# WEST COAST WONDERLAND

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## CANADIAN PACIFIC RAILWAY

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# CANADIAN PACIFIC

# WEST COAST VANCOUVER ISLAND TOURS

1930-31

CANADIAN PACIFIC

WEST COAST VANCOUVER ISLAND TOURS

# THE WEST COAST OF VANCOUVER ISLAND

## THE SERVICE

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

The new and luxuriously appointed steamer "Princess Norah" and comfortable "Princess Maquinna" sail regularly from Victoria during June, July and August for West Coast ports. Over forty ports are visited by these steamers in their five hundred mile journey to Port Alice in Quatsino Sound. Both these steamers were built specially for this service with the idea of providing the maximum of comfort for the passenger.

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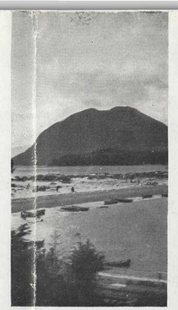
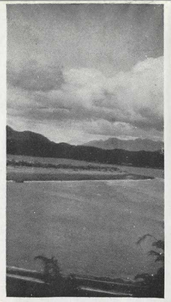
Sufficient time is allowed at all principal ports either on the going or return trip to see the points of interest which are many and varied, the schedule including as it does, canneries, Indian Villages, fish reduction plants, mines, a cable station and a pulp manufacturing plant.

Six and a half day cruises at moderate rates



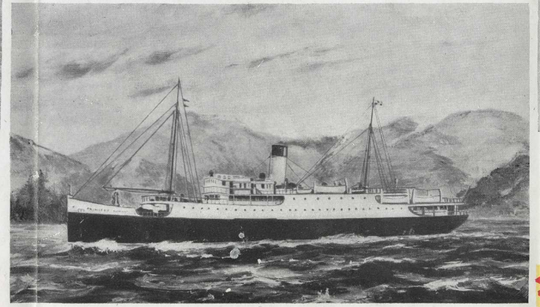


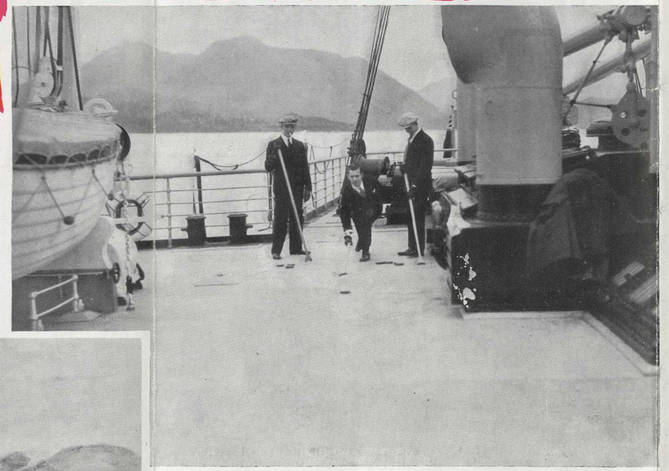
CANADIAN PACIFIC

B.C. COAST STEAMSHIPS

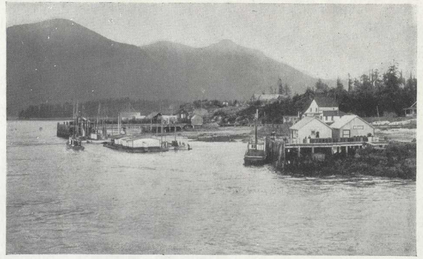
Round Trip Fare $39.00 Meals and Berth Included

« 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

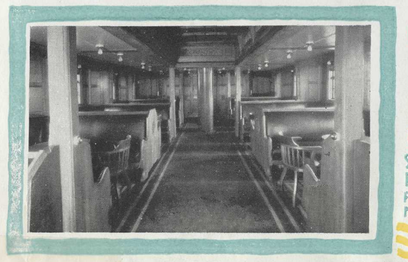
The West Coast may well be called the Canadian Norway, with its rugged and deeply indented coast line, and mountainous, heavily-timbered slopes that drop sheer into the water. Little villages are found along the fiord-like bays and inlets, devoted to fishing and lumbering; Indian settlements too, and 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, and 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 being 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 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."*

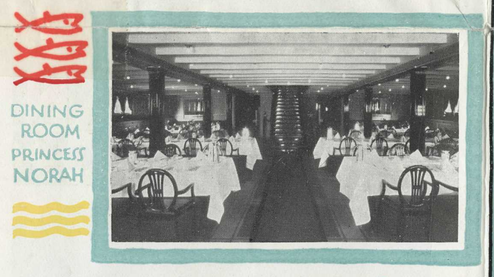
## PRINCESS NORAH

BARCLAY SOUND

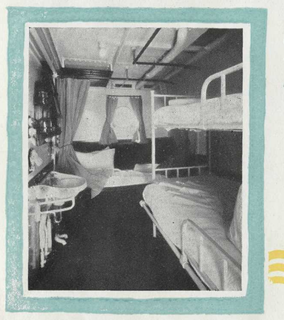
OBSERVATION ROOM PRINCESS NORAH



SMOKE ROOM PRINCESS NORAH



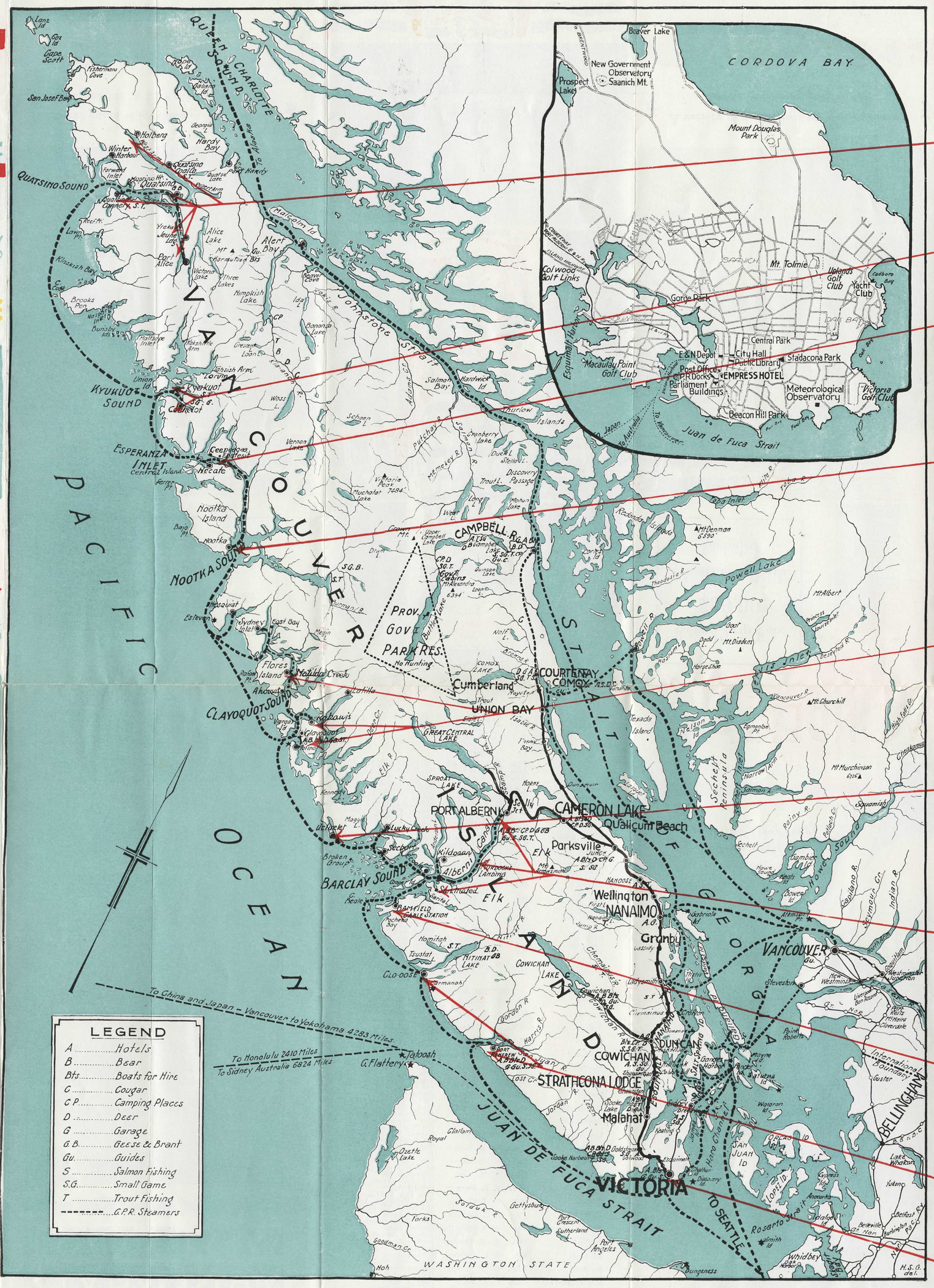
DINING ROOM PRINCESS NORAH



3 BERTH CABIN PRINCESS NORAH

PRINCESS NORAH AT BAMFIELD

## PRINCESS MAQUINNA




## POINTS OF INTEREST

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. Steamer then proceeds down the south-east 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 north-west 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. A call is then made at Markale, Chamiss Bay, Yakoo 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, Hecate and McBride Bay, Espinosa and Queen's Cove before passing again into the open sea enroute 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 steamer proceeds through a beautiful narrow passage through the mountains, called Tahsis Canal, to Esperanza Inlet.

CLAYOQUOT SOUND—Three hours steaming from Ucluelet brings the steamer into Clayoquot Sound, a name taken from the Indian word "another" or "different". The steamer first calls at Tofino then at Clayoquot on Stubbs Island, two miles across the sound. Clayoquot is beautifully 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 quite a large fishing fleet and is an ideal spot for a vacation. On leaving Clayoquot the steamer 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 horticulturist 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, which will give 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 steamer 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 and Nanaimo Railway, running westward from Parksville Jct. 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 steamer calls at numerous fishing centres on both sides of Barkley Sound, including Sarita Bay, San Mateo, McCallum Bay, Ritherdon 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 steamer 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 recently found necessary to lay an additional cable about three years ago. 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 steamer arrives at Clo-oose, a small Indian 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, steamer proceeds through the strait of Juan de Fuca with the snow-capped Olympic mountains of Northern Washington on the left, arriving at Port Renfrew, the first port of call, in the early morning hours.

Printed in Canada

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«1931»

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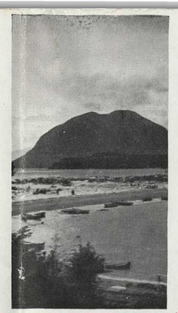

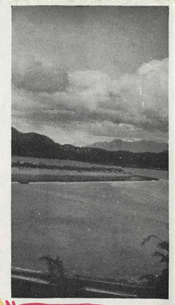

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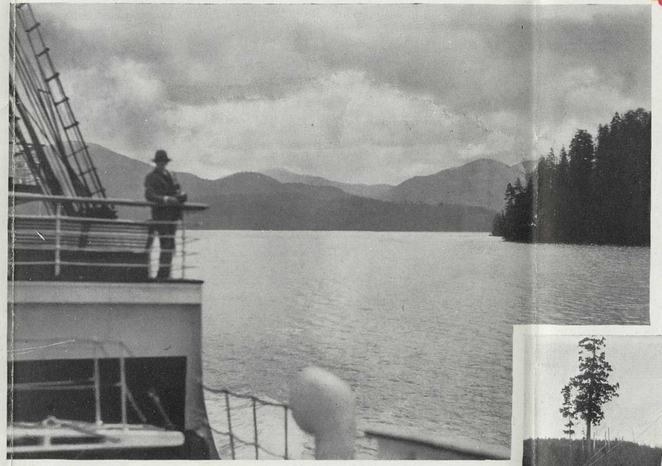
WORLD'S GREATEST TRAVEL SYSTEM

Round Trip Fare Includes Meals and Berth



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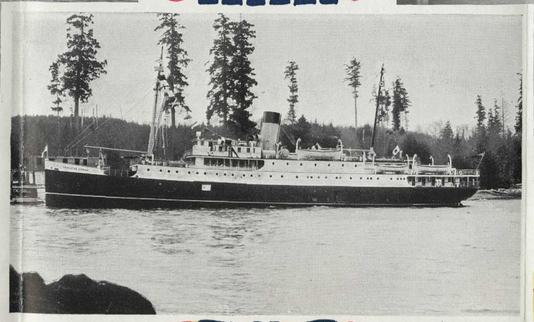

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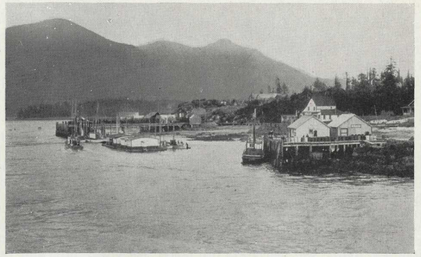

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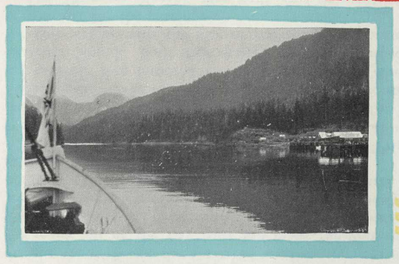
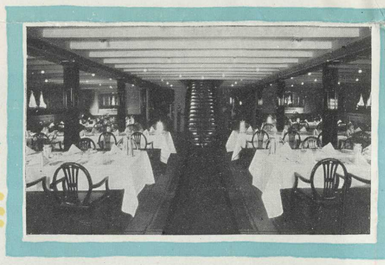
## PRINCESS NORAH



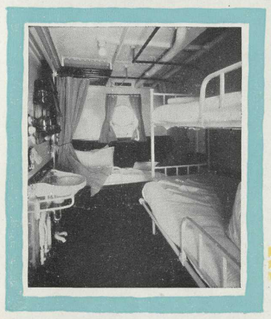
BARCLAY SOUND

OBSERVATION ROOM PRINCESS NORAH

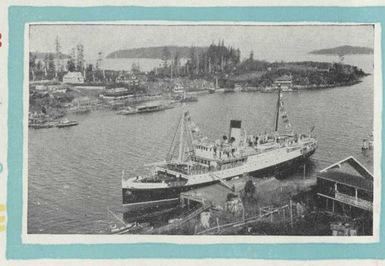
SMOKE ROOM PRINCESS NORAH



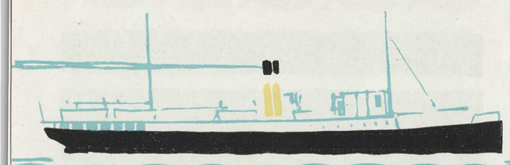
DINING ROOM PRINCESS NORAH



3 BERTH CABIN PRINCESS NORAH



PRINCESS NORAH AT BAMFIELD



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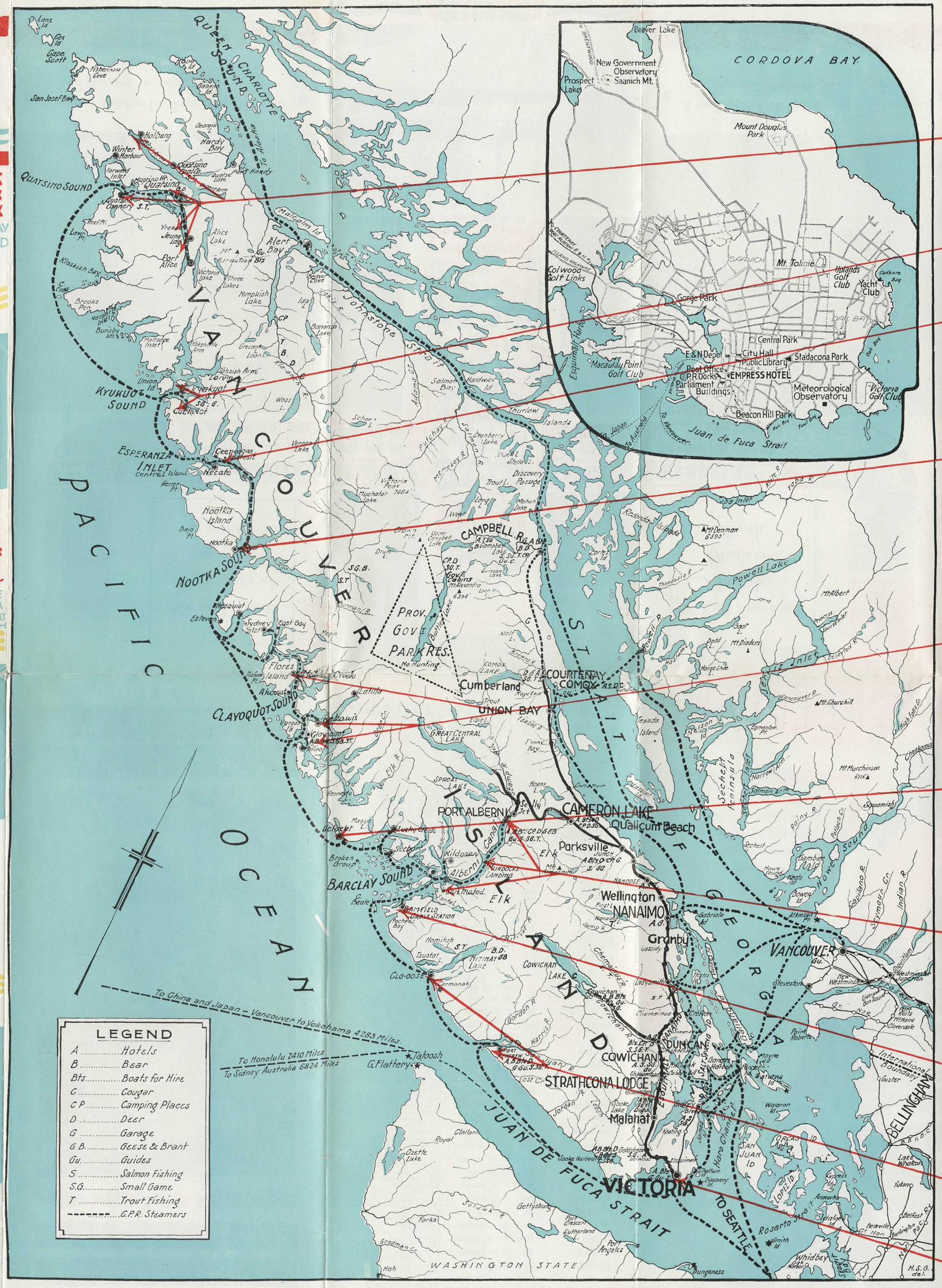





# POINTS OF INTEREST

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CLAYOQUOT SOUND—Three hours steaming from Ucluelet brings the steamer into Clayoquot Sound, a name taken from the Indian word "another" or "different." The steamer first calls at Tofino then at Clayoquot on Stubbs Island, two miles across the sound. Clayoquot is beautifully 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 quite a large fishing fleet and is an ideal spot for a vacation. On leaving Clayoquot the steamer 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 proner 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, which will give 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 steamer 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 and Nanaimo Railway, running westward from Parksville Jct. 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 steamer calls at numerous fishing centres on both sides of Barkley Sound, including Sarita Bay, San Mateo, McCallum Bay, Ritherdon 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 steamer 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 recently found necessary to lay an additional cable about four years ago. 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 steamer arrives at Clo-oose, a small Indian 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, steamer 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.

Printed in Canada
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# WEST COAST WONDERLAND

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

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## THE SERVICE

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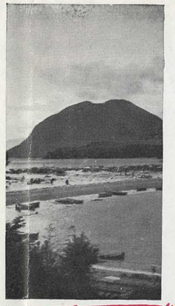
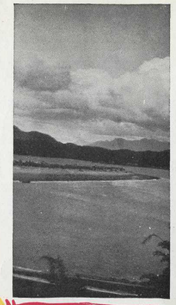
The steamships Princess Norah and Princess Maquinna built especially for this service sail regularly from Victoria during June, July and August for West Coast ports. Over forty ports are visited by these steamships in their five hundred mile journey to Port Alice in Quatsino Sound. Both these steamships 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





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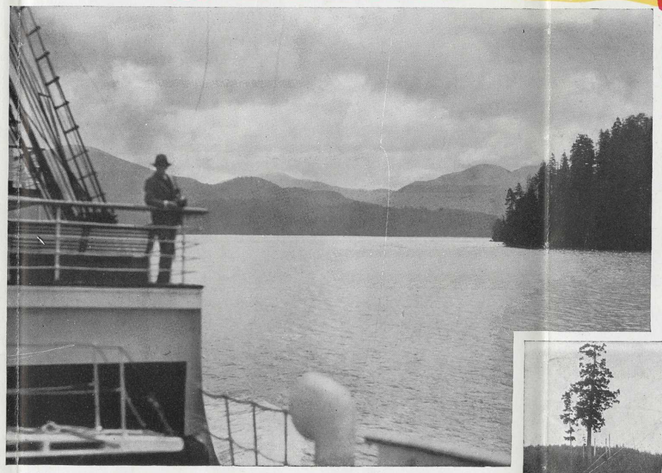
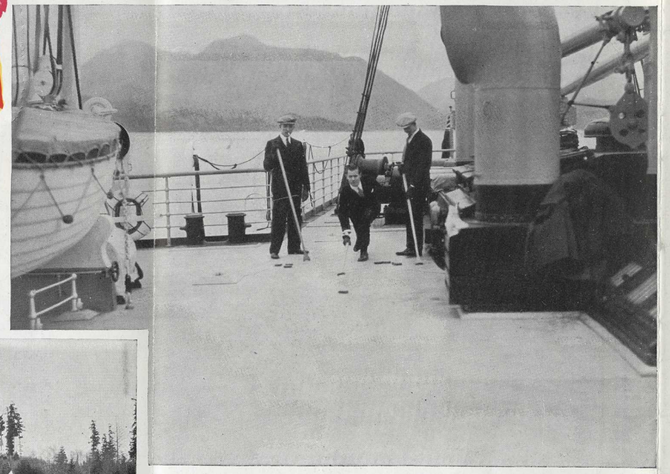
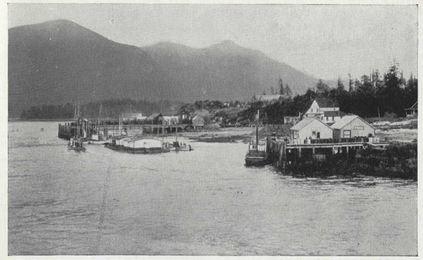


« A natural paradise for those in search of rest and pleasure » One of many inlets



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



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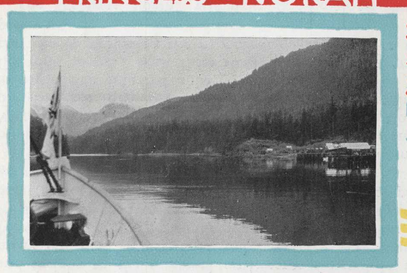

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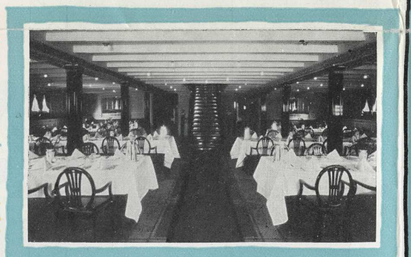

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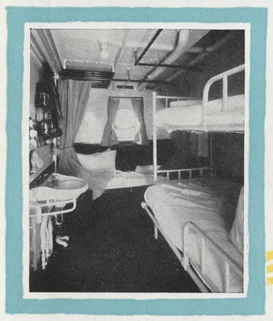

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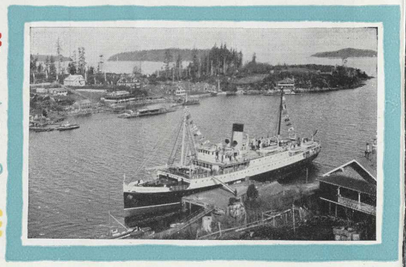

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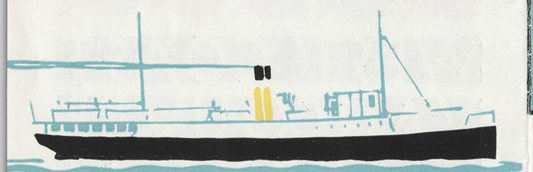

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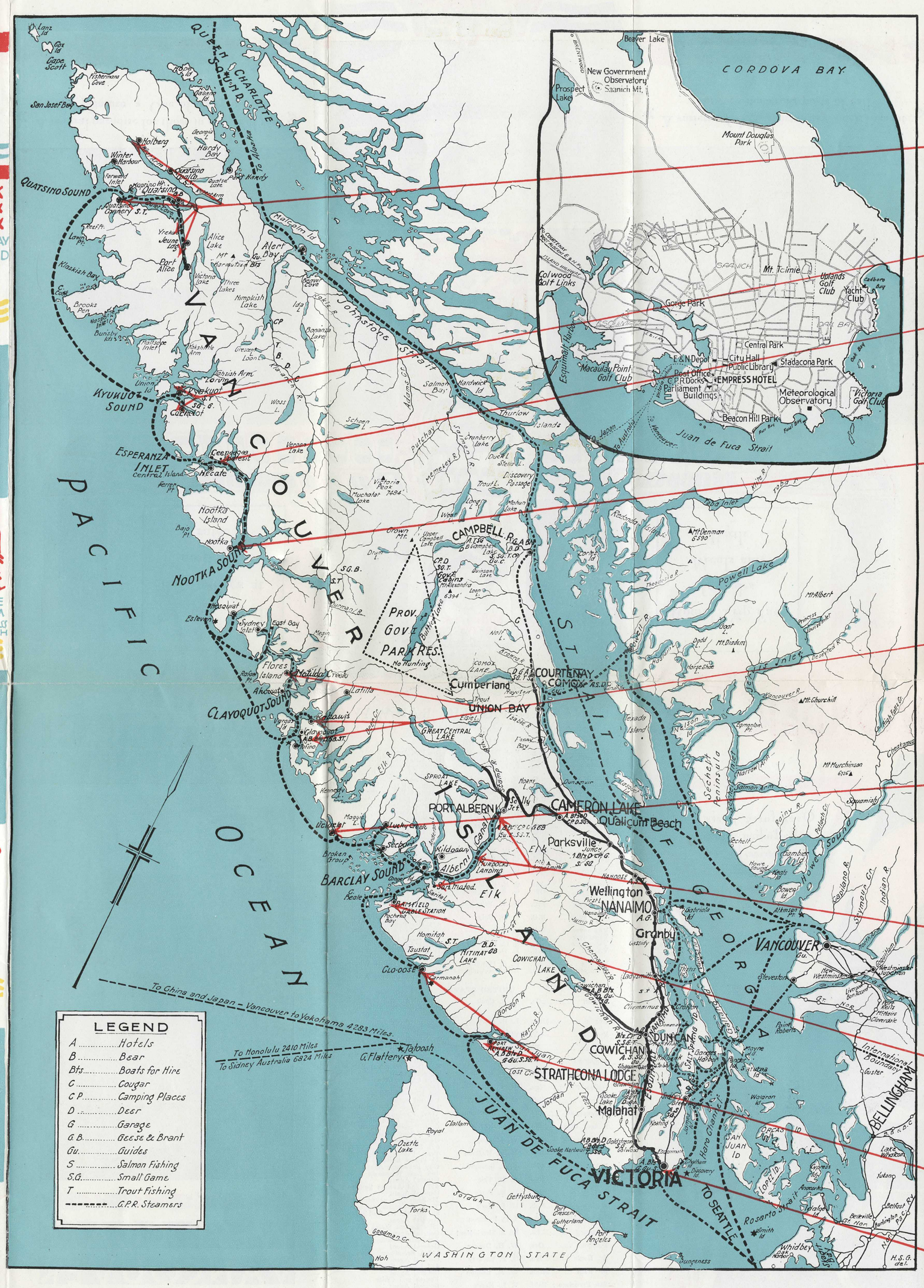


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CLAYOQUOT SOUND—Three hours steaming from Ucluelet brings the steamship into Clayoquot Sound, a name taken from the Indian word "another" or "different." The steamship first calls at Tofino then at Clayoquot on Stubbs Island, two miles across the sound. Clayoquot is beautifully 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 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, which will give 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 and Nanaimo Railway, running westward from Parksville Jct. 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, San Mateo, McCallum Bay, Ritherdon 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 recently found necessary to lay an additional cable about five years ago. 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 Indian village situated at one end of a beautiful white sand beach. Landing is only possible by small boats, through heavy surf.

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

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# CANADIAN PACIFIC RAILWAY COMPANY

British Columbia Coast Steamship Service

# SUMMER VACATION CRUISES

to the

## West Coast of Vancouver Island

Summer, 1932

By the steamships Princess Norah or Princess Maquinna

*Sailings every five or six days from Victoria, B. C.*

SUMMER TOURIST FARES — *Round Trip including meals and berth*

FROM VICTORIA, B. C. $42.50

Six and one half days' round trip from Victoria.

SAILINGS FROM VICTORIA, B. C., AT 11 P.M.:

June 1, 11, 21
July 1, 6, 11, 16, 21, 26
August 1, 6, 11, 16, 21, 26

Calls are made at over forty different ports including Indian Villages, Canneries, Fishing Plants, and Mining and Logging Camps, etc., offering a great variety of interest. The time at ports varies from thirty minutes to several hours' duration. Steamship arrives at Port Alice, Quatsino Sound, the terminus of the voyage on the fourth day.

DELUXE ROOMS with private bath and toilet are available on Princess Norah, rates on application.

CHILDREN between 5 and 12 years, half minimum fare, plus premiums, if any. Children between 2 and 5 years $6.00 round trip.

WEST COAST STEAMSHIPS SAIL FROM VICTORIA, B. C.; connection can be made by Company's local steamships from Vancouver twice daily, or from Seattle daily.

West Coast Steamships will be due at Victoria, B.C. on return trip at 1 p.m. on 7th day, weather permitting.

PASSENGERS MAY BOARD West Coast steamships after 8 p.m. sailing day.

APPLY TO nearest Canadian Pacific Agent for reservations or write to

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

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

# WEST COAST VANCOUVER ISLAND SERVICE

Victoria « Nootka « Port Alice and way ports

## SCHEDULE JUNE, JULY, AUGUST, 1932

Leave Victoria, B.C. 11 p. m.
- S. S. PRINCESS NORAH, June 11, 21; July 1, 11, 21; August 1, 11, 21.
- S. S. PRINCESS MAQUINNA, June 1; July 6, 16 26; ~~August 6, 16, 26.~~

| READ DOWN | | | | | | PORTS OF CALL | | READ UP | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st | 6th | 11th | 16th | 21st | 26th | Lv. | **VICTORIA** Ar. 1 p.m. | 8th | 13th | 18th | 23rd | 28th | 2nd |
| 2 | 7 | 12 | 17 | 22 | 27 | " | PORT RENFREW Ar. | 8 | 13 | 18 | 23 | 28 | 2 |
| 2 | — | 12 | — | 22 | — | " | ② CARMANAH " | — | — | — | — | — | — |
| 2 | — | 12 | — | 22 | — | " | ② CLO-OOSE " | 8 | — | 18 | — | 28 | — |
| 2 | 7 | 12 | 17 | 22 | 27 | " | BAMFIELD " | 8 | 13 | 18 | 23 | 28 | 2 |
| — | 7 | — | 17 | — | 27 | " | ① SARITA BAY " | — | 13 | — | 23 | — | 2 |
| 2 | 7 | 12 | 17 | 22 | 27 | " | ① SAN MATEO " | — | — | — | — | — | — |
| 2 | — | 12 | — | 22 | — | " | ① McCALLUM BAY " | 8 | — | 18 | — | 28 | — |
| — | 7 | — | 17 | — | 27 | " | ① RITHERDON BAY " | — | 13 | — | 23 | — | 2 |
| 2 | 7 | 12 | 17 | 22 | 27 | " | KILDONAN " | 7 | 12 | 17 | 22 | 27 | 1 |
| 2 | 7 | 12 | 17 | 22 | 27 | " | ① GREEN COVE " | 7 | 12 | 17 | 22 | 27 | 1 |
| 2 | 7 | 12 | 17 | 22 | 27 | " | ① UNDERWOOD COVE " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ④ PORT ALBERNI " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ① CROLL COVE " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ③ ECOOLE " | — | — | — | — | — | — |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ① DAVIS ISLAND " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | SECHART " | 7 | 12 | 17 | — | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ① LUCKY CREEK " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | UCLUELET " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | — | 13 | — | 23 | — | " | ① PORT WEEKS (UCLUELET ARM) " | 7 | — | 17 | — | 27 | — |
| — | 8 | — | 18 | — | 28 | " | ① PORT ALBION (UCLUELET ARM) " | — | 12 | — | 22 | — | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | TOFINO " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | CLAYOQUOT " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | — | 13 | — | 23 | — | " | ② KAKAWIS " | 7 | — | 17 | — | 27 | — |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ② AHOUSAT " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ① MATILDA CREEK (WATSON'S AND GIBSON'S) " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | RILEY'S COVE " | 7 | 12 | 17 | 22 | 27 | 1 |
| 3 | 8 | 13 | 18 | 23 | 28 | " | ① EAST BAY (SYDNEY INLET) " | 7 | 12 | 17 | 22 | 27 | 1 |
| — | 8 | — | 18 | — | 28 | " | ② HESQUIAT " | — | 12 | — | 22 | — | 1 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | NOOTKA CANNERY " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | CEEPEECEE " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① McBRIDE BAY " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | HECATE " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① TAHSIS " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① ESPINOSA " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① QUEEN'S COVE " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | CACHELOT " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① MARKALE " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① YAKOO BAY " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① EASY CREEK " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① CHAMISS BAY " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① CALEDONIA " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ② KYUQUOT VILLAGE " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① QUATSINO CANNERY " | 6 | 11 | 16 | 21 | 26 | 31 |
| 4 | 9 | 14 | 19 | 24 | 29 | " | ① KOPRINO " | 6 | 11 | 16 | 21 | 26 | 31 |
| 5 | 10 | 15 | 20 | 25 | 30 | " | ③ QUATSINO VILLAGE " | — | — | — | — | — | — |
| 5 | 10 | 15 | — | 25 | 30 | " | ① JEUNE LANDING " | — | — | — | — | — | — |
| 5 | 10 | 15 | 20 | 25 | 30 | Ar. | **PORT ALICE** Lv. | 5 | 10 | 15 | 20 | 25 | 30 |

NOTE:—WHERE NO DATE IS SHOWN STEAMSHIP DOES NOT CALL.

① Call made when business offers. ② Boat landing.

③ Call is made northbound each trip. The southbound call will be made if business offers.

④ Steamship will not sail northbound prior to 12:01 a.m. on advertised date.

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.

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