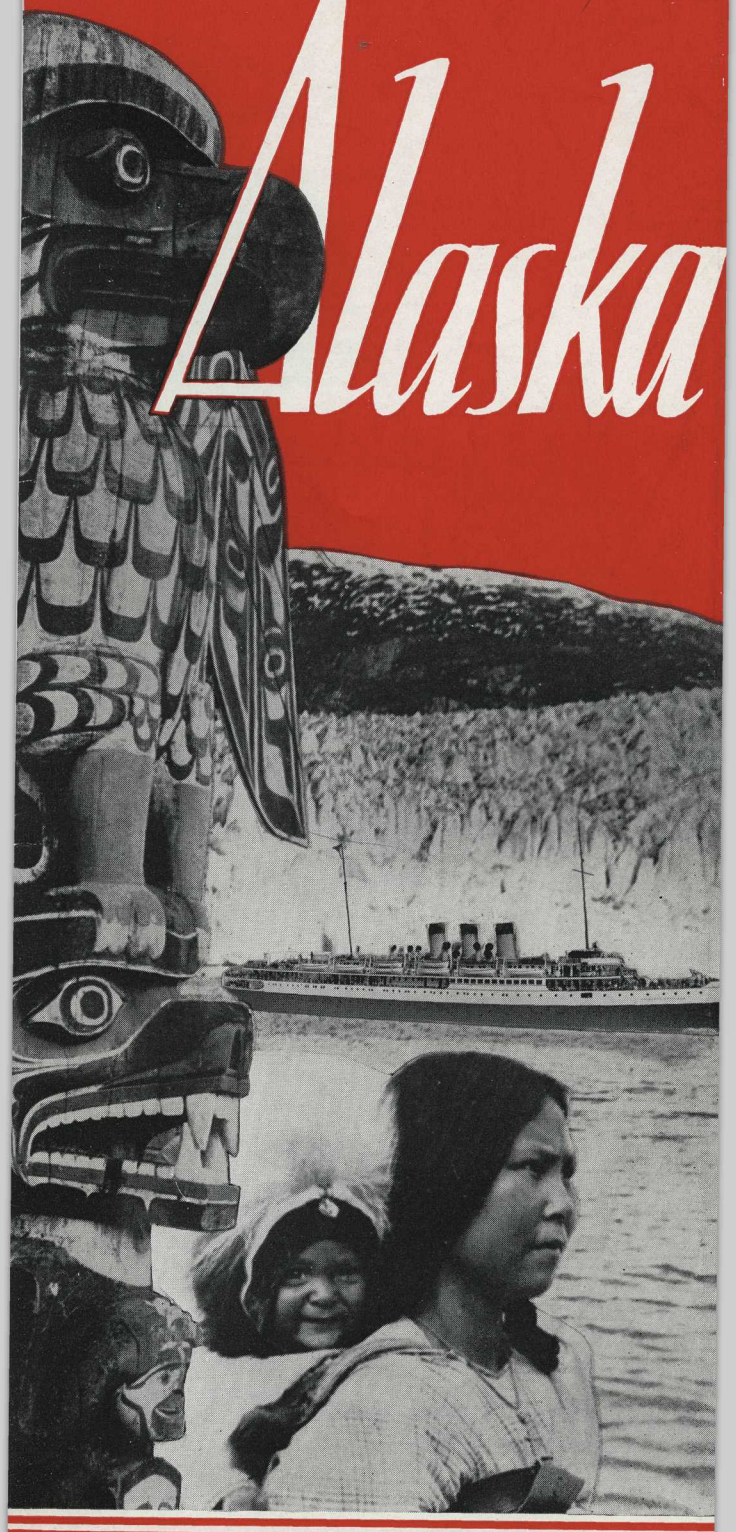
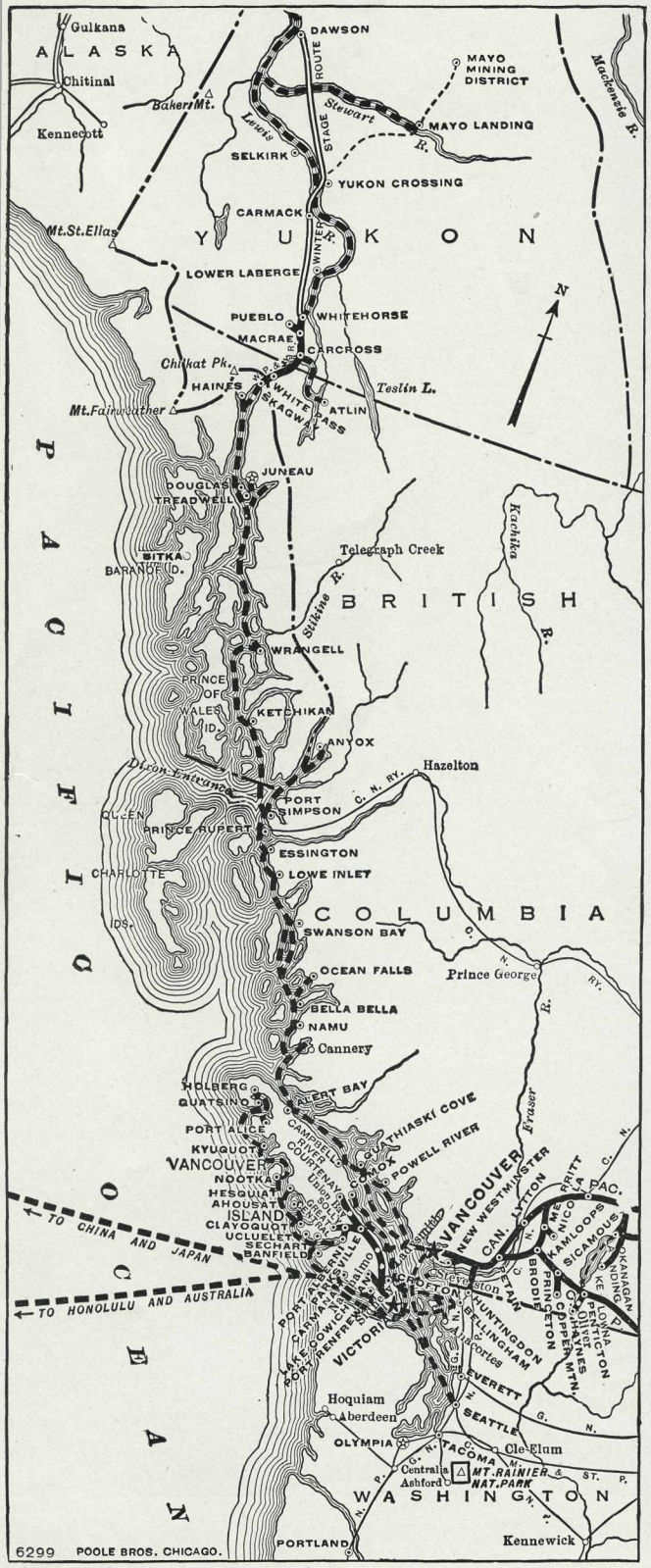
1934

Alaska



Canadian Pacific

L.C.



★ Location of Canadian Pacific Hotels

Alaska..

from

SEATTLE..
VICTORIA..
VANCOUVER

via

ALERT BAY..
PRINCE RUPERT..
KETCHIKAN..
WRANGELL..
TAKU GLACIER..
JUNEAU..

to

SKAGWAY

and return

BY THE "INSIDE PASSAGE"

●

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Printed in Canada

Canadian Pacific Sailings to

ALASKA

Vancouver, Victoria, Seattle

Via Alert Bay, Prince Rupert, Ketchikan, Wrangell, *Taku Glacier, Juneau to Skagway and return

From Vancouver (also Victoria or Seattle) to Skagway and return

$80 up

••

Berth and meals are included en route but not on board steamship while in Skagway

From Seattle or Victoria

Through tickets to Alaska include passage, meals and berth on the Company's "Triangle" Service from Seattle or Victoria, and permit stopovers of 48 hours either north or southbound. See current folders for schedules.

SAILINGS

SEASON 1934

Voy. No.	From Vancouver 9:00 p.m. ①		From Skagway 7:00 p.m. ①	Arrive Vanc'ver 8:15 a.m. ①
1.	Saturday, June 9	Princess Norah	June 14	June 18
2.	Saturday, June 16	Princess Louise	June 21	June 25
3.	Saturday, June 23	Princess Charlotte	June 28	July 2
4.	Saturday, June 30	Princess Louise	July 5	July 9
5.	Saturday, July 7	Princess Charlotte	July 12	July 16
6.	Saturday, July 14	Princess Louise	July 19	July 23
7.	Saturday, July 21	Princess Charlotte	July 26	July 30
8.	Saturday, July 28	Princess Louise	Aug. 2	Aug. 6
9.	Saturday, Aug. 4	Princess Charlotte	Aug. 9	Aug. 13
10.	Saturday, Aug. 11	Princess Louise	Aug. 16	Aug. 20
11.	Tuesday, Aug. 21	Princess Louise	Aug. 26	Aug. 30
12.	Thursday, Aug. 30	Princess Louise	Sept. 4	Sept. 8

① All times shown in Pacific Standard time except sailing hour from Skagway, which is Alaska time—one hour slower than Pacific time.

* Call will be made at Taku Glacier on all northbound voyages, weather permitting.

All rooms have hot and cold running water and berth lights in each berth.

All rooms have portholes.

All steamships have excellent dance floors and carry orchestras.

All steamships carry barbers and lady hairdressers. Valet service is also provided.

All steamships have steamer rugs and a limited number of field glasses which may be rented from the News Agent on board at a nominal charge.

All steamships are provided with comfortable camp chairs with backs which are at the disposal of all passengers *free of charge*. Regulation ocean liner deck chairs are not supplied as they are rather cumbersome for this service.

Baggage

(a) 150 lbs. of baggage will be carried free on each adult ticket and 75 lbs. on each half ticket. Charge for excess baggage, $3.75 per 100 lbs. in each direction between Seattle, Victoria, Vancouver and Skagway. Steamer trunks not more than 14 inches in height may be placed in staterooms. Passengers will find it more convenient to allow trunks to be placed in the baggage room on board where they can be made readily accessible if desired, unless bonded.

(b) **Free Storage, Seattle, Victoria or Vancouver.** Free storage of baggage will be permitted for not more than 30 days at the above mentioned ports. Regular storage charges will accrue after expiration of this period.

(c) **Bonded Baggage.**—Baggage may be checked through from Seattle to Skagway, and if not required en route may be forwarded under bond to avoid necessity of customs inspection. If baggage is required en route it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before boarding steamship for Alaska. U.S. Customs inspection will also be necessary at Ketchikan, the first port of entry into Alaska. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U. S. Customs officers at Ketchikan, or may be bonded if desired.

(d) **Southbound.**—Canadian Customs baggage inspection will be made at Prince Rupert and U. S. Customs inspection at Vancouver (if passenger is travelling east via Canadian Pacific Railway) or at Seattle.

(e) Baggage can be checked through from Puget Sound and British Columbia ports to Atlin or Dawson, via the White Pass and Yukon Route, without undergoing inspection by Customs officers at Skagway, provided passengers hold through tickets, in which case it will be inspected at destination. Baggage originating at British Columbia points can be corded and sealed and sent through Alaska in bond without inspection. Baggage originating at United States ports destined to points in Alaska on the lower Yukon River below Dawson can go through to destination in bond without inspection.

Immigration Requirements

Passengers entering Alaska from Canada are required to pass the customary United States Immigration Inspection at Ketchikan, the port of entry. This inspection is not strict so far as bona fide tourists are concerned. Passengers will be asked by purser for certain information regarding age, place of residence, business, etc., for use in making up the manifest required by the Immigration Department, and will be given a card by him. This inspection is greatly facilitated for passengers from the United States if they carry "identification slips" which will be supplied by selling agent. The card received from the purser is presented by passenger to Immigration inspector, who boards steamship on arrival at Ketchikan, and as soon as particulars shown by purser on manifest are checked by the inspector, the passenger is permitted to go ashore. There is a similar inspection by the Canadian Immigration Department on arrival of steamship southbound at Prince Rupert. These inspections are largely formal so far as tourists are concerned.

Fares from Prince Rupert

Fares quoted from Vancouver to Skagway will also apply from Prince Rupert to Skagway and return to Prince Rupert or Vancouver, or vice versa.

Extra Charge for Berth and Meals at Skagway

Round trip fares to Skagway include berth and meals en route but *not while steamship is in port at Skagway,* except that breakfast will be served on morning of arrival and dinner on day of departure without extra charge.

Passengers making the round trip on the same voyage have the option of remaining on board while at Skagway on payment of regular tariff rate for meals and berth. Approximate cost per passenger:

Lunch on day of arrival	$1.00
Dinner on day of arrival	1.25
Berth Rate, ordinary room	2.00
Breakfast day of departure	.75
Lunch day of departure	1.00
	$6.00

Deposit

Deposit of 25% of fare will be required when reservation is made, balance to be paid when tickets issued, but not less than sixty days prior to sailing when space is reserved on separate sailings north and southbound, or forty-five days when space is reserved for the round trip on one sailing.

Limits

Round trip tickets to Skagway will be limited to October 31, 1933.

White Pass and Yukon Route

The White Pass and Yukon Route operates train services shown below between **SKAGWAY and WHITEHORSE** in both directions during the tourist season, and steamships on the Yukon River to Dawson and Mayo. Service is also provided for an interesting trip from **CARCROSS to ATLIN** by steamship through Nares and Tagish Lakes and across Atlin Lake.

Agents may secure RESERVATIONS and detail information from White Pass & Yukon Route agent at the following addresses: 2026 Straus Bldg., Chicago, Ill., 407 Douglas Building, Seattle, Wash., and 640 Hastings West, Vancouver, B. C.

Special Summer Excursion Fares

Skagway to Lake Bennett and return, including lunch at Bennett (parlor car fare extra $1.00 round trip) either day while steamship is in port ..... $ 7.50

Skagway to West Taku Arm and return, including all expenses (except parlor car fare Skagway to Carcross and return $1.50) time required, two days, while steamship is in port. See description of trip below 30.00

Skagway to Whitehorse and return (parlor car fare extra $2.00 round trip) time required, two days, while steamship is in port 22.00*

Skagway to Atlin-Whitehorse and return (parlor car fare extra, Skagway to Whitehorse and return $2.00) minimum time required one week, southbound reservations should be made not earlier than next returning steamship 45.00*

Skagway to Whitehorse and return (parlor car fare extra $2.00 round trip) thirty day limit ..... $ 32.00*

Skagway to Dawson and return (parlor car fare extra Skagway to Whitehorse and return $2.00) minimum time required one week, southbound reservations should be made not earlier than next returning steamship 110.00*

Skagway to Dawson-West Taku Arm and return (parlor car fare extra, Skagway to Whitehorse and return $2.00) minimum time required one week, southbound reservations should be made not earlier than next returning steamship 125.00*

Skagway to Dawson-Atlin and return (parlor car fare extra, Skagway to Whitehorse and return $2.00) minimum time required two weeks, southbound reservations should be made not earlier than second returning steamship 130.00*

* Estimate of hotel and incidental expenses will be furnished on request.

Rail Service between Skagway and Whitehorse

Wednesday's and Friday's train leaves Skagway at 10:00 a.m.*
Sunday's, Tuesday's, Thursday's and Saturday's train leaves Skagway at 8:30 a.m.*
Trains arrive at Skagway at 3:25 p.m. and 4:30 p.m.*

* Alaska time—one hour slower than Pacific time.

River and Lake Steamship Service

TO DAWSON

Navigation on the Yukon River between Whitehorse and Dawson opens from May 20 to June 1 and closes, depending upon weather conditions about the middle of October. At the opening of navigation the steamships do not operate on a definite schedule for the first week or so. The regular service commences with the sailing of the "Casca" from Whitehorse, June 13 and every Wednesday thereafter at 7:00 p.m. This service continues until the middle of August, after which there will be irregular sailings about twice a week for the balance of the season.

The round trip, Whitehorse to Dawson and return, occupies 6½ days, bringing the passenger back to Whitehorse on a Wednesday morning.

The **Wednesday** arrival at Whitehorse leaves the passenger the option of remaining in Whitehorse that day and going to Skagway Thursday to connect with the Canadian Pacific Railway steamship southbound; or, leaving Whitehorse Wednesday morning connecting at Carcross with steamship "Tutshi" for West Taku Arm, which will bring the passenger into Skagway Thursday afternoon in time for Canadian Pacific steamship sailing Thursday evening; or leaving Whitehorse Thursday morning connecting at Carcross with steamship "Tutshi" for Atlin for a stay at that point, connecting with the following Thursday sailing southbound from Skagway.

TO ATLIN

At Carcross connection is made for Lake Atlin on the steamship "Tutshi," which sails for Atlin, Sunday and Thursday afternoon shortly after arrival of train from Skagway. At Atlin the White Pass and Yukon Route operates the Atlin Inn, where good accommodations and meals are available for the passenger. Returning from Atlin the "Tutshi" arrives in Carcross Wednesday and Sunday morning in time for train either for Skagway or Whitehorse, having left Atlin at 7:30 p.m. previous evening.

SPECIAL WEST TAKU ARM EXCURSION

Leaving Skagway by special train Wednesday morning, returning to Skagway Thursday afternoon. (Special trips will be made to connect with the S. S. Princess Louise arriving at Skagway, August 25th and September 3rd.)

This is a special excursion, 68 miles by rail over the White Pass Summit, along the shores of Lake Bennett to Carcross, where connection is made with a comfortable stern-wheel steamship for a twenty-hour trip on the West Taku Arm to the north end of Taku Glacier, 82 miles and return, a total distance of 300 miles through magnificent mountain and lake scenery.

ATLIN INN

At Atlin, near the boat landing, facing the lake and within a few feet of the shore, is the **Atlin Inn** owned and operated by the White Pass & Yukon Route on the American plan. All rooms have hot and cold running water. Rates—Single room $6.50 to $7.00 per day per person. Double room $5.75 to $6.25 per day per person. A few smaller rooms at $5.50 per day single and $5.00 per day, per person, double.

Those who stay more than three days at this resort may obtain the following discount off their total bill:

4 days, 10% — Weekly rates, 15%

The foregoing information covering the White Pass and Yukon Route is subject to change at any time. Due notice will be given when possible.

1 DAWSON-ATLIN ROUND TRIP

SEASON 1934

FROM VANCOUVER		Skagway		Atlin		White Horse		Dawson		White Horse		Atlin		Skagway		ARRIVE VANCOUVER	
Steamship	Date P.M.	Ar. A.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. P.M.	Ar. A.M.	Lv. A.M.	Ar. A.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. P.M.	Date A.M.	Steamship
Princess Norah	June 9	13	13	..	..	13	13	15	16	20	21	21	26	27	28	July 2	Princess Charlotte
Princess Louise	June 16	20	20	..	..	20	20	22	23	27	28	28	3	4	5	July 9	Princess Louise
Princess Charlotte	June 23	27	27	..	..	27	27	29	30	4	5	5	10	11	12	July 16	Princess Charlotte
Princess Louise	June 30	4	4	..	..	4	4	6	7	11	12	12	17	18	19	July 23	Princess Louise
Princess Charlotte	July 7	11	11	..	..	11	11	13	14	18	19	19	24	25	26	July 30	Princess Charlotte
Princess Louise	July 14	18	18	..	..	18	18	20	21	25	26	26	31	1	2	Aug. 6	Princess Louise
Princess Charlotte	July 21	25	25	..	..	25	25	27	28	1	2	2	7	8	9	Aug. 13	Princess Charlotte
Princess Louise	July 28	1	1	..	..	1	1	3	4	8	9	9	14	15	16	Aug. 20	Princess Louise
Princess Charlotte	Aug. 4	8	8	..	..	8	8	10	11	15	16	16	25	26	26	Aug. 30	Princess Louise
Princess Louise	Aug. 11	15	15	..	..	15	15	17	18	22	23	23	25	26	26	Aug. 30	Princess Louise

2 DAWSON-WEST TAKU ARM OR DAWSON ROUND TRIP

(For Dawson round-trip use same as below, omitting West Taku Arm dates, passengers spending extra time between Whitehorse and Skagway.)

FROM VANCOUVER		Skagway		West Taku Arm		White Horse		Dawson		White Horse		West Taku Arm		Skagway		ARRIVE VANCOUVER	
Steamship	Date P.M.	Ar. A.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. P.M.	Ar. A.M.	Lv. A.M.	Ar. A.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. P.M.	Date A.M.	Steamship
Princess Norah	June 9	13	13	..	..	13	13	15	16	20	20	20	20	21	21	June 25	Princess Louise
Princess Louise	June 16	20	20	..	..	20	20	22	23	27	27	27	27	28	28	July 2	Princess Charlotte
Princess Charlotte	June 23	27	27	..	..	27	27	29	30	4	4	4	4	5	5	July 9	Princess Louise
Princess Louise	June 30	4	4	..	..	4	4	6	7	11	11	11	11	12	12	July 16	Princess Charlotte
Princess Charlotte	July 7	11	11	..	..	11	11	13	14	18	18	18	18	19	19	July 23	Princess Louise
Princess Louise	July 14	18	18	..	..	18	18	20	21	25	25	25	25	26	26	July 30	Princess Charlotte
Princess Charlotte	July 21	25	25	..	..	25	25	27	28	1	1	1	1	2	2	Aug. 6	Princess Louise
Princess Louise	July 28	1	1	..	..	1	1	3	4	8	8	8	8	9	9	Aug. 13	Princess Charlotte
Princess Charlotte	Aug. 4	8	8	..	..	8	8	10	11	15	15	15	15	16	16	Aug. 20	Princess Louise
Princess Louise	Aug. 11	15	15	..	..	15	15	17	18	22	25	25	25	26	26	Aug. 30	Princess Louise

3 ATLIN ROUND TRIP

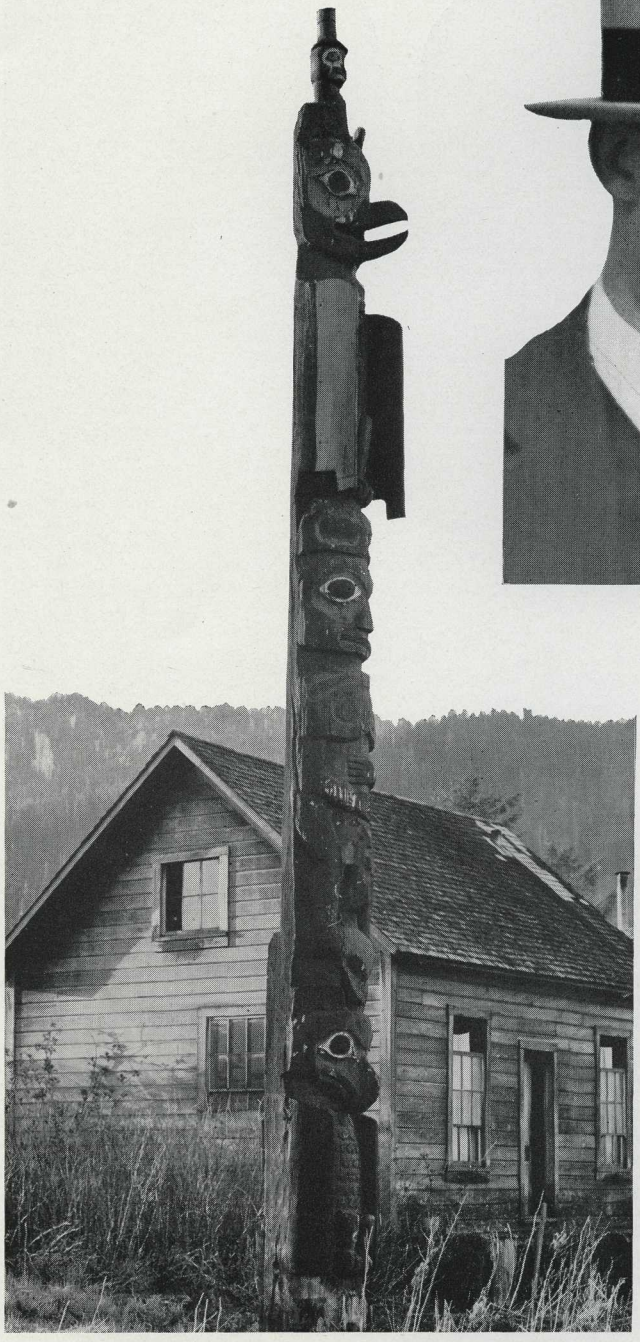
FROM VANCOUVER		Skagway		Atlin		White Horse		Atlin		Skagway		ARRIVE VANCOUVER	
Steamship	Date P.M.	Ar. A.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. A.M.	Ar. P.M.	Lv. P.M.	Ar. P.M.	Lv. P.M.	Date A.M.	Steamship
Princess Norah	June 9	13	13	..	..	13	14	14	19	20	21	June 25	.....Princess Louise
Princess Louise	June 16	20	20	..	..	20	21	21	26	27	28	July 2	.....Princess Charlotte
Princess Charlotte	June 23	27	27	..	..	27	28	28	3	4	5	July 9	.....Princess Louise
Princess Louise	June 30	4	4	..	..	4	5	5	10	11	12	July 16	.....Princess Charlotte
Princess Charlotte	July 7	11	11	..	..	11	12	12	17	18	19	July 23	.....Princess Louise
Princess Louise	July 14	18	18	..	..	18	19	19	24	25	26	July 30	.....Princess Charlotte
Princess Charlotte	July 21	25	25	..	..	25	26	26	31	1	2	Aug. 6	.....Princess Louise
Princess Louise	July 28	1	1	..	..	1	2	2	7	8	9	Aug. 13	.....Princess Charlotte
Princess Charlotte	Aug. 4	8	8	..	..	8	9	9	14	15	16	Aug. 20	.....Princess Louise
Princess Louise	Aug. 11	15	15	..	..	15	16	16	25	26	26	Aug. 30	.....Princess Louise
Princess Louise	Aug. 21	25	25	25	30	31	1	..	..	1	4	Sept. 8	.....Princess Louise

4 WEST TAKU ARM

FROM VANCOUVER		Arrive Skagway	Leave Skagway	Arrive W.T.A.	Leave W.T.A.	Arrive Skagway	Leave Skagway	ARRIVE VANCOUVER	
Steamship	Date P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Date A.M.	Steamship
Princess Norah	June 9	13	13	13	13	14	14	June 18	.....Princess Norah
Princess Louise	June 16	20	20	20	20	21	21	June 25	.....Princess Louise
Princess Charlotte	June 23	27	27	27	27	28	28	July 2	.....Princess Charlotte
Princess Louise	June 30	4	4	4	4	5	5	July 9	.....Princess Louise
Princess Charlotte	July 7	11	11	11	11	12	12	July 16	.....Princess Charlotte
Princess Louise	July 14	18	18	18	18	19	19	July 23	.....Princess Louise
Princess Charlotte	July 21	25	25	25	25	26	26	July 30	.....Princess Charlotte
Princess Louise	July 28	1	1	1	1	2	2	Aug. 6	.....Princess Louise
Princess Charlotte	Aug. 4	8	8	8	8	9	9	Aug. 13	.....Princess Charlotte
Princess Louise	Aug. 11	15	15	15	15	16	16	Aug. 20	.....Princess Louise
Princess Louise	Aug. 21	25	25	25	25	26	26	Aug. 30	.....Princess Louise
Princess Louise	Aug. 30	3	3	3	3	4	4	Sept. 8	.....Princess Louise

PRINTED IN U. S. A.

Yukon



Totem Poles, Wrangell

©A.S.N.

A 2000-Mile 9-Day Cruise

A perfectly planned adventure into a land of romance and mystery . . . A luxurious coastal liner is your home, gay with congenial companions—providing a rich social life with dancing, deck sports, informal parties. Its broad decks are your ringside seats for a dazzling show of far north scenery.

Actually you see: towering, jagged, rocky mountains covered with giant trees, heavy underbrush and sparkling snow . . . endless avenues of smooth, mirror waters reflecting the rich rays of long, lingering sunshine . . . quaint little villages perched on the sides of rocky cliffs or built on stilts . . . and jutting out into the inland waters, great salmon runs and nearby giant canneries; active gold-mines, museums of rare old curiosities, Indians, totem poles, old Russian landmarks, early Indian trading posts, tremendous flowers—products of the long-shift sun . . . places you've read about—heard about in tales of the old gold rush days . . . huge Taku Glacier roaring like a den of lions as the corners crumble and plunge into the dark waters, sparkling like millions of diamonds in the brilliant sunshine . . .

And of course the haunting, tireless sun at midnight in June. The beautiful and the unusual . . . that IS Alaska . . . and this cruise visits Alaska at its best.

Like Living on a Huge Ocean Liner!

The Canadian Pacific PRINCESS liners in the Alaska coastal service are luxurious in every way. Travellers invariably say they feel just exactly as though they were enjoying all of the comforts and fun of life on an ocean liner.

And why shouldn't they? These Canadian Pacific liners are under the supervision and management of men with years of world cruise experience. The officers and crews are picked men. They are a part of a service that is world-famed for its courtesy and attention to each individual's wants. They KNOW the life of a great ocean liner and they preserve all of the traditions and thrills.

There's an excellent orchestra aboard. They provide inspired dance-music under the twilights of near-midnight sunsets.

The broad decks are alive with sports, games, informal parties. Last night out there's a Masquerade Ball . . . no ordinary affair when you consider that the participants have been under the constant spell of stirring adventure. That romance and glorious, care-free fun should soar on such a night in such a setting, is inevitable.

Over the whole scene an experienced master of ceremonies holds invisible sway, arranges entertainment, makes certain that you will enjoy yourself.

And perhaps there's even real advantage in favor of this sort of trip as contrasted with life on an ocean liner. Everyone travels first class. Everyone has opportunity to know everyone else. Very much on the order of an exclusive house party! Truly it IS fun!

Alert Bay

Alert Bay and Prince Rupert

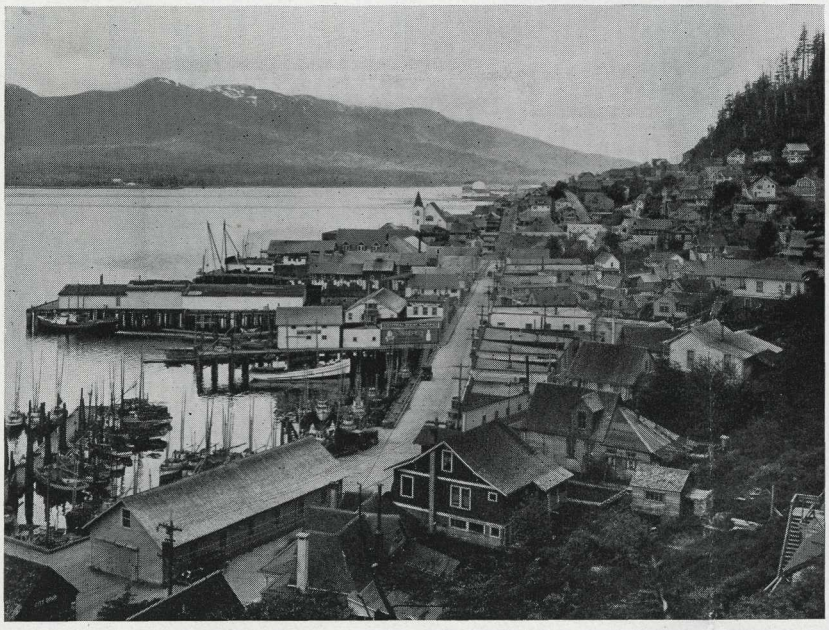
Where Indians and Gold Rushers Lived . . .

First port of call is Alert Bay, Indian Village, on small Cormorant Island, a busier little place than you might imagine from its size. Salmon fairly leap into cans before your eyes! Canneries invite you to see how it's done and no matter how many years visitors have been trooping into these canneries, they manage to make you feel as though it all exists for the sole purpose of showing you the secrets of the trade. And who doesn't love to be treated that way!

Here is your first experience with those famous Totem poles. The Indian cemetery offers some excellent specimens. If you don't mind intruding upon the final resting-place of Red Skin Braves, you will enjoy browsing among those grotesque exhibits of their ideas—for all Totem poles are supposed to have meaning and tell a story.

After an afternoon hugging the inland shore and offering a broadside to the great Pacific Ocean, if you are lucky with your long range glasses you may pick out great whales at play, spouting like park fountains. You then creep into the narrow channel again and spend your second evening watching the sun paint pictures on the smooth waters ahead. After a night of sweet sleep you arrive at Prince Rupert Island to go ashore immediately after breakfast.

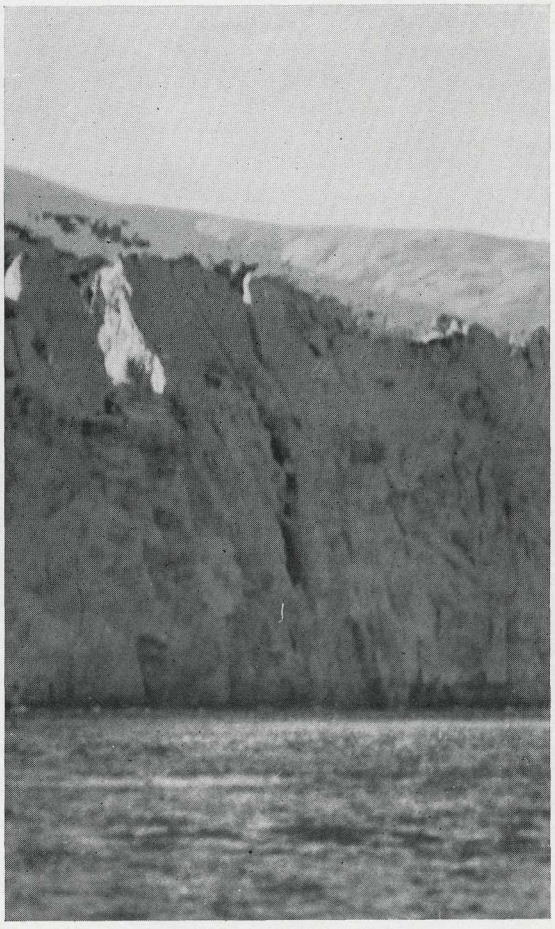
If you are interested in something different in cities, you will enjoy this visit to the utmost. This bustling little community, seemingly determined to do a whole year's work in a few summer months, is built on a circle of rocky hills. You marvel at the persistence of man in overcoming nature's handicaps. You must actually climb a long winding staircase to reach it! Important as a fishing center and a fur-trading post, it is Canada's largest far-north city.



Ketchikan

Ketchikan, Wrangell...

Taku Glacier



Enter ALASKA! After about three hours of scenic sailing from Prince Rupert, the ship snuggles into port at Ketchikan, an old Indian settlement so named because it is the Indian word meaning "the town under the eagle." It is an island community, the southernmost town in Alaska. The three hours of scenery include "close-ups" of an old Indian village, an old Hudson Bay Company trading post, and the international boundary. Your ship passes within a stone's throw of them all.

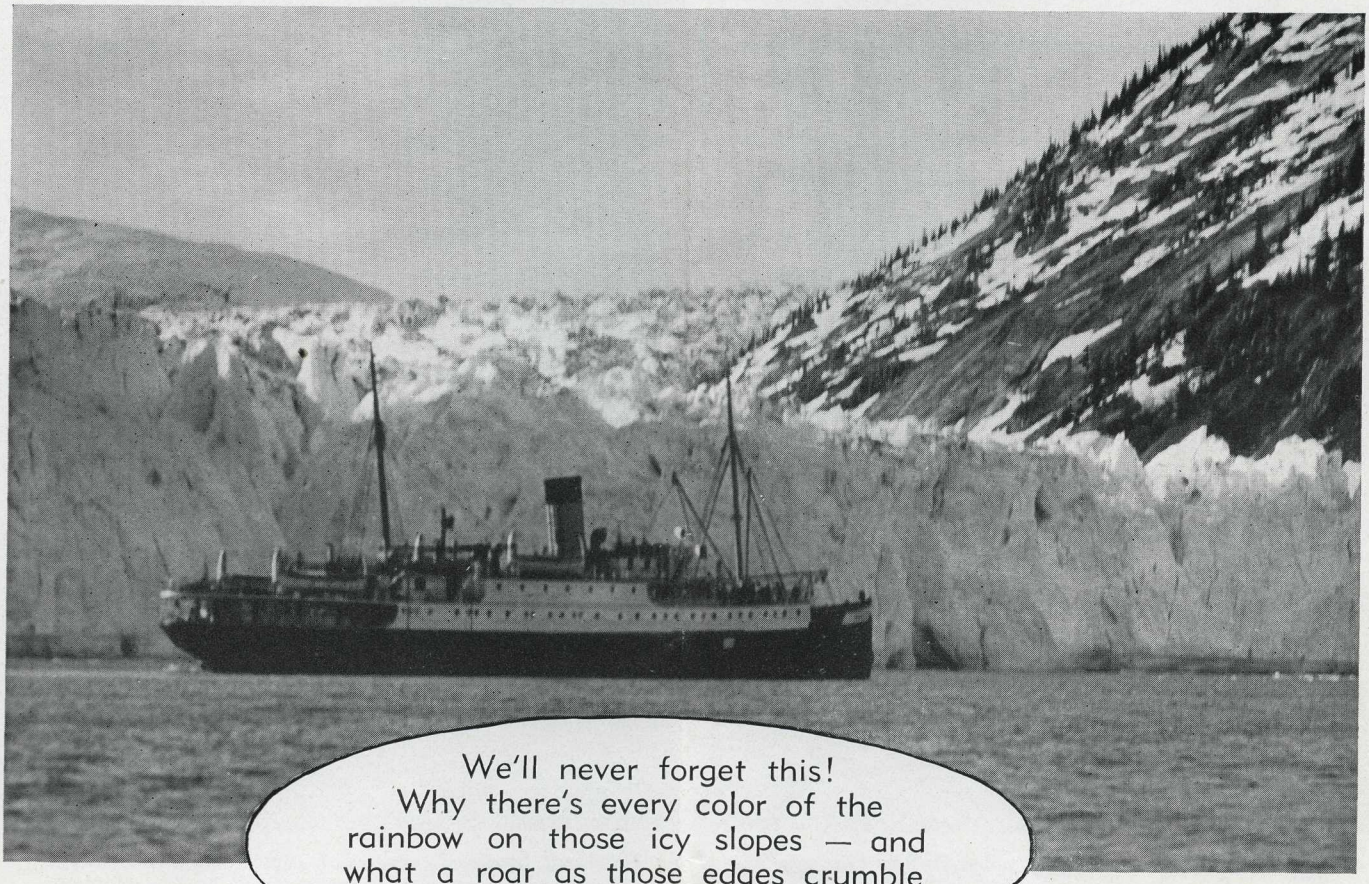
At Ketchikan you find definite signs of the Far North. It is a RICH town. Salmon and halibut support large canneries and cold storage plants. (During the late summer months, at Ketchikan Creek, you can see the salmon leaping and fighting their way up to the spawning banks.) And the harbor is a picturesque haven for a mighty fleet of small fishing craft. Mining is extensively conducted. Copper, gold, platinum, silver and lead are all found within a radius of thirty miles. The village has all of the aspects of a boom town.

There are many little curio shops, hotels, banks, stores—practically everything you would find on a good "Main Street" back home. There are excellent short trips, including some truly beautiful walks through avenues of giant trees. Special items of interest are an excellent collection of totem poles which show the Indian's sense of humor as well as his appreciation of the place of the bird, bear, frog, fish, etc., in his everyday life.

Wrangell, another island village, is the next stop in chronological order. However, the stay is short and early in the morning on the northbound trip. Coming back you have ample time to explore its secrets.

All the way up from Ketchikan you can see and sense the change in scenery—wider waters, taller mountains (and many more of them), waterfalls pounding down the cliffs—bushier, thicker undergrowth, more abundant wild animal life, fewer settlements and wilderness that appears almost impassable. Wrangell Island is unmistakably within the domain of the land of the midnight sun. The village is an enchanted little place with many historic landmarks. It was originally an Indian trading post under Russian rule. The ruins of an old Russian fort are still to be seen.

There are some extremely old totem poles. You will have your imagination stirred by tales of the big game hunting, for Wrangell is situated at the mouth of the Stikine River which is navigable for some 170 miles and is the gateway to the far-famed Cassiar big-game country.



We'll never forget this! Why there's every color of the rainbow on those icy slopes — and what a roar as those edges crumble and plunge into the sea

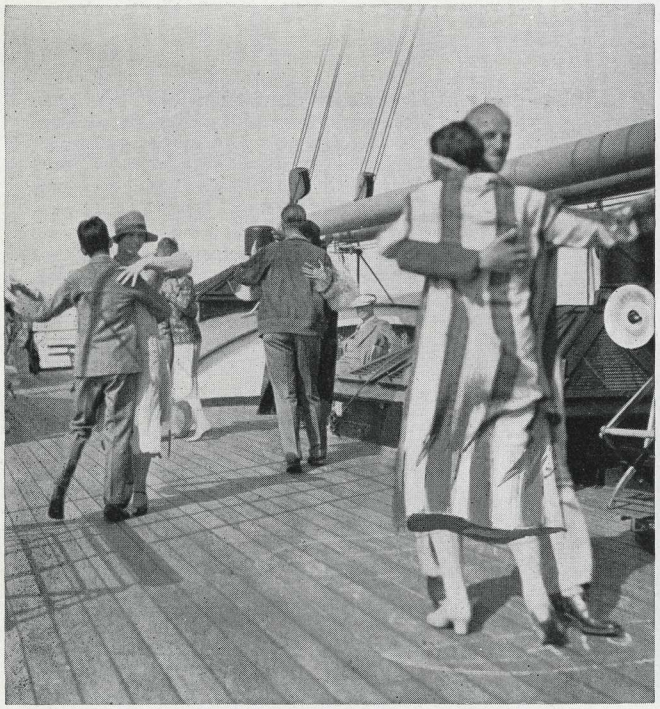
Taku Glacier

"Taku ahead!" The cry is like the call of "curtain" for the last act of a mystery drama. Everybody runs up front for a point of vantage. As the boat pushes up Taku Inlet, sentinels of crazy-shaped ice-floes come drifting down on their way to warmer waters and oblivion. Soon you see giant Taku glacier itself. A mile wide, reaching back over the mountains for ninety miles, and at least a mile thick, it looms before you as a sinister monster—yet beautiful beyond compare.

It is really TWO glaciers, the one dead, a mixture of brown, white and blue colors, hardly moving but always drifting backwards to its mysterious source. And the other alive, the very symbol of power untamed. It is brilliant in the sparkling sunshine rivalling the rainbow, the colors changing with each hour of the day, according to the angle of the sun's rays. As the edges crumble and drop into the water, the effect is as though an artillery battalion were laying down a terrific barrage. A blast from the ship's whistle brings down deafening roars.

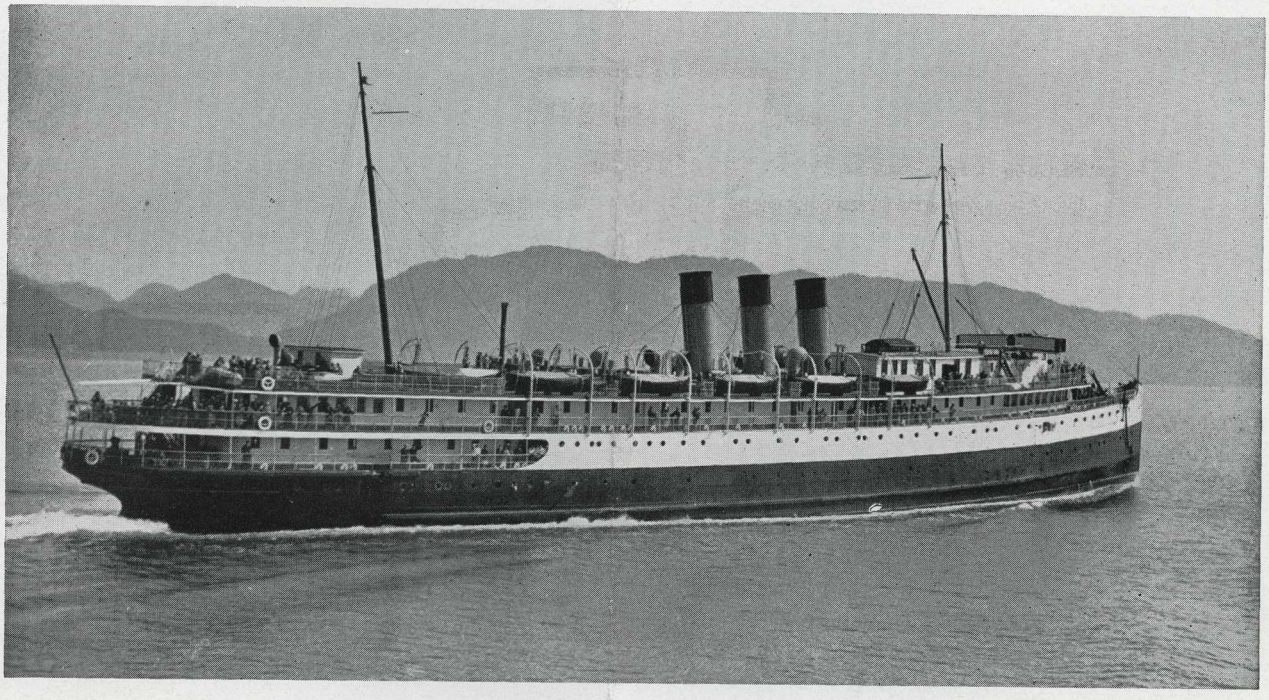
The boat stands by at a safe distance long enough for you to understand what geologists mean by the glacial age, and although you will hardly be able to see the movement of the giant, you can easily understand how such a force, on a rampage, could carve mountains, valleys, prairies. Certainly there is no resisting it . . . nor is there such a thing as forgetting it!

Shuffle-board is only one of the Shipboard Sports



All Ships have Dance Orchestras

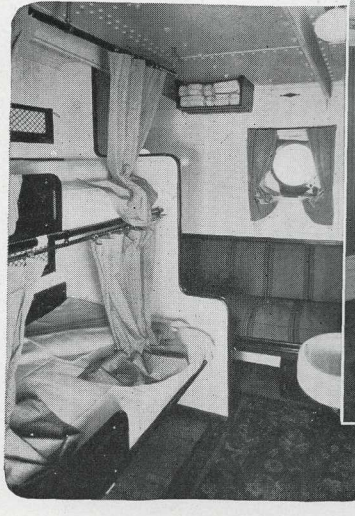
A Dining-room—Cool and Spacious



"Luxurious Coastal Steamers serve as Home!"

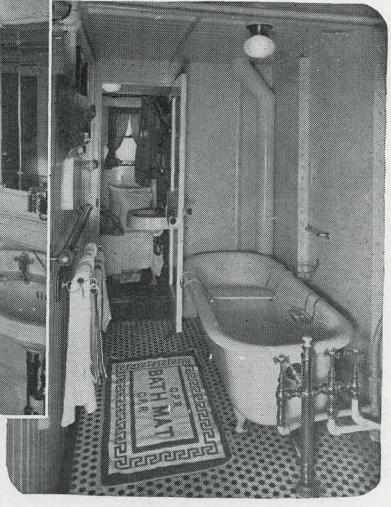
The Canadian Pacific Princess Liners in the Alaska service are all modern sea-going vessels. All are oil burners. All have light, cozy, well-ventilated staterooms, accommodating two persons. All have large "community" rooms, observation rooms, lounges, smoking rooms, and spacious dance floors. All carry a complete staff including barbers, ladies' hairdressers, manicurists, etc. The cuisines are excellent. Total accommodations for passengers range from 222 to 260.

The furnishings and appointments of the Princess Liners are all in good taste. The general effect is very much on the order of an exclusive club. You will feel at home immediately.



Typical Stateroom

De Luxe Suite



Private Bath

Juneau

Capital of Alaska—Active city of gold mines . . . Quaint museum of far north curiosities.

Fresh from your Taku adventure, and after three of the fastest flying hours of your life, wherein one scenic thrill follows another, you steam into the harbor at Juneau at about 7 P.M. The sun will still be good for three or four hours more, so don't let the TIME mislead you!

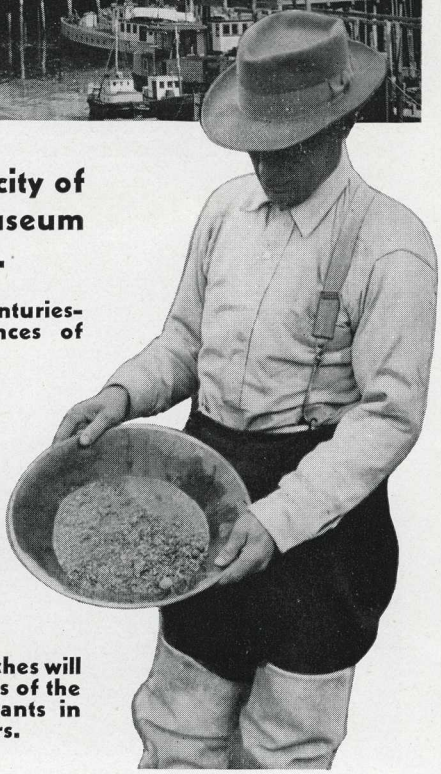
Juneau is named after its French-Canadian founder, who made the first Alaskan placer gold strike near the city's site in the early eighties. It is the capital of Alaska and is the seat of all government departments. It fairly "hangs on" to earth, for right back of its streets, Mount Juneau shoots up an almost perpendicular 3,500 feet.

And it offers much to explore. There's the museum in the Arctic Brotherhood Hall. It contains priceless curiosities: a lamp carved in stone, old Chinese talisman coins, queer trinkets, skeletons of first settlers; centuries-old ivory and innumerable evidences of Indian art and craftsmanship.

In the many stores you will be able to find similar items to bring home as souvenirs.

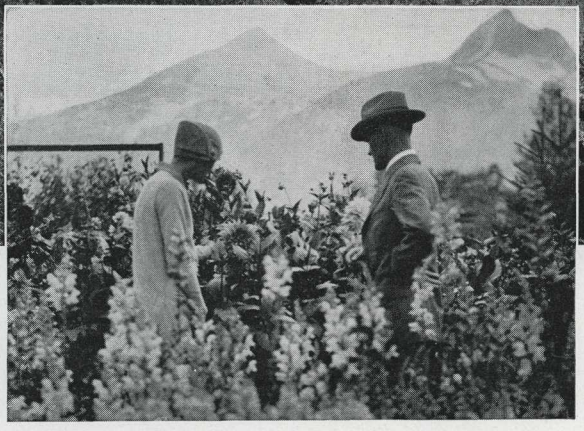
There are lots of dealers in furs and bargain signs are everywhere.

Good roads lead inland and there are any number of "cabbies" who will take you for a small fare. You can visit Mendenhall Glacier and go on further to Auk Lake. Gold Creek Basin, a short hike from the city, is the site of Joe Juneau's and Dick Haines' first gold strike. Launches will take you to Thane and Douglas, sites of the largest low-grade gold-crushing plants in the world, abandoned in recent years.



Skagway

On The Lynn Canal, Gateway To The Yukon, And The Northernmost Point On Your Cruise . . .



Alaskan Blooms

"Au Revoir!"

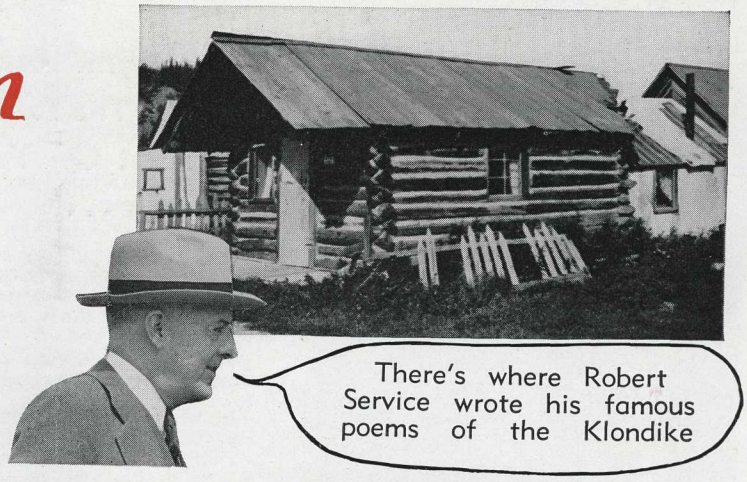
Be out on deck early on the fourth morning for those eighty miles on the Lynn Canal. It is the "Scenery of the world." You will be able to see it again on your way back, but there are artists who have returned for as many as twelve times for these views. YOU will certainly want to see it twice. And this time you see it with the aid of early morning stillness and low angle rays of the rising sun casting magic shadows.

The canal is from one to five miles wide, bordered on both sides by Jack-and-the-beanstalk mountains that rise straight to the clouds or bend away in graceful canyons—sending forth gushing waterfalls from the snow-topped peaks. They are as full of character as any mountain range you ever saw. The water itself is the perfect mirror to which waters are inevitably compared.

Then around a bend—and suddenly, Skagway! Cruise's end . . . Tales of Skagway have travelled to the remotest hamlet. It was Hell's Hole in '98, one of the wildest, wickedest, "open" gambling, dancing, drinking, "whoopie" places on the face of the globe. Old-timers, some of them not so old at that, will love to tell you of those old days, including the legends of Soapy Smith or Frank Reid, whose bodies lie in nearby, well-marked graves.

Historic Church at Lake Bennett ©A.S.N.

Inland from Skagway



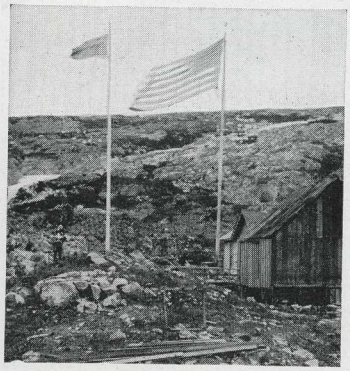
But Skagway need not be the end. In reality it is, and has been from the earliest gold rush days, the very doorway to the interior. Your time, your pocket book, and your yearning for adventure must determine your decision. It would be unfair to bring you to the doorway without telling you what lies immediately beyond.

Most important, of course, is the Klondike region itself. You take the same trail the "rushers" took in '98, only you now go by rail and in perfect comfort on the White Pass and Yukon route to White Horse and thence via the same company's steamers down the Yukon to Dawson. It is a most spectacular journey requiring approximately one week's time. (See details on page 14).

Side trips available in conjunction with the trip to Dawson (requiring extra time, of course) or to be taken as entirely separate adventures, include excursions to Lake Atlin. (You can take this trip and catch the NEXT returning PRINCESS—see page 15.) And even shorter trips to beautiful Lake Bennett, West Taku Arm, or to White Horse. The last three can be made on your 36 hour stop-over in Skagway.

Things to see... Places to go...

During Your 36-Hour Stay In Skagway

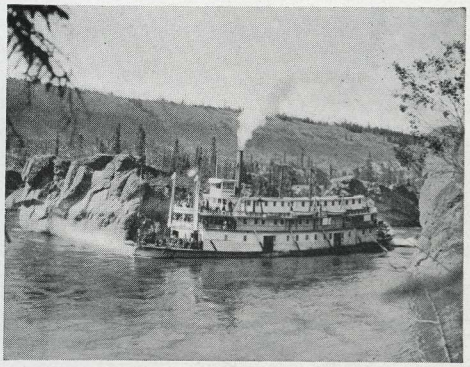


Boundary between British Columbia and Alaska

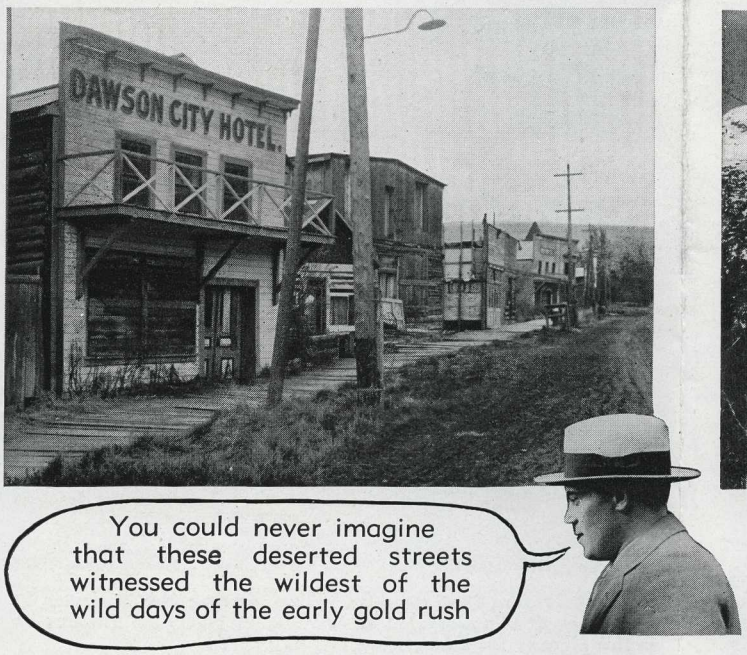
Assuming that your time is limited and you have only the thirty-six hours for "research" —how can you make the most of your time? Perhaps you will want to make arrangements to continue to live aboard boat or in a Skagway hotel and explore the immediate vicinity of Skagway?

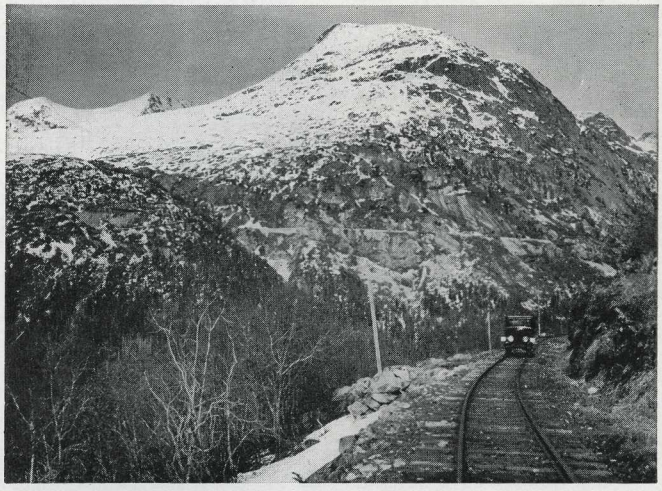
There are many marvels, not the least of which are the wild and cultivated flowers, the woods that appear almost semi-tropical with their dense undergrowth; proof indeed of the potency of twenty-hour sunshine. Why, there are gardens here in which pansies measure three and one-half inches in diameter and nasturtium vines grow three inches in twenty-four hours! In such a heavenly spot, enclosed in a background of great snow ridged mountains, you can hike along the Skagway River to Fortune Bay, Smuggler's Cove, or the Great Denver Glacier. And there are excellent short excursions by launch. The fishing is splendid. An excellent way to discover how fast time flies!

Or, do you want to take in the Skagway scene in one quick tour and be off for the inland? You can do it in the allotted thirty-six hours. Two choices: The one is by rail to White Horse where the Yukon begins, seeing beautiful Lake Bennett, the intriguing little dried-up, played-out "towns" of gold rush days, the international boundary where Stars and Stripes and the Union Jack fly side by side, and everywhere rugged picturesque scenery. The other choice is by rail over the same route as far as Carcross, thence by boat on the silvery mountain-hemmed waters of West Taku Arm, returning in time to catch the southbound train at Carcross the next morning for Skagway and the trail home. Details of both trips are included on the following pages as part of the great adventures—"All the way to Dawson" and "Lake Atlin."

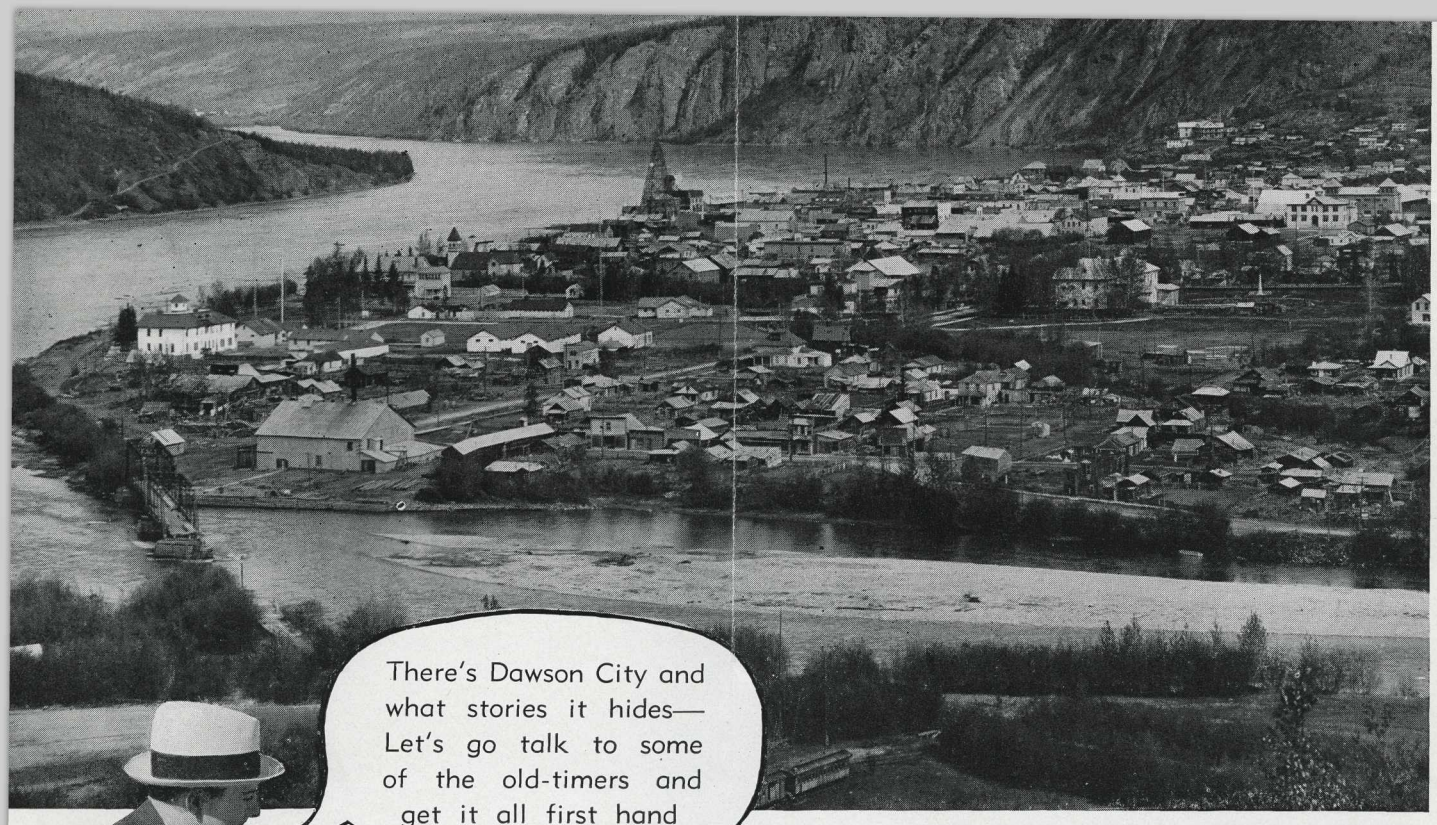


S. S. "Whitehorse" in the Five-Finger Rapids





White Pass and Yukon Route ©A.S.N.



There's Dawson City and what stories it hides— Let's go talk to some of the old-timers and get it all first hand

Summit White Pass and Yukon Railway

Chapters out of the Past

Or—"All The Way To Dawson"—

Board those wide-windowed little cars of the White Pass and Yukon Route, sit back relaxed, comfortable, and take a LOOK at history. You can tell by the very tone in the conductor's "all-aboard" that it's going to be exciting adventure.

And then you're off. Soon you're over the international boundary and into Yukon territory. There at the left is Lake Bennett. Follow it for twenty-six miles. And so to Carcross. (Excursions to West Taku Arm and Lake Atlin change here for steamship.)

Then on again, past little mountain lakes, and Miles Canyon to stop at White Horse Rapids — what a name for a watery graveyard! When you are watching those waters, recreate the scenes of '98 when hundreds perished there in awful terror.

Then just a little further — and rail's end, White Horse itself and the Yukon. (End of trip from Skagway to White Horse that may be taken during the 36-hour stop-over at Skagway.) The town is certainly an answer to the clamor for something DIFFERENT!

And then on to Dawson by transferring to a White Pass and Yukon stern-wheel steamship. En route you travel WITH the current. There's an idea, a river in America that flows north. Two days it takes . . . two days of the unusual. It never really gets dark so it matters not in the least WHEN you sleep. But you will want to be awake when you "shoot" Five-Finger Rapids. Talk about thrills!

Finally Dawson . . . dream city of the past, once headquarters for the whole Klondike, now almost a museum of the hectic days.

It is rich experience. Really it is living history . . .chapters out of the past.

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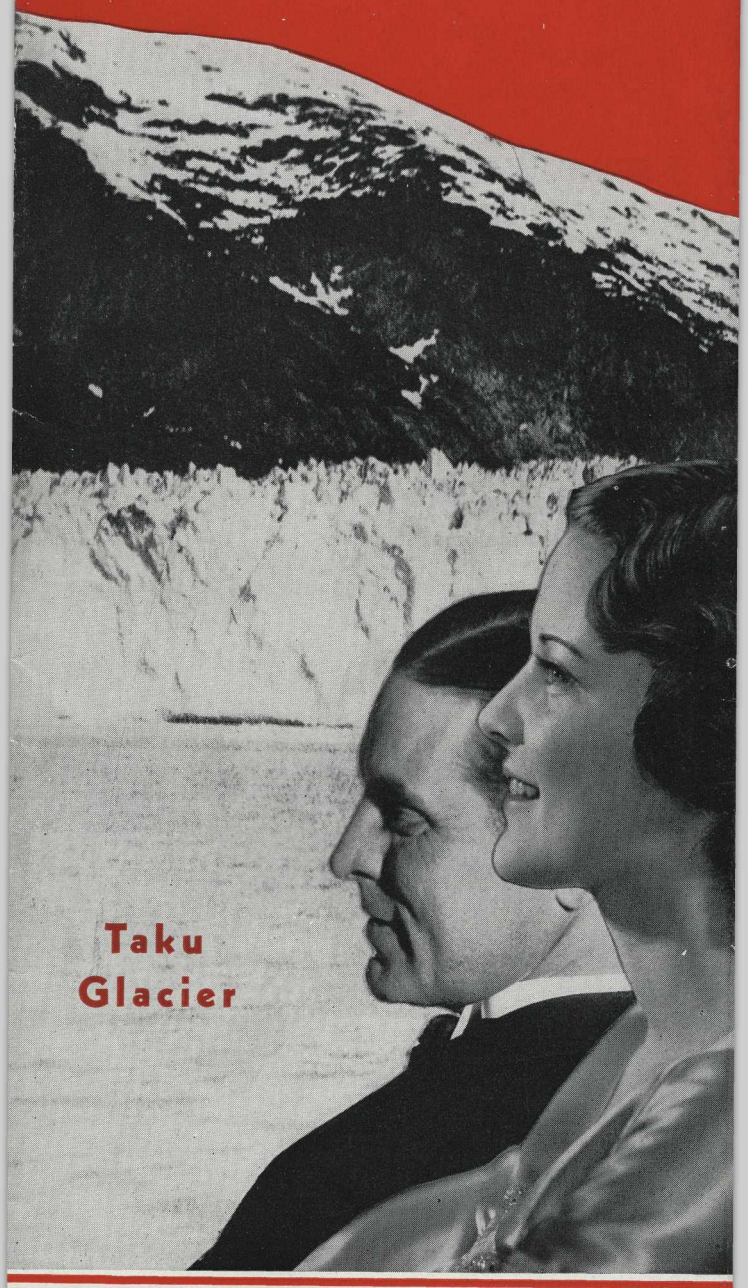

Taku Glacier

Canadian Pacific