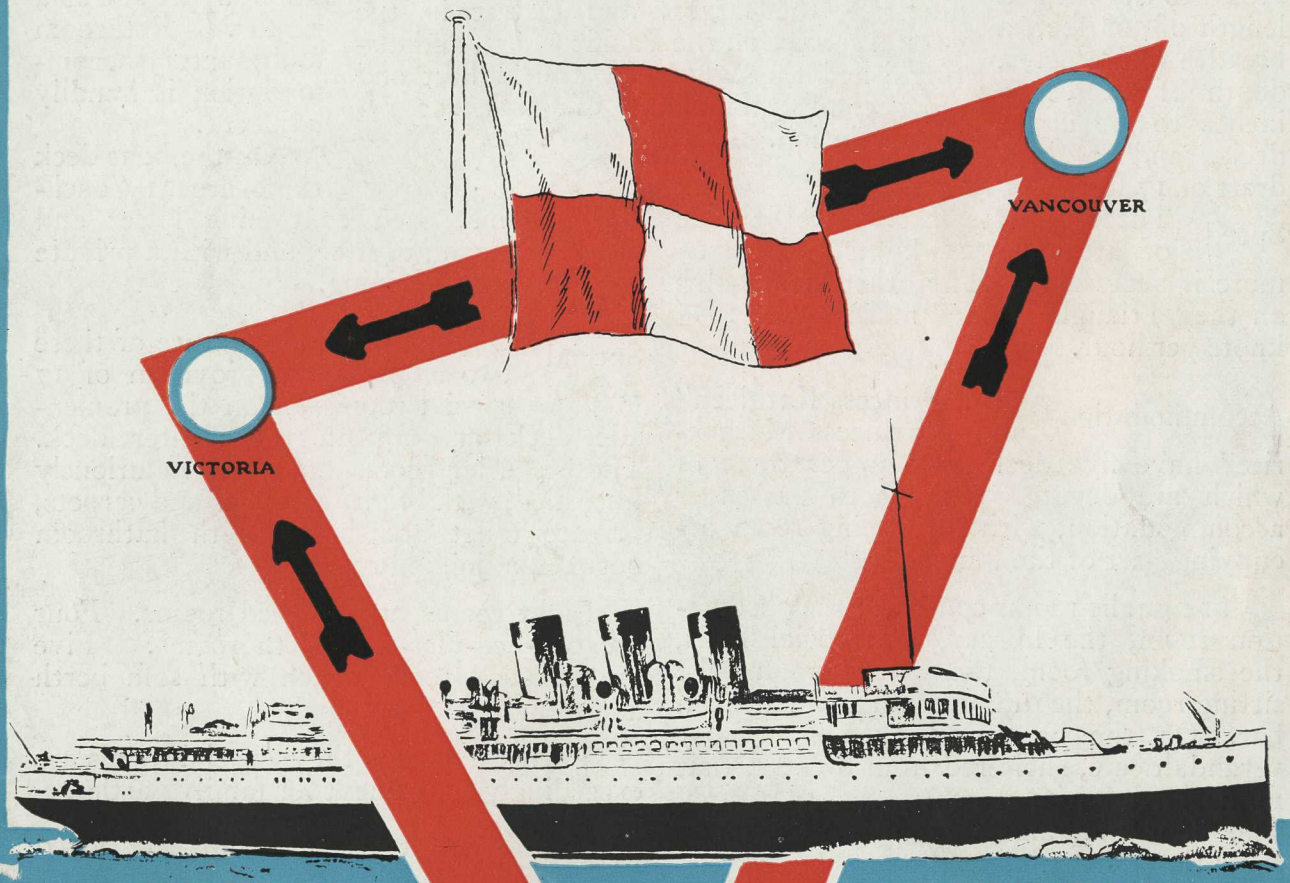
THE TRIANGLE SERVICE



PRINCESS KATHLEEN

PRINCESS MARGUERITE

EMPRESS HOTEL, VICTORIA.

VANCOUVER HOTEL

CANADIAN PACIFIC B.C. COAST S.S. SERVICE

THE TRIANGLE SERVICE

SO POPULAR has the Canadian Pacific Triangle Route become between the three dominant cities of the Pacific North West —Vancouver, Victoria and Seattle—that two new steamships were especially constructed for it, and went into service only two years ago. These new steamships were the "Princess Kathleen" and "Princess Marguerite"—the largest and fastest in the coastal service on the Pacific Coast, and distinguished throughout by the highest and most comfortable class of passenger accommodation.

The "Princess Kathleen" and "Princess Marguerite" are twin-screw turbine steamships, burning oil-fuel to generate steam, instead of coal. Each is of about 6,000 gross tons, with a length of 368 feet, a breadth of 60 feet, a depth of 28 feet 9 inches to the upper deck, and a load draft of 17 feet.

Speed These two steamships are capable of attaining 21 knots, and even more if necessary. The other steamships on the "Triangle Route" make about 18½ knots per hour.

Accommodation The "Princess Kathleen" and "Princess Marguerite" have five decks, the upper three of which are devoted entirely to passenger accommodation, with the dining room occupying part of the fourth.

The public rooms consist of the observation room, the library, two social halls, the smoking room, the writing room, the sitting room, the dining room and luncheon bar. On the boat deck, aft, is a cosy verandah café, sheltered from breezes, that forms an additional centre for relaxation. The floor diagrams on our centre pages show the position of each room.

These two ships have been especially designed for the Triangle service, and all the sitting rooms and lounges are spacious, comfortably furnished, and charmingly decorated.

Staterooms Each of these two ships has accommodation for 325 first class passengers, in two and three berth cabins. As will be noticed from a study of the floor diagrams, these rooms vary greatly in character.

There are, distributed over the boat, promenade and shelter decks, 86 rooms each containing lower and upper berths and settee. There are, on the promenade and shelter decks, 12 rooms with lower and upper berths and cot beds; and 11 rooms with lower, upper and sofa berths. Bathroom and lavatory accommodation is handily adjacent.

On the boat deck there are 21 "bachelor" rooms, each containing lower and upper berths and settee, and with a private shower bath adjoining.

Special Rooms One very notable feature of these two ships is the provision of 17 special rooms—4 on the promenade deck and 13 on the shelter deck. These special rooms are most luxuriously furnished, with bright hangings and carpets, private toilet and basin, with bathroom between adjoining rooms.

Eight rooms are one-bed rooms. Four are one-bed-plus-sofa-berth rooms. Five are two-bed rooms, each with sofa berth additional.

During day runs these special rooms are exceedingly convenient for family parties.

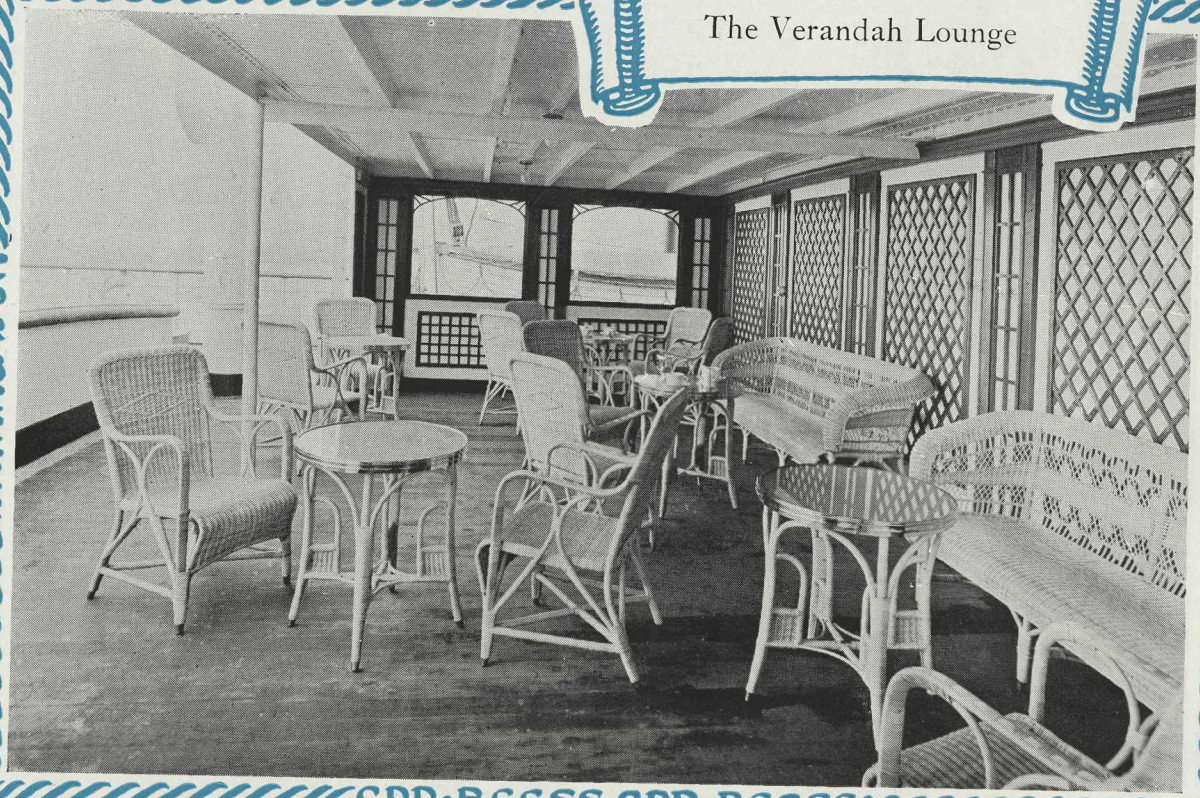
Perfect Safety These two steamships are fitted with the "Sperry Gyro Compass," which adds to efficiency and eliminates "yawing." This remarkable compass can be viewed by travellers in the Library.

Additional safety is also ensured by double bottoms throughout and by eight water-tight bulkheads extending to the main deck, with additional subdivisions afforded by carrying some of the bulkheads to the upper deck.

Automobiles A large open deck space has been provided for motor cars and freight.

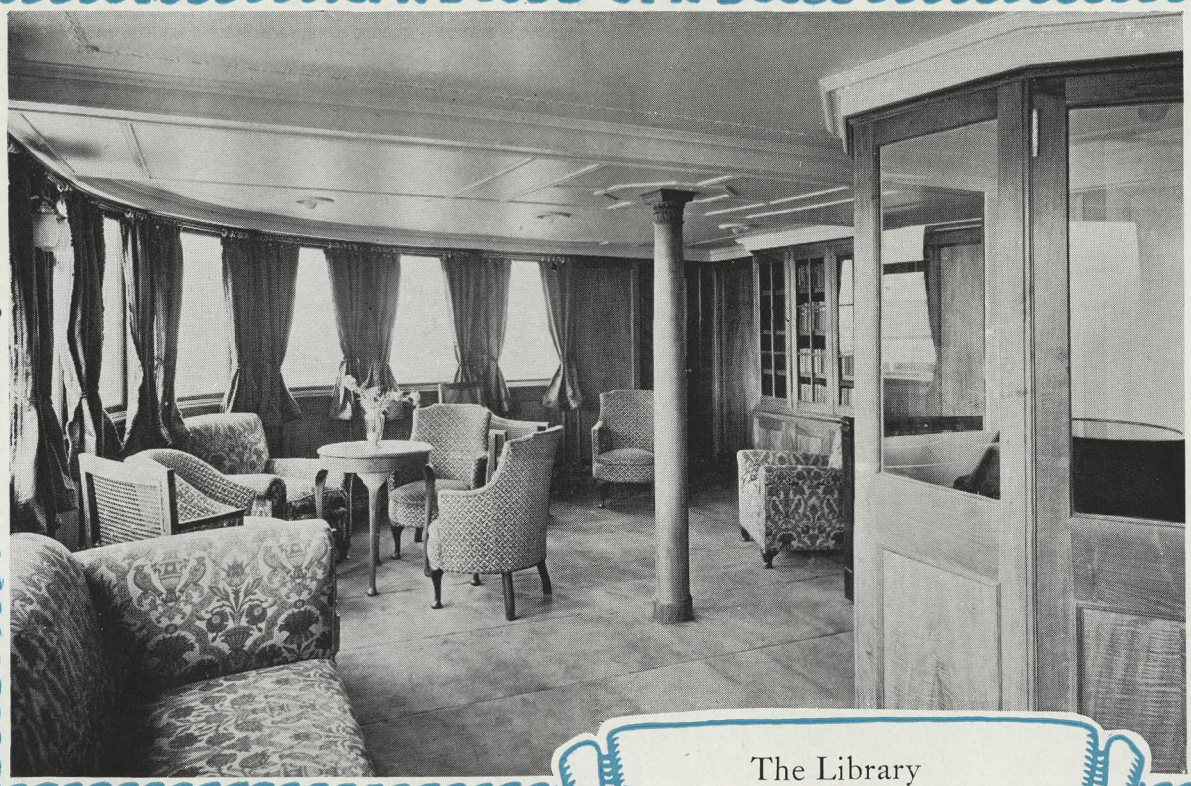
Printed in Canada, 1927

The Dining Saloon
The Verandah Lounge



The ivory-panelled Louis XVI Dining Saloon extends across the whole of the ship, and accommodates 159 passengers, at tables of 6, 8 and 14.

Schultz
Wanted 1991



The Library

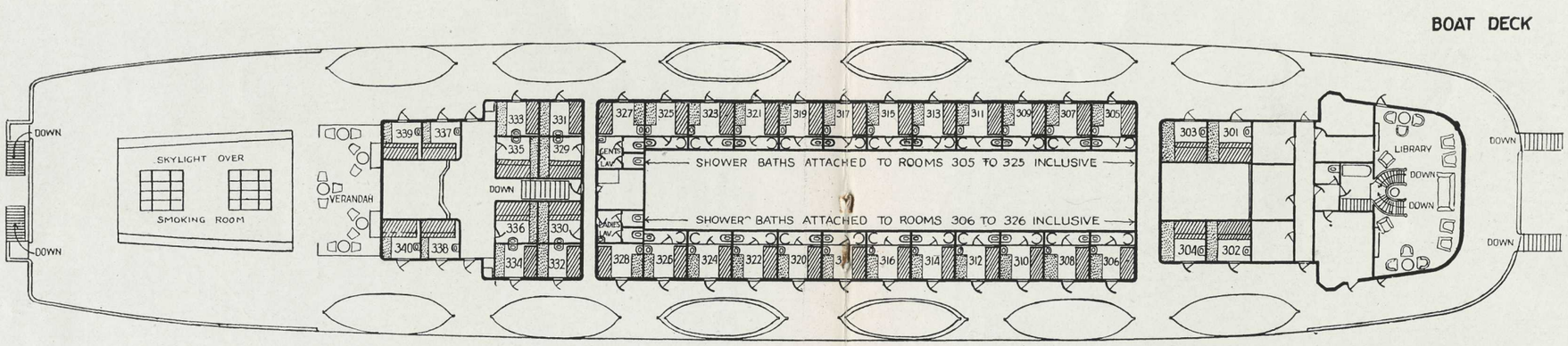
The Observation Room

Either of these rooms (one above the other) is a cosy lounging room from which to view the ever-changing interest of the Triangle Trip.

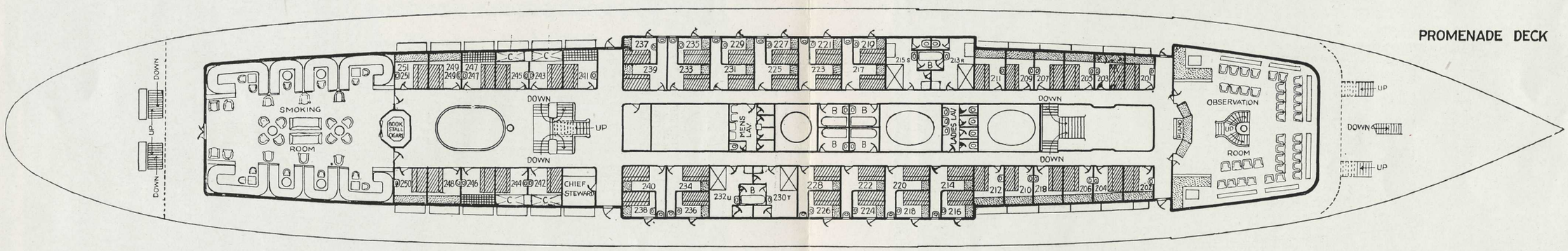
Beautiful Cabins

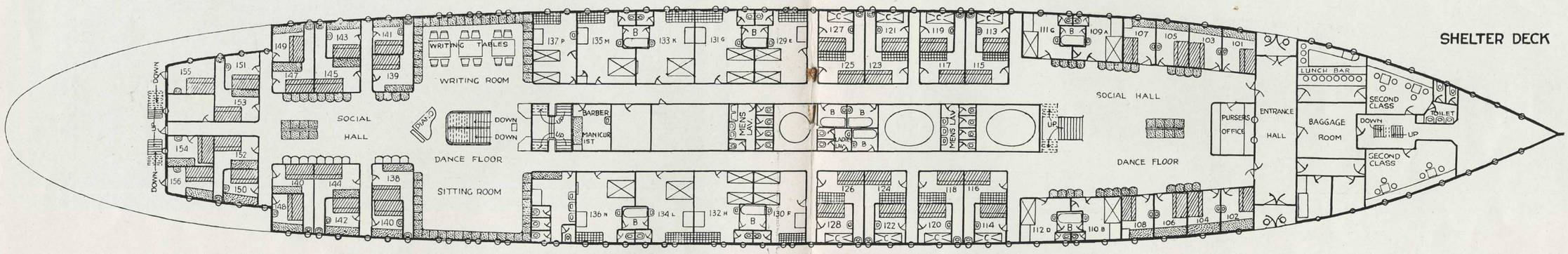
The "Princess Kathleen" and "Princess Marguerite" each have seventeen special rooms with bathrooms attached. Three typical rooms are here pictured.

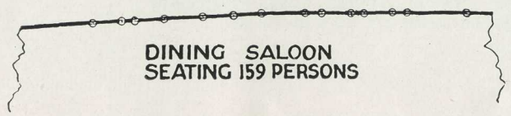
Twin Screw Turbine Steamers
Princess Kathleen and Princess Marguerite



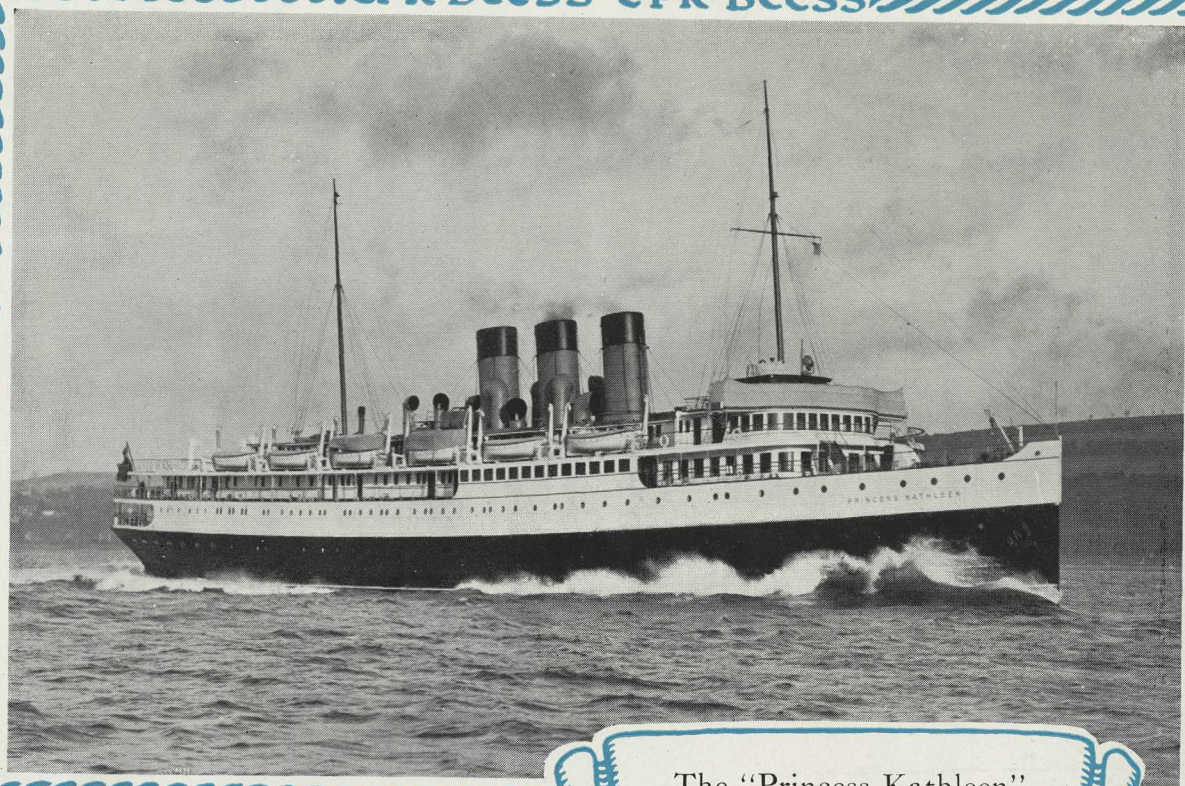
LOWER & UPPER BERTH
SETTEE
BED
COT BED
SOFA BERTH
BATH ROOM







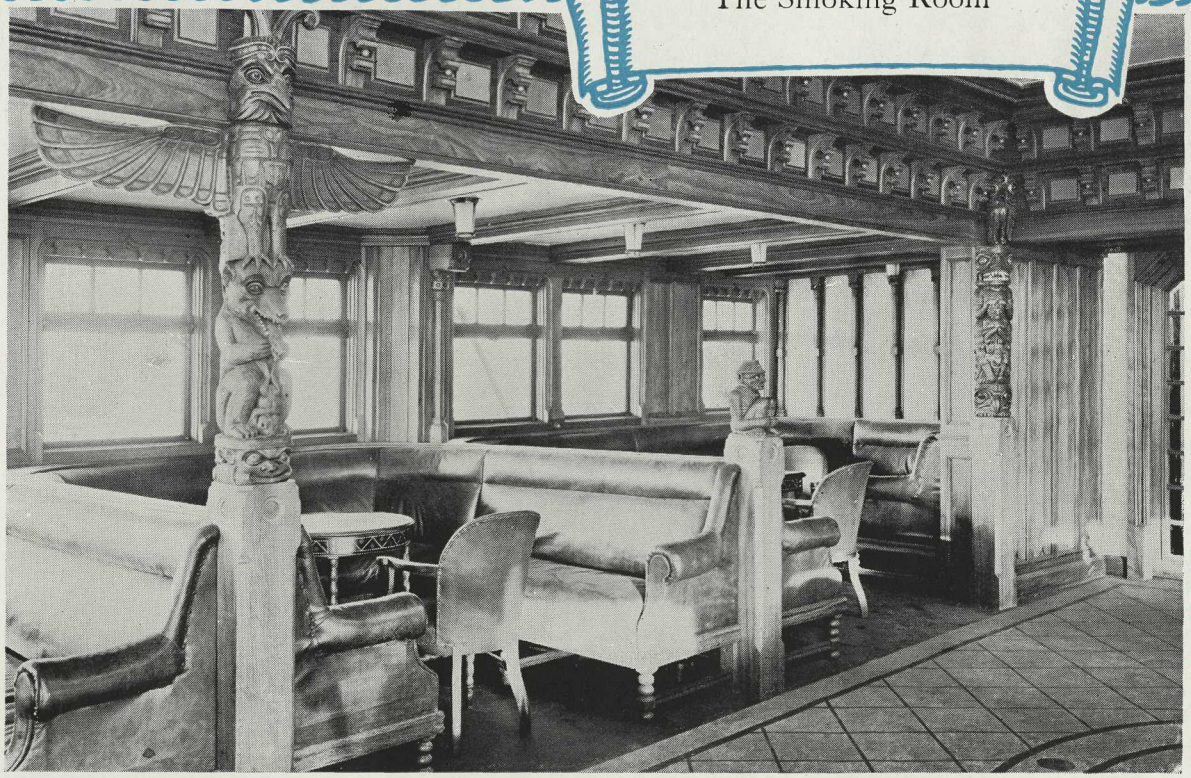
DINING SALOON
SEATING 159 PERSONS



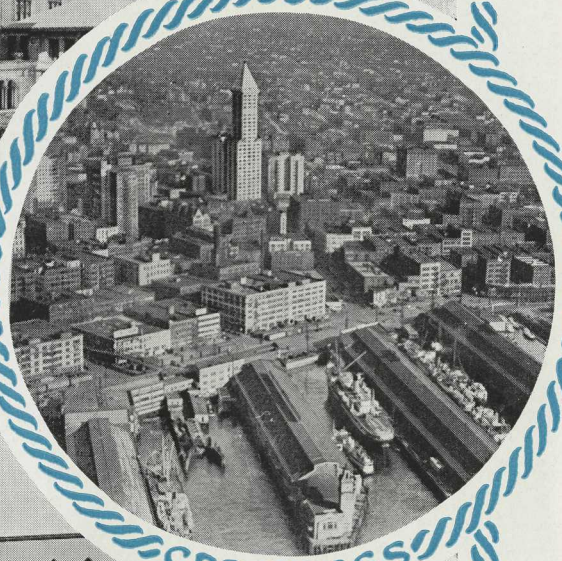
The "Princess Kathleen"
The Social Hall, Forward

Two social halls, aft and forward, provide sitting-room and writing-room accommodation, and have large spaces laid out in oak for dancing.

The Smoking Room



Coast people know the totem pole—that curious highly carved "family tree" in which the Indian records his tribal history. Here it is, serving as a decorative motive for the snug Smoking Room.



On the Triangle Route
Vancouver—Hotel Vancouver, chief landmark and social centre.
Victoria—The Empress Hotel, facing the Inner Harbor.
(*Inset*) Seattle—Showing particularly the L. C. Smith Building.

BRITISH COLUMBIA COAST
STEAMSHIP SERVICE

The British Columbia Coast Steamship Service of the Canadian Pacific Railway, including the "Princess Kathleen" and "Princess Marguerite," consists of 21 vessels engaged in eight different services. A summary of these services, with the anticipated sailings for the summer of 1927, will be found below. See current Time Tables for sailing and train times.

The Triangle Route

EVERY MORNING—from Vancouver to Victoria and thence to Seattle.
EVERY NIGHT—from Vancouver to Victoria only.
EVERY NIGHT—from Vancouver to Seattle only.
Same sailings in reverse direction.

Nanaimo Service

TWO SAILINGS A DAY—from Vancouver to Nanaimo. With supplementary service as required.
Same in reverse direction.

Automobile Ferry

The Nanaimo Service will be augmented during the 1927 season by the automobile ferry steamer "Motor Princess," which from May 1 to September 30 will make two round trips daily (including Sunday). Capacity 50 cars.

Powell River—Comox Service

THREE SAILINGS A WEEK—Vancouver to Powell River.
TWO SAILINGS A WEEK—Vancouver to Union Bay, Comox and way ports.
Same in reverse direction.

Alaska Service

The Wonder Route of the Pacific Coast. A four-day, thousand-mile journey through the magnificent scenery of the "Inside Passage" to Alaska. Calling at Alert Bay, Prince Rupert, Ketchikan, Wrangel, Juneau and Skagway.

Sailing from Victoria and Vancouver twice a week during height of tourist season, at regular intervals during rest of year.

West Coast, Vancouver Island

THREE SAILINGS A MONTH—from Victoria to Port Alberni, Clayoquot, Port Alice and way points on the West Coast of Vancouver Island.

Gulf Islands Service

FOUR SAILINGS A WEEK—from Victoria.
TWO SAILINGS A WEEK—from Vancouver.

Ocean Falls and Prince Rupert

ONCE A WEEK—from Vancouver to Ocean Falls, Prince Rupert and way ports.

Excursion Service

Frequent day excursions from Vancouver and Victoria. Particulars announced in daily newspapers.

Canadian Pacific Railway

The British Columbia Coast Steamship Service connects with the Canadian Pacific Railway to Calgary, Winnipeg and Eastern Canada. Four through trains a day:—

TRANS-CANADA LIMITED—Vancouver to Montreal and Toronto. Standard sleeping cars, compartment cars and observation cars only. (Summer only.)

THE IMPERIAL—Vancouver to Montreal. Colonist, first-class, tourist, and standard sleeping cars—in winter, compartment observation cars also. (All year.)

TORONTO EXPRESS—Colonist, first-class, tourist, standard sleeping and compartment observation cars. (All year.)

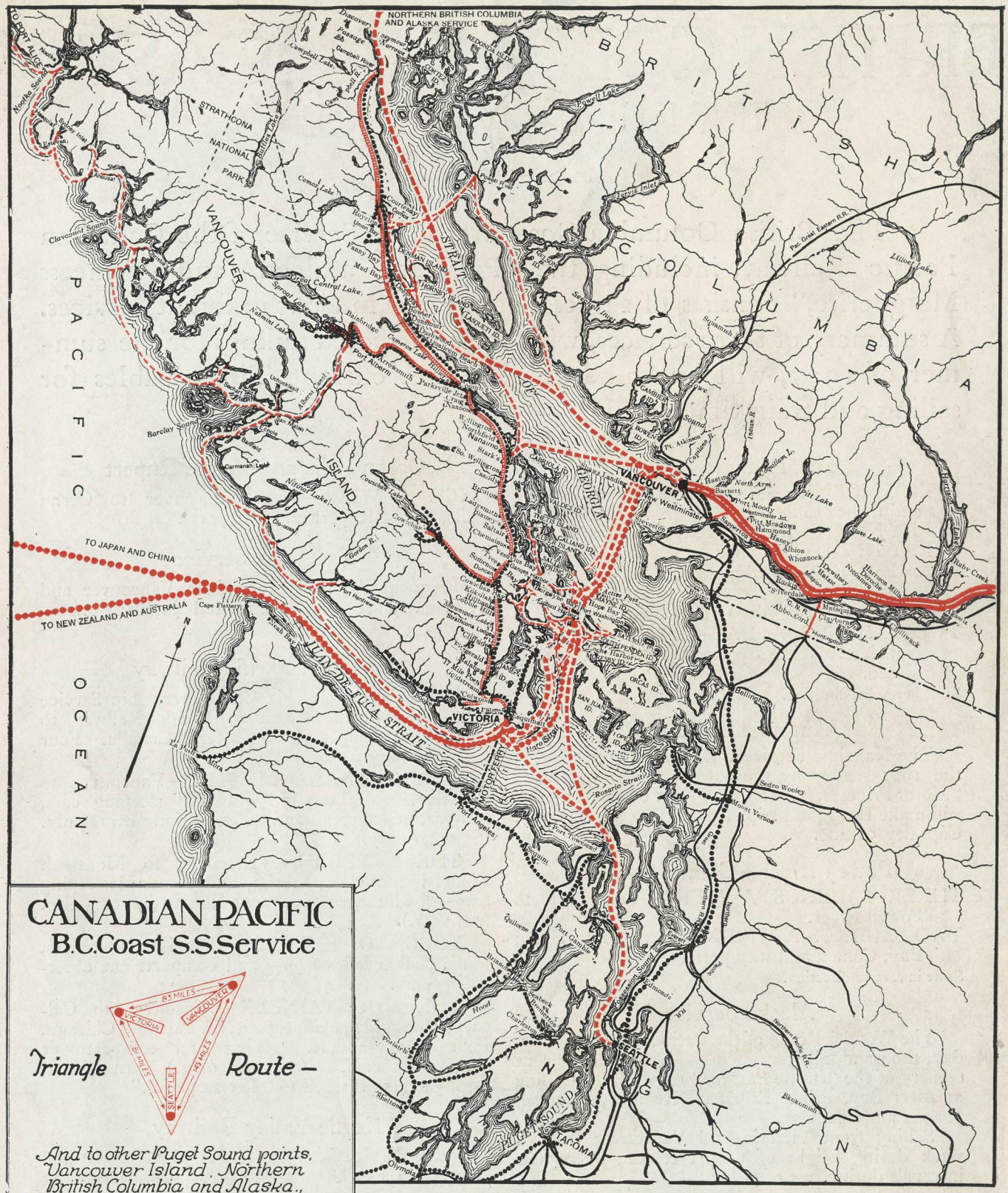
THE MOUNTAINEER—Vancouver to Calgary, Moose Jaw, Minneapolis, St. Paul and Chicago. First class standard sleeping and compartment observation cars. (Summer only.) In winter, through cars attached to "The Imperial."

Kettle Valley Railway

Daily Service from Vancouver to Penticton and Nelson via Kettle Valley Route. Connections at Nelson for Cranbrook and Crow's Nest Pass Route to Lethbridge, Calgary, Medicine Hat, etc. Connection at Yahk for Spokane.

Esquimalt and Nanaimo Railway

Twice daily from Victoria to Nanaimo and Wellington. Daily except Sunday from Wellington to Courtenay. Branch from Parksville Jct. to Port Alberni.



CANADIAN PACIFIC
B.C. Coast S.S. Service

Triangle Route –

And to other Puget Sound points, Vancouver Island, Northern British Columbia and Alaska.,

ESQUIMALT & NANAIMO RAILWAY

- Canadian Pacific Railway Lines
- Canadian Pacific B.C. Coast Service
- Ocean Routes
- Other Railways
- Other Steamship Routes
- Automobile Roads
- E & N. Ry

Scale of Miles

Four trains a day in summer from Vancouver to the East and Middle West

Trans-Canada Limited	To Toronto and Montreal
The Mountaineer	To Minneapolis, St. Paul and Chicago
The Imperial	To Montreal. (All year.)
The Toronto Express	To Toronto. (All year.)

CASABA MELON GRAPE FRUIT
STRAWBERRIES AND CREAM

ROLLED OATS SHREDDED WHEAT

SMOKED BLACK COD FRESH HERRINGS

KIDNEY AND BACON PORK SAUSAGE

MUTTON CHOPS BROILED HAM
CURRIED VEAL AND RICE

EGGS TO ORDER

FLANNEL AND BUCKWHEAT CAKES

CHOCOLATE TEA COFFEE

COLD—HAM BEEF CHICKEN

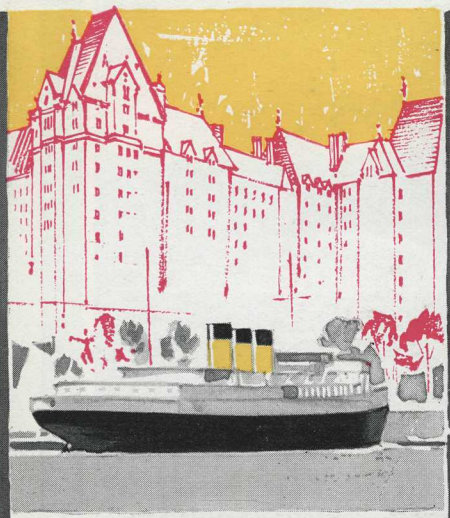
"PRINCESS ALICE"
B. C. COAST SERVICE
CANADIAN PACIFIC RAILWAY

29TH SEPT., 1919

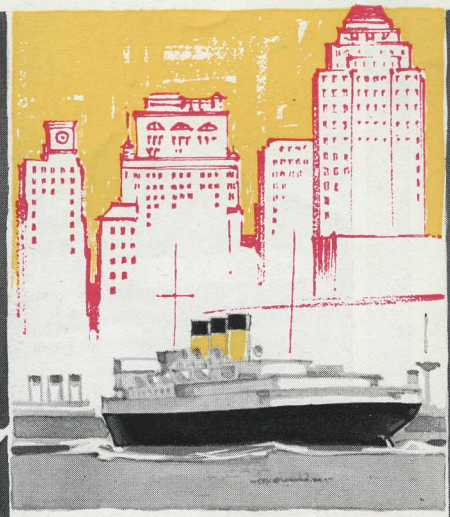
CTL 356

1931

THE TRIANGLE SERVICE



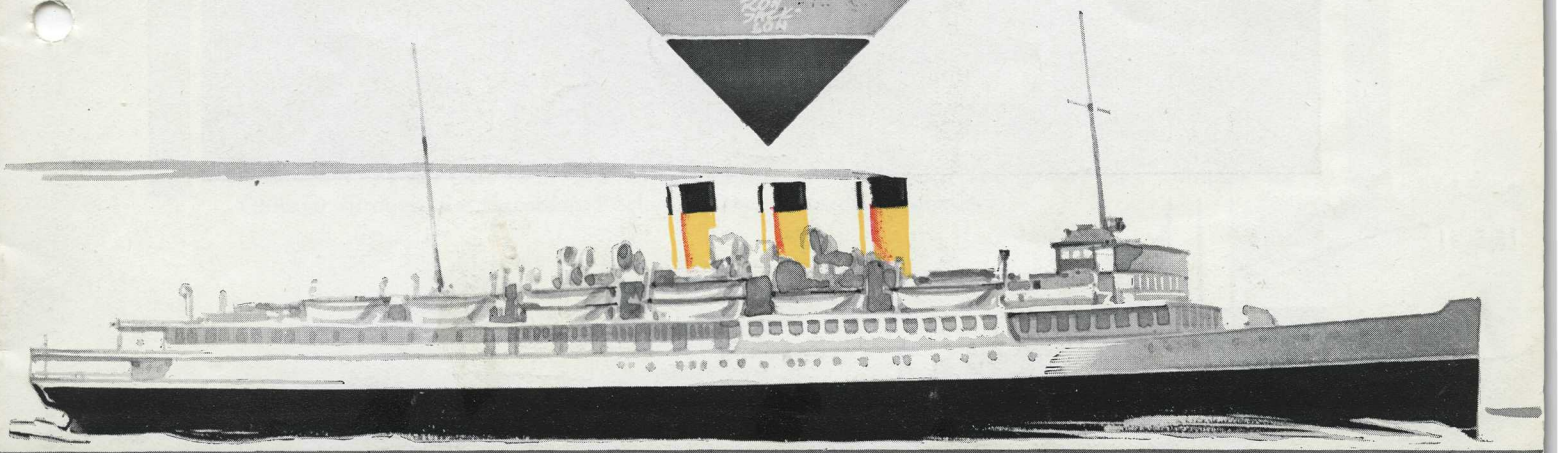
CANADIAN PACIFIC
B. C. COAST STEAMSHIPS
WORLD'S GREATEST TRAVEL SYSTEM



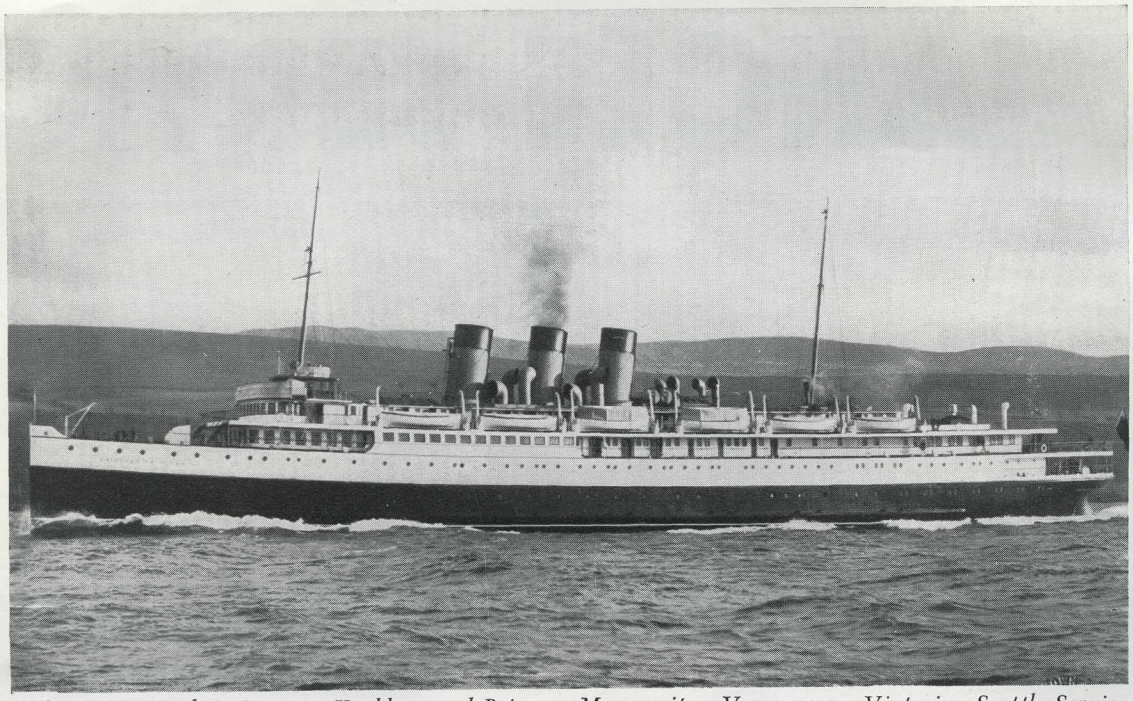
VICTORIA

VANCOUVER

SEATTLE

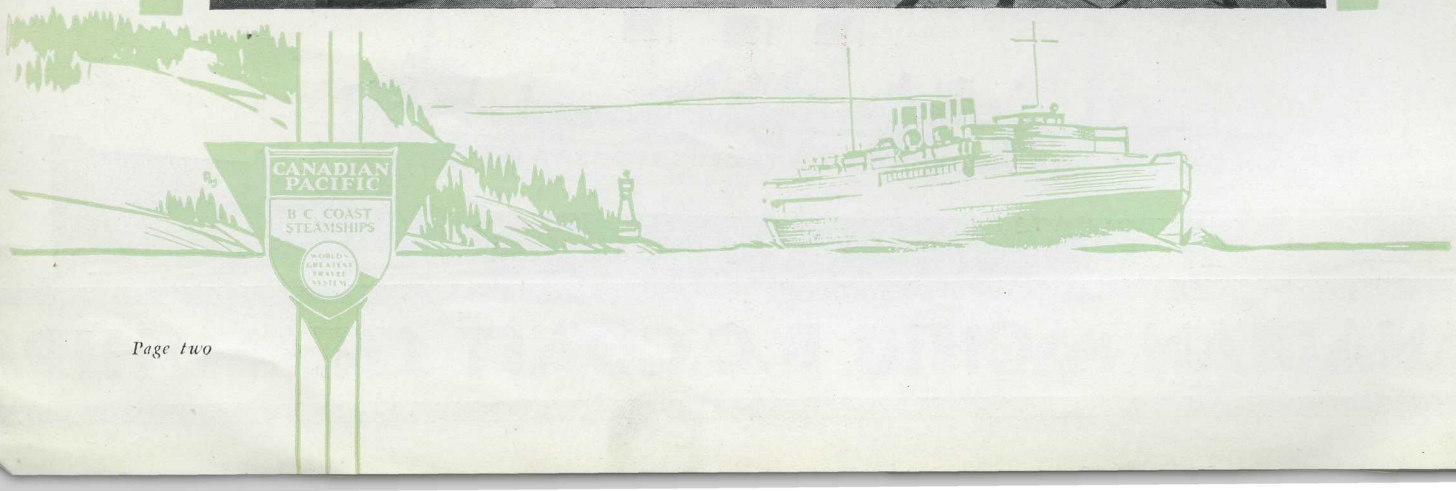


CANADIAN PACIFIC B.C.COAST STEAMSHIPS



Above—Steamships Princess Kathleen and Princess Marguerite—Vancouver—Victoria—Seattle Service

Below—One of the public rooms—the smoking room



THE TRIANGLE SERVICE

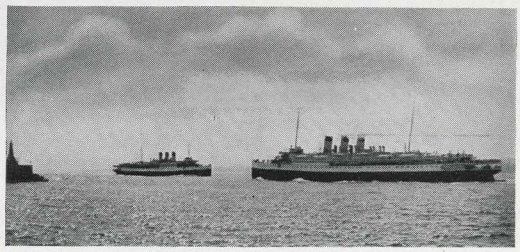
Vancouver ~ Victoria ~ Seattle

Twin-screw Turbine Steamships

Princess Kathleen and Princess Marguerite

These luxurious, fast, twin-screw, turbine steamships maintain a splendid express service between the three cities—built especially for the service, they are fitted with every possible convenience for the comfort and protection of the passenger.

Three decks are devoted entirely to passenger accommodation. The public rooms consist of observation room, library, two social halls, smoking room, sitting room, dining saloon, and luncheon bar.



Passing near Victoria

Staterooms are provided to accommodate 310 passengers in two- and three-berth rooms. Seventeen of these are special rooms of large size, most luxuriously furnished with bright draperies and carpets, private toilet and basin with bath room adjoining. Some of these have twin beds and some double beds, all have comfortable lounge sofas.

During the day run these rooms are exceedingly convenient for family parties or for those desiring to play cards. A large open deck has been provided for motor cars which can be easily and expeditiously handled.

DOUBLE DAILY SERVICE

Effective June 21, 1931

DAY SERVICE

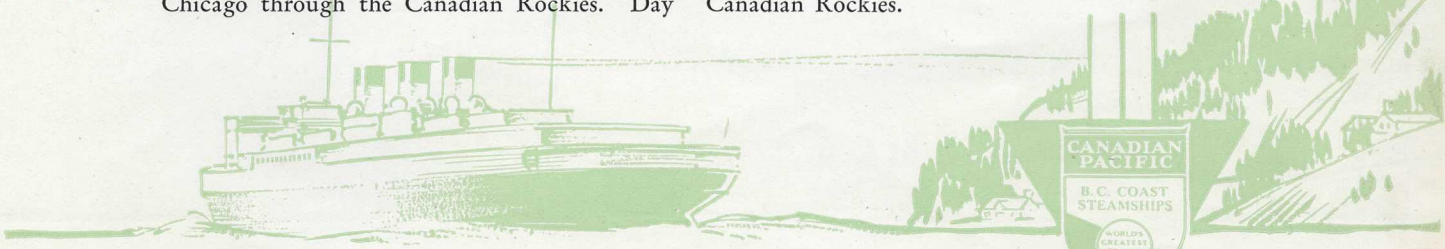
Read down		*Read down*	
Lv. Vancouver, B. C.	10:30 a.m.	Lv. Seattle, Wash.	9:00 a.m.
Ar. Victoria, B. C.	2:30 p.m.	Ar. Victoria, B. C.	12:45 p.m.
Lv. Victoria, B. C.	3:45 p.m.	Lv. Victoria, B. C.	1:45 p.m.
Ar. Seattle, Wash.	7:45 p.m.	Ar. Vancouver, B. C.	5:45 p.m.

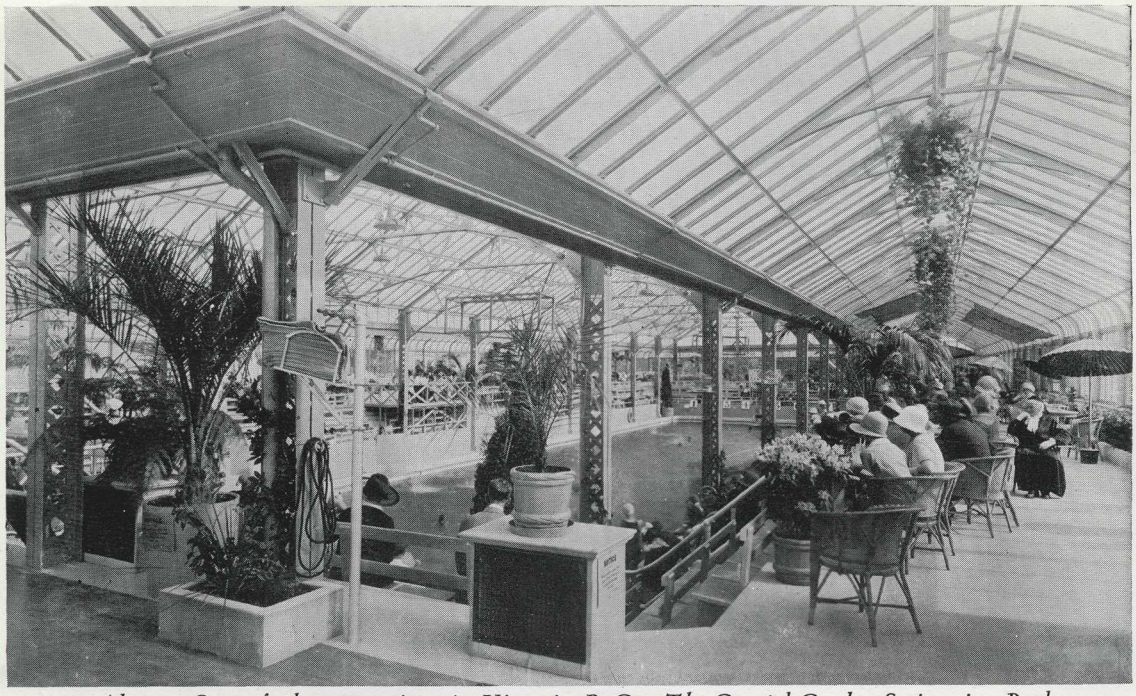
NIGHT SERVICE

Read down		*Read down*	
Lv. Seattle, Wash	11:30 p.m.	Lv. Vancouver, B. C.	11:00 p.m.
Ar. Vancouver, B. C.	8:00 a.m.	Ar. Seattle, Wash.	7:30 a.m.

Day steamship from Seattle connects at Vancouver with the "TRANS-CANADA" LIMITED (commencing June 21) for Winnipeg, Toronto and Montreal and with the "IMPERIAL" for St. Paul, Minneapolis and Chicago through the Canadian Rockies. Day steamship from Vancouver connects at Seattle with trains for the south and east.

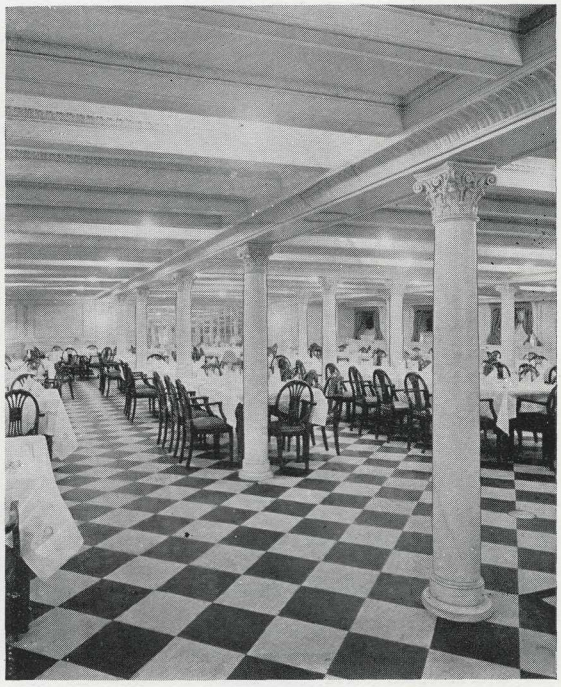
Night steamship from Seattle connects at Vancouver with the "DOMINION" for Winnipeg, Toronto and points east through the Canadian Rockies.

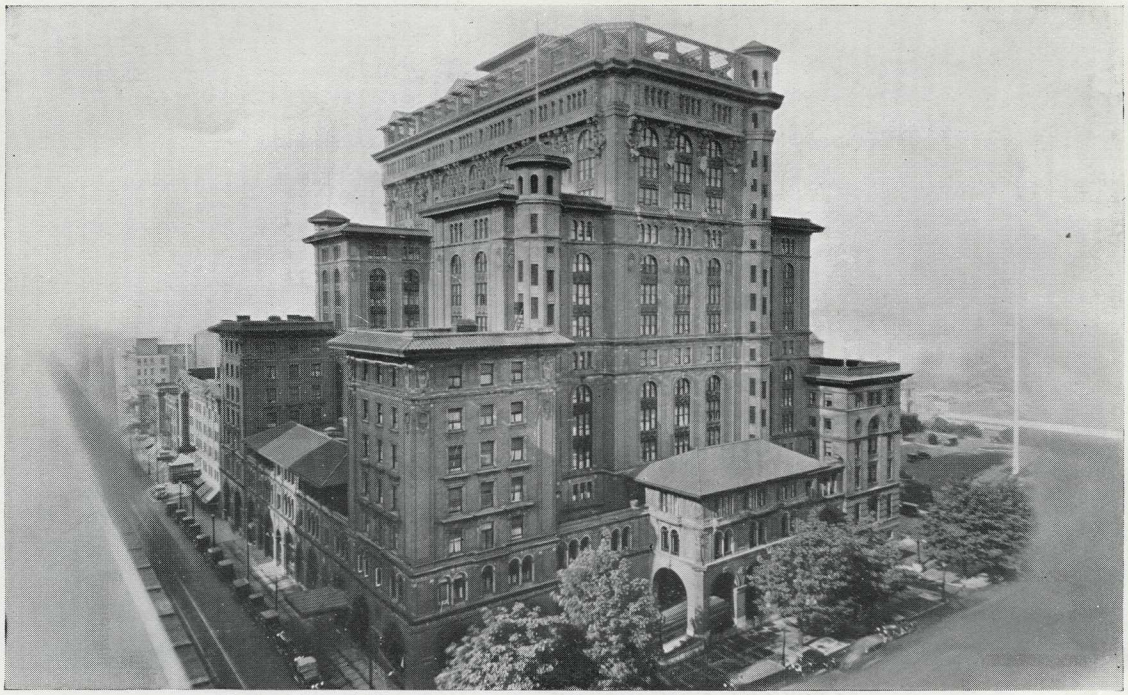




Above—One of the attractions in Victoria, B. C.—The Crystal Garden Swimming Pool

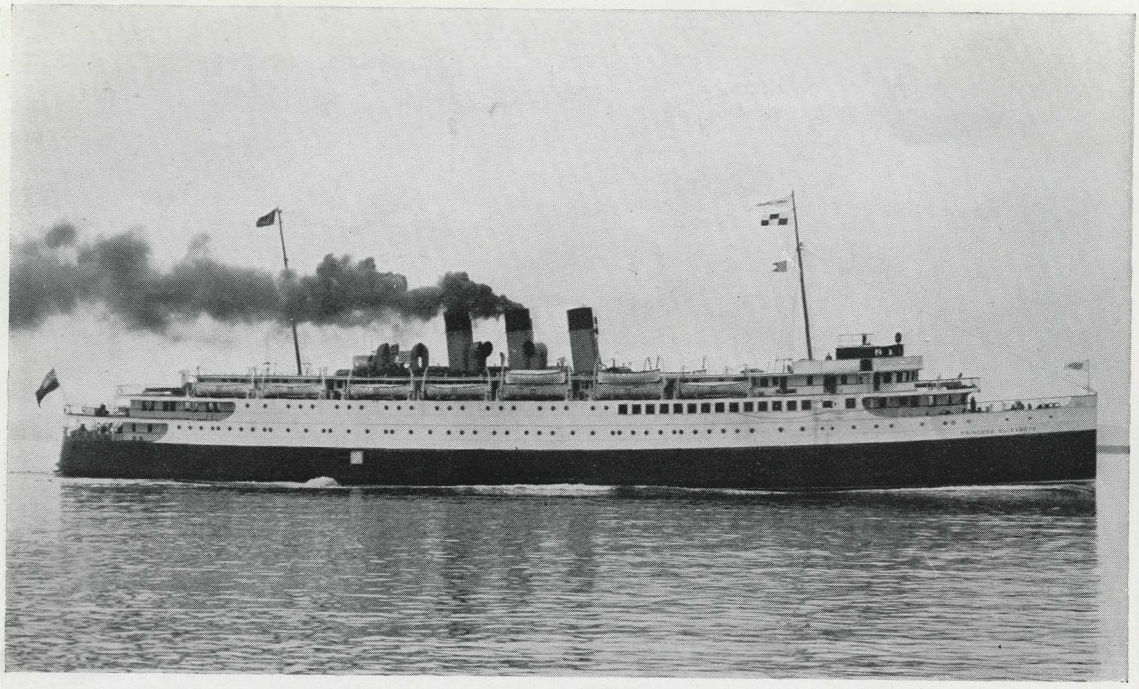
De luxe Stateroom *Below—On the Princess Kathleen and Princess Marguerite* *Dining Saloon*





Above—Hotel Vancouver—Canadian Pacific Railway—523 rooms

Below—The "Empress" Victoria, B. C.—Canadian Pacific Railway—589 rooms



The new sister ships—Princess Elizabeth and Princess Joan

Vancouver — Victoria

Night Service

New and Luxurious Steamships

Princess Elizabeth and Princess Joan

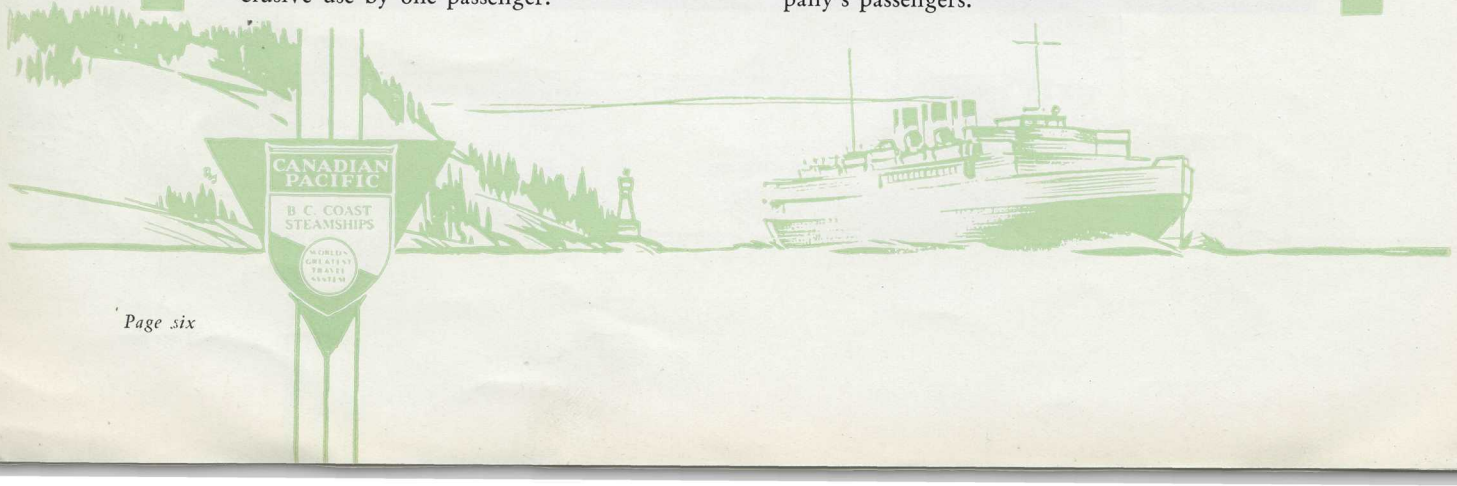
THE SCHEDULE—*Daily Service—All Year*

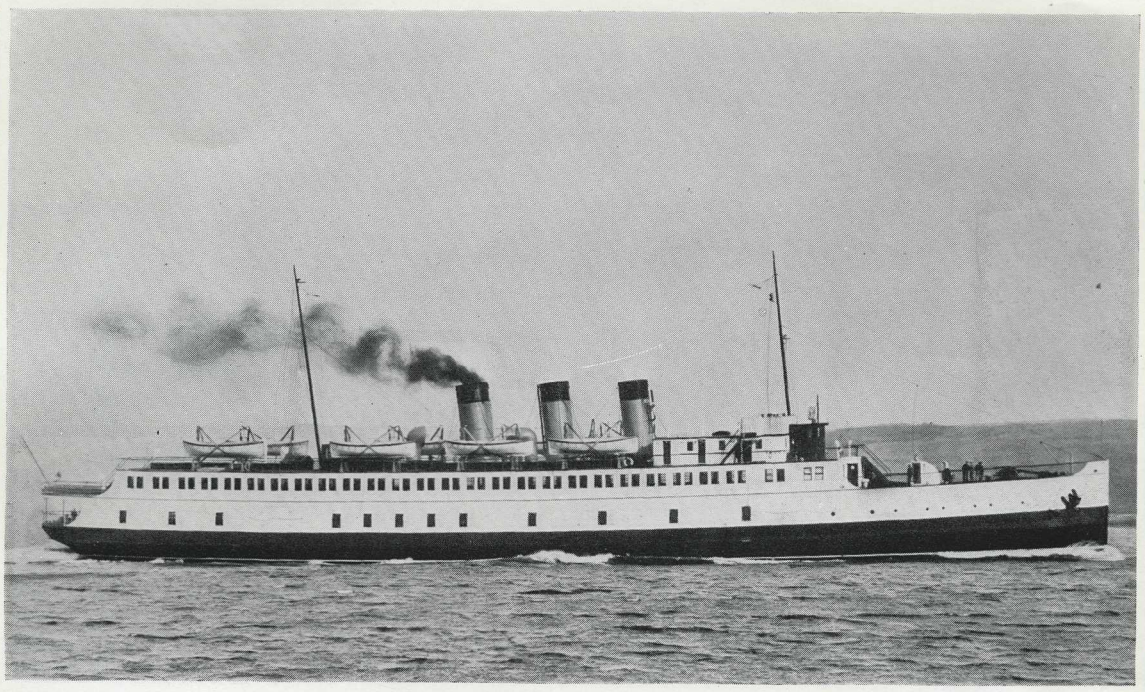
Read down		Read up
12 Midnight Lv.	Vancouver, B.C.	Ar. 7:00 a.m.
7:00 a.m. Ar.	Victoria, B.C.	Lv. 12 Md't.

These two twin screw 5500 ton steamships were built especially for this night service by the Fairfield Shipbuilding and Engineering Company Limited, Govan, Glasgow, and entered regular service in May, 1930. They have been especially designed to accommodate the large number of passengers who desire to travel by night between these two cities, with sleeping accommodation for 408 first class. The majority of the rooms are designed to accommodate two passengers while a number of smaller rooms have been provided for exclusive use by one passenger.

There are also 28 de-luxe rooms with single bed, shower bath and toilet, and 12 large de-luxe rooms with twin or double beds, private shower, and toilet.

The Company has for many years maintained a night service daily in both directions between Vancouver, B.C. and Victoria, B.C., a distance of 80 miles, and the increasing popularity of this service necessitated the construction of these large and splendidly equipped ships, which embody all the latest ideas for the safety, comfort and convenience of the Company's passengers.





Triple screw turbine steamship Princess Elaine

Vancouver — Nanaimo

Double daily service throughout the year

S.S. "Princess Elaine," 2000 tons. Assisted by other steamships

A splendid double daily service is maintained throughout the year between Vancouver, B. C. and Nanaimo, B. C., a distance of 40 miles, the latter City is situated on the east coast of Vancouver Island, where connection is made with the E. & N. Railway for points north and south. The most modern facilities are provided for the expeditious handling of motor cars, of which the "Princess Elaine" can accommodate about 60. Service is also provided to the Company's new resort on Newcastle Island, near Nanaimo, a delightful spot for a day's enjoyment.

This service will be supplemented during the summer season by other steamships and during July and August there will be four sailings each way daily. Complete schedule follows:

SCHEDULE, MAY 22 TO JUNE 24, 1931, INCLUSIVE

Daily Service

From Vancouver	From Nanaimo
10:00 a.m. Princess Elaine	7:00 a.m. Princess Elaine
1:30 p.m. Princess Joan or Elizabeth	2:15 p.m. Princess Elaine
5:45 p.m. Princess Elaine	6:00 p.m. Princess Joan or Elizabeth

SCHEDULE, JUNE 25, TO SEPT. 8, 1931, INCLUSIVE

Daily Service

From Vancouver	From Nanaimo
②8:30 a.m. Pr. Victoria	7:00 a.m. Princess Elaine
10:00 a.m. Princess Elaine	11:45 a.m. Pr. Victoria
2:30 p.m. Pr. Victoria	2:15 p.m. Princess Elaine
5:45 p.m. Princess Elaine	③6:45 p.m. Pr. Victoria
	③8:00 p.m. Pr. Victoria *(Sunday Only)*

②Calling at Newcastle Island Resort.

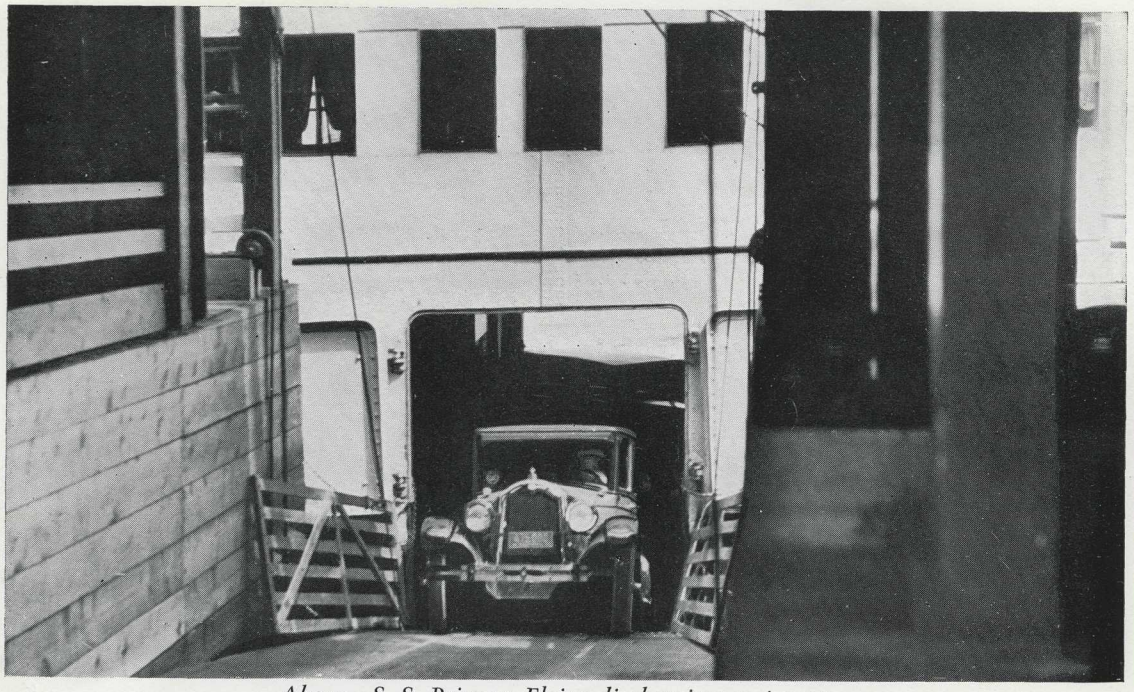
③Steamship leaves Newcastle Island, 6:00 p.m. daily except Sunday, and 7:15 p.m. Sundays.

SCHEDULE, SEPT. 9 TO SEPT. 28, 1931, INCLUSIVE

Daily Service

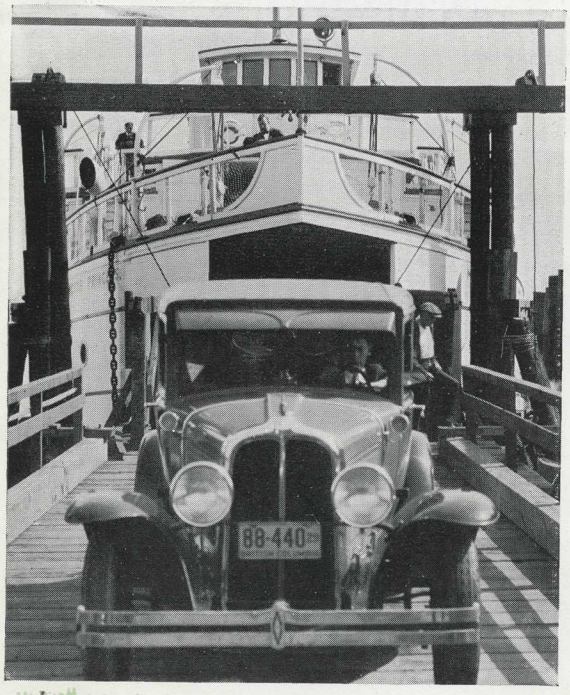
From Vancouver	From Nanaimo
10:00 a.m. Princess Elaine	7:00 a.m. Princess Elaine
1:30 p.m. Princess Joan or Elizabeth	2:15 p.m. Princess Elaine
5:45 p.m. Princess Elaine	5:30 p.m. Princess Joan or Elizabeth

(1:30 p.m. and 5:30 p.m. sailings will be discontinued after September 28)



Above—S. S. Princess Elaine discharging motor cars

Below—M.S. Motor Princess discharging motor cars



Steveston – Sidney

M.S. "Motor Princess" daily service June 13 to September 8th, 1931.

During the tourist season the Company maintains a daily motor car ferry service from Steveston, B.C. on the mainland, 15 miles south of Vancouver, to Sidney on Vancouver Island, 18 miles from Victoria. This service is maintained largely to accommodate the large volume of motor tourist traffic moving to the many beautiful resorts on Vancouver Island.

THE SCHEDULE

From Sidney	From Steveston
8:45 a.m.	12:30 p.m.
4:00 p.m.	7:15 p.m.

Running time three hours each direction.

Accommodation is provided for about 40 motor cars.

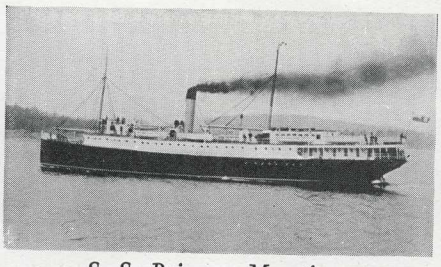
Connections are made with B. C. Electric trains between Vancouver and Steveston and with Vancouver Island Coach Lines motor bus service between Sidney and Victoria, B. C.

S.S. Princess Norah at Bamfield—West Coast Vancouver Island

West Coast Vancouver Island

S.S. Princess Norah, 2500 tons
S.S. Princess Maquinna, 1800 tons

The Company maintains a mail, passenger and freight service from Victoria, B. C. to the many ports of call on the West Coast of Vancouver Island throughout the year. During the fall, winter and spring months steamships leave Victoria 11:00 p.m. on the 1st, 11th and 21st of each month, while during June, July and August the new and luxurious steamship "Princess Norah" and the "Princess Maquinna" will maintain a service sailing every five or six days from Victoria to Port Alice on Quatsino Sound on the North End of the Island, calling at over 40 different ports including fishing plants, canneries, logging camps, Indian Villages, etc.



S. S. Princess Maquinna

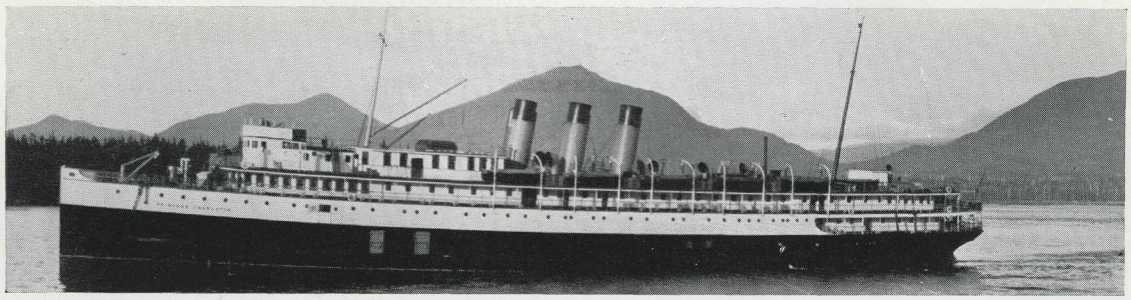
The diversified industries on the West Coast together with the magnificent scenery along the narrow channels, inlets and bays make the West Coast trip one of the most attractive on the North American Continent. The round trip is made in about six and a half days.

Full information is contained in the Company's attractive West Coast Vancouver Island Tour booklet.

THE SCHEDULE

Steamships sail from Victoria at 11:00 p.m. on the following dates.

June 1	Princess Norah
June 11	Princess Norah
June 21	Princess Maquinna
June 26	Princess Norah
July 1	Princess Maquinna
July 6	Princess Norah
July 11	Princess Maquinna
July 16	Princess Norah
July 21	Princess Maquinna
July 26	Princess Norah
Aug. 1	Princess Maquinna
Aug. 6	Princess Norah
Aug. 11	Princess Maquinna
Aug. 16	Princess Norah
Aug. 21	Princess Maquinna
Aug. 26	Princess Norah



Twin screw S. S. Princess Charlotte—Alaska Service

ALASKA

For nearly thirty years the Canadian Pacific "Princesses" have provided a regular service the year round to ports in southeastern Alaska via the "Inside Passage," the voyage terminating at Skagway where connection is made with the White Pass & Yukon Route for Whitehorse, Y.T., Atlin, B.C., Dawson, Y.T., and other points.

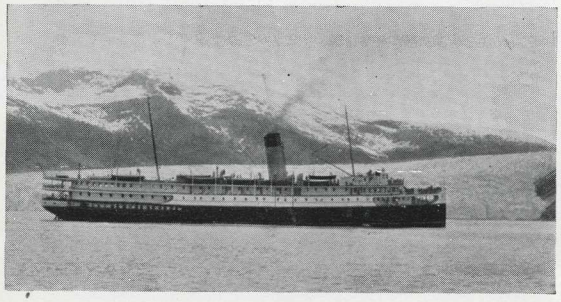
During the summer months this service is augmented by the addition of some of the Company's finest coastal steamships. The "Princess Louise," "Princess Charlotte" and "Princess Alice" sailing semi-weekly from Vancouver, B.C., calling at Alert Bay, and Prince Rupert in British Columbia and Ketchikan, Wrangell, Juneau and Skagway in Alaska. During the tourist season steamships also call at Taku Inlet to give the tourists an opportunity of seeing the magnificent Taku Glacier, a river of ice, a mile wide and one to three hundred feet thick on its face, entering the ocean at the head of Taku Inlet.

Steamships sail from Vancouver 9:00 p.m. every Wednesday and Saturday from early June to the end of August. Passengers from Seattle or Victoria may use the Company's local steamships either in the morning or evening connecting with the Alaska steamship at Vancouver.

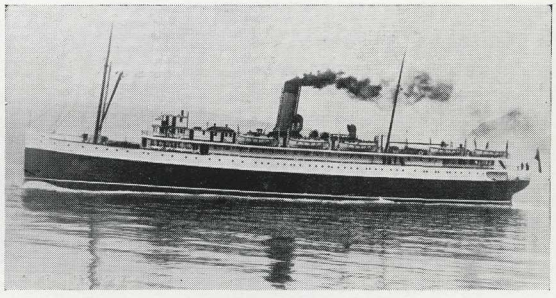
Special Twelve Day Cruise

Steamship "Princess Alice" will leave Vancouver 7:00 p.m. August 11 for a 12-day cruise to northern British Columbia and southeastern Alaska ports. A special itinerary has been arranged including practically all of the most interesting spots on the northern B. C. and Alaska coast and the schedule has been so arranged as to enable the tourist to see both the development of industries and the scenic beauty of this wonderful sheltered waterway.

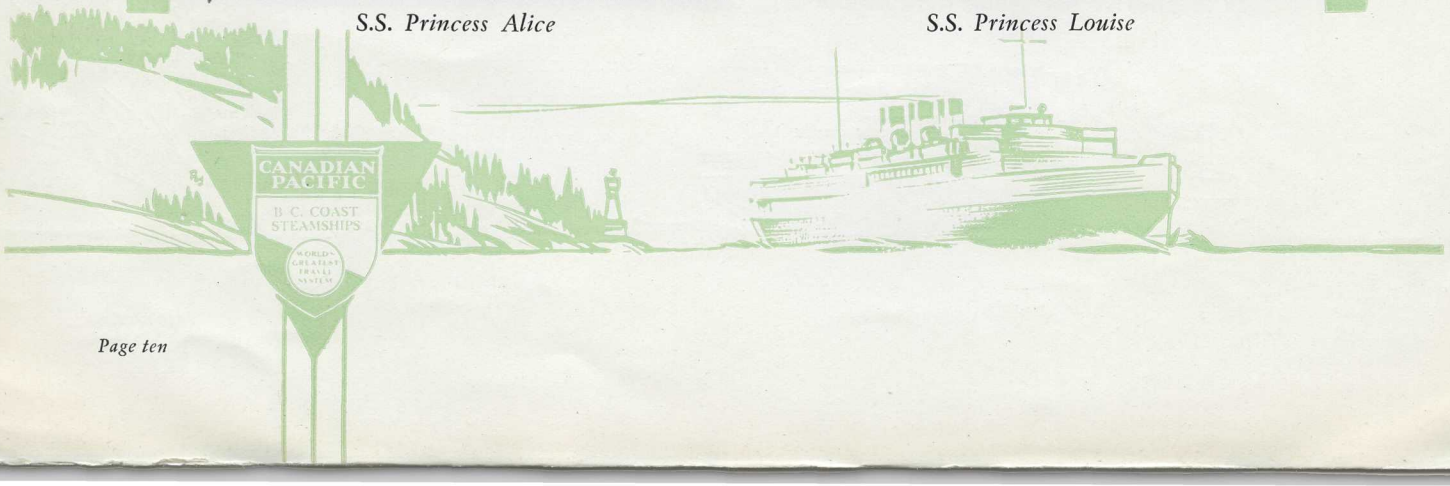
Full particulars of the Alaska service will be found in the Company's attractive Alaska circular.



S.S. Princess Alice



S.S. Princess Louise



Northern B. C. Ports

Twin Screw S.S. Princess Mary
2100 tons

This popular steamship performs a regular service from Vancouver to ports on the Northern B. C. Coast, voyage terminating at Prince Rupert. Sailings from Vancouver 2:00 p.m. Wednesdays, from Prince Rupert 10:00 p.m. Fridays, arriving Vancouver 7:30 a.m. Mondays. Many calls are made at the canneries, logging camps, etc., including the large pulp mill at Ocean Falls. This service provides a very attractive 5 day trip for the tourist.

Powell River, Union Bay and Comox

S.S. Princess Royal, 2000 tons

This steamship leaves Vancouver at 11:45 p.m., Tuesdays, Thursdays and Saturdays for Powell River, where is situated the large pulp mill of the Powell River Company, and to Union Bay and Comox on Vancouver Island.

Gulf Island Service

Between Vancouver and Victoria in the Gulf of Georgia are numerous beautiful islands on which can be found many attractive summer resorts. Service is provided four or five times weekly from Victoria and Vancouver. Frequent opportunities are provided for tourists visiting Vancouver to make a tour of these islands returning the same day. Tourists visiting the Coast should be advised to apply at the Company's offices in Vancouver or Victoria for full information.

Along the way

One Day Trips

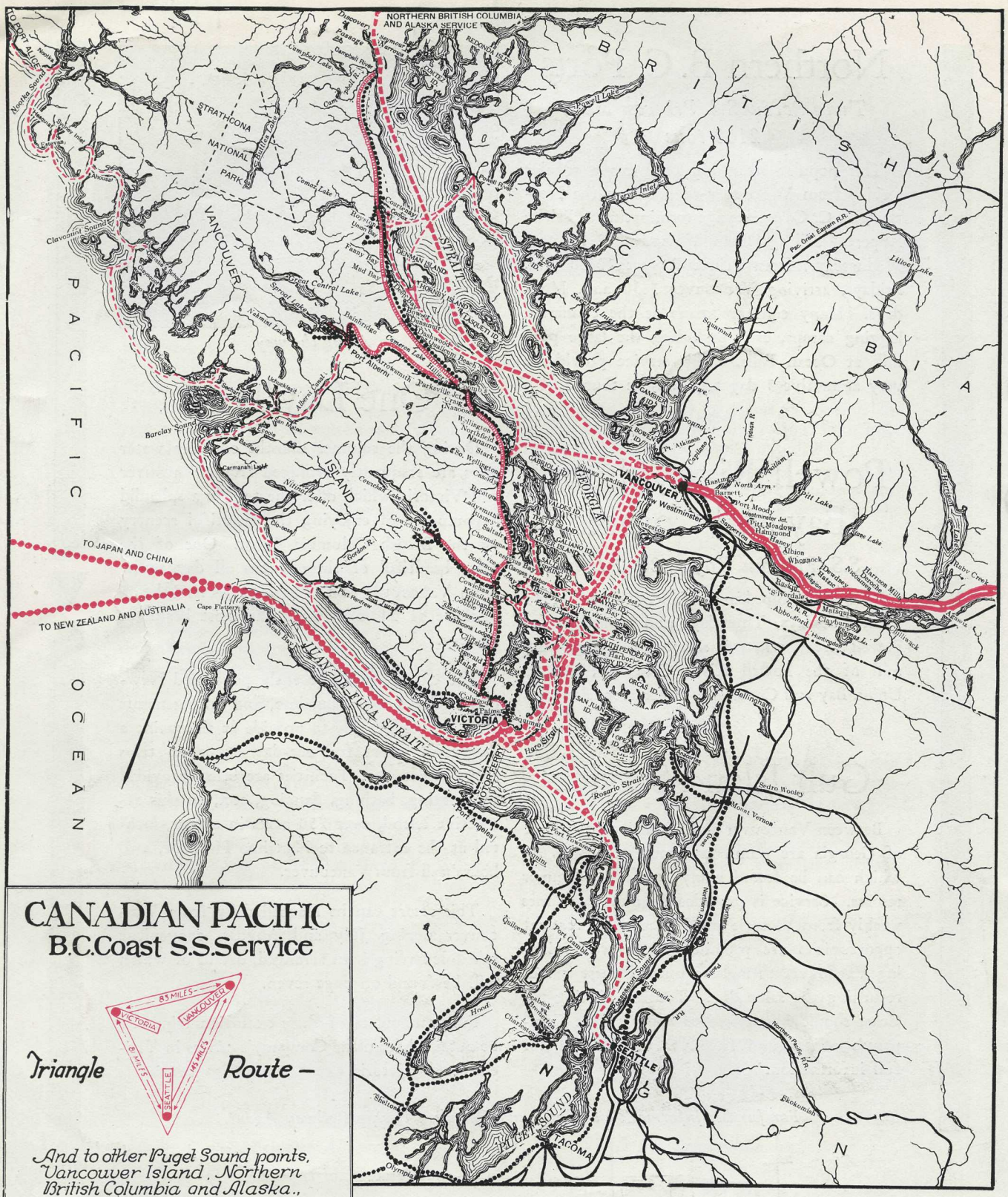
During the summer months one day water trips are frequently arranged from Vancouver and Victoria which offer the tourist a splendid opportunity of enjoying the beautiful scenery on the British Columbia Coast. One of the most beautiful of these is the all day cruise from Vancouver to the head of Jervis Inlet, a distance of 94 miles amid the most beautiful scenery.

The Company has recently purchased Newcastle Island, near Nanaimo, and arrangements are now being made to provide at this point a delightful resort for one-day excursion trips from Vancouver. Facilities are being provided for boating, bathing, dancing, etc., on this attractive Island, over 750 acres in extent, located at the entrance to Nanaimo Harbour, two hours' sail from Vancouver.

This resort can be reached daily from Vancouver during July and August, convenient schedule having been arranged, details of which will be found on page seven.

Full particulars of these excursion trips can be obtained from the Company's offices in Vancouver or Victoria.

For further information apply to any Canadian Pacific Railway Agent.


NORTHERN BRITISH COLUMBIA AND ALASKA SERVICE
TO PORT ALICE
STRATHCONA NATIONAL PARK
VANCOUVER ISLAND
PACIFIC OCEAN
BRITISH COLUMBIA
GEORGIA STRAIT
JUAN DE FUCA STRAIT
PUGET SOUND
TO JAPAN AND CHINA
TO NEW ZEALAND AND AUSTRALIA
VANCOUVER
VICTORIA
SEATTLE
TACOMA
New Westminster
Port Alberni
Port Angeles
Bellingham
Mount Vernon
Matsqui
Abbotsford
Port Moody
Port Coquitlam
Port Townsend
Sidney
Sooke
Port Renfrew
Cape Flattery
Tofino
Ucluelet
Port Hardy
Port Alice
Port Simpson
Port Essington
Port Edward
Port Mellon
Port Moller
Port Neville
Port Orchard
Port Gamble
Port Ludlow
Port Townsend
Port Angeles
Port Coquitlam
Port Hardy
Port Alberni
Port Renfrew

Afternoon Tea

Choice of

White *or* Brown Bread Toast

Devilled Egg *or* Salmon Sandwich

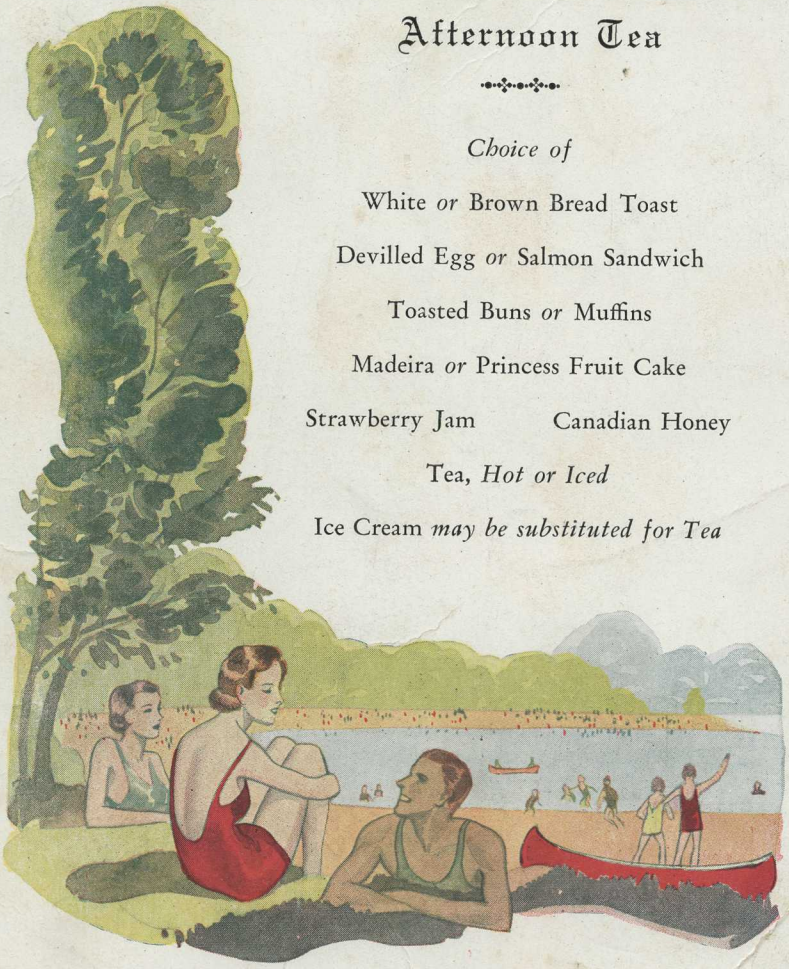
Toasted Buns *or* Muffins

Madeira *or* Princess Fruit Cake

Strawberry Jam Canadian Honey

Tea, *Hot or Iced*

Ice Cream *may be substituted for Tea*

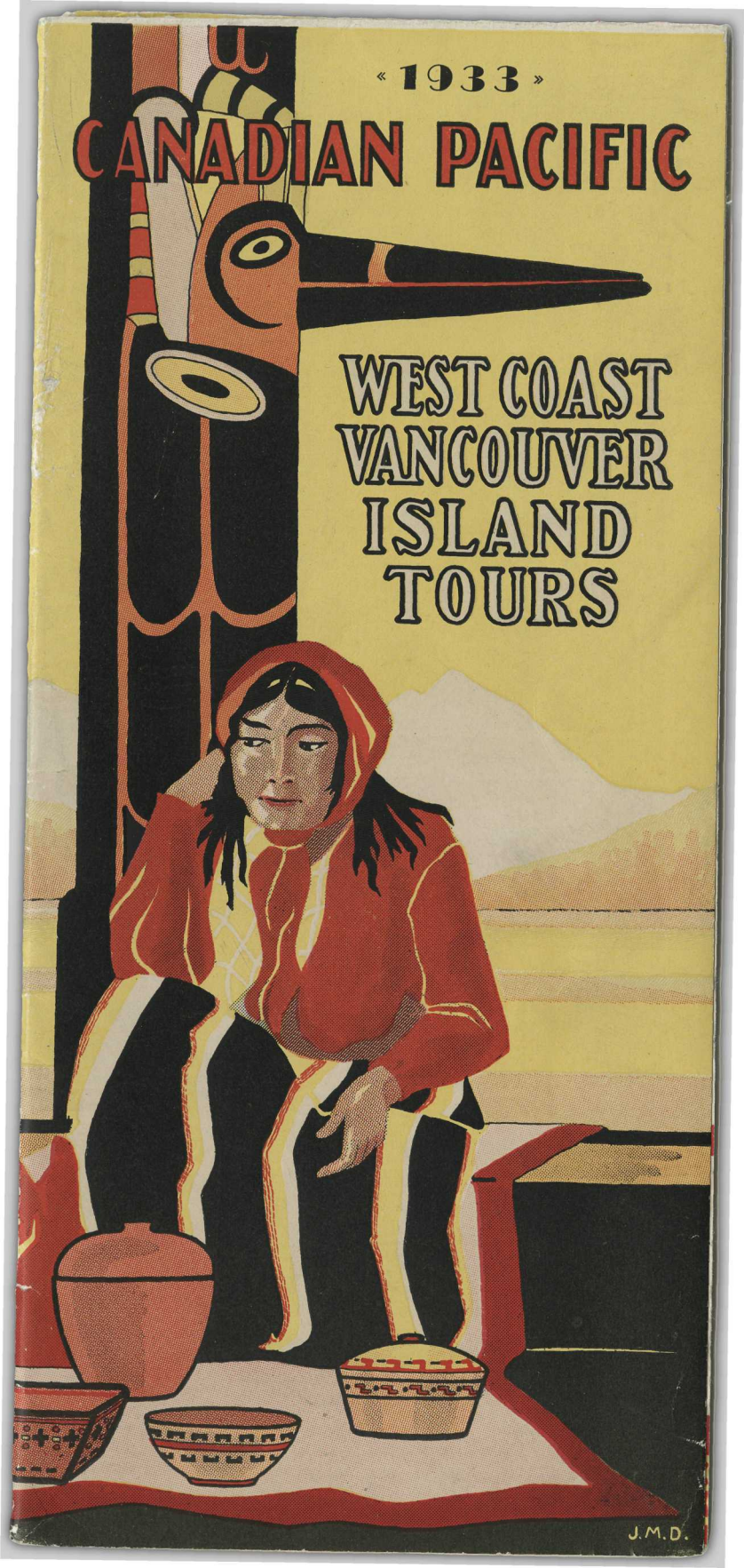


AT ONE OF NEWCASTLE ISLAND'S BEACHES

«1933»

CANADIAN PACIFIC

WEST COAST VANCOUVER ISLAND TOURS



THE WEST COAST OF VANCOUVER ISLAND

THE SERVICE

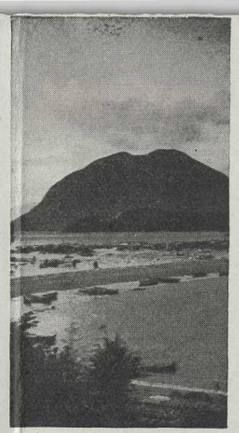
For over a quarter of a century, steamships flying the well-known house flag of the Canadian Pacific have regularly carried His Majesty's Mails, as well as passengers and freight, to the scattered settlements situated in many out-of-the-way bays and inlets the year round. Now comes the opportunity for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

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

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

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

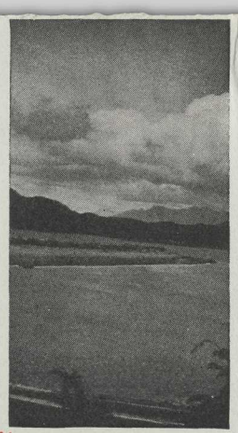
Six and a half day cruises at moderate rates



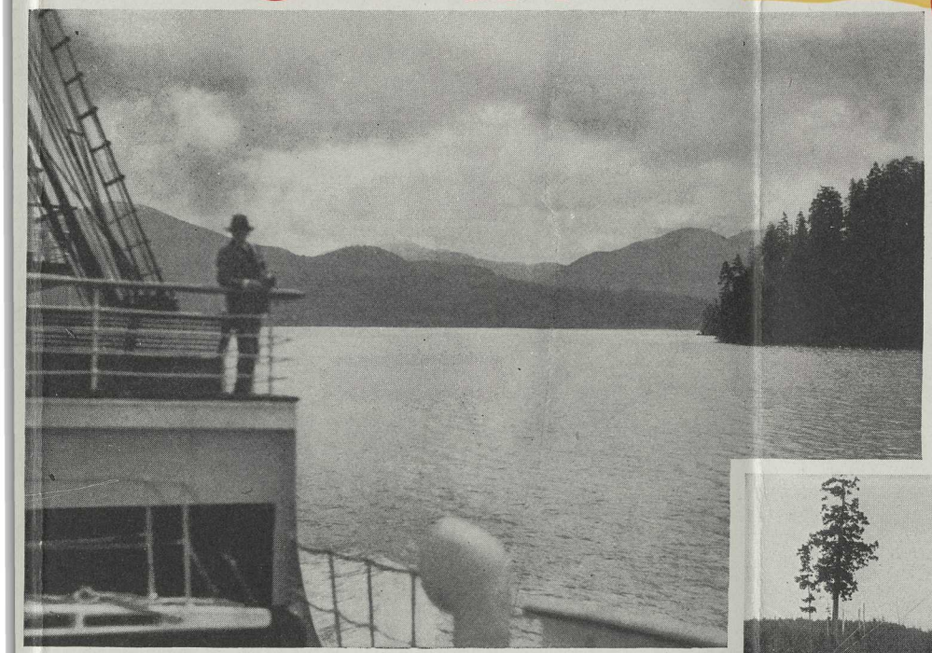
CANADIAN PACIFIC

B.C. COAST STEAMSHIPS

WORLD'S GREATEST TRAVEL SYSTEM



Round Trip Fare Includes Meals and Berth



« A natural paradise for those in search of rest and pleasure » One of many inlets

« A variety of deck sports vary entertainment between numerous ports of call »

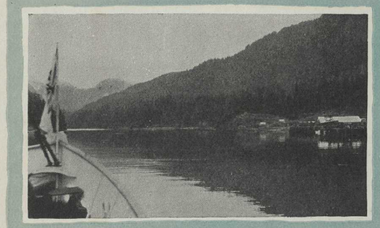
HISTORICAL INTEREST

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

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

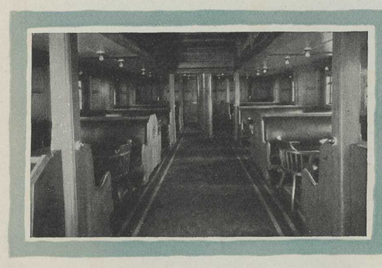
Captain George Vancouver was sent out by the British Government in 1792 to Nootka to take formal possession of the territory, and the record of his meeting with the Spanish Commander, Bodega y Quadra, will be found in the book of Captain Vancouver's voyages. Two sentences from his journal with reference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

PRINCESS NORAH

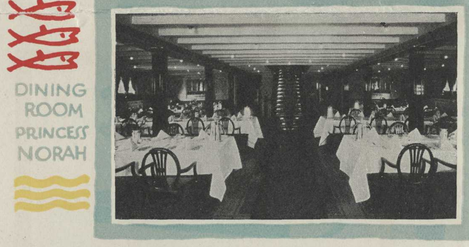


BARCLAY SOUND

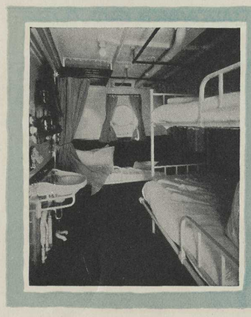
OBSERVATION ROOM PRINCESS NORAH



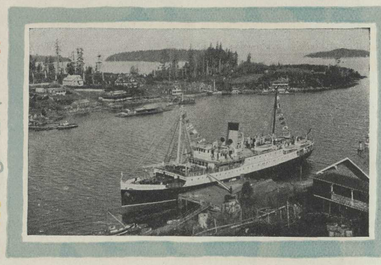
SMOKE ROOM PRINCESS NORAH



DINING ROOM PRINCESS NORAH



3 BERTH CABIN PRINCESS NORAH



PRINCESS NORAH AT BAMFIELD

PRINCESS MAQUINNA

POINTS OF INTEREST

(Read from the bottom up)

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

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

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

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

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

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

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

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

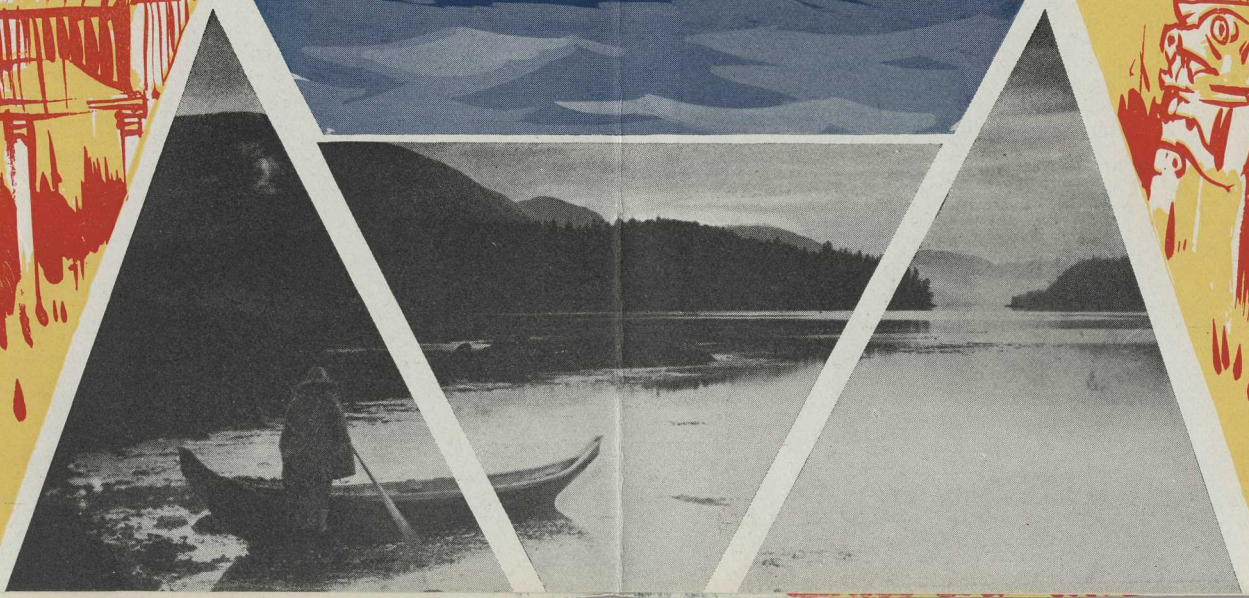
PORT RENFREW AND CLO-OOSE—Port Renfrew is situated at the head of San Juan Inlet and at the mouth of the San Juan and Gordon Rivers, a small but beautifully situated town, the principal industries being logging and salmon canning. There is also excellent trout and salmon fishing in season, and good opportunities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

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

WEST COAST WONDERLAND

Pleasant days of leisure, cruising amid an ever changing panorama of beautiful scenery

Numerous ports of call; Indian villages, canneries, logging camps, fishing stations, etc.



CANADIAN PACIFIC RAILWAY

Ticket Agencies in Canada and the United States

CANADA

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Calgary	Alta.	G. D. Brophy	Dis. Pas. Agt., C.P.R. Stn.
Montreal	Que.	P. E. Gingras	District Passenger Agent Windsor Station
Nanaimo	B.C.	M. C. Ironside	City Passenger Agent
Nanaimo	B.C.	Geo. Brown	Agent, C.P.R. Wharf
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Nelson	B.C.	N. J. Lowes	City Ticket Agent Baker and Ward Sts.
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Powell River	B.C.	Powell River Co.	Agents
Prince Rupert	B.C.	W. L. Coates	General Agent
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Vancouver	B.C.	F. H. Daly	District Passenger Agent 434 West Hastings Street
Vancouver	B.C.	C. Millard	Ticket Agent, C.P.R. Stn.
Vancouver	B.C.	W. S. Stewart	Ticket Agent, Hotel Van.
Vancouver	B.C.	S. G. Lemmon	Ticket Agent, Pier D
Victoria	B.C.	L. D. Chetham	District Passenger Agent 1102 Government Street
Victoria	B.C.	H. S. Howard	Ticket Agt., C.P.R. Wharf
Winnipeg	Man.	E. A. McGuinness	General Agent Pass. Dept. Main and Portage Ave.

UNITED STATES

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Cleveland	Ohio	G. H. Griffin	General Agent 1010 Chester Ave.
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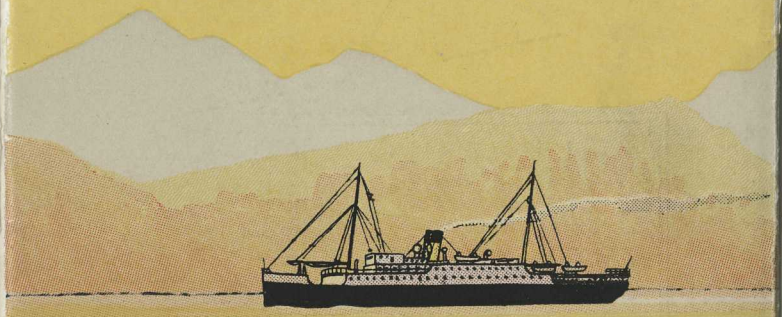
Tacoma	Wash.	L. N. Jones	Act'g City Passenger Agt. 1113 Pacific Avenue
Washington	D.C.	C. E. Phelps	General Agent 14th & New York Ave. N. W.

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

«1933»

WEST COAST VANCOUVER ISLAND TOURS



CANADIAN PACIFIC RAILWAY

B.C. Coast S.S. Service