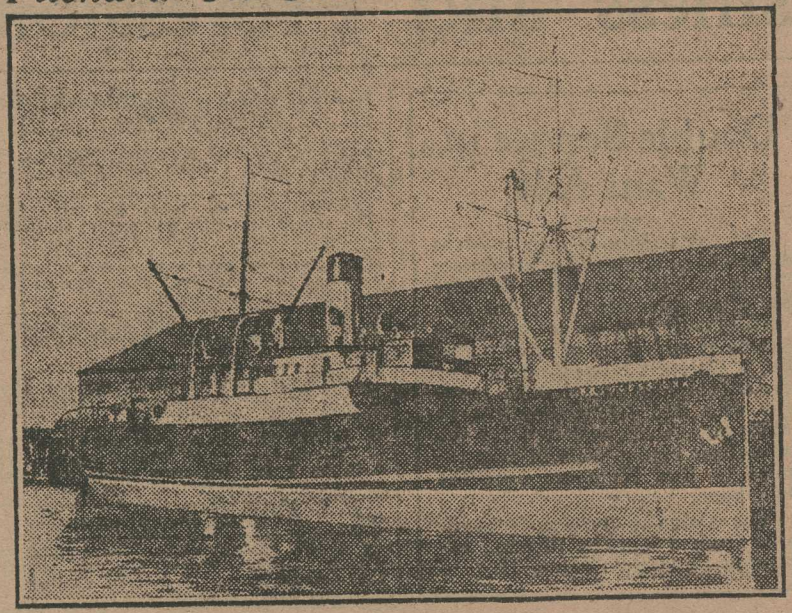
Is Pilchard Oil Carrier of the West Coast



THE PRINCESS ENA

The pilchard oil business of the West Coast is now being actively conducted by the Princess Ena, which is specially fitted for tank capacity to handle the product of the plants.

The other chief oil exporting business from this Coast is that of whale oil, the whaling company's tender Gray being in port yesterday with 960 barrels from the northern stations, which were moved by barge to Vancouver, where it will be shipped to Hamilton, Ont. Six tank cars were lined up to transfer the oil.

OTTAWA CABINET HAS MUCH TO DO

Ministers Are Holding Council Meetings and Taking Over Active Charge of Departments

OTTAWA, Sept. 27.—The members of the Cabinet, after attending the ceremonies in connection with the departure of Lord Byng, met for a short time in the Privy Council Chamber. At the break-up of the meeting Premier King said that there was nothing to announce.

The Ministers are, for the most part, remaining in the city for a few days and there will be no further meetings of the Cabinet Council this week. The plans of most of the new Ministers are still uncertain, but it is expected that within a week or ten days nearly all will have taken over active administration of their departments. Private secretaries of the ministers who have taken over their old portfolios are already established in their offices and resuming their work.

Customs Inquiry

It is expected one of the first orders-in-council to be passed will be an enlargement of the instructions to the Royal Commission investigating the Department of Customs. Premier King has announced that the Gov-

TELEPHONES:
SALES: GARDEN-1107
OFFICE: GARDEN-1108

ORMONDS, LIMITED

YOUR REQ. No.

MANUFACTURERS OF
BISCUITS AND CONFECTIONERY

OFFICE AND FACTORY
MARY ST. VICTORIA WEST

TERMS
THIS BILL MAY AT VENDORS' OPTION RUN TO _____ DAYS, BUT VENDORS RESERVE THE RIGHT TO DEMAND PAYMENT AT ANY TIME WITHOUT NOTICE

VICTORIA, B.C.
CANADA

August 27th, 1934.

ALL CLAIMS FOR SHORTAGE OR DAMAGED GOODS MUST BE MADE WITHIN THREE (3) DAYS AFTER RECEIPT OF GOODS

M The Canadian Pacific Railway for The Princess Mary Dr
Requisition #6527

1	Box Cracker Meal		34	.10	3	40
		Less 10%				34
					3	06

J. McCall
Chief Steward

Entered
J. L. Byrne
Catering Superintendent

PURCHASING DEPT. VICTORIA
AUG 29 1934

Victoria, B. C., June 1st. 1939. t.

S - 2157

E. M. Scott, Esq.,

Referring to your memorandum of the 29th ultimo concerning Mr. Johnstone Barr, Painter, Victoria Wharf, No. P. 130059, and returning the accompanying form 03.

As requested, a form 06 is now attached covering the lay-off effective June 11th. 1938.

Manager.

Catering Superintendent
AUG 30 1934
INWARD

PRINCESS BEATRICE SOLD BY C.P.SS. LTD.

Dec 26 '28

Veteran Coast Steamer Bought by Commander B. L. Johnson.

The well-known coast steamer Princess Beatrice of the C. P. SS. Services Ltd. has been bought by Commander B. L. Johnson and associates ,it is announced. Her hull will probably be converted into a barge and her machinery, which is in first-class shape, will probably be placed in a new tugboat hull.

The Beatrice has been familiar on the coast waters for twenty-five years. Built in 1903 at Esquimalt, she was fitted with Scotch machinery and boilers, and has been a consistent and satisfactory performer since her launching. She is of wood, and is 193 feet long by 37 feet beam.

The Canadian Pacific Railway, owner of the Beatrice, laid her up this fall upon completion of the coast liner SS. Princess Norah, now en route to this coast from the Clyde. The Princess Norah is larger and more modern.

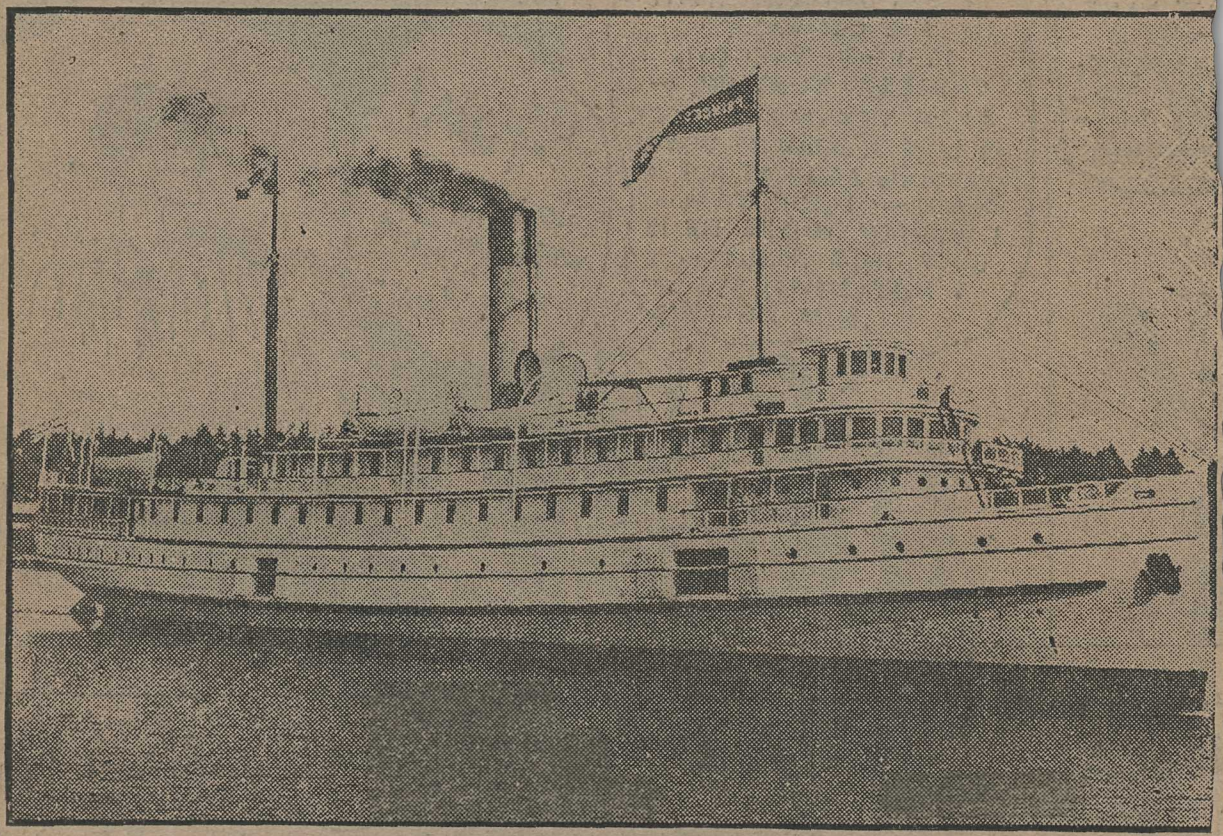
SS. Majestic Wins Race to Reach New York for Christmas

NEW YORK, Dec. 26.—(AP)—A six-day fight for speed in wintry seas and fog ended in victory Christmas morning when the liner SS. Majestic arrived from Southampton in time for her thousand passengers to have their dinners ashore.

Delayed by fog twenty-two hours in starting from Southampton, Captain William Marshall crowded his ship to its utmost. He made an average of 24.01 knots for the five-day-nine-hour trip.

VANCOUVER, BRITISH COLUMBIA, TUESDAY, NOVEMBER 6, 1928.

Smashes Nose on Pier



CRASHING through the bumper logs surrounding the concrete walls of Ballantyne Pier, the wooden C. P. SS. Ltd. coastwise passenger vessel, Princess Royal, broke eighteen feet of her stem late Monday afternoon. A swing of the tide threw the ship bow on against the north end of the pier, it is reported. The extent of the damage will not be known until the vessel has been drydocked and inspected. SS. Princess Royal was going on berth to discharge northern cargo. All passengers had left the ship upon her arrival Monday morning from the north. The ship, built in 1907, is 228 feet long.

SS. Princess Mary will take the scheduled Prince Rupert sailing of SS. Princess Royal, sailing at 4 p.m. Wednesday instead of 2 p.m.

THE DAILY PROVI

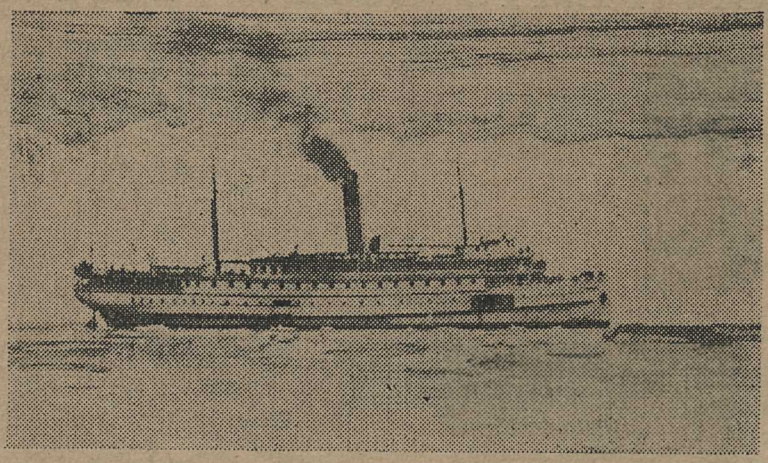
AUTOMOBILE FERRY STARTS ISLAND SERVICE FRIDAY MORNING

THE Canadian Pacific M.S. Motor Princess, Captain W. Q. Palmer, will begin her third season's service as an automobile ferry between Vancouver Island and the Mainland on Friday, May 1, operating between Sidney and Bellingham, Wash.

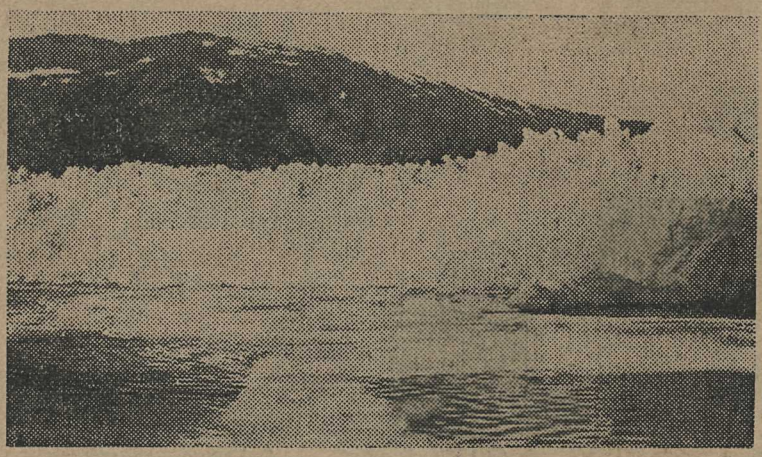
During May and June the vessel will make one complete round trip a day between these two points. From June 30 until September 8 she will go on a double daily schedule, leaving Bellingham at 7 a.m. and 2:30 p.m. and leaving Sidney at 10:45 a.m. and 6:10 p.m. From September 9 until the end of the season the single daily service will be resumed.

The ship has a capacity of fifty automobiles and several hundred passengers and with an average speed of fourteen knots an hour makes the trip across the Gulf in a little more than two hours.

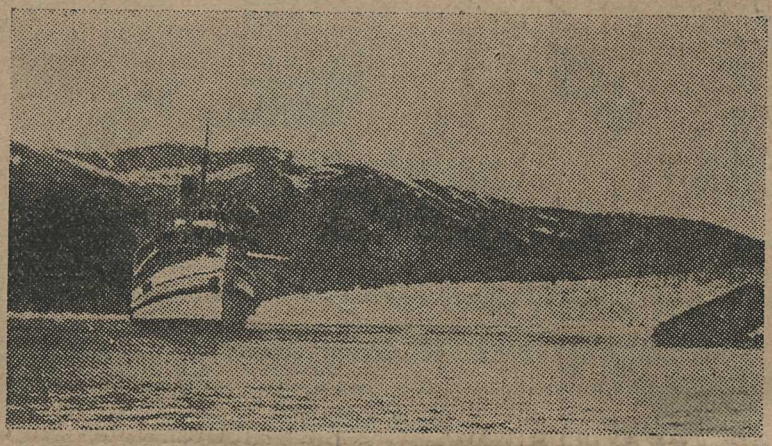
Princess Royal Close to Face of Foster Glacier in Taku Inlet



Princess Royal at the Face of the Glacier



Lying Off the Moraine of the Foster Glacier



View of the Glacier From the Steamer

PRINCESS ROYAL VISITS TAKU GLACIER

Aug 12/09

C. P. R. Liner Runs to Within 150 Yards of the Face of the Big Northern Mountain of Ice

OMINECA REACHES PRINCE RUPERT

Closer to the Taku glacier than she has ever been the Princess Royal, Capt. Hughes, afforded the big throng of passengers on board a most interesting sight on the trip from Skagway and way ports which was completed this morning. The C. P. R. liner had 155 saloon and 15 second class passengers, and after making the usual call at Juneau she proceeded to Taku inlet where the Foster Glacier with its rugged ridge of opalesque ice crenalated by the summer sun afforded a magnificent sight. The Princess Royal was brought through the field of float ice, past some big bergs, to an anchorage within 150 yards of the face of the big glacier. After the mountain of ice had been viewed the steamer was shifted to a position opposite where the wide moraine, a great ice-field, reached the sea like a frozen river and waterfall.

Among the passengers on the Princess Royal were Clarence Berry, the well known Klondike millionaire who took a fortune from the claim located by him and his brother on Bonanza creek in the days of the Klondike rush, and who now is engaged in the Tanana district. He and his family came from Fairbanks. S. H. Graves, president of the White Pass and Yukon railroad came from White Horse after inspecting the northern railway system. He left the steamer at Vancouver. H. McKinnon, president of the pulp mills at Swanson Bay returned from the mills. H. Chandler, and family, came from Atlin. Prof. Meyer and several other eastern educationalists who went north to view the glaciers returned by the liner. Among the passengers on the up trip were several hunters bound to the Stikine country who went up the river on the Port Simpson, and a New York attorney, assistant to W. T. Jerome, who, with his wife and family, debarked at Juneau bound to Kadiak on a bear-hunting trip.

News was brought by the Princess Royal that the stern-wheel steamer Omineca, built here for the Grand Trunk Pacific, had reached Prince Rupert and was at anchor there when the steamer called southbound. The steamer Port Simpson was making her last trip up the Stikine and is returning to the Skeena. Mrs. Jackman, wife of the captain was a passenger to Prince Rupert on the Princess Royal.

The Princess Royal was delayed by fog encountered north of Seymour Narrows, and was a day late in reaching port. She replaced the Princess Victoria today and will take the run of the Princess Charlotte tomorrow, going north again on Friday night.

THE PATRICIA ON HER MAIDEN TRIP

May 11/12

NANAIMO GIVES HER A JOYOUS WELCOME

Mayor Presents Her With Shield—She Makes Twenty-Two Knots on Run

There were a number of Victoria visitors on the initial trip of the Princess Patricia, the new C. P. R. steamer, which left here for Nanaimo this morning to make the first run across the Gulf of Georgia, inaugurating the double daily service between the Black Diamond city and Vancouver.

Recognizing the importance of the innovation, the Nanaimo Board of Trade had organized an excursion, which was widely patronized, and which formed a large section of the passengers on board.

The silver shield, presented by citizens of Nanaimo to the new steamer, was handed over with due formality to the officers. The old bastion of the Hudson's Bay Company, on the waterfront, forms the subject of the replica on the shield, which contains a suitable inscription. The presentation was made by Mayor Shaw in a few appropriate remarks, who voiced the opinion of the large number present that the inauguration of the service by the Patricia would open a new era of prosperity for Nanaimo, and contribute materially towards the opening up of the Island.

Capt. J. W. Troup received the shield on behalf of the company, thanking the citizens of Nanaimo for this eloquent evidence of their appreciation of the company's policy of more closely linking the Island and the Mainland.

The Patricia in making the run north showed what she can do in the way of speed by covering the distance between Brotchie Ledge and Entrance Island light in 3 hours and 34 minutes, at times making as much as 22 knots an hour.

PRINCESS SOPHIA ARRIVES IN PORT

WAS 91 DAYS MAKING VOYAGE AROUND HORN

Favorable Weather First Part of Trip—Rough Coming Up Pacific

May 20/12

After a lengthy passage of 91 days from the Clyde the new C. P. R. steamer Princess Sophia, Capt. Lindgren, arrived at the outer docks at 1.15 o'clock this afternoon, but it was well on towards 2.30 before the ship was cleared, owing to the late arrival of the immigration officials. The master of the steamer reports having a fairly good run from the Old Country, the run up the Pacific being the worst part of the trip. Head winds were experienced during the voyage up the coast, but she behaved splendid in the seas, and Capt. Lindgren says she is an excellent sea boat.

The Princess Sophia is a vessel 245 feet long, 44 feet beam and 18 feet deep, built to the highest class of Lloyd's registry and is a fine combination of freight and passenger steamer. Eighty staterooms are fitted with all modern conveniences required by the traveller of to-day. The observation room forward is finished with maple, the dining room which seats 100, with mahogany, and the smoking room is well fitted and furnished. The new vessel is excellently equipped for handling freight. The forward hatch is 24 feet wide by 27.6 feet in length, and one of the forward winches has capacity for lifting weights up to twenty tons. There are also a number of winches for lifts up to five tons. The carrying capacity is 1,500 tons. The steamer is propelled by a triple expansion engine, with cylinders 22 inches, 37 inches and 60 inches in diameter, with 36-inch stroke, and three Scottish marine boilers are used to supply steam, the engines propelling the vessel at a speed of 14 knots.

She is to be overhauled immediately, and after being equipped with oil burners will enter the Queen Charlotte islands trade.

WIRELESS RECEIVED FROM NEW PRINCESS

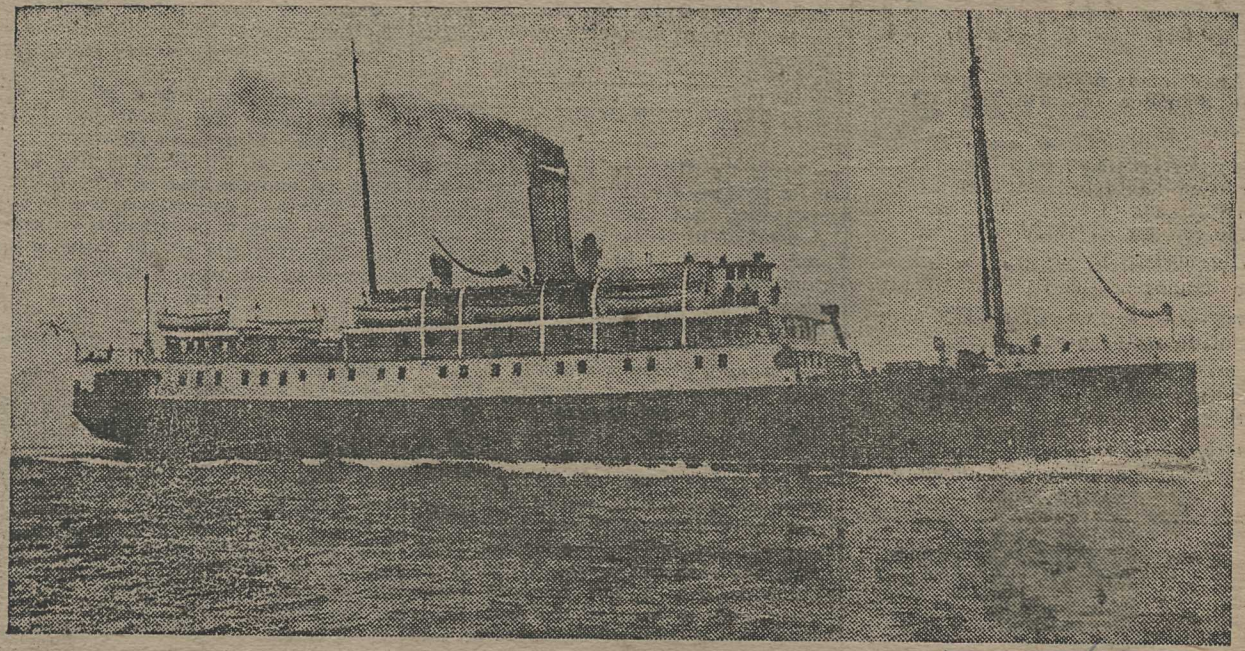
May 10 1912

Sophia Reports Off Central America Coast—Not Arriving Till Late Next Week

First wireless messages from the new C. P. R. steamer Princess Sophia, Capt. Lindgren, were received by Capt. Troup, manager of the B. C. Coast Service, yesterday afternoon. The wireless was received here via San Jose del Cabe, Central America, and reported "all well." From the position the Sophia was yesterday when she sent the wireless it is certain that she will not reach Victoria until the end of next week, or beginning of the following week.

From now on messages should be received from the Sophia almost every day, as she is now within the range of the coast station. The Sophia has not made a call since she stopped at Punta Arenas on April 9 and is making a fairly good run up the Pacific.

STEAMER WHICH RETURNS TO SKAGWAY SERVICE



THE PRINCESS SOPHIA

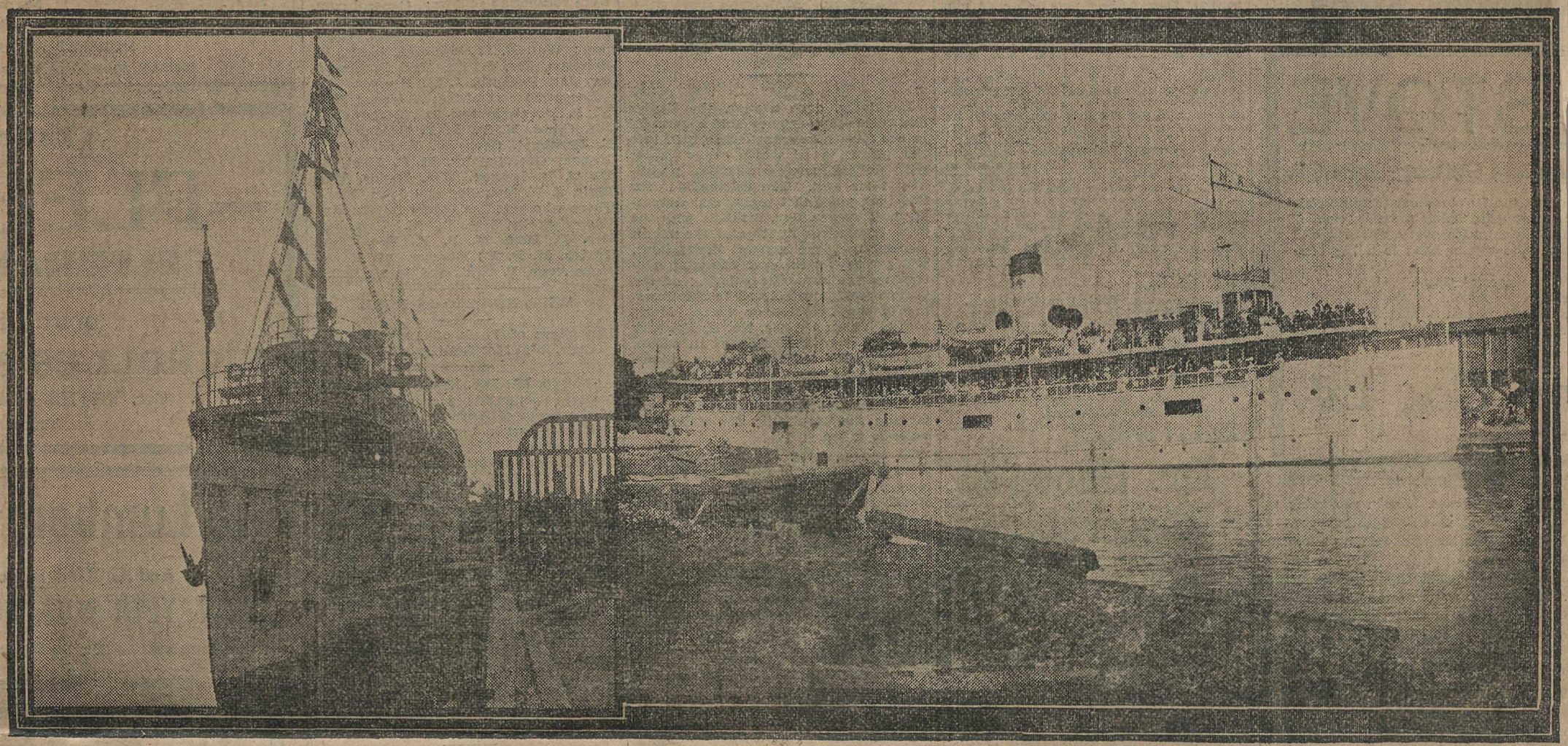
Mar 24 13

Of the C. P. R. fleet, which will leave Victoria next Friday night for the north, relieving the Princess May, which is to overhaul. Capt. Campbell will command the steamer.

Victoria Daily Times.

VICTORIA, B. C., SATURDAY, FEBRUARY 17, 1906

NEW VESSELS TO PLY IN LOCAL WATERS.



The Indianapolis, which was recently purchased by the Alaska Steamship Company and may be placed on the Victoria and Seattle run.

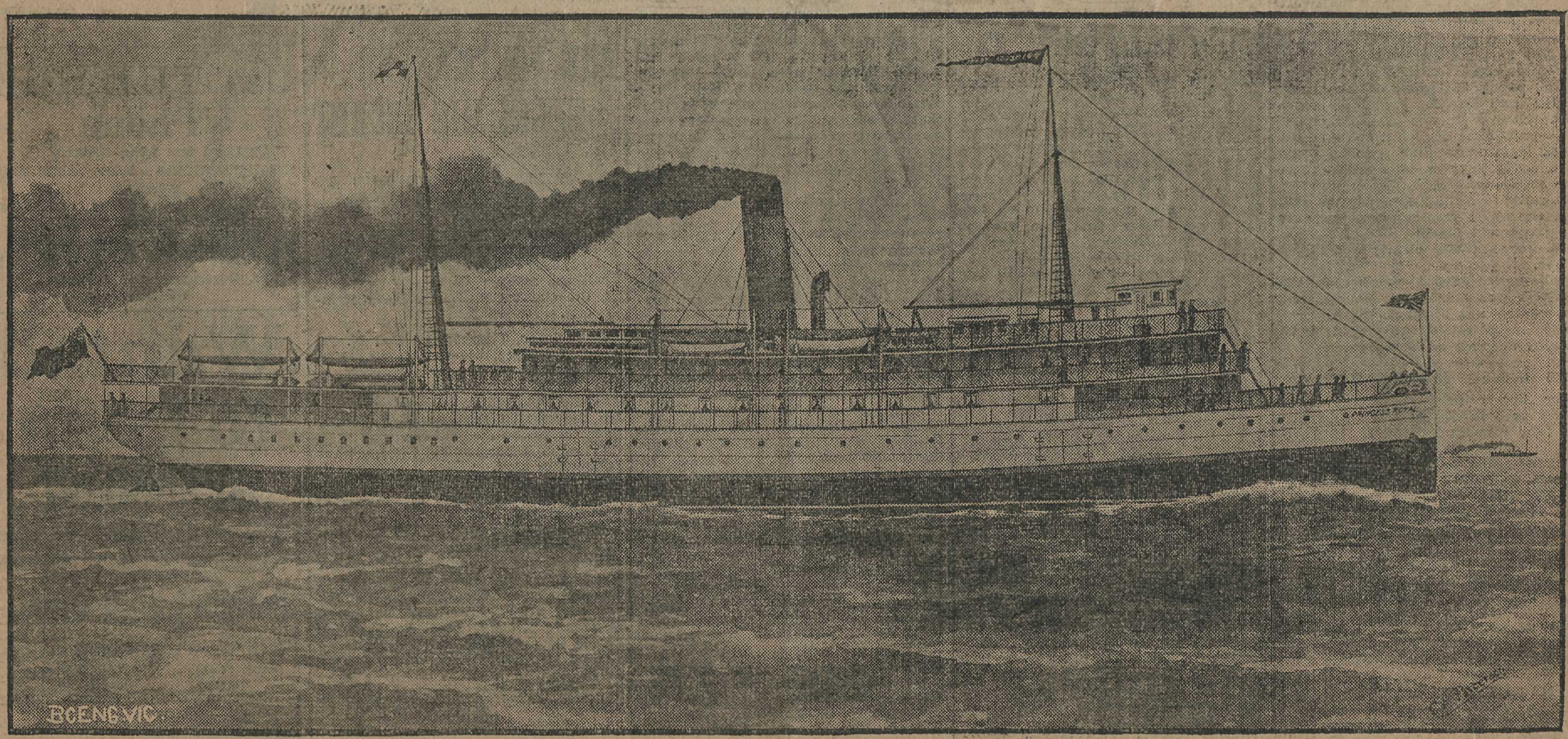
This year will see the advent of two passenger steamships in the Victoria marine business. The one is the Indianapolis, front and side views of which are herewith produced, in the first instance showing the excellent lines of the ship from the bow aft, and in the second a picture taken of the vessel laden with excursionists before she left Chicago. The other picture is the new C. P. R. steamer, the Princess Royal, which is building on the ways of the B. C. Marine Railway, Esquimalt. The picture is from a wash drawing by artists of the B. C. engraving staff from plans kindly loaned for the occasion by Capt. James Troup, superintendent of the B. C. Coast Steamship service. This is the first picture made of the new vessel as she will appear when complete.

The views of both steamers are specially interesting at this time as they show in the one instance a vessel that is being designed for the Victoria and Sound service, and in the second a new steamship which, it is thought, will shortly be placed on the route and in any event is calculated to make a day run between points on the Sound and this city during the summer months.

The Indianapolis was at Michigan City at the time she was purchased by Charles E. Peabody, vice-president and general manager of the Alaska Steamship Company. She had then been in service only seven months. The vessel was found too small for the lake traffic and was placed on the market for sale. When in commission the Indianapolis cost her former owners $150,000.

The Indianapolis is a steel steamer 186 feet long, with a beam of 32 feet and depth of hold of 12 feet. She has two decks and a hurricane deck. The net tonnage is given at 765, and the gross tonnage 520. On the voyage to Seattle the steamer averaged 318 miles a day, or 13 knots an hour. When on a regular run she can easily make 19 knots. The vessel is fitted throughout with electric lights and modern equipment of every kind. She carries a big electric searchlight, has steam steering gear and running water. There is a system of call bells over the ship and in the social halls, and mahogany is used in the finishing work. The windows are plate glass. The Indianapolis was constructed under the supervision of the American bureau of shipping. The vessel carries two Scotch marine boilers, with a steam pressure of 200 pounds.

Descriptions of the new C. P. R. liner has been given in the Times so far as the plans would admit. Briefly stated she will be 242 feet long by 40 feet beam and 25 feet depth of hold. She will have 2,400 horse-power, which should drive her at the rate of at least 16 knots an hour. Her passenger accommodation will be equal to that of the flyer of the C. P. R. fleet. The steamer is well advanced in the matter of construction, but has yet to receive her machinery.



The Princess Royal, a fine new passenger steamer building by B. C. Marine Railway Company in Esquimalt.

Princess May Renews On Atlantic Heroic Record Won on Pacific

Former Canadian Pacific Railway Vessel Operating Out of Victoria Survived Terrific Gale for Three Days Off Florida Coast During Recent Tornado Which Destroyed Shipping

Had Romantic Career Before Entering Fruit Carrying Trade From West Indies

In the path of the tornado, blown hundreds of miles out of her course, riding the waves when other vessels perished recently in the terrible hurricane which devastated southern Florida, the Princess May has added another chapter to the picturesque story which has marked her romantic career.

The story related by the hardy mariners who brought her safely home to port is engaging much space in the New York newspapers, where real adventure must be proved before the greatest port of the continent waxes enthusiastic.

Remarkable Ship

The Princess May demonstrated on this coast her seagoing qualities, and on the Atlantic, where she has been for the past six years, having been purchased by the Dio Georgio Fruit Corporation for the West Indian-New York fruit trade, she has been called upon to sustain seamanship qualities, to justify her claim to combat any weather on that storm-tossed coast. But not until the recent tornado has she broken into print, the first attention being drawn to her by the recovery of a lifeboat from the Loyal Citizen off the Bermudas.

According to the stories told at the Seamen's Institute at New York, the vessel was for three days at the mercy of the gale, and was driven off her course 1,000 miles. The chief engineer, who has been with her five years, describes the gale laconically as the worst he had known. The details reluctantly wrung from the officers and crew have been pieced together to show magnificent seamanship in terrible difficulties, and a record sustaining the character the veteran ship built up on the Pacific.

Thirty-Eight Years Old

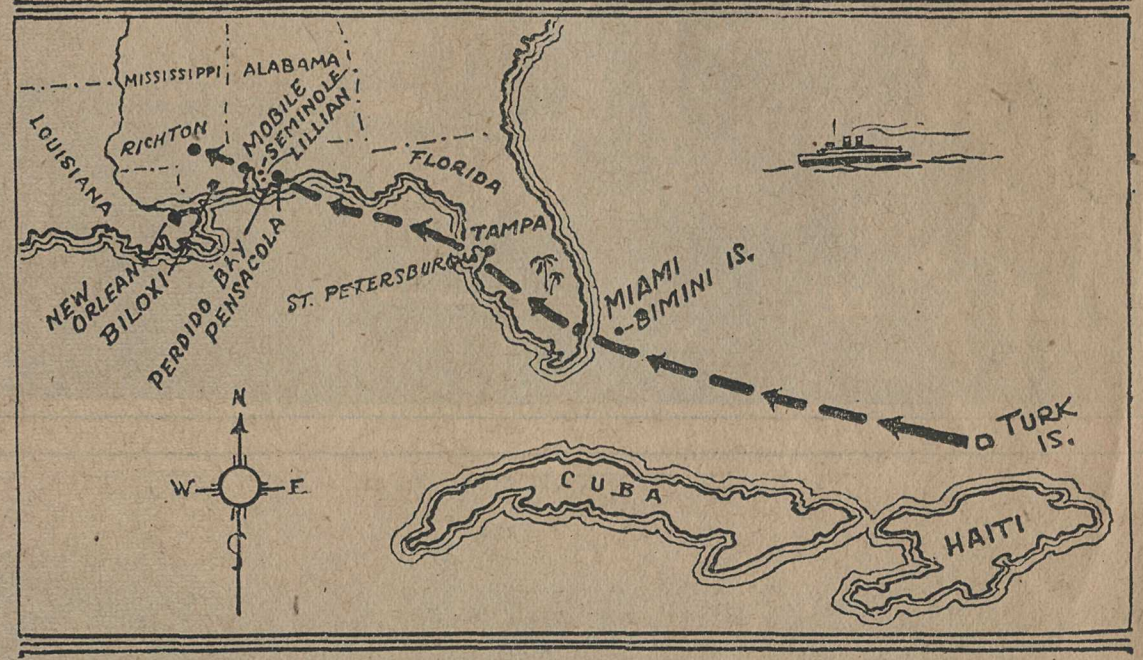
When it is recalled that she was built in 1888 on the Tyne by the firm of Hawthorn, Leslie & Company, of Newcastle, it speaks well for her builders that she survived one of the most dreadful gales of the Atlantic thirty-eight years afterwards. She is 249 feet long by 33.2 feet beam, and had a varied career before coming to this coast when purchased in China by the Canadian Pacific Railway for the Yukon trade in 1901.

Known in turn as the Ha-ting, Ningchow, Cass, and Arthur, she was rechristened on arrival, and went into the final stages of the Yukon gold rush. A curious legend grew up about the ship, that any miner who traveled on her was sure to bring his gold to port, and other vessels were passed up so that the successful prospector could return to civilization upon her.

Then came the testing time, when she ran aground on Central Island, and in spite of great difficulty was brought off without serious damage. In 1906 the B.C. Coast Service had her reconditioned at Bullen's ways, entailing almost a rebuilding of the venerable ship. She was re-engined at the time. She had previously been changed over from coal to oil.

When the Princess May became obsolete for the service, she was sold to Eastern interests, extensive alterations being conducted before the vessel was dispatched from Yarrows' ways to the Atlantic, where she has since been employed in the fruit trade.

Where Princess May Escaped Hurricane



The Course of the Miami Tornado Is Marked by an Arrow-Pointed Line. On Her Way North the Vessel Was Caught in the Teeth of the Storm and Was Carried Hundreds of Miles Outside Her Course.

Gulf Islands Winter Service—Effective Monday, September 27, the steamer Otter will leave Victoria every Monday at 7:15 a.m., and Wednesdays at 8 a.m., for Ganges Harbor and way points, returning to Victoria on Tuesdays and Saturdays. There will also be the service from Victoria every Tuesday at 11 a.m., calling at Port Washington, Ganges and Mayne Island. For further information phone 1270 or 121 or 2822.

CANADIAN PACIFIC

SAILINGS TO EUROPE

MAKE RESERVATIONS NOW

FROM MONTREAL
To Liverpool
Oct. 15, Nov. 12 ..... Montrose
Oct. 22, Nov. 19 ..... Montcalm
Oct. 29, Nov. 26 ..... Montclare
To Cherbourg-Southampton-Antwerp
Oct. 6, Nov. 3 ..... Melita
Oct. 20, Nov. 17 ..... Minnedosa
To Belfast-Glasgow
Oct. 7, Nov. 4 ..... Metagama
FROM QUEBEC
To Liverpool
Oct. 8, Nov. 5 ..... Montroyal
To Cherbourg-Southampton
Oct. 6, ... Empress of Scotland
Oct. 27, ... Empress of France
To Belfast-Glasgow
Oct. 21, Nov. 18 ..... Montnairn
DIRECT SERVICE TO IRELAND

Apply to Agents everywhere or J. J. FORSTER, Gen. Agt., C.P.R. Station, Vancouver, Telephone Seymour 2630, Can. Pac. Ry., Traffic Agents.

MILL BAY FERRY

EFFECTIVE NOW

Ferry Leaves MILL BAY — Ferry Leaves BRENTWOOD

8:30 a.m. Mon. Only 7:30 a.m.

SOPHIA LEAVES ON FIRST TRIP NORTH

Princess Relieves May on Skagway Run for Three Trips

3/29/13

Leaving on her first trip to northern British Columbia and Alaska ports since the five-day service to Alaska was discontinued by the C. P. R. last fall, the steamer Princess Sophia, Capt. Campbell, cleared from Victoria late last night with a large list of passengers and a big consignment of freight. The Sophia is relieving the steamer Princess May, which is to undergo her annual overhaul. This morning officials of the B. C. Coast Service stated that the Sophia would probably take the sailings of the May for a month, making three trips.

Since the Sophia was last in the Skagway service she has been converted into an oil-burner, and her speed has been increased. Since leaving the shipbuilders' yards where she was changed, the Princess has been relieving on the midnight run between here and Vancouver.

The five-day service between here and Skagway will not be inaugurated by the C. P. R. until June 1. The Princess Sophia and the Princess May will be engaged in maintaining this schedule. The C. P. R. is looking for a large amount of tourist business this year, and will have its vessels in the best possible shape to handle the travel.

Many Going North Now.

A large number of people are already making their way north to Prince Rupert and Skagway, and the Sophia had quite a crowd when she left here last night. Among those who left were the following: A. S. Christie, J. S. Keeman, D. McIntish, S. McConnell, Miss L. Ash, A. H. Hall, Sister Mary Zeno, Sister Mary Victoria, Sister Mary Bruno and J. A. Locke. Sister Meno is in her 80th year, and she is going to Alaska to resume her mission work among the Indians. Her heart is in the frozen north.

The freight carried north by the Sophia consisted of supplies and general merchandise.

PRINCESS SOPHIA ON SKAGWAY RUN

3/23/13

C. P. R. Steamer "Princess May" Will Lie Over One Trip for Overhauling

The C. P. R. steamer Princess Sophia, with Captain Campbell in command, will leave on the Skagway run on Friday, March 28, in place of the Princess May. The latter vessel arrives here on the day previous and will lie over for one trip in order to have a few little repairs completed, and a thorough overhauling. The accommodation on the Sophia and the speed she can attain are to all intents and purposes the same as those of her sister ship, so that the schedule will in no wise be departed from.

STORMY VOYAGE FROM THE CLYDE

NEW VESSEL BATTERED SEVERELY DURING TRIP

Princess Mary's Home Stretch From 'Frisco Was Worst Part of Trip

During the 15,000 miles of sea ploughed through by the C. P. R. steamer Princess Mary, which arrived in port yesterday afternoon at 3.30 from Paisley, Scotland, many exciting and interesting experiences fell to the lot of the officers and crew. The only incidents regretted by the men are that at several of the ports of call en roue they were not permitted to go ashore, owing to the fact that they had stopped to refill their water tanks at Madeira, at the time the cholera visited that city.

After passing through the Straits of Magellan the Mary's crew was allowed ashore at all ports called at on the Pacific coast. The officers stated yesterday that together with the rough weather encountered during the passage and the pleasant times ashore the trip was not uneventful, although after being out for 85 days they were beginning to feel tired of the long voyage.

Leaving Greenock on November 22 the Mary, in command of Capt. Oxlade, ran into a terrific storm the following day and was forced to run for shelter at Loch Ryan. After putting to sea when the storm subsided the vessel almost immediately ran into a thick fog bank and her skipper was forced to drop anchor, unable to find his bearings. When crossing the Bay of Biscay the new Princess met boisterous weather and had a very stiff time, being battered about severely and with some damage. She rolled heavily in the seas and the force of the waves banging against the barricade work started it. Several of her plates opened a little and water oozed through until Capt. Oxlade ordered the carpenters to go below and cement the leaks. In an attempt to steady the vessel, which was being terribly shaken about, her skipper had the sails on both masts set. The wind blowing with great violence carried away the aerial and the operator had to rig up another one.

Being delayed in the storm the steamer ran short of water and made the port of Madeira. The health officials very reluctantly consented to give water, informing the officers of the vessel that a serious cholera epidemic was prevalent there, but as it was necessary they took it. Having come from a port where the disease was raging, the Mary, on calling at St. Vincent was quarantined, with the result that the officers and crew had to turn to and coal the vessel themselves, the longshoremen refusing to work. The run across the Atlantic to Montevideo was accomplished with fine weather prevailing all the way.

Entering the Straits of Magellan the steamer experienced a tempestuous gale and after bucking the westerly wind for some time she sought refuge at Borja Bay. As she was forced to lie there for several days a party was organized for an expedition ashore. Besides discovering that there is dense vegetation there and getting covered from head to foot with mud the party met with no exciting experiences. They found the remains of an old hut, which presumably was erected by some shipwrecked crew.

As the storm abated the Mary resumed her trip and soon passed Cape Pillar. Capt. Oxlade took the outside passage, but so bad was the weather that under one boiler the vessel made little headway and it was necessary to commission the other boiler, which had not previously been used during the passage. She was driven at full speed, fifteen knots, into the gale and proved to be a splendid sea boat, rising and falling on the waves without shipping any water, practically. It was a stiff fight in passing Cape Pillar but eventually the Princess passed that dreaded point and on Jan. 10 made Coronel. This was the first port at which the crew were allowed ashore after leaving the Old Country and needless to say they had a rousing time.

After refilling her bunkers the steamer proceeded to Callao and had a fine passage. North of the Galapagos islands the Mary ran into a school of turtles and the vessel was stopped with the hope that a few might be captured and the crew treated to turtle soup. The crew got in the soup, all the turtles making good their escape. San Francisco was reached last Friday and the vessel set sail the following day. The last leg of the journey from the Golden Gate to the Beautiful City was the roughest stretch. She ran into the strong southeast gale on Sunday and was tossed around on the ocean like an empty sardine can. Monster waves battered the wooden work with which she was barricaded and in several cases made an opening and the water poured in. The saloon was nearly flooded out when one of the port holes was forced open and before it could be fastened again much water had found its way in. At times the wind blew at the rate of 75 miles an hour and a big sea was running, but through it all the Princess Mary rode safely and is now lying at the Enterprise wharf awaiting an overhauling.

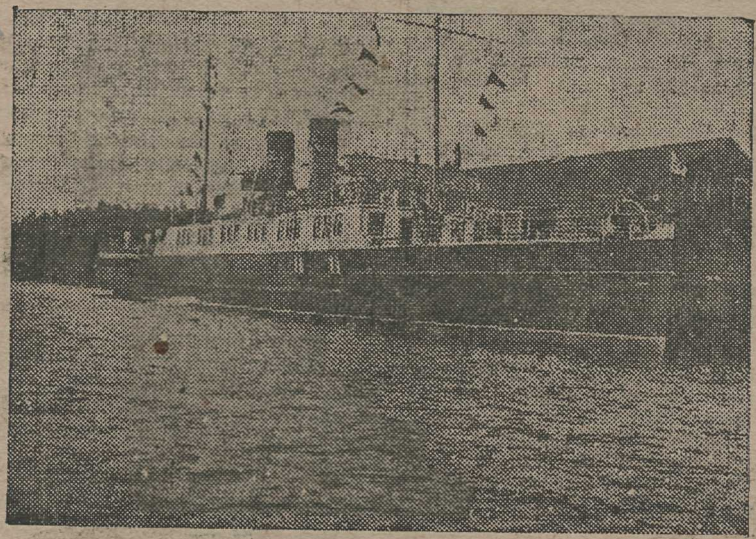
The officers on the Mary were: Capt. Oxlade, formerly on the Empress liners on the Pacific; Chief Officer Griffiths, of one of the C. P. R. steamships on the Atlantic; Second Officer Mowatt, until recently third officer on the Montrose; Third Officer Milburn, from one of the Atlantic boats; Chief Engineer Thaw, formerly on the Tees; Second Engineer Butterworth; Third Engineer Campbell; Fourth Engineer Stark; Fourth Engineer Macomly; Wireless Operator H. J. Arnold, and Chief Steward Mollan, from the Empress of Ireland.

Second Officer Mowatt was third mate on the steamship Montrose at the time Dr. H. H. Crippen and Ethel Leneve made their escape from Antwerp to Montreal. Most of the officers who came out on the Mary will return to England shortly.

Shiloh's Cure
Quickly stops coughs, cures colds, heals the throat and lungs. . . . 25 cents

DAILY TIMES, MONDAY, APRIL 6, 1914

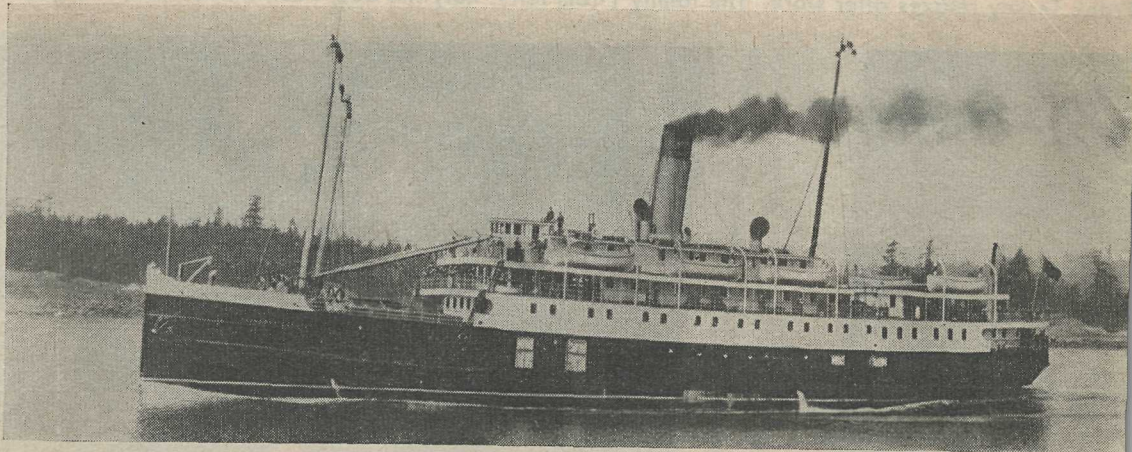
READY FOR STRENUOUS SEASON



S. S. PRINCESS PATRICIA

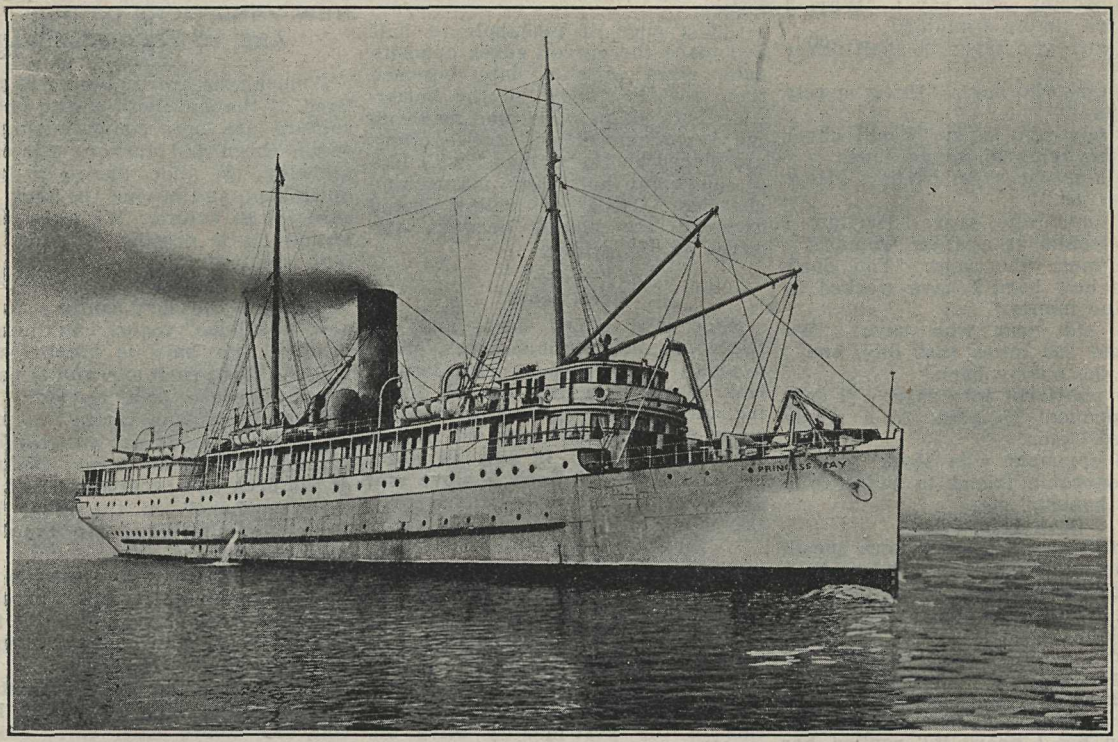
The well-known turbine flyer left Victoria yesterday for Nanaimo to resume her sailings on the run from the Coal City to Vancouver. She has been here for three weeks undergoing her annual overhaul. Her marvellous engines were given special attention, and her interior was renovated. The Patricia will for the present maintain a daily service between the two ports, but the two trips a day will be put into force in the summer. The Princess carries huge crowds of passengers across the Gulf each week, and in the summer she handles some big boatloads.

OCT 1918



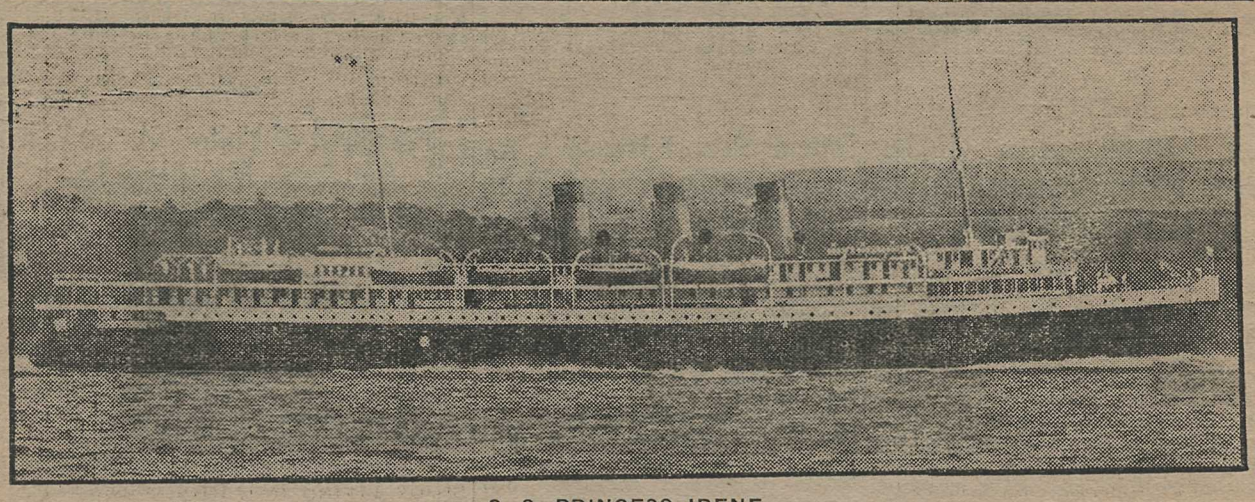
In late October thirty-three years ago Princess Sophia left Skagway on her last voyage.

FORERUNNER OF THE PALATIAL PRINCESSES



British Columbia can boast of having the finest and most palatial services of coastwise steamers in the whole world. There is nothing on the coast of the British Isles comparable to the steamers that ply between Vancouver and the Capital City. Our illustration of the old Princess May will be of particular interest to old timers, with whom she was a great favorite. To make way for finer vessels, the May passed to other ownership, and is now engaged in the fruit trade between New York and the West Indies.

NEWEST C. P. R. STEAMER WHICH WAS BLOWN TO PIECES



S. S. PRINCESS IRENE.

This photograph was taken as the palatial craft was running her trials. She was steaming over the Skelmorlie course, and made 23⅓ knots an hour.

IRENE'S DESTRUCTION GREAT LOSS TO PORT

C. P. R. Not Likely to Order Sister-Ship to Replace Palatial Craft

WOULD HAVE BEEN BLUE RIBBON SHIP OF COAST

Was Employed as a Mine-Layer; Mine Probably Slipped Causing Destruction

Victoria in particular and British Columbia and Puget Sound in general have sustained an irreparable loss in the destruction of the C. P. R. steamer Princess Irene off Sheerness yesterday through an inexplicable accident. This loss may not be apparent to the majority of people, but when it is announced that the owners will not, in all probability, award a contract for the construction of a sister ship to the Irene, some light will be shed on the loss.

When the contract for the two new Princesses was awarded to Messrs. Denny Bros., of Dumbarton, on May 24, 1913, conditions on this coast where exceptionally brisk, and at that time the business warranted larger vessels. Now, however, through a complication of troubles, travel on the triangular service has suffered lamentably, and there is no need for more ships. But if the ships were here the C. P. R. would find use for them, and when times looked up again they would be required to attend to the increased travel. The British admiralty will reimburse the company to the exact cost of the ship.

The Princess Margaret may come through the war without accident, but as she is engaged in as precarious a work as the Irene, the chances are none too bright. So when travel becomes heavy on the triangular run once more, the company will not be able to inaugurate the fast service it had planned, but will have to maintain it with the ships at present operating.

Had Geared Turbines.

The Princess Irene, with her sister-ship, was built with very sharp lines and had geared turbines installed. On her trial trips she steamed over the Skelmorlie course at a speed of 23 1-3 miles an hour. She was the first ship built for service on this coast to have geared turbines, the latest type of engines, which enables the turbine to work at a great speed, and thereby make it far more efficient and allows the propellor to revolve more slowly and thereby prevent it from losing any power.

The C. P. R. had planned to have the Irene steam between here and Vancouver in three hours and a half, and make the same time on the leg of the voyage to Seattle. To do this they would have to maintain an average speed of 22 knots an hour. The Irene would have been the blue ribbon ship of the Pacific Coast.

Launched in October.

Early last year the keel of the Princess Irene was laid down at Denny Bros'. yards, and on October 20 she was sent into the water. Mrs. J. A. Heritage, wife of the chief engineer of the Princess Charlotte, who was standing by the Princess Margaret at the time, christened the ship. The work of finishing off the interior of the craft was being completed, when in December the British admiralty announced that the Irene and the Margaret had been requisitioned for duty as scouts. On January 20 the Irene was sent out on her trial trips, and succeeded in besting her sister-ship. The Margaret made 23 1-4 knots, while the Irene did 23 1-3 knots.

While people were led to believe that the two Princesses were to act as scouts, they were fitted out as mine-layers. About March 1 the two ships were ready for their new work, and since that time have been engaged in the most hazardous job that falls to the lot of the British navy.

What Probably Happened.

While very few details have been received concerning the appalling catastrophe, it is believed that in the handling of the mines, one slipped and dropped and the ship, carrying some of the highest explosives, was hurled in pieces a great distance.

The Princess Irene had a gross tonnage of 6,000 tons. Her length was 395 feet, beam 54 feet and depth 20 feet. She had a passenger capacity for 2,000 and had 202 staterooms. In her diningroom she could have seated 186. The Irene and her sister ship were the first ships built by the C. P. R. for coasting service to have cruiser sterns. The Irene embodied many of the latest innovations, and would have proven a very popular ship on the triangular run.

PRINCESS MARY REACHES PORT

ANOTHER ADDITION TO C. P. R. FLEET

New Vessel for Comox-Victoria Run Arrives From England

Finished in the most elaborate style, equipped with all the latest modern conveniences for the comfort of passengers, a splendid sea-boat and built with the most graceful lines, the new steamer Princess Mary in command of Capt. Oxlade, which arrived in port this afternoon from the builders' yards at Paisley, Scotland, is a splendid addition to the C. P. R.'s B. C. Coast Service and should prove to be a most suitable vessel on the Comox-Victoria run, for which route she was built.

Just about 3 o'clock the Mary tied up alongside the C. P. R. docks, after a trip occupying eighty-five days. She bore few signs of the tempestuous weather met during the long voyage of 15,000 miles, although she was grimy and dirty. Capt. Oxlade, who brought the new vessel safely to this city, states that his command acted splendidly during the trying conditions. In the Straits of Magellan the new Princess encountered her stormiest spell, the wind blowing with great violence and the seas running extremely high, but through it all the vessel rode without any damage.

At the wharf many Victorians assembled to see the Mary. Throughout the vessel is most elegantly fitted and earns the right to be termed a palatial steamer. She has 66 staterooms, capable of accommodating 160 persons, which are beautifully finished, wash-basins, comfortable beds and other fixtures in each room making travel pleasant for the passengers. The dining-room, which is one of the nicest sections of the ship, is finished in mahogany and satinwood, presenting a most impressive appearance together with the many other prettily arranged objects dotted about the spacious room. The chairs and tables are all made of mahogany and a good number of persons can be accommodated at each sitting.

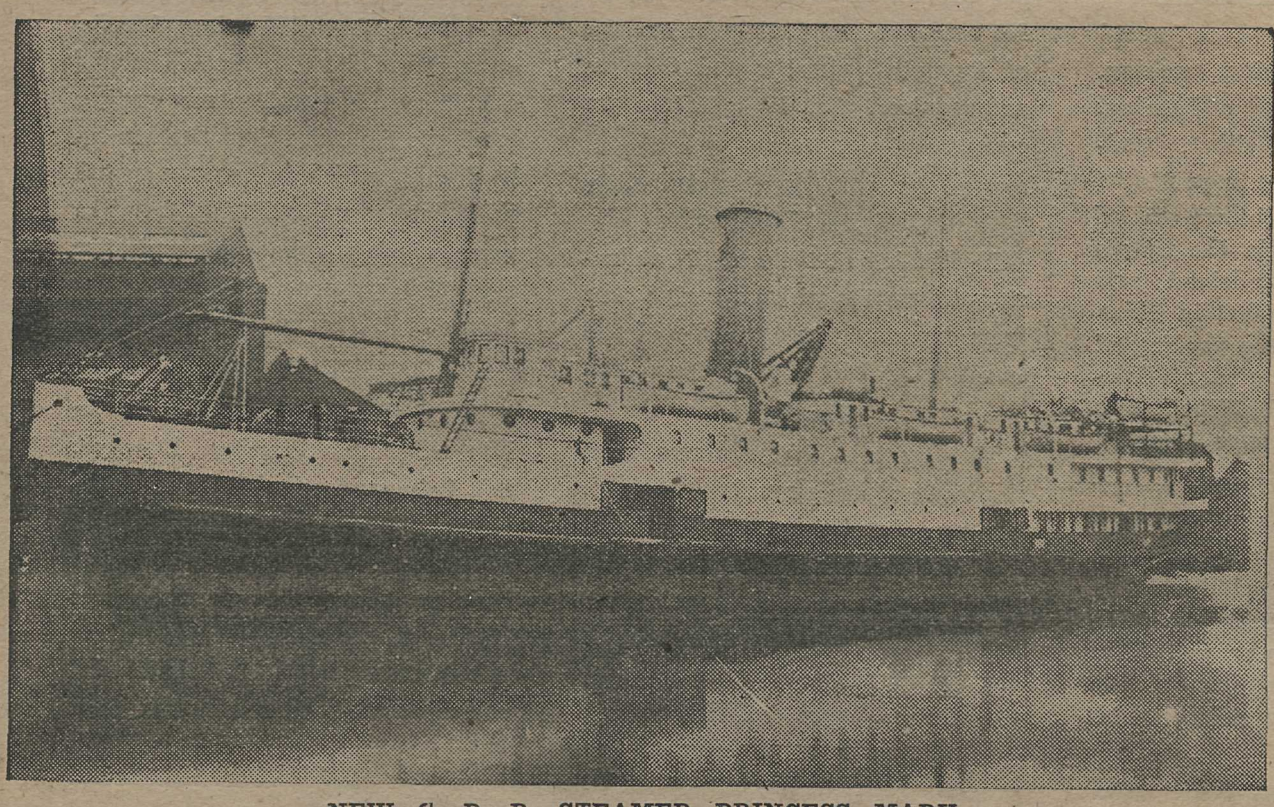
The social hall and smoking room are two parts of the ship deserving of mention, owing to the excellent manner in which they have been fitted up. The class of work is of the best and casts credit on the builders, Bow, McLachlin & Co., Paisley, Scotland. It is all done in hardwood and the effect is most pleasing.

On the boat deck are several metallic and wooden life-boats together with rafts and life-belts. Her decks afford passengers every opportunity for viewing the scenery along the route. The promenade deck opens off a commodious observation room. The Mary is also equipped with a fine Marconi wireless instrument.

She is a twin screw vessel, driven by two sets of engines with cylinders of 16. 27, 44, producing a stroke of 30 inches. When opened out to the limit she is able to make fifteen knots, although on the trip from the Old Country she was running at ten knots. Steam is provided by two boilers 16 feet in diameter and 13 feet long with a forced draught under the closed stokehold system. The Mary's length is 210 feet, her beam 40 feet at the deck and 37 feet at the waterline, and a depth of 16 feet. She has several up-to-date winches and is well able to handle large quantities of freight. Throughout she is built of steel, except the pilot house, and to class 100 A1 at Lloyd's.

Capt. C. H. Oxlade, formerly on one of the Pacific Empresses, was sent to the Clyde to bring out the steamer, and Chief Engineer Tham, formerly of the Tees, who went from here to join the new steamer at Paisley, was in charge of the engines. J. H. Arnold is the wireless operator. The Princess Mary made calls en route at St. Vancent, Montevideo, Puntas Arenas, Coronel, Callao and San Francisco. She left the last-named port on Sunday last after spending two days there replenishing her coal supply. About 8 o'clock this morning the first word of her since she left the Golden Gate was received, when the wireless station at Tatoosh flashed a message to the Dominion government station at Gonzales Hill, stating that the steamer had just been sighted making an entrance to the straits. She was not forced coming up the straits, proceeding under a ten-knot bell and reached here just about 3 o'clock.

Within three days she will be taken around to Esquimalt to be taken out on the B. C. Marine ways for an overhauling after her long journey. It will be several weeks before she is prepared to enter into active service for the C. P. R. on the Victoria and Comox run.



NEW C. P. R. STEAMER PRINCESS MARY

Which arrived in port this afternoon from Paisley, Scotland, after an eighty-five days passage, to enter on the Victoria-Comox run.

SUVERIC CAUGHT IN HEAVY BLOW SUNDAY

Weir Liner Was Badly Battered Crossing Pacific—Much Snow Encountered

Caught in the strong southeast gale which was felt all along the Pacific coast on Sunday, the Bank liner, Suveric, Capt. Cowley, which arrived at the outer dock early this morning, was badly battered by the heavy seas which were running, and was delayed in reaching port. She was nearly two days behind time, the stormy weather encountered in other parts of the Pacific also holding her back a great deal.

Immediately after leaving Yokohama the steamship was beset by dirty weather, the wind blowing from the northwest accompanied by heavy snow falls. Out of the seventeen days at sea the Suveric was in the midst of snow storms for ten days. At times the temperature dropped very low, and as the water came over her rails it froze on the decks. Capt. Cowley, who has crossed the Pacific ocean many times and has seen some pretty tough voyages, accredits this passage as being the worst he has ever experienced.

In mid-Pacific the Suveric was battered severely, and with the wind on her beam she rolled badly, constantly dipping her rails under and shipping large quantities of water, which flooded her decks. The officers say that the waves ran mountains high and that as they fell upon the ship they pounded her badly, although no damage was done. As she drove her nose into a gigantic comber her stern would raise and the propeller would commence racing.

The Sunday gale was, however, the worst encountered, for it blew at a velocity of 75 miles an hour. The sea was beat up into turbulent rage, the Weir liner laboring in the surface, and as the big waves boarded her swept her clean from stem to stern. When the vessel made fast at the William Head quarantine station last night the officers were thankful that the passage was over.

As cargo for Victoria the Suveric brought several hundred tons of freight consisting of rice, soy, matting, and other Japanese and Chinese merchandise. In all she had but 3,000 tons, including 160 bales of silk.

Fifteen Russians, travelling as steerage and bound for Seattle, arrived on the vessel to take up farming in the Northwest.