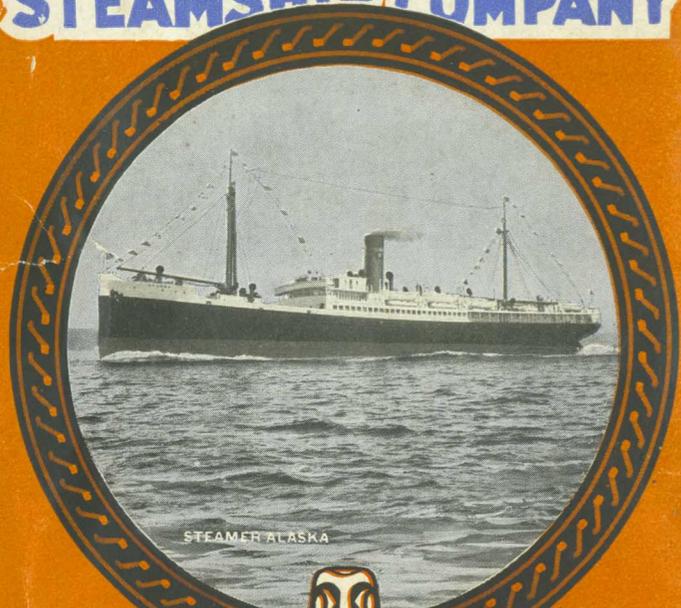
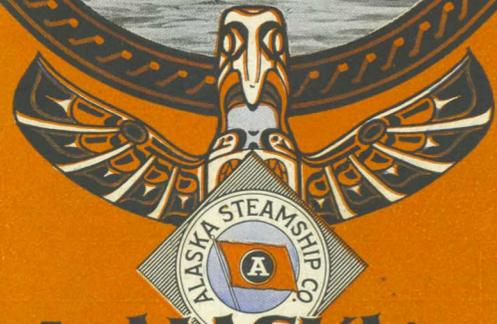


ALASKA ALASKA

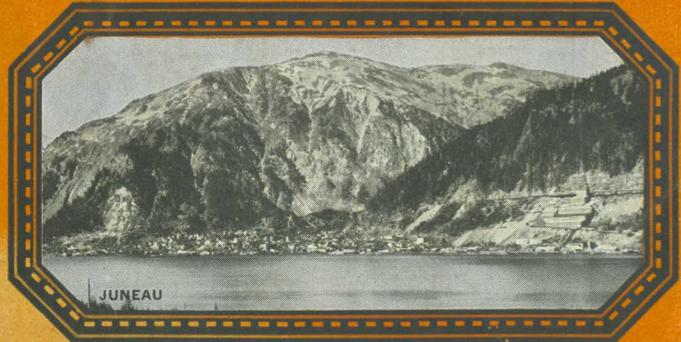
STEAMSHIP COMPANY STEAMSHIP COMPANY



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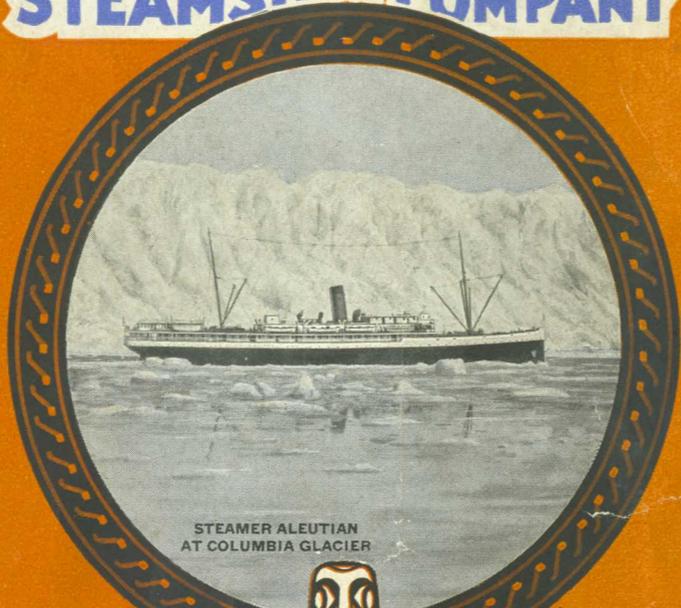


THE ALASKA LINE

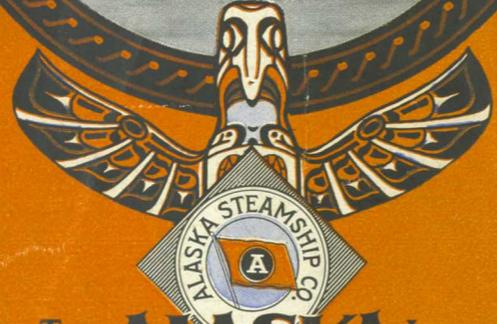


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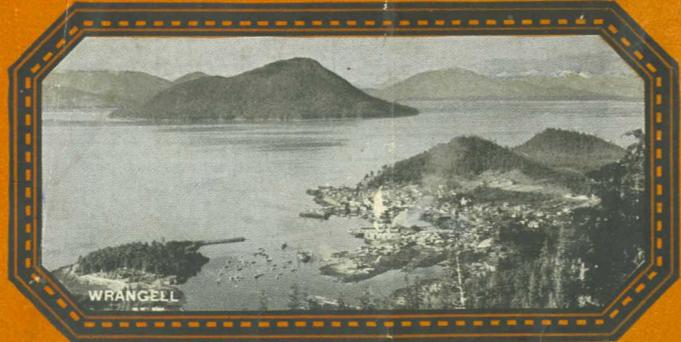
L. W. BAKER
GENERAL FREIGHT & PASSENGER AGENT
H. N. PETERSON
ASSISTANT GENERAL PASSENGER AGENT
J. D. NELSON
ASSISTANT GENERAL FREIGHT AGENT



STEAMER ALEUTIAN
AT COLUMBIA GLACIER



THE ALASKA LINE



WRANGELL

WHEN YOU THINK ALASKA
THINK ALASKA STEAMSHIP CO.

1929

ALASKA

AFTER
A CRUISE ON



THE ALASKA LINE

you, too, would say—

"No other trip can begin to compare with our all-American trip to Alaska via the Alaska Steamship Company."

"One of the most picturesque, scenic, restful and edifying vacations in this or any other Country."

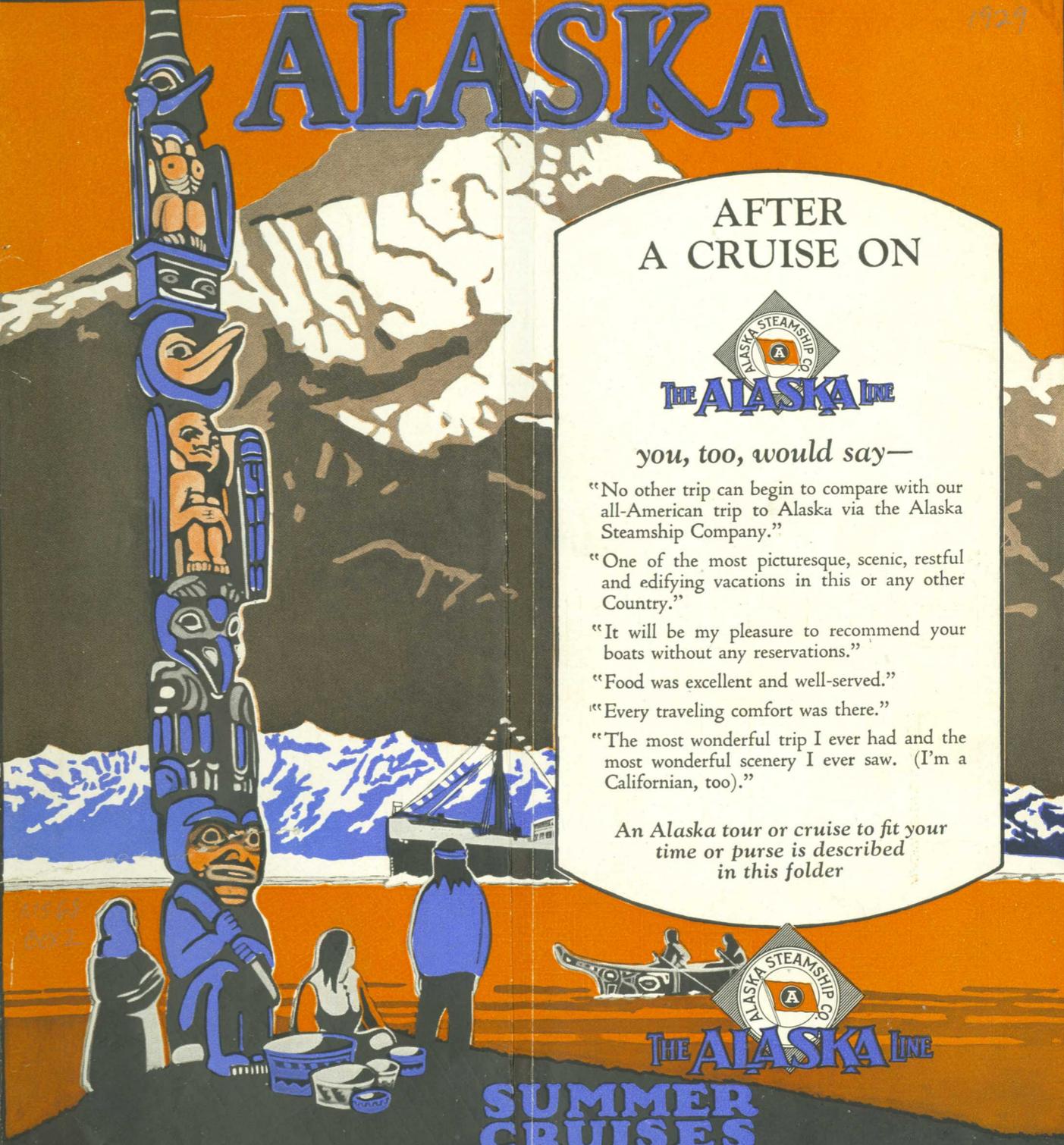
"It will be my pleasure to recommend your boats without any reservations."

"Food was excellent and well-served."

"Every traveling comfort was there."

"The most wonderful trip I ever had and the most wonderful scenery I ever saw. (I'm a Californian, too)."

An Alaska tour or cruise to fit your time or purse is described in this folder



MS 67
Box 2



THE ALASKA LINE

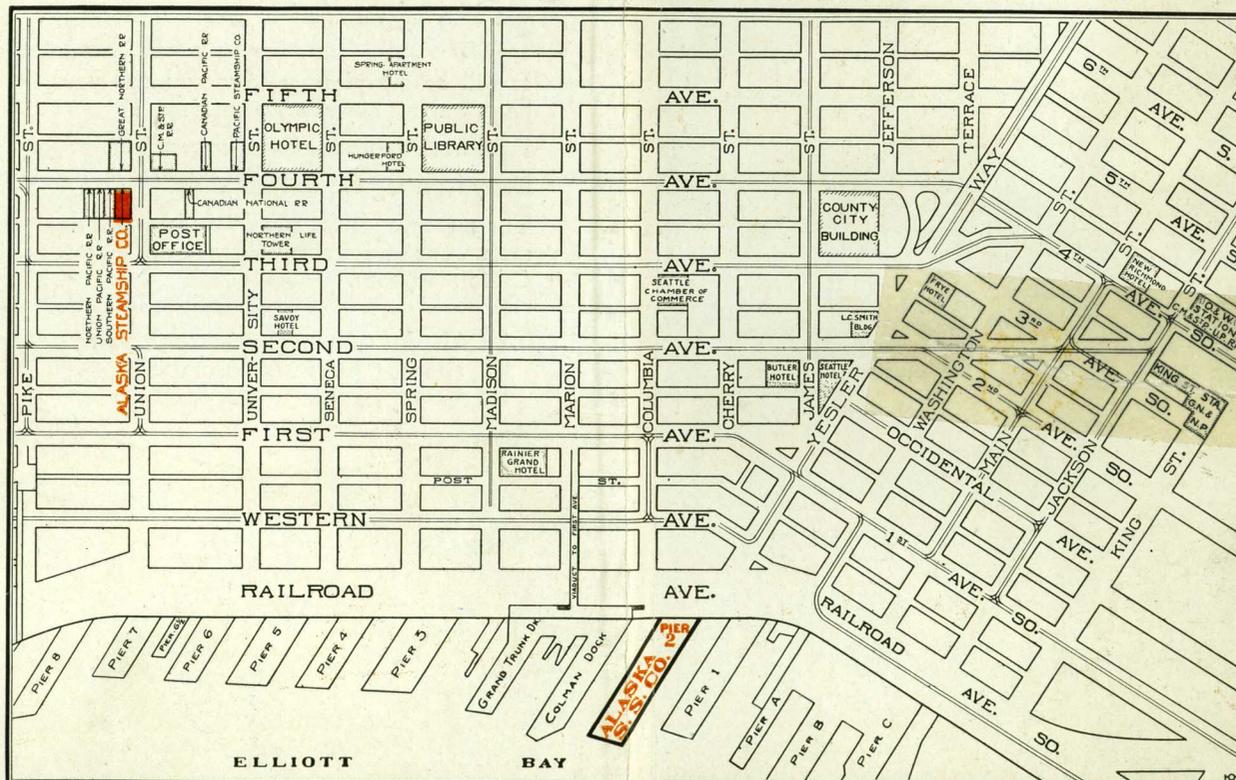
SUMMER CRUISES

ALASKA STEAMSHIP COMPANY
SEATTLE



Aeroplane View of Seattle's Business District

(Copyright Pierson Photo Co.—Seattle)



Map of part of Business District of Seattle showing locations of Alaska S. S. Co. Pier, Railroad Stations and City Ticket Offices

ALASKA



ALASKA—the Great Country—has been a summer vacation paradise for many years. But it is only in recent years that luxurious travel comforts have been available to those planning on visiting our northern wonderland.

The Alaska Steamship Company — “The Alaska Line” — is pioneering in providing desirable travel comforts between Seattle and Alaskan ports. The S. S. ALASKA, ALEUTIAN and YUKON are the largest, most luxurious, commodious and comfortable steamers operating regularly to the territory. The S. S. ALAMEDA and NORTHWESTERN are strictly modern in accommodations and appointments. Its smaller vessels, calling at out-of-the-way ports, are nicely appointed for the trade they serve. Hot and cold running water in every

stateroom is only one of the conveniences now available for “The Alaska Line” passengers.

“The Alaska Line” tours and cruises from Seattle to Alaska are so arranged as to fit each individual's time and purse. Fares, sailings and itineraries, as well as stateroom plans of steamers are shown in the pages following. Descriptions of the many scenic features of the trips will be found in our large map folder, copy of which will be sent on request.

The attention of prospective tourists is particularly called to the fact that “The Alaska Line” steamers call at various salmon cannery and herring saltery ports in addition to regular ports of call shown herein. A trip on “The Alaska Line,” therefore, is a leisurely cruise, and includes industrial as well as scenic Alaska. Alaska's fisheries are foremost in her list of industries.

ALASKA EXCURSIONS

For 1929 the Alaska Steamship Company—“The Alaska Line”—offers a wide variety of splendid excursion tours to Alaska, at rates ranging from as low as \$82.00 for a round-trip cruise of 1,800 miles entirely by steamer, to \$286.25 for a tour of 4,500 miles by steamer, rail and automobile. The principal tours and cruises, duration and minimum fares are as follows. Complete description can be found on pages indicated.

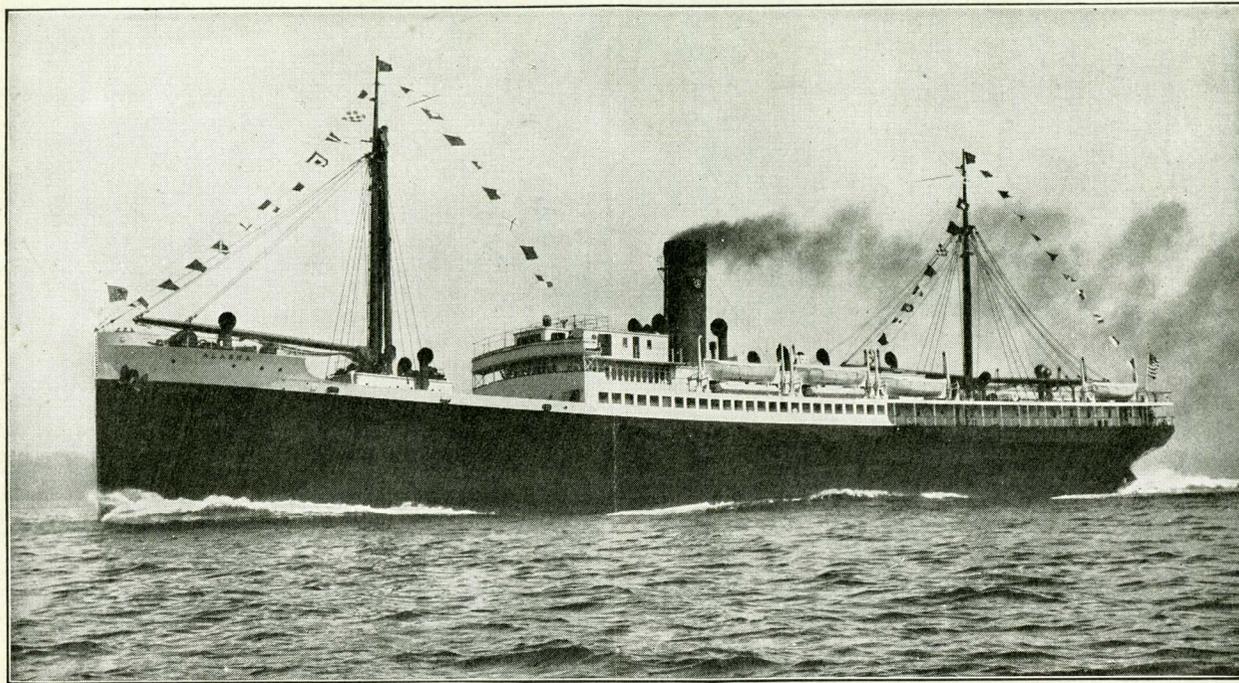
- GOLDEN BELT LINE TOUR—**
23 to 25 days; \$286.25 minimum. Pages 3 to 7.
- COPPER RIVER-KEYSTONE CANYON TOUR—**
16 to 17 days; \$183.70 minimum. Page 13.
- PRINCE WILLIAM SOUND CRUISE—**
16 to 17 days; \$140.00 minimum. Pages 9 to 11.
- INSIDE PASSAGE CRUISE (The Sitka Trip)—**
10 to 12 days; \$90.00 minimum. Pages 13 to 15.
- PRINCE OF WALES ISLAND CRUISE—**
12 to 18 days; \$82.00 minimum. Page 15.
- DAWSON AND/OR ATLIN TOUR—**
24 to 26 days; \$230.00 minimum. Page 15.
- BERING SEA CRUISE—**
24 to 28 days; \$170.00 minimum. Page 17.

GOLDEN BELT LINE TOUR

This is the tour which gives tourists the most comprehensive idea of Alaska. It is a very, very wonderful and novel trip. Tourists making this tour use three different modes of transportation—steamers between Seattle and Alaska, two railroads in Alaska and automobile over the Richardson Trail—the new all-American route into Fairbanks and into the interior of Alaska. Excursionists become familiar with pioneer conditions—yet with perfect comfort and without hardship. They see Childs Glacier, a sight of which alone is worth the price of the

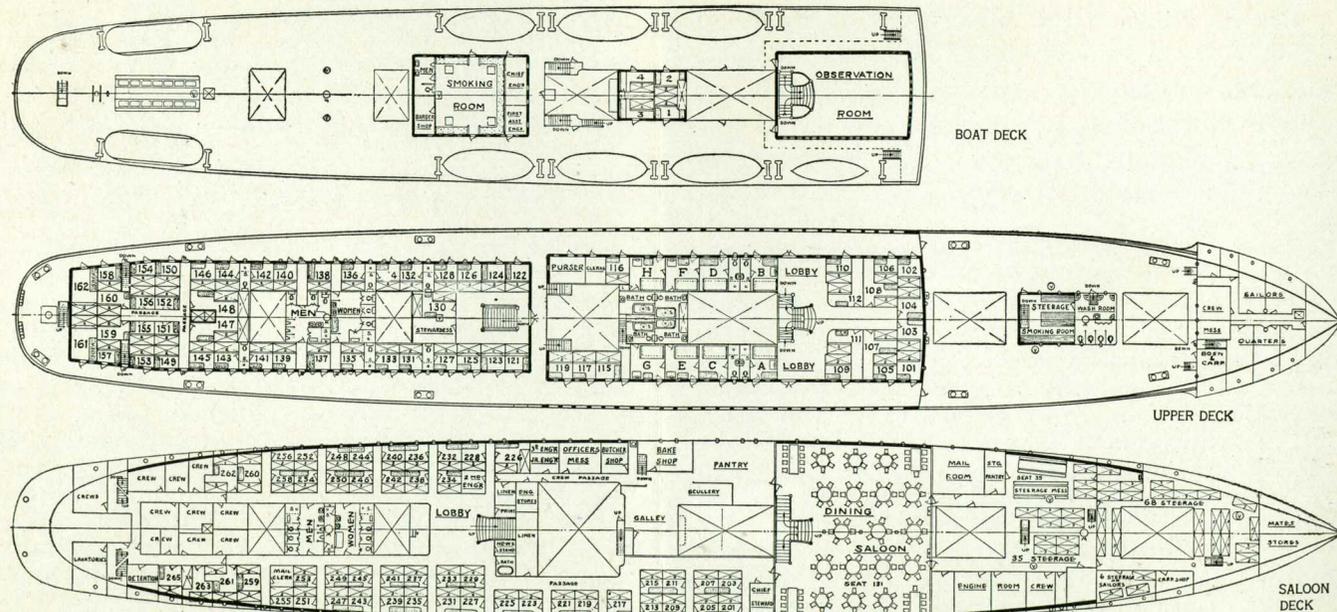
tour; the Chitina Valley; travel through the main Alaskan range of mountains, practically always in sight of mountain peaks from 18,000 to 20,000 feet high; visit Fairbanks, the interior metropolis of the territory; inspect the mills of the great copper mine at Kennecott, and visit McKinley National Park, a game refuge, and see Mt. McKinley, the highest mountain on the North American continent. But aside from these travel-satisfying features, we especially recommend the trip in order to develop business in support of the Richardson Trail and The

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY



S. S. ALASKA
(TWIN SCREW)

Length 366 feet Displacement 6551 tons
 Breadth 49 feet Gross 4658 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

Alaska Railroad as governmental agencies in their efforts in the development of Alaska.

In making the Golden Belt Line Tour excursionists sail from Seattle 9 o'clock every Saturday morning from June 8 to August 31, inclusive, and travel through the "Inside Passage," with stops at Ketchikan, Wrangell and Juneau in Southeastern Alaska. Steamers then cross the Gulf of Alaska to Cordova, Valdez, Latouche and Seward in the Prince William Sound district. In making this tour some excursionists leave the steamer at Cordova and go into Fairbanks over the Copper River & Northwestern Railway and automobiles over the Richardson Trail and return to the coast over The Alaska Railroad and join the following steamer at Seward; others go through from Seattle to Seward and leave the steamer at that point and go into Fairbanks over The Alaska Railroad and return over the Richardson Trail and Copper River & Northwestern Railway to Cordova and join the following steamer at that port for the return to Seattle. The trip into the interior can be made between steamers.

We believe it is no exaggeration to say that scenically this is the premier tour of the world. Every moment, every hour, every day of this magnificent twenty-three to twenty-five day tour presents a continuous, ever-changing panorama of scenery on a scale too great for words to describe.

The fares for the Golden Belt Line Tour are shown in table following. The total fares shown in the first column are based on ordinary saloon deck accommodations being used on steamers between Seattle and Cordova, and Seward and Seattle, and in the second column based on ordinary upper-deck accommodations being used on steamers.

	Minimum Adult Fares	
	Saloon Deck	Upper Deck
Steamer, between Seattle and Cordova, including berth and meals.....	\$ 66.00	\$ 74.00
Rail, Cordova to Chitina, via Kennecott or vice versa.....	31.20	31.20
Automobile, Chitina to Fairbanks, or vice versa, including meals and lodging at roadhouses (lodges), while on regular schedule.....	91.00	91.00
Rail, Fairbanks to Seward, or vice versa	28.05	28.05
Steamer, between Seward and Seattle, including berth and meals.....	70.00	78.00
Total Fares.....	\$286.25	\$302.25

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

Side trip from McKinley Park Station to Savage River Camp in McKinley National Park, including three meals and one night's lodging at the camp, and side trip to Inspiration Point and to the head of Savage River.....\$25.00

Tickets permit of stopover, but do not include expenses at transfer or stopover points, except as noted. We estimate that hotel and dining car expenses, Cordova to Chitina, inclusive, and Fairbanks to Seward, inclusive, or vice versa, will be from \$50.00 to \$70.00 per person. If more time is spent in interior than regular schedule, expenses will be correspondingly higher.

In order to handle passengers to the best advantage between Chitina and Fairbanks, it is necessary that half of the Belt Line Tour passengers per each steamer be routed in by way of Cordova and out via Seward and the other half in by way of Seward and out via Cordova. Parties, traveling together, will not be split.

With this in view, the itinerary on pages 6 and 7 has been worked up, showing approximately the day-to-day movement and location of parties making this tour, showing the itinerary by both routes between Cordova or Seward and Fairbanks.

It will be noted that the full number of Belt Line Tour passengers per steamer travel together on the steamer the first six days as far as Cordova. At Cordova the party is split, one-half leaving the steamer and going into Fairbanks via Cordova and Chitina, and the other half proceeding with the steamer to Seward and going into Fairbanks via Seward and Anchorage over The Alaska Railroad. The two parties meet at Fairbanks on the eleventh day and are together at that point one day and probably part of the second day. The party which left the steamer at Cordova continues on from Fairbanks to Seward over The Alaska Railroad, and the party which left the steamer at Seward makes the trip to the coast over the Automobile Trail and Copper River & Northwestern Railway, and the parties are reunited again at Cordova on the eighteenth day and are together for the return trip by steamer, arriving in Seattle on approximately the twenty-third to twenty-fifth day.

This GOLDEN BELT LINE TOUR is offered and can be made by the itinerary shown on pages 6 and 7, starting on steamers sailing from Seattle each Saturday morning at 9 o'clock during the 1929 summer season as follows:

S. S. ALEUTIAN	June 8	S. S. ALASKA	July 27
S. S. ALASKA	June 15	S. S. YUKON	Aug. 3
S. S. YUKON	June 22	S. S. ALEUTIAN	Aug. 10
S. S. ALEUTIAN	June 29	S. S. ALASKA	Aug. 17
S. S. ALASKA	July 6	S. S. YUKON	Aug. 24
S. S. YUKON	July 13	S. S. ALEUTIAN	Aug. 31
S. S. ALEUTIAN	July 20		

Golden Belt Line Tour Itinerary

- 1st Day Saturday** Leave Seattle by steamer at 9:00 a. m. from Pier 2. During day steam north through Washington and Canadian waters.
- 2nd Day Sunday** Continue northward by steamer in Canadian waters through Inside Passage.
- 3rd Day Monday** Steamer still speeding northward crosses International Boundary at 54 degrees, 40 minutes, north latitude, into Alaska and during day makes stops at Ketchikan and Wrangell.
- 4th Day Tuesday** Still northward by steamer through the famous Southeastern Alaska Inside Passage, in sight of many glaciers and with a stop of several hours at Juneau, the Capital of Alaska.
- 5th Day Wednesday** AT SEA! To the westward out through Icy Strait and Cross Sound into and across the Gulf of Alaska, with the Alaskan shore line and the hundred mile wide Malaspina Glacier stretching away on the north.
- 6th Day Thursday** On across the "ocean" and into the sheltered Prince William Sound district in Southwestern Alaska, arriving at Cordova by early afternoon. Passengers who are going into the interior via Cordova leave the steamer on arrival and stay in Cordova until following morning.

Itinerary Going Into Interior from Seward and Returning to Cordova

- 7th Day Friday** After leaving Cordova, night of 6th or morning of 7th day, steamer proceeds through waters of Prince William Sound, calling at Valdez and Latouche and irregular cannery ports and Columbia Glacier.
- 8th Day Saturday** Steamer arrives at Seward. Leave Seward 10:00 a. m. by The Alaska Railroad (the Government Railroad); arrive Anchorage 2:45 p. m. Passengers spend Saturday night and part of Sunday in Anchorage.
- 9th Day Sunday** Leave Anchorage 2:30 p. m. by The Alaska Railroad; arrive Curry 7:00 p. m. Spend night at Curry.
- 10th Day Monday** Leave Curry 8:00 a. m., arrive McKinley Park station 12:05 p. m., and spend afternoon, night and next morning in the Park.
- 11th Day Tuesday** Leave McKinley Park station 12:05 p. m. and arrive Fairbanks 6:00 p. m. and spend night in Fairbanks.

(Continued in 1st column on Page 7)

Itinerary Going Into Interior from Cordova and Returning to Seward

- 7th Day Friday** Leave Cordova 9:00 a. m. by train on Copper River & Northwestern Railway. 10:40 a. m. arrive Childs and Miles Glaciers. Stop of two hours to view the glaciers. Leave Miles Glacier station 12:30 p. m., and passing through the Coast Range arrive Chitina 4:45 p. m. Dining car in train. Passengers spend the night at Chitina.
- 8th Day Saturday** Leave Chitina 8:30 a. m. Arrive Kennecott 11:30 a. m. Returning leave Kennecott 12:30 p. m.; arrive Chitina 3:30 p. m. Dining car in train. Spend night at Chitina.
- 9th Day Sunday** Leave Chitina 8:00 a. m. by automobile over the Richardson Trail. Salmon running, see fish wheel in operation on Copper River. Arrive Gulkana 1:00 p. m. for lunch. Leave Gulkana 2:00 p. m. Arrive Paxon's Roadhouse (lodge) 6:30 p. m. Overnight stop. Fishing in Paxon's Lake near by.
- 10th Day Monday** Leave Paxon's 9:00 a. m. Pass Summit Lake and through main Alaskan Range. Arrive Rapids 1:00 p. m. for lunch. Leave Rapids 2:00 p. m. Auto ferry across Tanana River at McCarty's. Arrive Richardson's Roadhouse (lodge) 6:00 p. m. Overnight stop.
- 11th Day Tuesday** Leave Richardson's 8:00 a. m. Arrive Fairbanks 12:30 p. m., with half hour stop en route at Birch Lake. This completes automobile trip over the Richardson Trail. Spend rest of the day and night in Fairbanks.

(Continued in 2nd column on Page 7)

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

(Continued from 1st column, Page 6)

- 12th Day Wednesday** Automobile side trips from Fairbanks during day. Spend night and next morning at Fairbanks.
- 13th Day Thursday** Leave Fairbanks 1:00 p. m. by automobile over the Richardson Trail. Arrive Richardson's Roadhouse (lodge) 5:30 p. m., with half hour stop at Birch Lake en route. Overnight stop at Richardson's.
- 14th Day Friday** Leave Richardson's 9:00 a. m. Auto ferry across Tanana River at McCarty's. Pass through Main Alaskan Range. Arrive Rapids 1:30 p. m. for lunch. Leave Rapids 2:30 p. m. Pass Summit Lake. Arrive Paxon's Roadhouse (lodge) 6:00 p. m. Overnight stop. Fishing in Paxon's Lake nearby.
- 15th Day Saturday** Leave Paxon's 8:00 a. m. Arrive Gulkana 12:30 p. m. for lunch. Leave Gulkana 1:30 p. m. Salmon running, should see fish wheel in operation. Arrive Chitina 5:00 p. m., completing automobile trip over Richardson Trail. Spend night at Chitina.
- 16th Day Sunday** Leave Chitina 8:30 a. m. Arrive Kennecott 11:30 a. m. Returning, leave Kennecott 12:30 p. m., arrive Chitina 3:30 p. m. Dining car in train. Spend the night at Chitina.
- 17th Day Monday** Leave Chitina 9:45 a. m. by train over the Copper River & Northwestern Railway; pass through the Coast Range and arrive Miles and Childs Glaciers 2:00 p. m. Leave Miles Glacier station 4:00 p. m.; arrive Cordova 5:40 p. m. Dining car in train. Passengers spend the night at Cordova.

18th Day Tuesday The two parties come together again on arrival of steamer at Cordova Monday night or on Tuesday. Steamer should sail south from Cordova and passengers be en route by steamer on this day. Again at Sea recrossing the Gulf of Alaska.

19th Day Wednesday
20th Day Thursday
21st Day Friday
22nd Day Saturday
23rd Day Sunday

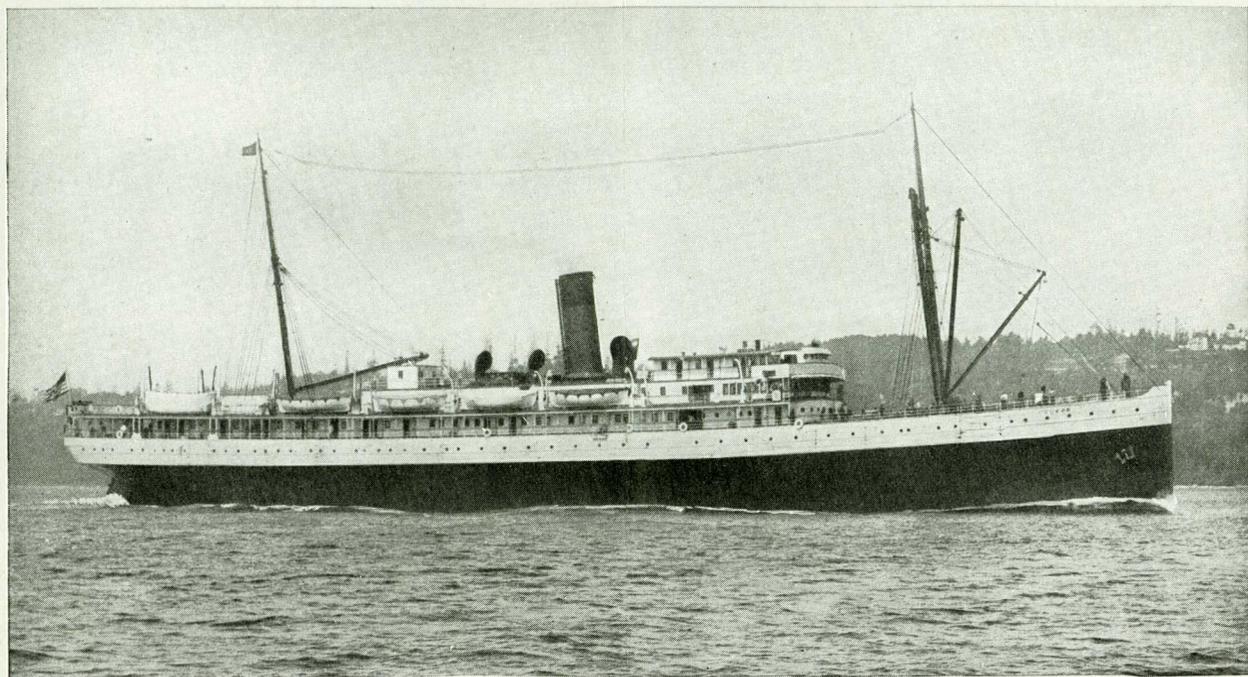
"Inside" at Cape Spencer and travel during the day through the Southeastern Alaska Inside Passage with a short stop at Juneau. Still southbound by steamer through the wonderful waterways of the Inside Passage, with short stops at Wrangell and Ketchikan. Still southbound by steamer through British Columbia waters and passing British Columbia villages, but without stopping. Steamer should arrive at Seattle during Sunday, the 23rd day; Monday, the 24th day, or Tuesday, the 25th day, completing this most wonderful tour of approximately 23 to 25 days and 4500 miles.

Excursionists who intend making the Golden Belt Line Tour on the above itinerary making the interior trip between steamers, will make their southbound reservations on the steamer following the one on which they sail from Seattle. Passengers who intend stopping over and staying in the interior longer than just between sailings, will make their southbound reservations accordingly. Those wishing to change their itinerary between Seward and Fairbanks so as to have more or less time at any intermediate point may do so by referring to The Alaska Railroad time tables shown on Page 19.

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

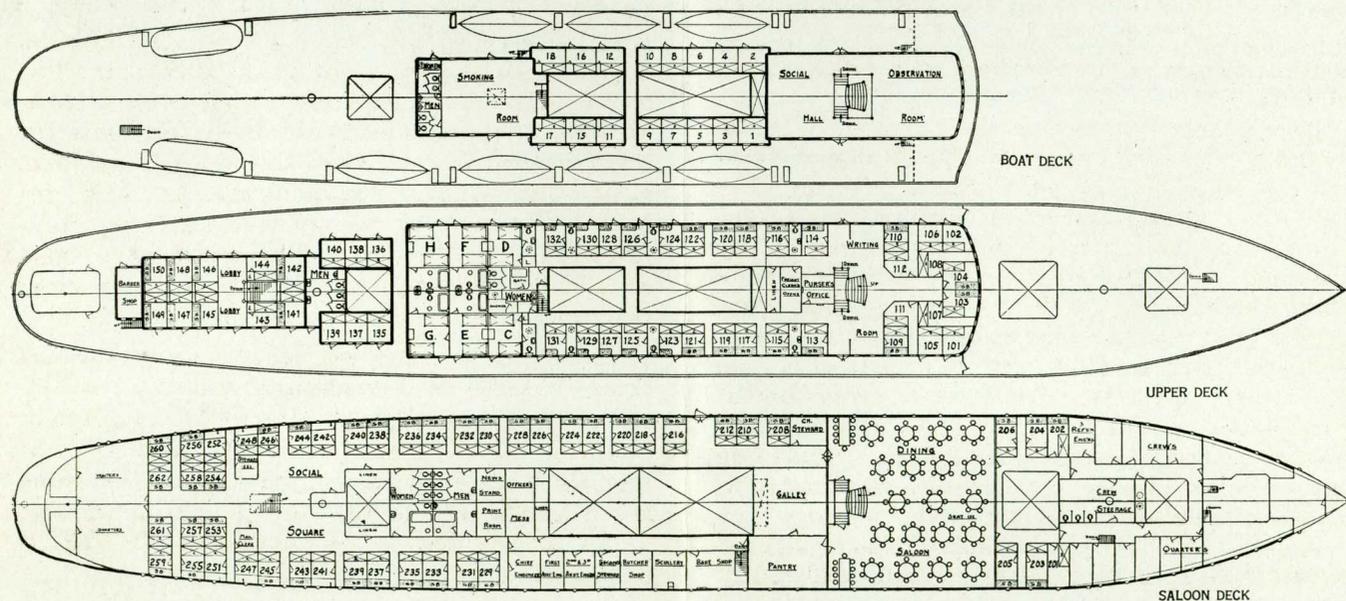
(Continued from 2nd column, Page 6)

- 12th Day Wednesday** Spend day and night in Fairbanks. Automobile side trips to gold fields, College and Experimental Farm.
- 13th Day Thursday** Leave Fairbanks 8:15 a. m. by The Alaska Railroad. Arrive McKinley Park 2:15 p. m. and spend afternoon, night and next morning at the Park.
- 14th Day Friday** Early this day pass close to Mt. McKinley. Leave McKinley Park station 2:00 p. m. Arrive Curry 6:15 p. m. Spend night at Curry.
- 15th Day Saturday** Leave Curry 7:30 a. m. Weather clear, obtain good view Mt. McKinley along The Alaska Railroad near Talkeetna. Arrive Anchorage 12:45 p. m. Stop off for the night, though passengers may continue on to Seward if they desire, in which event they would arrive Seward at 7:00 p. m.
- 16th Day Sunday** Leave Anchorage 10:00 a. m., by The Alaska Railroad; arrive Seward 3:40 p. m. Steamer is scheduled to leave Seward 5:00 p. m., southbound, but sailing might be deferred as explained in connection with schedule shown on Page 18.
- 17th Day Monday** En route by steamer southbound through Prince William Sound Waters, calling at Latouche, Valdez and canneries and salt-eries, and Columbia Glacier.



S. S. YUKON
(TWIN SCREW)

Length 375 feet Displacement 7400 tons
Breadth 50 feet Gross 5863 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

**MODIFIED INTERIOR TRIP
TO FAIRBANKS**

A modified and less expensive trip into Fairbanks can be made by traveling in both directions over The Alaska Railroad between Seward and Fairbanks, but in making the trip in this way excursionists miss the magnificent scenery along the line of the Copper River & Northwestern Railway and the Richardson Trail. The cost of the tour by this route would be:

Steamer fare, Seattle to Seward and return, including berth and meals—
 Ordinary Saloon Deck Accommodations..... \$140.00
 Ordinary Upper Deck Accommodations..... 156.00
 Rail fare, Seward to Fairbanks and return..... 56.10
 Total Minimum Fares.....\$196.10 or \$212.10

We estimate hotel expenses at approximately \$40.00 to \$50.00 in connection with this modified interior trip.

This tour is available throughout the year and is not limited to the summer season of travel over the Trail. Not less than the time between steamers will be required for the rail trip in both directions between Seward and Fairbanks.

PRINCE WILLIAM SOUND CRUISE

The Prince William Sound Cruise is entirely by steamer from Seattle to Seward and return. Steamers sail from Seattle 9 o'clock every Saturday morning and are routed through the Inside Passage and make stops in Southeastern Alaska at Ketchikan, Wrangell and Juneau. After crossing the Gulf of Alaska they make stops in Southwestern Alaska at Cordova, Valdez, Latouche and Seward and also call at Columbia Glacier. A more complete description of this cruise is contained in our large map folder.

As a special attraction, and at no extra cost, the S. S. ALASKA on her May 25 sailing and the S. S. YUKON on her June 1 sailing will also call at **Skagway** northbound and **Sitka** southbound.

Excursionists making the Prince William Sound Cruise are given an opportunity of making side trip by rail from Cordova over the Copper River & Northwestern Railway to Childs Glacier, about fifty miles out of Cordova, at the crossing of the Copper River. This trip is made while the steamer waits at Cordova. The Copper River & Northwestern Railway runs special trains for parties of ten or more at rate of \$10.00 per capita for the round-trip, and during the excursion season there are always enough excursionists on the steamers to make this special side trip. Childs Glacier is one of the most magnificent sights in Alaska, if not in the world.

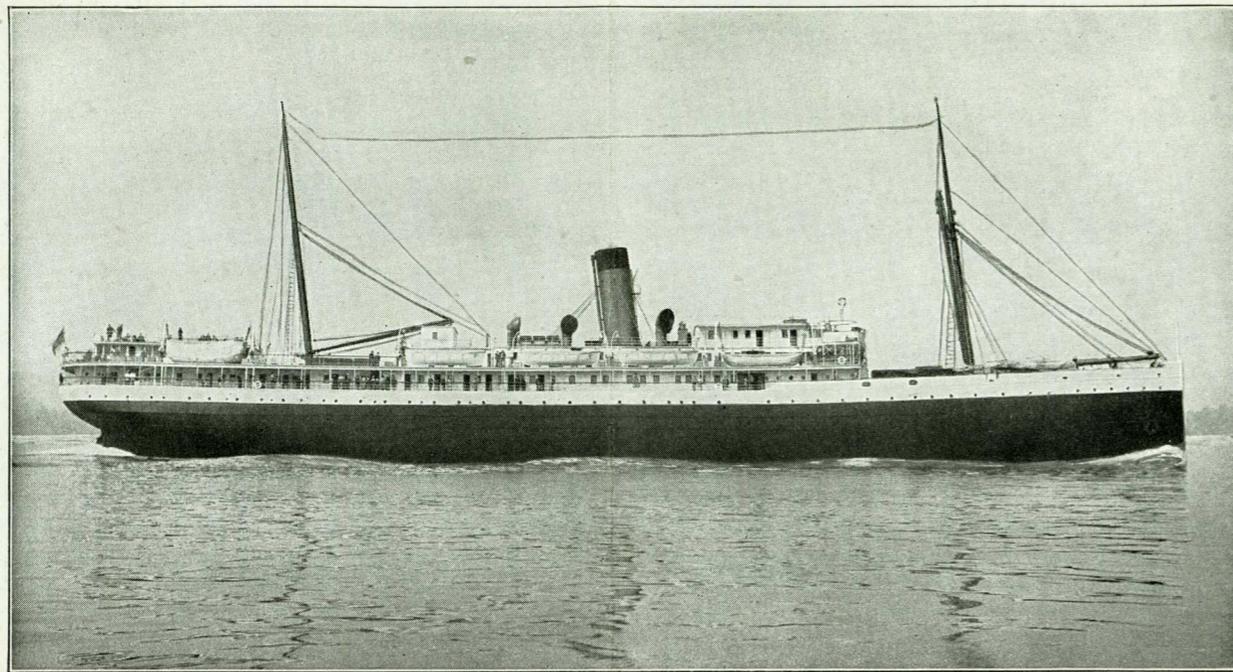
An effort will be made to have Prince William Sound Cruise steamers reach Seward sufficiently

early to enable tourists to connect with The Alaska Railroad train leaving at 10:00 a. m. Saturdays for Anchorage, due there 2:45 p. m. Tourists may spend Saturday night in Anchorage, leaving there 10:00 a. m., Sunday, and return to Seward 3:40 p. m., in time to connect with the same steamer leaving there not earlier than 5:00 p. m. that day. The fare for this side trip from Seward to Anchorage is \$9.15 round trip; hotel expenses additional.

For those who do not care to make the side trip to Anchorage, or if time does not permit of so doing, the Spencer Glacier side trip is offered from Seward by The Alaska Railroad. For this trip tourists leave Seward on the 8:00 a. m. Sunday train to Moraine, from which point a close-up view of the glacier is obtained. En route the train passes Kenai Lake; the shaft-like Placer River Canyon and the mountainous "loop district." Tourists return by train, arriving Seward 3:40 p. m. same day. The cost for the Spencer Glacier side trip from Seward is \$7.50 round trip.

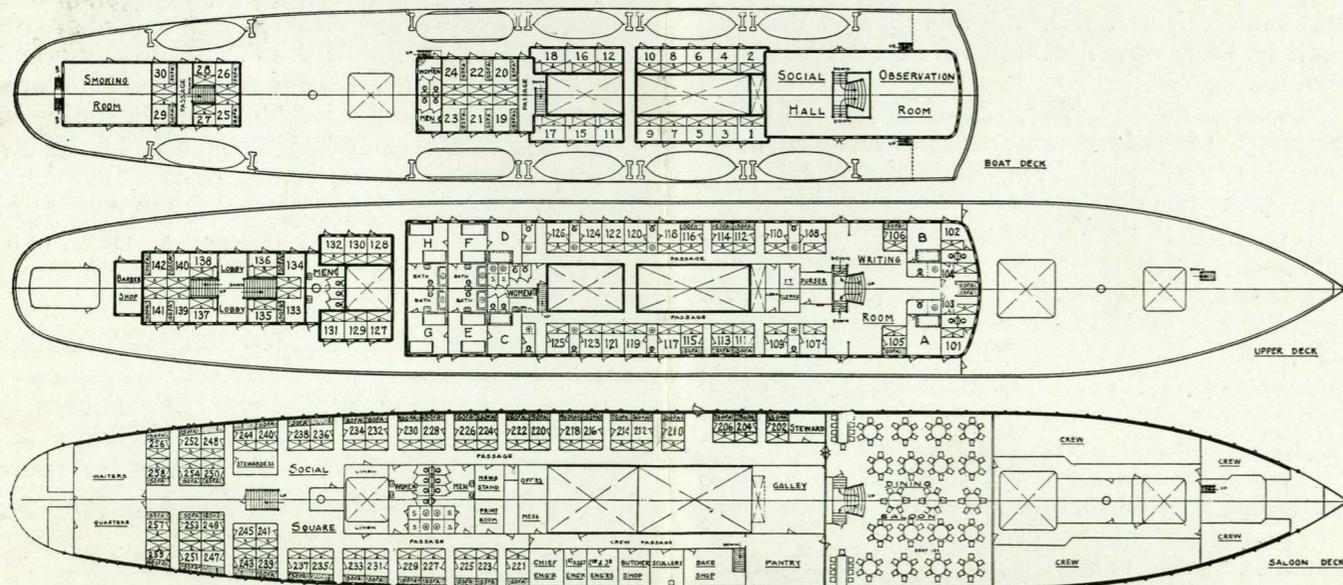
The rate for this sixteen to seventeen-day cruise, Seattle to Seward and return, exclusive of the side trips to Childs Glacier, Anchorage or Spencer Glacier, for minimum ordinary saloon deck stateroom accommodations, including berth and meals, is \$140.00. For minimum ordinary upper deck accommodations the fare is \$156.00.

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY



S. S. ALEUTIAN

(TWIN SCREW)
 Length 375 feet Displacement 7400 tons
 Breadth 50 feet Gross 5863 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

The steamers operated on this route (which also handle excursionists making the Golden Belt Line Tour) are the speedy, commodious and popular steamers ALASKA, ALEUTIAN and YUKON. Sailings from Seattle during the 1929 summer excursion season are from Pier 2, at 9 o'clock every Saturday morning as follows:

S. S. ALASKA	May 25	S. S. ALEUTIAN	July 20
S. S. YUKON	June 1	S. S. ALASKA	July 27
S. S. ALEUTIAN	June 8	S. S. YUKON	Aug. 3
S. S. ALASKA	June 15	S. S. ALEUTIAN	Aug. 10
S. S. YUKON	June 22	S. S. ALASKA	Aug. 17
S. S. ALEUTIAN	June 29	S. S. YUKON	Aug. 24
S. S. ALASKA	July 6	S. S. ALEUTIAN	Aug. 31
S. S. YUKON	July 13		

Prince William Sound Cruise Itinerary

The approximate day-to-day itinerary for excursionists making the Prince William Sound Cruise is as follows:

1st Day Saturday Leave Seattle at 9:00 a. m., from Pier 2, and during the day steam north down Puget Sound and across the Strait of Juan de Fuca and the International Boundary into the Gulf of Georgia, which is in Canadian Territory.

2nd Day Sunday Steamer continues northward through the narrow channels of the British Columbia Inside Passage, with forest clad mountains on each side and here and there a waterfall, tumbling blackfish or spouting whales, passing steamers, or Indian villages for variety.

3rd Day Monday Steamer still pursues her way northward and crosses the International Boundary at 54 degrees, 40 minutes, north latitude, and enters Alaska. During the forenoon the steamer arrives at Ketchikan, the first port in Alaska, and after a stop of several hours at this most interesting place, proceeds northward and makes another stop in the evening, at Wrangell.

4th Day Tuesday After the stop at Wrangell steamer continues northward, either through Wrangell Narrows or down Sumner Strait and around Cape Decision. The mountains are now growing higher and Alaskan Glaciers are to be seen. During the afternoon steamer arrives at Juneau the capital and several hours will be spent at this place.

5th Day Wednesday After leaving Juneau (evening of the fourth day) the course is more to the westward through Icy Strait and Cross Sound to Cape Spencer and then out into the North Pacific Ocean or the Gulf of Alaska. Though this is an ocean trip the steamer remains in sight of land, and stretching away to the north may be seen Mt. St. Elias, Malaspina Glacier and the Alaskan Coast Range.

6th Day Thursday At Cape Hinchinbrook, after crossing the Gulf, the steamer enters the Prince William Sound district and after steaming a few hours through its protected channels arrives at Cordova by early afternoon. A stop of a number of hours is made at this port, which is the terminus of the Copper River & Northwestern Railway and the gateway into the interior via the Richardson Trail. The Childs Glacier side trip, as hereinbefore described, may be arranged and offered excursionists during the time the steamer remains at Cordova northbound or may be deferred until steamer returns southbound a few days later and then arranged.

7th Day Friday During the day steamer will be en route, traveling through the Prince William Sound district from Cordova westward, making stops at Valdez, Latouche and probably other irregular

cannery ports, and will also make a call at Columbia Glacier.

8th Day Saturday Steamer should arrive at Seward during the day and will remain at Seward until 5:00 p. m. the following day before starting south on the return trip. Passengers making the round trip to Seward on the same steamer and voyage, are privileged to retain their stateroom accommodation and be furnished their meals on steamer while at Seward. While at Seward excursionists will have an opportunity to make an automobile trip to Kenai Lake, and may also have an opportunity to make Spencer Glacier or Anchorage side trip over The Alaska Railroad.

9th Day Sunday Steamer remains until 5:00 p. m. at Seward which gives passengers an opportunity to attend church Sunday forenoon. Steamer is scheduled to sail from Seward southbound at 5:00 p. m., but sailing might be deferred as explained in connection with schedule shown on page 18.

10th Day Monday En route by steamer southbound through the waterways of Prince William Sound, making stops at towns of Latouche and Valdez and visiting Columbia Glacier and probably making extra calls at canneries and salteries in the district.

11th Day Tuesday Steamer should arrive at Cordova during the preceding night or on Tuesday, the eleventh day, and after stop of a few hours should sail southbound.

12th Day Wednesday During this day steamer will be crossing the Gulf of Alaska eastbound. To the north should again appear the Alaskan Coast Range and the Malaspina Glacier, and Mounts Wrangell and St. Elias might be in view.

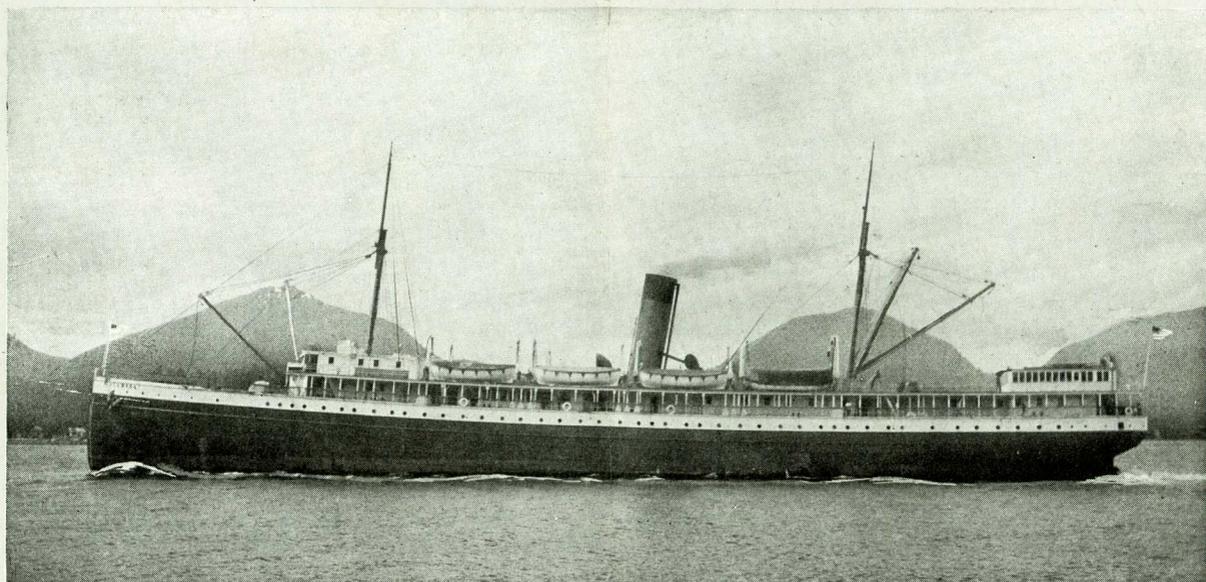
13th Day Thursday Steamer passes into the inside channels at Cape Spencer and travels southward during the day through the Southeastern Inside Passage with a short, farewell stop at Juneau, the capital.

14th Day Friday The route is still southbound through the wonderful Inside Passage, passing many glaciers and with short stops at Wrangell and Ketchikan.

15th Day Saturday The homeward route is still southbound, retraveling the narrow channels of British Columbian waters. Even in midsummer excursionists will notice that the days seem to grow shorter as the steamer travels southward.

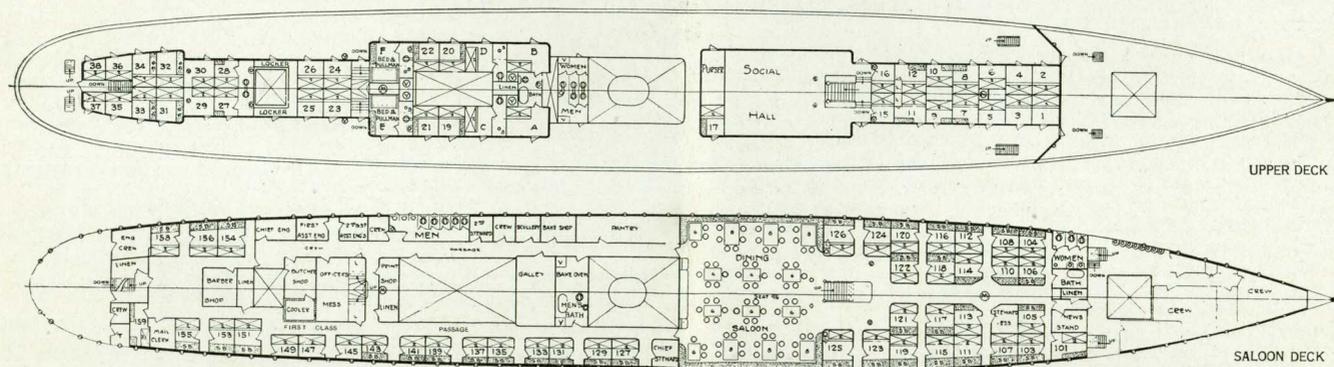
16th Day Sunday Steamer should arrive at Seattle during Sunday, or possibly not until Monday or Tuesday, completing this 3700-mile steamer boat ride through mountains.

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY



S. S. ALAMEDA

Length 332 feet Displacement 5000 tons
 Breadth 41 feet Gross 3158 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

COPPER RIVER-KEYSTONE CANYON TOUR

Some excursionists will undoubtedly wish to see more of the interior of the territory than can be seen during the time a steamer remains at the various ports of call from which side trips are possible, and still not use more than approximately two weeks for their Alaskan trip. For such excursionists we offer and recommend the Copper River-Keystone Canyon trip in connection with the Prince William Sound Cruise.

In making the Copper River-Keystone Canyon trip it will be necessary to give up part of the Prince William Sound Cruise. The trip is made by using steamers from Seattle to Cordova; Copper River & Northwestern Railway to Chitina and automobiles over the Richardson Trail to Valdez. At Valdez connect with the same steamer southbound as used northbound. This trip can also be reversed; that is, use steamer northbound to Valdez, then to Chitina and back to Cordova, and steamer from the latter port back to Seattle. The entire trip can be made in from sixteen to seventeen days from Seattle.

This tour can be made during 1929, leaving Seattle on "The Alaska Line" steamers each Saturday morning at nine o'clock, June 22 to August 31, inclusive.

The fares for this combined ocean and interior trip will be as follows:

	Upper Deck on Steamers	Minimum Fares Saloon Deck on Steamers
Steamers, between Seattle and Cordova	\$ 74.00	\$ 66.00
Rail, between Cordova and Chitina via Kennecott	31.20	31.20
Automobile, between Chitina and Valdez	35.00	35.00
Steamer, between Valdez and Seattle	75.00	67.00
Total Fares.....	\$215.20	\$199.20

Tickets include berth and meals while on steamers. Hotel, Roadhouse and Dining Car expenses will run about \$30.00 additional.

The itinerary for this trip will be the same as for the Prince William Sound Cruise between Seattle and Cordova and between Valdez and Seattle. The interior part will be approximately as follows:

In via Cordova

Friday 7th Day Leave Cordova 9:00 a. m., via C. R. & N. W. Ry. Arrive Miles and Childs Glaciers 10:40 a. m.; leave Glaciers 12:30 p. m. Arrive Chitina 4:45 p. m. Spend night at Chitina.

Saturday 8th Day Leave Chitina 8:30 a. m.; arrive Kennecott 11:30 a. m. Leave Kennecott 12:30 p. m.; arrive Chitina 3:30 p. m. Spend night at Chitina.

Sunday 9th Day Leave Chitina a. m. via Automobile. Stop at Kenney Lake or Lower Tonsina for lunch. Arrive Upper Tonsina afternoon or evening. Spend night here.

Monday 10th Day Leave Upper Tonsina a. m. Stop at Teikel for lunch or go through to Valdez, where arrive shortly after noon. Leave Valdez late same day by steamer for Seattle on regular Prince William Sound Cruise itinerary.

In via Valdez

Friday 7th Day Leave Valdez a. m. Arrive Teikel for lunch. Arrive Upper Tonsina afternoon or evening. Stop for night.

Saturday 8th Day Leave Upper Tonsina a. m. Arrive Kenney Lake or Lower Tonsina for lunch. Arrive Chitina afternoon or evening. Spend night at Chitina.

Sunday 9th Day Leave Chitina 8:30 a. m., via C. R. & N. W. Ry.; arrive Kennecott 11:30 a. m. Leave Kennecott 12:30 p. m.; arrive Chitina 3:30 p. m. Spend night here.

Monday 10th Day Leave Chitina 9:45 a. m.; arrive Miles and Childs Glaciers 2:00 p. m. Leave Glaciers 4:00 p. m.; arrive Cordova 5:40 p. m. Stay overnight at Cordova.

Tuesday 11th Day Leave Cordova not earlier than 9:00 a. m. on steamer, continuing on to Seattle on regular Prince William Sound Cruise itinerary.

INSIDE PASSAGE CRUISE

(The Sitka Trip)

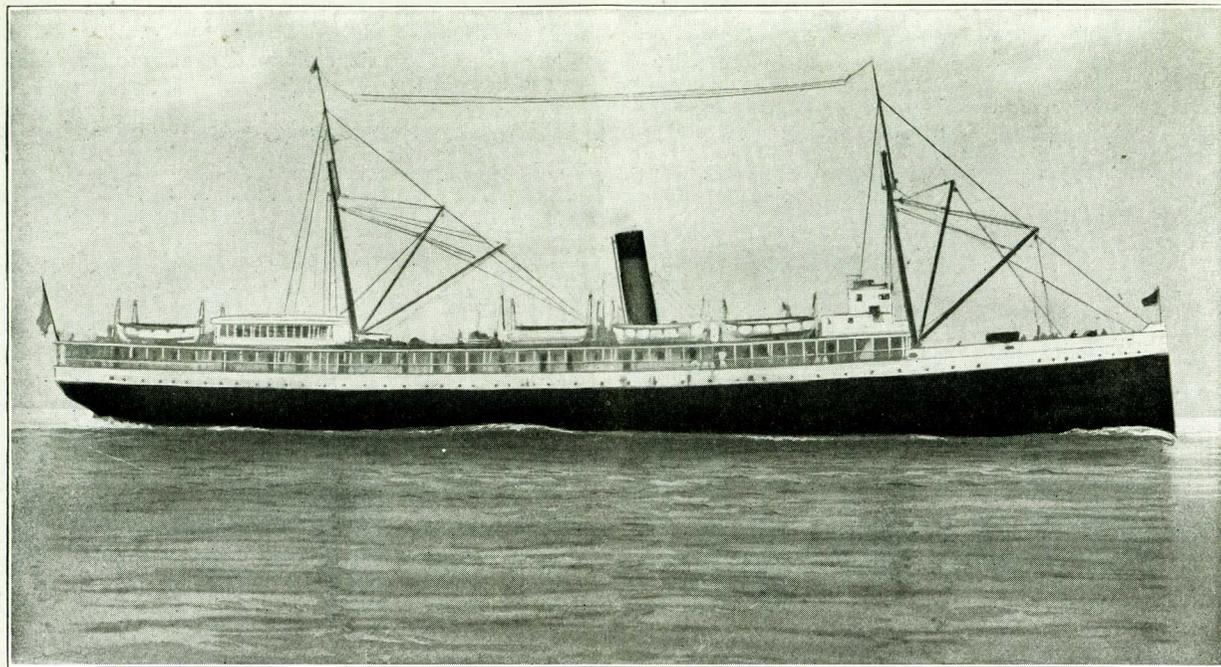
This is the original steamer cruise to Alaska, dating from the '90s, and has delighted thousands of excursionists who have made the trip during the past twenty to thirty years. It is strictly an "Inside Passage" cruise along the coast to as far north as Skagway, call being made at Sitka on the return trip, and steamers do not go out into the ocean, and excursionists are not exposed to any possibility of rough weather except for a few moments in crossing Queen Charlotte Sound, Milbank Sound and Dixon Entrance. A complete description of this cruise will be found in our map folder.

Two steamers will be operated in handling excursionists making this cruise—the ALAMEDA and the NORTHWESTERN. The sailing dates for these two steamers during the 1929 excursion season will be from Pier 2, Seattle, at 9:00 p. m., as follows:

S. S. ALAMEDA	May 28
S. S. NORTHWESTERN	June 4
S. S. ALAMEDA	June 11
S. S. NORTHWESTERN	June 18
S. S. ALAMEDA	June 25
S. S. NORTHWESTERN	July 2
S. S. ALAMEDA	July 9
S. S. NORTHWESTERN	July 16
S. S. ALAMEDA	July 23
S. S. NORTHWESTERN	July 30
S. S. ALAMEDA	Aug. 6
S. S. NORTHWESTERN	Aug. 13
S. S. ALAMEDA	Aug. 20
S. S. NORTHWESTERN	Aug. 27
S. S. ALAMEDA	Sept. 3

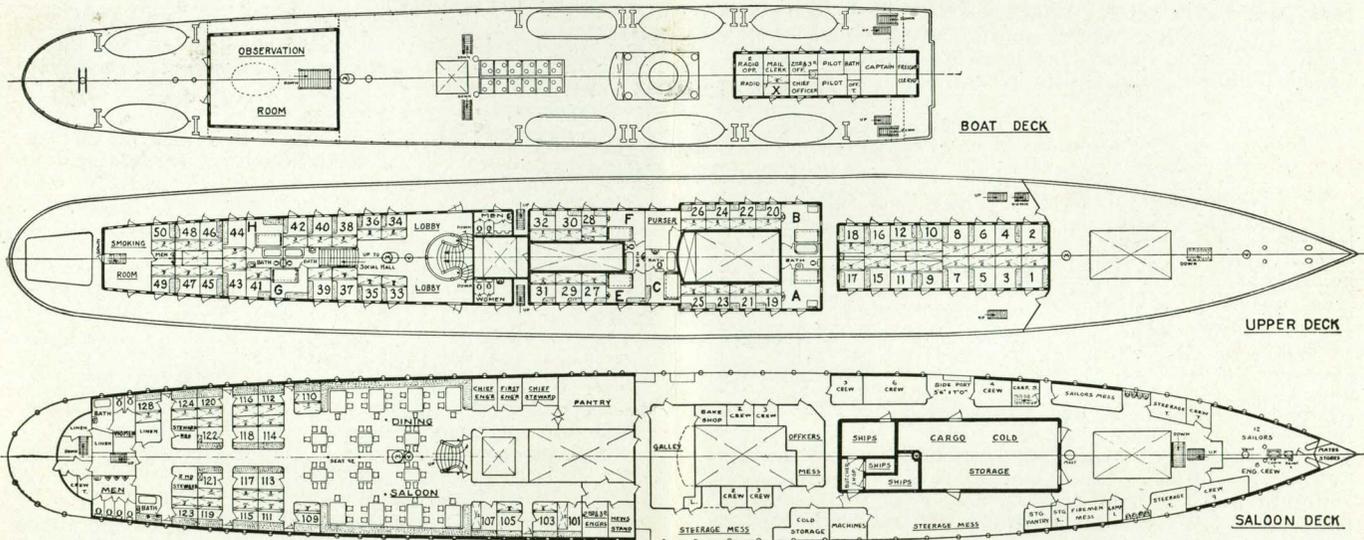
The ports of call for these two steamers on the above sailings will be Ketchikan, Wrangell, Petersburg, Taku

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY



S. S. NORTHWESTERN

Length 342 feet Displacement 5450 tons
 Breadth 43 feet Gross 3094 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

Glacier, Juneau, Haines, Skagway and Sitka. Sitka, because of its historic interest in relation to the early days of the territory, will be one of the high lights of this very scenic water trip "through mountains."

The fare for the round-trip to Skagway-Sitka and return will be \$90.00 for ordinary saloon deck accommodations, or \$100.00 for ordinary minimum upper deck accommodations, tickets including berth and meals.

Prince of Wales Island Cruise

Frequently requests are received for an Alaskan cruise on a freighter, one that makes a leisurely trip and calls at points not visited by steamers operating on regular routes. To take care of such requests the Prince of Wales Island Cruise is offered by "The Alaska Line."

Our steamers CORDOVA and LAKINA, sister ships, make this cruise. They have first-class passenger accommodations for about 100 persons. They are not sumptuously fitted in comparison with our regular passenger steamers, but they have very comfortable and clean accommodations, with hot and cold running water in every room and a few rooms with private shower bath and toilet.

These two steamers will have no regular ports of call; some of the ports which might be visited on one or more, or possibly all sailings, being Craig, Copper Mount, Waterfall, Klawack, Bay View, Steamboat Bay, Heceta and Shakan on the West Coast of Prince of Wales Island; Port Conclusion, Port Walter, Port Armstrong, Washington Bay, and Red Bluff Bay in Chatham Strait; Quadra, Kasaan, Moira Sound and other points in the Ketchikan district, and Lake Bay and Burnett Inlet near Wrangell. Call will also be made at Ketchikan, one of the most thriving towns in the territory, on every trip, with the possibility of calling at Wrangell, Petersburg and Juneau as well.

To those who do not care particularly as to what ports they visit or in what order such calls are made, and want

If passengers do not stop over, the round-trip to Skagway and Sitka will be made in approximately ten to twelve days.

The stops at the different ports will be of sufficient time to allow excursionists to see the principal points of interest. At Skagway steamers will wait for about seven hours to allow passengers to make the side trip over the White Pass & Yukon Route to Lake Bennett and return at an additional cost of \$7.50.

to see the many out-of-the-way places, located at the head of beautiful small bays or along the shores of small channels, and who are primarily interested in a very restful and leisurely cruise through Southeastern Alaska waters, we heartily recommend a trip on the CORDOVA or the LAKINA. This leisurely trip, off the beaten track, puts one in close contact with the more primitive conditions as they existed in the territory prior to the Twentieth Century.

The round-trip fare for this twelve to eighteen days' leisurely water cruise is \$82.00, first-class, tickets including berth and meals. Stop-overs will not be permitted except at Ketchikan, Wrangell, Petersburg or Juneau, and then only when these steamers call at such ports.

During the 1929 summer excursion season these two steamers will be scheduled to sail from Pier 2, Seattle, at 5:00 P. M., as follows:

S. S. CORDOVA	.....	June 10
S. S. LAKINA	.....	June 20
S. S. CORDOVA	.....	June 29
S. S. LAKINA	.....	July 10
S. S. CORDOVA	.....	July 20
S. S. LAKINA	.....	July 30
S. S. CORDOVA	.....	Aug. 10
S. S. LAKINA	.....	Aug. 20
S. S. CORDOVA	.....	Aug. 30

Dawson and Atlin

In connection with and as an extension of the Inside Passage Cruise the White Pass & Yukon Route offers attractive side trips from Skagway to Atlin, which is located on a beautiful lake by the same name in Northern British Columbia, and/or to White Horse and Dawson, Yukon Territory. Dawson is the Klondike of the 1897 gold stampede. It is located on the Yukon River, 200 miles above the International Boundary, between Yukon Territory and Alaska.

Passengers making the tour to Atlin and/or Dawson leave our Southeastern Alaska Route steamer at Skagway and Atlin passengers travel by rail to Carcross, 68 miles north of Skagway, thence by steamer to Atlin. The return is by the same route.

Passengers for Dawson travel by rail from Skagway, 111 miles to White Horse, at the head of steamer navigation on the Yukon River, thence by river steamer down the Yukon 460 miles to Dawson. The return is by the

same route. Passengers who visit both Atlin and Dawson make the Atlin side trip from Carcross on the way to or returning from Dawson. The trip can be made between steamers.

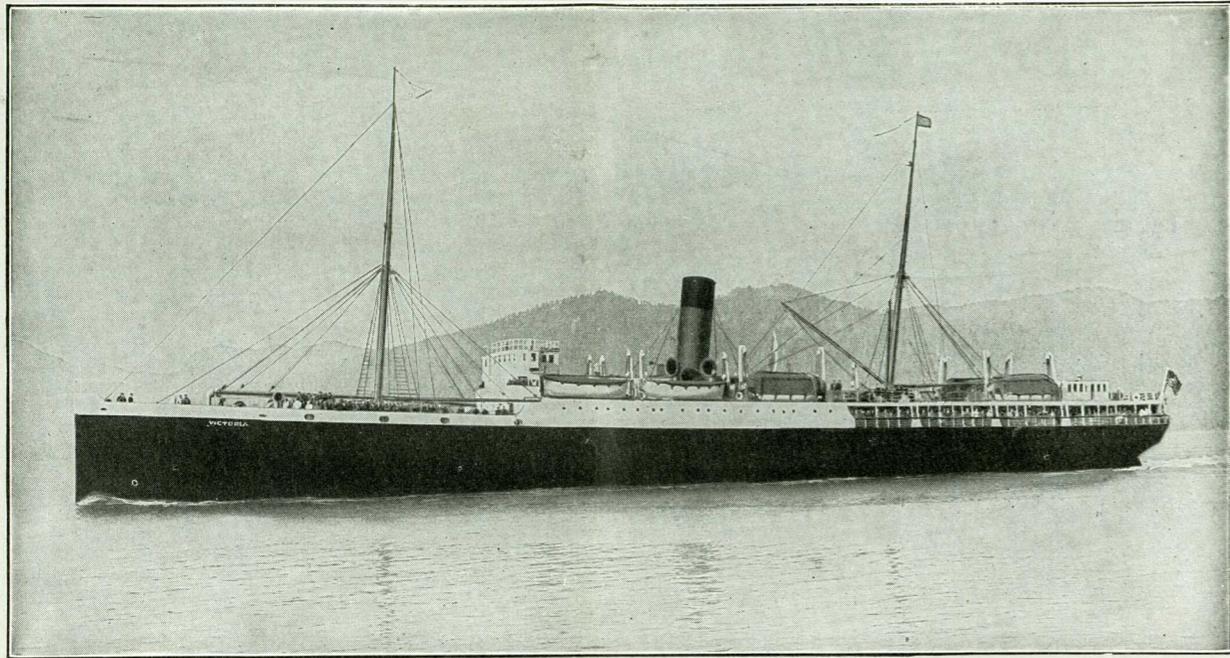
The fares from Skagway for these side trips are as follows:

To Atlin and return, including side trip from Carcross to White Horse and return.....	\$ 50.00
To Dawson and return, without side trip to Lake Atlin	115.00
With side trip to Lake Atlin.....	140.00

Tickets include berth and meals while on lake and river steamers, but do not include expenses while awaiting connections at transfer points.

To those interested in the trip to Dawson or Lake Atlin, or both, a folder covering the trips from Skagway together with itineraries from Seattle to one or both points will gladly be sent on request.

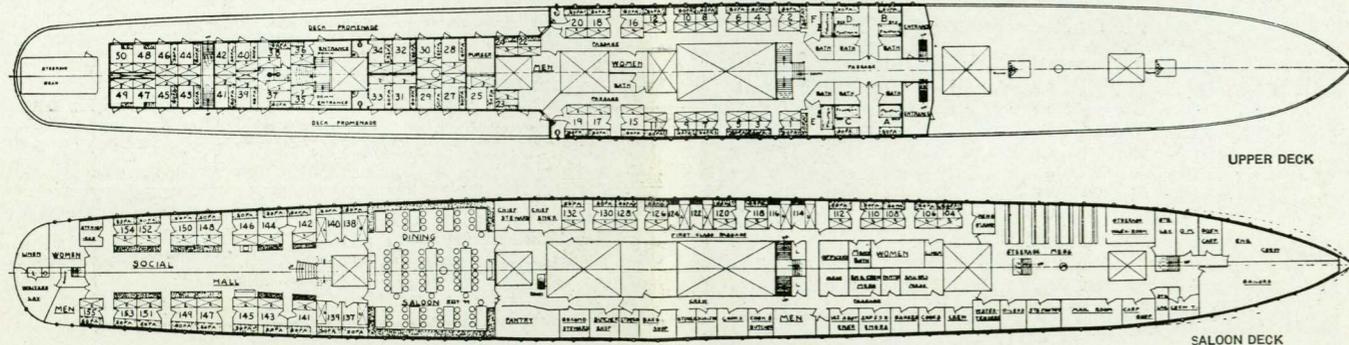
WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY



© H. W. STEWART

S. S. VICTORIA

Length	.....	366 feet	Displacement	.....	6670 tons
Breadth	.....	40 feet	Gross	.....	3868 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

Bering Sea Cruise

For those who are particularly interested in an ocean voyage without the many scenic features encountered in making tours and cruises hereinbefore mentioned, we offer trips on the VICTORIA from Seattle to Nome and/or St. Michael and return on her July 6 and September 4 sailings.

On her July 6 sailing, the VICTORIA will require thirty to thirty-five days for the round trip, calling at one or two ports near Unimak Pass north and southbound. Southbound on this voyage, steamer is to call at a cannery port in Bristol Bay, where she will remain several days. On her September 4 sailing the VICTORIA will require

twenty-three to twenty-six days for the round trip, the call in Bristol Bay being omitted.

The fare, Seattle to Nome and/or St. Michael and return on all sailings of the VICTORIA, will be \$230.00 first class, for ordinary upper deck accommodations, or \$170.00 first-class, for ordinary saloon deck accommodations. Tickets include berth and meals while on steamer.

The complete scheduled sailings from Pier 2, Seattle, for the steamer operating on the Bering Sea Route during the coming season, sailing hour at 10:00 A. M., are as follows:

S. S. VICTORIA, June 5, July 6, September 4 and October 10.

General Service

The foregoing has dealt almost entirely with our summer excursion cruises and tours to Alaska, but in addition wish to call your attention to our regular service to the northern territory throughout the year.

On the Southwestern Alaska Route we operate steamers from Seattle to Ketchikan, Wrangell and Juneau, in Southeastern Alaska, and Cordova, Valdez, Latouche and Seward in Southwestern Alaska, throughout the year, with steamers sailing from Seattle every Saturday morning at 9:00 o'clock. The Southwestern Alaska Route steamers on some sailings during the winter months, or when Southeastern Alaska Route steamers are not being operated sometimes also call at Petersburg and Skagway.

On the Southeastern Alaska Route we maintain regularly scheduled service throughout the spring, summer and fall months, with sailings from Seattle at nine o'clock every other Tuesday night, March to May, inclusive, and every Tuesday night, June to August, inclusive, as shown in schedule on Page 19 for Ketchikan, Wrangell, Petersburg, Juneau, Haines (Chilkoot Barracks), Skagway and Sitka. During the winter months, as stated in the preceding paragraph, the Southeastern Alaska points not

served regularly by the Southwestern Alaska Route steamers are served by those steamers as business justifies.

Between Seattle and irregular cannery and saltery ports in Southeastern Alaska, as far north as Juneau, including West Coast of Prince of Wales Island and Chatham Strait points, we will have a steamer sailing from Seattle 5:00 p. m. April 9 and 23; May 7 and 21; June 10, 20 and 29; July 10, 20 and 30; August 10, 20 and 30; and September 10 and 20.

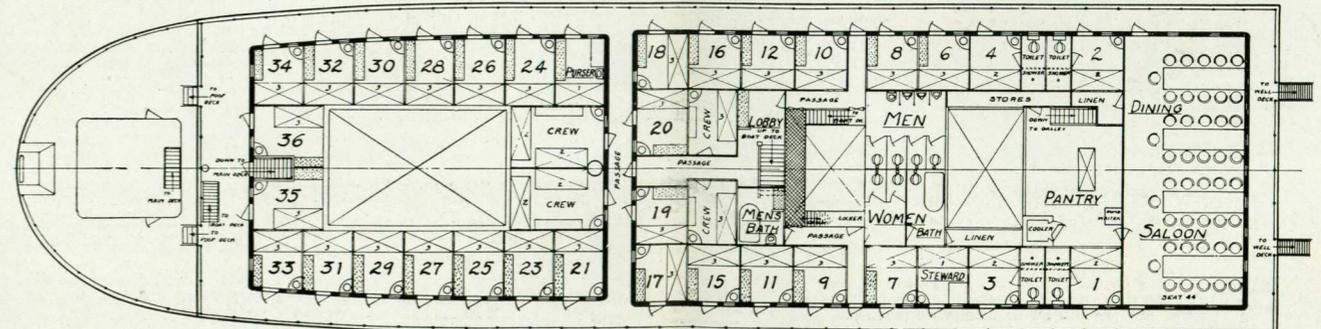
On the Bering Sea Route we maintain steamer service from Seattle to Nome and/or St. Michael and other ports on Norton Sound during the summer season of navigation from about the first of June to the latter part of October. We have one sailing each year, a freighter, usually about the 15th of June, direct from Seattle to Kotzebue Sound points north of Nome.

Steamers operating on all routes make connections at various Alaskan ports with various lines operating to the interior.

The complete sailing schedules for steamers operating on all routes during 1929 are shown on Pages 18 and 19.

S. S. CORDOVA

Length	.....	251 feet	Displacement	.....	4350 tons
Breadth	.....	41 feet	Gross	.....	2273 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

1929 SAILING SCHEDULES

Schedules shown below and on opposite page are based on previous performances by the steamers on the different routes; BUT IT MUST BE DISTINCTLY UNDERSTOOD that due to tidal, weather and other conditions over which we have no control, it is absolutely impossible to accurately figure in advance dates at ports in Alaska and arrivals at Seattle. The arrivals at Seattle might, therefore, be earlier or later than the dates shown. Steamers should, however, be able to very closely follow schedules shown herein.

Prior to June 2d and subsequent to September 8th, steamers will not sail south from Seward earlier than midnight on dates shown. June 2d to September 8th, inclusive, steamers will not sail south from Seward earlier than 5.00 p.m.

SOUTHWESTERN ALASKA ROUTE

Steamers scheduled to sail 9:00 a. m., from Pier 2, Seattle.

Sailings Subject to Change without Notice

STEAMER	NORTHBOUND								SOUTHBOUND							
	Leave Seattle 9:00 a.m.	Due Ketchikan	Due Wrangell	Due Juneau	Due Cordova	Due Valdez	Due Latouche	Due Seward	Leave Seward	Due Latouche	Due Valdez	Due Cordova	Due Juneau	Due Wrangell	Due Ketchikan	Due Seattle
*Northwestern	Jan. 5	Jan. 7	Jan. 7	Jan. 8	Jan. 10	Jan. 11	Jan. 11	Jan. 12	Jan. 12	Jan. 13	Jan. 13	Jan. 14	Jan. 16	Jan. 17	Jan. 17	Jan. 19
*Alameda	Jan. 17	Jan. 19	Jan. 19	Jan. 20	Jan. 22	Jan. 23	Jan. 23	Jan. 23	Jan. 23	Jan. 24	Jan. 24	Jan. 25	Jan. 27	Jan. 28	Jan. 28	Jan. 30
*Northwestern	Jan. 26	Jan. 28	Jan. 28	Jan. 29	Jan. 31	Feb. 1	Feb. 1	Feb. 2	Feb. 2	Feb. 3	Feb. 3	Feb. 4	Feb. 6	Feb. 7	Feb. 7	Feb. 9
*Alameda	Feb. 7	Feb. 9	Feb. 9	Feb. 10	Feb. 12	Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 14	Feb. 14	Feb. 15	Feb. 17	Feb. 18	Feb. 18	Feb. 20
*Northwestern	Feb. 16	Feb. 18	Feb. 18	Feb. 19	Feb. 21	Feb. 22	Feb. 22	Feb. 23	Feb. 23	Feb. 24	Feb. 24	Feb. 25	Feb. 27	Feb. 28	Feb. 28	Mar. 2
Aleutian	Feb. 23	Feb. 25	Feb. 25	Feb. 26	Feb. 28	Mar. 1	Mar. 1	Mar. 2	Mar. 2	Mar. 3	Mar. 3	Mar. 4	Mar. 6	Mar. 7	Mar. 7	Mar. 9
Alaska	Mar. 2	Mar. 4	Mar. 4	Mar. 5	Mar. 7	Mar. 8	Mar. 8	Mar. 9	Mar. 9	Mar. 10	Mar. 10	Mar. 11	Mar. 13	Mar. 14	Mar. 14	Mar. 16
Yukon	Mar. 9	Mar. 11	Mar. 11	Mar. 12	Mar. 14	Mar. 15	Mar. 15	Mar. 16	Mar. 16	Mar. 17	Mar. 17	Mar. 18	Mar. 20	Mar. 21	Mar. 21	Mar. 23
Aleutian	Mar. 16	Mar. 18	Mar. 18	Mar. 19	Mar. 21	Mar. 22	Mar. 22	Mar. 23	Mar. 23	Mar. 24	Mar. 24	Mar. 25	Mar. 27	Mar. 28	Mar. 28	Mar. 30
Alaska	Mar. 23	Mar. 25	Mar. 25	Mar. 26	Mar. 28	Mar. 29	Mar. 29	Mar. 30	Mar. 30	Mar. 31	Mar. 31	Apr. 1	Apr. 3	Apr. 4	Apr. 4	Apr. 6
Yukon	Mar. 30	Apr. 1	Apr. 1	Apr. 2	Apr. 4	Apr. 5	Apr. 5	Apr. 6	Apr. 6	Apr. 7	Apr. 7	Apr. 8	Apr. 10	Apr. 11	Apr. 11	Apr. 13
Aleutian	Apr. 6	Apr. 8	Apr. 8	Apr. 9	Apr. 11	Apr. 12	Apr. 12	Apr. 13	Apr. 13	Apr. 14	Apr. 14	Apr. 15	Apr. 17	Apr. 18	Apr. 18	Apr. 20
Alaska	Apr. 13	Apr. 15	Apr. 15	Apr. 16	Apr. 18	Apr. 19	Apr. 19	Apr. 20	Apr. 20	Apr. 21	Apr. 21	Apr. 22	Apr. 24	Apr. 25	Apr. 25	Apr. 27
Yukon	Apr. 20	Apr. 22	Apr. 22	Apr. 23	Apr. 25	Apr. 26	Apr. 26	Apr. 27	Apr. 27	Apr. 28	Apr. 28	Apr. 29	May 1	May 2	May 2	May 4
Aleutian	Apr. 27	Apr. 29	Apr. 29	Apr. 30	May 2	May 3	May 3	May 4	May 4	May 5	May 5	May 6	May 8	May 9	May 9	May 11
Alaska	May 4	May 6	May 6	May 7	May 9	May 10	May 10	May 11	May 11	May 12	May 12	May 13	May 15	May 16	May 16	May 18
Yukon	May 11	May 13	May 13	May 14	May 16	May 17	May 17	May 18	May 18	May 19	May 19	May 20	May 22	May 23	May 23	May 25
Aleutian	May 18	May 20	May 20	May 21	May 23	May 24	May 24	May 25	May 25	May 26	May 26	May 27	May 29	May 30	May 30	June 1
*Alaska	May 25	May 27	May 27	May 28	May 31	June 1	June 1	June 2	June 2	June 3	June 3	June 4	June 6	June 7	June 7	June 9
*Yukon	June 1	June 3	June 3	June 4	June 6	June 7	June 7	June 8	June 8	June 9	June 9	June 10	June 12	June 13	June 13	June 15
*Aleutian	June 8	June 10	June 10	June 11	June 13	June 14	June 14	June 15	June 15	June 16	June 16	June 17	June 19	June 20	June 20	June 22
*Alaska	June 15	June 17	June 17	June 18	June 20	June 21	June 21	June 22	June 22	June 23	June 23	June 24	June 26	June 27	June 27	June 29
*Yukon	June 22	June 24	June 24	June 25	June 27	June 28	June 28	June 29	June 29	June 30	June 30	July 1	July 3	July 4	July 4	July 6
*Aleutian	June 29	July 1	July 1	July 2	July 4	July 5	July 5	July 6	July 6	July 7	July 7	July 8	July 10	July 11	July 11	July 13
*Alaska	July 6	July 8	July 8	July 9	July 11	July 12	July 12	July 13	July 13	July 14	July 14	July 15	July 17	July 18	July 18	July 20
*Yukon	July 13	July 15	July 15	July 16	July 18	July 19	July 19	July 20	July 20	July 21	July 21	July 22	July 24	July 25	July 25	July 27
*Aleutian	July 20	July 22	July 22	July 23	July 25	July 26	July 26	July 27	July 27	July 28	July 28	July 29	July 31	Aug. 1	Aug. 1	Aug. 3
*Alaska	July 27	July 29	July 29	July 30	Aug. 1	Aug. 2	Aug. 2	Aug. 3	Aug. 3	Aug. 4	Aug. 4	Aug. 5	Aug. 7	Aug. 8	Aug. 8	Aug. 10
*Yukon	Aug. 3	Aug. 5	Aug. 5	Aug. 6	Aug. 8	Aug. 9	Aug. 9	Aug. 10	Aug. 10	Aug. 11	Aug. 11	Aug. 12	Aug. 14	Aug. 15	Aug. 15	Aug. 17
*Aleutian	Aug. 10	Aug. 12	Aug. 12	Aug. 13	Aug. 15	Aug. 16	Aug. 16	Aug. 17	Aug. 17	Aug. 18	Aug. 18	Aug. 19	Aug. 21	Aug. 22	Aug. 22	Aug. 24
*Alaska	Aug. 17	Aug. 19	Aug. 19	Aug. 20	Aug. 22	Aug. 23	Aug. 23	Aug. 24	Aug. 24	Aug. 25	Aug. 25	Aug. 26	Aug. 28	Aug. 29	Aug. 29	Aug. 31
*Yukon	Aug. 24	Aug. 26	Aug. 26	Aug. 27	Aug. 29	Aug. 30	Aug. 30	Aug. 31	Aug. 31	Sep. 1	Sep. 1	Sep. 2	Sep. 4	Sep. 5	Sep. 5	Sep. 7
*Aleutian	Aug. 31	Sep. 2	Sep. 2	Sep. 3	Sep. 5	Sep. 6	Sep. 6	Sep. 7	Sep. 7	Sep. 8	Sep. 8	Sep. 9	Sep. 11	Sep. 12	Sep. 12	Sep. 14
Alaska	Sep. 7	Sep. 9	Sep. 9	Sep. 10	Sep. 12	Sep. 13	Sep. 13	Sep. 14	Sep. 14	Sep. 15	Sep. 15	Sep. 16	Sep. 18	Sep. 19	Sep. 19	Sep. 21
Yukon	Sep. 14	Sep. 16	Sep. 16	Sep. 17	Sep. 19	Sep. 20	Sep. 20	Sep. 21	Sep. 21	Sep. 22	Sep. 22	Sep. 23	Sep. 25	Sep. 26	Sep. 26	Sep. 28
Aleutian	Sep. 21	Sep. 23	Sep. 23	Sep. 24	Sep. 26	Sep. 27	Sep. 27	Sep. 28	Sep. 28	Sep. 29	Sep. 29	Sep. 30	Oct. 2	Oct. 3	Oct. 3	Oct. 5
Alaska	Sep. 28	Sep. 30	Sep. 30	Oct. 1	Oct. 3	Oct. 4	Oct. 4	Oct. 5	Oct. 5	Oct. 6	Oct. 6	Oct. 7	Oct. 9	Oct. 10	Oct. 10	Oct. 12
Yukon	Oct. 5	Oct. 7	Oct. 7	Oct. 8	Oct. 10	Oct. 11	Oct. 11	Oct. 12	Oct. 12	Oct. 13	Oct. 13	Oct. 14	Oct. 16	Oct. 17	Oct. 17	Oct. 19
Aleutian	Oct. 12	Oct. 14	Oct. 14	Oct. 15	Oct. 17	Oct. 18	Oct. 18	Oct. 19	Oct. 19	Oct. 20	Oct. 20	Oct. 21	Oct. 23	Oct. 24	Oct. 24	Oct. 26
Alaska	Oct. 19	Oct. 21	Oct. 21	Oct. 22	Oct. 24	Oct. 25	Oct. 25	Oct. 26	Oct. 26	Oct. 27	Oct. 27	Oct. 28	Oct. 30	Oct. 31	Oct. 31	Nov. 2
Yukon	Oct. 26	Oct. 28	Oct. 28	Oct. 29	Oct. 31	Nov. 1	Nov. 1	Nov. 2	Nov. 2	Nov. 3	Nov. 3	Nov. 4	Nov. 6	Nov. 7	Nov. 7	Nov. 9
Aleutian	Nov. 2	Nov. 4	Nov. 4	Nov. 5	Nov. 7	Nov. 8	Nov. 8	Nov. 9	Nov. 9	Nov. 10	Nov. 10	Nov. 11	Nov. 13	Nov. 14	Nov. 14	Nov. 16
Alaska	Nov. 9	Nov. 11	Nov. 11	Nov. 12	Nov. 14	Nov. 15	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 17	Nov. 18	Nov. 20	Nov. 21	Nov. 21	Nov. 23
Yukon	Nov. 16	Nov. 18	Nov. 18	Nov. 19	Nov. 21	Nov. 22	Nov. 22	Nov. 23	Nov. 23	Nov. 24	Nov. 24	Nov. 25	Nov. 27	Nov. 28	Nov. 28	Nov. 30
Aleutian	Nov. 23	Nov. 25	Nov. 25	Nov. 26	Nov. 28	Nov. 29	Nov. 29	Nov. 30	Nov. 30	Dec. 1	Dec. 1	Dec. 2	Dec. 4	Dec. 5	Dec. 5	Dec. 7
Alaska	Nov. 30	Dec. 2	Dec. 2	Dec. 3	Dec. 5	Dec. 6	Dec. 6	Dec. 7	Dec. 7	Dec. 8	Dec. 8	Dec. 9	Dec. 11	Dec. 12	Dec. 12	Dec. 14
Yukon	Dec. 7	Dec. 9	Dec. 9	Dec. 10	Dec. 12	Dec. 13	Dec. 13	Dec. 14	Dec. 14	Dec. 15	Dec. 15	Dec. 16	Dec. 18	Dec. 19	Dec. 19	Dec. 21
Aleutian	Dec. 14	Dec. 16	Dec. 16	Dec. 17	Dec. 19	Dec. 20	Dec. 20	Dec. 21	Dec. 21	Dec. 22	Dec. 22	Dec. 23	Dec. 25	Dec. 26	Dec. 26	Dec. 28
Alaska	Dec. 21	Dec. 23	Dec. 23	Dec. 24	Dec. 26	Dec. 27	Dec. 27	Dec. 28	Dec. 28	Dec. 29	Dec. 29	Dec. 30	Jan. 1	Jan. 2	Jan. 2	Jan. 4
Yukon	Dec. 28	Dec. 30	Dec. 30	Dec. 31	Jan. 2	Jan. 3	Jan. 3	Jan. 4	Jan. 4	Jan. 5	Jan. 5	Jan. 6	Jan. 8	Jan. 9	Jan. 9	Jan. 11

*Calls Skagway northbound and Sitka southbound. •Also call at Petersburg north and southbound.
*Summer Excursion Sailings—Steamers will also call at Columbia Glacier on these trips.

CONNECTIONS—At Cordova, with Copper River & Northwestern Railway.
At Seward, with The Alaska Railroad.

Southwestern Alaska Route Steamers connect with the S. S. STARR at Seward for Alaska Peninsula ports southwest thereof on the following sailings from Seattle: NORTHWESTERN, January 5; ALAMEDA, February 7; ALASKA, March 2; YUKON, March 30; ALASKA, May 4; YUKON, June 1; ALASKA, July 6; YUKON, August 3; ALEUTIAN, August 31; ALASKA, September 28; ALASKA, November 9; ALASKA, November 30.

BERING SEA ROUTE

Steamers operating on the Bering Sea Route, during the 1929 open season of navigation, are scheduled to sail from Pier 2, Seattle, at 10:00 a.m., as follows: S. S. VICTORIA June 5, July 6, September 4 and October 10, calling at Nome each voyage; at St. Michael each voyage except last; and at Bonanza and Golovin as business requires. Sailings subject to change without notice.

WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

1929 SAILING SCHEDULES (Cont'd)

As explained on previous page, dates at ports in Alaska and arrival dates at Seattle are only approximate.

SOUTHEASTERN ALASKA ROUTE

Where no dates are shown steamers do not call.

Sailings from Pier 2, Seattle, 9.00 p.m.

Subject to Change without Notice

STEAMER	NORTHBOUND							SOUTHBOUND						
	Leave Seattle 9:00 p.m.	Due Ketchikan	Due Wrangell	Due Petersburg	Due Juneau	Due Haines	Due Skagway	Leave Skagway	Due and Leave Juneau	Due Sitka	Due Petersburg	Due Wrangell	Due Ketchikan	Due Seattle
Alameda	Apr. 2	Apr. 4	Apr. 5	Apr. 5	Apr. 6	Apr. 7	Apr. 7	Apr. 7	Apr. 8	Apr. 9	Apr. 9	Apr. 10	Apr. 10	Apr. 12
Alameda	Apr. 16	Apr. 18	Apr. 19	Apr. 19	Apr. 20	Apr. 21	Apr. 21	Apr. 21	Apr. 22	Apr. 23	Apr. 23	Apr. 24	Apr. 24	Apr. 26
Alameda	Apr. 30	May 2	May 3	May 3	May 4	May 5	May 5	May 5	May 6	May 7	May 7	May 8	May 8	May 10
Alameda	May 14	May 16	May 17	May 17	May 18	May 19	May 19	May 19	May 20	May 21	May 21	May 22	May 22	May 24
*Alameda	May 28	May 30	May 31	May 31	June 1	June 2	June 2	June 2	June 3	June 4	June 4	June 5	June 5	June 7
*Northwestern	June 4	June 6	June 7	June 7	June 8	June 9	June 9	June 9	June 10	June 11	June 11	June 12	June 12	June 14
*Alameda	June 11	June 13	June 14	June 14	June 15	June 16	June 16	June 16	June 17	June 18	June 18	June 19	June 19	June 21
*Northwestern	June 18	June 20	June 21	June 21	June 22	June 23	June 23	June 23	June 24	June 25	June 25	June 26	June 26	June 28
*Alameda	June 25	June 27	June 28	June 28	June 29	June 30	June 30	June 30	July 1	July 2	July 2	July 3	July 3	July 5
*Northwestern	July 2	July 4	July 5	July 5	July 6	July 7	July 7							

Instructions as to Securing Reservations and Tickets, and Information of Interest to Passengers

Reservations

Request for berth reservations should be made through H. N. Peterson, Assistant General Passenger Agent, Room 5, Pier 2, Seattle. When requests for reservations are handled by telegraph, this company pays tolls one way only. With requests for reservations we should have in detail the following information:

Steamer and date on which passengers wish to sail from Seattle.

Accommodations desired; whether upper deck, saloon deck, or steerage, as the case may be.

Destination, if one-way; or, if round-trip, the cruise or tour they wish to make, such as "Golden Belt Line Tour," "Copper River-Keystone Canyon Tour," "Prince William Sound Cruise," "Inside Passage Cruise," etc. If the "Golden Belt Line Tour," whether they will make the trip into the interior between sailings or if more time is to be used so indicate.

Name in full of each passenger for whom berth reservation is desired, and where more than one in party, how to be berthed, stating relationship, that is, whether wife, daughter, son, etc., with ages of children.

With this information we can intelligently arrange to berth passengers to the best advantage of all concerned. Without this information in detail, it is very difficult to make satisfactory berth reservations and in some cases lack of the information might necessitate making an unfavorable reply, whereas with the full information we might be able to make the reservation.

Deposit

A deposit of 25 per cent of value of ticket is required at time of making reservations.

Securing Tickets

After securing reservations and making deposit, passengers should arrange to call at our City Ticket Office, 1401 Fourth Avenue, corner Union Street, on their arrival in Seattle, preferably not later than day before sailing of steamer, for a morning sailing, or 5:00 p. m. day of sailing for an evening sailing, pay balance due and secure their tickets.

If for any reason passengers cannot call at our ticket office as specified above, tickets may be secured at wharf office, Pier 2, one hour prior to each sailing, but passengers are specially requested to make every effort to secure their tickets earlier at the City Ticket Office.

Baggage

The free baggage allowance on each full ticket on our steamers, The Alaska Railroad, Copper River & Northwestern Railway and the White Pass & Yukon Route is 150 pounds; on half fare tickets, 75 pounds. Over the Richardson Trail between Chitina and Fairbanks, the free baggage allowance is 40 pounds per ticket. The Richardson Highway Transportation Company advise that baggage is only carried on its automobiles between Chitina and Fairbanks at owner's risk. Baggage in excess of the free allowance takes excess baggage rates as published in tariffs of the different carriers.

It is inadvisable for tourists making the Golden Belt Line Tour to have any baggage, other than necessary hand baggage, with them while making the interior trip from Cordova to Fairbanks and return to Seward, or vice versa. Therefore, for excursionists making the interior trip in via Cordova we will check their baggage through to Seward, and for those going in via Seward, check their baggage to Seward and return to Cordova. Baggage of

tourists going in via Cordova will be held at Seward, without charge, until arrival of the passengers at Seward, and for those going in via Seward will be checked through to Seward and return to Cordova where it will be held until arrival of the passengers at Cordova. On arrival of Belt Line passengers at either Seward or Cordova southbound it will be necessary for them to see to rechecking their baggage to Seattle. Effort will be made to allow Belt Line passengers access to their baggage northbound at Cordova, for those going in via Cordova, and at Seward for those going in via that port. Baggage for tourists making the interior trip to Fairbanks in both directions over The Alaska Railroad between Seward and Fairbanks must be rechecked at Seward.

Baggage to be checked must be presented with ticket to Baggage Agent at Pier 2, Seattle, not later than one-half hour before departure of steamer, to enable agent to record, weigh and issue the necessary checks therefor.

Baggage Liability

Baggage liability is limited to \$100.00 on each full ticket; \$50.00 on each half ticket.

Boarding Steamer at Seattle

Passengers are permitted to board steamers at Seattle one hour before sailing time.

Refreshments

Soft drinks, cigars, confectionery, etc., are on sale on all steamers.

Steamer Chairs

Steamer chairs are carried on steamers and may be secured without charge on application to Steward.

Clothing

During the summer months it is unnecessary to wear heavier clothing in Alaska than you would wear during the early spring or late fall months in the states. A good top-coat or warm wrap should be taken along for evening wear on deck.

Climate

The climate of Alaska during the summer months is characterized by a very moderate temperature, ranging between 55 and 70 degrees.

Mail

Passengers should have their mail addressed in care of the Alaska Steamship Company, 1401 4th Avenue, Seattle, with notation thereon "Passenger on steamer sailing". If mail not called for at above address prior to sailing, it will be delivered to Purser of steamer and after steamer sails, passengers should inquire of Purser for mail. Mail received after sailing of steamer will be held at address shown above, where passengers may call for it on their return to Seattle, but if not called for within six weeks it will be returned to sender. Mail for passengers which does not carry notation to the effect that addressee is a passenger on a certain steamer and sailing, will be held at address shown herein, and if not called for within a reasonable time, will be returned to sender.

Radio Service

All steamers are equipped with wireless. Messages may be sent at commercial rates or received at any time during the journey.

Meals

Meal hours on board steamers are as follows: Breakfast 7:30 to 9:00 a. m.; Lunch, 12:30 to 2:00 p. m.; Dinner, 5:00 to 7:00 p. m. Table seat or sittings do not apply for breakfast, which is a continuous meal, and passengers upon reaching the dining room may take any unoccupied seat. No meals served in rooms except in case of sickness and then never during course of regular meals in the saloon. Purser will assign table seats and furnish tickets to each passenger showing the sitting and number of seat. Parties desiring to be seated together at the table, must give early notice to Purser, who will endeavor to accommodate such passengers at the first or second sitting.

Stopover

Stopover tickets, limited to thirty days at regular ports of call, may be secured from Purser of steamer on application. Such tickets are issued on first-class tickets only. Reservations cannot be guaranteed on stopover tickets.

Exclusive Occupancy

Except in the case of a man and wife, passengers desiring exclusive occupancy of a stateroom will be required to pay full adult fare for each unoccupied berth therein in addition to tickets held covering occupied berths. We reserve the right to berth each room to its full capacity.

Children

Children under two years of age will be carried free if they occupy same berth with parent or guardian; two years of age and over, but under five, when occupying same berth with parent or guardian, will be charged children's fares shown on Page 23; under five years of age accompanied by parent or guardian, when assigned a separate berth, will be charged one-half the full adult fare shown on Page 23; five years of age and over, but under twelve years, when accompanied by parent or guardian, will be charged one-half the full adult fare shown on Page 23. Children twelve years of age and under will not be carried unless in charge of and accompanied by parent or guardian.

Lost Articles

Articles lost on steamers, when found, will be delivered to Purser of steamer, from whom they can be secured on proper identification before steamer returns to its home port, Seattle. On reaching Seattle, if such articles are turned in, they can be secured at Room 7, Pier 2, Seattle, when identified.

Passports

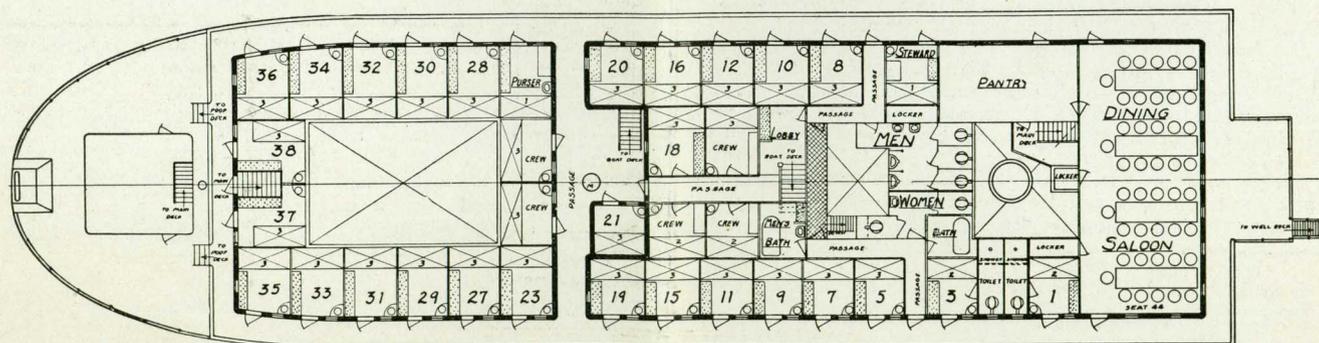
None required.

Steamer Trunks

A small steamer trunk can be accommodated in most staterooms.

S. S. LAKINA

Length	..... 251 feet	Displacement	..... 4350 tons
Breadth 41 feet	Gross 2059 tons



WHEN YOU THINK ALASKA, THINK ALASKA STEAMSHIP COMPANY

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GENERAL INFORMATION

ALASKA GUIDES INCORPORATED
 Subsidiary of
Alaska Glacier Tours
 Equipped to Conduct Hunting Expeditions
 To All Parts of Central and Southwestern Alaska
 Headquarters
 Anchorage, Alaska

THE AMERICAN RAILWAY EXPRESS CO.
 has service on the ships of the Alaska Steamship Company operating to Alaska, and also maintains agencies at points in the interior for the handling of a general express business and sale of Money Orders and Travelers Cheques.

ALASKA CABLE RATES

The Washington-Alaska Military Cable and Telegraph System, operated by the Signal Corps, United States Army, maintains a first-class cable and telegraph service throughout Alaska, and between Alaska and the United States. Fast day messages, night letters and night messages may be sent from Alaska to all points in the United States and Canada. Cablegrams and radiograms to foreign countries; also radiograms to ships in any waters, may be sent from any telegraph or cable office in Alaska.

Following are the rates for a ten-word day message or fifty-word night letter between some of the principal offices in Alaska and Seattle:

Ketchikan	\$1.00	Cordova	\$1.50
Petersburg	1.00	Valdez	1.50
Wrangell	1.00	Seward	1.50
Juneau	1.00	Anchorage	2.00
Skagway	1.00	Fairbanks	2.00
Sitka	1.00	Nome	2.80

For rates to other points apply to city office, U. S. Signal Corps, 1308 First Avenue, Seattle, or any office in Alaska.

SOURCES OF INFORMATION

The Alaska Steamship Company will gladly endeavor to furnish any general information pertaining to Alaska and its service thereto. Other sources for Alaska information are as follows:

- Minerals**—U. S. Geological Survey, Washington, D. C.
- Agriculture**—Department of Agriculture, Washington, D. C.
- Land and Mining Laws**—U. S. Land Office, Washington, D. C.
- Fisheries**—U. S. Bureau of Fisheries, Washington, D. C.
- Furs and Game Regulations**—U. S. Bureau of Fisheries, Washington, D. C.
- Timber**—U. S. Forest Service, Washington, D. C.
- Education**—Territorial Superintendent of Education, Juneau, Alaska.
- Natives**—U. S. Bureau of Education, Seattle, Washington.
- Local Information**—Anchorage Chamber of Commerce, Anchorage, Alaska.
 Cordova Chamber of Commerce, Cordova, Alaska.
 Fairbanks Commercial Club, Fairbanks, Alaska.
- Haines Chamber of Commerce, Haines, Alaska.**
- Juneau Commercial Club, Juneau, Alaska.**
- Ketchikan Commercial Club, Ketchikan, Alaska.**
- Nenana Commercial Club, Nenana, Alaska.**
- Nome Chamber of Commerce, Nome, Alaska.**
- Petersburg Commercial Club, Petersburg, Alaska.**
- Seward Chamber of Commerce, Seward, Alaska.**
- Sitka Commercial Club, Sitka, Alaska.**
- Skagway Commercial Club, Skagway, Alaska.**
- Valdez Chamber of Commerce, Valdez, Alaska.**
- Wrangell Chamber of Commerce, Wrangell, Alaska.**

General Information—Alaska Department, Seattle Chamber of Commerce, Seattle, Washington.

AIRPLANE SERVICE

Modern airplane service is available at Anchorage and Fairbanks for trips to some of the greatest scenic and hunting localities in the territory. Travelair planes are provided, both enclosed and open cockpit types, equipped with Wright Whirlwind motors and all other up-to-date accessories. Planes are U. S. inspected and licensed and none but licensed pilots of the highest qualifications are employed. Commercial service to Coastal and Interior Alaska points is maintained the year round, and at moderate rates.

Tourists visiting Alaska will find looking over our Northern wonderland from an airplane a never-to-be-forgotten incident. From Anchorage, mighty Mt. McKinley, the stupendous peaks and glaciers of the main Alaskan Range and of the Chugach and Talkeetna ranges, and Iliamna and Redoubt volcanoes, are quickly accessible on short scenic flights. From Fairbanks, trips across Mt. McKinley, the mining section and inside the Arctic Circle, are featured. During the middle of the summer a view of the Midnight Sun may also be obtained on these airplane trips.

LOCAL SERVICE IN ALASKA

Local launch service is maintained between the larger ports in the Territory and small out-ports adjacent thereto. The principal local services are as follows:

Weekly

- From Ketchikan to West Coast of Prince of Wales Island ports and Wrangell.
 - Between Ketchikan and Hyder.
 - Between Ketchikan, Wrangell, Petersburg, and Frederick Sound and Chatham Straits ports.
 - From Wrangell to West Coast of Prince of Wales Island ports and Ketchikan.
 - Between Wrangell and Petersburg.
 - Between Petersburg and Juneau, including intermediate ports.
 - Between Juneau and Skagway, including intermediate ports.
 - Between Juneau and Sitka, including intermediate ports.
- Detailed information as to schedules, fares, etc., between any local ports in the territory will gladly be furnished on request by the Alaska Steamship Company.

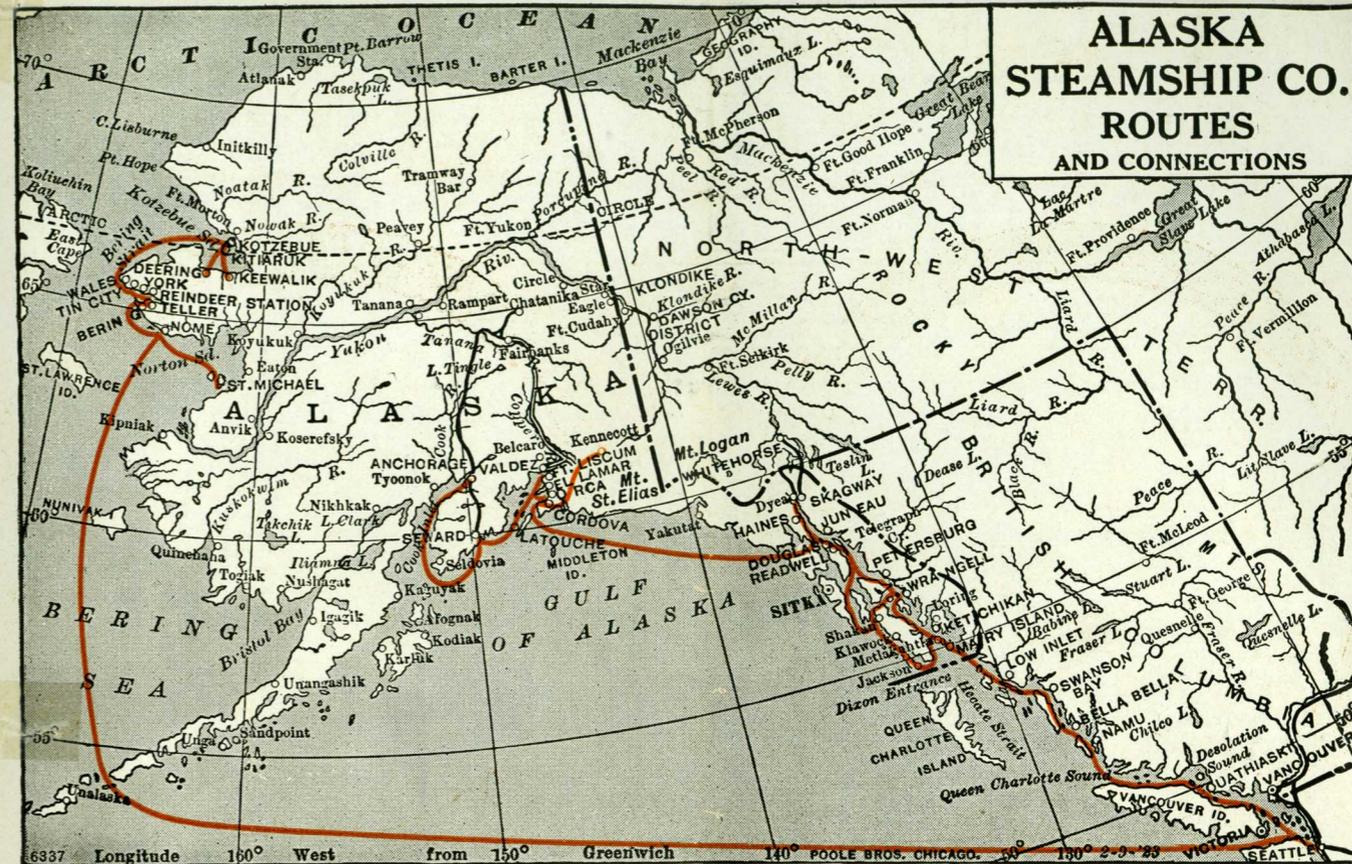
ALASKA PENINSULA ROUTE

The steamer STARR is scheduled to sail from Seward between the 1st and 10th of each month for Portlock, Seldovia, Kodiak, Uyak, Kanatak, Wide Bay, Chignik, Sand Point, Unga, Belkofski, False Pass, Sanak, Scotch Cap Light, Sarichef Light, Lost Harbor, Akutan and Unalaska. On her May, June, July, August and September trips, this steamer also calls at Nushagak in Bristol Bay. "The Alaska Line" vessels from Seattle connect with the STARR at Seward as shown on Page 18.

STIKINE RIVER SERVICE

The Barrington Transportation Company operates a freight and passenger service from Wrangell, Alaska, to Telegraph Creek, B. C. The HAZEL B. No. 2 has accommodations for 40 first-class passengers, two-berth staterooms, electric lighted and heated. The season starts with the opening of navigation about May 5th, continuing until the close of navigation, about early October. A special tourist rate of \$50.00 has been made for the 4-day round trip throughout the season. Big Game Hunters en route to the Hunting District of the Cassiar, reached by the Stikine River, have a round trip rate of \$75.00, including transportation on their trophies and baggage. The Alaska Steamship Company steamers leaving Seattle Saturdays make direct connections at Wrangell, Alaska.

ALASKA STEAMSHIP CO. ROUTES AND CONNECTIONS



MINIMUM PASSENGER FARES

The passenger fares shown below are the steamer fares in effect January 1, 1929, covering minimum ordinary accommodations on steamers named, from Seattle to the ports named when steamers operate to such ports. Rates include berth and meals, except that on steerage tickets, which are sold only to men, steerage passengers must furnish their own blankets.

From SEATTLE To	First-Class—Upper Deck Ordinary Accommodations		First-Class—Saloon Deck Ordinary Accommodations		Steerage Men Only	Children's Fares (See Page 21)	Distances from Seattle	
	One Way	Round Trip	One Way	Round Trip			Miles	Days
Ketchikan	\$34.00	\$68.00	\$30.00	\$60.00	\$17.00	\$5.00	757	2
Wrangell	39.00	78.00	34.50	69.00	19.50	5.75	859	3
Petersburg	41.00	82.00	36.00	72.00	20.50	6.00	907	3
Juneau	46.00	92.00	41.00	82.00	23.00	6.85	1,033	3-4
Haines	50.00	100.00	45.00	90.00	25.50	7.50	1,137	4-5
Skagway	50.00	100.00	45.00	90.00	26.00	7.50	1,153	4-5
Sitka	50.00	100.00	45.00	90.00	26.00	7.50	1,335	5-6
Cordova	74.00	148.00	66.00	132.00	37.00	11.00	1,599	5-6
Valdez	75.00	150.00	67.00	134.00	37.50	11.15	1,686	6-7
Latouche	75.00	150.00	67.00	134.00	37.50	11.15	1,783	6-7
Seward	78.00	156.00	70.00	140.00	39.00	11.65	1,856	7
*Nome	115.00	230.00	85.00	170.00	50.00	15.00	2,500	9-10
*St. Michael	115.00	230.00	85.00	170.00	50.00	15.00	2,620	9-10

*No service during winter. Fares applicable only during open season of navigation. For rooms with bath fares are from 25% to 40% higher than upper deck fares quoted herein. Fares for any particular room furnished on request. For additional information regarding our service to Alaska, both freight and passenger, address

ALASKA STEAMSHIP COMPANY

Pier Two, Seattle, Washington

L. W. BAKER, General Freight and Passenger Agent

H. N. PETERSON, Assistant General Passenger Agent

J. D. NELSON, Assistant General Freight Agent

Seattle City Ticket Office, 1401 Fourth Ave., Corner Union St.

San Francisco City Ticket Office, 683 Market St.

Los Angeles City Ticket Office, 519-20 Foreman Bldg., 707 South Hill St.

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