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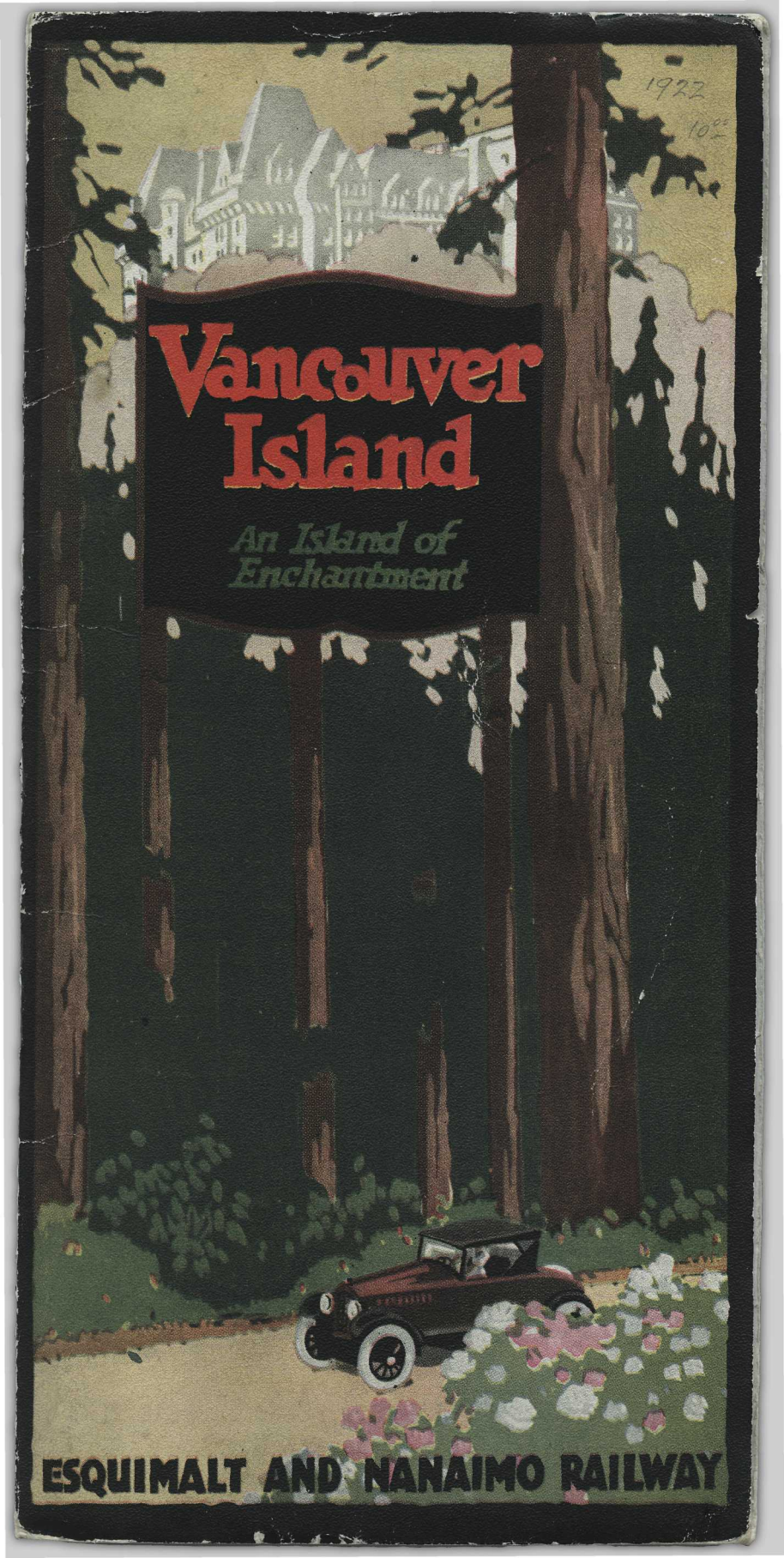
# Vancouver Island

*An Island of Enchantment*



**ESQUIMALT AND NANAIMO RAILWAY**

# CANADIAN PACIFIC HOTELS

**Canadian Pacific Hotels set the standard for hotel accommodation in Canada. Each hotel is distinctive in appointment and style, each has the same superb Canadian Pacific service.**

## In The Rockies

**Banff Springs Hotel, Banff, Alberta** — A magnificent hotel in the heart of Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating, and riding. Open May 15th to September 30th, 280 rooms, European plan. 1½ miles from station. Altitude 4625 feet.

**Chateau Lake Louise, Lake Louise, Alberta,** — A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss Guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. 265 rooms, European plan. 3½ miles from station by motor railway. Altitude 5670 feet.

**Emerald Lake Chalet, near Field, B.C.** — A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. Accommodation for 70 people. American plan. 7 miles from station. Altitude 4066 feet.

**Glacier House, Glacier, B.C.** — In the heart of the Selkirks. Splendid Alpine climbing and glacier-exploring, driving, riding and hiking. Open June 15th to September 15th. 86 rooms, American plan. 1½ miles from station. Altitude 4086 feet.

**Hotel Sicamous, Sicamous, B.C.** — Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. 61 rooms, American plan. At station. Altitude 1146 feet.

## The Pacific Coast

**Hotel Vancouver, Vancouver, B.C.** — The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. 488 rooms. European plan. ½ mile from station.

**Empress Hotel, Victoria, B.C.** — A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Open all year. 278 rooms. European plan. Facing wharf.

## The Prairies

**Hotel Palliser, Calgary, Alberta** — A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. 298 rooms. European plan. At station.

**Royal Alexandra Hotel, Winnipeg, Manitoba** — A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. 389 rooms, European plan. At station.

## Eastern Canada

**Place Viger Hotel, Montreal, Que.** — A charming hotel in Canada's largest city. Open all year. 114 rooms.

**Chateau Frontenac, Quebec, Que.** — A metropolitan hotel in the most historic city of North America. Open all year. 324 rooms.

**McAdam Hotel, McAdam, N.B.** — A commercial and sportsman's hotel. Open all year. 15 rooms.

**The Algonquin, St. Andrews, N.B.** — The social centre of Canada's most fashionable seashore summer resort. Open June 20th to September 30th. 219 rooms.

ANDREW ALLERTON, GENERAL SUPERINTENDENT,
CANADIAN PACIFIC HOTELS, MONTREAL.

## Camps and Hotels reached by Canadian Pacific

**Lake Wapta Camp, Hector, B.C.** — A rustic bungalow camp in Yoho National Park, near the Great Divide:—Open June 15th to September 15th. (Operated by Miss Dodds.) Also smaller camps at Lake O'Hara and Yoho Valley.

**Lake Windermere Camp, Lake Windermere, B.C.** — A bungalow summer camp in the beautiful Columbia Valley. Open June 15th to September 15th. (Operated by Invermere Hotel Co.)

**Hotel Incola, Penticton, B.C.** — A commercial and tourist hotel. Open all year. 62 rooms, (Owned and operated by Okanagan Hotel Co.)

**Cameron Lake Chalet, Cameron Lake, B.C.** — A holiday hotel in the big-tree forests of Vancouver Island. Open May 1st to September 30th.



(Printed in Canada)

# Vancouver Island

The Inner Harbor, Victoria: Parliament Buildings in centre, Empress Hotel on left

ONE of the most attractive regions of the Pacific Northwest—whether the end sought is scenery, climate, sport, or merely flower-perfumed idleness—is encompassed within the picturesque and rugged shores of the magnificent island that lies off the mainland of British Columbia and takes its name from its eighteenth-century discoverer. Reposing in splendor on the bosom of the grand old Pacific Ocean, and reached within a few hours by a delightful trip from Vancouver city or Seattle, this treasure island presents a tourist playground of easy access that is unsurpassed by any section of the continent. As large in area as the country of Denmark, it contains so vast a variety of incomparable attractions that not inaptly has it been termed "The Island of a Thousand Miles of Wonderland."

THAT intrepid navigator, Captain George Vancouver of the British navy, discovered it in 1792, two centuries after the Greek navigator masquerading as Juan de Fuca, in the service of Spain, was credited with the discovery, for there is historical doubt whether the latter ever even sailed the waters tributary to the island. Two sentences from Captain Vancouver's Journal will well serve to-day:

"To describe the beauties of the region will, on some future occasion, be a very grateful task to the pen of a skilful panegyrist. 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."

THESE predictions have come true. The first step was the founding by the Hudson's Bay Company in 1843 of what is now the delightful city of Victoria, at the southern end of the island. Pretty little towns and rural communities dot the island for 175 miles. Settlement and capital have flowed in—have developed the fertile lands, the rich mines and the heavy forests with which Vancouver Island is so well endowed, and have created prosperity and contentment.

Most of all, Vancouver Island is endowed with a wonderful climate, tempered by the ocean breezes and warm Japan Current, a climate that has extremes neither of heat nor of cold, in which roses bloom almost up to Christmas. That is why Victoria, variously known as the Garden City, the City of Sunshine, and the Evergreen City, has become so favorite a winter resort.

TO the sportsman, Vancouver Island offers superlative attractions. Wonderful shooting and fishing are to be obtained almost everywhere, at very few places very remote or inaccessible. The Island has a thousand miles of fine motor roads, threading magnificent scenery. Golf, bathing, canoeing, sailing, polo and tennis are there to suit the varying mood.

# Victoria

VICTORIA, the largest city of Vancouver Island, is charmingly situated at the southern end of the Island.

There is an enticing welcome to the traveller entering its harbor—the blue-tinted Sooke Hills, the Little Saanich Mountain, the snow-capped Olympic Mountains on the mainland, and then, entering the square Inner Harbor, a foreground of beautiful trees, shrubs, and flower-gardens, with the Parliament Buildings rising from lawns on the right, the ivy-covered Empress Hotel right ahead, the city at the left, and the old cathedral on the hill above.

Victoria is the Evergreen City of Canada—a city of flowers, hydrangeas, roses, hedges, oak trees, holly, bungalows, gardens, trim boulevards, and delightful parks. Its mild climate makes it a haven of content, in summer as in winter, for while zero weather is unknown there, so also is excessive heat. The characteristic beauty of its residential district has made it distinctively a home city—a spot favored, incidentally, by those who have acquired a sufficiency of this world's goods and wish to work no more. Nevertheless, Victoria's enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from the vast resources of Vancouver Island.

VICTORIA has within its boundaries, or within easy access, many beautiful parks. Chief of them is Beacon Hill Park, comprising some 300 acres laid out as recreation grounds and pleasure gardens and containing many interesting monuments and relics. Magnificent views of the sea and the Olympic Mountains can be obtained from here. Gorge Park is a popular pleasure resort, with boating, bathing, picnic grounds, and open-air entertainments.

The principal bathing resorts within easy reach of Victoria, in addition to the Gorge, are Foul Bay, Cadboro Bay, Cordova Bay, Brentwood Beach, Willows, and Shoal Bay. These can be reached either by street car or by automobile. Sight-seeing automobiles make frequent trips during the season. Cadboro Bay is near Uplands, a charming residential section.

## THE EMPRESS HOTEL

AT Victoria, overlooking the Inner Harbor, is the Empress Hotel of the Canadian Pacific—an hotel of stately architecture, hospitable spirit, spacious atmosphere, and social warmth. This is the westernmost of the chain of Canadian Pacific hotels that spans Canada from coast to coast and offers to the traveller the highest standard of hotel service.

## PARLIAMENT BUILDING

VICTORIA is the provincial capital of British Columbia and the seat of government. The Parliament Building, which is amongst the finest in America, both for architecture and situation, is a handsome structure overlooking the Inner Harbor. In the eastern block is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native woods, Indian curios and prehistoric instruments. The Provincial Library is a fine one. Its historical prints, documents, and other works, especially regarding the Pacific Coast, are of great value and interest. In the old legislative buildings on Superior Street is a Mineral Museum.

## OBSERVATORY

VICTORIA'S unequalled climate and its low range of temperature guided the choice of Observatory Hill (formerly Little Saanich Mountain) for the site of the great Dominion Astrophysical Observatory. This was completed in 1918, the new telescope, which has a 72-inch reflector, being the largest in the world. The observatory is reached by interurban car, and is open daily. Another observatory, the Meteorological, is situated in Gonzales Hill, near Foul Bay.

## BRENTWOOD

BRENTWOOD is a charming resort situated on Saanich Inlet, fifteen miles from the city, and reached by street car or automobile. There is a modern country hotel here, beautifully finished in Old English style, and with excellent facilities for boating, bathing, tennis, billiards, and other recreations.

## THE BUTCHART GARDENS

NEAR Brentwood are the beautiful sunken gardens of Mr. R. P. Butchart, unsurpassed on the Pacific Coast, which are open to visitors on certain days of the week.

## ESQUIMALT

FOUR miles from Victoria, Esquimalt was for many years Great Britain's only naval station on the Pacific Coast. The Dock Yard has now been handed over to the Canadian Government, and is the base on the Pacific Coast for the Canadian and Imperial navies.

## OAK BAY

OAK BAY is one of the principal residential districts of Victoria. With an excellent hotel, it has facilities for boating and some fine walks along the sea front.

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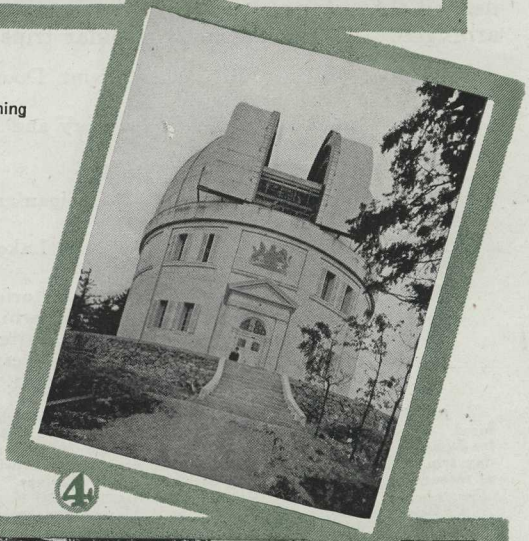
VICTORIA

1 Victoria has many charming Beaches.
2 The beautiful Butchart Gardens.
3 Beacon Hill Park.
4 Dominion Government Observatory.
5 The Empress Hotel.
6 Provincial Parliament Buildings.



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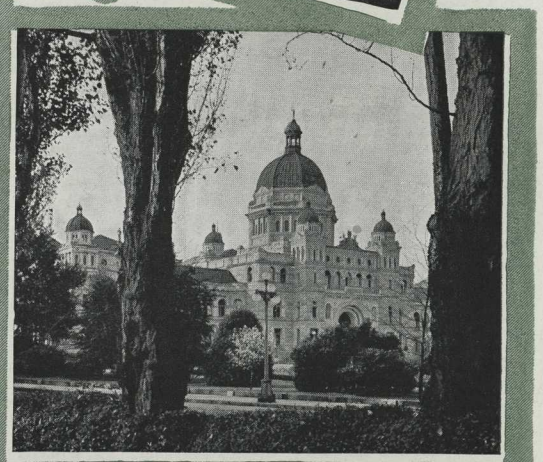

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# Motoring · Golfing

## MOTORING

CONSIDERING the size of Vancouver Island, there are possibly more good motor trips radiating from Victoria than any other place in America. The motor roads are excellent, the drives north to Campbell River, Port Alberni, Sproat and Great Central Lakes being among the most spectacular in the world. Automobile owners from the United States who wish to tour Vancouver Island can bring their cars into Canada for one month without any formalities beyond the signing of a registration card at point of entry, and if it is desired that longer stay be made, the usual bond is arranged. Among the most popular trips are:

Victoria, Marine Drive and Mount Douglas Park, 25 miles;

Little Saanich Mountain Observatory and Brentwood 33 miles;

Tour of Saanich Peninsula, 45 miles;

The famous Malahat Drive to Shawnigan and Duncan (Island Highway), 41 miles;

Nanaimo, via Parksville to Cameron Lake, 40 miles —over Albreni Summit, 57 miles;

The Grand Island Highway Tour—Victoria, Duncan, Nanaimo, Cameron Lake, Port Alberni, Qualicum and Campbell River, and the entire Georgian Circuit International Tour, the greatest and most complete scenic tour on the continent.

**Automobiles.** There are many garages from which cars can be hired. Rates, usually $3.00 per hour for 5-passenger cars, $3,50 per hour for 7-passenger cars. Special arrangements can be made for a two or three day trip. There are several auto liveries providing cars without drivers at reasonable rates for those who wish to drive themselves.

**Boats. Canoes, Etc.** Victoria Harbor has exceptional facilities for boating, including a run (4 miles) to the Gorge. Boats and canoes can be hired from the Gorgeway boathouse at $2.50 a day, or 50 cents the hour. Motor boats can be hired from the same place by special arrangement. Boats and canoes can also be hired from the Oak Bay boathouse and Cadboro Bay boathouse, the rates being the same.

**Riding.** Very excellent hacks can be hired at "The Willows," and there are some very beautiful roads along which people can ride, not very much frequented by motor cars. These include the University road, the Cadboro Bay road, and the road running around Mount Tolmie. Rates for horses are $3.50 the first hour, $1.50 the second, and $1.00 the third. Special rates will be made to board people's own horses.

**Tennis.** There are four grass tennis courts, the chief of which is the Victoria Lawn Tennis Court. Members of any recognized tennis club can obtain visitors' privileges.

## CLIMATE

ACCORDING to figures supplied by the Meteorological Office of the Dominion Government, the lowest point reached at Victoria during the year of 1921 was 16° Fahrenheit in the month of December, while in only two months, July and August, was any higher point reached than 75°. The mean in the hottest summer month of August was 58°, while the mean over the whole year was 49°. The winter months of January and February show mean temperatures of 40 and 41, although temperatures in both months were recorded as high as 55°. No wonder that the grass is always green and that spring comes early in this equable and delightful climate.

## GOLFING

EVER since 1893, Victoria has had its golf links. There is no better known club or course in the Dominion than the Victoria Golf Club, with its famous greens at Oak Bay at the southern end of Vancouver Island. Many of the holes skirt the shore of the Strait of Juan de Fuca. The view from the third short hole across the strait to the snow-clad Olympic range of mountains in Washington is magnificent.

Another remarkably fine course in Victoria is that of the Colwood Golf and Country Club. In addition to its excellent standing as a links, the course is exceptionally beautiful, possessing many fine oak trees as well as a number of groves of fir.

The United Service Golf Club has a 9-hole course at Esquimalt and an 18-hole course in construction at Uplands.

GUESTS of the Empress Hotel have, upon payment of regular green fees, privileges at the Colwood Golf and Country Club. Application should be made to the Manager of the hotel.

### COLWOOD GOLF AND COUNTRY CLUB, VICTORIA

18 holes, 6,291 yards, Grass greens, President, J. A. Sayward, Secretary, R. Genn, 611 Sayward Block, Victoria. Eight miles by rail or jitney. Women can play every day. Visitors' charges: $1.00 per day, $5,00 per week, $12,50 per month. Sunday play permitted with caddies.

### UNITED SERVICE GOLF CLUB, ESQUIMALT

9 holes, 2,840 yards, Grass greens, President F. G. Fowkes; Secretary-Treasurer, E. D. Freeman. Women can play at all times. Visitors' charges: 50c, per day, $1.00 Saturday and Sunday, $5,00 per month. Twelve minutes by street car line. Sunday play permitted with caddies.

### UNITED SERVICE GOLF CLUB, UPLANDS

18 holes, 6080 yards, grass greens. Same officers. Women can play every day. Visitors charges, not yet fixed. Twelve minutes by street car.

### VICTORIA GOLF CLUB, VICTORIA

18 holes, 5,395 yards, Grass greens, President, Col. A. W. Jones; Secretary, Capt. J. V. Berks, 2½ miles by electric cars, 10 minutes from car terminus. Women can play every day except Sundays. Visitors' charges: $1.50 per day, $2,50 Saturdays, Sundays and holidays, $30.00 per month; ladies, $12.50 per month. Sunday play permitted with caddies.

### NANAIMO

A new golf club is in process of formation here, but it is not expected that the links will be in a condition to play on this year.

### QUALICUM BEACH

9 holes, 2842 yards, Grass greens, President, Gen. H. Money; Secretary-Treasurer, G. A. N. Kitching. Women can play all times. Visitors' charges: $1.00 per day, $4,00 per week. Sunday play permitted with caddies.

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1 Victoria Golf Club, Oak Bay—
The fourth tee.

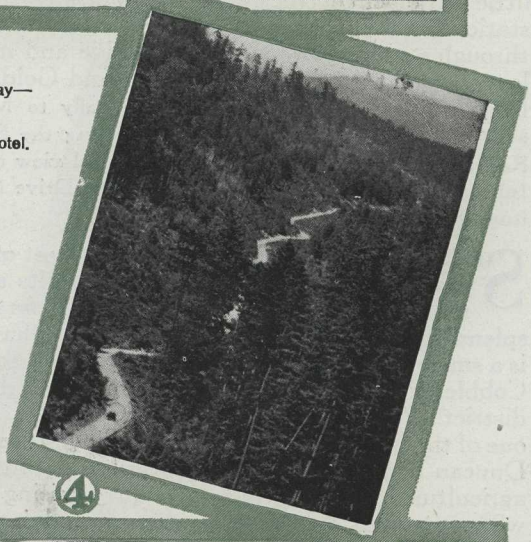
2 Gardens of the Empress Hotel.

3 A Victoria Home.

4 The Malahat Drive.

5 Near Cowichan Bay.

6 Victoria Golf Club-House.



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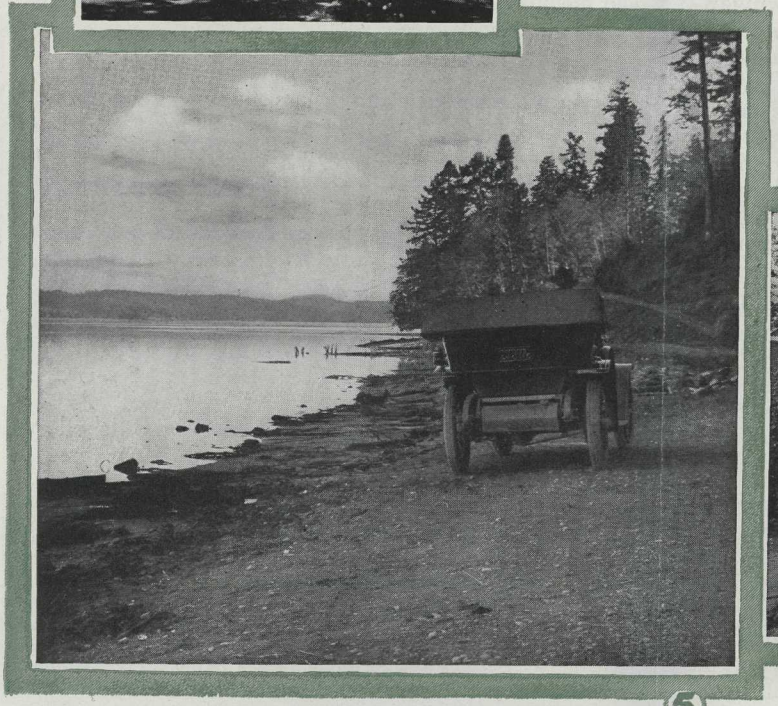

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# The East Coast

THE East Coast of Vancouver Island is served by the Esquimalt & Nanaimo Railway, a subsidiary of the Canadian Pacific, which runs in a northerly direction, within a close distance most of the time of the coast line, for 140 miles to Courtenay, nearly half-way up the Island. Branches run also to Cowichan Lake and to Port Alberni, and an extension of the main line is projected from Courtenay to Campbell River. This line carries the visitor through a succession of rich agricultural, lumbering, and mining regions, and through magnificent, rugged scenery.

Colwood, eight miles beyond Victoria, is a thriving little settlement of truck and poultry farmers, and the station for the Colwood Country Club. Continuing through a country wooded on one side and more or less open on the other, the Langford and Goldstream Lakes are passed. The line rises gradually to Malahat, which is the summit of the railway crossing the Malahat Range and from which there is a prolonged view of Todd Inlet and the Saanich Arm. The Malahat Drive (in view from the railway) crosses this mountain.

SHAWNIGAN LAKE is a beautiful sheet of water that provides excellent fishing. On its shore is the comfortable Strathcona Lodge, from which a splendid view of the lake can be obtained. Shawnigan is a small settlement at the northerly end of the lake. Cobble Hill, the next station, is a prosperous dairying district. Cowichan, the station for Cowichan Bay, is one of the best places for salmon trolling in the island. Duncan is the centre of a beautiful and prosperous agricultural, fruit-growing and poultry-raising region, with numerous charming residences, and is largely populated by retired English people, many of the residents supplementing their incomes by farming.

Duncan is the principal point for fishing the Cowichan and Koksilah Rivers—the former one of the best fishing waters in British Columbia, where excellent steelhead can be taken on the fly. A branch line runs twenty miles northwesterly, through a busy logging country with an enormous output, to Cowichan Lake. The waters of this lake teem with gamy trout, and the forests bordering its shores harbor enough feathered and furred game to fill the hunter's fondest dreams.

SOMENOS and Westholme are the agricultural and lumbering settlements. Chemainus has one of the largest sawmills in the province, and is a good stopping point for fishing on the Chemainus River. Ladysmith, on Oyster Bay, is an important coal mining town, as also are Cassidy, South Wellington, Nanaimo, and Wellington. Nanaimo, overlooking a beautiful bay, is the second largest city of Vancouver Island, the fourth largest in the province, and, owing to its proximity to the mainland, one of the main arteries of the island trade. It is the distributing centre for coal, and headquarters of prosperous agricultural and herring fishing interests. It has a direct Canadian Pacific steamer service to Vancouver.

The line continues through heavily wooded country to Nanoose Bay, around the southern shore of which it runs. Parksville Junction is the centre of a substantial mixed farming district, with excellent fishing and bathing. With a beautiful beach, it is becoming a favored seaside resort. It is the junction point for the branch to Port Alberni, some forty miles distant in a westerly direction. This branch runs through a magnificently wooded country, practically untouched by the hand of man, to Cameron Lake, which has very good trout fishing and shooting. A pretty and comfortable chalet owned by the railway company provides accommodation for visitors.

From Cameron Lake the line skirts the foothills of Mount Arrowsmith (6,000 feet high), the grandest mountain of the island. Port Alberni and its associate town Alberni look out on the majestic waters of the Alberni Canal, a deep and mountain-skirted arm of the Pacific capable of giving anchorage to an immense volume of shipping.

RESUMING the journey northward from Parksville, a six-mile run brings the traveller to Qualicum Beach, a popular summer resort that has one of the finest bathing beaches for children on the East Coast. There is good fishing and shooting in the vicinity. The next point of importance reached is Union Bay, shipping point for the coal mines at Comox and Cumberland, which have a very heavy production.

Through a diversity of seashore and woodland scenery, Courtenay, the present terminus of the line, is reached. It is the centre for the agricultural business of the Comox Valley, the largest farming and most productive region of the Island. A big Returned Soldier Settlement has been established at Merville. There are very extensive timber interests adjacent to the valley, making it an attractive location for future settlers as the timber is removed and land cleared. Campbell River, ranking in fame as a salmon-fishing water with Cowichan, is north of Courtenay. It can be reached by steamer from Vancouver or by motor boat or automobile from Courtenay. A combination of steamer, motor and rail from Vancouver to Campbell River and back again makes a wonderful round-trip. Near by is Strathcona Park, a new Provincial Park of nearly 800 square miles.

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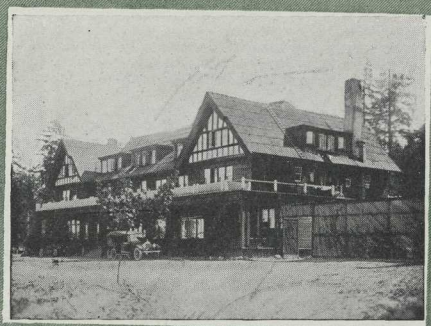

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1 Strathcona Lodge, Shawnigan Lake.

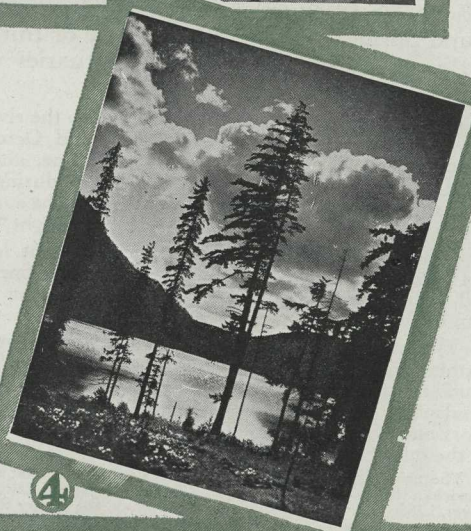
2 Nanaimo.

3 Qualicum Beach Hotel.

4 Cameron Lake—a famous fishing water.

5 Another view of Cameron Lake.

6 Mount Arrowsmith from the Alberni Valley.



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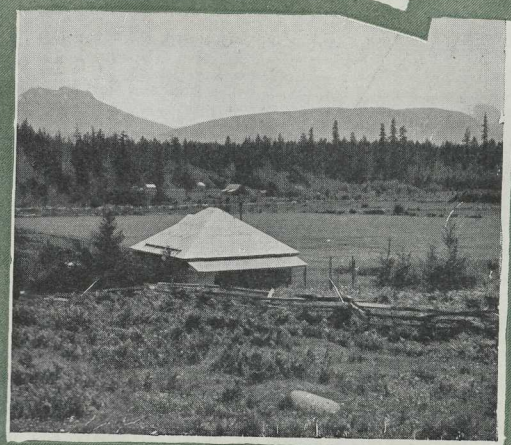

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# Hunting & Fishing

PRACTICALLY speaking, all the lakes and streams of Vancouver Island contain trout of some kind or other—chiefly rainbow or cutthroat. Very large trout are caught by trolling in the bigger lakes, but there is no trout water on the Island where the fish will not take the fly. In the heat of midsummer, when the rivers are low, excellent sport may be had with sea-trout in the estuaries.

Of the several varieties of salmon, there are only two of particular appeal to the sportsman, the Coho and the Spring. The latter, known by several aliases, such as King, Tyee and Chinook, are the better table fish, and attain to greater weight. There are various localities off Vancouver Island where fifty pound Springs are common; twenty or thirty pound fish are ordinary in any of the estuaries when the springs are running.

In February and March there is a run to the river, but the big run comes in August, September and October. The Cohoes have a small run in May and June, and are very game at that time, but the main run comes during the latter part of September, when they play more on the surface. The fall Coho averages about nine pounds in weight.

That the British Columbia salmon will not take the fly is a fallacy which has been disproved. Both Spring salmon and Cohoes are caught with a fly every season by anglers who know how and when to use the fly.

The other fish which are plentiful in Vancouver Island waters are steelheads, a combination of salmon and trout, which run from the sea in the winter months; and char, very handsome fish attaining a large weight and giving very fine sport on spooning tackle or a salmon fly. It is found chiefly at the outlets of the larger lakes.

The principal rivers for the fly fishermen on the East Coast are the Cowichan River, Koksilah River, Chemainus River, the Englishman's River, Little and Big Qualicum, the Courtenay, the Oyster River (between Courtenay and Campbell River), and Campbell River. On the West Coast there are the San Juan River, the Gordon, the Ash, the Stamp, the Drinkwater, etc.

The principal trolling places are Victoria Harbor, Saanich Inlet, Cowichan Bay, Ladysmith Harbor, Campbell River, the Alberni Canal, and the many inlets on the West Coast of Vancouver Island.

Vancouver Island is wealthy in both furred and feathered game. The varieties include black-tail deer, black bear, cougar, wolves, pheasants, grouse, snipe, quail, ducks and geese.

Any hotel, guide and other rates quoted in this booklet are not necessarily guaranteed by the Canadian Pacific Railway.

## NEAR VICTORIA

**Shooting.** Just outside Victoria, along the Saanich Peninsula and the B.C. Electric Railway, there is excellent shooting to be had in the proper seasons. Pheasants, grouse and quail are easily obtainable. Excellent deer shooting may be had within fifteen or twenty miles of the city. The Sooke and Malahat districts may be specially mentioned.

**Fishing.** In Victoria harbor, and just outside, very good trolling for salmon can be obtained. The best spot is what is known as Brotchie Ledge. The season is open practically the year round for different species of salmon—Tyee, Cohoes, and Grilse. The best season for Springs is January and February, and again in June and July. There is an early run of Cohoes in March and April, and again in August and September, continuing until the end of the year with Springs and Grilse.

## GOLDSTREAM

Goldstream, ten miles from Victoria, is the stopping place for Langford Lake. This lake is one of the only two waters in the whole of British Columbia where bass can be obtained. There is fair shooting in the vicinity.

## BRENTWOOD

The fishing is exactly the same as at Victoria, and the hotel management has always one or two men on hand who are willing to act as guides. The shooting is quite good, and quite a number of deer can be obtained; also, the hunting is not difficult. Reached by B.C. Electric or motor, rate for latter $4.00.

## SOOKE

Sooke is a small village on Sooke Harbour, south of Victoria, and is reached by a stage leaving the corner of Douglas and Fort Streets twice a day; return fare $2, also reached by motor $5. There is very good fishing both trout and salmon, and at the mouth of the Sooke River excellent steelhead fishing can be obtained in February and March.

**Shooting.** Deer, bear and birds can be easily obtained. Guides can be obtained at the hotel. The hotel manager, Major Nicholson, is an experienced hunter and fisherman and can give all information.

## SHAWNIGAN LAKE

Boats and canoes can be hired from the hotel, motor boats also (rate for the latter, $2.50 per hour.) The hotel manager, M. A. Wylde, is one of the best fishermen and hunters on Vancouver Island, and an authority on the fishing in the district.

**Fishing.** Excellent trout fishing can be had on the lake. The seasons are from March 15th until the end of June, and from September to October, when the fly fishing is very good. Fish can be obtained all the summer by trolling, but the best fly fishing is in September.

**Shooting.** Within a short distance from the hotel excellent grouse, pheasant, quail and duck shooting can be had in their respective seasons. In the hills at the back of the hotel, there is some very good deer shooting, and black bears are obtainable in the earlier spring.

## DUNCAN

Principal point for fishing the famous Cowichan and Koksilah Rivers.

**Shooting.** Excellent shooting can be obtained, and the pheasant shooting is very good indeed, but owing to there being many settlers it is necessary to obtain the permission of the owners of the different farms. They, however, will usually give this. Deer and bear shooting can be had at the back of the hills.

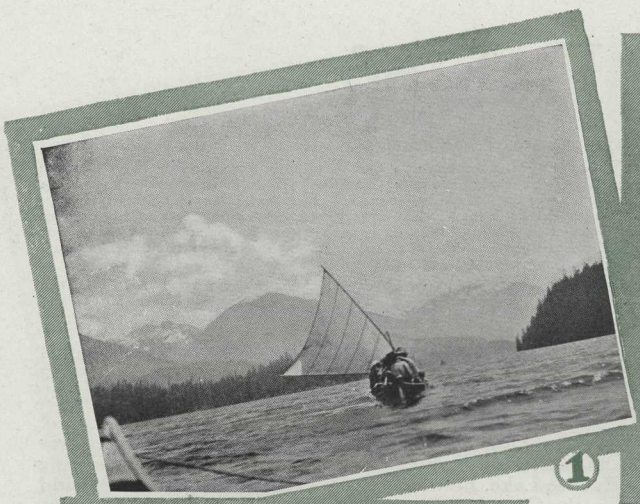
**Fishing.** The Cowichan River is within a quarter of a mile from the town, and in January and February excellent steelhead fishing can be obtained. The best flies to use are the big Silver Doctor or Jock Scott, but the favorite way of taking these fish is with spoons, either by using a Siwash, Phantom, Devon or Minnow. It is, however, absolutely unnecessary to use these lures, as the fish will usually take the fly. In the spring the fly trout fishing is very good indeed and continues good practically the whole season.

## COWICHAN LAKE

Railway service from Duncan twice weekly. On the days when the train does not run, a stage runs, fare $2.

**Shooting.** Bear and deer, to say nothing of birds. One of the best known guides on the Island is available, Ken Gillespie, who charges $10.00 per day, and can make all arrangements to shoot the celebrated Cowichan Rapids. Indians are available with canoes, and the cost of shooting these rapids, or going very nearly 20 miles by canoe, is $15.00.

**Fishing.** The fish in the lake are very similar to those at Shawnigan, but are considered to be slightly better. The fish average good size and it is no exception to get them up to three pounds.



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1 Great Central Lake, near Alberni.

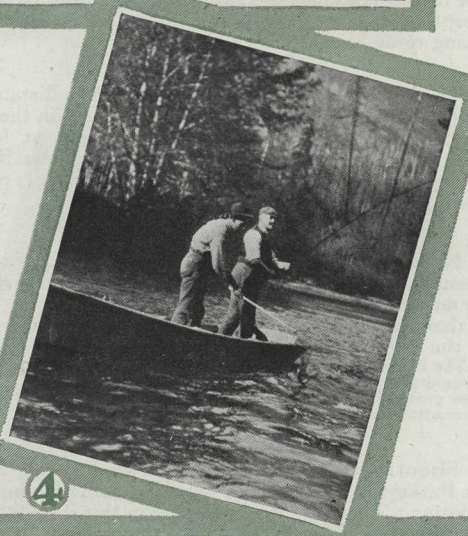
2 Good Deer Hunting on Shawnigan Lake.

3 Cowichan is a fine Duck-shooting centre.

4 Cowichan River—Landed !

5 Tyee Salmon, Campbell River.

6 Duck Shooting, Sproat Lake.



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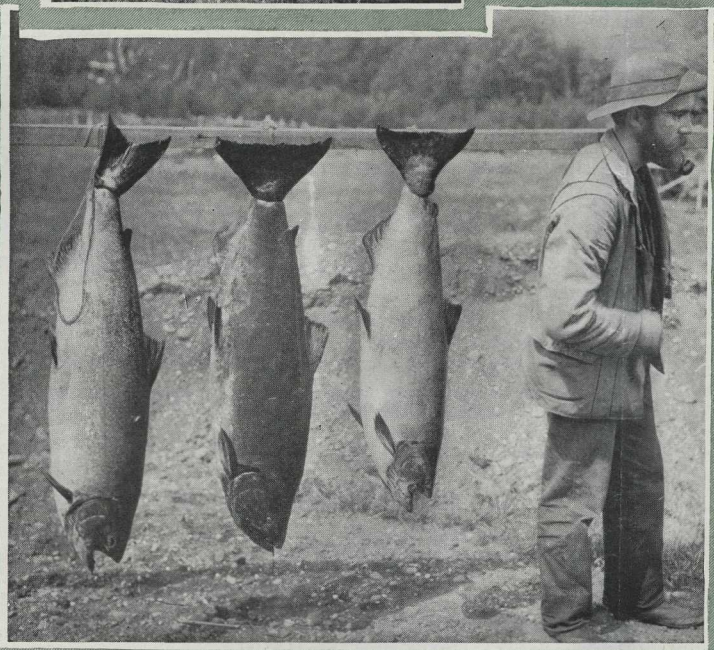

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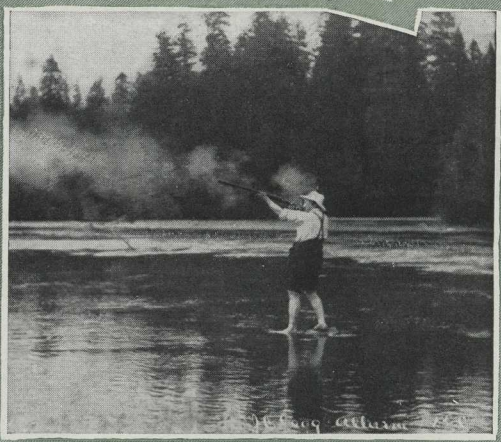


6

# Hunting & Fishing

## COWICHAN BAY

Reached either from Cowichan station, or from Duncan by stage or motor car. Excellent bathing and boating, boats being available for $2.00 a day up.

**Fishing.** The fishing, which is practically all trolling, is exceptional; and during the months of August, September and October, the trolling for Cohoes is excellent. Fishing tackle and men to row the boats can be obtained on application at the hotel. usual rate per day for a man and boat being $7.50. In the vicinity are some wonderful walks.

**Shooting.** There is very fine bear and deer shooting in the hills behind the hotel, and although there are no regular guides, the hotel management can usually procure one.

## KOKSILAH RIVER

Three miles from Duncan, flowing into Cowichan Bay. The fishing is similar to that of the Cowichan River, with the exception that in the spring there is wonderful sea trout fishing to be had.

## NANAIMO

The Nanaimo Lakes, some twenty miles distant by motor car (usual rate $10.00) has very good fishing in the spring and the fall, although not in the summer except for trolling. There is very good fishing in the Chemainus River, some twenty-five miles south of Nanaimo, but there is poor accommodation at Chemainus itself.

## PARKSVILLE

Noted for its bathing beach. There is very excellent deer shooting, as well as bird shooting behind Parksville. There are no guides available, but the hotel management will always do their best to get parties reliable guides. Boats can be hired at the hotel.

The Parksville Garage, operated by Rushton Bros., makes a specialty in running visitors out to Englishman's River and French Creek. Both these gentlemen are enthusiastic fishermen, and will give people all the information that is necessary.

## QUALICUM BEACH

**Shooting.** Just at the back of the E. & N. line, and off the Parksville road, is a very good stretch of country for deer shooting. There are very few bear in this district, but a large amount of small game.

**Fishing.** The Little Qualicum River runs into Whiskey Creek. The fishing at this point, while good in spring, is very uncertain, but in the fall salmon (cohoes) can be killed with a fly. There is a very good annex in connection with the hotel, and also a store within an easy distance, and accommodation can be obtained at the annex from $1.00 a day up.

## COURTENAY

There is good fishing here in the Toslum or Courtenay River, the upper reaches of which are very good for cougar hunting. An old logging railway runs up to Wolf Lake. which in the spring and fall is very good for bear shooting. There is a very good trail, easy to go along.

Excellent sport, both fishing and hunting, can be obtained at Wolf Lake. Automobiles can be hired at the Courtenay garage, and there are several private cars for hire.

## CAMPBELL RIVER

Campbell River is noted for two things—its salmon fishing and its bear shooting. Campbell River can be reached from Vancouver by steamer, or from Courtenay by motor boat or automobile. Automobile route, 30 miles; rates for party of four, $3.50 each; six or more, $3.00 each; one person $10.00. (Rates not guaranteed by C.P.R.) Arrangements for the trip in either direction should be made with C. Thulin, proprietor of the Willows Hotel, Campbell River. Boats are for hire in conjunction with the hotel, the rate of which is $3.00 a day.

The fishing and hunting in this district is exceptional. The fish are very large and varied. From Campbell River it is possible to fish in Quinsam River, and to get, by means of the International Logging Railway, right into the Quinsam Lakes country—an extremely beautiful piece of hunting and fishing country. It is rather hard in places to get there, but it is ideal for people who wish to rough it, as there are marked trails, and it is not necessary to have guides.

Following the river along, in which the fishing is good nearly all the time, Campbell Lake is reached. The fishing is very good here, and in the spring excellent fishing can be had with a fly, the fish running very big indeed.

There is a motor road which runs along to Forbes Landing, where there is a small and comfortable hotel, where pack ponies can be obtained by previous arrangement to go into Buttles Lake.

## BUTTLES LAKE

Buttles Lake is practically in the centre of Vancouver Island, and runs through Strathcona Park. Before arriving at Buttles Lake, however, is the Upper Campbell Lake, and where the Campbell River flows out of Buttles Lake the fishing is exceptional.

The bear hunting is very good, and there are lots of deer. It is possible to take a wagon to within twelve miles of Buttles Lake, when it is necessary to pack in. This can be done by ponies, although it is somewhat slow going. Just at the head of the lake there is a large and well-built cabin, erected by the Provincial Government for the benefit of campers.

Buttles Lake has undoubtedly produced some of the biggest trout that have ever been taken on the island. There are several places, and several rivers and streams running into the lake, the chief of which are Wolf Creek, Felwood Creek, at the extreme southern end, Mirror Lake, and Glazier Creek.

## CAMERON LAKE

Tents and boats can be hired from the hotel. Excellent bear and deer shooting, and very good fishing. Where the little Qualicum flows out of the lake is a favorite spot for fly fishing.

At the west end of the lake, where Cameron River flows into the lake, the fishing is very good for about a mile, but after that distance it is not good. From here Cameron Lake is practically under the shadow of Mount Arrowsmith. This mountain is within easy access of Cameron Lake, and a very enjoyable trip can be made by going along the trail which runs from the west end of the lake, around Mount Arrowsmith, into Alberni. This trail is still good and arrangements can be made at the hotel for the hire of an outfit.

## ALBERNI

Best centre for fishing, hunting and camping on the whole Island, and it is extremely doubtful whether there is another place in Canada to equal it. Bear, deer and cougar are all easily obtainable.

## SPROAT LAKE

At Sprout Lake, there is a fisherman and hunter's cabin, operated by Miss Wark. Arrangements can be made to hire tents, camping outfits, and boats. The rate for a complete camping outfit, with a boat, is $15.00 a week.

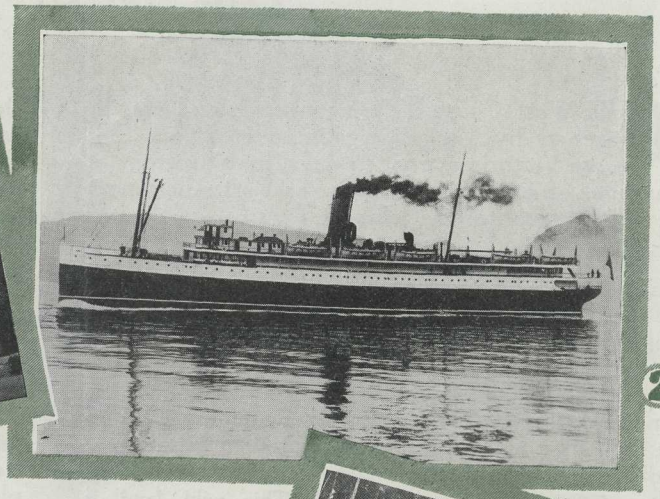
The fishing is very good indeed, and there are innumerable rivers and streams running into the lake, all of which contain fish. The country surrounding this and Great Central Lake abound with game. The chief are deer and bear, and Miss Wark makes a specialty of arranging hunting parties, and providing guides.

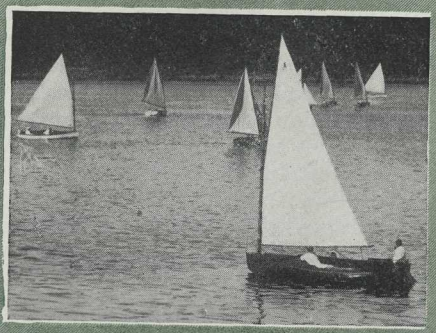
At the west end of Sproat Lake, there is the Taylor River, which is undoubtedly a very fine hunting ground for black bear. The fishing is exceptional.

In the late fall, good duck shooting can be obtained. Grouse—blue and willow—are very numerous indeed.

Sproat Lake is ten miles from Alberni, and the cost by motor car to either Sproat or Great Central Lake is $5.00.

*(Continued on Page 16)*





1 The Beach at Parksville

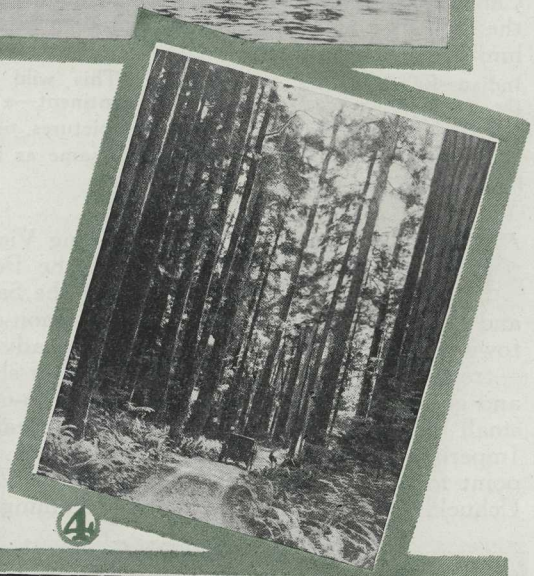
2 "Princess Louise"

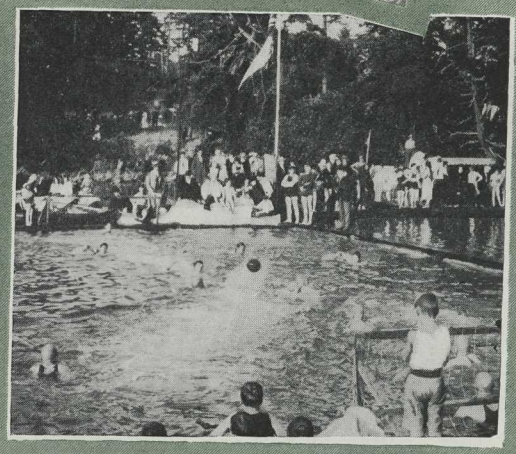
3 Sailing Races, Victoria Yacht Club

4 In the Deep Forests

5 Cameron Lake

6 Water Polo, The Gorge Victoria





# The West Coast

THE West Coast of Vancouver Island can be reached by Canadian Pacific steamers that leave Victoria every ten days, making stops at a number of small points as far as Port Alice, near the northern end of the Island.

This trip is a very interesting one, introducing the traveller to a wild and picturesque country somewhat off the beaten track of visitors, to a rugged and deeply-indented coast line, and to mountainous and heavily-timbered slopes that drop sheer into the water. The West Coast can indeed be called the Canadian Norway. Little villages are found along the fiord-like bays and inlets, devoted to fishing and lumbering; Indian settlements, too, and interesting Indian folk-lore and totem poles. This wild land is the last unmodernized West on the continent—a country without railways, automobiles, moving pictures, or electric light; for all intents and purposes the same as it was a hundred years ago.

THE first port of call after leaving Victoria is Port Renfrew, at the head of the Port San Juan Inlet and at the mouth of the San Juan and Gordon Rivers. This is a busy salmon-canning town with some extremely good sporting advantages —trout and salmon fishing, bear and deer shooting, and goose, duck and brant shooting. Clo-oose is a small Indian village. Banfield, on Cape Beale, is an Imperial Government cable station, the landing point for the cable to Australia and New Zealand. Uchucklesit has salmon and herring canning plants.

Swinging into the Alberni Canal, the largest "fiord" of the West Coast, running inland some thirty miles, we reach Port Alberni. There are really two towns here, two miles apart—Alberni, the "old town," and Port Alberni, the "new town." In addition to this steamer route, they can also be reached from Victoria by rail by the branch of the E. & N. which runs westward from Parksville Junction (see page 6.) Port Alberni is the head quarters of the Barkley Sound herring fleet, an important fish-packing centre, and a thriving lumbering town, with one of the largest areas of standing timber on Vancouver Island tributary to it. From it can be reached very easily the Great Central Lake and Sproat Lake.

RETRACING its way, the steamer strikes the open ocean again and heads towards the north-west, calling at Sechart, Ucluelet, Tofino and Clayoquot. Not the least interesting thing about these remote little settlements is the remarkable way in which the coming of the steamer galvanizes them into life. One moment the scene is deserted, uninhabited; but the blast of the siren will bring a whole flock of eager small craft into the bay, apparently from nowhere. Clayoquot, on Vargas Island, is one of the oldest and most important deep-sea fishing harbors on the West Coast. It is a fine spot for goose and brant shooting; and it also has in Long Beach, reached down the Browning Passage, a beautiful beach set amidst wonderful scenery.

Nootka, on a magnificent gull-haunted arm of the sea known as Nootka Sound, is one of the oldest settled districts of the West Coast. Friendly Cove, as a playful tourist remarked, is the home of tame Indians and very wild totem poles. These curiously crested, highly-coloured poles, standing along the main street or over the graves of dead warriors, are almost as mysterious to the white man as the Druidical stones, but to the coast Indian they are as important as the Social Register. The pole tells the tale of the chieftain whom it commemorates—his name, clan, social status and mighty deeds—truly a family tree! Frequently, the totem pole—often erected by the chief's successor in office—would take from two to three years to make and would cost the equivalent of from five to a thousand dollars. The Indians work in the salmon and herring plant, which is one of the largest in British Columbia, and also ply a busy trade with the visitors in brightly coloured baskets and mats. It was at Friendly Cove that Captain Vancouver took formal possession of the coast in the name of Great Britain.

LEAVING Kyuquot, a whaling station, and passing desolate Solander Island, a rock of Gibraltar-like proportions that is the haunt of gulls and sea-lions, we head almost due west, round Cape Cook, and then turn north towards Quatsino Sound, which, entering, we traverse to the village of Quatsino, a very old white settlement, the inhabitants of which are engaged in mixed farming, logging, fishing and trapping. A mile or so away is situated the Indian settlement of the same name. At Quatsino, we double back along the Sheltered Southeast Arm to Port Alice, at the extreme southern end of the inlet. Within the last few years there has been created at Port Alice, where previously there was no sign of human life, a very busy town revolving around the large pulp and paper mill that has been established there. The product of this mill is marketed principally in the Orient.

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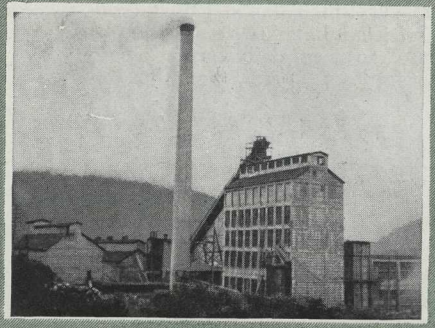

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1 An Indian Grave, Friendly Cove—Note the Souvenirs!

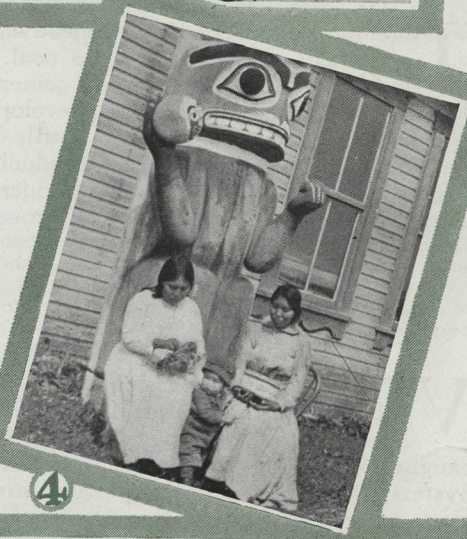
2 Fishing Boats at Tofino, Clayoquot Sound.

3 Pulp Mill, Port Alice.

4 A West Coast Totem Pole.

5 Timber Limits near Alberni.

6 A newly-landed Whale, Kyuquot.



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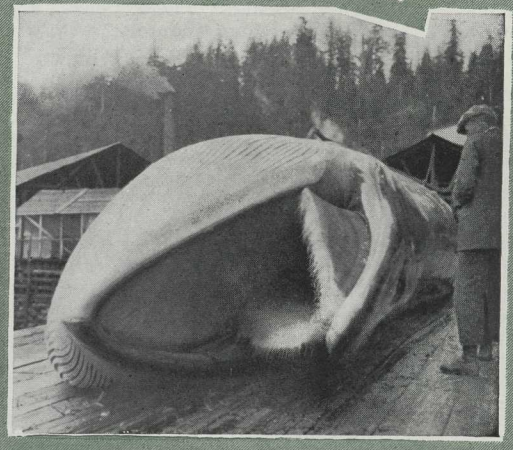

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# Industrial - Transportation

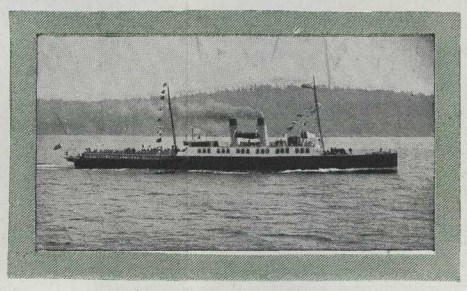
ALTHOUGH we are here considering Vancouver Island primarily from the standpoint of the holiday tourist, a word will not be amiss regarding its industrial resources and potentialities. The Island has enormous resources—mineral, forest, fishery, and agricultural—which as yet are only partially developed.

It contains, for example, almost a quarter of the standing commercial timber of Canada. The most important varieties are Douglas fir, red cedar, hemlock, balsam, spruce, and yellow cedar or cypress. Important lumbering industries have been developed at many places, notably at Chemainus, Duncan, Courtenay and Port Alberni; while at Port Alice there is a large pulp and paper mill shipping principally to the Orient.

THE mineral resources of Vancouver Island are extremely rich, and include coal, iron, salt, marble, sandstone, zinc and cement material. The coal mines have been well developed, and at Ladysmith, Nanaimo, Cassidy, South Wellington, Nanaimo, and Cumberland are producing heavily. The last two are the biggest producing regions, Cumberland shipping over 75,000 tons a month. Ladysmith has a smelter. Important deposits of iron occur at several points along both the east and west coasts. Abundant water-power is found in many parts of the province; the largest developed is on the Puntledge River, near Courtenay, with a capacity of 12,000 h.p.

VANCOUVER Island shares, too, in the great volume of fishing enterprises conducted on the Pacific Coast. Amongst the varieties of fish caught are salmon, halibut, herring, cod, crabs, and oysters. Several fish packing plants are located at Port Alberni and down the Alberni Canal to the outlet at Barclay Sound. There has also been created a successful whaling industry, with stations at Kyuquot and Rose Harbor, on the west coast.

AGRICULTURE is in a flourishing state in the southern end of the island, though elsewhere it has to some extent been retarded by the necessity of clearing the land first. The climate of the Island is such as to make agriculture somewhat of an idyllic occupation, and to concentrate most attention upon the raising of vegetables and small fruits. From the Island come some of the finest strawberries of this continent, their production per acre being very heavy. Dairying is also carried on to a large and very successful extent, as well as sheep breeding and chicken-raising. In some parts of the Island grain is being cultivated.



Princess Patricia

## CANADIAN PACIFIC BRITISH COLUMBIA COAST STEAMSHIP SERVICES

Vancouver to Victoria, twice daily.
Seattle to Victoria, once daily.
Vancouver to Nanaimo, twice daily.
Victoria to Union Bay and Comox, once weekly.
Vancouver to Union Bay and Comox, three times a week.
Victoria to West Coast, three times monthly.
Vancouver to Campbell River and Alert Bay, once weekly.

*Same sailings in reverse direction. See Current Time Tables for dates and times.*

## ESQUIMALT & NANAIMO RAILWAY

Victoria to Duncan, Nanaimo and Wellington, twice daily.
Duncan to Cowichan Lake, twice weekly.
Wellington to Courtenay, daily except Sunday.
Parksville Jct. to Port Alberni, three times weekly.

*Same trains in reverse direction. See Current Time Tables.*

## CIRCLE TOURS ON VANCOUVER ISLAND

The following combined rail and steamer tours can be made on Vancouver Island:

Victoria to all points on the E. & N., returning by same route.
Victoria to all points on the E. & N., returning from Nanaimo to Vancouver, thence to Victoria or Seattle.
Victoria to Campbell River via E. & N. to Nanaimo, thence steamer to Vancouver, thence steamer to Campbell River.
Victoria to Comox via E. & N. to Nanaimo, thence steamer either direct or via Vancouver.
Victoria to Port Alice, either by direct steamer or via E. & N. Ry. to Port Alberni, thence steamer.
From Vancouver, Victoria can be reached by direct steamer or via Nanaimo, thence via E. & N.
Vancouver to all points on the E. & N., either via Victoria or via Nanaimo.
Vancouver to Comox, direct or via Nanaimo, returning direct or via E. & N. to Victoria.

**Vancouver to Campbell River and Return.**

**This Tour is one of the finest on Vancouver Island. Route is from Vancouver to Campbell River by steamer, thence to Courtenay by automobile (30 miles), thence E. & N. to Nanaimo and return to Vancouver by steamer; or E. & N. Courtenay to Victoria.**

*Triangular route Vancouver-Victoria-Seattle can be combined with all tours.*

**Fares for tours range from $5.00 to $40.00, according to itinerary.**

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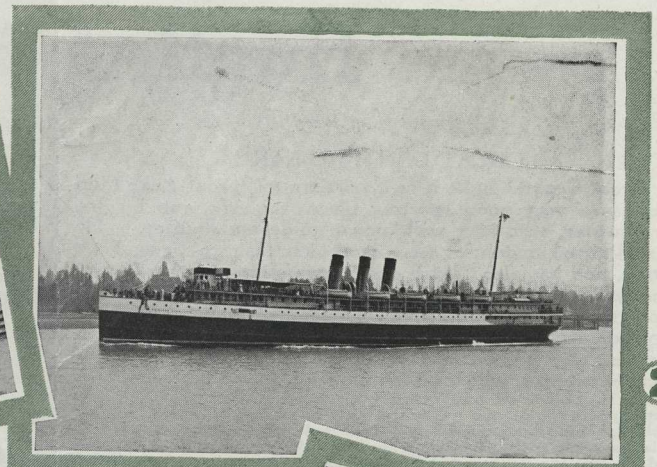

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1 Duncan.

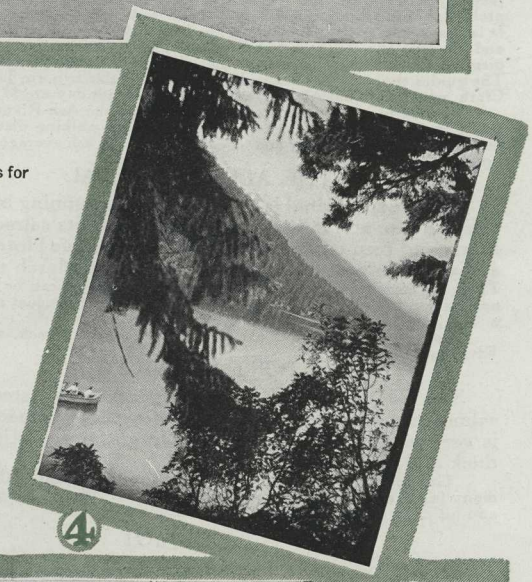
2 "Princess Charlotte."

3 Vancouver Island is famous for strawberries.

4 Sproat Lake, near Port Alberni.

5 Small Farms near Victoria.

6 Lumbering in the Alberni country.



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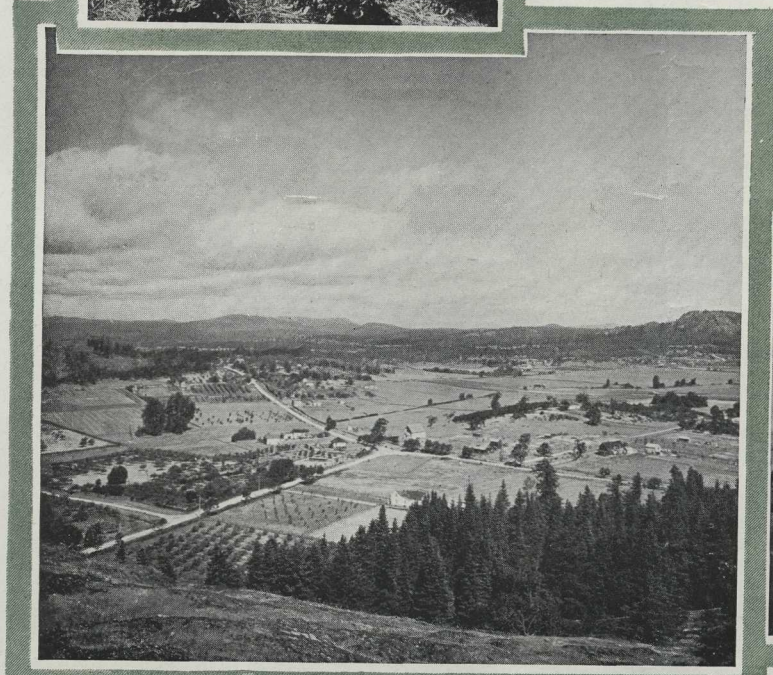

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# Hunting & Fishing

(*Continued from Page 10*)

## GREAT CENTRAL LAKE

Great Central Lake is very similar to Sproat Lake, and there is a very good sporting place, the Ark, run by Joe Drinkwater, who is a well-known guide and hunter. He has a limited amount of accommodation, his rates being $4.00 a day, and has also "small arks" with sleeping accommodation, stoves and everything a camper requires, which he will move to any part of the lake. The cost of these is $1.00 per day per head. Mr. Drinkwater will also supply food. At the west end of Great Central Lake Mr. Drinkwater has five excellent cabins, which he rents out on the same terms.

At the head of the lake is Drinkwater Creek, which runs into the lake just opposite the cabins. This river has very excellent fishing, and has probably been photographed more than any other river on the island. It is possible to go from here along the bed of this river over the mountains, and get into the south end of Buttles Lake. This is a very magnificent piece of country, and, although somewhat hard going, is quite accessible. The guides that can be obtained for this particular trip are Jack and Tom Clark, who live in old Alberni, and whose rates per day are $7.50.

At Alberni itself, there are the Stamp and the Ash Rivers, which are noted for their big fish. They are within easy walking distance. The fishing is best in the spring and the fall, and the fish average two or three pounds.

## THE ALBERNI CANAL

The Alberni Canal is a sheet of water running inland some thirty miles, and is particularly noted for its salmon trolling. Boats and men can be obtained at the Somas Hotel for $6.00 a day. The best time for trolling is from March to October. There are several small motor boats at Alberni which can be chartered on application to either the garage or the hotel, and the usual rate is $15.00 a day including a man.

Amongst the good spots are Cous Creek, China Creek, and Nahmint River and Lake.

## PORT RENFREW

The fishing here is extremely good: trout, steelhead and salmon can all be obtained in their respective seasons. There is very good bear and deer shooting and exceptional goose, duck and brant shooting.

**Guides.** Mr. B. Robinson has been a resident of this district for many years, and knows the country thoroughly. He is thoroughly reliable, and his charges are $10.00 per day, including tents.

## CLAYOQUOT

Clayoquot, on the Vargas Island, is the best place on the whole of Vancouver Island for goose and brant shooting. There are three motor boats for hire from Mr. Dawley, who operates the hotel. There are many small rivers and streams in which fishing can be obtained, and the hunting is extremely good.

## THE NIMPKISH RIVER TRIP

This trip, which has only recently come into prominence, is undoubtedly one of the most magnificent that can be made on the Island. The visitor takes the Canadian Pacific boat from Vancouver to Alert Bay, where Indians with small motor boats and canoes can be obtained. He then goes across to the mouth of the Nimpkish River, along the river into the Nimpkish Lake. At the south end of the lake he goes to the Nimpkish River again and poles as far as the canyon, a distance of some thirty miles. All this country, although wild and more or less unexplored, is fairly easy going. The fishing is exceptional and steelheads up to 20 pounds can be taken on a fly.

Mr. Haliday, the Indian Agent at Alert Bay, is always willing to make arrangements to have Indians meet any party. The Indians' rate of pay is $6.00 per day, including their canoe. It is necessary to take camping outfits and food from Vancouver.

Bear and deer are very numerous, and in the fall there are large numbers of ducks. Cougar also can be obtained, but it is necessary to have dogs. The scenery is magnificent, and very varied. The time required for this trip is roughly speaking about eight or nine days, but arrangements can be made with the Indians to take parties in and fetch them at a specified date.

There are two very good guides available for this district. One is Mr. Smith ("Cougar Smith,") and the other Mr. A. Bryan Williams (former Chief Game Warden for the province) 1170 Georgia Street West, Vancouver. Mr. Williams knows this district very well, and is prepared to take parties in there, his charges being $10.00 a day.

## TACKLE AND EQUIPMENT

Principal flies to use in Vancouver Island waters are the Cowichan Coachman, Grizzly King, Professor, Silver Doctor, Jock Scott, Dusty Miller, Montreal Grouse and Claret, Teal and Yellow, Thunder and Lightning, and Heckhampeckum. Fine tackle should be used in the majority of cases, and a powerful rod. Of course, when trout fishing, it is not uncommon to get in a large steelhead or salmon.

The steelhead season runs from November 15 to March 15, the trout season from March 15 to November 15, and there is no closed season for salmon. Waders are necesary for shooting and fishing.

A 30-30 rifle will be found heavy enough for any game there is on the Island, and a 12-gauge shot gun is all that is necessary. One should have a pair of thick corduroy trousers and a heavy mackintosh coat when it is necessary to go through the bush.

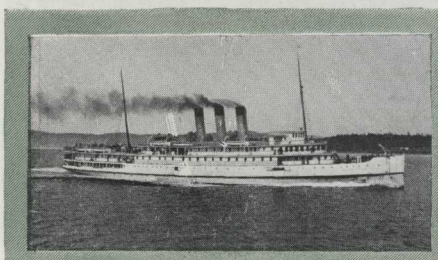
## CLEARANCE FOR AUTOMOBILES

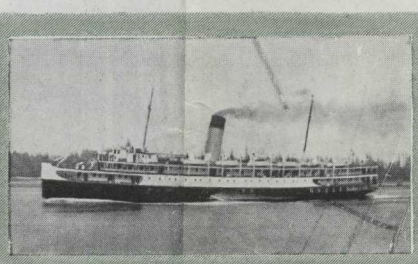
The clearance for automobiles plying between Vancouver, Victoria, Seattle and Nanaimo is as follows:

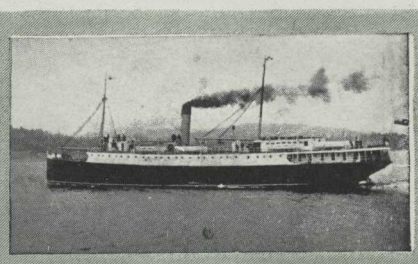
| | | |
|---|---|---|
| Princess Louise | 7 feet | 10 inches |
| Princess Charlotte | 6 " | 2 " |
| Princess Victoria | 6 " | 0 " |
| Princess Adelaide | 6 " | 1 " |
| Princess Alice | 5 " | 9 " |
| Princess Royal | 5 " | 6 " |
| Princess Mary | 6 " | 8 " |
| Princess Patricia* | 6 " | 3 " |
| Charmer | 7 " | 2 " |

*Clearance at Nanaimo slip 5 feet 8 inches only.

Has clearance sufficient to handle large limousines which cannot be handled on the Princess Patrica.







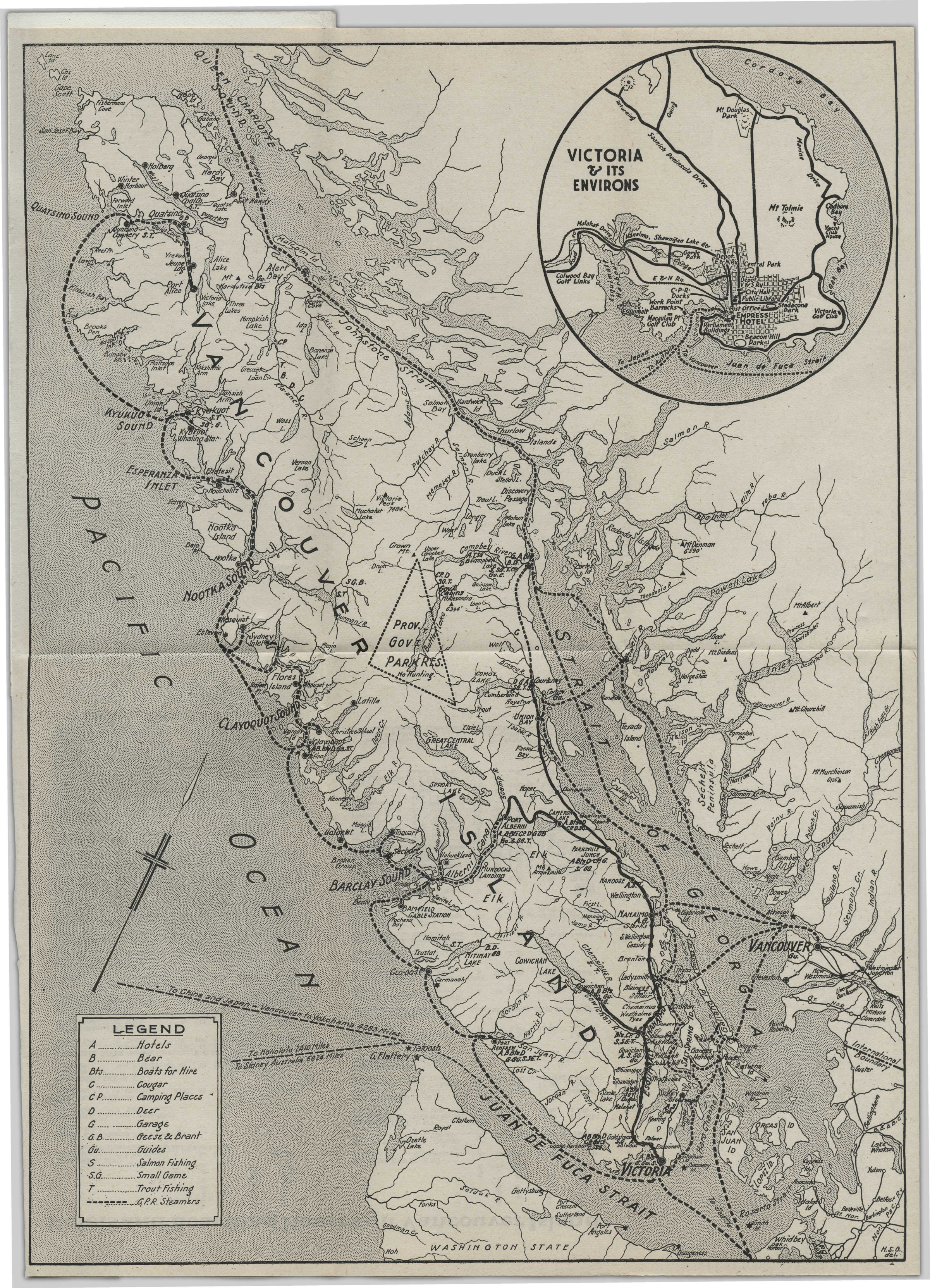


*Printed in Canada*

# Hotels and Boarding Houses on Vancouver Island

| | Plan | No. of Rooms | Daily Rate | Weekly Rate | Distance from Station |
|---|---|---|---|---|---|
| **ALBERNI** (E. & N.) | | | | | |
| Arlington.....D.A. McKenzie.. | A | 30 | 3.75 | .... | ½ mile |
| (See also Great Central Lake and Sproat Lake.) | | | | | |
| **ALERT BAY** (Steamer from Vancouver) | | | | | |
| McLean Hotel..... | A | .. | 3.00 | .... | ..... |
| **BEVAN**(4½ miles from Cumberland) | | | | | |
| Bevan Hotel.....R. Yates..... | .. | .. | .... | .... | ..... |
| **BRENTWOOD** (Suburb of Victoria) | | | | | |
| Brentwood.....F. Hiscock..... | EBC | 50 | 2.50 | .... | 11 miles |
| **CAMERON LAKE** (E. & N.) | | | | | |
| **Cameron Lake Chalet**.....Mrs. A. M. Monks | AS | 10 | 4.00 up | 26.50 up | Adjoins |
| **CAMPBELL RIVER** (Station, Courtenay, E. & N.) | | | | | |
| Forbes.....J. Forbes..... | ABC | 16 | 3.75 | 23.00 | 38 miles |
| Willows Inn.....C. Thulin..... | E | 100 | 1.50 up | ..... | 28 miles |
| **CEDAR** (Station, Nanaimo) | | | | | |
| Wheat Sheaf.....E. Wahle..... | A | 12 | 2.50 | .... | 6 miles |
| **CHEMAINUS** (E. & N.) | | | | | |
| Horseshoe Bay Inn.A. E. Collyer... | AB | 14 | 4.00 up | 25.00 up | ½ mile |
| Lewisville.....E. Howe..... | A | 31 | 3.25 | 14.00 | ¼ mile |
| **CLAYOQUOT** (Steamer from Victoria) | | | | | |
| Clayoquot.....W. Dawley..... | AC | 12 | 3.00 | 17.50 | ..... |
| **COURTENAY** (E. & N.) | | | | | |
| Courtenay Hotel..R. B. Dixon..... | E | 30 | 1.50 | ..... | ½ mile |
| Riverside.....R. B. Dixon..... | E | 33 | 1.50 | ..... | ⅓ mile |
| **COWICHAN BAY** (E. & N.) | | | | | |
| Buena Vista.....F. Saunders..... | A | 20 | 4.25 | 25.00 | 2½ miles |
| **CUMBERLAND** (from Royston, E.& N.) | | | | | |
| Cumberland.....W. Merrifield... | E | 30 | 1.00 up | 7.00 | ¼ mile |
| King George.....V. Bonora..... | AC | 40 | 3.00 | 14.00 | 4 miles |
| Union.....W. Jones..... | A | 28 | 3.00 | 15.00 | 4 miles |
| **DUNCAN** (E. & N.) | | | | | |
| Quamicham.....W. Morgan..... | E | 35 | 1.50 up | ..... | Close |
| Tzouhalem.....Mrs. A. I. Price.. | E | 41 | 1.50 up | ..... | 50 yards |
| **GREAT CENTRAL LAKE** (Station, Alberni) | | | | | |
| Ark Hotel.....J. A. Drinkwater. | ACB | 16 | 4.00 | 21.00 | 11 miles |
| Small Arks.....J. A. Drinkwater. | E | .. | 1.00 | ..... | 11 miles |
| **KOKSILAH** (E. & N.) | | | | | |
| Koksilah.....W. C. FerneyhoughA | | .. | 2.50 | ..... | ..... |
| **LADYSMITH** (E. & N.) | | | | | |
| Abbotsford.....A. J. McMurtrie.. | A | 44 | 2.50 | ..... | 50 yards |
| Bayview.....J. D. Giovando... | E | 35 | 1.75 | 12.00 | 3 blocks |
| New Western.....A. Mahle..... | A | 35 | 3.00 | 12.50 | 1 block |
| Pretoria.....Turk & Matt.... | A | 32 | 3.00 | 14.00 | 3 blocks |
| Travellers.....Mrs. H.A. Wanless | AB | 32 | 3.50 | ..... | 2 blocks |
| **LAKE COWICHAN** | | | | | |
| Cowichan Lake...H. Hodgson..... | E | 24 | 2.00 | ..... | ½ mile |
| Riverside.....C. A. Janes..... | ECB | 17 | 1.50 | ..... | 1 mile |
| **LITTLE QUALICUM** (Station, Dashwood) | | | | | |
| Hashwood House..P. L. GOOD..... | A | 7 | 3.50 | 17.50 | 200 yards |
| **NANAIMO** | | | | | |
| Globe.....Mrs. A. Gordon.. | A | 31 | 3.00 | 20.00 | ½ mile |
| Windsor.....J. Fox..... | A | .. | 3.75 up | ..... | 600 yards |
| **NANOOSE BAY** (E. & N.) | | | | | |
| Arlington.....A. Guenlette..... | A | 15 | 3.00 | 18.00 | 100 yards |
| **OAK BAY** (Suburb of Victoria) | | | | | |
| Oak Bay.....J. A. Virtue..... | A | 22 | 6.00 up | 40.00 up | 3½miles |
| **PARKSVILLE** (E. & N.) | | | | | |
| The Island Hall...Miss W. Philpot.. | AS | 28 | 5.00 | 32.00 | 1½ miles |
| Rod & Gun.....Mrs. Muir..... | A | 22 | 4.50 | 28.00 | 1 mile |
| **PORT ALBERNI** (E. & N.) | | | | | |
| Beaufort.....J. Wyatt..... | A | 36 | 3.25 | ..... | 500 yards |
| King Edward.....J. E. Cullen..... | A | .. | 3.00 | 12.00 | 2 blocks |
| Somas.....J. E. Doyen..... | AB | 70 | 4.00 up | 25.00 up | Opposite |
| **PORT RENFREW** | | | | | |
| Boarding House...San Juan Box Factory..... | A | .. | 2.00 | ..... | ..... |
| **QUALICUM BEACH** | | | | | |
| Qualicum Beach...F. Masarati..... | AS | 50 | 5.00 | ..... | 5 min. |
| Sunset Inn..... | A | .. | 5.00 | 32.00 | ..... |
| **SHAWNIGAN LAKE** (E. & N.) | | | | | |
| Strathcona Lodge.M. A. Wylde..... | ASBC | 40 | 4.00 up | 24.00 up | At Station |
| **SIDNEY** (Street car from Victoria) | | | | | |
| Sidney.....P. N. Fesler..... | A | 20 | 2.50 | 15.00 | ..... |
| **SOOKE HARBOR** (Stage from Victoria) | | | | | |
| Sooke Harbor.....G. Nicholson..... | A | 30 | 4.00 | 25.00 | 20 miles |
| **SOUTH WELLINGTON** | | | | | |
| Alexandra Hotel...A. C. Carpenter.. | A | .. | 2.50 | ..... | ..... |
| **SPROAT LAKE** (Station, Alberni) | | | | | |
| Kletsi Lodge.....Miss J. E. Wark.. | ASC | 10 | 4.00 up | 24.00 up | 7 miles |
| **UNION BAY** (E. & N.) | | | | | |
| Nelson.....Fraser & Horne.. | E | 40 | 1.50 up | 30.00 up | Adjoins |
| Wilson Hotel.....J. & A. Wilson. | A | 20 | 3.50 | 20.00 | 200 yards |
| **VICTORIA** | | | | | |
| **Empress Hotel**...Can. Pac. Ry..... | E | 278 | .... | ..... | Facing Wharf |
| Balmoral.....Miss L. Tulley... | E | 64 | 1.00 | 4.00 | 10 min. |
| Brunswick Hotel..J. W. Smalley.... | E | 60 | .75 | 4.00 | 500 yards |
| Dallas.....Mrs. W. Allison.. | AB | 60 | 2.50 up | 12.00 up | 5 min. |
| Dominion.....S. Jones..... | EB | .. | 1.50 up | ..... | 10 blocks |
| Douglas.....S. Hireen..... | E | 107 | 1.00 up | 6.00 up | 4 blocks |
| Glenshiel Inn.....Miss J. Mollison.. | A | .. | 3.00 up | 21.00 up | 5 min. |
| James Bay.....Mrs. Allen..... | EB | 100 | 1.25 up | 15.00 up | 5 min. |
| King Edward.....S. W. Hurst..... | E | 100 | 1.00 | 5.00 | ..... |
| Manitoba.....M. C. Carlisle.... | A | 40 | 1.00 up | 6.00 up | 5 blocks |
| Metropolis.....E. P. Barnhart... | EB | 120 | 1.50 up | 7.00 up | Close |
| Portland.....W. N. Tomkins.. | EC | 60 | 1.00 | ..... | ¼ mile |
| St. James Hotel...F. C. Willows.... | EB | 100 | 1.00 | ..... | 6 blocks |
| Strathcona.....F. J. Martin..... | EB | .. | 1.50 up | ..... | 4 blocks |
| Vernon.....Mrs. J. H. Hanbury..... | E | 45 | 1.00 up | 6.00 up | 6 blocks |
| Westholme.....J. W. Thompson.. | EB | 96 | 1.50 up | 7.00 up | 6 blocks |
| **WELLINGTON** (E. & N.) | | | | | |
| Somerset.....Agnes Medrich... | A | 7 | 3.00 | 18.00 | 1 min. |

**A—American Plan** **E—European Plan**
**B—Sends Booklet** **C—Cottages to Rent**
**S—Open in Summer (sometimes extending into Fall) only.**


VICTORIA & ITS ENVIRONS
Cordova Bay
Mt Douglas Park
Saanich Peninsula Drive
Marine Drive
Mt Tolmie
Cadboro Bay
Yacht Club House
Malahat Drive
Nanaimo, Shawnigan Lake etc.
Gorge Park
Gorge
Depot E & N Ry
Central Park
Colwood Bay Golf Links
E & N Ry.
Depot V & S Ry
City Hall
Public Library
C.P.R. Docks
Work Point Barracks
Esquimalt
Macaulay Pt Golf Club
Post Office
Stadacona Park
EMPRESS HOTEL
Victoria Golf Club
Parliament Buildings
Beacon Hill Park
To Japan
To Australia
To Vancouver
Juan de Fuca Strait
QUEEN CHARLOTTE SOUND
QUATSINO SOUND
KYUQUOT SOUND
ESPERANZA INLET
NOOTKA SOUND
CLAYOQUOT SOUND
BARCLAY SOUND
PACIFIC OCEAN
VANCOUVER ISLAND
PROV. GOV. PARK RES. No Hunting.
STRAIT OF GEORGIA
JUAN DE FUCA STRAIT
WASHINGTON STATE
VANCOUVER
VICTORIA
To China and Japan - Vancouver to Yokohama 4283 Miles
To Honolulu 2410 Miles
To Sydney Australia 6824 Miles
LEGEND
A ..... Hotels
B ..... Bear
Bts ..... Boats for Hire
C ..... Cougar
C P ..... Camping Places
D ..... Deer
G ..... Garage
G.B. ..... Geese & Brant
Gu. ..... Guides
S ..... Salmon Fishing
S.G. ..... Small Game
T ..... Trout Fishing
G.P.R. Steamers

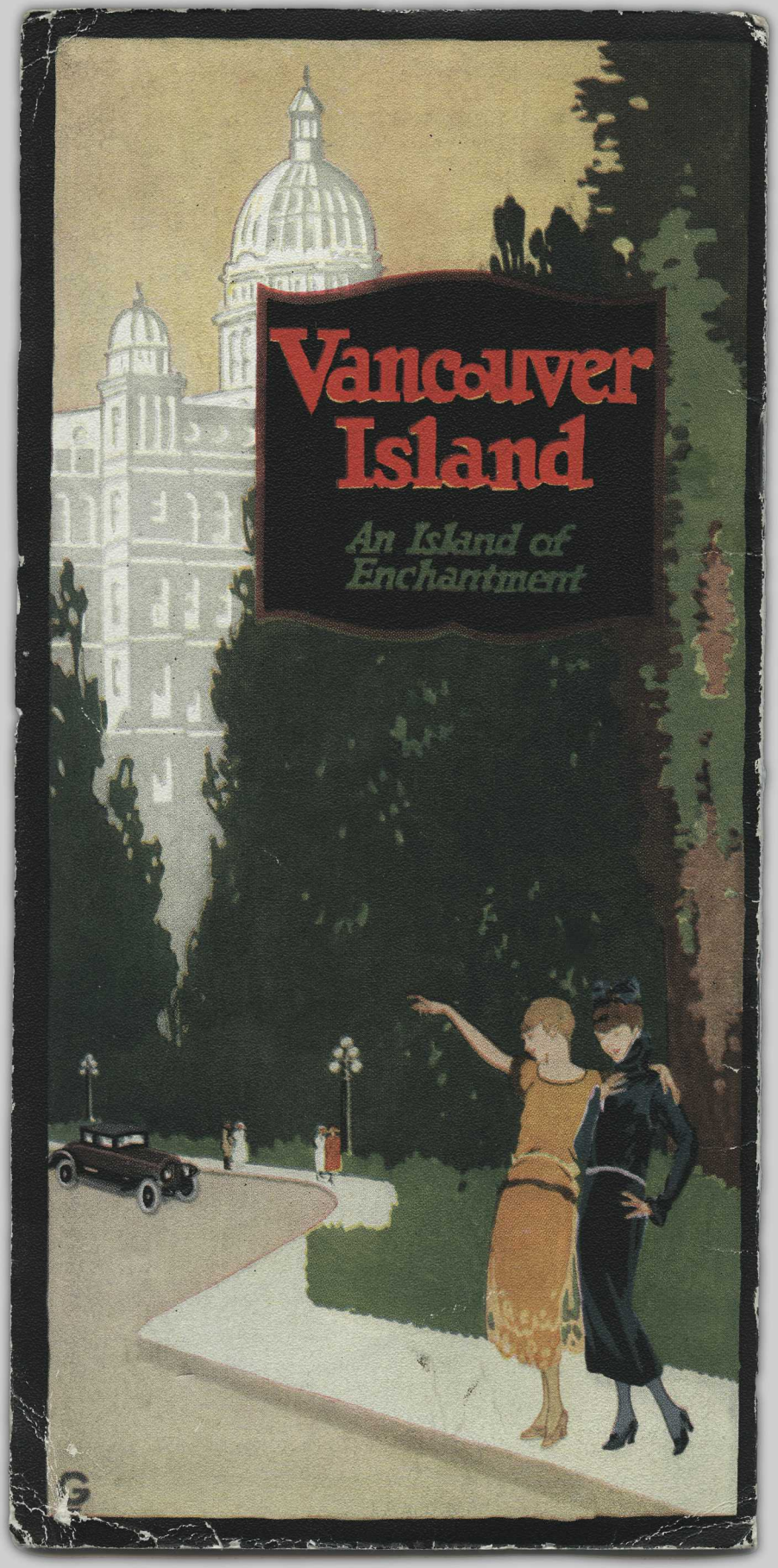
# CANADIAN PACIFIC RAILWAY

## OFFICERS OF THE TRAFFIC DEPARTEMENT

| | | |
|---|---|---|
| W. R. MacInnes | Vice-President in Charge of Traffic | Montreal |
| C. E. Ussher | Passenger Traffic Manager | Montreal |
| W. B. Lanigan | Freight Traffic Manager | Montreal |
| Sir G. McLaren Brown, K.B.E., | European General Manager | London, Eng. |
| C. B. Foster | Assistant Passenger Traffic Manager | Montreal |
| C. E. McPherson | Assistant Passenger Traffic Manager | Winnipeg |
| W. G. Annable | Assistant Passenger Traffic Manager, Ocean Traffic | Montreal |
| W. H. Snell | General Passenger Agent | Montreal |
| G. A. Walton | General Passenger Agent | Winnipeg |
| H. W. Brodie | General Passenger Agent | Vancouver |
| Wm. Ballantyne | General Passenger Agent, Ocean Traffic | Montreal |
| H. G. Dring | European Passenger Manager | London, Eng. |
| Geo. C. Wells | Assistant to Passenger Traffic Manager | Montreal |
| W. C. Bowles | Assistant Freight Traffic Manager | Montreal |
| W. M. Kirkpatrick, | M.C., Assistant Freight Traffic Manager | Winnipeg |
| H. E. Macdonell | Special Freight Traffic Representative | Montreal |
| E. N. Todd | General Foreign Freight Agent | Montreal |
| R. E. Larmour | General Freight Agent | Montreal |
| C. E. Jefferson | General Freight Agent | Winnipeg |
| A. O. Seymour | General Tourist Agent | Montreal |
| J. O. Apps | General Agent Mail, Daggage and Milk Traffic | Montreal |
| J. M. Gibbon | General Publicity Agent | Montreal |

## PASSENGER AGENCIES

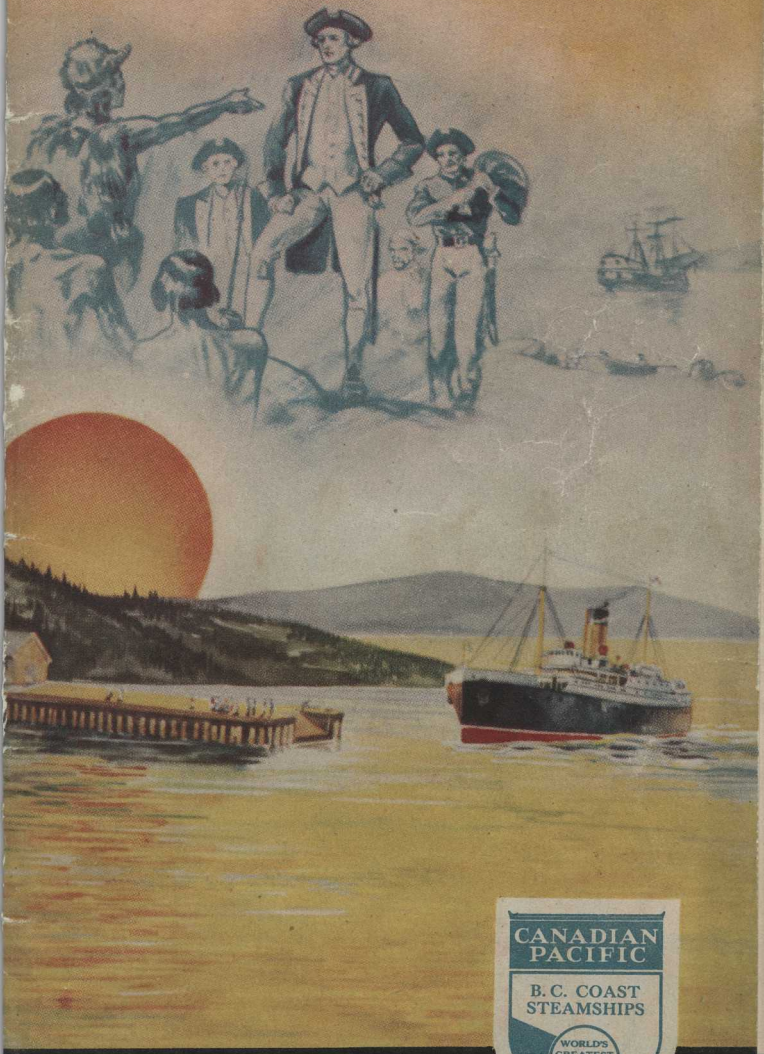
| | | | |
|---|---|---|---|
| Adelaide | Aus | Australasian United S. Nav. Co., Ltd. | |
| Antwerp | Belgium | W. D. Grosset, Agent | 25 Qual Jordaens |
| Atlanta | Ga | E. G. Chesbrough, Gen'l Agent Pass'r Dept | 49 N. Forsyth Street |
| Auckland | N.Z. | Union S.S. Co. of New Zealand, Ltd. | |
| Belfast | Ireland | Wm. McCalla, Agent | 41-43 Victoria Street |
| Birmingham | Eng | W. T. Treadaway, Agent | 4 Victoria Square |
| Boston | Mass | L. R. Hart, Gen'l Agent Pass'r Dept | 405 Boylston Street |
| Brandon | Man | R. Dawson, District Passenger Agent | Smith Block |
| Brisbane | Aus | Macdonald, Hamilton & Co. | |
| Bristol | Eng | A. S. Ray, Agent | 18 St. Augustine's Parade |
| Brussels | Belgium | C. DeMey | 98 Boulevard Adolphe-Max |
| Buffalo | N.Y. | D. R. Kennedy, Gen'l Agt. Passenger Dept., | 160 Pearl Street |
| Calgary | Alta | J. E. Proctor, District Passenger Agent | C.P.R. Station |
| Chicago | Ill | T. J. Wall, General Agent Pass'r Dept | 140 South Clark Street |
| Christiania | Norway | Eivind Bordewick, General Agent | Jernbanetorvet 4 |
| Cincinnati | Ohio | M. E. Malone, General Agent Pass'r Dept | 430 Walnut Street |
| Cleveland | Ohio | G. B. Burpee, General Agent Pass'r Dept | 1040 Prospect Ave. |
| Detroit | Mich | W. McIlroy, General Agent Pass'r Dept | 1239 Griswold Street |
| Duluth | Minn | D. Bertie, Trav. Pass. Agent, Soo Line Depot. | |
| Dundee | Scotland | H. H. Borthwick, Agent | 88 Commercial Street |
| Dunedin | N.Z. | Union S.S Co. of New Zealand, Ltd. | |
| Edmonton | Alta | C. S. Fyfe, City Ticket Agent | 10012 Jasper Avenue, East |
| Fort William | Ont | A. J. Boreham, City Passenger Agent | 404 Victoria Avenue |
| Glasgow | Scotland | M. L. Duffy, Agent | 25 Bothwell Street |
| Halifax | N.S. | J. D. Chipman, City Passenger Agent | 117 Hollis Street |
| Hamburg | Germany | C. F. A. Flugge, Agent | Alsterdam 24 |
| Hamilton | Ont | A. Craig, City Passenger Agent | Cor. King and James Street |
| Havana | Cuba | Santamaria y Ca., San Ignacio 18 | |
| Havre | France | J. M. Currie & Co. | 2 Rue Pleuvry |
| Hong Kong | China | T. R. Percy, Gen'l Agent Pass'r Dept., | Can. Pac. Steamships, Ltd. |
| Honolulu | H.I. | Theo. Davis & Co. | |
| Juneau | Alaska | J. L. McCloskey, Agent | |
| Kansas City | Mo | R. G. Norris, City Pass'r Agent, | 614 Railway Exchange Bldg. |
| Ketchikan | Alaska | F. E. Ryus, Agent | |
| Kingston | Jamaica | George & Prandy. | |
| Kingston | Ont | F. Conway, City Freight and Passenger Agent | |
| Kobe | Japan | A. M. Parker, Passenger Agent, | Canadian Pacific Steamships, Ltd. |
| Liverpool | Eng | Thos. McNeil, General Agent, | Royal Liver Building, Pier Head |
| London | Eng | Wm. Baird, Asst. European Pass'r Mgr. | 62-65 Charing Cross, S.W. 1 |
| | | C. E. Jenkins, Booking Agent | |
| | | G. Saxon Jones, City Agent | 103 Leadenhall Street, E. C. 3 |
| London | Ont | H. J. McCallum, City Passenger Agent | 161 Dundas Street |
| Londonderry | Ire | J. A. Grant, Agent | 50 Foyle Street |
| Los Angeles | Cal | A. A. Polhamus, Gen'l Agent Pass'r Dept | 605 South Spring St. |
| Manchester | Eng | J. W. Maine, Agent | 1 Mount Street |
| Manila | P.I. | J. R. Shaw, Agent | 203 Roxas Building |
| Melbourne | Aus | Union S.S. Co. of New Zealand, Ltd | Thos. Cook & Son |
| Milwaukee | Wis | F. T. Sansom, City Passenger Agent | 68 Wisconsin Street |
| Minneapolis | Minn | A. G. Albertsen, General Agent Pass'r Dept., | 611—2nd Ave. South |
| Moji | Japan | Wurui Shokwai (Holme, Ringer & Co.) | |
| Montreal | Que | R. G. Amlot, District Passenger Agent | Windsor Station |
| | | C. F. Lydon, City Passenger Agent | 141-145 St. James Street |
| Moosejaw | Sask | A. C. Harris, Ticket Agent, | Canadian Pacific Station. |
| Nagasaki | Japan | Holme, Ringer & Co. | |
| Nelson | B.C. | J. S. Carter, District Passenger Agent | Baker and Ward Streets |
| New York | N.Y. | F. R. Perry, General Passenger Department Agent | Canadian Pacific Bldg., Madison Ave. at 44th Street |
| North Bay | Ont | L. O. Tremblay, Travelling Passenger Agent | 87 Main Street W. |
| Ottawa | Ont | J. A. McGill, General Agent Passenger Dept. | 83 Sparks Street |
| Paris | France | A. V. Clark, Agent | 7 Rue Scribe |
| Philadelphia | Pa | R. C. Clayton, City Passenger Agent | 629 Chestnut Street |
| Pittsburg | Pa | C. L. Williams, Gen'l Agent Passenger Dept | 340 Sixth Avenue |
| Portland | Ore | W. D. Deacon, General Agent Passenger Dept | 55 Third Street |
| Prince Rupert | B.C. | W. C. Orchard, General Agent | |
| Quebec | Que | C. A. Langevin, City Passenger Agent | Palais Station |
| Regina | Sask | G. D. Brophy, District Passenger Agent, | C.P.R. Station |
| Rotterdam | Holland | J. Springett, Agent | 42 Coolsingel |
| St. John | N.B. | N. R. DesBrisay, District Passenger Agent | 40 King Street |
| St. Louis | Mo | E. L. Sneehan, General Agent Passenger Dept., | 420 Locust Street |
| St. Paul | Minn | B. E. Smeed, Gen'l Agt., Passr. Dept., | Soo Line. Robert & Fourth |
| San Francisco | Cal | F. L. Nason, General Agent Passenger Dept | 675 Market Street |
| Saskatoon | Sask | W. E. Lovelock, City Ticket Agent | 115 Second Avenue |
| Sault Ste. Marie | Ont | J. O. Johnston, City Passenger Agent. | |
| Seattle | Wash | E. F. L. Sturdee, General Agent Pass'r Dept | 608 Second Avenue |
| Shanghai | China | A. H. Tessier, Gen'l Agt. Pass'r Dept., | Can. Pac. Steamships, Ltd. |
| Sherbrooke | Que | J. A. Metivier, City Passenger Agent | 74 Wellington Street |
| Skagway | Alaska | L. H. Johnston, Agent | |
| Southampton | Eng | J. Gardner | 14 Canute Road |
| Spokane | Wash | E. L. Cardle, Traffic Manager | Spokane International Railway |
| Suva | Fiji | Union S.S. Co. of New Zealand, Ltd. | |
| Sydney | Aus | Union S.S. Co. of New Zealand, Ltd. | |
| Tacoma | Wash | D. C. O'Keefe, City Passenger Agent | 1113 Pacific Avenue |
| Toronto | Ont | W. B. Howard, District Passenger Agent | 1 King Street E. |
| | | Wm. Fulton, Asst. District Passenger Agent | |
| Vancouver | B.C. | F. H. Daly, City Passenger Agent | 434 Hastings Street West |
| Victoria | B.C. | L. D. Chetham, City Passenger Agent | 1102 Government Street |
| Warsaw | Poland | W. J. Wyatt, Passenger Agent | 117 Marszalkowska |
| Washington | D.C. | C. E. Phelps, City Passenger Agent | 1419 New York Avenue |
| Winnipeg | Man | J. W. Dawson, Dist. Pass'r Agt. | Cor Portage Ave. & Main Street |
| Yokohama | Japan | G. E. Costello, Gen'l Agt. Pass. Dept., | Can. Pac. Steamships, Ltd. |


Vancouver Island
An Island of Enchantment

1941

# Sunset CRUISES

## WEST COAST VANCOUVER ISLAND



CANADIAN PACIFIC

B. C. COAST STEAMSHIPS

WORLD'S GREATEST TRAVEL SYSTEM

Canadian Pacific

# Points of INTEREST on the WEST COAST

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

**2. PORT RENFREW** 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 village, the principal industries being logging and salmon canning. There is excellent trout and salmon fishing in season, and good opportunities for shooting bear, deer, goose, duck or brant.

**3. BAMFIELD** Shortly after leaving Clo-oose we pass Cape Beale, marking the entrance to Barkley Sound, and arrive 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. Bamfield, 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. Bamfield is the Lifeboat Service station for the West Coast.

**4. UCLUELET** Ucluelet Harbour is a well sheltered inlet, about five miles long, situated at the west end of Barkley Sound and protected from the Pacific swell by several outlying islands. It is the base of a large fishing fleet and has several fine lakes and small rivers in the vicinity, which offer good sport to the angler. 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 to the Vancouver Island main highway, giving access to Long Beach, twelve miles long and one-quarter wide, probably one of the finest ocean beaches in North America.

**5. CLAYOQUOT SOUND** Three hours' steaming from Ucluelet brings us 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 situated on a long, half-moon, 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 a large fishing fleet. On leaving Clayoquot, a call is made at the Roman Catholic Indian Mission School at Kakawis and several fishing plants in Matilda Creek before proceeding to Nootka.

**6. 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 inlet at the entrance to the Sound, named by the Indian "Yukquot" or "Yucuat," derived from "Yukwitt" to blow with wind; "Aht," people or village, meaning "a village exposed to the wind." Nootka is probably the most interesting historical port on the West Coast of North America. Captain Cook first named the Sound "King George's Sound," 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 farther up the Sound is Nootka Cannery where, after a brief stop, the steamship proceeds through a beautiful narrow passage between the mountains, called Tahsis Canal.

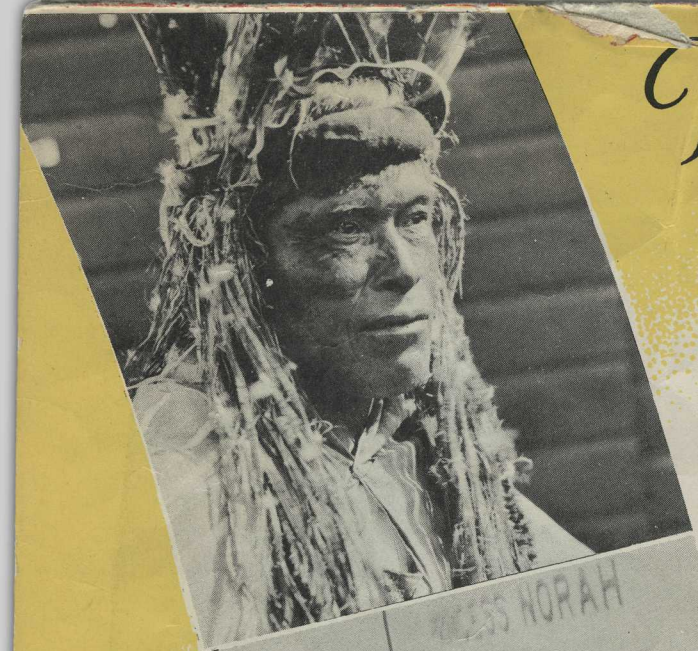
**7. ESPERANZA INLET** This large inlet was also discovered and named by Capt. Cook in 1778. Calls are made in the Inlet at Ceepeecee, Port Tahsis, Zeballos and Espinosa, before passing again into the open sea en route to Kyuquot Sound.

**8. ZEBALLOS** is now a regular port of call on this enthralling trip and holds interest as the newest and fastest growing mining camp in Western Canada. Gold has lured men from far and near to this fabulously rich district and in less than three years a small gold camp with half a dozen prospectors' shacks has become a town with hospital, wharf, hotel and several producing mines.

**9. KYUQUOT SOUND** A call is sometimes made at Cachalot, a former whaling station, now converted into a fish reducing plant—one of the largest on the coast. Calls are also 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.

**10. QUATSINO SOUND** The first call is at Winter Harbour, near the entrance on the north side; then a few miles farther on Quatsino Village. The ship then proceeds down the southeast arm to Port Alice, the terminus of the voyage and the site of a large pulp mill. After a stay of several hours at Port Alice, the homeward voyage commences. Before leaving the Sound a call is sometimes made at Spry Camp, at the extreme end of the northwest arm, which is entered through a beautiful narrow tidal channel.

# The WEST COAST INDIANS



ABORIGINES, little spoiled by nearly two centuries of contact with the white man, and who still follow the handicrafts and customs of their tribal ancestors, add interest to your West Coast of Vancouver Island cruise.

Though their living habits have been altered by association with whites, and they prefer "store clothes" to home-made skins and hides, hardy braves of the Nootka and Kwakiuti tribes still preserve their ancient cunning. They can fell a giant cedar from the forest, cut it into lengths and burn it out to make their primitive but efficient dug-out canoes.

In these cumbersome-looking craft they perform prodigious feats of seamanship. Along this coast with its deep bays, rocky inlets and treacherous winds and tides from the open Pacific, they paddle from inlet to village in all kinds of weather. White sailormen are continually amazed at their skill and daring, but his canoe is the Indian's livelihood, and skill with a dugout is one of the first things he must acquire.

At Kyuquot village, the journey is enlivened by the sight of Indians, colorfully attired, putting out in their picturesque dugouts to take off mail and baggage from the steamship.

Totem poles, those fearsome, brilliant-hued relics of Indian lore, are seen to advantage on the West Coast. At Friendly Cove particularly are some fine specimens. One of them in fact is interpreted to include a figure representing Captain James Cook, who, with Lieutenant Bligh (later captain of the ill-fated *Bounty*), first visited Friendly Cove in 1778.

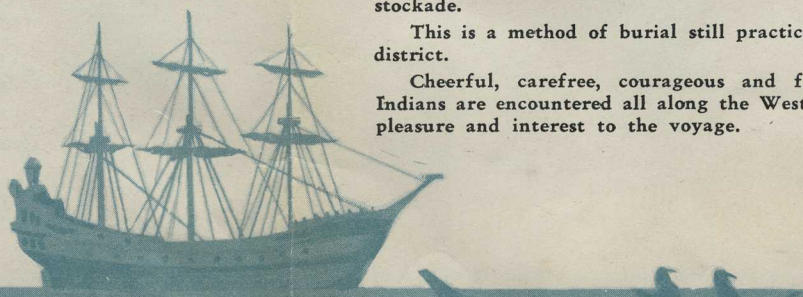
West Coast Indians, too, are noted for their skill in the weaving of baskets, and offer their wares for sale to visitors at various wharves along the route.

For some years the strange practice peculiar to these tribes of shaping the head of an infant by strapping a board across his forehead has been discontinued, but a few examples resulting from this custom are to be noted among older members of the tribes.

Equally fascinating customs, however, are revealed in other ways. On the shore of the Tahsis Canal, through which the ship proceeds north from Nootka Inlet, may be seen an Indian grave, surmounted by a small house and surrounded by a tiny stockade.

This is a method of burial still practiced by Indians of the district.

Cheerful, carefree, courageous and friendly, West Coast Indians are encountered all along the West Coast route, adding pleasure and interest to the voyage.



Captain Vancouver

# *Romance and* HISTORY

HISTORICALLY the oldest, but in development one of the newest parts of British Columbia, Vancouver Island's scenic West Coast can be called one of the Dominion's last frontiers.

Here is a rugged coastline, frequently compared with Norway's, which is without automobiles and, except for a few small industrial communities, without roads and electric lights.

Captain James Cook sailed up the West Coast in 1778, made his headquarters in Friendly Cove, and in 1788 Lieutenant John Meares, also of the British Navy, visited Nootka with two small ships, and built a trading post.

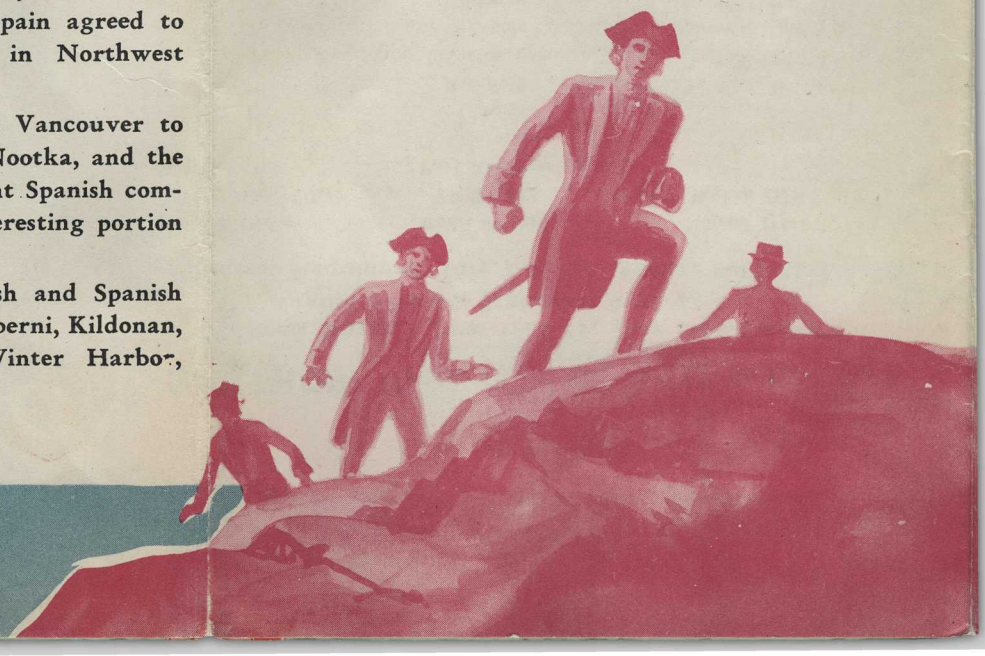
These early explorations of the West Coast were fraught with adventure and bloodshed as Britain warred with Holy Spain for this North American prize. Lieutenant Meares and his men were captured and imprisoned by Spaniards; Spain and England hovered on the brink of war, but after sharp diplomatic exchanges, promises and threats, this rich and beautiful land was ceded to England by the terms of the Nootka convention, by which Spain agreed to acknowledge Britain's sovereignty in Northwest America.

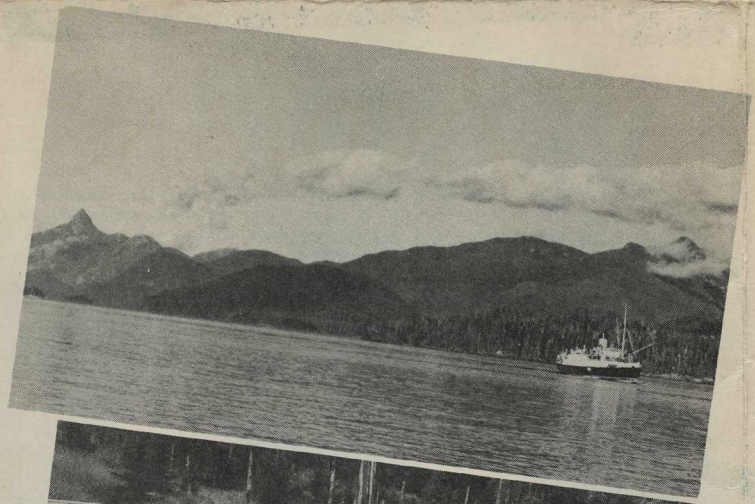
Britain sent out Captain George Vancouver to take formal possession, in 1792, at Nootka, and the record of his meeting with the gallant Spanish commander, Bodega y Quadra, is an interesting portion of Captain Vancouver's log.

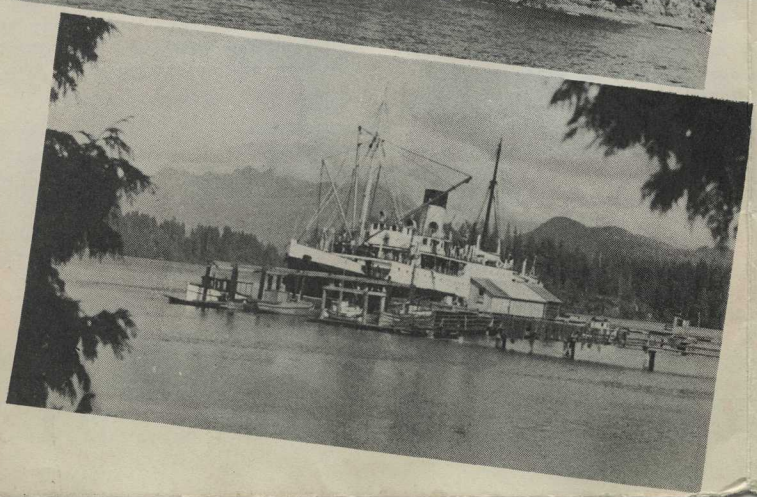
Along the coastline today English and Spanish names alternate . . . Bamfield, Port Alberni, Kildonan, Tofino, Refuge Cove, Hesquiat, Winter Harbor, Quatsino, Hecate, Espinosa, but there too the Indians, of the Nootka and Kwakiuti tribes, perpetuate the days of their glory in names like Ucluelet, Clayoquot, Kakawis, Ahousat, Tahsis, and Chamiss Bay.

Perhaps Vancouver had some vision of the thousands of tourists destined to visit this glorious land in years to come, for his journal reveals this acknowledgment of the beauties and charms of this coastline: "To describe the beauties of the region will, on some future occasion, be a very grateful task to the pen of a skilled panegyrist. The serenity of the climate, the innumerable pleasing landscapes and the abundant fertility that unassisted Nature puts forth, requires 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."

Industry has come—sawmills, mines, a bustling seaport at Port Alberni, cable stations and fish canneries, but the West Coast remains for the most part as it was in its historic past, and has yet to fulfill Captain Vancouver's prophecy of mansions.







# SPECIAL FEATURE CRUISE *Around* VANCOUVER ISLAND

## S.S. "PRINCESS NORAH"

## June 28 to July 5, 1941

Sailing from Vancouver 2:00 p.m. and Victoria 11:00 p.m., Saturday, June 28, and due to arrive Vancouver on return at 9:00 a.m., Saturday, July 5.

*Local steamer connecting from Seattle.*

| | |
|---|---|
| Fare from Vancouver or Victoria | $55.00 |
| Fare from Seattle (Including berth and meals) | $60.00 Minimum |

Rooms 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15 carry premium of $10.00 per berth and $20.00 per room in addition to minimum fare.

Rooms 122, 124, 127, 129 carry premium of $30.00 per room in addition to minimum fare.

Calls are made at the ten principal ports on the West Coast and cruise is then continued around the Island, with next call at Alert Bay. This is the first port of call of our Alaska steamers and the Indian village and totem poles at this place are always of interest to the tourist.

The return route is by the "inside passage," through Johnstone Strait, Seymour Narrows and the Gulf of Georgia, with a day spent in cruising to the head of Knight Inlet, one of the most beautiful fiords on the Pacific Coast.

Call is made the following day at Comox, Gateway to the beautiful Comox Valley, scenically and agriculturally the finest on Vancouver Island, where the evening is spent and steamer sails at midnight for Vancouver.

# WEST COAST VANCOUVER ISLAND SERVICE — SUNSET CRUISE SAILINGS 1941

## Schedule

CANADIAN PACIFIC
B. C. COAST STEAMSHIPS
WORLD'S GREATEST TRAVEL SYSTEM
Queen Charlotte Strait
Knight Inlet
Nootka Sound
Kyuquot Sound
Esperanza Inlet
Nootka Sound
Clayoquot Sound
Barclay Sound
Juan de Fuca Strait
SHUSHARTIE BAY
HOLBERG
PORT HARDY
COAL HARBOUR
QUATSINO VILLAGE
JEUNE LOCK
PORT ALICE
SPRY CAMP
PORT MCNEILL
ALERT BAY
KYUQUOT VILLAGE
MARKALE
TEPENOSA
ESPERANZA
TAHSIS SALTERY
OLDSON'S LOCK
PORT TAHSIS
NOOTKA
MUCHALAT
ESPINOSA
REFUGE COVE
AMAI BAY
KAKAWIS
CLAYOQUOT
TOFINO
UCLUELET
ECOOSE
SARITA BAY
BAMFIELD
SALMON RIVER
SAYWARD
ELK RIVER
UPPER CAMPBELL LAKE
CAMPBELL RIVER
ADAMS LAKE
THURLOW ISLAND
ROCKY BAY
UNION BAY
PUBLICO BAY
POWELL RIVER
Jervis Inlet
Toba Inlet
Sechelt Inlet
Howe Sound
Strait of Georgia
Fraser River
INTERNATIONAL BOUNDARY
NEW WESTMINSTER
VANCOUVER
NANAIMO
PORT ALBERNI
UNDERWOOD COVE
LUCKY CREEK
PORT RENFREW
SHAWNIGAN LAKE
COOKS LAKE
VICTORIA
PORT ANGELES
SEATTLE
BELLINGHAM
SIDNEY
MAYNE IS.
SALTSPRING IS.
PENDER IS.
GALIANO IS.
Trial Is.
Queen Is.
Sucia Is.
Orcas Is.
Lopez Is.
Stuart Is.
Cortes Is.
Quadra Is.
Texada Is.
Gabriola Is.
Thetis Is.
Galiano Is.
Saturna Is.
Mayne Is.
Pender Is.
Salt Spring Is.
Sidney Is.
Moresby Is.
Tsussie Is.
Sooke Is.
Port Renfrew
Pacific Ocean
Juan de Fuca Strait
Lake Crescent
Port Angeles
Victoria
Seattle
Vancouver
New Westminster
Nanaimo
Fraser River
International Boundary
Bellingham
Sidney
Mayne Is.
Saltspring Is.
Pender Is.
Galiano Is

# FOR RESERVATIONS

## Apply to Nearest Canadian Pacific Agent

*or to*

### PASSENGER AGENTS IN THE UNITED STATES

| | | |
|---|---|---|
| ATLANTA, GA. | 950 Citz. & Southn. Nat. Bk. Bldg. | W. A. Shackleford<br>Gen. Agt., Pass'r Dept. |
| BOSTON MASS. | 405 Boylston St. | L. R. Hart<br>Gen. Agt., Pass'r Dept. |
| BUFFALO, N. Y. | 22 Court St. | W. P. Wass<br>Gen. Agt., Pass'r Dept. |
| CHICAGO, ILL. | 71 E. Jackson Blvd. | T. J. Wall<br>Gen. Agt., Rail Pass'r |
| CINCINNATI, O. | 201 Dixie Terminal Bldg. | L. P. Dooley<br>City Passenger Agent |
| CLEVELAND, O. | 1010 Chester Ave. | G. H. Griffin<br>Gen. Agt., Pass'r Dept. |
| DALLAS, TEXAS | 1304 Kirby Building | P. G. Jefferson<br>Dist. Pass'r Rep. |
| DETROIT, MICH. | 1231 Washington Blvd. | M. E. Malone<br>Gen. Agt., Pass'r Dept. |
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| INDIANAPOLIS, IND. | Merchants Bank Bldg. | A. C. Nieman<br>Trav. Pass'r Agent |
| KANSAS CITY, MO. | 201-2 Waldheim Bldg. | R. G. Norris<br>City Pass'r Agent |
| LOS ANGELES, CAL. | 513 West 6th St. | A. D. Macdonald<br>Gen. Agt., Pass'r Dept. |
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| ST. LOUIS, MO. | 418 Locust St. | G. P. Carbrey<br>Gen. Agt., Pass'r Dept. |
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| WASHINGTON, D. C. | 14th and New York Ave N.W. | C. E. Phelps<br>Gen. Agt., Pass'r Dept. |

### PASSENGER AGENTS IN CANADA

| | | |
|---|---|---|
| BANFF, ALTA. | Canadian Pacific Station | E. Officer<br>Special Passenger Rep. |
| CALGARY, ALTA. | Canadian Pacific Station | J. W. Dawson<br>Dist. Pass'r Agent |
| MONTREAL, QUE. | Windsor Station | P. E. Gingras<br>Dist. Pass'r Agent |
| MONTREAL, QUE. | 201 St. James St. W. | F. C. Lydon<br>Gen. Agt., Rail Pass'r |
| NORTH BAY, ONT. | 87 Main St. W. | R. Y. Daniaud<br>Dist. Pass'r Agent |
| OTTAWA, ONT. | 83 Sparks St. | J. A. McGill<br>Gen. Agt., Pass'r Dept. |
| QUEBEC, QUE. | Palais Station | C. A. Langevin<br>Gen. Agt., Pass'r Dept. |
| REGINA, SASK. | Canadian Pacific Station | J. C. Pike<br>Dist. Pass'r Agent |
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2857—15M

LITHO IN CANADA

1941

# Sunset CRUISES

## WEST COAST VANCOUVER ISLAND

Canadian Pacific

# MOTOR TRIPS to CANADA

TO VANCOUVER ISLAND

CANADIAN PACIFIC

MOTOR TRIPS to CANADA

TO VICTORIA AND VANCOUVER

CANADIAN PACIFIC

Jun. 24, 1932

# DELIGHTFUL CANADIAN MOTOR TRIPS

HERE are a few of the more popular regions on Vancouver Island and the British Columbia mainland that are easily available by motor, with attractive accommodations at hotels and resorts:

## SOOKE:

22 miles from Victoria by motor, rail or public stages. Excellent salmon and trout fishing, sandy beach, boating, bathing, horseback, tennis, bowling greens, hiking up Mt. Shepherd. Good hotel accommodations.

## SHAWNIGAN LAKE:

27 miles from Victoria. Famous for trout fishing. One of the most popular, easily accessible fishing locations on Vancouver Island.

## COWICHAN BAY:

36 miles from Victoria on the main Island Highway. A countryside district with cattle, poultry, hatcheries and seed farms. Neighboring rivers and sea afford fine salmon and trout fishing. Salt water bathing. Modern hotel.

## NANAIMO:

The distributing centre for the north end of Vancouver Island. 77 miles from Victoria by road. Golf, fishing. Steamship connections three times daily with Vancouver.

## NEWCASTLE ISLAND RESORT:

A 754-acre island near Nanaimo. Sandy beaches, pavilion for dancing, bath house, picnic ground with covered tables, sports and recreation ground. Served daily by Canadian Pacific steamships from Vancouver.

## PARKSVILLE BAY:

100 miles from Victoria; 23 miles from Nanaimo. Sea bathing, splendid beach. Good hotel accommodations.

## SPROAT and GREAT CENTRAL LAKES:

104 miles from Victoria in the heart of the mountain district. Fine scenery, trout fishing (trolling and fly). Good hotel.

## CAMERON LAKE:

113 miles from Victoria on the lake shore in the Arden forest. Boating, bathing, fishing, hiking, mountain climbing. Near Cameron Lake Falls.

## QUALICUM BEACH:

108 miles from Victoria. Golf, sandy beach, fishing, tennis, hiking up Mt. Arrowsmith, horseback. Hotel and resort accommodations.

## PORT ALBERNI:

129 miles from Victoria at the head of the Alberni Canal. Fishing, boating, bathing, sightseeing trips. Excellent hotel accommodations.

## COMOX:

150 miles from Victoria. Seafront region with fine view and climate. Golf, salmon and trout fishing, warm sea bathing, tennis, boating, hiking, hunting.

## CAMPBELL RIVER:

176 miles from Victoria. Centre of a wonderful region for hunting, salmon fishing, hiking, boating and bathing. Headquarters of the Tyee Club of British Columbia. Northern gateway to Strathcona National Park.

## FORBES LANDING:

184 miles from Victoria. Entrance to Strathcona National Park. Fly fishing. Deer, bear, willow and blue grouse are plentiful. Boats, launches, pack horses available. Good hotel accommodations.

## STRATHCONA NATIONAL PARK:

An alpine area of unrivaled beauty, in the central portion of Vancouver Island. Snow-topped peaks and glaciers, streams and lakes, beautiful scenery. 800 square miles in area.

## GROUSE MOUNTAIN:

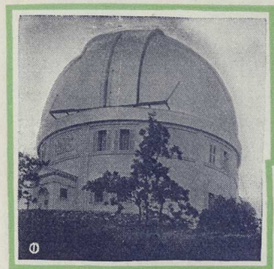
16 miles from Vancouver, over beautiful Grouse Mountain Highway. A scenic mountain playground where outing sports abound. Fine accommodations.

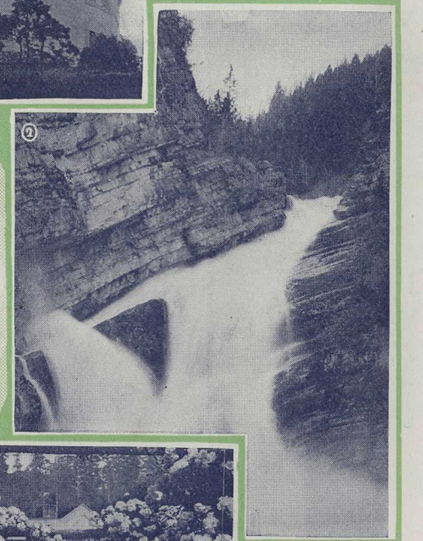
## HARRISON HOT SPRINGS:

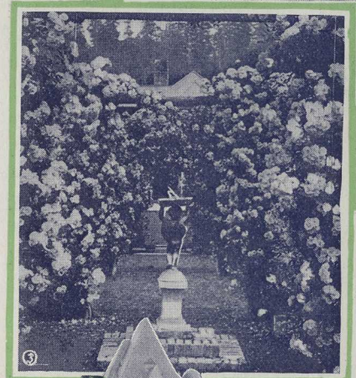
A short distance by paved highway from Seattle or Vancouver. Golf, tennis, bowling, shooting, fishing, hiking, medicinal springs. Excellent accommodations.

Printed in Canada—McB.-C.—1932—316

# CANADA'S "EVERGREEN PLAYGROUND" AFFORDS RECREATION AND PLEASURE FOR EVERYONE







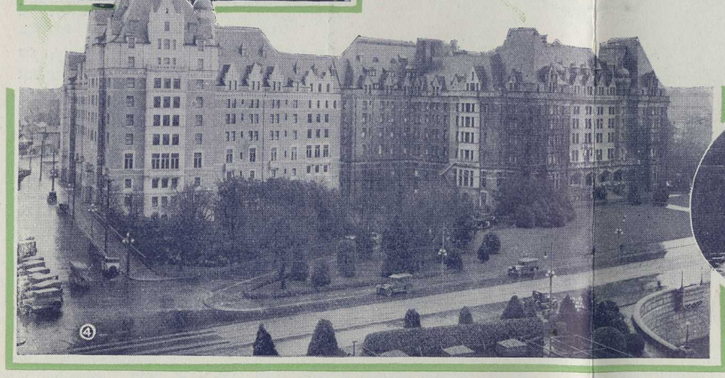
VICTORIA . . . Vancouver . . . Vancouver Island . . . the British Columbia mainland — here, indeed, is an *"Evergreen Playground"* dedicated to the enjoyment of vacationists and travelers from every clime!

Scenic attractions of world-wide renown . . . every type of outdoor activity and recreation . . . fine hotels and resorts . . . wonderful climate, all combine to provide an ideal vacation locale.

*"Princess"* liners from the Lenora Street Dock in Seattle and Pier D in Vancouver carry travelers to Victoria in just four hours—a delightful inland water cruise in itself. Victoria's famous *Empress Hotel* affords a hospitality and an atmosphere of warmth and comfort unequalled. The city is a typically British community that offers many interesting features, including the Parliament Buildings, Butchart Sunken Gardens, Provincial Museum and Library, Mineral Museum, Dominion Astrophysical Observatory, and Crystal Gardens natatorium and promenade.

From Victoria to Vancouver is a short jaunt that may be made over three routes: (1) Direct via *"Princess"* liners; (2) Via motor to Nanaimo, and then by auto ferry to Vancouver; (3) Via motor to Sidney, and then by auto ferry to Steveston, on the mainland.

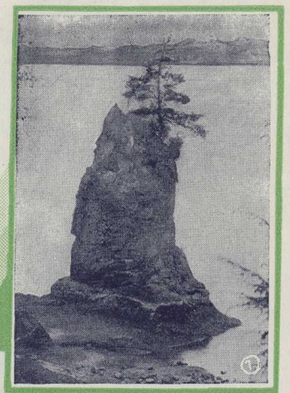
1—Astrophysical Observatory
2—Triple Falls, Strathcona National Park
3—In Butchart's Gardens
4—The Empress Hotel
5—In The Lagoon
6—Crystal Gardens
7—Siwash Rock

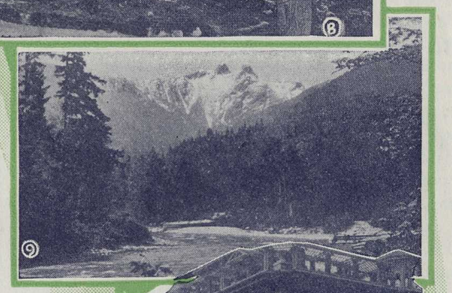


Vancouver, a city of 247,000 residents, has the *Hotel Vancouver* as the centre of its social and business life. Here, too, are many sightseeing features—Stanley Park, the Marine Drive, English Bay, Capilano Canyon and Lynn Canyon. This city is the Pacific Coast terminal for the Canadian Pacific *"Empress"* liners to Honolulu and the Orient, and the transcontinental trains that travel East via Banff, Lake Louise and the Bungalow Camps in the Canadian Rockies. From Vancouver, one may return to the United States on a *"Princess"* liner direct to Seattle, or via motor over the paved Pacific Highway across the international border at Blaine and thence via Bellingham and Everett to Seattle.

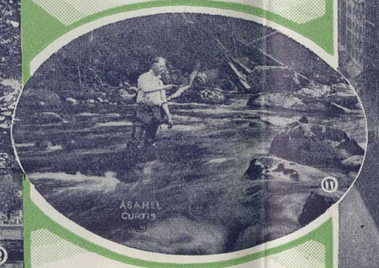
Throughout this *"Evergreen Playground"* are constant opportunities to enjoy outdoor recreations. Victoria and Vancouver, as well as some of the Island resorts, have many fine golf courses. Streams and lakes are plentifully stocked with trout, salmon and other members of the finny tribe. Excellent indoor and outdoor swimming is available. There is boating, tennis, horseback riding, hunting in season, hiking and mountain climbing, and many other activities.

In short, whatever your pleasure, it may be gratified here!





8—Grouse Mountain Chalet (Copyright J. Wardlaw)
9—"The Lions"
10—Hotel Vancouver
11—Stream Fishing
12—Year Round Golf

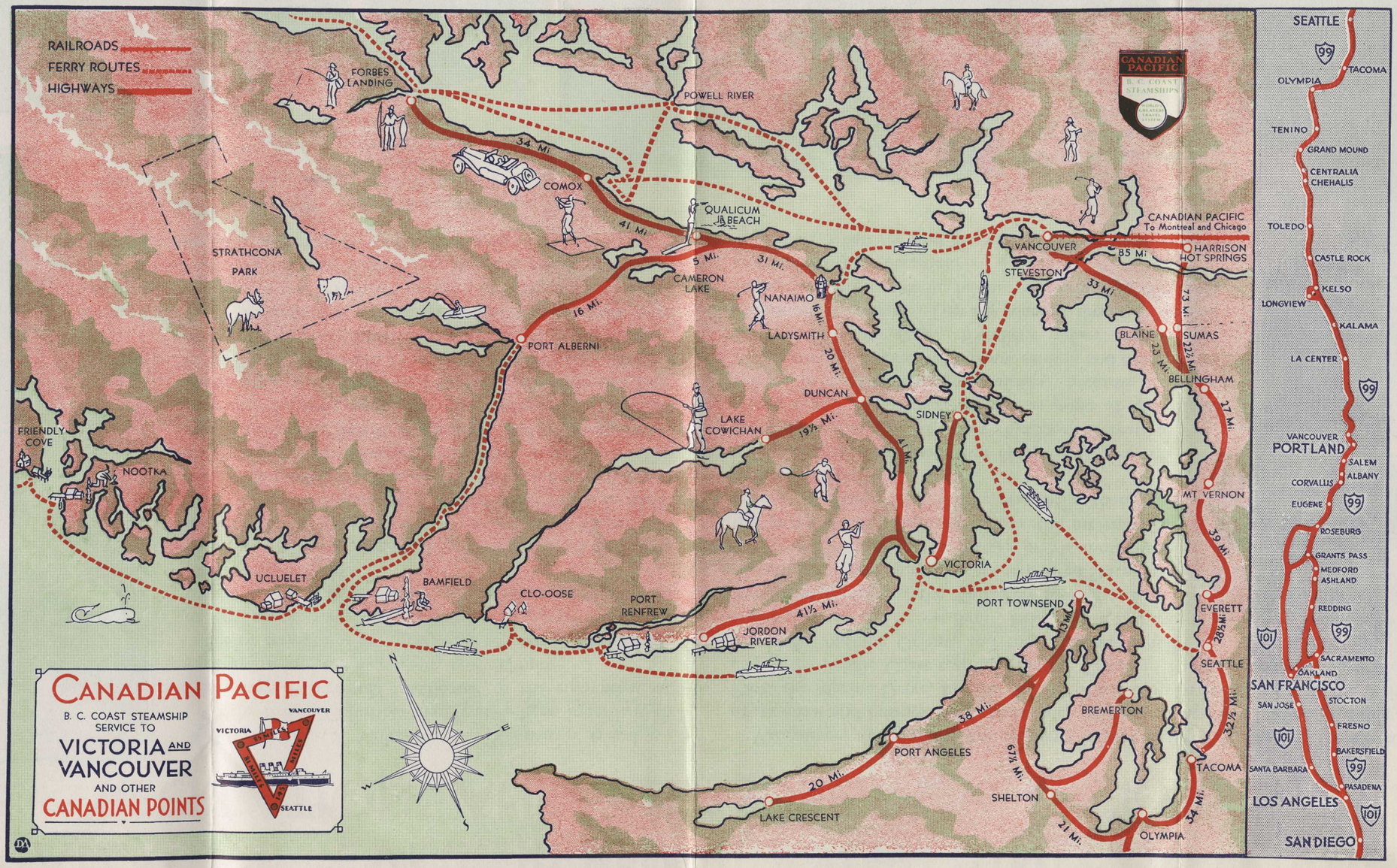


# CANADIAN PACIFIC PRINCESS LINERS TO CANADA

FROM Seattle to Victoria and Vancouver . . . from Sidney, on Vancouver Island, to Steveston, on the British Columbia mainland . . . from Nanaimo to Vancouver—these are the routes served by Canadian Pacific "*Princess*" liners, operating every day of the year.

The *Seattle-Victoria-Vancouver* service is maintained by the "*Princess Kathleen*" and "*Princess Marguerite.*" These liners are fast, modern vessels that afford luxurious accommodations, fine service and a delightful cuisine. Each ship has sleeping accommodations for more than 400 passengers, including a number of de luxe rooms and suites with private baths and lavatories. The public rooms and lounges are comfortably furnished, and the cruise aboard these liners is a vacation feature in itself.

The *Steveston-Sidney* service and the *Nanaimo - Vancouver* service is maintained by fast motor ferries operating on convenient time schedules, as designated on the page below. Connections with automobile bus routes on Vancouver Island and B. C. Electric trains on the mainland are made by the steamship operating on the *Steveston-Sidney* route.




ALL of the ships on these routes provide ample space for passenger automobiles of any size. The "*Princess Kathleen*" and "*Princess Marguerite,*" for instance have room for fifty cars, and the ships on other routes are equally spacious. Loading and unloading is merely a matter of driving on and off over wide level runways — as easy as taking your bag!

These services, without exception, have been planned and arranged for the utmost convenience of tourists and vacationists, and every effort is constantly expended to cater to the comfort and pleasure of passengers aboard any of the liners. Ticket and automobile reservations on any of the ships may be arranged through Canadian Pacific ticket offices anywhere, or may be obtained at the Canadian Pacific dock in each city.

Wherever you would go in Canada's "Evergreen Playground," you will find transportation provided by Canadian Pacific — the world's greatest travel system. A large share of the enjoyment of any vacation is provided by the delightful cruises offered by the steamships in the "B. C. Coast Service."

The complete time schedule and additional information pertaining to the summer service on each of these routes, fares, automobile rates, etc., appears on the lower part of this page.

NOTE: The map of the British Columbia territory above, and the strip map of the motor route up the Pacific Coast, have been prepared with the sole purpose of showing the motor routes and highspots of this territory in simple graphic form. They are not to be construed as technically perfect; rather, they merely depict motor and steamship routes, mileage shown between arrows, and distinguishing points and activities throughout the region.

# TIME SCHEDULES

## SEATTLE-VICTORIA-VANCOUVER

**"Princess Kathleen" and "Princess Marguerite"**

Double Daily Service

| | | | |
|---|---|---|---|
| Lv. Seattle | 9:00 a.m. | Lv. Victoria | 1:45 p.m. |
| Ar. Victoria | 12:45 p.m. | Ar. Vancouver | 5:45 p.m. |

| | | |
|---|---|---|
| Lv. Vancouver | 12 Noon | 7:30 p.m. |
| Ar. Victoria | 4:00 p.m. | 11:40 p.m. |
| Lv. Victoria | 5:30 p.m. | 1:00 a.m. |
| Ar. Seattle | 9:30 p.m. | 7:30 a.m. |

## SEATTLE-VANCOUVER DIRECT

Lv. Seattle 11:30 p.m. Ar. Vancouver 8:00 a.m.

Passenger Automobiles Any Size

## VANCOUVER-VICTORIA

**"Princess Elizabeth," "Princess Joan"**

DAILY SERVICE

| | | | |
|---|---|---|---|
| Lv. Vancouver | 12 Md't | Lv. Victoria | 12 Md't |
| Ar. Victoria | 7:00 a.m. | Ar. Vancouver | 7:00 a.m. |

Automobile Clearance 7 ft., 6½ in.

## VANCOUVER-NANAIMO

Effective May 20 to June 23, inclusive

**Steamships "Princess Elaine," "Princess Joan" and "Princess Elizabeth"**

| LEAVE VANCOUVER | LEAVE NANAIMO |
|---|---|
| 11:00 a.m. Daily | 8:00 a.m. Daily |
| 2:00 p.m. Daily | 2:15 p.m. Daily |
| 5:45 p.m. Daily | 6:00 p.m. Daily |

Effective June 24, 1932

**Steamships "Princess Elaine" and "Princess Victoria"**

| LEAVE VANCOUVER | LEAVE NANAIMO |
|---|---|
| 9:00 a.m. Daily except Sunday (Calling at Newcastle Island) | 8:00 a.m. Daily |
| | 12 Noon, Saturday only |
| | 2:15 p.m. Daily, except Sunday |
| 11:00 a.m. Daily | |
| 5:45 p.m. Daily, except Sunday | 7:00 p.m. Daily, except Sunday |
| 9:00 p.m. Sunday only | 8:00 p.m. Sunday only |

(Running time 2 hours 20 minutes)
Automobile clearance "Princess Elaine," 9 ft. 10 in.; "Princess Victoria," 7 ft. ½ in.

## VANCOUVER-NEWCASTLE ISLAND

Effective June 24, 1932

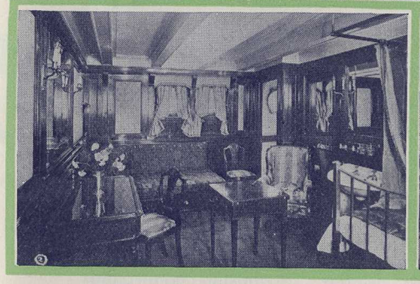
**Steamships "Princess Victoria," and "Princess Elaine"**

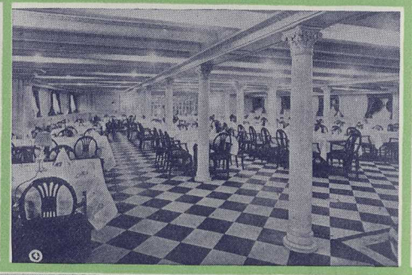
| LEAVE VANCOUVER | LEAVE NEWCASTLE IS. |
|---|---|
| 9:00 a.m. Daily, except Sunday | 6:30 p.m. Daily, except Sunday |
| 9:30 a.m. Sunday only | 6:00 p.m. Sunday only |
| | 7:15 p.m. Sunday only |

E. & N. RAILWAY CONNECTIONS

Steamship from Vancouver 11 a.m. connects at Nanaimo daily except Sunday with trains for Cameron Lake, Port Alberni, Courtenay and way points; for Victoria and points south, daily.

Steamship from Nanaimo 2:15 p.m. connects with train from Port Alberni, Courtenay and Cameron Lake daily except Sunday; from Victoria and points south, daily.





1—Princess Kathleen
Princess Marguerite
2—De Luxe Stateroom
3—Smoking Room
4—Dining Room
5—Princess Victoria
6—Motor Princess
7—Princess Elaine

## CANADIAN AND UNITED STATES CUSTOMS REQUIREMENTS

In order to bring the car back into Canada duty free on return journey, it must be registered with Customs Officer at port of exit when leaving Canada.

Residents of United States, owners of automobiles of American manufacture, are not required to report to United States Customs at port of exit, and on return journey to United States, State registration card will be accepted as establishing American origin and ownership of such automobiles.

If the automobile is to remain in Canada less than sixty days (ninety days in the United States), touring permit is obtainable from Customs Officer at port of entry allowing the car to be run for sixty days (ninety days in the United States) without securing Customs bond or depositing duty.

If more than sixty-day stay is planned in Canada, an extension for a further period, not exceeding thirty days, may be obtained, without bond or deposit, upon application to Customs Department.

# TIME SCHEDULES

## STEVESTON-SIDNEY (Victoria)

Effective June 24, 1932

**M.S. "Motor Princess"**

Daily Service

| | | | |
|---|---|---|---|
| Lv. Steveston | 9:30 a.m. | Lv. Sidney | 4:30 p.m. |
| Ar. Sidney | 12:30 p.m. | Ar. Steveston | 7:30 p.m. |

Automobile Clearance 9 feet 6 inches.

## CONNECTIONS AT STEVESTON

**From Vancouver**—Trains leave Interurban Station, Davie St., at 8:00 a.m. daily.
**For Vancouver**—B.C. Electric trains leave at 8:00 p.m. daily.

## CONNECTIONS AT SIDNEY

**For Victoria**—Auto Busses leave at 2:00 p.m. daily.
**From Victoria**—Auto Busses leave 3:00 p.m. daily.
Running time 45 minutes.

## AUTOMOBILE RATES

| | ONE WAY | | | ROUND TRIP | | |
|---|---|---|---|---|---|---|
| | Up to 115" | 116" to 125" | Over 125" | Up to 115" | 116" to 125" | Over 125" |
| Seattle—Vancouver | $4.50 | $5.50 | $6.50 | $8.10 | $9.90 | $11.70 |
| Seattle—Victoria | 4.00 | 5.00 | 6.00 | 7.00 | 9.00 | 10.80 |
| Victoria—Vancouver | 4.00 | 5.00 | 6.00 | 7.00 | 9.00 | 10.80 |
| Nanaimo—Vancouver | 3.50 | 4.50 | 5.50 | 6.00 | 8.10 | 9.90 |
| Steveston—Sidney | 3.50 | 4.50 | 5.50 | 6.00 | 8.10 | 9.90 |

CIRCUIT TOUR—Automobiles may be checked for CIRCUIT TOURS on any two or more of above routes or for through movement at 10% less than combination of one-way rates.

Rates made are wheelbase measurements, as follows: Up to 115 inches; from 116 to 125 inches; over 125 inches. (Exclusive of passenger fares.)

The times of arrival and departure will be followed as closely as possible, but are subject to tidal and weather conditions, and to change without notice.

## PASSENGER FARES

| | One Way | Round Trip 30-day |
|---|---|---|
| Seattle to Victoria | $2.50 | $4.50 |
| Seattle to Vancouver (no stopover Victoria) | 4.25 | 7.75 |
| Seattle to Vancouver (stopover) | 5.00 | 9.00 |
| Victoria to Vancouver | 2.50 | 4.50 |
| Vancouver to Nanaimo | 1.50 | 2.70 |
| Steveston to Sidney | 1.50 | 2.70 |

### CIRCUIT TOUR PASSENGER FARES

| | |
|---|---|
| Seattle to Victoria and Victoria to Vancouver | $5.00 |
| Seattle to Victoria and Nanaimo to Vancouver | 3.60 |
| Seattle to Victoria and Sidney to Steveston | 3.60 |
| Vancouver to Nanaimo and Victoria to Vancouver | 3.60 |
| Vancouver to Nanaimo and Sidney to Steveston | 2.70 |
| Vancouver to Victoria and Sidney to Steveston | 3.60 |

Above fares apply in either direction, tickets will be limited to 30 days.


H. W. Schofield
*District Passenger Agent, B. C. Coast S. S. Service*
Vancouver, B. C.

C. H. Bowes
*Asst. Genl. Pass. Agt.*
Vancouver, B. C.

E. F. L. Sturdee
*General Passenger Agent*
Vancouver, B. C.

C. D. Neroutsos
*Manager B. C. Coast Service*
Victoria, B. C.

1938
Sunset Cruises
WEST COAST
of
VANCOUVER ISLAND
Canadian Pacific
CANADIAN PACIFIC
B.C. COAST STEAMSHIPS
WORLDS GREATEST TRAVEL SYSTEM

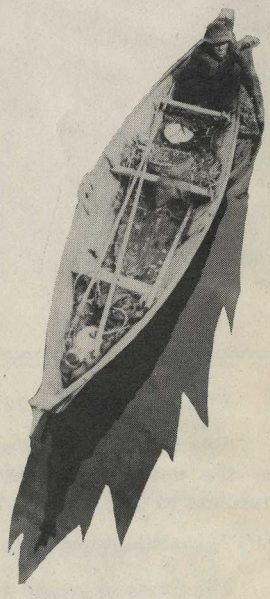
# HISTORICAL FACTS

## About the West Coast

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 at isolated and widely-separated ports along the coast.

Historical interest in the West Coast centres on Nootka Sound, which was first visited by Captain 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 on the West Coast

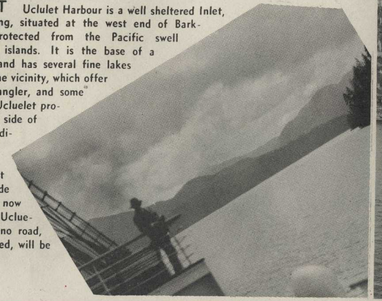
## and interesting ports of call included on the Sunset Cruises Vancouver Island

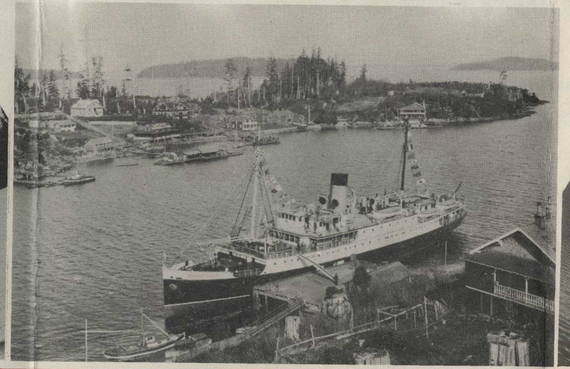
**1. VICTORIA, B. C.** Leaving Victoria, the beautiful Capital City of British Columbia, in the evening, steamship proceeds through the Strait of Juan de Fuca, with the snow-capped Olympic Mountains of Northern Washington, on the left, arriving at Port Renfrew in the early morning hours.

**2. PORT RENFREW** 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 village, the principal industries being logging and salmon canning. There is excellent trout and salmon fishing in season, and good opportunities for shooting bear, deer, goose, duck or brant.

**3. BAMFIELD** Shortly after leaving Clo-oose we pass Cape Beale, marking the entrance to Barkley Sound, and arrive 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. Bamfield, 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. Bamfield is the Lifeboat Service station for the West Coast.

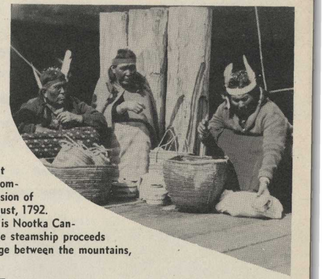
**4. UCLUELET** Ucluelet Harbour is a well sheltered Inlet, about five miles long, situated at the west end of Barkley Sound and protected from the Pacific swell by several outlying islands. It is the base of a large fishing fleet and has several fine lakes and small rivers in the vicinity, which offer good sport to the angler, and some delightful gardens. 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 Long Beach, twelve miles long and one-quarter wide, probably one of the finest ocean beaches in North America.





**5. CLAYOQUOT SOUND** Three hours' steaming from Ucuelet brings us 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 situated on a long, half-moon, 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 a large fishing fleet. On leaving Clayoquot, a call is made at the Roman Catholic Indian Mission School at Kakawis and several fishing plants in Matilda Creek before proceeding to Nootka.

**6. 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 inlet at the entrance to the Sound, 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." Nootka is probably the most interesting historical port on the West Coast of North America. Captain Cook first named the Sound "King George's Sound," 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 brief stop, the steamship proceeds through a beautiful narrow passage between the mountains, called Tahsis Canal.



**7. ESPERANZA INLET** This large Inlet was also discovered and named by Capt. Cook in 1778. Calls are made in the Inlet at Ceepeecee, Port Tasis, Zeballos and Espinosa, before passing again into the open sea en route to Kyuquot Sound.

**8. KYUQUOT SOUND** A call is sometimes made at 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.

**9. QUATSINO SOUND** The first call is at Winter Harbour, near the entrance on the north side; then a few miles further on Quatsino Village. The ship then proceeds down the southeast arm to Port Alice, the terminus of the voyage and the site of a large pulp mill. After a stay of several hours at Port Alice, the homeward voyage commences. Before leaving the Sound a call is made at Spry Camp, at the extreme end of the northwest arm, which is entered through a beautiful narrow tidal channel.

# WEST COAST VANCOUVER ISLAND SERVICE

CANADIAN PACIFIC
B. C. COAST STEAMSHIPS
WORLD'S GREATEST TRAVEL SYSTEM

## SUNSET CRUISE SAILINGS
## 1938

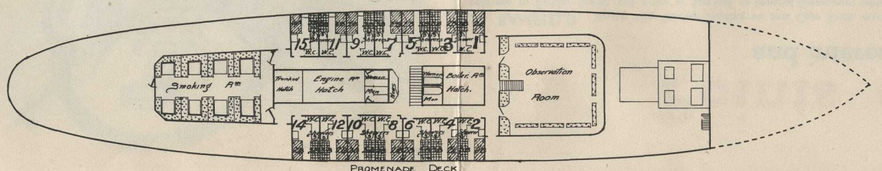
Four and One-half days of cruising. Steamships are scheduled to reach Victoria about 1 p.m. on the fifth day.

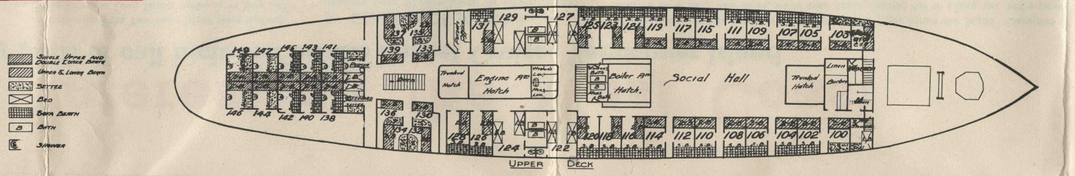
FROM VICTORIA
Round Trip Fare
**$39**
Including all meals and berth in any standard stateroom.

## S. S. "PRINCESS NORAH"

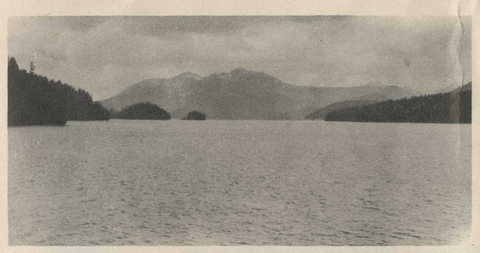
Leaves Victoria, B. C.
11.00 p.m. on Saturdays

July 2, 9, 16, 23, 30; August 6, 13, 20, 27; September 3



ARRIVING AT CEEPEECEE



SCENE ON WEST COAST, VANCOUVER ISLAND

PRINCESS NORAH AT NOOTKA

## SAILING SCHEDULE

Victoria - Nootka - Port Alice and Way Ports

Leave Victoria, B.C., 11 p.m., on July 2, 9, 16, 23, 30; August 6, 13, 20, 27; September 3

| Read Down | | Ports of Call | Read Up |
|---|---|---|---|
| Sat. 11:00 | p.m. | Lv..... VICTORIA ....Ar.③ | Thurs. 1 p.m. |
| Sun. | a.m. | " .....Port Renfrew .....Ar. | Thurs. a.m. |
| " | a.m. | " ..... Bamfield ..... " | Wed. p.m. |
| " | a.m. | " ..... Ucluelet ..... " | " p.m. |
| " | p.m. | " ..... Tofino ..... " | " p.m. |
| " | p.m. | " ..... Clayoquot ..... " | " p.m. |
| " | p.m. | " .... Nootka Cannery .... " | " a.m. |
| Mon. | a.m. | " ..... Ceepeecee ..... " | " a.m. |
| " | a.m. | " ..... Port Tasis ..... " | " a.m. |
| " | a.m. | " ..... Zeballos ..... " | a.m. |
| " | a.m. | " .... ①Tasis Saltery .... " | " a.m. |
| " | a.m. | " ..... ①Espinosa ..... " | Wed. a.m. |
| " | p.m. | " ..... ①Markale ..... " | Tues. p.m. |
| " | p.m | " .... ①Chamiss Bay .... " ②Kyuquot Village | " p.m. |
| " | p.m. | " ... ①Winter Harbour ... " | |
| " | p.m. | " .... Quatsino Village .... " | |
| Tues. | a.m. | " ... ①Jeune Landing ... " | " p.m. |
| " | a.m. | " ..... Spry Camp ..... " | |
| " | a.m. | Ar..... Port Alice .....Lv. | Tues. 1 p.m. |

①Call made when business offers. ②Boat Landing.

③Arrival time at Victoria is approximate, being governed by the weather and tidal conditions, and amount of freight business to be transacted.

NOTE:—Where no date is shown, steamship does not call.

The times of arrival and departure at intermediate ports will be followed as closely as possible, but are subject to tidal and weather conditions and to change without notice.

## FARES

### West Coast Vancouver Island Service

Minimum Return Fare from Victoria to Port Alice, $39.00
(Berth and Meals Included)

| S.S. "Princess Norah" Accommodation | | ROUND TRIP FARES: Berth Rate One Adult | For 2 in Room | ① ② For 3 in Room |
|---|---|---|---|---|
| Rooms 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15 Single beds (3 feet wide) single upper and sofa berth Shower bath and toilet (See note 1) | Summer Sailings, June 21 to Sept. 1 Inclusive. | $ 49.00 | $ 98.00 | $137.00 |
| | Spring and Fall Sailings | 45.00 | 90.00 | 129.00 |
| Rooms 122, 124, 127, 129 Deluxe rooms each with twin beds (3 feet wide) tub bath and toilet | Summer Sailings, June 21 to Sept. 1 Inclusive. | .... | 108.00 | .... |
| | Spring and Fall Sailings | .... | 98.00 | .... |
| Rooms 102, 104, 105, 106, 107, 108, 109, 110, 111, 112, 114, 115, 116, 117, 118, 119, 120, 121, 123, 125, 126, 128, 131 Double lower, single upper and sofa berth (see note 1) Rooms 138, 140, 141, 142, 143 145 Single lower, single upper and sofa berth (See note 1) | | 39.00 | 78.00 | 117.00 |
| Rooms 100, 103 Double lower and single upper berths Rooms 132, 134, 135, 137, 144, 146, 147, 149 Single lower and single upper berths Rooms 130, 133, 136, 139 Single lower and single upper berth—Bibby rooms | | 39.00 | 78.00 | .... |

DIMENSIONS OF BERTHS — Uppers 6'3"x2'6"; Single Lowers, 6'3"x2'6"; Double Lowers, 6'3"x3'6"; Sofas, 6'3"x2'6".

## For Reservations

Apply to nearest Canadian Pacific Agent or to

### PASSENGER AGENTS IN THE UNITED STATES

| | | |
|---|---|---|
| ATLANTA, GA. | 404 Citz. & Southn. Nat. Bk. Bldg. | W. A. Shackleford Gen. Agt., Pass'r Dept. |
| BOSTON, MASS. | 405 Boylston St. | L. R. Hart Gen. Agt., Pass'r Dept. |
| BUFFALO, N. Y. | 22 Court St. | W. P. Wass Gen. Agt., Pass'r Dept. |
| CHICAGO, ILL. | 71 E. Jackson Blvd. | T. J. Wall Gen. Agt., Rail Pass'r |
| CINCINNATI, O. | 201 Dixie Terminal Bldg. | A. D. Macdonald Gen. Agt., Pass'r Dept. |
| CLEVELAND, O. | 1010 Chester Ave. | G. H. Griffin Gen. Agt., Pass'r Dept. |
| DALLAS, TEXAS | 1212 Kirby Building | P. G. Jefferson Dist. Pass'r Rep. |
| DETROIT, MICH. | 1231 Washington Blvd. | M. E. Malone Gen. Agt., Pass'r Dept. |
| HONOLULU, T.H. | Travel Department | Theo. H. Davies & Co. Agents |
| INDIANAPOLIS, IND. | Merchants Bank Building | D. W. Allan Trav. Pass'r Agent |
| KANSAS CITY, MO. | 201-2 Waldheim Bldg. | R. G. Norris City Pass'r Agent |
| LOS ANGELES, CAL. | 621 So. Grand Ave. | W. McIlroy Gen. Agt., Pass'r Dept. |
| MEMPHIS, TENN. | 36 Porter Building | P. D. Salmon Dist. Freight Agent |
| MILWAUKEE, WIS. | 1014 Warner Theatre Bldg. | J. A. Millington Gen. Agt., Soo Line |
| MINNEAPOLIS, MINN. | 611 2nd Ave. South | H. M. Tait Gen. Agt., Pass'r Dept. |
| NEW YORK, N. Y. | Can. Pac. Bldg., Madison Ave. at 44th | J. E. Roach Gen. Agt., Rail Pass'r |
| OMAHA, NEB. | 803 W. O. W. Building | H. J. Clark Trav. Pass'r Agent |
| PHILADELPHIA, PA. | 1500 Locust Street | E. A. Kenney Gen. Agt., Pass'r Dept. |
| PITTSBURGH, PA. | Koppers Bldg., 444 7th Ave. | W. N. McKendry City Pass'r Agent |
| PORTLAND, ORE. | 626 S. W. Broadway | W. H. Deacon Gen. Agt., Pass'r Dept. |
| ST. LOUIS, MO. | 418 Locust St. | G. P. Carbrey Gen. Agt., Pass'r Dept. |
| ST. PAUL, MINN. | Fourth and Cedar | W. H. Lennon Gen. Agt., Rail. Soo Line |
| SAN FRANCISCO, CAL. | 152 Geary St. | S. E. Corbin Gen. Agt., Pass'r Dept. |
| SEATTLE, WASH. | 1320 4th Ave. | E. L. Sheehan Gen. Agt., Pass'r Dept. |
| SPOKANE, WASH. | Old National Bank Bldg. | E. S. McPherson Spokane Inter'l Rly. |
| TACOMA, WASH. | 1113 Pacific Ave. | L. N. Jones City Pass'r Agent |
| WASHINGTON, D. C. | 14th and New York Ave. N.W. | C. E. Phelps Gen. Agt., Pass'r Dept. |

### PASSENGER AGENTS IN CANADA

| | | |
|---|---|---|
| BANFF, ALTA. | Canadian Pacific Station | E. Officer Special Passenger Rep. |
| CALGARY, ALTA. | Canadian Pacific Station | J. W. Dawson Dist. Pass'r Agent |
| MONTREAL, QUE. | Windsor Station | P. E. Gingras Dist. Pass'r Agent |
| MONTREAL, QUE. | 201 St. James St. W. | F. C. Lydon Gen. Agt., Rail Pass'r |
| NORTH BAY, ONT. | 87 Main St. W. | R. Y. Daniaud Dist. Pass'r Agent |
| OTTAWA, ONT. | 83 Sparks St. | J. A. McGill Gen. Agt., Pass'r Dept. |
| QUEBEC, QUE. | Palais Station | C. A. Langevin Gen. Agt., Pass'r Dept. |
| REGINA, SASK. | Canadian Pacific Station | J. C. Pike Dist. Pass'r Agent |
| SAINT JOHN, N.B. | 40 King St. | C. E. Cameron Dist. Pass'r Agent |
| TORONTO, ONT. | Can. Pac. Bldg., King and Yonge | G. D. Brophy Dist. Pass'r Agent |
| VANCOUVER, B.C. | 434 W. Hastings St. | F. H. Daly Gen. Agt., Pass'r Dept. |
| VICTORIA, B.C. | 1102 Government St. | J. Macfarlane Gen. Agt., Pass'r Dept. |
| WINNIPEG, MAN. | Main and Portage | E. A. McGuinness Gen. Agt., Pass'r Dept. |

## INFORMATION FOR PASSENGERS

### CONNECTIONS

Passengers may leave Seattle on the Company's regular steamship at 9:00 a.m. day of sailing, due Victoria 12.50 p.m., and may return from Victoria on regular 4:30 p.m. (or 5 p.m.) steamship day of arrival of West Coast steamship.

Passengers may leave Vancouver on the Company's regular steamship at 10:30 a.m., due Victoria 2:40 p.m., returning on regular 1:45 p.m. or 12 midnight steamship day of arrival of West Coast steamship.

### STOPOVERS

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

### CHILDREN'S FARES

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

Children two years of age and under five will be charged $6.60 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 twelve 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.

### THREE-BERTH ROOMS

①The 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. ②Three persons cannot be accommodated in rooms where no rate is shown.

### BERTH LIGHTS

All berths on "Princess Norah" 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.

### BATHS

Passengers should apply to Steward or Stewardess for use of public baths.

### 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.

# INDIANS *of the* WEST COAST

THE Indians of the West Coast of Vancouver Island are principally of the Nootka and Kwakiutl tribes, the former predominating. Although the influence of civilization has had much to do with changing the mode of living of these aborigines, much remains to show that in earlier days they were a highly cultured race, enjoying a normal and happy existence and making the best use of the means of living which nature had put into their hands.

Even today the dugout canoes, cut from a single log of fir, are the most seaworthy of small craft, and widely used up and down the coast. At Kyuquot Village, Indians come out through the surf in their canoes, to take off mail and baggage from the steamship.

Still remaining are many examples of Indian totem poles for which the natives of the North West Pacific Coast have always been noted. At Friendly Cove, near the entrance of Nootka Sound, are several interesting examples of this weird Indian art. The grotesque figures of the totem poles symbolize characters and events in the legendary history of the tribes, and some more recent examples have been interpreted to include a figure representing Captain James Cook, who, with Lieutenant Bligh (later Captain Bligh of H.M.S. "Bounty" fame), first visited Friendly Cove in 1778.

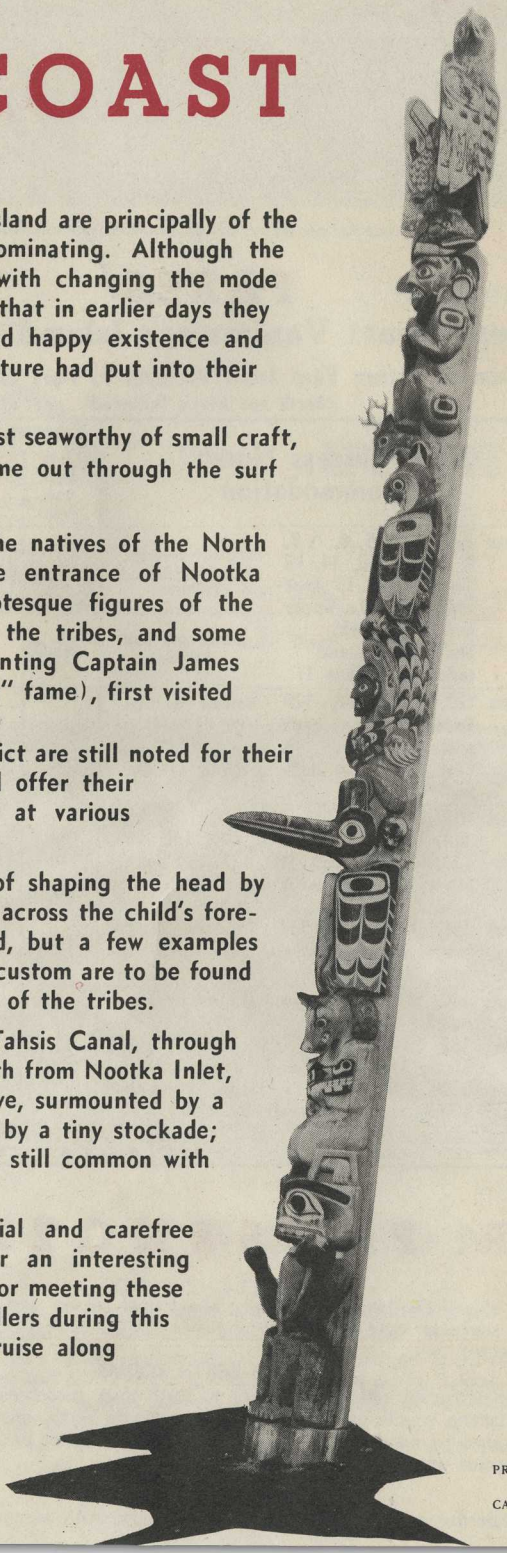
BASKETS FOR SALE

The Indians of this district are still noted for their skill in basket weaving and offer their wares for sale to tourists at various wharves along the way.

The strange practice of shaping the head by means of strapping a board across the child's forehead has been discontinued, but a few examples resulting from this unusual custom are to be found amongst the older members of the tribes.

On the shore of the Tahsis Canal, through which the ship proceeds north from Nootka Inlet, may be seen an Indian grave, surmounted by a small house and surrounded by a tiny stockade; a method of burial which is still common with the Indians of the district.

On the whole a jovial and carefree people, these Indians offer an interesting study. Many opportunities for meeting these people are afforded to travellers during this leisurely and picturesque cruise along the Pacific Coast.



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