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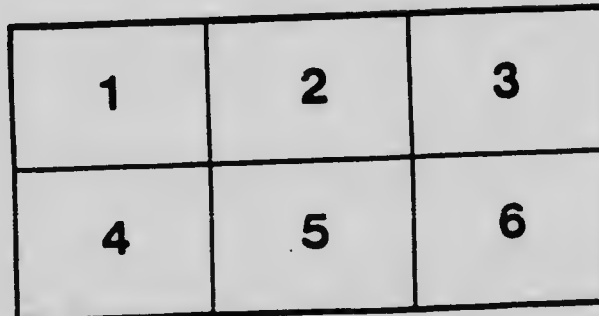
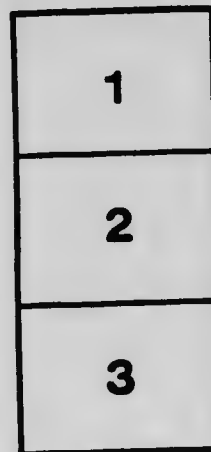
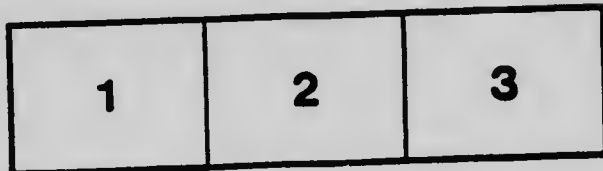
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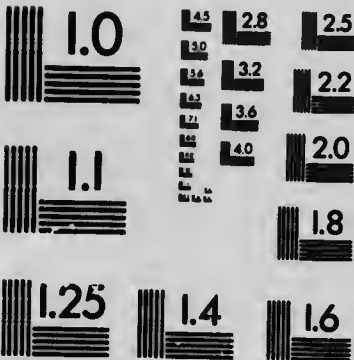
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**ALASKA  
PUGET SOUND  
BRITISH COLUMBIA**

**SUMMER TRIPS**

**REST, RECREATION AND  
SIGHTS WORTH SEEING**



**CANADIAN PACIFIC RAILWAY**

**BRITISH COLUMBIA COAST  
STEAMSHIP SERVICE**

### NORTH IN B. C. ROUTE.

SS. "YVES" From Victoria, 11 p.m., 1st and 15th; from Vancouver, 8 p.m., 2nd and 16th of each month, calling at Skidegate first trip of month, and at Bella Ocola second trip of month.

### VANCOUVER-VICTORIA-SEATTLE ROUTE.

(EFFECTIVE MAY 10th, 1906.)

SS. "PRINCESS VICTORIA" Leave Vancouver 10 o'clock Daily except Friday.  
 Arrive Victoria 11 " " " " "  
 Leave Victoria 11.45 " " " " " Thursday  
 Arrive Seattle 3 " " " " "  
 Leave Seattle midnight " " " " "  
 Arrive Victoria 7.50 " " " " " Friday  
 Arrive Vancouver 12.00 " " " " "  
 SS. "CHARMER" Leave Victoria 1.00 o'clock, Leave Vancouver 12.00 o'clock, Friday.

### WEST COAST ROUTE.

SS. "QUEEN CITY" From Victoria 11 p.m., 1st, 7th, 14th, 20th of each month for Ahousat and Way Ports.  
 7th and 20th of each month for Gastino and Way Ports.  
 2th of each month for Cape Scott and Way Ports.

### VICTORIA-NEW WESTMINSTER ROUTE.

SS. "R. P. RITHET" Leaves Victoria 4 a.m., Tuesdays and Saturdays. Leaves New Westminster 7 a.m., Wednesdays and Mondays.

### UPPER FRASER RIVER ROUTE.

STR. "BEAVER" Leaves New Westminster 6 a.m., Monday, Wednesday and Friday.  
 Leaves Chilliwack 7 a.m., Tuesday, Thursday and Saturday.  
 (Calling at Landings between New Westminster and Chilliwack.)

### LOWER FRASER RIVER ROUTE.

STR. "TRANSFER" Leaves New Westminster Monday, Tuesday, Wednesday, Thursday and Friday, 3 p.m., Saturday, 2 p.m.; additional trip Monday, 5 a.m.  
 Leaves Steveston, Monday, Tuesday, Wednesday, Thursday and Saturday, 7 a.m.; Friday, 6 a.m.; additional trip Saturday, 5 p.m.

## E. & N. STEAMERS.

### VANCOUVER-NANAIMO ROUTE.

SS. "JOAN" Leaves Nanaimo daily except Saturday and Sunday at 7 a.m. Saturday at 8 a.m.  
 Leaves Vancouver daily except Saturday and Sunday at 1.30 p.m. Saturday at 2.30 p.m.

Going through to Ladysmith from Vancouver on Fridays and Saturdays. Leaves Ladysmith for Nanaimo and Vancouver on Saturdays at 6 a.m.

### VICTORIA-COMOX ROUTE.

SS. "CITY OF NANAIMO" Leaves Victoria Tuesday, 7 a.m. for Nanaimo.  
 Leaves Nanaimo Friday, 2 p.m. for Victoria.  
 Calling at North Saanich, Cowichan Bay, Maple Bay and Crofton in both directions when freight or passengers ship.  
 \*North Saanich when tide and weather conditions permit.  
 Leave Nanaimo Tuesday, 5 p.m., for Union Bay and Comox.  
 Leave Comox Wednesday, 8 a.m., for Union Bay and Nanaimo.  
 Leave Nanaimo Thursday, 7 a.m., for Comox and Way Ports.  
 Leave Comox Friday, 7 a.m., for Nanaimo, Victoria and Way Ports.  
 Times of Arrival and Departure are Approximate.

For Tickets, Reservations and Information call on or address:

W. E. THOMPSON, Agent, C. P. R. Station and 425 Hastings St., Vancouver, B.C.  
 G. L. COURTNEY, S. F. & P. A., SS Government St., Victoria, B.C.  
 W. H. BARDNER, General Agent, Freight Dept., New Westminster, B.C.  
 W. McGINN, Agent, Nanaimo, B.C.  
 H. B. BURN, Agent, Shagway, Alaska.

J. W. THOMPSON,  
 General Superintendent, Victoria.

E. J. COYLE,  
 Asst. Gen. Pass. Agt., Vancouver.

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## T H E   A L A S K A N   T R I P

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**M**UCH has been said and written of an Alaska trip. The geographical characteristics of the Coast are very similar to those of Norway or the West coast of New Zealand, but the scale on which they are executed is far greater and grander. Deep inlets cut their way into the Coast and on either hand rise steep cliffs straight from the water's edge. Outside of these fjords a long line of islands form a natural breakwater, and the many winding reaches and narrow channels present with marvellous variety views of great charm and poetry. As the northern latitudes are reached, the scenery increases in grandeur, and the traveller begins to realise he is in a strange and wonderful region. Archipelagoes, peninsulas, bays, inlets and forest-clad mountains alternate with snow-capped giants and splendid glaciers, while the signs of human habitation even have an unfamiliar aspect.



Canadian Pacific SS. "Princess May."  
NORTHERN BRITISH COLUMBIA AND ALASKA ROUTE.

Many tourists every year make the excursion trip to Alaska and return, but with the operation by the Canadian Pacific Railway of the steamships "Princess May" and "Princess Beatrice," excursionists now have the opportunity in making the Alaska excursion trip to also visit the Northern British Columbia Coast. The two steamships are of the highest class on the Pacific Coast. The "Princess May" has been recently overhauled and has splendid passenger accommodation for 175 first-class passengers, with spacious smoking rooms and large observation room on the upper deck forward, permitting a free and unobstructed view forward of the magnificent scenery along the route.

The "Princess Beatrice" is a new steamship, constructed in 1903, well equipped and up-to-date in every particular. The cabins on the steamship are commodious and furnished with every consideration to comfort. The state-rooms are airy and well fitted; the cuisine is under the direction of experts in the culinary art, so that the service in the dining saloon is equal to that of a first-class hotel.



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## T H E   A L A S K A N   T R I P

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**T**HIS run from Victoria to Vancouver is made during the night, and the steamer clears from Vancouver the following evening so as to make the passage through Seymour Narrows during daylight. Passengers from Seattle or points south can take the "Princess Victoria," leaving Seattle midnight and connect with their Alaska Steamship at Victoria or Vancouver as they prefer.

At no time on the journey is the steamer out of sight of land; indeed, the greater part of the way is between islands and past headlands flanked by snow-capped or cloud-crowned mountains, down the timbered, and often verdure-clad sides of which picturesque cascades tumble to the sea, or are turned into sluice boxes for the prosaic uses of sawmills or canneries. There are glaciers here and there of emerald green ice, great mountain peaks of eternal snow and



Canadian Pacific SS. "Princess Beatrice."  
NORTHERN BRITISH COLUMBIA AND ALASKA ROUTE.

Indian villages at which the wonderfully carved totem poles are constant objects of curiosity to visitors and matters of delight to kodakers.

Alert Bay, one of the prettiest places on the Coast, is reached about noon, and the visitor's attention will be immediately taken by the display of totem poles at the head of the wharf. There are two splendid specimens to be seen there, painted in the most striking colors.

Alert Bay has a large Indian population, and here will be seen the blanket clad Indian with his bronze skin shining with oil. The village is practically unaltered from the days when the great navigator Vancouver, after whom Vancouver Island is named, presented the villagers with a small cannon, which is mounted in the centre of the village. Here are many novel and interesting sights, not the least of which is the Indian cemetery, with its strange totems and monuments.



## T H E A L A S K A N T R I P

**T**HENCE the steamer passes Hardy Bay, where the Dominion Government is establishing a station for the protection of the halibut fisheries from poachers, and proceeds to Queen Charlotte Sound. Until Queen Charlotte Sound is reached the passage is through one continuous series of straits and narrow water-ways, but here for three hours nothing is seen to the west but the broad Pacific, and one can stand on the deck and enjoy the effect of the genuine ocean breeze.

The steamer then proceeds to Fitzhugh Sound and into Rivers Inlet, where many large canneries are in operation, and as the vessel steams up the Sound, a large fleet of fishing smacks can be seen, the men spreading and hauling in their gill nets laden with silvery salmon. Here the canning operations can be viewed, and the process of changing the shining mass of salmon into the "half pound flats" for the consumer's use, is an interesting sight. Still north bound the steamer resumes her course after leaving Rivers Inlet, through groups of islands and through picturesque inlets past Nanu, and thence into Burke Channel and Bella Bella, an old Hudson's Bay post. Here the Bella Bella Indians have a large village, the most modern looking of any ranchere heretofore seen, the buildings being more after the architectural style of the white man. They have schools, churches, stores, etc., as the Bella Bella Indians are a progressive tribe.

From Bella Bella the route is through Milbank Sound, and through Finlayson Channel to China Hat, so called from the fact that a mountain resembling a Chinaman's hat stands at the back of the settlement. Port Essington, the large settlement at the mouth of the Skeena River, is the next port of call. Here a number of stern-wheeled steamers plying on the Skeena River make their headquarters, and during the summer run to the head of navigation on the river, 180 miles away, at Hazelton. Here, as at the Rivers Inlet, are many salmon canneries.

An interesting side trip can be made by taking one of these stern-wheeled steamers from Port Essington to Hazelton. On account of the great swiftness of the river, they are specially constructed of great power, and in running



Indian Totem Pole.  
ALASKA.

## T H E A L A S K A N T R I P

the canyons with the current, often make over thirty miles an hour. The navigation of the Skeena was first attempted in the days when the futile endeavor was being made to construct a telegraph line via Alaska and Siberia. Then the steamers could only negotiate the canyons with the aid of warp lines from the shore, but now the specially designed steamboats can usually cope successfully with the current without "roping."

After Port Essington comes Metlakatlah. This is an old time Indian Mission station, and curiously enough, has the largest church in British Columbia, the mission church being larger than any place of worship in Vancouver or Victoria. Port Simpson is the next stopping place, and there is much interest attached to it. It was for many years the most northerly post of the Hudson's Bay Co., and has stood many a siege in the olden time. Indians then were somewhat turbulent, and could make things warm for the factors and their trappers; now the fighting spirit has gone out of them and they live peacefully enough on their reservation, a decadent but picturesque race.

At Port Simpson the steamer clears for Ketchikan, the U.S. port of entry, where a short time is spent, and during which time the visitor will have the opportunity of observing the shoals of salmon ascending Ketchikan River in their effort to reach their spawning grounds. After leaving Ketchikan the steamer proceeds through Wrangle Narrows and Stephen's Passage, a most picturesque trip, passing within sight to the east of Taku Glacier, which is becoming one of the show spots of Alaska, thence up Lynn Canal until Skagway is reached. Steamers stop at Skagway sufficient length of time to enable passengers to make a trip to the summit of White Pass, and at times sufficiently long to make a trip as far as White Horse.

The return trip of the steamer covers practically the same route as taken on the Northbound trip, giving passengers an



**Totem Pole.**

ALERT BAY, B. C., WHERE  
CANADIAN PACIFIC CALLS.

These fantastic monuments of the  
aborigines are numerous in the ports  
of Northern British Columbia.

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# T H E A L A S K A N T R I P

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Alaskan Indian Baskets.

opportunity to re-visit the places with which an acquaintance has already been made on the journey north. The trip occupies about eight days, and with the exception of a short reach crossing Queen Charlotte Sound, the route is inland and the water calm, the passengers thereby receiving all the benefits of an ocean voyage and escaping all its distressing inconveniences. In this way Vancouver is reached and the trip is over, the passengers disembarking with a consciousness of time well spent among sights worth seeing.



Indian Cemetery, Alaska.

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## ALONG THE NORTHERN BRITISH COLUMBIA COAST

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**T**O the Northern British Columbia ports by the traveller who has a few days at his disposal, a delightful trip may be taken as far as Port Simpson and return, or to Naas and return by the S.S. "Tees." The trip occupies ten days from Vancouver, and the tourist will admit it to be ten days well spent. The trip throughout is through land-locked and placid channels where one receives all the benefits of an ocean voyage, but escapes all the distressing inconveniences that beset those who sail the open sea.



View of Skagway.

Port Simpson is 538 miles from Vancouver, and 620 miles from Victoria, and here the traveller can remain until the steamer's return from Naas, which is situated forty miles beyond Port Simpson, or continue with the steamer on the trip to Naas. Calls are made northbound and southbound at Alert Bay, where can be seen, perhaps, the most fantastic display of Indian totems in the north. Fort Rupert, an ancient and historical Hudson's Bay post, and a favorite Indian rendezvous for holding the tribal dance or "Potlach." Hardy Bay, Rivers Inlet, Namu, Bella Bella, China Hat, Skeena River and Metlakatlah. At Rivers Inlet and Skeena River, the steamer calls at various salmon canneries. If you be interested in land speculation, it is worthy of note that at one of the points on the run will be the location of the Pacific Terminus of the

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## ALONG THE NORTHERN BRITISH COLUMBIA COAST

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Grand Trunk Pacific Ry., many speculators having interested themselves in and around Port Simpson and Kien Island, where commodious harbors are likely to prove attractive to railways seeking terminal facilities, in which case they would become ports of great importance in the perhaps not far distant future. As the attractiveness of this route is just beginning to be realized by tourists, Indian curios and baskets can be procured in great variety, and at very reasonable cost. To the photographic artist, "Kodak fiend" as he is usually



From Rocky Point to Skagway.

dubbed, this is a trip of particular interest, for, indelibly engraved on his sensitive film or plates, he can carry away with him the impressions of the charming scenery; the gems of rocky islets which the steamer threads her way through, in places the land on either side appearing scarcely a biscuit toss away, or the steep and snow-clad peaks overhanging it seems the clear green waters of the narrow winding channel; while the wonderfully carved canoes and totems, and the dwellings of the native tribes, which latter often lose their charm on closer inspection, are subjects for most interesting photos.

This trip can be made by S.S. "Tees" to Port Simpson, returning south from Port Simpson by the "Princess May" or "Princess Beatrice," or vice versa.

**A MATCHLESS SUMMER TRIP**



**Map of British Columbia Coast Route from Seattle to Skagway.**

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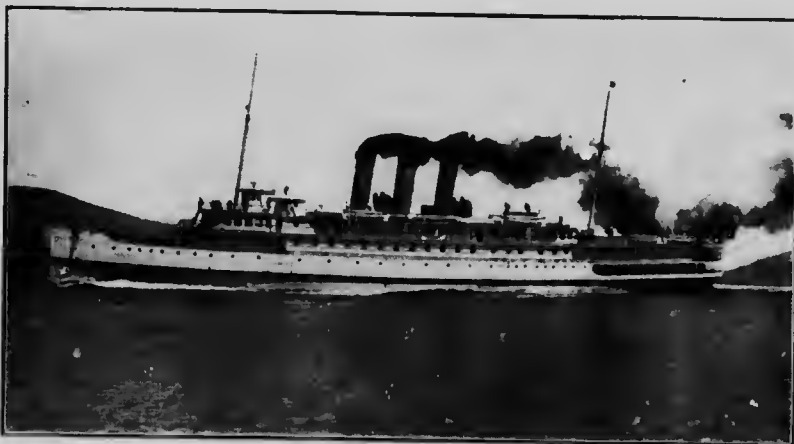
## PUGET SOUND AND THE GULF OF GEORGIA

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**P**ERHAPS the most interesting and enjoyable trip on the North Pacific Coast, is that provided by the new twin-screw steamship "Princess Victoria," operated by the Canadian Pacific Railway, between Seattle, Victoria and Vancouver.

This service was inaugurated by the Canadian Pacific Railway in the early summer of 1904, and resumed on May 15th for the season of 1906. The steamship "Princess Victoria" is the latest acquisition to the Canadian Pacific



Canadian Pacific SS. "Princess Victoria."

Between

Seattle and Vancouver, round trip, \$6.50. Week End Exc., \$5.00.

" " Victoria, single fare, 3.50. " " " 2.00.

fleet, and is the fastest and most comfortable steamship on the Pacific Coast. She was built under special Lloyds survey, safe and seaworthy in every respect, with stateroom accommodation for 200 passengers, every thought and care having been exercised in her construction to combine great speed and comfort to passengers. The runs between Seattle and Victoria, and Victoria and Vancouver, are usually made in less than four hours; the "Princess Victoria" maintaining a speed of 18 knots per hour, and making between stops 322 miles in the 24 hours. One whose time is limited and who wishes quickly to realize to any extent what he has heard of the Puget Sound and the Gulf of Georgia trip, can make it within the 24 hours, having sufficient time during stops at Victoria and Vancouver, to take a drive through these interesting and thriving cities.

Victoria, B.C., which has been described as a transplanted section of the Old Country, is charmingly situated, overlooking the Straits of Fuca, and



## PUGET SOUND AND THE GULF OF GEORGIA

affords many features of interest to the visitor. Its climate is superior, perhaps, to that of any city on the North Pacific Coast. It was until recently the British Naval Station and rendezvous on the North Pacific, and the naval stores, houses, workshops, dry docks, and immense fortifications are objects of interest to the visitor. Victoria has many miles of magnificent roads and Government buildings which rank among the handsomest in America. The Canadian Pacific has now under construction, a magnificent new tourist hotel, which will be opened next year, and which, when complete, will cost over three-quarters of a million dollars.



Parliament Buildings, Victoria, B.C.

Vancouver, B.C., is situated on the land-locked harbor of Burrard Inlet, the Pacific terminus of the Canadian Pacific Railway, and the home port of the Canadian Pacific Railway White Empress Line to Japan and China, and the steamship line to Hawaii and Australia. It has many points of interest to the visitor. Stanley Park with its "big trees" and luxuriant foliage, Capilano Canyon, etc.; by electric cars fifteen miles, Steveston on the Fraser is reached, the headquarters of the salmon fishing industry of British Columbia. One of the sights at Steveston, which many visitors take in, is the brown and white-sailed fishing fleet, beating out to the fishing grounds against a fresh breeze on Sunday evening, and then watch as the darkness falls, the hundreds of twinkling lights out on the Gulf of Georgia, as the boats drift along at the end of the long line of dark floats to which their nets are attached.



Fishing Fleet, Fraser River, B.C.

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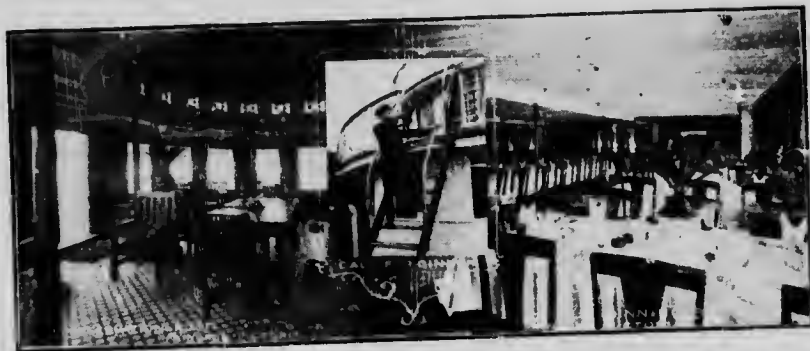
**FEATURES OF THE "PRINCESS VICTORIA"**

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**Canadian Pacific SS. "Princess Victoria"**  
SEATTLE, VICTORIA AND VANCOUVER SERVICE



**Observation Room**

**Dining Saloon**

Specially constructed and spacious ladies' observation room on the upper deck forward, affording a continued and uninterrupted view.

A large observation smoking room for men on the upper deck, aft.

Wide, comfortable berths.

Excellent cuisine.

Fastest steamship on the Pacific Coast.



# CANADIAN PACIFIC

## BRITISH COLUMBIA COAST STEAMSHIP SERVICE

### TIME TABLE

(SUBJECT TO CHANGE WITHOUT NOTICE.)

# ALASKA ROUTE

STEAMER	From Victoria 11 p.m.	From Vancouver 11 p.m.	Arrive Skagway	Leave Skagway 8 p.m.	Leave Ketchikan	Leave Pt. Simpson	Leave Pt. Eslington	Arrive Vancouver & Victoria
Princess May .....	June 24	June 25	June 29	June 29	June 30	July 1	July 1	July 2
" Beatrice .....	" 30	July 1	July 5	July 6	July 7	" 8	" 8	" 1
" May .....	July 6	" 7	" 11	" 11	" 12	" 13	" 13	" 14
" Beatrice .....	" 12	" 13	" 17	" 18	" 19	" 20	" 20	" 21
" May .....	" 16	" 17	" 21	" 21	" 22	" 23	" 23	" 24
" Beatrice .....	" 24	" 25	" 29	" 31	Aug. 1	Aug. 2	Aug. 2	Aug. 4
" May .....	" 30	" 31	Aug. 4	Aug. 4	" 5	" 6	" 6	" 7
" Beatrice .....	Aug. 5	Aug. 6	" 10	" 11	" 12	" 13	" 13	" 15
" May .....	" 11	" 12	" 16	" 16	" 17	" 18	" 18	" 19
" Beatrice .....	" 17	" 18	" 22	" 22	" 23	" 24	" 24	" 26
" May .....	" 21	" 22	" 26	" 27	" 28	" 29	" 29	" 30
" Beatrice .....	" 28	" 29	Sept. 2	Sept. 3	Sept. 4	Sept. 5	Sept. 5	Sept. 7
" May .....	Sept. 1	Sept. 2	" 6	" 6	" 7	" 8	" 8	" 9
" Beatrice .....	" 9	" 10	" 14	" 15	" 16	" 17	" 17	" 19
" May .....	" 12	" 13	" 17	" 17	" 18	" 19	" 19	" 20
" Beatrice .....	" 20	" 21	" 25	" 25	" 26	" 27	" 27	" 29
" May .....	" 22	" 23	" 27	" 27	" 28	" 29	" 29	" 30
" May .....	Oct. 1	Oct. 2	Oct. 6	Oct. 6	Oct. 7	Oct. 8	Oct. 8	Oct. 9
" Beatrice .....	" 3	" 4	" 8	" 9	" 10	" 11	" 11	" 13
" May .....	" 11	" 12	" 16	" 16	" 17	" 18	" 18	" 19
" Beatrice .....	" 15	" 16	" 20	" 20	" 21	" 22	" 22	" 24
" May .....	" 21	" 22	" 26	" 26	" 27	" 28	" 28	" 29

SEATTLE, TACOMA, VANCOUVER, **\$60.00**  
 VICTORIA to ALASKA and RETURN: **\$60.00**



**ALASKA  
PUGET SOUND  
BRITISH COLUMBIA**

**SUMMER TRIPS**

**REST, RECREATION AND  
SIGHTS WORTH SEEING**



**CANADIAN PACIFIC RAILWAY**

**BRITISH COLUMBIA COAST  
STEAMSHIP SERVICE**

