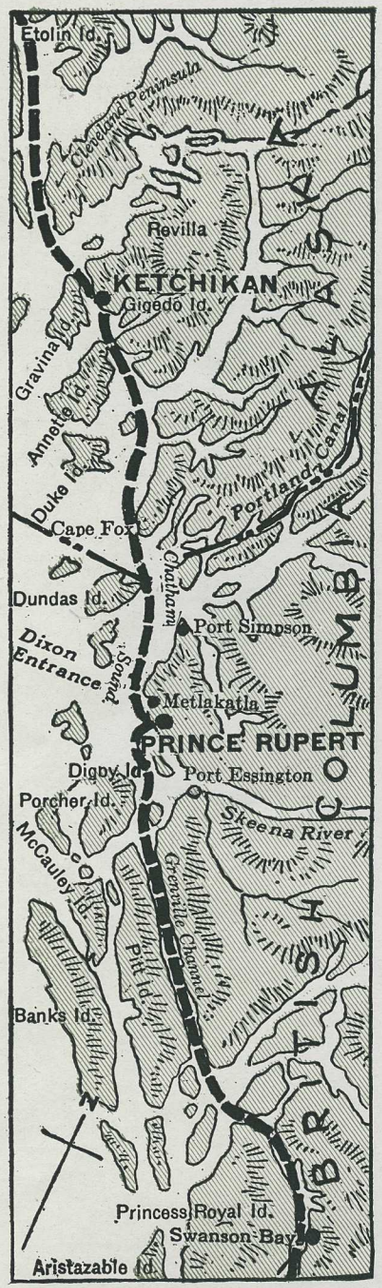


A Baby Iceberg, Taku Glacier



Wrangell

Very old Totems at Wrangell



Swanson Bay to Ketchikan
(See page 6)

Ketchikan KETCHIKAN (an Indian word meaning "the town under the eagle") is the southernmost town in Alaska, situated on Revilla Gigedo Island. It might also be said to be now the most prosperous town in Alaska, for salmon and halibut have made it rich and given it large canneries and cold storage plants. It is also a mining centre for copper, gold, platinum, silver and lead, the well-known Salt Chuck platinum mines being within 30 miles. Ketchikan has a bustling air, with hotels, stores and banks. Originally an Indian fishing camp, it has several large canneries, and a great mosquito fleet of fishing vessels is continually bringing in fish from the sea.

The visitor will find interesting curio stores. There is also a pleasant walk to the waterfall in Ketchikan Creek (about 15 minutes), where in the late summer months thousands of salmon may be seen leaping and struggling through the rushing, foaming water on their way to the spawning banks. There are two splendid totem poles—the Chief Johnson totem, surmounted by Kajuk, a fabled bird of the mountain which amuses itself by throwing rocks at ground hogs, with below the Raven and the Frog Woman with her children, the Salmon; and the Kyan totem, surmounted by the Crane, followed by the Kyak, another legendary bird, and the Bear.

The Third Day

A DISTINCT CHANGE of scenery occurs from now on. The stretches of water become wide, and mountains rise on either side, with waterfalls tumbling down and glaciers crowning their crests. The steamer winds along Clarence Strait, with Prince of Wales Island on the west, and turning round between Etolin and Zarembo Islands reaches Wrangell about 4:00 A.M., and leaves before breakfast time. We shall, however, have ample time to visit it on the southbound voyage.

Wrangell WRANGELL, situated on the island of the same name, is one of the oldest cities of Alaska, and is named after Baron Wrangell, who was governor about 1830. It was originally a trading post, populated mainly by Indians under the protection of the Russians, but came under white dominance during the gold rush of '98. Part of the Russian fort still remains, and there are also some very old totem poles near the wharf. Wrangell is at the mouth of the Stikine River, which, navigable for about 170 miles, is the entry point to the celebrated Cassiar big-game country. (*See "Sporting," next column.*)

Wrangell Narrows TWO HOURS AFTER leaving Wrangell the ship enters Wrangell Narrows, and for twenty miles proceeds at half speed through this narrow, winding channel of a remarkable beauty. Well marked with buoys and beacons, this passage between the wooded islands saves a long detour around Cape Decision.

Princess Steamships

PRINCESS LOUISE
PRINCESS CHARLOTTE
PRINCESS ALICE

To Alaska by the Inside Passage, and back, is a two-thousand - mile nine - day journey from Vancouver, with six ports of call. To handle the tourist business, the Canadian Pacific operates during the summer months three of the finest of its well-known "Princess" steamships, which are large, modern vessels of the most comfortable sea-going type.

The Princess Louise is 330 feet long, with a passenger capacity of 260.

The Princess Charlotte is 330 feet long, with a passenger capacity of 255.

The Princess Alice is 289 feet long, with a passenger capacity of 222.

These three ships are oil-burners, and are fitted with wireless telegraph.

Sporting

The "roof of the world" has been so richly endowed by nature with mighty snow-capped mountains, expansive inland seas, vast areas of trackless wilderness and lonely tundra that it offers the sportsman a wonderful variety of hunting. In the interior country of Northern British Columbia, the Yukon Territory and Alaska, the giant moose, the stately caribou, the wary deer, savage silvertip grizzlies, mountain sheep, mountain goat and many other varieties of game roam at large.

Several species of bear are to be found in this mountainous domain, ranging from the huge polar bear and terrible Kodiak, down through the different varieties to the common black bear once found all over America.

The northern moose, the largest member of the deer family, is plentifully distributed throughout the greater part of this country. Magnificent trophies are brought out each season. Caribou, too, are abundant, and inhabit the treeless and tundra sections of the interior. Mountain sheep and goat are among the most prized game animals.

The fishing affords an interesting side line to a big game hunt, and the swift, tumbling rivers, well stocked with gamy fighting trout, and the mountain-rimmed lakes of unequalled beauty, all combine to make this a paradise for the sportsman.

The principal big game districts and the more widely known localities are:

The Cassiar country of British Columbia, one of the finest and most celebrated sporting regions of this continent. Lying back of the coast range, it is reached from Wrangell, whence a regular launch service with sleeping accommodation is operated up the Stikine River to Telegraph Creek, B. C. (see opposite). From the head of navigation (165 miles) hunting grounds are reached by pack train. An alternative approach is via Atlin (see page 18) and thence by pack train.

The Kluahne and White River country, reached by automobile from White Horse, Yukon Territory.

The McMillan and Pelly River districts, reached by Yukon River steamer to Yukon Crossing or Selkirk, Yukon Territory.

The Kenai Peninsula, via Anchorage or Seward, Alaska.

The Chickaloon-Nelchina region from Anchorage, Alaska, by train to Chickaloon.

Alaska Peninsula, Bering Sea and Kodiak Island—via Anchorage, Alaska.

Reliable outfitters and guides are available through whom complete arrangements for hunting trips in the territory indicated can be made.

The General Tourist Agent, Canadian Pacific Railway, Montreal, has gathered considerable information about these peerless hunting fields, which will gladly be imparted on request.

Distances

The distances between the different ports of the Alaska trip, and the approximate time between each, are as follows:

From	To	Hours	Nautical Miles
Vancouver	Alert Bay	14	183
Alert Bay	Prince Rupert	22	287
Prince Rupert	Ketchikan	8	81
Ketchikan	Wrangell	7	88
Wrangell	Juneau	11	131
Juneau	Skagway	8	88
			858

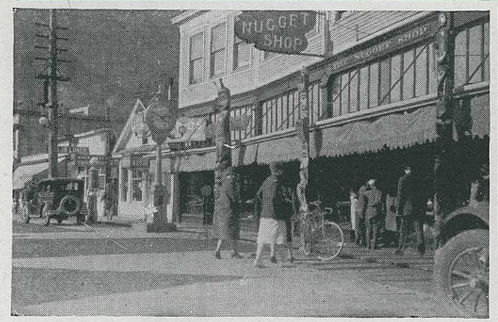
A nautical mile is equivalent to 1.15 statute miles.

From	To	Hours	Nautical Miles
Seattle	Vancouver (direct)	8½	126
Victoria	Vancouver	4	72

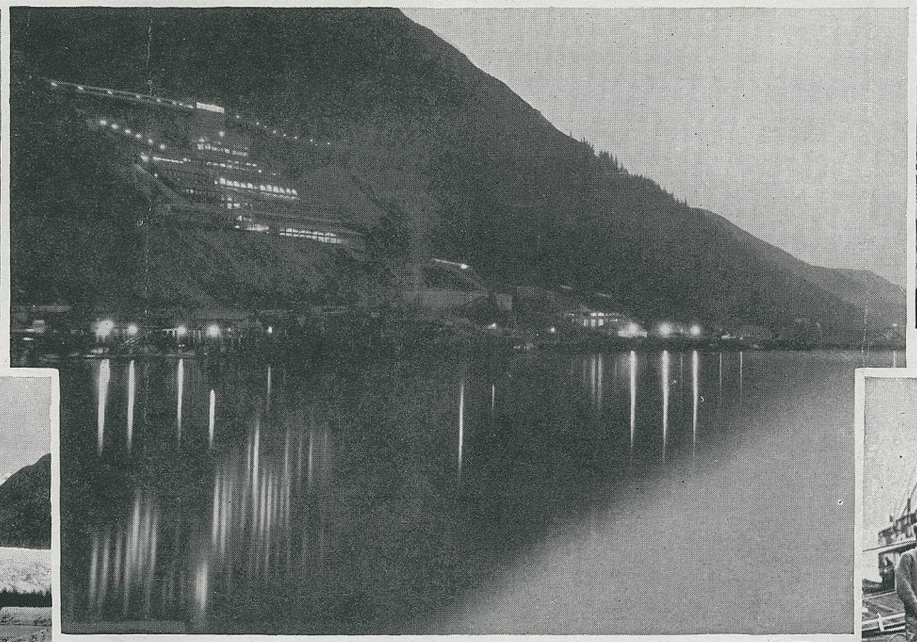
Inland distances from Skagway are as follows:

		Statute Miles
Skagway	Atlin	150
Skagway	White Horse	110
White Horse	Dawson	460

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

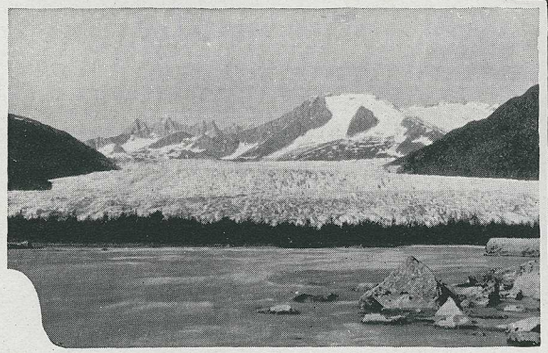


The Main Street, Juneau.



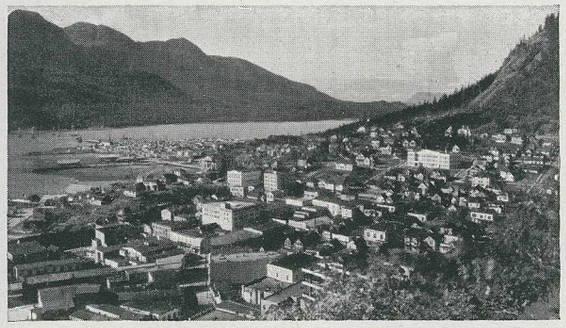
An Alaskan Twilight—Juneau.

The Lynn Canal.

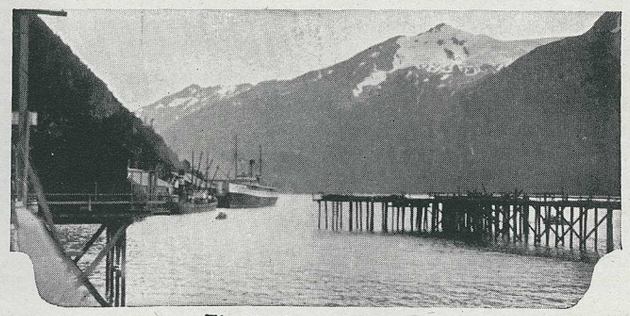


Mendenhall Glacier, near Juneau.

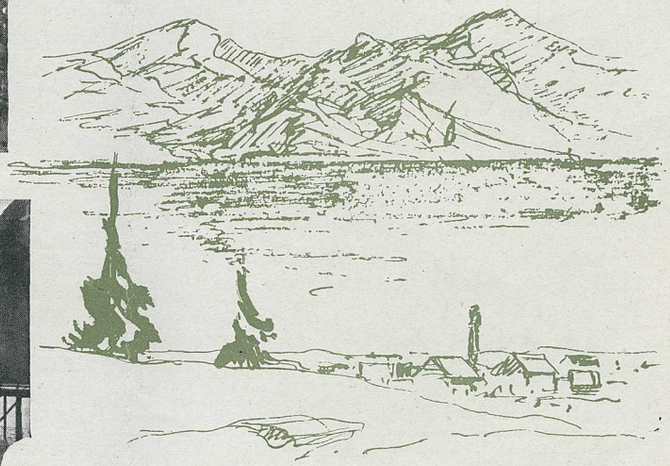
One Husky Dog's Summer Job
—at Skagway.



Juneau is the Capital of Alaska.



The Harbor at Skagway.



A Carved House Post of the West Coast

NOTE. During the season of 1928 it may be necessary for the ship to proceed from Wrangell to Juneau via Cape Decision, Chatham Straits and Sumner Straits, owing to the dredging of the Narrows, which was commenced in 1927 and may not be finished until the middle of 1928.

At the north end of the Narrows lies the old town of Petersburg, whose name indicates its origin in the days of the Russian regime. It is now a flourishing fishing centre. Kupreanof Island is on the west, and after crossing Frederick Sound and Cape Fanshaw, we enter Stephen's Passage.

Taku Glacier WE ARE NOW surrounded by the typical grandeur of Alaska and, turning up Taku Inlet, the Taku Glacier sends out hundreds of odd-shaped ice floes to meet us —as blue as indigo, floating by to melt gradually in warmer waters, as slowly the steamer approaches this famous sight. This glacier, a mile wide and 100 feet thick, extends for over 90 miles back over the mountains to join Llewellyn Glacier at the head of Atlin Lake (see page 18). It really is two glaciers, one—a mixture of brown, white, and blue colors—"dead" and receding, the other very much alive and continually moving forward. Showing all the colors of the rainbow, according to the time of day or position of the sun, huge masses of ice frequently break off into the sea, with deafening thunder, and float majestically away. Even the vibration caused by the ship's whistle will bring down great hundreds-of-tons pieces of ice.

Juneau THREE HOURS' steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau, which towers 3,500 feet almost perpendicularly above, near the mouth of the Taku River. Juneau, named after its French-Canadian founder, is the capital of Alaska, the residence of the Governor, and the seat of all government departments. With a population of nearly 4,000, it is a bright and interesting city, built (like so many of these coast settlements) partly on piles over the water, partly on bare rock, with modern hotels and stores, and many attractive residences and public buildings.

The Territorial Museum in the Arctic Brotherhood Hall has a wonderful collection of Alaska curiosities; on the floor below is the experimental salmon hatchery. Fine raw fur stocks can be seen at local dealers. Juneau has good roads and automobiles a-plenty; one particularly interesting ride is to the face of the Mendenhall Glacier (2½ hours return) or to Auk Lake (an hour longer). A short hike away is

Princess Steamships

The Princess Steamships on the Alaska run are fitted with every comfort and convenience for passengers.

Staterooms on the Princess Steamships are light, cosy and well-ventilated. They are not overcrowded, but designed to accommodate only two passengers per stateroom. On each ship there are a few "de luxe" rooms with private bathrooms, and also some with sofa berths.

The community rooms—dining room, observation room, lounges, smoking room, etc.—are bright, cheerful and charmingly furnished. All three ships have dance floors.

Geographical

Alaska can be divided, roughly, into three parts. First, there is the "Panhandle"—a long, narrow ledge of land between the British Columbia boundary and the sea, running from latitude 55° to 60°, and bold, steep and craggy. Secondly, there is the huge blunt peninsula of "continental" Alaska, running from latitude 60° to 300 miles north of the Arctic Circle, and measuring some 600 miles from the Yukon boundary west to Bering Strait; and lastly, there is the long, broken fringe of the Aleutian Islands.

The Yukon Territory can be easily confused with continental Alaska, for its topography, atmosphere and general environment are the same; but it is separate politically, and is a part of Canada, not the United States. It lies between Alaska and the North-West Territories, and extends from the northern boundary of British Columbia to the Arctic Ocean.

Alaska has an area of 591,000 square miles, and a population of about 60,000. Its territorial capital is Juneau. The Yukon has an area of 207,000 square miles, with a population of 5,000 and territorial capital at Dawson.

Historical Notes

The region now known as Alaska was first visited by white men in 1741, when two Russian officers, Captains Bering and Chirikov, explored the coast as far south as Dixon Entrance. Many traders and trappers followed them, and Kodiak Island was settled in 1784. Owing to excesses committed by private traders, who robbed and massacred the Indians, Russia created in 1799 a semi-official corporation called the Russian-American Company. Alexander Baranov, a famous administrator, founded Sitka in 1804. The monopoly of this company ended in 1861, when Prince Matsukov, an imperial governor, was appointed. The United States had already made overtures for the purchase of "Russian America," and in 1867 the purchase was consummated for the price of $7,200,000.

But thus far the Northland had been considered only in terms of fisheries and the fur trade. The discovery of mineral wealth was made much more slowly, and it was not until the sensational finds of rich "placers" in the Klondike in 1896, which culminated in one of the most hectic gold rushes of modern times, that the attention of the world was riveted upon this feature. The Yukon Territory was constituted in 1898. The Yukon River was explored by Russians as long ago as 1842, and in 1883 Lieutenant Frederick Schwatka crossed the Chilkoot Pass, descended the Lewes River to Fort Selkirk, and so down the river to the sea.

Gold Mining

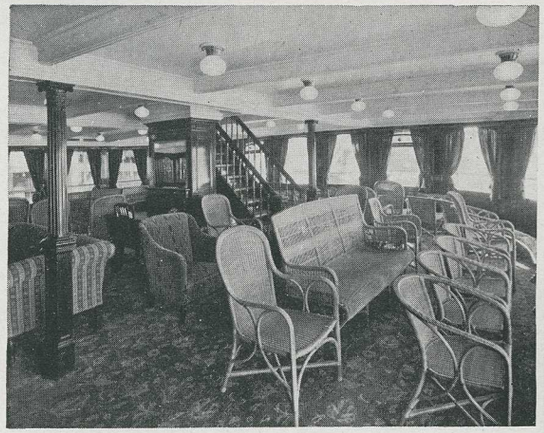
As early as 1861 gold discoveries were made in the Stikine River, and from 1866 to 1887 scattered colorings were found at many places along or tributary to the Yukon River. The location of the first Klondike claim in August, 1896, was followed by a feverish and picturesque rush, the like of which the world has never seen before or since, and the mines in American territory were temporarily deserted.

The Yukon is a "placer" mining district: that is, the gold is found in alluvial deposits of mixed sand, gravel and clay, and is obtained by a system of "panning" or "sluicing." Frequently these deposits are along the hollows of river beds, but they are also found at higher altitudes, in terraces that formerly were the beds of streams that have changed their courses. In the latter case, instead of being worked in the creek or sluice, the gold deposits are first washed down by powerful jets of water projected by hose lines, and so into the sluices.

The Bonanza was the greatest of the Klondike creeks, and its tributary, the Eldorado Creek, the richest, probably surpassing any known placer deposit. The Klondike output reached its climax in 1900, with a production of $22,000,000, but has since then declined. Besides gold, silver mining has been developed in the Yukon, an outstanding example being the silver-lead mine near Mayo.

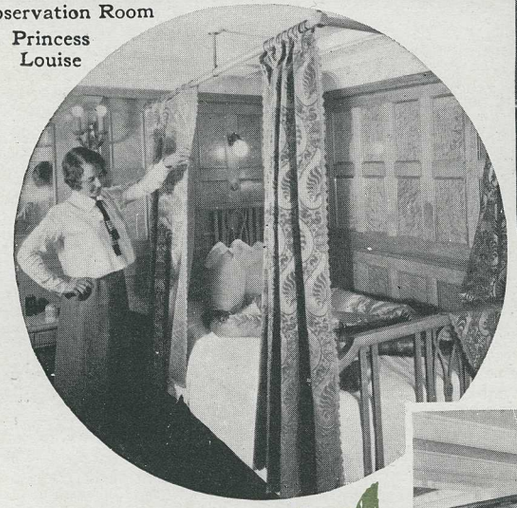
Placer gold was discovered at Juneau in about 1880, but the present mines there are quartz mines—that is, the gold is found in rocks, which must be crushed.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

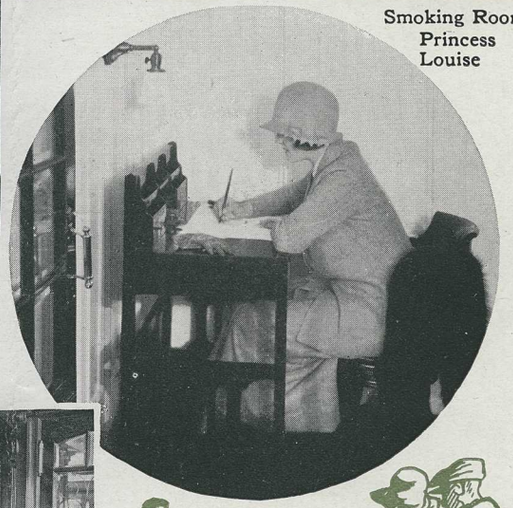


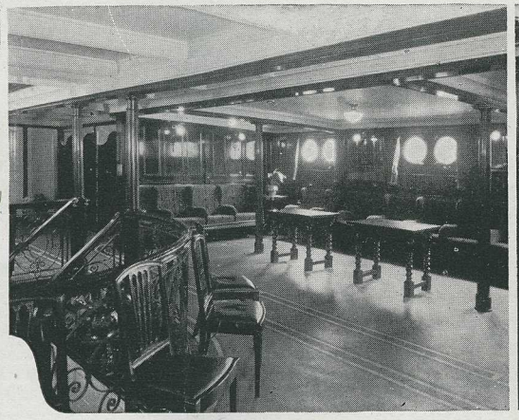
Observation Room
Princess
Louise

Smoking Room
Princess
Louise

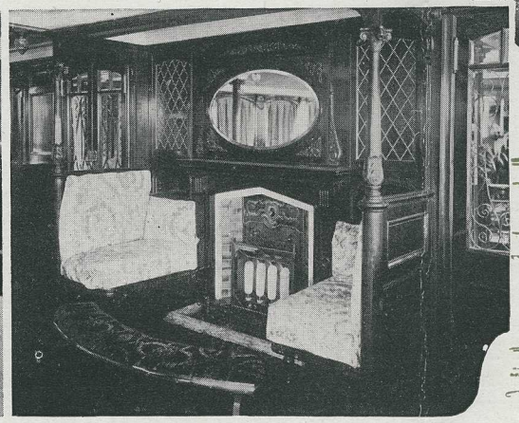


Space does not allow more than a few typical views of the public and stateroom accommodation on the Princess Steamships. (*Above*)—Dining Saloon, Princess Charlotte.

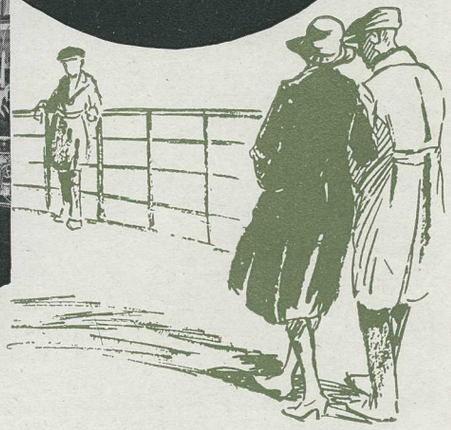


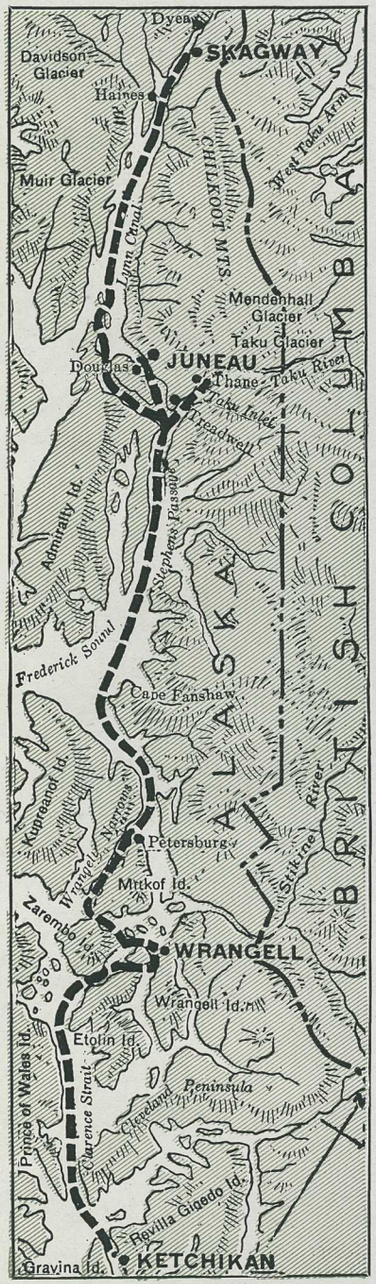


The Lounge,
Princess Louise.



A Corner of the Observation Room,
Princess Alice.





Ketchikan to Skagway
(See pages 10-12)

the Gold Creek Basin, the site of the first placer gold strike in Alaska, made by Joe Juneau and Richard Haines in the early 80's.

Alaska Gold WITHIN A SHORT distance from Juneau, but reached by launch, are Thane and Douglas, where, until some time after the Great War, three of the largest low-grade gold-crushing plants in the world were situated. Now only one remains, the Alaska Juneau, with a mining and milling capacity of about 9,000 tons of ore daily. On Douglas Island are the old buildings of the celebrated Treadwell Mine, flooded by a cave-in in 1917, and not operated since.

The Lynn Canal

THE STEAMER leaves Juneau at midnight, and reaches Skagway about 9:00 A.M.; but on the southbound journey there is ample opportunity to see the beautiful Lynn Canal, which, with the possible exception of the Taku Glacier, provides the most wonderful scenery of all. For over 80 miles we steam up this arm of the sea, which varies in width from one to five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety surround us. Davidson Glacier is a huge ice wall seen on the west. Passing the town of Haines and Fort Seward, a U. S. military post, we suddenly turn a point and see Skagway ahead of us.

Skagway SKAGWAY, the end of the northbound run, is a town that 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 on the western branch of the Lynn Canal, and the trail inland led over the dangerous Chilkoot Pass; but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea, and in a day Skagway arose where before was chiefly swamp.

At the height of the gold rush, Skagway was one of the wildest, wickedest places on earth, chock full of the gambling halls, dance halls, saloons and other lurid temptations that nowadays can be seen nowhere else but in the "movies." Gangs of "bad men" terrorized the town, preying not only on the returning successful prospector but on the incoming "cheechako" as well. Skagway is not such an ancient town but that old-timers can regale you with stories of its celebrated characters, such as Soapy Smith or Frank Reid, whose graves nearby will initiate many reminiscences. But those days are over. Skagway is a model of propriety, with hotels, stores, and the peaceful air of ordinary business.

Amongst the marvels of Skagway—to those at least who have never considered Alaska as aught but perpetual winter—are its beautiful flower gardens. The background of mountains that enclose it

Books About the Northland

A great many interesting books can be obtained about Alaska and the Yukon. By all means, read some before you start. There are the well-known stories by Rex Beach — "The Spoilers," "The Barrier," and "The Silver Horde;" Jack London's famous "Call of the Wild," and many others; Elizabeth Robins' "Magnetic North" and "Come and Find Me;" James Oliver Curwood's "Alaskan;" Edison Marshall's "Seward's Folly;" and Service's "Trail of Ninety-Eight."

Robert W. Service's poems, "Songs of a Sourdough" and "Ballads of a Cheechako" are, we imagine, so well known as hardly to need mention.

The Mounted Police

The famous Royal Canadian Mounted Police—formerly named the Royal North-West Mounted Police—still number the guardianship of the Yukon Territory amongst their multifarious duties, and greet you, as customs officers, when you cross the border. Due credit has perhaps never been given to the scarlet-coated "Mounties" for the way they enforced the law during the great gold rush. Some writers seeking material for highly-colored adventure stories have done the force certain injustice by representing the Yukon of that period as a violent country. The real truth is that notwithstanding that the gold rush brought to the Yukon—merely by *being* a gold rush—some of the most lawless characters on earth, the administration of justice in Canadian territory was so strict as to strike terror to the hearts of the wrong-doers.

The force first went north in 1894, with the first gold discoveries. During the stampede, only three killings—none of which were preventable—occurred in Canadian territory. The Mounted Police assisted 30,000 persons, collected $150,000 in duties and fees, checked over 30 million pounds of solid food, carried the mails and escorted gold shipments out of the country. At the height of the rush they had some 200 officers and men, but now, of course, much fewer.

The Sourdough A word in general relative to two Alaskan words. Visitors encounter the terms "sourdough" and "cheechako," distinguishing the resident from the new arrival. The first is a compliment, meaning an old-timer or one who has seen the ice form and go out of the Yukon River in fall and spring. The second is an Indian word meaning tenderfoot, or newcomer. Uppermost in the minds of everyone is the genuine friendliness and ready hospitality offered by the "sourdoughs." One of the surprises is in the gardens of these old residents. Nowhere can be found finer sweet-peas, dahlias, asters, stocks or pansies, or such raspberries, currants, strawberries, blueberries and vegetables.

Fox Farming The day of the trapper in the Northland is passing, chiefly by reason of the decrease in the supply of fur of good quality; but fox farming is rapidly developing instead. With the exportation of live foxes practically forbidden by legislation, a number of farms have been started, and this industry is becoming an important one.

Foxes are popularly classified as red, black, blue and white. The black fox presents many color phases, ranging from clear black to extra pale silver. The Alaskan fox is one of the distinct branches of the black fox, but does not breed true to color with the native Canadian. The "patch" fox is obtained by crossing the red with the black, and the "cross" fox produced by mating together two distinct types of the black fox, such as the Alaskan and native Canadian. The blue fox will not cross with either the red or the black, and only occasionally with the white (or Arctic) fox.

Mink and seal furs are also produced in Alaska and the Yukon.

A Fine Circle Trip

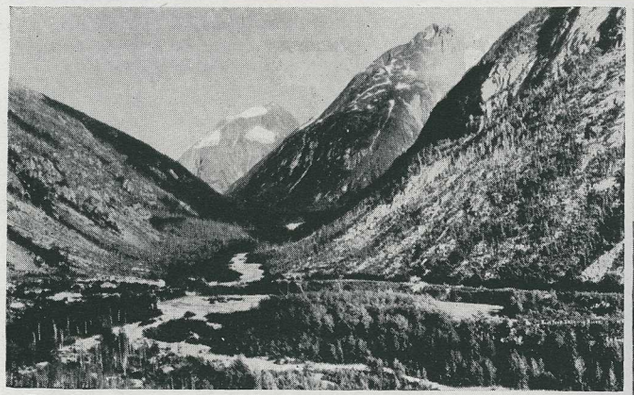
From Dawson the journey can be continued into central-western and south-western Alaska on a very magnificent circle tour. During the summer season, the White Pass and Yukon Route operate steamers down the Yukon River, actually—at Fort Yukon—crossing the Arctic Circle. Turning round up the Tanana River, which flows in from the south, the steamer brings one, in about five days from Dawson, to Nenana.

Here the Alaska Railroad is met—running north to Fairbanks and Chatanika, the centre of a great placer gold mining district, and south to Seward, on the Gulf of Alaska. The latter takes one fairly close to Mount McKinley National Park, and the majestic mountain itself—highest peak of the North American continent—is in sight practically all day. Farther south is Anchorage, where the U. S. Government commenced construction of the Alaska Railroad into the interior in 1915.

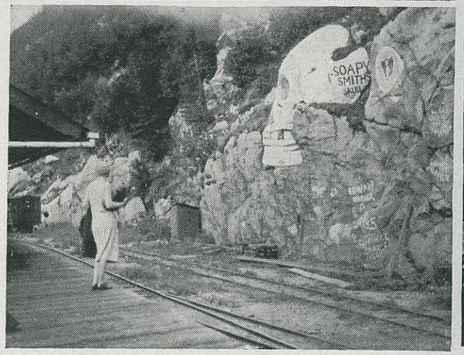
Another route from Fairbanks is by the Richardson Automobile Highway to Chitina—a splendid 2½-day motor trip through a very primitive country, connecting with the Copper River and Northwestern Railway back to the seaport of Cordova.

From either Seward or Cordova steamer can be taken to Juneau, and the southbound journey resumed there by Canadian Pacific.

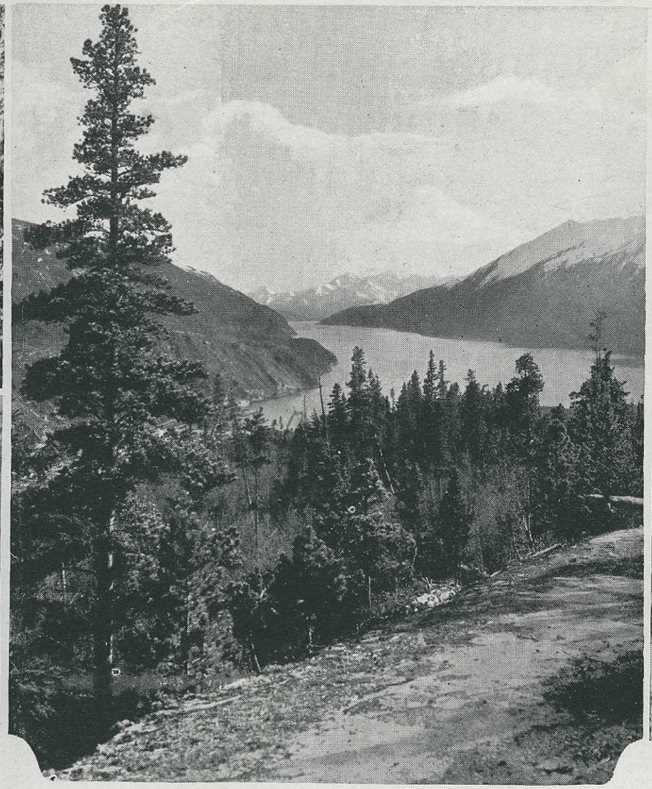
PRINCESS • • STEAMSHIPS • • TO • • ALASKA



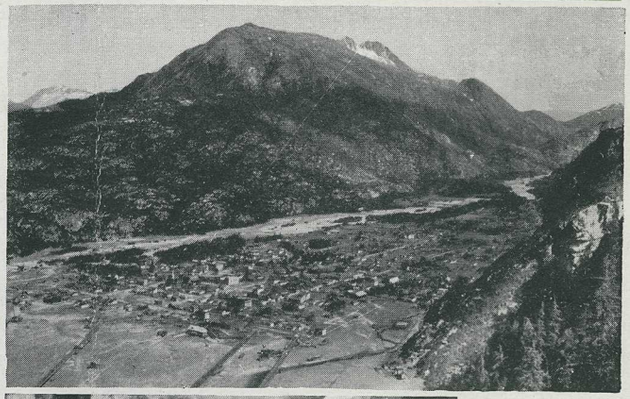
The Skagway River.



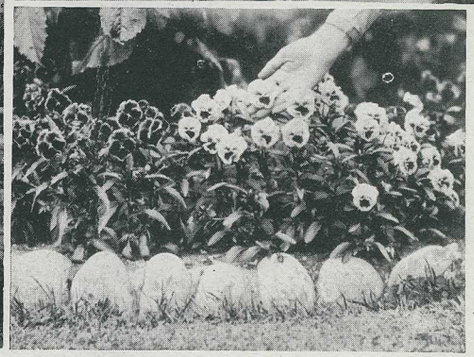
"Soapy Smith's Skull," near Skagway.



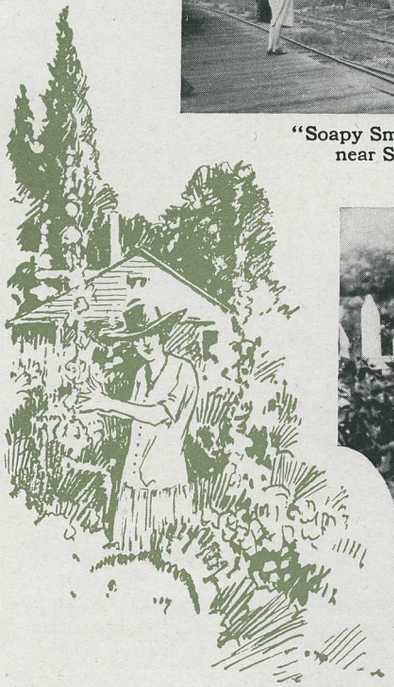
Looking down the Lynn Canal from Skagway.



Skagway.



Some Pansies!—and Grown at Skagway.



A Skagway Flower Garden.

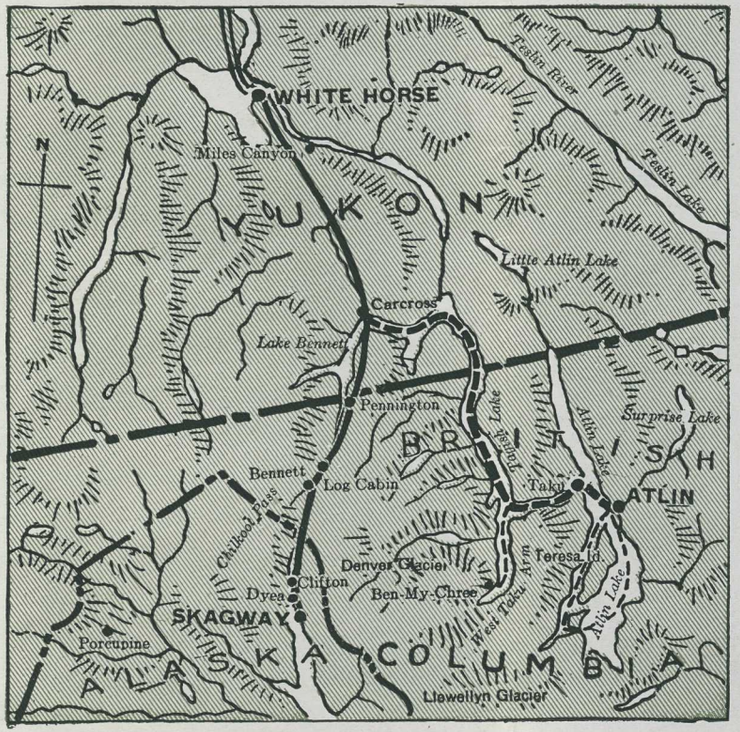
A Hike to a Glacier.

like a cup offer many attractive outings, such as "hikes" along the Skagway River, to Fortune Bay, Smuggler's Cove, or the great Denver Glacier. There are fine launch trips available, and good fishing. The steamer lays over about 36 hours before starting on its southbound journey.

Inland from Skagway

INTERESTING THOUGH Skagway is, the shortest visit would be incomplete without a journey to the equally interesting and fascinating "inside." Such a journey, difficult as it was in the early days of the gold rush, can now be easily undertaken, for Skagway is the southern terminus of the rail line of the White Pass and Yukon Route. A comfortable train, with large-windowed observation cars, will carry one through the magnificent scenery of the White Pass into the Yukon Territory, connecting at Carcross and at White Horse with the commodious steamers of the same company.

For those who are returning south by the same "Princess" steamship, there are available the excursions to West Taku Arm or to White Horse. For those waiting over until the next steamship there is the trip to Atlin Lake—where, indeed, many visitors linger much longer than such a brief visit. A description of these beautiful trips will be found on page 18. But for those with more time, we will continue on to White Horse, whence there is the wonderful trip down the Yukon River to Dawson.



To White Horse and Atlin

The White Pass

THE RAIL JOURNEY is a most spectacular one. The salt tang of the sea is left behind, and the sweetness of lake and mountain air fills the nostrils. The scenery grows rugged and awe-inspiring. We climb steadily around gorges, along the brink of deep canyons, past roaring cataracts, and near dead cities to which cling memories of the trail of '98. Such names as "Dead Horse Gulch" and "Log Cabin" help vividly to recall those grim days.

At White Pass Summit—nearly 3,000 feet higher than Skagway in twenty miles! —we leave American territory, and the scarlet-coated Mounted Policeman greets us as we enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line. For a very short distance we travel through British Columbia, and then at Pennington cross into the Yukon Territory.

Lake Bennett

ON OUR LEFT, Lake Bennett begins—a long, narrow body of water which the railway will follow for twenty-six miles. It is rather amazing to learn that Bennett, where a stop is made for lunch, and which consists merely of a station and its outbuildings, once had a population of several thousand, and teemed with life and excitement. For it was to this beautiful lake, bounded by old-rose color, that the "trail of '98" led. Those who had survived the epic hazards of the Pass camped on this lake, and whipsawed lumber to make the rafts, scows and other manner of water craft in which to reach the golden land of their hopes. Little did they know, of course, the perils of the White Horse Rapids or if they had heard of them, little did they appreciate them.

Along the ever-winding shores of this blue Lake Bennett, looking out on a long mountain ridge, the railway runs, until the little town of Carcross is reached. There is an Indian school nearby, and interesting fox ranches, and in the cemetery are buried many of the discoverers of the Klondike.

White Horse

LEWIS AND other little lakes are passed and then Miles Canyon and White Horse Rapids. On still days, the roar of these rapids can be heard even in the town, about an hour's walk distant. As we stand on the brink of this famous gorge, no very highly colored imagination is necessary to conjure up pictures of the old days. We can imagine the bold adventurers in their frail craft nearing these death-dealing rapids, whose waters are thrown from side to side in a long serpentine series of twists, and which are so troubled that the water rides higher in the middle than at the sides. Down they came in their mad rush to the Klondike—not at intervals, but in a continuous procession that was (in the words of an eye-witness) like traffic on a city street. Some, becoming scared, jumped ashore as they saw their dangers, and watched from the high cliffs the agonies of their boats; but the majority stayed with their craft. And so few came through unpunished! Those who did wasted no time in going back to warn their competitors, but hurried on.

White Horse is a busy little town on the west bank of Fifty-Mile River (also known as the Lewes River and sometimes as the Upper Yukon). There is fairly good hotel accommodation to be obtained. Trips to the rapids and other points may be made by automobile over good roads. It is the terminus of the railway, and the point of departure for the steamer trip to Dawson.

The Midnight Sun

On the 21st of June, Dawson has 22 hours of sunshine and two hours of twilight. Approximately 114 days in the mid-summer months have no real night. On the contrary, the sun is out of sight from December 5th until January 6th, and December 21st has 18 hours of darkness and six of twilight.

The season of navigation on the Yukon River opens between May 25th and June 1st, and closes between October 5th and 10th.

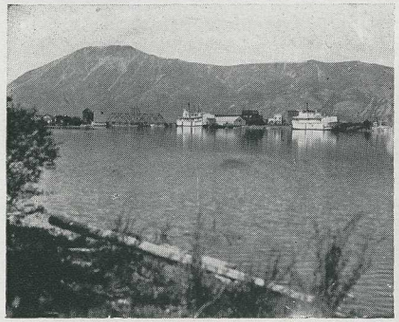
To the Klondike

THE JOURNEY from White Horse to Dawson and back, one that can be made in about a week, is the fitting climax to the trip "inside." White Horse is the present head of navigation on the Yukon waterway (the river in its upper reaches is really a system of tributaries), which empties into the sea at St. Michael, Alaska, over 2,000 miles distant. It is a constantly changing succession of pictures—rolling hills, sometimes bare, again heavily wooded, towering mountain ranges, awe-inspiring rapids, with now and then a quiet stretch of water between forested banks. Here and there is an occasional trading-post, or a mining camp—perhaps the ghost of a dead "bonanza"—or a hermit settlement where the steamer stops awhile to "wood-up."

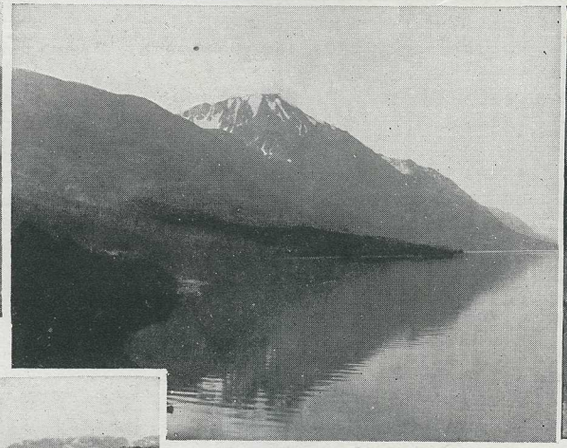
Sam McGee

LAKE LEBARGE, a beautiful widening of the stream (on whose shores, incidentally, occurred the episode that inspired Robert Service's celebrated poem about the cremation of Sam McGee), Hootalinqua, Little Salmon, and Carmacks, with its coal mine, are some of the

OVER • THE • WHITE • PASS • AND • YUKON • ROUTE

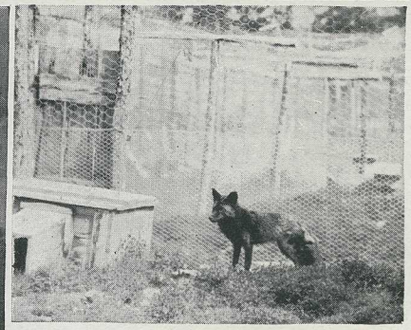


Carcross.

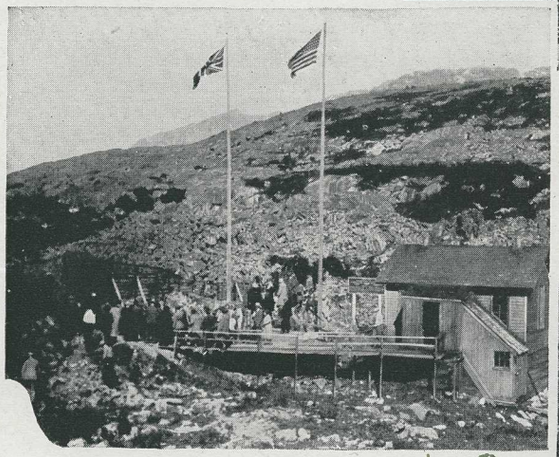


Lake Bennett.

Miles Canyon, near Whitehorse.



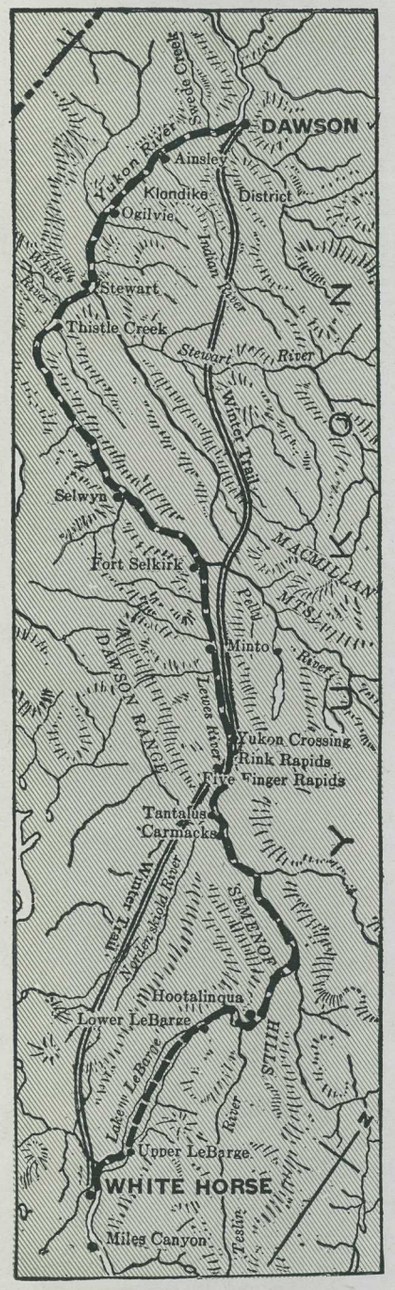
A Silver Fox.



Boundary between
Alaska and Canada.

Near the summit
White Pass and Yukon Route.

A Ghost of Gold Rush Days
—White Pass City.



Down the Yukon River

interesting places passed. The shooting of Five-Finger Rapids, and their postscript Rink Rapids, gives plenty of thrill to even the most jaded. At Yukon Crossing, the overland winter trail to Dawson, used when the river is frozen up, is passed, and then Fort Selkirk—an important trading-centre founded in 1898 as a militia post to guard gold shipments.

The Caribou ONE OF THE most extraordinary sights of the river trip, if you are so fortunate as to see it, is a herd of caribou swimming the Yukon River. The answer to the riddle, "Why should a caribou swim the river?" is precisely the same as to the other historic one about the chicken crossing the road; but often the caribou number hundreds, and even thousands. For the past three years, practically every Dawson steamer in the months of July and August has passed within reach of this most unique spectacle, and on one of our pages we show a photograph taken in 1926.

The mouths of mighty tributaries are passed, amongst them White River—the only large river that enters the Yukon from the west or south—and Stewart River, entrance to the new Mayo silver-lead camp 175 miles east. Smaller steamers ply the Stewart as far as Mayo, whence it is a case of "packing in." Swede Creek has a Government Experimental Agricultural Station, and then we are at Dawson. The trip from White Horse takes about two days—the return trip, owing to the current, about four days.

Dawson DAWSON, once the focus of the world's greatest gold rush, the headquarters of the whole Klondike region, is now hardly more than a shadow of its former glory. Mining operations are still in progress, but they are carried on under hydraulic and dredging conditions; the picturesque days of which one reads in Service and Jack London have departed. Gone with them are the highly colored, sensational chapters of Dawson's history, when the city was the rendezvous of outlaws as well as greed-crazed miners, when dance halls, saloons and gambling places ran wide open for the full twenty-four hours. But to be able to recall that "them was the days" makes one a real old-timer, a sourdough—but not necessarily a more than middle-aged man.

Dawson is the administrative centre of the Yukon Territory, and the headquarters of a large detachment of that fine body of men, the Mounted Police. It is beautifully situated on a bend of the Yukon River, up-to-date, well-built, with comfortable hotels, fine homes and pretty flower gardens.

Over good roads one can visit mining plants and old, played-out but famous, bonanza claims. The Indian village of Moosehide, and the fox farms, are worth a visit; while the old cabin of Robert W. Service, the poet-laureate of the Northland, is the objective of many pilgrimages.

To Atlin

TO ATLIN is another delightful excursion from Skagway, either as a side trip on the Dawson trip or as one in itself. The route is the same as before to Carcross, but here the commodious steamer *Tutshi* is taken, through a chain of sapphire lakes, mountain-girt and forest-guarded.

The steamer first crosses Lake Nares, and then through the narrows enters Tagish Lake, horseshoe shaped and guarded by high peaks. Old mining towns and fox farms are seen along the way. Presently we turn into the Taku Arm of the lake, a beautiful sheet of water encompassed by the most inspiring scenery, and then into Taku Inlet as far as Taku Landing. Here, where a wonderful view may be obtained of Jubilee Mountain, to the north, a transfer is made across a three-mile neck of land by a very unique little train.

At the end of the portage we reach Lake Atlin, and board the twin-screw motorship *Tarahne* for a six-mile run to the little town of Atlin.

The Atlin Inn NEAR THE boat landing, and facing the lake, is the Atlin Inn, built and maintained especially for tourists by the White Pass and Yukon Route. From its windows a magnificent view may be obtained of the Atlin Mountains across Lake Atlin. The tourist will find the Atlin Inn very inviting, the cuisine and service excellent. A stay here for a day or so, or indeed for several weeks, will add greatly to the pleasure of the Atlin trip.

There is an indescribable tonic effect in the Atlin climate. Numerous side trips can be taken by automobile, steamer, launch or on foot to many points of interest. Amongst these are the placer gold mines, the fox farm, the Warm Springs, and the Indian Village and wherever one goes, one will find a profusion of beautiful wild flowers in almost endless variety. Then, too, there are delightful walks along the shores. Atlin is the base of supplies for one of the richest hydraulic mining camps in British Columbia. Those who like fishing can try their luck at lake trout, whitefish, or the smaller but gamy grayling.

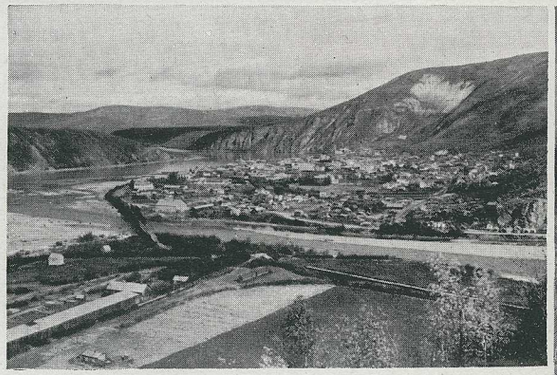
Llewellyn Glacier THE PRINCIPAL event of the trip to Atlin is the afternoon excursion on the steamer *Tarahne*. For about forty miles the boat winds its way through the narrow mountain-ribbed passage of the West Channel. The boat then passes out through Copper Island Narrows, and the return is made down the other side of these islands on Lake Atlin, where a magnificent view is obtained of the huge Llewellyn Glacier and the Coast Range.

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

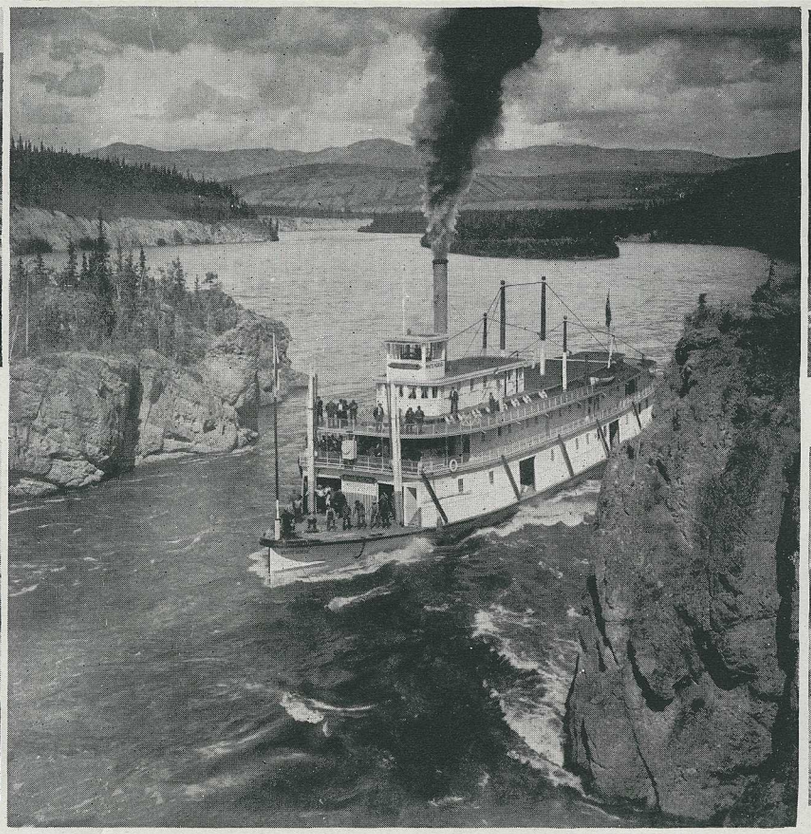
West Taku Arm ANOTHER BEAUTIFUL scenic trip is that to the West Taku Arm, which has been especially designed for passengers who are making the round trip from Vancouver to Skagway and back on the same steamship, and who cannot spare sufficient time to avail themselves of one of the other tours "inside." 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 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 Taku Glacier that the traveller saw before reaching Juneau.

The route followed is the same as to Atlin, except that at Golden Gate, instead of turning into the Taku Inlet, the steamer continues a southerly course and then west, reaching West Taku Arm Landing and Ben-My-Chree homestead. Passengers sleep on board and reach Carcross in the morning, in time to catch the southbound train and their steamer.

OVER • THE • WHITE • PASS • AND • YUKON • ROUTE



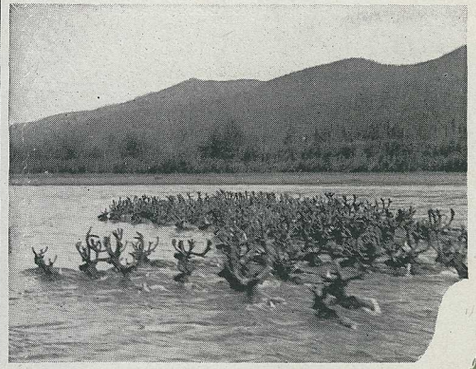
Dawson, Capital of the Yukon.



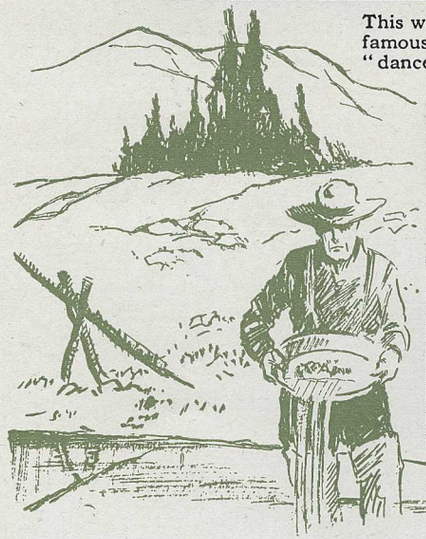
The Five Finger Rapids (*Photograph by Hamacher.*

A Dawson Flower Garden.

This was once a famous Dawson "dance hall."

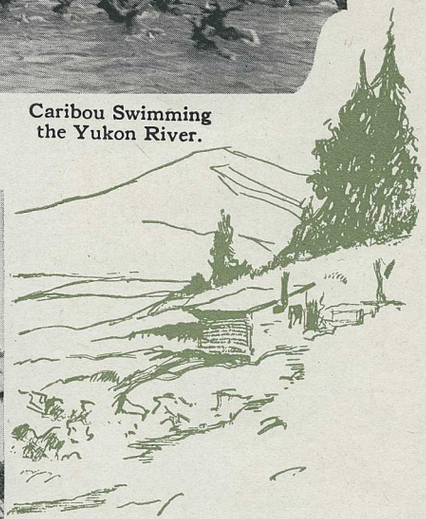


Caribou Swimming the Yukon River.

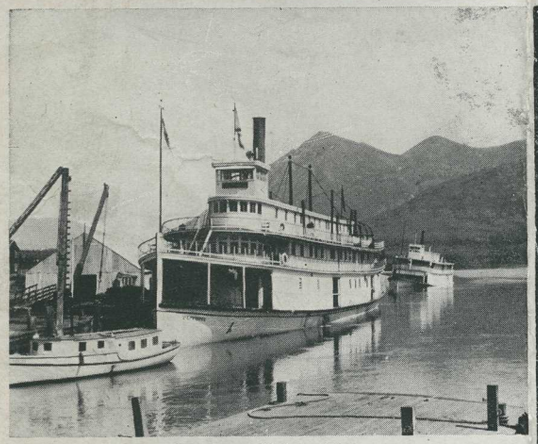


Down the Yukon River to Dawson.

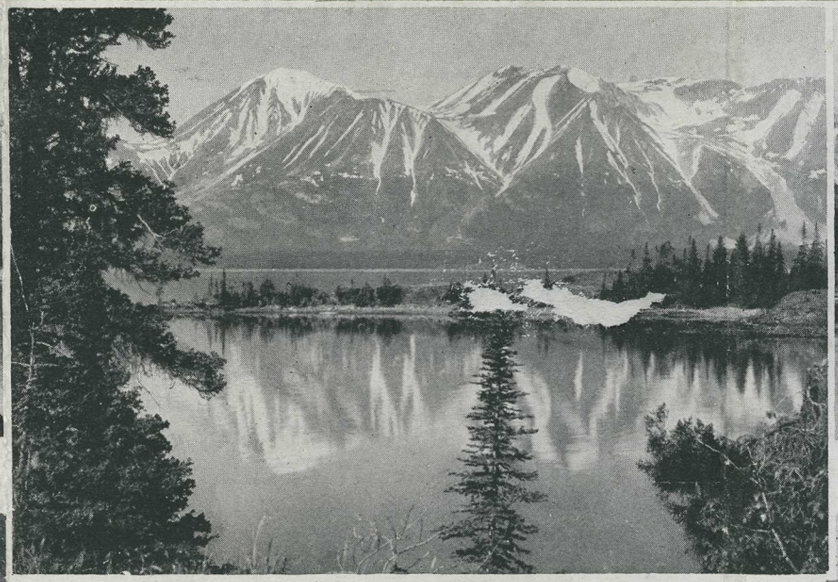
Here lived the celebrated Sam McGee.



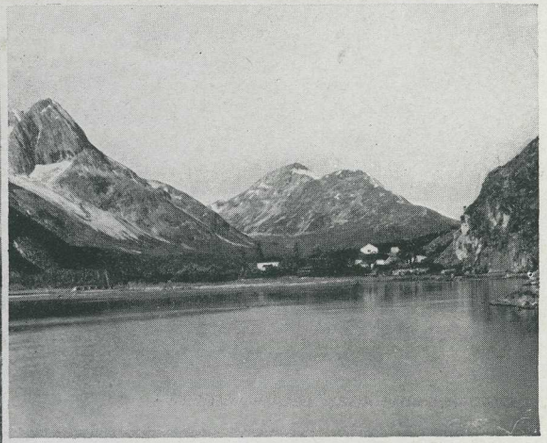
OVER • THE • WHITE • PASS • AND • YUKON • ROUTE



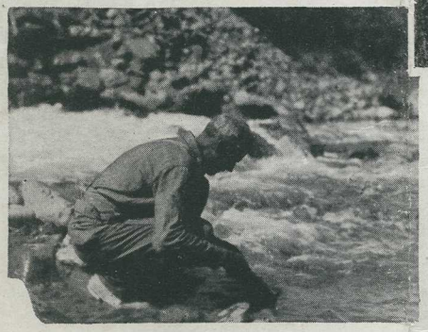
Steamer "Tutshi" at Carcross.



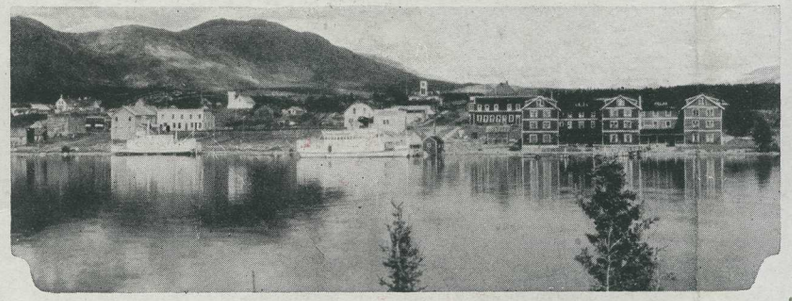
"Framing its image in her trembling heart"—Lake Atlin.
(Photograph by G. M. Taylor.)



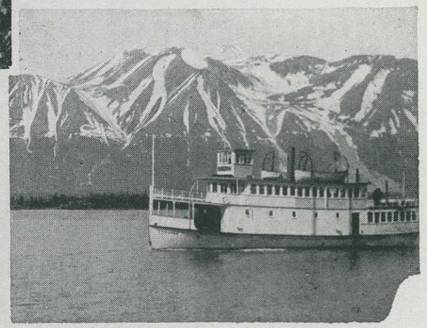
Ben-My-Chree



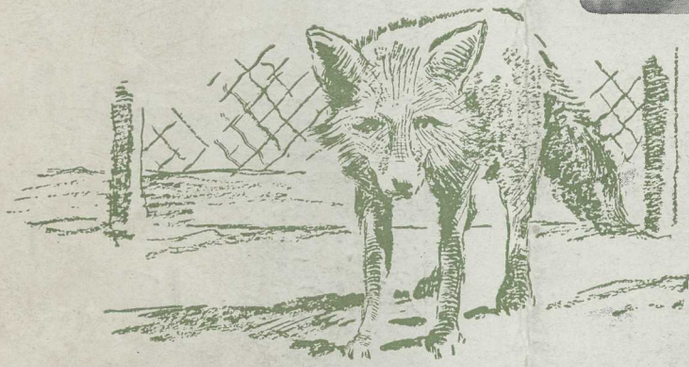
Panning Gold.



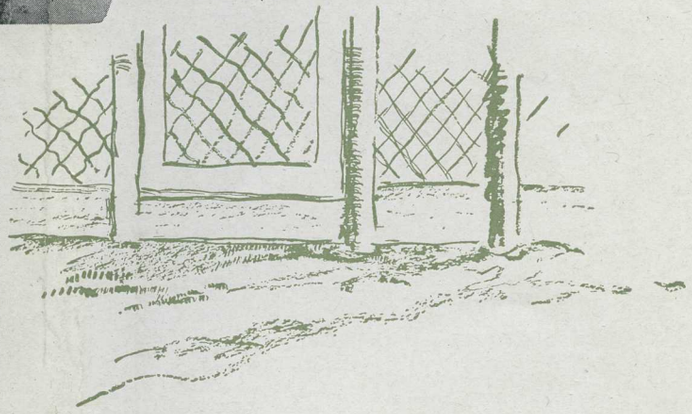
Atlin Inn—headquarters of this beautiful region.



A Cruise on Lake Atlin.



Seracs in Llewellyn Glacier.



Yakes
Jan. 1993

CANADIAN PACIFIC AGENCIES
THROUGHOUT THE WORLD

CANADA AND UNITED STATES

Atlanta	Ga.—E. G. Chesbrough, Gen. Agt. Pass. Dept	1017 Healey Bldg.
Banff	Alta.—J. A. McDonald, District Passenger Agent	C.P.R. Station.
Boston	Mass.—L. R. Hart, Gen. Agt. Pass. Dept	405 Boylston St.
Buffalo	N.Y.—H. R. Mathewson, Gen. Agt. Pass. Dept	160 Pearl St.
Calgary	Alta.—G. D. Brophy, District Pass. Agt	C.P.R. Station.
Chicago	Ill.—T. J. Wall, Gen. Agt. Rail Traffic	71 East Jackson Blvd.
Cincinnati	Ohio—M. E. Malone, Gen. Agt. Pass. Dept	201 Dixie Terminal Bldg.
Cleveland	Ohio—G. H. Griffin, Gen. Agt. Pass. Dept	1010 Chester Ave.
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Edmonton	Alta.—C. S. Fyfe, City Passenger Agent	C.P.R. Building.
Fort William	Ont.—A. J. Boreham, City Passenger Agt	404 Victoria Ave.
Guelph	Ont.—W. C. Tully, City Passenger Agent	30 Wyndham St.
Halifax	N.S.—A. C. McDonald, City Passenger Agt	117 Hollis St.
Hamilton	Ont.—A. Craig, City Passenger Agent	Cor. King and James Sts.
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Ketchikan	Alaska—F. E. Ryus, Agent.	
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London	Ont.—H. J. McCallum, City Passenger Agent	417 Richmond St.
Los Angeles	Cal.—W. McIlroy, Gen. Agt. Pass. Dept	621 So. Grand Ave.
Milwaukee	Wis.—F. T. Sansom, City Passenger Agent	East 68 Wisconsin St.
Minneapolis	Minn.—H. M. Tait, Gen. Agt. Pass. Dept	611 2nd Ave. South.
Montreal	Que.—R. G. Amiot, District Pass. Agent	Windsor Station.
	Que.—F. C. Lydon, City Pass. Agent	141 St. James St.
Moosejaw	Sask.—T. J. Colton, Ticket Agent	Canadian Pacific Station.
Nelson	B.C.—J. S. Carter, District Pass. Agent	Baker and Ward Sts.
New York	N.Y.—F. R. Perry, Gen. Agt. Rail Traffic	Madison Ave. at 44th St.
North Bay	Ont.—C .H. White, District Pass. Agt	87 Main Street West
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Peterboro	Ont.—J. Skinner, City Passenger Agent	George St.
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Pittsburgh	Pa.—C. L. Williams, Gen. Agent Pass. Dept	338 Sixth Ave.
Portland	Ore.—W. H. Deacon, Gen. Agt. Pass. Dept	55 Third St.
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Quebec	Que.—C. A. Langevin, Gen. Agt. Pass. Dept	Palais Station.
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San Francisco	Cal.—F. L. Nason, Gen. Agt. Pass. Dept	675 Market St.
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. Sclater, Traffic Manager, Can. Pac. Ry., for Australia and New Zealand, Union House, Sydney, N.S.W.

A. W. Essex, Passenger Manager, Can. Pac. Rly., for New Zealand, Auckland, N.Z.

Adelaide	S.A.—Macdonald, Hamilton & Co.
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—ALWAYS CARRY—

CANADIAN PACIFIC EXPRESS TRAVELLERS' CHEQUES

GOOD THE WORLD OVER

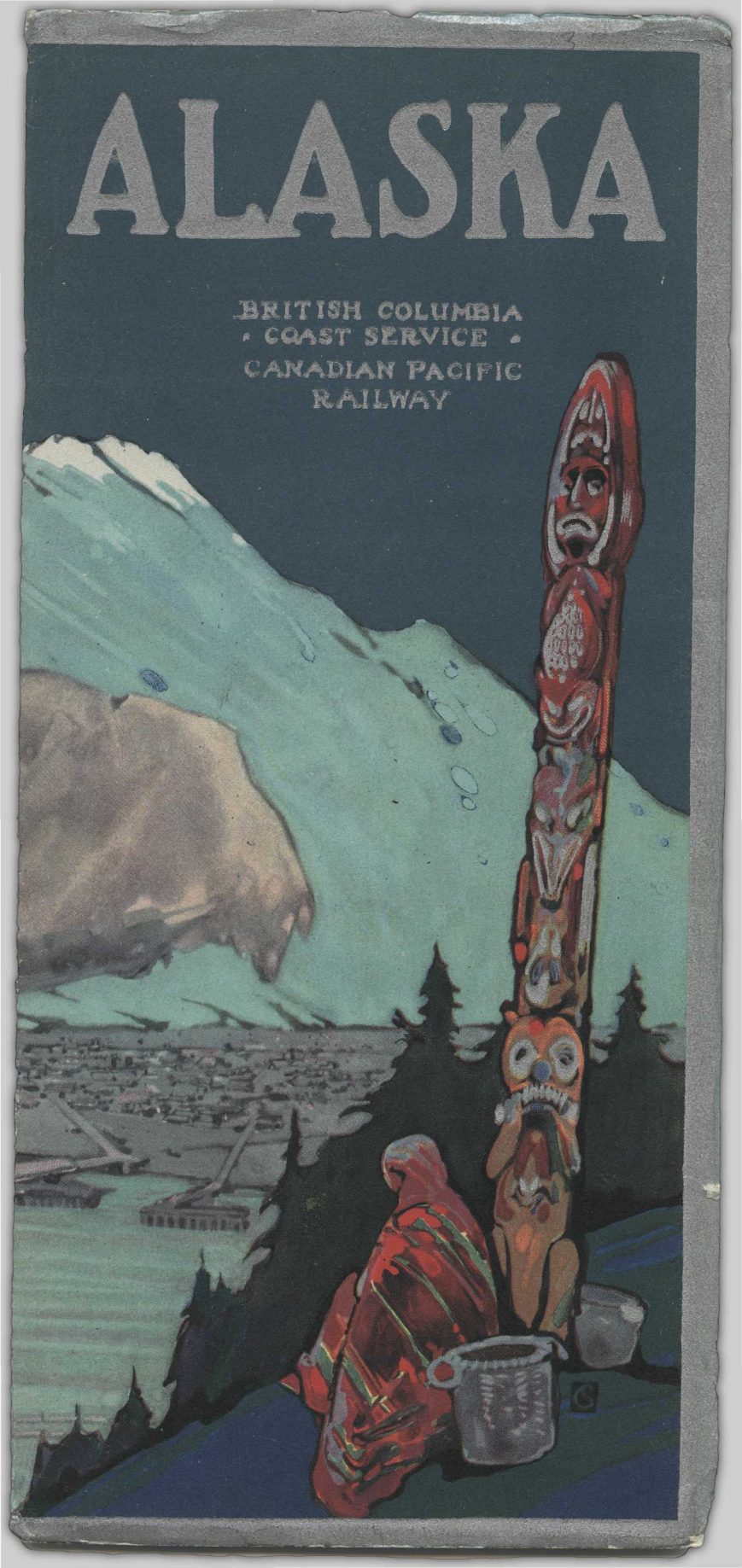
This cover printed in Canada 1928.

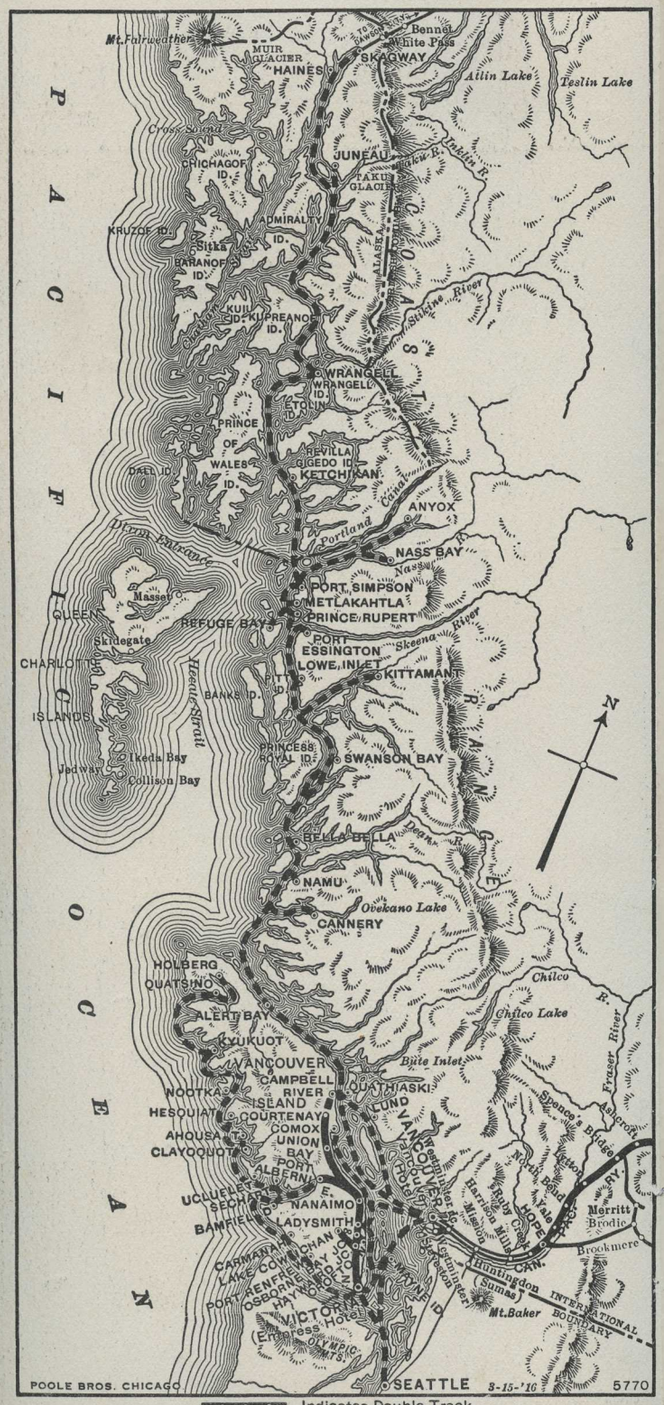
Alaska

Canadian Pacific

ALASKA

BRITISH COLUMBIA
COAST SERVICE
CANADIAN PACIFIC
RAILWAY





BRITISH COLUMBIA COAST SERVICE

ALASKA

Princess Sophia at Taku Glacier

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 completes 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.

Many a man who has made his fortune has crept slowly and painfully back across the White Pass and sailed South to enjoy life in former haunts, only to find that the North is calling again, that old friends have changed and gone, that the sweets of other days turn bitter in the mouth; they have sought happiness in ease and been baffled, until the call has grown irresistible, and they have returned to the North, which is ever changing yet ever the same, and found Home. They have cursed the land where they made their wealth, as men will, and yet it is back to the North that they return to find peace and happiness in the end. Go where one will throughout the world and talk to a man who has once lived in the Yukon, and one finds his mind turning back to the land of silence, just as the Mohammedan turns mind and face to Mecca.

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

CANADIAN PACIFIC RAILWAY

ALASKA

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. Today 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 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.

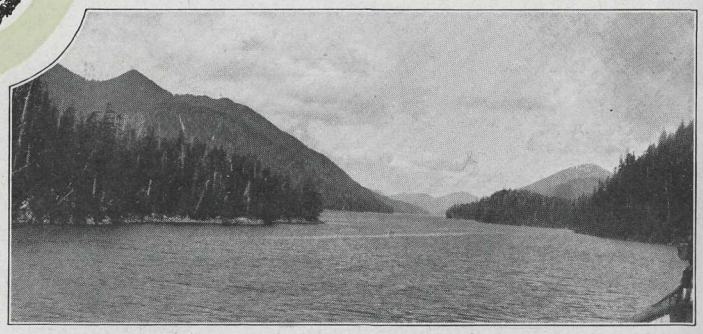
No one who is talking to a friend who has visited San Francisco but will ask about the beauties of the Golden Gate. But here is the Golden Gate stretched out day after day, glorious not only at sunset but at sunrise too, and noonday glare. Each in its turn seems best, from the tender violet of early dawn to the scarlet streaks which light up the crimson and purple of the evening west. To see and appreciate it all one needs to be an early riser. Especially in the earlier months, when the snow is still upon the mountain tops, should one be up betimes to see the sunrise; at least once see the chaste whiteness of the snow change, become shadow flecked as the light creeps into valley after valley; see the rays of topaz light shoot up high into the heavens, and then suddenly, for a few moments before the sun creeps above the horizon, see the white turn to pure gold, gold turn into burnished copper, and then a soft golden rose blot out every other colour, reflecting the glory of the blazing crimson of the newborn day. That is a sight to make the veriest sluggard and lie-abed count the day well begun. High on the mountain tops the day is come, but in the valleys there is still darkness, and one fain would hush oneself with silence watching the subtle alchemy of light turning leaden night into life once more. High up the day is there; little by little the sun creeps higher, little by little the sun creeps down between the hills.

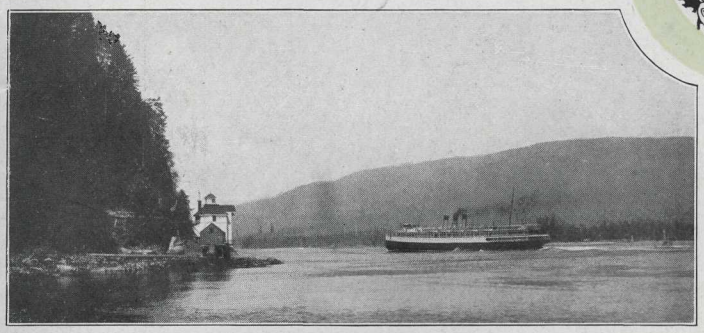
There is the day to spend wondering which is the more beautiful: the fleckless turquoise of a sky, cloudless from rim to rim, or the tender fleeces which gather round the mountains only to cast a light shadow, throw into greater relief the innumerable greens of the mountain side forests, and fade away again beneath the warmth of the sun.

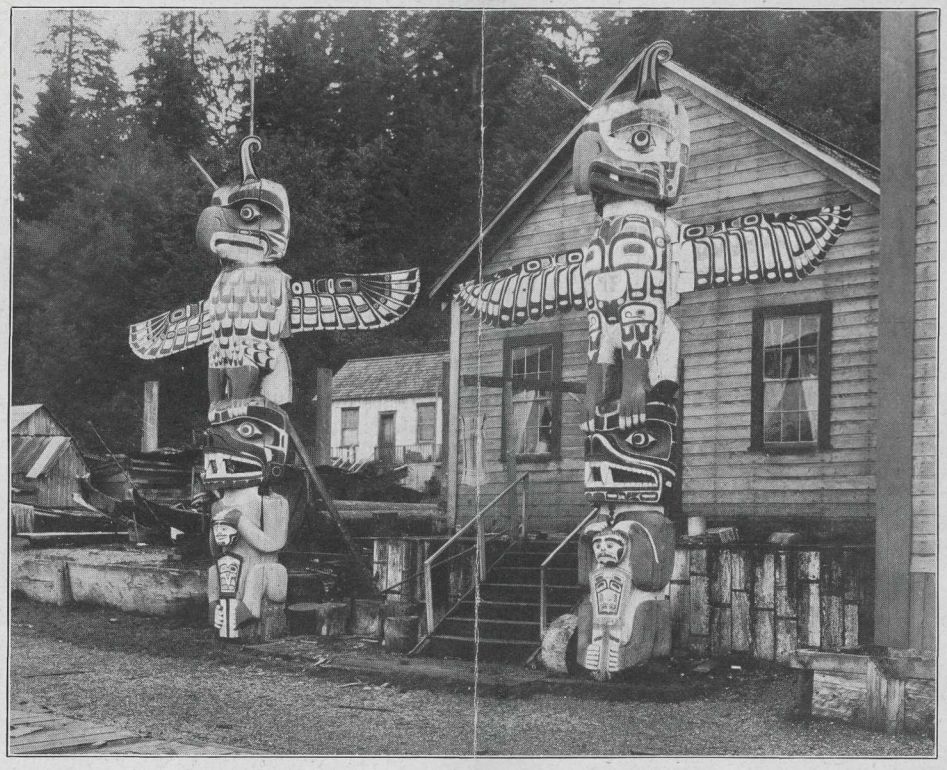
To visit the Pacific Coast without making the journey through the inside channel to Alaska is like visiting India without seeing the Taj Mahal, or Egypt without seeing the Pyramids. Not a mile of the journey but has its point of interest. Here, indeed, is history, yet only history in the making. The rush to the Klondike seems as a thing of the far past, yet here all along the route are men who took part in that frenzied stampede for wealth. They are rather silent, these old-timers of the North. To hear the old reminiscences one needs to sit quietly until something starts the story unconsciously, and then there are stories to be heard, true stories too, which have never found their way into print because a public which will accept the prettily turned episodes of fiction has yet to learn to believe the amazing improbabilities of truth in these Northern lands where the arctic blizzard gives way, almost in a day, to full summer, and flowers bloom where the snow has scarcely had time to melt.

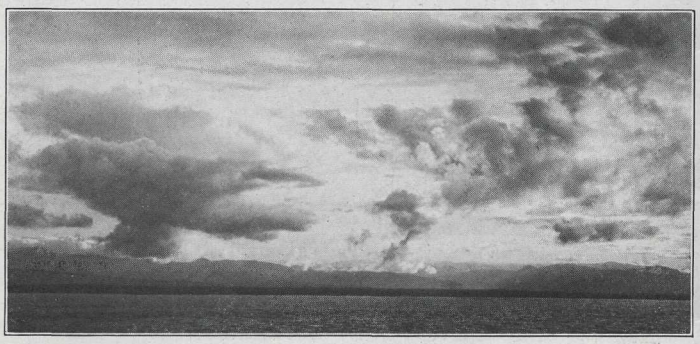
Nowhere is the scene the same, barely even similar, though everywhere it is composed of mountains rising abruptly from the sea. Islands innumerable guard the waters of the inside channel from the storms of the Pacific. In three places alone is the passage exposed to the ocean, at Queen Charlotte Sound, 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.

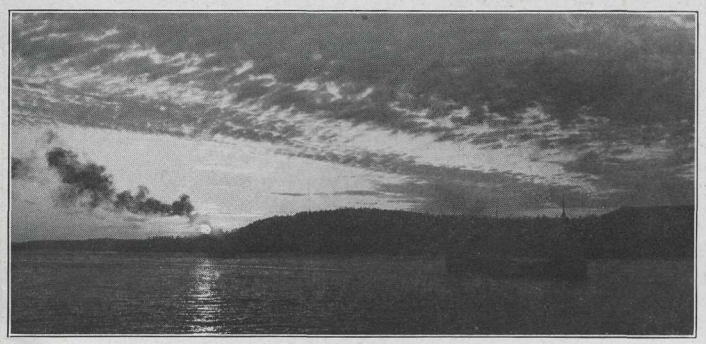
But amid all the splendour of the scenery one must still find time to remember the history which is written along this coast. Vancouver Island and the mainland behind Vancouver city teem with it. Here the Honourable Company of Merchant Adventurers trading into Hudson's Bay had their scattered posts into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











Klemtoo Pass

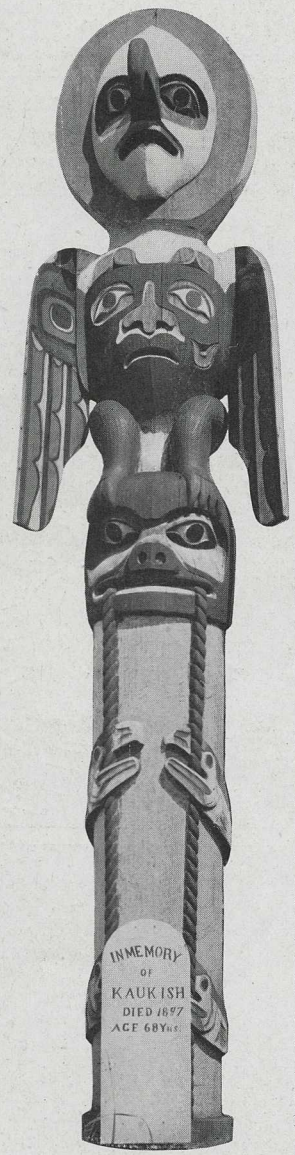
The Straits, Vancouver, with the Princess Charlotte

Totem Poles, Alert Bay, B. C.

Sunset Off Comox, B. C.

Sunset Near Alert Bay

ALASKA



All along the Fraser Valley, in Vancouver, Victoria, Nanaimo, and a score of other towns may be found old men, born in the Province of British Columbia, who have helped build up the territory from its oldest stages, from an outpost of empire to what it is today. Walk along the streets of Vancouver and Victoria, and one may read in their names the names of the men who laid the foundations or helped build on them to evolve order out of chaos.

At the first port of call after leaving Vancouver, the imagination will paint a picture of how Vancouver and Victoria the Magnificent were once as Alert Bay is today; and how short a time that was ago may be judged from the fact that only last year there died in the Isle of Wight one of the two men who jointly owned as homesteads, side by side, the site on which Vancouver stands today, with its skyscrapers and large population.

The observant has already had a view of totem poles as the ship has come North. Here at Alert Bay 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 alone the whole of the coast to the North.

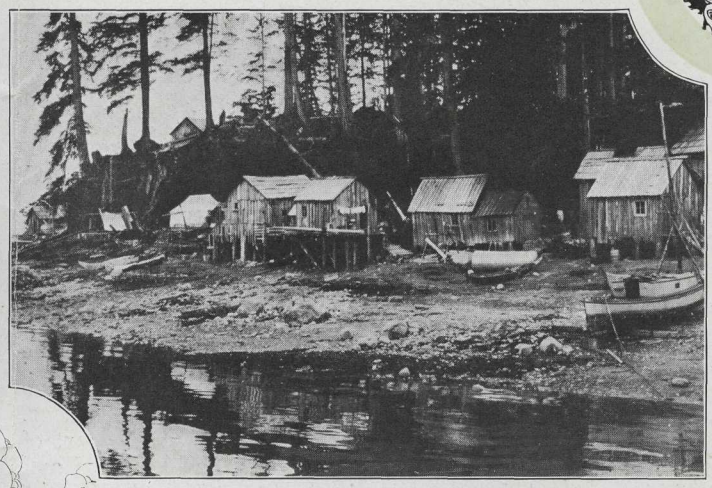
Esquimaux Baby

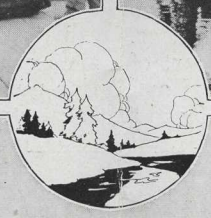
The early riser will have seen the ship make the passage of the famous Seymour Narrows before reaching the upper waters between the island and the mainland. At this point the two come close together, making a narrow gorge split in two by the wicked looking Whale Back Rock. Here passage is only possible 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.

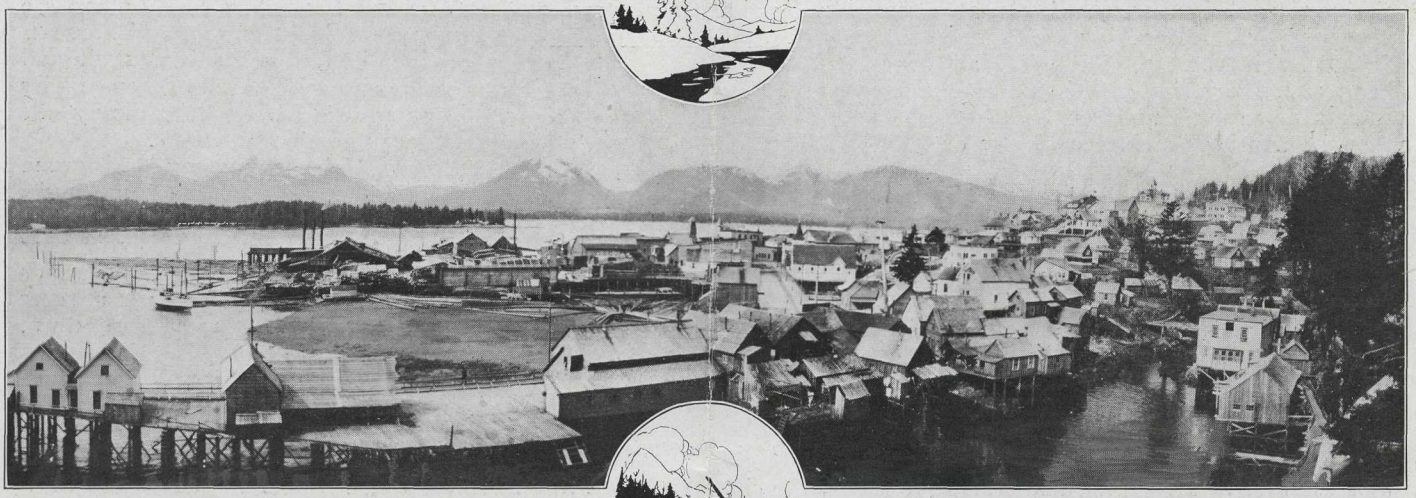
Apart from their own beauty there is a second reason why the voyager should see the Seymour Narrows. Later on he will come to the other Narrows at Wrangel Island and will be able to mark the contrast between the two. The first is soon passed, rugged, startling. The other is long, softer in outline, an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

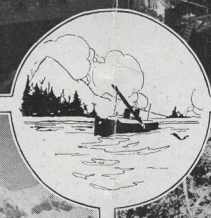
From Alert Bay the passage soon leads past Bella Bella and on to the open waters of Queen Charlotte Sound. To the North the ship again enters the channel between the mainland and the outer fringe of islands and so leads on to the deep, land-locked harbour of Prince Rupert, the Western terminus of the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

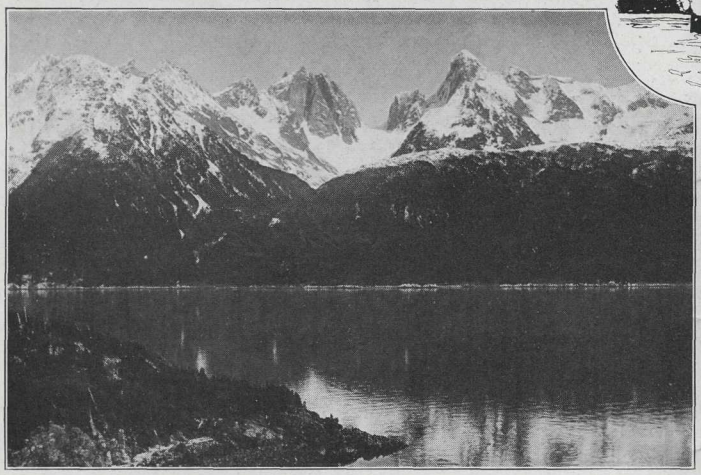
The entrance to Prince Rupert harbour is from the South, the exit to the North; and here, in Dixon's Entrance, is the channel by which ocean steamers may approach the mainland at this point of the coast. Once Dixon's Entrance is left behind there is no more open sea, only an arm which stretches up into the very heart of Southeastern











150 Bear Skins, Wrangell, Alaska

Native Village, Petersburg, Alaska

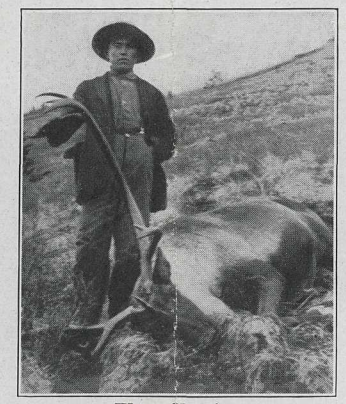
View of Ketchikan, Alaska, Looking West Across Longass Narrows

On Lynn Canal, Alaska

Crittenden Creek Falls, Wrangell, Alaska

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. But a few years ago 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.


Worth Hunting

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. Standing on an island, it has many an advantage which a mainland point misses. 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 usually there is time for the visitor to go out to see the salmon crowding up the creeks and rivers, struggling in a fierce rush in which thousands are killed, so that they may reach the safety of the upper waters in which to deposit their spawn.

From Ketchikan the way leads on through the Wrangell 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. Here a long vista is marked only at the end with a single light; in other places the twists of the channel, even more tortuous than the surface would indicate, are marked with half a dozen points within half a mile. 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, on the Gastineau Channel, capital of Alaska, and site of one of the most famous gold mines in the world. The Treadwell mine actually lies across the channel, and is a mighty mountain of ore which is being continuously dug away. Recently another great mine has come into existence, and as one goes North the stamp house can be seen built into the side of the precipitous face of the mountain, with rail tracks to carry down the ore from the tunnels which cut into the heart of the mound.

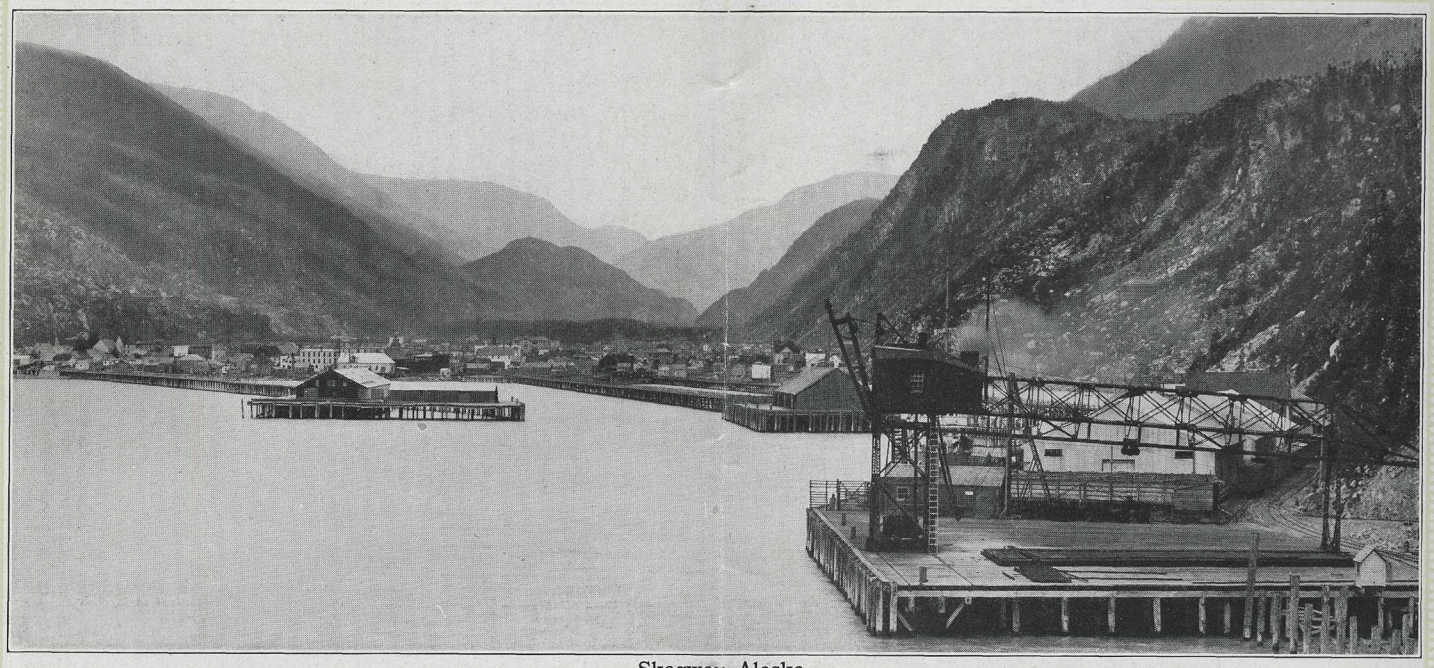
Standing on the deck of the ship and looking up at the mountain, it is cause for amazement that a city could ever be built here. Yet nothing is missing. Standing out boldly against the side of the hill is the capitol, and around it gather the business and residential houses of the city, the two districts overlapping in parts yet still fairly well and distinctly divided.

Every minute can be well occupied in Juneau. During the voyage from Wrangell, it has seemed as if all real civilization must now have been left behind. But here 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 Caribou 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.

Today Skagway boasts scarcely a thousand souls, but in the eight 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 none should 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, half outlaw, half political heeler. The Sylvester Wharf still stands, half a ruin now, to mark the place where "Soapy" Smith was shot, and the day when the sober citizens of Skagway decided to reform the town, which was suffering from its evil reputation.

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



Skagway, Alaska

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.

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 Canton, the traveller crosses the most northerly swing bridge on the American Continent, over the 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 the swift, dangerous waters, in their mad rush to the Klondike.

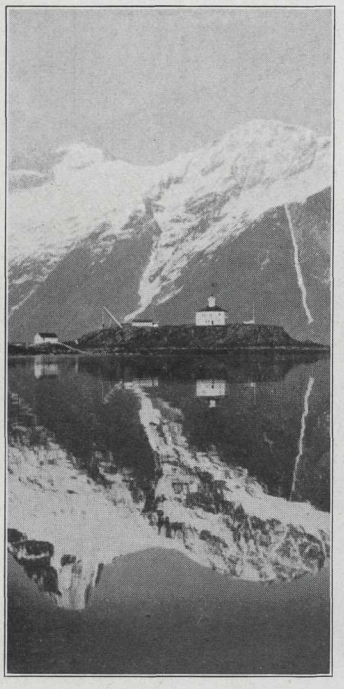
In White Horse — about an hour's walk distant — the faint, continuous roar of the rapids reaches the ear quite plainly on still days. White Horse is a busy little city located on the west bank of Fifty-Mile River (which is also known as the Lewes River and sometimes termed the Upper Yukon). Near by there 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.

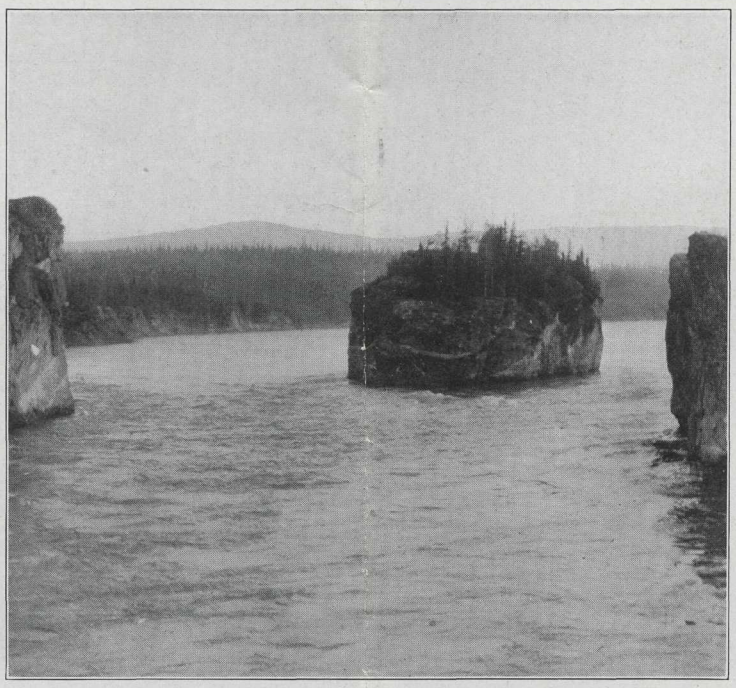
On through the splendid scenery of Thirty-Mile River and the Lewes, we come to one of the most thrilling experiences of the entire trip — the shooting of Five-Finger Rapids. Here the river narrows to 150 yards. Five great hulks of stone rise to a height of forty or fifty feet. The waters rush foaming between. Our steamer, guided by its skillful 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.

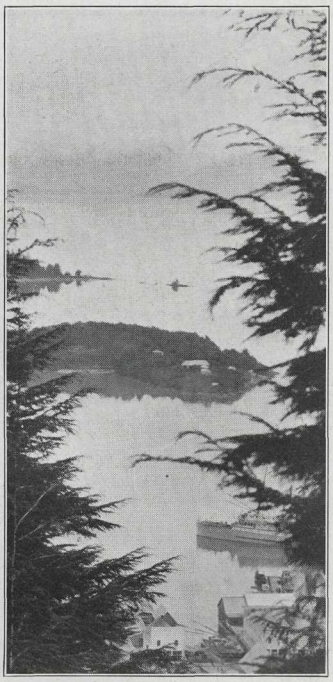
The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur.



Eldred Rock, Lynn Canal



Five Fingers Rapids on Yukon Halfway Between White Horse and Dawson



Wrangell Narrows

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.

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

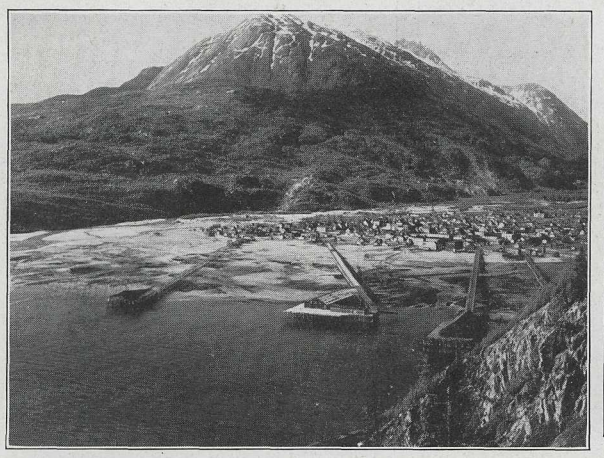
Those who can afford the time will find the trip down the Yukon to St. Michael, an island off the mouth of the Yukon, and thence on to Nome, an interesting trip which can be made in perfect comfort by the steamers of the American Yukon Navigation Company. En route the Arctic Circle is crossed and recrossed. Fairbanks, one mile 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.

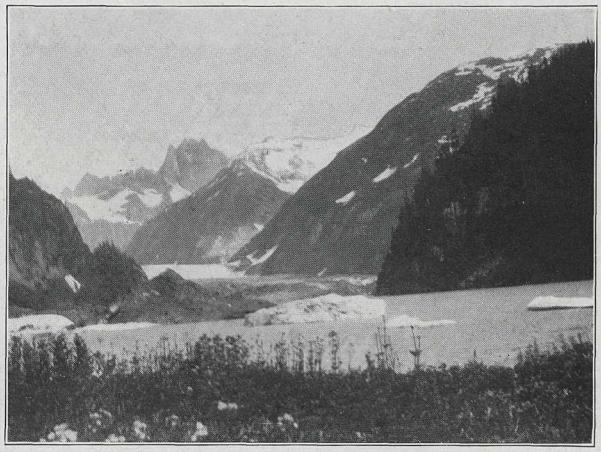
To Atlin

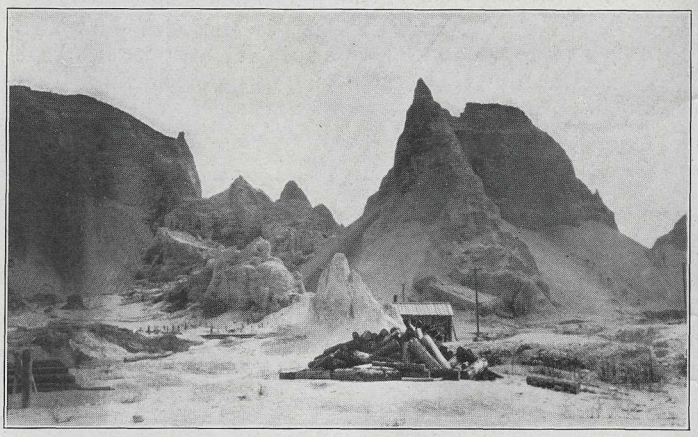
From Skagway to Caribou, and from thence through a chain of sapphire lakes, mountain and forest-girt, eighty miles to Atlin — there is a rare jewel of a trip! The cost is moderate and it takes but little time — but there is more of sheer beauty packed into that short distance than can be found in any other place in the world.

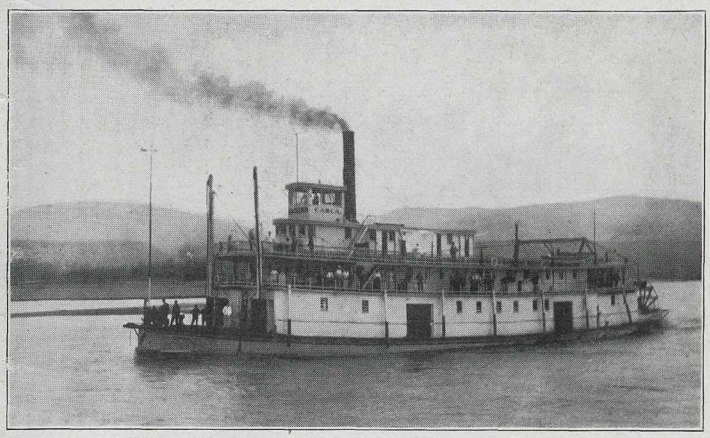
Winding through Nares or Tagish Lake the steamer traverses Windy Arm to enter Taku Arm, a beautiful sheet of water, almost completely shut in by the most inspiring mountain scenery. A splendid view is afforded of Jubilee Mountain, which reaches its snow-crowned head thousands of feet into the clouds. 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. It is six miles by steamer across this wonderful lake to the little city of Atlin, the base of supplies for the richest hydraulic mining camp in British Columbia.

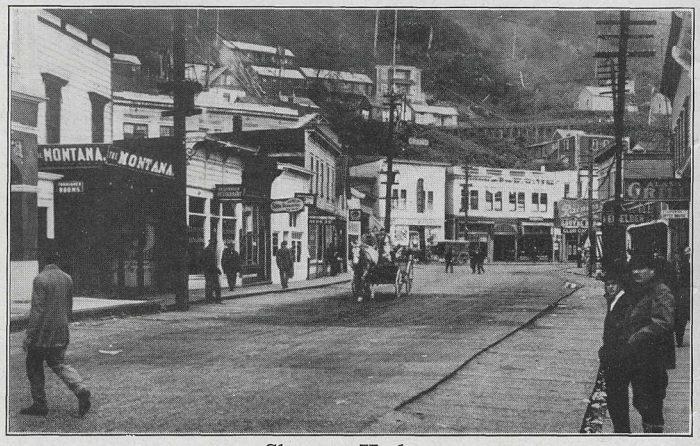
There is an indescribable tonic effect in the Atlin climate that will eventually make it one of the world's greatest summer health resorts. There are numerous interesting side trips. A stage ride of a few miles over a smooth gravel road, up Pine Creek to Pine City or Discovery, affords an opportunity 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.

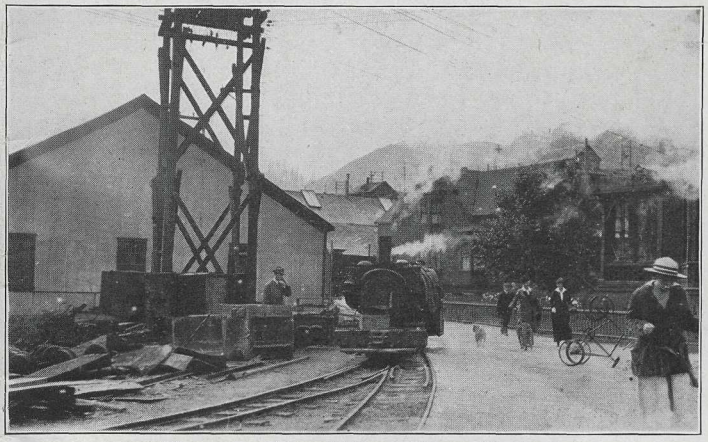






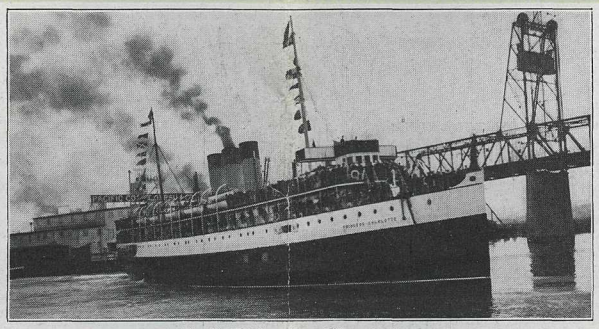






Skagway Harbor
Lovett's Gulch, on Bonanza Creek, Klondyke, Yukon. Hydraulic Mining
Street in Juneau, Alaska

Flowers and Ice, Stikine River, Alaska
On the Yukon
Treadwell Mines, Juneau, Alaska



S. S. Princess Charlotte

Notes on Steamers, Customs and Baggage

	‡*Princess Alice	‡*Princess Sophia	‡*Princess Charlotte
Gross tonnage	3099.22	2319.88	3844
Net tonnage	1903.80	1465.94	1999
Length	289	245	330
Width	46	44	46.7
Depth	17	18	23.7

*Wireless telegraph. ‡Burn oil fuel.

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
Wrangell	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 p. m. every Friday and from *Vancouver, B. C.*, at *9 p. m.* every *Saturday* during June, July and August, *with an additional sailing every Tuesday from Victoria and Wednesday from Vancouver at same hours in July.*

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. 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.

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

Victrolas with a suitable supply of records are placed on Canadian Pacific Steamers to Alaska.

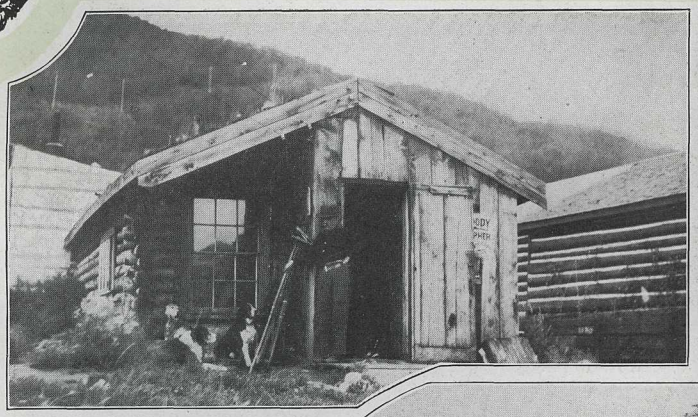
Passengers entering Alaska from Canada are required to pass the customary United States Immigration inspection at Ketchikan, the port of entry. This inspection is not strict so far as bona fide tourists are concerned. Passengers will be asked by purser for certain information regarding age, place of 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.

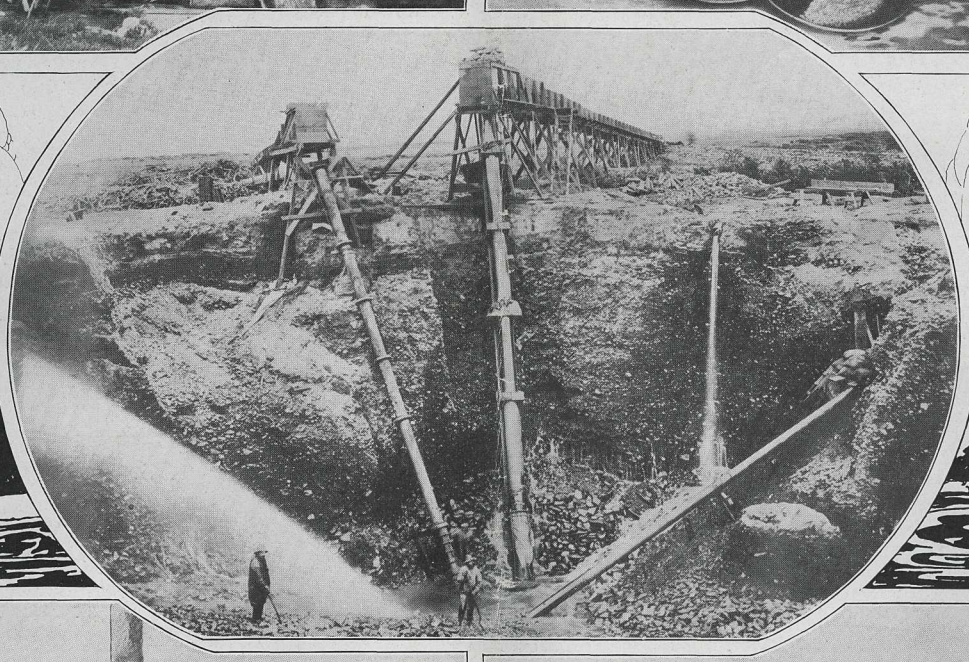
The usual free allowance of one hundred and fifty (150) pounds of baggage will be granted on whole tickets, and seventy-five (75) pounds on half tickets, with customary additional charge on any excess weight. Steamer trunks, if intended for use in staterooms, must not be more than fourteen inches in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

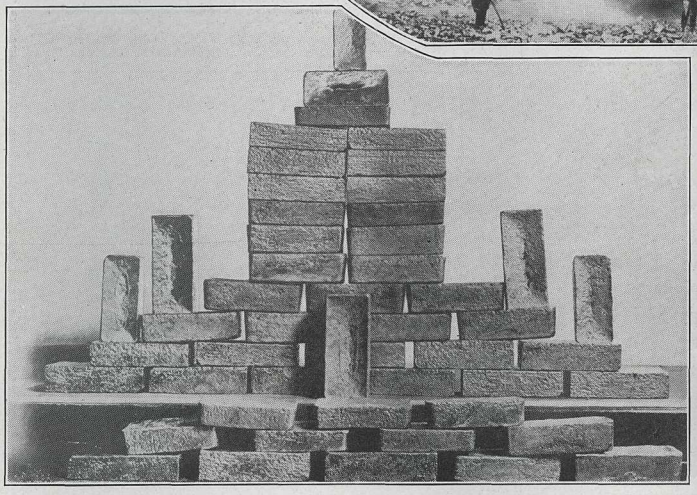
Baggage may be checked through from Seattle to Skagway, and if not required en route may be forwarded under bond to avoid necessity of customs inspection. If baggage is required en route it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before boarding steamer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

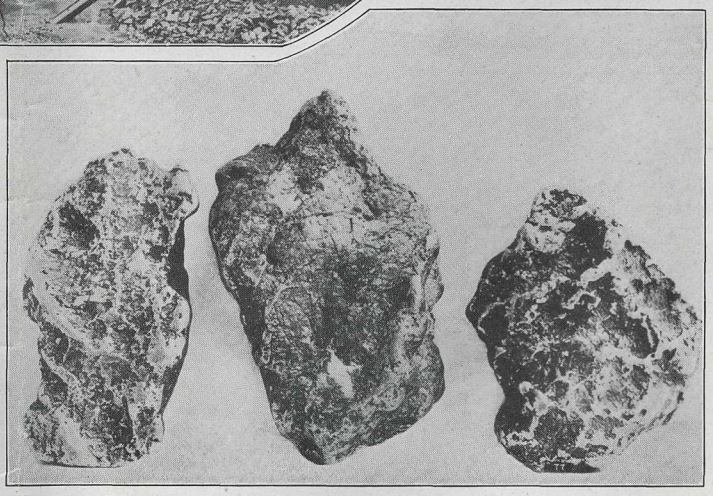
Canadian Customs baggage inspection will be made at Prince Rupert and U. S. Customs inspection at Vancouver (if passenger is travelling east via Canadian Pacific Railway) or at Seattle. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U. S. Customs officers at Ketchikan, or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









A Miner's Cabin

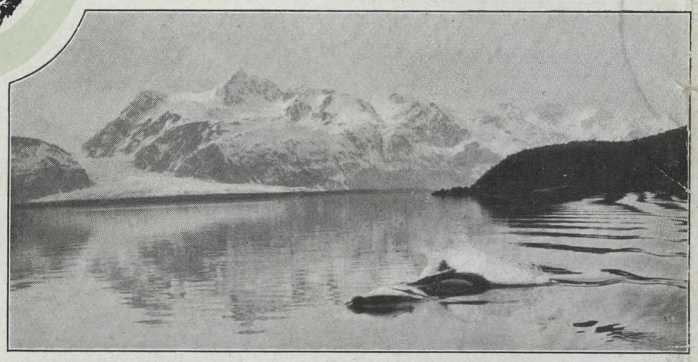
$1,000,000,00 in Alaska Gold

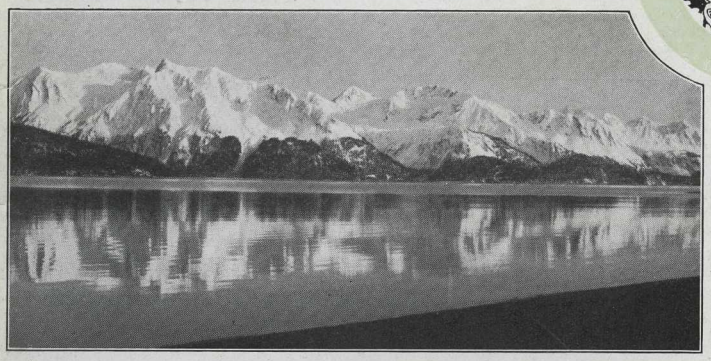
Hydraulic Lift

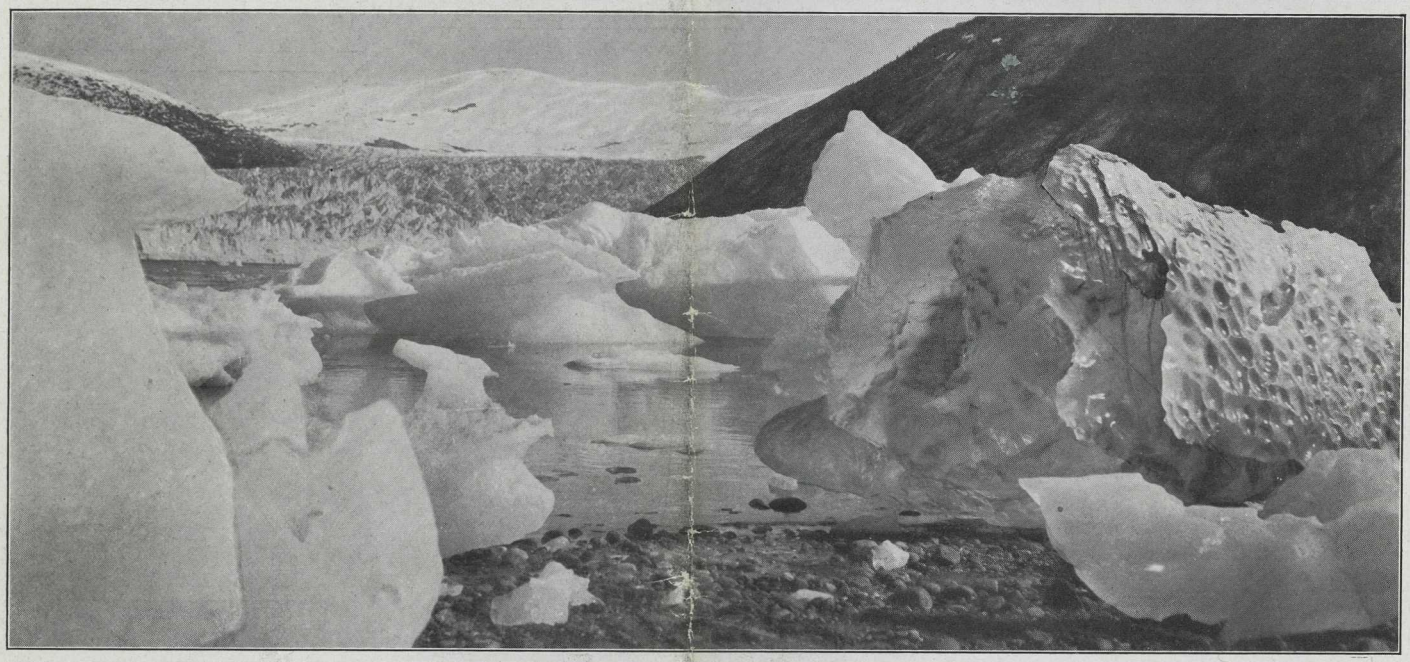
Gold Panning

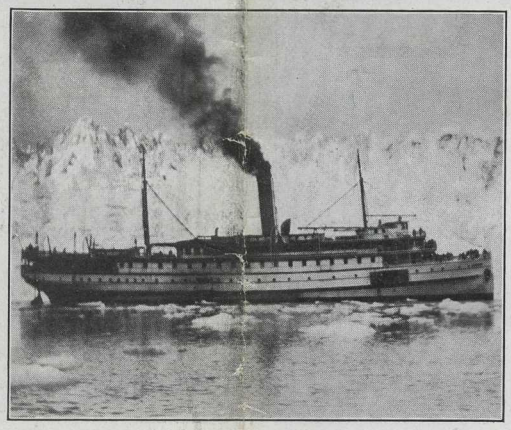
Alaska Nuggets from Anvil Creek, Nome

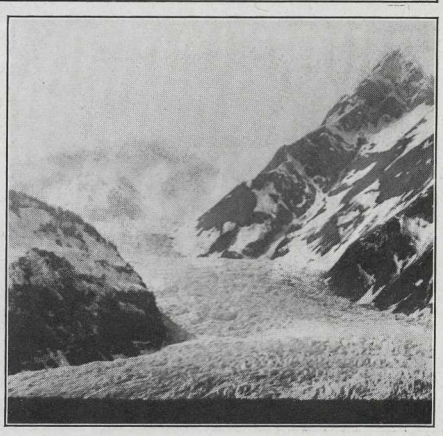
35.00











Taku Glacier and Porpoises
"Flirting in Alaska," Taku Glacier

Taku Glacier
Taku Glacier

Resurrection Bay, Alaska
Davidson Glacier, Alaska

CANADIAN PACIFIC RAILWAY

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	T. J. Smith, Gen. Freight Agent	S.W., and 67-68 King William St., E C.
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	G. O. Walton, City Pass. Agent	1231 Broadway 30th St.
	International Sleeping Car Co.	281 Fifth Ave.
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Tacoma, WASH.	H. M. Beyers, City Passenger Agent	1113 Pacific Ave.
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	Wm. Fulton, Asst. Dist. Pass. Agt.	
	I. E. Suckling, Asst. Dist. Pass. Agent	
Vancouver, B.C.	J. Moe, City Passenger Agent	434 Hastings St. West
Victoria, B.C.	L. D. Chetham, City Pass. Agent	1102 Government St.
Washington, D.C.	C. E. Phelps, City Pass. Agt	1419 N. Y. Ave.
Winnipeg, MAN.	A. G. Richardson, Dist. Pass. Agt	Main and Portage Ave.
Yokohama, JAPAN	G. M. Jackson, G.A.P.D. C.P.O.S. Ltd.	14 Bund.

C. E. E. USSHER, Passenger Traffic Manager,
Canadian Pacific Railway,
Montreal

ALASKA

BRITISH COLUMBIA
COAST SERVICE
CANADIAN PACIFIC
RAILWAY

ALASKA

1926

CANADIAN PACIFIC RAILWAY

Canadian Pacific Hotels

ON THE PACIFIC COAST

Hotel Vancouver, Vancouver, B. C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European plan. One-half mile from station.

Empress Hotel, Victoria, B. C.

A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European plan. Facing wharf.

IN THE ROCKIES

Hotel Sicamous, Sicamous, B. C.

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. American plan. At station. Altitude 1,146 feet.

Glacier House, Glacier, B. C.

In the heart of the Selkirks. Splendid Alpine climbing and glacier exploring, driving, riding and hiking. Open June 15th to September 15th. American plan. 1½ miles from station. Altitude 4,086 feet.

Emerald Lake Chalet, near Field, B. C.

A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. American plan. Seven miles from station. Altitude 4,262 feet.

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss guides, pony trips or walks to Lakes in the Clouds. Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. European plan. 3½ miles from station by motor railway. Altitude 5,670 feet.

Banff Springs Hotel, Banff, Alberta

A magnificent hotel in the heart of the Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating and riding. Open May 15th to September 30th. European plan. 1½ miles from station. Altitude 4,625 feet.

THE PRAIRIES

Hotel Palliser, Calgary, Alberta

A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. European plan. At station.

Royal Alexandra Hotel, Winnipeg, Manitoba

A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. European plan. At station.

EASTERN CANADA

Place Viger Hotel, Montreal, Quebec	A charming hotel in Canada's largest city Open all year.
Chateau Frontenac, Quebec, Quebec	A metropolitan hotel in the most historic city of North America. Open all year.
McAdam Hotel, McAdam, N.B.	A commercial and sportsman's hotel. Open all year.
The Algonquin, St. Andrews, N.B.	The social centre of Canada's most fashionable seashore summer resort. Open June 26th to September 7th.

HOTELS AND BUNGALOW CAMPS REACHED BY CANADIAN PACIFIC

Moraine Lake, Alta	*Moraine Lake Camp*
Banff-Windermere Automobile Highway	*Storm Mountain Bungalow Camp*
	Vermilion River Camp
	Radium Hot Springs Camp
Hector, B. C	*Wapta Camp*
Hector, B. C	*Lake O'Hara Camp*
Field, B. C	*Yoho Valley Camp*
Lake Windermere, B. C	*Lake Windermere Camp*
Penticton, B. C	*Hotel Incola*
Cameron Lake, B. C	*Cameron Lake Chalet*
Strathcona Lodge, B. C	*Strathcona Lodge*
Kenora, Ont	*Devil's Gap Camp*
Nipigon, Ont	*Nipigon River Camp*
French River, Ont	*French River Camp*
Digby, N. S	*The Pines*
Kentville, N. S	*Cornwallis Inn*

Photograph by G. M. Taylor. LAKE ATLIN

ALASKA

PRINTED IN CANADA—1926

IT CAME AS a whip to men's greed and a challenge to men's courage, that first ringing call of the Northland. Until then—about thirty years ago—Alaska was almost unknown, a white space on the map, scrawled shakily over "Come-and-find-me." That is, to most of the world; for the Northland had even then its pioneers, its prospectors, who had fished its teeming coasts, trapped its furs, started small towns, and panned the first coarse colorings of gold along its creeks. But outside of these sturdy old-timers, Alaska, with its side-partner, the Yukon, was hardly more than a geographical curiosity—a huge, unpopulated, unexplored, inhospitable block of land over three-quarters of a million square miles in size, forming the northern tip of the American continent. It had, as far as one could estimate then, no very remarkable resources or trading possibilities; on the contrary, it was apparently a land of perpetual winter, frozen permanently under solid snow and ice—in this and many other ways exactly resembling Russia, to which it had once belonged and from which, at the Bering Strait, it was so narrowly separated.

A pity, perhaps, that the first real revelation of a real Alaska—an Alaska different from all one's conceptions, and richer than Monte Cristo—should have come through that basest of motives, avarice. The discovery of gold in the Klondike in 1896, in such vast quantities as to astound humanity, let loose so much sensation that overnight the new bonanza became almost the most famous place on earth. That feverish stampede to the north (one does not have to be very middle-aged to remember it) was like nothing that had ever happened before, or that has ever happened since.

The Lure of Gold

BACK IN '98 someone took a photograph, which is still occasionally published, of an everyday scene in the Chilkoot Pass. Perhaps you've seen it; it shows, struggling over the steep, dangerous snow-clad wastes, a thin black streak nearly two miles long—a streak composed entirely of men, mushing "inside" to the Klondike, with nearly 600 miles travel ahead of them, and treading so close to one another in the narrow trail that they very nearly kicked the previous man's ankles. And this was an everyday scene—happening all the time.

They had their hardships, those early days, before the railway was built over the White Pass, and when cheechako and sourdough alike had to travel that arduous path over the Chilkoot and down the Yukon River. Greed pulled them forward; the crowd behind pressed them onwards; if they could not endure the strain they fell out and perished. There was no turning back. It was truly no place for weaklings, for one was beset not only by a hostile Nature, but also by the wickedness and depravity of mankind. The opportunities drew to the Northland some of the most lawless characters of the earth, and had it not been for the swift justice meted out by the Royal Northwest Mounted Police, it might have been true that

"There's never a law of God or men
Runs north of Fifty-three."

The Spell of the North

THE NORTHLAND put a spell on those who made its acquaintance then. It will put the same spell on us to-day. It is a land of mystery—a magnet that will always draw men and women, even though the lure of the gold is fainter now. It is still a land of romance, its atmosphere impregnated with memories of those sad, glad days when the century was just turning over. Gold has ceased to be its principal advantage—has, indeed, proved a false hope in those many ghost-like "cities" that parade their empty shells from Dyea to Nome; but there is equally the romance of to-morrow, the discovery of other and richer resources, the development of a vigorous, prosperous northern empire.

Alaska is a land of contrasts. Never was so mistaken an idea as that it is all winter. If it were, whence come the gorgeous, vivid flower gardens that one sees everywhere, such masses of color that they dazzle the eye? The answer is simple: the warm Japan current, striking Vancouver Island, is deflected northward, and carries to the Land of the Midnight Sun the same delightful humidity that the Pacific Coast knows. But in winter, inland over the White Pass, how cold it can be!

Alaska is a land of gold, of flowers, of black fox farms, of salmon, of Indians, of curious Indian totem poles. It is a land of magnificent scenery. The journey there, by steamer, is one of nearly a thousand miles, through scenery of a character unknown elsewhere on this continent. For four days the steamer threads a long, almost land-locked channel, known as the "Inside Passage," winding through mountain-hemmed fiord-like waterways as through a fairyland, with wooded islands, tremendous glacier-clad peaks, fascinating Alaskan towns and queer old settlements as continuous episodes. No water-journey in America, either in beauty or in romantic appeal, can quite compare with this trip to Alaska.

The final contrast one meets is in transportation. For the Chilkoot Pass has been superseded by the comfortable railway journey over the White Pass, and the extraordinary, haphazard and overcrowded steamer experiences of the early days have been superseded by the magnificent service provided by the Canadian Pacific "Princess" steamers.

Northward Ho!

VANCOUVER, largest port on the Pacific Coast of Canada, is a beautiful city situated upon an almost land-locked harbor. With important lumbering, mining, manufacturing and trading interests, and with a huge overseas business with the Orient, it is also a delightful summer city, with all kinds of outdoor recreation.

Victoria, at the south end of Vancouver Island, across the Juan de Fuca strait, is the capital of British Columbia; and the imposing Parliament Buildings that front the inner harbor are of the finest in America. Victoria is a charming city of beautiful homes and lovely gardens, and is a favorite summer and winter resort.

Seattle, on Puget Sound, is one of the most progressive cities of the Pacific North-West.

Leaving Vancouver THE VOYAGE to Alaska can be divided into two parts. From Vancouver to Ketchikan the journey is mostly through narrow channels, with steep shores heavily timbered to the water's edge. The second part, from Ketchikan to Skagway, is through wider stretches of water, with glaciers, waterfalls and rugged mountains on either side, and richly colored with the purple twilights of Alaska.

The Princess steamship slips away from Vancouver on its four-day northbound trip at 9.00 o'clock at night, when the long

(*Continued on Page Four*)

RAIL CONNECTIONS

The quickest and most picturesque route to Vancouver from the East is by Canadian Pacific, through the Canadian Pacific Rockies, six hundred miles of the most magnificent mountain scenery in the world.

In summer, four through trains a day:—

The Trans-Canada Limited, from both Montreal and Toronto—an exclusive all-sleeping-compartment-observation car train.

The Imperial—from Montreal.

The Vancouver Express—from Toronto.

The Mountaineer—from Chicago, St. Paul and Minneapolis.

Victoria and Seattle are reached from Vancouver by the fast "Princess" steamships.

Clothing, Meals, Etc.

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 Canadian Pacific does not supply steamer rugs, but has arranged to carry on the steamships a limited supply of rugs, which will be rented to passengers for the round trip at a nominal charge. The company does not supply the regulation ocean liner deck-chair, but supplies comfortable camp chairs with backs, free of charge. Barbers, ladies' hairdressers and manicurists are carried on all steamers.

The meals provided on the "Princess" steamships are breakfast, lunch and dinner, with light refreshments served in addition in the dining saloon at night. While the steamship is in port at Skagway, meals and berth are not included in the passage money, but can be secured if the passenger prefers staying aboard.

Victrolas are carried, with a suitable supply of records, as well as a piano.

Baggage

Free allowance on Princess Steamers of 150 pounds on whole tickets, and 75 pounds on half tickets, will be granted, with the customary charge for excess weight.

Steamer trunks intended for use in staterooms must not exceed 14 inches in height.

Through passengers from eastern or southern points making the Alaska trip will be granted free storage at Canadian Pacific wharves at Vancouver, Victoria, or Seattle for thirty days, after which regular storage charges will accrue.

Customs

Baggage checked through from any United States point to any point in Alaska, or from any Canadian point to any point in the Yukon territory, or vice-versa, *and not required en route*, is not subject to Customs examination.

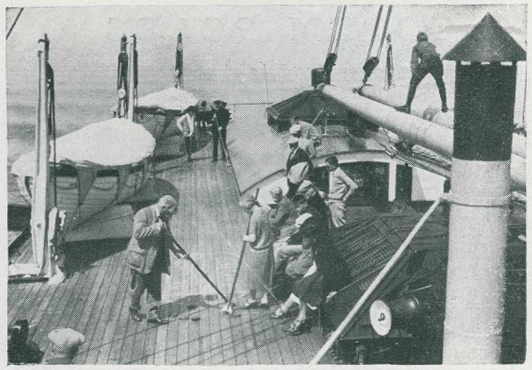
Hand baggage, or checked baggage required en route, *is subject to examination* northbound by the United States Customs at Ketchikan, and southbound by the Canadian Customs at Prince Rupert. Checked baggage, if desired, may be forwarded to destination in bond.

The baggage of passengers making the White Horse, Atlin or Dawson trips will also be examined by Canadian Customs on entering Yukon territory, and by the United States Customs on returning.

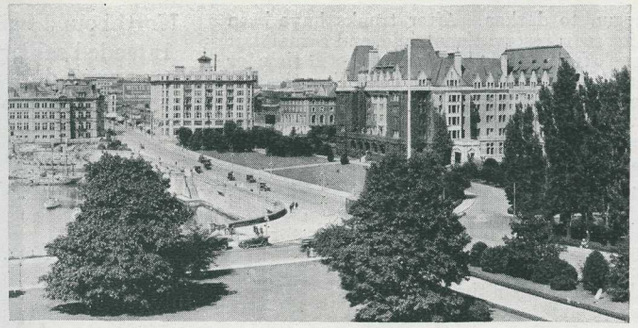
Times

Of arrival and departure at the various ports are posted on the bulletin board of the ships.

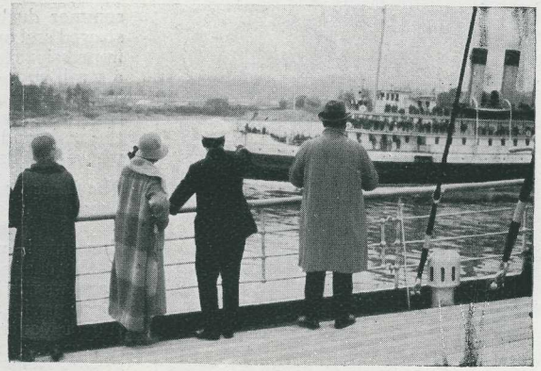
PRINCESS • • STEAMSHIPS • • TO • • ALASKA



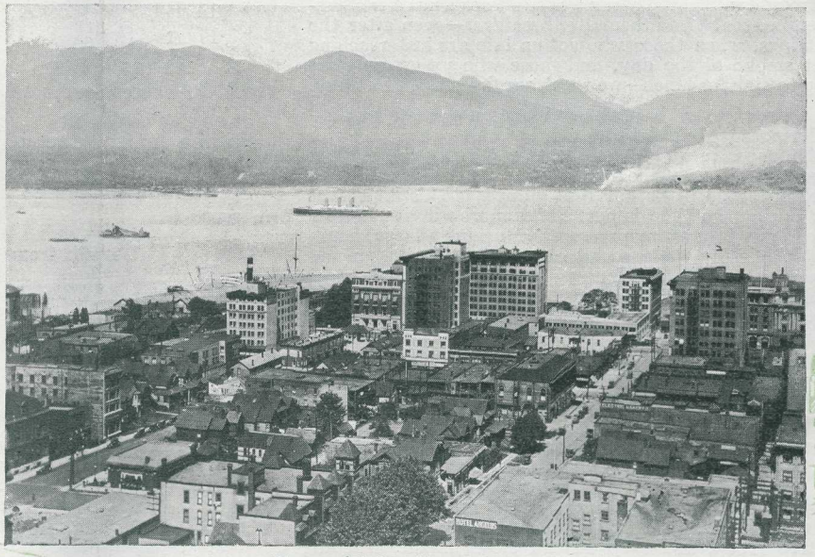
Shuffleboard on Deck.



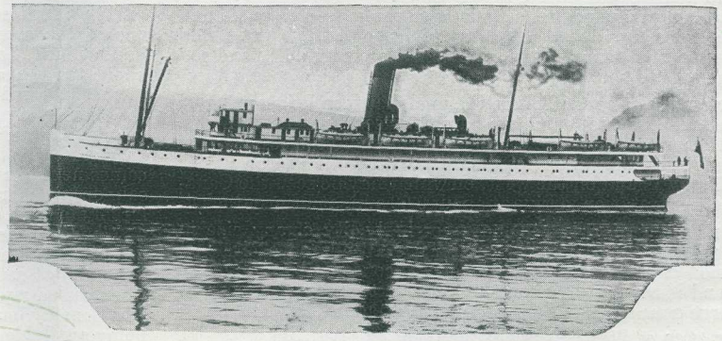
The Inner Harbor, Victoria.



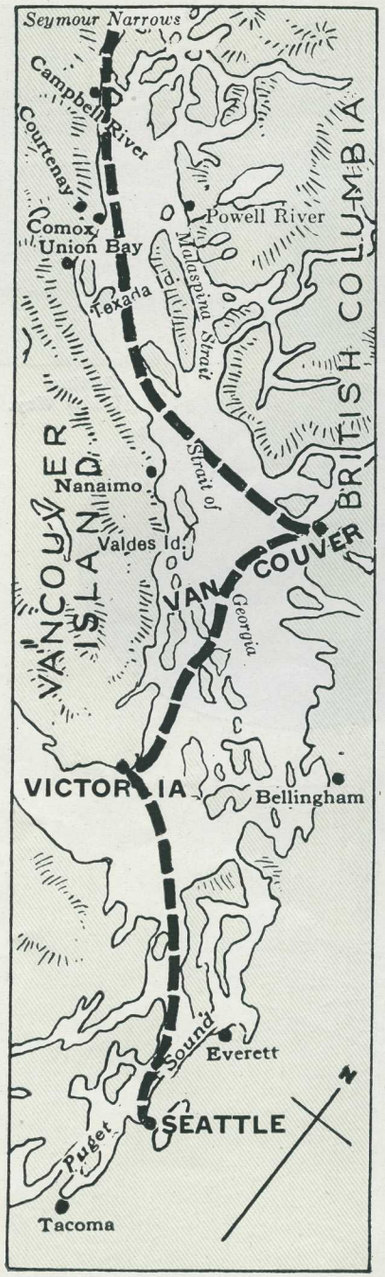
Getting Under Way.



Burrard Inlet, Vancouver.



The Princess Louise.



Leaving Vancouver

summer dusks have begun to darken. After trunks have been stowed and opened, dining room reservations made, and casual first impressions formed of one's fellow-travellers, there is still time for a stroll up and down deck before turning in. By this time the ship has left Burrard Inlet, passed Brockton Point, and has entered the Gulf of Georgia. On the right is still to be seen the dark bulk of the mainland; on the left, but invisible yet, is Vancouver Island, in whose lee the route is sheltered for over two hundred miles.

The First Day THE COURSE is south of long, narrow Texada Island and through Discovery Passage, between that island and Vancouver Island. The early risers—and they only!—will see Seymour Narrows, for this, the narrowest part of the channel, is passed about 6 a.m. Some day, perhaps, the Narrows will be bridged, but at certain times they are rather exciting to navigate, for the ebb and flow of the tides around the north end of Vancouver Island make the current rush through it like a mill-race. An hour or so later the ship passes through Johnstone Straits and Broughton Straits, along whose shores a number of logging camps can be seen. And then after breakfast—even after the last of all sittings, when those who got up late are just reaching for their first smoke of the day, and those who got up early are just beginning to sigh for lunch—we reach our first stop, Alert Bay.

Alert Bay ALERT BAY is a small village on a small island—Cormorant Island—situated so close to Vancouver Island that the maps are almost unable to make any distinction; but it is nevertheless one of the principal salmon canneries on the Coast. Here, in fact, will be our first glimpse of this important industry, and during the time in port the canneries invite visitors to inspect the highly interesting processes of turning a large, handsome salmon into shiny little round cans. Alert Bay is an old settlement, with a considerable Indian population; and here, too, we make our first contact with another object typical of the Northland—the totem pole. (See "*Totem Poles.*") The Indian cemetery, with some modern poles, is well worth the short stroll to see it; but it is to be regretted, somewhat, that the gigantic poles that until recently stood close to the wharf, and which were some of the most notable of their kind on the whole Pacific Coast, have now been sold by the Indians, principally to Stanley Park, Vancouver.

Queen Charlotte Sound AFTER LUNCH WE leave the shelter of Vancouver Island, reaching Queen Charlotte Sound—with its short experience of open Pacific Ocean. From Cape Scott, on Vancouver Island, to Cape St. James, at the southern end of the Queen Charlotte Islands, is about 150 miles; but we bear away from that wild and rather primitive group, and keep instead close inland, reaching Calvert Island in three hours—the longest of the three times we shall see the wide horizon of the open Pacific Ocean during the entire trip.

Passing through Lama Passage, Bella Bella is on the left—a very old and practically deserted Indian village. At 10 at night, or so, we enter Old Ocean again, this time at Milbank Sound, but only for ten miles; "and so" (as Samuel Pepys says) "to bed."

The Second Day ENTERING THE Tolmie Channel, between Princess Royal Island and the mainland, we pass Swanson Bay in the night, and then enter Grenville Channel, in the shelter of 60-mile-long Pitt Island. At about breakfast time we pass the mouth of the Skeena River, and shortly, with Digby Island on the west, on which may be seen the Canadian Government wireless station, arrive at about 9.00 a.m. at Prince Rupert.

Prince Rupert PRINCE RUPERT is the most northerly city of any size in Canada, with a population of about 7,000. Built on a circle of hills formed of very hard rock, the city is considerably above the level of the wharf and is reached by a long staircase. It is a very important fishing centre. Large quantities of fish, particularly halibut, are now being

(*The description of Prince Rupert is continued on Page Six*)

Northbound Sailings

Intended sailings from Vancouver during the summer season of 1926 are:

June	5 A	July	21 C
"	12 B	"	24 B
"	16 A	"	28 A
"	23 B	"	31 C
"	26 A	Aug.	4 B
"	30 C	"	7 A
July	3 B	"	14 B
"	7 A	"	18 A
"	10 C	"	25 B
"	14 B	"	28 A
"	17 A	Sept.	4 B

A Princess Louise
B Princess Charlotte
C Princess Alice

Sailing hour, Vancouver—9 p.m.

Southbound Sailings on page 6.

Steamship also sails from Victoria at 11 p.m. on night previous to date mentioned.

Seattle connection—leave Seattle 9.00 a.m. of sailing day, or 11.30 p.m. previous night. Arrive Skagway—4 days later, a.m.

TOTEM POLES

The totem poles of the Indians of British Columbia constitute one of the most striking features of the whole north-west coast. These long shafts, irregularly planted on the sea shore among smoke and feast houses, convey impressions from a strange world. The rugged peaks and wooden gorges beyond, with their ever-changing shades of dark greens and soft blues, provide a unique setting for them. And the squat mongolian features of the Indians themselves carry one's imagination beyond the American frontiers into the mysterious realms of Asia.

These remarkable carvings should not be mistaken for idols or deities. They were never worshipped. But they are pictorial records of history and mythology, as the Indians understood them. Some of them represent the Raven, the Eagle, the Killer-whale and the Wolf, which are the emblems of the largest families in the nation. The Bear, the Frog, the Sea-Lion, the Beaver, the Thunder-bird, and many others, are known as the crests of phratries. So far we have to do only with coats-of-arms or a system of native heraldry.

Other characters more easily within the knowledge of all are occasionally introduced among these figures, which are understood through the medium of myths and tales of the past. These are, the ancestors of the owners, and often the "uncle" in whose honor the pole was erected after his death, by his nephew or legitimate successor. Battles and other noted events are also commemorated on poles. A man who wishes to ridicule a rival or discredit an insolvent debtor may represent him head downwards on whatever pole he may erect in a feast.

There were once many native artists of great repute, who were hired at large for carving poles, according to definite instructions furnished them. Large logs were hauled over long distances for the purpose. When the carving was finished, numerous guests assembled for the *potlatch* or feasts of commemoration. Lavish presents were made to the guests, whose function it was to remember the meaning of the figures on the poles and acknowledge the rights of the legitimate owners.

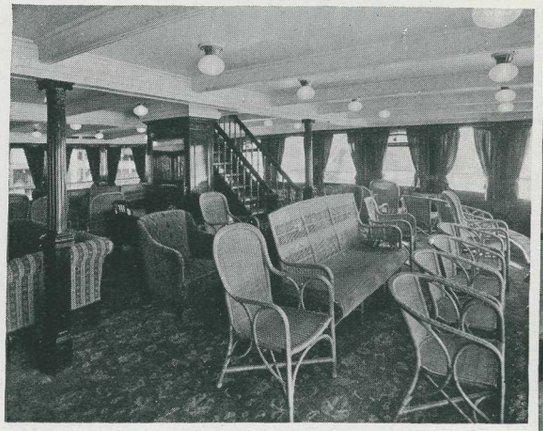
Salmon and Other Fisheries

The fisheries of the British Columbia and Alaska coasts now constitute one of the powerful industries of that region. They include salmon, halibut, cod, herring and to some extent whale. Salmon production is about ten times the product of all other fish, but the halibut catch is increasing rapidly.

About five varieties of salmon are found on this coast; but the sock-eye (or red salmon), the best-known commercial species, is practically the only variety in favor for canning purposes. The silver, or "coho," which comes next in market value and popularity, and the quinnat (or spring salmon), the largest and choicest variety of Pacific salmon, are marketed largely in fresh condition.

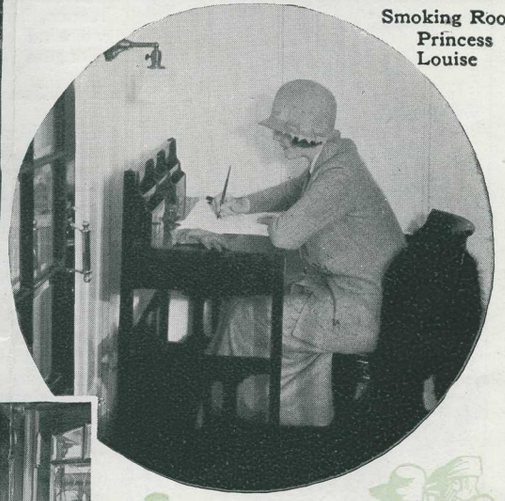
Canneries are established at numerous points on the coast. These are conducted on thoroughly modern and hygienic lines, and the work is done almost entirely by highly ingenious machinery which performs the work with a rapidity and a precision unobtainable in the days when work was done by hand. Halibut is shipped fresh, large cold storage facilities being available at several places, particularly at Prince Rupert.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA



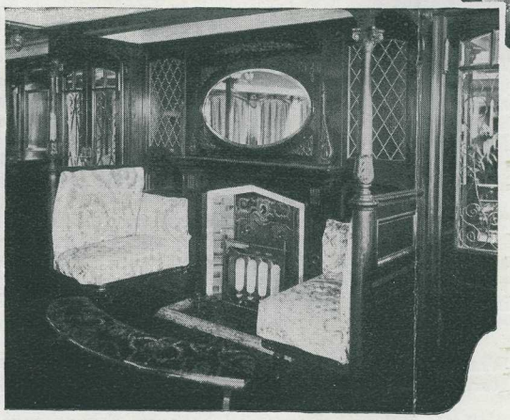
Observation Room
Princess
Louise

Smoking Room
Princess
Louise

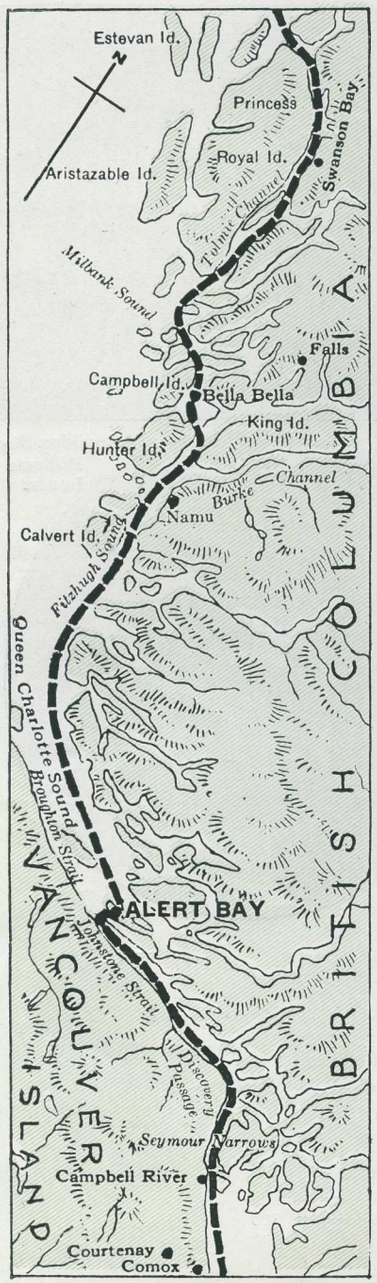


Space does not allow more than a few typical views of the public and stateroom accommodation on the Princess Steamships. (*Above*)—Dining Saloon, Princess Charlotte.

The Lounge,
Princess Louise.



A Corner of the Observation Room,
Princess Alice.



Alert Bay to Swanson Bay
(See page 4)

shipped from here to Eastern Canada and the United States. A big cold storage plant is located in the Upper Harbor, where the fish are unloaded and put into cold storage or iced, as the case may be, for shipment to the East.

Prince Rupert is the Pacific terminal of the Canadian National Railways, and has a very large floating dry dock, 600 feet long and capable of lifting vessels of 20,000 tons weight. The visitor will probably be interested, during his stay on shore, in the fur-stores of the city— the first sight he will obtain of the great fur industry of the Northland.

Entering Alaska SHORTLY AFTER leaving Prince Rupert, the old Indian village of Metlakatla is passed. Here is a very successful mission for the natives, founded by Father Duncan. About 30 minutes later, Port Simpson is passed—one of the oldest settlements in Northern British Columbia, with an old Hudson's Bay Company's post that has been a trading-centre with the Indians for about sixty years.

About three hours after leaving Prince Rupert, Green Island Lighthouse indicates our nearness to the international boundary line between Canada and Alaska (United States). Dixon's Entrance, last entrance of the open Pacific Ocean, is crossed, and we wind our way through Revilla Gigedo Channel—here called Tongass Narrows—to Ketchikan.

Ketchikan KETCHIKAN, southernmost town in Alaska, is situated on Revilla Gigedo Island. It might also be said to be now the most prosperous town in Alaska, for salmon and halibut have made it rich and given it large canneries and cold storage plants. It is also a mining centre for copper, gold, platinum, silver and lead, the well-known Salt Chuck platinum mines being within 30 miles. Ketchikan has a bustling air, with hotels, stores and banks.

The visitor will find interesting curio stores. There is also a pleasant walk to the waterfall (about 15 minutes), where in the late summer months thousands of salmon may be seen ascending the falls in the river on their way to the spawning banks. There are two splendid totem poles—the Chief Johnson totem, surmounted by Kajuk, a fabled bird of the mountain which amuses itself by throwing rocks at ground hogs, with below the Raven and the Frog Woman with her children, the Salmon; and the Kyan totem, surmounted by the Crane, followed by the Kyak, another legendary bird, and the Bear.

Third Day A DISTINCT CHANGE of scenery occurs from now on. The stretches of water become wide, and mountains rise on either side, with waterfalls tumbling down and glaciers crowning their crests. The steamer winds along Clarence Strait, with Prince of Wales Island on the west, and turning round between Etolin and Zarembo Islands, reaches Wrangell about 4 a.m., and leaves before breakfast time. We shall, however, have ample time to visit it on the southbound voyage.

Wrangell WRANGELL, situated on the island of the same name, is an old Russian settlement named after a former Russian governor of Alaska. Part of the Russian fort still remains, and there are also some very old totem poles near the wharf. Wrangell is at the mouth of the Stikine River, which, navigable for about 170 miles, is the entry point to the celebrated Cassiar big-game country. (*See "Sporting Attractions,"* page 10.)

Wrangell Narrows TWO HOURS AFTER leaving Wrangell the ship enters Wrangell Narrows, and for twenty miles proceeds at half speed through this narrow winding channel, of a remarkable beauty. Well marked with buoys and beacons, this passage between the wooded islands saves a long detour around Cape Decision, across a rough and open part of the Pacific Ocean.

(*The description of Wrangell Narrows is continued on Page Eight*)

Southbound Sailings

Intended Sailings from Skagway during the summer season of 1926 are:

June 10	A	July 26	C
" 17	B	" 29	B
" 21	A	Aug. 2	A
" 28	B	" 5	C
July 1	A	" 9	B
" 5	C	" 12	A
" 8	B	" 19	B
" 12	A	" 23	A
" 15	C	" 30	B
" 19	B	Sept. 2	A
" 22	A	" 9	B

A Princess Louise
B Princess Charlotte
C Princess Alice

Sailing Hour, Skagway —7.00 p.m.

(Alaska time, one hour slower than Pacific standard time.)

Arrive Vancouver—4 days later, a.m.
Arrive Victoria—4 days later, p.m.
Arrive Seattle—4 days later, evening.

INDIANS

The natives of the West Coast are strikingly different from other North American Indians; to many they are not Indians at all, but a race apart, whose characteristics are reminiscent of Asia. Their ancestors are indeed likely to have come to these shores over the Strait of Bering long ago, after earlier migration had already peopled most of the two American continents.

The name of "Siwash," ignorantly given them, is derived from the French *sauvage*. They really belong to more than five races, whose languages are totally different: the Salish, whose habitat once covered much territory around Victoria, Vancouver, and the main coast north and south—the Nootka, who dwell on the west coast of Vancouver Island, and their distant relatives the Kwakiutl, whose territories stretch northwards from Vancouver Island to a point near the Skeena River —the Tsimshian of the Skeena and Nass Rivers and the adjacent coast, near the present town of Prince Rupert—the Haidas of Queen Charlotte and Prince of Wales Islands—and the Tlingit of the Alaskan coast. Another race, whose name is Dene or Athapascan, inhabit much of the interior, beyond the boundaries of the above-named nations.

The west coast natives are essentially fisherfolk; they formerly secured their food wholly from the sea. It consisted of seals, whales, salmon, halibut, fish roe and *oolachen*, or candle fish. Their dug-out canoes stood to them as did the horse to the buffalo-hunting Indians of the prairies. Before the advent of Europeans they could hardly ever venture beyond their frontiers. War and daring raids were most common among them, for they were bold, venturesome and cruel. Even to this day they are fond of relating tales of adventures of the none-too-distant past.

They were not nomadic, as were their eastern neighbors, but each family claimed hunting grounds and territories within the national boundaries. They migrated to their hunting and fishing camps in the spring, and returned to their villages on the coast in the autumn.

Community life was active only in the winter—that is, during the *potlatch* season. The leaders then proceeded sternly to their business—the exchange of goods, the promotion of their children and nephews, and the various ceremonies that appertained to their social welfare and dutiful commemoration of the deeds of their ancestors. They were keen and thrifty, and their will unbending. Their numbers were formerly considerable, but they are now passing away like the other natives; and their culture has forever given way to that of invaders from the west and the east who are gradually driving them off the land.

Immigration Inspection

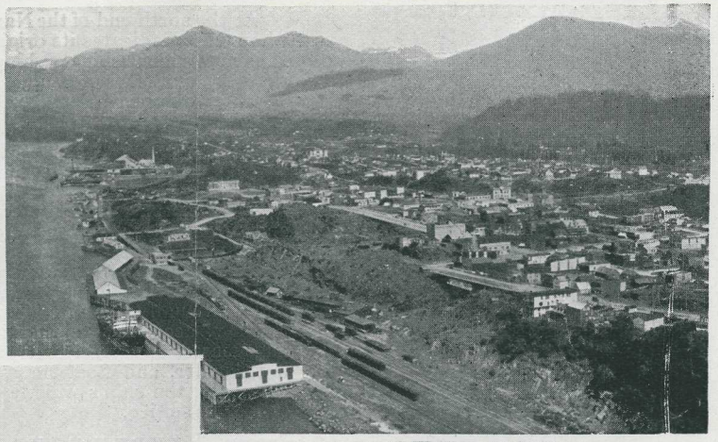
Passengers entering Alaska from Canada are required to pass United States Immigration Inspection at Ketchikan, the port of entry. So far as bona fide tourists are concerned, this inspection is not strict. Passengers will be asked by purser for certain information regarding age, place of residence, business,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

Passports are not necessary.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Wrangell

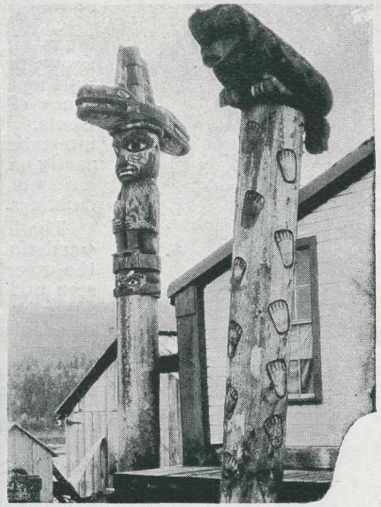
Hunting in Alaska affords many such trophies as the Mountain Sheep.



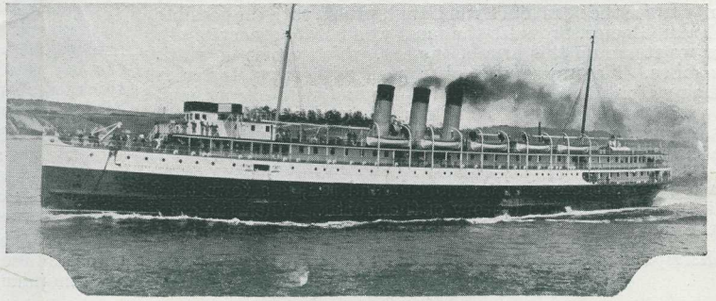
Prince Rupert
(Photo by Dept. of National Defence.

Totem Poles at Alert Bay.

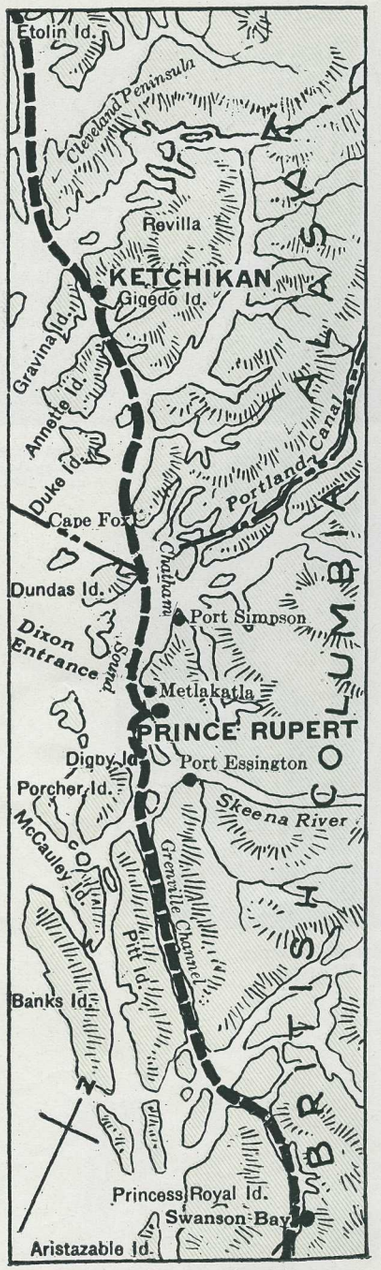
Ketchikan—first port of call in Alaska going north.



Very old Totems at Wrangell.



The Princess Charlotte.



Swanson Bay to Ketchikan
(See pages 4-6)

At the north end of the Narrows lies the old town of Petersburg, whose name indicates its origin in the days of the Russian regime. It is now a flourishing fishing centre. Kupreanof Island is on the west, and after crossing Frederick Sound and Cape Fanshaw, we enter Stephen's Passage.

Taku Glacier WE ARE NOW surrounded by the typical grandeur of Alaska. The Taku Glacier sends out hundreds of odd-shaped ice floes to meet us, as blue as indigo, floating by to melt gradually in warmer waters, as slowly the steamer approaches this famous sight. This glacier, a mile wide and 100 feet thick, extends for over 90 miles back over the mountains to join Llewellyn Glacier at the head of Atlin Lake (see page 14). It really is two glaciers, one—a mixture of brown, white, and blue colors—"dead" and receding, the other very much alive and continually moving forward. Showing all the colors of the rainbow, according to the time of day or position of the sun, huge masses of ice frequently break off into the sea, with deafening thunder, and float majestically away. Even the vibration caused by the ship's whistle will bring down great hundreds-of-tons pieces of ice.

Juneau THREE HOURS' steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau, which towers 3,500 feet almost perpendicularly above, near the mouth of the Taku River. Juneau, named after its French-Canadian founder, is the capital of Alaska, the residence of the Governor, and the seat of all government departments. With a population of nearly 4,000, it is a bright and interesting city, built (like so many of these coast settlements) partly on piles over the water, partly on bare rock, with modern hotels and stores, and many attractive residences and public buildings.

The Territorial Museum in the Arctic Brotherhood Hall has a wonderful collection of Alaska curiosities; on the floor below is the experimental salmon hatchery. Fine raw fur stocks can be seen at local dealers. Juneau has good roads and automobiles a-plenty; one particularly interesting ride is to the face of the Mendenhall Glacier (2½ hours return) or the Auk Lake (an hour longer). A short hike away is the Gold Creek Basin, the site of the first placer gold strike in Alaska, made by Joe Juneau and Richard Haines in the early 80's.

Alaska Gold WITHIN A SHORT distance from Juneau, but reached by launch, are Thane and Douglas, where, until some time after the Great War, three of the largest low-grade gold-crushing plants in the world were situated. Now only one remains, the Alaska Juneau, with a mining and milling capacity of about 9,000 tons of ore daily. On Douglas Island are the old buildings of the celebrated Treadwell Mine, flooded by a cave-in in 1917, and not operated since.

The Lynn Canal THE STEAMER leaves Juneau at midnight, and reaches Skagway about 9 a.m.; but on the southbound journey there is ample opportunity to see the beautiful Lynn Canal, which, with the possible exception of the Taku Glacier, provides the most wonderful scenery of all. For over 80 miles we steam up this arm of the sea, which varies in width from one to five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety surround us. Davidson Glacier is a huge ice wall seen on the west. Passing the town of Haines and Fort Seward, a U.S. military post, we suddenly turn a point and see Skagway ahead of us.

Skagway SKAGWAY, the end of the northbound run, is a town that 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

(The description of Skagway is continued on Page Ten)

Princess Steamships

Princess Louise
Princess Charlotte
Princess Alice

To Alaska by the Inside Passage, and back, is a two-thousand-mile nine-day journey from Vancouver, with six ports of call. To handle the tourist business, the Canadian Pacific operates during the summer months three of the finest of its well-known "Princess" steamships, which are large, modern vessels of the most comfortable sea-going type.

The Princess Louise is 330 feet long, with a passenger capacity of 260.

The Princess Charlotte is 330 ft. long, with a passenger capacity of 262.

The Princess Alice is 289 feet long, with a passenger capacity of 222.

These three ships are oil-burners, and are fitted with wireless telegraph.

MOUNTAINS

The mountains that fringe the Inside Passage to Alaska form practically one range throughout—the Coast Range. Leaving Vancouver, the mountains are, as a rule, higher on the mainland side than on Vancouver Island, averaging 3,000 to 4,000 feet in height; but towards Queen Charlotte Sound they tail off somewhat. From the other side of the Skeena River, and entering the long Alaskan "panhandle," the altitude increases again. From Juneau north to the White Pass the range is sometimes known as the Chilkoot Range.

The White Pass and Yukon Railway from Skagway (which is, of course, at sea level) to White House reaches its highest altitude at Log Cabin (2,916 feet). On the other side of the summit, the surface is, generally speaking, a huge plateau, broken by long spurs of mountains. Lake Bennett is 2,161 feet above sea level and Atlin Lake 2,200. Jubilee Mountain, at the north end of Lake Atlin, the highest in that district, is about 4,200 feet above the lake (6,380 feet above sea level).

In the extreme south-west corner of the Yukon Territory, where it tucks into Alaska, and lying on both sides of the international boundary, is an isolated, exceedingly lofty group of mountains known as the St. Elias Range. Mount Logan (19,539 feet) and Mount St. Elias (18,024 feet) are the highest, the former having been climbed in 1925 for the first time. They are, however, very inaccessible owing to lack of transportation thither. Mount McKinley, highest mountain on the American Continent (20,464 feet), lies in the National Park of that name about 400 miles west of this group.

Glaciers

Along or near the Inside Passage to Alaska, or round Atlin Lake, many magnificent glaciers are to be seen. The principal ones are:—

Taku Glacier (See next column)
Wright Glacier (beyond Taku, higher up the Taku River).
Norris Glacier, near Juneau.
Davidson Glacier, on the west side of Lynn Canal, just before reaching Haines.
Denver Glacier, about six miles north of Skagway and about 3 miles walk from the W.P. & Y.R.
Llewellyn Glacier, at the south end of Atlin Lake.
Muir and Brady Glaciers are on Glacier Bay, west from Lynn Canal over the height-of-land.

A glacier is, broadly speaking, an accumulation of ice, of sufficient size and weight to flow down from a snow-covered elevation. It is a river flowing from a lake, only the lake is of snow and the river of ice. The thickness of the ice will vary greatly—it may be, under favorable conditions, as much as 1,000 feet.

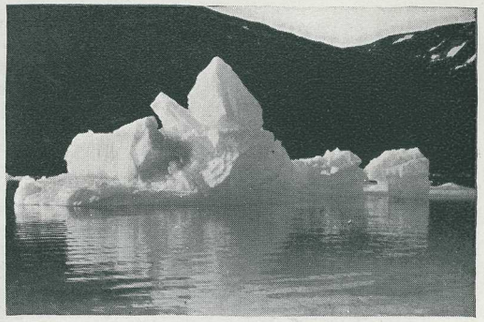
Glaciers frequently extend far below the snow line of the region. Exactly how a glacier moves has never been satisfactorily explained, but that it does move has been proved by observation and calculations; more than that, the stream at the centre of a glacier moves much faster than at the sides or bottom.

One of the most interesting characteristics of glaciers is the power to transport rocks and other heavy material over great distances. These are "moraines."

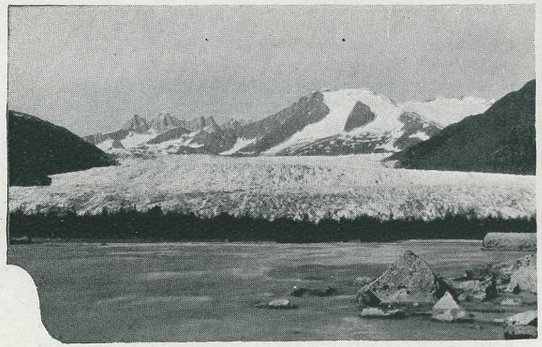
PRINCESS ◆ ◆ STEAMSHIPS ◆ ◆ TO ◆ ◆ ALASKA

Indians sell Curios.

An Alaskan Twilight—Juneau.



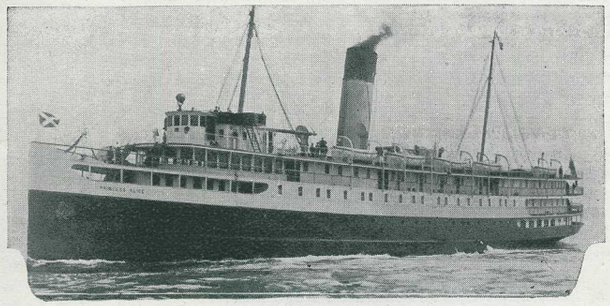
A Baby Iceberg, Taku Glacier.



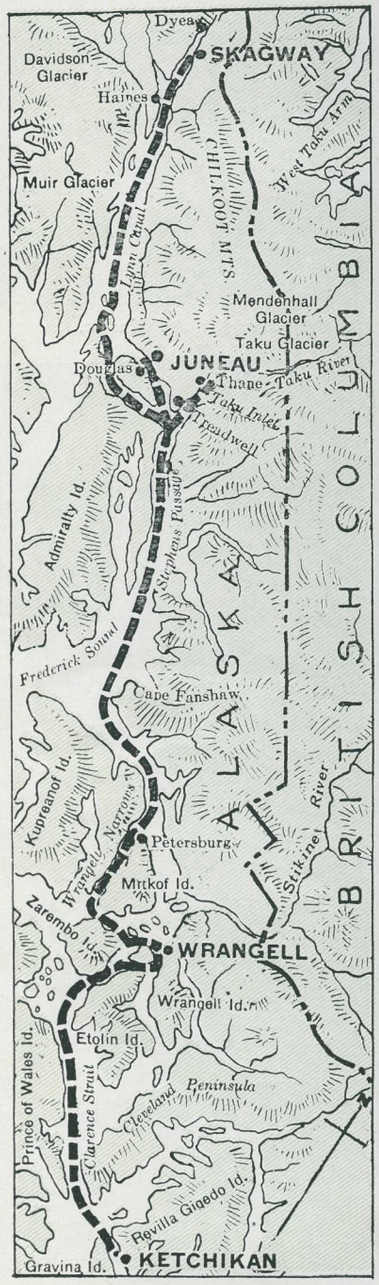
Mendenhall Glacier, near Juneau.

Taku Glacier—a mile wide and 90 miles long.

Juneau is the Capital of Alaska.



The Princess Alice.



Ketchikan to Skagway
(See page 8)

lies on the western branch of the Lynn Canal, and the trail inland led over the dangerous Chilkoot Pass; but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea, and in a day Skagway arose where before was chiefly swamp.

At the height of the gold rush, Skagway was one of the wildest, wickedest places on earth, chock full of the gambling-halls, dance-halls, saloons and other lurid temptations that nowadays can be seen nowhere else but in the "movies." Gangs of "bad men" terrorized the town, preying not only on the returning successful prospector but on the incoming "cheechako" as well. Skagway is not such an ancient town but that old-timers can regale you with stories of its celebrated characters, such as Soapy Smith or Frank Reid, whose graves nearby will initiate many reminiscences. But those days are over. Skagway is a model of propriety, with hotels, stores, and the peaceful air of ordinary business.

One of the marvels of Skagway—to those at least who have never considered Alaska as aught but perpetual winter—is its beautiful flower gardens. The background of mountains that enclose it like a cup offer many attractive outings, such as "hikes" along the Skagway River, to Fortune Bay, Smuggler's Cove, or the great Denver Glacier. There are fine launch trips available, and good fishing. The steamer lays over about 36 hours before starting on its southbound journey.

Inland from Skagway

INTERESTING THOUGH Skagway is, the shortest visit would be incomplete without a journey to the equally interesting and fascinating "inside." Such a journey, difficult as it was in the early days of the gold rush, can now be easily undertaken, for Skagway is the southern terminus of the rail line of the White Pass and Yukon Route. A comfortable train, with large-windowed observation cars, will carry one through the magnificent scenery of the White Pass into the Yukon Territory, connecting at Carcross and at White Horse with the commodious steamers of the same company.

For those who are returning south by the same "Princess" steamship, there are available the excursions to West Taku Arm or to White Horse. For those waiting over until the next steamship, there is the trip to Atlin Lake—where, indeed, many visitors linger much longer than such a brief visit. For those with more time, there is the wonderful trip from White Horse down the Yukon River to Dawson.

Over the White Pass THE RAIL JOURNEY is a most spectacular one. The salt tang of the sea is left behind, and the sweetness of lake and mountain air fills the nostrils. The scenery grows rugged and awe-inspiring. We climb steadily around gorges, along the brink of deep canyons, past roaring cataracts, and near dead cities to which cling memories of the trail of '98. Such names as "Dead Horse Gulch" and "Log Cabin" help vividly to recall those grim days.

At White Pass Summit—nearly 3,000 feet higher than Skagway in twenty miles!—we leave American territory, and the scarlet-coated Mounted Policeman greets us as we enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line. For a very short distance we travel through British Columbia, and then at Pennington cross into the Yukon Territory.

Lake Bennett On our left, Lake Bennett begins—a long, narrow body of water which the railway will follow for twenty-six miles. It is rather amazing to learn that Bennett, where a stop is made for lunch, and which consists merely of a station and its outbuildings, once had a population of several thousand, and teemed with life and excitement. For it was to this beautiful lake, bounded by old-rose color, that the "trail of '98" led. Those who had survived the epic hazards of the Pass camped on this lake, and

(*The description of Lake Bennett is continued on Page Twelve*)

Princess Steamships

The Princess Steamships on the Alaska run are fitted with every comfort and convenience for passengers.

Staterooms on the Princess Steamships are light, cosy and well-ventilated. They are not overcrowded, but designed to accommodate only two passengers per stateroom. On each ship there are a few "de luxe" rooms with private bathrooms, and also some with sofa berths.

The community rooms—dining room, observation room, lounges, smoking room, etc.—are bright, cheerful and charmingly furnished. The Princess Louise and Princess Charlotte have dance floors.

All ships have ample deck space for promenading, sports and lounging.

SPORTING

The "roof of the world" has been so richly endowed by nature with mighty snow-capped mountains, expansive inland seas, vast areas of trackless wilderness and lonely tundra, that it offers the sportsman a wonderful variety of hunting. In the interior country of Northern British Columbia and the Yukon Territory the giant moose, the stately caribou, the wary deer, savage silvertip grizzlies, mountain sheep, mountain goat and many other varieties roam at large.

More than a dozen varieties of bear are to be found in this mountainous domain, ranging from the huge polar bear and terrible kodiak down through the different species to the common black bear once found all over America. The different varieties are numerous, according to location, on the islands, along the coast, in the trackless forests, the mountain peaks and the ice floes.

The northern moose, the largest members of the deer family, are plentifully distributed throughout the greater part of this country. Magnificent trophies are brought out each season. Caribou, too, are abundant, and inhabit the treeless and tundra sections of the interior. Mountain sheep and goat are among the most prized game animals.

The fishing affords an interesting side line to a big game hunt, and the swift, rocky, tumbling rivers, well stocked with gamy fighting trout, and the mountain-rimmed lakes of unequalled beauty, all combine to make this a paradise for the sportsman.

While some of the more accessible localities are hunted each year, the main big game districts can at present be limited to five:

The Cassiar country, one of the finest and most celebrated sporting regions of this continent. Lying back of the coast range, it is reached from Wrangell, whence a regular launch service with sleeping accommodation is operated up the Stikine River to Telegraph Creek, B.C. (see page 6). From the head of navigation (165 miles) hunting grounds are reached by pack train. An alternative approach is via Atlin (see page 14) and thence by pack train.

The Kluahne country, reached by automobile from White Horse.

The McMillan and Pelly River districts, reached by Yukon River steamship to Yukon Crossing or Selkirk.

The Atlin Lake country.

The Teslin Lake country, about 40 miles east of Atlin Lake.

This company has prepared sportsmen's bulletins about the hunting possibilities of the above districts, with names of outfitters, etc. Write to the General Tourist Agent, Canadian Pacific Railway, Montreal, for a copy.

Books About the Northland

A great many interesting books can be obtained about Alaska and the Yukon. By all means, read some before you start. There are the well-known stories by Rex Beach—"The Spoilers," "The Barrier," and "The Silver Horde"; Jack London's famous "Call of the Wild," and many others; Elizabeth Robins" "Magnetic North" and "Come and Find Me"; James Oliver Curwood's "Alaskan"; Edison Marshall's "Seward's Folly"; and Service's "Trail of Ninety Eight."

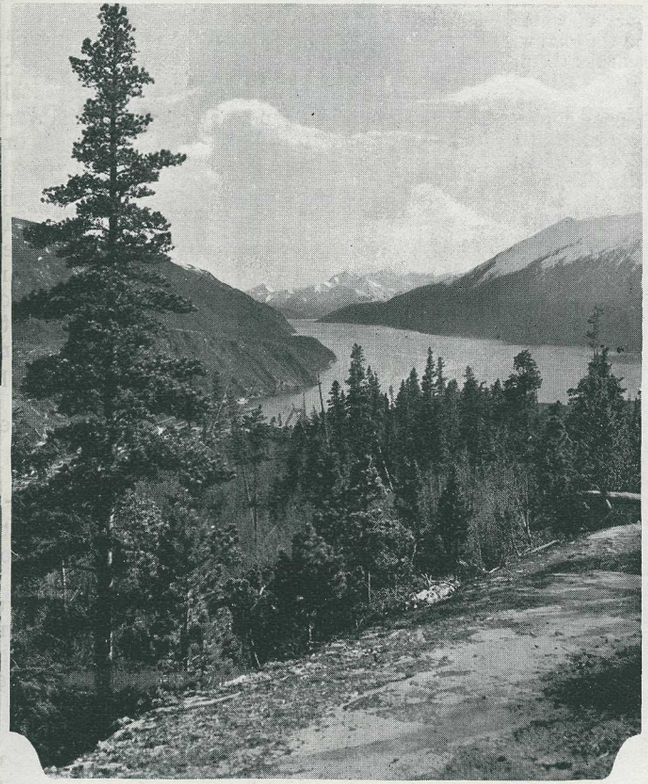
Robert W. Service's poems, "Songs of a Sourdough" and "Ballads of a Cheechako," are, we imagine, so well-known as hardly to need mention.

A good concise handbook is Rand McNally's "Guide to Alaska and the Yukon."

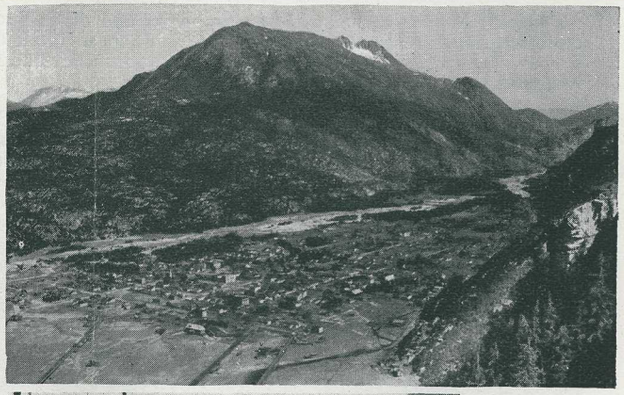
PRINCESS • • STEAMSHIPS • • TO • • ALASKA

White Pass and Yukon Route.

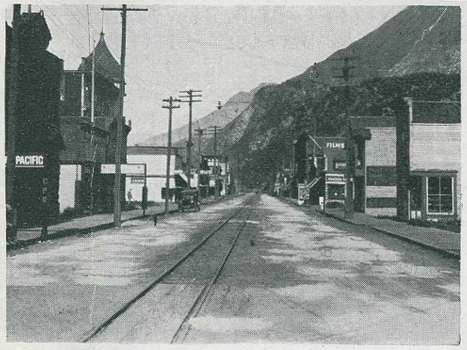
The Lynn Canal.



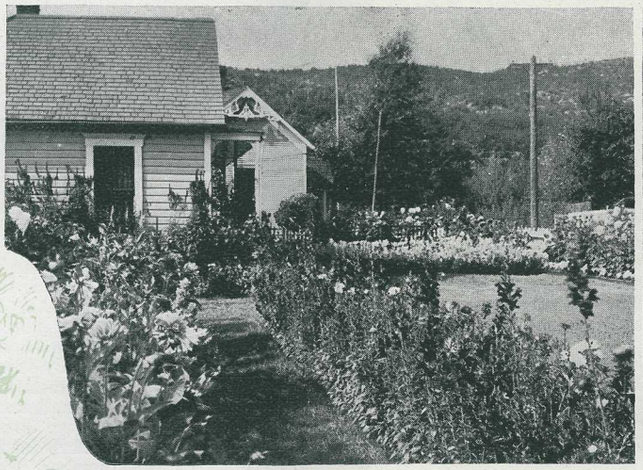
Looking down the Lynn Canal from Skagway.



Skagway.



Skagway's Main Street.



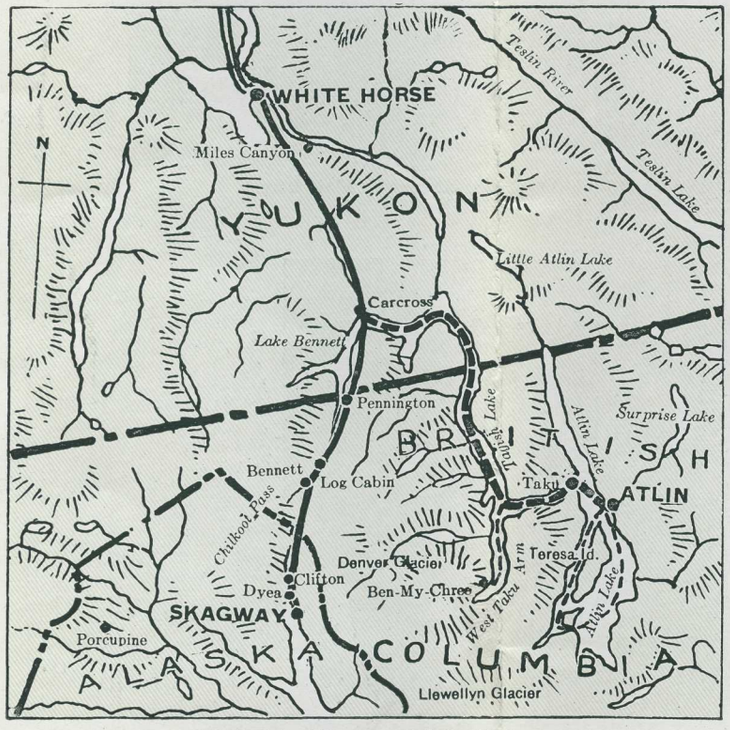
Skagway Flower Gardens are a Surprise.

A Hike to a Glacier.

whipsawed lumber to make the rafts, scows and other manner of water craft in which to reach the golden land of their hopes. Little did they know, of course, the perils of the White Horse Rapids; or if they had heard of them, little did they appreciate them.

Along the ever-winding shores of this blue Lake Bennett, looking out on a long mountain ridge, the railway runs, until the little town of Carcross is reached. There is an Indian school nearby, and interesting fox ranches; and in the cemetery are buried many of the discoverers of the Klondike.

White Horse LEWIS AND other little lakes are passed, and then Miles Canyon and White Horse Rapids. On still days, the roar of these rapids can be heard even in the town, about an hour's walk distant. As we stand on the brink of this famous gorge, no very highly colored imagination is necessary to conjure up pictures of the old days. We can imagine the bold adventurers in their frail craft nearing these death-dealing rapids, whose waters are thrown from side to side in a long serpentine series of twists, and which are so troubled that the water rides higher in the middle than at the sides. Down they came in their mad rush to the Klondike—not at intervals, but in a continuous procession that was (in the words of an eye-witness) like traffic on a city street. Some, becoming scared, jumped ashore as they saw their dangers, and watched from the high cliffs the agonies of their boats; but the majority stayed with their craft. And so few came through unpunished! Those who did wasted no time in going back to warn their competitors, but hurried on.



To White Horse and Atlin Lake

White Horse is a busy little town on the west bank of Fifty-Mile River (also known as the Lewes River and sometimes as the Upper Yukon). There is fairly good hotel accommodation to be obtained. Trips to the rapids and other points may be made by automobile over good roads. It is the terminus of the railway, and the point of departure for the steamer trip to Dawson.

To the Klondike THE JOURNEY from White Horse to Dawson and back, one that can be made in about a week, is the fitting climax to the trip "inside." White Horse is the present head of navigation on the Yukon waterway (the river in its upper reaches is really a system of tributaries), which empties into the sea at St. Michael, Alaska, over 2,000 miles distant. It is a constantly changing succession of pictures—rolling hills, sometimes bare, again heavily wooded, towering mountain ranges, awe-inspiring rapids, with now and then a quiet stretch of water between forested banks. Here and there is an occasional trading-post, or a mining camp—perhaps the ghost of a dead "bonanza"—or a hermit settlement where the steamer stops awhile to "wood-up."

The Cremation of Sam McGee LAKE LEBARGE, a beautiful widening of the stream (on whose shores, incidentally, occurred the episode that inspired Robert Service's celebrated poem about Sam McGee), Hootalinqua, Little Salmon, and Carmacks, with its coal mine, are some of the interesting places passed. The shooting of Five-Finger Rapids, and their postscript Rink Rapids, gives plenty of thrill to even the most jaded. At Yukon Crossing, the overland winter trail to Dawson, used when the river is frozen up, is passed, and then Fort Selkirk—an important trading-centre founded in 1898 as a militia post to guard gold shipments.

The mouths of mighty tributaries are passed, amongst them White River—the only large river that enters the Yukon from the west or south—and Stewart River, entrance to the new Mayo silver-lead camp 175 miles east. Smaller steamers ply the Stewart as far as Mayo, whence it is a case of "packing in." Swede Creek has a Government Experimental Agricultural Station, and then we are at Dawson. The trip from White Horse takes about two days—the return trip, owing to the current, about four days.

Dawson DAWSON, once the focus of the world's greatest gold rush, the headquarters of the whole Klondike region, is now hardly more than a shadow of its former glory. Mining operations are still in progress, but they are carried on under hydraulic and dredging conditions: the picturesque days of which one reads in Service and Jack London have departed. Gone with them are the highly colored, sensational chapters of Dawson's history, when the city was the rendezvous of outlaws as well as greed-crazed miners, when dance-halls, saloons and gambling places ran wide open for the full twenty-four hours. But to be able to recall that "them was the days" makes one a real old-timer, a sourdough—but not necessarily a more than middle-aged man.

Dawson is the administrative centre of the Yukon Territory, and the headquarters of a large detachment of that fine body of men the Mounted Police. It is beautifully situated on a bend of the Yukon River, up-to-date, well-built, with comfortable hotels, fine homes and pretty flower gardens.

(*Dawson is concluded on Page Fourteen*)

FOX FARMING

The day of the trapper in the Northland is passing, chiefly by reason of the decrease in the supply of fur of good quality; but fox farming is rapidly developing instead. With the exportation of live foxes practically forbidden by legislation, a number of farms have been started, and this industry is becoming an important one.

Foxes are popularly classified as red, black, blue and white. The black fox presents many color phases, ranging from clear black to extra pale silver. The Alaskan fox is one of the distinct branches of the black fox, but does not breed true to color with the native Canadian. The "patch" fox is obtained by crossing the red with the black, and the "cross" fox produced by mating together two distinct types of the black fox, such as the Alaskan and native Canadian. The blue fox will not cross with either the red or the black, and only occasionally with the white (or Arctic) fox.

Mink and seal furs are also produced in Alaska and the Yukon.

Historical Notes

The region now known as Alaska was first visited by white men in 1741, when two Russian officers, Captains Bering and Chirikov, explored the coast as far south as Dixon Entrance. Many traders and trappers followed them, and Kodiak Island was settled in 1784. Spanish expeditions in 1774-75 visited the south-eastern coast, and Captain Cook in 1778; but the first real charts were made by that intrepid navigator, Captain Vancouver, in 1793-94.

Owing to excesses committed by private traders, who robbed and massacred the Indians, Russia created in 1799 a semi-official corporation called the Russian-American Company. Alexander Baranov, a famous administrator, founded Sitka in 1804. The monopoly of this company ended in 1861, when Prince Matsukov, an imperial governor, was appointed. The United States had already made overtures for the purchase of "Russian America," and in 1867 the purchase was consummated for the price of $7,200,000.

But thus far the Northland had been considered only in terms of fisheries and the fur trade. The discovery of mineral wealth was made much more slowly, and it was not until the sensational finds of rich "placers" in the Klondike in 1896, which culminated in one of the most hectic gold rushes of modern times, that the attention of the world was riveted upon this feature. The Yukon Territory was constituted in 1898, and, with the subsequent discovery of gold at Nome in 1900, the mining industry has been stabilized. The Yukon River was explored by Russians as long ago as 1842, and in 1883 Lieutenant Frederick Schwatka crossed the Chilkoot Pass, descended the Lewes River to Fort Selkirk, and so down the river to the sea. The dangerous Chilkoot Pass was, however, abandoned by the "musher" for the newly discovered White Pass, soon after the Klondike strike.

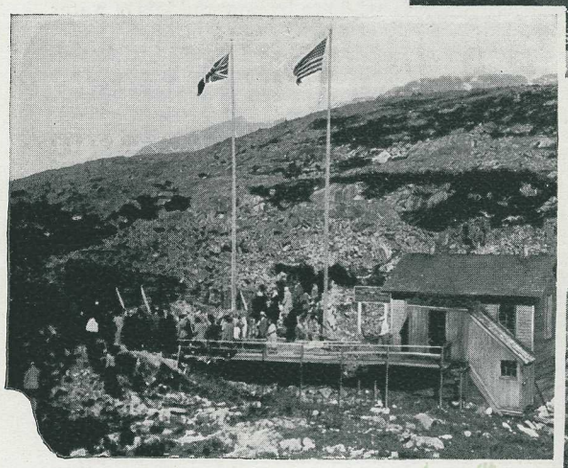
OVER • THE • WHITE • PASS • AND • YUKON • ROUTE

Carcross.

Lake Bennett.

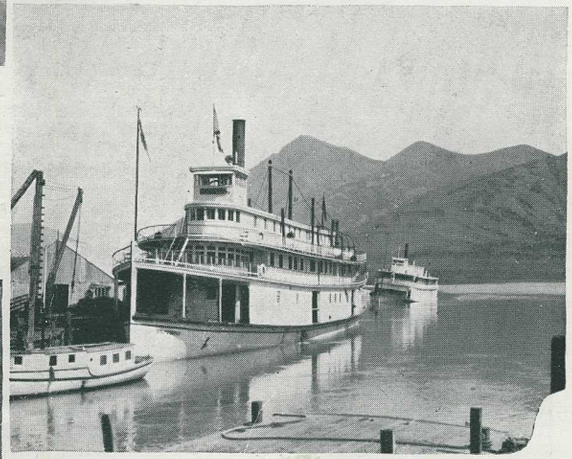
Miles Canyon, near Whitehorse.

A Silver Fox.

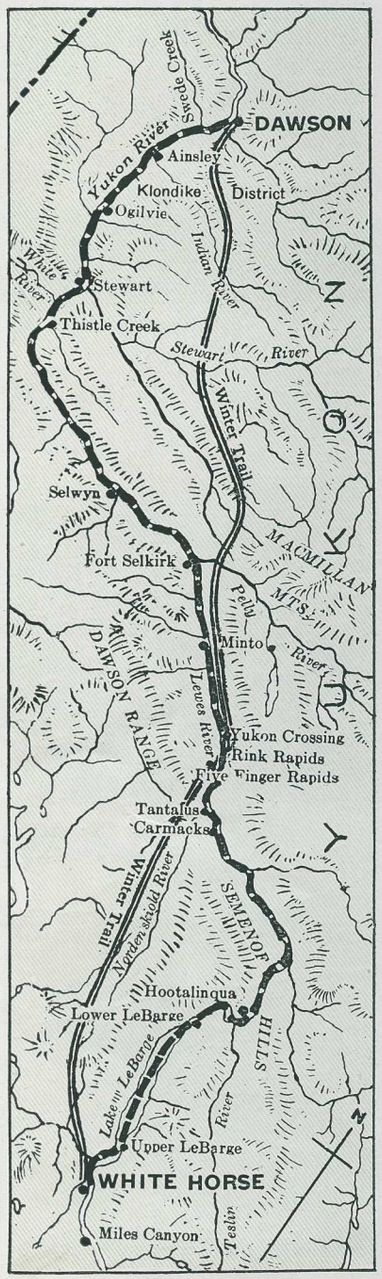


Boundary between Alaska and Canada.

A Ghost of Gold Rush Days —White Pass City.



Steamer "Tutshi" on Lake Tagish.



Down the Yukon River

Over good roads one can visit mining plants and old, played-out but famous bonanza claims. The Indian village of Moosehide, and the fox farms, are worth a visit; while the old cabin of Robert W. Service, the poet-laureate of the Northland, is the objective of many pilgrimages.

To Atlin TO ATLIN is another delightful excursion from Skagway, either as a side trip on the Dawson trip or as one in itself. The route is the same as before to Carcross, but here the commodious steamer "Tutshi" is taken, through a chain of sapphire lakes, mountain-girt and forest-guarded.

The steamer first crosses Lake Nares, and then through the narrows enters Tagish Lake, horse-shoe shaped and guarded by high peaks. Old mining towns and fox farms are seen along the way. Presently we turn into the Taku Arm of the lake, a beautiful sheet of water encompassed by the most inspiring scenery, and then into Taku Inlet as far as Taku Landing. Here, where a wonderful view may be obtained of Jubilee Mountain, to the north, a transfer is made across a three-mile neck of land by a very unique little train.

At the end of the portage we reach Lake Atlin, and board the twin-screw motorship "Tarahne" for a six-mile run to the little town of Atlin.

The Atlin Inn NEAR THE boat landing, and facing the lake, is the Atlin Inn, built and maintained especially for tourists by the White Pass and Yukon Route. From its windows a magnificent view may be obtained of the Atlin Mountains across Lake Atlin. The tourist will find the Atlin Inn very inviting, the cuisine and service excellent. A stay here for a day or so, or indeed for several weeks, will add greatly to the pleasure of the Atlin trip.

There is an indescribable tonic effect in the Atlin climate. Numerous side trips can be taken by automobile, steamer, launch or on foot to many points of interest. Amongst these are the placer gold mines, the fox farm, the Warm Springs, and the Indian Village; and wherever one goes, one will find a profusion of beautiful wild flowers in almost endless variety. Then, too, there are delightful walks along the shores. Atlin is the base of supplies for one of the richest hydraulic mining camps in British Columbia. Those who like fishing can try their luck at lake trout, whitefish, or the smaller but gamy grayling.

The Llewellyn Glacier THE PRINCIPAL event of the trip to Atlin is the afternoon excursion on the steamer "Tarahne." For about forty miles the boat winds its way through the narrow mountain-ribbed passages of the West Channel. The boat then passes out through Copper Island Narrows, and the return is made down the other side of these islands on Lake Atlin, where a magnificent view is obtained of the huge Llewellyn Glacier and the Coast Range.

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

To West Taku Arm ANOTHER BEAUTIFUL scenic trip is that to the West Taku Arm, which has been especially designed for passengers who are making the round trip from Vancouver to Skagway and back on the same steamship, and who cannot spare sufficient time to avail themselves of one of the other tours "inside." 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 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 Taku Glacier that the traveller saw before reaching Juneau

The route followed is the same as to Atlin, except that at Golden Gate, instead of turning into the Taku Inlet, the steamer continues a southerly course and then west, reaching West Taku Arm Landing and Ben-My-Chree homestead. Passengers sleep on board and reach Carcross in the morning, in time to catch the southbound train and their steamer.

GOLD MINING

As early as 1861 gold discoveries were made in the Stikine River, and from 1866 to 1887 scattered colorings were found at many places along or tributary to the Yukon River. The location of the first Klondike claim in August, 1896, was followed by a feverish and picturesque rush, the like of which the world has never seen before or since, and the mines in American territory were temporarily deserted. Nome, over 800 miles due west of Dawson, and situated not far from Bering Straits, was the scene of another great stampede in 1900.

The Yukon is a "placer" mining district: that is, the gold is found in alluvial deposits of mixed sand, gravel and clay, and is obtained by a system of "panning" or "sluicing." Frequently these deposits are along the hollows of river beds, but they are also found at higher altitudes, in terraces that formerly were the beds of streams that have changed their courses. In the latter case, instead of being worked in the creek or sluice, the gold deposits are first washed down by powerful jets of water projected by hose lines, and so into the sluices.

The Bonanza was the greatest of the Klondike creeks, and its tributary, the Eldorado Creek, the richest, probably surpassing any known placer deposit. The Klondike output reached its climax in 1900, with a production of $22,000,000, but has since then declined. The richest gravels were all worked out before 1910, and the production of the entire Yukon, including new deposits discovered, is now less than a million dollars a year.

Placer gold was discovered at Juneau in about 1880, but the present mines there are quartz mines—that is, the gold is found in rocks, which must be crushed. The quartz mines near Juneau are amongst the greatest stamp mills of the world. The new Engineer mine on Tagish Lake, near Atlin, is a quartz mine. Besides gold, silver mining is being developed in the Yukon, an outstanding example being the silver-lead mine at Keno, near Mayo, which to the end of 1923 had produced nearly $2,500,000 of silver and lead.

Distances

From	To	Hours	Nautical Miles
Vancouver	Alert Bay	14	183
Alert Bay	Prince Rupert	22	287
Prince Rupert	Ketchikan	8	81
Ketchikan	Wrangell	7	88
Wrangell	Juneau	11	131
Juneau	Skagway	8	88
			858
Seattle	Vancouver (direct)	8½	126
Victoria	Vancouver	4	72

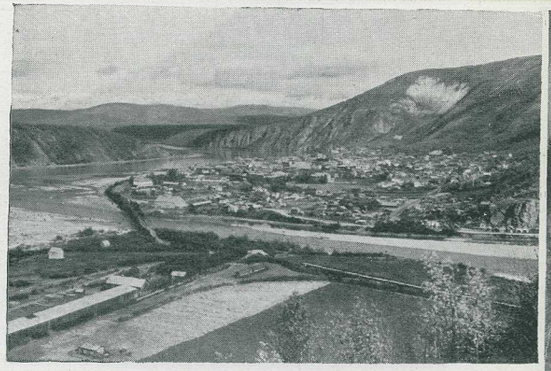
A nautical mile is equivalent to 1.15 statute miles.

		Statute Miles
Skagway	Atlin	150
Skagway	White Horse	110
White Horse	Dawson	460

The Midnight Sun

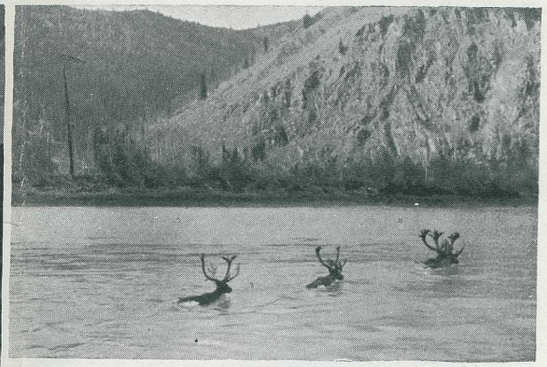
On the 21st of June, Dawson has 22 hours of sunshine and two hours of twilight. Approximately 114 days in the mid-summer months have no real night. On the contrary, the sun is out of sight from December 5th until January 6th, and December 21st has 18 hours of darkness and six of twilight. The Yukon River opens for navigation at Dawson about May 5th, and closes about October 30th.

OVER • THE • WHITE • PASS • AND • YUKON • ROUTE



Dawson, Capital of the Yukon.

The Five Finger Rapids *(Photograph by Hamacher.*



Caribou Swimming the Yukon River.

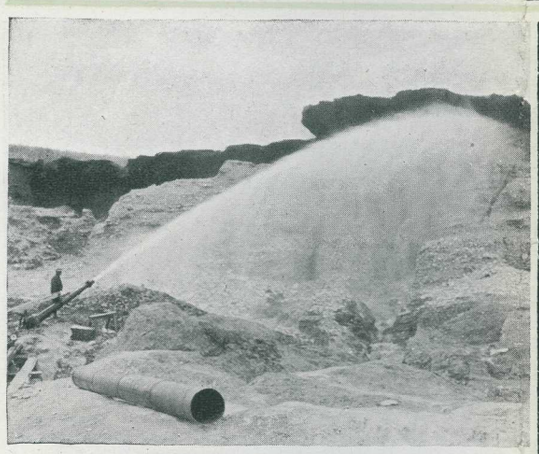
This was once a famous Dawson "dance hall."

A Northern Husky Dog.

Down the Yukon River to Dawson.

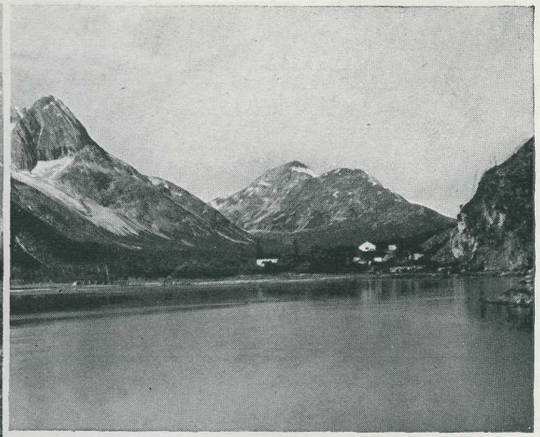
Here lived the celebrated Sam McGee.

OVER • THE • WHITE • PASS • AND • YUKON • ROUTE

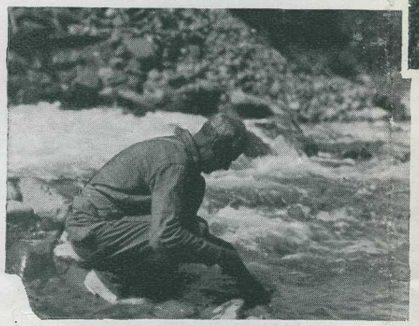


Gold Mining by Washing

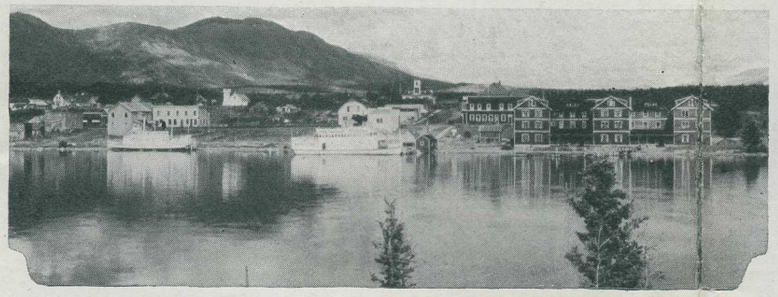
"Framing its image in her trembling heart"—Lake Atlin.
(Photograph by G. M. Taylor.)



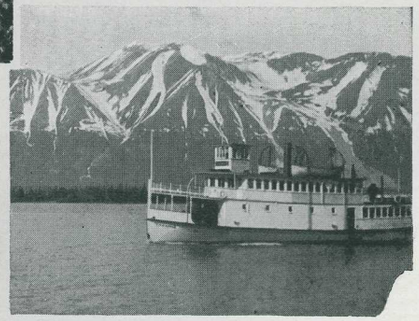
Ben-My-Chree



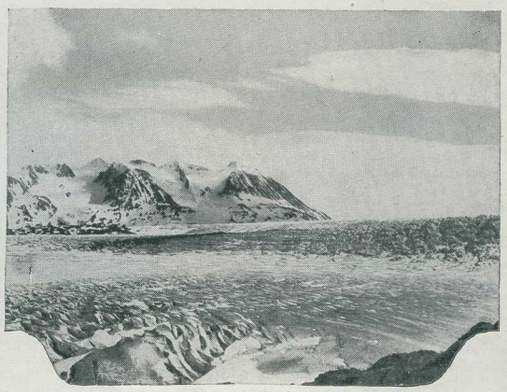
Panning Gold.



Atlin Inn—headquarters of this beautiful region.



A Cruise on Lake Atlin.



Seracs in Llewellyn Glacier.

CANADIAN PACIFIC AGENCIES
THROUGHOUT THE WORLD

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Cleveland.....Ohio—G. H. Griffin, Gen. Agt. Pass. Dept.....1010 Chester Ave.
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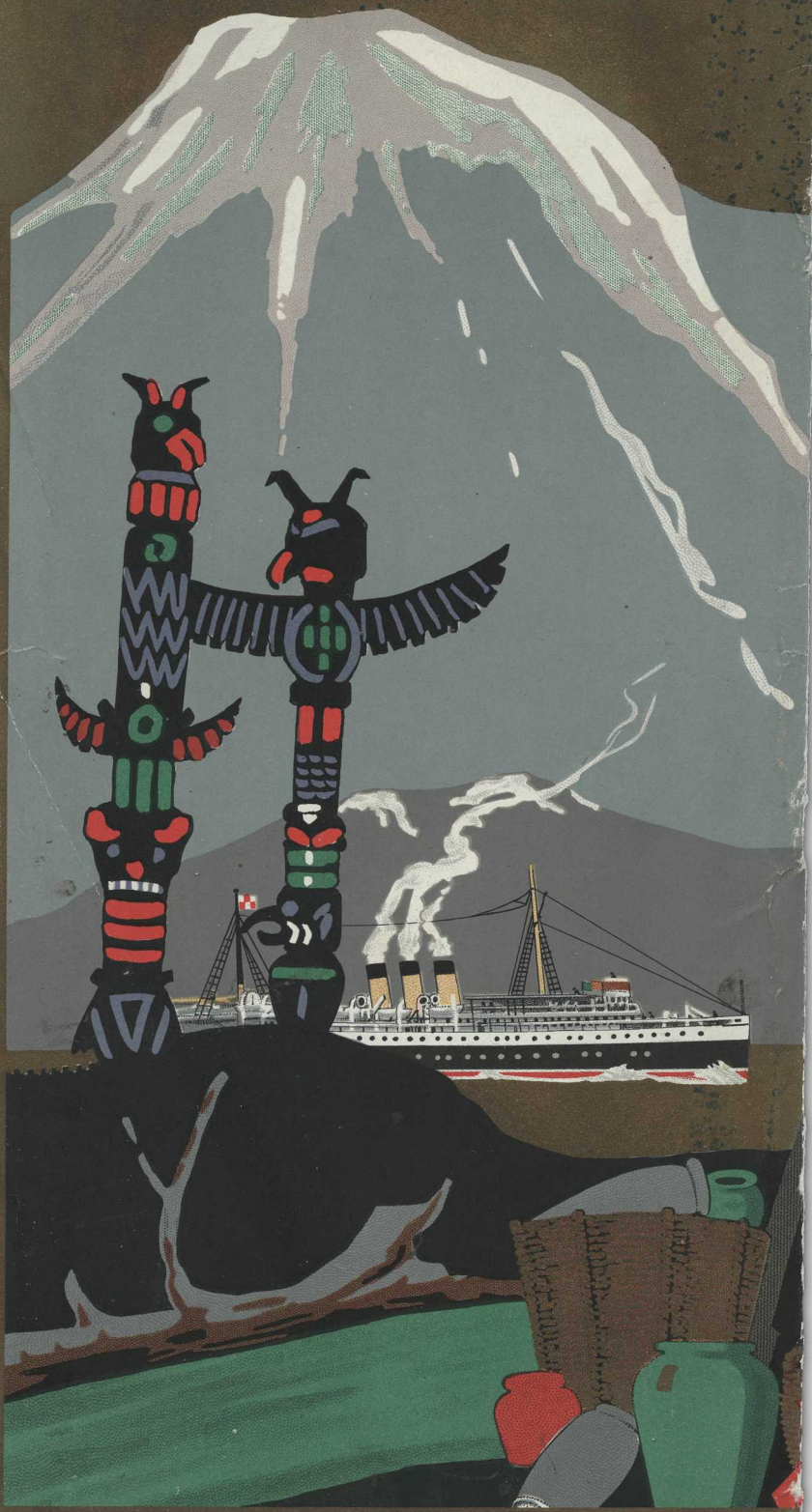
ALASKA



CANADIAN PACIFIC RAILWAY

Alaska

1927

Canadian Pacific

Canadian Pacific Hotels

ON THE PACIFIC COAST

Hotel Vancouver, Vancouver, B.C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European plan. One-half mile from station.

Empress Hotel, Victoria, B.C.

A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European plan. Facing wharf.

IN THE ROCKIES

Hotel Sicamous, Sicamous, B.C.

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. American plan. At station. Altitude 1,146 feet.

Emerald Lake Chalet, near Field, B.C.

A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. American plan. Seven miles from station. Altitude 4,262 feet.

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. European plan. 3½ miles from station by motor railway. Altitude 5,670 feet.

Banff Springs Hotels, Banff, Alberta

A magnificent hotel in the heart of the Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating and riding. Open May 15th to September 30th. European plan. 1½ miles from station. Altitude 4,625 feet.

THE PRAIRIES

Hotel Palliser, Calgary, Alberta

A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. European plan. At station.

Regina, Sask.

New Canadian Pacific Hotel (Open 1927)

Royal Alexandra Hotel, Winnipeg, Manitoba

A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. European plan. At station.

EASTERN CANADA

Place Viger Hotel, Montreal, Quebec	A charming hotel in Canada's largest city. Open all year.
Chateau Frontenac, Quebec, Quebec	A metropolitan hotel in the most historic city of North America. Open all year.
McAdam Hotel, McAdam, N.B.	A commercial and sportsman's hotel. Open all year.
The Algonquin, St. Andrews, N.B.	The social centre of Canada's most fashionable seashore summer resort. Open June 25th to September 7th.

HOTELS AND BUNGALOW CAMPS REACHED BY CANADIAN PACIFIC

Moraine Lake, Alta	*Moraine Lake Camp*
Banff-Windermere Automobile Highway	*Storm Mountain Bungalow Camp*
	Vermilion River Camp
	Radium Hot Springs Camp
Hector, B.C.	*Wapta Camp*
Hector, B.C.	*Lake O'Hara Camp*
Field, B.C.	*Yoho Valley Camp*
Lake Windermere, B.C.	*Lake Windermere Camp*
Penticton, B.C.	*Hotel Incola*
Cameron Lake, B.C.	*Cameron Lake Chalet*
Strathcona Lodge, B.C.	*Strathcona Lodge*
Kenora, Ont.	*Devil's Gap Camp*
Nipigon, Ont.	*Nipigon River Camp*
French River, Ont.	*French River Camp*
Digby, N.S.	*The Pines*
Kentville, N.S.	*Cornwallis Inn*

Photograph by G. M. Taylor. LAKE ATLIN

ALASKA

PRINTED IN U. S. A.—1927

IT CAME AS a whip to men's greed and a challenge to men's courage, that first ringing call of the Northland. Until then—about thirty years ago—Alaska was almost unknown, a white space on the map, scrawled shakily over "Come-and-find-me." That is, to most of the world; for the Northland had even then its pioneers, its prospectors, who had fished its teeming coasts, trapped its furs, started small towns, and panned the first coarse colorings of gold along its creeks. But outside of these sturdy old-timers, Alaska, with its side-partner, the Yukon, was hardly more than a geographical curiosity—a huge, unpopulated, unexplored, inhospitable block of land over three-quarters of a million square miles in size, forming the northern tip of the American continent. It had, as far as one could estimate then, no very remarkable resources or trading possibilities; on the contrary, it was apparently a land of perpetual winter, frozen permanently under solid snow and ice—in this and many other ways exactly resembling Russia, to which it had once belonged and from which, at the Bering Strait, it was so narrowly separated.

A pity, perhaps, that the first real revelation of a real Alaska—an Alaska different from all one's conceptions, and richer than Monte Cristo—should have come through that basest of motives, avarice. The discovery of gold in the Klondike in 1896, in such vast quantities as to astound humanity, let loose so much sensation that overnight the new bonanza became almost the most famous place on earth. That feverish stampede to the north (one does not have to be very middle-aged to remember it) was like nothing that had ever happened before, or that has ever happened since.

The Lure of Gold

BACK IN '98 someone took a photograph, which is still occasionally published, of an everyday scene in the Chilkoot Pass. Perhaps you've seen it; it shows, struggling over the steep, dangerous snow-clad wastes, a thin black streak nearly two miles long—a streak composed entirely of men, mushing "inside" to the Klondike, with nearly 600 miles travel ahead of them, and treading so close to one another in the narrow trail that they very nearly kicked the previous man's ankles. And this was an everyday scene—happening all the time.

They had their hardships, those early days, before the railway was built over the White Pass, and when cheechako and sourdough alike had to travel that arduous path over the Chilkoot and down the Yukon River. Greed pulled them forward; the crowd behind pressed them onwards; if they could not endure the strain they fell out and perished. There was no turning back. It was truly no place for weaklings, for one was beset not only by a hostile Nature, but also by the wickedness and depravity of mankind. The opportunities drew to the Northland some of the most lawless characters of the earth, and had it not been for the swift justice meted out by the Royal Northwest Mounted Police, it might have been true that

"There's never a law of God or men
Runs north of Fifty-three."

The Spell of the North

THE NORTHLAND put a spell on those who made its acquaintance then. It will put the same spell on us to-day. It is a land of mystery—a magnet that will always draw men and women, even though the lure of the gold is fainter now. It is still a land of romance, its atmosphere impregnated with memories of those sad, glad days when the century was just turning over. Gold has ceased to be its principal advantage—has, indeed, proved a false hope in those many ghost-like "cities" that parade their empty shells from Dyea to Nome; but there is equally the romance of to-morrow, the discovery of other and richer resources, the development of a vigorous, prosperous northern empire.

Alaska is a land of contrasts. Never was so mistaken an idea as that it is all winter. If it were, whence come the gorgeous, vivid flower gardens that one sees everywhere, such masses of color that they dazzle the eye? The answer is simple: the warm Japan current, striking Vancouver Island, is deflected northward, and carries to the Land of the Midnight Sun the same delightful humidity that the Pacific Coast knows. But in winter, inland over the White Pass, how cold it can be!

Alaska is a land of gold, of flowers, of black fox farms, of salmon, of Indians, of curious Indian totem poles. It is a land of magnificent scenery. The journey there, by steamer, is one of nearly a thousand miles, through scenery of a character unknown elsewhere on this continent. For four days the steamer threads a long, almost land-locked channel, known as the "Inside Passage," winding through mountain-hemmed fiord-like waterways as through a fairyland, with wooded islands, tremendous glacier-clad peaks, fascinating Alaskan towns and queer old settlements as continuous episodes. No water-journey in America, either in beauty or in romantic appeal, can quite compare with this trip to Alaska.

The final contrast one meets is in transportation. For the Chilkoot Pass has been superseded by the comfortable railway journey over the White Pass, and the extraordinary, haphazard and overcrowded steamer experiences of the early days have been superseded by the magnificent service provided by the Canadian Pacific "Princess" steamers.

Northward Ho!

VANCOUVER, largest port on the Pacific Coast of Canada, is a beautiful city situated upon an almost land-locked harbor. With important lumbering, mining, manufacturing and trading interests, and with a huge overseas business with the Orient, it is also a delightful summer city, with all kinds of outdoor recreation.

Victoria, at the south end of Vancouver Island, across the Juan de Fuca strait, is the capital of British Columbia; and the imposing Parliament Buildings that front the inner harbor are of the finest in America. Victoria is a charming city of beautiful homes and lovely gardens, and is a favorite summer and winter resort.

Seattle, on Puget Sound, is one of the most progressive cities of the Pacific North-West.

Leaving Vancouver THE VOYAGE to Alaska can be divided into two parts. From Vancouver to Ketchikan the journey is mostly through narrow channels, with steep shores heavily timbered to the water's edge. The second part, from Ketchikan to Skagway, is through wider stretches of water, with glaciers, waterfalls and rugged mountains on either side, and richly colored with the purple twilights of Alaska.

(*Continued on Page Four*)

Rail Connections

The quickest and most picturesque route to Vancouver from the East is by Canadian Pacific, through the Canadian Pacific Rockies, six hundred miles of the most magnificent mountain scenery in the world.

In summer, four through trains a day:—

The Trans-Canada Limited, from both Montreal and Toronto—an exclusive all-sleeping-compartment-observation car train.

The Imperial—from Montreal.

The Vancouver Express—from Toronto.

The Mountaineer—from Chicago, St. Paul and Minneapolis.

Victoria and Seattle are reached from Vancouver by the fast "Princess" steamships.

Clothing, Meals, Etc.

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 Canadian Pacific does not supply steamer rugs, but has arranged to carry on the steamships a limited supply of rugs, which will be rented to passengers for the round trip at a nominal charge. The company does not supply the regulation ocean liner deck-chair, but supplies comfortable camp chairs with backs, free of charge. Barbers, ladies' hairdressers and manicurists are carried on all steamers.

The meals provided on the "Princess" steamships are breakfast, lunch and dinner, with light refreshments served in addition in the dining saloon at night. While the steamship is in port at Skagway, meals and berth are not included in the passage money, but can be secured if the passenger prefers staying aboard.

Victrolas are carried, with a suitable supply of records, as well as a piano.

Baggage

Free allowance on "Princess" steamers of 150 pounds on whole tickets, and 75 pounds on half tickets, will be granted, with the customary charge for excess weight.

Steamer trunks intended for use in staterooms must not exceed 14 inches in height.

Through passengers from eastern or southern points making the Alaska trip will be granted free storage at Canadian Pacific wharves at Vancouver, Victoria, or Seattle for thirty days, after which regular storage charges will accrue.

Customs

Baggage checked through from any United States point to any point in Alaska, or from any Canadian point to any point in the Yukon territory, or vice-versa, *and not required en route*, is not subject to Customs examination.

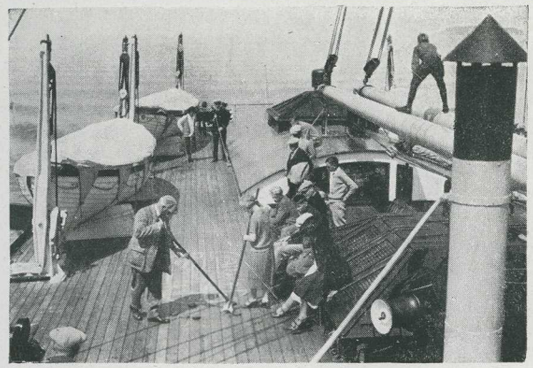
Hand baggage, or checked baggage required en route, *is subject to examination* northbound by the United States Customs at Ketchikan, and southbound by the Canadian Customs at Prince Rupert. Checked baggage, if desired, may be forwarded to destination in bond.

The baggage of passengers making the White Horse, Atlin or Dawson trips will also be examined by Canadian Customs on entering Yukon territory, and by the United States Customs on returning.

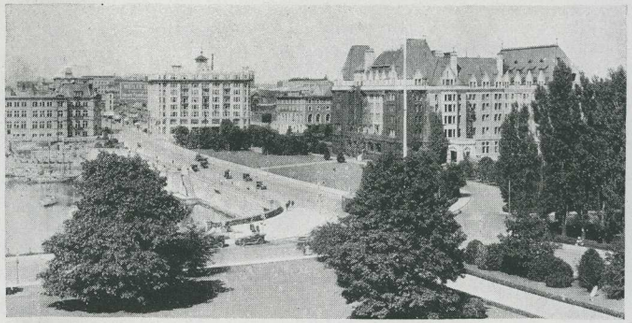
Times

Of arrival and departure at the various ports are posted on the bulletin board of the ships.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

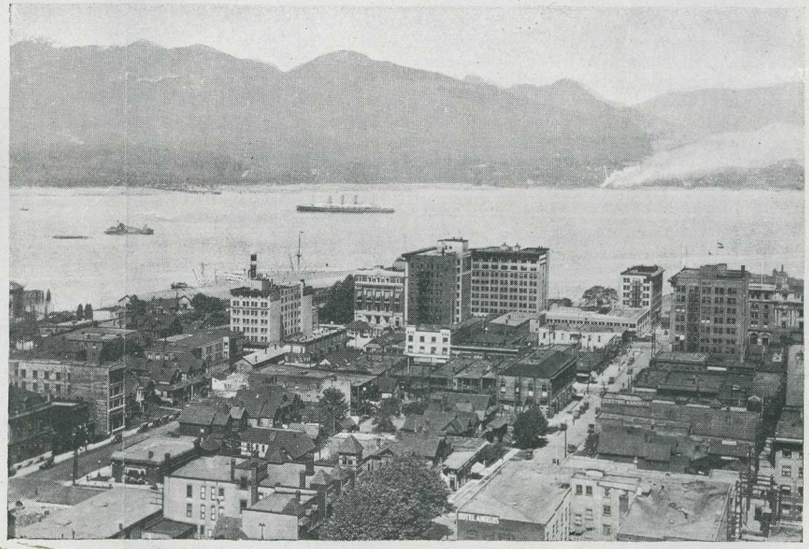


Shuffleboard on Deck.

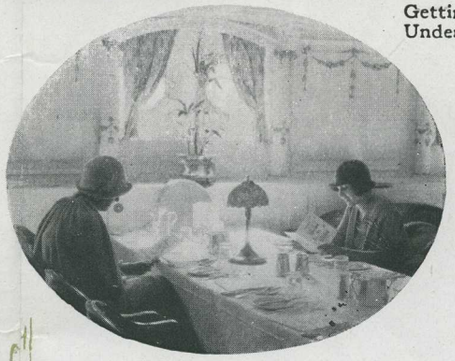


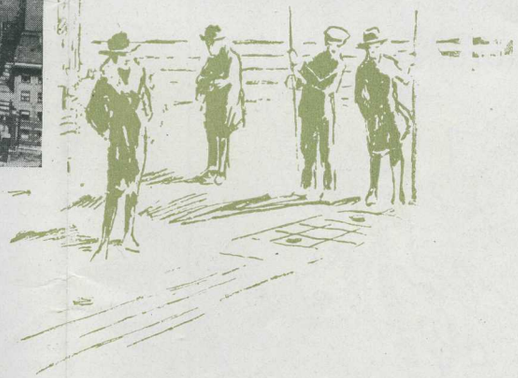
The Inner Harbor, Victoria.

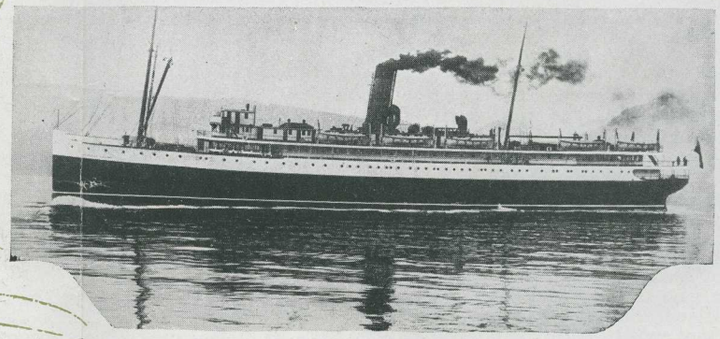
Getting Under Way.



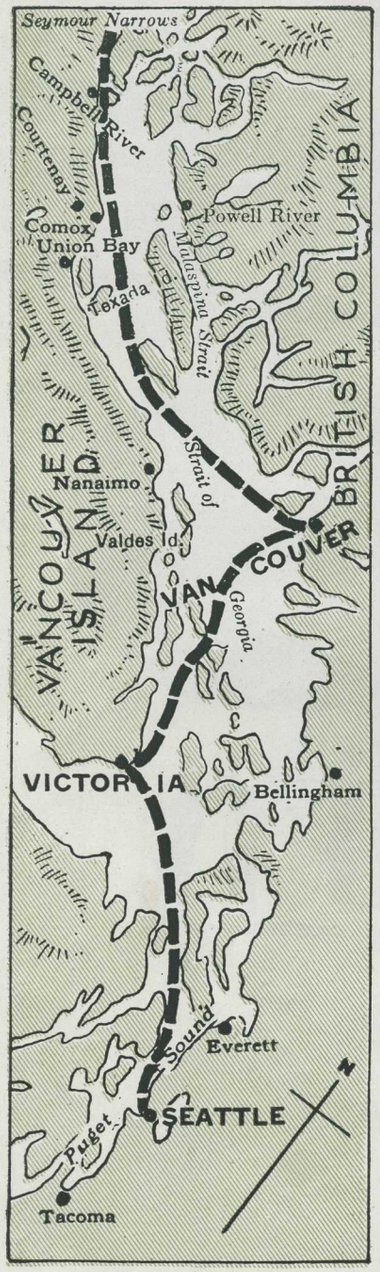
Burrard Inlet, Vancouver.







The Princess Louise.



Leaving Vancouver

The Princess steamship slips away from Vancouver on its four-day northbound trip at 9.00 o'clock at night, when the long summer dusks have begun to darken. After trunks have been stowed and opened, dining room reservations made, and casual first impressions formed of one's fellow-travellers, there is still time for a stroll up and down deck before turning in. By this time the ship has left Burrard Inlet, passed Brockton Point, and has entered the Gulf of Georgia. On the right is still to be seen the dark bulk of the mainland; on the left, but invisible yet, is Vancouver Island, in whose lee the route is sheltered for over two hundred miles.

The First Day THE COURSE is south of long, narrow Texada Island and through Discovery Passage, between that island and Vancouver Island. The early risers—and they only!—will see Seymour Narrows, for this, the narrowest part of the channel, is passed about 6.00 a.m. Some day, perhaps, the Narrows will be bridged, but at certain times they are rather exciting to navigate, for the ebb and flow of the tides around the north end of Vancouver Island make the current rush through it like a mill-race. An hour or so later the ship passes through Johnstone Straits and Broughton Straits, along whose shores a number of logging camps can be seen. And then after breakfast—even after the last of all sittings, when those who got up late are just reaching for their first smoke of the day, and those who got up early are just beginning to sigh for lunch—we reach our first stop, Alert Bay.

Alert Bay ALERT BAY is a small village on a small island—Cormorant Island—situated so close to Vancouver Island that the maps are almost unable to make any distinction; but it is nevertheless one of the principal salmon canneries on the Coast. Here, in fact, will be our first glimpse of this important industry, and during the time in port the canneries invite visitors to inspect the highly interesting processes of turning a large, handsome salmon into shiny little round cans. Alert Bay is an old settlement, with a considerable Indian population; and here, too, we make our first contact with another object typical of the Northland—the totem pole. (See "*Totem Poles.*") The Indian cemetery, with some modern poles, is well worth the short stroll to see it; but it is to be regretted, somewhat, that the gigantic poles that until recently stood close to the wharf, and which were some of the most notable of their kind on the whole Pacific Coast, have now been sold by the Indians, principally to Stanley Park, Vancouver.

Queen Charlotte Sound AFTER LUNCH WE leave the shelter of Vancouver Island, reaching Queen Charlotte Sound—with its short experience of open Pacific Ocean. From Cape Scott, on Vancouver Island, to Cape St. James, at the southern end of the Queen Charlotte Islands, is about 150 miles; but we bear away from that wild and rather primitive group, and keep instead close inland, reaching Calvert Island in three hours—the longest of the three times we shall see the wide horizon of the open Pacific Ocean during the entire trip.

Passing through Lama Passage, Bella Bella is on the left—a very old and practically deserted Indian village. At 10.00 at night, or so, we enter Old Ocean again, this time at Milbank Sound, but only for ten miles; "and so" (as Samuel Pepys says) "to bed."

The Second Day ENTERING THE Tolmie Channel, between Princess Royal Island and the mainland, we pass Swanson Bay in the night, and then enter Grenville Channel, in the shelter of 60-mile-long Pitt Island. At about breakfast time we pass the mouth of the Skeena River, and shortly, with Digby Island on the west, on which

(*Continued on Page Six*)

Northbound Sailings

Intended sailings from Vancouver during the summer season of 1927 are:

June	4 A	July	20 C
"	11 B	"	23 B
"	15 A	"	27 A
"	22 B	"	30 C
"	25 A	Aug.	3 B
"	29 C	"	6 A
July	2 B	"	13 B
"	6 A	"	17 A
"	9 C	"	24 B
"	13 B	"	27 A
"	16 A	Sept.	3 B

A Princess Louise
B Princess Charlotte
C Princess Alice

Sailing hour, Vancouver—9.00 p.m.

Southbound Sailings on page 6.

Steamship also sails from Victoria at 11.45 p.m. on night previous to date mentioned.

Seattle connection—leave Seattle 9.00 a.m. of sailing day, or 11.30 p.m. previous night. Arrive Skagway—4 days later, a.m.

Totem Poles

The totem poles of the Indians of British Columbia constitute one of the most striking features of the whole northwest coast. These long shafts, irregularly planted on the seashore among smoke and feast houses, convey impressions from a strange world. The rugged peaks and wooded gorges beyond, with their ever-changing shades of dark greens and soft blues, provide a unique setting for them. And the squat mongolian features of the Indians themselves carry one's imagination beyond the American frontiers into the mysterious realms of Asia.

These remarkable carvings should not be mistaken for idols or deities. They were never worshipped. But they are pictorial records of history and mythology, as the Indians understood them. Some of them represent the Raven, the Eagle, the Killer-whale and the Wolf, which are the emblems of the largest social groups in the nation. The Bear, the Frog, the Sea-Lion, the Beaver, the Thunderbird, and many others, are known as the crests of various clans. Here we have to do only with coats-of-arms or a system of native heraldry.

Other characters are occasionally introduced among these figures, which are understood through the medium of myths and tales of the past. These are the ancestors of the owners, and often the "uncle" in whose honor the pole was erected after his death, by his nephew or legitimate successor. Battles and other noted events are also commemorated on poles. A man who wishes to ridicule a rival or discredit an insolvent debtor may represent him head downwards on whatever pole he may erect in a feast.

There were once many native artists of great repute, who were hired at large for carving poles, according to definite instructions furnished them. Large logs were hauled over long distances for the purpose. When the carving was finished, numerous guests assembled for the *potlatch* or feast of commemoration. Lavish presents were made to the guests, whose function it was to remember the meaning of the figures on the poles and acknowledge the rights of the legitimate owners.

Salmon and Other Fisheries

The fisheries of the British Columbia coasts now constitute one of the powerful industries of that region. They include salmon, halibut, cod, herring and to some extent whale. Salmon production is about half the product of all other fish, but the halibut catch is of much importance, also herring.

About five varieties of salmon are found on this coast; but the sock-eye (or red salmon), the best-known commercial species, is in greatest favor for canning purposes. The silver, or "coho," which comes next in market value and popularity, and the quinnat (or spring salmon), the largest and choicest variety of Pacific salmon, are marketed fresh to a great extent; while the latter is also mild cured in salt.

Canneries are established at numerous points on the coast. These are conducted on thoroughly modern and hygienic lines, and the work is done almost entirely by highly ingenious machinery which performs the work with a rapidity and a precision unobtainable in the days when work was done by hand. Halibut is shipped fresh, large cold storage facilities being available at several places, particularly at Prince Rupert.

Indian Baskets

Basketry has become an important industry among the Indians of the Pacific Coast. This primitive and lowly art went neglected for many years, but now the market afforded by the fast increasing tourist travel has brought it to life again.

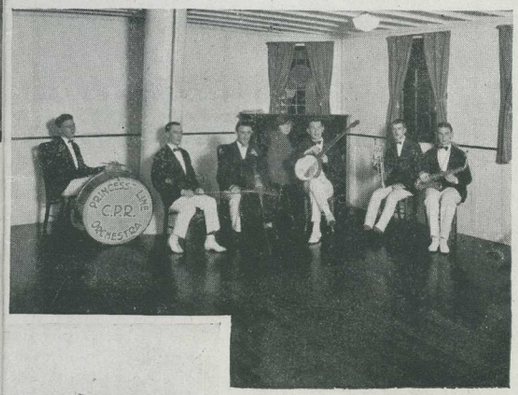
PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Dancing on Deck

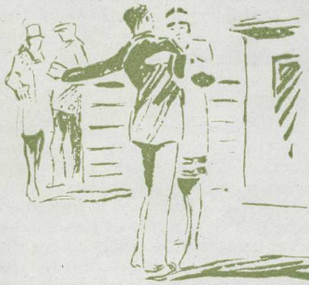
Alert Bay—the First Stop Going North

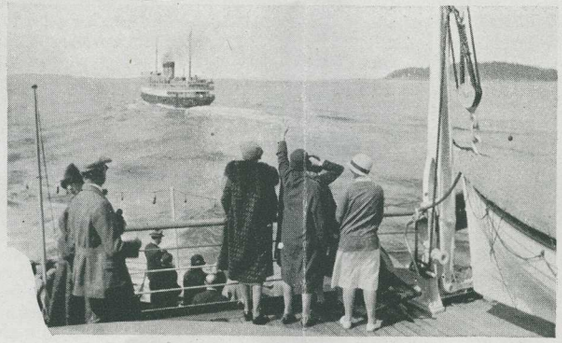
The Ever-changing Interest of the Deck Rail

Deck Sports

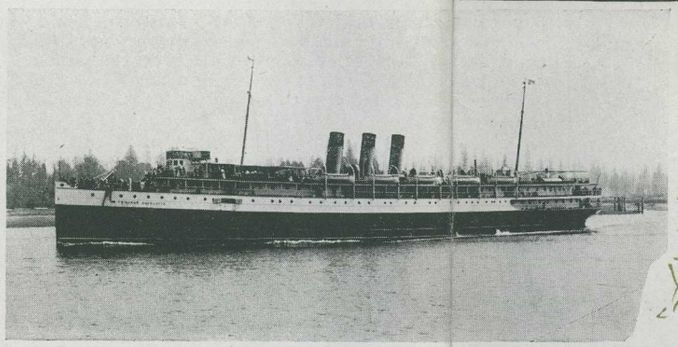


The Princess Charlotte
Jazz Orchestra

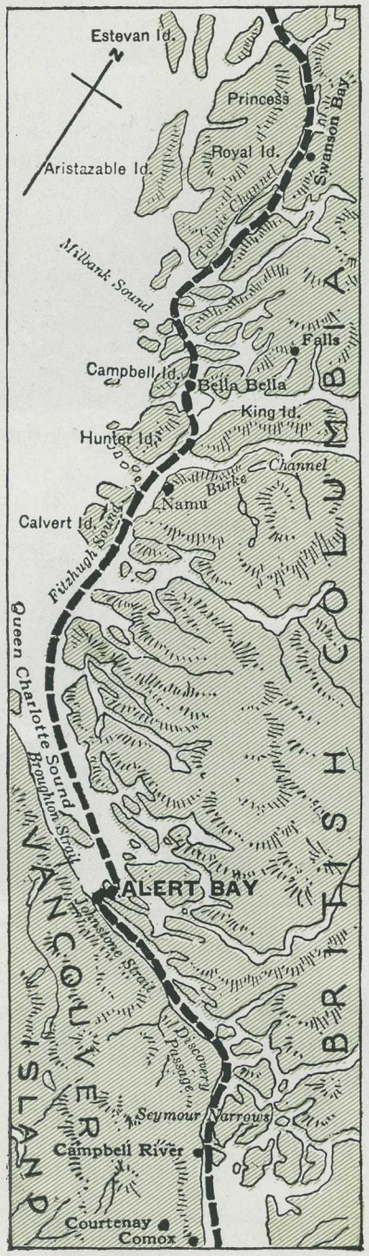




Ships that Pass in the—Day



The Princess Charlotte



Alert Bay to Swanson Bay
(See page 4)

may be seen the Canadian Government wireless station, arrive at about 9.00 a.m. at Prince Rupert.

Prince Rupert PRINCE RUPERT is the most northerly city of any size in Canada, with a population of about 7,000. Built on a circle of hills formed of very hard rock, the city is considerably above the level of the wharf and is reached by a long staircase. It is a very important fishing centre. Large quantities of fish, particularly halibut, are now being shipped from here to Eastern Canada and the United States. A big cold storage plant is located in the Upper Harbor, where the fish are unloaded and put into cold storage or iced, as the case may be, for shipment to the East.

Prince Rupert is the Pacific terminal of the Canadian National Railways, and has a very large floating dry dock, 600 feet long and capable of lifting vessels of 20,000 tons weight. The visitor will probably be interested, during his stay on shore, in the fur-stores of the city—the first sight he will obtain of the great fur industry of the Northland.

Entering Alaska SHORTLY AFTER leaving Prince Rupert, the old Indian village of Metlakatla is passed. Here is a very successful mission for the natives, founded by Father Duncan. About 30 minutes later, Port Simpson is passed—one of the oldest settlements in Northern British Columbia, with an old Hudson's Bay Company's post that has been a trading-centre with the Indians for about sixty years.

About three hours after leaving Prince Rupert, Green Island Lighthouse indicates our nearness to the international boundary line between Canada and Alaska (United States). Dixon's Entrance, last entrance of the open Pacific Ocean, is crossed, and we wind our way through Revilla Gigedo Channel—here called Tongass Narrows—to Ketchikan.

Ketchikan KETCHIKAN (an Indian word meaning "the town under the eagle") is the southernmost town in Alaska, situated on Revilla Gigedo Island. It might also be said to be now the most prosperous town in Alaska, for salmon and halibut have made it rich and given it large canneries and cold storage plants. It is also a mining centre for copper, gold, platinum, silver and lead, the well-known Salt Chuck platinum mines being within 30 miles. Ketchikan has a bustling air, with hotels, stores and banks. Originally an Indian fishing camp, it has several large canneries, and a great mosquito fleet of fishing vessels is continually bringing in fish from the sea.

The visitor will find interesting curio stores. There is also a pleasant walk to the waterfall in Ketchikan Creek (about 15 minutes), where in the late summer months thousands of salmon may be seen leaping and struggling through the rushing, foaming water on their way to the spawning banks. There are two splendid totem poles—the Chief Johnson totem, surmounted by Kajuk, a fabled bird of the mountain which amuses itself by throwing rocks at ground hogs, with below the Raven and the Frog Woman with her children, the Salmon; and the Kyan totem, surmounted by the Crane, followed by the Kyak, another legendary bird, and the Bear.

Third Day A DISTINCT CHANGE of scenery occurs from now on. The stretches of water become wide, and mountains rise on either side, with waterfalls tumbling down and glaciers crowning their crests. The steamer winds along Clarence Strait, with Prince of Wales Island on the west, and turning round between Etolin and Zarembo Islands,

(*Continued on Page Ten*)

Southbound Sailings

Intended Sailings from Skagway during the summer season of 1927 are:

June	9 A	July	25 C
"	16 B	"	28 B
"	20 A	Aug.	1 A
"	27 B	"	4 C
"	30 A	"	8 B
July	4 C	"	11 A
"	7 B	"	18 B
"	11 A	"	22 A
"	14 C	"	29 B
"	18 B	Sept.	1 A
"	21 A	"	8 B

A Princess Louise
B Princess Charlotte
C Princess Alice

Sailing Hour Skagway —7.00 p.m.
(Alaska time, one hour slower than Pacific Standard time.)

Arrive Vancouver—4 days later, a.m.
Arrive Victoria—4 days later, p.m.
Arrive Seattle—4 days later, evening.

Indians

The natives of the West Coast are strikingly different from other North American Indians; to many they are not Indians at all, but a race apart, whose characteristics are reminiscent of Asia. Their ancestors are indeed likely to have come to these shores across the sea or over the Strait of Bering long ago, after earlier migrations had already peopled most of the two American continents.

The name of "Siwash," ignorantly given them, is derived from the French *sauvage*. They really belong to more than five races, whose languages are totally different: the Salish, whose habitat once covered much territory around Victoria, Vancouver, and the main coast north and south—the Nootka, who dwell on the west coast of Vancouver Island, and their distant relatives the Kwakiutl, whose territories stretch northwards from Vancouver Island to a point near the Skeena River—the Tsimshian of the Skeena and Nass Rivers and the adjacent coast, near the present town of Prince Rupert—the Haidas of Queen Charlotte and Prince of Wales Islands—and the Tlingit of the Alaskan coast. Another race, whose name is Dene or Athapascan, inhabit much of the interior, beyond the boundaries of the above-named nations.

The west coast natives are essentially fisher folk; they formerly secured their food almost wholly from the sea. It consisted of seals, whales, salmon, halibut, fish roe and *oolachen*, or candle fish. Their dug-out canoes stood to them as did the horse to the buffalo-hunting Indians of the prairies a century ago. Before the advent of Europeans they could hardly ever venture beyond their frontiers. War and daring raids were most common among them, for they were bold, venturesome and cruel. Even to this day they are fond of relating tales of adventures of the none-too-distant past.

They were not nomadic, as were their eastern neighbors, but each family claimed hunting grounds and territories within the national boundaries. They migrated to their hunting and fishing camps in the spring and returned to their villages on the coast in the autumn.

Community life was active only in the winter—that is, during the *potlatch* season. The leaders then proceeded sternly to their business—the exchange of goods, the promotion of their children and nephews, and the various ceremonies that appertained to their social welfare and dutiful commemoration of the deeds of their ancestors. They were keen and thrifty, and their will unbending. Their numbers were formerly considerable, but they are now passing away like the other natives; and their culture has forever given way to that of invaders from the West and the East who are gradually driving them off the land.

On page 8 will be found pictures of West Coast Indian masks.

Immigration Inspection

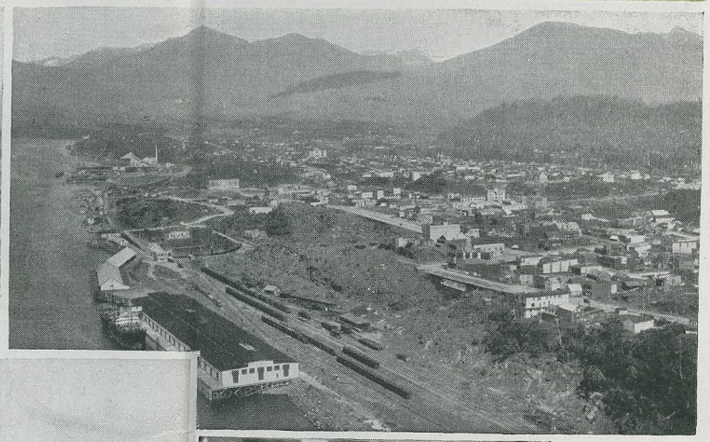
Passengers entering Alaska from Canada are required to pass United States Immigration Inspection at Ketchikan, the port of entry. So far as bona fide tourists are concerned, this inspection is not strict. Passengers will be asked by purser for certain information regarding age, place of residence, business,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

Passports are not necessary.

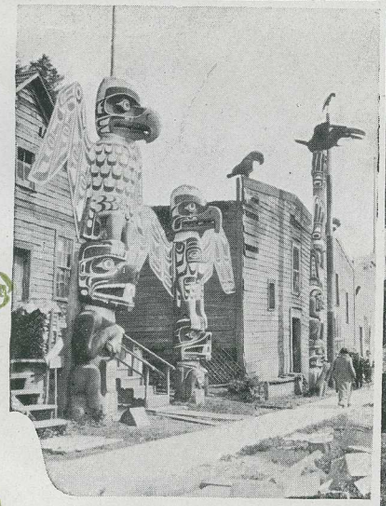
PRINCESS • • STEAMSHIPS • • TO • • ALASKA

Alert Bay.

Hunting in Alaska affords many such trophies as the Mountain Sheep.

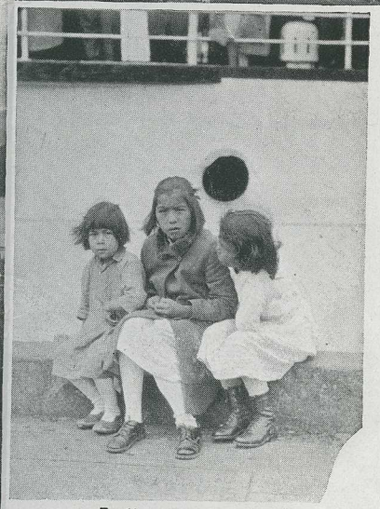


Prince Rupert
(Photo by Dept. of National Defence.

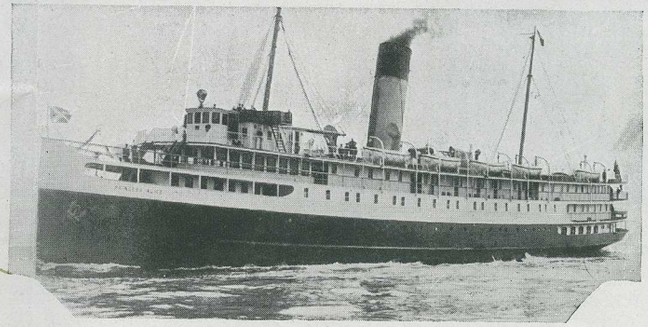


Totem Poles at Alert Bay.

Ketchikan—first port of call in Alaska going north.

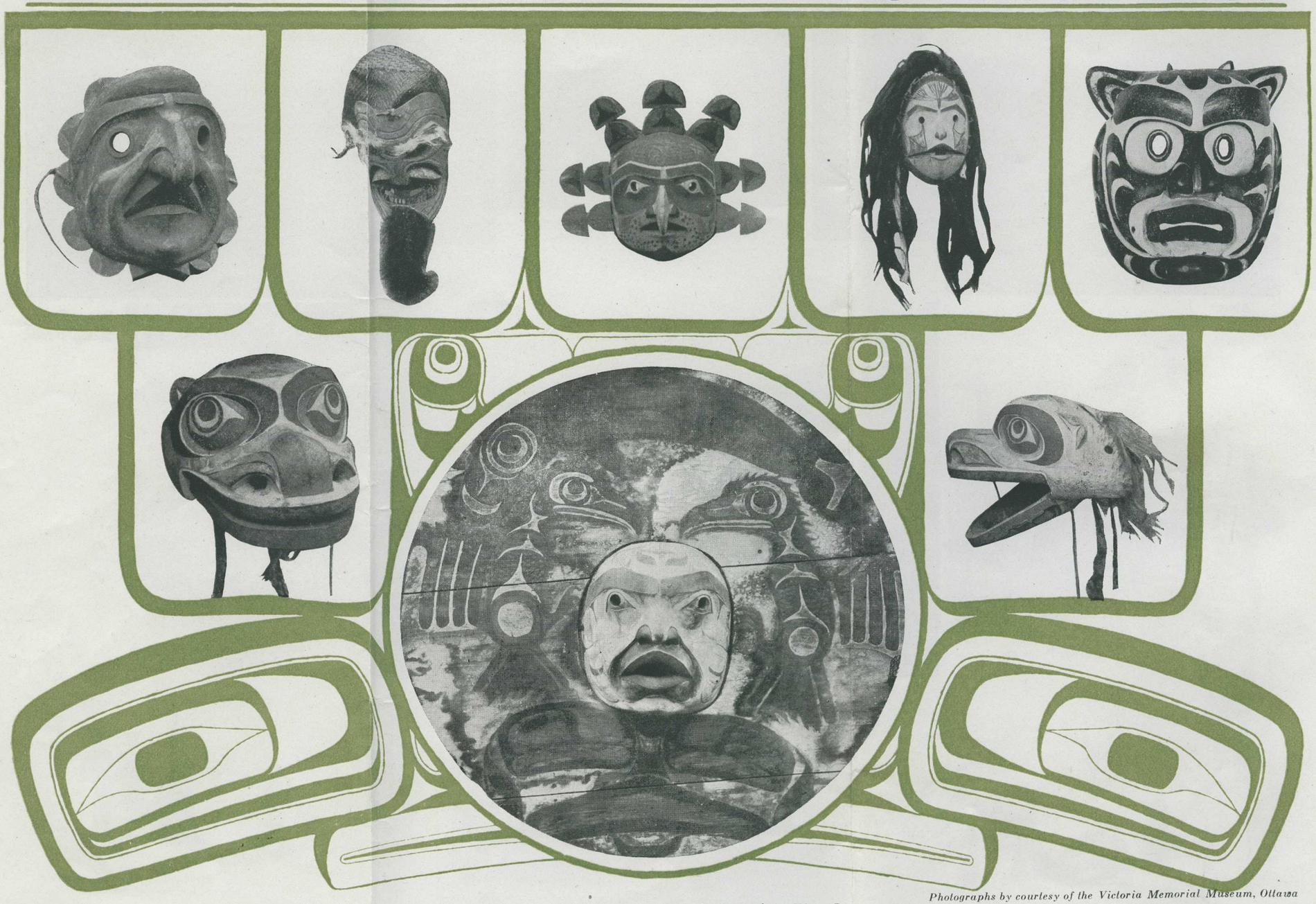


Indian Children at Alert Bay.



The Princess Alice.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA



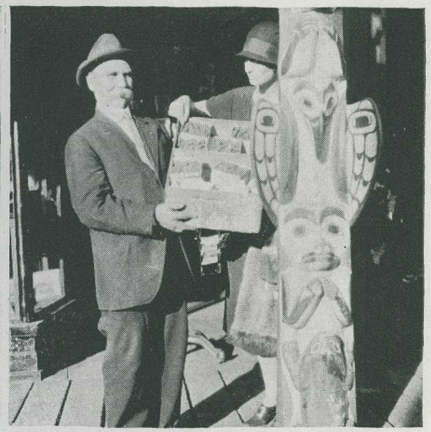
Photographs by courtesy of the Victoria Memorial Museum, Ottawa

Wooden Ceremonial Masks made by the Indians of the West Coast

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

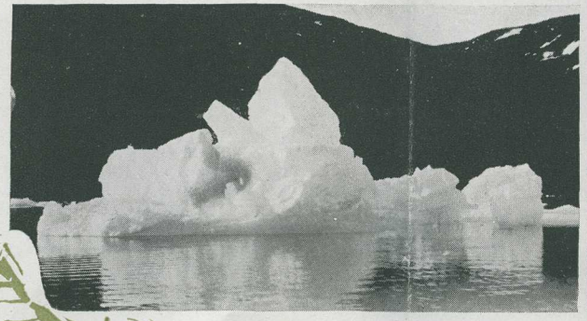
Amongst the Glaciers of the Alaska Coast

The Taku Glacier—A mile Wide and 90 Miles Long



Alaskan Berries rather Contradict that Frozen North idea

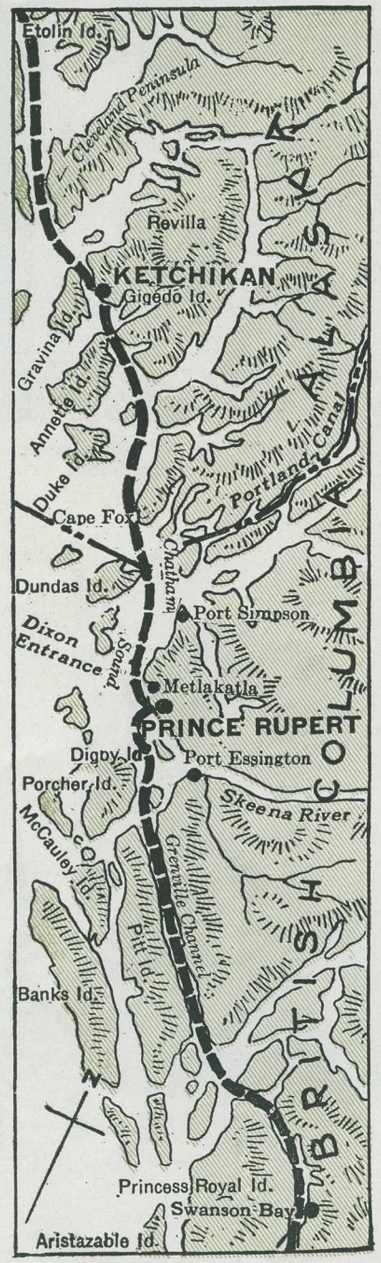
Indians sell Curios at the Places we Visit



A Baby Icéberg, Taku Glacier

Wrangell

Very old Totems at Wrangell



Swanson Bay to Ketchikan

(See pages 4-6)

reaches Wrangell about 4.00 a.m., and leaves before breakfast time. We shall, however, have ample time to visit it on the southbound voyage.

Wrangell WRANGELL, situated on the island of the same name, is one of the oldest cities of Alaska, and is named after Baron Wrangell, who was governor about 1830. It was originally a trading post, populated mainly by Indians under the protection of the Russians, but came under white dominance during the gold rush of '98. Part of the Russian fort still remains, and there are also some very old totem poles near the wharf. Wrangell is at the mouth of the Stikine River, which, navigable for about 170 miles, is the entry point to the celebrated Cassiar big-game country. (*See "Sporting," next column.*)

Wrangell Narrows TWO HOURS AFTER leaving Wrangell the ship enters Wrangell Narrows, and for twenty miles proceeds at half speed through this narrow winding channel, of a remarkable beauty. Well marked with buoys and beacons, this passage between the wooded islands saves a long detour around Cape Decision, across a rough and open part of the Pacific Ocean.

At the north end of the Narrows lies the old town of Petersburg whose name indicates its origin in the days of the Russian regime. It is now a flourishing fishing centre. Kupreanof Island is on the west, and after crossing Frederick Sound and Cape Fanshaw, we enter Stephen's Passage.

Taku Glacier WE ARE NOW surrounded by the typical grandeur of Alaska and, turning up Taku Inlet, the Taku Glacier sends out hundreds of odd-shaped ice floes to meet us—as blue as indigo, floating by to melt gradually in warmer waters, as slowly the steamer approaches this famous sight. This glacier, a mile wide and 100 feet thick, extends for over 90 miles back over the mountains to join Llewellyn Glacier at the head of Atlin Lake (see page 18). It really is two glaciers, one—a mixture of brown, white, and blue colors—"dead" and receding, the other very much alive and continually moving forward. Showing all the colors of the rainbow, according to the time of day or position of the sun, huge masses of ice frequently break off into the sea, with deafening thunder, and float majestically away. Even the vibration caused by the ship's whistle will bring down great hundreds-of-tons pieces of ice.

Juneau THREE HOURS' steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau, which towers 3,500 feet almost perpendicularly above, near the mouth of the Taku River. Juneau, named after its French-Canadian founder, is the capital of Alaska, the residence of the Governor, and the seat of all government departments. With a population of nearly 4,000, it is a bright and interesting city, built (like so many of these coast settlements) partly on piles over the water, partly on bare rock, with modern hotels and stores, and many attractive residences and public buildings.

The Territorial Museum in the Arctic Brotherhood Hall has a wonderful collection of Alaska curiosities; on the floor below is the experimental salmon hatchery. Fine raw fur stocks can be seen at local dealers. Juneau has good roads and automobiles a-plenty; one particularly interesting ride is to the face of the Mendenhall Glacier (2½ hours return) or to Auk Lake (an hour longer). A short hike away is the Gold Creek Basin, the site of the first placer gold strike in Alaska, made by Joe Juneau and Richard Haines in the early 80's.

(*Continued on Page Twelve*)

Princess Steamships

Princess Louise
Princess Charlotte
Princess Alice

To Alaska by the Inside Passage, and back, is a two-thousand-mile nine-day journey from Vancouver, with six ports of call. To handle the tourist business, the Canadian Pacific operates during the summer months three of the finest of its well-known "Princess" steamships, which are large, modern vessels of the most comfortable sea-going type.

The Princess Louise is 330 feet long, with a passenger capacity of 260.

The Princess Charlotte is 330 ft. long, with a passenger capacity of 255.

The Princess Alice is 289 feet long, with a passenger capacity of 222.

These three ships are oil-burners, and are fitted with wireless telegraph.

Sporting

The "roof of the world" has been so richly endowed by nature with mighty snow-capped mountains, expansive inland seas, vast areas of trackless wilderness and lonely tundra that it offers the sportsman a wonderful variety of hunting. In the interior country of Northern British Columbia, the Yukon Territory and Alaska, the giant moose, the stately caribou, the wary deer, savage silvertip grizzlies, mountain sheep, mountain goat and many other varieties of game roam at large.

Several species of bear are to be found in this mountainous domain, ranging from the huge polar bear and terrible Kodiak down through the different varieties to the common black bear once found all over America.

The northern moose, the largest member of the deer family, is plentifully distributed throughout the greater part of this country. Magnificent trophies are brought out each season. Caribou, too, are abundant, and inhabit the treeless and tundra sections of the interior. Mountain sheep and goat are among the most prized game animals.

The fishing affords an interesting side line to a big game hunt, and the swift, tumbling rivers, well stocked with gamy fighting trout, and the mountain-rimmed lakes of unequalled beauty, all combine to make this a paradise for the sportsman.

The principal big game districts and the more widely known localities are:

The Cassiar country of British Columbia, one of the finest and most celebrated sporting regions of this continent. Lying back of the coast range, it is reached from Wrangell, whence a regular launch service with sleeping accommodation is operated up the Stikine River to Telegraph Creek, B.C. (see opposite). From the head of navigation (165 miles) hunting grounds are reached by pack train. An alternative approach is via Atlin (see page 18) and thence by pack train.

The Kluahne and White River country, reached by automobile from White Horse, Yukon Territory.

The McMillan and Pelly River districts, reached by Yukon River steamer to Yukon Crossing or Selkirk, Yukon Territory.

The Kenai Peninsula, via Anchorage or Seward, Alaska.

The Chickaloon-Nelchina region from Anchorage, Alaska, by train to Chickaloon.

Alaska Peninsula, Bering Sea and Kodiak Island—via Anchorage, Alaska.

Reliable outfitters and guides are available through whom complete arrangements for hunting trips in the territory indicated can be made.

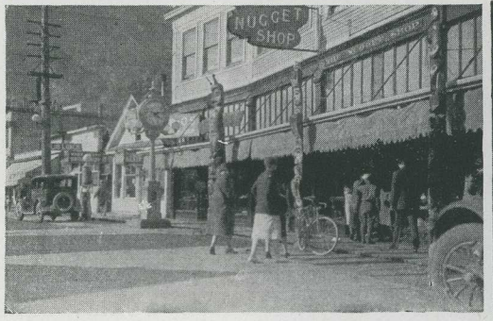
The Alaska Glacier Tours Association, with headquarters at Anchorage, Alaska, are prepared to look after sporting parties going into South-western Alaska. They have Andy Simons (one of Alaska's outstanding guides) as manager of field operations. This organization has at its disposal two modern 1927 model Travel-Air-Bi-planes, which will save the hunter considerable time in reaching hunting grounds hitherto inaccessible by other means of travel.

The General Tourist Agent, Canadian Pacific Railway, Montreal, has gathered considerable information about these peerless hunting fields, which will gladly be imparted on request.

Fossil Ivory

Buried for more centuries than one can estimate in the sands or frozen tundra of the Arctic, and so saturated with mineral or vegetable substances as to have become delicately colored, mammoth or mastodon ivory is often exposed by the constantly changing shore line, and found by the wandering Eskimos, who carve it into many objects of use. Besides these, there is a walrus ivory.

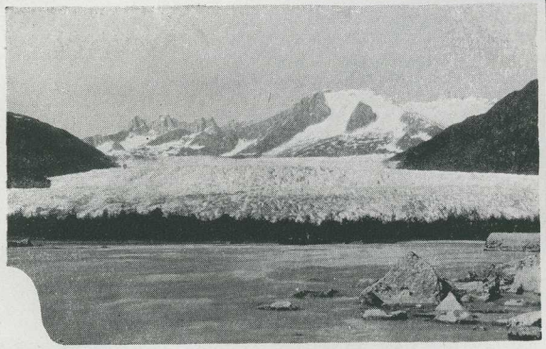
PRINCESS • • STEAMSHIPS • • TO • • ALASKA



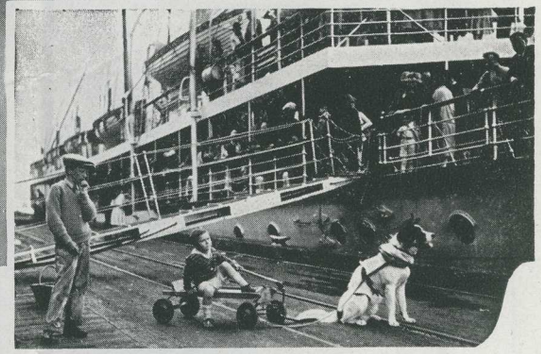
The Main Street, Juneau.

An Alaskan Twilight—Juneau.

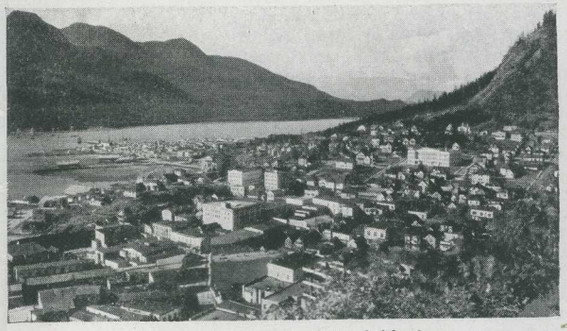
The Lynn Canal.



Mendenhall Glacier, near Juneau.

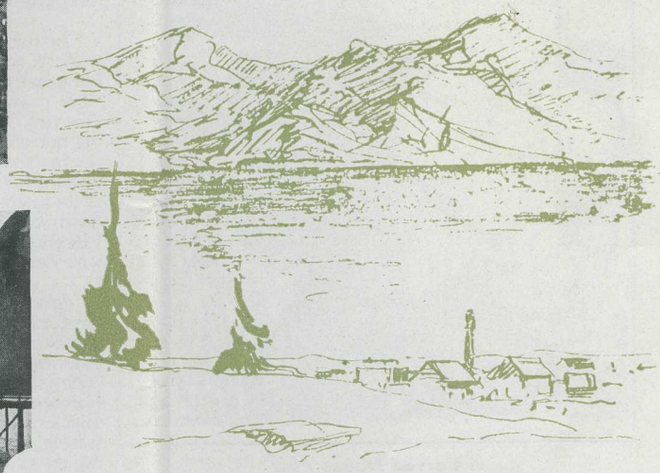


One Husky Dog's Summer Job
—at Skagway.



Juneau is the Capital of Alaska.

The Harbor at Skagway.



A Carved House Post of the West Coast

Alaska Gold WITHIN A SHORT distance from Juneau, but reached by launch, are Thane and Douglas, where, until some time after the Great War, three of the largest low-grade gold-crushing plants in the world were situated. Now only one remains, the Alaska Juneau, with a mining and milling capacity of about 9,000 tons of ore daily. On Douglas Island are the old buildings of the celebrated Treadwell Mine, flooded by a cave-in in 1917, and not operated since.

The Lynn Canal THE STEAMER leaves Juneau at midnight, and reaches Skagway about 9.00 a.m.; but on the southbound journey there is ample opportunity to see the beautiful Lynn Canal, which, with the possible exception of the Taku Glacier, provides the most wonderful scenery of all. For over 80 miles we steam up this arm of the sea, which varies in width from one to five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety surround us. Davidson Glacier is a huge ice wall seen on the west. Passing the town of Haines and Fort Seward, a U. S. military post, we suddenly turn a point and see Skagway ahead of us.

Skagway SKAGWAY, the end of the northbound run, is a town that 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 on the western branch of the Lynn Canal, and the trail inland led over the dangerous Chilkoot Pass; but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea, and in a day Skagway arose where before was chiefly swamp.

At the height of the gold rush, Skagway was one of the wildest, wickedest places on earth, chock full of the gambling-halls, dance-halls, saloons and other lurid temptations that nowadays can be seen nowhere else but in the "movies." Gangs of "bad men" terrorized the town, preying not only on the returning successful prospector but on the incoming "cheechako" as well. Skagway is not such an ancient town but that old-timers can regale you with stories of its celebrated characters, such as Soapy Smith or Frank Reid, whose graves nearby will initiate many reminiscences. But those days are over. Skagway is a model of propriety, with hotels, stores, and the peaceful air of ordinary business.

Amongst the marvels of Skagway—to those at least who have never considered Alaska as aught but perpetual winter—are its beautiful flower gardens. The background of mountains that enclose it like a cup offer many attractive outings, such as "hikes" along the Skagway River, to Fortune Bay, Smuggler's Cove, or the great Denver Glacier. There are fine launch trips available, and good fishing. The steamer lays over about 36 hours before starting on its southbound journey.

(*Continued on Page Fourteen*)

Princess Steamships

The Princess Steamships on the Alaska run are fitted with every comfort and convenience for passengers.

Staterooms on the Princess Steamships are light, cosy and well-ventilated. They are not overcrowded, but designed to accommodate only two passengers per stateroom. On each ship there are a few "de luxe" rooms with private bathrooms, and also some with sofa berths.

The community rooms—dining room, observation room, lounges, smoking room, etc.—are bright, cheerful and charmingly furnished. The Princess Louise and Princess Charlotte have dance floors.

All ships have ample deck space for promenading, sports and lounging.

Geographical

Alaska can be divided, roughly, into three parts. First, there is the "Panhandle"—a long, narrow ledge of land between the British Columbia boundary and the sea, running from latitude 55° to 60°, and bold, steep and craggy. Secondly, there is the huge blunt peninsula of "continental" Alaska, running from latitude 60° to 300 miles north of the Arctic Circle, and measuring some 600 miles from the Yukon boundary west to Bering Strait; and lastly, there is the long, broken fringe of the Aleutian Islands.

The Yukon Territory can be easily confused with continental Alaska, for its topography, atmosphere and general environment are the same; but it is separate politically, and is a part of Canada, not the United States. It lies between Alaska and the North-West Territories, and extends from the northern boundary of British Columbia to the Arctic Ocean.

Alaska has an area of 591,000 square miles, and a population of about 60,000. Its territorial capital is Juneau. The Yukon has an area of 207,000 square miles, with a population of 5,000 and territorial capital at Dawson.

Mountains

The mountains that fringe the Inside Passage to Alaska form practically one range throughout—the Coast Range. Leaving Vancouver, the mountains are, as a rule, higher on the mainland side than on Vancouver Island, averaging 3,000 to 4,000 feet in height; but towards Queen Charlotte Sound they tail off somewhat. From the other side of the Skeena River, and entering the long Alaskan "panhandle," the altitude increases again. From Juneau north to the White Pass the range is sometimes known as the Chilkoot Range.

The White Pass & Yukon Railway from Skagway (which is, of course, at sea level) to White Horse reaches its highest altitude at Log Cabin (2,916 feet). On the other side of the summit, the surface is, generally speaking, a huge plateau, broken by long spurs of mountains. Lake Bennett is 2,161 feet above sea level and Atlin Lake 2,200. Jubilee Mountain, at the north end of Lake Atlin, the highest in that district, is about 4,200 feet above the lake (6,380 feet above sea level).

In the extreme south-west corner of the Yukon Territory, where it tucks into Alaska, and lying on both sides of the international boundary, is an isolated, exceedingly lofty group of mountains known as the St. Elias Range. Mount Logan (19,539 feet) and Mount St. Elias (18,024 feet) are the highest, the former having been climbed in 1925 for the first time. They are, however, very inaccessible owing to lack of transportation thither. Mount McKinley, highest mountain on the American Continent (20,464 feet), lies in the National Park of that name about 400 miles west of this group

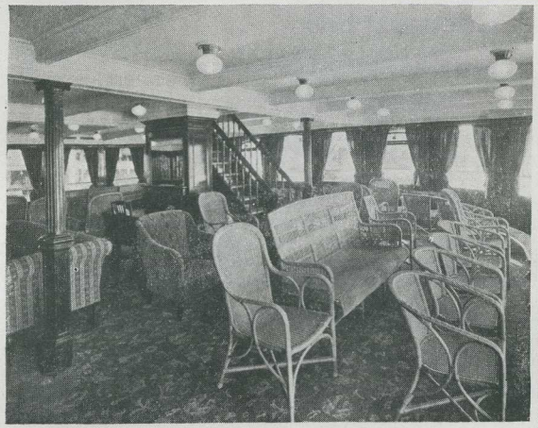
Fox Farming

The day of the trapper in the Northland is passing, chiefly by reason of the decrease in the supply of fur of good quality; but fox farming is rapidly developing instead. With the exportation of live foxes practically forbidden by legislation, a number of farms have been started, and this industry is becoming an important one.

Foxes are popularly classified as red, black, blue and white. The black fox presents many color phases, ranging from clear black to extra pale silver. The Alaskan fox is one of the distinct branches of the black fox, but does not breed true to color with the native Canadian. The "patch" fox is obtained by crossing the red with the black, and the "cross" fox produced by mating together two distinct types of the black fox, such as the Alaskan and native Canadian. The blue fox will not cross with either the red or the black, and only occasionally with the white (or Arctic) fox.

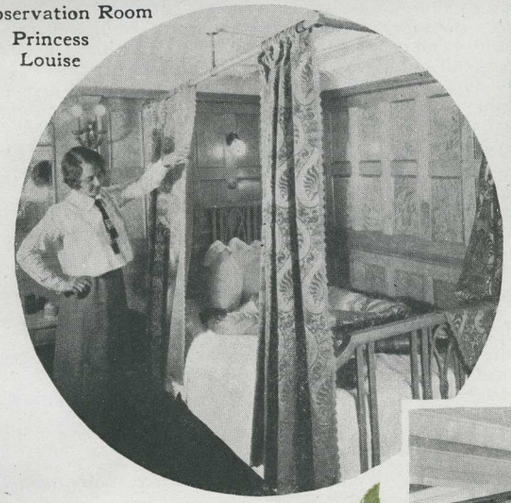
Mink and seal furs are also produced in Alaska and the Yukon.

PRINCESS • • STEAMSHIPS • • TO • • ALASKA

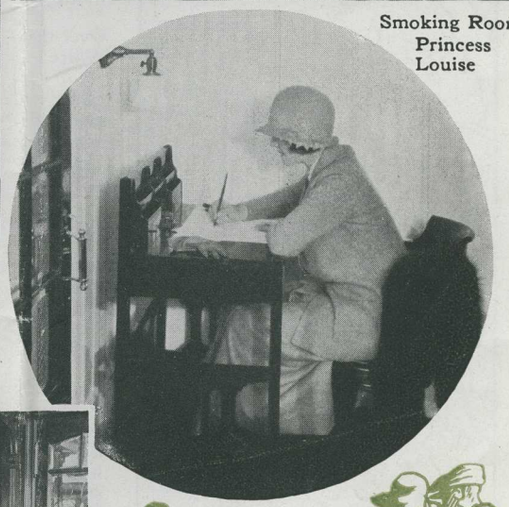


Observation Room
Princess
Louise

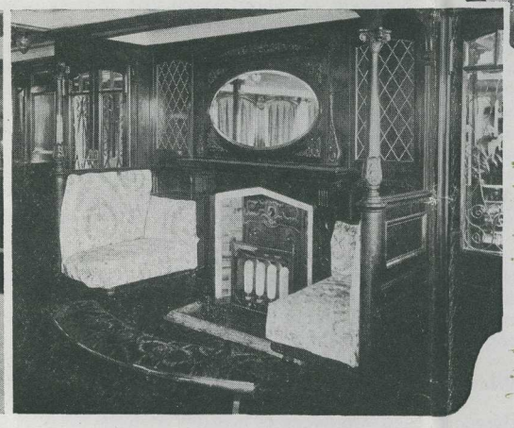
Smoking Room
Princess
Louise



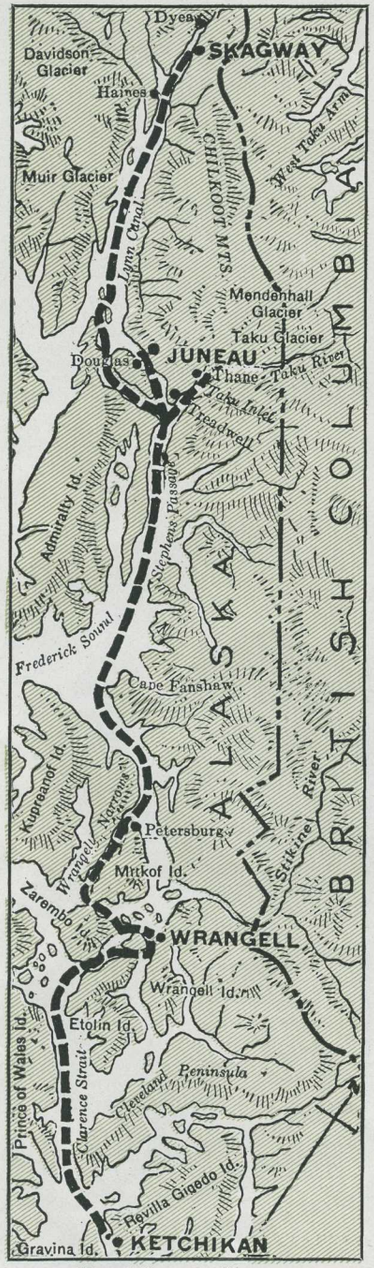
Space does not allow more than a few typical views of the public and stateroom accommodation on the Princess Steamships. (*Above*)—Dining Saloon, Princess Charlotte.



The Lounge,
Princess Louise.



A Corner of the Observation Room,
Princess Alice.



Ketchikan to Skagway
(See pages 10-12)

Inland from Skagway

INTERESTING THOUGH Skagway is, the shortest visit would be incomplete without a journey to the equally interesting and fascinating "inside." Such a journey, difficult as it was in the early days of the gold rush, can now be easily undertaken, for Skagway is the southern terminus of the rail line of the White Pass and Yukon Route. A comfortable train, with large-windowed observation cars, will carry one through the magnificent scenery of the White Pass into the Yukon Territory, connecting at Carcross and at White Horse with the commodious steamers of the same company.

For those who are returning south by the same "Princess" steamship, there are available the excursions to West Taku Arm or to White Horse. For those waiting over until the next steamship, there is the trip to Atlin Lake—where, indeed, many visitors linger much longer than such a brief visit. A description of these beautiful trips will be found on page 18. But for those with more time, we will continue on to White Horse, whence there is the wonderful trip down the Yukon River to Dawson.

Over the White Pass THE RAIL JOURNEY is a most spectacular one. The salt tang of the sea is left behind, and the sweetness of lake and mountain air fills the nostrils. The scenery grows rugged and awe-inspiring. We climb steadily around gorges, along the brink of deep canyons, past roaring cataracts, and near dead cities to which cling memories of the trail of '98. Such names as "Dead Horse Gulch" and "Log Cabin" help vividly to recall those grim days.

At White Pass, Summit—nearly 3,000 feet higher than Skagway in twenty miles!—we leave American territory, and the scarlet-coated Mounted Policeman greets us as we enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line. For a very short distance we travel through British Columbia, and then at Pennington cross into the Yukon Territory.

Lake Bennett On our left, Lake Bennett begins—a long, narrow body of water which the railway will follow for twenty-six miles. It is rather amazing to learn that Bennett, where a stop is made for lunch, and which consists merely of a station and its outbuildings, once had a population of several thousand, and teemed with life and excitement. For it was to this beautiful lake, bounded by old-rose color, that the "trail of '98" led. Those who had survived the epic hazards of the Pass camped on this lake, and whipsawed lumber to make the rafts, scows and other manner of water craft in which to reach the golden land of their hopes. Little did they know, of course, the perils of the White Horse Rapids; or if they had heard of them, little did they appreciate them.

Along the ever-winding shores of this blue Lake Bennett, looking out on a long mountain ridge, the railway runs, until the little town of Carcross is reached. There is an Indian school nearby, and interesting fox ranches; and in the cemetery are buried many of the discoverers of the Klondike.

White Horse LEWIS AND other little lakes are passed; and then Miles Canyon and White Horse Rapids. On still days, the roar of these rapids can be heard even in the town, about an hour's walk distant. As we stand on the brink of this famous gorge, no very highly colored imagination is necessary to conjure up pictures of

(Continued on Page Sixteen)

The Mounted Police

The famous Royal Canadian Mounted Police—formerly named the Royal North-West Mounted Police—are still the guardians of the Yukon Territory, and greet you, as customs officers, when you cross the border. Due credit has perhaps never been given to the scarlet-coated "Mounties" for the way they enforced the law during the great gold rush. Some writers seeking material for highly-colored adventure stories have done the force certain injustice by representing the Yukon of that period as a violent country. The real truth is that notwithstanding that the gold rush brought to the Yukon—merely by *being* a gold rush—some of the most lawless characters on earth, the administration of justice in Canadian territory was so strict as to strike terror to the hearts of the wrong-doers.

The force first went north in 1894, with the first gold discoveries. During the stampede, only three killings—none of which were preventable—occurred in Canadian territory. The Mounted Police assisted 30,000 persons, collected $150,000 in duties and fees, checked over 30 million pounds of solid food, carried the mails and escorted gold shipments out of the country. At the height of the rush they had some 200 officers and men, but now, of course, much fewer.

The Sourdough

A word in general relative to two Alaska words. Visitors encounter the terms "sourdough" and "cheechako," distinguishing the resident from the new arrival. The first is a compliment, meaning an old timer or one who has seen the ice form and go out of the Yukon River in fall and spring. The second is an Indian word meaning tenderfoot, or newcomer. Uppermost in the minds of everyone is the genuine friendliness and ready hospitality offered by the "sourdoughs." One of the surprises is in the gardens of these old residents. Nowhere can be found finer sweet-peas, dahlias, asters, stocks or pansies, or such raspberries, currants, strawberries, blueberries and vegetables.

Books About the Northland

A great many interesting books can be obtained about Alaska and the Yukon. By all means, read some before you start. There are the well-known stories by Rex Beach—"The Spoilers," "The Barrier," and "The Silver Horde;" Jack London's famous "Call of the Wild," and many others; Elizabeth Robins' "Magnetic North" and "Come and Find Me;" James Oliver Curwood's "Alaskan;" Edison Marshall's "Seward's Folly;" and Service's "Trail of Ninety-Eight."

Robert W. Service's poems, "Songs of a Sourdough" and "Ballads of a Cheechako," are, we imagine, so well-known as hardly to need mention.

A good concise handbook is Rand McNally's "Guide to Alaska and the Yukon."

Glaciers

Along or near the Inside Passage to Alaska, or round Atlin Lake, many magnificent glaciers are to be seen. The principal ones are:—

Taku Glacier (see page 10).

Wright Glacier (beyond Taku, higher up the Taku River).

Norris Glacier, near Juneau.

Davidson Glacier, on the west side of Lynn Canal, just before reaching Haines.

Denver Glacier, about six miles north of Skagway and about three miles walk from the W. P. & Y. R.

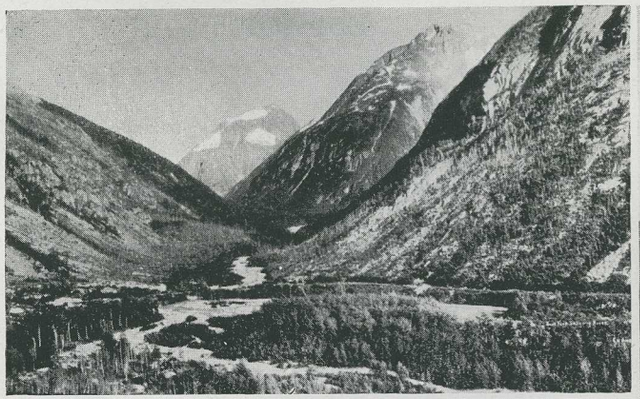
Llewellyn Glacier, at the south end of Atlin Lake.

Muir and Brady Glaciers are on Glacier Bay, west from Lynn Canal over the height-of-land.

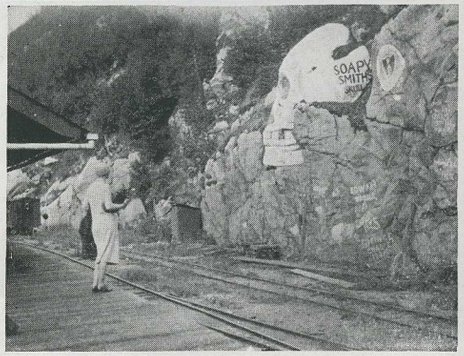
A glacier is, broadly speaking, an accumulation of ice, of sufficient size and weight to flow down from a snow-covered elevation. It is a river flowing from a lake, only the lake is of snow and the river of ice. The thickness of the ice will vary greatly—it may be, under favorable conditions, as much as 1,000 feet.

Glaciers frequently extend far below the snow line of the region. Exactly how a glacier moves has never been satisfactorily explained, but that it does move has been proved by observation and calculations; more than that, the stream at the centre of a glacier moves much faster than at the sides or bottom.

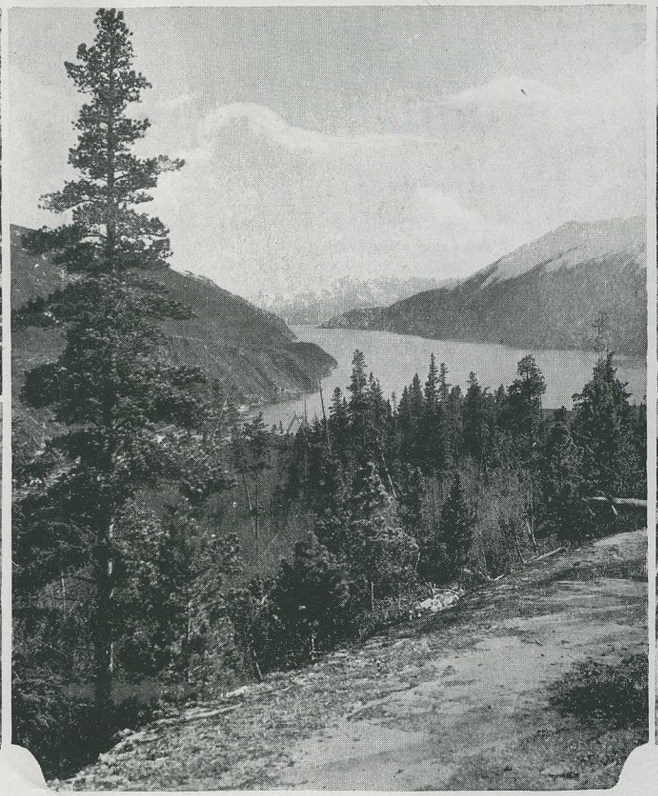
PRINCESS • • STEAMSHIPS • • TO • • ALASKA



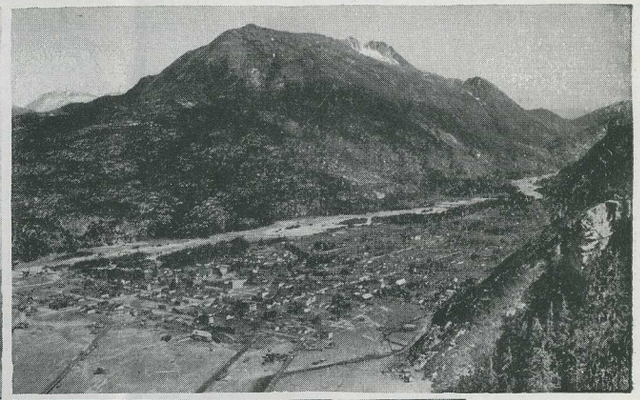
The Skagway River.



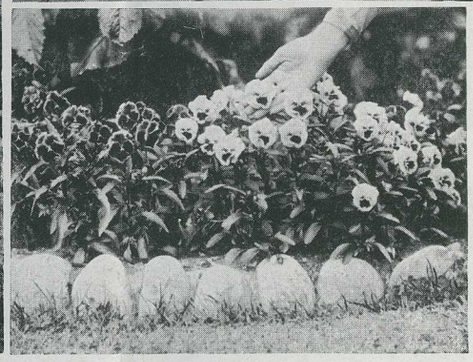
"Soapy Smith's Skull," near Skagway.



Looking down the Lynn Canal from Skagway.



Skagway.



Some Pansies!—and Grown at Skagway.

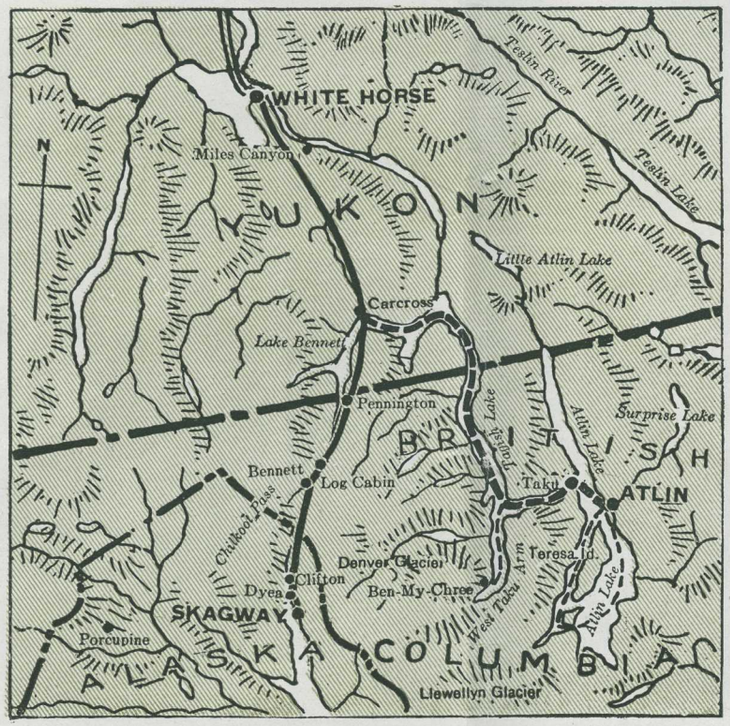
A Skagway Flower Garden.

A Hike to a Glacier.

the old days. We can imagine the bold adventurers in their frail craft nearing these death-dealing rapids, whose waters are thrown from side to side in a long serpentine series of twists, and which are so troubled that the water rides higher in the middle than at the sides. Down they came in their mad rush to the Klondike—not at intervals, but in a continuous procession that was (in the words of an eye-witness) like traffic on a city street. Some, becoming scared, jumped ashore as they saw their dangers, and watched from the high cliffs the agonies of their boats; but the majority stayed with their craft. And so few came through unpunished! Those who did wasted no time in going back to warn their competitors, but hurried on.

White Horse is a busy little town on the west bank of Fifty-Mile River (also known as the Lewes River and sometimes as the Upper Yukon). There is fairly good hotel accommodation to be obtained. Trips to the rapids and other points may be made by automobile over good roads. It is the terminus of the railway, and the point of departure for the steamer trip to Dawson.

To the Klondike THE JOURNEY from White Horse to Dawson and back, one that can be made in about a week, is the fitting climax to the trip "inside." White Horse is the present head of navigation on the Yukon waterway (the river in its upper reaches is really a system of tributaries), which empties into the sea at St. Michael, Alaska, over 2,000 miles distant. It is a constantly changing succession of pictures—rolling hills, sometimes bare, again heavily wooded, towering mountain ranges, awe-inspiring rapids, with now and then a quiet stretch of water between forested banks. Here and there is an occasional trading-post, or a mining camp—perhaps the ghost of a dead "bonanza"—or a hermit settlement where the steamer stops awhile to "wood-up."



To White Horse and Atlin

The Cremation of Sam McGee LAKE LEBARGE, a beautiful widening of the stream (on whose shores, incidentally, occurred the episode that inspired Robert Service's celebrated poem about Sam McGee), Hootalinqua, Little Salmon, and Carmacks, with its coal mine, are some of the interesting places passed. The shooting of Five-Finger Rapids, and their postscript Rink Rapids, gives plenty of thrill to even the most jaded. At Yukon Crossing, the overland winter trail to Dawson, used when the river is frozen up, is passed, and then Fort Selkirk—an important trading-centre founded in 1898 as a militia post to guard gold shipments.

The Caribou ONE OF THE most extraordinary sights of the river trip, if you are so fortunate as to see it, is a herd of caribou swimming the Yukon River. The answer to the riddle, "Why should a caribou swim the river?" is precisely the same as to the other historic one about the chicken crossing the road; but often the caribou number hundreds, and even thousands. For the past three years, practically every Dawson steamer in the months of July and August has passed within reach of this most unique spectacle, and on one of our pages we show a photograph taken in 1926.

The mouths of mighty tributaries are passed, amongst them White River—the only large river that enters the Yukon from the west or south—and Stewart River, entrance to the new Mayo silver-lead camp 175 miles east. Smaller steamers ply the Stewart as far as Mayo, whence it is a case of "packing in." Swede Creek has a Government Experimental Agricultural Station, and then we are at Dawson. The trip from White Horse takes about two days—the return trip, owing to the current, about four days.

Dawson DAWSON, once the focus of the world's greatest gold rush, the headquarters of the whole Klondike region, is now hardly more than a shadow of its former glory. Mining operations are still in progress, but they are carried on under hydraulic and dredging conditions: the picturesque days of which one reads in Service and Jack London have departed. Gone with them are the highly colored, sensational chapters of Dawson's history, when the city was the rendezvous of outlaws as well as greed-crazed miners, when dance-halls, saloons and gambling places ran wide open for the full twenty-four hours. But to be able to recall that "them was the days" makes one a real old-timer, a sourdough—but not necessarily a more than middle-aged man.

Dawson is the administrative centre of the Yukon Territory, and the headquarters of a large detachment of that fine body of men, the Mounted Police. It is beautifully situated on a bend of the Yukon River, up-to-date, well-built, with comfortable hotels, fine homes and pretty flower gardens.

Over good roads one can visit mining plants and old, played-out but famous bonanza claims. The Indian village of Moosehide, and the fox farms, are worth a visit; while

(Dawson is concluded on Page Eighteen)

Gold Mining

As early as 1861 gold discoveries were made in the Stikine River, and from 1866 to 1887 scattered colorings were found at many places along or tributary to the Yukon River. The location of the first Klondike claim in August, 1896, was followed by a feverish and picturesque rush, the like of which the world has never seen before or since, and the mines in American territory were temporarily deserted. Nome, over 800 miles due west of Dawson, and situated not far from Bering Straits, was the scene of another great stampede in 1900.

The Yukon is a "placer" mining district: that is, the gold is found in alluvial deposits of mixed sand, gravel and clay, and is obtained by a system of "panning" or "sluicing." Frequently these deposits are along the hollows of river beds, but they are also found at higher altitudes, in terraces that formerly were the beds of streams that have changed their courses. In the latter case, instead of being worked in the creek or sluice, the gold deposits are first washed down by powerful jets of water projected by hose lines, and so into the sluices.

The Bonanza was the greatest of the Klondike creeks, and its tributary, the Eldorado Creek, the richest, probably surpassing any known placer deposit. The Klondike output reached its climax in 1900, with a production of $22,000,000, but has since then declined. The richest gravels were all worked out before 1910, and the production of the entire Yukon, including new deposits discovered, is now less than a million dollars a year.

Placer gold was discovered at Juneau in about 1880, but the present mines there are quartz mines—that is, the gold is found in rocks, which must be crushed. The quartz mines near Juneau are amongst the greatest stamp mills of the world. Besides gold, silver mining has been developed in the Yukon, an outstanding example being the silver-lead mine near Mayo, including the Keno, Hill, Treble Yukon and other smaller mines which, to the end of 1925, have produced over $3,300,000 of silver and lead. The production of this area increased from $150,147 in 1924 to $734,832 in 1925.

Hotels

The following hotels are situated at points en route to Alaska, and at inland points beyond Skagway:

Ketchikan	Stedman	Atlin	Atlin Inn
	Revilla		Royal
Wrangell	Wrangell		Kootenay
Juneau	Gastineau	White Horse	White Pass
	Zynda		Commercial
Skagway	Pullen House		Regina
	Golden North	Dawson	Rochester
	Portland		Royal Alexandra
Carcross	Caribou		Yukonia
			Principal

Most of the above are run on the European plan, rates from $1.50 up. Those on American plan, $5.00 up. Meals a la carte.

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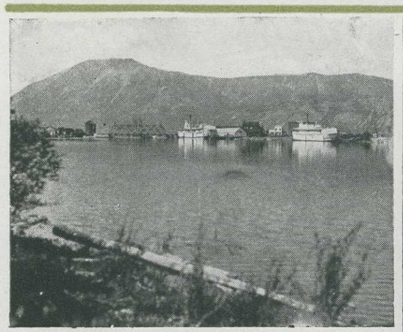
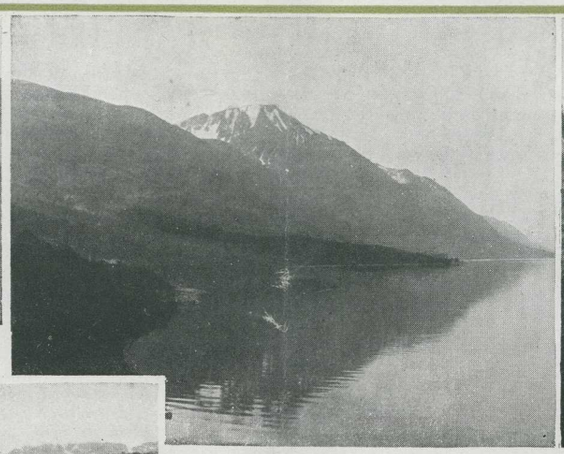


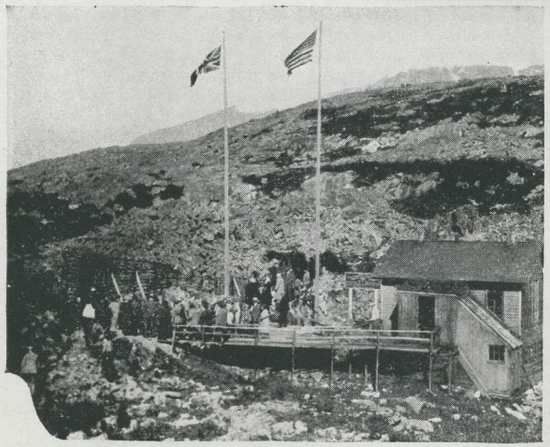
Carcross.



Lake Bennett.

Miles Canyon, near Whitehorse.

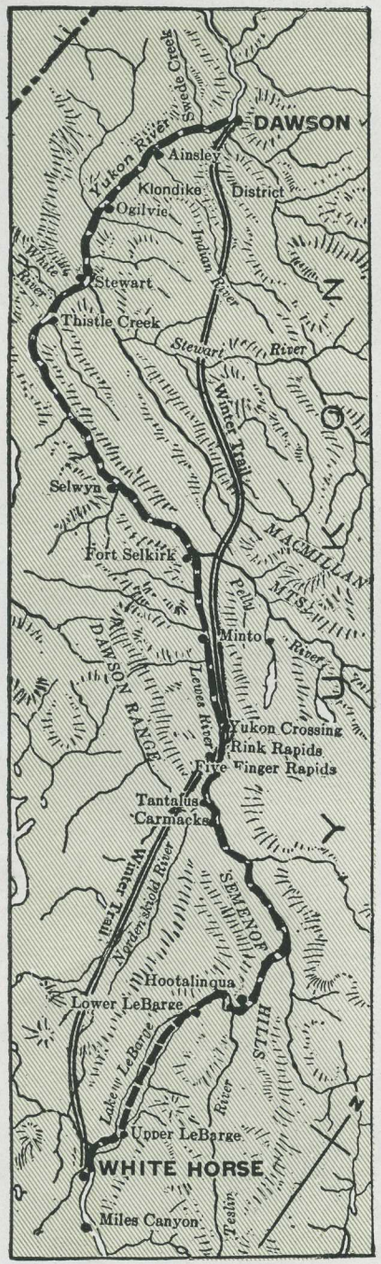
A Silver Fox.



Boundary between
Alaska and Canada.

Near the summit
White Pass and Yukon Route.

A Ghost of Gold Rush Days
—White Pass City.



Down the Yukon River

the old cabin of Robert W. Service, the poet-laureate of the Northland, is the objective of many pilgrimages.

To Atlin TO ATLIN is another delightful excursion from Skagway, either as a side trip on the Dawson trip or as one in itself. The route is the same as before to Carcross, but here the commodious steamer "Tutshi" is taken, through a chain of sapphire lakes, mountain-girt and forest-guarded.

The steamer first crosses Lake Nares, and then through the narrows enters Tagish Lake, horse-shoe shaped and guarded by high peaks. Old mining towns and fox farms are seen along the way. Presently we turn into the Taku Arm of the lake, a beautiful sheet of water encompassed by the most inspiring scenery, and then into Taku Inlet as far as Taku Landing. Here, where a wonderful view may be obtained of Jubilee Mountain, to the north, a transfer is made across a three-mile neck of land by a very unique little train.

At the end of the portage we reach Lake Atlin, and board the twin-screw motorship "Tarahne" for a six-mile run to the little town of Atlin.

The Atlin Inn NEAR THE boat landing, and facing the lake, is the Atlin Inn, built and maintained especially for tourists by the White Pass and Yukon Route. From its windows a magnificent view may be obtained of the Atlin Mountains across Lake Atlin. The tourist will find the Atlin Inn very inviting, the cuisine and service excellent. A stay here for a day or so, or indeed for several weeks, will add greatly to the pleasure of the Atlin trip.

There is an indescribable tonic effect in the Atlin climate. Numerous side trips can be taken by automobile, steamer, launch or on foot to many points of interest. Amongst these are the placer gold mines, the fox farm, the Warm Springs, and the Indian Village; and wherever one goes, one will find a profusion of beautiful wild flowers in almost endless variety. Then, too, there are delightful walks along the shores. Atlin is the base of supplies for one of the richest hydraulic mining camps in British Columbia. Those who like fishing can try their luck at lake trout, whitefish, or the smaller but gamy grayling.

The Llewellyn Glacier THE PRINCIPAL event of the trip to Atlin is the afternoon excursion on the steamer "Tarahne." For about forty miles the boat winds its way through the narrow mountain ribbed passages of the West Channel. The boat then passes out through Copper Island Narrows, and the return is made down the other side of these islands on Lake Atlin, where a magnificent view is obtained of the huge Llewellyn Glacier and the Coast Range.

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

To West Taku Arm ANOTHER BEAUTIFUL scenic trip is that to the West Taku Arm, which has been especially designed for passengers who are making the round trip from Vancouver to Skagway and back on the same steamship, and who cannot spare sufficient time to avail themselves of one of the other tours "inside." 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 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 Taku Glacier that the traveller saw before reaching Juneau.

The route followed is the same as to Atlin, except that at Golden Gate, instead of turning into the Taku Inlet, the steamer continues a southerly course and then west, reaching West Taku Arm Landing and Ben-My-Chree homestead. Passengers sleep on board and reach Carcross in the morning, in time to catch the southbound train and their steamer.

Historical Notes

The region now known as Alaska was first visited by white men in 1741, when two Russian officers, Captains Bering and Chirikov, explored the coast as far south as Dixon Entrance. Many traders and trappers followed them, and Kodiak Island was settled in 1784. Spanish expeditions in 1774-75 visited the south-eastern coast, and Captain Cook in 1778; but the first real charts were made by that intrepid navigator, Captain Vancouver, in 1793-94.

Owing to excesses committed by private traders, who robbed and massacred the Indians, Russia created in 1799 a semi-official corporation called the Russian-American Company. Alexander Baranov, a famous administrator, founded Sitka in 1804. The monopoly of this company ended in 1861, when Prince Matsukov, an imperial governor, was appointed. The United States had already made overtures for the purchase of "Russian America," and in 1867 the purchase was consummated for the price of $7,200,000.

But thus far the Northland had been considered only in terms of fisheries and the fur trade. The discovery of mineral wealth was made much more slowly, and it was not until the sensational finds of rich "placers" in the Klondike in 1896, which culminated in one of the most hectic gold rushes of modern times, that the attention of the world was riveted upon this feature. The Yukon Territory was constituted in 1898, and, with the subsequent discovery of gold at Nome in 1900, the mining industry has been stabilized. The Yukon River was explored by Russians as long ago as 1842, and in 1883 Lieutenant Frederick Schwatka crossed the Chilkoot Pass, descended the Lewes River to Fort Selkirk, and so down the river to the sea. The dangerous Chilkoot Pass was, however, abandoned by the "musher" for the newly discovered White Pass, soon after the Klondike strike.

The Midnight Sun

On the 21st of June, Dawson has 22 hours of sunshine and two hours of twilight. Approximately 114 days in the mid-summer months have no real night. On the contrary, the sun is out of sight from December 5th until January 6th, and December 21st has 18 hours of darkness and six of twilight. The Yukon River opens for navigation at Dawson about May 5th, and closes about October 30th.

Distances

The distances between the different ports of the Alaska trip, and the approximate time between each, are as follows:

From	To	Hours	Nautical Miles
Vancouver	Alert Bay	14	183
Alert Bay	Prince Rupert	22	287
Prince Rupert	Ketchikan	8	81
Ketchikan	Wrangell	7	88
Wrangell	Juneau	11	131
Juneau	Skagway	8	88
			858
Seattle	Vancouver (direct)	8½	126
Victoria	Vancouver	4	72

A nautical mile is equivalent to 1.15 statute miles.

Inland distances from Skagway are as follows:

		Statute Miles
Skagway	Atlin	150
Skagway	White Horse	110
White Horse	Dawson	460

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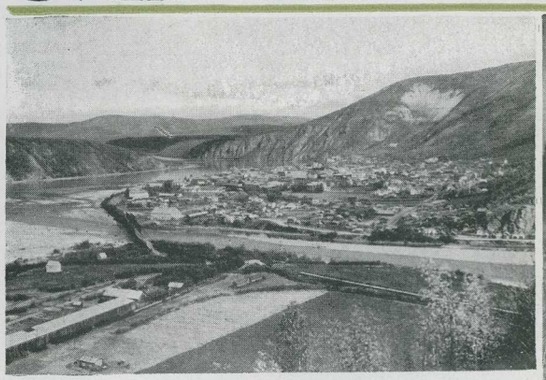
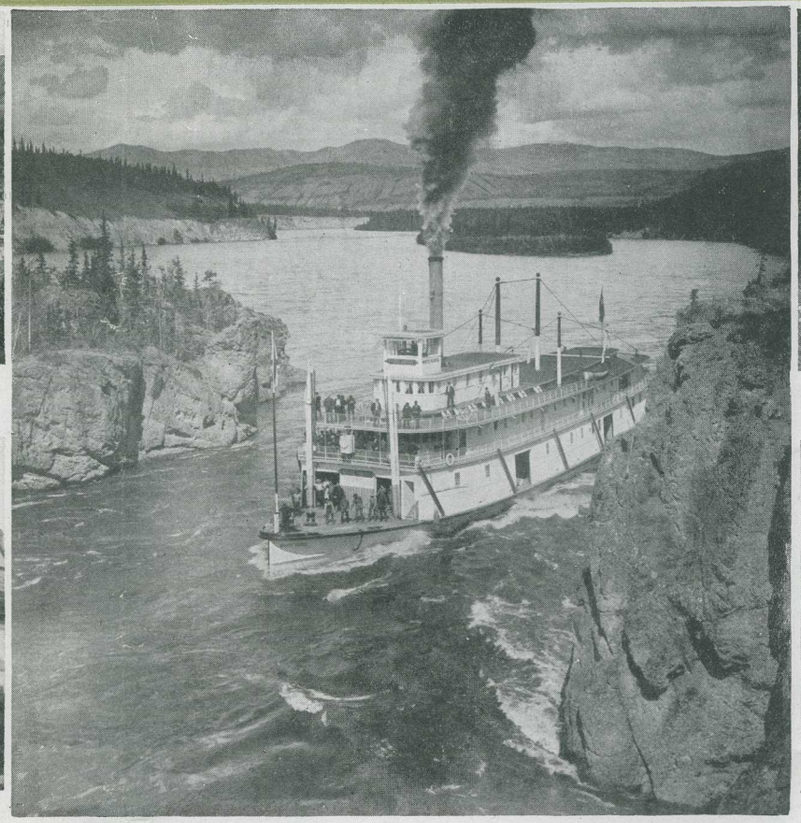


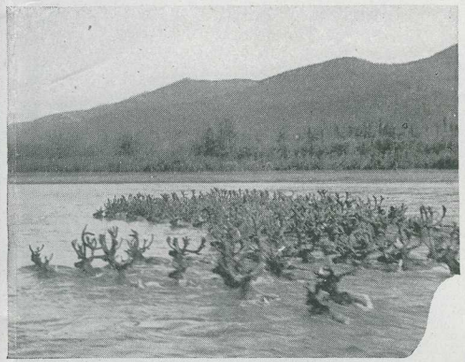
Dawson, Capital of the Yukon.



The Five Finger Rapids *(Photograph by Hamacher.*

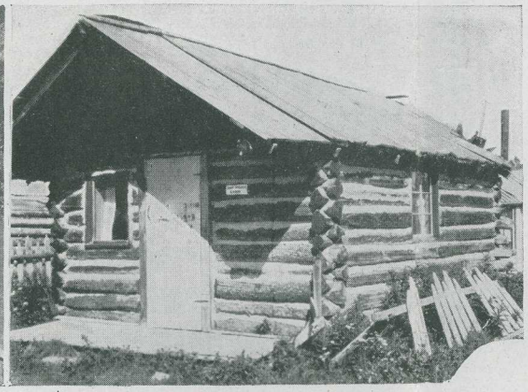
A Dawson Flower Garden.

This was once a famous Dawson "dance hall."

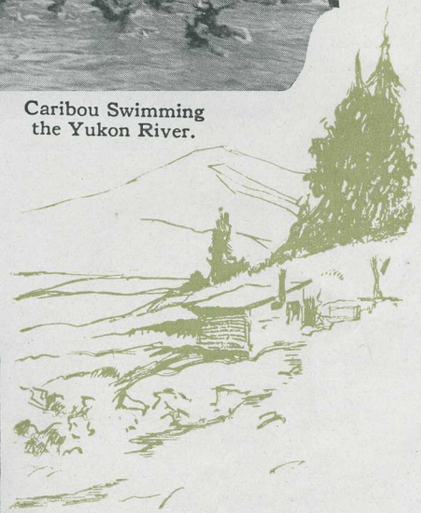


Caribou Swimming the Yukon River.

Down the Yukon River to Dawson.



Here lived the celebrated Sam McGee.



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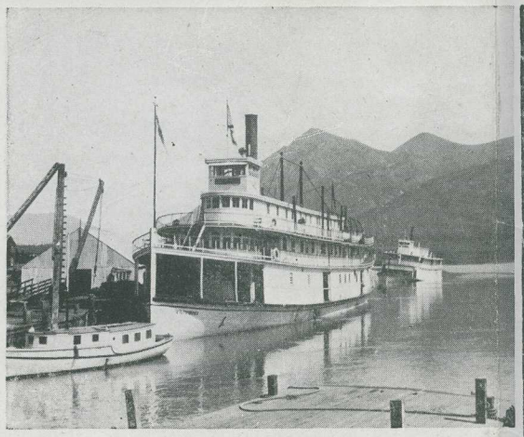
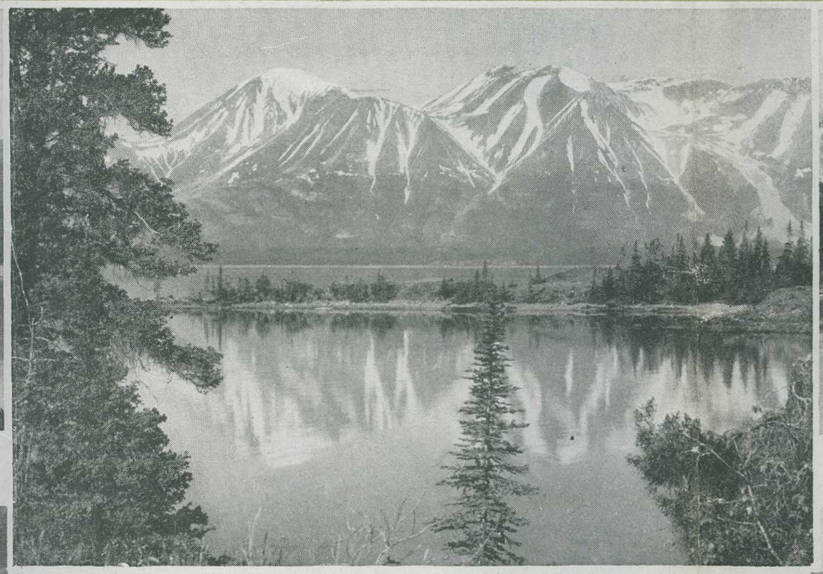
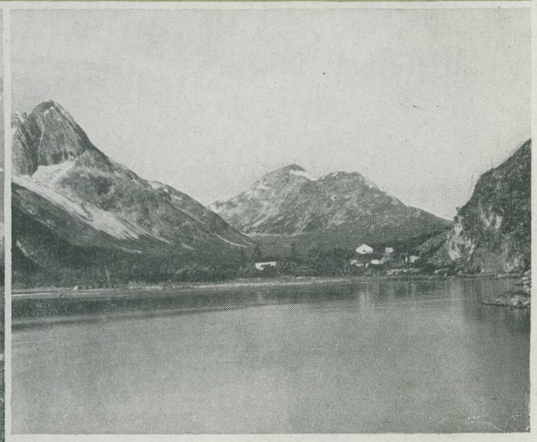


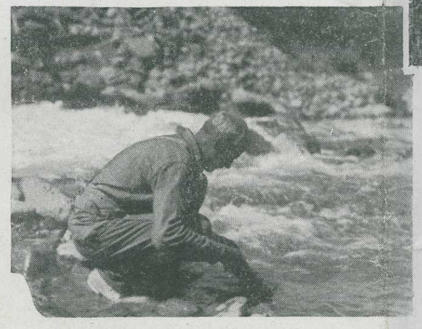
Steamer "Tutshi" at Carcross.



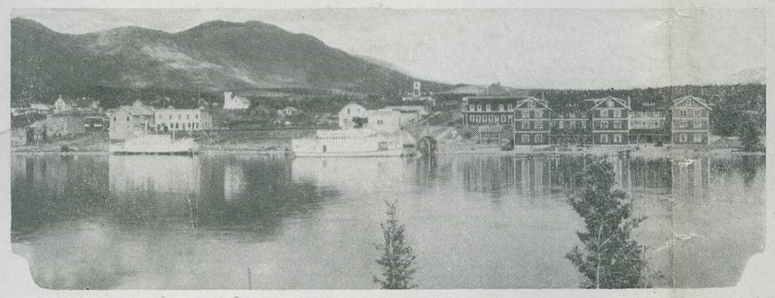
"Framing its image in her trembling heart"—Lake Atlin.
(Photograph by G. M. Taylor.)



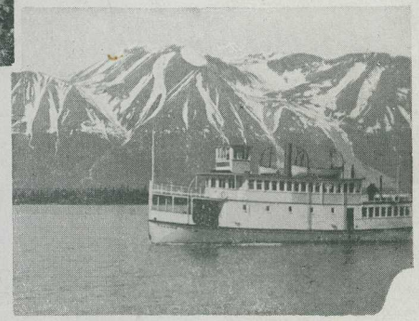
Ben-My-Chree



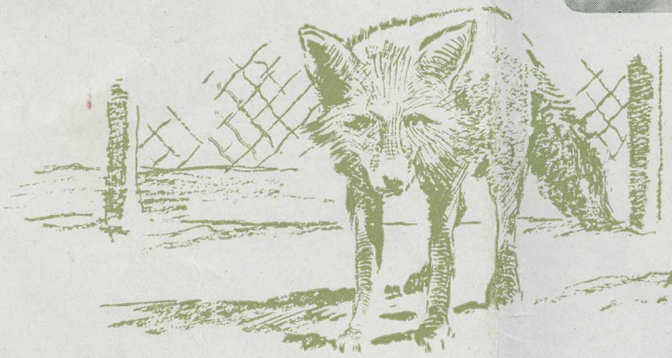
Panning Gold.

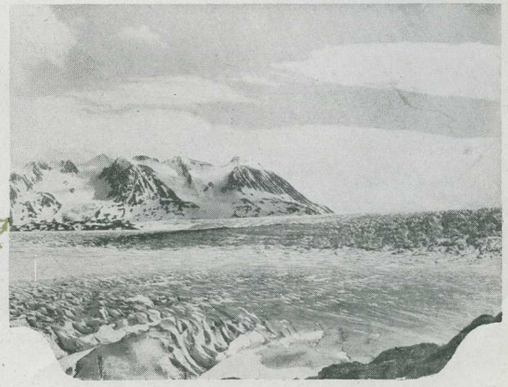


Atlin Inn—headquarters of this beautiful region.

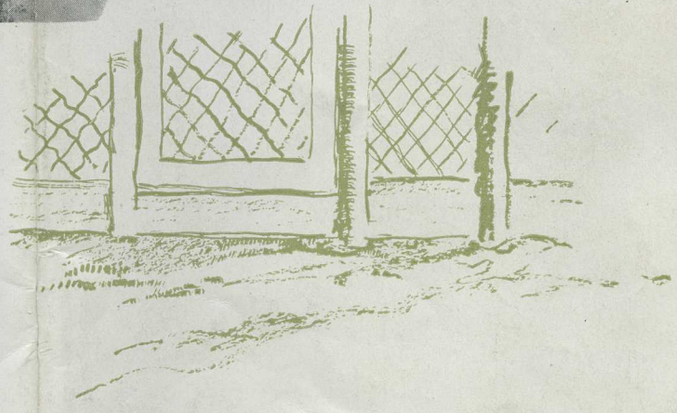


A Cruise on Lake Atlin.





Seracs in Llewellyn Glacier.



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Alaska
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