285 ~~18~~

INSPECTION TRIP

STEAMSHIP SERVICE

WEST COAST OF VANCOUVER ISLAND

STEAMSHIP
"PRINCESS MAQUINNA "

August 20, 1918

Brodie
H.W.B[redacted]
General Passenger Agent

HUNTER ID.
NAMU
Ovekano Lake
HECATE ID.
CALVERT ID.
Cannery
Rivers Inlet
Fitzhugh Sound
Smith Sound
Queen Charlotte Sound
Flat Mtn.
Belize Inlet
Finger Mtn.
Seymour Inlet
Kingcome Inlet
Mt. Blair
Mt. Everard
Mt. Wood
Mt. Rodell
Mt. Smith
Mt. Lowe
Mt. Evans
Knight Inlet
Loughborough Inlet
Thurlow Isl.
Bute Inlet
Mt. Powell
Toba Inlet
Mt. Denman
Mt. Victoria
Mt. Albert
Mt. Alfred
Powell L.
Goat L.
Jervis Inlet
Tatla L.
Eagle L.
Choelquoit L.
Tatlayoco L.
Great Cañon
Waddington Cañon
Chilco Lake
Alexis Creek
Dog Creek
Empire Valley
Big Cr.
Dreer Cr.
Bridge R.
Seaton L.
Anderson L.
Seaton
Anderson
Blackwater L.
Upper Lillooet R.
Pemberton
Duffey L.
Lillooet Lake
Skihist Mt.
29 Mile Ho
Lillooet R.
Daisy L.
Howe Sound
Harrison Lake
HANCOCK
HOPE ID.
LANZ ID.
COX ID.
GALIANO ID.
C. Scott
Fishermans Cove
Hardy Bay
Fort Rupert
HOLBERG
QUATSINO
Winter Harbor
Quatsino Sound
Rupert Arm
ALERT BAY
BROUGHTON ID.
MALCOLM ID.
GILFORD ID.
CHACOFF ID.
HARDWICK ID.
THURLOW ID.
Johnstone Strait
Yreka
Nimpkish L.
Brooks Bay
Woss L.
Takshih Arm
KYUKUOT
Victoria Pk.
Kerhon L.
Crown Mtn.
Discovery Passage
ALDERGROVE ID.
REDONDA ID.
CORTES ID.
QUATHIASKI
Lund
Powell River
CAMPBELL RIVER
Campbell R.
Esperanza Inlet
NOOTKA ID.
NOOTKA
Nootka Sound
Muchalat Arm
HESQUIAT
Graham
COURTENAY
COMOX
Butte Lake
UNION BAY
DENMAN ID.
HORNBY ID.
TEXADA ID.
NELSON ID.
Seechelt Inlet
Welcome Pass
Howe Sound
GAMBIER
BEAUFORT RANGE
Great Central L.
AHOUSAT
PORT ALBERNI
Mosquito Harbor
Sproat L.
CLAYOQUOT
SECHART
UCLUELET
Barclay Sound
Alberni Canal
PARKSVILLE
Qualicum
Nanoose
Wellington
NANAIMO
Stark's
LADYSMITH
Chemainus
GABRIOLA ID.
Eburne
Steveston
Cloverdale
VANCOUVER
Hastings
Port Moody
WESTMINSTER JC.
Hammond
Haney
Whonnock
MISSION
Dewdney
WESTMINSTER
Guichon
HUNTINGDON
Blaine
Lynden
Bellingham
Yukon
Sedro
Burlington
McMurray
Arlington
GALIANO ID.
MAYNE ID.
SATURNA ID.
PENDER ID.
CROFTON
SAN JUAN ISLAND
Friday Harbor
Anacortes
FIDALGO ID.
WARDROP ID.
EDMOND ID.
Everett
LAKE COWICHAN
BAMFIELD
OSBORNE BAY
Nitinat L.
CARMANAH
Duncan
Shawnigan Lake
Malahat
Sidney
Esquimalt
Goldstream
FT. RENFREW
VICTORIA
Juan de Fuca Strait
Neah Bay
Ozette L.
Pysht
Port Angeles
Port Townsend
Cooper
Quilcene
Mora
OLYMPIC MTS.
DESTRUCTION ID.
Port
SEA

10.00

Inspection - West Coast Vancouver Island.

Leaving Victoria 11:00 P.M. August

20, 1918, S.S. "Princess Maquinna".

The ship was scheduled to leave Victoria at 11:00 P.M. She carried a full cargo, which included a partial deck load of lumber and machinery, also considerable iron piping and oil drums. There were about fifty Indians returning from the Rivers Inlet canneries to their homes on the West Coast. They carry a large assortment of baggage, including blankets, mats, pots, pans and other cooking utensils. The entire family moves, including the smallest infant and the youngest dog. They take their position between decks and proceed to squat down among their effects, making themselves as comfortable as possible, and, Indian fashion, taking everything as it comes. The fact that half a dozen cows are in a pen close by makes little or no difference. A heavy mail delayed the departure, and we did not cast off until midnight.

Leaving Victoria the ship proceeds thru the Straits of Juan de Fuca, and at an early hour makes its first call at Port Renfrew.

PORT RENFREW - Population about 100. Two logging camps are in operation, employing about 35 men each. The Defiance Packing Company of Vancouver have a cannery, with a capacity of about 2,000 cases per day, employing about 60 men. We arrived at Port Renfrew at 5:10 AM, August 21/18, landed passengers and freight, and took on some additional passengers and left at 6:36 AM. Port Renfrew is the first port of call. A heavy swell was running in the Straits and the majority of the passengers were quite ill.

The next port of call is Carmanah

CARMANAH - This is a boat landing. Government light house. Population about 6 whites and 20 Indians. We landed one passenger and floated ashore a small raft of lumber. The lumber is carefully lashed together and then dropped overboard and towed ashore by a row boat. This causes very considerable delay to the steamer. We dropped anchor at Carmanah at 8:16 AM, and we weighed anchor at 8:53 AM.

The next stop is Clo-oose.

.Clo-oose

CLO-OOSE - We anchored at 9:26 AM. There is a population of 60 whites and 40 Indians. A logging camp is in operation employing about 35 men. The Nitinat cannery is situated here, and in 1917 had an output of 55,000 cases. The passengers are landed in small boats from the ship. We made quite an extended stay at this landing as the means of transportation from the ship to shore by small boat was very slow work. One of the Government steamers was overhauling some of the buoys at this point. We did not weigh anchor until 11:00 AM.

Leaving Clo-oose the ship proceeds on a dircourse past Pachena.

Pachena

PACHENA - There is a Government lighthouse here and a wireless station, with a population of about 10 white people.

Proceeding around Cape Beale, the next stop was made at Banfield.

BANFIELD - The Imperial Government Cable station and the Dominion Government Life Saving station are located here. We arrived at Banfield at 1:15 PM. The weather was thick with a drizzling rain and a long heavy swell, and the majority of the passengers were suffering from seasickness. The Cable Station, which is the landing point for the cable from Australia and New Zealand, is a very substantial building, with a staff of about 35, under the Management of Mr. Smith, and at the present time there are 15 censors who decode cable messages. The building is roomy, has a billiard room, living room and library for the operators. There was sufficient time to make an inspection of the entire plant. We had the privilege of sending and receiving a cable from the Fanning Island station, 4,500 miles distant. The Manager is being transferred to Auckland, N.Z. We landed a couple of passengers and some supplies for the station. This is a wharf landing, and we cast off at 3:55 PM and proceeded up Barclay Sound to the next port of call.

Canadian Northern Cannery

Uchucklesit

Environs
Port Alberni

UCHUCHLESIT - We arrived at 5:10 PM. The Wallace Fisheries are located here. There were five large American fishing boats lying along side of the wharf. There is a population of about 100 whites, 75 Orientals and Indians. There is a large cannery and cold storage plant. The cannery has four lines of machinery, two for canning herring and two for salmon. Each line has a record of 1,000 cases a day. The record of the cannery from June 1, 1917, to February 15, 1918, was 65,000 cases of salmon, and 50,000 cases of herring. We were busy discharging freight until 8:44 PM. The weather was unfavorable, a drizzling rain falling most of the time.

PORT ALBERNI - From Uchucklesit we proceeded straight up the Alberni Canal to Port Alberni, where we arrived at 10:45 PM. A heavy rain was falling, it was very dark, and we did not have an opportunity of going up into the town. The bulk of the business for this port is handled by rail We unloaded a quantity of lumber and cast off at 0:53 AM, Thursday morning, the 22nd. It is a very beautiful trip up the Alberni Canal. On this occasion it was somewhat spoiled by thick weather and heavy rains, which are more or less general during the Fall & Winter months.

Ucluelet

UCLUELET - We arrived at 7:23 AM and left at 8:57 AM. There is a population of about 40 white and 60 Indians, almost entirely made up of fishermen. The Wallace Fisheries buy their fish at this station. Ucluelet is on the Northwestern side of Barclay Sound. It was very rough crossing over, and our passengers had a hard time of it once more. The weather throughout the entire morning was very thick, and it was necessary to use the ship's whistle constantly.

Tofino

TOFINO - Arrived at Tofino at 11:16 AM and left at 11:34 AM. It has a population of 45 whites and 70 Indians. The Columbia Fisheries Ltd are operating here. A great deal of the business for the Clayoquot Sound Canning Co. is handled at this point. This is a regular Indian fishing village, with a general store. They have a large fleet of small gasoline fishing boats.

Clayoquot Indian Village

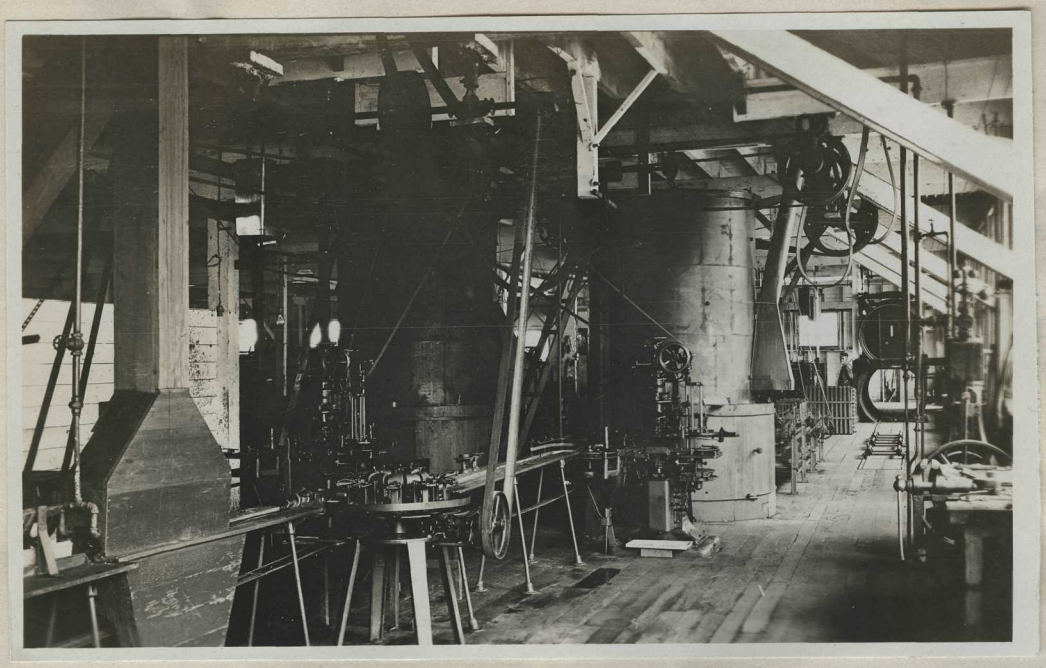
CLAYOQUOT - Arrived at Clayoquot at 11:51 AM and left at 2:47 PM. A wharf landing. There is a long sandy beach, an old hotel and a general store. It is a typical Indian village. There are about 15 white people. The Union Fisheries Co. are putting up a cold storage plant, which will have a capacity of about one million fish. It is a very pretty trip from Tofino to Clayoquot, the ship passing among numerous islands, and it is an inside passage all the way. The weather was generally thick with a drizzling rain.

Typical scene at a boat landing, of Indian passengers. This photograph shows the Indians disembarking at Ahousat on their return from the Rovers Inlet Canneries, where they have all been engaged for the past couple of months.

AHOUSAT - From the Indian School we proceeded to Ahousat, where we made a boat landing at 3:06 PM. This is a very beautiful spot, the village being on a curved beach. The majority of our Indians disembarked at this point. It is very interesting disembarking them, as they are all handled in dugouts. These come along side of the ship, which anchors in the bay. The Indians pile into the dugouts, baggage, men, women, children, dogs, pots, pans, etc, etc. Amont other things there were small cook stoves, stove pipe, hats, strips of oil cloth and all sorts of paraphernalia. It took about an hour to disembark all the Indians, and we weighed anchor at 4:09 PM. The village is the usual collection of Indian houses, a number of families living in the same house. All very dirty. The Indians are strong and healthy, so are the children. They live almost entirely on fish.

Sidney Inlet

SIDNEY INLET - From Ahousat we proceeded to Sidney Inlet, where we arrived at 6:47 PM. It has a population of about 40 white people. The Tidewater Copper Co. are operating the mines at this point. They also have a concentrator, and they have already made several shipments. Mr. Warren, the Manager of the mine, was on board and



Tidewater Copper Co. plant.

we made a very careful inspection of the plant. They propose to remodel the present plant, and change it from a coal burning plant to a water power plant. The cost of coal, he advised, was prohibitive, the price being $11.00 a ton landed at the Sydney wharf. We cast off from Sydney at 7:14 PM. The weather was very thick and we had to use the whistle continuously. We ran out of Sydney Inlet into the open sea. The fog was very thick and there was a heavy swell running.

Hesquiat

HESQUIAT - We arrived at Hesquiat at 8:47 PM. This is a boat landing. We put ashore a few Indians and Father Charles, who is an Indian missionary in the North. We weighed anchor again at 9:00 PM. There is a population of about 50 Indians at this point.

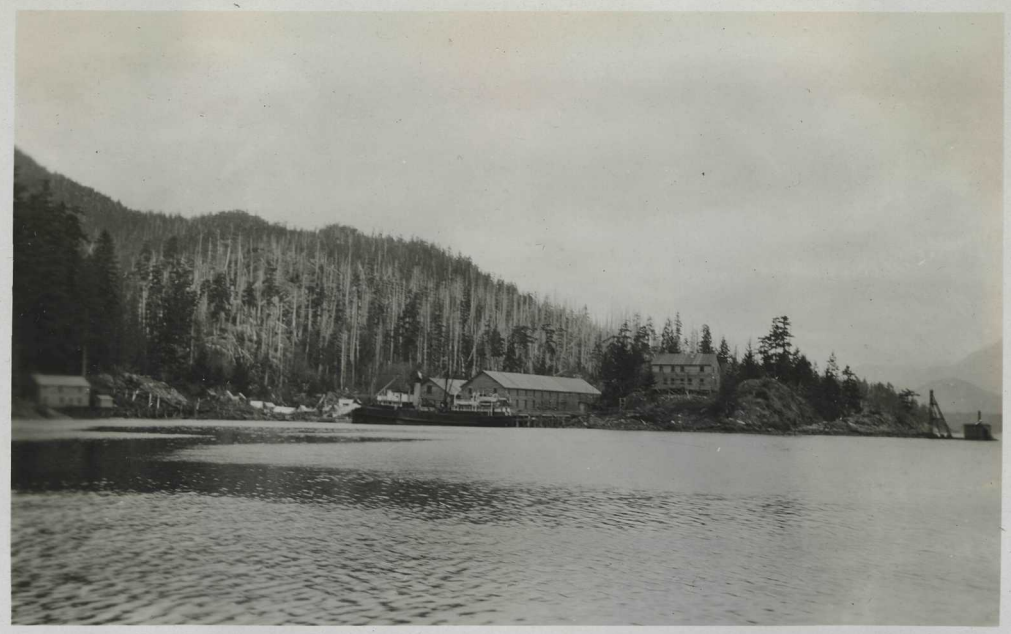
ESTEVAN - Leaving Hesquiat we proceeded out in to the open, past Estevan Point, where there is a light, which we passed at 9:41 PM. The weather was very thick and we were obliged to use our whistle continuously. The ship was headed directly for Nootka Sound. At the entrance to the Sound is

is Yuquot Light House. There is a hand fog signal at this lighthouse. It is situated at the extreme point of Friendly Cove, the most historical point on the Pacific Coast. We had very considerable difficulty in picking up the light and finally succeeded about 11:17 PM and ran away into Nootka, where we tied up at 11:46 PM, remaining there for the night and leaving there at 7:19 AM, Friday.

Estevan .

NOOTKA - At Nootka a large cannery has been established. There is a population of about 60 Indians and about 3 whites in the village, and then at the cannery there would be over 60 whites and 40 or more Indians and Orientals. They have a two line cannery operated by the Nootka Packing Co. The capacity is 2,000 cases per day. In 1917 the cannery put up 45,000 cases of salmon and 10,000 cases canned herring and pilchards. This year they are running a very large quantity of pilchards, and put up as many as 3,000 cases in one day. They had brought in, the night we arrived, one catch of 25 tons of pilchards, which is a very heavy catch to come in at one time. They have more orders for pilchards than they can fill at the present time. They also had a very fair catch of salmon. Mr. Lord is the Manager, and we

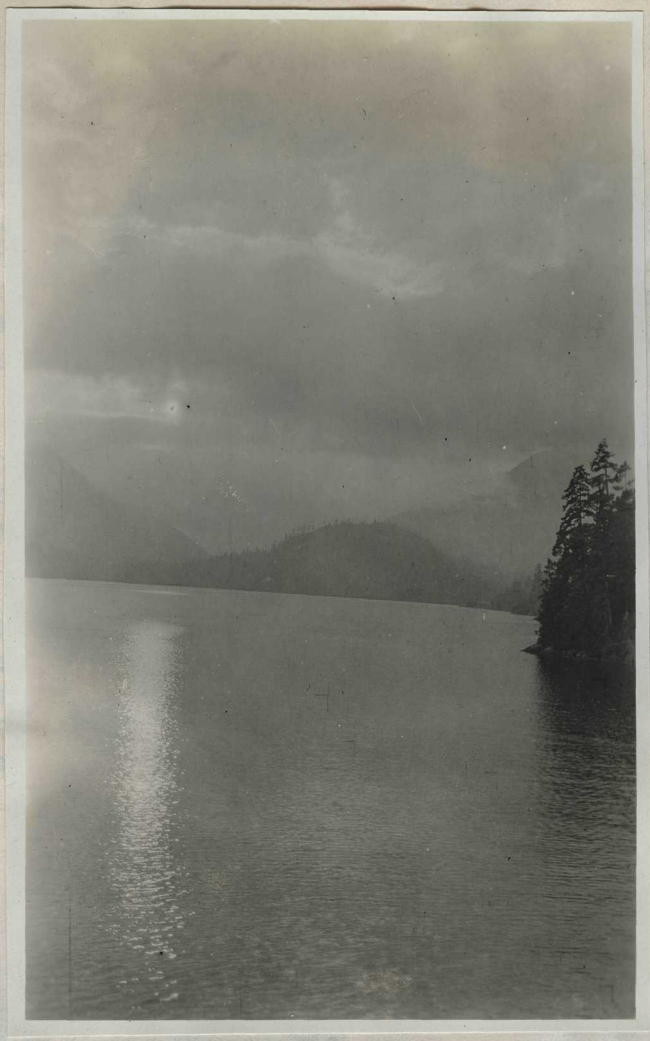
Nootka Sound



.Lord's Old Cannery - Nootka

Nootka

Nootka Sound



Nootka Sound

had a pleasant visit and he made arrangements to accompany us on the Southbound trip. There is a Government wharf at Nootka as well as a Company's wharf. Nootka is situated but a few miles from Friendly Cove, an interesting point, as will be described later.

On leaving Nootka we proceeded out of the Sound and headed Northwest, skirting the Coast. The weather though fine was quite rough, and the passengers once more became violently ill.

Proceeding North, we made a long trip, passing Esperanza Inlet and on to Kyuquot Sound, where we quickly ran into the protection of the sheltering islands, and passed up the Sound to Narrow Cut Creek, where the Kyuquot Whaling station is located, and where we tied up to the Wharf at 12:40.

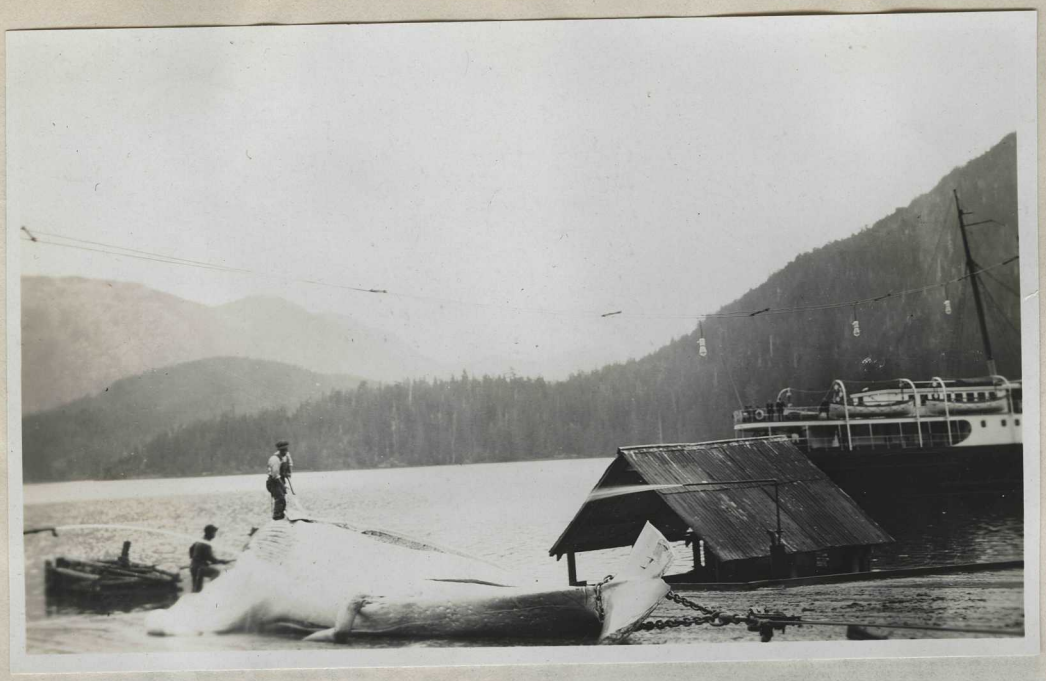
Kyuquot Whaling Station

KYUQUOT - The population of the whaling station consists of about 20 whites and 30 or more Indians. It is operated by the Victoria Whaling Co. They are canning the whale meat this year, and have a capacity of 2,000 cases a day. They put up fertilizer and whale oil. Unfortunately, there were no whales at the station, but they were busy cutting up some of the heads, and the canning industry was working at

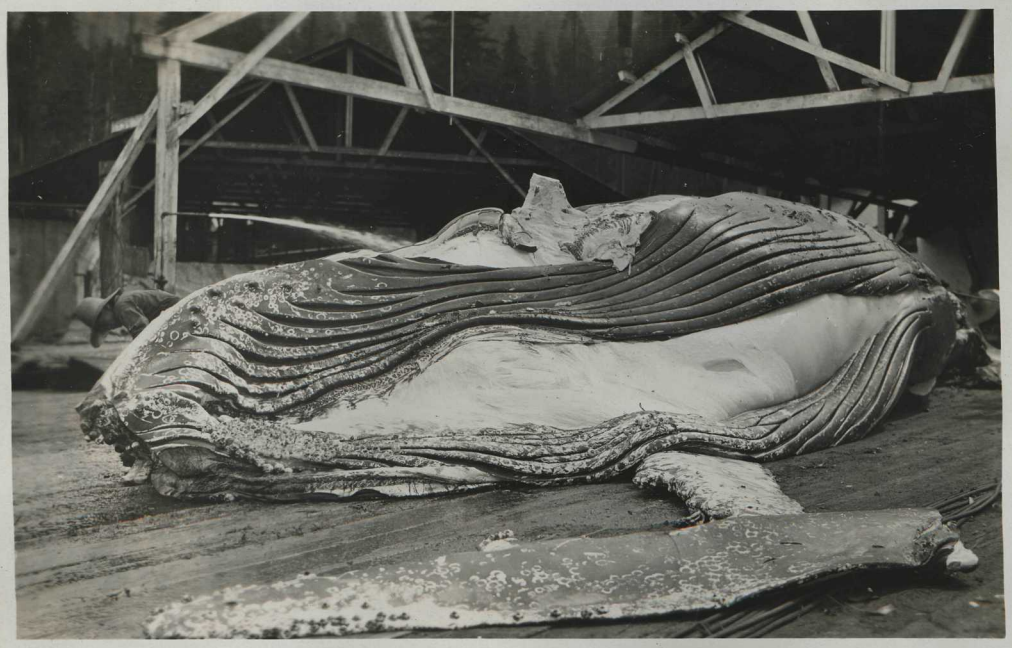
full speed, as was also the rendering plant and the fertilizer plant. Everything in connection with the whale is utilized. There is no waste. Two of the steel whaling boats were in the harbor, and two others were at sea. They catch the whales between 30 and 40 miles from the station. When caught they are immediately blown up with air, and when a sufficient number are taken are towed to the station. They have had as manyaas 13 at the station in a single day. The most indescribable stench prevails at the whaling station. There is no stench that is known the world over that equals that which permeates the whaling station and makes a large number of people very ill. Mr. Ruck, the General Manager, travelled North with us, and gave us some interesting information in regard to the station. He also presented us with some very fine whales' teeth and some whales' ear drums. They obtain about $2,000.00 worth of revenue from each whale, and have made as high as $5,000.00 from a sperm whale. From a sperm whale they have got as high as 80 barrels of oil. They generally extract as much as from 35 to 40 barrels of oil from the ordinary whales.

We met at the whaling station the C.P. S.S. "Otter", which had been for three days endeavoring to proceed South, but was held up on account of stormy weather and fog. The Captain was making his second trip on the West Coast and was somewhat timid. We had fairly clear weather at the station, but a heavy mist hung over the mountains. We cast off at 4:40 PM, and had a splendid trip, with a fairly good sun, through the small islands to Kyuquot Village.

KYUQUOT VILLAGE - We made a boat landing at 5:43 PM, sending ashore in numerous boats the balance of our Indian passengers. The village has a population of about 4 whites and 35 Indians. There is a spruce logging camp in operation, which employsxx about 60 men. The name of the firm is Gernassen & Hanson. It is a very pretty spot. At 6:43 PM we weighed anchor and started for the open sea, and soon ran into a brisk head wind and a heavy sea.



At Kyuquot Whaling Station



Cutting Up Whale - Kyuquot Whaling Station

Kyuquot Village

We headed Northwest for Cape Cook, and at 8:42 PM passed Solander Island, just off Cape Cook.

Solander Island

SOLANDER ISLAND - This is one of the finest sights on the Pacific Coast. The island rises up out of the sea, resembling somewhat Cathedral Peak in the Rockies. The heavy seas were breaking over the rocks in clouds of spray. The island has two sloping sides, and these were covered with sea lions. There were hundreds of them and they could be heard barking quite distinctly. As soon as the whistle on the ship was blown they immediately flopped down the sides of the rocks and into the sea, making a great hubbub all the time. It appears that these rocks are always covered with sea lions when the ship passes. The sea was quite rough, and we had a sorry lot of passengers, as we were pitching pretty badly.

BROOKS BAY - Passing Capt Cook, the ship's course was pretty nearly North to Klaskino Inlet, where we made a call at Brooks Bay at 10:02 PM, leaving at 11:08. This was a boat landing. It was very dark with a fairly heavy sea.

Brooks Bay

QUATSINO - From Brooks Bay we proceeded to Quatsino Sound, stopping at Quatsino cannery at 1:00 AM Saturday, departing at 3:14 AM. There is a population here of 15 whites in the fishing season only,

and about 20 Indians. The cannery is owned by the Wallace Fisheries. The output last season was 25,000 cases of salmon. The cannery has an output of 1,000 cases a day.

Quatsino Cannery

QUATSINO VILLAGE - The next stop was at Quatsino Village, where we arrived at 4:27 AM, departing at 5:57. There is a population of 200, including the surrounding country. Chiefly mining and fishing. There are one or two very small farms.

Quatsino Village.

JEUNE LANDING - The next call was at Jeune Landing at 6:55 AM, leaving at 8:38 AM. The weather was very fine, the sun shining. Passengers and freight were landed for the Coast Copper Co. They have a mine about 30 miles inland, and are at present employing about 35 men.

Jeune Landing

The trip up Quatsino Sound and through Alice Arm is a very pretty one, and we arrived at our outward destination, Port Alice, at 9:12 AM Saturday.

Port Alice

Port Alice

PORT ALICE - Port Alice has a population of considerably over 600 whites. The Whalen Pulp & Paper Mills Ltd have erected their plant at this port, also a saw mill. On arrival we made an inspection of the entire property. The mills were in operation. The saw mill is turning out aeroplane spruce in fairly large quantities, but there is a shortage of tonnage to take away the lumber. The pulp mill is of the usual type. They expect to produce pulp this month, and the capacity will amount to 100 tons per day.

There is no settlement at Port Alice that does not depend upon the pulp mill and saw mill. The Whalen people practically control the whole place. They have their own cottages for the men, their own store, and run the Post Office for the Government.

The plant does not seem to be well organized at the present time, and there is considerable evidence of waste effort and lack of good business management. They have erected at Port Alice a very substantial wharf, about 400 feet in length, but it has been made about ten feet lower than it should have been and there is a possibility that they will have some trouble at high water.

One can leave Port Alice by launch and proceed down the Arm to Coal Harbor, which is about two hours run, the distance being about 15 miles. It is 9½ miles from Coal Harbor to Hardy Bay on the opposite side of the island, where connection can be made with steamer for the South. Sometimes some of the passengers cross in this manner, instead of coming down the West Coast, but there are very few of them, as the trail across the island is a very poor one, and it will not be improved for a long time.

At Port Alice the naval ship "Malaspina" was at anchor, under command of Capt. Newcombe, with several officers, who were visiting all the fishing villages, logging camps and mines for the purpose of picking up any military evaders. Capt. Newcombe proved to be a very interesting character, having sailed for Troops of St. John, N.B. for 15 years.

We landed at Port Alice 58 through passengers.

The total distance from Victoria to Port Alice is 424 miles, and of this distance the steamer travels in the open sea about 169 miles, which would be about 15 hours steaming in open water.

We carried on the outbound trip 141 first class passengers, 53 deck class, with a total revenue of $1,530.80. We had 314½ tons of freight, with a revenue of $3,626.30. We spent all day Saturday unloading and loading freight at Port Alice, and cast off for the South at 10:00 PM Saturday.

We were given a grand send off by the entire population, who came to the wharf, sang songs, and made a great fuss over the departure of the ship, because they will not see another one for some ten days.

We had 62 passengers leaving Port Alice.

QUATSINO - Arrived 11:24 PM and left at 11:59 PM.

KYUQUOT VILLAGE - Arrived 5:55 AM and left 6:43 AM, Sunday.

KYUQUOT WHALING STATION - Arrived at 7:45 AM and left at 8:31 AM. We had the good fortune to find 3 whales at the station, and one of the whales was being cut up. It is quite a wonderful sight to see the size of the whale at close range. One of the most interesting parts of the whale is its mouth, which is covered with hair on the inside. It is hauled out of the water on skidways by the tail, and is immediately stripped from end to end, and every particle is utilized in some manner or other. The stench from the operation is very great, and it requires a good stomach to stay close at hand.

NOOTKA -- The weather cleared and was beautifully fine and we had a splendid trip to Nootka Sound, where we tied up at anchor at 1:25 PM Sunday and remained until 9:24 PM Sunday night, as they had 3,700 cases of pilchards to load for Vancouver.

FRIENDLY COVE - We arranged with Mr. Lord, the Manager of the cannery, to let us have one of the large gasoline fishing boats, and in company with the Captain and 41 of the passengers we left Nootka

Cannery for a short trip of 2 miles to Friendly Cove at the entrance to Nootka Sound.

Friendly Cove has been made famous as the place where Capt. Vancouver and Quadra drew up their agreement in regard to British and Spanish rights, and also made their peace treaty with the Indians. A small monument has been placed on the top of a small island at the extremity of Friendly Cove, close by the Light House, to commemorate the event. This monument was placed there by the Historical Society of Washington University. Our party landed on a gravelly beach. Directly above the beach is a row of Indian houses, about 100 yards above the shore line. All these houses were vacant, as the Indians had packed up bag and baggage and gone to the Rivers Inlet canneries for the season. They left behind them a couple of very old women, and one or two very old men, one supposed to be over 100 years of age, so blind that it was almost impossible to see where his eyes had been.

The houses were dirty as usual. The earthen floor has a few mats scattered around on it, and a fire burns in the middle, generally with some salmon roe, or some fish heads or fish tails hanging in the smoke.

In front of the village they have two of the finest totem poles on the Pacific Coast. One is crowned by a figure of Capt. Vancouver in a grotesquely painted black silk hat.

They have a large assembly hall in which they hold festivals, etc, and inside this hall there are two totem poles which are supposed to be the finest on the Pacific Coast. They are very beautifully colored and the workmanship is of a very high order. To the right of the village there is a small clearing where a little church is situated. It was on this spot that the first ship that was ever built in B.C. was put together and launched. It is only a few hundred yards across the peninsula to the opposite shore where there is a magnificent beach, about 3 miles long, directly facing the Pacific Ocean. There is a very heavy surf here at all times.

Directly back of the beach, on the high land,

and facing the Pacific, is the old Indian grave yard, which is one of the most interesting places on the Pacific Coast. The Indians bury their dead in plots in this grave yard. Each plot is neatly fenced in. A great many of the graves are covered with a heavy cement top. Where they are not cemented it is customary that a small house or protection should be built over each grave to protect it from the weather. There are numbers of small houses built over the various graves. One house in particular is very amusing. After completing the house and shingling it all, including the roof, two window frames with four panes of glass in each one, are carefully nailed on top of the shingles on the roof, two on each side, so as to give the necessary light within. One grave is of particular interest. The plot is of a fair size with a good fence around it. A monument in the centre informs you that this is the son of Chief Napoleon Maquinna. It is customary for the Indians to make sacrifices for the dead, so the Chief has placed on each side of the grave two very fine dugouts (boats). At the back of the grave, in the centre of the fence, is a small model of a ship which the boy once played with, and on each side are the ends of an iron bed stead, with some wash basins and some other trinkets. On another grave of an Indian woman is a sewing machine, wash basins and baskets, together with several other small effects. One man who died has over his grave a bicycle pump, a lantern, an old gas tank, lunch basket and some wash basins. Another has a gramaphone. Sewing machines and bed steads seem to be quite popular. There are a number of bedsteads on the graves. One little child's grave has a go-cart on top of it. Altogether the grave yard is rather pathetic, and I am afraid if many tourists visited it they would steal some of the baskets and other articles as souvenirs, although it would cause a great row among the Indians.

Friendly Cove is one of the most interesting places on the entire West Coast, and it would be possible, if many passengers are carried, to arrange for the ship to stop and land them at Friendly Cove for a visit.

SYDNEY INLET - We arrived at Sydney Inlet at 2:15 AM and left at 2:35 Monday.

AHOUSAT - Arrived at 5:54 AM and left at 6:14 AM.

CLAYOQUOT - Arrived at 7:45 AM and left at 8:12 AM.

TOFINO - Arrived at 8:34 AM and left at 9:33 AM.

UCLUELET - Arrived at 12:40 and left at 1:00 noon.

PORT ALBERNI - No call was made at Port Alberni on the return trip. A launch comes down to Uchucklesit and takes passengers to Port Alberni.

UCHUCKLESIT - Arrived at 3:23 PM and left at 5:50 PM.

BANFIELD - Arrived at 7:05 PM and left at 7:45 PM.

A boat landing was made at Clo-oose and one at Carmanah.

We reached Port Renfrew at one o'clock in the morning and arrived at Victoria on the return trip about 5:30 AM Tuesday, August 27/18.

On the return trip we had 164 cabin passengers, 24 deck passengers, a total of 188, with a passenger revenue of $1,519.25, and we brought South 162¾ tons of freight, revenue $ 921.30. The total revenue for the round trip was $7,598.15, which is a very successful trip, and the business outlook is that we will be able to maintain these satisfactory earnings for some time to come.

It is expected that, in addition to the "Princess Maquinna", we will require to send a freight steamer around the West Coast occasionally, to pick up additional cargo that will be offering.

The "Maquinna" was especially built for the West Coast trade, is named after a daughter of Chief Maquinna, one of the West Coast Indians, is a ship of 1,776.59 gross tonnage, 232.6 feet in length, 38.0 feet in width, 17.0 feet in depth, has a passenger capacity of 400, 108 beds, 54 staterooms, seating capacity in dining saloon 65. She is a very comfortable ship, well spoken of by all the passengers.

The service throughout was very good and there were no complaints or criticisms by the passengers.

If we decide to go in for additional tourist business during June, July, August and September, the

service can be slightly improved. A few deck chairs are required, a phonograph for dancing, and an awning over the after deck. A bath room or two would require to be provided. These various matters will receive attention.