

road begins again at Jordan River, and extends to Victoria. The trail between Nitinat and Carmanah, through the Company's property, has had \$14,000 expended upon it already, and the total expenditure so far upon West Coast road and trail approximates to \$250,000.

Besides the motor road, there are two other means of reaching the Company's property, both delightful and interesting. Visitors will be able to take train on the Canadian Northern at Victoria and travel to the head of Nitinat Lake. There they will be met by a fast and comfortable launch. The run of eight miles down Nitinat Lake affords some of the most exquisite scenery imaginable. Less than an hour or two would suffice by this means to land passengers at the Company's property.

The other means of transportation is by Canadian Pacific steamship. For years the C.P.R. has maintained a regular West Coast service which has been handled by the Steamer Tees. Now, however, with the opening up of the country and the increased demand for better transportation, the C.P.R. has appropriated a large sum for a new Princess Liner to take the place of the Tees. The new steamer is now in course of construction at the British Columbia Marine Railways Company's yards at Esquimalt. A picture of the model is shown in this book. The new vessel, the Princess Macquinna, will have a depth of 17', a beam of 38', and a length over all of 232' 6". She will be thoroughly modern and up to date in every particular, and will have superb passenger accommodation. By taking the Princess Macquinna at Victoria, visitors will enjoy a delightful short sea voyage through the Straits of Juan de Fuca, and will be landed at Clo-oose. Here the Company will build a pontoon wharf, anchored to a natural breakwater, for use of its patrons until the Government completes a permanent breakwater and wharf there.

There is yet another delightful means of reaching the Company's property, viz.: by C.P.R. train through a remarkable timber country, through the famous Sooke Hills, to Port Alberni, a thriving new city at the head of the far-famed Alberni Canal, a natural waterway 35 miles long, emptying into Barclay Sound and the open Pacific. By the Princess Macquinna down the Canal and along the coast to Clo-oose is a lovely summer sail occupying a few hours.

ALTHOUGH no publicity whatsoever had been given to the Company's purchase of the West Coast property or to its plans for development, long before the sales campaign was ready for launching, applications began to pour in, not from persons who had been convinced by the Company's literature or by the salesmen's arguments, but from shrewd business men and others in Victoria and Vancouver, who knew the Coast and realized at once what future lay before the Company's property. Of course, the applications were not entertained except that the applicants were notified that if they filled out forms in the regular way when the general sale began, their applications would be received.

And, as one Victoria gentleman who saw the property, remarked, it is small wonder that people should be enthusiastic about this great resort. As an investment, it has no equal among either commercial or other propositions. It has no