

News from the State of

ALASKA

ALASKA TRAVEL DIVISION

Pouch E

Juneau, Alaska 99801

NOME, Alaska (Special) -- Like most of Alaska, this city used to button up its tourist facilities come the middle of September. The odd visitor who showed up to see Alaska in the winter was considered just that -- pretty odd.

No more. Alaska's winter months, the 49th State has found, holds considerable appeal for a great number of travelers who are searching for someplace a bit different to see and experience.

Here in Nome, winter tourists find they can leave their warm, modern hotel and -- warmly clad in parkas provided by the airlines -- take a dog-sled ride on the ice of the Bering Sea. Too, they can jig for tomcod through holes in the ice, and ride a snowmobile, see reindeer, perhaps stand all but awestruck at a spectacular display of the Northern Lights. Naturally they can take in all the "inside" activities which fascinate summer travelers, including Eskimo dances, ivory shopping, exchanging tall tales with a Sourdough.

Farther south, in Anchorage and a dozen other spots as well, winter visitors enjoy skiing some of North America's finest powder snow. In Anchorage, too, there's Alaska's biggest winter celebration, the mid-February Fur Rendezvous. Other winter funfests, smaller but no less exciting, include the Cordova Ice Worm Festival, the Homer Winter Carnival, and the Willow Winter Carnival. Even tiny Dillingham each April celebrates the end of the trapping season with a rip-roaring "Beaver Roundup."

Almost any winter weekend visitors can watch sled dog trials or races in the interior, southcentral, and Arctic regions. In March the North American Championship sled dog derby at Fairbanks is a particular favorite.

In addition to obvious weather differences, Alaska winter vacationers note these variations from the summer: Hotel, tour, and many airline fares are lower. Crowds are non-existent. The pace of living is slower, more relaxed. Many consider the terrain more beautiful in winter than in any other time of year.

Says one Alaskan: "We used to say, you haven't seen your country if you haven't seen Alaska. That's true, of course. But you really haven't seen Alaska if you haven't seen it in the winter."

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For IMMEDIATE release

With Alaska's 1967 Centennial Year celebration a piece of past history, prospective visitors are wondering what the 49th State can offer in 1968. Happily, Alaska offers next summer's visitors virtually all the gala attractions and trappings it did in 1967 -- and then some. Museums, visitor centers, restored forts, historic buildings, Eskimo and Indian exhibits, new campgrounds -- all of these attractions which were created to celebrate Alaska's 100th anniversary of purchase from Russia were also created to be permanent points of interest.

"This," says Alaska Gov. Walter J. Hickel, "was the great and significant thing about Alaska's centennial celebration. We didn't build with simply a one-year party in mind. We built interesting, pleasureable attractions which visitors will continue to enjoy when our 150th anniversary comes around." Especially noteworthy, says the governor, is the exposition site at Fairbanks called Alaska 67. "The name will change in '68," says Gov. Hickel, "but the site and the sights will be the same."

The Alaska 67 grounds which suffered severe damage in the Fairbanks flood in mid-August, will undergo a major "mop-up" during the winter months. When the visitor season comes around next spring, the site will once more feature a whole community of frontier log cabins and stores, an authentic sternwheel riverboat, a mining valley, amusement park, zoo, industrial exhibits, and dozens of other attractions as well.

Brand new for the 1968 visitor season will be another unique Alaska ferry route, this one from the port of Valdez to the inland city of Portage on the Kenai Peninsula. Established for motorists and non-motorists alike, the route features conventional boat ferry service from Valdez to the port of Whittier across Prince William Sound. From Whittier to Portage, however, vehicles and passengers travel piggy-back via flat-car "rail ferry." At Portage motorists drive off the train and onto the modern highway which leads, about 50 miles later, to Anchorage.

Also new across the state, said Gov. Hickel, will be scores of new facilities -- new hotels and motels, new additions to present accommodations, new tours, new jets, and new miles of paved highway.

"Alaska's 1967 Centennial," says Alaska's governor, "was a great year. But it was only a springboard into the future. Alaska's second hundred years will be even greater than her first."

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POPULAR ATTRACTION AT ALASKALAND is the authentic old sternwheel riverboat Nenana which in years past plied the Yukon River and other Alaska waterways. Alaskaland, which was called Alaska 67 during Alaska's 1967 centennial year, features forty acres of gold rush cabins, Indian and Eskimo exhibits, displays, amusement rides, zoo, even a railroad which circles the entire site.



WORTHINGTON GLACIER, 29 miles from Valdez on the Richardson Highway, is one of several roadside glaciers along the 49th State highway system. Camping visitors frequently load up on glacier ice at stops like this one.



WINTER VISITORS TO ALASKA enjoy sights and sports which summer visitors only hear and read about. This young lady, for instance is jigging for tomcod at Nome where Eskimos teach visitors this ancient way of fishing through the ice. Other fun includes dog sled rides, sleigh rides, blanket-toss exhibitions, and -- indoors -- Eskimo dancing demonstrations.



CATTLE -- WHOOPS! -- MOOSE crossing the road are fairly common in Alaska in the summer. Scene here is near Delta Junction along the Alaska Highway.



GHOSTS FROM THE PAST.... Built on the shores of
Ouitetchouan River, the now deserted village of Val
Jalbert, Québec, was founded to supplement the pulp-
mill built at the foot of a nearby waterfall. Eventually
the mill closed down and the settlers moved away,
leaving a ghost town and a **very** lovely cascade. The
site has now been purchased by the Québec govern-
ment and plans are afoot to turn it into a park.
(Canadian Government Travel Bureau Photo.)

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45 acres of Far North history, entertainment and nonsense.

Dominating the tree-clustered site is the proud stack of the
THE ALASKA PURCHASE CENTENNIAL - AMERICA'S BIGGEST PARTY
 big riverboat Nenana, tamed and moored, her paddlewheel turn-

By Murray Morgan

ing to entertain diners, her cargo, maritime exhibits. Near-

by, visitors will be entertained at a million-dollar theater. Travellers who like their history well seasoned with fun and contemporary in design and in the programming of dance, art pageantry are looking North this year as Alaska serves up a and drama exhibits. The Exposition, opening May 27, also will brew of frontier hospitality in a party celebrating its 100th contain an authentic gold rush log cabin town, a native village, a wildlife zoo, museum, amusement rides, and for the birthday.

It was on March 30, 1867, that the Treaty of Cession was signed transferring Imperial Russia's holdings on the American continent to the United States for \$7,200,000.

Anchorage, Alaska's Centennial gateway to everywhere, has

This year considerably more than that purchase price is being spent in 41 communities throughout the 49th state to provide a showcase of Alaska art, music, sports, history and economic development. "National Host." A bustling metropolis of

more than 100,000, Anchorage each year welcomes twice that. The Alaska Purchase Centennial participation ranges from many travellers passing through its big international air- construction of an Arctic native museum that Kotzebue natives port enroute to and from the Orient and Europe, with even proudly call their "utukkuktukagvik" (meaning "place having more flying out to the Aleutians, the Arctic, the fabled old things") to the \$4 million Alaska '67 Exposition on the Valley of the 10,000 Smokes and to historic Kodiak, where shores of the Chena River outside Fairbanks. Alexander Baranof, Russia's "Lord of Alaska" first built

Here a nugget's throw from downtown, Fairbanks has created

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45 acres of Far North history, entertainment and nonsense. Dominating the tree-clustered site is the proud stack of the big riverboat Nenana, tamed and moored, her paddlewheel turning to entertain diners, her cargo, maritime exhibits. Nearby, visitors will be entertained at a million-dollar theater, contemporary in design and in the programming of dance, art and drama exhibits. The Exposition, opening May 27, also will contain an authentic gold rush log cabin town, a native village, a wildlife zoo, museum, amusement rides, and for the footsore, an old fashioned narrow gauge train, drawn by a vintage steam locomotive to carry visitors through the grounds.

Anchorage, Alaska's Centennial gateway to everywhere, has built a big new camper park, a historical museum and fine arts center, a native cultural center and other facilities and is ready to live up to its boast of being "Uncle Sam's Number One International Host." A bustling metropolis of more than 100,000, Anchorage each year welcomes twice that many travellers passing through its big international airport enroute to and from the Orient and Europe, with even more flying out to the Aleutians, the Arctic, the fabled Valley of the 10,000 Smokes and to historic Kodiak, where Alexander Baranof, Russia's "Lord of Alaska" first built headquarters for his Russian-American Company.

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From Anchorage too, the 240-foot ferryliner Tustumena makes a 25-hour run from Anchorage to Kodiak Island, with pauses at Homer and Seldovia, then is off on a 17-hour run across the Gulf of Alaska to Seward (home of a \$20,000 salmon derby each August) Cordova, and Valdez, the latter two providing highway links to the Alaskan Highway.

Alaskans on the hundredth anniversary of the American purchase of their land can't resist pointing out how the state is changing. And indeed it is.

Jets flying the flags of six nations have brought the Interior within hours of Chicago and Los Angeles, Copenhagen, and Tokyo - lunch at the Top of the Mark or the Four Seasons, and stroll along the flanks of Mount McKinley that evening.

Hotels and motels, restaurants and night clubs offer amenities that surpass the cabin-fevered fantasies of an early sourdough.

Tourists on the ferryliners that ply the Inside Passage follow the unspoiled channels taken by English, Spanish, and American explorers. This is the Marine Highway, almost a thousand miles of fjords winding from Vancouver Island to Skagway and Haines. Today, motorists follow scenic highways from Seattle, Vancouver or Victoria to the tiny town of Kelsey Bay, B.C.,

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there to board the smart new ferryliner, Queen of Prince Rupert. The Queen, pride of the British Columbia Ferries fleet, sails north for 330 miles through waterways lined with fir-clad mountains, waterfalls and wildlife. After 20 hours of cruising, laced with such luxuries as fine dining, comfortable observation lounges and staterooms, the big ferryliner arrives at Prince Rupert.

Here the journey is continued aboard connecting State of Alaska ferryliners. Big and well-appointed, they glide through Alaskan history, stopping at Ketchikan, Petersburg, Wrangell, Juneau, Haines, and Skagway, each distinctively different in setting and history, yet all sharing the bounty of scenery, fish and game and colorful past. Stop-overs are easily arranged.

Twice weekly, each direction, the ferryliners call at sheltered Sitka, where Alexander Baranof, Russian fur trader and "Lord of Alaska" built a fort and castle as symbols of empire, and where, a hundred years ago, the flag of Czarist Russia was run down and the Stars and Stripes raised.

During 1967, all Alaska will be saluting that day with its biggest party -- the Alaska Purchase Centennial.