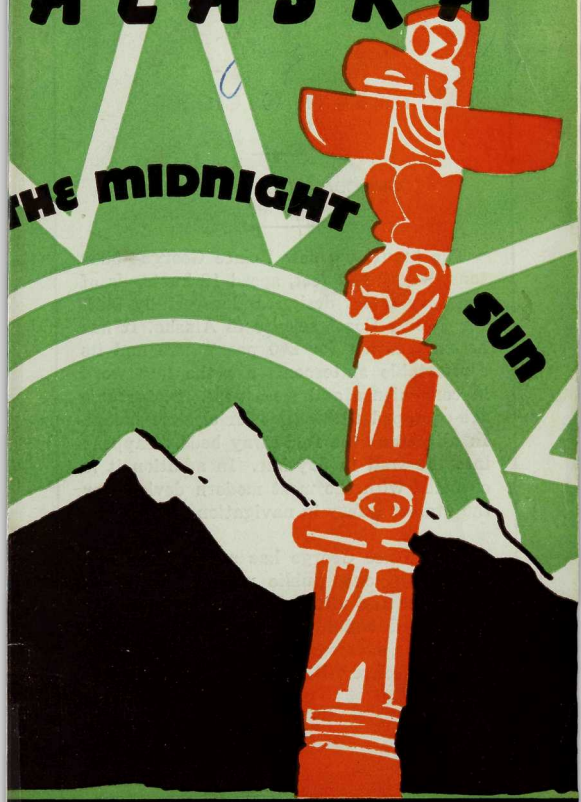
ALASKA

THE MIDNIGHT SUN



DESCRIPTIVE NOTES & HELPFUL SUGGESTIONS ON THE JOURNEY TO ALASKA

CANADIAN NATIONAL STEAMSHIPS

THE S.S. PRINCE GEORGE

ACCOMMODATION AND EQUIPMENT

The luxurious, new Prince George—5800 tons, length 350 feet, speed 18 knots—is of the very latest design and especially built for Pacific Coast service to Alaska. It has accommodation for 260 passengers and its comfortable staterooms are the last word in convenience and smartness. Staterooms are equipped with outlet for electric razors. In all cabins the fold-away beds disappear into the wall in daytime. In addition it is outfitted with the most modern devices for the utmost safety in navigation.

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 passengers on the ten day cruise from Vancouver, B.C., to Skagway, Alaska, and return.

This Booklet

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

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.

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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 34. *If you wish he will mail it for you.*

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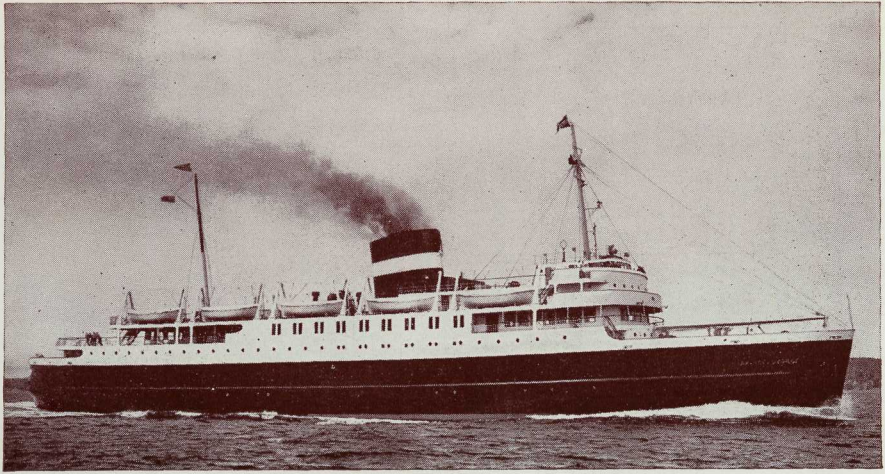


S.S. "Prince George"—5,800 gross tonnage, length 350 feet.

TABLE OF DISTANCES

NAUTICAL MILES (as per schedule)

T.S.S. "Prince George"

NORTHBOUND

Distance from VANCOUVER		Ocean Falls	Prince Rupert	Ketchikan	Juneau	Haines
Ocean Falls	313					
Prince Rupert	514	201				
Ketchikan	608	295	94			
Juneau	871	558	357	263		
Haines	960	647	446	352	89	
Skagway	974	661	460	366	103	14

SOUTHBOUND

Distance from SKAGWAY		Haines	Juneau	Wrangell	Ketchikan	Prince Rupert	Head of Douglas Channel	Head of Gardner Canal	Ocean Falls
Haines	14								
Juneau	103	89							
Wrangell	253	239	150						
Ketchikan	342	328	239	89					
Prince Rupert	436	422	333	183	94				
Head of Douglas Chan.	562	548	459	309	220	126			
Head of Gardner Canal	633	619	530	380	291	197	71		
Ocean Falls	817	803	714	564	475	381	255	184	
Vancouver	1130	1116	1027	877	788	694	568	497	313

The port to port distances from Vancouver to Skagway and return total 2,104 nautical miles, which is approximately 2,413 statute or land miles.

EMBARKATION AT VANCOUVER

Embarkation Commences at 7 p.m. P.S.T.

ARRIVING AT PORTS

When it is considered that the steamer runs 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.

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 time, which 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 topcoat 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

Skagway: Pullen House and Golden North.
White Horse, Y.T.: White Horse Inn and Regina.
Carcross, Y.T.: Carcross Inn.

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

Breakfast—	1st sitting	7.30 a.m.
	2nd sitting	8.30 a.m.
Luncheon —	1st sitting	12.30 p.m.
	2nd sitting	1.30 p.m.
Dinner —	1st sitting	6.00 p.m.
	2nd sitting	7.00 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. 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.

SERVICE SUGGESTIONS

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

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

Music—provided through a public address system.

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

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

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 or telephone for service.

Baths — Arranged to suit your convenience. Ring or 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 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.

The Public rooms are spacious and inviting.

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.

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 must be used.

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

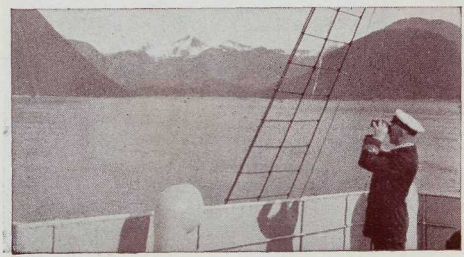
Lost Articles—Application for, or notice of, lost articles should be made to the Chief Steward.

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

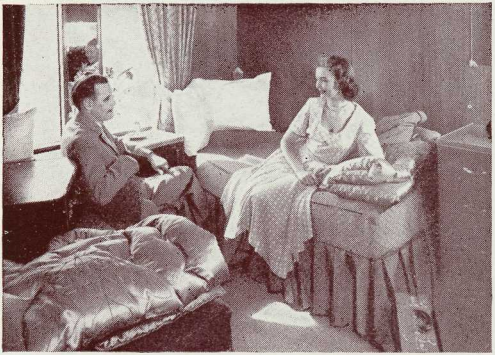
Bulletin Boards—Special notices are posted on bulletin boards throughout the ship.

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; baggage transfer service is available at Vancouver.

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



Along the picturesque Inside Passage route.



Bedroom of one of the Deluxe Suites,
S.S. "Prince George".

The Special Class staterooms abroad the S.S. "Prince George" are bright and cheery.

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 persons, 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 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 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. 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.

Due to changes from time to time in regulations of Foreign Exchange Control Board, Canadian citizens should consult the bank with which they deal as to regulations in effect at the time they are travelling.

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 twenty-nine days.

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.

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.

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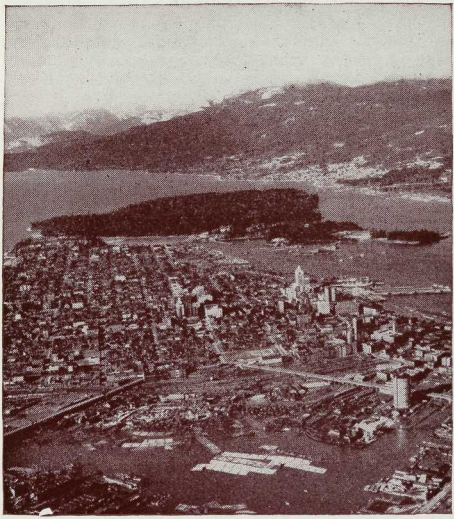
DESCRIPTIVE NOTES

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 harbour, and friends and well-wishers wave you bon voyage on your journey to the far north and Alaska.



Vancouver, British Columbia.

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 harbour, first on your right, North Vancouver, then on your left is Brockton Point, passing Stanley Park, and Prospect Point and under the Lion's Gate Bridge with the signal and lookout station in 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 placid 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 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 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.

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, last Canadian port of call.

PRINCE RUPERT, B.C.

Prince Rupert, British Columbia's most northerly seaport is situated on Kaien Island, overlooking a magnificent harbor. 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. A $25,000,000 cellulose plant nearby is an important development.

Although Alaska lies only a cold breath away, 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. Several excellent Indian totem poles are placed at various vantage points, especially those in the C.N.R. park, adjacent to the dock, the collection being called

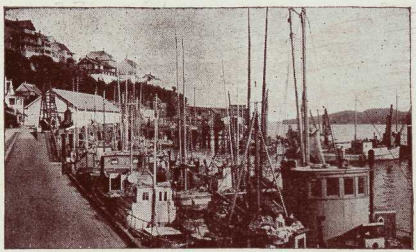
one of the best on the Pacific Coast. Curio and souvenir hunters will find interesting shops carrying a varied assortment of native Indian work. The museum houses a good collection of Indian totems and other articles of interest.

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 Fish and Cold Storage plant, with a capacity of fourteen 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 inspect 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.

At Prince Rupert passengers from Jasper and Eastern points board the steamer, and Southbound, may leave the ship here for their journey East, stopping enroute at Jasper Park Lodge.

KETCHIKAN, ALASKA

Ketchikan, first Alaskan city on your Northern tour, is the port of entry for over 90 percent 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 6,500 augmented during the summer fishing season by a large influx of workers and fishermen. In the center 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. For handling fish landed at this port, there are two cold storage plants with a total storage capacity of seven and one-half million



Waterfront, Ketchikan, first Alaskan port of call.

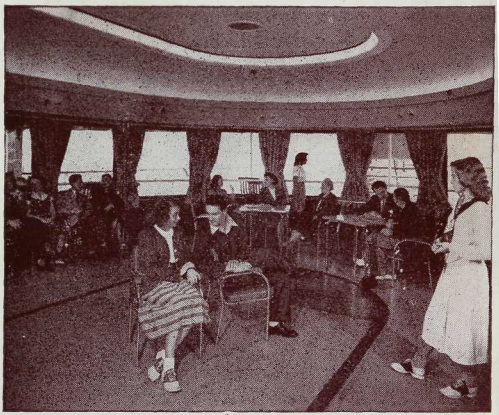
pounds, and six salmon canneries within walking distance of the center of the city. Fur farming, while still an infant industry, is rapidly assuming a commercial position of considerable magnitude. Ketchikan has the largest Mink Farm in Alaska, located about two miles south along the Highway.

Well equipped with public institutions, Ketchikan has two banks, two theatres, thirteen churches and nine hotels. The public schools at present have a daily 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 territory with daily mail and passenger service, landing on Annette Island air field about 18 miles distance from Ketchikan by boat or seaplane. Two Canadian and one American Steamship Lines also maintain a year-round service to Ketchikan.

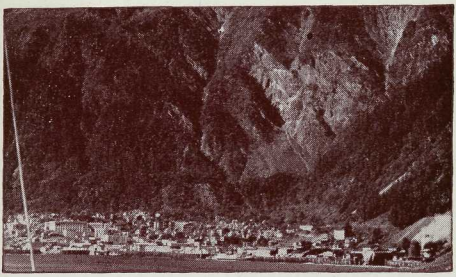
There are many fine specimens of Alaskan native art in Ketchikan. Several well-known Totem poles may be seen in the city and two of the finest Totem Parks in the world lie within touring distance of the city. One Totem Park is situated in the picturesque native village of Saxman about two miles south 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.



Smoking Room on the S.S. "Prince George".



Juneau—Capital of Alaska.

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 honour of the other of the locators, and the mining district was known as the Harris Mining District.

Juneau has a present population of 8500. 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. 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, ex-

tends for thirty 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, about fourteen miles from the city. 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.

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 sale 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 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.

HAINES, ALASKA

The steamer will make a stop at this port only to embark or disembark passengers.

Skagway—Gateway to Northern Interior.

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 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 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 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 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.

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.

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 to two days. The trail trip to Bennett and return, a one-day's journey, or the West Taku Arm "Special," a two-day rail and lake boat trip,

Old church at Lake Bennett.

or the two-day rail trip with overnight at Whitehorse are especially recommended for tourists.

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 and Yukon Route may be obtained on the steamer.

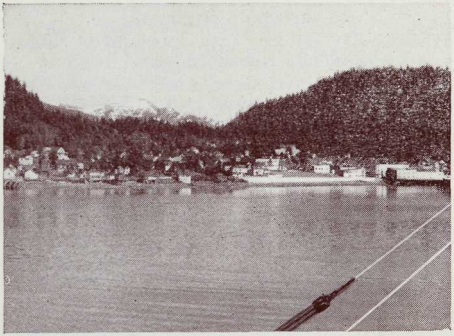
Passengers holding West Taku Arm tickets should present them at the Purser's office before the steamer arrives at Skagway, in order to have their lake boat reservation marked thereon.

Mountains and glaciers guard the Inside Passage.

RETURN VOYAGE OF ALASKA CRUISE OF THE S.S. "PRINCE GEORGE"

On the homebound voyage Wrangell, the town of totems, is our next port of call.

The route from Skagway to Wrangell lies through Lynn Canal and 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.



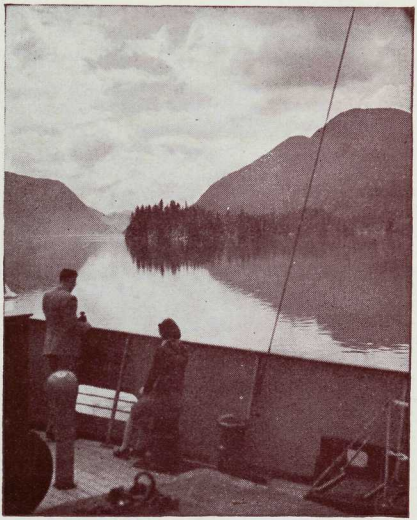
Wrangell—the town of many totems.

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. 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 $250,000 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 forty-five minutes' time is required to walk to Chief Shakes' home and return to steamer.



Land is never out of sight on the Inside Passage route.

PRINCE GEORGE, ON RETURN TRIP ALSO VISITS KETCHIKAN AND PRINCE RUPERT GARDNER CANAL — DOUGLAS CHANNEL OCEAN FALLS

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 separate 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

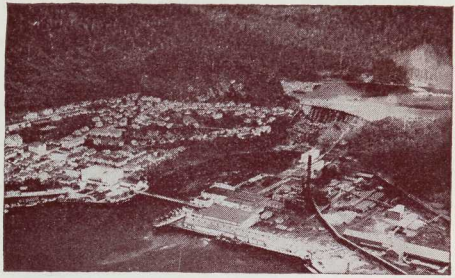
at intervals to disclose glaciers hugging the mountainsides. It might well be termed the "Fiord of the Hanging Valleys". The waterfalls leaping down from these hanging valleys break on the rock walls in a beautiful spray. The Canal is from one to two miles wide and about eighty miles long. Our course 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, we reach Douglas Channel. Deep, with 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, after spending an entire day in the fiords.

The next morning we reach Ocean Falls, the head of Fisher Channel, nestling in a picturesque setting of rugged mountain scenery.

As your first glance sweeps the scene, to the left you will see the new Hotel, Hospital and the residential district. Over the dock towards 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 resi-



Ocean Falls is at the head of Fisher Channel.

dences, are built, owned and under the operation of the controlling company, The Pacific Mills Limited.

The mill produces more than two hundred and eighty tons of newsprint paper daily and over one hundred and fifty tons of wrappings, including kraft paper, manilla and tissue and in addition various quantities of pulp. Pacific Mills Company allows tourists to visit the mill in parties of not more than twenty-five, providing they are accompanied by a guide. 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. At the dam, an excellent panoramic view of the town and harbour may be had.

WESTVIEW (POWELL RIVER), B.C.

(*S.S. Prince George does not call here*)

Westview (Powell River), passed in the morning on the last day of the cruise.

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 sup-

plies and good harbour 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.

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.

The cruise is continued southward through Malaspina Strait, past Jarvis Inlet on the port side and Texada Island on the starboard side. Entering Georgia Strait, Point Grey is seen, site of the University of British Columbia, then English Bay and Vancouver, terminus of a glorious vacation cruise.

THE S.S. PRINCE RUPERT

The S.S. Prince Rupert making the special five day cruise from Vancouver, B.C. to Ketchikan, Alaska, has a length of 319 feet and an average running speed of sixteen knots. It has a forty-two foot beam and a gross tonnage of 3,379 tons. There are four decks; the boat deck "A"; shade deck "B"; shelter deck "C"; and the main deck. There is accommodation for 206 first class passengers in ninety-seven two-berth staterooms and six deluxe suites. The dining saloon seats one hundred and twenty-two.

THE TRIANGLE ROUTE OF BRITISH COLUMBIA

To make the Triangle Route, 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.

MEMO

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STEWART
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ANYOX
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QUEEN CHARLOTTE ISLANDS
DOUGLAS CHANNEL
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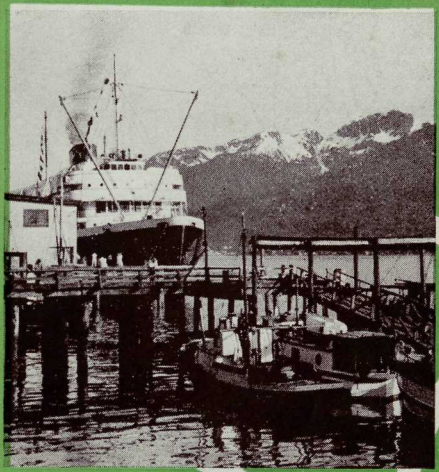

DESCRIPTIVE NOTES & HELPFUL SUGGESTIONS ON THE JOURNEY TO ALASKA

CANADIAN NATIONAL STEAMSHIPS