



SKAGWAY

Skagway, Alaska, is located out on the Alaska Panhandle, about 90 miles northwest of Juneau, and it was heavily involved with the Klondike Gold Rush between 1896 and 1899. The White Pass & Yukon Route was created to help get prospectors over the mountains to the Klondike, a region of the Yukon territory in northwest Canada. It was later recognized as an International Historic Civil Engineering Landmark for construction in overcoming numerous difficult and hazardous obstacles. The WP&YR now operates purely for tourism and is a main source of revenue for the city. If the description of the city sounds familiar, this is because Jack London used the location as the setting for his book *Call of the Wild*. If you visit Skagway, be sure to check out the Golden North Hotel, the oldest hotel in Alaska, and stop in to the Red Onion Saloon, one of four bars in Skagway.

1. The train climbs nearly 3,000 feet into the mountains along the White Pass and Yukon route.
2. The population doubles during the summer from about roughly 1,000 to 2,000 people to be able to handle all of the summer visitors.
3. Nearly 900,000 visitors come during the summer.
4. An alternative to the White Pass and Yukon route was the Chilkoot trail, shorter but much steeper.
5. Skagway is part of the setting for Jack London's book, *The Call of the Wild*.
6. Skagway is derived from the word *shcagéi*, which is a Tlingit idiom roughly translated as "rough seas in the Taiya Inlet, that are caused by strong north winds."
7. Skagway Centennial Statue—an Indian guide leading a gold rusher over the mountains.
8. The Golden North Hotel is the oldest hotel in Alaska.
9. Skagway can dock up to five boats at a time. The steep drop off of the land into Skagway Harbor is what makes this possible.
10. The Red Onion Saloon, 1 of 4 bars in Skagway.
11. AB Hall is said to be the most photographed building in Alaska, covered with over 10,000 pieces of drift wood.
12. An old steam engine—these were called "hogs" by railroaders because of the huge amount of fuel and water required to get them over the White Pass & Yukon Route, and their engineers were called "hogheads."
13. The White Pass & Yukon Route was made an International Historic Civil Engineering Landmark in 1994. Only 36 other civil engineering marvels in the world share this honor such as the Eiffel Tower, Statue of Liberty, and the Panama Canal. The WP&YR is recognized for overcoming many difficult and hazardous obstacles.
14. The Klondike is a region of the Yukon territory in northwest Canada, east of the Alaskan border. This was the final destination of the Gold Rushers or "Klondikers" who set out from Skagway.
15. The Irony of Gold Rush of 1898 is that by that time it was already too late for many of the prospectors.
16. WPYR.com states, "the WP&YR climbs almost 3,000 feet in just 20 miles and features steep grades of up to 3.9%, cliff-hanging turns of 16 degrees, two tunnels and numerous bridges and trestles."
17. The 110 mile WP&YR Railroad was completed with the driving of the golden spike on July 29, 1900, in Carcross, Yukon, connecting the deep water port of Skagway, Alaska, to Whitehorse, Yukon, and beyond to northwest Canada and interior Alaska.
18. Moose can weigh as much as 1,200 pounds.
19. If you're lucky you might spot a killer whale. A killer whale isn't actually a whale but a dolphin.
20. The WP&YR passenger coach cars are named after various lakes and rivers in Alaska, Yukon and British Columbia.
21. Lake Bennett at the head of the Yukon river is where 20,000 men built 7,000 boats to cross it to get to the Klondike during the Gold rush of 1898.
22. The town on lake Atlin has 300 – 500 full-time residents, and during the Gold Rush of 1898, the population was 10,000.
23. This funny-looking train is a steam driven snow blower and was built in 1899. It was used for 65 years and is now on display in Skagway.