

ALASKA TRIP

Aug. 3 – 15, 1950

Thursday Aug. 3	Leave Seattle, Pier 42
Friday, Aug. 4	At sea
Saturday, Aug. 5	Ketchikan
Sunday, Aug. 6	Petersburg and Juneau
Monday, Aug. 7	At sea
Tuesday, Aug. 8	Seward with train trip to Anchorage
Wednesday, Aug. 9	Valdez and Cordova
Thursday, Aug. 10	At sea
Friday, Aug. 11	Juneau (Mendenhall Glacier)
Saturday, Aug. 12	Petersburg (Salmon Cannery)
Sunday, Aug. 13	Ketchikan (Saxman Village Totem Pole Park)
Monday, Aug. 14	At sea
Tuesday, Aug. 15	Arrive Seattle
Wed. morning	Disembark

Officers on S.S. Alaska, Northbound Voyage 27 August 3 – 15, 1950

Henry Burns, Captain (Master)
J. I. Seather, Ch. Mate
Harry Decker, Ch. Steward
A. H. Banwell, Ch. Purser
A. F. Dittberner, Ch. Radio
Ray Zimmerman, Ch. Engineer
Larry Cain, 2nd Steward
Ann Schmidt, RN, Nurse

Roundtrip Passengers	50
Bound for Ketchikan	40
Bound for Petersburg:	10
Bound for Juneau	20
Bound for Seward	54
Bound for Valdez	4

Total Northbound Passengers 178

Dinner on the S.S. Alaska 1950



D I N

S. S. ALASKA
CAPTAIN HENRY BURNS, *Commander*

SOURDOUGH DINNER

A MOUNTAIN OF BEST WISHES TO YOU JIMMY ON
 YOUR BIRTHDAY FROM CAPTAIN BURNS and HIS CREW
 Thursday, August 10, 1950

HORS D'OEUVRES
 Potted Ham Canape

Pickled Walnuts		Grapefruit Cocktail
Pearl Onions	Celery en Branche	Mixed Olives

SOUP

Cream of Tomato		Consomme au Ritz
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FISH

Poached Alaska Salmon Anchovy Sauce

ENTREES

Boiled Fresh Ox Tongue with Carrots
 Kidney Saute on Toast
 Compote of Royal Anne Cherries

ROASTS

Roast Prime Ribs of Beef Au jus Browned Potatoes
 Fried Spring Chicken Southern Style

COLD BUFFET

Potato Salad served with all cold meats

Liver Sausage	Roast Beef	Salami
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VEGETABLES

Corn on the Cob		Garden Peas
Boiled Potatoes	Boiled Rice	Snow Flake Potatoes

SALAD

Lettuce and Tomato Green Pepper Dressing

DESSERT

Seattle Ice Cream		Chocolate Sundae
Assorted Cookies	Steam Pudding	Rum Sauce
Dromedary Dates	Cup Cakes	Assorted Pies
Mixed Candies	Fresh Fruit	Candied Ginger
	Mixed Salted Nuts	After Dinner Mints

CHEESE

Roquefort	Cheddar	Edam	American
Black Tea	Ovaltine	Iced Tea	Coffee
Postum			Chocolate

S.S. ALASKA TRIP

August 3 – 15, 1950

Our family took a 12 day cruise aboard the S.S. Alaska leaving from the recently opened Pier 42 of the Alaska Steamship Line in Seattle, Washington. There were 8 family members in our group including my parents, my grandparents, my sister (age 16), brother (age 13), younger sister (age 7) and myself (age 9, but celebrating my 10th birthday on the ship.)

We stayed in four rooms, each having bunk beds and a sink with the toilets and showers down the hall. Our four rooms were across from one another sharing a common corridor. The main dining room could accommodate about 140 people including the officers, and our family shared a table for eight. The ship could accommodate about 220 passengers in all. One night we hit rough seas, and my brother and I were about the only passengers to make it down for dinner that night.

Activities on the ship included shuffleboard, quoits, bingo, jigsaw puzzles and other games played in the social hall on the upper deck near the front of the ship. Besides looking at the beautiful scenery and taking tours in some of the towns, my favorite pastime was watching the crew unload and load the freight in each port.

My brother was befriended by the entire crew and got to pilot the ship, talk with the various officers and crew staff. He even was allowed to scrub the deck with an electric power scrubber (no labor or liability concerns then). He also watched the crew drop crab pots off the stern of the ship when we were in port.

We got off the ship in most of the ports, walked into some of the small towns or took more extended tours, usually escorted by ship officers. The ship stopped at Ketchikan, Petersburg, Juneau, Seward (where we took a train to Anchorage, returning by bus), Valdez, Cordova and stopping again Southbound at Juneau, Petersburg, and Ketchikan before returning to Seattle. My brother remembers that "the train to Anchorage had a coal burning engine, and when you stuck your head out the window lots of soot would get in your face and eyes."

We went close to the Columbia Glacier and watched the calving when the ship's captain blew the horn (not legal now.) We also saw the Mendenhall Glacier in Juneau, and my brother and I remember being able to climb some onto the edge of the glacier. We also saw an aurora borealis one night, and visited the Saxman Village Totem Park in Ketchikan, and toured a salmon cannery in Petersburg.

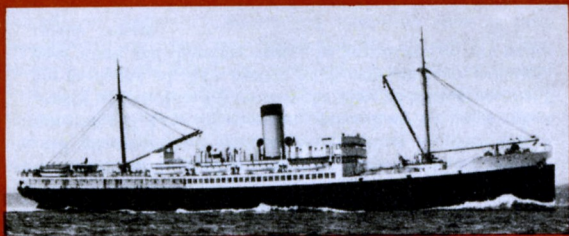
My souvenirs from the trip consisted of a drum that I won playing quoits, a pair of fur moccasins, a small diary, and a small beaded pin of miniature moccasins. We also brought back two very small ivory totem figures. I still have all but the larger moccasins. We also kept some of the menus.

**Written by Margaret Lewis
on Oct. 14, 2011**

Alaska

1950
CRUISES
TOURS





SS. ALASKA

Turbo-Electric Drive—Twin Screw

Length	366 feet
Breadth	49 feet
Displacement	7,450 tons
Gross	4,658 tons
Maximum capacity	220 first class passengers

During the 1950 summer season SS. ALASKA is scheduled to sail from Seattle on alternate Thursdays, as shown in complete schedule in this folder. Ports of call are:

NORTHBOUND: Ketchikan, Petersburg, Juneau, Seward.

SOUTHBOUND: Valdez, Cordova, Juneau, Petersburg, Ketchikan, Seattle.

SS. ALASKA is scheduled to remain a minimum of three hours at Juneau, Valdez and Cordova, and to arrive in Seward early Tuesday morning for connection with train to Anchorage. Ship is scheduled to depart Seward southbound at 9:00 p. m. Tuesdays, following arrival of boat train from Anchorage. At Valdez southbound bus passengers arriving from Fairbanks over the Richardson Highway will be embarked. As SS. ALASKA must pass through beautiful Wrangell Narrows at high tide enroute to Petersburg, on some northbound voyages call at Ketchikan may be limited to 1/2 hour.

SS. ALASKA has accommodations as shown below. All staterooms are first-class and all have hot and cold running water. A few staterooms are "inside" with ventilator opening to deck above. Four deluxe staterooms and six standard upper deck staterooms have two lower berths and folding upper berth. All other staterooms have two berths only. Exclusive occupancy of any stateroom requires payment of two adult fares. One-way fares are shown elsewhere in this folder. Round trip first class fares, including berth and meals, per passenger, are as follows:

Standard lower deck stateroom, no private bath, some "inside" rooms, per adult	\$198.00
Standard upper deck stateroom, no private bath, per adult	219.00
Standard stateroom with private shower and toilet, upper and lower berth, can be connected with standard upper deck stateroom, per adult	263.00
Superior stateroom, private shower and toilet, single bed and folding upper berth, per adult	285.00
Deluxe stateroom, private tub and shower bath and toilet, twin beds and folding upper berth, per bed	307.00
Per upper berth in room with private bath (sold only to third person in room)	219.00
Children, ages 5 to 11 inclusive, in standard stateroom without private bath, 1/2 adult fare. Fares in other accommodations on request.	
Children, ages 2 to 4 inclusive	33.00
Children, under 2 years of age	no charge

15% federal tax applies on all fares.



GUIDE TO ALASKAN CITIES

KETCHIKAN: Estimated population 6,500. Visited by all Alaska Line ships, Ketchikan is on the Inside Passage 711 nautical miles north of Seattle. A thriving fishing and fish canning center. Nearby Indian village of Saxman is known for its "forest of totem poles." Local sightseeing bus service is offered.

WRANGELL: Estimated population 1,200, 791 nautical miles north of Seattle. Visited by SS. BARANOF northbound and SS. ALEUTIAN southbound. See "Chief Shake's" tribal headquarters. From Wrangell river boats sail once each week up the Stikine River to Telegraph Creek, in British Columbia.

PETERSBURG: Estimated population 1,350. Visited by SS. ALASKA. A prosperous, predominantly Scandinavian fishing community. Shrimp are packed on the dock, and there is a large salmon cannery. Local points of interest can easily be visited on foot.

JUNEAU: Alaska's capital, estimated population 6,500. 873 nautical miles north of Seattle. Visited by all passenger ships except SS. DENALI during summer months. Tourists will want to see the Territorial Museum, Governor's Mansion, and Juneau's interesting curio shops. Across Gastineau Channel is Douglas, now largely a residential community, once the site of the fabled Treadwell Mine. Eight miles north of Juneau, reached by an excellent road, is beautiful Mendenhall Glacier. Sightseeing buses normally meet the passenger ships and offer visits to the glacier and other points of interest.

SITKA: Estimated population 2,000. 874 nautical miles from Seattle. Visited only by SS. DENALI. Last capital of Alaska under the Czars. Many evidences of Alaska's Russian history may still be seen, including the beautiful Orthodox Cathedral. The Alaska Pioneers' Home, Sheldon Jackson museum and school, "Lovers Lane" with its totem poles, and the hustling waterfront are tourist attractions. Across the channel on Japanese Island the Alaska Native Service maintains a school and hospital for native children.

CORDOVA: Estimated population 1,000. 1,343 nautical miles from Seattle, on beautiful Prince William Sound. Visited by SS. ALEUTIAN northbound and SS. ALASKA southbound on summer schedule. Now a fishing center, once the salt water terminus of Rex Beach's "Iron Trail"—the railroad which led to the rich Kennecott mine.

VALDEZ: Estimated population 500. 1,356 nautical miles from Seattle. Built on the bed of a dead glacier, Valdez is the terminus of the Richardson Highway leading to Fairbanks, and connecting with Alaska's vast post-war highway system. Visited by SS. ALEUTIAN northbound and SS. ALASKA southbound on summer schedule.

SEWARD: Estimated population 1,110. Seward, 1,379 nautical miles from Seattle, is the terminus of the government owned Alaska Railroad, leading to Anchorage and Fairbanks. All passenger ships call at Seward, and remain not less than 12 hours. The new Kenai Peninsula Highway reaches the Cook Inlet area, passing through the Russian River area, long known as a sportsman's paradise. In this area lodges offer meals and accommodations in tents or cabins. Bus service is available to highway points.

SELDVIA-HOMER: These small Cook Inlet communities, each with a population of approximately 400, are visited by SS. DENALI. Seldovia, a fishing center, is perhaps unique under the American flag since it has no automobiles—having no streets. Homer is the spread-out growing center of a prosperous farming area, soon to be connected with Seward by a new road.

KODIAK: Estimated population 1,200. 1,462 nautical miles from Seattle. This well known wartime naval base was one of the earliest Russian settlements in Alaska, and the Russian cathedral is still in use. The Kodiak bear, world's largest carnivorous animal, attracts hunters from all the world. Tourists will enjoy strolling through the streets of this picturesque frontier community, whose present economy is largely built on fishing. Visited only by SS. DENALI on her southbound summer schedule.

ANCHORAGE: Reached by the Alaska Railroad from Seward, the rail trip requiring approximately 4½ hours. The center of Alaska's post war boom, population estimates run all the way from 12,000 to 30,000. Adjacent to Fort Richardson, army headquarters in Alaska. Headquarters for many government activities, The Alaska Railroad, and a great aviation center. A modern community with theaters, shops, radio broadcasting stations—still trying to catch up with its rapid growth.

FAIRBANKS: "The Golden Heart of Alaska," northern terminus of The Alaska Railroad (from Anchorage and Seward), the Richardson Highway (from Valdez), and the Alaskan Highway (from the United States). Present population is probably somewhere between 10,000-20,000. Gateway to the arctic regions, aviation center, and home of the U. S. Air Force cold weather experimental activities. Gold mining is still a major activity.

TIME IN PORT

Movements of large vessels through Alaska's Inside Passage are controlled by tides in certain channels, making it impossible to adhere to a rigid schedule. When conditions permit, minimum of three hours will be spent in intermediate ports, but this minimum cannot be guaranteed. Certain smaller ports, such as Wrangell and Petersburg, may be visited during the night or early morning hours.



ADVANCE RESERVATIONS ARE ADVISABLE

And Should Be Requested as Far in Advance as Possible

See Your Local Travel Agent

Or Write or Telegraph:

K. A. CROSS, Asst. General Passenger Agent








ALASKA STEAMSHIP COMPANY, 823 Second Ave., Seattle 4

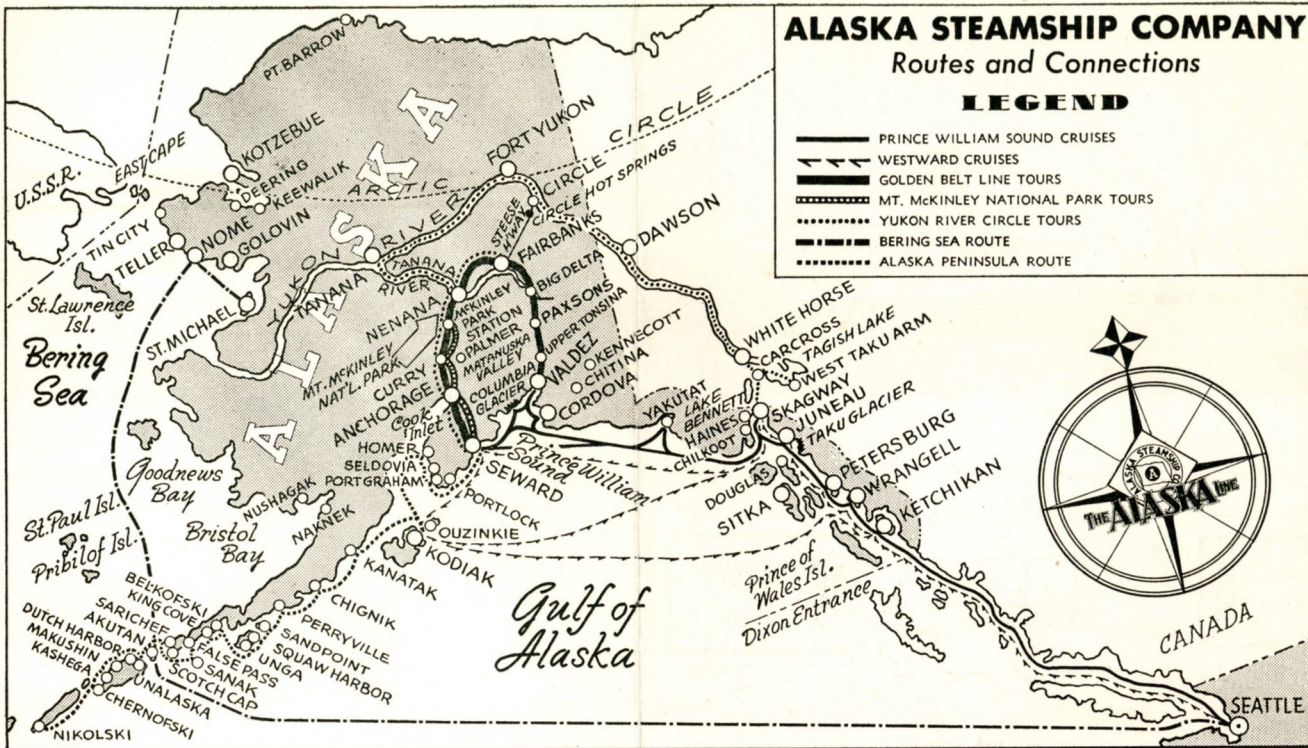
[After April 1, 1950, Mr. K. A. Cross will be located
at 1223 Fourth Avenue, Seattle 1, Washington]

ALASKA STEAMSHIP COMPANY

Routes and Connections

LEGEND

-  PRINCE WILLIAM SOUND CRUISES
-  WESTWARD CRUISES
-  GOLDEN BELT LINE TOURS
-  MT. MCKINLEY NATIONAL PARK TOURS
-  YUKON RIVER CIRCLE TOURS
-  BERING SEA ROUTE
-  ALASKA PENINSULA ROUTE

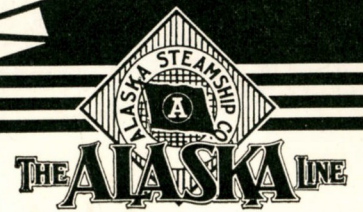


M

Your
ALASKA

**STEAMSHIP
 COMPANY**

Ship

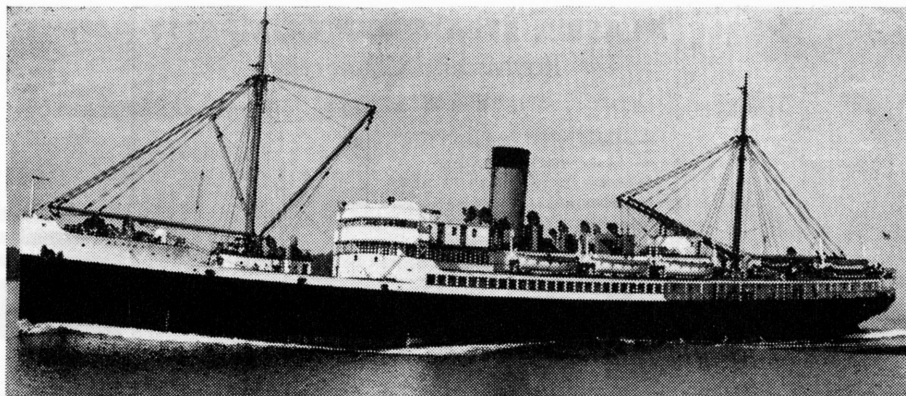


Congratulations on choosing an Alaska vacation! You will discover that an Alaska trip is set apart from most other vacation cruises in that Alaska is **both** your destination and your itinerary. Alaska is not a point upon the map towards which your ship is sailing only to return, but a large district through which you cruise for days on end. You are not sailing **to** Alaska so much as you are cruising **in** Alaska!

An Alaska cruise is also one of the few ocean trips in the world offering you "scenery-as-you-sail." Here are no measureless reaches of ocean, unrelieved and unbroken, but rather a smooth and sheltered channel, fenced with closeby scenic grandeur. Here, too, is an ocean voyage broken by stops at fascinating towns, and at "Surprise Ports" where the angler may try his luck and the hiker follow wooded paths to vistas of unbelievable beauty.

ALASKA STEAMSHIP COMPANY

Your Ship the SS. "ALASKA"



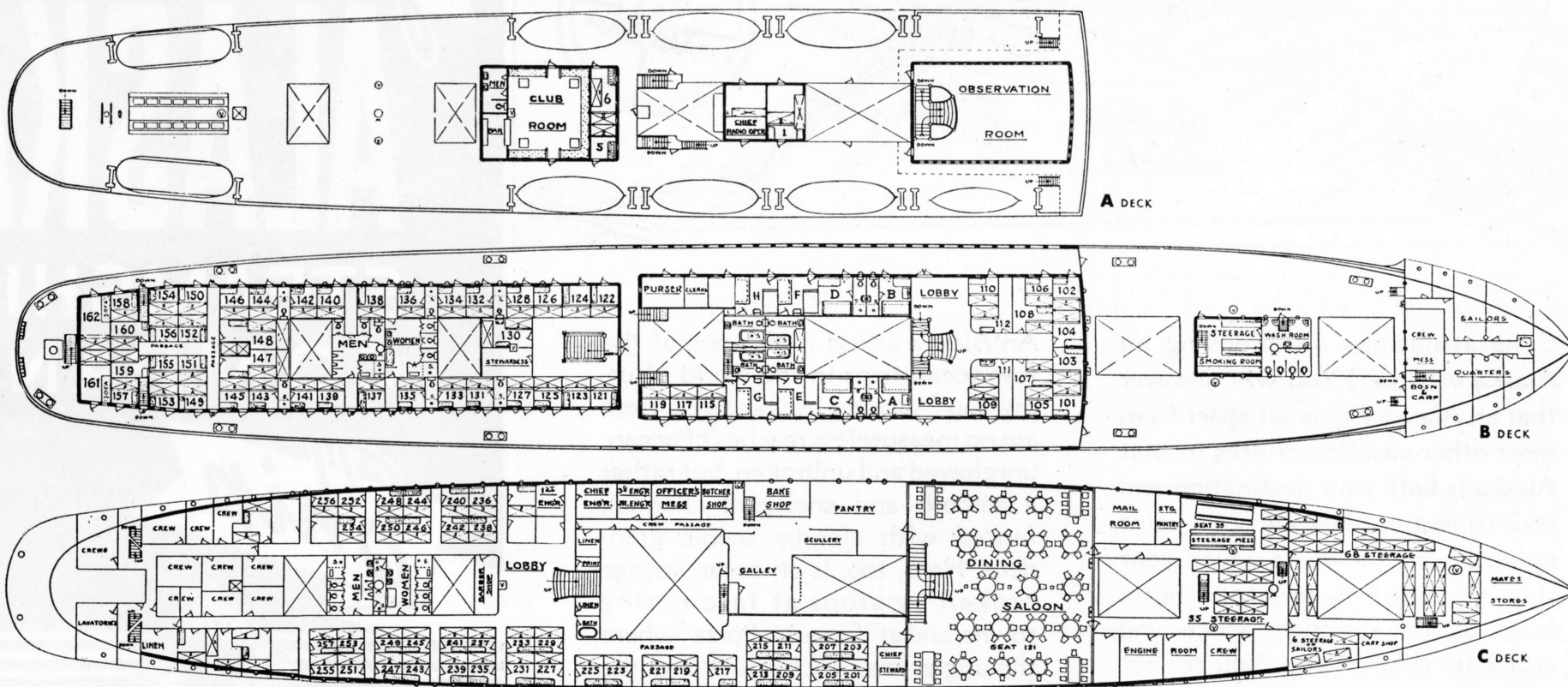
(Turbo-Electric and Twin Screw)

Length.....366 feet

Breadth.....49 feet

Displacement.....7,450 tons

Gross.....4,658 tons



ALASKA STEAMSHIP COMPANY
 PIER ONE—ALASKAN WAY—SEATTLE, WASHINGTON
 AMERICAN PRESIDENT LINES, GENERAL AGENTS



S.S. Alaska Breakfast Menu 1950



★ *Menu* ★

S. S. ALASKA
CAPTAIN HENRY BURNS, *Commander*

BREAKFAST
GOOD MORNING

Sunday July 30, 1950

JUICES

Apple Juice	Prune Juice	Tomato Juice
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FRUIT

Stewed Figs	Chilled Cantaloupe	Stewed Prunes
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HOT CEREALS

Steamed Rice	Hominy Grits
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CEREALS

Corn Flakes	Puffed Rice	
Krumbles	All Bran	Grape Nuts
Post Toasties	Puffed Wheat	Wheaties

BREAKFAST SPECIALS

Fried Whitefish	Lemon Butter		
Diamond Stew			
	Grilled Breakfast Steak	Pan Gravy	
Breakfast Bacon	Eggs to Order	Brolled Ham	
Eggs: Fried, Boiled, Scrambled, Poached or Shirred			
Plain Omelette		Cheese Omelette	
Boiled Potatoes		French Fried Potatoes	
Griddle Cakes with Maple Syrup or Honey			
Sweet Rolls		Bran Muffins	
Dry or Buttered Toast		Assorted Hot Rolls	
Assorted Jams and Jellies		Orange Marmalade	
Postum	Cocoa	Coffee	English Breakfast Tea
Chocolate		Ovaltine	

NO SEATS RESERVED FOR BREAKFAST

Menus may be obtained free of charge from your Steward