

8-2-73

Dear Jerry:

Your card arrived today, at the same time an item forwarded from Pico Rivera reached me concerning open house (yesterday) on the BERKELEY. I'm sorry to have missed the open house but trust other opportunities will come to go thru the BERKELEY again. I'm very sorry to hear that you're having problems presently, but am glad I did the right thing in regard to Les Arellanes.

I'm 100% with you about the BERKELEY, and told ~~Les~~ Les so, voicing it as my own opinion. I favor the plan which would put both the SAN DIEGO and CORONADO on the run between Vancouver and North Van, B.C.

The enclosed 2 clippings which I picked up during the trip might help you in your arguments with anyone who wants to fight about the CORONADO. Just pull the clippings out and say, "Look, she's desperately needed at Vancouver," etc. It would make much more sense to run a ~~1/2~~ diesel-electric the size of CORONADO on the trans-Burrard route than a large steamer like BERKELEY.

I did an unforgivable thing--I clipped one of the stories without noting name of paper or date (I know it was July 1973).

If you decide you don't need those clips, you might send them on to Bob Parkinson. The person who told me that the SAN DIEGO and CORONADO are considered for the run was Glenn Lee, 800-1st Ave.N., Apt. 37, Seattle WA 98109. Canada doesn't burden itself with a picayunish Jones Act, as evidenced by both the old CHINOOK and CITY OF SACRAMENTO continuing to operate for BC Ferries on routes entirely in Canada.

I was aboard the Yukon River steamboat KLONDIKE at Whitehorse. She's now a national monument and our tour guide was a Frenchman from Quebec province (under some Canadian policy of spreading the French throughout the nation instead of keeping them in Quebec!) He knew his books perfectly but still couldn't answer some questions that a native Yukoner might have been able to.

I saw the TUTSHI ~~xxx~~ at Carcross and the CASCA and WHITEHORSE at Whitehorse but could not board them because of their being fenced in. The co-owner of Hougens's Department Store in Whitehorse (name and address on one of the cards) conceived the idea, according to Alaska Sportsman magazine, of preserving the WHITEHORSE and CASCA, as well as KLONDIKE, at Whitehorse in order to give the city a distinctive skyline--which it does, much like the Cologne Cathedral, for example, does for its city in Germany.

I tried to call Rolf Hougens but he was gone for the time I was in Whitehorse. (Naturally, I hoped he would take me aboard X CASCA and WHITEHORSE).

We did not get to Dawson City.

The White Pass & Yukon Railway, I learned, had a regular route from Skagway, Alaska, to Dawson, Yukon Territory.

