



Alaska cruise information



S.S. "PRINCE GEORGE"

Accommodation and Equipment

The luxurious "Prince George"—5,800 tons, length 350 feet, speed 18 knots—is of modern design and was especially built for Pacific Coast service to Alaska. It has accommodation for 264 passengers and its comfortable staterooms are the last word in convenience and smartness. Staterooms are equipped with an outlet for electric razors. In all cabins the fold-away beds disappear into the wall in daytime. In addition the ship is outfitted with the most modern navigational aids, including radar.

The Prince George has seven decks and eight spacious public rooms, including clubrooms and sitting rooms. Nothing has been overlooked in providing for the comfort of the passenger on the eight day cruise from Vancouver, B.C., to Skagway, Alaska, and return.

Starboard—Right Side—Green Light

Port—Left Side—Red Light

This Booklet

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

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

Anticipates the vacationer's queries while travelling on one of the world's most scenic waterways . . . The Inside Passage to Alaska.



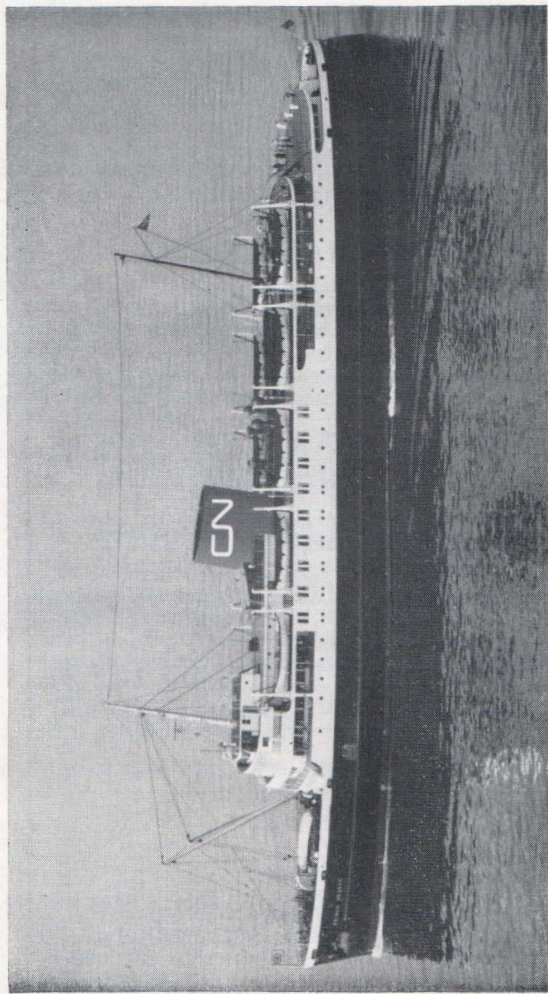
If an extra copy is required to pass on to some friend, please drop a note to the nearest Canadian National agent listed on page 30 of this booklet.

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S.S. "Prince George" — 5,800 gross tonnage; length 350 feet.

TABLE OF DISTANCES
NAUTICAL MILES (as per schedule)
S.S. "PRINCE GEORGE"
NORTHBOUND

Distances from VANCOUVER		Prince Rupert			
Prince Rupert.....	479	Prince Rupert			
Ketchikan.....	573	94	Ketchikan		
Juneau.....	859	380	286	Juneau	
Skagway.....	959	480	386	100	

SOUTHBOUND

Distances from SKAGWAY		Wrangell	Prince Rupert	Seymour Narrows	Head of Bute Inlet
Wrangell.....	293	Wrangell			
Prince Rupert.....	476	183	Prince Rupert		
Seymour Narrows.....	846	553	370	Seymour Narrows	
Head of Bute Inlet.....	926	633	450	80	Head of Bute Inlet
Vancouver.....	1088	795	612	242	162

The port to port distances from Vancouver to Skagway and return total 2,047 nautical miles, which is approximately 2,358 statute, or land miles.

EMBARKATION AT VANCOUVER

Embarkation of passengers and baggage commences at 6:30 p.m. P.S.T.

The dock is located at the foot of Main Street . . . a five minute motor trip from downtown Vancouver. Baggage may be checked at the dock during the day of embarkation at the parcel check room, but will not be received on board the ship until 6:30 p.m., P.S.T.

ARRIVING AT PORTS

When it is considered that the steamer runs 24 hours a day, it will be realized it is not always possible to arrive at each and every port at the most favourable 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.

See bulletin board in entrance rotunda for actual arrival and departure time for each port.

TIME ON BOARD STEAMER

Skagway is the only port of call using Alaska Standard Time, which is one hour slower than Pacific Standard Time, but Pacific Standard Time is maintained on the steamer throughout the voyage, and passengers returning via the same steamer are advised not to alter their watches.

Time on board steamer is indicated by ship's bell and is related to watches as follows:

1 o'clock	5 o'clock	and	9 o'clock	are noted by 2 bells
2 "	6 "	"	10 "	" " " " 4 "
3 "	7 "	"	11 "	" " " " 6 "
4 "	8 "	"	12 "	" " " " 8 "

1:30 o'clock	5:30 o'clock	and	9:30 o'clock	are noted by 3 bells
2:30 "	6:30 "	"	10:30 "	" " " " 5 "
3:30 "	7:30 "	"	11:30 "	" " " " 7 "
4:30 "	8:30 "	"	12:30 "	" " " " 1 bell

SUMMER TEMPERATURES

The Japan Current warms the winds that bring southeastern Alaska a climate particularly favourable to vacation seekers. From mid-April to late 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

A topcoat or warm wrap should be carried for evening wear on deck. It is also advisable to be prepared for occasional rain while ashore.

Formal clothes are not required, as meals and functions aboard ship are informal.

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 Supper" add immeasurably to your enjoyment of the trip.

MEAL HOURS

<i>Breakfast</i>	—1st sitting _____	8:00 a.m.
	2nd sitting _____	9:00 a.m.
<i>Luncheon</i>	—1st sitting _____	12:30 p.m.
	2nd sitting _____	1:30 p.m.
<i>Dinner</i>	—1st sitting _____	6:00 p.m.
	2nd sitting _____	7:15 p.m.

Dining saloon doors will be closed at 9:30 a.m. Reservations for luncheon and dinner cannot be held more than 15 minutes after the selected sitting begins. Bugle or chimes sound 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 Second Steward. Alterations, however, can be made only when vacant seats are available.

"Afternoon Tea"—served from 4 to 5 p.m.—"Night Supper"—served in the dining saloon from 10 p.m. to midnight.

BAR SERVICE

Cocktail Lounge:

11:00 a.m. to 2:00 p.m.

5:00 p.m. to 8:30 p.m.

9:00 p.m. to 11:30 p.m.

Dining Room:

12:30 noon to 2:00 p.m.

6:00 p.m. to 8:30 p.m.

10:00 p.m. to 11:30 p.m.

Sale of liquor ceases at 11:15 p.m. All times are Pacific Standard Time.

RECREATION ACTIVITIES

Deck Games—Shuffleboard, quoits, etc., in progress daily.

Table Tennis—Clubroom on "E" deck.

Music—Provided through a public address system.

Dancing—Every evening from 9 to 11 p.m. when vessel not in port.

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

SERVICES

Newsstand—Located off the Purser's Square—Curios, magazines, candies, English china and an assorted line of sundries and toilet articles carried. Soft drinks, cigars, cigarettes, playing cards, etc.

Barber Shop and Beauty Parlour—Located off the Purser's Square—Complete tonsorial service.

Valet Service—Clothes pressed and returned to stateroom in the morning. Telephone for service.

Baths—Arranged to suit your convenience. Telephone for service.

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

Mail—All mail for passengers is placed on board steamer before departure. Upon return to Vancouver passengers should call at Dock Ticket Office for mail.

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

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

Telephone Service—Each room is equipped with a telephone. Calls may be placed between rooms and to room service.

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 Purser.

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 throughout the ship.

Baggage—Trunks, if not more than 14 inches in height, may be placed in staterooms.

Passengers disembarking at Prince Rupert or Vancouver may have their baggage checked to destination on presentation of their through tickets (via CN, GN, CPSS or PSL) 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 dock by your steward.

Passengers may arrange for the free movement of their hand baggage between the Canadian National Railways Station and Canadian National Steamship dock, on application to the baggage room attendants at railway station or dock. Such baggage moving from dock to depot must be claimed by passengers at depot before boarding trains.

Hold Your Next

"Big Do" Afloat

The S.S. "Prince George" may be chartered for special cruises prior to and after the regular schedule of sailings.

Ideal for:

CONVENTIONS
SALES CONFERENCES
ASSOCIATION MEETINGS
INDUSTRIAL SHOWS
FASHION SHOWS

In fact, the "Prince George" is a floating hotel suitable for any occasion.

Your CN Passenger Sales office will welcome the opportunity to discuss "Prince George" charters with you.

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 passengers are furnished with 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 either board the steamer an hour before arrival at Ketchikan, or immediately on arrival at that port, and will be located at a convenient place to be announced on board ship.

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 gang-plank at Ketchikan, in order to ensure that bearer has passed the immigration official.

Naturalized United States citizens, other than U.S. born, should carry on their person, a naturalization certificate. Aliens legally resident in the United States must have valid re-entry permit to the United States or Resident-Alien border-crossing card.

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—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 gang-plank, 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 convenient place to be announced on board ship.

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. A 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 a 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.

As S.S. "PRINCE GEORGE" calls at both Canadian and American ports, it is suggested that passengers, prior to embarkation, provide themselves with currencies of both countries in amounts to meet their immediate needs on the trips.

Canadian citizens require no specific documents as prerequisite to admission to the United States for visiting periods of less than six months.

British subjects who have been admitted to Canada for residence and are domiciled therein, but are not Canadian citizens, require no specific documents as prerequisite to admission to the United States for visiting periods not to exceed six months.

Each applicant must be able to satisfy the United States Immigration officers as to his status and that he will have no difficulty in returning to Canada. An expired passport, or an old non-immigrant border-crossing card, or a birth certificate, will usually serve as evidence of nationality.

All persons other than those described in the two preceding paragraphs commonly require unexpired passports issued by the United States Consular Service to enter for any period, however short.

DESCRIPTIVE NOTES

Ports of call and items of interest on your journey through the famed Inside Passage to Alaska

Three sharp blasts of the whistle. The order is given to "let go" the lines. The "Prince George" backs majestically into Vancouver harbour, and friends and well-wishers wave you bon voyage on your journey to the far north and Alaska.

The ship's bow turns toward the setting sun, and slowly gathering way, she steams out beneath Lions Gate, within sight of which two lions in granite, carved by Nature's sculptor, high on the north shore, mount eternal guard.

As you glide out of Vancouver harbour, Grouse Mountain looms to starboard. On your left is Brockton Point. You pass close by Stanley Park, then Prospect Point, and, finally, under the Lions Gate Bridge with the signal and lookout station in the centre. 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 Gulf of Georgia.

After passing Cape Mudge and Campbell River, world famous salmon fishing resort, in the early morning, the channel narrows still more and the steamer passes through Seymour Narrows, usually at about five o'clock in the morning. If fortune favours she will sail quickly through on a fast current, 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 Strait.

Shortly after entering Johnstone Strait 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



Vancouver, largest city in British Columbia.

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 Strait behind as the steamer enters Queen Charlotte Sound.

Masterman Island is passed to port an hour after entering the Sound, then Scarlet Point lighthouse, 45 minutes later, on the same side. Heading up towards 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. Addenbrooke Island light comes into view on the starboard bow, and an hour later the cannery town of Namu may be seen.



*Examining souvenirs in curio shop at
Prince Rupert, B.C.*

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 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 and, an hour later, into Wright Sound.

PRINCE RUPERT, B.C.

Prince Rupert, British Columbia's most northerly seaport is situated on Kaien Island, overlooking a magnificent harbour. Founded in 1909, it is the western terminus of Canadian National Railways northern

line from Jasper and the east. Its combined rail and ocean facilities enabled it to play an important part in the Pacific campaigns of World War II.

The \$50,000,000 plant of the Columbia Cellulose Company, Limited, subsidiary of the Canadian Chemical and Cellulose Co., Ltd., on nearby Watson Island is an important development. Most of the pulp from this plant goes into the textile industry of Canada and the United States.

Another huge project in this area is that of the Aluminum Company of Canada at Kitimat at the head of Douglas Channel, which is about 100 miles southeast of Prince Rupert. This aluminum smelter now has a capacity of 186,000 tons of aluminum ingots per year. Potential ultimate capacity is 550,000 tons per year.

Prince Rupert today is a thriving city of more than 12,000 population. Plank roads have given way to permanent hard-surfaced streets, and visitors will find much of interest in the residential and business sections of the city. Fine specimens of Indian totem poles are placed at vantage points. Those in Alder Park at Fraser and Fifth Streets and adjacent to the dock, are considered among the best specimens of native art to be found anywhere. Curio and souvenir hunters will find interesting shops carrying a varied assortment of native Indian work. The museum houses a good collection of Indian totems and other articles of interest.

Prince Rupert is an important fishing centre and principal port of supply for the lumbering and mining industries of northern British Columbia and Alaska. The Canadian National Railways operates a rail car ferry slip here. The B.C. Packers Fish and Cold Storage plant, with a capacity of 14 million pounds, the largest cold storage plant in the world devoted exclusively to handling fish, is located here. Millions of pounds of halibut are landed annually, both American and Canadian boats bringing their catch to this port. Regular shipments go forward to eastern markets by Canadian National Express and fast freight. By courtesy of the management, tourists may visit the cold storage plant where they will in-



Waterfront, Ketchikan, first Alaskan port of call.

spect various forms of sea life found in these northern waters. There are two other large cold storage plants, making this the largest halibut fishing port on this coast.

Short tours which give cruise passengers an opportunity to take in the sights at Prince Rupert are available while the vessel is in port.

KETCHIKAN, ALASKA

Ketchikan, first Alaskan city on your northern tour, is the port of entry for over 90 per cent of vessels entering Alaskan waters. It is located on Revilla Gigedo Island. The local people refer to the Island as "Revilla". The city has a population of around 8,500 augmented during the summer fishing season by a large influx of workers and fishermen. In the centre of a large fishing, timber and mineral area, fishing and its

allied interests is yet the largest single industry. Southeastern Alaska is literally blanketed with a forest, practically untouched. It is estimated that 650,000 tons of pulp can be produced annually in this area. A \$40,000,000 pulp mill, operated by the Ketchikan Pulp Company at Ward Cove, Alaska, went into production in 1954 and is now producing more than 450 tons of pulp per day. Ward Cove is situated about six miles from Ketchikan, on a good highway. Most of the pulp is shipped by rail car barge to the rail car ferry slip at Prince Rupert, where it is forwarded by Canadian National Railways to United States points.

For handling fish landed at this port, there are two cold storage plants with a total storage capacity of seven and one-half million pounds, and six salmon canneries within walking distance of the centre of the city. Fur farming, while still an infant industry, is rapidly assuming a commercial position of considerable magnitude.

Well equipped with public institutions, Ketchikan has two banks, two theatres, 13 churches and nine hotels. The public schools at present have a daily average attendance of over 860 students. Communication with the outside world is maintained by means of cable and radio service. Pan-American World Airways serves the State with daily mail and passenger service, landing on Annette Island air field about 18 miles distant from Ketchikan by boat or seaplane. One American and two Canadian steamship lines also maintain service to Ketchikan.

There are many fine specimens of Alaskan native art in Ketchikan. Several well-known totem poles may be seen in this city and two of the finest totem parks in the world lie within touring distance of the city. One totem park is situated in the picturesque native village of Saxman about two miles south of Ketchikan by road. These genuine reconstructed examples of native art were placed there by a WPA Project and the Mud Bight Totem Park to the north of the city was constructed under the administration of the Department of Agriculture of the U.S. Forest Service. One of the unique oddities in Ketchikan is the elevated planked streets on piling. There are a good many

of these streets still in existence, although they are gradually being replaced by earth-fill in the interest of economy.

From Ketchikan to Juneau 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 northwest Revilla Gigedo Island. Through Clarence Straits we sail along with the shore of Prince of Wales Island for three hours on the port beam. The passage around Kupreanof Island en route to Juneau is made via Wrangell Narrows, early in the morning if the tide is suitable; or via Cape Decision and North Chatham Straits and Frederick Sound, thence through Stephens Passage to Juneau, which is located on Gastineau Channel.



Gold mine near Juneau



Juneau—capital of Alaska.

JUNEAU, ALASKA

In the early 1880's, 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 honour of the other of the locators, and the mining district was known as the Harris Mining District.

Juneau has a present population of about 8,500. It is the capital of Alaska, and as such is the home of the governor and other officials.

Since the early gold discoveries, several large mining companies have operated here and paid millions in dividends. The Treadwell Gold Mines had a total pro-

duction of over 68 millions and paid in dividends more than 27 million dollars. 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 30 miles to Eagle River, and every mile of the trip is a scenic wonder.

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. This glacier is unique in that it is easily accessible and visitors are actually able to walk on it and 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.

Auke Lake lies along this road, about 13 miles from Juneau. It is a 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 sale in the various curio shops. Or they may visit a museum, which contains works and exhibits portraying the history of the State from its earliest days, as well as displays depicting the resources of the district.

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. Next morning 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—gateway to northern interior.

SKAGWAY, ALASKA

“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 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 there. When visitors are told of dahlias 10 inches in diameter, sweet peas that grow in 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 flourished for a time during the wild days of '97 and '98, and who met his end in a gun battle with Deputy Sheriff Frank H. Reid. The passing years have added considerable glamour 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 a rather prominent period in "Soapy's" career. He is known as the man who killed "Soapy" Smith.

Nearer the graveyard, reached by a short trail, is Reid's Falls, named in honour 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.

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.



Sawtooth Range, en route to Carcross.

SIDE TRIP FROM SKAGWAY

While the "Prince George" is in port at Skagway, ample time is available for the interesting side trip to Carcross, Yukon Territory. This journey, approximately seven and one-half hours, by White Pass & Yukon train follows the old "Trail of '98" taking you through spectacular mountain scenery.

SCHEDULE:

(Times shown are Pacific Standard Time)

Lv. Skagway Wharf	9:30 a.m.
Ar. Bennett	11:40 a.m.
Lv. Bennett	12:10 p.m.
Ar. Carcross	1:15 p.m.
Lv. Carcross	1:40 p.m.
Ar. Skagway Wharf	5:05 p.m.

FARE: \$21.75 (U.S. Funds) return, includes rail transportation, parlor car accommodation and lunch at Bennett.

THE RETURN TRIP

On the return voyage the S.S. "Prince George" visits Wrangell, Prince Rupert and features daylight cruising in the Grenville Channel, Fitzhugh Sound, Johnstone Strait and Seymour Narrows.

The route from Skagway to Wrangell lies through Lynn Canal and Gastineau Channel and the winding 18-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.

WRANGELL, ALASKA

Wrangell, situated on Wrangell Island near the mouth of the Stikine River on Etolin Bay, is one of the oldest communities in southeastern Alaska. It was founded by the Russians in 1834 as a fur trading post. Wrangell is an incorporated town with a mayor and council and has a population of 1,500 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 en-



Wrangell—the town of many totems.

ters the town. It is the transfer point and distributing centre for all supplies and for travellers going up the Stikine River. In the country back of Wrangell, trapping and hunting are carried on extensively, and annually some \$250,000 worth of furs pass 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 45 minutes' time is required to walk to Chief Shakes' home and return to steamer.

After leaving Wrangell the vessel continues on the southward journey again calling at the port of Prince Rupert, B.C.

The southbound journey from Prince Rupert provides maximum daylight cruising through some of the most scenic coastal areas of British Columbia. The vessel will enter Grenville Channel at approximately 7:00 p.m. This narrow fiord-like channel provides spectacular scenery on both sides, sheltered on the west by Pitt Island. Point Ormiston is reached by 9:00 p.m.

On leaving Grenville Channel at approximately 9:30 p.m., we traverse Wright Sound and move into Fraser Reach under the protection of Princess Royal Island which is to the west. The cannery site of Bute-dale is passed to the starboard at approximately 11:00 p.m., then on through Graham Reach passing the former lumbering and pulp town of Swanson Bay which is to the port side.

Through the night and early hours of the morning we steam south crossing Millbanke Sound through Seaforth Channel passing the village of Bella Bella then into the sheltered waters of Fitzhugh Sound under the lee of Hunter and Calvert Islands which are to the westward. Queen Charlotte Sound is traversed during the late morning hours and the ship enters Queen Charlotte Strait under the protection of Vancouver Island. Most of this territory travelled during the night will have been seen during the daylight hours on the northbound journey.

Our last full day will provide many hours of daylight cruising through the more settled areas of the British Columbia Coast in the picturesque and sheltered waters between Vancouver Island and the lower mainland. The several towns, villages, islands and narrow channels will make this a memorable day.

The ship will be moving into Johnstone Strait at approximately 1:00 p.m. The town of Sointula, on the port side, is a Finnish settlement of about 600 people located on Malcolm Island. The Indian settlement of Alert Bay, also to the port side, is a fishing village of approximately 825 people. Soon, to the starboard, we pass Beaver Cove and Englewood, site of logging operations located on Vancouver Island. The waterways along this segment of the Inside Passage are particularly busy with all types of traffic, powerful tugs with loaded scows, freighters heading for Alaska, large fish packers, stout seiners and tiny gillnetters, pleasure craft and runabouts.

Numerous small communities and logging camps are seen as we complete the journey through Johnstone Strait. Passing Rock Bay we enter Discovery Strait heading for the famous Seymour Narrows where the dreaded Ripple Rock was removed by

underwater explosion April 20, 1957. The narrows still present navigators with the problem of fast currents when the tides are running, consequently the periods of slack tide still control the movement of ships. This is particularly true in the case of small craft.

After passing through Seymour Narrows in the early evening we see, on the starboard side, Duncan Bay, site of a new large pulp mill and Campbell River, world famous salmon fishing centre both located on Vancouver Island. Immediately opposite Campbell River is the Indian fishing village of Quathiaski Cove. We leave Discovery Strait by rounding Cape Mudge where the expansive Strait of Georgia opens to us.

By evening the ship enters the Strait of Georgia and now we can see the lights of the many towns and cities. Powell River and Westview with a com-



Westview is the port for the Powell River municipality.

bined population of 9,700 are located on the mainland.

The major industry in this area is the giant pulp and paper plant operated by the Powell River Company, largest individual newsprint unit in the world. More than 500,000 tons of paper are produced annually and more than 30,000 tons of high grade, unbleached sulphite pulp is manufactured each year for export.

Overnight the cruise continues southward through Malaspina Strait past Jervis Inlet on the port side and Texada Island on the starboard side. Early morning as we approach Vancouver we can see the many picturesque towns and villages of the Sechelt Peninsula on the port side. Point Grey, site of the University of British Columbia, is seen to starboard, Howe Sound and West Vancouver to port, and ahead are English Bay, the Lions Gate Bridge, Stanley Park and our home port of Vancouver in Burrard Inlet.



*S. S. Prince George
sailing the sheltered Inside Passage.*

CANADIAN NATIONAL RAILWAYS

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