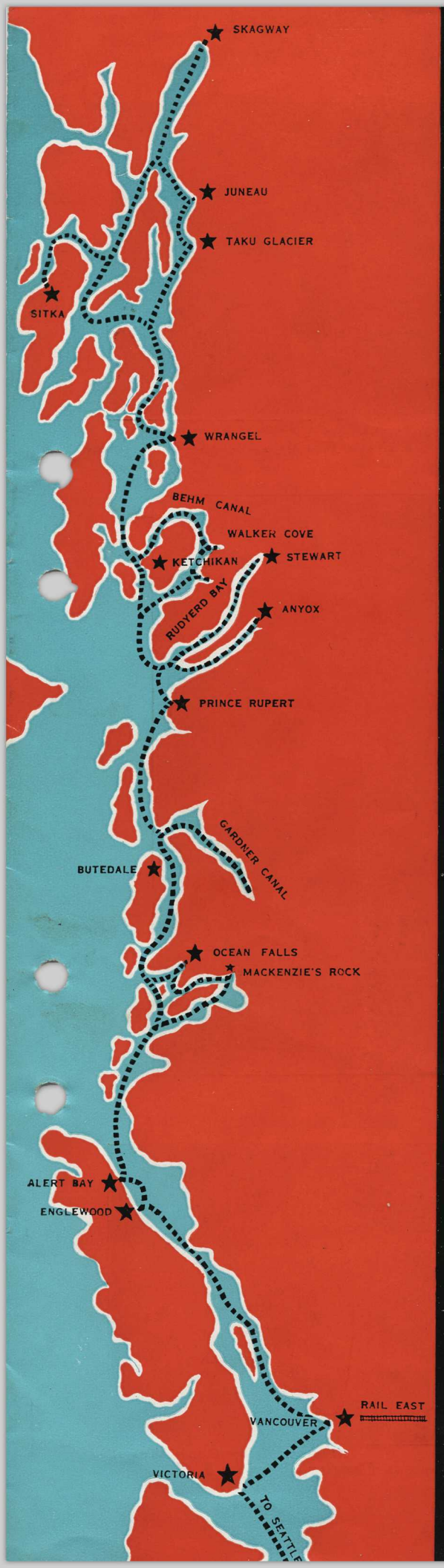


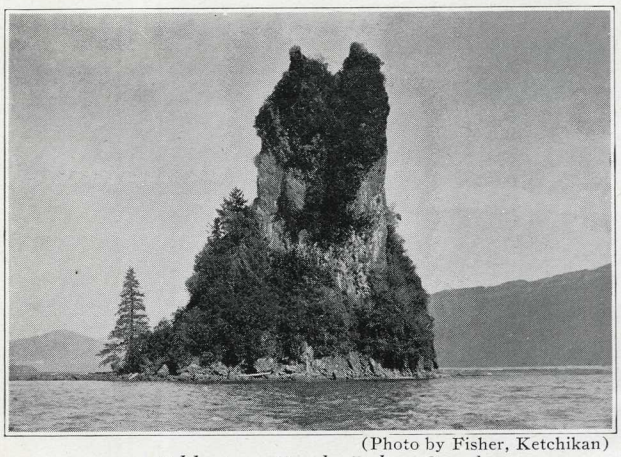
CANADIAN PACIFIC

BRITISH COLUMBIA AND ALASKA

Cruise

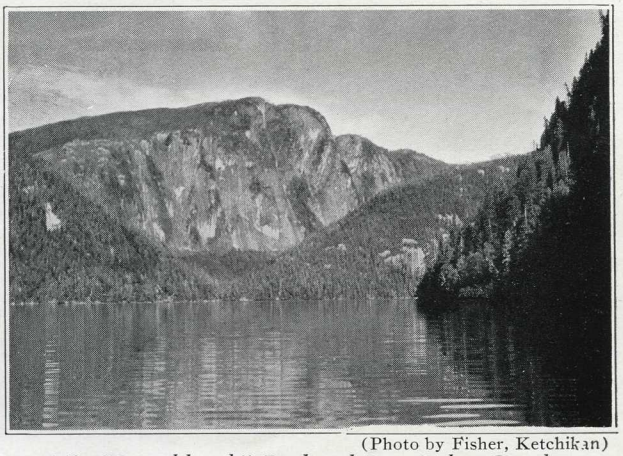
1931

B.C.C.S.
CIRCULAR
614



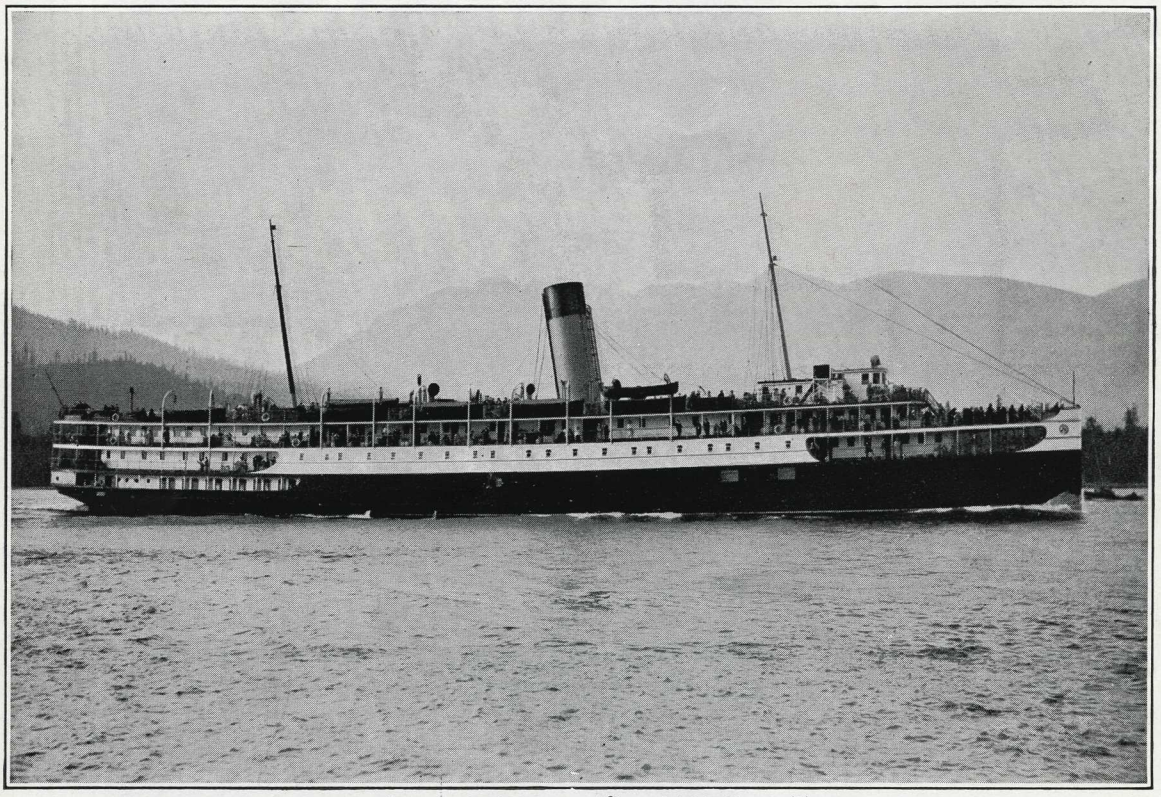
(Photo by Fisher, Ketchikan)

Eddystone Rock, Behm Canal

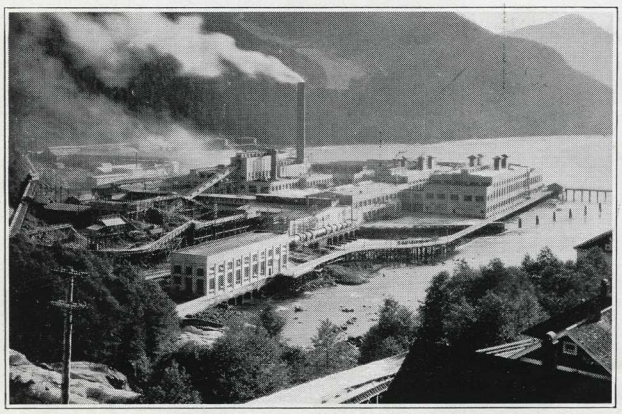


(Photo by Fisher, Ketchikan)

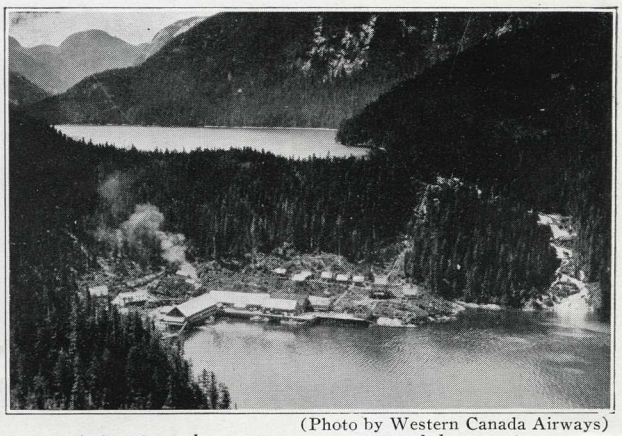
The "Punchbowl," Rudyerd Bay, Behm Canal



Cruise Ship, S. S. Princess Alice, 3100 Gross Tons



Paper Manufacturing Plant, Ocean Falls, B. C.



(Photo by Western Canada Airways)

A B. C. Salmon Cannery, Butedale, B. C.

ANNOUNCING « «

A British Columbia and Alaska Cruise

BY THE

Steamship Princess Alice

For twelve days the Princess Alice will cruise through sheltered waters along the British Columbia and Alaska coast, steaming leisurely into out-of-the-way spots and making calls at picturesque fishing plants and mining centres far off the regular steamer lanes.

Something new and delightfully different in the way of cruises is offered by the Canadian Pacific during the summer of 1931. Visiting the far-flung frontiers of the hectic gold rush of '98, along the Alaskan seaboard, the Princess Alice will sail from Vancouver, B. C. at 7:00 p.m. Tuesday, August 11, 1931, to cruise for twelve restful days on a schedule arranged to give the passengers the maximum of comfort and every opportunity to visit all points of interest en route. The industrial plants in British Columbia and Alaska, salmon canneries, fish oil production plants, vast paper mills, gold quartz mining and copper smelting plants will be visited at several interesting points along the route.

Points of historical interest will include Mackenzie's Rock on Dean Channel in northern British Columbia waters where Sir Alexander Mackenzie, after crossing Canada by land in 1793, caught his first glimpse of the Pacific Ocean, Skagway, roaring, hard-boiled centre of the famous Gold Rush, and Sitka, on Baranof Island, old Russian capital of Alaska in the days when the Czars owned and administered the land of the Midnight Sun.

An interesting diversion will be made through the Behm Canal, a narrow waterway of great beauty, not far from Ketchikan.

Descriptions of the principal points of interest will be found elsewhere in this circular.

L.C.

Cruise Itinerary

Lv. Vancouver ..... 7:00 p.m. Tue., Aug. 11

Proceed via usual route thence via Burke Channel and La Bouchere Channel to Dean Channel, passing close to Mackenzie's Rock on Dean Channel.

Ar. Ocean Falls	8:00 p.m.	Wed.,	Aug. 12	360 Miles
Lv. Ocean Falls	11:00 p.m.	Wed.,	Aug. 12	
Ar. Prince Rupert	4:00 p.m.	Thur.,	Aug. 13	202 Miles
Lv. Prince Rupert	11:00 p.m.	Thur.,	Aug. 13	
Ar. Ketchikan	8:00 a.m.	Fri.,	Aug. 14	92 Miles
Lv. Ketchikan	10:00 a.m.	Fri.,	Aug. 14	

Cruise through Behm Canal past Eddystone into Rudyerd Bay, thence to head of Walker Cove, returning to main channel via north end Revillagigedo Island.

Ar. Taku Glacier	12:00 noon	Sat.,	Aug. 15	391 Miles
Ar. Juneau	3:00 p.m.	Sat.,	Aug. 15	25 Miles
Lv. Juneau	11:00 p.m.	Sat.,	Aug. 15	
Ar. Skagway	7:00 a.m.	Sun.,	Aug. 16	100 Miles

Connecting with White Pass and Yukon Route trains for Bennett, Carcross or Whitehorse, and with lake steamer at Carcross for West Taku Arm.

Lv. Skagway ..... ①7:00 p.m. Mon., Aug. 17

Proceed via Chatham Strait and Peril Strait.

Ar. Sitka ..... 12:00 noon Tue., Aug. 18 ..... 190 Miles

①Alaska Time—One hour slower than Pacific Time.

Lv. Sitka ..... 4:00 p.m. Tue., Aug. 18

Proceed via Peril Strait, Chatham Strait and Frederick Sound.

Ar. Wrangell	7:00 a.m.	Wed.,	Aug. 19	200 Miles
Lv. Wrangell	10:00 a.m.	Wed.,	Aug. 19	
Ar. Ketchikan	4:00 p.m.	Wed.,	Aug. 19	89 Miles
Lv. Ketchikan	7:00 p.m.	Wed.,	Aug. 19	
Ar. Stewart (Portland Canal)	7:00 a.m.	Thur.,	Aug. 20	140 Miles
Lv. Stewart	12:00 noon	Thur.,	Aug. 20	
Ar. Anyox	6:00 p.m.	Thur.,	Aug. 20	91 Miles
Lv. Anyox	9:00 p.m.	Thur.,	Aug. 20	

Proceed via usual route through Grenville Channel then cruise up Gardner Canal.

Ar. Head Gardner Canal	12:00 noon	Fri.,	Aug. 21	220 Miles
Ar. Butedale	5:00 p.m.	Fri.,	Aug. 21	75 Miles
Lv. Butedale	6:00 p.m.	Fri.,	Aug. 21	
Ar. Alert Bay	8:00 a.m.	Sat.,	Aug. 22	199 Miles
Lv. Alert Bay	10:00 a.m.	Sat.,	Aug. 22	
Ar. Englewood	10:30 a.m.	Sat.,	Aug. 22	6 Miles
Lv. Englewood	p.m.	Sat.,	Aug. 22	
Ar. Vancouver	7:15 a.m.	Sun.,	Aug. 23	178 Miles

A cruise of 2,558 Miles.

Twelve Day Cruise—Minimum Return Fare $125

From Seattle, Wn., Victoria and Vancouver, B. C.

To British Columbia and Alaska Ports

(Including meals and berth except at Skagway)

AUGUST 11 to AUGUST 23, 1931

The following fares will be charged for accommodation specified. Cruise ship sails from Vancouver, B. C., passengers from Seattle or Victoria will be furnished with tickets including passage, meals and berth on Company's local steamers to and from Vancouver, B. C.

S.S. PRINCESS ALICE

Gross Tonnage 3,100. Berthing Capacity 206.

		Round Trip Fares					
		For 1 In Room	For 1½ In Room	For 2 In Room	For 2½ In Room	For 3 In Room ②	Berth Rate
	Lower Deck						
(a)	Rooms 143, 144, 149, 150—Twin beds (3 ft. wide), shower bath and toilet	$330.00	$330.00	$330.00			
(b)	Rooms 151, 152, 153, 154—Each room contains one three-quarter bed 4 ft. wide, separate toilet and shower bath	320.00	320.00	320.00			
(c)	Rooms 121, 122, 129, 130, 137, 138, double lower, single upper, shower bath and toilet	300.00	237.50	300.00	$362.50		$150.00
(d)	Rooms 101, 102, 103, 104, 105, 106, 107, 108, 110, 115, 116, 117, 118—Large rooms with sofa berth in addition to double lower and single upper berth	290.00	227.50	290.00	352.50	$415.00	145.00
(e)	Rooms 109-111, 112-114—Each room contains double lower, single upper berth and settee (seat only). Folding doors between rooms so that they may be used en suite	270.00	207.50	270.00	332.50		135.00
(f)	Rooms 119, 120, 125, 126, 127, 128, 133, 134, 135, 136, 141, 142—Bibby rooms with port hole at end of alcove	250.00	187.50	250.00	312.50		125.00
(g)	Rooms 155 to 158 inclusive	250.00	187.50	250.00	312.50		125.00
(h)	Rooms 159 to 172 inclusive	250.00	187.50	250.00	312.50		125.00
	Upper Deck						
(i)	Rooms 11-15, 12-14, 16-18, 17-19, 20-22, 21-23, 24-26, 25-27, 28-30, 29-31—Connecting rooms with double lower and single upper berth. Rooms 14, 15, 18, 19, 22, 23, 24, 25, 30, 31—Deck entrance only	280.00	217.50	280.00	342.50		140.00
	Rooms 11, 12, 16, 17, 20, 21, 26, 27, 28, 29—Saloon entrance only	270.00	207.50	270.00	332.50		135.00
(j)	Rooms 1 to 10 inclusive, 32 to 43 inclusive	270.00	207.50	270.00	332.50		135.00

②**IMPORTANT**—Three persons **cannot** be accommodated in rooms where no rate is shown.

Cruise Information

(1) CONNECTIONS FROM SEATTLE AND VICTORIA — Fares quoted in this Circular will apply from and to Seattle or Victoria, including meals and berth by the Company's local service. Passengers for Princess Alice Cruise may leave Seattle by 11:30 p.m. Steamer, August 10, or 9:00 a.m. Steamer, August 11, joining Cruise Steamer on arrival at Vancouver. Passengers from Victoria may leave there on Midnight Steamer, August 10, or the 1:45 p.m. Steamer, August 11, to connect with Cruise Steamer.

(2) STOP-OVERS — Passengers for Seattle will be permitted two days stop-over at Vancouver or Victoria. Passengers for Victoria, two days stop-over at Vancouver.

(3) EXTRA CHARGE FOR BERTH AND MEALS AT SKAGWAY — The passage fares quoted do not include berth and meals while steamer is in port at Skagway. Breakfast will, however, be served on morning of arrival and dinner on the evening of departure without extra charge.

Passengers may remain on board and use their accommodation upon payment of regular tariff rates for berth and meals. See B.C.C.S. Passenger Tariff 21-2 and supplements. Night berth rates shown therein will apply for entire time steamer is in port. Meal rates: Breakfast 75c, Lunch $1.00, Dinner $1.50.

(4) EXCLUSIVE USE OF ROOMS — Owing to the limited amount of space available, it is necessary to charge the two-in-room rate for exclusive use of two-berth rooms by one passenger.

(5) DEPOSIT — A deposit of 25 per cent. of fare is required when reservation is made, balance to be paid not later than 45 days prior to sailing.

(6) BERTH LIGHTS, HOT AND COLD WATER — All rooms have berth lights in each berth, also hot and cold running water.

(7) MUSIC — Princess Alice is equipped with an excellent dance floor, and will carry an orchestra.

(8) IMMIGRATION REQUIREMENTS — Passengers entering Alaska from Canada are required to pass United States Immigration inspection at Ketchikan, the port of entry. Passengers from United States points should be furnished by Ticket Agent with "identification slips" with which General Agents have been supplied. Slip should be furnished to each passenger, adult or child, and it is most important that these slips be *stamped* to show the place of issue, otherwise they are of no value, also signed by passenger, and pinned to the ticket.

(9) BAGGAGE — The usual free allowance of 150 pounds will be granted for each adult and 75 pounds for each child. Steamer trunks not more than 14 inches in height may be placed in staterooms.

(10) SERVICE — Service provided on cruise trip of Princess Alice will be similar to that on regular Alaska voyages.

(11) SIDE TRIPS — Side trips not included in passage fare.

FROM JUNEAU—Motor cars will be available for fifteen mile drive to Mendenhall Glacier and Auk Lake. Per capita rate about $2.50.

FROM SKAGWAY—Connection will be made with White Pass and Yukon Route trains, and passengers will have the option of three different side trips.

(1) To LAKE BENNETT—One day trip to summit of White Pass, which can be made either on day of arrival or following day. Return fare $7.50 plus parlor car fare and meal at Bennett.

(2) WEST TAKU ARM—Two day trip to north end of Taku Glacier and return including meals at Bennett and meals and berth on lake steamer, but not including parlor car. Return fare $35.00.

(3) To WHITEHORSE—Two day trip by rail with one night at Whitehorse. Return fare $22.00 plus parlor car and hotel.

FROM STEWART—Motor cars will be provided for seventeen mile drive through Hyder, Alaska, and along valley of the Salmon River to Premier Gold Mine. Rate $5.00.

Head of Portland Canal, Looking North. (Photo by Western Canada Airways)

Points of Interest Along the Way

FIRST DAY

JOHNSTONE STRAITS—Having passed through Seymour Narrows, the narrowest part of the channel between Vancouver Island and the Mainland, during the night, the "Alice" will cruise along Johnstone Straits during the morning, where are located a number of logging camps, crossing Queen Charlotte Sound during the middle of the day.

MACKENZIE'S ROCK—Diverting from the main channel on the afternoon of the first day the ship will proceed via Burke Channel and La Bouchere Channel to the upper end of Dean Channel passing close to Mackenzie's Rock, named after Sir Alexander Mackenzie, the first white man to cross Canada by land, who made his first contact with the Pacific Ocean at this point in 1793, on which he inscribed the following words:—

"Alexander Mackenzie, From Canada, By Land, 22nd July, 1793, Lat. 52° 20′ 48″ North."

No landing will be made, but the ship will pass as close as possible to this historical point.

OCEAN FALLS—A town of several thousand people is situated at the head of Cousins Inlet, off Dean Channel, a picturesque spot surrounded on three sides by high mountains, the location of a large paper making plant producing about 300 tons of paper daily, of which 250 tons is newsprint, a considerable portion of which is used by newspapers in the United States. Sufficient time will be allowed for inspection of the town and plant.

SECOND DAY

PRINCE RUPERT—After cruising for several hundred miles through narrow and winding channels the city of Prince Rupert will be reached in the afternoon. This is the largest city on the Northern British Columbia Coast. There are a number of points of interest here for the visitor, including a large cold storage plant where can be seen immense quantities of frozen halibut caught on the fishing banks of South Eastern Alaska, and mostly destined for Eastern Canada and United States, also a large Government Dry Dock and Grain Elevator.

THIRD DAY

KETCHIKAN—The port of entry for South-eastern Alaska, a city of about four thousand population, the home of a large fishing fleet, with modern stores and curio shops.

BEHM CANAL—Leaving Ketchikan in the morning, instead of pursuing the regular channel on the north, the ship will proceed south, thence north-eastward through Behm Canal, a narrow water-way separating Ravillagigedo Island, on which Ketchikan is situated, from the main Alaska coast. In the centre of this narrow channel lies Eddystone Rock, a pinnacle rock about 250 feet high rising sheer from the water's edge. The ship will steam slowly into the "Punch Bowl" in Rudyerd Bay, an impressive sight, and from there to Walker Cove.

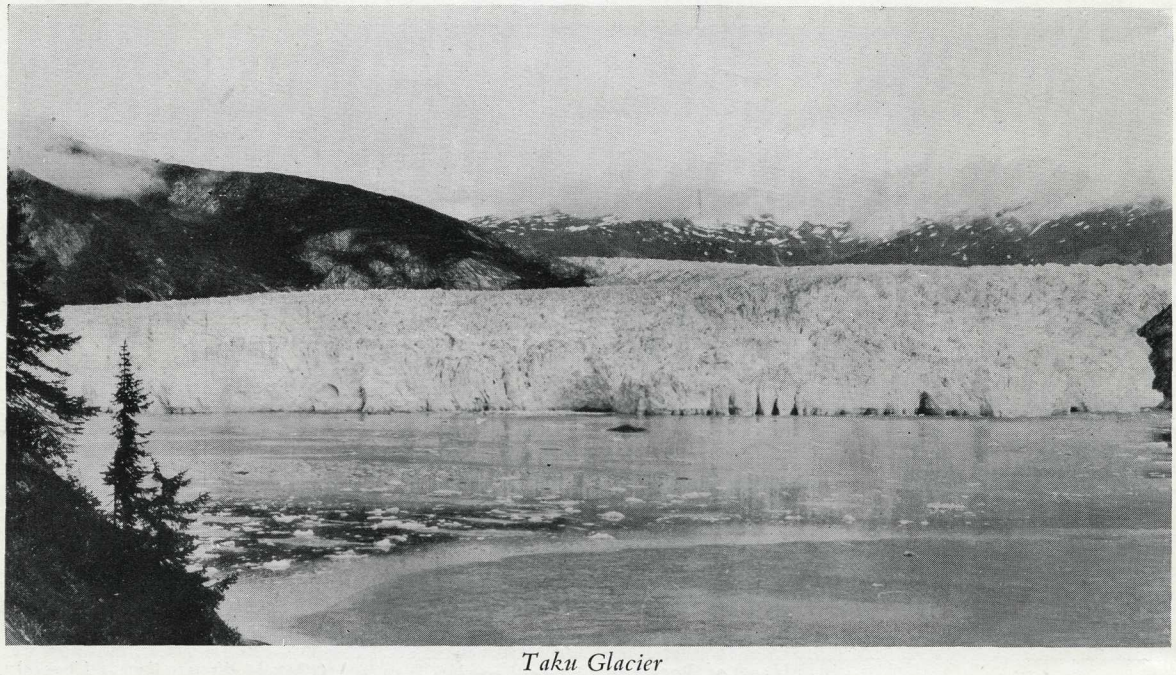
FOURTH DAY

TAKU GLACIER—About noon the ship will divert from the main channel up Taku Inlet proceeding to the face of Taku Glacier, a river of ice 90 miles long and a mile wide where it enters the sea. A magnificent spectacle on a clear day, and one never to be forgotten.

JUNEAU—Capital of Alaska, a modern city with a population of about four thousand, picturesquely situated at the foot of Mount Juneau. Arriving in the mid afternoon, the rest of the day will be devoted to sight-seeing. A visit can be made to the Mendenhall Glacier and Auk Lake, a beautiful drive of about fifteen miles, at a moderate cost.

FIFTH AND SIXTH DAYS

SKAGWAY—The ship will reach Skagway in the early morning hours and remain until evening of the following day, leaving time for a trip over the White Pass and Yukon Route, 68 miles by rail to Carcross over the White Pass following along the old Trail of '98, thence by lake steamer on Tagish Lake to West Taku Arm, returning to Skagway the following afternoon. Those desiring a shorter trip may proceed to Lake Bennett and return the same day. Particulars of cost of these side trips will be found elsewhere in this circular.



Taku Glacier

SEVENTH DAY

SITKA—Proceeding south from Skagway through the Lynn Canal and along Chatham Strait, thence through Peril, Olga and Neva Straits, ship will arrive at Sitka about noon on the seventh day. The original capital of Alaska under Russian regime, Sitka is one of the most interesting and historical points on the Pacific Coast, where will be seen St. Michael's Cathedral, an old Russian church founded in 1848, containing many interesting and valuable relics, the Sheldon Jackson Indian Industrial School and a beautiful National Park, while the harbour is dominated by the snow-capped peak of Mount Edgecumbe.

EIGHTH DAY

WRANGELL—A town of about one thousand population, situated near the mouth of the Stikine River, a river originating in the northern interior of British Columbia, navigable for about 185 miles to Telegraph Creek, the outfitting point for big game hunters entering the famous Cassiar District of British Columbia. There are excellent curio shops and some very fine totem poles at this point. A stop of several hours will be allowed.

KETCHIKAN—A short stop will be made at this point the same evening, and during the night the ship will pass from Alaskan waters into British Columbian.

NINTH DAY

STEWART—Cruising up Portland Canal in the early morning the ship will arrive at Stewart about 7:00 a.m. Portland Canal is an inlet about 75 miles in length running northward along the 130th Meridian, the boundary between British Columbia and Alaska, on the left is Alaska, on the right British Columbia. Stewart is the centre of one of the best mining districts in Northern British Columbia. Sufficient time will be allowed to permit of a drive to Premier Mine, a drive of about seventeen miles along the valley of the Salmon River, the mine being located at an altitude of about four thousand feet. Motor cars will be available at moderate cost. This is probably the largest and most productive gold mine in the Province. Numerous other mines are located in the surrounding mountains.

ANYOX—Located on Observatory Inlet, an inlet fifty miles long, lying to the east of, and running parallel to Portland Canal, Anyox is the site of a large copper mine. About 5,000 tons of ore passes through the concentrator daily, producing a large quantity of blister copper. There is also a coke plant for by-products. From Anyox the copper is shipped to the smelters at Trail, B. C. and Tacoma, Wn., also to New York. There is also a unique golf course at this point made from the slag of the smelter.

TENTH DAY

GARDNER CANAL—Proceeding southbound along the inside passage, after passing through Grenville Channel, the ship will divert from the main route to give the tourists a view of the impressive scenery of the Gardner Canal, an inlet running for about fifty miles into the Coast Range in a south-easterly direction. This canal was named by Capt. Geo. Vancouver in 1793 after Rear Admiral Alan Gardner.

BUTEDALE—Located on Princess Royal Island on the West side of the main channel. A call will be made at this point for the purpose of inspecting the salmon cannery and fish oil production plant.

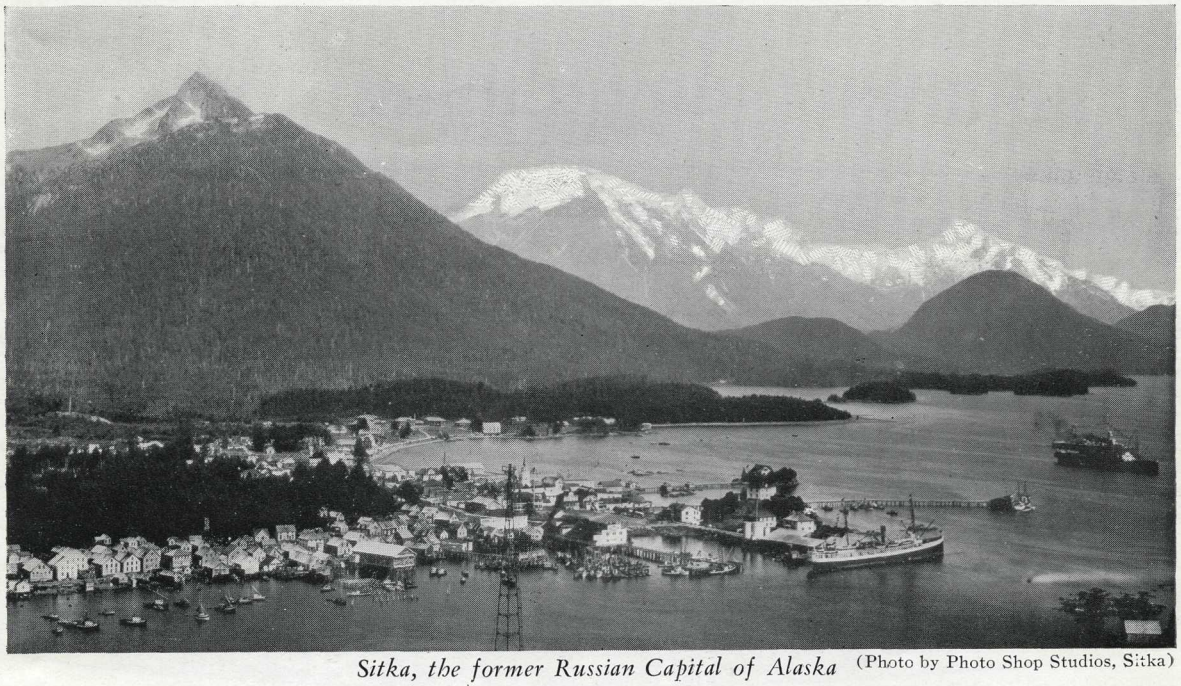
ELEVENTH DAY

ALERT BAY—A village on Cormorant Island, a small island close to the north end of Vancouver Island, one of the principal salmon canneries on the Coast. Opportunity will be given to visit the cannery. Alert Bay is an old settlement with considerable Indian population, and a modern Indian Industrial School erected by the Canadian Government. The Indian cemetery with some modern totem poles is well worth a visit.

ENGLEWOOD—Located on Vancouver Island, not far from Alert Bay, Englewood is the headquarters for large logging operations, with logging railroads running into the timber in all directions. There is also a large and well equipped sawmill, and from this point lumber is exported to all parts of the world.

TWELFTH DAY

VANCOUVER—Ship will arrive at Vancouver in the early morning in time to connect with Canadian Pacific train No. 4 for Eastern Canada, and with the company's "Triangle Route" steamer leaving at 10:30 a.m. for Victoria and Seattle.



Sitka, the former Russian Capital of Alaska (Photo by Photo Shop Studios, Sitka)

For Reservations

on Cruise Steamer apply to nearest Canadian Pacific Agent, or to—

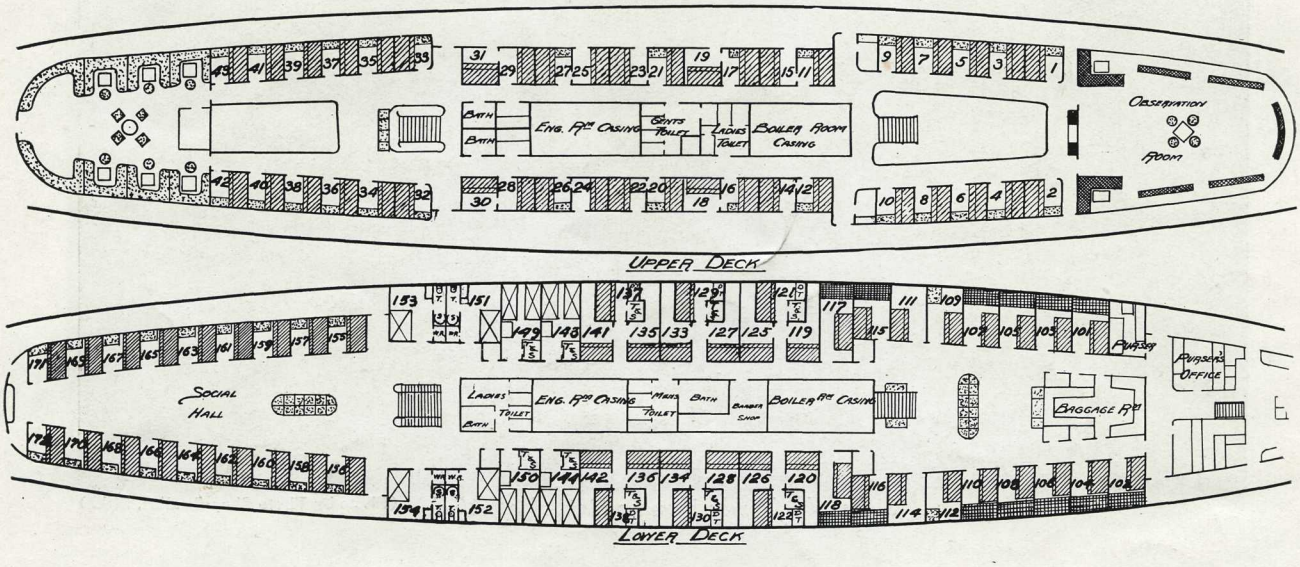
PASSENGER AGENTS IN THE UNITED STATES

K. A. COOK	General Agent	1017 Healey Bldg.	Atlanta, Ga.
L. R. HART	General Agent	405 Boylston St.	Boston, Mass.
W. P. WASS	General Agent	160 Pearl St.	Buffalo, N. Y.
T. J. WALL	General Agent	71 E. Jackson Blvrd.	Chicago, Ill.
M. E. MALONE	General Agent	201 Dixie Terminal Bldg.	Cincinnati, O.
G. H. GRIFFIN	General Agent	1010 Chester Ave.	Cleveland, O.
A. Y. CHANCELLOR	Travelling Passenger Agent	906 Kirby Building	Dallas, Texas
G. G. McKAY	General Agent	1231 Washington Blvrd.	Detroit, Mich.
P. G. JEFFERSON	Travelling Passenger Agent	Merchants' Bank Bldg.	Indianapolis, Ind.
R. G. NORRIS	City Passenger Agent	732 Walnut St.	Kansas City, Mo.
W. McILROY	General Agent	621 So. Grand Ave.	Los Angeles, Cal.
M. K. McDADE	Travelling Passenger Agent	Porter Building	Memphis, Tenn.
F. T. SANSOM	City Passenger Agent	68 East Wisconsin Ave.	Milwaukee, Wis.
H. M. TAIT	General Agent	611 2nd Ave. So.	Minneapolis, Minn.
F. R. PERRY	General Agent	C. P. Bldg., Madison Ave. at 44th St.	New York, N. Y.
H. J. CLARK	Travelling Passenger Agent	803 W. O. W. Building	Omaha, Neb.
JOHN C. PATTERSON	General Agent	1500 Locust St.	Philadelphia, Pa.
W. A. SHACKELFORD	General Agent	338 Sixth Ave.	Pittsburg, Pa.
W. H. DEACON	General Agent	148a Broadway	Portland, Ore.
G. P. CARBREY	General Agent	412 Locust St.	St. Louis, Mo.
W. H. LENNON	General Agent, Soo Line	Robert and Fourth Sts.	St. Paul, Minn.
F. L. NASON	General Agent	675 Market St.	San Francisco, Cal.
E. L. SHEEHAN	General Agent	1320 4th Ave.	Seattle, Wash.
E. L. CARDLE	Traffic Manager, S. I. Railway	Old National Bank Bldg.	Spokane, Wash.
D. C. O'KEEFE	City Passenger Agent	1113 Pacific Ave.	Tacoma, Wash.
C. E. PHELPS	General Agent	14th and New York Ave. N. W.	Washington, D. C.

PASSENGER AGENTS IN CANADA

G. S. BEER	District Passenger Agent	40 King St.	Saint John, N. B.
P. E. GINGRAS	District Passenger Agent	Dom. Sq. Bldg., 201 St. James St. W.	Montreal, Que.
F. C. LYDON	General Agent	Dom. Sq. Bldg., 201 St. James St. W.	Montreal, Que.
C. A. LANGEVIN	General Agent	Palais Station	Quebec, Que.
J. A. McGILL	General Agent	83 Sparks St.	Ottawa, Ont.
WM. FULTON	Assistant General Passenger Agent	C. P. Bldg., King and Yonge Sts.	Toronto, Ont.
S. E. CORBIN	General Agent	C. P. Bldg., King and Yonge Sts.	Toronto, Ont.
G. B. BURPEE	District Passenger Agent	Room 367 Union Station	Toronto, Ont.
C. H. WHITE	District Passenger Agent	87 Main St. W.	North Bay, Ont.
C. B. ANDREWS	District Passenger Agent	Main and Portage	Winnipeg, Man.
J. W. DAWSON	District Passenger Agent	C. P. R. Station	Regina, Sask.
G. D. BROPHY	District Passenger Agent	C. P. R. Station	Calgary, Alta.
F. H. DALY	District Passenger Agent	434 Hastings St. W.	Vancouver, B. C.
L. D. CHETHAM	District Passenger Agent	1102 Government St.	Victoria, B. C.
J. S. CARTER	District Passenger Agent	Baker and Ward Sts.	Nelson, B. C.

CABIN PLAN
PRINCESS ALICE



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