

Alaska Vacation - Correspondence

3.10

1953

August 24, 1953

Mr. W. S. Morgan,
Vincent D. Miller, Inc.,
1119 Fourth Avenue,
Seattle 1, Wash.

Dear Mr. Morgan:

Thank you very much for your letter of the 19th and for the enclosures. You were very generous and thoughtful and I will prize these two portfolios of Alaska pictures very highly. As you noticed, I didn't have a camera with me and consequently these pictures you have sent me are the only ones I have that were taken during my recent tour. All the other pictures are the "canned" ones which I bought along the way. These are therefore of very great interest to me.

I was very sorry that my Northwestern plane was thirteen hours late that night at Anchorage so that I couldn't have dinner with you as I had hoped. I got another plane on the Pacific Northern which got me into Seattle at 4 a.m. after a very uneventful trip. I got a Northwestern Stratocruiser out of Seattle at 9 a.m. and was in New York at 9 o'clock that night. Incidentally, I thought the airport at Seattle was the finest I have ever seen. Certainly New York has nothing to compare with it.

Thank you again for your generous and kindly thought of me in sending these fine pictures. If you ever get to New York please let me have the privilege of thanking you in person and taking you to luncheon or dinner.

With best wishes and kind regards,

Yours sincerely,

ACM:W

A. C. Marts

Vincent D. Miller, Inc.

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GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

1119 FOURTH AVENUE
TELEPHONE MAIN 6450 . *Seattle 1*

Please return

August 19, 1953

Mr. A. C. Marts
521 Fifth Avenue
New York City, New York

Dear Mr. Marts:

I hope that you arrived home safely from your extended trip.

I regret that I was not going to be in Seattle at the time that you arrived to show you around, although I guess you would not have had much time.

It is also unfortunate that you did not have more time in Anchorage before you left so that we could have had dinner together as I would have enjoyed it very much.

Saturday evening I took my friends in Anchorage out to what is known as the Idle Hour Club on Lake Spenard which is out near the International Airport where we arrived from Nome, and you will perhaps recall passing it. That is a very nice spot and perhaps the best in Anchorage. Their orchestra starts at nine o'clock and they have a nice dance floor.

We had a table looking out directly over the lake where we could watch the planes take off and land.

My plane was supposed to leave at eleven o'clock Saturday night, but we did not get away until three o'clock Sunday morning as they were still behind in their schedule.

The snapshots I took were much better than I expected as I had a rented camera and I was not sure whether I was handling it properly. I muffed one picture which I took of the Eskimo children in Nome as I had forgotten to turn the film after taking the picture of the skin boats on the beach.

I am enclosing herewith a complete set on which I have made notations as I thought you would enjoy having them.

I am also enclosing the negative of you and the reindeer.

VINCENT D.
MILLER

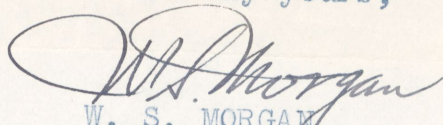
Page 2

If I had known that I was handling the camera properly, I would have made an effort to take more pictures, but I supplemented my collection with postcards so that I have a good record of the trip.

If you ever have the opportunity to visit Seattle, I hope you will look me up as I enjoyed being with you and hope to have the privilege of seeing you again someday.

With best personal regards, I am,

Sincerely yours,


W. S. MORGAN

WSM:mh
Encl.

OPAQUE BOND

25% COTTON FIBRE

U.S.A.



Wien ALASKA AIRLINES
ARCTIC COAST EXCURSION
FLIGHT LOG
Name A.C. Minto
Date 8/5/53

My trip
8/5/6/7
(1953)
Map Scale

POINT OF DEPARTURE—is the new International Airport. Your magic carpet for your Arctic Coast tour is a Wien Alaska Airlines Douglas DC-3. Wien Alaska Airlines pioneered many of the air routes throughout the Interior, beginning with the exploits of the eldest brother, Noel Wien, in 1924. Wien's pilots are not only rated as airline transport pilots, but have years of experience of "bush flying."

With few roads and no railroads existing north, east or west of Fairbanks, all freight and passenger traffic must go by air or dog team. This very plane in which you travel carries a miscellaneous cargo. With the passenger seats removed, heavy machinery, lumber, washing machines, baby buggies, and even live reindeer are flown across the Territory.

ESTER CREEK MINING AREA—This is the site of the largest gold mining operations in the Territory. Ready Bullion Creek, Cripple Creek and Ester Creek yielded fortunes to the pick and shovel miners as early as 1902. Yet, even today, the huge dredges of the Fairbanks Exploration Company bring up gold in paying quantities.

MINTO LAKES—The ground in Alaska is permanently frozen underneath the surface, starting sometimes only two feet below the ground, and extending many hundreds of feet deep. This condition is not caused by seasonal frost, but is a carryover from the last ice age, and must be thawed before the land can be farmed or mined. The reason you see so many swamps, lakes and river sloughs is because the melted snow water can not drain into the ground due to the frost, consequently, lies on the surface in pools.

You are now over the Tanana River, pronounced Ta'na'naw. This river, at the small town of Nenana some twenty miles to the south, is the scene of the famed "Nenana Ice Pool." Wagers are made as to the exact minute, hour and day on which the ice will begin to move downstream, and present-day winners are assured a purse of some \$170,000.00. This event usually takes place in late April or early May.

THE YUKON—To the north, you can see Tanana Junction, where the waters of the Yukon River are joined by those of the Tanana. A small Indian village with a hospital is located here together with a C.A.A. auxiliary field.

RUBY—This is a typical Yukon settlement of about 200 people, both Indians and whites. The small cabins you see along the river belong to Indians who make their living trapping and fishing. The Athabascan Indians lived here in the Interior and along the southeast coast of Alaska. The Eskimos are found only along the coasts of the Bering Sea and the Arctic Ocean.

GALENA—First landing of the trip is at Galena for refueling. This large airfield was an intermediate stop on the ferry route between Fairbanks and Siberia during the war. Thousands of lend-lease aircraft destined for the Russian front came through, manned by Russian pilots. It is now a C.A.A. auxiliary landing strip. A small Indian town lies along the banks of the Yukon to the south of the field.

THE KOYUKUK COUNTRY—The plane leaves airways at Galena and flies directly to Kotzebue, crossing miles of lonely, uninhabited, treeless Tundra. The vegetation you see is reindeer moss and "niggerheads." The moss, while only a few inches high, takes many years to grow even this tall. "Niggerheads" are great clumps of bunch grass growing in the marshes. From

the air, it looks like smooth pastures but should you try to hike across it, you would know why travel in the summer is possible only by air and river boat. Eskimos call summer "the season of no sledding."

THE ARCTIC CIRCLE—Fasten your seat belts, folks, and hang on tight! In a few minutes we will cross the Arctic Circle, and it always gives us quite a jolt.

KOTZEBUE SOUND. After crossing over the vast expanse of Selawik Lake, Kotzebue Sound will be under our left wing. In June, when the ice is breaking up, seal, walrus, and whale can be seen in these waters.

KOTZEBUE. This village—the largest Eskimo town in Alaska—lies at the end of a long peninsula. Kotzebue has been the site of a summer fishing village since at least 1500 A.D. It became a permanent village during the whaling days of the 1890's when Scandinavian, English, and German whaling ships pursued their quarry far into the Arctic Ocean.

Steel corset stays replaced the whalebones in the early 1900's, and then the colorful whalers disappeared. Those whaling boats often picked up crew members in the Hawaiian Islands. Quite a number of the boats would be caught in an early freeze, and were forced to winter in the north. Hence, today, the mixture of Swedish, Norwegian, Japanese, Chinese, English, and Polynesian blood with the Eskimo is still noticeable.

Kotzebue today has over 600 people of whom about 50 are white. During the summer months, this number is increased by Eskimos coming down from the Noatak, Selawik, and Kobuk river villages to pitch their tents on the beach at Kotzebue while they catch their winter fish supply. The sled dogs are fed entirely on fish.

You will find the Eskimos a friendly hospitable people, eager to be your hosts and hostesses while you are a guest in their village. They almost all speak English, but very few white men are able to master Eskimo, and they will gladly answer your questions about their life and customs. Because we want Kotzebue to remain unspoiled for both the Eskimos and the tourists, we ask that you do not start the practice of giving the children money as a present or tip for taking their pictures. A smile or a bit of bubble gum is all the pay needed. These Eskimos are a proud, independent people who actually feel sorry for us poor whites trying to get along in the Arctic which they have made their home for thousands of years.

The beach is the main street in Kotzebue, and you will find it a place of continuous activity the whole 24 hours of the summer days. During the early summer you can see the Eskimos cutting seal and beluga (the great white whale) along the shore, filling seal pokes with oil, and preparing "muktuk," a famous Eskimo delicacy cut from the hide and blubber of the beluga. One ocean-going freighter per year brings in supplies for the village in August. When it arrives the waterfront resembles a war-time beachhead. The freighter must lie 15 miles off shore because of the shallow-ness of Kotzebue Sound. Barges lighter all the freight and supplies ashore where they are hurriedly piled on the beach. Work does not stop until the freighter is unloaded for fear a storm may make it too rough for the barges.

Wien Alaska Airlines maintain a roadhouse so that visitors to this unique Arctic village may have the opportunity to stay overnight and observe the life of Kotzebue. Wien's do not pretend this to be a hotel or restaurant in the sense of those Outside. In a town of this size, accommodations are naturally limited. In order to provide rooms and meals for tour groups, this simple roadhouse has been set up. It is typically Alaskan. Facilities may be scanty, but the hospitality is boundless. You are assured of a clean,

warm bed, and plenty of good plain food. Take it all in the spirit of adventure, knowing that only those who are prepared to rough it a little have the privilege of seeing this bit of genuine Arctic Alaska.

Weather permitting, the trip to Nome will be made via Cape Wales, the most westerly point of Continental America. Enroute, the plane will pass over Shishmaref, a picturesque Eskimo village, which is the birthplace of George Ahgupuk, the Eskimo artist. On a clear day from Cape Wales, you may see the Diomed Islands; the small one belonging to the United States, and the larger one to Russia. If you have good eyes, you may see the Siberian coastline. King Island lies usually enshrouded in fog, but the weatherman may bless you, and the pilots will detour out to give you a bird's-eye view of the Eskimo village that hangs on the precipitous cliffs.

Alternate route, Kotzebue direct to Nome. The Bering Straits are the place where the storms are born which move across Alaska and down into the States. When the weather is bad over Wales, Wien's flies the direct route between Kotzebue and Nome following the radio beam.

TRIPS FROM KOTZEBUE—Regular bush flights are made on mail runs up the Arctic Coast and along the three rivers which empty into Kotzebue Sound: the Kobuk, the Selawik, and the Noatak. Remote villages which may be visited are Point Hope, Kivalina, Noorvik, Noatak, Kobuk, Selawik, Shungnak, Kiana, and Shesawlak.

SHEE FISHING AT KIANA—Approximately 60 miles up the Kobuk River there is a fishing lodge where complete accommodations for the fisherman are available. These include outboard motor boats, fishing tackle, and native guides, in addition to comfortable beds and good meals. A unique feature at the camp is the opportunity afforded to catch the little-known Shee Fish, a salt water fish ranging in size from 10 to 80 pounds, which run up the Kobuk River to spawn.

WHALING—A ten minute flight from Kotzebue will take you to Shesawlak, scene of native whaling operations.

NOME. This was once a city where 20,000 people sought gold on the beach. In its heyday of 1902, it was a rootin', tootin' lawless town, described in Rex Beach's book, "The Spoilers." Now it is a well-ordered community of 1,500 people. Landing is made at the Marks Air Force Base. You will notice most of Nome's houses are built on piling which is driven down through the permafrost. This was done to prevent the buildings from settling as the heat melted the frozen earth.

A taxi tour out to the gold dredges and down to the Eskimo village is available. The King Island Eskimos come to Nome during the summer in the skin oomiaks, and use the up-turned boats as shelters while carving ivory.

The route home to Fairbanks, passes over Norton Sound, the Nulato Hills and back along the Yukon River. Mt McKinley is pretty shy during the summer months, usually hiding behind a curtain of clouds. If he chooses to come out during your flight to Fairbanks, you will have the privilege of seeing a sight seen by few tourists to Alaska.

Upon landing at the International Airport, you will have covered over 1300 miles of air travel, crossed and recrossed the Arctic Circle, and flown over the most westerly point of land on this continent.

We hope you have enjoyed our Arctic Coast tour. To those of you who wish to see a bit more of Alaska, we highly recommend the Wien Yukon Valley tour to Ft. Yukon and Arctic Circle Hot Springs.

JULY 1, 1953

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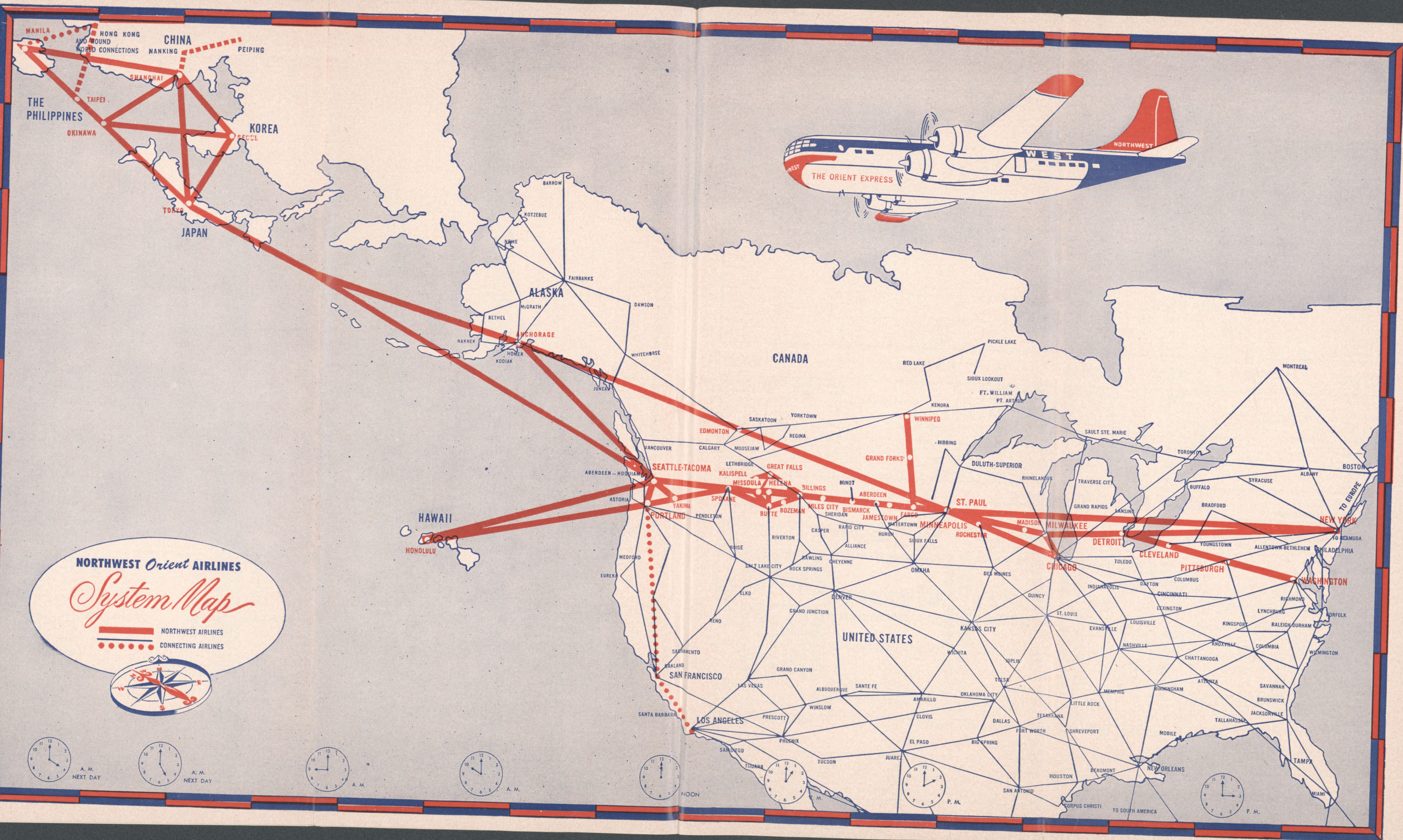
**ALL THE WAY
NEW YORK
TO
MANILA**

FAMILY FARES

JULY '53						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST '53						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

MONDAY • TUESDAY • WEDNESDAY



NORTHWEST Orient Airlines
System Map

NORTHWEST AIRLINES
 CONNECTING AIRLINES



NWA

SEE NEXT PAGE FOR OTHER EASTBOUND SCHEDULES

ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"

NWA

IMPORTANT: All times shown here are Local Times as observed by each city. Cities indicated by * will observe Daylight Saving Time, and all arrivals and departures at these cities are shown in Daylight Saving Time. All other cities will continue to observe Standard Time and all arrivals and departures are shown in Standard Time.

ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"

NWA COMPLETE SCHEDULES - EASTBOUND NWA

[illegible]

ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"

NWA

SEE NEXT PAGE FOR OTHER WESTBOUND SCHEDULES

ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"

NWA

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ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"

NWA COMPLETE SCHEDULES - WESTBOUND NWA

[illegible]

ALL FLIGHTS SHOWN ON LOCAL TIME—"Your Watch Is Your Timetable"



INTERNATIONAL SCHEDULES

NEW YORK • WASHINGTON
CHICAGO • MILWAUKEE
MINNEAPOLIS - ST. PAUL • SEATTLE-TACOMA
TO
TOKYO • TAIPEI • MANILA • HONG KONG*
OKINAWA • KOREA



NEW YORK—WASHINGTON—DETROIT—CHICAGO—SEATTLE—TOKYO—MANILA—HONG KONG*

FLIGHT NO.	407	303	12	12	107	616	651	513	555	501	537	873	843	865	CODE
NEW YORK #	Lv	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	Su. We. Fri.	IDL
WASHINGTON #	Lv	8 00													DCA
DETROIT #	Lv		10 55	10 55	3 55										YIP
CHICAGO #	Lv														CHI
MILWAUKEE #	Lv	10 55													MKE
MINNEAPOLIS-ST. PAUL	Lv		1 00	1 00											MSP
EDMONTON, Alberta, Can.	Lv														YXD
Municipal Airport	Lv														
SPOKANE	Lv														
LOS ANGELES #	Lv		4 30	4 30											GEG
SAN FRANCISCO #	Lv					11 00	12 00								SFO
PORTLAND	Lv					1 10	2 10								PDX
SEATTLE-TACOMA	Lv		5 43	5 43	8 04	3 05	5 25								SEA
Seattle-Tacoma Airport	Lv		9 00	9 00											
ANCHORAGE, Alaska	Lv		Mon. 12 55	Th. Sat. 12 55											
Elmendorf Field	Lv		2 00	2 00											EDF
INTERNATIONAL DATE LINE	Lv		Tue. 12 55	Fri. Sat. 12 55											TYO
TOKYO, Japan	Lv														
TOKYO, International Airport	Lv		2 30												TYO
PUSAN, Korea	Lv														PNX
OKINAWA	Lv		6 30												OKA
Kadena Airport	Lv		7 00												TPE
TAIPEI, Formosa #	Lv														
Songshan Airport	Lv														
MANILA, Luzon, P.I.	Lv														
HONG KONG, Br. Cr. Col. #	Lv		10 00												MNI
	Lv														HKG

HONG KONG*—MANILA—TOKYO—SEATTLE—CHICAGO—DETROIT—WASHINGTON—NEW YORK

MANILA - TOKYO - SEATTLE - CHICAGO - DETROIT - WASHINGTON - NEW YORK																		
FLIGHT NO.	872	864	22	554	422	312	862	840	1002	870	842	506	860	874	102	3002	402	CODE
HONG KONG, Br. Cr. Col.*	Lv	Fri.	Sat.	Fri.	Sat.	Sun.	Sun.	Mon.	Mon.	Mon.	Th.	Mon.	Tue.	Wed.	Wed.	Th.	Th.	HKG
MANILA, Luzon, P.I.	Lv	9 30*		9 30*			9 30*	8 00					9 30*					MN
TAIPEI, Formosa #	Lv	12 17*		12 17*			12 17*	Mon.					12 17*		8 00			TPE
Songshan Airport	Lv	1 00		1 00			1 00	1 35					1 00					OKA
OKINAWA	Lv	3 05		3 05			3 05	2 15					3 05		12 50			PNX
Kadena Airport	Lv	3 50		3 50			3 50	2 15					3 50		1 40			TYO
PUSAN, Korea	Lv	2 00		2 00			2 00	6 50					2 00		5 30			
TOKYO, Japan	Lv	5 10		5 10			5 10	Mon.					5 10		7 00			
TOKYO International Airport	Lv							8 00										
INTERNATIONAL DATE LINE	Lv																	
ANCHORAGE, Alaska	Lv	662	611	Fri.	Fri.					650	625		660					EDF
Elmendorf Field	Lv	U A L	W A L	11 00						U A L	W A L		U A L					SEA
SEATTLE-TACOMA	Lv	Sat.	Sat.	11 00						Mo.	Mo.		We.					
PORTLAND	Lv	7 30	7 30	9 00				9 25		11 20	1 30	12 30	9 30		8 25			PDX
SAN FRANCISCO #	Lv	11 25	12 05	10 10				11 30		12 10			10 20		10 40			SFO
LOS ANGELES #	Lv	1 40	2 15	9 35						4 30	5 25		2 50					LAX
SPOKANE	Lv			10 10						6 40	7 30							GEG
EDMONTON, Alberta, Can.	Lv			10 10														YXD
Municipal Airport	Lv			10 10														
MINNEAPOLIS-ST. PAUL	Lv			4 50								1 56			11 50			MSP
Wold-Chamberlain Field	Lv			5 20											6 30			CHI
MILWAUKEE	Lv			5 20											7 10			YIP
CHICAGO #	Lv			6 42											8 52			DCA
DETROIT	Lv			9 12											10 17			IDL
WASHINGTON, D.C. #	Lv			12 42											1 45			
NEW YORK #	Lv			12 42											Th.			
	Lv	Sat.	Sat.	Sun.	Sat.	Sat.	Sun.	Mon.	Mon.	Mo.	Mo.	Tue.	Th.	Th.	Th.	Th.	Th.	
*—Via connection with Hong Kong Airways, Ltd.																		

*—Via connection with Hong Kong Airways, Ltd.

VINCENT D.
MILLER

W. S. MORGAN
INSURANCE

MANAGER
INSURANCE DEPARTMENT
VINCENT D. MILLER, INC.

MAIN 6450
RES. KENWOOD 8523
4TH & SENECA ST., SEATTLE

ALASKA'S FLAG

Blue is the field reflecting the hue
Of northern skies, the sapphire blue
Of lofty mountains and lakes below
And moon-lit vales where wild flowers grow;
The love and devotion the sourdough feels,
His trust and faith form the blue of the field.

Gold are the stars that brighten the night;
The great North Star, a guiding light;
A dipper of gold, the prospector's dream,
Depicting the nuggets panned from the streams.
Brotherly love for all who abide
Is the gold of her flag, Alaskans' pride.

— D. Z. G.

