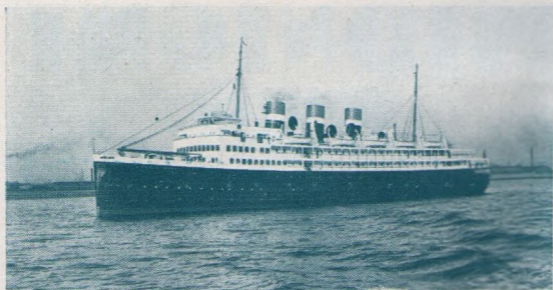


THE MIDNIGHT SUN



Descriptive Notes & Helpful Suggestions
on the Journey to Alaska
Canadian National Steamships
by

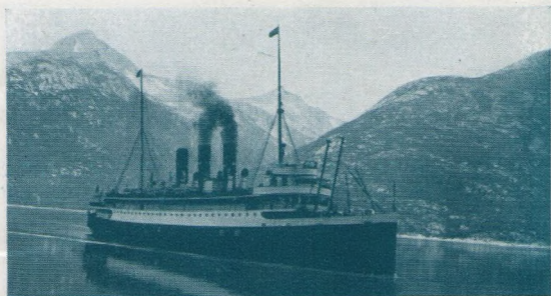


C.N.S.S. "Prince Henry"

**DAY BY DAY—SCHEDULE NUMBER ONE
T.S.S. "PRINCE HENRY"**

ARRIVE	LEAVE
First Day—Thursday	Vancouver 10.00 p.m.
Second Day a.m.	Powell River a.m.
 p.m. Ocean Falls p.m.
Third Day . 11.30 a.m.	Prince Rupert 3.00 p.m.
 p.m. Ketchikan
Fourth Day	Ketchikan a.m.
 p.m. *Taku Glacier p.m.
 p.m. Juneau p.m.
Fifth Day 7.00 a.m.	Skagway
	Skagway 7.00 p.m.
Sixth Day a.m.	Juneau a.m.
 p.m. Wrangell p.m.
Seventh Day a.m.	Ketchikan 1.00 a.m.
	7.00 a.m. Prince Rupert 9.00 a.m.
Eighth Day . 10.30 a.m.	Vancouver

*In the event of unfavorable tidal or weather conditions the stop at Taku Glacier may be made on the southbound journey.



C.N.S.S. "Prince Rupert"

DAY BY DAY-SCHEDULE NUMBER TWO
S.S. "Prince Rupert" and "Prince George"

ARRIVE	LEAVE
First Day—Monday....	Vancouver..... 10.00 p.m.
Second Day..... a.m.	Powell River..... a.m.
..... p.m.	Ocean Falls..... p.m.
Third Day... 11.30 a.m.	Prince Rupert... 3.00 p.m.
..... p.m.	Ketchikan.....
Fourth Day.....	Ketchikan..... a.m.
..... p.m.	*Taku Glacier..... p.m.
..... p.m.	Juneau..... p.m.
Fifth Day..... 9.00 a.m.	Skagway.....
Sixth Day.....	Skagway..... 7.00 p.m.
Seventh Day..... a.m.	Juneau..... a.m.
..... p.m.	Wrangell..... p.m.
Eighth Day..... a.m.	Ketchikan..... 1.00 a.m.
7.00 a.m.	Prince Rupert... 4.00 p.m.
Ninth Day..... a.m.	Ocean Falls..... a.m.
Tenth Day..... a.m.	Powell River..... a.m.
10.30 a.m.	Vancouver.....

*In the event of unfavorable tidal or weather conditions the stop at Taku Glacier may be made on the southbound journey.



A Game of Shuffleboard

FOREWORD

This booklet has been compiled as a guide to the traveller on Canadian National steamers, en route to Northern British Columbia and Alaska—to name the principal points and waterways, so that you may locate yourself geographically—to give you authentic information concerning the towns visited—to explain the necessary official formalities in passing from one country to another, that, with understanding, they may prove less irksome—and to anticipate your queries while on board the steamer.

And when your voyage is ended, may you take this booklet with you, that it may serve as a fitting memento of a happy summer's cruise, spent as a guest of the Canadian National Steamships.



Wrangell Narrows, Alaska

TABLE OF DISTANCES

Between VANCOUVER and		Powell River	Ocean Falls	Prince Rupert	Anyox	Stewart	Ketchikan	Wrangell	Juneau
Powell River . . .	72								
Ocean Falls	313	243							
Prince Rupert . .	482	412	207						
Anyox	558	488	283	92					
Stewart	590	520	315	124	94				
Ketchikan	556	485	296	100	116	144			
Wrangell	641	574	375	190	205	233	90		
Juneau	779	708	512	321	339	367	221	146	
Skagway	862	791	607	410	422	450	310	220	100

Above distances are in nautical miles.



Dining Saloon, S.S. "Prince Rupert" and "Prince George"

By adding the port to port distances from Vancouver to Skagway (omitting Anyox and Stewart, which are not ports of call on the Alaska schedule), it will be seen that the distance covered is 958 nautical miles, which is approximately 1,078 statute or land miles.

Time of arrival and departure at intermediate ports is subject to tidal and weather conditions and to quantity of express freight to be discharged.

The hour of departure from intermediate ports is posted on a board, placed at the gangplank, and passengers should consult this board when going ashore.

Supplementary schedules, issued at Prince Rupert northbound and at Skagway southbound, are posted on the bulletin boards, and it is suggested that passengers copy these schedules into the blank spaces opposite the Alaskan ports, for ready reference.

Beyond Ketchikan, Alaska time is one hour slower than Pacific Coast time, but Pacific Coast time is maintained on the steamer throughout the voyage, and passengers returning via the same steamer are advised not to alter their watches.



Social Hall and Purser's Office, S.S. "Prince Rupert" and "Prince George"

SERVICE SUGGESTIONS

Deck Games—Shuffleboard, quoits, etc., in progress daily on the boat deck.

Music—Orchestra plays in the social hall during luncheon and dinner, and a daily afternoon concert in the social hall (or lounge of the S.S. "Prince Henry").

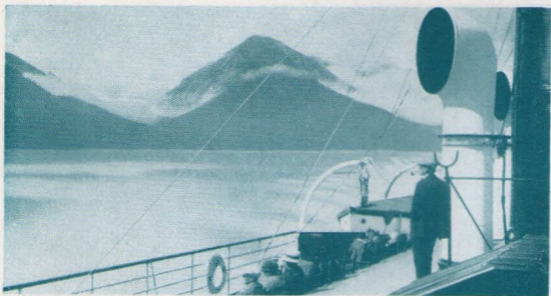
Dancing—Every evening from 9 to 11 p.m. on the shade deck, aft of smoking-room. In the event of inclement weather, the dance will be held in the after social hall (or lounge of the S.S. "Prince Henry").

Promenade—For the information of those who would indulge in a morning constitutional, eleven times around the shade deck promenade is a mile. (On S.S. "Prince Henry" eight times around equals a mile.)

News-stand and Buffet—Curios, magazines, cigars, candies and an assorted line of sundries and toilet articles carried. Soft drinks, cigars, cigarettes, playing cards, etc. Aft amidships, shade deck (D deck of the S.S. "Prince Henry".)

Barber Shop—Complete tonsorial service. Port passageway, forward shelter deck. (D deck of the S.S. "Prince Henry".)

Beauty Parlor—Port passageway, shade deck. (C deck of the S.S. "Prince Henry".)



The Mountain Guarded "Inside Passage"

Valet Service—Clothes pressed and returned to stateroom in the morning. Ring for steward.

Baths—Arranged to suit your convenience.
Ring for steward.

Laundry—Passengers returning on same steamer may have laundry left at Prince Rupert or Juneau, to be delivered on southbound journey. Arrange with room steward.

Postage Stamps—May be secured at the newsstand or Purser's office. Use American stamps only when it is desired to have mail put ashore at Alaskan ports for forwarding. Otherwise Canadian stamps should be used.

Mail Box—Mail posted on the steamer should be deposited in mail slot in Purser's office, where it will be sorted and forwarded by most direct route.

Lost Articles—Application for, or notice of, lost articles should be made to the Chief Steward.

Valuables—Currency and valuables may be deposited at the Purser's office, where they will be placed in the ship's safe.

Radio Service—Messages should be filed at the Purser's office.

Bulletin Boards—Special notices are posted on bulletin boards, located in the observation room, in the smoking-room and at the head of the

dining saloon companionway. (On "Prince Henry" announcement broadcasts are made by radio re arrival and departures, also immigration formalities.)

Baggage—Passengers disembarking at Prince Rupert or Vancouver may have their baggage checked to destination on presentation of their through tickets at the Purser's office on the evening before arrival at these ports. This does not apply to hand baggage, which will be transferred from boat to train at Prince Rupert by your steward, and is covered by taxi service at Vancouver.

Taxi Service Across Vancouver—Through passengers making direct connections with trains at Vancouver may secure taxi cards, entitling them to transportation to stations, by presenting their through tickets at the Purser's office on the evening before arrival at Vancouver.

MEAL HOURS

<i>Breakfast</i>	Early Sitting	7.30 to 8.15 a.m.
	Late Sitting	8.15 to 9.00 a.m.
<i>Luncheon</i>	Early Sitting	12.30 to 1.15 p.m.
	Late Sitting	1.15 to 2.00 p.m.
<i>Dinner</i>	Early Sitting	6.00 to 6.45 p.m.
	Late Sitting	6.45 to 7.30 p.m.

Passengers are requested to be as prompt as is reasonably convenient at meal hours, in order not to unnecessarily delay others who may be waiting to enter the dining saloon.

After dining saloon seats have been assigned, if for any reason alteration in the seating accommodation is desired, application should be made to the Chief Steward. It should be borne in mind, however, that alterations can be made only when vacant seats are available.

Afternoon Tea—Served in the dining saloon from 4 to 5 p.m.

Night Lunch—Served in the dining saloon from 10 p.m. to midnight

IMMIGRATION and CUSTOMS REGULATIONS

Passengers purchasing Alaskan tickets in the United States will, as a rule, have identification slips attached thereto. These should be surrendered as the passenger presents himself at the Purser's office, in Vancouver or Prince Rupert.

All others destined to Alaskan ports will be handed questionnaires, which should be completed and returned to the Purser promptly.

After leaving Prince Rupert northbound (notice of time will be given), passengers will call at the Purser's office and receive their identification cards (which have been numbered). These cards must be retained and presented to the U.S. Immigration officer, who will generally board the steamer an hour before arrival at Ketchikan and will be located at a table in front of the Purser's office. (In lounge room on S.S. "Prince Henry".)

After having cards stamped, passengers may proceed ashore at any Alaskan port without further formality, with the exception that cards must be retained and shown to ship's officer at gangplank at Ketchikan, in order to ensure that bearer has passed the Immigration official.

Customs inspection in Alaska takes place only when passenger proceeds ashore with baggage, the examination being made, as a rule, on the dock.

Southbound Immigration Inspection — from Alaska to Canada—is held on arrival of steamer at Prince Rupert.

Canadian Immigration cards will be distributed by the Purser before arrival at Prince Rupert. These cards must be stamped or initialled by the Canadian Immigration officer and shown to the ship's officer at the gangplank, after which the passenger may proceed ashore at any Canadian port without further formality.

The Canadian Immigration officer will board the steamer at Prince Rupert and will be located at a table in front of the Purser's office. (In lounge room on S.S. "Prince Henry".)

Customs inspection of all baggage (except checked baggage in bond) is made at Prince Rupert on

arrival southbound. Passengers making direct connection with train at Prince Rupert will expedite Customs inspection if they have their bags and suitcases packed and placed *outside* their stateroom door. Customs officer will then examine this baggage first.

Passengers proceeding south of Prince Rupert should have their baggage in staterooms (bags, suitcases, trunks, etc., to be left *unlocked*), when Customs officer, accompanied by Steward, will proceed through ship and make inspection.

Stateroom doors may be left locked, and passengers need not stand by their baggage for this inspection.

CHECKING PASSENGERS ON AND OFF STEAMER AT ALASKAN PORTS—Southbound

At Alaskan ports, southbound, passengers proceeding ashore are handed numbered cards, which must be surrendered on returning to the steamer. A brief explanation might tend to clarify this procedure.

U.S. Shipping Regulations forbid foreign vessels transporting passengers between two American ports, that is, where the port of embarkation and final destination are American ports. This regulation applies whether the passenger leaves the vessel accidentally or otherwise.

Southbound, the port of embarkation is an American port, say Skagway, and the final destination some Canadian port, generally Prince Rupert or Vancouver.

Should a passenger embarking at Skagway be left at any other Alaskan port, this would constitute transporting said passenger between two American ports by a foreign vessel, a contravention of the American Coasting Regulations. Hence the necessity of ensuring that all passengers visiting ashore at Alaskan ports southbound return to the steamer.

Obviously, this procedure is unnecessary northbound, as the port of embarkation has been a Canadian port, i.e., Vancouver or Prince Rupert, or some Canadian port en route.

DESCRIPTIVE NOTES

Ports of call and items of interest on your journey through the famed "Scenic Seas" to Alaska

Three sharp blasts of the whistle. The order is given to "let go" the lines. The steamer backs majestically into Vancouver harbor, while the orchestra strikes up a lively tune, gayly colored streamers part and the crowd of friends and well-wishers on the overhead wave you bon voyage on your journey to the far north and Alaska.

The ship's head turns towards the setting sun, and slowly gathering way, she steams out through Lion's Gate, over which two lions in granite, carved by Nature's Sculptor, high on the north shore, mount eternal guard.

As you glide out of Vancouver harbor, first on your right, North Vancouver, then on your left is Brockton Point, passing thousand-acre Stanley Park, and Prospect Point with its signal and look-out station above. In half an hour Point Atkinson looms on the starboard bow, the ship's course points more northerly and you are off for a cruise through the placid Gulf of Georgia.

POWELL RIVER, B.C.

Powell River, the first port of call on your journey to Northern British Columbia and Alaska, is reached about midnight. Owing to the hour of arrival, any extensive attempt at sightseeing is not advised, a better opportunity to view the plant and town being afforded on the southbound voyage.

Powell River is the home of the Powell River Company, operating the largest paper-making plant on the Pacific Coast. With an immense supply of waterpower available, proximity to raw material supplies and good harbor and shipping facilities, it affords an excellent site.

To increase and conserve the water supply, a dam was constructed at the mouth of the lake, a short distance inland from the town. The dam is six hundred and thirty-seven feet long and forty-five feet high, making available 49 thousand horse-

power. The area of the lake supplying this power is 47 square miles, the average depth being 800 feet.

Logs to feed this monster mill arrive almost daily, in booms, rafts and on log-carrying barges. It is estimated that over one hundred million feet of logs are consumed annually.

The principal output of the plant is newsprint paper. Six paper-making machines with a total daily capacity of four hundred and seventy-five tons turn out the finished product.

Shipments are made to many parts of the world. Newspapers in South America, New Zealand, Australia, France, the United States and Western Canada are printed on paper manufactured here.

Community life is of a high standard in this modern little town. To supply the needs of the seventeen hundred employees, who, with their families, make up a total population of four thousand, are all the institutions usually found in larger centres. There are three churches, a high school and four public schools; a modern hospital, moving picture theatre and numerous fraternal societies.

Seldom in a town of this size may such diversity of outdoor sports be found. First in the choice of many would be the nine-hole golf course. For devotees of other games there is a bowling green, two tennis courts, baseball and football grounds; a gymnasium, maintained by the company, with a paid instructor; at the bathing beach, dressing-rooms, lockers, showers and a company-paid lifeguard.

On the lake are sixty motor boats, and the exceptionally good facilities for boating and fishing afford recreation for many.

Cut-throat and rainbow trout are abundant in adjacent lakes, and the successful hunter may bag deer, goats and bear in the surrounding hills.

Shortly after leaving Powell River the channel narrows, and Cape Mudge is seen to starboard, then the fishing village of Quathiasca Cove, with Campbell River almost directly opposite. It was here that the late President Harding stopped for a few hours' salmon trolling, when returning from his Alaska tour.

Half an hour after passing Cape Mudge the channel narrows still more and the steamer passes through Seymour Narrows, usually at about six o'clock in the morning. If fortune favors she will sweep through on a long run-out, but at times she must buck a strong flood tide, creeping inch by inch past Maud Island light. Fifteen miles from the Narrows Chatham Point is reached. From Cape Mudge to Chatham Point you have been in Discovery Passage and now you enter Johnstone Straits.

Shortly after entering Johnstone Straits two logging centres will be observed, first Rock Bay on the port bow, then Knox Bay to the right. Steaming steadily northwesterly, Beaver Cove, scene of extensive logging and lumbering operations, is passed to port, and five miles farther on the Indian village of Alert Bay comes into view. Just beyond Alert Bay is Haddington Island, former site of extensive quarries, from whence came most of the granite used in the construction of the Parliament Buildings in Victoria, B.C. From here, looking to your right you will see the Finnish village of Sointula, situated on Malcolm Island. In half an hour Pultney Point, marked by a lighthouse, is passed and you leave Johnstone Straits behind as the steamer enters Queen Charlotte Sound.

Masterman Island is passed to port an hour after entering the Sound, then Scarlet Point lighthouse, forty-five minutes later, on the same side. Heading up toward Pine Island, we leave Vancouver Island, our western bulwark, behind, and for two hours you glimpse the broad Pacific. From Pine Island the course leads past Egg Island, and soon the ship is on Fitzhugh Sound, under the lee of Calvert Island to westward. Addenbrooke Island light comes into view on the starboard bow, and an hour later the cannery town of Namu may be seen. By varying courses, swinging by north to easterly, we enter Fisher Channel and steam through a mountain-bordered water lane to Ocean Falls, reached, as a rule, slightly less than twenty-four hours after leaving Vancouver.

OCEAN FALLS, B.C.

At the head of Fisher Channel, nestling in a picturesque setting of rugged mountain scenery, lies Ocean Falls, reached on the evening of your second day's northern cruise.

As your first glance sweeps the scene, to the extreme left you will see the Oriental section, housing Japanese, Hindus and a few Chinese. Over the dock toward which the ship's bow points is the town, with its pretty garden-bedecked homes backing far up the hillside. To the right may be seen the mill site, housing an extremely efficient paper-making plant and connecting by a bridge with the residential section. Almost in the centre of the picture, on a higher level, is the dam, holding back the tons of water necessary to operate the mill and furnish electric current for the domestic purposes.

Ocean Falls is often referred to as a "company town," which name aptly describes it, for, with the exception of a few government offices, such as the post office, the entire plant, including stores, the hotel and residences, are built, owned and under the operation of the controlling company, The Pacific Mills Limited. This does not imply that the employees or residents are restricted in any way, but rather, that it has been found possible to give them greater advantages in their domestic and recreative activities than would be possible in a town thus situated under divided and perhaps haphazard control.

The mill produces a maximum of two hundred and fifty-five tons of newsprint paper daily, in addition to a quantity of wood pulp. Australia takes much of the output and tramp steamers call regularly for full cargoes. California is a good customer, weekly shipments being made to the principal ports in that State.

The Pacific Mills Company allow tourists to visit the mill in parties of not more than twenty-five, providing they are accompanied by an employee of the company. In the interests of safety, you are

cautioned to remain in a body with your guide and not wander away on private explorations.

To those who prefer to remain out of doors a walk through the town is suggested, and if you are one in whose mind has been implanted the impression that this is a barren country, you will be agreeably surprised and delighted with the flora profusion to be seen. Walk as far as the dam, from which vantage point an excellent panoramic view of the town and harbour may be had. If you take your camera with you, an opportunity is afforded for some good snapshots from this elevation.

Leaving Ocean Falls on the evening of your second day's cruise, the course leads back through Fisher Channel and enters Lama Passage, past the Indian village of Old Bella Bella to port and the cannery town of New Bella Bella on the opposite shore. Then through Seaforth Channel into Millbank Sound, a short stretch of open water, soon left behind as we enter narrow waters again under the protection of Princess Royal Island on the left; through Finlayson and Tomlie Channels in succession, past the lumbering and pulp town of Swanson Bay to starboard, the cannery site of Butedale an hour later, and into Wright Sound. From Wright Sound the steamer enters Grenville Channel, passing Lowe Inlet cannery on the eastern shore, and at about nine in the morning is off the mouth of the Skeena River. Quickly passing the Skeena, we steam into sheltered Prince Rupert harbor, and at ten-thirty the lines are made fast at the dock, passengers disembark for an inspection of this northern terminus of the Canadian National Railways and to bid adieu to those of their fellow-travellers who are bound east on the morning train.

PRINCE RUPERT, B.C.

When Prince Rupert was but a name they sold town lots on the site on which the city now stands. That was back in 1909. But the town may really



Prince Rupert, British Columbia

be said to have come into existence with the connecting up of steel on April 7th, 1914, and the arrival of the first through train the following day. To-day it is a city of seven thousand inhabitants, the northern terminus of the Canadian National Railways. Plank roads are giving way to permanent hard surface streets, hills are being levelled. Surmounting many engineering problems, evident to even the casual observer, the town is steadily progressing along the lines conceived by its founders and pioneers.

Almost from the first Prince Rupert jumped into prominence as a fishing centre. The Canadian Fish and Cold Storage Company's plant with a storage capacity of fourteen million pounds, the largest cold storage plant in the world devoted exclusively to handling fish, is located here. Annually thirty million pounds of halibut are landed at Prince Rupert, both American and Canadian boats bringing their catch to this port. Daily shipments are made to Eastern markets by Canadian National fast cold storage express.

With the recent completion of a million bushel grain elevator, Prince Rupert made further strides as a shipping centre, numerous tramp steamers now calling here for grain shipments for foreign ports.

Here also is located the Prince Rupert drydock and shipyard, operating a twenty thousand ton floating drydock, six hundred feet long. During the war several large ocean-going steamers were built at this shipyard, several of which are operating in the service of the Canadian National Steamships.

For the visitor who wishes to make a comprehensive tour of the city in a limited time, closed cars may be secured at the dock for a drive through the principal business streets and parts of the residential section. A stop is generally made at the cold storage plant, where, by the courtesy of the management, tourists may inspect the various forms of sea life gathered from the fishing banks.

For the afternoon a short and interesting boat trip is suggested. From the Prince Rupert boathouse, across the harbor by launch, then a quarter of a mile on a good plank walk through the woods, and you are at the Salt Lakes, where excellent salt water bathing may be enjoyed in water that is surprisingly warm. Enclosed dressing-rooms are available at the lake, and a limited number of bathing suits are carried for rent by the boathouse proprietors.

Launches leave from the boathouse hourly on the hour, and from the float on the opposite side of the harbor hourly on the half-hour. Special trips will be run at any time for a minimum of five passengers.

For the tourist who prefers to explore the city at his own leisure, much of interest may be found. Several excellent Indian totem poles are placed at various vantage points throughout the town. Curio and souvenir hunters will find unique shops carrying a varied assortment of native Indian work and local souvenirs.

At 2.30 in the afternoon we leave Prince Rupert, bound across Dixon Entrance for the first Alaskan port. New faces will be seen amongst the passengers, being those who have arrived on the train from the east to commence their Alaskan trip from here. Forty-five miles from Prince Rupert the



The Waterfront, Ketchikan, Alaska

boundary line between Canada and Alaska is crossed, and at about 8.30 p.m. the steamer stops to pick up the American Immigration officer, who has come out from Ketchikan in a launch. By the time the steamer reaches Ketchikan the Immigration regulations will have been complied with and passengers are at liberty to proceed ashore at their first Alaskan port.

KETCHIKAN, ALASKA

Ketchikan, first Alaskan city on your northern tour, is the port of entry for over ninety per cent of vessels entering Alaskan waters.

The city has a population of around six thousand, which in the summer fishing season is augmented by a large influx of seasonal workers. In the centre of a large fishing, timber and mineral area, fishing and its allied interests is yet the largest single industry. For handling fish landed at this port, there are two cold storage plants with a total storage capacity of seven and a half million pounds, and six salmon canneries are within walking distance of the centre of the city.

On adjacent islands, fur farming, principally blue fox, while still an infant industry, is rapidly assuming a commercial position of considerable magnitude.

Ketchikan is well equipped with public institutions. There are two banks, three theatres, four churches and nine hotels, two of which have been recently constructed and are modern in every respect. A new three-storey school has a daily attendance of over five hundred children.

Communication with the outside world is maintained by means of cable and radio services. The city has a daily newspaper carrying Associated Press despatches.

Public utility companies furnish the city and adjacent industrial plants with water, electric current and a telephone system, all services being on a high standard of efficiency.

A walk through the business district of Ketchikan is part of the itinerary of practically all tourists. Curio shops and fur stores abound, and often on the docks and streets may be seen Indians, both men and women, with samples of their native art to trade for the white man's gold and silver.

From Ketchikan to Wrangell the course is more westerly than north, traversing in turn Tongass Narrows, Clarence Straits and Stikine Straits. Bounding Tongass Narrows on the southwest is Gravina Island and on the northeast Revilla Gigedo Island. Through Clarence Straits we sail along the shores of Prince of Wales Island for three hours on the port beam, entering Stikine Straits with Zarembo Island on the west and Etolin Island on the east. The average running time from Ketchikan to Wrangell Narrows is eight hours. Let us digress for a moment for a brief description of the town of Wrangell, pending a closer inspection when we stop there on the return journey.

WRANGELL, ALASKA

Wrangell, situated at the mouth of the Stikine River on Etolin Bay, is one of the oldest communities in southeastern Alaska. It is an incorporated town with a Mayor and Council and has a population of 1,500.

Several thriving industries are located here, including a sawmill, cutting large quantities of Sitka spruce used in aeroplane construction, and several salmon, crab and shrimp canneries. Some of these canneries are close by the dock and may be seen in operation as the visitor enters the town. In the country back of Wrangell trapping and hunting are carried on extensively, and annually a quarter of a million dollars' worth of furs passes through this port.

Totems, or Indian coats of arms, are very numerous here, and form one of the principal attractions for tourists. Wrangell has more totems than any other town in Alaska visited by tourist steamers. The original home of Chief Shakes is still intact, and visitors should take advantage of the opportunity to view the ancient Indian relics on display there. About forty-five minutes' time is required to walk to Chief Shakes' home and return to steamer.

If more time is available, an excellent view of the harbor, and the islands and mountains beyond, may be had by taking the trail to Mount Dewey, rising back of the town.

The big game country beyond, of which Wrangell is the gateway, may be explored in comfort on river boats, which operate on the Stikine River for about one hundred and fifty miles to Telegraph Creek, in British Columbia. Navigation on the river opens around April 25th. The round trip to Telegraph Creek may be made in three days. Big game abounds in this district, and hunters seldom return without a full bag. Caribou, moose, grizzly and goats are almost sure to be seen as one travels up the Stikine.

River boats connect with Canadian National steamers. Those contemplating this trip may secure further information from the Purser or from the Barrington Transportation Company at Wrangell.

After your early morning view of Wrangell in the distance, the steamer proceeds through a more varied and picturesque route, entering Wrangell Narrows twenty-one miles from Wrangell. Wrangell



Taku Glacier

Narrows cuts off an alternate route of ninety extra miles around Cape Decision. At present the Narrows are only navigable at or near high tide, but dredging operations have been proceeding for some years, and it is anticipated that when this work has been completed large steamers will be able to proceed through at any stage of the tide.

Through the winding eighteen-mile course of Wrangell Narrows the home sites of numerous fur farmers may be seen on low-lying points of land. The fishing town of Petersburg is passed on the right at the northern end of the Narrows. Miniature icebergs are encountered as the steamer enters Frederick Sound and glaciers may be observed glistening in the valleys between mountain peaks that border this part of the route on the north.

If the tides in Wrangell Narrows are favorable, Taku Glacier will be reached about four in the afternoon, but in the event of the vessel being unable to make the morning tide in the Narrows, she will proceed direct to Juneau, making the Taku stop southbound.

Taku Glacier takes its source in an immense glacial field, from which several other glaciers originate. At the mouth it is $1\frac{1}{4}$ miles in width and 200 feet high, and extends back 15 miles. This is a live glacier, which sometimes obliges and thrills the



Juneau, Alaska

traveller by casting another berg into the sea, with a great splash, when the ship's whistle is blown.

After a half-hour spent in the vicinity of Taku Glacier, it is but a short run through Gastineau Channel to your next port of call, Juneau.

JUNEAU, ALASKA

In the early eighties two prospectors, Dick Harris and Joe Juneau, were attracted to this section by reports that Indians had found gold in what is now known as Gold Creek. They located several claims there and made some very valuable discoveries. Later a number of quartz ledges were discovered and a camp established at the present site of the city of Juneau. This camp was first called Harrisburg, but later, at the suggestion of the Post Office Department, the name was changed to Juneau in honor of the other of the locators, and the mining district was known as the Harris Mining District.

Juneau has a present population of 4,500. It is the capital of Alaska, and as such is the home of the Governor and other officials of the Territory.

Since the early gold discoveries, several large mining companies have operated here and paid millions in dividends. The Treadwell Gold Mines had a total production of over sixty-eight millions and paid in dividends more than twenty-seven million dollars. The Alaska-Juneau Gold Mine, at present



Davidson Glacier, The Lynn Canal, Alaska

operating, is one of the greatest low-grade gold mines in the world. It is located within the city limits and daily reduces over twelve thousand tons of ore. Adjacent to Juneau are several other important mining properties, ranging from those with production running into the millions, to those which are still in the prospect stage.

Leading northward from Juneau, a good automobile road, known as the Glacier Highway, extends for thirty miles to Eagle River, and every mile of the trip is a scenic wonder. Leaving Juneau, you first cross Gold Creek, where Joe Juneau and his partner first discovered gold.

Every tourist to Alaska should take advantage of the opportunity to visit the Mendenhall Glacier, reached by automobile from Juneau. It is on a spur of the Glacier Highway, about fourteen miles from the city. This glacier is unique in that it is easily accessible and that visitors are able to go right on to it, in fact, travel over it as far as they wish. Auto drivers make a reasonable charge for this trip and give ample opportunity to see as much as the traveller wishes. The time required to visit the glacier and return to the steamer is slightly less than two hours. For the convenience of passengers, tickets may be obtained at the Purser's office.

Auk Lake lies along this road, about thirteen

miles from Juneau. It is a gorgeously beautiful spot, the lake lying as it does almost at the foot of Mendenhall Glacier, and on clear, calm days the glacier and the mountain back of it are reflected in the deep green of the water, making a picture long to be remembered.

Tourists who remain in the city during the steamer's stay in port will find much of interest in the Indian works of art on display in the various curio shops. Or they may visit the Territorial Museum, which contains works and exhibits portraying the history of the Territory from its earliest days, as well as the resources of the district, shown in a smaller way.

There are also several fur farms in the vicinity, the principal one of these being the Goldstein Glacier Fur Farm, on which silver fox, blue fox, cross fox, mink and marten are raised.

Leaving Juneau late at night, you are on the last leg of your northbound journey, through the superb mountain-bordered Lynn Canal, with here and there glacial formations showing in the mountain passes. Fourteen miles from Skagway and you pass the U.S. military barracks at the town of Haines. Less than an hour later the steamer docks at Skagway. You have reached the northern end of your water journey and the point where "The Trail of '98" begins.

SKAGWAY, ALASKA

"Skagway" is an Indian name meaning "The Home of the North Wind." The town dates from the days of 1897, when the Klondike Gold Rush was at its height. Before the end of that year it had a population estimated at between eight and fifteen thousand, but in those hectic days any attempt at census-taking was practically impossible and probably unthought of. It is here that the "Trail of '98" commences, and from this point thousands followed the lure of gold through the mountain passes to the interior of Alaska and the Yukon. From the boom days of '98 the population has gradually dwindled, until to-day there are only between three and four hundred residents, composed mainly



Skagway, Alaska

of White Pass Railway employees and their families and the merchants and others who cater to their personal and professional requirements.

Skagway has a present-day claim to distinction and might well be called "The Flower City of Alaska," owing to the variety and profusion of floral life found here. When visitors are told of dahlias ten inches in diameter, sweet peas that grow on vines eight to ten feet high and pansies often three inches across, they might well be skeptical, and only a visit to these beautiful gardens will tend to remove their doubts. Tourists are shown the utmost cordiality by owners of private gardens.

A full day may well be spent in Skagway and its environs. Almost everyone will want to visit the grave of "Soapy" Smith, a bandit who flourished for a time during the wild days of '97 and '98, and who met his end in a gun battle with the Deputy Sheriff, Frank H. Reid. The passing years have added considerable glamor to "Soapy's" life and career. In the combat Reid was mortally wounded and died within a week, and, ironically, time has but served to dim his memory, so that now, when his name is mentioned, it is merely to add authenticity to rather a prominent period in "Soapy's" career. He is known as the man who killed "Soapy" Smith.

Near by the graveyard, reached by a short trail, is Reid's Falls, named in honor of the fallen Deputy Sheriff, and here is seen a more fitting effort to preserve his memory than in the notoriety which is "Soapy's."

Several lakes within easy walking distance may lure the angler. The most accessible of these are Lower Lake Dewey, about 800 feet above the town on a good mountain trail, and Black Lake, a five-mile hike to the foothills of the A. B. Mountain.

Numerous trips are available over the White Pass & Yukon Route, ranging in time required from one day to two weeks. The trail trip to Bennett and return, a one day's journey, or the Taku Arm "Special," a two-day rail and lake boat trip, are especially recommended for tourists returning by the same steamer. These trips are extensively described and illustrated in a pamphlet issued by the White Pass & Yukon Route, copies of which are available at the Purser's office.

Return tickets for all special trips over the White Pass & Yukon Route may be obtained on the steamer.

Passengers holding Taku Arm tickets should present them at the Purser's office before the steamer arrives at Skagway, in order to have their lake boat reservation marked thereon.

In order to avoid misunderstanding, you are reminded that meals and berths are extra while the steamer is in port at Skagway, except that breakfast on the morning of arrival and dinner on the evening of sailing are included in the fare. This is for those passengers who wish to remain on board while the steamer is in port. Where no service is rendered, of course, no charge will be made.

Where passengers hold different stateroom accommodation on the southbound journey to that which they occupied northbound, the change-over will be made on the day of arrival at Skagway.

Small and personal articles should be packed in handbags and suitcases; outer garments, suits, dresses, etc., may be left on hangers, when stewards will remove your effects to your new location.



Dawson City, Yukon

Passengers returning from the Taku Arm trip, providing their southbound tickets have already been surrendered at the Purser's office, may go to their staterooms without any formalities.

There is only one deviation in the homeward voyage, that is, in the event that it is impracticable to make the Taku call northbound, it will be made on the southbound trip.

When it is considered that the steamer runs twenty-four hours a day, it will be realized that it is not always possible to arrive at each and every port at the most favorable hours; but, in so far as is possible, the schedule has been so arranged that each port will be reached and each interesting point passed at a desirable time of day, on either the north or southbound journey.

SCHEDULE NUMBER THREE

ARRIVE

LEAVE

First Day—Wednesday

..... Vancouver 10.00 p.m.

Second Day—Thursday

..... a.m. ... Powell River a.m.

..... p.m. ... Ocean Falls p.m.

Third Day—Friday

.... 11.30 a.m. Prince Rupert 3.00 p.m.

.... 10.00 p.m. Anyox p.m.

Fourth Day—Saturday

..... 6.00 a.m.... Stewart 9.00 a.m.
 6.00 p.m.... Prince Rupert 7.00 p.m.

Fifth Day—Sunday

..... a.m.... Ocean Falls a.m.

Sixth Day—Monday

..... a.m.... Powell River 4.00 a.m.
 10.30 a.m.... Vancouver

Leaving Vancouver every Wednesday evening during the summer season, the Canadian National steamers "Prince Rupert" or "Prince George" sail on a five days' cruise to northern British Columbia, the Portland Canal and the southeastern edge of Alaska, following the same route as outlined in the Alaska trip, as far north as Prince Rupert. The same ports of call are made and points of interest en route are passed at the same relative time of day.

Leaving Prince Rupert the course hugs the British Columbia coast, passing the Indian village of Port Simpson thirty miles to the north, then leading into Portland Inlet. At eight p.m. the steamer is off the mouth of the Naas River, and enters Observatory Inlet, passing Ramsden Point on the port side. The course winds through Observatory Inlet, varying a few degrees east or west of north until Granby Bay, site of the town of Anyox, is reached at about ten in the evening.

ANYOX, B.C.

Anyox, like many other towns in the north, takes its name from an Indian word, popularly supposed to mean "Hidden Creek." The town owes its existence to the Granby Company, a fifty-million-dollar corporation, operating, amongst others, the Hidden Creek Mine, the largest copper mine and smelter in the British Empire.

Operations commenced in 1912, and today over a million and a quarter tons of ore are mined annually. The ore is copper ore, containing a small percentage of gold and silver. The manufacture of coke and coke by-products is also carried on extensively, by-products including tar and tar paint, concentrated ammonia liquor, motor-fuel, light oil and naphthaline. A thousand employees are on the pay roll,

THE MIDNIGHT SUN

which amounts to around two millions a year, an equal sum being spent by the company on mining supplies.

Anyox is a modern town of over two thousand inhabitants, having good roads, docks and wharves, a bank, hotel and hospital; and schools, churches and theatres.

Leaving Anyox around midnight the ship retraces its course down Observatory Inlet and in the early hours of the morning rounds Ramsden Point and enters the Portland Canal, bound for the mining centre of Stewart.

Portland Canal is part of the dividing line between Canada and Alaska, the boundary line being down the centre of the canal, so that when you waken in the morning, Alaska's mountains on the left welcome you, while Canada's ranges smile a friendly greeting from the opposite shore. The town of Hyder, Alaska, is seen just before the steamer swings into her berth at Stewart.

Tourists will find taxi drivers eager to show them the sights of the Portland Canal Mining District, and sufficient time is available for a drive to the pioneer town of Stewart, two miles from the dock, while others will take advantage of the opportunity to walk the hundred yards to the left from the dock to visit Hyder, Alaska.

The head of Portland Canal is the scene of considerable mining activity, the Premier Gold Mines on the Canadian side being the largest producer. Since first going into production it has been announcing large quarterly dividends with almost monotonous regularity and shows no signs of abating payments.

The Premier Mine is situated fourteen miles from the dock at Stewart, and the ore is brought down to tidewater in buckets on an overhead tramway, which may be seen from the dock. Most of the ore is shipped south for reduction and treatment at the Tacoma smelter.

Several other mines in this district are coming into prominence as shipping mines, including the B.C. Silver, making shipments over the Premier tramway, and the Dunwell Mines, which are in

active operation. Many others in course of development make small shipments of high-grade ore.

At nine a.m. commences the return journey, and on the daylight trip down Portland Canal the tourist will see snow-capped mountain peaks the equal of any in the north, with here and there glacial formations glistening in the morning sun.

A special all-inclusive side trip ticket is issued in connection with tourist tickets, taking in the Anyox-Stewart part of the trip, through some of the most picturesque mountain scenery of the north, and giving the traveller an opportunity of stepping into Alaska territory. Consult the Passenger Agent in Prince Rupert or the ship's Purser, who will gladly arrange to issue a side trip ticket in connection with your tourist ticket. (The side trip fare is \$12.50 plus tax, covering meals and berth.)

S.S. "PRINCE RUPERT" AND "PRINCE GEORGE"

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. Built in Newcastle-on Tyne, England, they were specially designed for the Northern British Columbia and Alaska 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, known as the boat, shade, shelter and main decks, and below the main deck are the number one and two cargo holds. Number two hold is divided into the 'tween-deck and lower hold and contains two cold storage chambers for perishable freight.

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 dining saloon seats 124.

Each ship's complement is 91 officers and men.

T.S.S. "PRINCE HENRY"

The palatial new T.S.S. "Prince Henry" presents a very pleasing and distinctive appearance, and the happy first impression gained from her graceful lines is amply confirmed on closer inspection of her luxurious furnishings and complete equipment.

The T.S.S. "Prince Henry" has a displacement of 11,000 tons, length over-all 384 ft. 6 ins. and a speed of 24 knots. Passenger accommodation for 334 first-class passengers is confined to three of her six decks, the upper bridge and promenade decks. The public rooms are spacious and handsomely decorated, a special feature being the large observation room on the promenade deck, from which unobstructed view is afforded through broad windows.

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. All rooms are outside rooms, equipped with dressing-table, wardrobe and porcelain basin with running hot and cold water. Other features include a beauty parlor, modern barber shop and book shop, which is also equipped with soda fountain.

The "Prince Henry" is also 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.