Canadian Pacific

Vancouver, September 5, 1973. File No.: 13789 A.

H.L. Thompson.

Mr. J. Yates - Vancouver
Mr. H.J. Tumilty - Victoria
Mr. F.W. Atkinson - Vancouver
Mr. W. W. Hocking - Vancouver

Please find attached revised pages for your Division Information Booklet.

H. L. Thompson
Acting Manager, Marine Operations.

att.

CANADIAN PACIFIC LIMITED

DATA CONCERNING BRITISH COLUMBIA
COAST STEAMSHIP SERVICE

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January 1, 1973.

## MANAGEMENT

| NAME | OFFICIAL POSITION | HEADQUARTERS |
|---|---|---|
| H. Tyson | Manager, Marine Operations | Vancouver, B.C. |
| J. Yates | Marine Superintendent | Vancouver, B.C. |
| Mr. C.A. Aitken | Superintendent, Wharf Operations | Vancouver, B.C. |
| Mr. H.J. Tumilty | Superintendent Engineer | Victoria, B.C. |
| Mr. F.J. Harris | Catering Superintendent | Vancouver, B.C. |

## AGENCIES

| STATION | NAME OF AGENT | OFFICIAL POSITION | CITY POPULATION |
|---|---|---|---|
| Vancouver, B.C. | L. G. Armstrong | Wharf Ticket Agent | 426,256 |
| Nanaimo, B.C. | E. Robinson | Terminal Agent | 15,000 |
| Victoria, B.C. | R.M. Stokes | Wharf Agent | 61,761 |
| Seattle, Wash. | E. A. Morgan | Wharf Agent | 1,411,000 |

January 1, 1973.

## GROSS REVENUE AND CARRYINGS - 1972

| | GROSS REVENUE | NUMBER OF PASSENGERS | NUMBER OF AUTOMOBILES | TONS OF CARGO |
|---|---|---|---|---|
| Victoria-Seattle | $ 1,883,598 | 240,424 | 16,386 | - |
| Vancouver-Nanaimo (Car Ferry) | 2,960,491 | 247,787 | 64,424 | - |
| Tugs and Barges | 1,391,981 | - | - | 561,221 |
| Alaska Cruises | 2,179,404 | 11,086 | - | - |
| Special Cruise | | - | - | - |
| Victoria-Port Angeles | 170,554 | 39,492 | 12,380 | - |
| Vancouver-Swartz Bay | 1,063,743 | - | - | - |
| | $ 9,649,771 | 538,789 | 93,190 | 561,221 |
| | X | | | XX |

X - Per Comptroller

XX - Excludes vehicular units (trucks, trailers, etc.) which move on the basis of empty weight or length.

January 1, 1973.

## BUSINESS CONDITIONS REPORT

Gross revenues for the year 1972 were $9,649,771 compared with $8,645,608, an increase of $1,004,163.

Passenger fares increased $354,479. Revenue from rail cars was up $277,411.

The transportation of automobiles showed an increase of $102,827. Trucks and trailers show an increase of $239,796; the Vancouver-Nanaimo route was up $126,340 while the Vancouver-Swartz Bay leg increased by $113,456.

Bar and News Stand sales increased by $55,417, cash sales of food was up $38,651, however, stateroom sales were down $8,273. Premium on U.S. Funds down $37,468 as the Canadian Dollar remained at a premium over the U.S. Dollar during the year. Charter hire of our barge "Transfer # 4" by Seaspan International was reduced by $9,900, while berthage of Westline vessels at Victoria was also down $10,641. Rents, lockers and other miscellaneous items increased slightly by $1,864.

Total expenses increased by $830,047. Maintenance was up $163,623 entirely due to maintenance portion of "Princess Marguerite" automobile deck appropriation SS-2. Depreciation was down $3,873. Operation of vessels increased $412,264 mainly due to wages, price of fuel-oil and U.S. Customs overtime costs. Operation of terminals increased $50,424 reflecting general increase at all five terminals. Taxes increased $2,031.

Other expenses were up $205,578. This includes insurance $22,325, Accounting and Management $22,135, Benefit plans decreased $15,676 due to Canadian Pacific Pension reduction of $22,004 offset by Selfare increase of $6,328. Outside traffic offices decreased by $4,204 and advertising was also down $779. Charter rents increased by $135,652 account increased per diem rates for equipment and increased traffic requirements. Wharf rent increased $40,883 mainly due to increased charges from Department of Transport.

Net revenue of $1,463,254 was up $174,116 over 1971 or 14%.

February 1, 1973.

## APPROPRIATIONS - 1973

| APPROP. NUMBER | LOCATION | DESCRIPTION | CAPITAL | EXPENSES | TOTAL |
|---|---|---|---|---|---|
| SS1A | Swartz Bay (SS3 of 1972) | Land & Wharf | $ 603,922 | | 603,922 |
| SS2 | Princess Marguerite, Princess of Vancouver & Trailer Princess | Oily Bilge Separator | 51,000 | | 51,000 |
| SS3 | Swartz Bay | Construct Dolphin | 45,000 | | 45,000 |
| AAF | Carrier Princess (SS7 of 1972) | New self-propelled barge. | 746,013 | | 746,013 |
| AAF | Princess of Vancouver | Re-engine | 2,640,000 | 200,000 | 2,840,000 |
| | | **MAINTENANCE APPROPRIATIONS** | | | |
| AAF | Princess Marguerite | General Overhaul Repairs | | 77,500 | 77,500 |
| AAF | Princess Patricia | " " | | 93,000 | 93,000 |
| AAF | Princess of Vancouver | " " | | 68,500 | 68,500 |
| AAF | Trailer Princess | " " | | 40,000 | 40,000 |
| AAF | Transfer No. 4 | " " | | 6,000 | 6,000 |
| AAF | Victoria Wharf | " " | | 27,000 | 27,000 |
| | | | $4,085,935 | 512,000 | 4,597,935 |

January 1, 1973.

# G E N E R A L

| NAME | YEAR BUILT | | SPEED IN KNOTS (Contract) | Deck. | Pur. | Eng. | Stwd. | Est. Capital Cost Plus Improvements As At Dec.31/72 | Insured Value 1972 |
|---|---|---|---|---|---|---|---|---|---|
| Princess Marguerite | 1949 | Fairfield Shipbuilding & Engineering Company, Glasgow, Scotland. | 23 | 11 | 2 | 22 | 49 | 5,058,613 | 1,500,000. |
| Princess Patricia | 1949 | Fairfield Shipbuilding & Engineering Company, Glasgow, Scotland. (Converted for Alaska Service 1963) (Converted for service to Mexico 1965) | 23 | 13 | 2 | 21 | 52 | 5,536,856 | 1,500,000. |
| Princess of Vancouver | 1955 | Alex. Stephen & Sons, Glasgow, Scotland. | 15½ | 15 | 2 | 16 | 30 | 4,602,280 | 3,000,000. |
| Trailer Princess | 1944 | Bethlehem Steel Corp. Baltimore, Maryland. Converted 1966 by McKay-Cormack Shipbuilders & Engineers, Victoria, B.C. | 10½ | 4 | - | 4 | 2 | 1,085,394 | 1,000,000. |
| Barge Transfer No. 4 | 1946 | Remodelled 1952 by V.M.D., Victoria, B.C. | | | | | | 304,444 | 100,000. |

January 1, 1973.

ALASKA ROUTE (contd.)

NAUTICAL MILES
FROM VANCOUVER
(Via Way Ports)

Wharf, and we are billed for charges on their wharfage tariff.

1865 VANCOUVER, B.C.

SEATTLE ROUTE (VICTORIA-SEATTLE)

Service on this route will be provided from May 11th until September 15th by the "Princess Marguerite". Vancouver Island Coach Lines will provide a connecting link so that passengers proceeding to and from Vancouver and Seattle may proceed via Nanaimo. Busses will arrive and depart from Nanaimo and Victoria wharves.

NAUTICAL MILES
FROM VICTORIA

0 VICTORIA, B.C. Named in honour of Queen Victoria. In 1841 Sir James Douglas visited Vancouver Island in search of a main depot for the Hudson's Bay Company. In 1852 a townsite was laid out and the name Victoria adopted. Victoria is the site of the Provincial Government. It depends mainly on the tourist trade, also the manufacture of wood products; processing of fish for export; ship building; and the commercial production of bulbs, flower seeds, vegetables and small fruits. We own our own wharves in Victoria.

70 SEATTLE, WASH. The city is named after Chief Seattle (sometimes known as "Sealth"), the Indian Chief of the Squamish Tribe. May 23rd, 1853 was the official date on which the "plat" or plan and layout for the City of Seattle was prepared.

## PORT ANGELES ROUTE (VICTORIA-PORT ANGELES)

Service on this route will be provided from June 15th until September 3rd by the "Princess Marguerite". The vessel will arrive Victoria from Seattle at 12:00 Noon, will make one round trip to Port Angeles, and will then depart Victoria for Seattle at 17:30K.

NAUTICAL MILES
FROM VICTORIA.

20 PORT ANGELES, WASH. This is a small port located in the State of Washington, 20 miles across the Straits of Juan de Fuca from Victoria, and has good road connections to all parts of the United States. Its principal industry is lumbering and wood products, including plywood, pulp and paper. Our vessel uses the wharf facilities leased from Angeles Terminal, Inc.

## VANCOUVER-NANAIMO ROUTE

NAUTICAL MILES
FROM VANCOUVER.

36 NANAIMO, B.C. Coal was first discovered in the area in 1850 and mining began in 1852 under the auspices of the Hudson's Bay Company. The town was originally called "Colville Town", after Mr. Andrew Colville, the Governor of the Hudson's Bay Company. By 1860 the present name had been adopted, being a derivation of the Indian name for the area, namely "Sne-ny-mo" meaning "the whale". Nanaimo is a very progressive city and distributing centre for traffic from Vancouver.

Three round trips daily on an annual basis are performed by the "Princess of Vancouver" on this route.

## BARGE ROUTES

Scheduled services and additional services as required are maintained from Vancouver to Nanaimo, Vancouver to Swartz Bay, and Vancouver to James Island by chartered self-propelled barge and tug and barge. One Company-owned barge and the self-propelled chartered barge have been fitted to handle trucks and trailers.

January 1, 1973.

VANCOUVER, B.C.

Mayor - Art Phillips
Aldermen - Fritz Bowers
Wm. Gibson
M. Harcourt
W.G. Hardwick
Marianne E. Linnell
G. Massey
H. Rankin
V.Setty Pendakur
J.J. Volrich

NANAIMO, B.C.

Mayor - Frank J. Ney,M.L.A.
Aldermen - Mrs. G.L. Hall
Wm. G. Hunter
A.L. Dugan
G.H. McKay
K.H. Medland
G.A. Sedola

VICTORIA, B.C.

Mayor - G.Peter A. Pollen
Aldermen - T.L. Christie
Percy J. Frampton
Col. A.O. Hood
A. Clyde Savage
Ove Witt
W.D. Tindall
M.D.W. Young

WRANGELL, ALASKA.

Mayor - Donald J. House
Councillors - Thomas Ingle
Donald Ollivant
R.H. Armstrong
E.P. Churchill
Kenneth Mason
Robert Maxand

SKAGWAY, ALASKA.

Mayor - Donald Barry
Councillors - Barbara Kalen
Chris Rohlf
Donald O'Connor
Robert Burns
Edith Lee
Wayne Jolley

JUNEAU, ALASKA.

Mayor - J.A. McLean
Councillors - R.W. Loescher
C.E. Jacobsen
Bill Walley
Virginia Kline
P.E.Chitwood
G.W. Rogers
W. Matheny
James Duncan

KETCHIKAN, ALASKA.

Mayor - Wm. F. Hamilton
Councillors - Carroll Fader
Carl R. Schenk
G.W. Anderson
Norman Green
Monte Guymon
S.C. Hewitt
J.S. Simpson

SEATTLE, WASHINGTON.

Mayor - Wes Uhlman
Councillors - Bruce K. Chapman
G.E. Cooley
Tim Hill
Mrs. P. Lamphere
Wayne D. Larkin
John R. Miller
Sam Smith
Liem Eng Tuai
Mrs.J. Williams

PRINCE RUPERT, B.C.

Mayor - Peter J. Lester
Aldermen - R.B. Bennett
Audrey M. Anderson
Iona V. Campagnolo
Stanley E. Kary
Arthur Murray
H. William Smith

January 1, 1973.