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Pacific & Arctic Railway & Navigation Co.
British Columbia Yukon Railway Co.
British Yukon Railway Co.
The British Yukon Navigation Co. Lt'd.

OFFICIALS

S. H. Graves, President . . . . . Vancouver, B. C.
A. B. Newell, Vice-Pres't, and Gen'l Mgr. . . Vancouver, B. C. / Skaguay, Alaska
A. L. Berdoe, Comptroller . . . . . Vancouver, B. C.
W. B. King, Auditor . . . . . Skaguay, Alaska
M. J. B. White, Gen'l Frt. & Pass. Agt. . . . Vancouver, B. C.
I. W. Young, Purchasing Agent . . . . Vancouver, B. C.
J. P. Rogers, Superintendent Rail Division . . . Skaguay, Alaska
F. F. Schaeschmidt " River " . . . White Horse, Y. T.
Geo. E. Pulham, Supt. Mail Service Dept. . . White Horse, Y. T.
N. W. Watson, Land Agent . . . . . White Horse, Y. T.

AGENTS

Herman Weig, General Agent, 1016 Chamber of Commerce Bldg. . . . . Chicago
S. P. Brown, General Agent, Dexter, Horton Bldg., Seattle, Wash.
Jas. H. Rogers, General Agent . . . . . Dawson, Y. T.

General Offices { Mackinnon Bldg., Vancouver, B. C. / Skaguay, Alaska

Information about routes, rates, tickets, etc., promptly furnished on application to any of the above named agents, or M. J. B. White, Gen'l Freight and Passenger Agent, Mackinnon Bldg., Vancouver, B. C.

No. 3 Second-Class Daily Ex. Sunday	No. 1 Passenger First-Class Daily Ex. Sunday	Distance from Skaguay	STATIONS	No. 2 Passenger First-Class Daily Ex. Sunday	No. 4 Second-Class Daily Ex. Sunday
Lv. 8.30a.m.	Lv. 9.30a.m.	[illegible]	SKAGUAY	Ar. 4.30p.m.	Ar. 4.15p.m.
[illegible]	[illegible]	[illegible]	Shops	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Boulder	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Clifton	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Glacier	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Switchback	[illegible]	[illegible]
10.50	[illegible]	20.4	WHITE PASS	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Meadows	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Fraser	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Log Cabin	[illegible]	[illegible]
12.00m.	[illegible]	40.6	†BENNETT	[illegible]	12.30m.
[illegible]	[illegible]	[illegible]	Pavey	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Pennington	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Graham	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Watson	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	CARIBOU	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Lansdowne	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Lorne	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Robinson	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Cowley	[illegible]	[illegible]
Ar. 5.40p.m.	Ar. 4.30p.m.	110.7	WHITE HORSE	Lv. 9.30a.m.	Lv. 7.00a.m.

*Alaska Time—One Hour slower than Pacific Time.

Average Time from Seattle, Tacoma, Victoria and Vancouver to Skaguay, ocean line, 3 to 4 days; Skaguay to White Horse, 7 hours; White Horse to Dawson (river steamers) from 32 to 40 hours. Average through time from Seattle, Tacoma, Victoria and Vancouver from 5 to 6 days.

CONNECTIONS

At Skaguay With the steamships of the following ocean lines sailing from Seattle and Tacoma, Washington, and Vancouver and Victoria, B. C.:

Pacific Coast Steamship Company
Canadian Pacific Railway Company
(British Columbia Coast Service)
Alaska Steamship Company
Humboldt Steamship Company

The steamships of these companies running on this route are staunch and first-class boats.

The commodious staterooms and comfortable berths, excellent table and the many conveniences afforded the passengers, added to the fact that the boats take what is known as the inside passage, leaving smooth water, makes the portion of the trip as far as Skaguay one of comfort and pleasure.

At Caribou with our own steamers leaving on alternate days for Taku, Golden Gate, Atlin and intermediate points.

At White Horse with our own steamers for Dawson, Forty Mile, Eagle, the Big Salmon District, the Tahkeena River for the Alsek and Bullion Creek Districts and intermediate points.

At Dawson The lines of steamboats plying on the lower Yukon River connect at Dawson with the White Pass & Yukon Route Steamers from White Horse, thus affording the greatest possible facility for carrying passengers and freight to:

Eagle City Circle City Fort Yukon
Rampart Tanana Koyukuk Nulato
St. Michaels and Cape Nome

WHITE PASS & YUKON ROUTE STEAMER SERVICE.

The following steamers are now owned and operated on the River Division:

On the Dawson Route—

Dawson	Yukoner	Mary Graff
White Horse	Sybil	Jos. Closset
Selkirk	Bailey	Bonanza King
Columbian	Zealandian	Canadian
Anglian	Victorian	Clifford Sifton
Thistle	La France	

On the Atlin Route—

Gleaner	Australian	Scotia

These steamers were built especially for this service, and no expense was spared in making them the standard, finest and most commodious of river steamers as well as the fastest steamers in the North.

The Equipment of the railway is first-class in every respect. During the summer season observation cars are put in service for tourists, giving them an unobstructed view of the magnificent scenery along the railroad.

WINTER SERVICE TO DAWSON

During the season navigation is closed the White Pass & Yukon Route operates a first-class 4-horse stage line, carrying passengers, mail, express and freight, running on a schedule of 5 to 5½ days. Relays are made every 20 to 25 miles, thus insuring fresh horses for the entire trip, and permitting schedule time to be maintained. The stages used are very comfortable and are provided with plenty of warm fur robes. Passengers going via the White Pass & Yukon Route Stage Line travel during the day time only, stopping over night at one of the many well appointed road houses along the trail.

In consequence of the construction of the new government trail between White Horse and Dawson, traveling over the ice is avoided and there is no longer any interruption to the travel to and from Dawson. Heretofore travel between White Horse and Dawson by stage has been impossible during a portion of the time navigation was closed, owing to the ice not being strong enough in the early part of the season, and too soft in the latter part of the season.

The distance between White Horse and Dawson via the new trail is 330 miles. The location of the new overland route to Dawson is shown on map in this folder.

For further particulars as to the stage service and information in regard to passenger and freight rates see Winter Route Bulletin No. 11, which will be furnished on application to agents of the White Pass & Yukon Route or M. J. B. White, F. & P. Agt.; also agents of the Great Northern, Northern Pacific and Canadian Pacific railways, as well as agents of the principal Railroad systems.

TO THE TOURIST

The construction of the railway over the summit of White Pass and the inauguration of a first-class steamboat service from Caribou and White Horse has opened up to the tourist a country of wonderful scenic grandeur.

We have issued a booklet describing this marvelous Northland where there are no nights in the summer, this land of mountains, verdant hills, grassy valleys, Alpine lakes, canyons, rapids, waterfalls, flowers and sunshine. There is no trip like it anywhere, and it can now be made in perfect comfort all the way and the grand scenery viewed without leaving the train or the steamer.

A copy of this booklet, which also tells you about the cost of the trip, hotel accommodations, etc., in short, just what tourists want to know, will be sent you on application to

Herman Weig, General Agent,
White Pass & Yukon Route,
1016 Chamber of Commerce Bldg., Chicago

S. P. Brown, General Agent,
White Pass & Yukon Route,
Dexter, Horton Bldg., Seattle, Washington

OR

M. J. B. White, General Freight and Passenger Agent,
White Pass & Yukon Route,
Mackinnon Bldg., Vancouver, B. C.

BAGGAGE REGULATIONS

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

2. Dogs may be carried as baggage under excess baggage checks at regular excess baggage rates at estimated weight of 50 pounds per dog.

3. Bicycles, Tricycles and Baby Carriages will not be carried as a part of free allowance of baggage, but may be transported as excess baggage. [illegible]

4. No piece of baggage weighing in excess of 250 pounds will be accepted.

5. This Company will not be responsible for baggage left on the wharf or station platform, and in the baggage room if the baggageman is not present to receive the same.

6. Baggage will be checked only on presentation of passage ticket, and in no case beyond destination thereof. Baggage will not be checked short of destination of ticket.

7. Charges for excess baggage and for transportation of bicycles or baby carriages must be prepaid.

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

9. Each piece of baggage left on the Company's premises, whether checked or not, will be subject to storage charges after the first 24 hours.

10. A corpse must be accompanied by an escort provided with full fare first-class passenger tickets [illegible]

BAGGAGE CHECKED THROUGH TO DAWSON

11. Baggage can be checked through from Puget Sound and British Columbia ports to Dawson via the White Pass & Yukon Route without undergoing inspection by Customs Officers at Skaguay, [illegible]

IMPORTANT INFORMATION

for Shippers regarding United States and Dominion of Canada Customs Regulations Governing Shipment of goods into Alaska and British Territory via Skaguay.

Considerable delay and confusion has been caused in the past by shippers not understanding the requirements of the United States and Dominion Customs Departments. The following information is given for the guidance of shippers, and the instructions herein contained must be strictly adhered to:

Shipments of goods from United States ports destined to points in British Territory, via Skaguay, must be accompanied by

Four (4) certified copies of Invoices, and
Two (2) copies of Bills of Lading.

The following certificate must be written or stamped on the face of each and every certified invoice covering shipments to above mentioned points:

"This invoice is true and correct; and where there is a difference between any of the prices shown therein and the ordinary credit prices at which the same articles are now sold bona fide by the exporter in like quantity and condition at this place for consumption in this country, the latter prices are shown on the margin or elsewhere on such invoice.

"Whereas, German goods are subject to surtax in Canada, I certify that none of the articles included in this invoice are the produce or manufacture of Germany, and that the chief value of none of said articles was produced in Germany, save and except all articles opposite which the word 'Germany' is written on this invoice.

"Dated at......................190..

Signature......................Exporter."

Shipments of Goods from United States Ports destined to Eagle City and other lower Yukon River points in transit through British Columbia and Yukon Territory, must be accompanied by

Four (4) certified copies of Invoices, and
Two (2) copies of Bills of Lading.

Shipments of goods from Canadian Ports destined to Points in British Territory, via Skaguay, must be accompanied by

Two (2) certified copies of Invoices (certificate clause not necessary on these.)
Three (3) copies of Bills of Lading, and
Four (4) copies of Canadian Customs Special Steamer and Railway Manifest must be made out, one of which is to be filed by Purser with Customs Agent at point of origin, and three copies sent with goods to Skaguay.

All of the above mentioned papers are necessary for Customs purposes at Skaguay.

Each package must be plainly marked, showing consignee and destination and contents of package.

Invoices must show the exact number of packages, and this number must agree with number on bill of lading.

All goods destined to points via Skaguay reached by the White Pass & Yukon Route and its connections should be consigned to the Pacific & Arctic Railway & Navigation Co., to be delivered by that company to the consignee. **This is of the utmost importance,** and should be strictly observed.

Goods received at Skaguay not having proper papers will be placed in bonded warehouse, and if not released in reasonable length of time, they will be sold by the customs officers to the highest bidder.

Goods shipped from Canadian ports to points in British Territory via Alaska, in bond, are bonded through the United States territory duty free.

Goods shipped from United States ports destined to points in Alaska, via Skaguay and Yukon River, are bonded through Canadian Territory duty free.

Charges for preparing Customs papers by the Customs Agent of the White Pass & Yukon Route, will be as follows:

For preparing Shipper's Manifest......................50c
Transportation and Exportation Entries will be charged for on basis of actual cost to the W. P. & Y. R.

The Customs Agent will notify Agent of the White Pass & Yukon Route at Skaguay Station the amounts to be assessed on above account, and same will be placed against each shipment as a back charge.

THE WHITE PASS & YUKON ROUTE
Authorized United States and Canadian Bonded Carrier

TELEGRAPH SERVICE.

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

All points along the White Pass & Yukon Route, including Dawson, as well as Eagle City and other points on the lower Yukon River, can now be reached by telegraph via the Canadian and United States government lines and all the telegraph lines in the United States and Canada.

THE ATLIN GOLD DISTRICT

In this limited space it is possible to give but a very meagre description of this district. It is situated in the extreme northwestern part of British Columbia and is reached from Skaguay by rail to Caribou and from there by boat to Atlin, in all a journey of 150 miles. It is reached only via the White Pass & Yukon Route.

All of the mining camps are easily reached either from Atlin City or from the steamer landings between Caribou and Atlin City.

The discovery of gold in this district did not become generally known until August, 1898. Since that time, notwithstanding the fact that for a while aliens were not permitted to do any placer mining, the gold output has steadily increased. The gold in this district is distributed much more evenly than in the Klondike and the districts contiguous to the Yukon River in Alaska.

Contrasted with the granitic barrier of the coast range, this district offers easy exploration. The upper portions of the mountains above the timber line are grassy and open, without, as a rule, much obstruction to travel. The greater portion of the district is readily accessible either by boat or pack animal. Bunch grass is abundant along the upper benches.

Although more or less placer mining is being done in this district, the principal method of mining at the present time is by the hydraulic process. Considerably over one million dollars has already been expended in the purchase and installation of hydraulic plants on the principal creeks. Work on most of these properties has necessarily as yet been confined chiefly to the preparatory stages, but sufficient progress has been made, especially during the past year, to demonstrate that, when the plants are in full working order, profitable results will be obtained. The value per cubic yard [illegible]

WHITE PASS & YUKON ROUTE

THROUGH LINE SKAGUAY TO DAWSON

WHITE PASS & YUKON ROUTE

THROUGH LINE SKAGUAY TO DAWSON

White Horse is destined to become one of the most important towns in the North. [illegible]

Caribou [illegible]

N. W. WATSON, Land Agent,
White Pass & Yukon Route, White Horse, Y. T.

THE ALASKA PACIFIC EXPRESS COMPANY

[illegible]

A SOUVENIR

[illegible]

HERMAN WEIG, Gen'l Agent, W. P. & Y. Route,
1016 Chamber of Commerce Bldg., Chicago

or

S. P. BROWN, Gen'l Agt. W. P. & Y. Route,
Dexter, Horton Bldg., Seattle, Wash.

Residents in Canada will kindly address

M. J. B. WHITE, G. F. & P. Agt., W. P. & Y. ROUTE
Mackinnon Bldg., Vancouver, B. C.

It is reported that two men panned out of a claim on the same creek [illegible]

The Forty Mile, Circle, Tanana and Koyukuk Districts

[illegible]

White Horse Copper and Coal District

[illegible]

It is confidently expected that long before the placer mines have become exhausted many of the quartz claims now in process of development will prove to contain rich enough ore to yield good values and make the country a permanent quartz camp for generations to come.

[illegible]

The Stewart River District

[illegible]

The Big Salmon District

[illegible]

The Alsek District

is also located in the Yukon Territory and by steamer and trail is about 185 miles northwest of White Horse.

[illegible]

Among the principal quartz and copper mines on which work has been done [illegible]

THE KLONDIKE

[illegible]

[illegible]