

ALASKA

CANADIAN NATIONAL RAILWAYS

CANADIAN NATIONAL HOTELS

of Distinction

CHATEAU LAURIER
Ottawa

—
PRINCE ARTHUR HOTEL
Port Arthur

—
THE FORT GARRY
Winnipeg

—
PRINCE EDWARD HOTEL
Brandon

—
THE MACDONALD
Edmonton

—
And the following open during
Tourist Season

—
JASPER PARK LODGE
Jasper, Alta.

—
MINAKI INN
Minaki, Ont.

—
NIPIGON LODGE
Orient Bay, Ont.

—
HIGHLAND INN
Algonquin Park, Ont.

—
NOMINIGAN CAMP
Algonquin Park, Ont.

—
CAMP MINNESING
Algonquin Park, Ont.

ALASKA



CANADIAN NATIONAL RAILWAYS

LAND of the TOTEM



EMBLEMS of Alaska's oldest families, totems are symbolic of the country. At various points, notably at Ketchikan and Wrangell, may be seen most interesting examples of this extinct art, which in the past was universal to the Indian tribes of the North Pacific Coast, denoting the caste and history of the chiefs and tribes. One of the finest to be seen is the Kicksetti Totem at Wrangell, which is incorporated in our cover drawing to typify the impression left with the tourist visitor as part of the modern lure of Alaska. The story of the Kicksetti Totem follows:

"The Kicksetti people derived their name from Kicks Bay, where they first stopped in their migrations north from the mouth of the Nass River to the Stikine River.

"The pole is surmounted with a face which represents a mountain This mountain was the camping place on the Stikine River, where the legends of the tribe were supposed to take place.

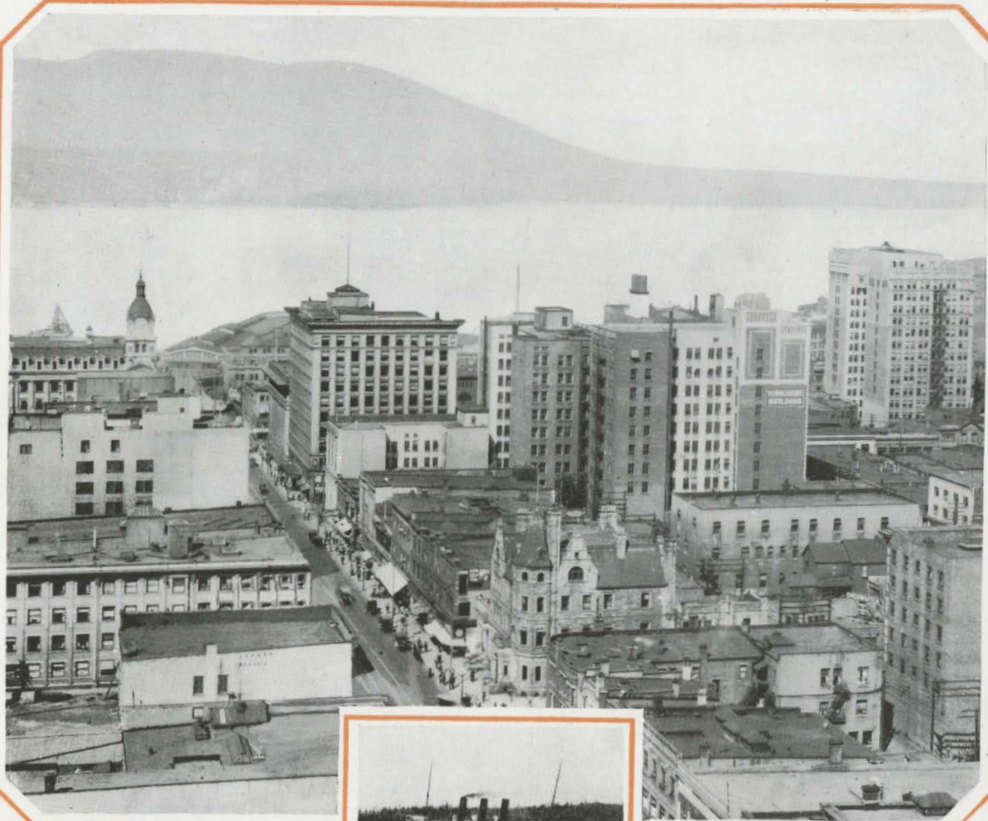
"Below is the frog, the emblem of the tribe. One of the chiefs did some mischief to the frog, in consequence of which he appears to have fallen into a trance. When he came out of his trance he said that he had been in the underworld and had been taught by the frogs to treat them better, because they were brothers.

"Below is the old Raven, the creator, talking to the young Raven that made man. The lowest figure of all is the Kilisnoo beaver. The father belonged to the beaver family and the mother belonged to the frog family.

"The Thlinget Indians were matronymic. The children always belonged to the mother's family."

Extract from "Totem Lore of the Alaska Indians," by H. P. Corser, M.S.

A L A S K A



You embark at Vancouver

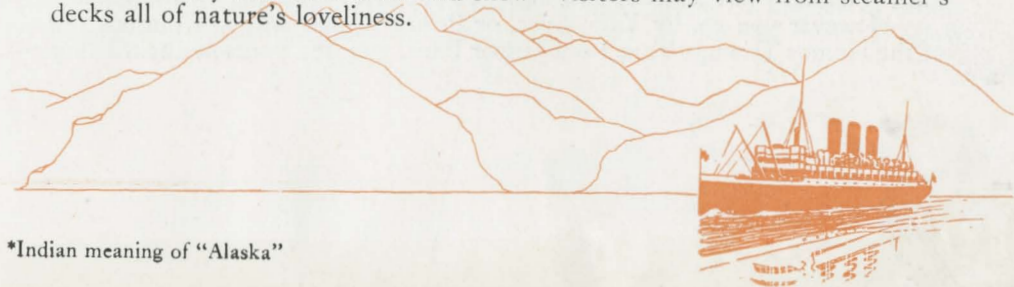


on the "Prince Rupert"
or "Prince George"

"THE GREAT COUNTRY" *

WHEN we speak of an historic country we are apt to think of a place whose most interesting events took place some hundreds of years gone by. The most lurid and entrancing history of Alaska, "The Great Land," was in the making fifty years ago, and many the man lives to-day who helped to immortalize those wild and glorious times.

Travellers journey to the far West or the far East in search of novelty, amusement, scenery, when right at hand the *near* North, made easily accessible through the luxury of modern transportation, offers all three in abundance. There, during June, July and August—forced summer blooming furiously between weary stretches of ice and snow—visitors may view from steamer's decks all of nature's loveliness.



*Indian meaning of "Alaska"

A L A S K A



*The Mountain Guarded
"Inside Passage"*



The Call at Ocean Falls

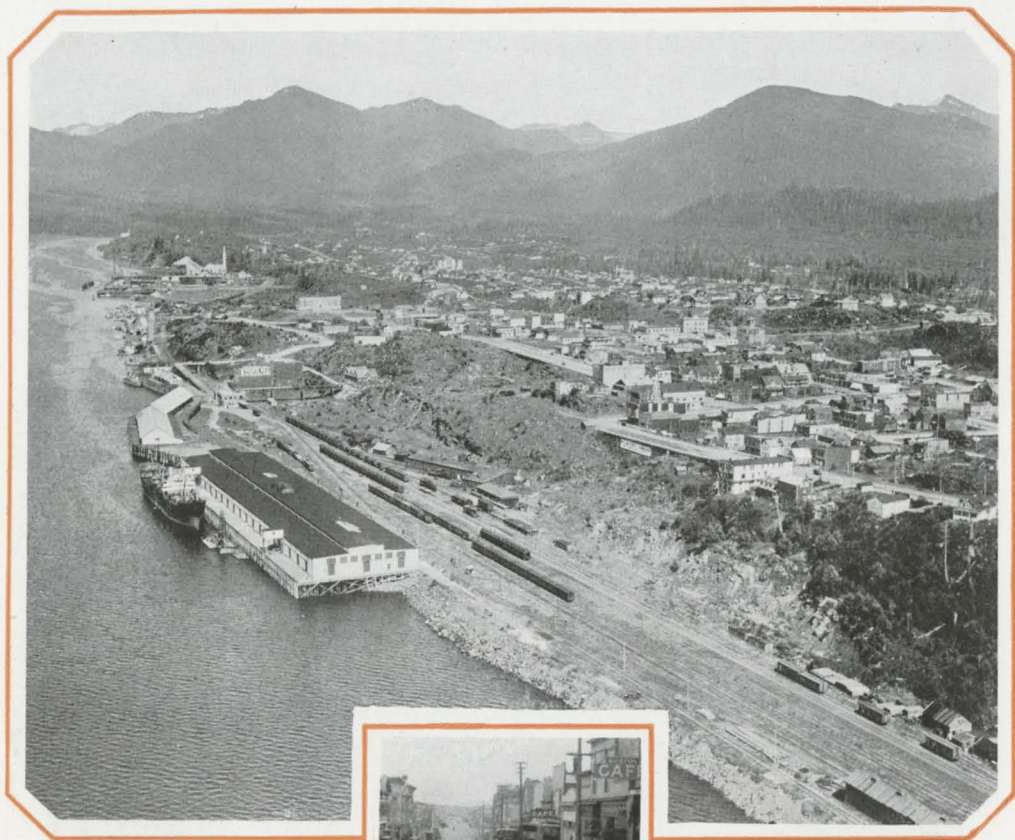
Gold, that stampeded the world to Alaska and the Yukon, is forever associated in the mind's eye with each glistening peak. It is easy to imagine the fevered rush of money-mad men, impeded but not halted by the very country that at last relinquished her secret. She imposed the extreme of hardship and took vast toll in human lives. To-day, a new lure draws thousands to Alaska. It is the lure of sheer beauty and the wonders of the three emerald months that settle like a benediction on this great white land. As for gold, there is more sheer gold in one Alaskan sunset than ever came from all her rockbound mines.

Here are mountains that would dwarf the Alps and glaciers of flowing ice as large as principalities; here are the northern lights; here is the midnight sun; here days and nights mingle in one thrilling round of new experiences until you gladly lose track of time and give yourself to just the joy of living.

However you go, by Vancouver, or Prince Rupert way via the last leg of the famous Triangle Tour from Jasper Park, you find yourself aboard ship



A L A S K A



Prince Rupert—first important port of call



Street scene, Prince Rupert

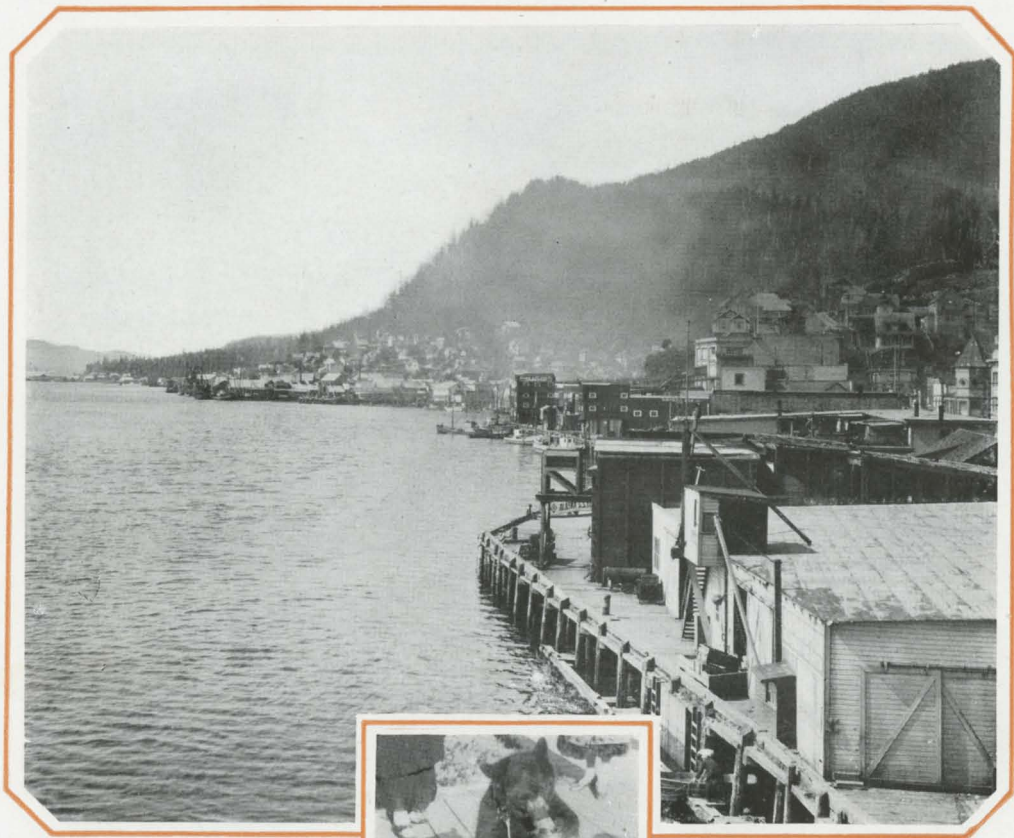
at last and gliding through the still and wonderful reaches of the Inside Passage. Early navigators thought this inland sea the mythical route between the Pacific and the Atlantic. They sailed its bays and ploughed the green waters of its many inlets to bring back almost unbelieving tales of the natural wonders of the country.

Let us travel over the southern stretch of the Triangle route to embark at Vancouver and thus enjoy, all told, some thousand miles of sheltered water, alive with all the tang of the salt sea. When Prince Rupert is reached, we are well settled in our new surroundings and able to enjoy to the utmost the gigantic beauty that comes to the very water's edge to greet the ship even as it glides across the Canadian-Alaskan boundary.

On steaming from the harbor of Vancouver, the commercial metropolis of British Columbia, Vancouver Island lends shelter for many miles until, at Queen Charlotte Sound, the ship strikes in among the thousands of islands large and small that form the protecting barrier of the still Inside Passage.



A L A S K A



Ketchikan, Alaska

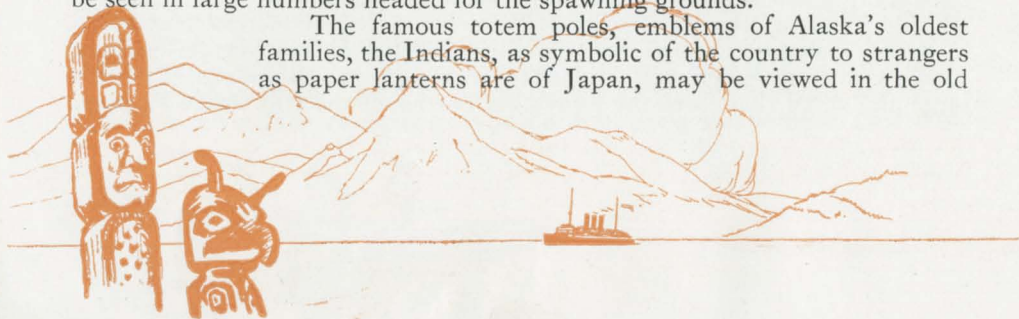


Headquarters of the North Pacific Fishing Fleet

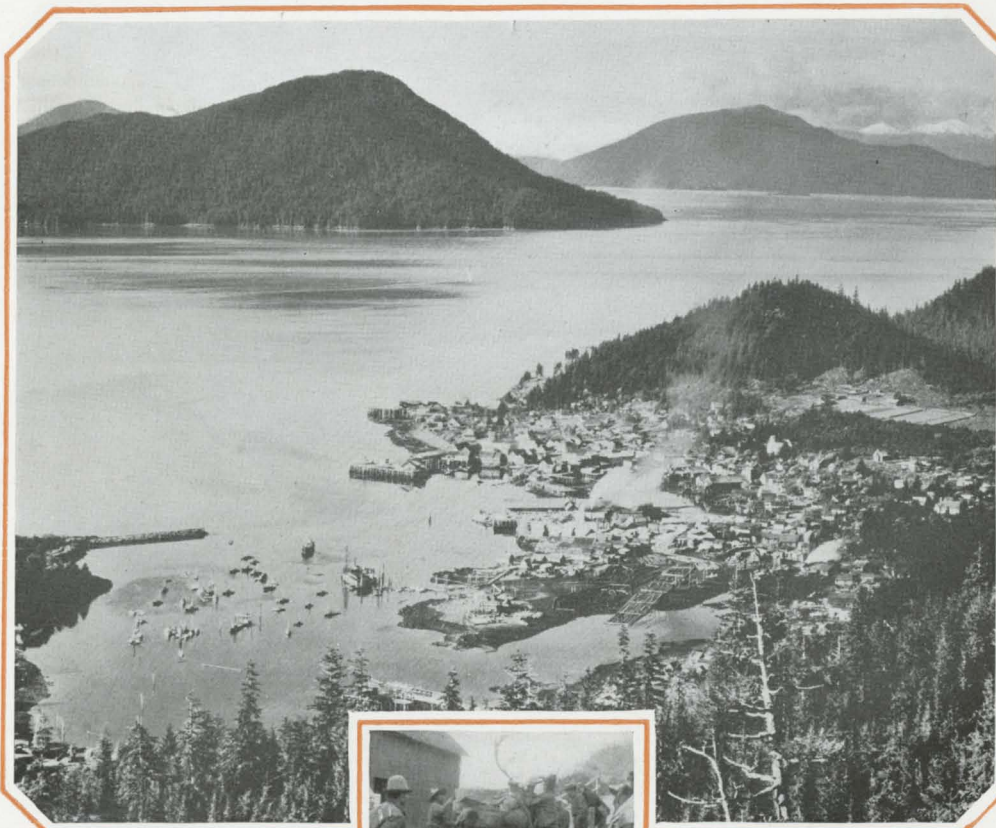
The first important port of call is Prince Rupert, the city "built upon a rock."

Ketchikan, the first landing point after crossing the imaginary line that cuts Alaskan from Canadian waters, is one of the liveliest towns in the north-land. It fairly hums with an activity that belies the genial and picturesque appearance of a city set in a mountainside and framed by pines. The streets and buildings were never laid out, but just spread out wherever nature kindly allowed, with the result that some dwellings overlook their neighbors' roofs. Other houses are even perched upon piles. The planked streets wander hither and yon. A lustrous stream flashes through the town. Salmon may be seen in large numbers headed for the spawning grounds.

The famous totem poles, emblems of Alaska's oldest families, the Indians, as symbolic of the country to strangers as paper lanterns are of Japan, may be viewed in the old



A L A S K A



Historic Wrangell

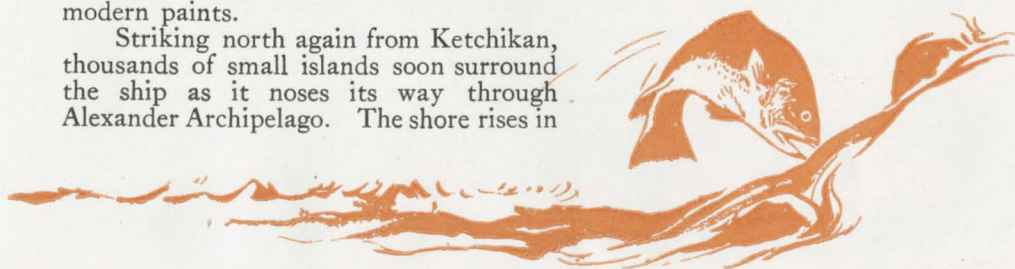


Big Game Trophies

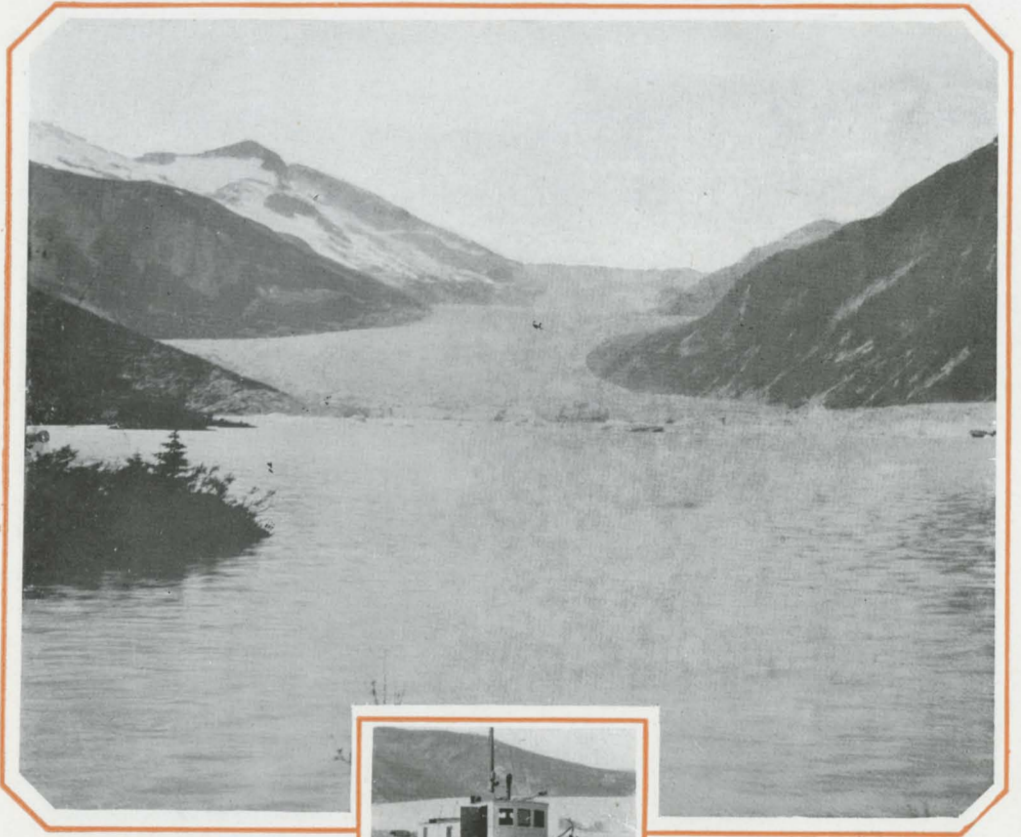
Indian graveyard opposite Ketchikan. These curious carved and painted trunks of trees, rearing their grotesque heads against a background of stupendous grandeur, are ever an interesting and arresting sight. To the uninitiated they appear a jumble of strange creatures—birds, snakes, deer, and other animals—but to their carvers they present as true a family-history as those portrayed by the orientals in their woven rugs.

Throughout Alaska totem poles are found, but they are never quite the same, just as the lives of human beings are never altogether similar. Their crudely formed, wide-winged birds, squat frogs and coiled serpents serve always to remind the traveller that he is in a new, strange and wonderful land of novelty. They are painted with dyes, made by the Indians from roots and herbs, more fast in the face of wind and weather than many of our modern paints.

Striking north again from Ketchikan, thousands of small islands soon surround the ship as it noses its way through Alexander Archipelago. The shore rises in



A L A S K A



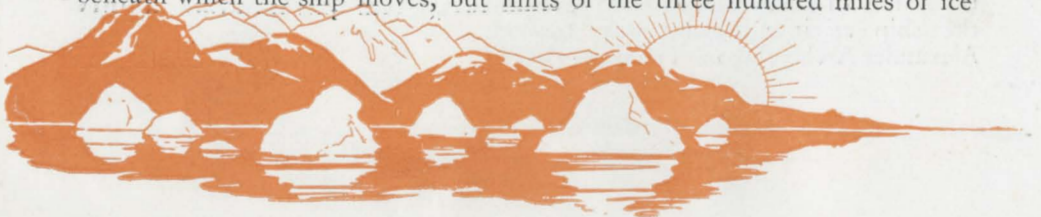
*The Taku Glaciers
(see also opposite page)*

*The dead, receding Glacier
is here seen*

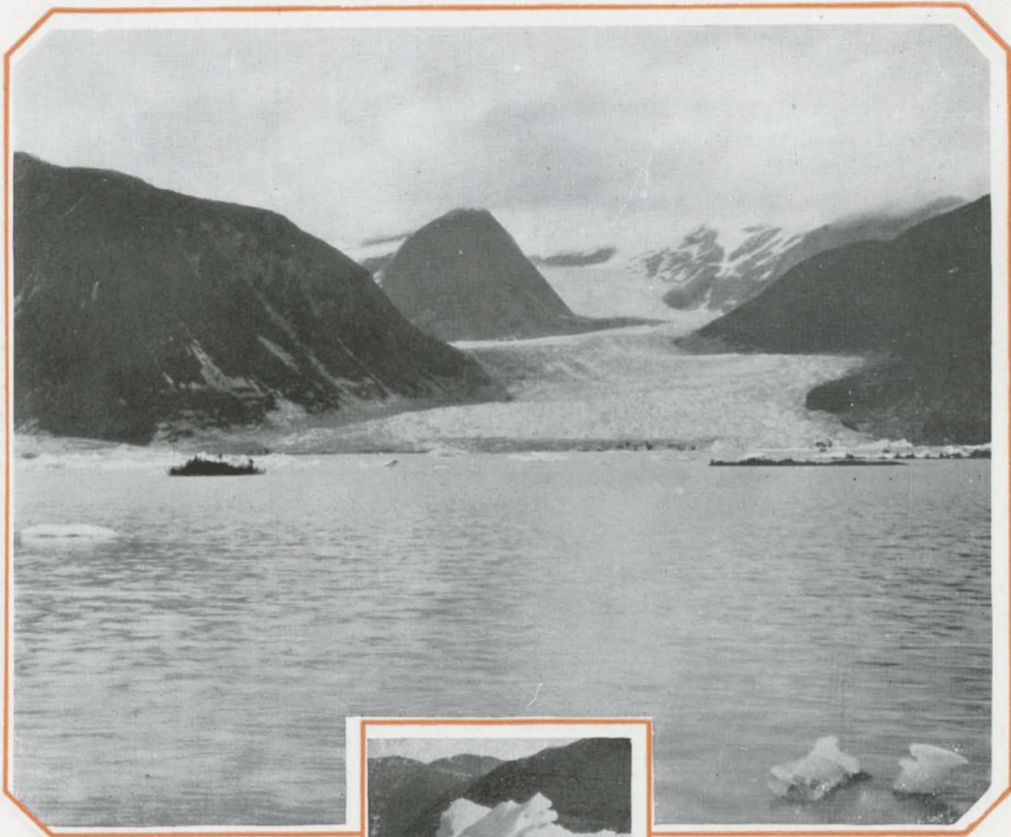
more rugged lines and the mountains seem to draw nearer to the water's edge. Where the Stikine River empties into the sea lies the city of Wrangell, one of the most historic cities in Alaska. It was named after Baron Wrangell, then governor of the country, by the Russians, who founded there a trading post. Eighteen hundred miners set out from Wrangell in 1879, the half of these being Chinamen. History does not say how many returned after the bitter hardships they were forced to endure.

Totem poles and the collection of unrivalled curios in the house of Chief Shakes, who passed long since to the Happy Hunting Ground, are objects of interest to be seen, along with the ruins of the old fort built in 1838. So aboard ship once more, to steam through the fascinating, winding, pine-bordered Wrangell Narrows to the Taku Inlet, and the marvellous Taku glacier.

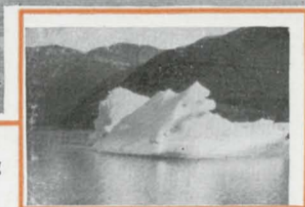
Taku glacier, not the largest in Alaska, though its mile-long palisade, beneath which the ship moves, but hints of the three hundred miles of ice



A L A S K A



*While above is the live, advancing
Glacier*

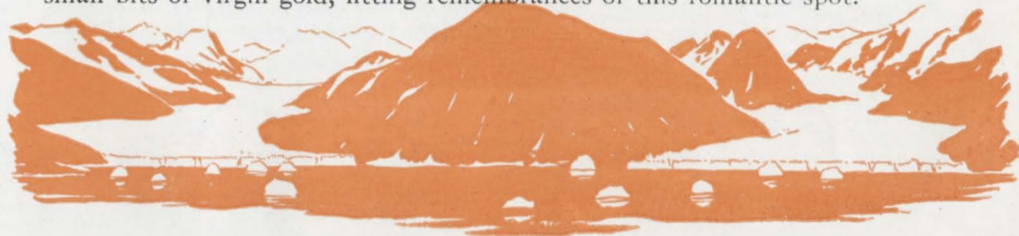


A "Berg" in Taku Inlet

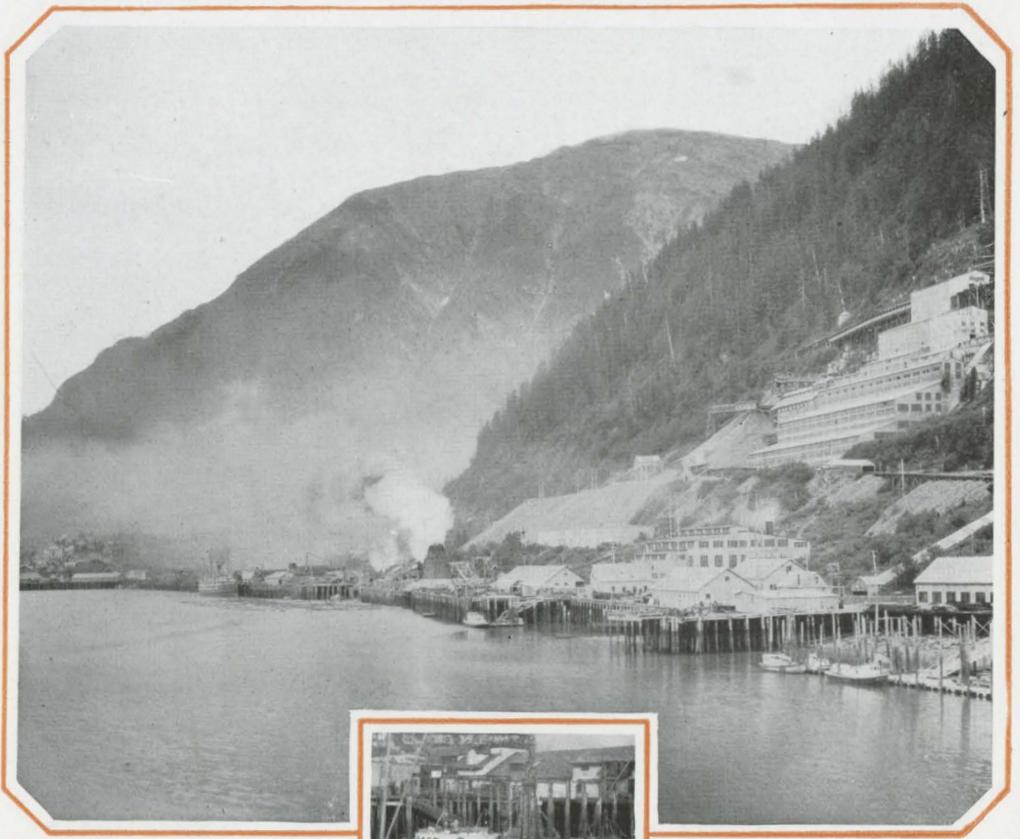
that lie behind, is one that may be safely and easily approached. The width of this ice body that dips its jade and blue splendor into the black waters of the Inlet makes its height deceptive until one compares it with the ship itself, a toy steamer indeed beside a giant of nature.

There is a new joy in simply breathing the air blowing clean and fresh across this frozen sea. The deep blue northern sky is cut by the knife-like edges of snow peaks thousands of feet above the steamer's decks, and the warm, dazzling Alaska sun trying so hard to make up for the grey months when it shines but wanly in a leaden sky, strikes all the colors of the rainbow from the towering cliffs of ice.

Near Taku Inlet lies the capital city of Alaska, Juneau. Mounts Robert and Juneau lie green behind it. The city is a gold centre, a fishing port, and to the visitor a treasure house of curios. The nugget shop sells small bits of virgin gold, fitting remembrances of this romantic spot.



A L A S K A

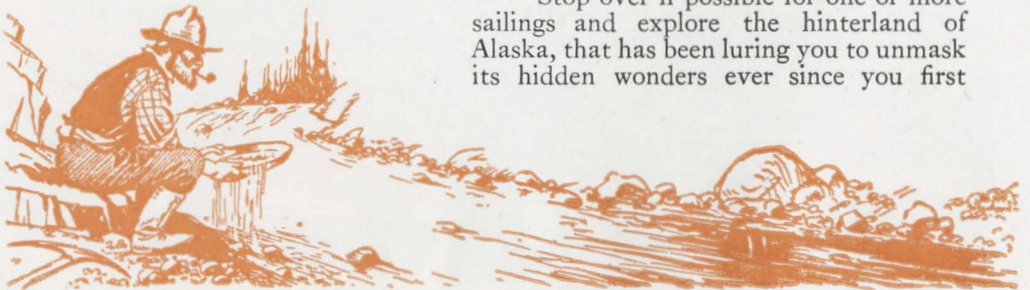


Juneau, Alaska—a Gold Centre

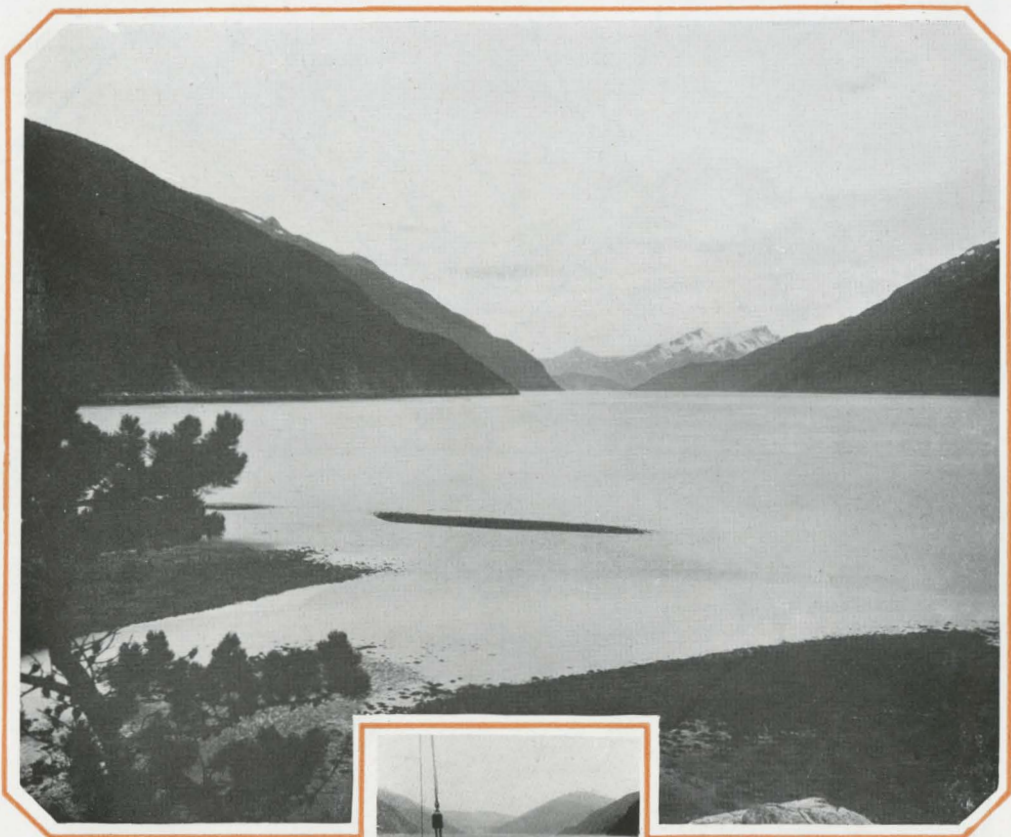
and a Fishing Port

From Juneau the steamer glides into the last long reach of the Inside Passage, the far-famed Lynn canal. There are few grander sights in all Alaska. To witness a superb sunset amidst that riot of mountains, glaciers and silver cascades is heaping one glory upon another. Sometimes the clouds melt away from the west, save a few that settle in broad bars behind the peaks. These become purple edged with gold, royal colors indeed. A fan of flame streams upwards and a fine, transparent violet haze settles on earth and water, through which the islands seem to float. One gazes spell-bound until the violet color is long since faded and a turn of the head reveals the great, glowing body of the moon peering over the high snow barriers of Alaska. The ship's siren announces Skagway, gate to the golden Yukon.

Stop over if possible for one or more sailings and explore the hinterland of Alaska, that has been luring you to unmask its hidden wonders ever since you first



A L A S K A



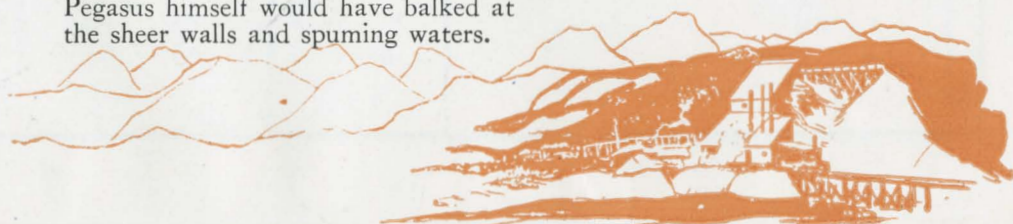
The Lynn Canal

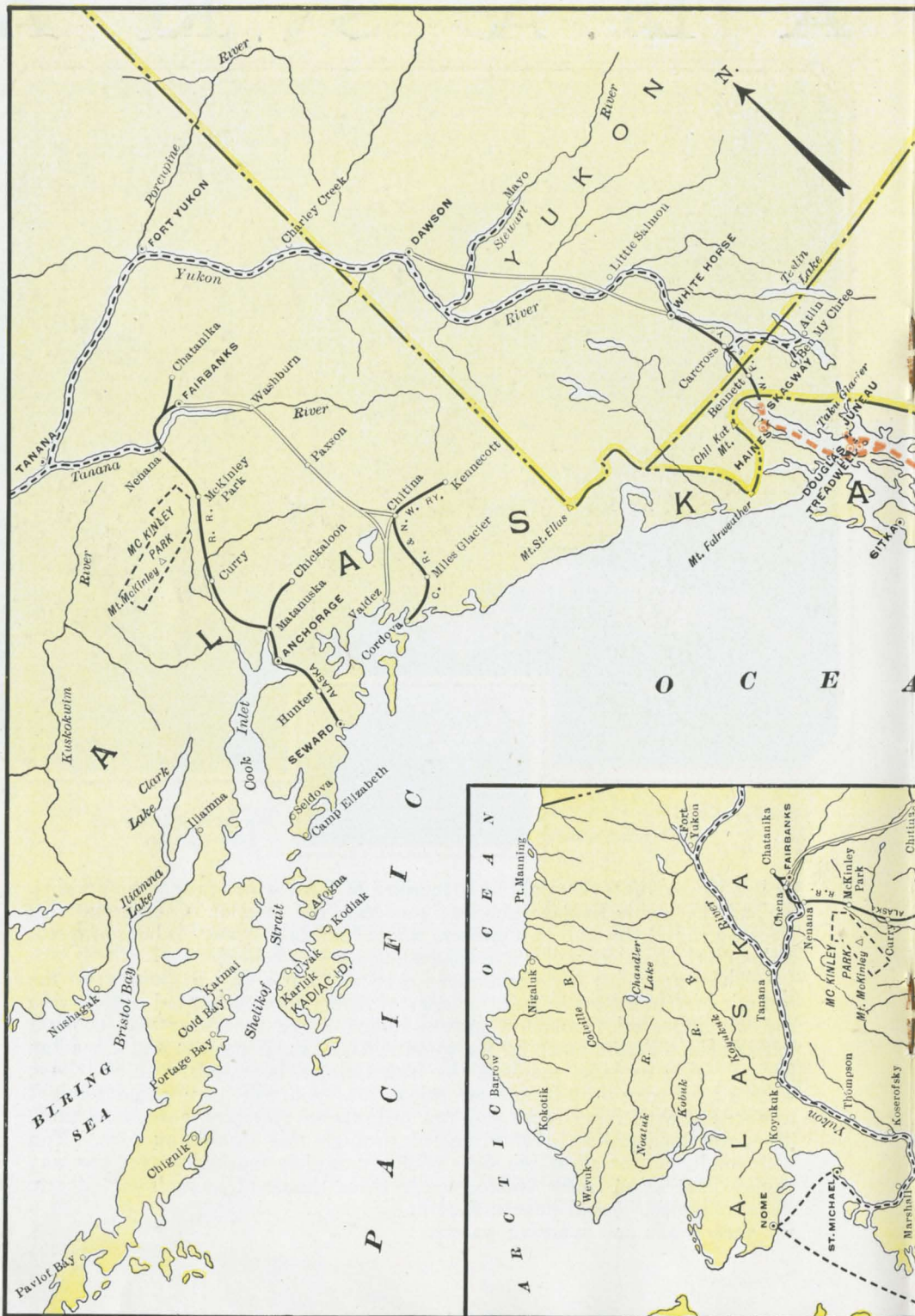


*Mountains, Glaciers and
Silver Cascades*

longed to see whatever might lie to leeward of those white-capped mountains. To sail the Inside Passage and not penetrate the interior is somewhat like strolling round the wall of a garden, whose luxuriant beauty is but glimpsed, although the barrier itself is a never-ending glory to behold.

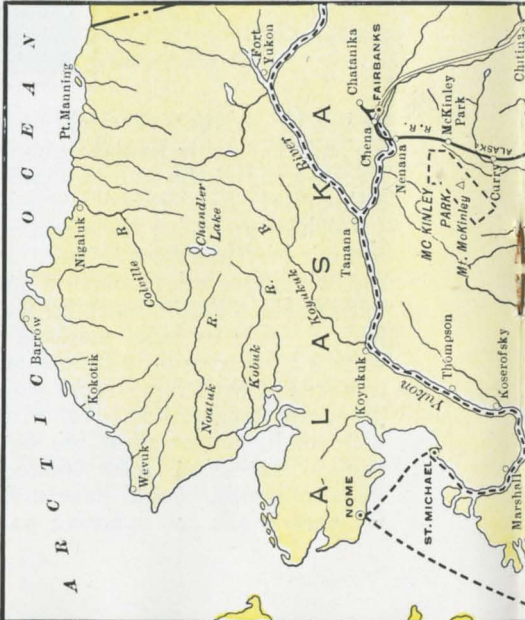
There are many little excursions that take but a day, to Bennett or the summit of White Pass by rail. Plenty of thrills are experienced in following the winding steel through a granite-ribbed gorge that long was thought impassable. Before reaching the summit where the American and Canadian flags fly side by side, marking the international boundary, you will have watched the trees drop from sight below you; you will have gazed straight upwards at skyscraper rocks and you will marvel ever afterwards how those desperate gold-seekers ever struggled through this forbidding pass. You will wonder not at all at the sight of many crudely marked graves the way along, or at Dead Horse Gulch, where three thousand animals met death. Pegasus himself would have balked at the sheer walls and spuming waters.

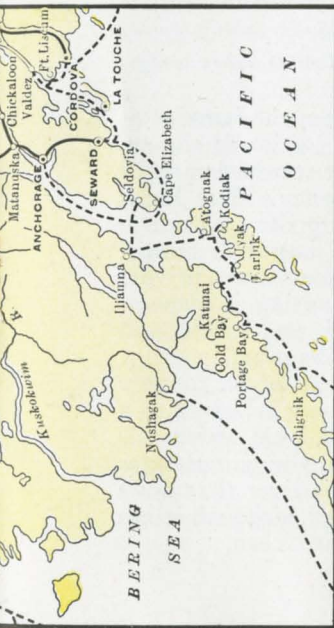
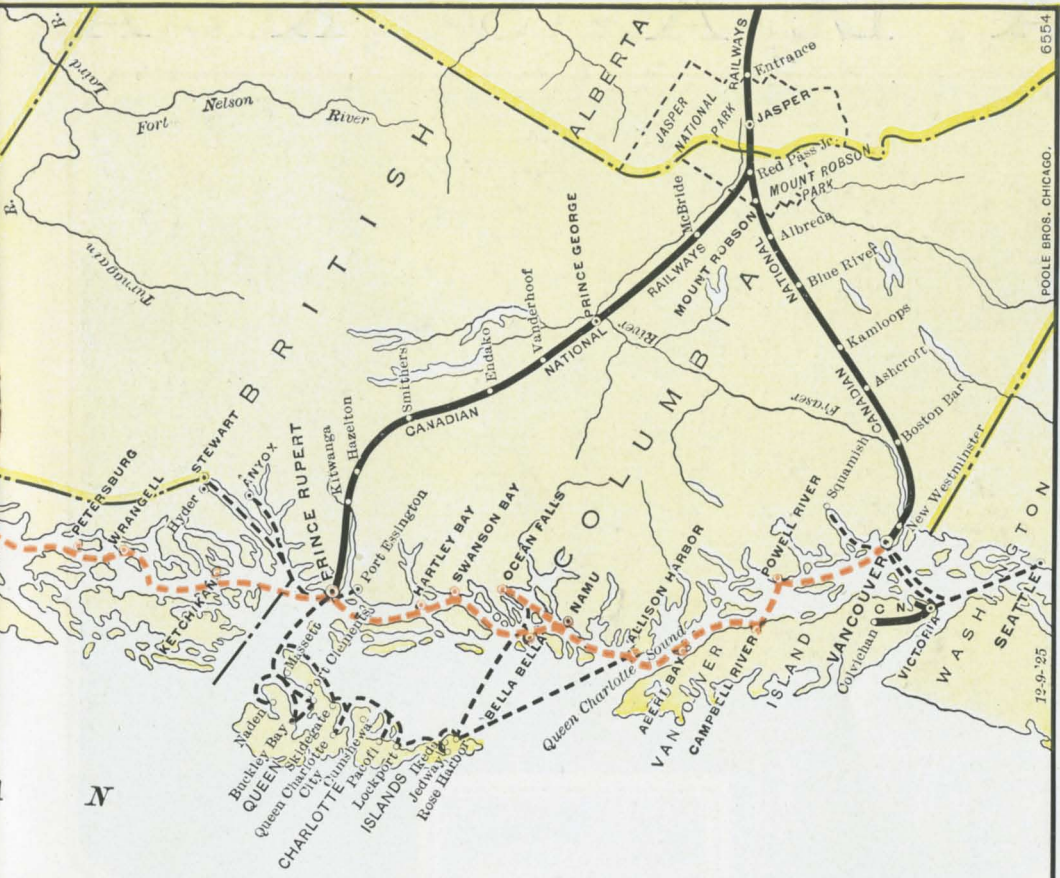




O C E A N

P A C I F I C

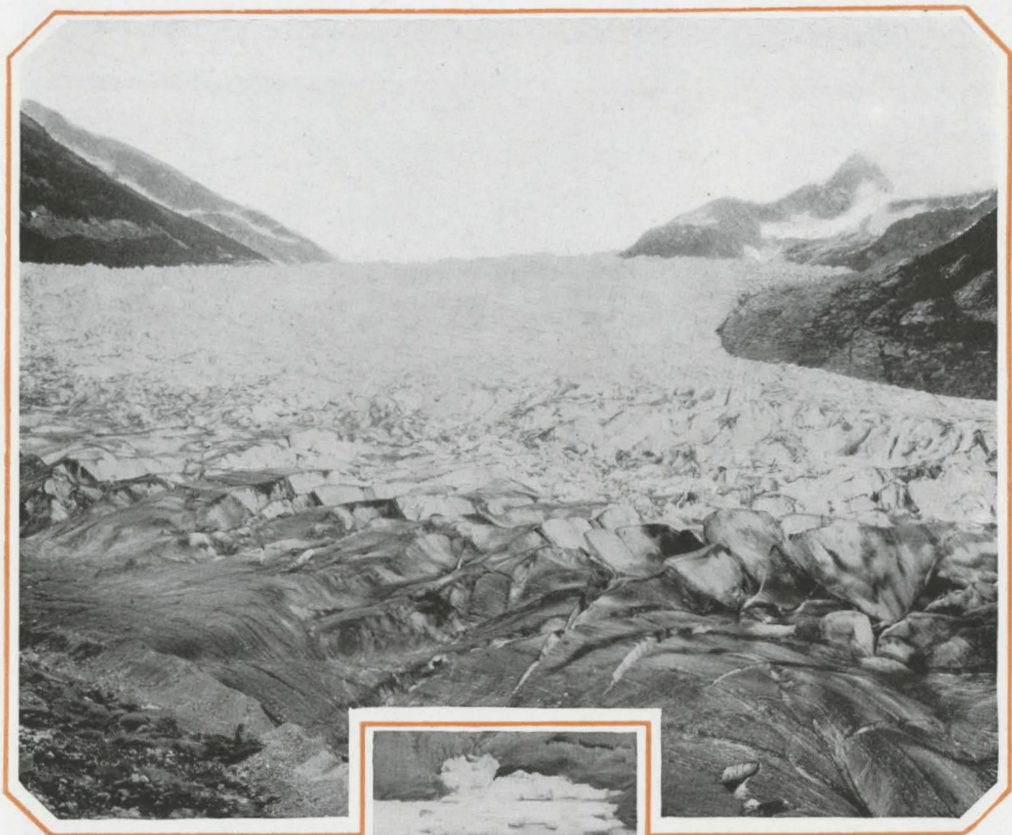




Routes of
Canadian National Pacific Coast Services
Canadian National Steamship Co., Limited

- C.N.S.S. Route Vancouver - Skagway
- Other C.N.S.S. Routes
- Canadian National Ry

A L A S K A



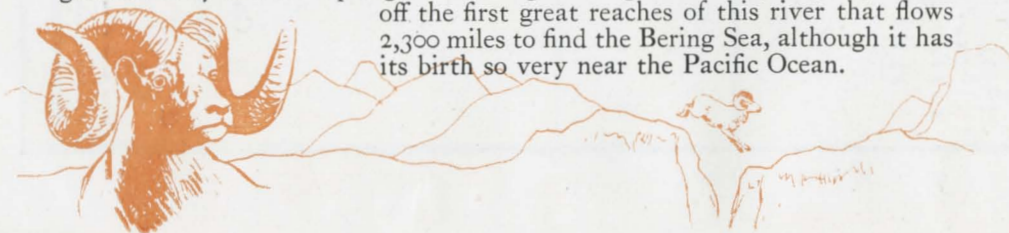
The Mendenhall Glacier



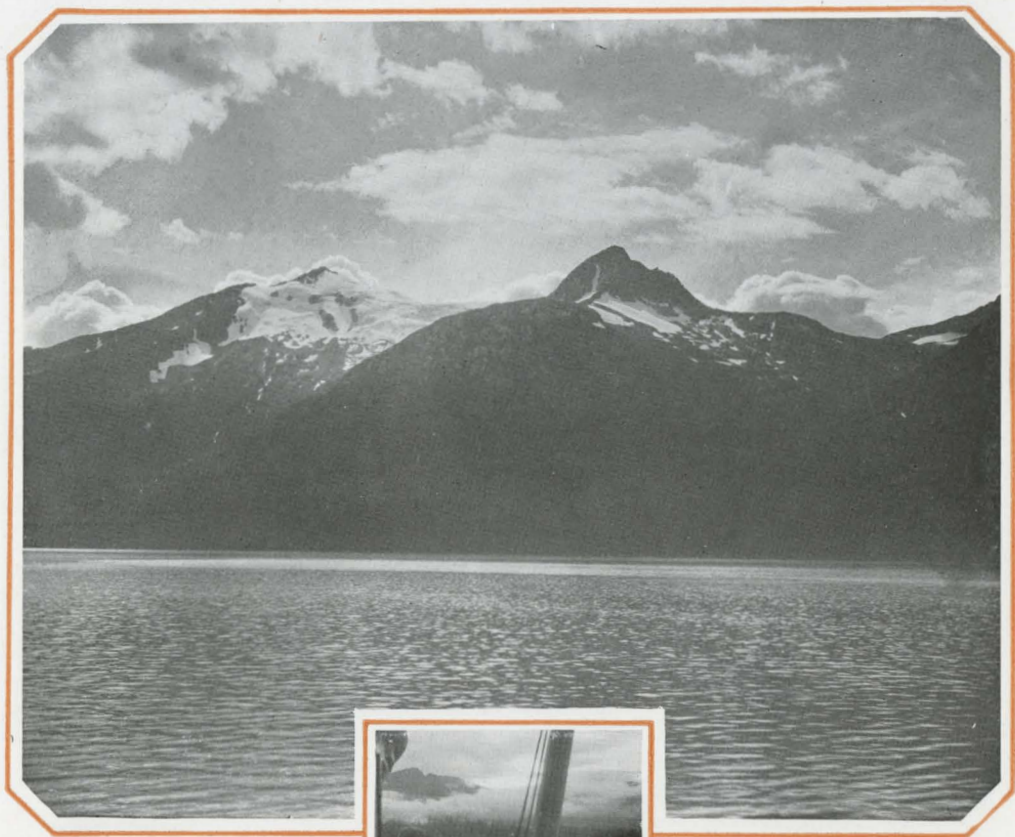
Daring Tourists explore its edge

At Bennet, located at the head of Lake Bennet, are seen the remains of the town which once had a population of 10,000 persons. Prior to the extension of the railway to White Horse, it was here that the stampeders built their crude boats and rafts on which to continue their journey. You lunch well at Bennet before reaching Carcross, an abbreviation for the spot where the caribou used to cross the lake in great herds several hundreds strong. To cruise the Tagish lakes on the little steamer "Tutshi," as trim as a private yacht, with a trip to Taku Arm included in the two days' outing, is a never-to-be-forgotten experience. The fare, \$35, includes berth and meals, and you make connection with the steamer southbound from Skagway.

All the mass of lakes large and small throughout this part of the country find a connection with the great Yukon as readily as do poor relatives to a millionaire, and together they form the family, so to speak, from which this greatest body of water springs. Cruising the Tagish Lakes, you glimpse afar off the first great reaches of this river that flows 2,300 miles to find the Bering Sea, although it has its birth so very near the Pacific Ocean.



A L A S K A



Mount Harding, Alaska

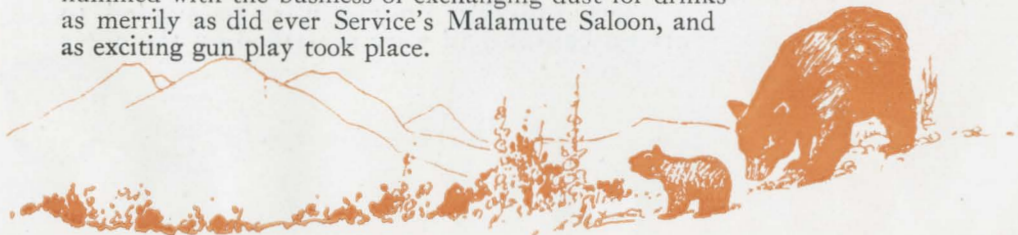


Filmy Clouds blanket the Valleys

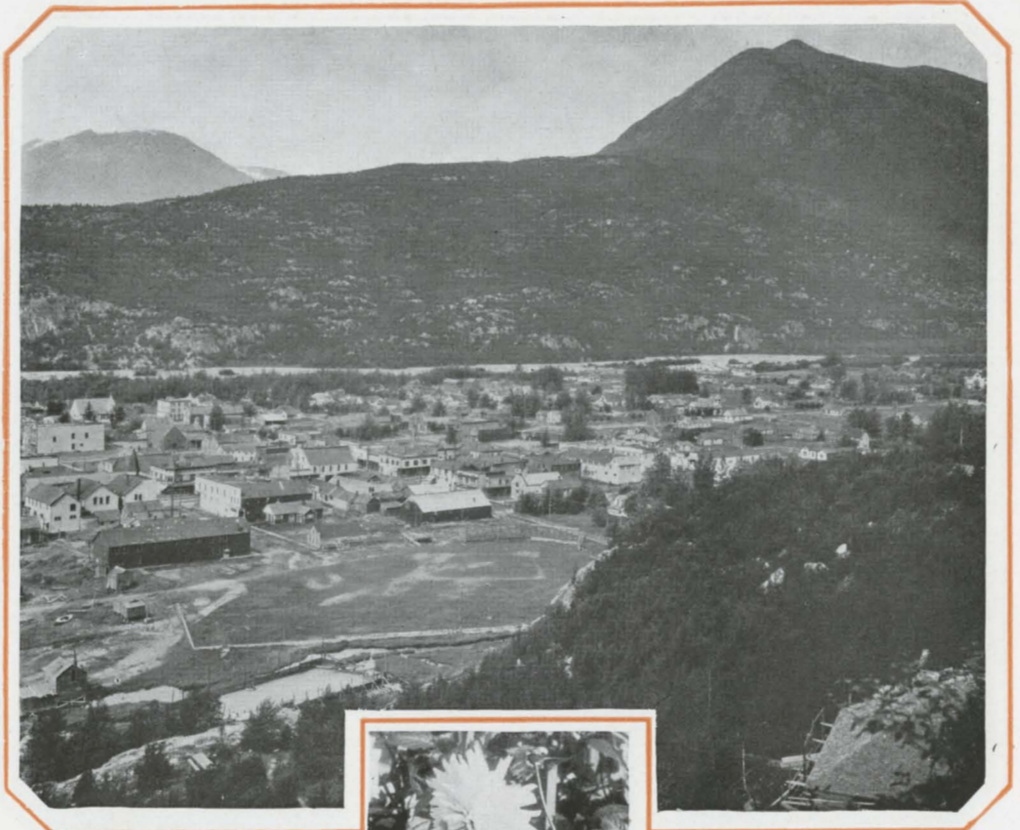
Now all the romance of the gold rush days steals over you as you pass numberless historic landmarks of the struggle for wealth. Poems of Service rise to mind and tales of Jack London, and there is no finer spot to read again some of these stirring stories than on the decks of the "Tutshi"; that is, providing you can keep your eyes from wandering towards the eternal mountains that cast their shadows far out into the still black water.

There on the shore is a little white cross that marks the spot where Jack Fox met death while carrying a letter from the Engineer Mine to Atlin. Before he sank under the ice, however, this brave man managed to tie the letter to his snowshoe, and it was later found by the search party, although the body of the heroic messenger never was seen again.

Ruins of deserted mining towns, overnight bonanzas, mark the shore. Men were like boys in those times, throwing off all restraint. The saloons hummed with the business of exchanging dust for drinks as merrily as did ever Service's Malamute Saloon, and as exciting gun play took place.



A L A S K A



Skagway, Alaska



Gateway to the Yukon

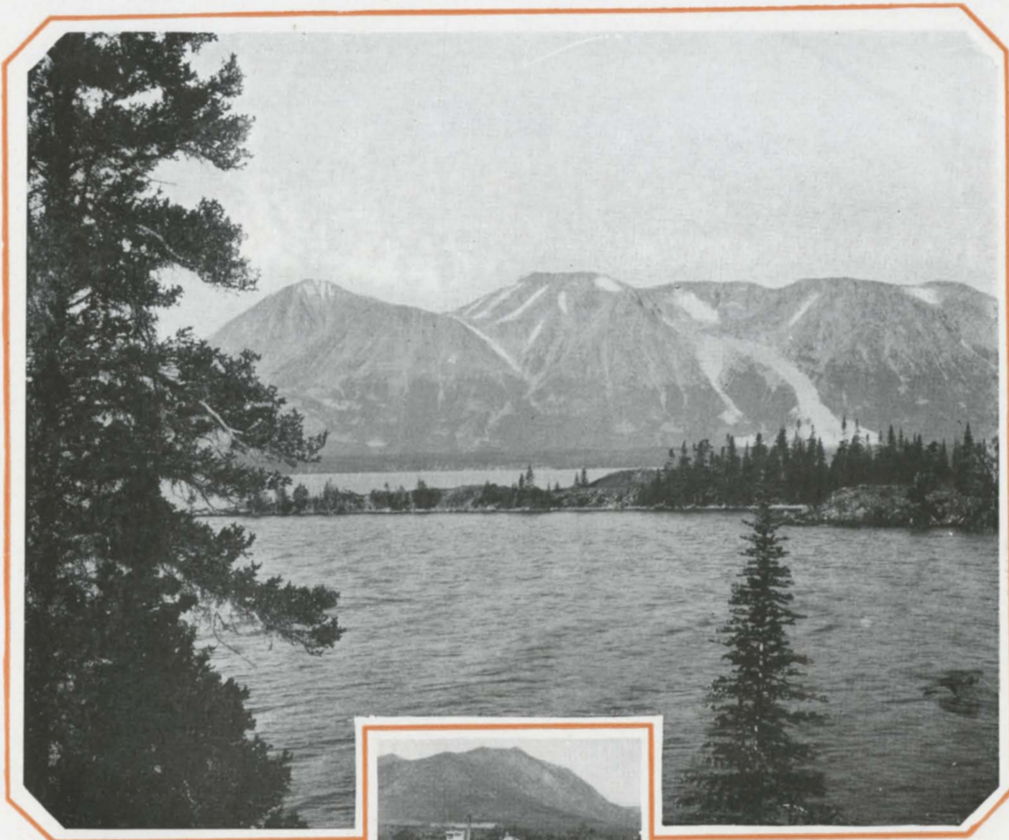
Men raced to record claims and fought to defend their findings. There is a story told of two men who located on Bonanza creek and ran a dead heat to Fortymile, some sixty miles distant. Friends met them with relays of dog teams on the way. The dogs played out in the heavy going and both men finished afoot, dropping exhausted in the recorder's doorway crying, "Sixty above on Bonanza." They were persuaded to divide the claim.

One Charlie the Finn had found gold on Ready Bullion Number 6 but had failed to record his claim. Friends frightened him into thinking his interests had been jumped. He rushed out of the saloon where they had foregathered, bareheaded, in forty-below weather, ran to his cabin and grabbed some cold pancakes and started for the recording town. Men said that a wild man passed them on the run with pancakes in one hand and a gun in the other, yelling incoherently.

Two old sour doughs were persuaded to attend church and were mystified by the choir



A L A S K A



Atlin Mountain



The S.S. Tutshi

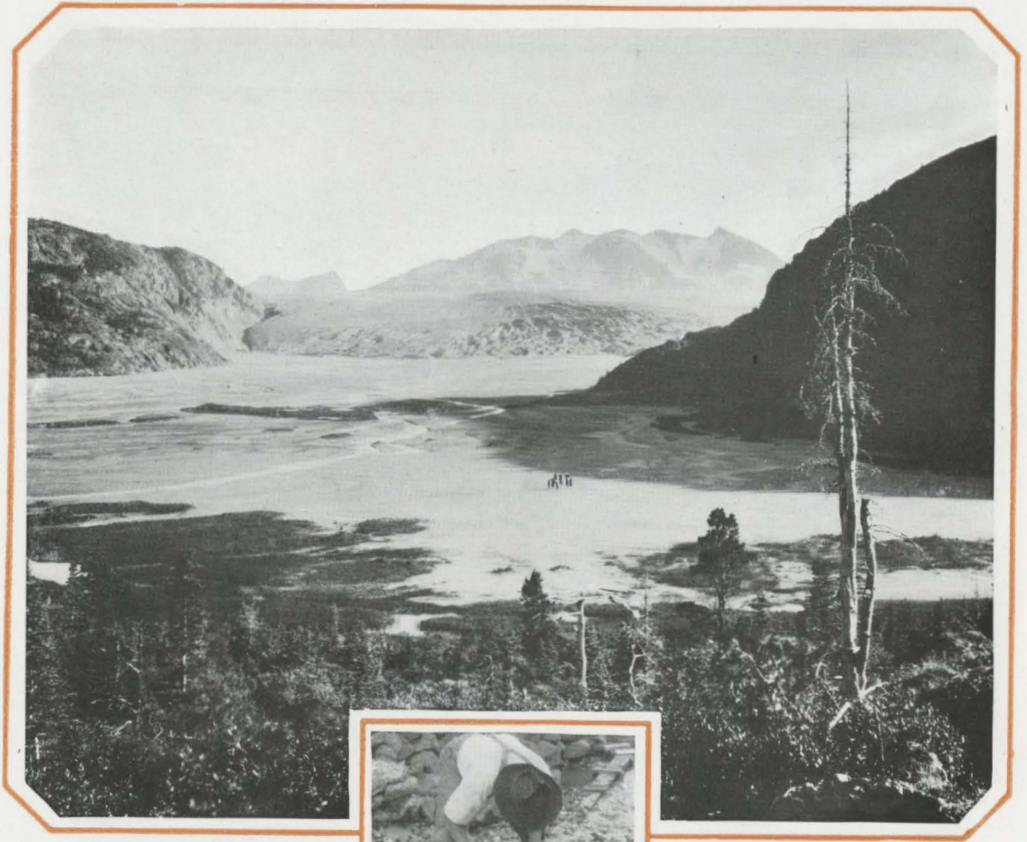
boys and incense. One of them exclaimed to the other: "Well, look at that bunch with white parkas burning a smudge in mid-winter."

Prices were amazing in those gold-mad times, and excessive spending was the order of the day. One man in an evening spent \$750 for cigars, \$3,000 for drinks and owed \$1,000 more when he left. Sugar sold in Dawson for \$75 a sack. Flour fetched \$1.00 a pound. Candles went for \$1.25 each and eggs cost \$18 a dozen. One miner paid \$200 for a crate of frozen potatoes and said the money was well spent.

Many ingenious ways remained of raising money beside the pick and shovel game on the lonely claims. One man received a paper telling of the Spanish-American war and he read it to those willing to pay a dollar a head admission to an empty shack in which he stood upon a box and read his two cent journal. Six hundred miners crowded in to hear.



A L A S K A



Llewellyn Glacier, Atlin, B.C.



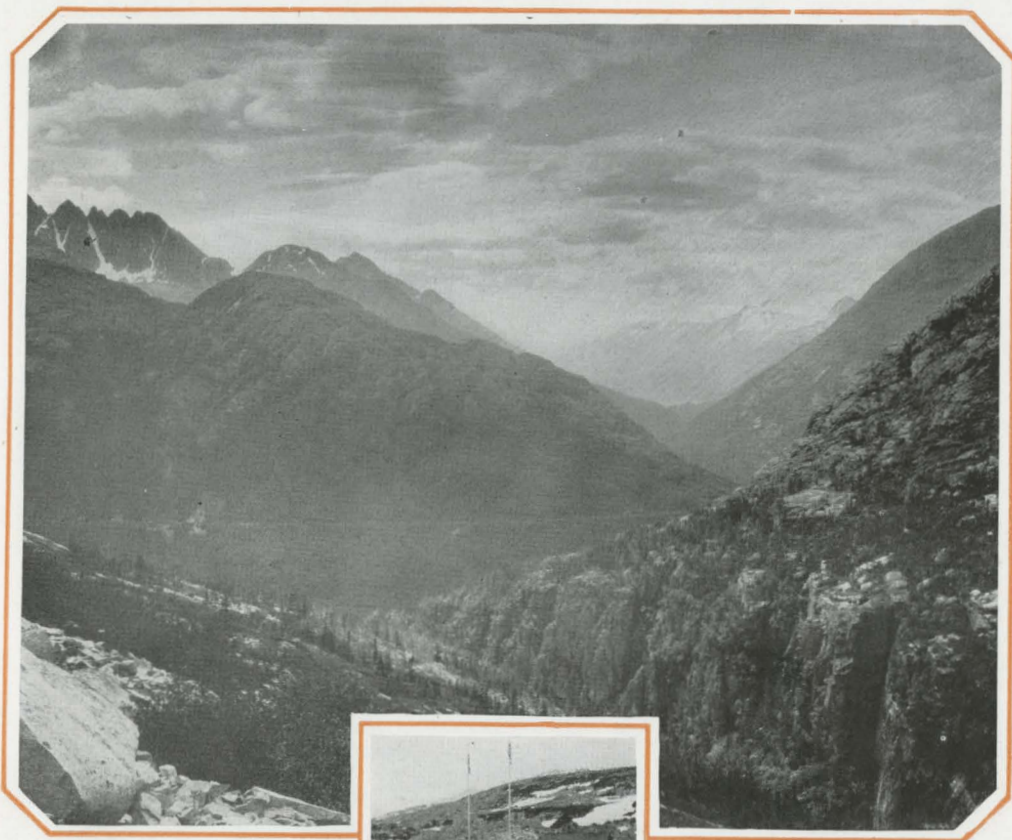
Placer Mining

Bonanza, Eldorado and many another famous creek swarmed with men equipped with bacon, flour, baking powder and coffee, a pick and shovel and the lust for gold. The air on these creeks was dense with the smoke of burning wood as the men thawed out the ground in order to dig for the precious metal.

Stranger tales than these will be told as you lounge upon the decks of the gliding "Tutshi" as she heads into the West Taku arm and the witchery of Alaska at its grandest settles over lengthening silences in talk. Mountains look as though they were created yesterday, so fresh and clear cut and dazzling they stand against the sky. Look down over the rail and you see them reflected just as serene and beautiful in the water below.



A L A S K A

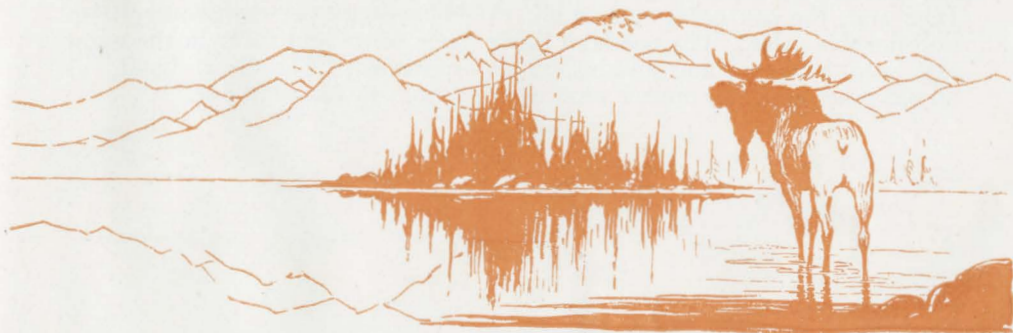


The Sawtooth Range

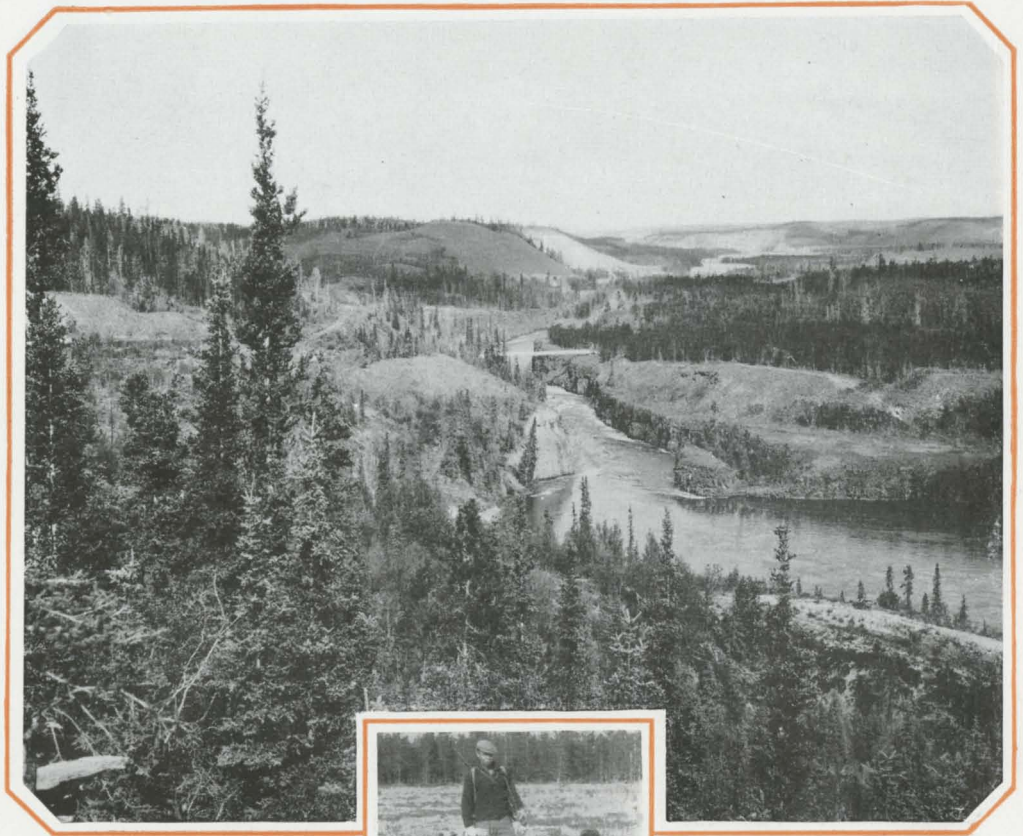
*White Pass, Yukon Territory
The International Boundary*

At the end of the arm lies Ben-My-Chree, where an Englishman of the old school and his charming wife greet the travellers and make them at home in their rambling, timbered house. This man so loves the country that he lives his life there, despite the fact that his mines do not prosper as mines do in stories. However, he still holds his claims; some day they may send him out a millionaire, and in the meantime he breathes air sparkling like champagne and glories in a landscape that no painter could ever quite capture.

With a week to spare, a trip to Lake Atlin, B.C., is a delightful undertaking. With time no object, a sail down the great winding Yukon to Dawson



A L A S K A



Miles Canyon, Yukon River



Alaskan Huskies

is filled with surprises. Dawson, with its flower-lined streets, is the capital of the Yukon and the heart of the Klondyke.

The White Horse Rapids, Miles Canyon, Hellsgate, Lake Le Barge, Five Finger Rapids and many more are the picturesque names of points along this famous sail. Once you have sailed the Yukon you will feel that you are just beginning to know this northland as it is, and long before this you will have felt the love of the country stealing upon you.

Remember that novelty is the keynote of Alaskan travel. You can read at midnight almost as well as midday. On one day, the summer solstice, June 21st, the sun never sets at all. Wildflowers carpet the country with unbelievable color. The northern lights flame white and silver in the night sky, wild, primeval and awe-inspiring. In Alaska, "The Great Land," as an old-timer said, "no matter what else you do, you certainly live."



A L A S K A

S.S. "Prince George"

S.S. "Prince Rupert"

The twin-screw steamships "Prince Rupert" and "Prince George" are the fastest ships in the Alaskan Service, and were built with an eye to safety at all times. Their speed is over eighteen knots an hour. First-class passenger accommodation for 220 persons is in outside cabins only. Ships are brilliantly lighted, spacious in deck room and lounges. The cabins are attractive little bedrooms with chintz curtained ports. There are smoking rooms, music rooms, writing rooms, a barber shop—in a word, every comfort of a great liner or a palatial hotel is yours. Wireless keeps the vessel in constant touch with points ashore. An excellent orchestra provides music for dancing and other social events.

USEFUL INFORMATION

As to clothing, besides the usual summer outing clothes, all you need bring is a warm topcoat. A travelling rug is a comfort on many occasions.

The inner man is well cared for aboard ship with three good meals a day. Light refreshment is served at night in the dining saloon without extra charge.

Steamer chairs, not ocean liner deck chairs, as these are not suitable to deck space, but comfortable camp chairs with backs, are provided free of charge.

One hundred and fifty pounds of luggage is allowed on adult's tickets and seventy-five pounds on children's tickets. Steamer trunks under fourteen inches high may be placed in staterooms, but travelling bags will be found more convenient.

Baggage may be forwarded in bond to Skagway if it is not to be opened until that port is reached. Baggage required en route should be checked to Vancouver or Prince Rupert, and it is examined by Customs Officers at those points.

Staterooms are equipped with berth lights and hot and cold running water. They are steam-heated. Salt water is provided for baths.

Ships carry their own orchestras. There are dances and ship's concert parties are features of the trips.

Ships stop at many points for two or three hours to enable passengers to land and look around.

No passports are required and head taxes are not, as a rule, required from bona fide tourists making the Alaskan trip.

THE TRIANGLE TOUR

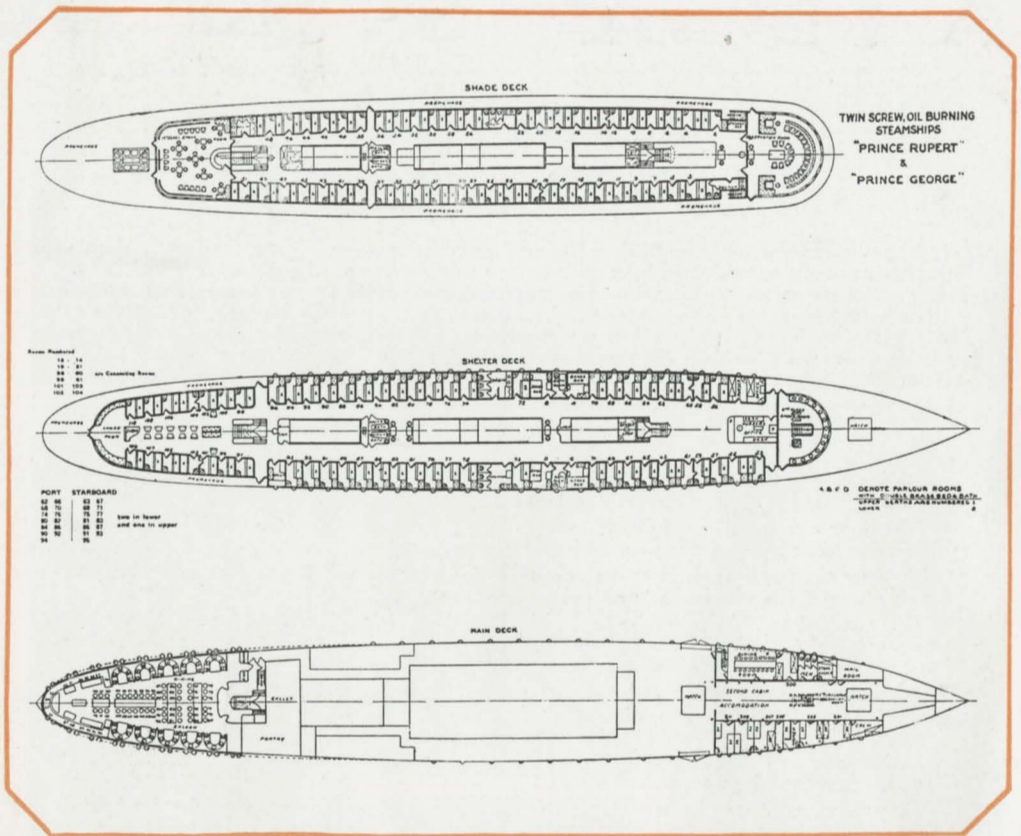
We need describe only two sides of the famous triangle, one apex of which rests in Jasper National Park and the other two at Vancouver and Prince Rupert. The third side is formed by part of the Inside Passage through which you have already passed.

You are given an idea of the vast size of this triangle when you are told that twenty-four hours on the Continental Limited from Vancouver will see you at the picturesque little station of Jasper, high among the sunlit peaks.

You may start your voyage of discovery from any main point but always you must, to complete the joy of a perfect trip, stop over at Jasper Park Lodge, in America's largest National Park.

The Vancouver route to Jasper follows the Fraser, Thompson and North Thompson Rivers, with their numberless rock-walled canyons. These rivers fume and spume between sheer granite towers of tremendous heights. They crash and roar through Hellgate on the Fraser and again through another Hellgate on the Thompson, and at Hell Roaring Falls the spray bathes the passing train. There are many stops at vantage points where you may look down into seemingly bottomless gorges or up at a narrow ribbon of blue that is the sky.





The Jasper-Prince Rupert leg of the Triangle Tour is equally eery and thrilling. Here the Fraser gives place to the Nechako river, then the Bulkley, and, finally, the "river of clouds," the Skeena, its banks lined with fishing villages, flashes into full view. The Bulkley Canyon, where a stop is made, is perhaps one of the most impressive sights of the entire journey.

JASPER PARK LODGE

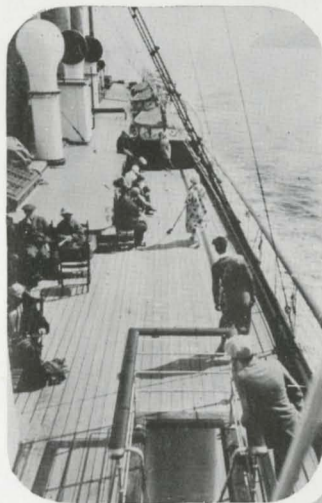
In the vast Athabaska valley, in an amphitheatre of mountains, lies Jasper Park Lodge. It is owned and operated by the Canadian National Railways. It seems a very part of this wild and wonderful country, as indeed it is, the entire main lodge and all its cottages being built of timber and stones from the surrounding hills.

In this setting you may motor, ride, swim and climb. There is boating, fishing, tennis and dancing. Wonder of wonders, here is a beautiful eighteen-hole golf course, where, if you can keep your eye off the scenery and on the ball, an excellent game may be enjoyed.

Lac Beauvert at the doorway of the Lodge, carries in its still depths the reflection of Mount Edith Cavell, some twenty miles away. There are native and Swiss guides to lead you among the mountain peaks. If you do nothing

more energetic than bask in the sunshine and drink in the grandeur that surrounds you, you will still have the appetite of a schoolboy and will sleep like a log. There is something in the air that makes you want to fill your lungs with every balsam-scented breeze.





Life on board

S.S.
Prince Rupert



S.S.
Prince George



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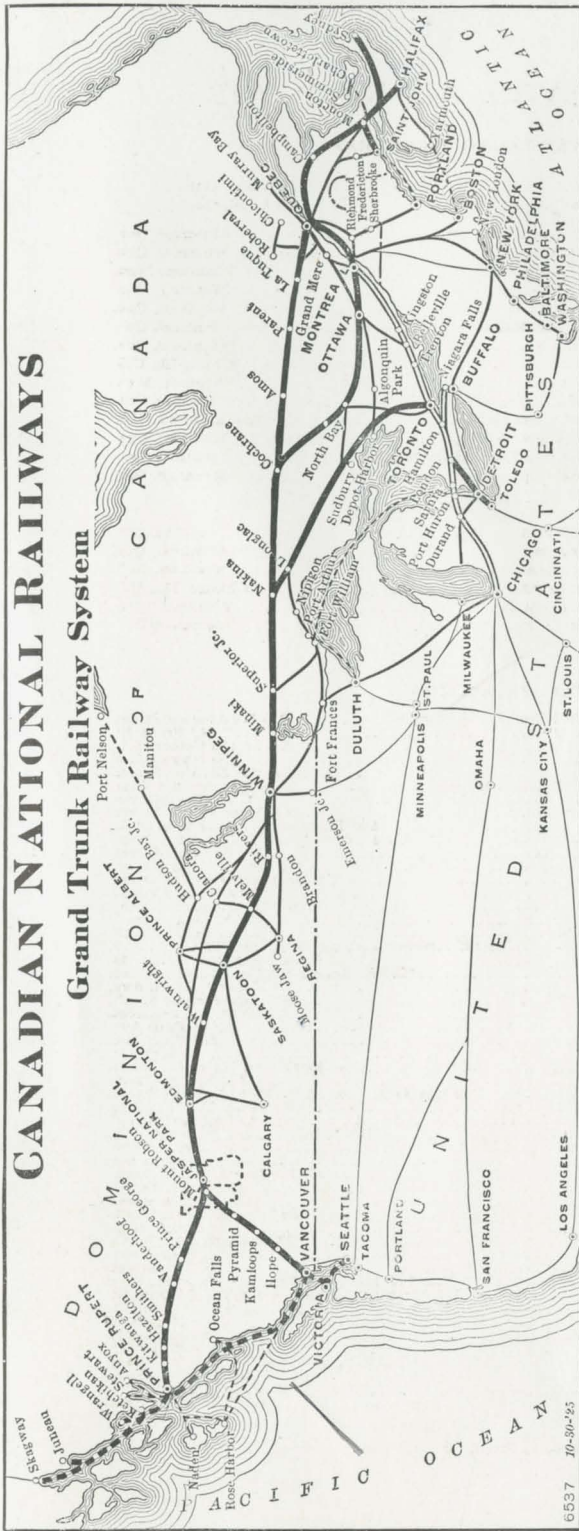
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Kansas City, Mo.....	L. E. Ayer.....	334-335 Railway Exchange Building, 706 Grand Ave.
Kingston, Ont.....	J. P. Hanley.....	Cor. Johnston and Ontario Streets.
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Minneapolis, Minn.....	G. A. North.....	518 Second Avenue South.
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New York, N.Y.....	F. A. Young.....	505 Fifth Ave.
North Bay, Ont.....	C. E. Jenney.....	505 Fifth Ave.
Ottawa, Ont.....	C. W. Murphy.....	81 Main St.
Peterboro, Ont.....	P. M. Buttler.....	Cor. Sparks and Metcalfe Streets.
Peterboro, Ont.....	J. B. Doran.....	324 George Street.
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Pittsburgh, Pa.....	W. J. Burr.....	505 Park Building, 335 Fifth Ave.
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San Francisco, Cal.....	S. M. Greene.....	1874 Scarth Street.
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Seattle, Wash.....	A. F. Lenon.....	103 Second Avenue South.
Seattle, Wash.....	J. F. McGuire.....	902 Second Avenue.
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Saint John, N.B.....	C. J. Harris.....	49 King Street.
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St. Louis, Mo.....	R. H. Webster.....	305 Merchants Laclede Building, 408 Olive St.
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CANADIAN NATIONAL RAILWAYS

Grand Trunk Railway System



RADIO

THE Canadian National Railways has equipped transcontinental trains and several of its principal trains on other important routes with radio receiving apparatus. In addition, all hotels operated by the company have been equipped with radio receiving apparatus.

The Radio Department of the Canadian National Railways also operates a chain of ten broadcasting stations extending from Moncton, N.B., in the East, to Vancouver, B.C., in the West. From these stations come nightly broadcasts of entertainment, education and information.

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Forwarders of Merchandise, Money, and Valuables to all parts of the world. Wagon Collection and Delivery Service at principal points. Money Orders, Travellers' Cheques, Foreign Cheques, and Foreign Postal Remittances issued, payable everywhere. Money Transferred by Telegraph and Cable. Permit us to serve you.

CANADIAN NATIONAL TELEGRAPHS

with its direct exclusive connections, comprises the largest Telegraph and Cable System in the world, reaching 75,000 points in Canada, United States and Mexico. Every Canadian National Sleeping and Parlor Car is a Telegraph Office. Just hand your message to the porter and it will be despatched from the next station en route.

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