

ALASKA *and the* YUKON



CANADIAN NATIONAL
THE LARGEST RAILWAY SYSTEM IN AMERICA

ALASKA

and the **YUKON**
and the **TRIANGLE TOUR**
of **BRITISH COLUMBIA**



ALASKA AND THE YUKON



The indescribably beautiful Lynn Canal—climax of the water journey to Alaska.

LAND OF THE MIDNIGHT SUN

“**A**S we sailed the Lynn Canal, we saw a sunset, the effect of which almost hurt, it was so indescribably beautiful. The water near the banks was black—the shadow of the pines—then from palest turquoise blue it shaded down into dark peacock green, over it all being shining golden flakes, which, as the water swelled away from the ship’s side formed bars of living gold. It was just as though all the peacock wings in the world were shimmering there.”

“The snow-capped mountains were dyed a deep mulberry pink, and these in turn were reflected deep down in the gleaming waters. When we reluctantly turned away—for the beauty and gorgeousness almost over-awed one—there, high in the heavens, was a full moon with the enormous silver bowl of Jupiter close beside it, seeming to let fall crystal drops of radiance. Owing to the altitude and the rarity of the air, the stars shone like jewelled lamps, so large and clear were they in the limpid sky.”

This is only one of a hundred impressive pictures stored in the treasure house of memory of the thousand mile voyage on the sheltered scenic seas from Vancouver to Skagway.

No pen of mortal writer can do justice to the glories of glaciers, mountains, sea and sky, or give any adequate idea of the grandeur of the scenery. As far as the eye can see, there is range after range of snow-capped peaks, with here and there an opening in the wall of mountains where a glimpse is caught of a distant glacier, dazzling in

*Canadian National steamer on
the protected waters of the
Inside Passage.*



ALASKA AND THE YUKON



*Vancouver, a city of entrancing
interest and Canada's principal
Pacific Coast seaport.*

the clear strong sunlight. Then again, the ship's course permits a more intimate view of huge ice rivers making their leisurely way to the sea, their bases covered with the multicoloured alpine flowers which flourish so amazingly all through this north country. Waterfalls dashing their lacy spray over high boulders and rushing mountain streams having their source high in the towering peaks, and tumbling and foaming through rocky gorges burst into view.

Then as if Nature had not sufficiently endowed this part of the world with her alluring charms, man adds his thrill in the building and operating of the White Pass and Yukon Railway which climbs 110 miles from Skagway, passes out of Alaska through a corner of British Columbia into the Yukon, and ends at Whitehorse. It is like a toy railway with its narrow gauge track, and its tiny but comfortable cars. At White Pass it has climbed from sea-level to an altitude of 2,885 feet. On the way to the summit, a sign reading "Trail of '98" recalls the horrors of gold rush days.

"Never will I forget it, there on the mountain face,
Antlike, men with their burdens, clinging in icy space;
Dogged, determined and dauntless, cruel and callous and cold,
Cursing, blaspheming, reviling, and ever that battle-cry
—"GOLD"

Another sign indicates the site of White Pass City, once a town of 10,000 souls. What of it now? Still another sign points to "Dead Horse Gulch."

LAND OF THE MIDNIGHT SUN

“Klondike or bust” rang the slogan; every man for his own.
Oh, how we flogged the horses, staggering skin and bone.
Oh, how we cursed their weakness, anguish they could not tell,
Breaking their hearts in our passion, lashing them on till
they fell.”

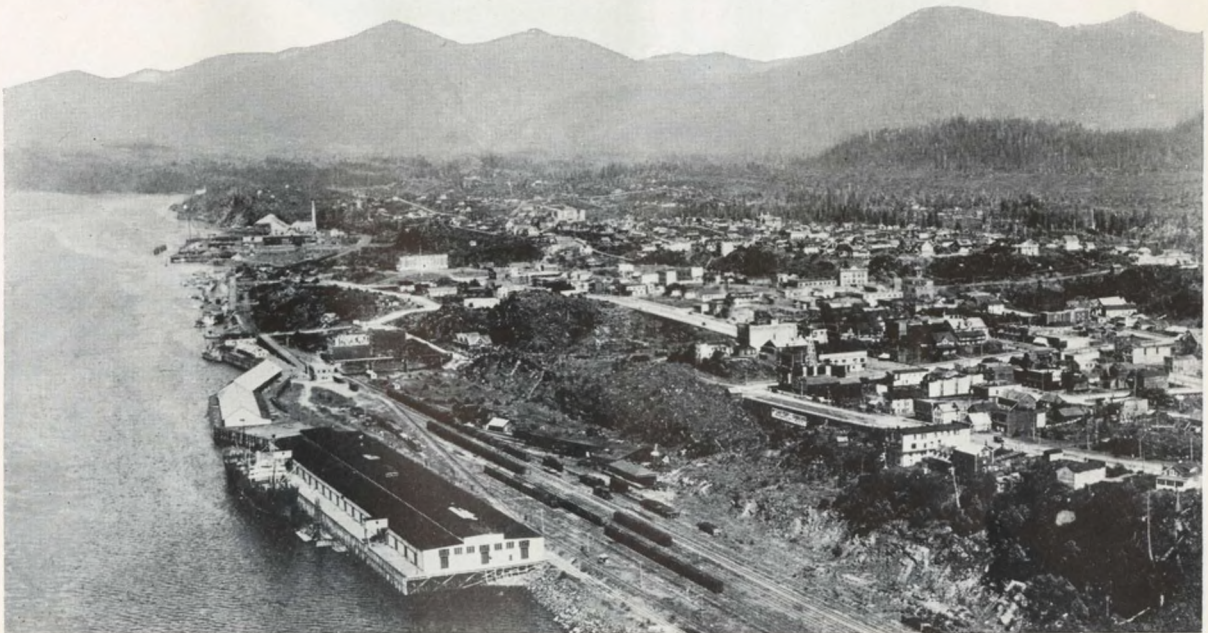
And then when Lake Bennett was reached, and the gold seekers thanked their gods that the worst of the journey was over, they found that the Whitehorse Rapids on the Yukon had still to be negotiated. At the Rapids and, later, at Dawson, their thanks had turned to curses, and many of them perished.

What a difference for those who travel “the trail” today!

At Inspiration Pass, at an altitude of 2,400 feet, the train stops, and there, seventeen miles below, lies the sea, a white glint, with the surrounding mountains bulking in tremendous masses, warm red, grey, and green, with here and there patches of snow; truly one of the most awe-inspiring panoramas the world has to offer. Then unfolds that wonderful scenic country beyond the summit, at Lake Atlin, and on to Dawson, all of which can now be enjoyed in the greatest of comfort on steamers specially built to meet the navigation requirements of these regions.

An occasional “Old-timer” may still be encountered, who is willing to recite tales of the days of the Gold Rush, but they are fast disappearing. The visitor to Skagway will still be shown the burial

*Prince Rupert, a flourishing
city and last Canadian port of
call en route to Alaska.*



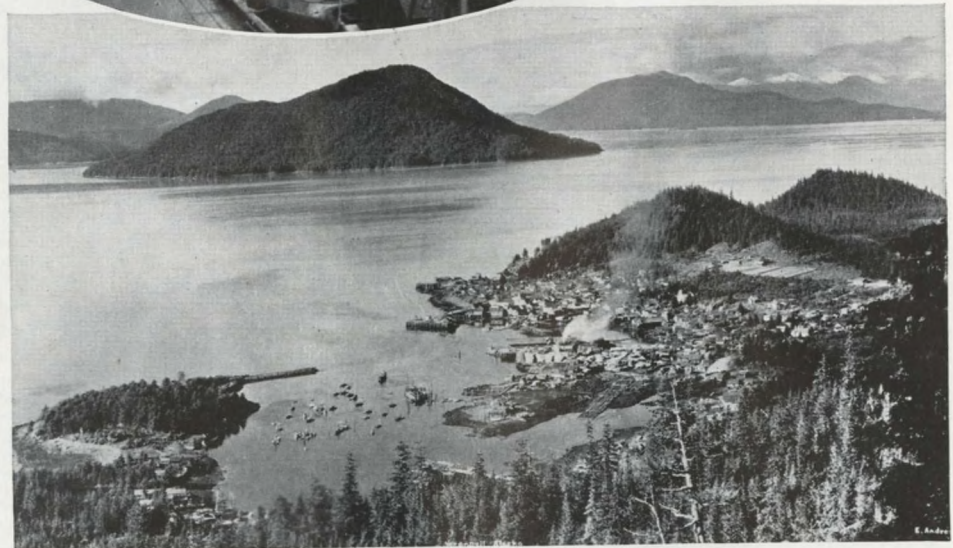
ALASKA AND THE YUKON



*Juneau,
Capital of
Alaska.*



Ketchikan



*Historic
Wrangell*

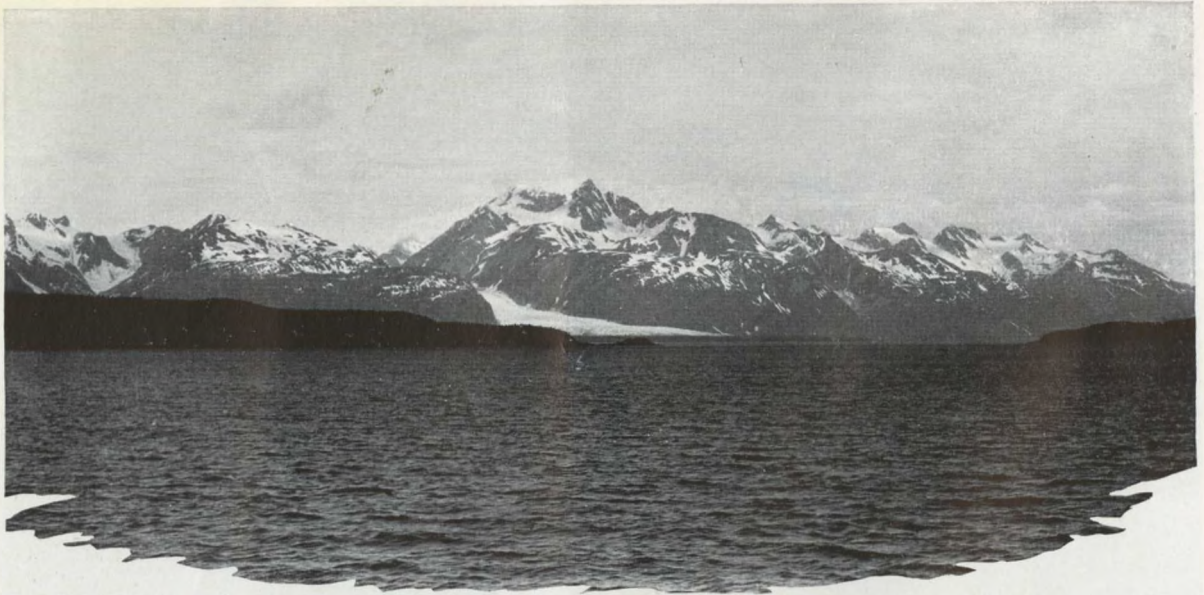


*Portion of the Taku Glacier,
a mile wide palisade of
gleaming ice.*

place of the notorious "Soapy" Smith, and at other towns similar places of interest will be pointed out to him with great pride by the local authorities.

For the visitor interested in Indian lore, there still remains a considerable amount of material to claim his attention, although the Indian of the present day is not the picturesque character he once was. Good specimens of the war canoes hollowed out of a single tree, and capable of holding fifty persons, may still be seen at Wrangell, and there are totem poles in an excellent state of preservation at different places. The natives of the North Pacific Coast are famous for their basketry, carved ivory and copper work, specimens of which, together with other interesting souvenirs of the country, may be purchased at the various ports of call.

Notwithstanding the advance of modern civilization, even in these out-of-the-world places, the average traveller will still have his thrills. Each day brings new delights. When wandering down the streets of the little towns, he may people them with the quaint figures



Range after range of snow-capped peaks, with here and there a glacier.

who roamed them in the not-so-distant past; in imagination he may stroll with a stout-hearted adventurer on his way to the Eldorado of his dreams, or perhaps listen to the tales told by an old Indian, as he puffs away at his pipe. Perhaps not the least of his thrills comes when he realizes that unlike these men of bygone days, he has a comfortable meal and bed awaiting him.

These, and many more pleasures, will fall to the lot of those who make the trip through the Inside Passage from British Columbia to Alaska, with all its wealth of beauty, colour, and romance.

THE INSIDE PASSAGE

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 Chile; the third 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.

VANCOUVER

Vancouver, the port from which the steamer is taken to Alaska, is a city of entrancing interest, the principal seaport 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

LAND OF THE MIDNIGHT SUN

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 numerous trees in this park over 50 feet in circumference, but *The Big Tree*, where you back your automobile into its hollowed centre and pose for your photograph, is 64 feet in circumference. The marine drives, the canyons, and a score of other attractions make Vancouver one of the most attractive of Canadian cities.

Vancouver was named after Captain George Vancouver, who explored and charted all this coast in 1792. As a midshipman in the Royal Navy, he had been with Captain Cook on two of his voyages, and his charts were those by which the coast was navigated for a century after his death.

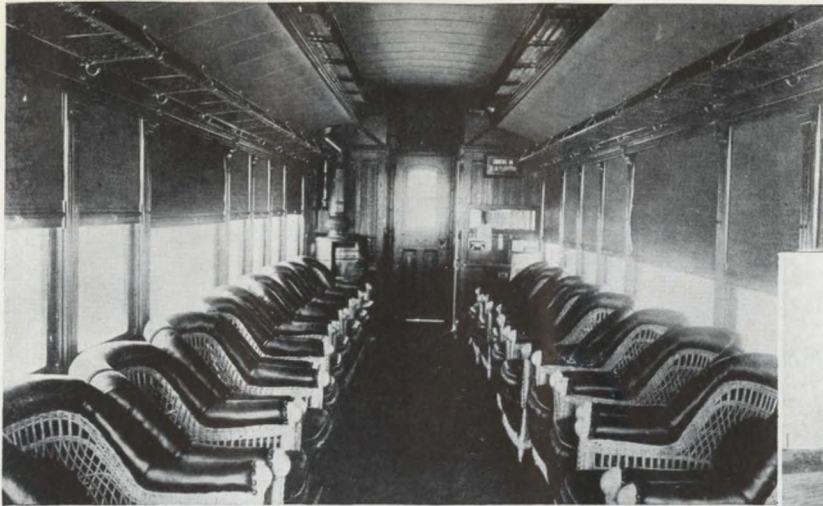
For the first part of the voyage north, the ship is in the lee of Vancouver Island, which is 285 miles long. Throughout the passage to Alaska the ship is almost within hail of the shore, and one of the wonders of the passage is the green tree covering of the almost perpendicular rock-sides of the mountains. Great trees rear up everywhere.

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

*Skagway, gateway to the Yukon
and terminus of the water
journey.*



A L A S K A A N D T H E Y U K O N



W. P. & Y. Observation Car.

Str. Whitehorse en route to Dawson.



Dawson.

Miles Canyon.



LAND OF THE MIDNIGHT SUN

Prince Rupert 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.

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.

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. 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.

*{ The marvellous view from
Inspiration Point, between
Skagway and White Pass. }*



ALASKA AND THE YUKON



Panning for gold.



Historic graves in Skagway.



Alaskan huskies.



*A garden in Skagway, Flower
City of Alaska.*

KETCHIKAN

Ketchikan, an active commercial city, 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's Bay Company who married an Indian bride, being the recipient of the honor.

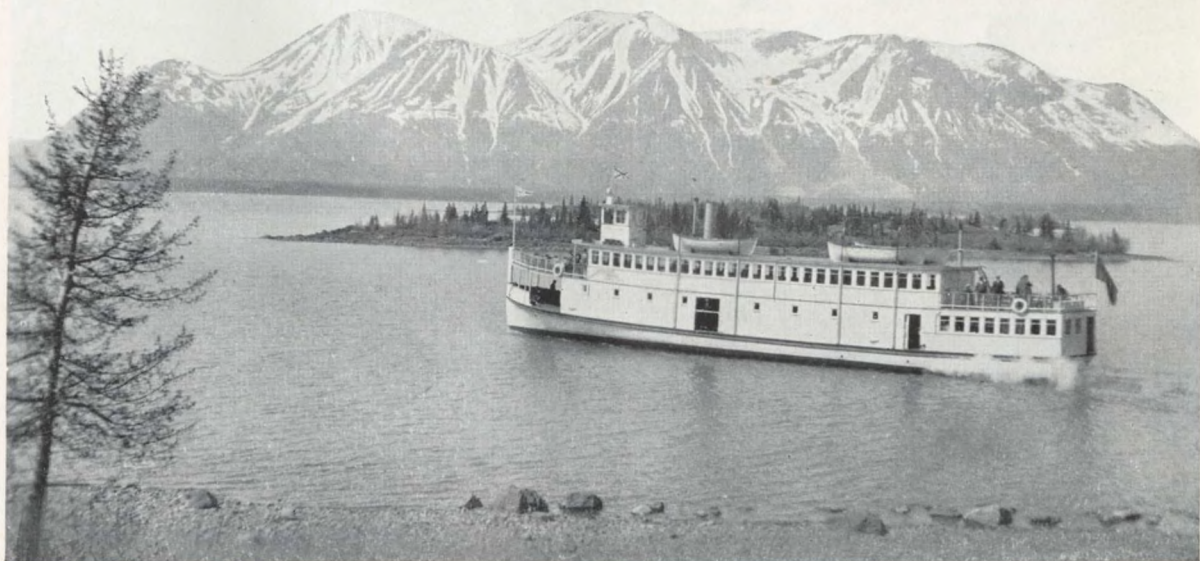
WRANGELL

Near where the Stikine River empties into the sea lies Fort Wrangell the most historic city in Alaska. The place was originally called Fort Stikine, but was renamed in honor of Baron Wrangell, who was governor of Russian America in 1827. 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. Wrangell has more totem-poles than any other town in Alaska usually visited by tourist steamers. The home of Chief Shakes, now a private museum, crammed with relics of the Indian past, is still intact.

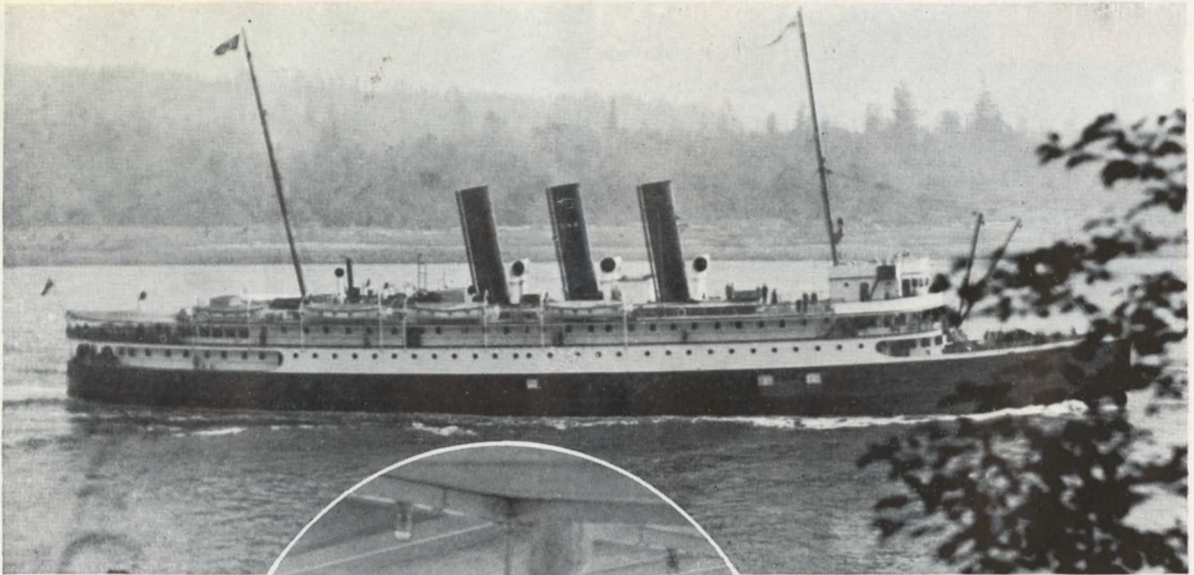
THE ALASKAN DOG

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. Yet, with all their faults, they are one of the most important factors in

*[[Lake Atlin and Cathedral
Mountain, a vision of grandeur
unexcelled.]]*



ALASKA AND THE YUKON

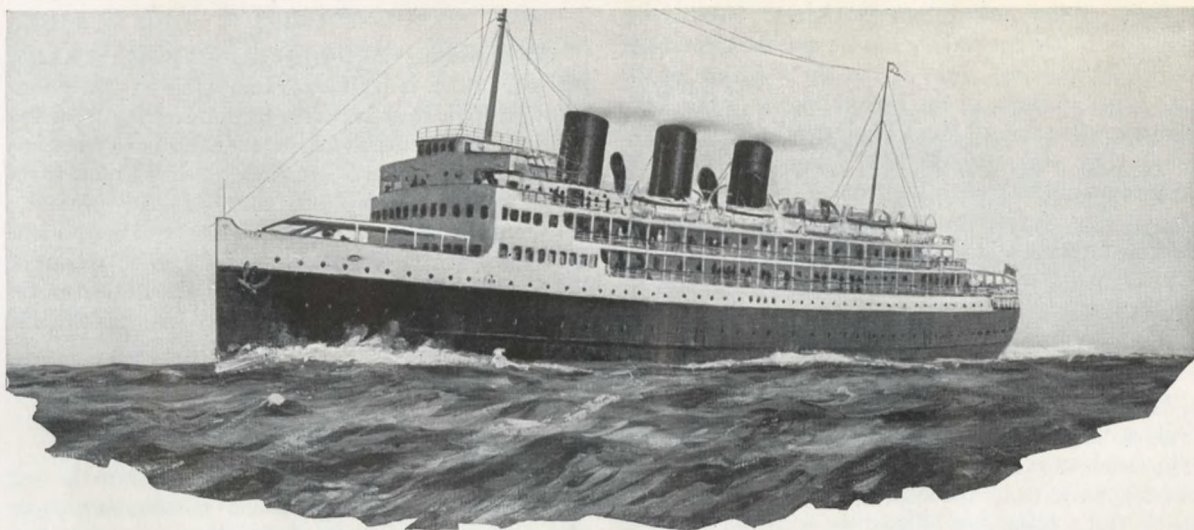


*There's gaiety, recreation
and every comfort.*



*aboard Canadian
National Alaskan steamers.*





*[[The new S.S. "Prince Henry,"
latest addition to the Canadian
National Alaskan fleet.]]*

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.

Not long after leaving Wrangell, glacier land is entered, 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.

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 homestretch 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. Vast flocks of sea-gulls make their home on the immense flats formed by the

tailings sifting down from the mines. Here is the residence of the territorial governor and the federal and territorial buildings; here also is the residence 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. The Alaska Territorial Museum, with its great collection of Eskimo and Indian curios, and extensive bibliography of publications relating to Alaska is worth examining.

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." 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. 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 "seaweed and icebergs."

The interest in Skagway, however, is mainly historic, and largely infamous because of the name of one of its former citizens.

THE YUKON BY THE WHITE PASS

At Skagway began the real trail to the goldfields—the trail that broke the heart of so many men and the backs of so many horses. There were two routes to the head of navigaton in the early days, and it was 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, or 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.

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 excelled in few parts of the world. Snow mountains rise sheer from the water's edge; or gentle slopes covered with spruce and fir, birch and willow make a robe of varying shades of green. Always in the background rise the majestic snow-peaks, range upon range, every peak of which is reflected in the beautiful waters of the lake below.

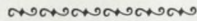
ON TO DAWSON

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. The rocks on either side rise perpendicularly from the water's 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 story 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 today a charming little town with many cozy homes and wonderful 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 peanut shells—that still remains. For the old timers are not all gone, and the endless good stories which make the Klondike a gold mine for the writer as well as the digger are still current.



HOW TO REACH THE PACIFIC COAST

Before taking the Alaskan trip, the tourist will naturally make enquiries 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 travel comfort, 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 1,200 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 towards the Arctic. Mount Robson, 12,972 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 enter 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. Mackenzie 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 Mackenzie'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. Vancouver is the land terminus of this leg of the triangle tour and it is from that port that Canadian National Steamships sail the Inside Passage to Prince Rupert and to Alaska.

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 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 Rt. Hon. Stanley Baldwin 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 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

ALASKA AND THE YUKON



Mount Robson, Monarch of the Canadian Rockies, (alt. 12,972 feet), one of the impressive scenic features on the Triangle Tour of British Columbia.

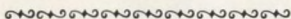
LAND OF THE MIDNIGHT SUN

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 picturesque land and one of the richest parts of Canada in the making. Here are old frontier trading posts, as Prince George and Hazelton, rich in historic interest. Overshadowing New Hazelton is Rocher Deboule, the fallen rock, which, in Indian legend, barred the salmon from going higher up the Bulkley River. Beyond lies the Indian Tamlaham or "Paradise Lost." Below is the awe-inspiring Bulkley Canyon and to the south the Seven Sisters Mountain, scored by unnumbered glaciers partly hidden by

vagrant wisps of low hanging clouds. Westward of the interesting village of Kitwanga, with its totem poles lining the bank of the Skeena, are seen Mount Sir Robert and on its sides Borden Glacier. A few miles beyond is the turbulent Kitsalas Canyon and viewed across it O. K. Mountain, so named from the snow formation of these letters in giant size. The Skeena, "River of Clouds," widens to majestic breadth. Fishing fleets dot its surface, quaint fishing villages line its banks, and finally Prince Rupert is reached.

From here the third leg of the triangle tour is the water route by the Inside Passage which has already been described.



The Canadian National Alaska steamers "Prince Rupert" and "Prince George" are sister ships, and are identical in size, speed, structure and general appointments. They have an average running speed of sixteen knots and a maximum speed of eighteen and a half knots, and are specially designed for the Northern British Columbia and Alaskan service.

They have a length of three hundred and eighteen feet, and forty-two feet beam. Two four-cylinder triple-expansion engines furnish the motive power. Oil fuel is used. The gross tonnage is 3,372, net tonnage 1,625.

There are four decks, the Boat deck, Shade, Shelter and Main decks. There is accommodation for two hundred and twenty first class passengers in one hundred and six two-berth staterooms and four de luxe suites. *The cabins are all outside rooms.* The dining saloon seats one hundred and twenty-four.

This year the Canadian National service to Alaska will be augmented by an entirely new ship the "Prince Henry," one of three new de luxe steamers now building for the Pacific Coast services.

In outward appearance the "Prince Henry" resembles the "Prince Rupert" and "Prince George" but is of greater length, wider beam and greater draught and has accommodation for three hundred and thirty-four first class passengers. The cabin decorations and facilities are of the very best including special suites, de luxe rooms with private bathroom and two-berth

rooms with private shower, the remainder of the rooms having two or three berths. Each cabin has a telephone connected to a private exchange which in turn will be connected with the land system on arrival at any port.

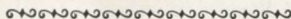
The public rooms are spacious and handsomely decorated, a special feature being a large observation room on the promenade deck with generous window space to ensure the widest possible view.

Other features include a beauty parlor, modern barber shop, and book shop which is also equipped with soda fountain.

The "Prince Henry", and her new sister ships, will be equipped for the reception of radio broadcasting and the transmission of orthophonic music for the entertainment of passengers in the dancing space, lounges and other public rooms.

The addition of the S.S. "Prince Henry" to the Alaskan fleet permits a tri-weekly service between Vancouver and Skagway and is of particular interest to those who desire to follow the "Klondike Trail",—the return journey from Skagway being made by one of the other boats.

After arrival at Skagway it is now possible to travel the White Pass and Yukon Railway and steamer services, visit the glorious Atlin Lakes, with stopover of three days at Atlin Inn, or to continue the trip from Whitehorse by boat to Dawson and return in time to connect with the next sailing southward.



CANADIAN NATIONAL RAILWAYS

OFFICERS OF THE TRAFFIC DEPARTMENT

R. L. BURNAP, Vice-President.....Montreal, Que.
 H. H. MELANSON, Asst. Vice-President.....Montreal, Que.
 JOHN PULLEN, Asst. to Vice-President.....Montreal, Que.

C. W. JOHNSTON, General Passenger Traffic Manager.....Montreal, Que.
 A. A. GARDINER, Asst. Gen. Passenger Traffic Manager.....Montreal, Que.
 R. L. FAIRBAIRN, Manager, Passenger Service Bureau.....Montreal, Que.
 R. CREELMAN, Passenger Traffic Manager.....Winnipeg, Man.
 A. B. CHOWN, Passenger Traffic Manager.....Chicago, Ill.
 M. F. TOMPKINS, Traffic Manager.....Moncton, N.B.
 R. F. MACLEOD, Manager, Tariff and Ticket Bureau.....Montreal, Que.
 C. K. HOWARD, Man. Tourist and Convention Bureau.....Montreal, Que.
 A. M. KIRK, Gen. Pass. Agent, Steamship Traffic.....Montreal, Que.
 F. W. ROBERTSON, General Passenger Agent.....Moncton, N.B.
 E. C. ELLIOTT, General Passenger Agent.....Montreal, Que.
 H. C. BOURLIER, General Passenger Agent.....Toronto, Ont.

W. R. EASTMAN, General Passenger Agent.....Chicago, Ill., U.S.
 OSBORNE SCOTT, General Passenger Agent.....Winnipeg, Man.
 G. A. McNICHOLL, General Passenger Agent.....Vancouver, B.C.

R. W. LONG, General Freight Traffic Manager.....Montreal, Que.
 G. T. PETTIGREW, Asst. Gen. Freight Traffic Manager.....Montreal, Que.
 L. MACDONALD, Freight Traffic Manager.....Montreal, Que.
 E. F. FLINN, Freight Traffic Manager.....Chicago, Ill., U.S.
 W. G. MANDERS, Freight Traffic Manager.....Winnipeg, Man.
 M. F. TOMPKINS, Traffic Manager.....Moncton, N.B.
 R. E. PERRY, Asst. Freight Traffic Manager.....Toronto, Ont.
 R. J. FOREMAN, General Foreign Freight Agent.....Montreal, Que.

PASSENGER AGENCIES

Canada and United States

Belleville, Ont.....H. C. Thompson.....243 Front St.
 Boston, Mass.....T. E. P. Pringle.....186 Tremont St. (Masonic Bldg.)
 Brantford, Ont.....J. T. O'Neil.....153 Colborne St.
 Brockville, Ont.....M. C. Dunn.....Cor. King and East Market Sts.
 Buffalo, N.Y.....H. M. Morgan.....420 Main St., Liberty Bank Bldg.
 Calgary, Alta.....J. H. Norton.....218 Eighth Ave. West
 Charlottetown, P.E.I.....P. W. Clarkin.....C.N. Rys. Station
 Chicago, Ill.....C. G. Ortenburger.....4 South Michigan Ave.
 Cincinnati, Ohio.....E. C. Kennedy.....Dixie Terminal Bldg.,
 49 E. Fourth St.
 Cleveland, Ohio.....H. G. Pentland.....Union Trust Bldg., 925 Euclid Ave.
 H. L. McCaughey, 1523 Washington Blvd.
 Detroit, Mich.....L. F. Lorentz.....3044 West Grand Blvd.
 Duluth, Minn.....W. E. G. Bishop.....430 West Superior St.
 Edmonton, Alta.....J. Madill.....Cor. Jasper and 100th Sts.
 Grand Rapids, Mich.....C. A. Justin.....G. T. Ry. Station
 Guelph, Ont.....B. A. Rose.....11 and 13 Wyndham St.
 Halifax, N.S.....J. J. Leydon.....Cor. Barrington and George Sts.
 Hamilton, Ont.....Jas. Anderson.....7 James St. North
 Kansas City, Mo.....W. H. Happ.....705 Walnut St.
 Kingston, Ont.....J. P. Hanley.....Cor. Johnston and Ontario Sts.
 London, Ont.....R. E. Ruse.....406 Richmond St.
 Los Angeles, Cal.....H. R. Bullen.....607 South Grand Ave.
 Minneapolis, Minn.....G. A. North.....518 Second Ave., South
 Montreal, Que.....M. O. Dafoe.....384 St. James St.
 Moose Jaw, Sask.....E. A. Robertson.....Cor. Main and Cordova Sts.
 Grant Hall Hotel
 New York, N.Y.....F. A. Young.....505 Fifth Ave.
 C. E. Jenney.....505 Fifth Ave.
 North Bay, Ont.....C. W. Murphy.....81 Main St.
 Oshawa, Ont.....D. C. Forrester.....3 King St. West
 Ottawa, Ont.....P. M. Buttler.....93 Sparks St.
 Ottawa.....Travel Information Bureau.....Chateau Laurier
 Peterboro, Ont.....J. B. Doran.....324 George St.
 Philadelphia, Pa.....M. J. Woods, 1422 Chestnut St., Burlington Arcade
 Pittsburgh, Pa.....W. J. Burr.....505 Park Bldg., 355 Fifth Ave.
 Portland, Me.....G. A. Harrison.....G.T. Railway Station
 Portland, Ore.....A. B. Holtorp.....302 Yamhill St., Pacific Bldg.
 Prince Rupert, B.C.....R. F. McNaughton.....528 Third Ave.
 Quebec, Que.....A. P. Bibeault.....10 Ste. Anne St.
 J. J. Aubin.....234 St. Joseph St., St. Roch.
 Regina, Sask.....E. G. Wickerson.....1874 Scarth St.
 San Francisco, Cal.....W. J. Gilkerson.....689 Market St.
 Saskatoon, Sask.....Wm. Stapleton.....103 Second Ave. South
 Seattle, Wash.....J. F. McGuire.....1329 Fourth Ave.
 Sherbrooke, Que.....A. M. Stevens.....23 Wellington St., North
 St. Catharines, Ont.....C. J. Harris.....106 St. Paul St.
 Saint John, N.B.....L. C. Lynds.....49 King St.
 St. John's, Nfld.....A. Green, Board of Trade Bldg., 155 Water St. East
 St. Louis, Mo.....W. E. Rudolph.....314 North Broadway
 St. Paul, Minn.....A. H. Davis.....83 East Fifth St.
 Sudbury, Ont.....A. C. Bell.....26 Elm St. West
 Toronto, Ont.....R. E. Richmond.....N.W. Cor. King and Yonge Sts.
 Vancouver, B.C.....K. E. McLeod.....527 Granville St.
 Victoria, B.C.....C. F. Earle.....911 Government St.
 Washington, D.C.....G. L. Bryson.....901-15th St. Northwest
 Windsor, Ont.....G. E. Walker.....361 Ouellette Ave.
 Winnipeg, Man.....F. J. Creighton.....Cor. Main St. and Portage Ave.
 Woodstock, Ont.....N. A. B. Smith.....408 Dundas St.

EUROPEAN REPRESENTATIVES

C. J. Smith, Vice-President, 17-19 Cockspur St., London, S.W. 1, Eng.
 Cable Address "Canational" London
 London, S.W. 1, Eng.....P. A. Clews, European Traffic Manager, 17-19
 Cockspur St.
 G. E. Cowie, General Freight Agent.
 J. P. McClelland, Passenger Agent.
 London, E.C., Eng.....E. A. Novis, City Agent, 44 Leadenhall St.
 Liverpool, Eng.....H. V. Caldwell, Dist. Pass. Agt., 19 James St.
 Manchester, Eng.....E. L. Roper, District Freight Agent.
 R. J. McEwan, District Traffic Agent, 40 Brazenose St.
 Birmingham, Eng.....J. A. Cross, Dist. Traffic Agt., 326 Broad St.
 Newcastle-on-Tyne, Eng.....Messrs. H. Burt & Co., Passenger Agents, 14
 Shakespeare St.
 Southampton, Eng.....F. E. Birch, Dist. Traffic Agt., 134 High St.
 Cardiff, Wales.....S. C. Shipman, Dist. Traffic Agt., 82 Queen St.
 Antwerp, Belgium.....Wm. Taylor, Special Agt., 2 Quai Ortelius, c/o
 Agence Maritime, DeKeyser, Thornton
 Canadian National Railways (France)
 A. L. Regamey, General Tourist Agent, 1 rue
 Scribe
 Paris, France.....Hervu Peron & Co., Freight Dept., 95 rue des
 Marais
 Henu Peron & Co., Pass. Dept., 61 Blvd.
 Hausmann
 Glasgow, Scotland.....J. M. Walker, Dist. Traffic Agt., 75 Union St.
 Rigby's Ltd., Pass. Agts., 74 High St.
 Belfast, Ireland.....Stephens & Walkington, Agts., Freight Dept., 8
 Victoria St.
 Genoa, Italy.....E. G. Laing, Special Agent, Piazza Portello 2.
 Havre, France.....Henu Peron & Co., Agents, 53 Quai George V.
 Hamburg, Germany.....Adolf Blum & Popper, Agts., 17 Monckeberg-
 strasse.

AUSTRALIA AND NEW ZEALAND REPRESENTATIVES

Geo. E. Bunting, Gen. Traffic Agent, "Scottish House," 19 Bridge St.,
 Sydney, Australia
 Sydney, Australia.....G. F. Johnston, Gen. Agent, Pass. Dept.,
 "Scottish House," 19 Bridge St.
 Brisbane, Australia.....D. R. Crawford, Agent, 108 Eagle St.
 Melbourne, Australia.....A. J. Simpson, Agent, Queensland Ins. Bldg.,
 84-88 William St.
 Wellington, New Zealand.....F. G. Wood, Genl. Agt., Dom. Farmer's Inst.
 Bldg.
 Auckland, New Zealand.....John Foley, Pass. Representative, Ferry Bldg.
 Christchurch, N.Z.....M. P. Caffin, Agent, 196 Hereford St.

ORIENTAL REPRESENTATIVES

Hong Kong, China.....A. Brostedt, Asiatic Traffic Mgr., Asiatic Bldg.,
 Queen's Rd.
 C. M. Hemsworth, General Agent.
 Shanghai, China.....C. I. Barr, General Agent, 608 Robert Dollar
 Bldg., 3 Canton Rd.
 Singapore, Sts. Settlements.....L. L. Lawlor, Gen., Agt. Hong Kong Bank
 Chambers.
 Yokohama, Japan.....D. E. Ross, Gen. Agt., No. 7 Yamashita-Cho

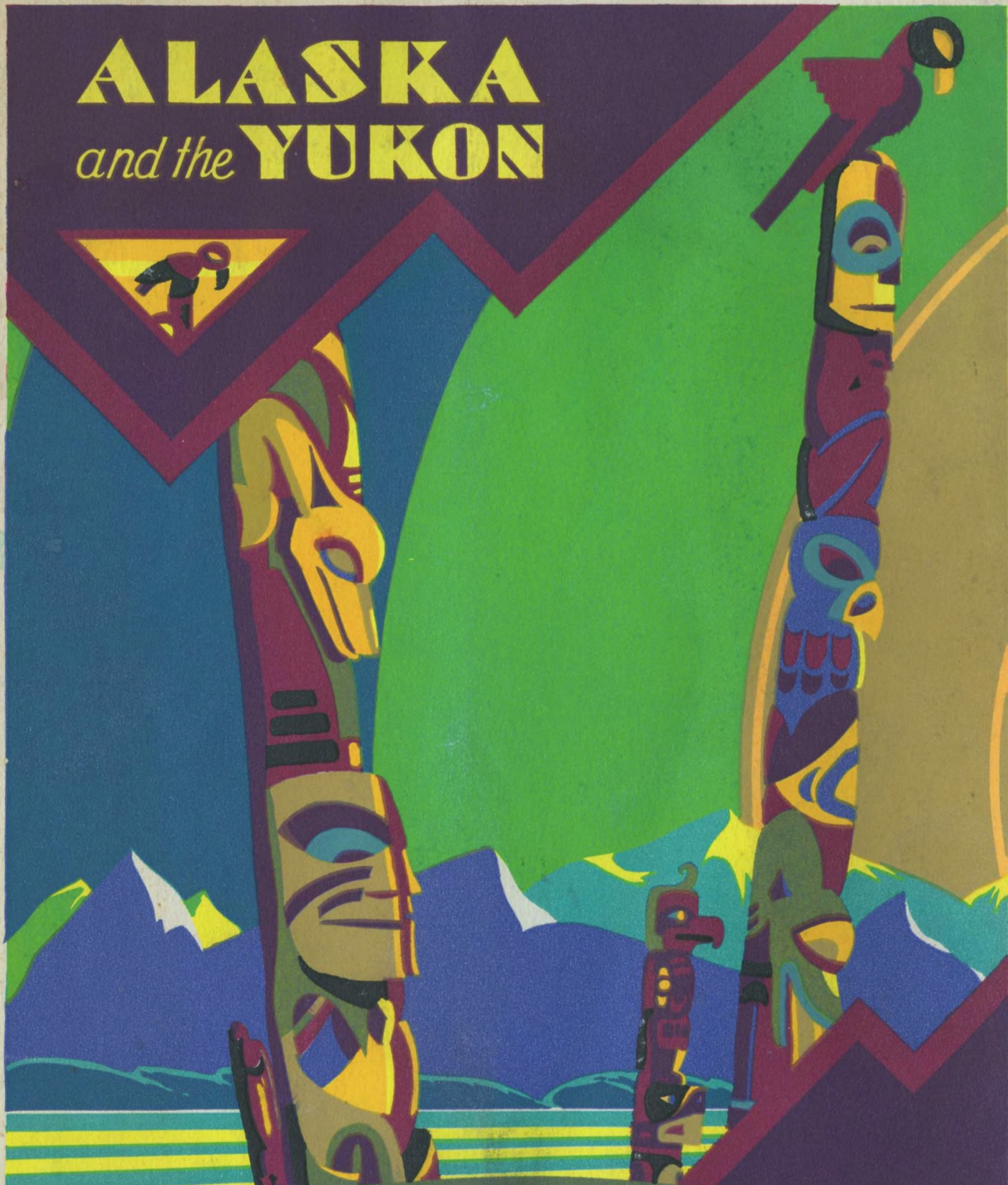
CUBA AND HAWAII REPRESENTATIVES

Havana, Cuba.....West Indies Shipping and Trading Co., Agents,
 75 Obispo St. or P.O. Box 138.
 Honolulu, Hawaii.....Fred L. Waldron, Ltd., Agents.

BRITISH WEST INDIES

Bridgetown, Barbados.....Lorne McCutcheon, General Agent, 26 Broad
 B.W.I. St.

ALASKA *and the* YUKON



CANADIAN NATIONAL
THE LARGEST RAILWAY SYSTEM IN AMERICA