

ATTRACTIONS OF SUMMER VACATION TRIP TO ALASKAN POINTS OF INTEREST

The coming week is the last week of the Daily Guard contest and we feel that those who are striving so eagerly and so conscientiously to win, should have some idea of the magnificent trip we have planned for the winners. To the girls in each district who poll the most votes in the contest, we will present one round trip ticket to Alaska for herself and one round-trip ticket for the friend or relation she may elect to accompany her.

We do not believe that in the United States there is a more magnificent and instructive trip than a voyage to Alaska on one of the Alaska Steamship Company's steamers, either the Jefferson or the Dolphin.

A Trip to Wonderful Alaska.

There is something about this sentence that carries with it a magic charm.

The average tourist has heard of this great country and wonders just how he can reach his destination and

Alaskan Steamship Company have all of the requirements of the tourist. One of the rules of the company has always been to employ none but careful and experienced navigators. Many may hesitate to make a sea voyage fearful of disaster. They need have no fear however, when settled in one of the magnificent private chambers on the steamers of this company.

Ocean Voyage Restful.

There is always an air of romance about the ship. Often many new acquaintances are formed, and in some cases end in close friendship in which confidence and knowledge are exchanged. Then an ocean voyage is always restful to any person whose constitution has been impaired by overwork. It has often been said that no tonic contains the properties or is nearly as invigorating as the sea air.

Then a word about the table service on the vessels of the Alaska

in that body of water the tourist crosses the boundary line separating the United States and British Columbia. The line is marked by Turn Point Lighthouse.

After a journey of several hours, Active Pass is reached. Here is a narrow body of water about two and one-half miles in length. When the tide is changing the waters rush and foam through the pass throwing spray high against the rocks on the shore line of the islands.

The vessel next threads her way over the glassy waters of the Gulf of Georgia to Cape Mudge, a distance of 192 miles. A short sail through picturesque Discovery Pass finds the vessel at the entrance to Seymour Narrows. There at times the waters rush through at the rate of fifteen knots an hour. The next body of water is Johnstone Strait and then the vessel finds her way between the islands of Broughton channel.

A Taste of the Sea.

Until the entrance of Broughton channel is reached the vessel follows a course between hundreds of islands which insure absolute safety from storms and rough weather. From the channel the vessel next crosses an arm of the ocean known as Queen Charlotte Sound. The distance across this body of water is thirty-seven miles.

On one side of the vessel will be observed the shore line while on the opposite side of the deck is a broad expanse of the Pacific ocean. Here the tourist will find just a suggestion of the sea. The vessel rides the swell like a swan and the motion of the boat is not great enough to cause seasickness.

After Queen Charlotte Sound has been crossed the vessel again picks up her course by the aid of the many familiar land marks and speeds through Fitzhugh Sound—a quiet body of water. From there the vessel next reaches historic Lema passage. Being in British waters a bit of early Indian history will be interesting to the tourist.

On the port side of the ship, dotting the shore line, will be seen a row of deserted houses. Some distance further up the beach is a new village springing up. It is the old and new Bella Bella settlement. The first place passed was deserted by the Indians during the year 1901. Owing to disease a large number died and superstition drove those who remained from their old homes. The old Bella Bella was deserted and the new Bella Bella inhabited within 24 hours.

Leaving Lema Passage the vessel proceeds through Seaford Channel, into Milbank Sound and from there through Lover's Lane into Graham's Reach. After passing through Mc Kay Reach, Wright Sound, Greenville Channel and Clatham Sound the vessel leaves the British waters and reaches Dixon Entrance. There the boundary line is again crossed and the tourist is in sight of the shore of Southeastern Alaska.

The course takes the ship past Port Simpson, which can be seen on the starboard side of the vessel. Cape Fox is also passed which is the most southeastern portion of Alaska. Upon leaving Dixon entrance the vessel proceeds up Revilla Gilego Channel into Tongas Narrows and in a very short time the thriving city of Ketchikan comes into view.

Ketchikan is a suburb of entry located on the north side of Tongas Narrows abreast of Nemoek Island. It extends one-half mile westward from the mouth of Fish Creek. This city is the distributing point for miners' supplies for that portion of southeast Alaska and has an assay office. There is a large cannery just

east of Ketchikan which is in operation during the open season.

Ketchikan is the first American port of entry. The custom house was formerly at Tongas but was later moved to Mary Island. Four years ago the government recognized the fact that Ketchikan was one of the best places in the north and decided to move the custom house there. Then Ketchikan has a newspaper and the business houses are among the largest in Alaska. She has one of the most modern hotels in the north. All of the merchants carry heavy stocks and are enjoying prosperity.

Leaving Tongas Narrows the ship glides into Clarence Strait, which is another beautiful body of northern water. The tourist will now see Prince of Wales Island to the left of the ship, and Etolian Island to the right. Prince of Wales Island is 110 miles long and runs northwest and southwest and is indented with hundreds of bays and inlets.

Passing out of Clarence Strait the tourist will next observe that the vessel has taken a course leading through Stephen Passage and thence into Wrangell Narrows. Here the government will spend over \$2,000,000 in widening and deepening the channel. The narrows are between Mitkof and Kuprenof Islands. Near the northern end of the narrows is the new town of Petersburg. In Stephens Passage will be seen

the military title and equipment have disappeared. Wrangell is quite a totem pole town and the time spent here will be greatly enjoyed visiting and inspecting and photographing these relics of Indian mythology and monuments of departed Indians; and in visiting the curio stores where miniature duplicates of the totem poles can be found.

The stay at Wrangell may be short or long, depending on the tides. For immediately after leaving Wrangell, the ship steams through Wrangell Narrows, and must make passage when the tide serves. "Time and tide wait for no man."

Sitka.

The Sitka call is made on the return voyage. After leaving Skagway the course is through Lynn Canal and Chatham, Peril, Olga and Neva Straits. Sitka was founded in 1840, and is a most interesting place to visit.

A Visit to a Glacier.

Every tourist who goes to Alaska wishes to see, and if possible, climb a glacier. A visit to Davidson Glacier, on Chilkat Inlet, a trifle more than half way from Juneau to Skagway or to Taku glacier, in Taku Inlet, affords the only possibility of the wish becoming a reality. The visit to a glacier is quite different from any other experience of the Alaskan trip. The ship "lays to" or anchors, and you go over her side in



WINTER COSTUME OF INDIAN GIRL.

the many strange and interesting sights he will witness.

Often the voyage to Alaska has been compared with the trip among the Thousand Isles of the St. Lawrence. Those who have had opportunity of making both voyages join in saying that the cruise along the Southeastern coast of Alaska is by far the more picturesque.

Then it must be taken into consideration that the voyage to the North is more instructive than a tour of the Old World and the scenery which the tourist beholds surpasses the Alps of Switzerland in its mighty and rugged grandeur.

Within three days' travel from Seattle the pleasure seeker stops ashore in a country which is a fairland of agreeable surprises and where the true stories of the golden wealth read like fanciful and Oriental tales of the Arabian Nights. It is the land of the Midnight Sun.

Sailing for an even thousand miles, the traveler finally reaches a part of the world which stands out alone for its novel sight-seeing. Passing timbered islands, down whose sides rush hundreds of glacier-fed streams and whose shores are the home of the Indian, the tourist may ponder over the magnificent scenery.

Scenery Is Magnificent.

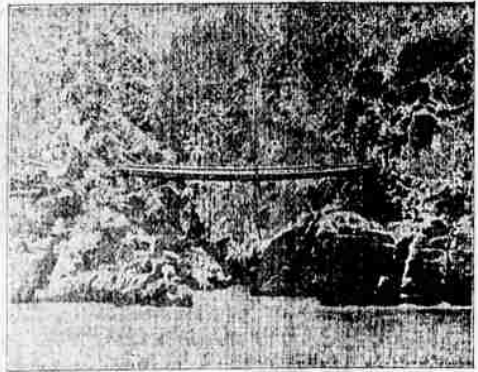
First put down in your note book that the scenery is not equaled in any part of the world and furthermore that during your journey from Puget Sound you can behold snow-crowned mountains towering high out of the sea and pass within seeing distance of hundreds of glaciers over which the sun's warm rays are playing. This forms myriad colors of a rare beauty and the phenomenal presents a more magnificent spectacle to behold than the aurora borealis.

Preparations for the Tour.

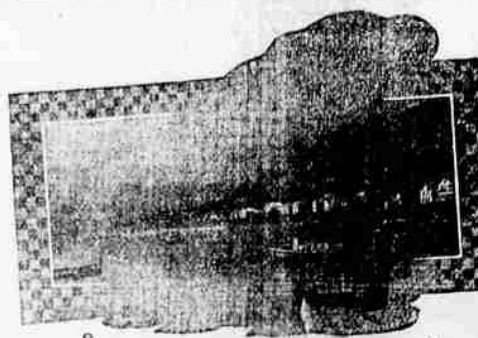
Making preparations for a tour of Southeastern Alaska does not mean that one must provide himself with thick-soled shoes and fur robes. Pack your trunk with summer clothing, wear a Panama hat and with a light overcoat as a protection in the cool evenings, you are ready to depart on the voyage north. By all means provide yourself with a camera. If you fail to do so before leaving you will regret it from the first day out as the opportunities for the amateur photographer to display his skill were never so great as in Alaska. Then the hundreds of views obtainable from the decks of the ship will be of much interest to your friends as the curio purchased in the quaint Indian villages.

Another important feature of a voyage to Alaska is to select a vessel in a line of steamships having a reputation for speed and comfort. To travel on the big steamers of the Alaska Steamship Company means both comfort and pleasure for the passengers under the care and guidance of this company.

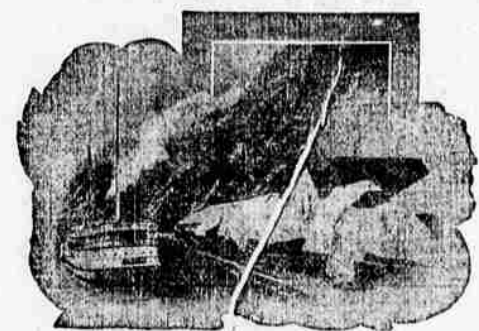
The vessels in the fleet of the



BOARD WALK, KETCHIKAN, ALASKA.



INDIAN TOWN, SITKA, ALASKA.



EXCURSION STEAMER JEFFERSON AT SKAGWAY.

the famous Sumdum glacier which feeds to the sea through Endicott Arm. Leaving the narrow strait the vessel next passes Holkham bay. Port Snettisha and Taku harbor where more canneries are operated. Crossing Taku Inlet the vessel encounters the ice floes from the Taku glaciers, entering Gastineau Channel, which separates Douglas Island from the mainland, the ship comes within view of the big stamp mill to Treadwell.

At Treadwell are located the largest quartz mills in the world. There are about 900 stamps in operation day and night. Hundreds of men are employed and the net profits of the owners are said to reach thousands of dollars each day with millions of tons of ore still in sight.

Douglas and Juneau.

A short distance from Treadwell is found Douglas, fast becoming one of the business centers of Alaska. It is the residential portion of Treadwell, and in the near future promises to be one of the largest cities in Alaska.

About a mile from Douglas lies the city of Juneau which is practically at the head of navigation in Gastineau Channel. Juneau is easily the largest and principal business port of Southeastern Alaska. The place is connected by steam ferry with Douglas and having a perfect water system and electric lights, is a live and up-to-date place.

Tourists will find Juneau and Douglas both interesting places to visit. A trip to Alaska is not complete unless an inspection is made of the famous Treadwell mines.

After the three places above named have been visited the vessel starts out on a course heading direct for Lynn Canal. Before the end of the journey the government military post at Haines comes into view.

Haines.

Haines is a mission and postoffice on the west side of Portage cove. It is the principal outfitting point for the Porcupine mining district, on a branch of the Chilkat river about forty miles from the town. The district is also reached by a trail along the north side of the river connecting with the old Dalton trail.

Skagway, the Lynn Canal City.

Situated in a valley at the mouth of the Skagway river is the city of Skagway. It is one of the largest, yet youngest cities in the north. In the early days the vast army of miners and prospectors headed for Dawson and the Klondike left the vessels there and followed the now famous White Pass trail for Bennett.

The city is the terminus of the White Pass and Yukon railroad, one of the most scenic railways in the world. During the summer months freight is shipped to Skagway and there loaded into the cars and taken to Caribou for shipment to the Atlin district or to White Horse.

Only nineteen years have elapsed since the building of Metlakatla was commenced, but wonders have been accomplished. The usual poor huts of an Indian village are superseded by substantial houses just the same as a white man would build for a home. Labor has come to be recognized as a good and profitable portion of life. Improved conditions, an enlarged sphere of usefulness and a greater enjoyment of life are the natural results. This is all due to the untiring effort of Rev. Duncan. He has created a self-supporting Christian community, the only tribe of Indians not dependent on the government and with money in the bank. You may be sure of a hearty welcome from the Rev. Mr. Duncan.

Wrangell.

This was once Fort Wrangell, but

RAILROAD TALK

FROM COOS BAY

Marshfield Paper Tells the Local Situation in Very Interesting Article

The Coos Bay News, published at Marshfield, has the following regarding the railroad situation:

"All kinds of railroad rumors in the air last week, but no definite information obtainable. There seems to be an impression that the latest projected line—from Marshfield, via the south fork of Coquille, to Grants Pass—will be the first on which active work will commence, and it is said by those who are supposed to know that there will be something doing on that line in the near future. Immense tracts of timber are tributary to this line, and logging interests alone will make the road a paying investment from the start."

"It is said that those who are interested in the Coos Bay-Holmes line are also busy, and although no statement has been given out for publication, it is asserted that all possible haste is being made in perfecting arrangements to commence work before the end of the summer."

"If these rumors prove correct it will be up to the S. P. to make a showing. While it is to the interest of that corporation to prevent a road being built to Coos Bay, nevertheless when they find that they are no longer able to prevent it they will do all in their power to get here first. It seems to be a question with them now, whether to resume work on the Drain line or to kill off the Asset Co. and come down the coast from Eugene. Many think the latter route will be favored, because they already have the Drain route corralled and fear no rival there, while, if the Asset Co. should make good, some other corporation may obtain control, which would prove detrimental to their interests."

"The purchasing of water front property on the bay, the buying of tracts of land at big figures in this vicinity and the obtaining control of large timber interests by a wealthy corporation give color to the railroad rumors and lead a majority of the residents to believe that the development of this section, by the aid of railroad communication with the outside, can no longer be retarded."

FAIRMOUNT

Mrs. Cox has sold her place on Columbia avenue to Mr. Seavey, who has taken possession.

Mr. and Mrs. Hastings of South Onyx avenue are about to leave for a trip to California, on account of Mr. Hastings' health.

The Fairmount tennis club have resumed their summer's playing on the grounds near the Presbyterian church.

Prof. D. C. Henry, former principal of the Condon school, has resigned his position and accepted the place as one of the school supervisors of Jackson county, under the law passed by the last legislature. He will supervise thirty-four county schools.

The body of F. P. Lord is still at the Branstetter undertaking parlors, awaiting the arrival of his nephew to accompany the remains to South Dakota for burial.

Miss Van Bibber of the University graduating class has been appointed to the position of school supervisor for western Lane county.

The state railroad commission was here one day this week, and inspected the crossing of the street railway over the Southern Pacific tracks at Moss avenue. They ordered a new style of crossing fixtures, requiring the street car conductor to cross the railroad and hold a lever while his car goes over the railroad. This is for the purpose of the greatest possible safety for all parties. The Southern Pacific is also ordered not to exceed ten miles per hour at this crossing.

The East Eugene W. C. T. U. held a very interesting meeting at the Presbyterian church on Friday afternoon. It was a "Mother's Meeting" with several appropriate addresses and a good attendance.

Canyon City Eagle: The foliage of a cherry tree on the Dan Fisk place, one mile east of Canyon City, has a diameter of 54 feet. It is an oxheart cherry and is said to be the largest cherry tree in the state.

Three depositors patronized Baker's postal savings bank on opening day. The Baker Loan & Trust company has been made the depository of the postal bank's funds.

Medford business men are considering a junker to the southward and eastward. Klamath Falls and Lakeview are on the proposed itinerary.

Keep Cool by Going to the Seashore or to the Housetop



The problem of keeping cool during the hot summer days confronts the little ones as well as the grownups, but when there is a large roof over the house in which they live or an opportunity to visit the seashore most of the discomfort is overcome. A few hours in the surf or upon the sands bring new life and vigor to tired little bodies, and even amid the cooling breezes on the beach the little ones are content.