ALASKA

PRINCESS LINE
PASSENGER LIST

CANADIAN PACIFIC

ALASKA
and the Yukon

FOR OVER thirty years Canadian Pacific "Princesses" have been performing a regular all-year round service to Skagway and other ports in Southeastern Alaska carrying His Majesty's mails, passengers and freight, connecting at Skagway with the White Pass and Yukon Route for points in the interior.

"Princess" steamships are renowned throughout the world for their splendid standard of service provided for the safety, comfort and pleasure of those who patronize them, and it is the earnest desire of the Company that our clients will find the service such as will enable them to enjoy to the utmost the beauty and grandeur of the "Inside Passage" famous the world over for its magnificent panoramas of sea and snow capped mountains.

BD 15—

Canadian Pacific Railway Co.

B. C. Coast Steamship Service

S.S. PRINCESS ALICE

C. Fenton, Master

G. O. Hughes, First Officer

W. B. Anderson, Chief Engineer

P. A. Hole, Purser

W. Horner, Chief Steward

Sailing from

Vancouver, B. C., August 12, 1936

to

Southeastern Alaska Ports

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

Schultz
A/c. 1993

Approximate Distances

	Nautical Miles
Victoria to Vancouver	72
Vancouver to Alert Bay	183
Alert Bay to Prince Rupert	294
Prince Rupert to Ketchikan	91
Ketchikan to Wrangell	90
Wrangell to Taku Glacier	161
Taku Glacier to Juneau	25
Juneau to Skagway	100

Information for Passengers

MAIL arriving on board ship at Prince Rupert or Skagway will be delivered to rooms. Mail addressed to ship or in care of Company at Vancouver will be held at the Information Bureau in Canadian Pacific Station at Vancouver until called for. If not called for within 30 days it will be returned to the sender or the Post Office.

TELEGRAMS for passengers in care of their ship at any scheduled port of call will be delivered on board.

PASSENGERS desiring to remain on board ship at Skagway are requested to leave their names and room numbers with Purser. Accommodation and meals while ship is at Skagway will be charged for at tariff rates, but passengers may leave their baggage in rooms without charge.

WHITE PASS & YUKON ROUTE—Information re service from Skagway to Bennett, Carcross, Whitehorse, West Taku Arm, Atlin or Dawson will be gladly furnished at the Purser's office.

An envelope for mailing this passenger list may be obtained at Purser's office.

List of Passengers

Alexander, Mrs. H. B., Fresno, Cal.
Anderson, Mr. and Mrs. C., Helena, Mont.
Augspurger, Mrs. M., Buffalo, N. Y.
Augspurger, O., Buffalo, N. Y.
Augspurger, C., Buffalo, N. Y.
Aylward, Miss J. A., Buffalo, N. Y.

Beckman, Mr. and Mrs. A. O., Altadena, Cal.
Bennett, Mrs. M., Detroit, Mich.
Bennett, Miss M., Detroit, Mich.
Bertrand, Miss M. E., Dallas, Texas
Bigelow, Miss B., Harvard, Mass.
Blair, Miss M., New Westminster, B. C.
Blumenthal, Miss F., Washington, D. C.
Boller, Mr. and Mrs. C. W., Wichita Falls, Texas
Boller, Miss M. L., Wichita Falls, Texas
Bovaird, Mr. and Mrs. W. M., Tulsa, Okla.
Bozarth, Mrs. M. L., Los Angeles, Cal.
Bressler, Mrs. W., Hyder, Alaska
Bressler, Miss R., Hyder, Alaska
Bressler, Master B., Hyder, Alaska
Broadfoot, Miss M. S., Vancouver, B. C.
Brown, Mr. and Mrs. J. J., Wichita, Kan.
Bullock, Miss G. M., Milwaukee, Wis.
Butin, Miss L. E., Ketchikan, Alaska

Callaway, E., Covington, Ga.
Callaway, E. J., Covington, Ga.
Campbell, Miss A. M., Paterson, N. J.
Casebolt, Mr. and Mrs. V. S., Tekoa, Wn.
Chase, Miss E., New York, N. Y.
Churchill, Mr. and Mrs. W. S., Tulsa, Okla.
Coppedge, Mr. and Mrs. C. E., Dallas, Texas
Cosgrove, Miss A. R., San Francisco, Cal.

Danielsen, L., Vancouver, B. C.
Danner, Miss D., Hollywood, Cal.
Deckard, Mrs. L., Cincinnati, Ohio
Donaldson, Mr. and Mrs. C. S., Lethbridge, Alta.
Donnelly, W., San Francisco, Cal.
Douglas, Mr. and Mrs. G., Minneapolis, Minn.

Edmonston, Miss P., Baltimore, Md.
Edmonston, C. H., Baltimore, Md.
Embry, Mr. and Mrs. W. G., Fort Worth, Texas
Emmick, E., San Francisco, Cal.

Finney, Mr. and Mrs. H. E., Los Angeles, Cal.
Fitzwilliams, Mrs. J., Ketchikan, Alaska
Fitzwilliams, Miss J., Ketchikan, Alaska
Fitzwilliams, Miss E. L., Ketchikan, Alaska
Fleischer, Miss G., Chicago, Ill.
Foote, Dr. and Mrs. A. A., Elma, Wn.
Ford, Miss R. M., Los Angeles, Cal.
Franz, Miss E., Livingston, Mont.
Frost, Miss J. C., Rockport, Mass.

Gates, F. W., Massillon, Ohio
Glenn, Mr. and Mrs. W. E., Kansas City, Mo.
Glover, Rev. R. J., Roselle, N. J.
Goodman, W. E., Chicago, Ill.
Green, Miss L. R., Abilene, Texas
Griffin, E., Wichita Falls, Texas

Haitler, Mr. and Mrs. P., Fresno, Cal.
Hartogensis, Miss C., Washington, D. C.
Heberlee, Mr. and Mrs. G. D., Los Angeles, Cal.
Henderson, F., Calgary, Alta.
Hillman, M., Lansing, Mich.
Hummer, Miss E., Chevy Chase, Md.
Hummer, Miss M., Washington, D. C.
Hummer, M. F., Washington, D. C.

Ilsley, Dr. and Mrs. M. L., Claremont, Cal.
Ilsley, Miss B. L., Claremont, Cal.
Ilsley, J. L., Claremont, Cal.

Jackson, F. L., Juneau, Alaska
Jeppesen, Miss E., Portland, Ore.
Johnson, Miss E. L., Chicago, Ill.

Kestenbaum, Mr. and Mrs. M. C., Brooklyn, N. Y.
Kottemann, Mr. and Mrs. W. C., Los Angeles, Cal.

Laurendeau, Mrs. S., Santa Monica, Cal.
Lawson, Mr. and Mrs. J. L., Winnipeg, Man.
Lawson, Miss R. A., Winnipeg, Man.
Lawson, Miss S. J., Winnipeg, Man.
Lott, Miss E. M., Livingston, Mont.
Lynn, Dr. D., Detroit, Mich.

Mark, Miss M., Woodstock, Ont.
Mendenhall, W., Kansas City, Mo.
Mendenhall, Miss C., Kansas City, Mo.
Meneve, Mrs. M., Paterson, N. J.
Miller, Mr. and Mrs. C. W., Wrangell, Alaska

Moore, Miss F. A., New York, N. Y.
Moore, Miss M. E., Portland, Ore.
Mudge, Mr. and Mrs. E. W. Jr., Gainesville, Texas
Murphy, Mrs. E., Brooklyn, N. Y.
Murphy, C. B., Brooklyn, N. Y.
Murray, Mrs. M., Victoria, B. C.
Murray, Master Ian, Victoria, B. C.
McCormack, Miss E., Corvallis, Ore.
McCoy, Miss S., Valley City, N. D.
McGinnis, Miss N., New York City
McGinnis, Miss M., New York City
McKechnie, Mr. and Mrs. W., Atlin, B. C.
McMichael, Miss M., Seattle, Wn.
McMichael, Miss S., Seattle, Wn.
Macmillan, Mrs. M. D., Vancouver, B. C.

Nichols, Miss A., Wauwatosa, Wis.
Noonan, Mrs. M. C., Springfield, Ill.
Noonan, Miss M. M., Springfield, Ill.

O'Connor, J. J. Jr., San Francisco, Cal.

Patterson, Mrs. L. S., Cheyenne, Wyo.
Pierce, Miss J. A., Faribault, Minn.
Pierce, Miss C. M., Faribault, Minn.
Prior, Mr. and Mrs. L. F., Marion, Iowa

Reed, Miss G., Culver, Kan.
Rodgers, J. H., Denver, Colo.
Ross, Miss M., New Orleans, La.

Sample, Mrs. L. J., Fresno, Cal.
Schloemer, Miss C., West Bend, Wis.
Scoball, Miss C., Detroit, Mich.
Seay, Mr. and Mrs. G. J., Richmond, Va.
Shelton, Miss L., Fort Worth, Texas
Shields, Mr. and Mrs. D. J., San Francisco, Cal.
Shimmel, Mr. and Mrs. B. B., Phoenix, Ariz.
Shimmel, Miss M., Phoenix, Ariz.
Shimmel, Miss N. E., Phoenix, Ariz.
Shirlaw, Mrs. M., New Westminster, B. C.
Shorey, Miss V. M., Yorkville, N. Y.
Sjorgren, Miss A., Concordia, Kan.
Smith, Mrs. R. B., Little Rock, Ark.
Smith, Miss J. J., Little Rock, Ark.
Stack, Mr. and Mrs. E. W., Seattle, Wn.
Stanton, Rev. M. W., Newark, N. J.
Stephenson, Dr. and Mrs. W. O., Dallas, Texas
Stephenson, W. C., Covington, Ga.
Stewart, J. A., Vancouver, B. C.

Taecker, Mr. and Mrs. J. L., Brawley, Cal.
Taecker, Miss E. M., Baldwin Park, Cal.
Taecker, Miss H. L., Brawley, Cal.
Taecker, Miss M. E., Brawley, Cal.
Thompson, Miss V., San Francisco, Cal.
Thompson, Miss A., Gridley, Cal.
Tucker, Mr. and Mrs., Wyandotte, Mich.
Tustin, Mr. and Mrs. G. J., Napanee, Ont.
Tweedie, Miss H., Calgary, Alta.
Tweedie, Miss L., Montreal, Que.

Wareham, Mr. and Mrs. E. H., Holly, Mich.
Wattley, Rev. and Mrs. D. H., New Orleans, La.
Wattley, J. C., New Orleans, La.
Wattley, Miss C. B., New Orleans, La.
Wilkinson, Mr. and Mrs. G., Miami Beach, Fla.
Williams, Miss I., San Francisco, Cal.
Williams, Mrs. M., San Francisco, Cal.
Williams, Captain and Mrs. L., Chemainus, B. C.
Williams, Master W., Chemainus, B. C.
Williams, Miss C., Chemainus, B. C.
Wood, Miss M. D., New York, N. Y.
Wood, Mr. and Mrs. H., Wichita, Kan.
Wood, Miss B., Wichita, Kan.
Wrigley, Mr. and Mrs. R., Vancouver, B. C.

Famous Canadian Pacific
HOTELS and RESORTS

EMPRESS HOTEL, VICTORIA

A fascinating change of surroundings and a year-round mild climate make Victoria an outdoor playground every day in the year—tennis, golf, swimming in the pleasant Crystal Garden, delightful walks and nearby fishing. Rooms with bath $3.50 per day, European plan.

HOTEL VANCOUVER

Vancouver offers many appealing diversions to the visitor—Stanley Park, Burrard Inlet, Capilana Canyon, Grouse Mountain and popular Hot Springs at Harrison Lake. Rooms without bath $2.50, with bath $3.50 per day, European plan.

EMERALD LAKE CHALET

Unlike anything in the Canadian Rockies, this quaint little Alpine village with a central Chalet clubhouse and individual modernly equipped bungalows, lies hidden in the wilds by the shore of a jewel-green mountain lake.

CHATEAU LAKE LOUISE

One of the supremely beautiful places of the world. A lake that puts soul into colors. A chateau as foreign and interesting as you can imagine, surrounded by brilliant Alpine poppies with snowtopped peaks for a background.

BANFF SPRINGS HOTEL

It must be described in superlatives. Mile-high golf, all degrees of climbing with Swiss guides, warm sulphur or cool clear swimming pools—with glorious sunbathing on the terrace. Fast clay court tennis, fishing, boating, riding, and always interesting people.

Enquire about the all-expense tours to mountain resorts.

CANADIAN PACIFIC

WORLD CRUISE

Empress of Britain

(42,500 Gross Tons)

From New York—
January 9, 1937

130 DAYS
31 PORTS

Improved itinerary includes Barcelona, Spain, and the Island of Bali.

Take this voyage of a lifetime on the largest World Cruise Liner, cheaper than comparable living at home.

Fares From $2300

including a comprehensive programme of sightseeing at all ports.

Complete information from any Canadian Pacific Agent.

CANADIAN PACIFIC

WEST COAST
Cruises

Six and a Half Day Cruises to the West Coast of Vancouver Island

SUMMER, 1936

Sailings from Victoria

S.S. "PRINCESS MAQUINNA"
June 1, 11, 21 — July 1, 11

S. S. "PRINCESS NORAH"
July 21 — August 1, 11, 21

For further information regarding these cruises see the purser or any C.P.R. Agent

Minimum Return Fare **$39.00**

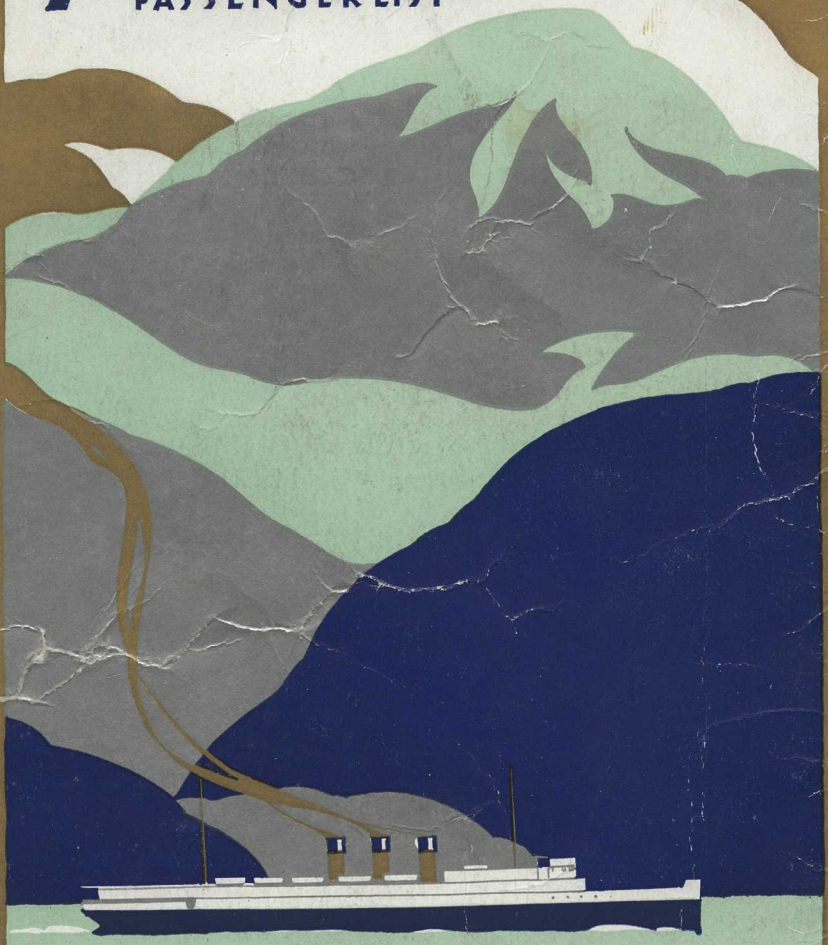
Including Meals and Berth

A delightful voyage at very moderate rates, including calls at many different ports

2194

[redacted]

PASSENGER LIST



CANADIAN PACIFIC

GBD 118-1

LITHOGRAPHED IN CANADA

CANADIAN PACIFIC

NAME Emma Harris

S.S. PRINCESS ALICE

SAILING DATE AUG 3 - 1938 ROOM 35

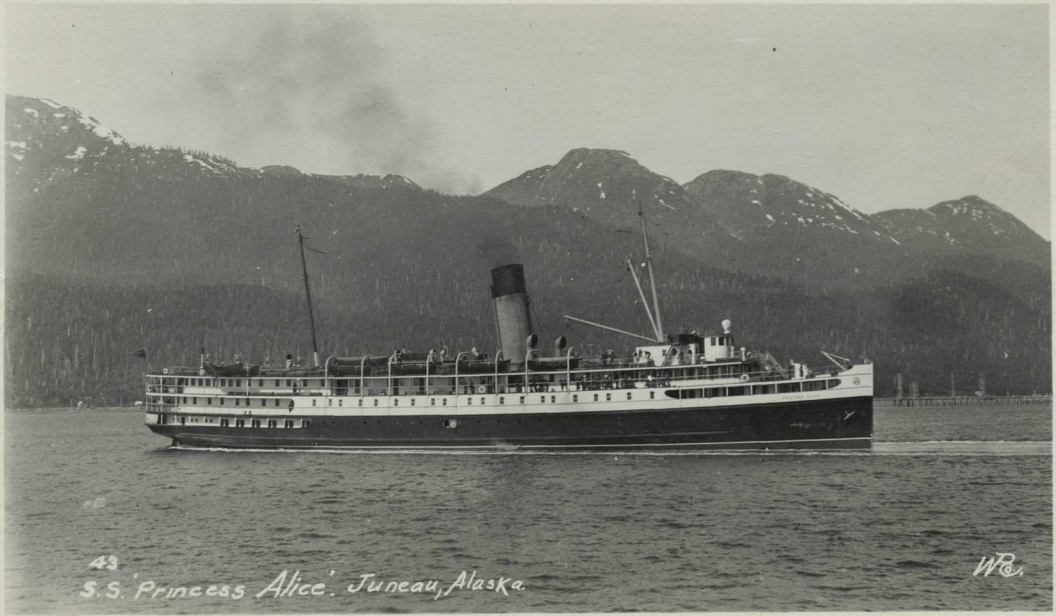
TO SKAGWAY & RETURN

(PORT OF LANDING)

WANTED

PASTE ON END

Princess Alice

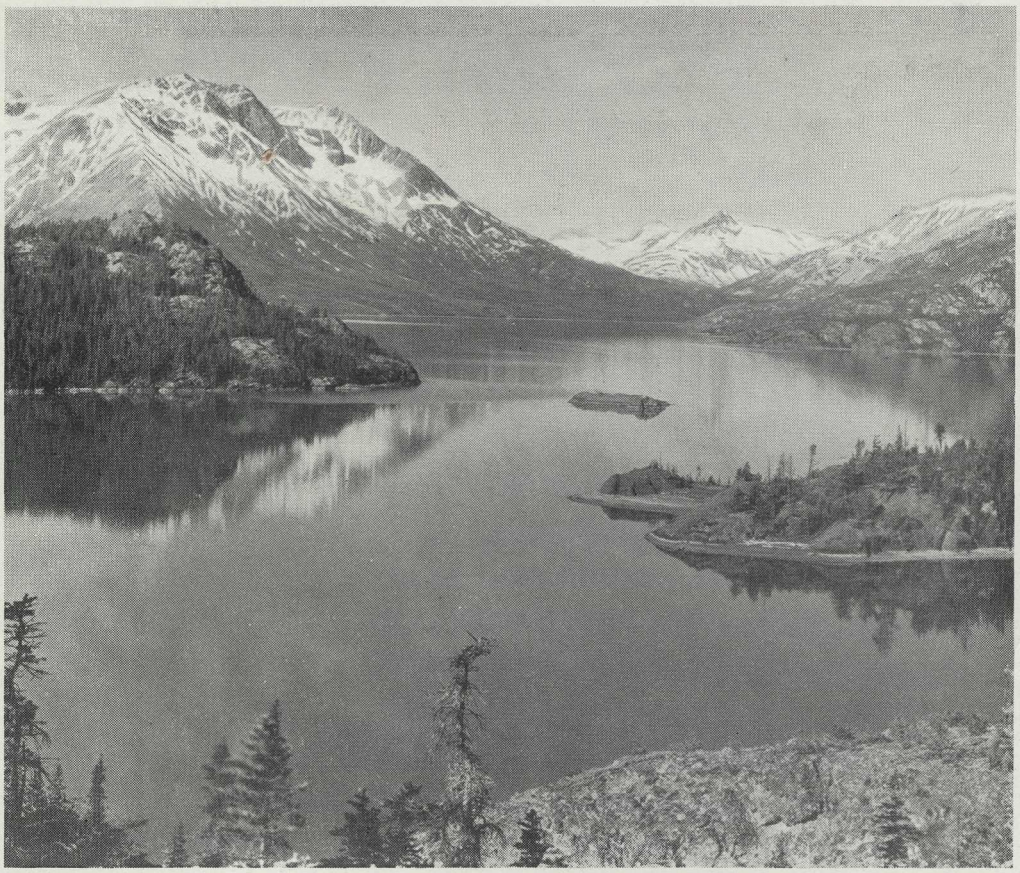

42
S.S. 'Princess Alice'. Juneau, Alaska.
WR.

Princess Alice

Painting by MARIUS HUBERT-ROBERT

LAKE LOUISE

. from the Chateau .

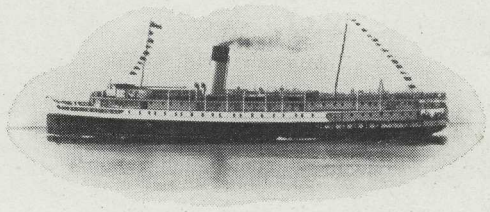


LAKE ATLIN

A FISHERWOMAN'S PARADISE

THE IMAGINARY LINE

Canadian Pacific Railway's Alaska Service



Dinner

HORS D'ŒUVRES VARIES

GRAPEFRUIT COCKTAIL

RIPE AND QUEEN OLIVES CELERY EN BRANCHE CHEESE STRAWS

MOCK TURTLE TOMATO BOUILLON

STEAMED BABY HALIBUT, SHRIMP SAUCE

CHICKEN PATTIES CORNED PORK, MACEDOINE APRICOT FRITTERS, WINE SAUCE

PRIME RIBS OF BEEF WITH BROWN POTATOES ROAST STUFFED GOOSE, APPLE SAUCE

BOILED, MASHED AND BROWNED POTATOES VEGETABLES IN SEASON

SLICED TOMATOES
HEARTS OF LETTUCE, THOUSAND ISLAND DRESSING

APPLE PUDDING, CREAM SAUCE DEEP FRESH FRUIT PIE
STRAWBERRY JAM TURNOVER MAPLE ICE CREAM
ORANGE JELLY WITH WHIPPED CREAM

FRESH FRUIT NUTS AND RAISINS ASSORTED CAKE

IMPORTED ROQUEFORT AND CANADIAN CHEESE

SALTED CRACKERS

CAFE NOIR

ROBERT THOMSON,
Commander.

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

Invalids or Passengers on Diet Please Consult the Chief Steward for Specially Prepared Dishes

Special Salads served to your order

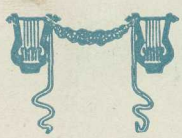
Musical Programme

S.S. PRINCESS ALICE

MARCH—"Medinah Temple" ..... *Sousa*
WALTZ—"Impassioned Dream" ..... *Rosas*
SELECTION—"Madam Sherry" ..... *Hoschna*
TONE POEM—"Entreaty" ..... *Colby*
WALTZ—"Waldteufel Waltz" ..... *Waldteufel*
SELECTION—"The Student Prince" ..... *Romberg*

Numbers will be interpolated upon request to Orchestra Leader.

Mr. Bert Kool, Orchestra Leader



Canadian Pacific Railway Co.

B. C. Coast Steamship Service

S. S. PRINCESS ALICE

James Flood, Master

John McLaren, First Officer

W. B. Anderson, Chief Engineer

P. A. Hole, Purser

William Horner, Chief Steward

Sailing From

Victoria, B. C., July 18

and from

Vancouver, B. C., July 19

to

Southeastern Alaska Ports

Approximate Distances

	Nautical Miles
›ria to Vancouver	72
›ouver to Alert Bay	183
Bay to Prince Rupert	294
Prince Rupert to Ketchikan	91
Ketchikan to Wrangell	90
Wrangell to Taku Glacier	161
Taku Glacier to Juneau	25
Juneau to Skagway	100

Information for Passengers

MAIL arriving on board ship at Prince Rupert or Skagway will be delivered to rooms. Mail addressed to ship or in care of Company at Vancouver will be held at the Information Bureau in Canadian Pacific Station at Vancouver until called for. If not called for within 30 days it will be returned to the sender or the Post Office.

TELEGRAMS for passengers in care of their ship at any scheduled port of call will be delivered on board.

PASSENGERS desiring to remain on board ship at Skagway are requested to leave their names and room numbers with Purser. Accommodation and meals while ship is at Skagway will be charged for at tariff rates, but passengers may leave their baggage in rooms without charge.

WHITE PASS & YUKON ROUTE—Information re service from Skagway to Bennett, Carcross, Whitehorse, West Taku Arm, Atlin or Dawson will be gladly furnished at the Purser's office.

An envelope for mailing this passenger list may be obtained at Purser's office.

(10-11-26-83784)

FORM B.C.C.S. 12 F

1 Wharf or Steamer Victoria Date Jul 25/27 Customs Report No. 7/6385 Pro. No.

M City Auto & Dist Co Sheet No. 1

To the **CANADIAN PACIFIC RAILWAY CO.** Dr

For Transporting the undermentioned Freight billed

Per Steamer Adel Voy.

From Vanes W.B. No. 14540 W.B. Date Jul 23 Shipper M & W Co

No. of Packages and Description of Articles	Weight	Measurement Tons	Measurement Feet	Rate	Freight	Wharfage at Billing Point	Advances	Prepaid	Total to Collect
1 Box Hardware									
1 Ctn —	60				P Pay				
1 Gy —									
1 Box —									
1 Gy Handles									
1 Bdl —									
	Destination Wharfage								

CAN PAC. RY. CO. B.C.C. Sc. No. JUL 25 1927 Wharf Freight Office VICTORIA, B.C.

6

Received Payment,

Agent or Purser.

Date 19

Make all cheques payable to the order of the Canadian Pacific Railway Company.
All freight transported by this Company is subject to its published terms and regulations. All claims for loss and damage must be sent to Freight Claims Agent, Vancouver. All claims for overcharge must be sent to District Freight Agent, Vancouver. See bill of lading for conditions of carriage.
This freight will be delivered only on presentation of this bill.

Princess beloved by people of Crete

MAR 17 66

By NORMAN HACKING

Many ships have a way of winning the affections of those who travel in them regularly, and this could be said particularly of the CPR Princesses that plied our coastal routes for many years.

During her long career on this coast, notably on the Prince Rupert run and the night run to Victoria, the Princess Adelaide was a steady reliable ship that won many friends. She was sold to Greek owners in 1949, and since then has built up the same degree of affection that she won in B.C.

For 16 years she ran on the regular run between Piraeus, Greece, and the island of Crete, being the principal mail and passenger vessel on the run. She was recently retired from this service, which evoked a sentimental burst of affection from the people of Crete.

LETTER SENT

Her present owners, Typaldos Brothers Steamship Co. Ltd. of Piraeus, recently sent a translation of a letter which appeared in the Candia, Crete, newspaper, to Harry Tyson, marine superintendent of the CPR coast service here, bearing a tribute to the Princess Adelaide, or Angelika, as she was renamed in Greece.

The letter says in part: "When a ship serves an island for 16 years, ready to take people wherever their business or their needs call them, then this ship becomes an inseparable part of the island she has so faithfully and successfully served.

"Nothing has ever contributed more to the development of tourism in Crete than the heavy and tireless engines of poor Angelika, that has bid us a discreet farewell, without fuss or tears, after having conscientiously worked with us, shared our troubles, heard our heart-beats, known our love, as we got to know her warmth and security.

PART OF ISLAND

"The Angelika had a heart and soul, full of life, the ageless and free and heavy heart of Crete itself, which would never accept the yoke of bondage. She was a part of our island, and she served the island faithfully.

"And Crete loved Angelika so much, that should the island be transformed for one minute to a flesh-and-blood mermaid, and raise herself in the middle of the white foaming sea, her first and only question would be: 'Where is my Angelika? What's happened to her?'

"The Angelika must be honored. Let the authorities find the way."

After that touching tribute to the old Princess Adelaide, it is pleasant to report that the 55-year-old ship still has a few years of life in her, and is now sailing in intercoastal voyages between the Greek island for Typaldos Brothers.

R DAILY PROVINC

DECEMBER 21, 1928.—38 PAGES. CIRCULATION YESTERDAY 80,805 PRICE THR

LK STREETS
elieve When Plays Fail—Page 11

Japan Offers Field for Canadian Business-getter, S
TRADE AGEN

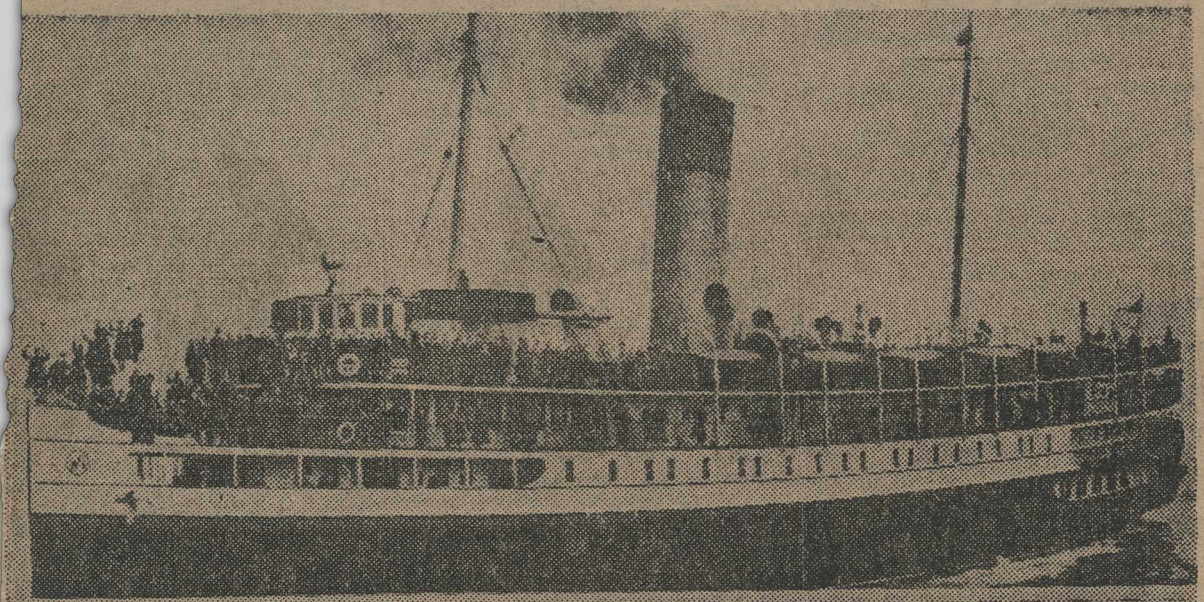
Big Hole in Side of Coast Liner

THIS photo shows the damage done to the C.P.R. steamer Princess Adelaide when she was rammed by the Norwegian freighter Hampholm Wednesday morning. The hole is fifteen feet wide and eight feet deep at the top and extends down to the turn of the bilge. The damage is estimated at $50,000.

Dec 31, 1929

NCOUVER DAILY PROVINCE

Carriers "Invade" Victoria



WINNERS of a recent circulation contest, a group of 215 Daily Province carriers, left on SS. Princess Alice for a friendly "invasion" of Victoria on Monday. They will return tonight. The top photograph shows the Princess leaving the dock with the happy crowd of boys on board, while the lower shows the carriers of "S" office, First avenue and Yew street, which was the only one to qualify every member of its staff for the trip. From left to right they are: Lloyd Hodge, Bernard Poole, William Hodge, Charlie Bryce, Lorne Geary, Jack Graham, Ernie Cullen, Frank Mantle, Cecil Easton, Hedley Britton, and Wilfred McAllister. Eric McKay and Frank Reynolds were absent when the picture was taken.

A trip to the capital city earlier in the year attracted a total of 170 carriers and was enjoyed by the boys to such an extent that a second trip was arranged. The Dominion Hotel, which last year housed the party, was headquarters again this year. During the two days the boys were in Victoria, they visited the Parliament Buildings and Museum and took a sightseeing tour in and around the city. The workings of the largest telescope in the British Empire were explained by Mr. W. Pierce of the observatory staff, and an evening was spent at the Crystal Pool.

Three members of the circulation department staff, Mr. C. E. Henry, R. Howatson and E. Pierrot, are in charge of the party.

July 11, 1928

ANCOUVER DAILY PROVINCE

THOUSANDS OF SPENCERS EMPLOYEES AND THEIR FRIENDS LEAVE ON ANNUAL STORE PICNIC

PIER D was the scene of a happy gathering this morn ing at 9 o'clock when thousands of employees of David Spencer Ltd. and their families left for the annual st ore picnic at Seaside Park, Howe Sound. This photograph shows SS. Princess Patricia and SS. Princess Adelaide lea ving with the main party of merrymakers. The Princess Patricia returned immediately to take a second party to the picnic grounds.

LY PROVINCE 3 CENTS Per Copy

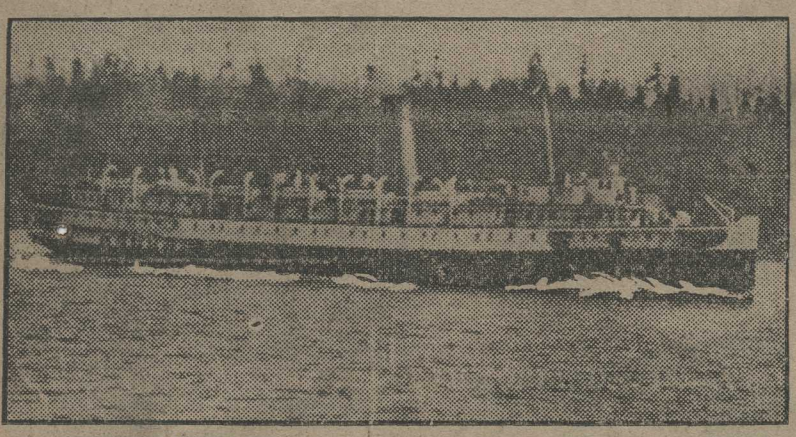
PAGES. CIRCULATION YESTERDAY 80,331 PRICE THREE CENTS. Five Cents on Trains, Boats and in Country.

TS Page 3

Rich Dupes *PATRICIA'S SWINDLES* Were Easy Mark for "Patsy" Reid, Now in Cells — Page 18

Coastwise Liner Is Damaged In Morning Fog In English Bay

Saved By Bulkheads



SS. PRINCESS ADELAIDE, which was damaged in a collision with a British freighter in English Bay this morning, has been operating on the Vancouver-Victoria-Seattle run for several years.

SS. Princess Adelaide In Collision With British Ship.

ENGINE-ROOM IS FLOODED

Passengers Taken Off; Four Tugs Go To Assistance.

VICTORIA, Dec. 19.—The Pacific Salvage Co. Ltd.'s salvage ship Salvage King left Victoria at noon for Vancouver. It is understood that she will bring SS. Princess Adelaide here for drydocking.

IN collision with the inbound British freighter SS. Hampholm in the dense fog on English Bay at 11:30 o'clock this morning, SS. Princess Adelaide, Captain R. A. Hunter, coastwise passenger liner of the Canadian Pacific Steamships Limited, was damaged considerably. Her engine-room was flooded, but the ship was never in serious danger. Her water-tight bulkheads held the flood.

SS. Princess Adelaide was outbound for Victoria and Seattle when the accident occurred about five miles west of Prospect Point. Her route across English Bay took her through a flotilla of five deepsea ships and a dozen tugs waiting for the fog to lift.

Passengers on board the Adelaide were transferred to the Princess Royal and passed through the Lions' Gate at 3 p.m.

LIFEBOAT TO RESCUE; ASSISTING TUGS SENT.

The Hampholm wirelessed immediately after the accident that neither ship was in danger but that she was sending a lifeboat to the Adelaide at once.

The Canadian Pacific tugs Nanoose and Qualicum were despatched from the harbor at 11:45 to assist the Adelaide.

Later Skookum No. 2 of the Vancouver Drydock & Salvage Co. Ltd and the tug Lorne of the Pacific (Coyle) Navigation Co. Ltd. also went out.

The Princess Adelaide was delayed by fog fifteen minutes in her daily departure this morning and did not leave until 10:45 o'clock. She had a light passenger list.

Many of the tugs which were anchored in English Bay had tows of logs and barges.

FOG IS GENERAL ON PACIFIC COAST.

The fog, which is general on the Pacific Coast, has held up the movement of many vessels. In addition to those waiting in English Bay to enter port, there are several seeking a chance to move. This condition exists at all ports adjacent to the Gulf of Georgia.

The following inbound ships were in English Bay at dawn awaiting clearer weather: SS. Yomei Maru, fogbound since Tuesday afternoon; SS. Ontariolite; SS. Regulus with South American sugar; SS. Vera Radcliffe for wheat; SS. Hampholm for wheat; SS. Great City for wheat. The French Line SS. Georgie and the O.S.K. liner Alabama Maru passed Victoria early this morning for Vancouver.

SS. Antinous has been at Steveston for 36 hours awaiting lift of the fog before proceeding up the Fraser to New Westminster.

FREIGHTER AGROUND AT EVERETT TUESDAY.

The log barge Black Wolf has been waiting at Second Narrows since Monday for the fog to clear sufficiently to permit an attempt to pass through the span to Barnet.

The 8800-ton freighter Alloway went aground near Everett, in Puget Sound, on Tuesday, when caught in a heavy fog. The carrier was to lift 2,000,000 feet of lumber for Japan. The Alloway was making her final trip, having been sold to a Japanese syndicate for junking.

FORECASTS PROMISE NO RELIEF FROM FOG.

The weather forecasts promise no relief from the present condition for at least thirty-six hours. They state that the present low temperatures will continue, with cloudiness and occasional fogs. The barometer remains high, and cold, overcast skies will prevail throughout the province, according to the predictions.

The fog condition is partly attributed to the unusual humidity, which ranks as high as 96. This means that the air is practically saturated with watery vapor.

STEAMER AGAIN READY FOR SERVICE

Mar. 13, 1913

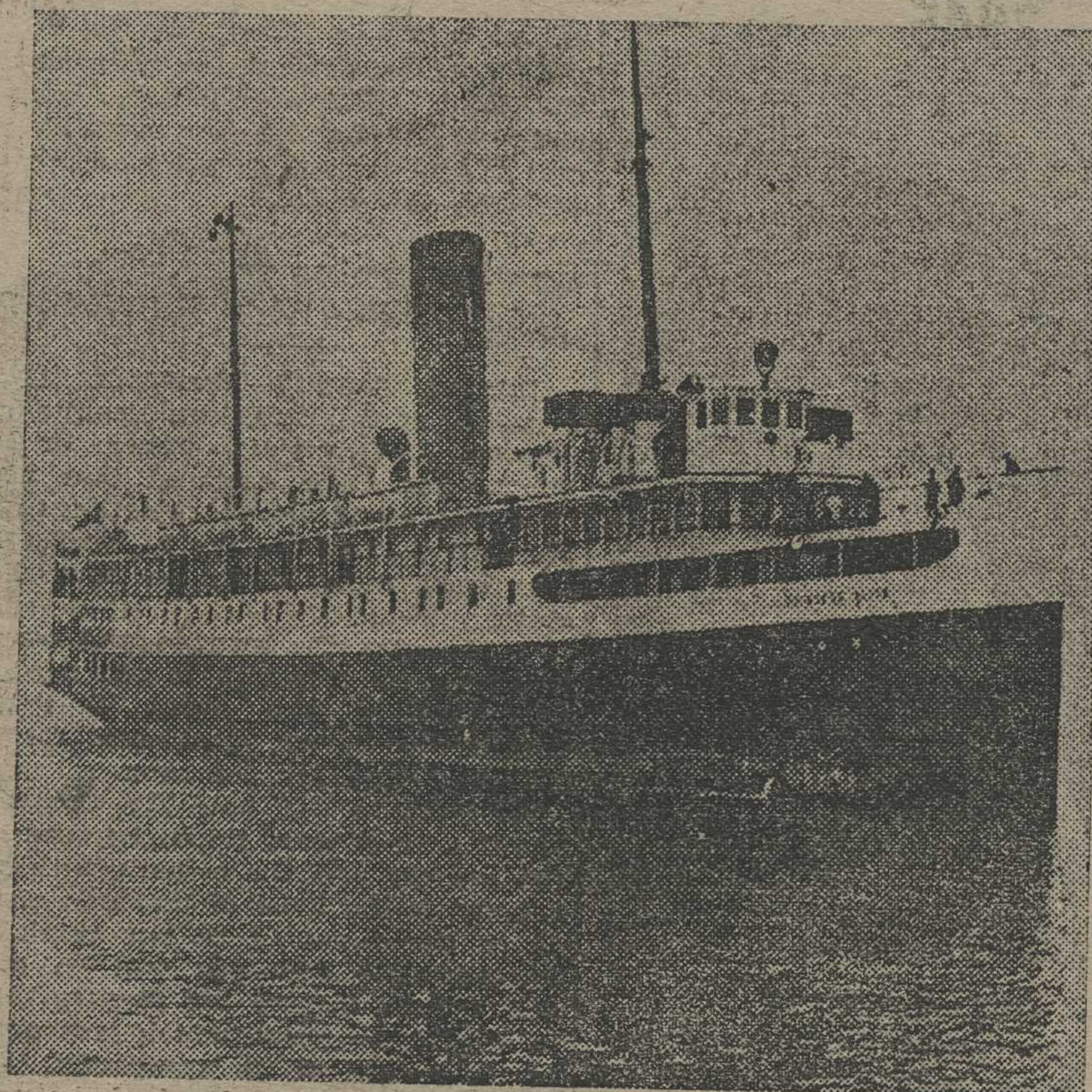
The C. P. R. steamer Princess Alice will start out on the Vancouver run next week, relieving the Princess Sophia.

GIVE ALICE TRY-OUT WITH NEW BURNERS

Mar. 12/13

Princess Will Return to Vancouver Run Beginning of Week; Relieves Congestion

To try out her new oil-burners, the C. P. R. steamer Princess Alice was taken out in the Strait this afternoon and after a successful test she returned to her docks. To-morrow she is going around to Esquimalt, where she will enter the drydock to have her hull scraped and painted, and it is the hope of the C. P. R. officials that she will



PALATIAL STEAMER PRINCESS ALICE

Upon which the Duke and Duchess of Connaught and their party will make the trip to Prince Rupert and return.

Goodby, Victoria

FEBRUARY 8, 1937

A glimpse of British Columbia's capital as seen from the departing Vancouver stea

PRINCESS ADELAIDE ON HER FIRST RUN.

This photograph of the latest addition to the C. P. R.'s fine fleet of ferry steamers was taken yesterday afternoon, a few hours before the vessel left on her maiden trip in the Victoria-Vancouver service. She arrives back here at six o'clock to-day.

FIRST RUN OF THE ADELAIDE

NEW FERRY WENT INTO COMMISSION LAST NIGHT

Arrives Back Here at 6 o'Clock —Cuts Considerable Time Off the Schedule

Carrying a full list of pessengers, many of whom were prominent Victorians invited by officials of the B. C. Coast Service to make the inaugural trip of the new steamer on the Victoria-Vancouver run, the palatial acquition to the C. P. R. fleet, the Princess Adelaide, with Capt. Hunter, formerly master of the Charmer, in command, left port last night at 11.45 o'clock on her first inter-city run to the Terminal city, where she arrived this morning at 6 o'clock.

The Adelaide represents the very last word in construction and equipment, and her accommodation and convenience for travelling are of the most up-to-date type to be found on any vessel of her class in the world. Her 118 staterooms were well filled last night and the comfort provided the passengers in these commodious, well-lighted and well-ventilated rooms met with warm praise. For those who were unfortunate in not securing berths they reposed upon the soft chairs, lounges and settees found in the spacious saloons, smoking and observation rooms.

A feature of the new vessel which is bound to prove popular with the greater part of the travelling public is the restaurant on the deck, in addition to the elegant dining-room below. It is fitted up as finely as any grill room on land, while the dining-room is beautifully finished in walnut with gold fittings. At the after end of the promenade deck is the smoking room, which is handsomely done in solid oak with panels of ancient hammered brass, and is probably the most artistic room on the ship.

The new Princess made one of the fastest night passages to Vancouver that has been accomplished for some time. She cut considerable time off the performances of the boats that have been on the run prior to her arrival. Although only built under contract to make seventeen knots, on her trial trips she successfully reeled of 18 1-2 knots. The Adelaide is driven by a single screw and is equipped with four boilers 15 feet 3 inches in diameter by 12 feet long, with forced draught on the closed stokehold system. Her engine is of the four-cylinder triple-expansion type, balanced on the Schlick-Tweedy system. The cylinders are 27-inch, 42-inch, 48 1-2-inch by 39-inch stroke. The steam pressure is 180 pounds, and the auxiliaries, in the way of pumps, heaters, etc., are of the very latest type. She is lighted throughout by electricity, the dynamos being capable of furnishing current for 1,500 sixteen-candle-power lamps. The Adelaide is steam-heated throughout and has a splendid system of ventilation. She has also patent stockless anchors and the latest type of winches.

Her dimensions are as follows: Length of 290 feet between perpendiculars; beam of 46 feet and 17 feet depth. She is constructed of steel with cellular double bottom, seven transverse bulkheads, two watertight flats, and is otherwise as nearly unsinkable as possible. She has ample cargo capacicy for any of the C. P. R.'s local or northern services, and is a very useful addition to the fleet on the coast.

ALL PRAISE THE NEW PRINCESS

KNOCKED AN HOUR OFF THE SCHEDULE TIME

Many Speakers at Informal Dinner Eulogize the Enterprise of C. P. R.

Reaching Victoria yesterday afternoon at 5.30 o'clock, the Princess Adelaide, Capt. Hunter, completed her first round trip to Vancouver. On her return passage from the mainland the steamer proved her fleetness by making the run in four hours and a half, a performance which has never been equalled by any of the C. P. R. boats, excepting the three funnel vessels. She was not forced at any time during the trip, and it is expected by Capt. Troup, the energetic and indefatigable manager of the B. C. coast service, that when the newness of her machinery has worked off she will come close to the four hour mark.

Although the engines were running at 142 revolutions per minute, the Adelaide was free from vibration of any kind. Her powerful engines responded without a hitch to the will of the engineers, and the ease with which they discharged their duty was a liberal education to all who visited the spacious and well equipped engine room. Those in charge of the machinery are waiting the opportunity to line up against the larger Princesses and see just how much they are lacking.

Prior to the departure of the steamer on Tuesday night a dinner was served, to which the guests of the C. P. R. on the inaugural trip were invited. On the return voyage, however, a much more elaborate dinner was held, over which Capt. Troup presided, and many little anecdotes of bygone and present days were told by the guests.

Capt. Troup, on rising to entertain the guests with one of his characteristic speeches, was loudly applauded. He gave a brief review of his experiences since he entered the employ of the C. P. N. until he had obtained his present position as head of the B. C. coast service. In 1885 he was engaged by Capt. John Irving, then manager of the old Canadian Navigation Company, to make a trip to Port Moody for the purpose of meeting the first train that came over the C. P. R. on its completion. He was in command of many river steamers in the early days of the province and navigated vessels to the north and to Vancouver. Ten years ago he was appointed to manage the B. C. coast service after the C. P. N. fleet had been purchased, and from that time to now he had been trying to bring the service up to the highest pitch of excellence. His address was interspersed with many little humorous stories of his career.

F. W. Peters, assistant to the second vice-president, in his address dwelt on the fact that Capt. Troup had impressed upon the C. P. R. the necessity of providing such fine steamers as they now possess for the coast routes. They thought at first that the smaller vessels then operated were sufficient to handle the traffic, but now they had found where the foresight of Capt. Troup has saved the company considerable. He further stated that the C. P. R. had always attempted to meet the requirements of the people of the Pacific coast, and the service now maintained was equal to that of any other steamship company in the world.

H. W. Brodie, general passenger agent for the C. P. R., who arranged the excursion, stated in his remarks that the C. P. R. ferry fleet far surpassed that of the renowned Channel fleet of steamers. The boats are larger, more finely fitted up and speedier than any of those operated between Dover and Calais. More passengers are carried between Victoria and Vancouver by the C. P. R. steamers than by all the Channel steamers. He referred to the three times a day service which will be inaugurated with the arrival of the sister ship to the Adelaide from the builders' yards.

A well known pioneer of Victoria and one who remembers the hardships and trials the first steamers on this coast had to contend with, C. E. Redfern, made an interesting speech. He spoke in laudable terms of the C. P. R., stating that this great company now has a fleet which stretches around the world, and nowhere is there a fleet which can compare with it. Probably the best part of the fleet is on the Pacific, and Victorians and Vancouverites are securing the full benefit of it.

Among the party who made the trip were the following, including many newspapermen: Capt. J. W. Troup, manager of the B. C. coast service and designer of the new steamer; F. W. Peters, assistant to the second vice-president of the C. P. R., Winnipeg; H. W. Brodie, general passenger agent of the C. P. R.; W. McGown, superintending engineer; F. W. Clendenning, assistant general freight agent; L. D. Chetham, local passenger agent; C. H. Bowes, assistant general passenger agent at Vancouver; J. Jones, claims agent; Capt. John Irving, formerly commodore of the C. P. N. Co.; C. E. Redfern, Holt, R. Dunn, manager of the Times; W. Blakemore, editor of the Week; Gordon Smith, Colonist; B. Bennett and Edgar Norris of the Vancouver News-Advertiser; R. H. Hill, Vancouver World; Ronald Kenvyn, Vancouver Province, and Herbert Boozeman, secretary Vancouver Press club; and F. C. Clarke.