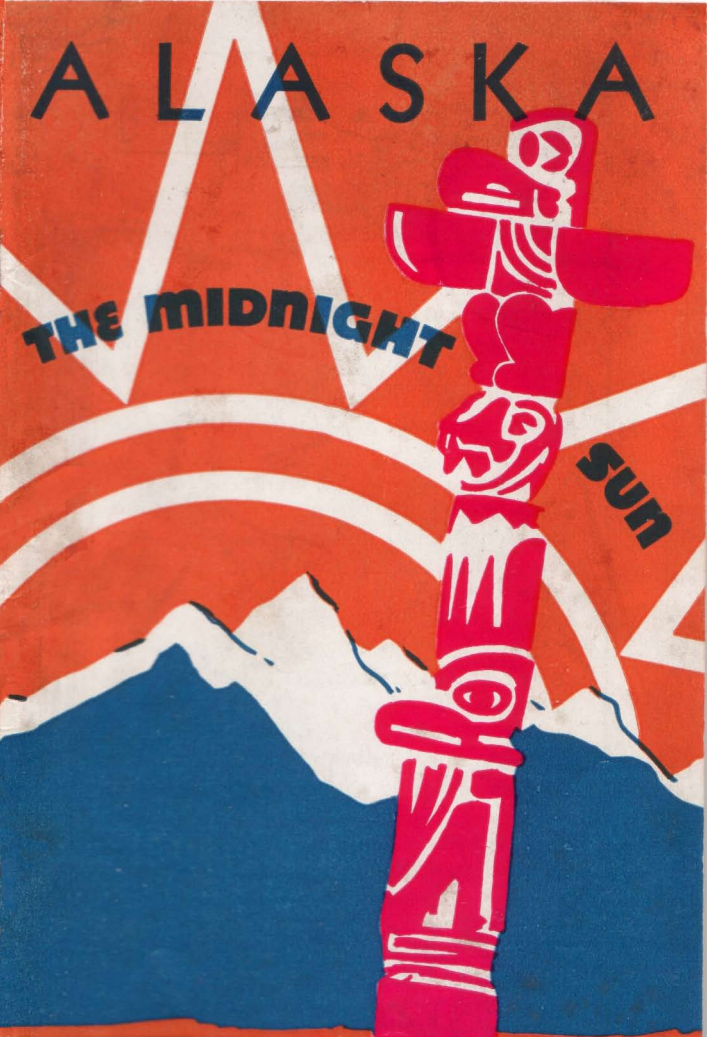


ALASKA

THE MIDNIGHT

SUN



DESCRIPTIVE NOTES & HELPFUL SUGGESTIONS ON THE JOURNEY TO ALASKA

CANADIAN NATIONAL STEAMSHIPS

S.S. "PRINCE RUPERT", "PRINCE GEORGE" AND "PRINCE ROBERT"

ACCOMMODATION AND EQUIPMENT

The Canadian National steamers "Prince Rupert" and "Prince George," in the regular Alaska service, are sister ships, with an average running speed of sixteen knots.

They have a length of three hundred and eighteen feet with forty-two feet beam and were specially designed for the Northern British Columbia and Alaska service. Oil fuel is used.

There are four decks, known as the boat, shade, shelter and main decks, and accommodation for two hundred and eight first-class passengers in ninety-eight two-berth staterooms and six de luxe suites. The dining saloon seats 122.

The S.S. "Prince Robert" making the special 11-day cruises has a length of 384 feet and a speed of 22½ knots. The passenger accommodation for 331 first class passengers is located on three of her six decks. The public rooms are spacious and handsomely decorated, a special feature being the large observation room on "B" deck, from which unobstructed view is afforded through broad windows. The accommodation includes special suites de luxe with twin-beds and private bathroom, two-berth rooms with private shower and the remainder of the rooms have two berths.

This Booklet

Describes, in a concise manner, the waterways traversed and the ports of call made by Canadian National Steamers, S.S. "Prince Robert," S.S. "Prince George" and S.S. "Prince Rupert."

Explains the necessary official formalities in passing from one country to another, that, with understanding, they may prove less irksome.

Anticipates the vacationist's queries while enroute on one of the world's most scenic waterways . . . the Inside Passage to Alaska.

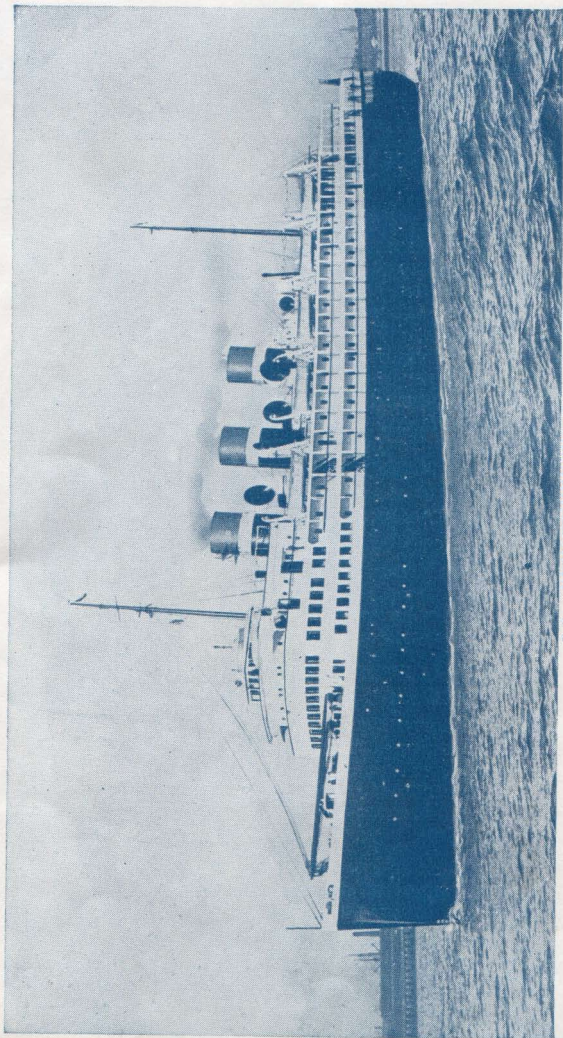
If an extra copy is required to pass on to some friend, just drop a note to the nearest Canadian National representative listed on page 46. If you wish he will mail it for you.

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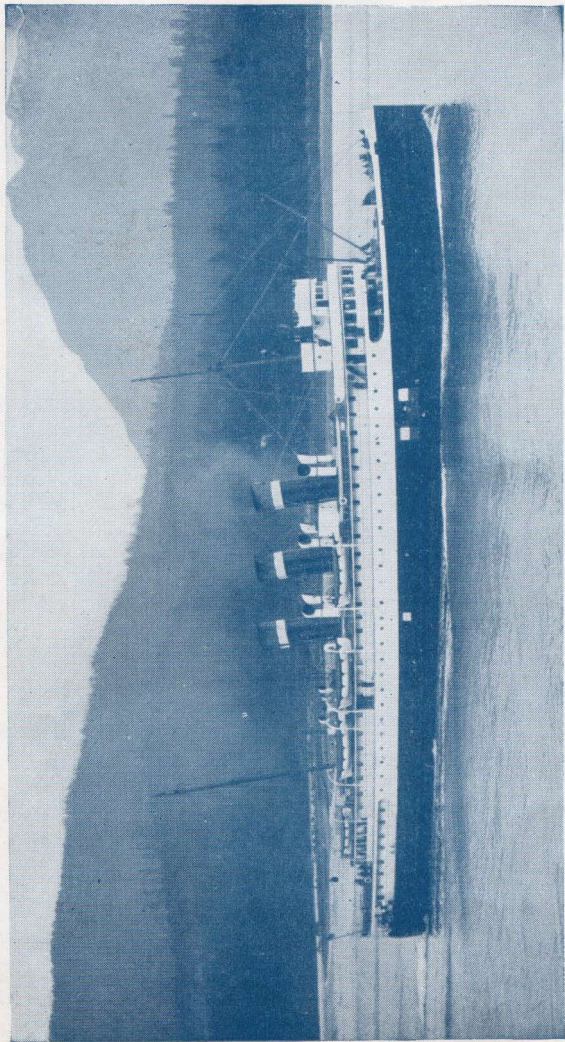
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S.S. "PRINCE ROBERT"



S.S. "PRINCE GEORGE," S.S. "PRINCE RUPERT" — (Sister Ships)

TABLE OF DISTANCES

NAUTICAL MILES (as per schedules)

S.S. "Prince Robert"

NORTHBOUND

Distance from VANCOUVER		Ocean Falls	Gardner Canal (Head)	Douglas Channel (Head)					
Ocean Falls.....	313								
Head of Gardner Canal	497	184			Prince Rupert				
Head of Douglas Chan.	568	255	71			Ketchikan			
Prince Rupert..	694	381	197	126					
Ketchikan.....	787	474	290	219	93				
Sitka.....	1003	690	506	435	309	216	Sitka		
Taku Glacier...	1220	907	723	652	526	433	217	Taku Glacier	
Juneau.....	1249	936	752	681	555	462	246	29	Juneau
Skagway.....	1349	1036	852	781	655	562	346	129	100

SOUTH BOUND

Distance from SKAGWAY		Juneau	Wrangell	Ketchikan	Prince Rupert	Mackenzie Rock
Juneau.....	100					
Wrangell.....	250	150				
Ketchikan.....	339	239	89			
Prince Rupert..	432	332	182	93		
Mackenzie Rock	657	557	407	318	225	
Vancouver.....	992	892	742	653	560	335

The port to port distances from Vancouver to Skagway and return total 2,341 nautical miles, which is approximately 2,684 statute or land miles.

TABLE OF DISTANCES

NAUTICAL MILES (as per schedule)

S.S. "Prince Rupert" and "Prince George"

NORTHBOUND

Distance from VANCOUVER		Powell River	Ocean Falls	Prince Rupert	Ketchikan	Taku Glacier	Juneau	Skagway	Distance from PRINCE RUPERT	Anyox	Stewart
Powell River..	72								Anyox....	92	
Ocean Falls...	315	243							Stewart...	186	94
Prince Rupert..	516	444	201								
Ketchikan.....	609	537	294	93							
Taku Glacier..	842	770	527	326	233						
Juneau.....	871	799	556	355	262	29					
Skagway.....	971	899	656	455	362	129	100				

SOUTHBOUND

Distance from SKAGWAY		Juneau	Wrangell	Ketchikan	Prince Rupert	Ocean Falls	Powell River
Juneau.....	100						
Wrangell.....	250	150					
Ketchikan.....	339	239	89				
Prince Rupert..	432	332	182	93			
Ocean Falls...	633	533	383	294	201		
Powell River..	876	776	626	537	444	243	
Vancouver.....	948	848	698	609	516	315	72

The port to port distances from Vancouver to Skagway and return total 1,919 nautical miles, which is approximately 2,210 statute or land miles.

ARRIVING AT PORTS

When it is considered that the steamers run twenty-four hours a day, it will be realized 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. In the schedules on pages 24 and 25 the approximate times only are shown. See bulletin board for actual arrival and departure time for each port.

TIME ON BOARD STEAMERS

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.

SUMMER TEMPERATURES

The Japan Current warms the winds that bring Southeastern Alaska a climate particularly favorable to vacation seekers. From May to September, Alaska's days are pleasantly warm and her nights are delightfully cool — an invigorating climate quite similar to the Pacific Northwest. The average temperature is between 60 and 70 degrees.

WHAT TO WEAR

Clothing for Alaska wear during summer travel season need be no heavier than you would wear at home during the early spring or late fall. A top-coat or warm wrap should be carried for evening wear on deck. It is also advisable to be prepared for occasional rains while ashore.

PRINCIPAL HOTELS IN ALASKA AND SKAGWAY

Skagway: Pullen House, White House and Golden North.

Dawson: Royal Alexandra and Yukonia.

White Horse, Y.T. White Horse Inn, Regina and White Pass.

Carcross, Y.T.: Caribou.

Mayo, Y.T.: Binet Bros. Hotel.

Juneau: Gastineau, Alaska, Zynda and Bergman.

Wrangell: Wrangell.

Ketchikan: Stedman, Ingersoll and Gilmore.

IN THE DINING SALOON

Every effort has been put forth to create an atmosphere of charm and hospitality in the dining saloon. In addition to excellent meals, appetizingly served morning, noon and evening, the complimentary "Afternoon Tea" and "Night Lunch" adds immeasurably to your enjoyment of the trip.

<u>MEAL HOURS</u>	"Prince Rupert" "Prince George"	"Prince Robert"
<i>Breakfast</i> —Early Sitting	7.30 a.m.	7.30 a.m.
Late Sitting	8.15 a.m.	8.30 a.m.
<i>Luncheon</i> —Early Sitting	12.30 p.m.	12.30 p.m.
Late Sitting	1.15 p.m.	1.30 p.m.
<i>Dinner</i> —Early Sitting	6.00 p.m.	6.00 p.m.
Late Sitting	6.45 p.m.	7.30 p.m.

Dining saloon doors will be closed at 9.30 a.m., and seats will be reserved at luncheon and dinner, for 15 minutes only after the hours selected for the meal. Chimes or bugle sounds half an hour before each meal, and again at meal hours.

After dining saloon seats have been assigned, if alteration is desired, application should be made to the Chief Steward. Alterations, however, 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.



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



Music Room, S.S. "Prince Robert"

SERVICE SUGGESTIONS

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

Table Tennis — Outdoors, if weather suitable, otherwise indoors.

Music — Orchestra plays in the social hall or lounge during luncheon and dinner, and a daily afternoon concert is also given.

Dancing — Every evening from 9 to 11 p.m.

Horse Races — Outdoors if weather permits. Indoors if weather unsuitable. Watch for announcement.

Promenade — For the information of those who would indulge in a morning constitutional, eleven times around the shade deck promenade is a mile on the "Prince Rupert" and "Prince George," and eight times around the "C" deck promenade of the "Prince Robert" is required for the same distance.

News-stand and Buffet — Curios, magazines, candies and an assorted line of sundries and toilet articles carried. Soft drinks, cigars, cigarettes, playing cards, etc.

Barber Shop and Beauty Parlor — Complete tonsorial service.

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.

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.

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.

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

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.

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 companion way.

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.

Steamer trunks, if not more than fourteen inches in height, may be placed in staterooms.

Taxi Service Across Vancouver — Through passengers making direct connections with trains and boats 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.



De Luxe Bedroom on S.S. "Prince Robert"



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



A Game of Shuffleboard on the S.S. "Prince George"



Ring Tossing on S.S. "Prince Robert"

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. Im-

migration officer, who will either board the steamer an hour before arrival at Ketchikan, or immediately on arrival at that port, and will be located at a table in front of the Purser's office on the "Prince Rupert" and "Prince George," while on the "Prince Robert" the Immigration Officer will be in the lounge.

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 is made, as a rule, on the dock.

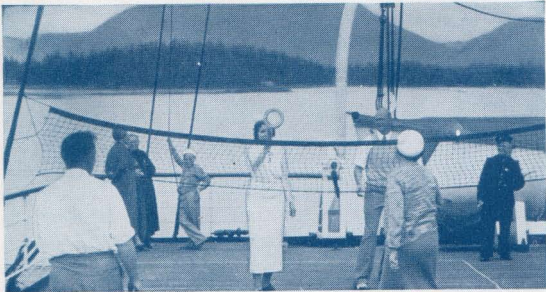
Southbound Immigration Inspection — from Alaska — is held on arrival at Prince Rupert.

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.

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.



Deck-Tennis on the S.S. "Prince Robert"

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.



Vancouver, B C., Sky Line

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 friends and well-wishers 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 Stanley Park, and Prospect Point with its signal and lookout 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.

(T.S.S. "Prince Robert" does not call at Powell River)

Powell River, the first port of call on your journey to Northern British Columbia and Alaska, is reached about 2.00 a.m.

It is the home of the Powell River Company, operating the largest paper-making plant on the

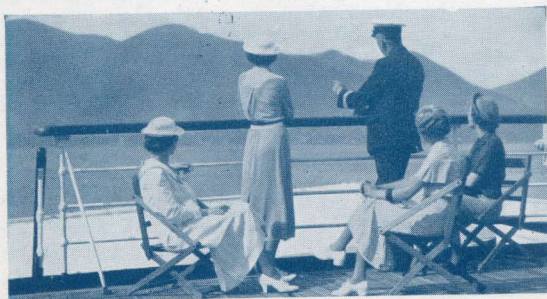
Pacific Coast. With an immense supply of water-power available, proximity to raw material supplies and good harbor and shipping facilities, it affords an excellent site.

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

The entire output of the plant is newsprint paper. Seven paper-making machines with a total daily capacity of six hundred and fifty 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.



The Mountain Guarded "Inside Passage"

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 life-guard. On the lake more than 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.

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 John-

stone 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 in Fitzhugh Sound, under the lee of Calvert Island to westward. Adendenbrooke 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.

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 left you will see the Oriental section. 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. With the exception of a few government offices, 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.



Pulp and Paper plant, Ocean Falls

The mill produces more than two hundred and fifty tons of newsprint paper daily, and, in addition, over fifty tons of wrappings including kraft paper, manilla and tissue. Export markets of the world, including Australia, take the greater portion of the output. Pacific Mills Company allows 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. You will be agreeably surprised and delighted with the flora profusion to be seen. At the dam, an excellent panoramic view of the town and harbor may be had.

Leaving Ocean Falls on the evening of your second day's cruise, the course leads through Seaforth Channel into Millbank Sound, a short stretch of open water, 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 former lumbering and pulp town of Swanson Bay to starboard, the cannery site of Butedale an hour later, and into Wright Sound. From here the S.S. "Prince Robert" steams to Gardner Canal and Douglas Channel.

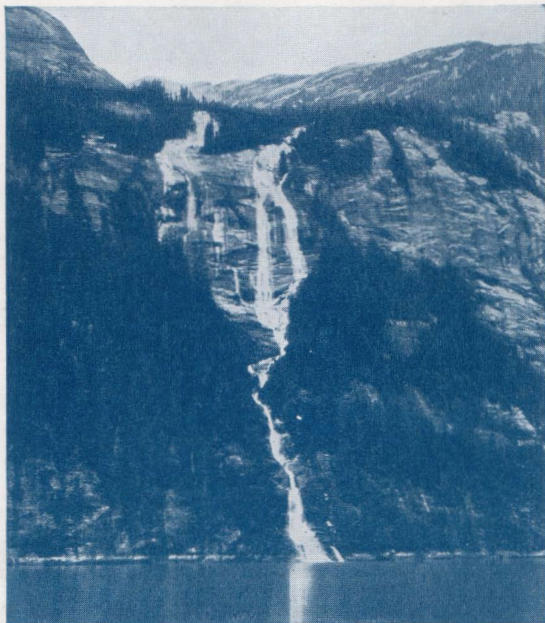


Gardner Canal, Fiord of the Hanging Valleys

GARDNER CANAL — DOUGLAS CHANNEL

The early riser will discover next morning we have already entered Gardner Canal. This and Douglas Channel are two long inlets penetrating deep into the Coast Range, notable among the west coast fiords. Mountainous Hawkesbury Island, 144 square miles, separates the two inlets.

Gardner Canal is a picturesque waterway. The mountains on either side of the deep narrow passage are high and rugged. The walls are broken at intervals to disclose glaciers hugging the mountainsides. It might well be termed the "Fiord of the Hanging Valleys." The waterfalls leaping down from these hanging valleys break on the rock walls in a beautiful spray. The Canal



As seen along the Gardner Canal

is from one to two miles wide and about eighty miles long. Our course lies along a series of reaches to Chief Mathews Bay, near the head of the Canal. This is the turning point. Shortly after, to starboard, will be seen the delta of the Kemano River which finds its source in the heart of the Coast Range. On the small peninsula formed of alluvial deposits there is an Indian village. Rugged mountains rise steeply to a height of 5,000 feet from the floor of the Kemano River valley.

Through Devastation Channel and past Hawkesbury Island, now seen plainly in broad daylight, we reach Douglas Channel. Deep, with

SERVICE 1937

S.S. "PRINCE ROBERT"
 S.S. "PRINCE GEORGE"
 S.S. "PRINCE RUPERT"

JULY							AUGUST				
"Prince Robert"	"Prince George"	"Prince Rupert"	"Prince Robert"	"Prince George"	"Prince Rupert"	"Prince Robert"	"Prince George"	"Prince Rupert"	"Prince Robert"	"Prince George"	"Prince Rupert"
2	5	12	16	19	26	30	2	9	13	16	23
	6	13	..	20	27	..	3	10	..	17	24
3	6	13	17	20	27	31	3	10	14	17	24
	..	..	18	..	..	Aug. 1	..	..	15	..	..
4	7	14	19	21	28	2	4	11	16	18	25
5	7	14	19	21	28	2	4	11	16	18	25
6	..	..	20	..	..	3	..	..	17	..	..
7	8	15	21	22	29	4	5	12	18	19	26
7	8	15	21	22	29	4	5	12	18	19	26
8	9	16	22	23	30	5	6	13	19	20	27
9	10	17	23	24	31	6	7	14	20	21	28
					Aug. 1	7	8	15	21	22	29
10	11	18	24	25	1	7	8	15	21	22	29
10	11	18	24	25	1	7	8	15	21	22	29
11	12	19	25	26	2	8	9	16	22	23	30
11	12	19	25	26	2	8	9	16	22	23	30
..	13	20	..	27	3	..	10	17	..	24	31
12	..	..	26	..	..	9	..	..	23	..	..
..	14	21	..	28	4	..	11	18	..	25	Sept. 1
13	14	21	27	28	4	10	11	18	24	25	1

"Prince Rupert" and "Prince George" at 6 00 p.m. Time of arrival and departure of express freight to be discharged. The hour of departure and passengers should consult this board when going ashore.

S.S. "PRINCE RUPERT" & S.S. "PRINCE GEORGE" WEEKLY WEDNESDAY EVENING DURING SUMMER SEASON

SOUTHBOUND		QUEEN CHARLOTTE ISLANDS
Monday	9.30 a.m.	Special cruises will also be operated from Vancouver to Queen Charlotte Islands by the S.S. "Prince Charles." For information, enquire of any Canadian National Passenger representative.
Monday	4.00 a.m.	
Sunday	a.m.	
Saturday	7.00 p.m.	
Saturday	5.00 p.m.	
Saturday	9.00 a.m.	

mountainous sides and broken in many places by short inlets and bays, the Channel divides into two arms near its head. These are Kildala and Kitimat Arms. We proceed up Kitimat Arm and turn around near the head of the inlet.

Sailing 50 miles down the length of Douglas Channel we once more regain the regular steamer lane at Grenville Channel about 10 p.m., after spending an entire day in the fiords.

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 soon the lines are made fast at the dock, (See schedule for Prince Robert's arriving time at Prince Rupert). Passengers disembark for an inspection of this northern terminus and to bid adieu to those of their fellow-travellers who are bound east on the train.

ANYOX-STEWART SIDE TRIP TICKETS

A special all-inclusive side trip ticket is issued in connection with tourist tickets, taking in the Anyox-Stewart part of the trip, (see page 43 for details) or the passenger Agent at Prince Rupert. The ship's Purser will gladly arrange to issue a side trip ticket in connection with your Skagway tourist ticket. (The side trip fare is \$12.50, covering meals and berth).

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 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 have given way to permanent hard surface streets, hills have been 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.



Prince Rupert, last Canadian port of call

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, millions of pounds of halibut are landed at Prince Rupert, both American and Canadian boats bringing their catch to this port. Regular shipments are made to Eastern markets by Canadian National Express and fast Freight.

Prince Rupert is the principal point of supply for the logging, lumbering and mining industries in Northern British Columbia.

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.

At Prince Rupert passengers from Jasper and eastern points board the steamer. On the south-bound journey many leave the boat at Prince Rupert for their journey east, stopping en route at Jasper Park Lodge.

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. The collection of totem poles is one of the best on the Pacific Coast.

Curio and souvenir hunters will find unique shops carrying a varied assortment of native Indian work and local souvenirs. Then, too, there's the museum which contain a good collection of Indian totems and other articles of interest.

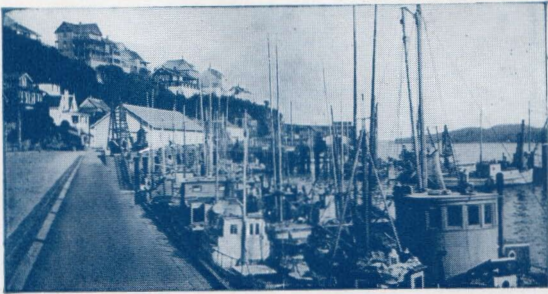
At 1.00 in the afternoon we leave Prince Rupert, bound across Dixon Entrance for the first Alaskan port. New faces will be seen amongst the passengers, being those who have arrived on the train from the east to commence their Alaskan trip from here. Forty-five miles from Prince Rupert the boundary line between Canada and Alaska is crossed. The American Immigration officer will either board the steamer (around 6.30 p.m.) or immediately on arrival at Ketchikan. After Immigration regulations will have been complied with, 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, 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. A new three-storey



The Waterfront, Ketchikan, First Alaskan port of call

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.

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 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, with samples of their native art to trade for the white man's gold and silver.

From Ketchikan the S.S. "Prince Robert" goes to Sitka. For descriptive notes of this section of the special cruises see page 32.

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 with 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. 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 fifteen hundred persons. Several thriving industries are 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 \$250,000 of furs pass through this port.



Totems are numerous at Wrangell

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.

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. 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.

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.

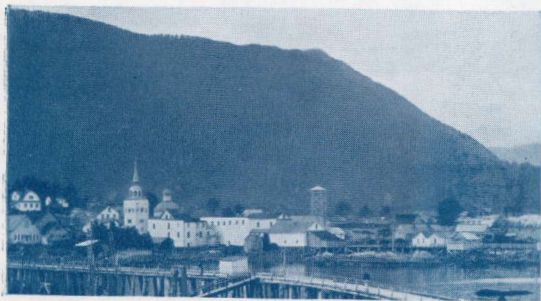
Through the winding eighteen-mile course of Wrangell Narrows the home sites of numerous fur farmers may be seen on low-lying points of land. The fishing town of Petersburg is passed on the right at the northern end of the Narrows. Miniature icebergs are encountered as the steamer enters Frederick Sound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

THE EVER ROMANTIC SITKA

A variation in the Inside Passage route is made by the "Prince Robert" — on each of its five 11-day special cruises — between Ketchikan and Taku Glacier.

At midnight we proceed from Ketchikan through Tongass Narrows and Clarence Strait in a northwesterly direction for Sitka, the old Russian capital of the Pacific. Morning breaks and we pass Zarembo Island to continue up through Summer Strait and around the north end of Prince of Wales Island. Our course is then southwesterly to Cape Decision. Passing between Kuiu and Coronation Islands the course is west around Cape Ommaney, a remarkable promontory on the south shore of Baranof Island, named after the former Russian governor, the "Little Czar of the Pacific." It is a rugged, rocky bluff some 1,500 feet high.

Steaming up the west coast of Baranof Island we are attracted by its mountainous nature. Mount Edgecumbe, on Kruzof Island to the west of Sitka Sound, is a prominent landmark, 3,467 feet high. From any point seaward it is easily distinguished by its isolated position, its flat top and its peculiar streaked appearance and reddish color. The upper part is a volcanic cone, usually covered in snow. The crater is from 300 to 400 feet deep and the cone has deep ravines extending down its sides.



Sitka, one-time Capital of Alaska



Totem Grove, Sitka

Sitka Sound has its entrance from the sea between Biorka Island and Cape Edgecumbe. It extends north some 14 miles and has an approximate width of 10 miles. Sitka, which we reach at 2 p. m. following the intricate passage from Ketchikan, is situated on the north side of the Sound on Baranof Island.

This port of call is an historic shrine of the North Pacific. Famed in its early days as a Russian outpost it was permanently established in 1804 by Alexander Baranof. Bells and metal were cast, ships were built and flour was ground at Sitka when San Francisco was a mud-built mission and many cities on the American continent were yet unthought of.

The town's beautiful setting amid a panorama of sea, mountains and islands has won it the reputation as a beauty spot. The student of history will find much of interest here. The ancient block-house still stands, there is a fine museum of Indian relics and also an Indian school. Sitka's past has not prevented it from becoming a modern town. It is a centre for the fleet fishing for the king salmon and the Island is rich in minerals.

Leaving Sitka at 6 p.m. we return down the west coast of Baranof Island to Cape Ommaney, thence north-west up Chatham Strait and through Frederick Sound to rejoin the regular steamer track to Taku Glacier.

30 TO 40 MILES
FROM SOURCE

1 1/2 MILE

HEIGHT OF FACE
200 FEET ABOVE WATER
150 FEET BELOW

ICEBERGS MEASURING
UP TO HUNDREDS OF FEET LONG
BREAK OFF AT IRREGULAR INTERVALS

TAKU GLACIER
VANCOUVER — SKAGWAY *via*
CANADIAN NATIONAL STEAMSHIPS

TAKU GLACIER

Taku Glacier takes its source in an immense glacial field, from which several other glaciers originate. At the mouth it is 1½ miles in width and 200 feet high, and extends back many miles. This is a live glacier which sometimes obliges and thrills the 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.

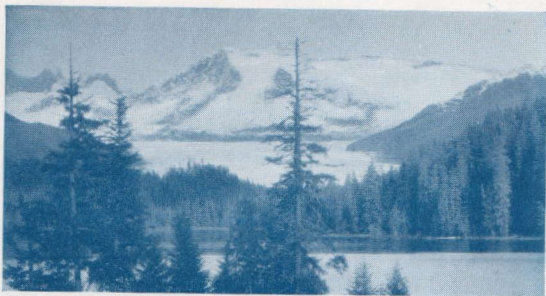
JUNEAU, ALASKA

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, 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.



Juneau, Capital of Alaska



Mendenhall Glacier and Auk Lake

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 operating, is one of the greatest low-grade gold mines in the world. It is located within the city limits. 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



Davidson Glacier, The Lynn Canal, Alaska

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.

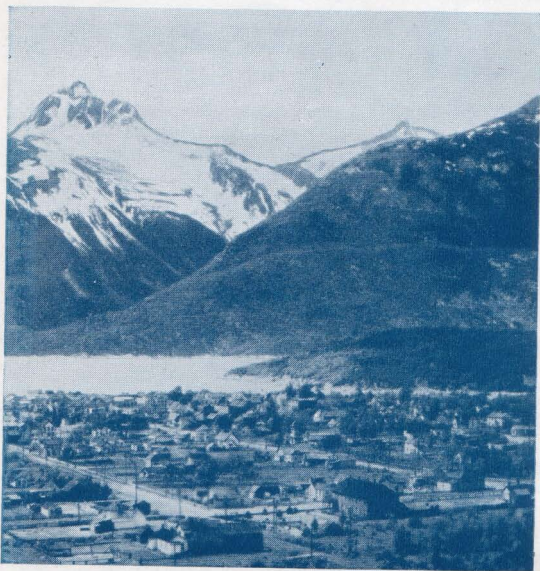
Leaving Juneau late at night you are on the last leg of your northbound journey, through the superb mountain-bordered Lynn Canal, with here and there glacial formations showing in the mountain passes. Fourteen miles from Skagway and you pass the U.S. Military barracks at the town of Haines. Less than 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

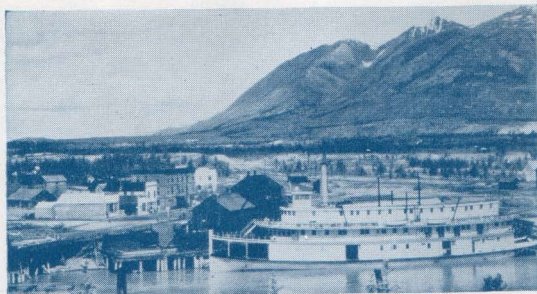
"Skagway" is an Indian name meaning "The Home of the North Wind." Here the "Trail of '98" commences, and from this point thousands followed the lure of gold through the mountain passes to the interior of Alaska and the Yukon.

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.

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 flour-



Skagway — Gateway to Northern Interior



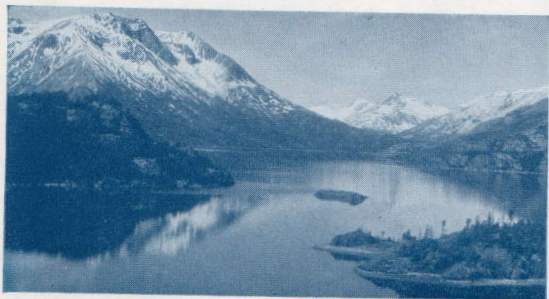
Carcross on Lake Tagish

ished 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.

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, no charge will be made.



Lovely Lake Atlin



Old Log Church at Lake Bennett



Petersburg and the Wrangell Narrows

Where passengers hold different stateroom accommodation on the southbound journey to that which they occupied northbound, the change 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.

TRIPS FROM SKAGWAY

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.

RETURN VOYAGE OF SPECIAL ALASKA CRUISE OF THE S.S. "PRINCE ROBERT"

On the homebound voyage we again make the call at the Alaskan capital, Juneau. In the event that it was impracticable to make the Taku call northbound, we will make it while en route from Juneau to Wrangell, the town of totems and our next port of call.

The route from Juneau to Wrangell lies through Gastineau Channel and the winding eighteen-mile course of Wrangell Narrows. The fishing town of Petersburg is passed to port as we enter the Narrows and the homes of numerous fox fur farmers may be seen on low-lying points of land as we voyage through the Narrows.

MACKENZIE ROCK

There is only one more deviation from the northbound trip before we again reach Vancouver. This is the side trip past Mackenzie Rock.

Leaving the regular steamship lane an hour's run south of Ocean Falls, our vessel steams up Dean Channel, to visit an historic spot in the history of North America.

On July 22, 1793, Alexander Mackenzie, adventurous partner of the North West Company, arrived at the Pacific, the first white man to cross the Continent north of Mexico by land. Guarding against the attack of hostile Indians, he made camp on a rock at water's edge. It was on this rock he made his historic inscription by writing in large characters with vermilion mixed in melted grease:

"Alexander Mackenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three."

We pass by the rock on which the inscription was made. The vessel proceeds up Dean Channel, around the head of King Island and down Burke Channel to regain the customary steamer track en route to Vancouver.

Your voyage is ended and it is our sincere wish that you have spent happy, interesting days as a guest of Canadian National Steamships.



Mackenzie Rock, terminus of the famed Explorer's overland journey in 1793

CRUISES TO NORTHERN BRITISH COLUMBIA, THE PORTLAND CANAL

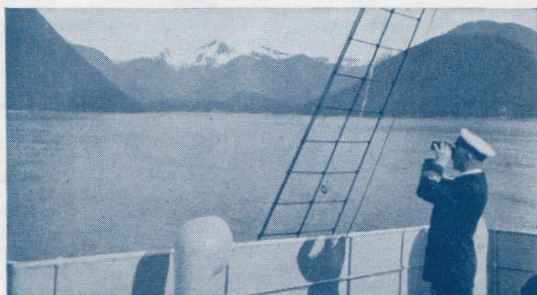
— Southeastern Edge of Alaska —

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.

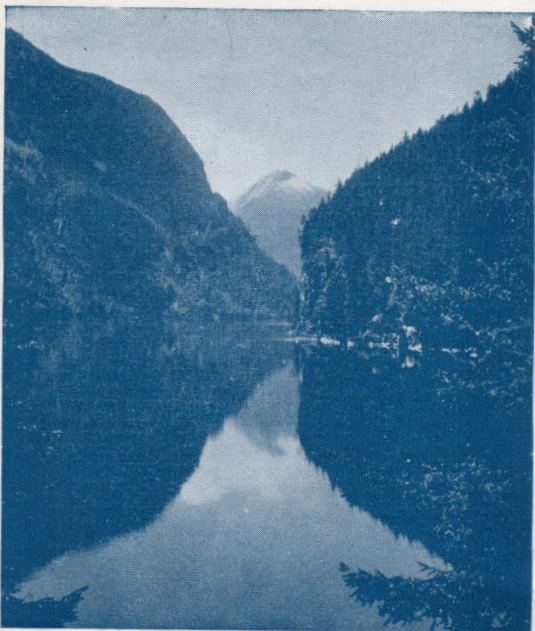
Leaving Prince Rupert the course hugs the British Columbia coast, passing the Indian village of Port Simpson, thirty miles to the north, then leading into Portland Inlet. At eight p. m. the steamer is off the mouth of the Naas River, and enters Observatory Inlet, passing Ramsden Point on the port side. 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 Portland Canal



Observatory Inlet

PORTLAND CANAL

Leaving Anyox around 10.00 p.m. 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.

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.

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. 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.

THE TRIANGLE TOUR OF BRITISH COLUMBIA

To make the Triangle Tour, Alaska passengers may disembark at Prince Rupert, follow the Skeena by rail, through the Valley of the Bulkley and the Nechako, past Mount Robson to Jasper National Park. Return to Vancouver by rail again, along the gorges of the Thompson and Fraser rivers. The Purser will be glad to give more details.

CANADIAN NATIONAL RAILWAYS

Ticket Offices in Canada and United States

Belleville, Ont.	K. M. Dyson	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.	J. D. Fluker	Cor. King and East Market Sts.
Buffalo, N.Y.	W. J. Burr	420 Main St., Liberty Bank Bldg.
Calgary, Alta.	J. S. Peck	218 Eighth Ave., West
Charlottetown, P.E.I.	P. W. Clarkin	C.N. Rys. Station
Chicago, Ill.	A. H. Davis	4 South Michigan Blvd.
		cor. Madison, Willoughby Tower Bldg.
Cincinnati, Ohio.	J. L. Bickley	206 Dixie Terminal Bldg.
	H. L. McCaughey	1239 Washington Blvd.
Detroit, Mich.		Book Bldg.
	L. F. Lorentz	3044 West Grand Blvd.
Duluth, Minn.	P. A. Rooney	428 West Superior St.
Edmonton, Alta.	J. F. Philp	Cor. Jasper and 100th Sts.
Guelph, Ont.	C. A. Baker	91 Wyndham St.
Halifax, N.S.	J. J. Leydon	Cor. Barrington and George Sts.
Hamilton, Ont.	Jas. Anderson	7 James St. North
	W. H. Happ	Room 414, Fairfax Bldg.
Kansas City, Mo.		Cor. 11th and Baltimore Sts.
Kingston, Ont.	V. C. Hanley	145 Princess St.
London, Ont.	J. F. Gordon	324 Richmond St.
Los Angeles, Cal.	H. R. Bullen	607 South Grand Ave.
Minneapolis, Minn.	A. C. Lipsett	634 Marquette Ave.
Montreal, Que.	E. C. Kennedy	384 St. James St.
New York, N.Y.	C. E. Jenney	637 Fifth Ave.
North Bay, Ont.	C. W. Murphy	81 Main St.
Oshawa, Ont.	D. C. Forrester	3 King St. West
	I. G. Reece	93 Sparks St.
Ottawa, Ont.	Travel Information Bureau	Chateau Laurier
Peterboro, Ont.	J. B. Doran	324 George St.
Philadelphia, Pa.	M. J. Woods	1500 Chestnut St.
Pittsburgh, Pa.	J. E. Myers	505 Park Bldg., 355 Fifth Ave.
Portland, Me.	G. A. Harrison	G. T. Railway Station
Prince Rupert, B.C.	P. Lakie	528 Third Ave.
Quebec, Que.	A. P. Bibeault	10 Ste. Anne St.
Regina, Sask.	E. G. Wickerson	Union Station
San Francisco, Cal.	R. F. McNaughton	648 Market St.
Saskatoon, Sask.	J. S. Stephen	101 Second Ave. South
Seattle, Wash.	J. F. McGuire	1329 Fourth Ave.
Sherbrooke, Que.	A. M. Stevens	23 Wellington St. North
St. Catharines, Ont.	G. H. Walker	158 St. Paul St.
Saint John, N-B.	F. M. Crocker	49 King St.
St. Louis, Mo.	W. E. Rudolph	314 North Broadway
St. Paul, Minn.	G. D. Nugent	Rm. E-811 First Nat. Bank Bldg
Sudbury, Ont.	A. G. Bell	26 Elm St. West
Toronto, Ont.	R. E. Richmond	N.W. Cor. King and Yonge Sts.
Vancouver, B.C.	W. G. Connolly	527 Granville St.
Victoria, B.C.	C. F. Earle	911 Government St.
Washington, D.C.	G. L. Bryson	922-15th Street N.W.
Windsor, Ont.	G. E. Walker	364 Ouellette Ave. (Canada Bldg.)
Winnipeg, Man.	F. J. Creighton	Cor. Main St. and Portage Ave.
Woodstock, Ont.	N. A. B. Smith	408 Dundas St.

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YUKON
ATLIN
Lake Tagish
Atlin Lake
JUNEAU
TAKU GLACIER
SITKA
BARANOF IS.
PRINCE OF WALES ISLANDS
STEWART
KETCHIKAN
ANYOX
PRINCE RUPERT
DOUGLAS CHANNEL
GARDNER CANAL
BUTE DALE
OCEAN FALLS
MACKENZIE ROCK
VANCOUVER ISD.
VICTORIA
SEATTLE
TACOMA
WASHINGTON

BRITISH COLUMBIA



CANADIAN NATIONAL
Pacific Coast Services





DESCRIPTIVE NOTES & HELPFUL SUGGESTIONS ON THE JOURNEY TO ALASKA
CANADIAN NATIONAL STEAMSHIPS