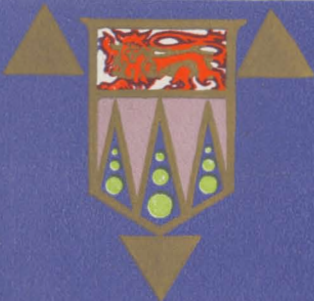


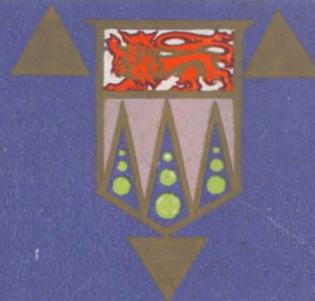
ALASKA AND THE YUKON



CANADIAN NATIONAL
LARGEST RAILWAY SYSTEM IN AMERICA

*The TRIANGLE TOUR,
BRITISH COLUMBIA*

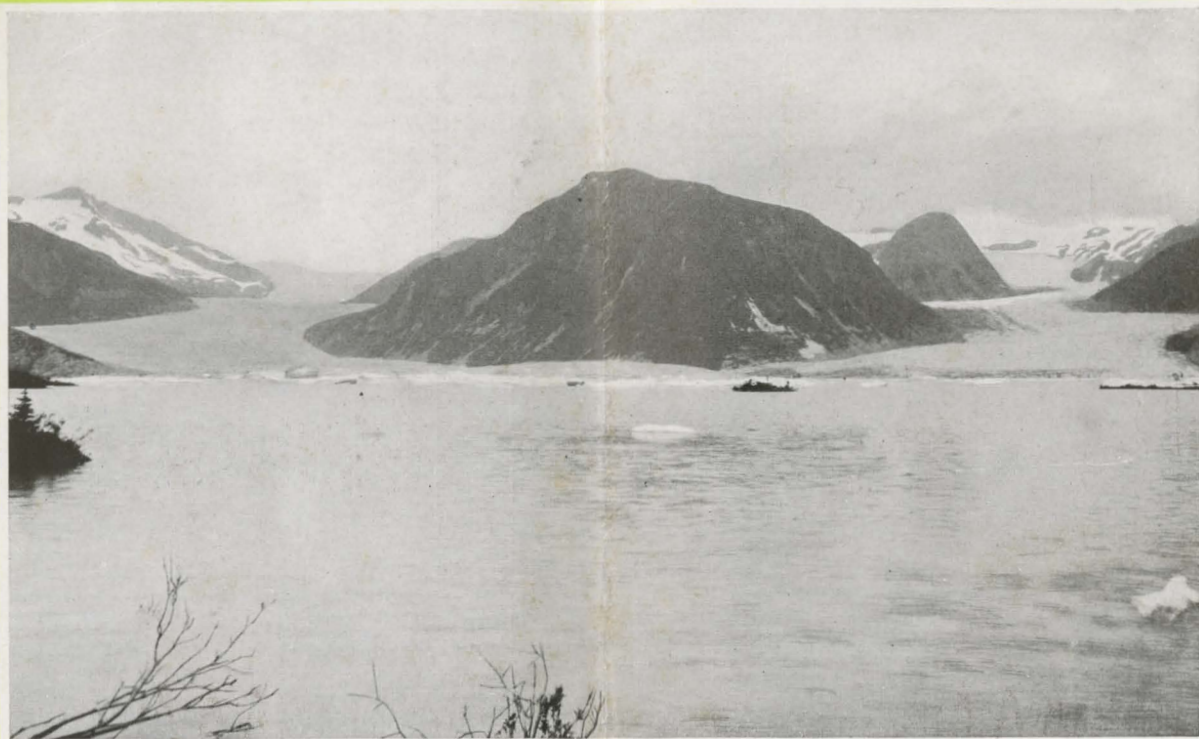
ALASKA AND THE YUKON



CANADIAN NATIONAL
LARGEST RAILWAY SYSTEM IN AMERICA

*The TRIANGLE TOUR,
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ALASKA — *The Land of the Mid-night Sun,*



Taku Glacier, 300 miles of ice fronting the water in a mile long palisade, dwarfs your ship to insignificance. It is probably the most accessible glacier by water and is certainly the most beautiful.

IT IS just about thirty years since the magic name "Klondike" rang around the world, gave rise to the greatest mining "rush" in the world's history, and added more to the wealth of the world in raw gold than has ever been taken from any similar expanse of territory. Mining is still being profitably carried on in many parts of this great north land, but it is on a large and highly organized scale. Old timers claim that we shall see a return of the days when the prospector, armed only with a pick and shovel and a stout heart, may go forth and dig a fortune from some frozen creek bottom or bench land; but for the present this mysterious land is not so much the Eldorado of the gold hunter as of the modest tourist who seeks to pick the treasures of romance along its old trails, and to people it again with the strange procession of figures—bizarre, heroic, wicked, gay, morose, hopeful and hopeless—which once trod its ways and made its brief but striking history.

There are as many claimants for the distinction of having discovered gold in the Yukon as there were for the honor of having been the birth-place

of Homer. As a matter of fact, three-quarters of a century ago missionaries and Hudson Bay men knew and recorded their knowledge of gold in the north country; but both seem to have been too busy going about their respective business to have turned the knowledge to their own advantage. For many years before the Klondike rush, gold in paying quantities was being mined on both sides of the line. The actual credit for the Klondike discovery is assigned by the best informed authorities to "Bob" Henderson, a miner from Pictou County, Nova Scotia.

In the seven years when gold hunting was at its height in the Yukon, from 1898 to 1905, the production was nearly \$112,000,000. Tyrrell, the great Canadian explorer and geographer, calculated that over \$150,000,000 worth of gold has been taken from the Klondike region, and that an equal amount still remains. However this may be, the lust for gold had the effect of ripping open the portals to a vast and beautiful new land, as romantic in its beauty as in its history. Into this land, where so short a time ago men struggled with the tump-line

ALASKA = *The Land of the Mid-night Sun,*

and the paddle, the dog-sled and the whip-sawed scow, the traveller of today is borne on luxurious steamers and comfortable trains. Every year more and more of the "old-timers" are passing away, but still they may be found occasionally making the trip back over the old route, and comparing the comfort and cheapness of present day methods of transportation to those they experienced on their first journey into the northland.

The primitive civilization which the early pioneers found in this vast country in Alaska and the Yukon remains much as it was. The additions they themselves made to it are little changed, except for the better. The communal lodges of the Indians are still to be seen; and the mining towns of the north are still frontier towns, tempered by modern comforts. They will show you "Soapy" Smith's grave at Skagway, or the place in Wrangell where "the Single O Kid", a quiet youth of 19, held up a bunch of gamblers and cleaned them out at the point of his steady gun; but in the former place you will also find a most comfortable hotel, and beautiful flower-gardens, while Wrangell is now a quaint, quiet town with flourishing industries.

But civilization and modern ideas are stalking up the north coast, and those who would see this country as it was, must hasten. The grotesque totem-poles, the family trees of the coast Indians, are no longer being made, although "reproductions" as of other antiques, are coming on the market, but steps are being taken for the preservation and restoration of some of the finest of the old specimens. The Indians no longer make those mammoth war-canoes, fifty feet long, six feet beam, with beautiful lines, hollowed from a single tree and capable of holding fifty persons; but they may be seen at Wrangell, Sitka and elsewhere.

All along the coast, wherever there is any considerable settlement the traveller may still buy fine specimens of the basketry, carved ivory, and copper work for which the natives of Alaska are famous. However, all these and many more features of this wonderful northern trip will reveal themselves to the traveller as the ship threads its way along the sheltered reaches of the Inside Passage.

VANCOUVER, PRINCE RUPERT AND THE TRIANGLE TOUR

The Canadian National S.S. "Prince Rupert" and S.S. "Prince George", the twin screw oil burning steamships, hold the reputation of being the fastest and most commodious vessels on the Pacific Coast in the Alaskan tourist business. Again, the Canadian National Railways are fortunate in being able to offer passengers on this trip of trips optional

routes through the Rocky Mountains to these two ports which form a fitting prelude to the scenic wonders of the farther North.

Before taking the Alaskan trip, the tourist will naturally make inquiries as how to reach the Pacific Coast. He will discover the Canadian National Railways operate a de luxe transcontinental train from Montreal to Vancouver, the "Continental Limited," and another train with equal comfort travel, the "Confederation," from Toronto to Vancouver, and also learn there is a through Canadian National service from Chicago to Vancouver which lives up to Canadian National standard of quality.

He will further learn there is through sleeping and dining car service from Edmonton or Jasper to Prince Rupert so that he has the option of choosing either of the two rail routes of the famous Triangle Tour of British Columbia,—a tour of 1200 miles by rail and 550 miles by water. A brief description of the Triangle Tour follows.

No Alaskan-bound passenger, by this route, should omit the pleasure of a stop-over at Jasper Park Lodge, a Canadian National summer hostelry with one of the finest of natural golf courses, and mountain climbing and motoring in Jasper National Park in the heart of Canada's Rocky Mountains.

Let us assume the passenger has chosen Vancouver as his sailing port for Alaska. Passing out of Jasper National Park, with its 5,300 square miles, the greatest natural game and forest preserve in America, he will follow the route of the old trail-makers who pushed their way across the mountains to the Pacific Coast, over a century ago. The route first follows the Athabaska River, which flows toward the Arctic. Mount Robson, 4,972 feet, the highest peak in the Canadian Rockies is passed, then the rails follow the north and south branches of the beautiful Thompson; and finally enters the valley of the Fraser, which is followed almost to Vancouver.

The Fraser, one of the greatest of Canadian rivers, was discovered by the Spanish explorers, Galiano and Valdes, in 1792. McKenzie explored it in the following year, but thought he was following the Columbia. It was not until 1807 that Simon Fraser descended it and ascertained McKenzie's mistake. This river accompanies the traveller on the Triangle Tour for a portion of the way on both its northern and southern legs. These river valleys on the southern route were the scene of the great gold rush of the fifties, which attracted so many of the Forty-niners from California. That wonderful piece of highway engineering, the Cariboo Road, may be seen winding along the face of the cliffs far up across the river. Once one of the most noted stage-routes in America, it has now become an equally famous motor road.

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Canadian National Railways Terminal—Vancouver.

Vancouver is the terminus of the southern route and the port from which the steamer is taken to the north. It is a city of entrancing interest and rapidly becoming one of the leading ports on the Pacific coast.

VANCOUVER

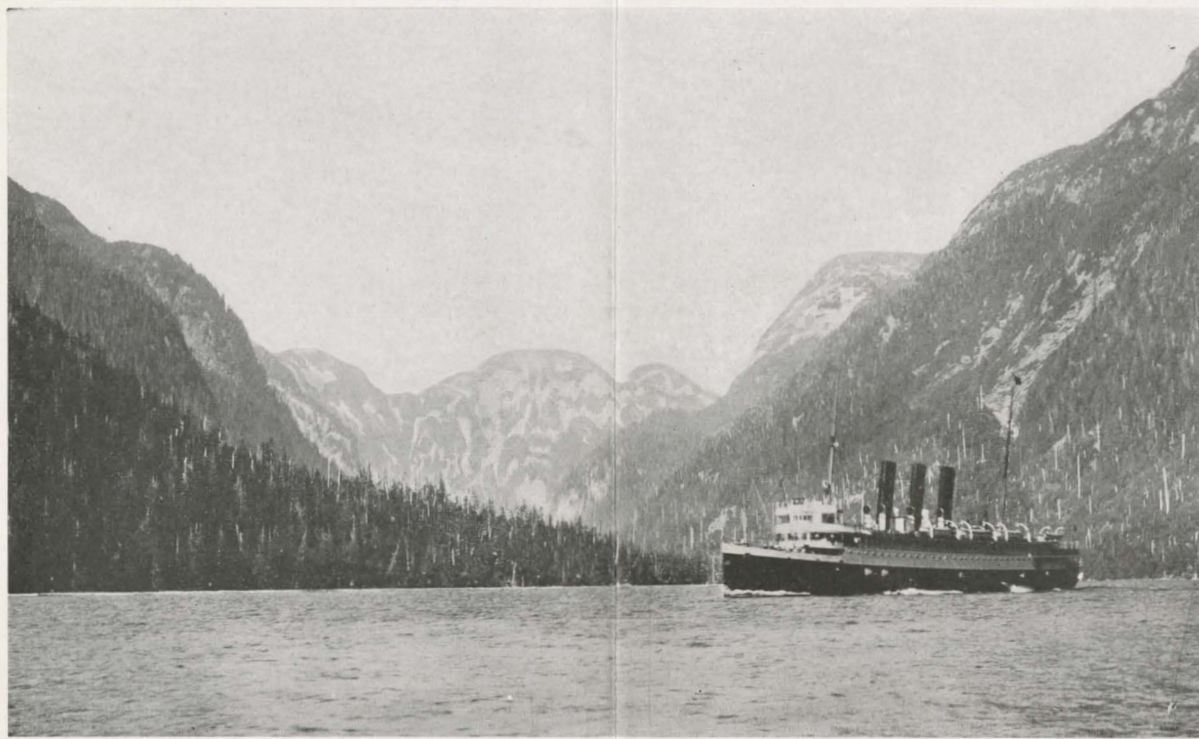
Vancouver is the terminus of the southern route, and the point from which the steamer is taken to the north. It is a city of entrancing interest, the principal sea-port of western Canada, and rapidly becoming one of the leading ports on the Pacific coast. It is a city of wonderful scenic surroundings. No other city on the continent has a mountain range over a mile high within its suburbs, as has Vancouver in the beautiful Grouse Mountain, an hour's ride from the centre of the city, and traversed to the top by an admirable winding motor road. Nor is there anywhere else a Stanley Park. "There are parks and parks," wrote Elbert Hubbard, "but there is no park in the world that will exhaust your stock of adjectives and subdue you into silence like Stanley Park in Vancouver." There are numerous trees in this park over 50 feet in circumference, but *the Big Tree*, where you back your automobile into its hollowed out centre and get photographed, is 64 feet in circumference. The marinedrives, the canyons, and a score of other attractions make Vancouver one of the most attractive of Canadian cities.

THE ROUTE TO PRINCE RUPERT

Before pursuing the journey up the coast, however, we must retrace our steps to the Jasper country in order to take a hurried survey of the northern route to Prince Rupert, from which point the steamer may be taken either south to Vancouver or north to Alaska. The country along the northern leg of the triangle follows the broad valleys of the Fraser, Nechako, Bulkley, and Skeena rivers, and thus affords what is probably a finer view of the Rockies than by the more gorge-like southern route. Mount Robson, the monarch of the Rockies, also belongs to this trip.

Fitting monuments to four former Premiers of Canada, and a memento of the visit of Right Hon. Stanley Baldwin, the Premier of Great Britain to Canada in 1927, have been set aside in the Rocky Mountains of Canada, where a series of peaks have been officially named the Premier Group. Five of these peaks have been named, respectively, Mount Stanley Baldwin, Mount Sir Wilfrid Laurier, Mount Sir John Thompson, Mount Sir Mackenzie Bowell

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Sheltered scenic Seas.

On the whole journey of several days from Vancouver to Shagway there are only a few hours in all where the ship is exposed to the swell from the open sea, and that only slightly.

and Mount Sir John Abbott. These mountains lie within the territory skirted by the Triangle Tour of the Canadian National Railways and to the west of Mount Robson. The peaks, several of which are snow-clad, lie about ten miles south of the line to Prince Rupert and an equal distance west of the Canadian National Vancouver line. Mount Sir Wilfrid Laurier, 11,750 feet altitude, is one of the most picturesque peaks of the group. Mount Sir John Thompson has an altitude of 11,250 feet, and Mount Sir John Abbott about the same. Mount Mackenzie Bowell is 11,000 feet, while Mount Stanley Baldwin, which is slightly eastward and is visible from Jackman Station, is just under the 11,000 feet altitude.

Here is a land of the greatest possibilities, and presents a most interesting picture of one of the richest parts of Canada, in the making. Towards the coast there are old frontier fur trading posts, like Prince George and Hazelton, which are rich in historic interest. Still further west, at Kitwanga and elsewhere, the traveller enters totem-pole land, and the train stops to give time for an examination

of the many poles and other evidences of the Indian life in the early days. Finally, Prince Rupert is reached.

This island city, the northern terminus of the Canadian National Railways, is the largest settlement north of Vancouver on the coast. It is a flourishing city, built as though by the wave of a magician's wand; and its solid and handsome appearance gives little indication of the difficulties overcome in the early days. It is one of the greatest fishing centres in Canada, millions of tons of Halibut being shipped eastward over the Canadian National from this port, and it contains the largest fish cold storage plant in the world.

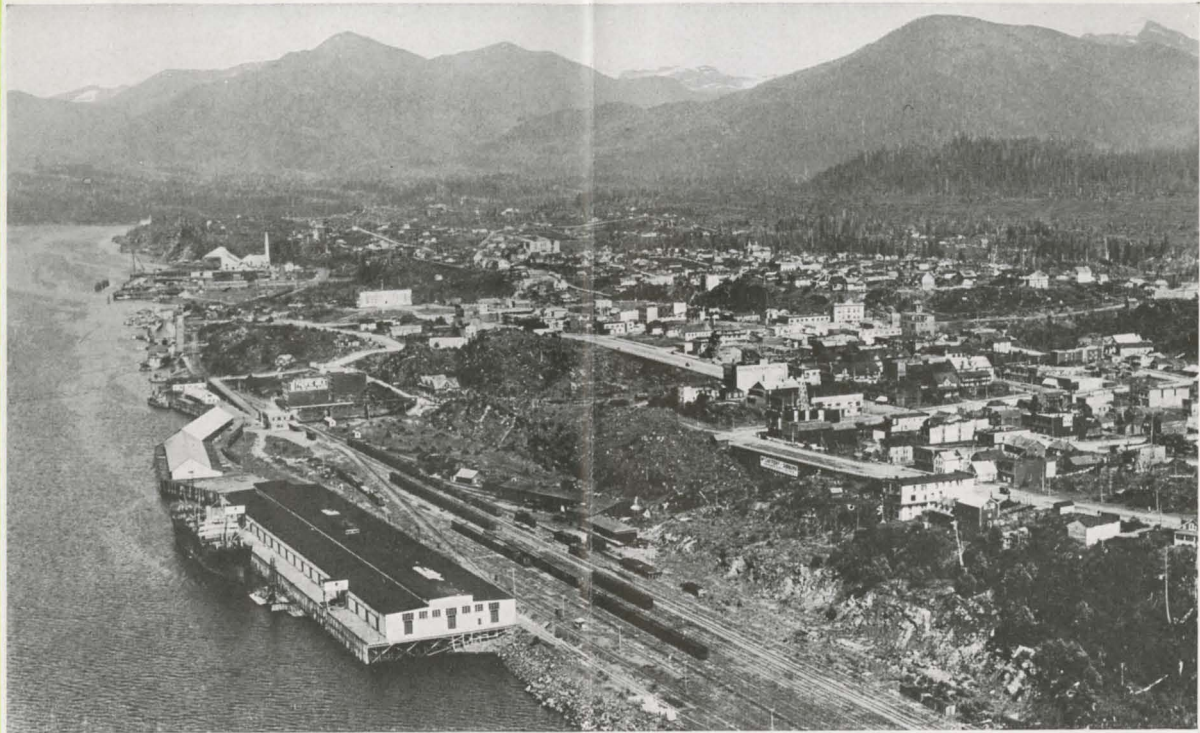
Our itinerary now takes us back to Vancouver to begin the northward voyage along the coast and up to Alaska and the Yukon.

THE INSIDE PASSAGES

There are three great Inside Passages in the world, where ocean liners may steam for miles sheltered by islands from the swell of the open sea. One is along the Norwegian coast; another fringes

ALASKA

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Prince Rupert stirs the imagination. Built upon the top of a half submerged mountain now an island of tremendous rocks, it is the first important port of call en route from Vancouver to Alaska.

Chili; the third, which you are about to follow, leads from British Columbia to Alaska. On the whole journey of several days there are only a few hours in all where the ship is exposed to the swell from the open sea, and that only slightly. For the greater part of the voyage, the water is almost as smooth as in a canal.

There are a number of interesting books dealing with this north coast voyage and country; the following are suggested as volumes worthy of a permanent place in the travellers library: "The Inside Passage to Alaska," by W. W. Woollen. The Arthur H. Clarke Company, Cleveland; "Alaska, An Empire in the Making," by Underwood. Dodd Mead & Co.; "Touring Alaska and the Yellowstone," by Charles M. Taylor. Geo. W. Jacobs & Co., Philadelphia. The first named is in two volumes, and is a perfect compendium of information on the whole coast traversed, as well as of the recorded and natural history of British Columbia and Alaska, such as will serve to greatly increase the interest and value of the trip. The late Mr. Woollen, a prominent lawyer of Indianapolis and one of the

most widely known naturalists in that state, was intensely interested in the north country, to which he made many voyages. The other volumes mentioned are perhaps less thorough, but no less interesting.

Captain George Vancouver, who explored and charted all this coast in 1792, was a man whose character and performances well deserve permanent recognition. As a midshipman in the Royal Navy, he had been with Captain Cook on two of his voyages. "His surveys of the North Pacific Coast," says Woollen, "were worthy of the best explorer of any time. . . His charts were those by which the coast was navigated for a century after his death." The traveller is referred to the books mentioned because of the hopelessness of attempting to adequately describe the beauty and interest of this coast in a booklet such as this. Vancouver's account of his travels is long out of print, but Woollen constantly quotes and annotates it.

For the first part of the voyage north the ship is in the lee of Vancouver Island, which is 285 miles long. Throughout the passage to Alaska the ship

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Ketchikan, the first landing point after crossing the imaginary line that cuts Alaskan and Canadian waters, is one of the liveliest towns in the Northland.

is almost within hail of the shore, and one of the wonders of the passage is the green tree covering of the almost perpendicular rock-sides of the mountains. Great trees rear up everywhere. On the lawn of the court-house at Vancouver is a flag-pole made from a single log taken from these forests, which is 205 feet long, five feet in diameter at the base and nearly two feet at the top. In Kew Gardens in London there is a flag-pole 220 feet long, which came from the forests of British Columbia.

Between Vancouver and Prince Rupert there are interesting model towns centering around the great pulp wood and paper industries at Powell River and Ocean Falls.

ALASKA

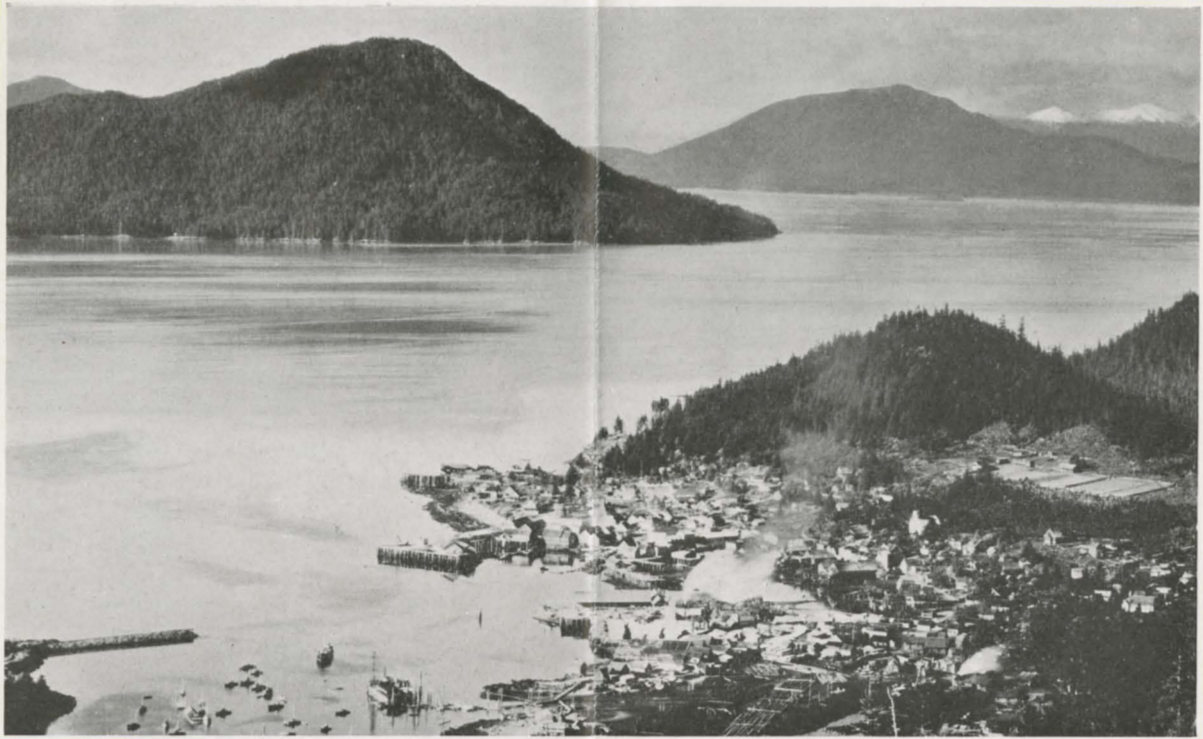
The history of Alaska runs back to its first exploration by the Russians in 1741. Later the Spaniards cruised along its shores, and in 1778 Captain Cook voyaged here. Cook spent some months on the northwest coast, sailing from the

region of the present Oregon to beyond Behring Straits, and discovering some of the chief landmarks. Captain Vancouver, then a midshipman, was with him. The first settlement in Alaska was made by the Russians in 1784 on Kodiak Island.

The subsequent history of the country has been brief, though not uneventful. William H. Seward, then Secretary of State, purchased it from Russia for the United States in 1867, for the sum of \$7,200,000, the odd two hundred thousand being on condition that the territory should be ceded unencumbered by any "strings" attached by Russia or any other nation. Secretary Seward was ridiculed and abused for his purchase, and for many years Alaska was looked on as a region principally productive of glaciers and icebergs. "Walrussia," the humorists called it. But wisdom is justified of her children. From 1867 to 1918 the value of the products of Alaska was \$847,719,408. The fish oil alone produced in that period paid the whole purchase price. The products of one year now will pay for it twelve times over.

ALASKA

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Wrangell has a history. Founded by the Russians as a trading post, it was named after Baron Wrangell, the governor of the country. Here totem poles can be seen in their best state of preservation.

KETCHIKAN

Before reaching Ketchikan, the first port of call, we pass old and new Metlakahtla, the scene of one of the most interesting experiments in colonization with natives ever made in America. The original settlement was founded near Prince Rupert in 1857 by William Duncan, known as the Apostle of Alaska, who was sent out by the Church Missionary Society of England. He labored there with notable success for 27 years in an entirely practical manner, establishing a sawmill, woollen mill, brickyard, cannery, and other industries, as well as industrial and other schools, and religious institutions. He unquestionably performed great work among the Tsimsean Indians, from an economic standpoint, at least. He was an absolute autocrat and, possibly, developed some autocratic tendencies. At all events, trouble arose between the London office and himself, and he withdrew to Annette Island near Ketchikan on the American side of the line. The colony continued to flourish, Mr. Duncan being in complete control, spiritually and temporally; and his autocratic attitude finally became so pronounced that in

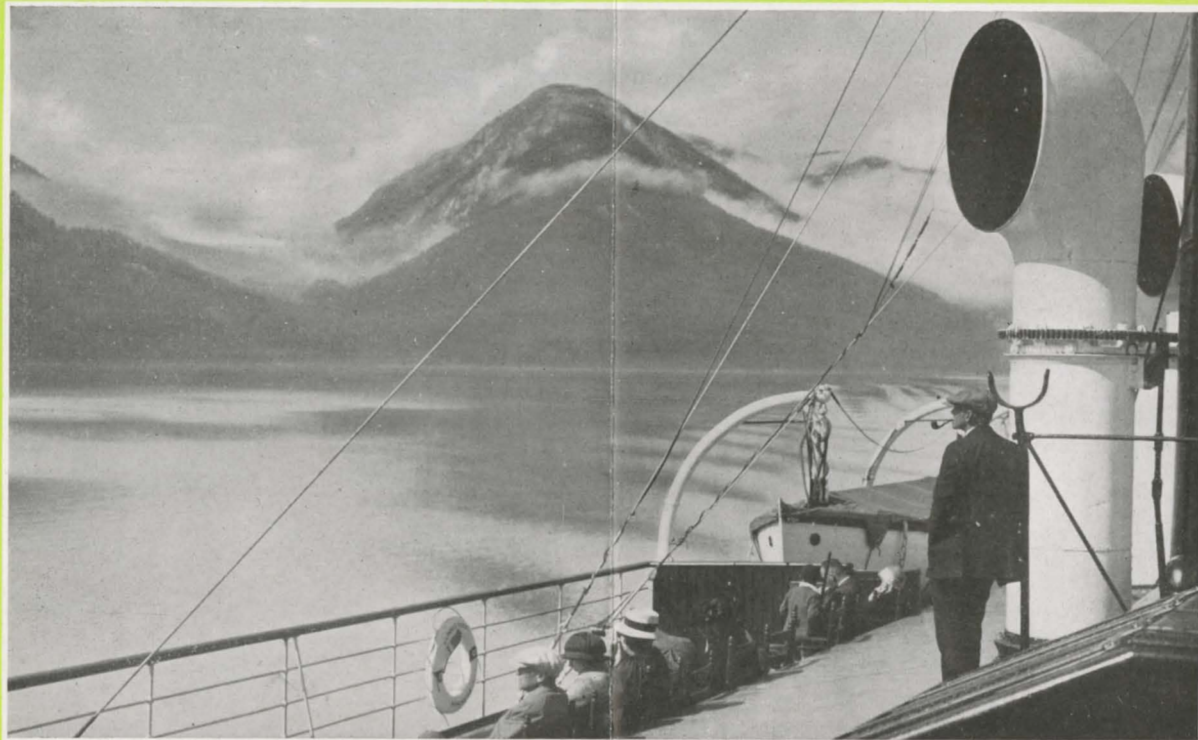
1915 the United States government actively interfered at the instance of the Indians themselves and instituted a form of local government. Mr. Duncan died not many years ago at a great age after a life of well over 50 years among the Indians, and after doing a great work. His estate amounted to over \$75,000, which he left to the Indians in trust.

Ketchikan is an active commercial city, with flourishing industries and is one of the headquarters for the North Pacific fishing fleet. Opposite it, in an old Indian graveyard, you may see your first totem-poles (unless you have come through to the coast by the northern route of the Canadian National to Prince Rupert), and here was erected what is believed to be the only totem-pole made in honor of a white man, John Swanson, a trader for the Hudson Bay Company who married an Indian bride, being the recipient of the honor.

WRANGELL

Near where the Stikine River empties into the sea lies Fort Wrangell, the most historic city in Alaska. The place was originally called Fort Sti-

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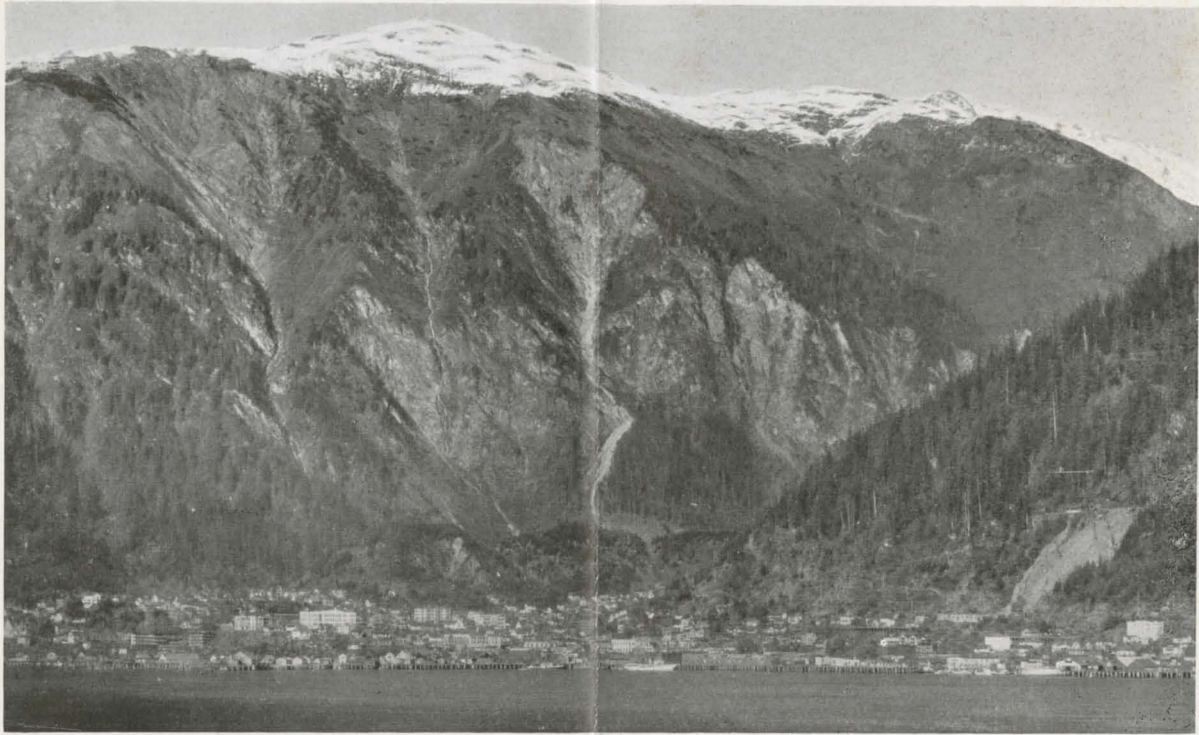


The Alaskan steamers of the Canadian National are like small Atlantic liners. The staterooms and dining salon are commodious and the cuisine excellent. There are smoking and observation rooms where one may sit and admire the scenery and there is enough deck room for shuffle board and deck quoits.

kine, but was renamed in honor of Baron Wrangell, who was governor of Russian America in 1827. Ruins of the old fort, built in 1838, may still be seen at one end of the place. It has been the fate of Wrangell to be aroused, at long intervals, from its usually placid existence; to have a period of feverish activity and take on the airs and graces of a big city; and then sink back again into the normal quiet. At the time of the Cassiar gold rush up the Stikine in the late 'seventies, it was the outfitting point for 25 or 30 thousand miners, who went in to the new diggings via Telegraph Creek. After those mines were worked out, it enjoyed a period of absolute quiet for another thirty years until the time of the Klondike excitement, when the Stikine-Telegraph Creek route was again resorted to. It was via this route that the proposed railway to the Yukon—an endeavor to secure an all-Canadian line—was surveyed, but never built. Thousands essayed this trail, however, and Wrangell was then a busy, populous, wide-open town. It is this feverish history which has caused its present over-built appearance. It is an interesting point for the traveller, however.

Here or hereabouts we begin to be offered in quantities the basketry and other work for which the Pacific slopes of North America are so famous. In this voyage to Alaska and the Yukon the Indian women may be seen at every landing with their work for sale, while the curio depots at the larger points are filled with them. But whether it is beaded moccasins, basketry, carved ivory, or hammered copper and silver, it is well to remember the old maxim—Caveat emptor: Let the buyer beware. Walrus teeth sometimes masquerade as "genuine elk"; while the untutored savage of the north has discovered for himself that boiling in seal oil gives new ivory the patina of old. Nevertheless the ivory and other work of the northern Indians and Aleuts is extraordinarily artistic, and the basketry of Attu, for example, is constantly increasing in price if not in value. Yakutat basket makers are decreasing in numbers constantly, and it is said that the art will eventually become a lost one. In Ketchikan, Wrangell, Juneau—in fact, all the towns on this northern tour, a regular part of the program is "doing" the fur and curio shops; and so long as the traveller exercises some caution, and

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Juneau, the capital of Alaska, has special attractions for the tourist. Here is the Alaska Territorial Museum with its exhaustive collection of Eskimo and Indian curios.

gets such advice as is needed, purchases may be made much more advantageously than in the secondary markets.

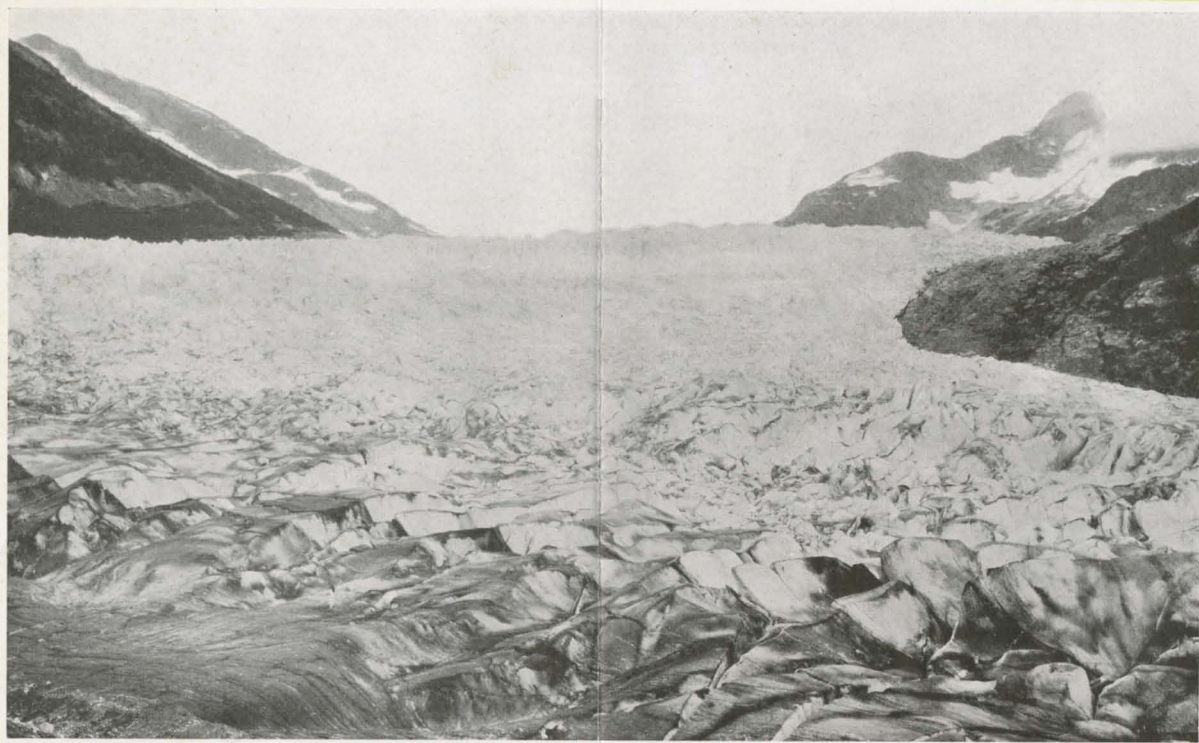
THE ALASKAN DOG

"The horse is a noble animal, able and willing to work," thus the school-books of our youth. In the north country, the place of the horse is taken by the dog, who is no mean worker as far as ability goes, but does it under pressure. The malamutes and huskies, greatest of sledge dogs, are a mixture of dog and wolf, with wolfish traits predominating. They are not a friend of man, but they are an invaluable help to him in Alaska and the Yukon, and fill a place which no other animal could do. They howl like a wolf, but do not bark. They are inveterate thieves and fighters, and will rip open a tin of beef or another dog with their long eye teeth. Yet with all their faults, they are one of the most important factors in winter transportation in the north. In summer, the tourist

may see them swarming around the streets of Wrangell and other towns, and would be well advised in refraining from trying to make acquaintance with them. Underwood in his book on Alaska, says: "During the summer the chief occupation of an Alaskan dog seems to be to lie on the side-walk and push the white man off into the mud, but he comes out strong in the winter as a sharer of hardship, an aid to transportation, a worker and a sport."

Not long after leaving Wrangell, we enter glacier land, and the sight of these great mountains of ice, glittering in the sun, and moving steadily and irresistibly downward to the sea, is one which can never be forgotten. These glaciers, as John Muir, the greatest authority on the subject says, tell unmistakably the unwritten story of the era of active volcanic action which took place along this coast many centuries ago. That era was followed by a glacial period, the residual of which remains on the broad, lofty mountains, which discharge

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Mendenhall Glacier can be easily reached by automobile while the steamer remains at Juneau. This river of ice is over a mile in breadth and a hundred feet in height.

fleets of icebergs into the sea. The constant supply of glaciers ever creeping toward the sea along the southeastern coast of Alaska is from moisture precipitated on the tops of the mountains during almost the entire year.

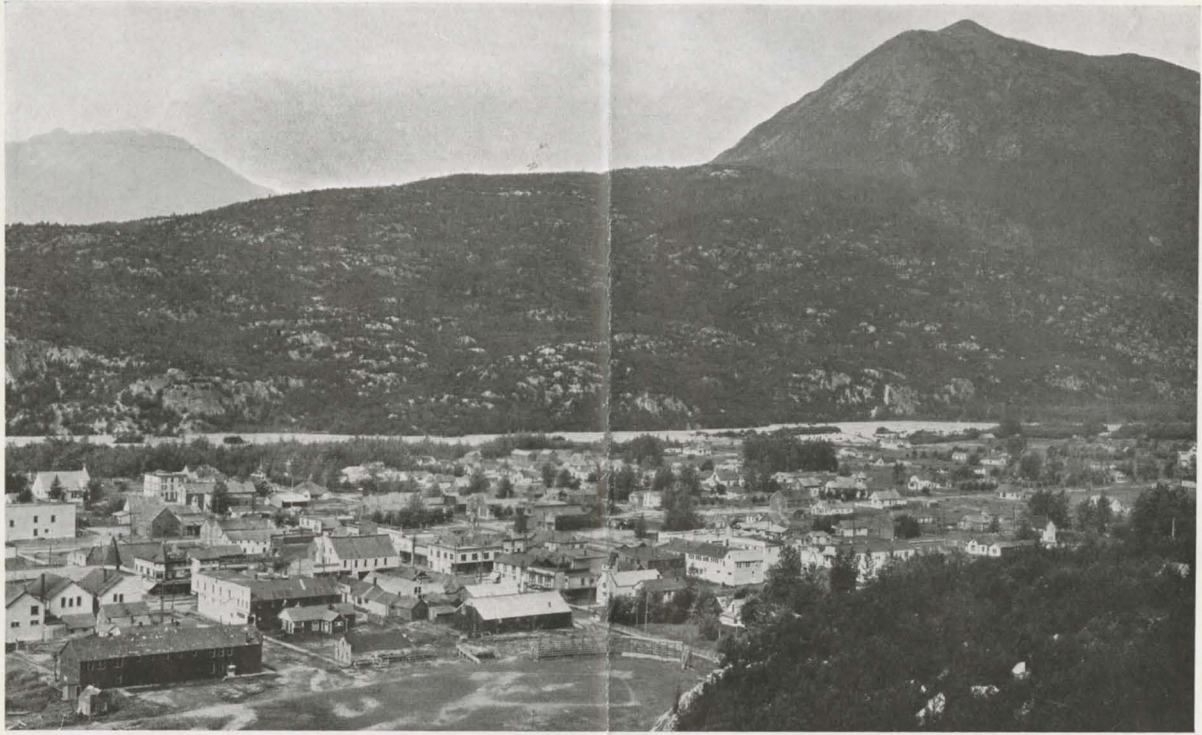
TAKU GLACIER

The first large glacier encountered is in Taku Inlet, after passing through Wrangell Narrows. This Taku glacier is not the largest in Alaska, but it is the most accessible and the most beautiful. The Malaspina Glacier, visible along the route from Juneau to Cordova, is the largest in the world, having a sea frontage of nearly 100 miles. The Taku glacier is what is known as a "live" glacier, and it keeps up an incessant cracking and thundering, as it discharges tons of ice into the sea. The movement of the glaciers is slow, as the movement of the hour hand of a clock is slow, but in some cases reaches as much as seven or eight feet a day. The Mendenhall glacier, a river of ice over a mile in width and a hundred feet in height, may be visited by motor while the steamer stops at Juneau.

JUNEAU

Juneau, the capital of Alaska, is reached before the ship enters that glorious home-stretch to Skagway, the far-famed Lynn Canal. It has a population of about 4,500. In the vicinity are the Treadwell and other mines, among the greatest producers in the world, from which fabulous amounts of gold have been taken. The Treadwell has yielded over 68 millions, and was originally bought by Treadwell, a carpenter, for about \$400. The Alaska-Juneau mine, is one of the greatest low-grade gold mines in the world. But there are other attractions besides the mines of Juneau. There are the vast flocks of sea-gulls, which make their home on the immense flats formed by the tailings sifting down from the mines; there is the residence of the territorial governor and the federal and territorial buildings; there is the residence, also, of the late Chief Johnson, of the Raven branch of the Taku Indians, who attained his chieftainship by giving a potlatch that cost \$20,000; there is the Alaska Territorial Museum, with its great collection of Eskimo and Indian curios. The Museums extensive bibliography of

ALASKA = *The Land of the Mid-night Sun,*



Skagway is the gateway of the Yukon. In the days of the gold rush Skagway played an historic part. Plenty of thrills are experienced in following the winding steel through a granite-ribbed gorge to the summit that long was thought impassable.

publications relating to Alaska is worth examining. Juneau was founded on the gold discoveries of Joseph Juneau in 1880. He made and spent a fortune, and later conducted a restaurant in Dawson City.

SKAGWAY

Skagway, on the last leg of the water journey north, is the end of the steamship route, the gateway to the Yukon, and the beginning of "The Trail of '98." It was founded by William Moore, its first white citizen, in 1897, and lived, moved, and had its being about the Klondike rush. Thousands of gold hunters passed through here during the few years when the excitement was at its height, and it had a population of from ten to fifteen thousand people. Today it has only a few hundreds, mainly those connected with the White Pass and Yukon Railway. It is called "The Flower City of Alaska," owing to the variety and profusion of the floral life, and boasts dahlias ten inches across, sweet peas growing eight to ten feet high, and pansies three inches in diameter. On all sides are beautiful and

well kept lawns and gardens, a delight to see in this far northern land, which, men told Seward, would produce only "sea weed and icebergs."

The interest in Skagway, however, is mainly historic, and largely infamous because of the name of one of its former citizens. It was here that the notorious "Soapy" Smith carried on his reign of terror and banditry among the gold-hunters en route to the Klondike. At the head of a band of about 150 ruffians he ran the town and did what he pleased. Robbery and murder were daily occurrences. People landed with ample funds to see them through to Dawson, and, encountering some of this band, were held up and robbed of every cent. Shooting on the streets was a common occurrence—in short, "there ran no law of God nor man, to the north of sixty-three," so far as American territory was concerned. Eventually Soapy met the fate of all "bad men," and was shot in a duel down a pier one dark night by a young mining engineer named Reid. He had terrorized the place to such an extent that no respectable citizen dare mention the name of Soapy or his gang in an uncomplimentary

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To witness a superb sunset amidst that riot of mountain, glaciers and silver cascades is heaping one glory upon another. This illustration of Lynn Canal is reproduced from a photograph taken at midnight.

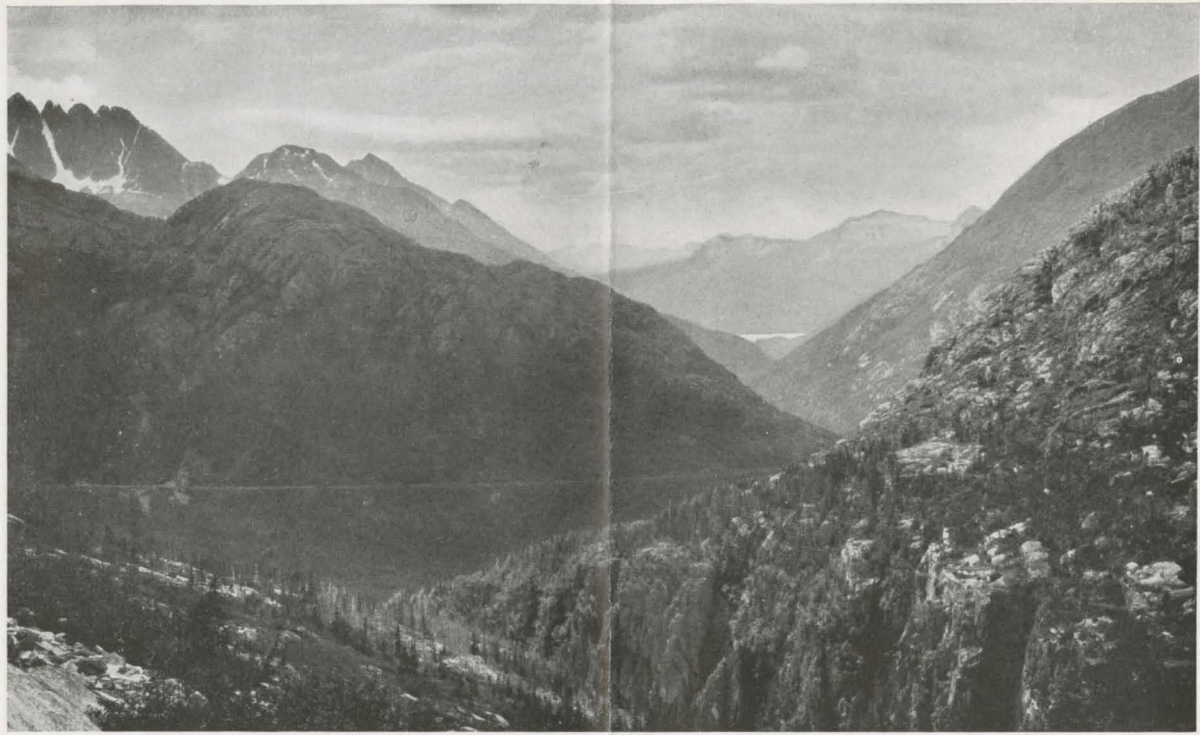
way without the risk of being murdered. To put a stop to this, Reid and a few of his friends held a meeting to discuss means of ending Soapy's reign. The latter heard of it, and started out after them with a Winchester. He met Reid and mortally wounded him, but was himself killed by a shot from the latter's revolver. His grave and that of Reid may both be seen at Skagway.

INTO THE YUKON BY THE WHITE PASS

It was at Skagway that the real trail to the gold-fields—the trail that broke the heart of so many men and the backs of so many horses—began. There were two routes to the head of navigation in the early days, and it used to be said that whichever route a man selected he would wish he had taken the other; but the White Pass route was the favorite, and through it that wonderful piece of engineering, the White Pass and Yukon Railway was constructed. Today, all the difficulties of the trip to Dawson have been eliminated. Only the thrills remain. Numerous trips are available over

the White Pass and Yukon route, ranging in time from one day to two weeks. Tourists returning south by the same Canadian National boat as they took north, may take the rail trip to Bennett and return on the two-day rail and boat trip to Taku Arm. It is well worth while, if one cannot go through to Dawson—which is the ideal ending to this northern tour—to go to the end of the railroad and view the historic and interesting Miles Canyon and White Horse Rapids. There are few rail trips in the world more thrilling than that from Skagway to the summit of the once dreaded White Pass. En route may be seen Reid's Falls, at the foot of which both Reid and "Soapy" Smith lie buried; the Denver Glacier; Rocky Point, where the railway crosses the old Trail of '98; Old White Pass City, once a place of 10,000 people, and beyond it the notorious Dead Horse Gulch, where as many as 2,000 dead horses were counted at one time during the rush; and a dozen other historic points famed in the songs of Service and the stories of the many who have recorded the romance of the trail of '98.

ALASKA = *The Land of the Mid-night Sun,*



At Inspiration Point, between Skagway and White Pass, an altitude of 2,400 feet is reached. From here is seen a marvellous panoramic view of nature's wonderland — the jagged Sawtooth Mountains to the southeast, the glacier-topped Mount Pinnacle to the southwest, and Lynn Canal in the distance to the south. 17 miles by rail, but only 12" as the crow flies." All excursion trains stop here when coming down the mountain to allow tourists obtain a better view of this wonderful sight.

At White Pass Summit, 20 miles from Skagway, the international boundary line is crossed, and the Union Jack and Stars and Stripes fly together on either side of an imaginary boundary line. Log Cabin 33 miles from Skagway, was once a good sized town and headquarters of the Royal Northwest Mounted Police and Canadian Customs. It was also the terminus of the Fan Tail winter trail to Atlin, over which the great stampede of 1898 to that diggings took place. Lake Linderman, the terminus of the Chilkoot Trail and the head of navigation in the early stages of the Klondike stampede, may be seen about mile 40; close by is Bennett, which had once a population of 10,000 people, but is now deserted. It was here, before the extension of the railway to White Horse, that the stamperders built their rafts and essayed the death-defying trip through Miles Canyon and the White Horse Rapids. And so on to White Horse, the end of the railway, 110 miles from Skagway, and where comfortable river steamers are taken to Dawson, 460 miles distant.

It is difficult to be restrained in referring to this trip over the White Horse Pass route, and to know whether to most admire the wonder of the forces which nature has here piled up, or the ingenuity of the engineers who overcame the difficulties which they presented. Certainly this famous ride from Skagway to White Horse is all that travellers have said of it. The road climbs to the summit, about 20 miles from Skagway, where it reaches an altitude of 3,200 feet. In many places the road is blasted from the granite rock, sheer precipices above and below, while far beneath is seen the trail over which from fifty to one hundred thousand men and women "hoofed it" in the years of that mad rush. For weeks at a time there was one unending line of pack-laden, footsore men from Skagway to the Summit.

LAKE ATLIN

An interesting side trip to Atlin and West Taku Arm, and one which is highly recommended by those who have made it, may be taken by transferring from the train to the steamer at Carcross. Atlin Lake stretches for 80 miles, a vision of grandeur

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Lake Atlin has the lure of a great mountain lake lying serene and placid under the shadow of snow-capped mountains, of a great glacier at its farther end, and of the wild life of primeval woods and great fish leaping in lake and stream.

excelled in few parts of the world. Snow mountains rise sheer from the waters edge; or gentle slopes covered with spruce and fir, birch and willow make a robe of varying shades of green. Always in the back-ground rise the majestic snow-peaks, range upon range, every peak of which is reflected in the beautiful waters of the lake below. There are exceedingly charming and comfortable hotels at Atlin, West Taku Arm and other points.

ON TO DAWSON

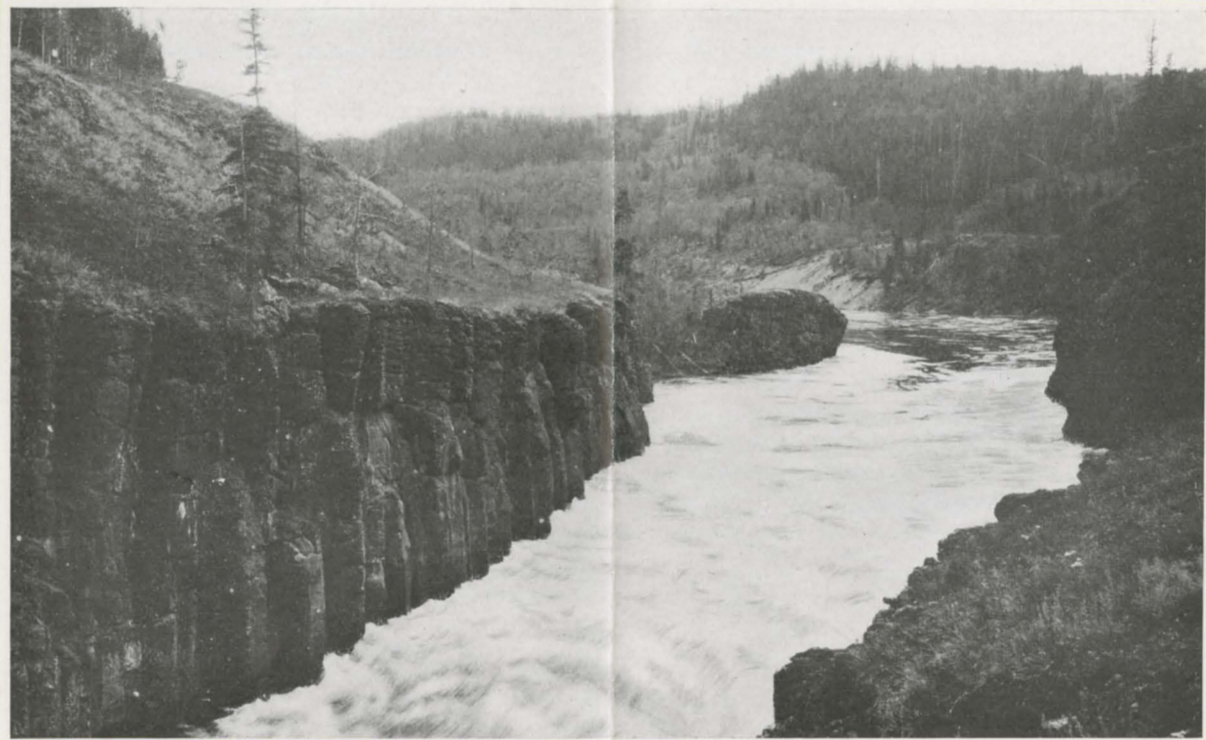
The trip down the river to Dawson and into the real Klondike country is one which is becoming more popular every year. Piloting a boat on the Yukon river is an engrossing thing even to watch, and excites constant wonder as to how the difficulties of the narrow and tortuous channel are to be overcome; but the captains of the boats are men who have sailed the river for many years, and know every ripple on it. From Lake la Barge the route lies through Thirty Mile River, considered more dangerous in the old days than either Miles Canyon or White Horse Rapids, but now always passed in

safety. Further on are the Rink Rapids. Between Selkirk and Dawson the caribou herds in their migration from the Arctic slope may be seen in thousands. One of the most picturesque spots on the river is Five Finger Rapids, about 175 miles from Dawson, a favorite spot for the amateur photographer to exercise his art. The rocks on either side rise perpendicularly from the waters edge and the current is so swift that it is necessary to steer straight for the rock blocking the middle of the channel. Just as it seems impossible to avoid a crash, the current catches the boat and she swings through the narrow opening into the waters beyond. But all the route is lined with names of places familiar in the Saga of the Klondike-Yukon Crossing, Minto, Fort Selkirk, and so on to the end of the long, long trail at Dawson.

DAWSON

The steamer remains 24 hours here, to enable passengers to go ashore and thoroughly absorb the atmosphere of the place. At one time it had a population of 35,000. It is a picturesque modern

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Miles Canyon is seen from the train on the way to Dawson. Deep and dark are the depths within the sheer walls and the current sweeps through with terrifying force. Near the centre is a whirlpool.

city, with many beautiful homes and gardens; comfortable hotels; and good motor roads to the surrounding creeks from which so many fortunes were taken. It is Dawson as it was, save for the many picturesque figures which once walked its streets or frequented its dance halls—"a banquet hall deserted." Gone are the "dangerous Dan McGrews" and the "Swiftwater Bills", the Ladues and the Carmacks, the Harpers and the Hendersons, the Sourdoughs and the Cheechakos; but the glamor of the days when the few women of the camp wore diamonds as big as hazel nuts, and the men threw around dust and nuggets like pea-nut shells—that still remains. For the old timers are not all gone,

and the endless good stories which made the Klondike a gold mine for the writer as well as the digger are still current.

For no gold rush was ever written about in prose and poem as well as was told the story of the trail of '98. Service embodied its life in the amber of his verse; and Jack London, Tappan Adney, Ogilvie, Frederick Palmer, Tollsmache, Sam Steele, and a hundred others have told in as many strains the life of the place and times as they saw it. To take a few well selected books on the story of that heroic period and to visit the scene where the dramas of which they tell were enacted will provide for the most jaded traveller a thrill if anything can do it.

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USEFUL INFORMATION

Question—What is tonnage and length of Alaska steamers?

Answer—The gross tonnage of the “Prince Rupert” is 3,379 tons, length 319 feet. Gross tonnage of “Prince George” is 3,372 tons, length 319 feet.

Question—Are all staterooms heated, and how?

Answer—Yes, by steam.

Question—At what hours are meals served?

Answer—

Hours of Service

| | First table | Second table |
|--------------------|---------------|--------------|
| Breakfast..... | 7.30 a.m. | 8.15 a.m. |
| Luncheon..... | 12.30 noon | 1.15 p.m. |
| Dinner..... | 6.00 p.m. | 6.45 p.m. |
| Afternoon Tea..... | 4.00 p.m. to | 5.00 p.m. |
| Night Lunch..... | 10.00 p.m. to | 12.00 p.m. |

Question—Are steamer rugs provided?

Answer—No steamer rugs.

Question—Are there any inside staterooms?

Answer—No, all staterooms are outside rooms.

Question—Is there any music provided on board?

Answer—Steamers are provided with piano and orchestra. Concerts are also frequently arranged with the assistance of such passengers as care to participate.

Question—How should passengers' mail be addressed?

Answer—Mail should be addressed care of Company and marked “Passenger per S.S. Sailing for on”

Question—How long do steamers stop at ports of call?

Answer—Length of stop depends on the amount of business to be transacted, but is usually from one to three hours, which is sufficient time for passengers to go ashore and

see principal sights. Purser will gladly assist passengers with information regarding what is to be seen at such place.

Question—Are passports required?

Answer—No. Immigration regulations do not require that passengers should carry passports.

Question—What is the situation re collection of head tax?

Answer—As a general rule, bona fide tourists making the Alaska trip will not be called upon to pay the United States \$8.00 head tax upon their entry at Ketchikan. Tax is not chargeable in the case of American citizens, and although Canadians are classed as aliens, under this law, head tax will not usually be collected from Canadian tourists holding round trip transportation and returning on same or following steamer, although collection might possibly be made if tourists were making a somewhat extended visit to Alaska. For information in regard to collection and refund of United States head tax at Ketchikan, see current U.S. Immigration Circular and supplements. The holding of Transit Identification Certificates by tourists from the United States will ordinarily serve as proof that passenger came from the United States and is only in transit through Canada. There is no Canadian Head Tax.

Question—May trunks be carried in staterooms?

Answer—Ordinary steamer trunks of not more than fourteen inches in height can be placed under lower berths in staterooms, but practice should be discouraged, as trunks cannot be conveniently handled in staterooms.

Question—May passengers have access to trunks on board during the voyage?

Answer—Yes, if not in bond. Apply to Purser or Chief Steward.

Question—Is any charge made for storage of baggage carried by Alaska tourists?

Answer—No. Baggage not required on voyage will be held at Vancouver or Prince Rupert without charge for storage for period not exceeding 30 days.

ALASKA *The Land of the Mid-night Sun,*



Triangle Tour of British Columbia.

A brief reference to this tour of 1,200 miles by land and 550 miles by water, has been made in this folder.

Mount Robson, altitude 14,972 feet in Mount Robson Park which on its eastern boundary adjoins Jasper National Park, is the highest peak in the Canadian Rockies.

The camps of Mount Robson, Kinney Lake and Berg Lake, are reached from Mount Robson Station, on the Jasper-Vancouver line, and from Emperor Station on the Jasper-Prince Rupert line.

The southern route affords wonderful views of the Thompson and Fraser Rivers. The view in the lower right is the Fraser Canyon. The view to the left is the Bulkley Gate of the Bulkley River on the Jasper-Prince Rupert line, where the train halts to view a natural barrier of solid rock which nature has thrown across the river, before the Bulkley joins the Skeena River on its way to the Pacific Ocean.

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Canadian National Telegraph Co. operates 135,000 miles of wire. Direct exclusive connection with the Western Union Telegraph Company, reaching 75,000 points in Canada, United States and Mexico. Cable service to all parts of the world. Money transferred by cable or telegraph.

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Canadian National Express Company operates on all lines of the Canadian National Railways, giving the best service possible in the handling of merchandise, money, valuables, etc. Money Orders are on sale at all Canadian National Express offices.

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ALASKA - *The Land of the Midnight Sun,*



Totem Poles of Northern British Columbia and Alaska.

These totems have long since achieved world-wide fame. Their distinctive style is so effective and refined that it is nowhere surpassed among the other forms of aboriginal art at large. The fanciful figures on totem poles are not pagan gods or demons as often supposed, but consist of various symbols that can be compared to European heraldry and illustrate family myths and traditions. They are monuments erected by the leading families in every tribe to commemorate their dead.

These picturesque creations can be seen to full advantage only in their true home at the edge of the ocean, amid tall trees, cedar and hemlock, and in the shadow of lofty mountain peaks.