◆ 1934 ◆

CANADIAN PACIFIC

WEST COAST VANCOUVER ISLAND TOURS

CANADIAN PACIFIC RAILWAY

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Vancouver ..... B.C.	W. S. Stewart	Ticket Agent, Hotel Van.
Vancouver ..... B.C.	S. G. Lemmon	Ticket Agent, Pier D
Victoria ..... B.C.	L. D. Chetham	District Passenger Agent 1102 Government Street
Victoria ..... B.C.	H. S. Howard	Ticket Agt., C.P.R. Wharf
Winnipeg ..... Man.	E. A. McGuinness	General Agent Pass. Dept. Main and Portage Ave.
UNITED STATES		
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Buffalo ..... N.Y.	W. P. Wass	General Agent Cor. Court and Pearl Sts.
Chicago ..... Ill.	T. J. Wall	General Agent 71 East Jackson Blvd.
Cincinnati ..... Ohio	K. A. Cook	General Agent 201 Dixie Terminal Bldg.
Cleveland ..... Ohio	G. H. Griffin	General Agent 1010 Chester Ave.
Dallas ..... Tex.	H. C. James	District Pass. Rep. 1212 Kirby Building
Detroit ..... Mich.	M. E. Malone	General Agent 1231 Washington Blvd.
Indianapolis ..... Ind.	P. G. Jefferson	Trav. Passenger Agent Merchants Bank Bldg.
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Minneapolis ..... Minn.	H. M. Tait	General Agent 611—2nd Avenue South
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Pittsburg ..... Pa.	W. A. Shackelford *	General Agent 444—7th Ave. (Koppers Bldg.)
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Spokane ..... Wash.	E. S. McPherson	Spokane International Rly., Old National Bank Bldg.
Tacoma ..... Wash.	L. N. Jones	Act'g City Passenger Agt. 1113 Pacific Avenue
Washington ..... D.C.	C. E. Phelps	General Agent 14th & New York Ave. N. W.

*338 Sixth Avenue until May 1.

Or Write to

E. F. L. STURDEE, General Passenger Agent, Vancouver, B. C.

1928

FARES—WEST COAST VANCOUVER ISLAND SERVICE

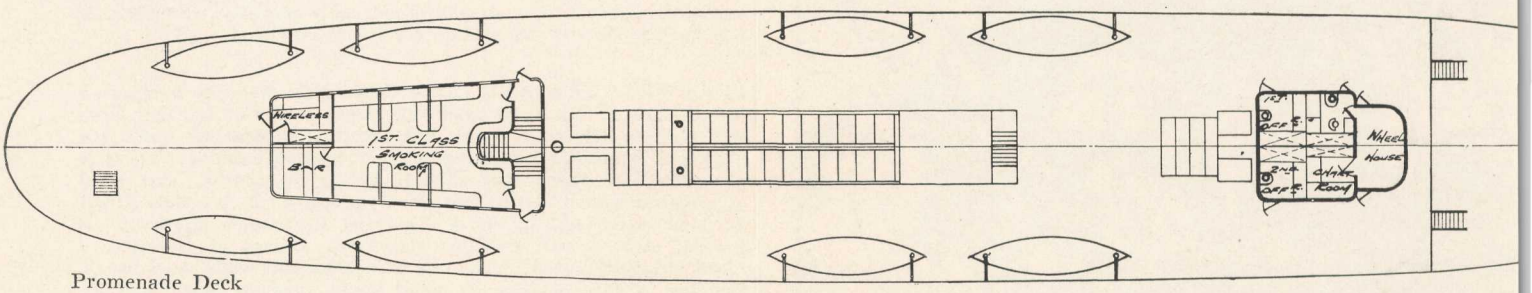
MINIMUM RETURN FARE FROM VICTORIA, $39.00

(Berth and Meals Included)

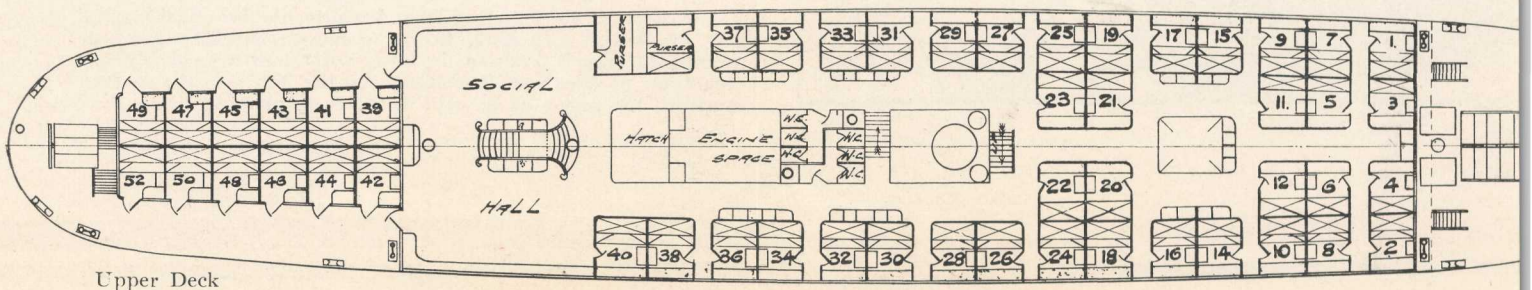
S.S. *PRINCESS MAQUINNA*—ACCOMMODATION *Upper Deck*	ROUND TRIP FARES Berth Fare One Adult	 Berth Fare Two Adults
(a) Rooms 7, 9, 14, 15, 16, 17, 18, 19, 24 to 38 inclusive, 40—Double lower and single upper berths.	$39.00	$78.00
(b) Rooms 39, 41 to 50 inclusive, 52—Double lower and single upper berths. Deck entrance only.	39.00	78.00
(c) Rooms 5, 6, 11, 12, 20, 21, 22, 23—Single lower and single upper berths—Inside rooms.	39.00	78.00
(d) Rooms 1, 2, 8, 10—Single lower and single upper berths—Outside rooms.	39.00	78.00
(e) Rooms 3, 4—Single lower and single upper berths—Outside rooms.	39.00	78.00

DIMENSIONS OF BERTHS—Lower Berths, 6 ft. x 3 ft. 6 in.; Upper and Single Lower Berths, 6 ft. x 2 ft. 6 in.

CABIN PLAN—PRINCESS MAQUINNA

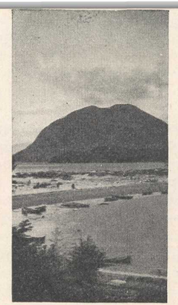


Promenade Deck



Upper Deck

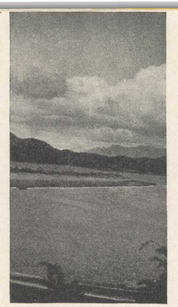
Round Trip Fare Includes Meals and Berth



CANADIAN PACIFIC

B.C. COAST STEAMSHIPS

WORLD'S GREATEST TRAVEL SYSTEM



6½-Day Cruise for $39.00

Sailings from

VICTORIA, B.C.

Princess Maquinna . June 1, 11, 21

Princess Norah . . . July 1, 11, 21

Princess Norah . . . Aug. 1, 11, 21

Princess Norah . . . Sept. 1, 11, 21

Steamships leave at 11 p.m. on above dates. Passengers may go on board after 8 p.m.

Length of stay at way ports varies from 30 minutes to several hours, and at Port Alice, the terminus of the voyage, about six hours.

Regular calls are made at Port Renfrew, Clo-oose, Bamfield, Kildonan, Port Alberni, Ucluelet, Tofino, Clayoquot, Nootka, Cachelot, Quatsino, and many interesting ports in Barclay, Clayoquot, Nootka, Kyuquot and Quatsino Sounds.

Steamships are scheduled to arrive at Port Alice on the 5th, 15th and 25th of each month, and to return to Victoria at 1 p.m. on the 8th, 18th and 28th, weather permitting, in time to connect with the company's local steamships sailing every afternoon for Vancouver or Seattle.

FARES—WEST COAST VANCOUVER ISLAND SERVICE

MINIMUM RETURN FARE FROM VICTORIA, $39.00

(Berth and Meals Included)

S.S. *PRINCESS NORAH* ACCOMMODATION

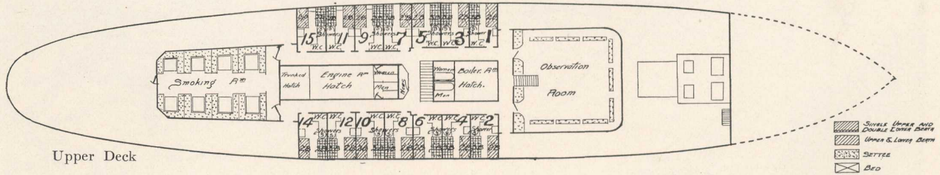
		ROUND TRIP FARES		
		Berth Rate One Adult	For 2 in Room	①② For 3 in Room
Upper Deck				
(a) Rooms 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15—Single bed (3 ft. wide), single upper and sofa berth, shower bath and toilet. (See Note 1.)	Summer Sailings, June 1 to Sept. 5 Inclusive.	$49.00	$98.00	$137.00
	Spring and Fall Sailings	45.00	90.00	129.00
Lower Deck				
(b) Rooms 100, 103—Double lower and single upper berths.	All Year	39.00	78.00	.....
(c) Rooms 102, 104, 105, 106, 107, 108, 109, 110, 111, 112, 114, 115, 116, 117, 118, 119, 120, 121, 123, 125—Double lower, single upper and sofa berth. (See Note 1.)	All Year	39.00	78.00	117.00
(d) Rooms 122, 124, 127, 129—De luxe rooms each with twin beds (3 ft. wide), tub bath and toilet.	Summer Sailings, June 1 to Sept. 5 Inclusive.	.....	108.00	.....
	Spring and Fall Sailings	.....	98.00	.....
(e) Rooms 126, 128, 131—Double lower, single lower and sofa berth. (See Note 1.)	All Year	39.00	78.00	117.00
(f) Rooms 132, 134, 135, 137—Single lower and single upper berth.	All Year	39.00	78.00	.....
(g) Rooms 130, 133, 136, 139—Single lower and single upper berth—Bibby Rooms.	All Year	39.00	78.00	.....
(h) Rooms 138, 140, 141, 142, 143, 145—Single lower, single upper and sofa berth. Deck entrance. (See Note 1.)	All Year	39.00	78.00	117.00
(i) Rooms 144, 146, 147, 149—Single lower and single upper berth.	All Year	39.00	78.00	.....

① The Company reserves the right to berth three passengers in a three-berth room where not occupied by married couple.

② IMPORTANT—Three persons cannot be accommodated in rooms where no rate is shown.

DIMENSIONS OF BERTHS—Uppers, 6 ft. 3 in. x 2 ft. 6 in.; Single Lowers, 6 ft. 3 in. x 2 ft. 6 in.; Double Lowers, 6 ft. 3 in. x 3 ft. 6 in.; Sofas, 6 ft. 3 in. x 2 ft. 6 in.

CABIN PLAN—PRINCESS NORAH



Information for Passengers

STOPOVERS

Round-trip tickets do not permit stopover at way ports.

CHILDREN'S FARES

Children five years of age and under 12 years will be charged half minimum fare plus full premium (if any).

Children two years of age and under five will be charged $6.00 round trip, which fare will entitle them to separate seat in dining saloon, but if separate berth is required charge will be the same as for children between five and 12 years of age.

Children under two years of age will be carried free when accompanied by parent or guardian.

EXCLUSIVE USE OF ROOMS

Two full fares, plus full premium (if any) will be charged for exclusive use of any two-berth room during the tourist season, and Selling Agent will stamp or write across face of ticket "EXCLUSIVE USE" and amount collected.

BERTH LIGHTS

All berths on *Princess Norah* and lower berths only on *Princess Maquinna* are equipped with electric berth light.

HOT AND COLD RUNNING WATER

All rooms on both steamships have hot and cold running water in each room.

THREE-BERTH ROOMS

The company reserves the right to berth three passengers in any room containing double lower, single upper and sofa berth, when same is not occupied by married couples.

BARBERS

Steamships carry barbers.

MEAL SERVICE

In addition to breakfast, luncheon and dinner, light refreshments are also served in dining saloon at 10 p.m. without extra charge.

Table reservations should be made with Second Steward on embarkation.

THE WEST COAST OF VANCOUVER ISLAND

THE SERVICE

For over a quarter of a century, steamships flying the well-known house flag of the Canadian Pacific have regularly carried His Majesty's Mails, as well as passengers and freight, to the scattered settlements situated in many out-of-the-way bays and inlets the year round. Now comes the opportunity for the pleasure-seeker to see, from the deck of a comfortable and luxuriously appointed steamship, the many beauties of this natural playground of the Pacific.

The steamships Princess Norah and Princess Maquinna, built especially for this service, sail regularly from Victoria during June, July and August for West Coast ports. Numerous ports are visited by these steamships in their five-hundred-mile journey to Port Alice in Quatsino Sound. Both vessels were built with the idea of providing the maximum of comfort for the passenger.

The "Princess Norah" was built at Clydebank, Scotland, in 1929, and provided with every possible convenience for the safety and comfort of passengers, including attractively furnished Observation Room, Smoking Room, Social Hall and spacious promenade decks. Handsomely appointed staterooms, to accommodate two or three passengers, are fitted with hot and cold running water, electric berth lights in each berth, and individual steam radiators for use if desired. De luxe rooms, with private tub or shower bath and toilet facilities, are available for those desiring the maximum of comfort.

Sufficient time is allowed at all principal ports, either on the going or return trip, to see the points of interest, which are many and varied, the schedule including, as it does, canneries, Indian villages, fish reduction plants, mines, a cable station and a pulp manufacturing plant.

HISTORICAL INTEREST

The West Coast may well be called the Canadian Norway, with its rugged and deeply indented coast line, and mountainous, heavily-timbered slopes that drop sheer into the water. Little villages are found along the fiord-like bays and inlets, devoted to fishing and lumbering; Indian settlements, too, and interesting totem poles with curious Indian folklore. It is a country without railways, automobiles, moving pictures or electric light; to all intents and purposes the same as a hundred years ago, with the exception of a few modern fishing plants situated at isolated and widely-separated ports along the coast.

Historical interest in the West Coast centres on Nootka Sound, which was first visited by Capt. James Cook in 1778, who made Friendly Cove, at the entrance to the Sound, his headquarters for further exploration. Lieutenant John Meares visited Nootka in 1788 with two ships, constructing a small trading post. He and his men were later captured and imprisoned by Spaniards, which action nearly precipitated war between England and Spain; but after numerous diplomatic exchanges an agreement was reached called the Nootka Convention, by the terms of which Spain formally acknowledged England's sovereignty in Northwest America.

Captain George Vancouver was sent out by the British Government in 1792 to Nootka to take formal possession of the territory, and the record of his meeting with the Spanish Commander, Bodega y Quadra, will be found in the book of Captain Vancouver's voyages. Two sentences from his journal with reference to the West Coast are of particular interest: *"To describe the beauties of the region will, on some future occasion, be a very grateful task to the pen of a skilful penegyrist. The serenity of the climate, the innumerable pleasing landscapes and the abundant fertility that unassisted Nature puts forth, require only to be nourished by the industry of man, with villages, mansions, cottages and other buildings, to render it the most lovely country that can be imagined."*

POINTS OF INTEREST

(Read from the bottom up)

QUATSINO SOUND—The first call is at Quatsino Cannery, near the entrance on the south side; then Koprino Harbour on the opposite side of the Sound, and a few miles further on Quatsino Village. Steamship then proceeds down the southeast arm to Port Alice, the terminus of the voyage and the site of a large pulp mill. A few miles before reaching Port Alice is Jeune Landing, from which point an excellent road leads inland about fifteen miles to the mine of the Coast Copper Company. After a stay of several hours at Port Alice, the homeward voyage commences; but before leaving the Sound a call is sometimes made at Holberg, at the extreme end of the northwest arm, which is entered through a beautiful narrow tidal channel.

KYUQUOT SOUND—The first port of call is Cachelot, a former whaling station, now converted into a fish reducing plant—one of the largest on the coast. Calls are also occasionally made at Chamiss Bay, and at the Indian village of Kyuquot. There being no wharf at the latter port, landing is made by boat. Passing a maze of rocky islands at the entrance of the Sound, the ship now rounds Cape Cook, off which point may be seen Solander Island, the home of a large colony of sea lions.

ESPERANZA INLET—This large Inlet was also discovered and named by Capt. Cook in 1778. Several calls are made in the Inlet at the fish reducing plants at Ceepeecee, McBride Bay, Espinosa and Queen's Cove, before passing again into the open sea en route to Kyuquot Sound.

NOOTKA SOUND—This Sound, one of the largest and most beautiful on the West Coast, was discovered by Capt. James Cook in 1778, who landed at Friendly Cove, a charming half-moon of sand and gravel beach, situated at the entrance to the Sound on the north side, named by the Indians "Yukquot" or "Yucuat," derived from "Yukwitt," to blow with wind; "Aht," people or village, meaning "a village exposed to the wind," probably the most interesting historical port on the West Coast of North America. Capt. Cook first named the Sound King George's Sound in 1778, this being later changed to Nootka. He was hospitably received by Chief Maquinna of the Nootka Indians. Friendly Cove was again visited in 1788 by Lieut. John Meares, in the ship "Felice," who erected a small trading post and built in the same year the first vessel to be built on the West Coast of America. A small Roman Catholic Church now stands on the spot where this vessel was built. It was at Friendly Cove that Capt. George Vancouver met Bodega y Quadra, the Spanish Commander, and formally took possession of the lands for Great Britain in August, 1792. A few miles further up the Sound is Nootka Cannery, where, after a short stop, the steamship proceeds through a beautiful narrow passage through the mountains, called Tahsis Canal, to Esperanza Inlet.

CLAYOQUOT SOUND—Three hours' steaming from Ucluelet brings the steamship into Clayoquot Sound, a name taken from the Indian word, "another" or "different." Calls are first made at Tofino; then at Clayoquot on Stubbs Island, two miles across the Sound. Clayoquot is beautifully situated on a long halfmoon white sand beach, running out to a long spit, and a pleasant walk of about a mile through the woods brings one to the open ocean on the other side of the island. Clayoquot is the headquarters for quite a large fishing fleet, and is an ideal spot for a vacation. On leaving Clayoquot, the steamship calls at the Roman Catholic Indian Mission School at Kakawis and several fishing plants in Matilda Creek before proceeding to Nootka.

UCLUELET—Ucluelet Harbour is a well-sheltered Inlet about five miles long, situated at the west end of Barkley Sound, protected from the Pacific swell by several outlying islands. It is the base of a large fishing fleet and also has several fine lakes and small rivers in the vicinity, which offer good sport to the angler, and some delightful gardens, owned and operated by Mr. George Fraser, a horticulturalist, who has made a specialty of ornamental shrubs. Ucluelet proper lies on the west side of the harbour, while directly across on the east side is Port Weeks. Ucluelet wharf on the west side is at the end of the now partially completed Ucluelet-Long Beach-Tofino road, which, when completed, will be an extension of the Vancouver Island main highway, giving access to the famous Long Beach, twelve miles long and one-quarter wide, lying between Ucluelet and Tofino, probably one of the finest ocean beaches in North America.

ALBERNI CANAL—From Bamfield the steamship proceeds along the Alberni Canal, the largest "fiord" of the West Coast, some thirty miles long, terminating at Port Alberni. The old town of Alberni may be seen on the right, just before reaching Port Alberni. Port Alberni is the terminus of the Alberni branch of the Esquimalt & Nanaimo Railway, running westward from Parksville Junction. It is also the headquarters of the Barkley Sound herring fleet, and an important fish-packing centre and lumbering town, being situated close to one of the largest areas of standing timber on Vancouver Island. The steamship calls at numerous fishing centres on both sides of Barkley Sound, including Sarita Bay, McCallum Bay, Green Cove, etc., where large quantities of herring are salted and packed for export, and pilchard reduced to fish oil and meal.

BAMFIELD — Shortly after leaving Clo-oose the steamship passes Cape Beale, marking the entrance to Barkley Sound, and arrives at Bamfield, an Imperial Government cable station, being the terminus of the "All-Red" cable to Australia and New Zealand via Fanning Island. Bamfield was named after W. G. Banfield, who came to the West Coast on the H.M.S. "Constance" in 1846 and was later appointed Indian Agent. The longest portion of the "All-Red" cable lies between Bamfield and Fanning Island—3,540 miles. The cable was first successfully laid in 1902, but with the rapidly increasing business of later years it was found necessary to lay an additional cable recently. Bamfield is also the lifeboat service station for the West Coast.

PORT RENFREW AND CLO-OOSE—Port Renfrew is situated at the head of San Juan Inlet and at the mouth of the San Juan and Gordon Rivers, a small but beautifully situated town, the principal industries being logging and salmon canning. There is also excellent trout and salmon fishing in season, and good opportunities for shooting bear, deer, goose, duck or brant. About an hour after leaving Port Renfrew, Carmanah lighthouse is passed, and in another hour steamship arrives at Clo-oose, a small village situated at one end of a beautiful white sand beach. Landing is only possible by small boats, through heavy surf.

VICTORIA, B. C.—Starting from Victoria, the beautiful Capital City of British Columbia, in the evening, steamship proceeds through the Strait of Juan de Fuca, with snow-capped Olympic Mountains of Northern Washington on the left, arriving at Port Renfrew, the first port of call, in the early morning hours.

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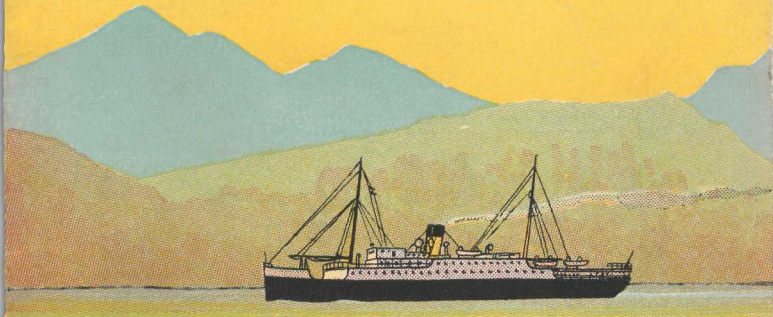
◆ 1934 ◆

WEST COAST VANCOUVER ISLAND TOURS



CANADIAN PACIFIC RAILWAY

B.C. Coast S.S. Service