For information, reservations and ticket sales phone or write:

Victoria Terminal
(Information)
(604) 386-1124
(Auto and Dayroom Reservations)
(604) 386-6731
390 Belleville Street
Victoria, B.C. V8V 1W9

Seattle Terminal
(Information)
(206) 623-5560
(Auto and Dayroom Reservations)
(206) 682-8200
Pier 69, 2700 Alaskan Way
Seattle, Wash., 98121

Tickets may be purchased at the terminals. Advance purchases recommended.

HOW TO GET TO THE TERMINAL.

Seattle
Pier 69 is located on Alaskan Way in the heart of the downtown Seattle waterfront.

Victoria
The British Columbia Steamship pier is one block west of the Parliament Buildings along Belleville Street at the foot of Oswego Street.

All fares and schedules are subject to change without notice.

Head Office
British Columbia Steamship Company
(1975) Ltd., 254 Belleville Street, Victoria,
British Columbia, V8V 1W9
Telex: 049-7518.

For more details on package tours contact:

Gray Line Tours
(206) 343-2000
Outside Washington call toll free: 800-426-7532

Cond Travel Marketing Inc.
(206) 282-0837

Tillicum Tours
(206) 329-5700

Us Inc.
(206) 789-6500

or your local travel agent.

Litho'd in Canada.

P. LAWSON TRAVEL
OFFICES ACROSS CANADA
4439 WEST 10th AVENUE, VANCOUVER, B.C. V6R 2H3
TELEPHONE: 224-3262

PRINCESS MARGUERITE

BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

T.E.V. Princess Marguerite registered in Canada. 12/81/100M

ROMANCE! ADVENTURE! FOREIGN INTRIGUE!

Rory and Amanada found it all cruising on the Princess Marguerite.

The last of the Great Romantics

PRINCESS MARGUERITE

Daily roundtrip cruises between Seattle and Victoria, British Columbia.

SCHEDULE.
Operates daily from April 30 to October 3, 1982.

Leave Seattle 8:00 a.m.	**Arrive Victoria 12:15 p.m.**
Leave Victoria 5:30 p.m.	**Arrive Seattle 9:45 p.m.**

1982 Passenger Fares.	U.S.	Can.
Adult	$18 One-way	$21
	$29 Round trip	$34
Child (5-11 yrs.)	$11 One-way	$13
	$18 Round trip	$21
Child (Under 5 yrs.)	Free	Free
Senior Citizens	$15 One-way	$18
	$25 Round trip	$30

Group rates for 25 or more available on request.

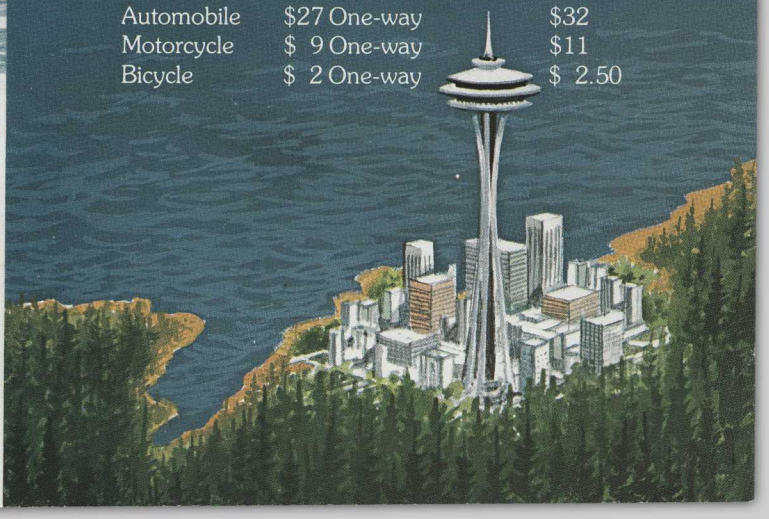
Return any date during 1982 season.

Observation lounge reserved seating available at additional cost from both terminals.

Dining Room reservations are available.

Vehicle Fares.
Vehicle reservations recommended.

	U.S.	Can.
Automobile	$27 One-way	$32
Motorcycle	$ 9 One-way	$11
Bicycle	$ 2 One-way	$ 2.50



For as long as she could remember, tempestuous, flame-haired Amanda had a romantic dream - to help Rory, a brilliant scientist, make some wonderful discovery.

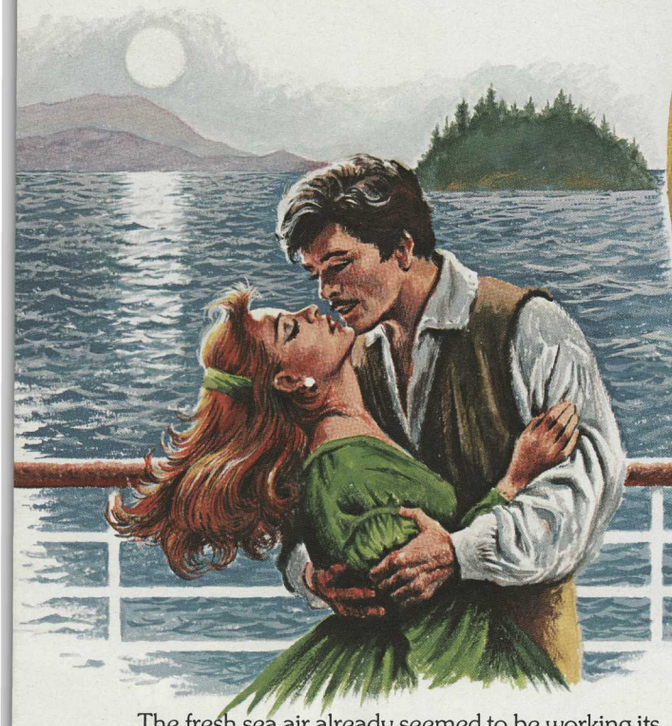
And now her dream was about to come true.

Rory and Amanda were off on the Princess Marguerite to discover Victoria, British Columbia.

CHAPTER I.

"It's breathtaking," sighed Amanda as she gazed at the Seattle skyline with her long-lashed, blue-green eyes. With those very same eyes she cast a concerned look at Rory, the dark, brooding genius she had married.

She hoped with all her fiery heart that this cruise through some of the most spectacular scenery in the world would restore Rory's good humor. His wry wit was sorely missed.



The fresh sea air already seemed to be working its magic on Rory. As they sailed by the San Juan Islands, past the Olympic Peninsula with its tree-lined shores, sandy beaches and mysterious inlets, capped by the majestic Olympic Mountain Range, Rory's navy blue eyes began to sparkle.

Overjoyed at this encouraging sign, Amanda slowly puckered her creamy, full, rosy lips and kissed him right on the Promenade Deck.

CHAPTER II.

As the Princess Marguerite headed into the waters of the Strait of Juan de Fuca, Rory and Amanda were enjoying a tasty breakfast in the dining room.

Smiling softly so as not to crease her petal-soft skin, Amanda succumbed to reverie. The cruise was doing Rory a world of good. He was almost his old droll self

again. Exploring the ship had been fun. With her lounges and elegant dining room, exotic woods and shiny brass fittings the Princess Marguerite reminded Amanda of another, more graceful era. The 4¼-hour trip didn't seem long enough. Before she knew it they were gliding into Victoria harbor.

CHAPTER III.

Sitting in the lobby of the Empress Hotel enjoying tea and crumpets, Amanda was still silently rejoicing at the return of Rory's dry sense of humor.

She was excited too because soon they would be boarding a double-decker bus and having a good look at this little bit of jolly olde England. They would visit magnificent

Butchart Gardens, Sealand of the Pacific, The Provincial Museum, the Parliament Buildings and, of course, the quaint shops filled with English china, woolens and goods from around the world. There were so many things to do, they even decided to stay for a day or two rather than sail back that evening.

Amanda was so lost in her daydream she didn't notice that Rory had disappeared!

That wasn't like him. Amanda was about to scream when Rory's stunning head popped up from under the table. "Dropped something," he said, poker-faced.

Relieved, Amanda stood up and fell flat on her face. The prankster had tied her shoelaces together.

Yes, it's really great to see Rory enjoying life again, thought Amanda as she slowly picked herself up.

THE END.

sail away to VICTORIA

SCHEDULE

	Local Time
Leave Seattle Pier 64	8:00 am
Arrive Victoria	12:15 pm
Gray Line Tour commences on arrival (choice of two outstanding tours)	
Leave Victoria	4:30 pm
Arrive Seattle	8:45 pm

Complete round trip excursion with your choice of two specially designed sightseeing tours while in Victoria.

ADDITIONAL SERVICES

Transfer service via Seattle Gray Line "Hustlebus" from downtown Seattle to Pier 64 for morning departure and return that evening.

RATE $1.50 EACH WAY

Pick-up times 7:00 am-7:15 am at Olympic, Roosevelt, Camlin and Washington Plaza Hotels. Make arrangements with hotel desk or Bell Captain or phone 682-1234.

All fares and schedules are subject to change without notice

GRAY LINE OF VICTORIA

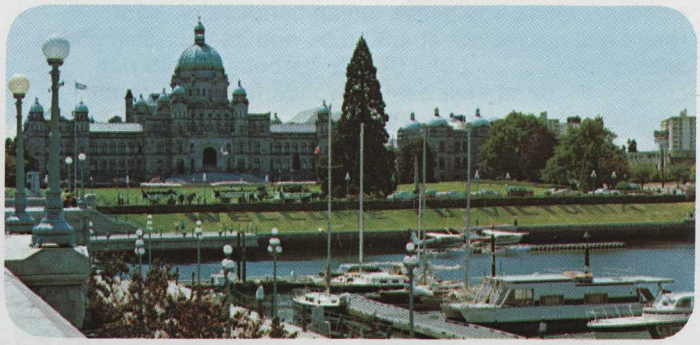
710 DOUGLAS STREET, VICTORIA, B.C. V8W 2B3

Travel Agent

Spectacular one-day cruises from Seattle

DAILY ROUND TRIP EXCURSIONS FROM SEATTLE EFFECTIVE MAY 21 THROUGH SEPTEMBER 25, 1976 VIA T.E.V. "PRINCESS MARGUERITE"

B.C. STEAMSHIP COMPANY (1975) LTD.



ANOTHER FINE CRUISE TOUR BY

GRAY LINE OF VICTORIA

The GRAY LINE ©

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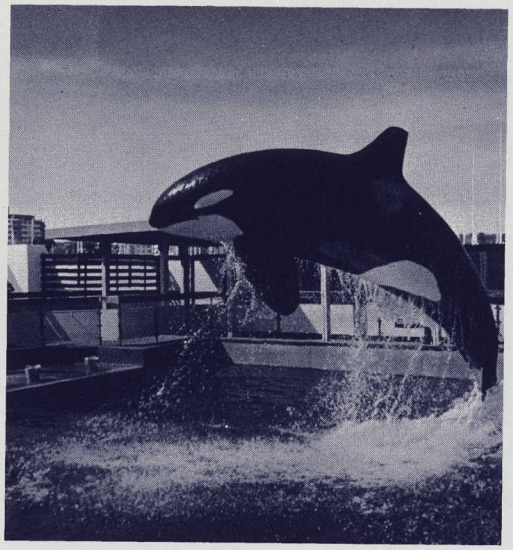
Magnificent 30 acres, Butchart Gardens.

Ride above the traffic, London Double-Decker style.



Whale of a show at Sealand.

On your one-day excursion "abroad" see the sights of beautiful

VICTORIA

The wonderful combination of a sea-cruise, plus the flavour of a four-hour visit in a foreign port. Cruise departs from Pier 64 Seattle at 8:00 a.m. daily, via British Columbia Steamship Company T.E.V. Princess Marguerite, for four hours cruising beautiful Admiralty Inlet and the historic Strait of Juan de Fuca. You enter Victoria's harbour in the heart of downtown at 12:15 p.m. Specially reserved Gray Line Sightseers await at dockside and whisk you away on the tour of your choice.
On completion of your sightseeing tour spend a few minutes browsing in nearby specialty shops featuring English woollens, china and native Indian handicrafts. Your return sailing departs at 4:30 p.m. and as your ship glides silently into the beautiful Seattle harbour at 8:45 p.m. colours will be at their best. A wonderful climax to an exciting trip to foreign parts.

TOUR 1—THE "PRINCESS"

An unforgettable guided tour of Butchart Gardens and the Capital City of beautiful British Columbia. A full hour is spent in thirty acres of floral wonderland rated by many as the world's best. Returning, see the City Centre, Craigdarroch Castle, English-flavoured residential areas, Beacon Hill Park, Marine Drive and many other highlights. "Princess" Tour operated via comfortable Parlour Car Coach. **Adults $23.50; Children $11.75.**

TOUR 2—THE "VICTORIAN"

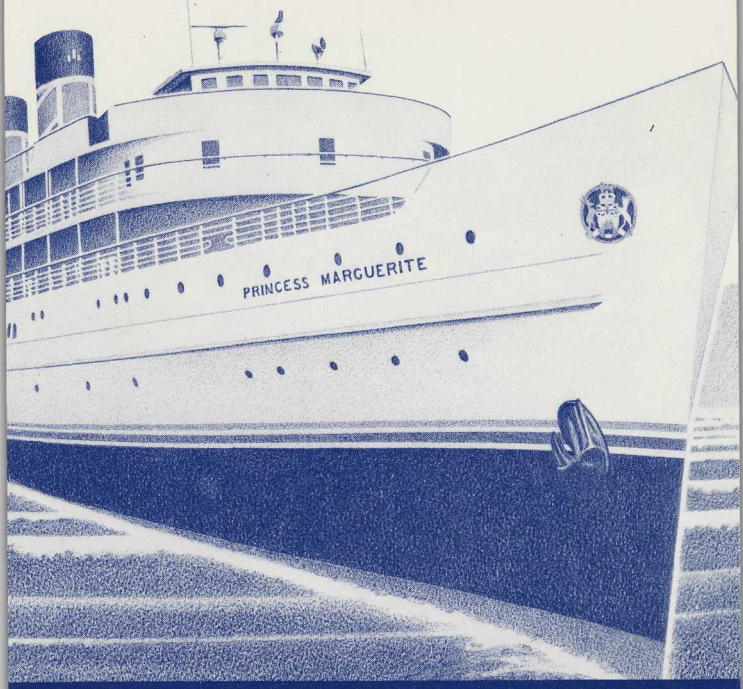
A unique tour on an authentic double decker bus featuring all the highlights of City Centre, Craigdarroch Castle, residential area, Beacon Hill Park and Marine Drive, plus a visit to "Sealand", Canada's largest oceanarium. See "Haida", the performing killer whale. **Adults $21.00; Children $10.50.**

Indian art display, Thunderbird Park.

Craigdarroch Castle, a home fit for a laird.

PRINCESS MARGUERITE DAILY CRUISES.

BETWEEN SEATTLE & VICTORIA



$20 SALE SAIL FARES.

	U.S.	Can.		U.S.	Can.
Adult	$20	$24	Children	$12.50	$15
Senior Citizen	$17.50	$21	Under 5	Free	Free

These fares apply Monday through Thursday only. And on round trips only.

It's the Princess Marguerite's Sail Sale. It's 30% less than regular round trip fare. And it's for a limited time only. (April 23 to June 16 or Sept. 6 to Oct. 6, 1983) U.S. Statutory holidays not included.

1983 SCHEDULE & FARES

SCHEDULE

Round trip cruises sail daily from April 23 to Oct. 6, 1983.

Leave Seattle 8:00 a.m. — *Arrive Victoria 12:15 p.m.*
Leave Victoria 5:30 p.m. — *Arrive Seattle 9:45 p.m.*

REGULAR PASSENGER FARES

(Group rates available)

	U.S.	Can.	
Adult	$18	$21	One-way
	$29	$34	Round-trip
Child (5 – 11 years)	$11	$13	One-way
	$18	$21	Round-trip
Child (under 5)	Free	Free	
Senior Citizens	$15	$18	One-way
	$25	$30	Round-trip

VEHICLE FARES

(Reservations Required)

	U.S.	Can.	
Automobile	$27	$32	One-way
Motorcycle	$9	$11	One-way
Bicycle	$2	$2.25	One-way

All fares and schedules are subject to change without notice.

INFORMATION

Victoria Terminal
(604) 388-7397
(604) 386-1124
(after April 15)

Seattle Terminal
(206) 623-5560

AUTO & DAYROOM RESERVATIONS

Victoria Terminal
(604) 386-6731

Seattle Terminal
(206) 682-8200

PURCHASE OF TICKETS

Victoria Terminal
390 Belleville Street
Victoria, B.C. V8V 1W9

Seattle Terminal
Pier 69, 2700 Alaskan Way
Seattle, Washington 98121

Tickets also available in Seattle at

Tourism British Columbia
720 Olive Way, Seattle, Washington

British Columbia Steamship Company (1975) Ltd. T.E.V. Princess Marguerite registered in Canada.

LITHO'D IN CANADA
PRICE PRINTING LTD.

PRINCESS MARGUERITE

THE LAST OF THE GREAT ROMANTICS

TEV PRINCESS MARGUERITE

A SOUVENIR OF THE PAST AND THE PRESENT

HOME PORT, VICTORIA, CANADA

JOHN L. BARNARD

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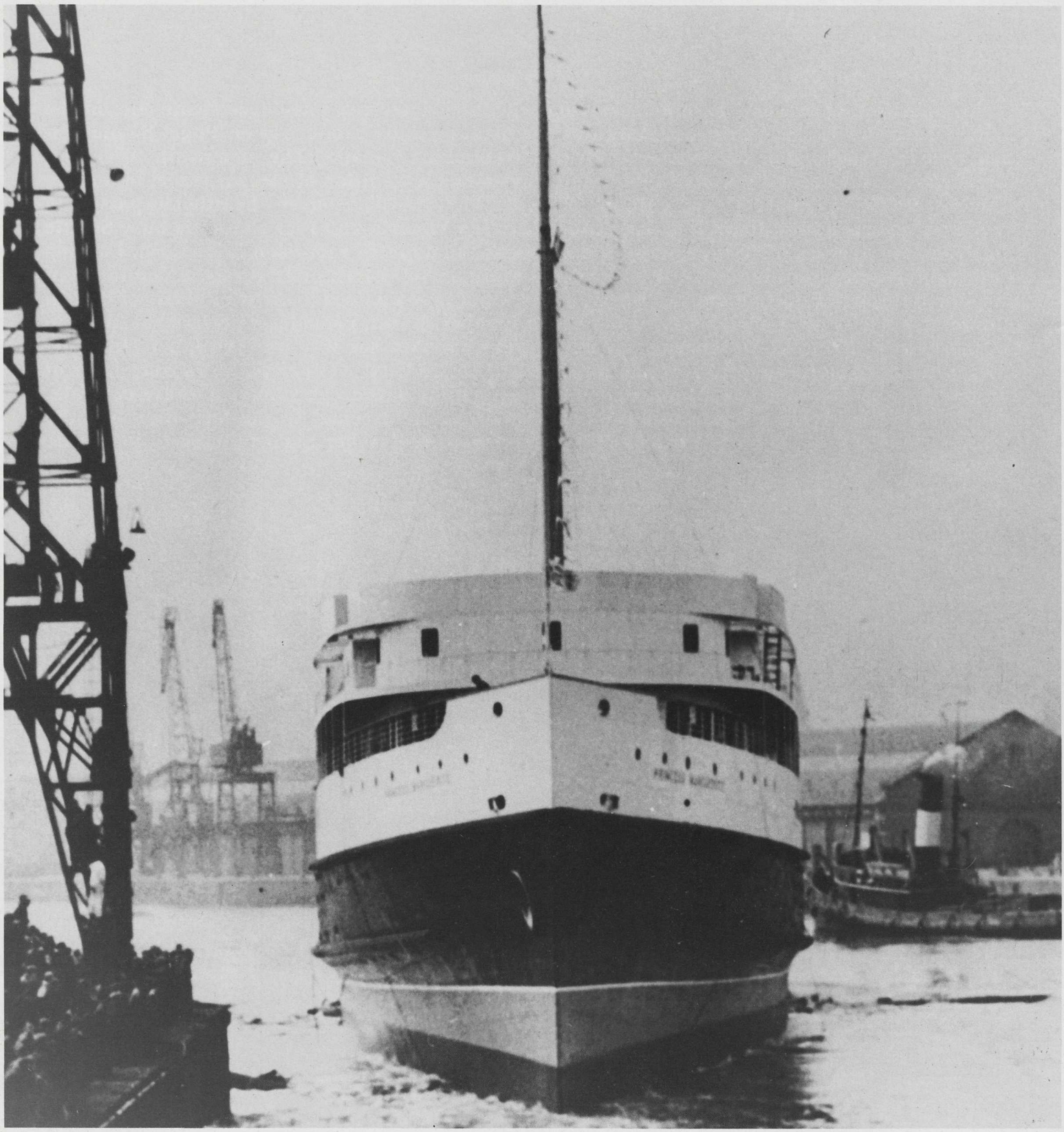
Photo Illustration, Art & Design: **John L. Barnard**
Text: **F. Hunt**

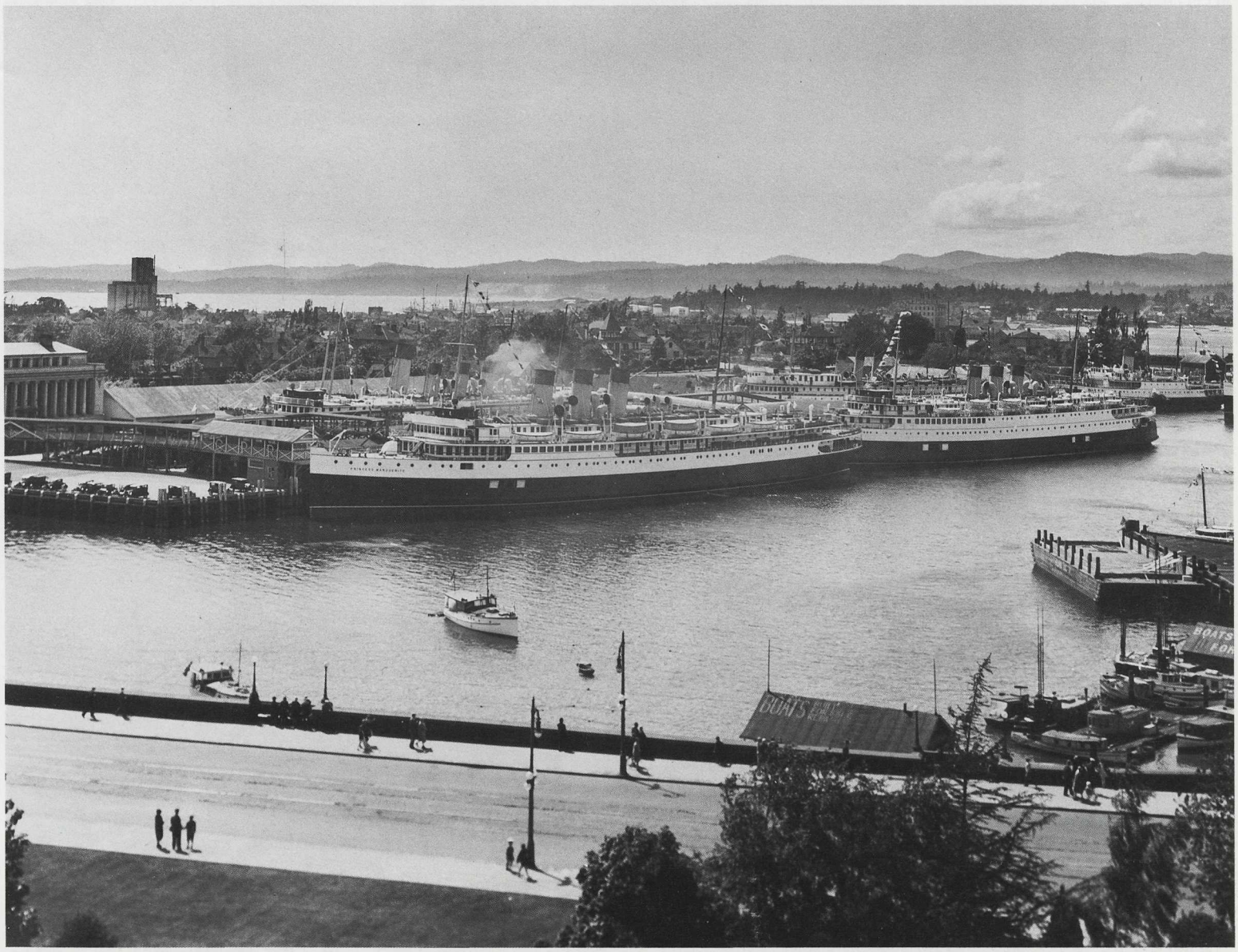
During the summer season, the only surviving scheduled inter-city passenger steamship on the Pacific Coast, the T.E.V. "Princess Marguerite", makes a daily round trip on Puget Sound between Seattle, Washington and Victoria, British Columbia, Canada. The steamship "Princess Marguerite" is the second vessel of that name, continuing a tradition of elegant travel in a more hectic world. The original "Triangle Route" between Victoria - Vancouver - Seattle has passed on to become what is now a direct link of 81 miles between Victoria and Pier 69 on the busy Seattle waterfront. An average of 1000 passengers daily make the day trip excursion to Victoria. Leaving Seattle in the early morning light, the "Princess Marguerite" carries her guests in comfort and style, north through Puget Sound and across the Strait of Juan de Fuca to the capital city of British Columbia. The city of Victoria, with its old world English charm, provides a perfect backdrop to the impressive "Princess Marguerite" as she elegantly makes her way into the Inner Harbour. Laid out in a panoramic view from her decks lies the "Garden City". The city offers a wide range of pleasures for the disembarking Marguerite passenger. Many of the sights and shops are centrally located so as to provide a leisurely day of shopping and sightseeing. In the late afternoon the "Princess Marguerite" departs Victoria on the southward trip to her night time berth in Seattle harbour.



Launching of the T.E.V. "Princess Marguerite"

With the sinking of the original "Princess Marguerite" by a German torpedo in 1942, the Canadian Pacific Coastal Service decided to rebuild an improved version of the original vessel. In 1943 an agreement with the Fairfield Shipbuilding and Engineering Company of Govan, Scotland, was reached, to build new ships for the British Columbia Coastal Service. On February 5, 1946, the contract was let and work began. It was a full two years before the first ship was launched. She was christened by the wife of the Managing Director of Canadian Pacific Steamships, Mrs R.W. McMurray, in honour of the first "Princess Marguerite" which had been named for Marguerite Shaughnessy, the daughter of a former Chairman of Canadian Pacific. The most visual change between the two vessels was the elimination of one of the funnels in the new "Princess Marguerite" and the addition of a cruiser stern. Canadian Pacific realized that this "Princess Marguerite" would be challenging a new type of travelling public, so in consequence the stateroom areas were decreased and more

space for automobiles was allocated. Night service would only be approximately one third of the "Princess Marguerite's" travelling time, so space for staterooms was allocated to suit demand. The new ship had 28 double berthed rooms on the Promenade deck and 10 on the Boat deck. Eight de luxe rooms and five special rooms were located on the Upper deck. Space for automobiles was increased to allow for 50 vehicles. The new ship was licensed to carry 2,000 passengers. Mechanically, the new design included the installation of a turbo-electric drive system. Hence the initials T.E.V. before the "Princess Marguerite's name. The "Princess Marguerite" sailed from Scotland for Canada on March 6, 1949. She encountered rough weather before reaching the Canary Islands and some damage was incurred by heavy swells, but she continued on her voyage after repairs had been made in Trinidad. She arrived at the William Head quarantine station on Vancouver Island on April 6, 1949, and later steamed into Esquimalt Harbour to a full accolade from Victoria's citizens. By the end of that month she started service on the Tri-City route between Seattle, Victoria and Vancouver.



Canadian Pacific Wharf in Victoria Harbour — 1948

Victoria's Inner Harbour

Victoria started as a small community for the Hudson's Bay Company. It wasn't until the Gold Rush of 1858 that the thousands of fortune seekers filled Victoria's harbour with ships arriving and departing daily. The Inner Harbour, which was surrounded by a swamp, became the heart of this bustling city. The mud was drained, the basin filled and wooden piles were driven into the bedrock to form a firm base for the Causeway and the Empress Hotel.

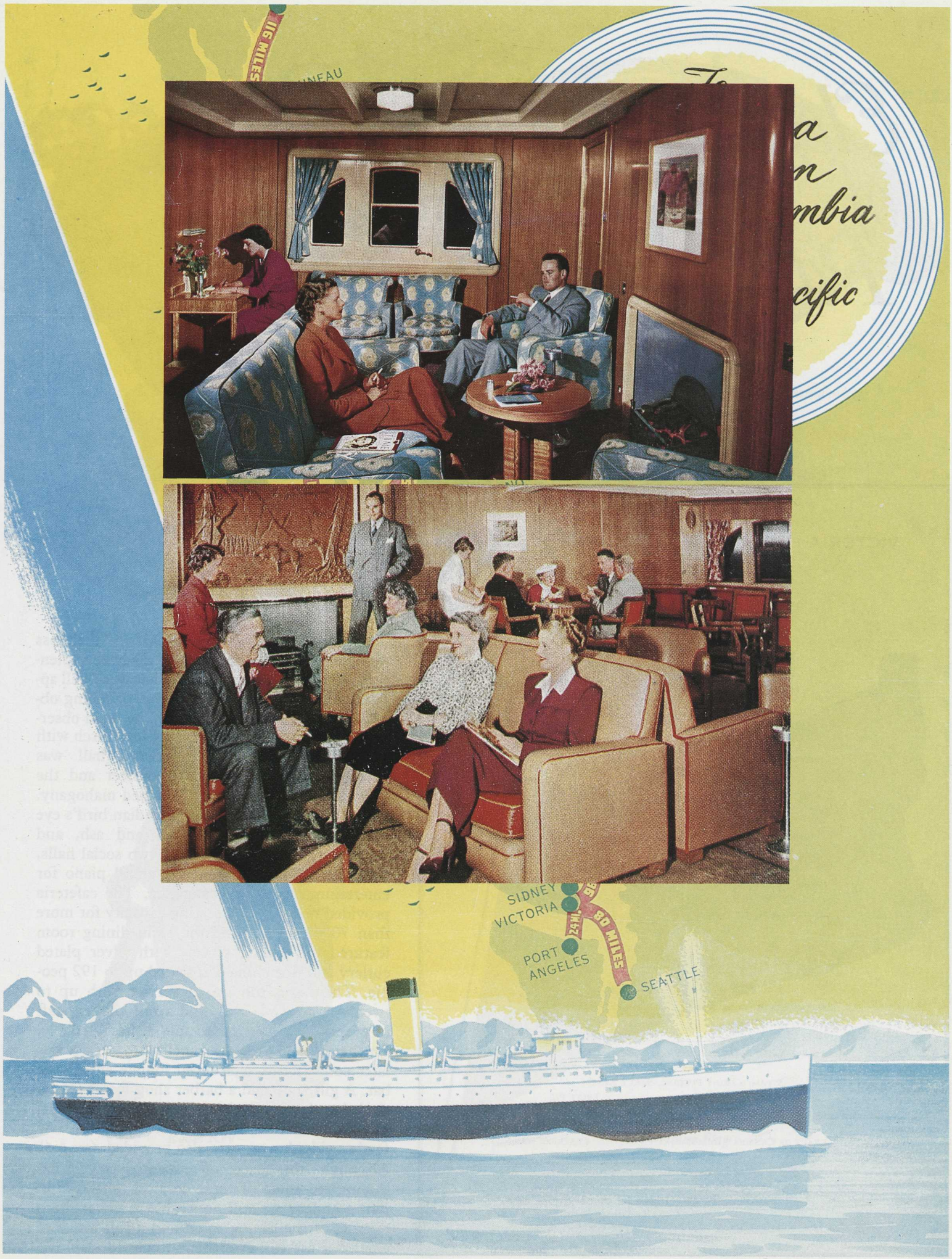
The citizens of Victoria dedicated themselves to making their city centre an object of civic pride. Shipping has made its way into this sheltered harbour for more than one hundred years. The Canadian Pacific Steamship Terminal Building (now housing the Royal London Wax Museum) still stands. A footpath now curves from Laurel Point, the entrance to the harbour, around past the Legislative Buildings, past the Empress Hotel, over the stone causeway and further up to Government Street. The first view of the "Garden City" Victoria, from the decks of the "Princess Marguerite" is quite spectacular.

The "Princess Marguerite" is the second furthest vessel to the right in the photograph.

VICTORIA
SEATTLE
VANCOUVER

Canadian Pacific

B. C. COAST STEAMSHIPS


106 MILES
SIDNEY
VICTORIA
24 MILES
80 MILES
PORT ANGELES
SEATTLE

Elegance of Past Service

Ship's Tableware

VICTORIA - SEATTLE - VANCOUVER SERVICE

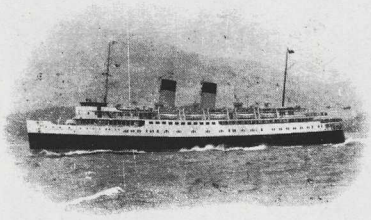


Table D'Hote Dinner

TWO DOLLARS

CHILLED JUICES:
APPLE, ORANGE, GRAPEFRUIT OR TOMATO

SOUP

CHOICE OF:

COMBINATION SALAD BOWL, MAYONNAISE OR FRENCH DRESSING
STEAMED BRITISH COLUMBIA SALMON, PARSLEY SAUCE
CHICKEN PATTIES WITH MUSHROOMS — BAKED HAM, RAISIN SAUCE
ROAST PRIME BEEF AU JUS
ROAST STUFFED ISLAND TURKEY, CRANBERRY SAUCE

COLD SIDEBOARD

BRITISH COLUMBIA SALMON WITH CUCUMBER, MAYONNAISE
OX TONGUE — HAM — TURKEY — ROAST BEEF

ROAST OR MASHED POTATOES — VEGETABLES IN SEASON

STEAMED FRUIT PUDDING, SWEET SAUCE
DEEP APPLE PIE — FRUIT PIE
WINE JELLY WITH WHIPPED CREAM — VANILLA ICE CREAM
ASSORTED CAKE
KRAFT OR CANADIAN CHEESE — CRACKERS
TEA — MILK — COFFEE

Passengers on diet please consult the Chief Steward for specially prepared dishes.

The newly designed T.E.V. "Princess Marguerite" fully incorporated all of the splendour of a coastal liner. Her lounges were well appointed and featured fine wooden panelling obtained from all over the world. The main observation lounge was decorated in gilded birch with mahogany skirting. The forward hall was decorated in Nigerian cherry veneer and the doors and skirting were of bleached mahogany. Other woods used included Canadian bird's eye maple, British oak, sycamore and ash, and Australian walnut. There were two social halls, with the aft one containing a grand piano for entertainment of the passengers. The cafeteria provided meals with a seating capacity for more than 70 passengers and the main dining room featured full dining service with silver plated cutlery and fine china and seated up to 192 people. There was full waiter service with up to twenty attentive waiters and a full kitchen staff to prepare the most delectable dishes available. Further aft was an elegant ballroom, which was later converted to a licenced lounge and coffee bar. A gift shop and a barber shop were also included on board. Each of the deluxe and special staterooms had its own private bathroom, and feather eiderdowns were also provided. *(see p.4).* Although the pace of modern travel has diminished some of these services. shadows of past grandeur are still noticeable in the art deco mirrors of the dining salon and a full range of amenities are still available on board today.

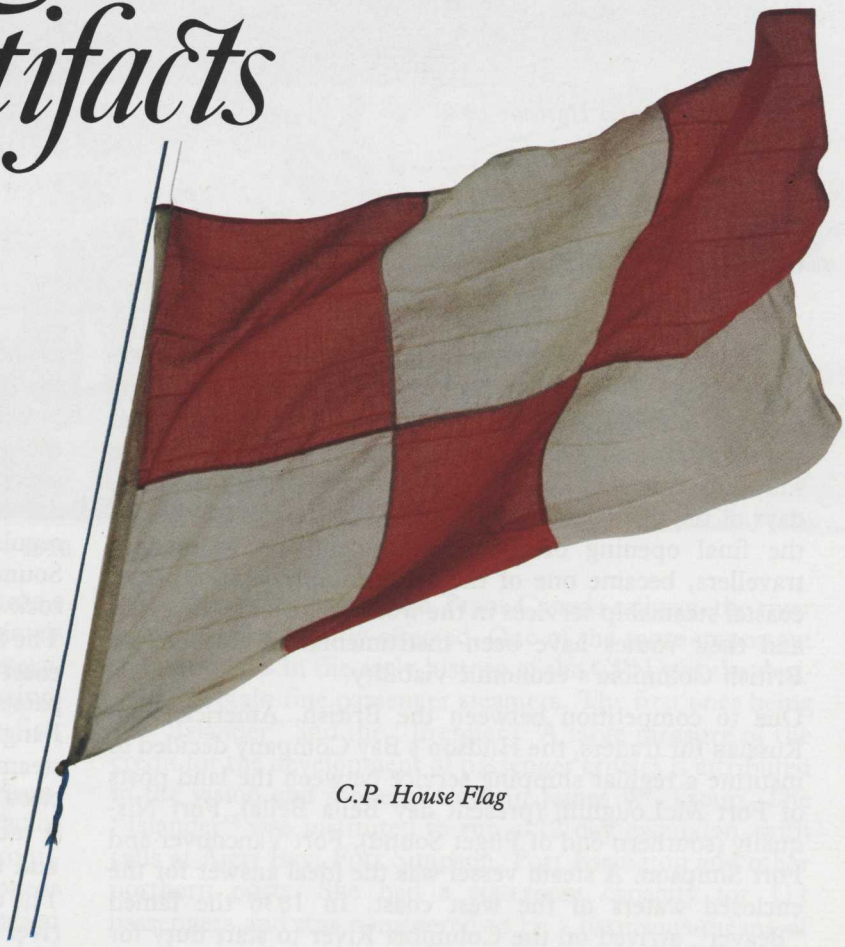
T. 104-6-52 Printed in Canada

Cap

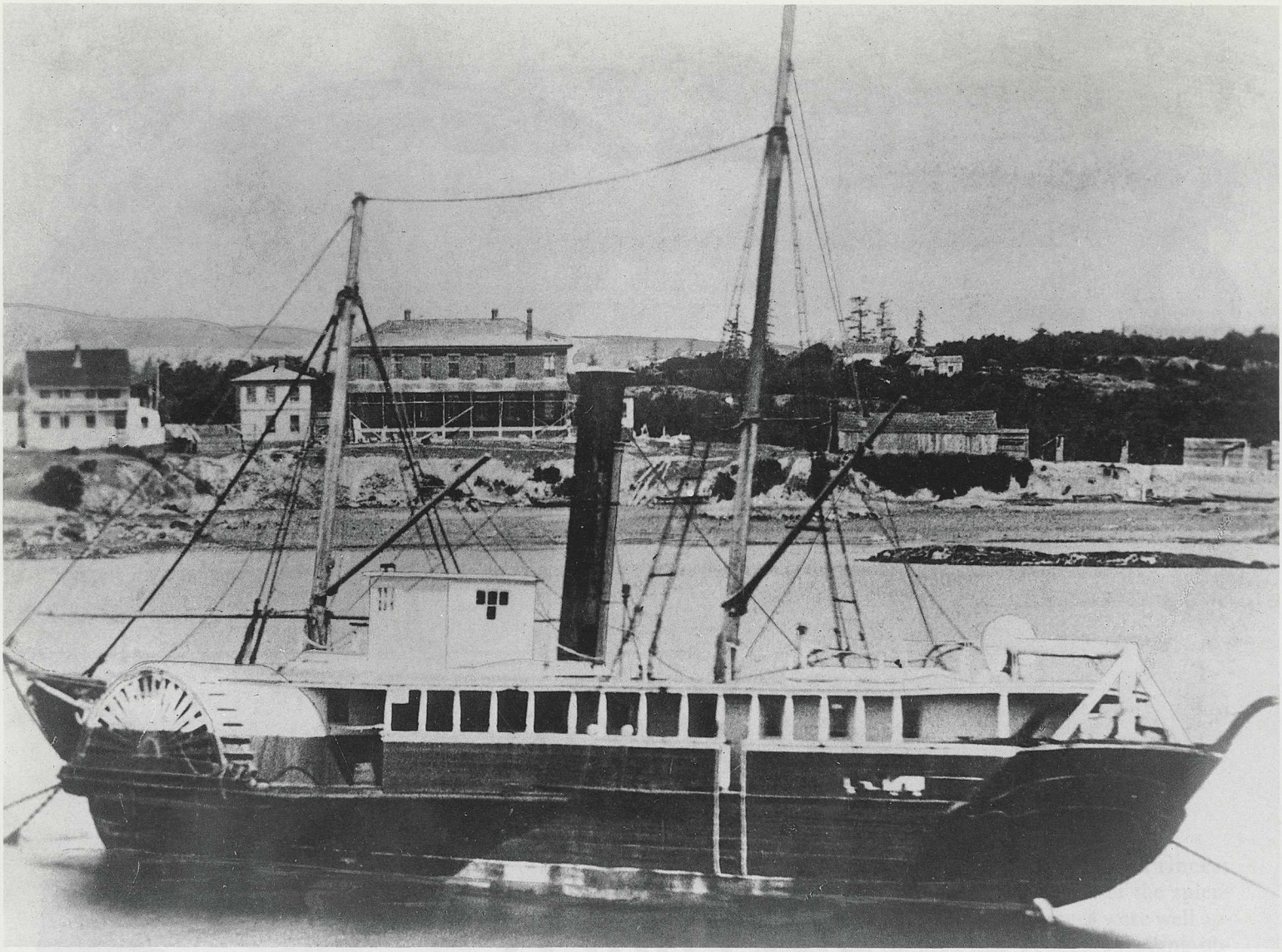
Ship's Inclinometer

Objects & Artifacts

Room Key



C.P. House Flag



SS Beaver, Victoria Harbour 1862

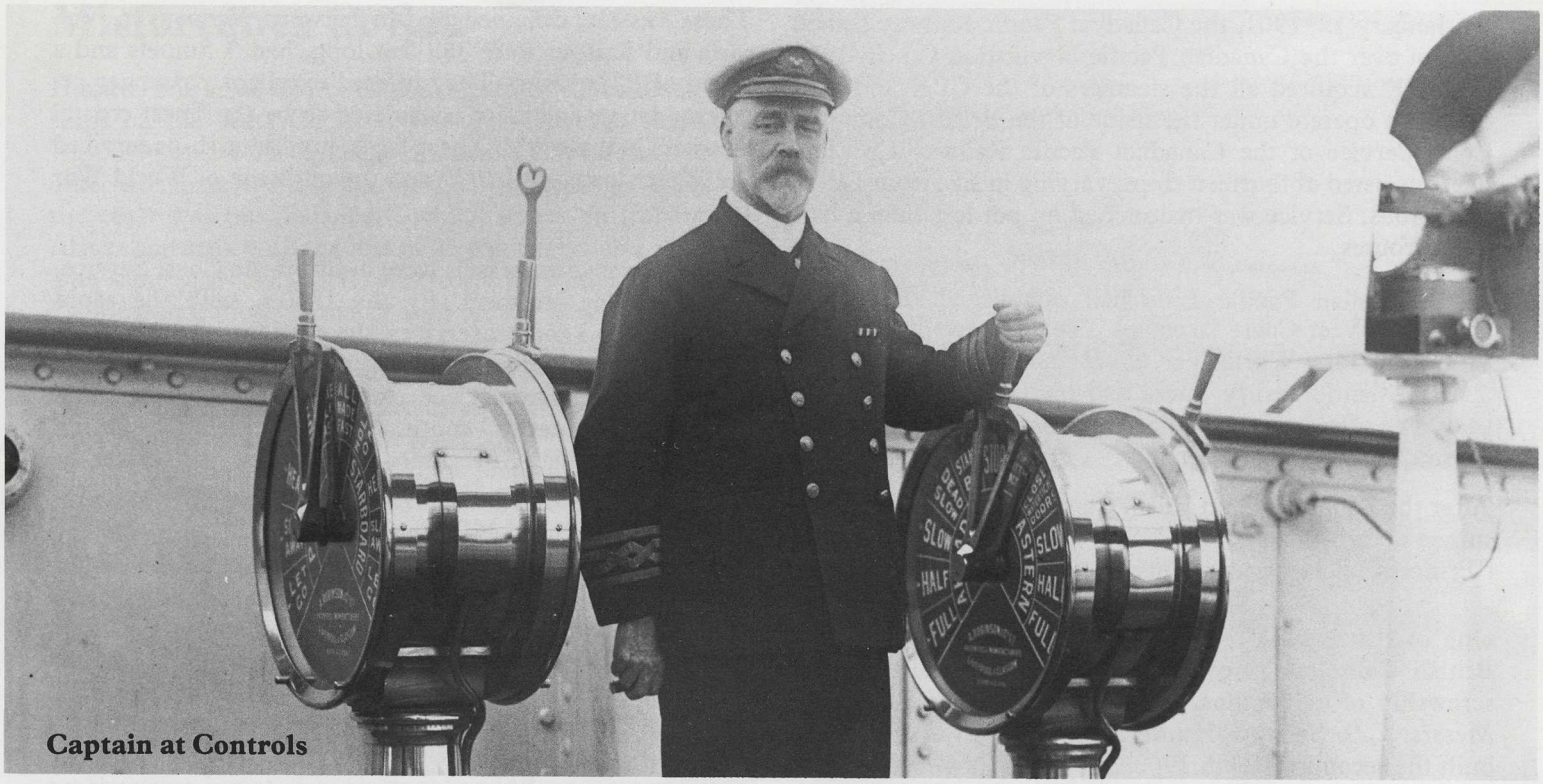
Steam Ships on the West Coast

The Pacific Northwest has evolved over the past 100 years from a virtually uninhabited wilderness to a number of thriving communities and large bustling cities. What started as a means of shipping furs from the Northwest, to the transportation of miners to the gold fields during the days of the Gold Rush, and later the hauling of lumber, to the final opening of the scenic splendours to modern travellers, became one of the most complex and efficient coastal steamship services in the world. The Coastal vessels and their routes have been instrumental in maintaining British Columbia's economic viability.

Due to competition between the British, American and Russian fur traders, the Hudson's Bay Company decided to institute a regular shipping service between the land posts of Fort McLoughlin (present day Bella Bella), Fort Nisqually (southern end of Puget Sound), Fort Vancouver and Fort Simpson. A steam vessel was the ideal answer for the enclosed waters of the west coast. In 1836 the famed "Beaver" arrived on the Columbia River to start duty for the Hudson's Bay Company. The "Little Black Steamer" as she was affectionately known, played a prominent part in the development of coal production on Vancouver Island, saw the growth of the capital city of Victoria, was present at the proclamation of British Columbia as a Canadian Province, carried gold seekers to the Fraser River mines and did survey work on the B.C. coastline. The "Beaver" regularly travelled the coast between Alaska and Puget Sound until her last voyage, when she ran aground on a rock off Prospect Point in Vancouver Harbour.

The first propeller driven steamer on the Pacific Northwest coast was the "Otter", which was used for regular passenger and freight service between Victoria and Fort Langley. The "Labouchere" was another of the early steamships used to run mail and passengers from San Francisco to Alaska, with stops between.

A more regular service was needed between the mainland and the island colony when gold was discovered in 1858. The ocean going steamships could not traverse the shallow river waterways to the heart of the gold fields. One of the first suitable passenger vessels was the sidewheeler "Enter-



Captain at Controls

Returning Servicemen on deck of "Princess Alice" - 1918

prise". She was one of many of this type of vessel to make a prosperous living carrying passengers, freight and animals for the miners. At one point there were more side and sternwheelers on the Pacific Coast than on the Mississippi River. The sternwheeler "Royal City" brought the first locomotive to the Canadian Pacific Railway in 1881.

There was a great deal of rivalry between the various steamship companies in those days, and accidents due to racing were not uncommon. Early in 1883 the two most prominent lines, the Hudson's Bay Company and the Pioneer Line, combined to found the Canadian Pacific Navigation Company Ltd. Before the year was out, the CPN Co. had established a near monopoly of B.C. coast steamship lines.

With the completion of the Trans-Canada railway, the river services were directly affected. One of the more important developments in the early history of the CPN was the decision to obtain fine passenger steamers. The first ones being the "Islander" and the "Premier". A large measure of the credit for the development of passenger cruises is attributed to the vision and scope of Captain James W. Troup. The "Islander" was instituted to run a 12 day excursion, with calls at Alert Bay, Fort Simpson, Port Essington and other northern ports. She had a stateroom capacity for 111 passengers and was considered to be a luxurious means of travel and remained in service until her sinking off Douglas Island, Alaska, with a loss of 42 lives, including her captain.

Misfortunes at Sea

Hazards and risks had to be considered by all captains and ships on the West Coast. It was a treacherous coastline, with incomplete surveys and charts and few lighthouses or other aids to navigation. One of the first passenger liners on the coast was the "Islander" which struck an iceberg off Alaska and sank with the loss of 26 passengers and 16 crew. The same year "Islander" was lost, every other Canadian Pacific Navigation Company ship on the Skagway run had some sort of serious trouble. Such accidents were not limited to vessels of any one country or company. In January 1902, fifty ships were listed in the Victoria "Colonist" as "wrecks of the year".

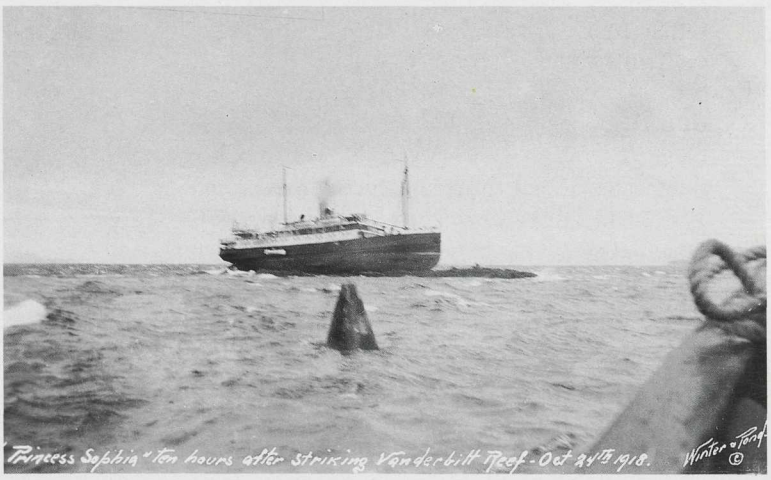
Not all disasters occurred in these waters. The impact of two World Wars seriously depleted the coastal fleet. Both the "Princess Margaret" and "Princess Irene" were commissioned for service in World War I. The "Princess Irene" was blown up while laying mines. The "Princess Sophia" was lost in Lynn Canal on her Alaskan cruise with the loss of all passengers and crew.

Both the Princesses "Marguerite" and "Kathleen" were requisitioned as fast transports and supply ships in 1941. In November of that year they left British Columbia, outfitted for their war duties. The ships operated as transports in the Mediterranean carrying troops back and forth between Alexandria and Cyprus. The "Princess Marguerite" also operated in the Red Sea. On August 17, 1942, while in convoy, the "Princess Marguerite" was torpedoed by a German submarine. The torpedo hit the fuel tanks and the ship immediately caught fire. Forty five minutes later the ship sank with the loss of 55 lives. This loss of life was kept to a minimum due to the quick action of the ship's engineers and other ships of the convoy.

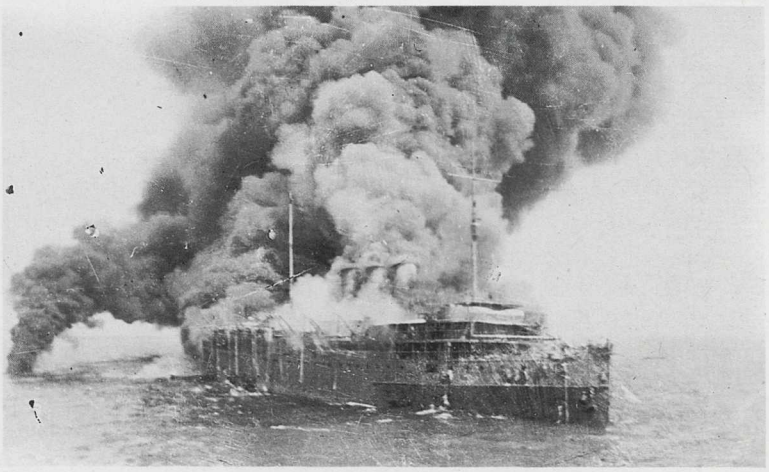
An Account of a Late Sailing

Mr. Joe Norman, a native Victorian and former Canadian Pacific employee, relates an interesting story of the versatility and ingenuity of the officers and crew of the Canadian Pacific Coastal Fleet.

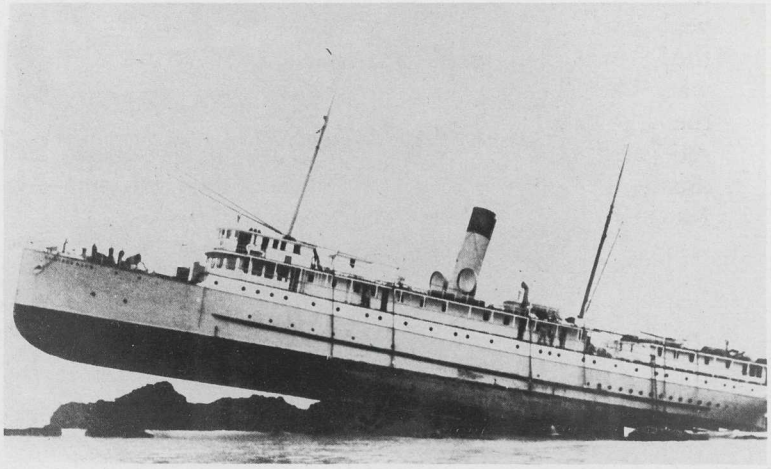
Mr. Norman was an oiler on board the "Princess Charlotte", one of the Alaskan cruise ships in the late 1920's. One particular evening, while the ship was at her dock, Pier 'D' in Vancouver, preparing to leave for her cruise at 9.00 pm., she had an unexpected surprise. As related by Mr. Norman, he was in the engine room of the "Princess Charlotte" oiling the shaft. The "Princess Patricia", the day excursion vessel that ran between Vancouver and Nanaimo was just returning to port. As her captain rang "Full Astern" to dock, the engine room rang "Full Ahead". A collision was inevitable. The "Pat" pushed her bow through the "Charlotte's" dining room caving in hullplates and popping rivets. Discretion being the better part of valour, Mr. Norman left his spot directly underneath the dining room and made for topsides. The "Princess Patricia" was pulled back and sent across the harbour for refit. A scow was sent from the refit dock with plates to patch up the hole in the "Princess Charlotte's" dining room. These necessary structural repairs made, the unsightly patch job on the interior side was ingeniously covered with a Union Jack Flag. The "Princess Charlotte" sailed that night, albeit two hours late, on her 16 day cruise, with none of her passengers being any the wiser.



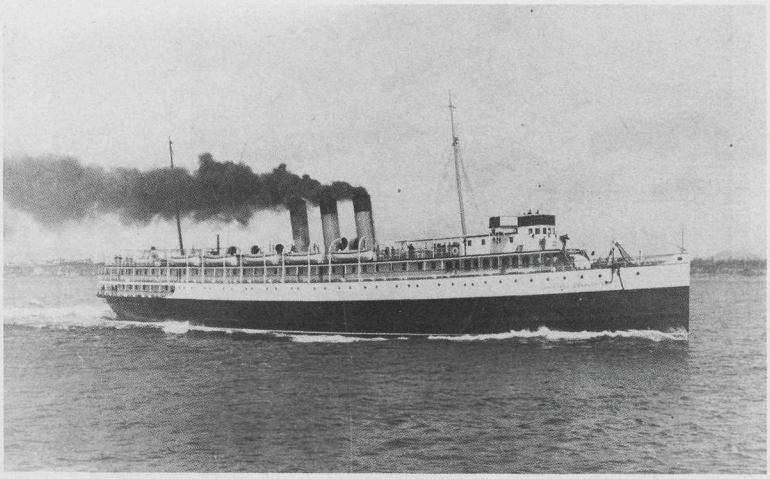
"Sophia" — on reef before sinking



"Marguerite" — at time of torpedoing



"May" — aground, safely refloated



"Charlotte" — rammed in harbour

On January 12, 1901, the Canadian Pacific Railway gained control over the Canadian Pacific Navigation Co. In 1903 the CPR acquired all the steamers of the CPN and continued to operate under the name of the British Columbia Coast Service of the Canadian Pacific Railway Co. The fleet consisted of fourteen ships, varying in size from 175 to 1,525 tons. Service was maintained on not less than a half dozen routes.

The Canadian Pacific Line had established firm roots before its West Coast takeover. The company had, to the time of the First World War, almost complete control of the Trans Atlantic luxury liners and had instituted the Empress line of vessels across both the Atlantic and the Pacific Oceans.

After the Klondike Gold Rush, Canadian Pacific was determined to fully develop the Pacific Coast service. Hence, the "Princess" line was introduced.

One of the original vessels was the "Princess May". A British Columbia shipyard built a wooden hulled single screwship of 1,290 tons, named the "Princess Beatrice". Messrs. C.S. Swan & Hunter, from the Tyne (Scotland) built the second vessel in 1902. She was a twin screw vessel with three funnels, called the "Princess Victoria". Designed to run alongside the "Princess Victoria" was the "Princess Charlotte". To follow during succeeding years, were the "Princess Ena", and "Princess Royal", the Princesses Adelaide, Alice, Mary, Sophia and Maquinna.

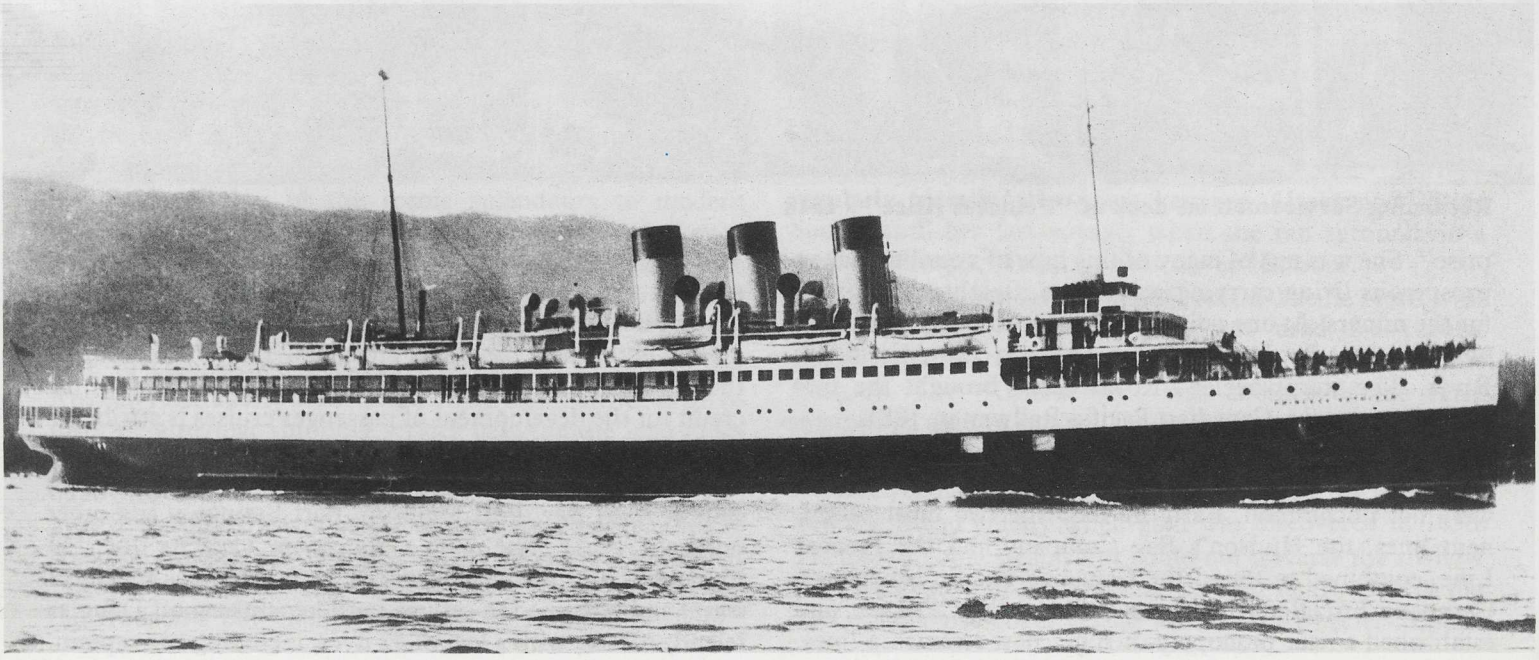
The demand for coastal service increased so rapidly that new tonnage was required. However, two of the new vessels were commissioned to fight in World War I before they ever took up their duties on the West Coast. After the war, the B.C. coastal fleet needed attention as so many of the older vessels were either destroyed or had reached retirement age. In 1925, John Brown of Clydebank (Scotland) built the twinscrew turbine steamers "Princess Kathleen" and "Princess Marguerite".

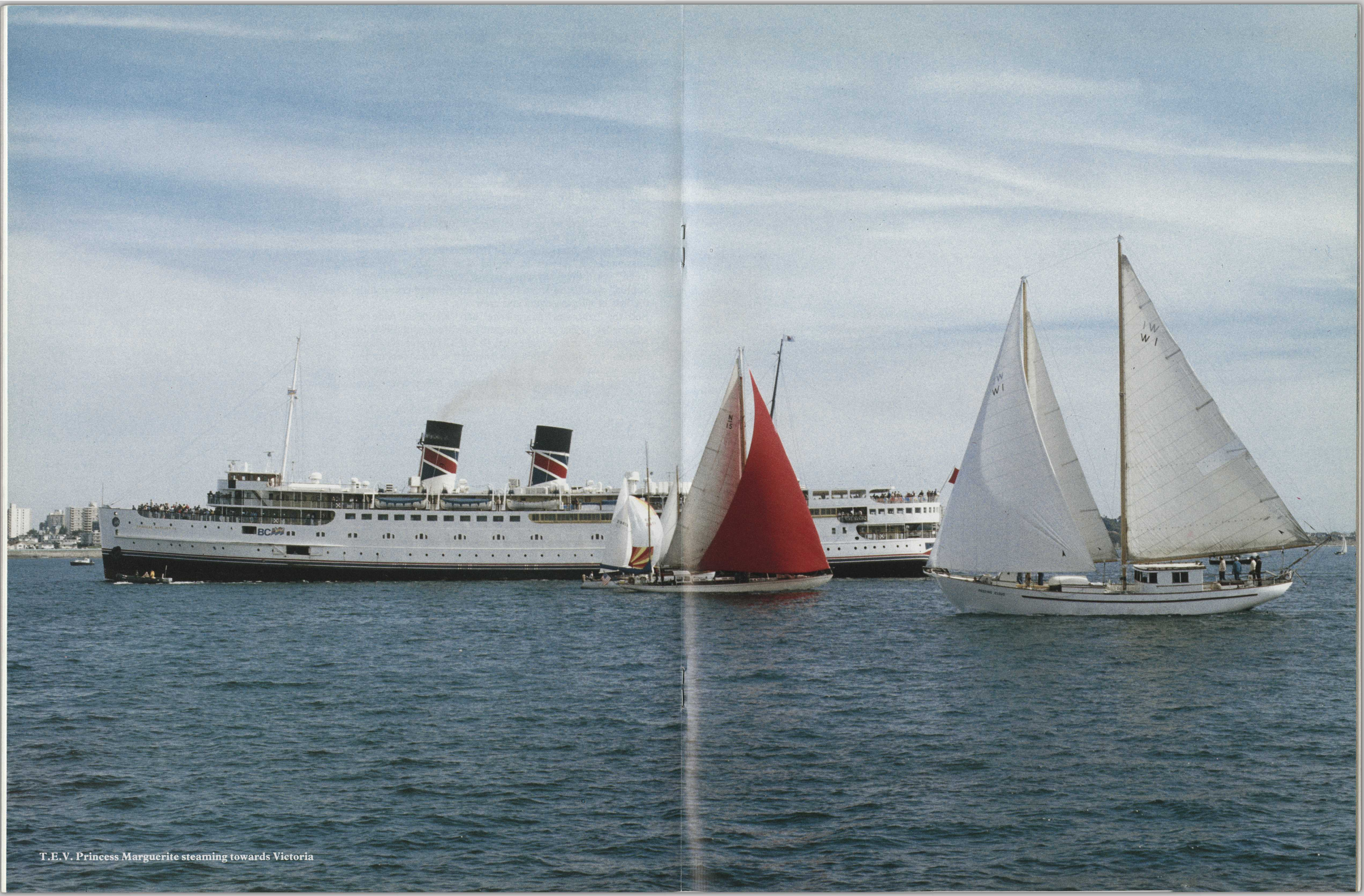
These vessels, designed to run between Vancouver, Victoria and Seattle, were 368 feet long, had 3 funnels and a speed of 22½ knots. They offered excellent passenger accommodation and were considered to be the finest coastal steamers in the world. These large, luxurious ships serviced the West Coast until 1939 and the outbreak of World War II.

After the war, new vessels were built for the Coast Service, mostly as day steamers. By the 1950's, with the rapid growth of road and air services, the need for luxury accommodation and night travel had diminished. As a result, the west coast steamer service dwindled considerably. The "Princess Marguerite" continued to operate, although the British Columbia Government purchased the vessel in 1975 and formed the British Columbia Steamship Company to continue the service.

Princess Marguerite

Princess Kathleen





T.E.V. Princess Marguerite steaming towards Victoria

Seattle Skyline

SEATTLE

— Journey North to Victoria

Gateway to the beautiful northwest, Seattle has one of the largest and busiest waterfronts in the world. Ships sail from Seattle to wide areas of the globe, carrying lumber, fish, agricultural products and manufactured goods. The great harbour of Elliott Bay is five miles across from West Point on the north to Alki Point on the south.

The historic waterfront offers a multitude of entertainment. The Washington State Ferries dock at Pier 52, also Pier 56 offers Harbour Water Tour sightseeing boats. Piers 57 to 70 include restaurants, the Waterfront Park, the Seattle Aquarium and many shops. Two 1927 Australian streetcars run the 1.6 miles from Piers 48 to 70. A few blocks from the waterfront is the International District and the Kingdome. Conspicuous against the Seattle skyline is the Space Needle on the site of the 1962 Seattle World's Fair.

A nearly continuous chain of suburbs and shopping malls links Seattle and surrounding cities into a 150 mile metropolitan corridor.

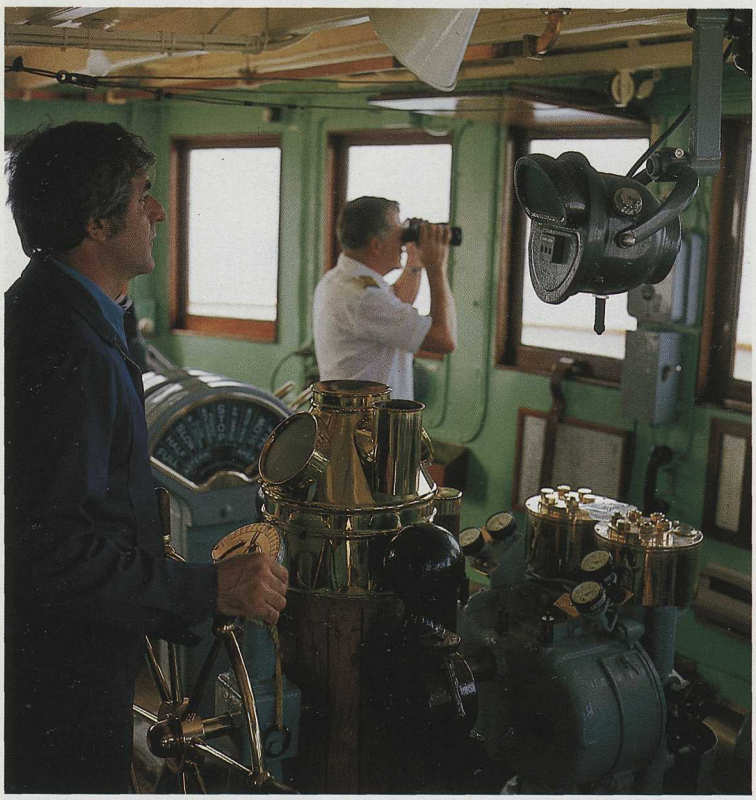
Seattle is a vastly enjoyable city with a remarkable blend of the modern and the historic. Seattle offers an exciting kaleidescope of activities and scenery.

Slow Astern

Morning Memory

Maggie Bids Adieu

Points of Interest



Captain keeping watch

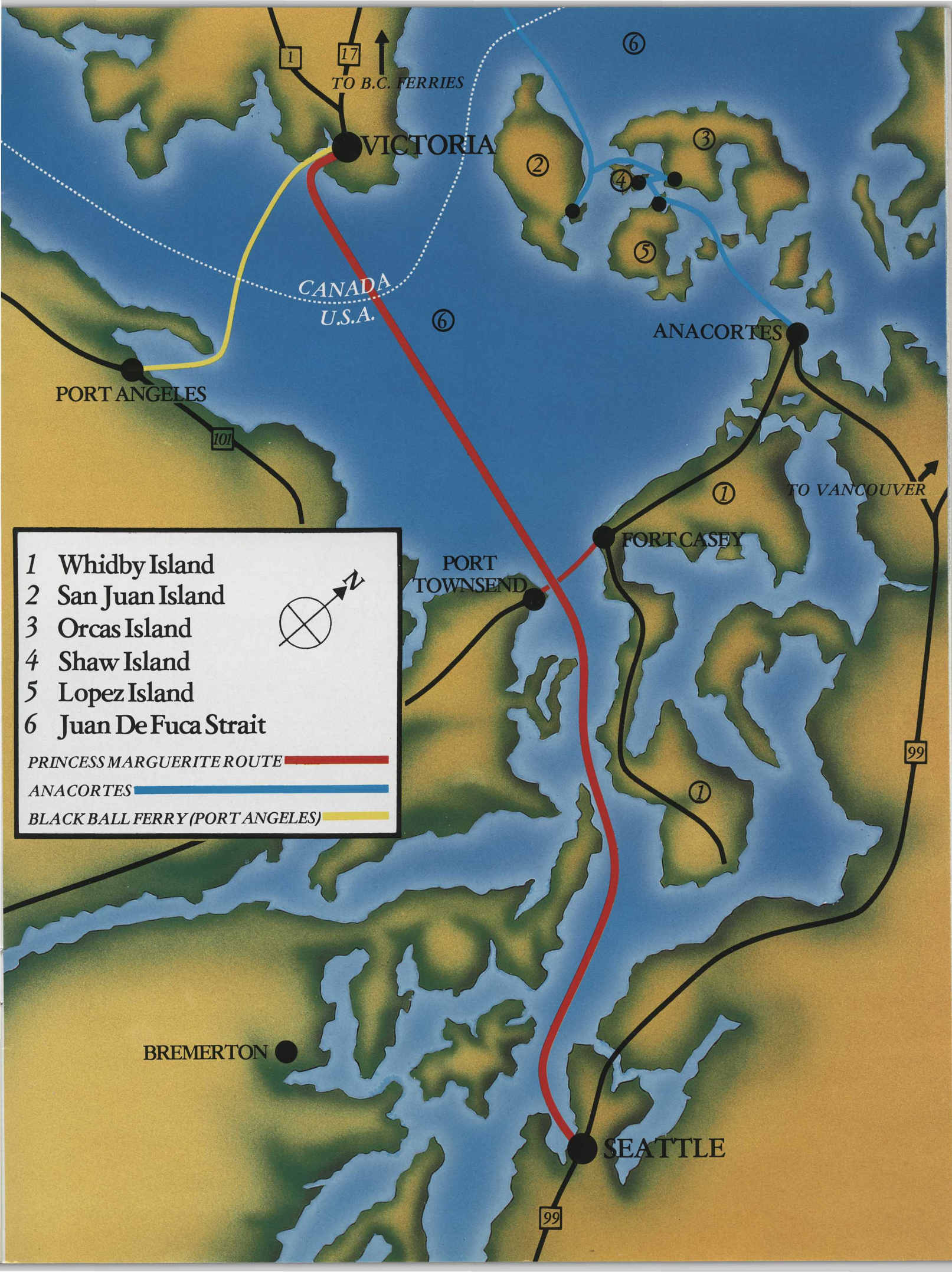
After leaving the busy harbour of Seattle, the "Princess Marguerite" travels north up Puget Sound. The rugged mountains to the west are the snow capped peaks of the Olympic Range. Many of these mountains are part of the Olympic National Park. To the east are the Cascade Mountains, the more prominent being Mt. Rainier at the southern end of Puget Sound, and Mt. Baker to the north. Vessels of the Washington State Ferries can be seen plying the Sound taking passengers and cars across at various points.

A favorite spot for fishermen is Point-No-Point, half way up Puget Sound. Both commercial and sports fishing boats can be seen clustered along the route. Admiralty Head marks the northern point of Puget Sound and the beginning of the stretch of water known as the Strait of Juan de Fuca.

Many forms of marine life can be spotted from the decks of the "Princess Marguerite". Pods of Dall porpoises can often be seen playing in the bow waves of the ship. With luck even killer whales can be sighted. Birds to be seen include gulls, cormorants and grebes.

Washington State Ferry

Merchant ship Olympics


1
17
TO B.C. FERRIES
VICTORIA
6
2
3
4
5
CANADA
U.S.A.
6
ANACORTES
PORT ANGELES
101
1
TO VANCOUVER
FORT CASEY
PORT TOWNSEND
1 Whidby Island
2 San Juan Island
3 Orcas Island
4 Shaw Island
5 Lopez Island
6 Juan De Fuca Strait
N
PRINCESS MARGUERITE ROUTE
ANACORTES
BLACK BALL FERRY (PORT ANGELES)
99
1
BREMERTON
SEATTLE
99

Princess Marguerite

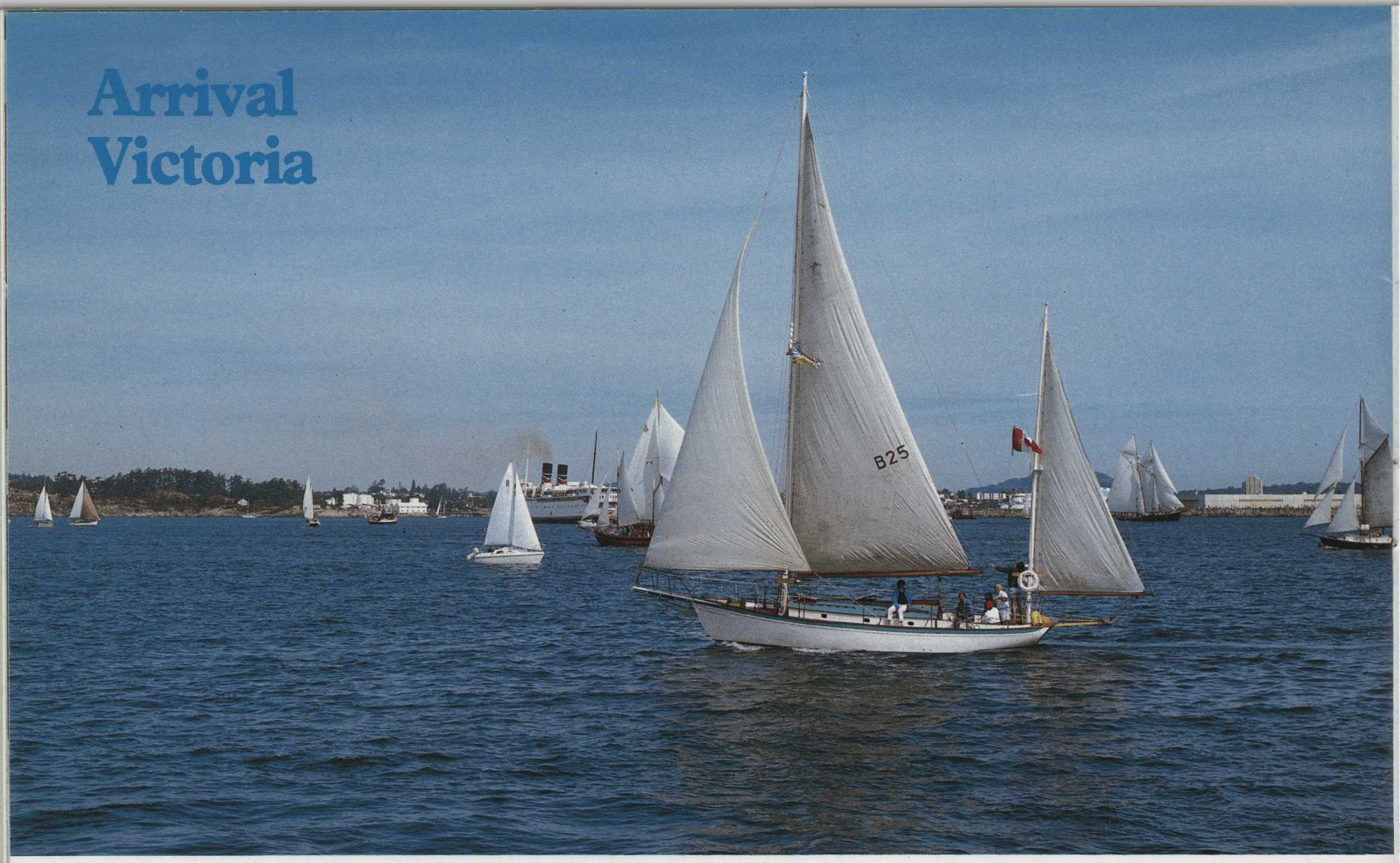
a Touch of Elegance

Since the "Princess Marguerite" is a classic example of a more elegant age of travel, she retains her old world charm in her present role. In 1975, when it seemed that her days were numbered, the government of British Columbia decided to maintain a regular service between Seattle and Victoria. People travel on the "Princess Marguerite" because of the style and comfort and the direct transportation link she provides between Seattle and Victoria for passengers and automobiles.The "Princess Marguerite" provides today's traveller with the opportunity to experience a style of travel that in the present day and age is only a memory. She is the last ship in service of the large Coastal Fleet of the early 1900's.

Stewards in Ships Dining Room

Princess Marguerite steaming to Victoria

Arrival Victoria



Landfall-Ogden Point

Fishermens Wharf

The narrow strait separating Puget Sound from southern Vancouver Island is known as the Strait of Juan de Fuca. At this point the "Princess Marguerite" crosses the International Boundary between the United States and Canada. Located just off the coast is Trial Island. Upon passing the breakwater, the "Princess Marguerite" enters Victoria Harbour. Ogden Point marks the eastern point of land and the Fishermen's Wharf is a moorage area for a variety of fishing boats.

Victoria's Inner Harbour lies like a jewel at journey's end. The stately Empress Hotel and the magnificent Legislative Buildings make a unique skyline.

Inner Harbour Victoria

Exploring Victoria

The capital of British Columbia offers a multitude of enjoyments for residents and visitors alike. Many methods of transportation are available, everything from a ride in a horse drawn carriage to authentic London double decker buses. Sightseeing trips can include stately homes, quaint shops along Government Street and the glory of the Butchart Gardens.

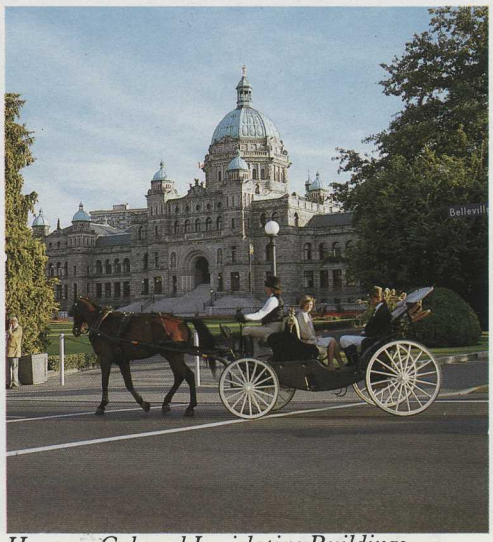
The Empress Hotel offers a glimpse of an older and more gracious age and the nearby Provincial Museum has fine exhibits of Natural History and Native artifacts.

The "Garden City" welcomes all her visitors and offers a rewarding experience.

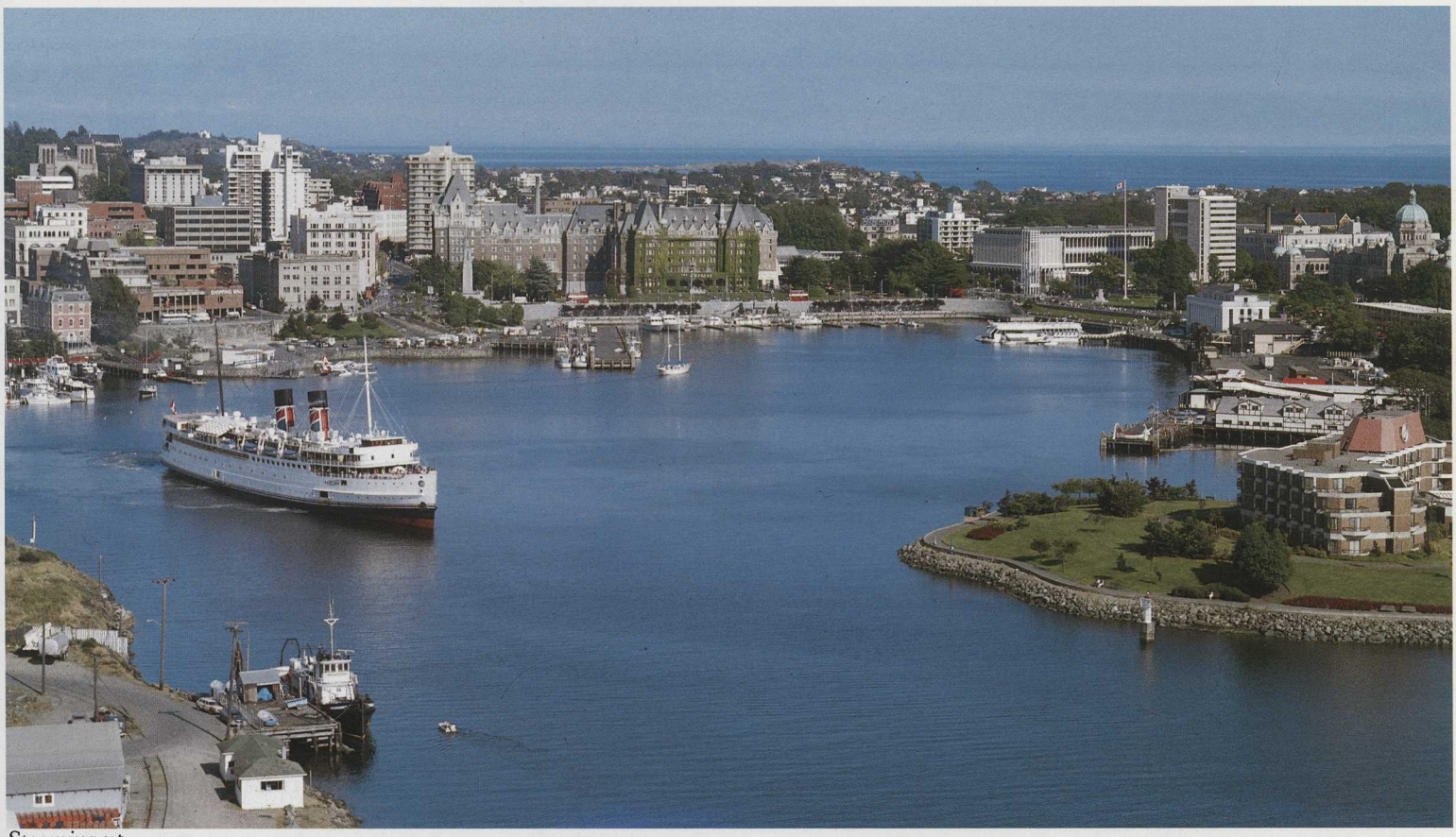
Princess Marguerite Docked near Noongun

London Bus on Government Street

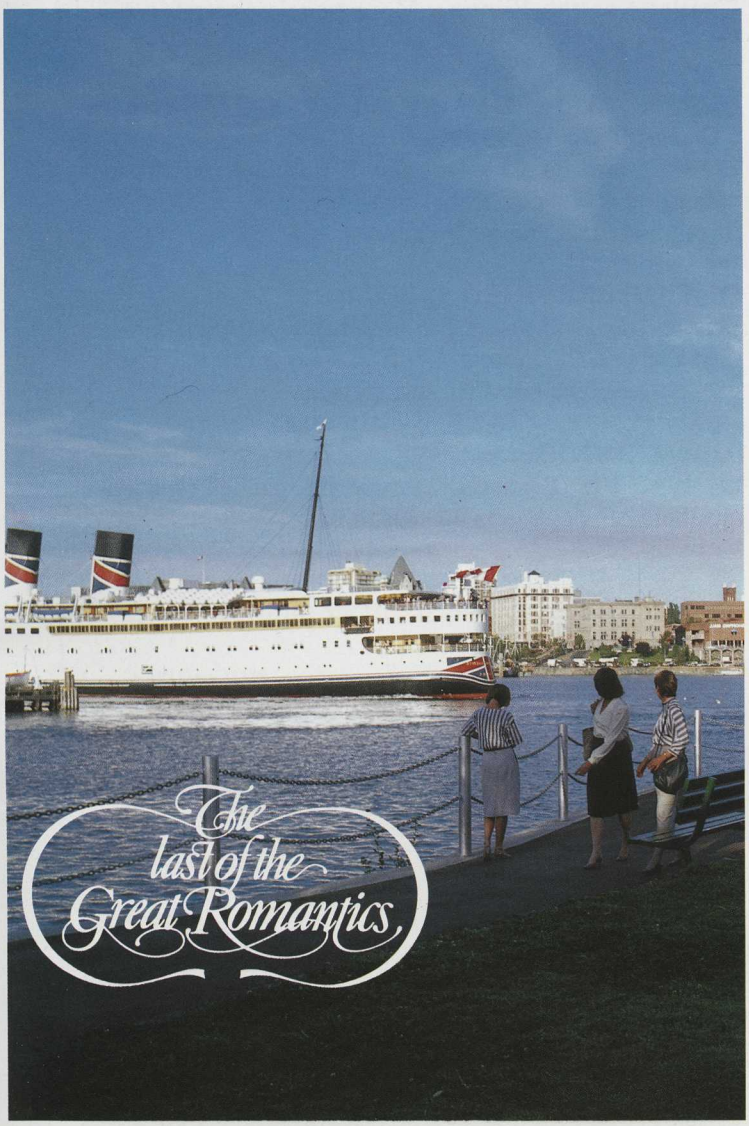
Empress and Buses



Hansom Cab and Legislative Buildings



Steaming up



Walkway Inner Harbour

Sunken Garden

In the Country
The Butchart Gardens

The Butchart Gardens, located a short scenic drive from Victoria, consists of six separate gardens covering over 35 acres. Part of what was once an abandoned quarry has been transformed by the Butchart family into one of the floral showplaces of the world.

The Ship that's become a Legend throughout the Pacific Northwest

BUILT BY:
Fairfield Shipbuilding and Engineering Co., Ltd., Govan, Glasgow, Scotland.

COST:
More than $4 million in 1948.

CRUISING SPEED
19 knots

OVERALL DIMENSIONS:
Length 368 ft. 8 ins. breadth 56 ft, draught 15ft 7in.

DISTINGUISHING CHARACTERISTICS:
Two masts, cruiser stern, raked stem.

ENGINES:
Turbo electric, twin screw (224 r.p.m., 15,500 h.p.).

LAUNCHED:
May 26, 1948. Handed over to the Canadian Pacific Railway Company on March 5, 1949.

ORIGIN OF NAME:
Predecessor was T.S.S. Princess Marguerite 1925-1942, torpedoed and sunk by a German U-boat while en route to Cyprus on war duty.
Both the Princess Marguerite I and her sister ship, the Princess Kathleen, were named after the Hon. Marguerite Kathleen Shaughnessy, daughter of the first Baron Shaughnessy, former Canadian Pacific Railway Company President.

ARRIVED VICTORIA:
April 6, 1949, after a 9,500 mile voyage. Greeted at Government drydock in Esquimalt by the senior naval officer of the area, Rear Admiral H.G. DeWolfe, Flag Officer, Pacific Coast, and the naval guard and band of H.M.C.S. Naden.

ENTERED SERVICE:
On SEATTLE-VICTORIA-VANCOUVER "triangle route", April 30, 1949. First passenger run was from Seattle. Replaced the Princess Kathleen, which then entered the Alaska Cruise service. On June 1st, the Princess Patricia, replaced the Princess Charlotte as the Princess Marguerite's sistership on the "triangle route".

PURCHASED BY BRITISH COLUMBIA STEAMSHIP COMPANY:
1975. Re-introduced with a new Union Jack motif, the "Princess Marguerite" has become a legend throughout the Pacific Northwest.

OUT OF SERVICE:
During the 1980 season, to undergo a complete refitting and refurbishing at a cost of $4.5 million, to improve passenger comfort and service.

REINTRODUCED:
In 1981 the Princess Marguerite carried record numbers of passengers all season between Seattle and Victoria.

Autographs

Publisher

J. Barnard Photographer Ltd., Victoria, B.C.

Acknowledgements

Maritime Museum, Victoria. *Artifacts & Photos.*

B.C. Steamships

Joe Norman

Printed in Australia by Colorscan

17190

1981 Rate Card

PRINCESS MARGUERITE

BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

The Maggie's back. In Style.

The grand ship you've come to love has more to love than ever before. More elegance, more comfort, more fun and more flair. All the way to jolly old Victoria. This year, travel in style. Aboard the famous ship that's become a legend in the Pacific Northwest. The all-newly restored Princess Marguerite. Sailing daily from Seattle's Pier 69 at 8 a.m. So sail away for the day. Or stay awhile. The fun never sets in Canada's holiday capital.

For information only:

Victoria Terminal:
390 Belleville St.
Victoria, B.C.
V8W 1W9
386-1124

General Office:
254 Belleville St.
Victoria
V8V 1W9

Seattle Terminal:
Pier 69
2700 Alaskan Way
Seattle, Wash., 98121
623-5560

1981 Rate Card

PRINCESS MARGUERITE

Fares & Schedule for 1981

Daily May 8th - Oct. 12.
Between Seattle and Victoria.

Leave Seattle: 8:00 a.m. **Arrive Victoria: 12:15 p.m.**
Leave Victoria: 5:30 p.m. **Arrive Seattle: 9:45 p.m.**

REGULAR FARES

	U.S.		Can.
Adults	$15	One Way	$17
	$25	Round Trip	$29
Children (5 to 11, incl.)	$9	One Way	$11
	$15	Round Trip	$17
Children Under 5 Years	Free		

SPECIAL FARES

Senior Citizens (65 years)	$12	One Way	$14
& Paraplegics	$20	Round Trip	$23

GROUP RATES
(Minimum 25 ADULT fares)

25 people or more	$12	One Way	$14
	$20	Round Trip	$23

(Minimum 7 Day Advance Bookings and Payment Required)

Group bookings are not available on Saturday sailings from Seattle or Sunday sailings from Victoria.

VEHICLES

Automobile	$22	One Way	$25
Motorcycle	$ 6	One Way	$7
Bicycle	$ 2	One Way	$2.50

Dayrooms $15 to $23 depending on facilities. Advanced Reservations accepted for automobile and dayrooms only. Call 682-8200 in Seattle and 386-6731 in Victoria.

All fares and schedules subject to change without notice. All tickets good for 1981 season only.

BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

T.E.V. Princess Marguerite registered in Canada.

100M 2-81
LITHO D IN CANADA

BC FERRIES

SPRING 1981

Mainland
Vancouver Island

Vancouver ●
Victoria ● Nanaimo

Vancouver-Victoria

Tsawwassen ● Swartz Bay

Distance: 24 miles Sailing time: approximately 1 hour, 40 minutes

WINTER SCHEDULE: Effective to Wednesday, April 8, 1981 inclusive.

Lv. Tsawwassen		Lv. Swartz Bay	
6:30 am*	2:00 pm*	7:15 am	3:15 pm
7:00	3:00	8:15*	4:00*
9:15	4:15	9:00	5:00
10:00*	5:15	10:15	6:15
11:00	6:00*	11:15	7:15
12:15 pm	7:00	11:45*	8:00*
1:15	8:15	1:00 pm	9:00
	9:15	2:15	

Be sure and check your date of travel with schedule dates.

SPRING SCHEDULE: Effective Thursday, April 9, 1981 to Wednesday, June 17, 1981 inclusive.

Lv. Tsawwassen		Lv. Swartz Bay	
6:30 am*	2:00 pm*	6:15 am	2:15 pm
7:00	3:00	7:15	3:15
8:15	4:15	8:15*	4:00*
9:15	5:15	9:00	5:00
10:00*	6:00*	10:15	6:15
11:00	7:00	11:15	7:15
12:15 pm	8:15	11:45*	8:00*
1:15	9:15	1:00 pm	9:00

*MV "Queen of Alberni" vehicles over 6'6" in height given preferred loading. Limited passenger capacity. No scheduled Pacific Coach Lines bus on these sailings.

Schedules and Fares subject to change without notice.

BC FERRIES

Vancouver-Nanaimo

Horseshoe Bay ● Departure Bay

Distance: 30 miles. Sailing time: 1 hour, 50 minutes

SPRING SCHEDULE: Effective Monday, March 23, 1981, until further notice.

Lv. Horseshoe Bay		Lv. Departure Bay	
6:30 am	3:30 pm	6:30 am	3:30 pm
8:45	5:45	7:15†	4:45
9:30†	7:00	8:45	5:45
11:00	8:00	11:00	8:00
1:15 pm	10:15	11:45	10:15
2:15		1:15 pm	

† No Pacific Stage Lines bus on these sailings.

General Information

FARES	Driver and Passengers		Passenger only • Mon., Thurs. & Sat.		Passenger Vehicles
Vancouver/ Victoria	Adult	Child	Adult	Child	Up to 20' in length
Vancouver/ Nanaimo	$3.50	$1.75	$2.50	$1.25	$11.00

• **Off Peak Fares** in effect to May 31, 1981 for passengers (not drivers) travelling Monday through Thursday and Saturdays except statutory holidays and other designated days.

Rates shown for units up to 20 feet in length. Units over 20 feet are charged for each additional foot or portion thereof.

Schedules and Fares subject to change without notice.

U-Drive car rentals now available from major B.C. Ferry terminals

FOR RESERVATIONS AND DETAILS CALL

ECONO-CAR®

Swartz Bay 656-0106
Tsawwassen 943-0277
Horseshoe Bay 921-8717
Nanaimo 754-1991
Langdale 886-2261

100M/4/81

Inaugural Sailing

the Captain's Table

June 1975

PRINCESS MARGUERITE

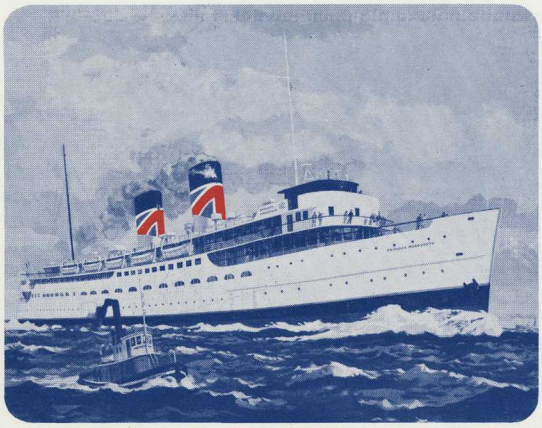
The name Princess Marguerite honors the Lady Marguerite Shaughnessy, daughter of Lord Thomas Shaughnessy, founder and early top executive of Canadian Pacific. Champagne bottle in hand, she was the sponsor when the first Princess Marguerite was launched November 29, 1924, at Clydebank, Scotland.

The first Marguerite, an elegant three-stacker noted for her fine lines and top speeds, was placed on the Seattle-Victoria-Vancouver "Triangle Run" in early 1925. The ship had the honor of carrying H.M. King George VI and Queen Elizabeth from Vancouver to Victoria May 25, 1939, on the couple's royal visit to British Columbia. Many northwesterners on both sides of the border felt a personal sense of loss when she was torpedoed and sunk by a German U-83 submarine August 17, 1942, on a troop run from Port Said to Cyprus in the Mediterranean Sea.

Today's Princess Marguerite, built as a replacement, was launched May 26, 1948, by Fairfields at Govan, Scotland. She arrived in Victoria April 6, 1949, and entered the Seattle-Victoria-Vancouver service a few weeks later.

During the 1950's she operated Seattle-Victoria-Vancouver-Nanaimo one day and returned the next, running opposite her identical sister ship, the Princess Patricia. As the new British Columbia Ferry service expanded in the early 1960s, Canadian Pacific gradually cut back on these runs until only the Seattle-Victoria summer service remained. Year-round sailings ended February 25, 1959.

Now refurbished, modernized and redesigned, the Marguerite carries on the noble steamship tradition. Owned and operated by the British Columbia Steamship Company (1975), she graces the West Coast once more, carrying excursion visitors back and forth between Victoria, Port Angeles and Seattle.



the Captain's Table

June 1st, 1975 will be remembered as a proud day for the people of British Columbia. It is the date of the Inaugural Voyage of the Princess Marguerite, sailing from Victoria, B.C. to Seattle, Washington.

Bon Voyage to a great lady!

MENU

Soup
Start with a bowl of our chef's tasty soup 60

Salad
Fresh, green salad; crisp and cool 60

Shrimp Salad
A light, refreshing lunch;
tiny shrimp with lettuce, cucumber, tomato,
egg, green onion and peppers.
Your choice of dressing 5.25

Fresh Fruit Salad
A most pleasant surprise of seasonal fresh fruits 4.75

Filet of Salmon
Fresh Pacific Salmon, poached or grilled,
served with a delicate white sauce 6.75

New York Steak
Properly aged and prepared to order.
Baked potato, mushroom sauce and fresh vegetables 10.50

Chef Tang's Chicken Little
Marinated in a seasoned sauce, sauteed to golden perfection 5.75

Fruit Bowl
A small bowl of peaches, pears, apples and apricots.
(Fresh fruit in season) 65

Cheese Platter
A generous slice of Canadian cheddar,
with a slice of apple and crackers 65

Ice Cream
Your steward will be happy
to tell you what flavors are on board 65

Beverages
Coffee, Tea, Milk, Iced Tea or Sanka 30

7 50

T.E.V. PRINCESS MARGUERITE IS REGISTERED IN CANADA,
AND OPERATED BY THE BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

1976 fun cruises between VICTORIA, Canada and SEATTLE, USA

PRINCESS MARGUERITE

HEAD OFFICE:
British Columbia Steamship Company (1975) Ltd.
254 Belleville Street, Victoria, British Columbia, V8V 1W9.
OR CALL YOUR LOCAL TRAVEL AGENT

LITHO'D IN CANADA
AGENCY PRESS LIMITED
210
35L
100M/3/76

BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

A four hour cruise through some of the world's most spectacular scenery

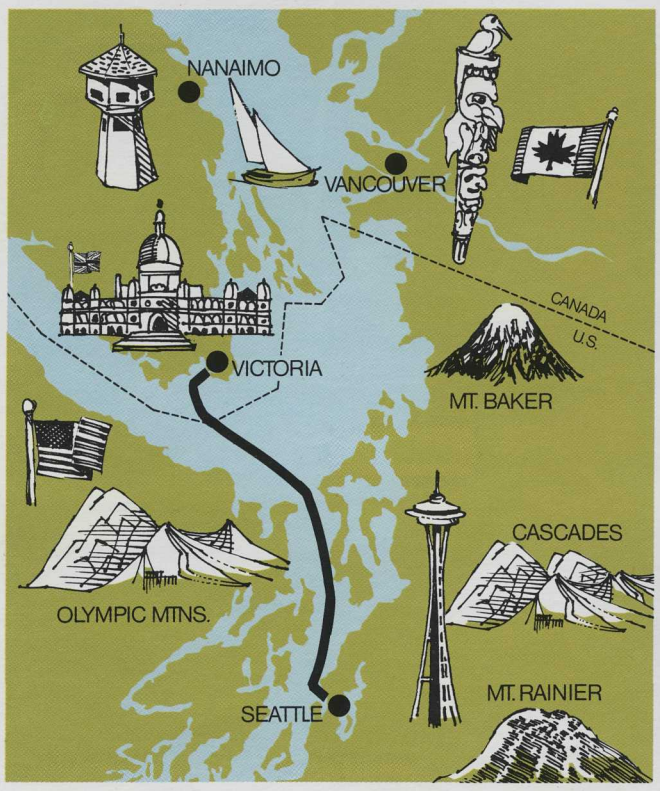
"...the beauties of this region...the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages and other buildings, to render it the most lovely country that can be imagined..." prophesied Captain George Vancouver during his discovery of Puget Sound in May, 1792.

Step aboard the ocean liner Princess Marguerite at the bustling Port of Seattle and share the memories and romantic experiences of this great explorer. During your four-hour cruise to Victoria, you'll be enthralled by some of the world's most spectacular scenery.

Westward are tree-lined shores, sandy beaches and mysterious inlets capped by the majestic Olympic Mountain Range. Eastward, stately Mount Baker smiles down on the San Juan Islands whose coves and harbors and waterways play host to those that love the sea.

You'll have time to explore the Princess Marguerite or just relax. But don't be surprised if you find your eyes wandering over the ever-changing and restful seascapes around you. Across the Strait of Juan de Fuca another Regal Lady awaits you:

VICTORIA! Nearly five hours of friendly, gracious fun, or you are welcome to stay a day, a week or a fortnight if you like.



VICTORIA

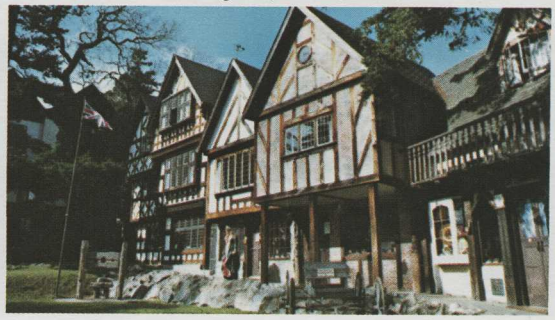
A majestic marriage of the traditional "Olde English" heritage and contemporary "Canadiana". Whether you choose to explore on foot or board one of the many tour vehicles available, you'll wish you had time to see and do a little more. But then, you can always come again, as often as you like.

Parliament Buildings. Marguerite docks 1 block west.

English double decker buses in front of Empress Hotel.

Plan to visit magnificent Butchart Gardens.

A little bit of Olde England, Chaucer Lane.



A four hour cruise through some of the world's most spectacular scenery

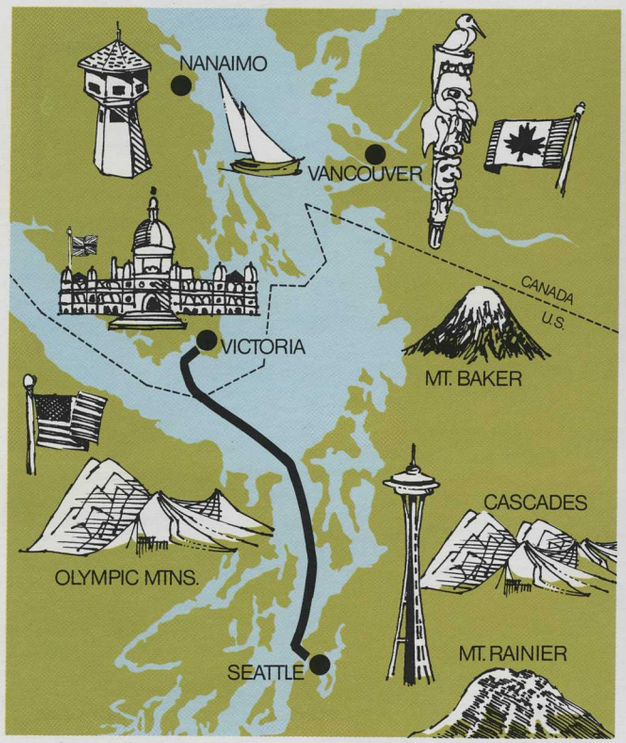
"...the beauties of this region...the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages and other buildings, to render it the most lovely country that can be imagined..." prophesied Captain George Vancouver during his discovery of Puget Sound in May, 1792.

Step aboard the ocean liner Princess Marguerite at the bustling Port of Seattle and share the memories and romantic experiences of this great explorer. During your four-hour cruise to Victoria, you'll be enthralled by some of the world's most spectacular scenery.

Westward are tree-lined shores, sandy beaches and mysterious inlets capped by the majestic Olympic Mountain Range. Eastward, stately Mount Baker smiles down on the San Juan Islands whose coves and harbors and waterways play host to those that love the sea.

You'll have time to explore the Princess Marguerite or just relax. But don't be surprised if you find your eyes wandering over the ever-changing and restful seascapes around you. Across the Strait of Juan de Fuca another Regal Lady awaits you:

VICTORIA! Nearly five hours of friendly, gracious fun, or you are welcome to stay a day, a week or a fortnight if you like.



1976 passenger fares

	ONE-WAY	ROUND TRIP *
Adult	$10.00	$15.00
Child (5-11 years)	$5.00	$7.50
Child (under 5 years)	Free	Free
Blind person and guide person	$10.00	$15.00
Paraplegic confined to wheel chair	$5.00	$7.50
Senior Citizen (before June 25; after September 7)	$5.00	$7.50

* Return any date during 1976 season only.

Ask about our special group rates.

vehicle fares

Vehicle reservations accepted

Automobiles	$15.00 one way
Motorcycle	$6.00 one way
Bicycle	$1.50 one way

schedule

Leave Seattle 8:00 am	Arrive Victoria 12:15 pm
Leave Victoria 4:30 pm	Arrive Seattle 8:45 pm

Operates daily from May 21 to September 25, 1976
(except May 28)

INFORMATION AND RESERVATIONS PHONE
VICTORIA (604) 386-6731 SEATTLE (206) 623-5560

All fares and schedules are subject to change without notice.
PRINCESS MARGUERITE Registered in Canada.

HOW TO GET TO TERMINALS

VICTORIA
British Columbia Steamship pier is one block west of the Parliament Buildings along Belleville Street at the foot of Oswego Street.

SEATTLE
Pier 64 is located on Alaskan Way in the heart of the downtown Seattle waterfront.

Salute to USA '76
AMERICAN REVOLUTION BICENTENNIAL 1776-1976

enjoy an historic adventure with a regal lady... the Princess Marguerite

You may be an ancient mariner re-living the romantic memories of near-forgotten voyages, or you may be boarding a steamship for the first time. Whatever your experience has been, you'll be delighted with the Princess Marguerite.

Spacious, comfortable lounges and walkways decorated with ferns and palms, and a dining room restored to its original grandeur, recapture an era of travel by ocean liner that charmed the world for several decades.

A band and a sing-a-long provide light-hearted entertainment on board. Snack bar, cafeteria, newsstand and gift shop, and a special change room for mothers with babies add to passenger convenience.

Choose any day of the week that suits you and share this unforgettable experience with fellow voyageurs off to explore the magnificence of Victoria. If you plan to bring an automobile, advance reservations are a must, but you don't really need an auto in Victoria. A leisurely stroll along the harbour promenade carries you in minutes to the Legislative Buildings, the Empress Hotel or the malls and squares where quaint shops display English china, woollens and exotic goods from around the world.

T.E.V. PRINCESS MARGUERITE

A proud cruise ship in the noble steamship tradition, the Princess Marguerite is refurbished, modernized and now plies the West Coast waters between Seattle, Victoria and Port Angeles, under the flag of the British Columbia Steamship Company (1975) Limited.

Welcome aboard and sail away!
*** Port Angeles sailing discontinued**

POST CARD

Seattle Terminal	Victoria Terminal
Pier 69	254 Belleville St.
Alaska Way	Victoria, B.C.
Seattle, Wash.	V8V 1W9
Phone: 623-5560	Phone: 386-6731

1978 RATES AND SCHEDULE

BETWEEN SEATTLE AND VICTORIA

PASSENGER RATES

Adults	One Way	$12.00
	Round Trip	19.00
Children	One Way	6.00
(5 yrs. through 11 yrs.)	Round Trip	10.00

SENIOR CITIZENS

(Exept Saturdays, Sundays, and U.S. or Canadian holidays)

One Way	$6.00
Round Trip	10.00

MOTOR VEHICLES

Automobiles	One Way	$19.00
Motorcycles	One Way	5.00
Bicycles	One Way	1.00

SCHEDULE

May 19th to October 9th, 1978, Incl.

Lv. Seattle	8:00 a.m.	Arr. Victoria	12:15 noon
Lv. Victoria	4:30 p.m.	Arr.Seattle	8:45 p.m.

VEHICLE AND STATEROOM RESERVATIONS

Victoria 386-6731 - Seattle 682-8200

PHOTO BY LLOYD BEGG

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