We're closer than ever now with sleek new ferry system

The new Marine Highway brings Alaska and British Columbia closer together than anything since air transportation began.

It puts Prince Rupert, on the Canadian doorstep, only six hours away by surface travel.

As a fast communication link between the province and 49th state, it will also bring a greater understanding and co-operation between the two. It opens a new avenue for Alaska's 230,000 people to meet British Columbia's 1,500,000 people.

Because of its geographic proximity, Prince Rupert has always had a keen interest in Alaska's advancement. This was pointed out when the city of Prince Rupert and its Chamber of Commerce made representation to the Alaska Rail and Highway Commission to indicate the advantages of Prince Rupert as a railhead and port for Marine Highway terminus purposes.

"Over the many years the residents of Prince Rupert have built up a feeling of kinship, which is more than being mere neighbors," they said.

"Our basketball, baseball and other teams have always been associated with Alaskan teams . . . our Associated Boards of Trade include representatives from Alaskan communities, and social visiting between the two areas has been widespread.

"Our position in respect to the Alaskan family is one of a close relative."

Prince Rupert was first envisaged as a seaport to serve the Orient. While shipping of lumber and grain to Japan and China has been stepped up considerably in recent years, it also became apparent that the city's destiny lay as much to the north as to the west.

Besides the ferry and road chain giving a new link with the rest of the Continent, there's the Canadian National Railways' northern line with its terminus at Prince Rupert providing direct connection with the whole railroad network of the states to the south.

An interesting development coincidental with the start of Marine Highway service, is new rail barge shipping between Prince Rupert and Saxman, near Ketchikan, Alaska. Inaugurated this month on a once - weekly basis, it is hoped that business will expand to warrant more frequent weekly shipments. Merchandise from the far eastern United States for customers in Ketchikan is now moving over the route. Rail cars are loaded directly onto a specially - built barge, as described elsewhere in this progress edition, saving handling costs now incurred on rail and steamship movement of goods to Alaska out of Seattle.

PARKS OUTSTANDING

Prince Rupert's parks are the pride of the city and the joy of both its residents and visitors. Park planners have made the utmost of the natural contours of the townsite in designing and landscaping. This year 30,000 seedlings were raised for planting in beds in various city parks.

LITTLE NORWAY

Petersburg, founded by hardy Scandinavians, is known as Little Norway. Its well-protected harbor is home port for 160 fishing vessels. Five process plants handle 16 to 20 million pounds of halibut, salmon, cod and shellfish a year.

FISHING RECORDS

Highway 16, last land leg for travellers bound for Alaska via the Marine Highway, cuts through famous hunting and fishing country. A 36 - pound steelhead from the Kispiox River near Hazelton, and a 92-pound salmon caught in the Skeena River near Terrace, are both world records.

GOVERNOR WILLIAM A. EGAN

Come to Alaska says Gov.

"Come on up to Alaska and we'll do our best to see that you go home with wonderful memories of "The Great Land," says Governor William A. Egan.

"It always gives me great pleasure to invite people to visit the great state of Alaska. Now, with our new ferry system in operation, more people will have an opportunity to see and enjoy the beauties of the 49th state."

The governor says: "Alaskans are noted the world over for warm-hearted friendliness and hospitality."

Governor Egan, who was elected to office for a four-year term late in 1962, is visiting with Mayor Lester and other city officials at a smorgasbord dinner here today.

Governor Egan, who makes his home in Juneau, the Alaska capital, was a member of the Alaska House of Representatives in 1941, 1943, 1949 and 1951 and the Alaska Senate in 1953 and 1955.

A Democrat, he served in the infantry and Air Corps from 1943 to 1946. He was mayor of Valdez, Alaska in 1946.

TO OUR FRIENDS IN PRINCE RUPERT

The occasion of this special Ferry Inaugural issue of The Daily News is truly one of pride and anticipation — not only within Alaska but within the Province of British Columbia and the Yukon as well. This ferry sytem, joining the waterways of Southeastern Alaska to the highways of Canada, can only result in greater progress for all of us.

I refer not simply to "material" or "dollar" progress but progress in the area of mutual friendship and understanding.

All through Alaska I hear our people speaking of "a visit to British Columbia" or "my first trip to Prince Rupert". I understand that similarly many Canadians are looking forward to their first visit to Alaska.

This is good. This is the way of the North. This is the way of friendship. It is in this spirit that I extend the heartfelt best wishes of the people of Alaska.

Sincerely,

William A. Egan

WILLIAM A. EGAN,
Governor of Alaska

MAYOR P. J. LESTER

Mayor welcomes service

Prince Rupert Mayor P. J. Lester today is officialy welcoming the Malaspina on its inaugural visit to the city.

"We of Prince Rupert are delighted to see this service in operation, not only because it will of course bring many thousands of travellers to our city, but also because it brings us so much closer to our friends and neighbors in Alaska."

The mayor said he is looking forward "to many inter-city club meetings, sport tournaments and personal visits between us of Prince Rupert and our friends of the Alaskan coastal communities."

"This is an occasion when we of Prince Rupert are glad to feel that we are almost a part—I hope, an important part — of Alaska."

He said: "It is the fulfilment of the hopes and dreams of our friends in Alaska."

It's a great day too . . .

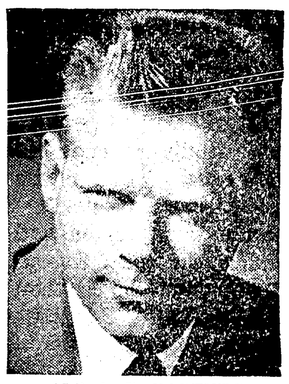
ALD. A. D. RITCHIE

ALD. H. J. SCHOLTEN

ALD. DARROW GOMEZ

. . . for Rupert aldermen

ALD. NORMAN BELLIS

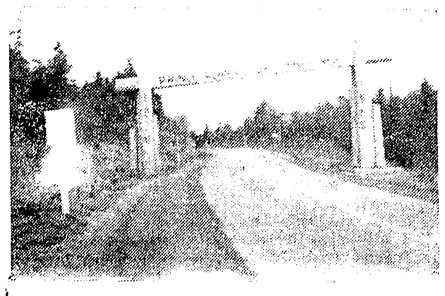


ALD A. F. HARTWIG

ALD. W. J. PRUSKY

CITY OF PRINCE RUPERT

The Southern Terminus of the Alaska Ferry System



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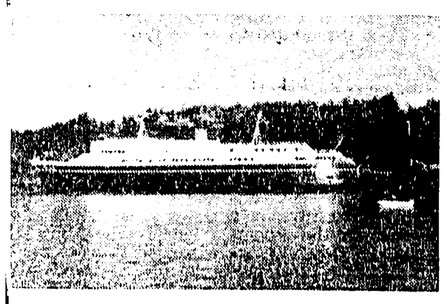

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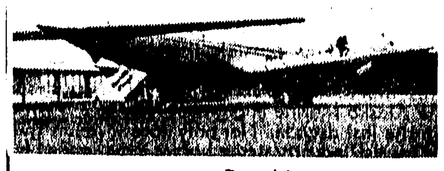

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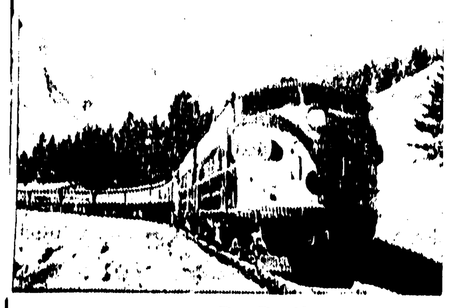
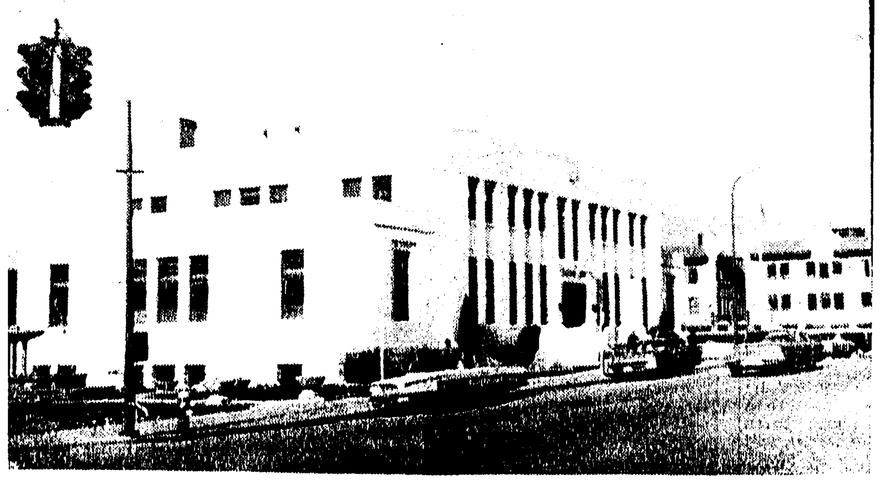


. . . By Rail



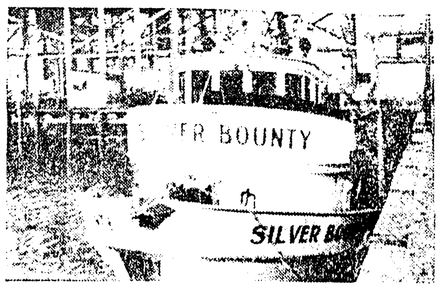
April 27th, 1963, is a red letter day for Prince Rupert, B.C. and not only for Prince Rupert but for all of Southeastern Alaska. On this day the "Malaspina", makes the inaugural voyage of the Alaska Ferry Service. For many this is in truth a dream come true. This ferry service is going to mean tremendous increase in traffic through Prince Rupert. While the talk today is all of the volume of tourist traffic expected to move by road and ferry into Alaska, it should not be overlooked that one of the main arguments originally used in promoting the service was the need for a means whereby Alaskans from the coastal communities could economically transport themselves and their vehicles south from Alaska when business or vacation time made such a trip desirable.

The International Rail and Highway Commission report forecasts 650,000 visitors to Alaska by 1980. Of course, not all of these will travel by the "Marine Highway" but obviously scores of thousands of them will do so, as it must be remembered that these visitors not only travel to Alaska, they also return from Alaska.

It is to be expected that, as the service becomes a well known established means of transportation, a large volume of freight by truck will be carried, much of it to coastal communities, but some also to the mainland Alaskan peninsula.

There is room in Prince Rupert, for additional facilities to cater to tourists and travellers. The number of visitors passing through our City will suddenly increase by several hundred per cent. Opportunities await the enterprising business man who will act now to meet this need.

Apart entirely from the additional business which the ferry service is bound to bring, Prince Rupert welcomes it very sincerely as a means of closer contact with our friends and neighbors of the Alaskan communities.



. . . Fishing

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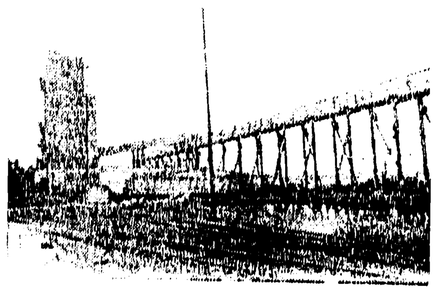

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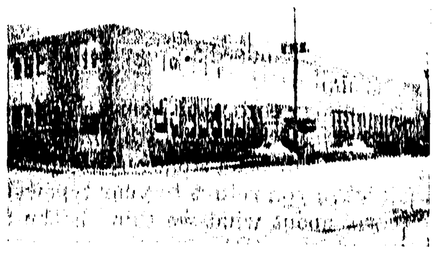

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