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 GOOD ROADS. EXCELLENT HOTELS.
 DELIGHTFUL RESORTS. FINE FISHING.
 GOLF EVERY DAY. TEMPERATE CLIMATE.
 COOL WEATHER IN SUMMER.
 WARM IN WINTER.

The
GEORGIAN CIRCUIT

The Wonderful International Scenic
 Auto Tour of the Pacific
 Northwest



A BIT OF SUBURBAN VICTORIA

Issued by

**Victoria & Island Development
 Association**

THE GEORGIAN CIRCUIT

THERE is one tour that stands out pre-eminent amongst the motor routes of the Pacific Coast; that tour being the international Georgian Circuit.

The Georgian Circuit, briefly, is a route which in one grand sweep embraces all of the scenic charm of the roads connecting together the following cities: Seattle, Vancouver city, Nanaimo, Victoria, Port Angeles, Port Townsend, Olympia, Tacoma and Seattle. The distance around the main route between these cities is about 500 miles, but by taking in some of the ramifications and side tours connecting, it is easy to add a thousand miles to this, as is shown in the following narrative.

A glance at the accompanying map shows that there really is no starting point to the Georgian Circuit; you can leave from any city on the route, and cover about 500 miles without ever being on the same road twice, or at your pleasure increase the distance to 1,500 miles. It is a tour that every automobilist should plan to make.

There is no tour on the North American Continent with more attractive or more varied scenery, or that offers, during the hot summer months, more delightful and cool retreats and resorts. There is a most plentiful supply of garages and hotels everywhere for machine and man. The best season is from the beginning of May to the end of October, and the hotter the weather is elsewhere the more the auto tourist will appreciate the cool, forest-bordered roads, the sea breezes and the zephyrs from the snow-capped Olympic and Cascade ranges. Through the entire territory covered by the Georgian Circuit poisonous bugs or poisonous snakes are absolutely unknown.

It is well to add here, the motorist, too, will not encounter desert or sandy conditions to mar the pleasure of the trip.

From Vancouver city to Nanaimo, and from Victoria to Port Angeles are, of course, ferries, of forty and twenty miles respectively, with daily steamers each way.

These steamers are fast, with comfortable accommodation, and the two ferry trips add considerably to the scenic attractions and novelty of the tour.

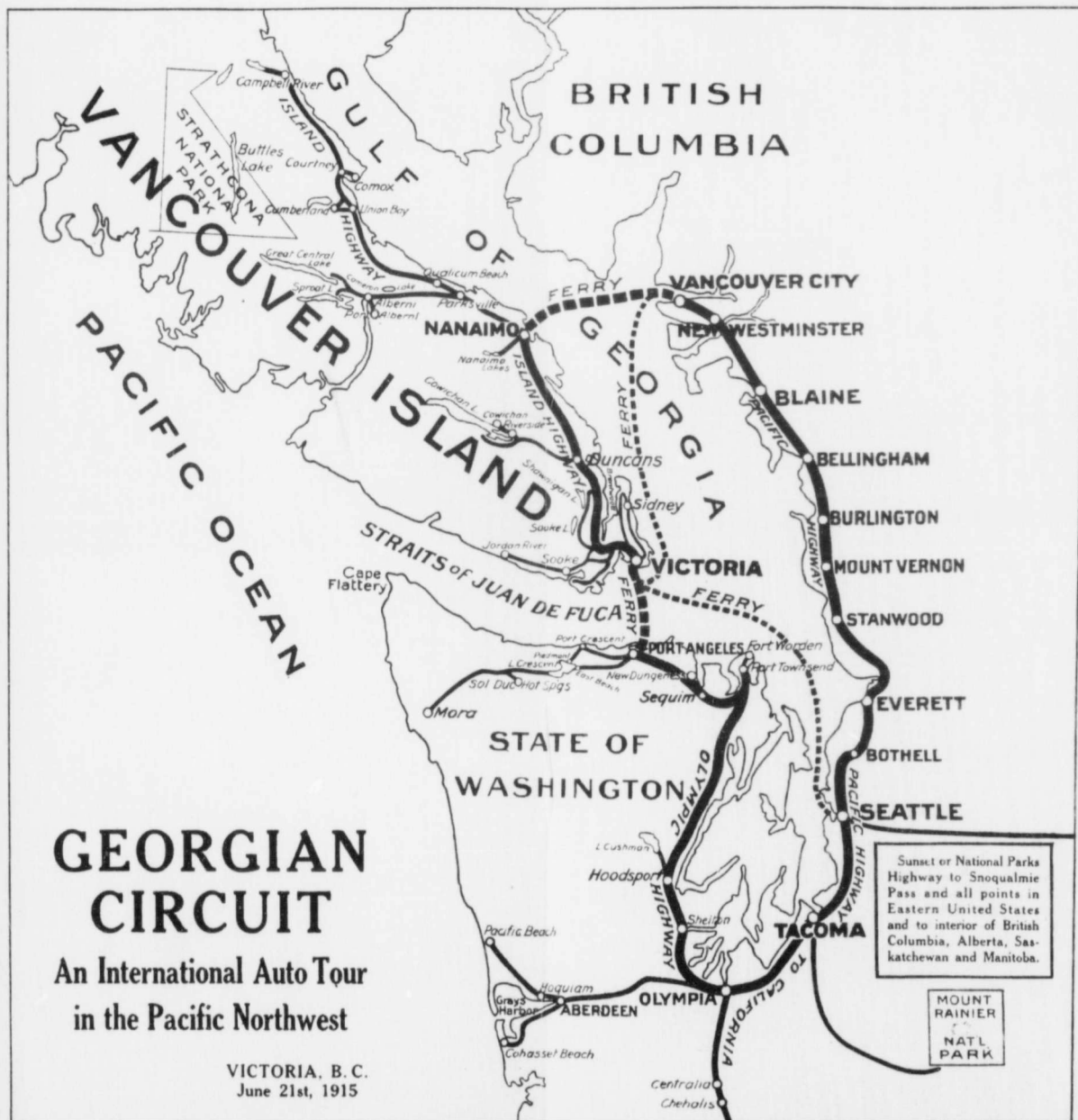
The Customs Officials on both sides of the line will be found most courteous and obliging, and there is a total absence of "Red Tape" or delay in passing to or from either country. One thing the tourist must remember is that the Rules of the Road in British Columbia and in Washington are exactly the opposite.

The following narrative, written in diary form, shows how the Georgian Circuit and its connections may be covered. The starting point of the

tour is immaterial. However, in imagination the writer of the narrative starts from Victoria, taking about three weeks and covering a distance of about 1,400 miles. Those fortunate individuals with plenty of time could easily spend a summer doing the tour, while, on the other hand, as already indicated, the distance can be cut down to about 500 miles and time to well under a week by simply leaving out some of the side-trip ramifications.

THE GEORGIAN CIRCUIT TOUR

Friday, 21st May. Decided to take in the Georgian Circuit, and its connections, so left Victoria by the steamer "Sol Duc" at 10 a.m., arriving at PORT ANGELES an hour and a half afterwards. View of snow-capped OLYMPIC MOUNTAINS all the way across from Victoria to Port Angeles most magnificent. Spanish navigators called the mountains at this locality the "Staircase of the Angels," hence the modern



name Port Angeles, and it does not require much imagination to think of these mountains as forming a stairway to the sky.

Port Angeles has a splendid harbor, is getting rail connection with the south, and is a bustling little city. Drove out to LAKE CRESCENT, ferried across the lake, thence drove on to SOL DUC HOT SPRINGS, arriving early in the afternoon. Decided to stay the night. Splendid hotel. Almost forgot to mention United States Rules of Road exact opposite to British Columbia rules.

Saturday, 22nd May. So comfortable at Sol Duc, did not leave till late and loafed along, visiting LAKE SUTHERLAND and deciding to stay in Port Angeles over night. Ran out to PORT CRESCENT during late afternoon. Being Victorians, Vancouver Island in the distance, and later on, the lights of Victoria flashing through the darkness interest us immensely. Rhododendrons along the roads today and yesterday most beautiful.

Sunday, May 23rd. Stopping tonight at PORT TOWNSEND. After leaving Port Angeles, turned off the main road to see NEW DUNGENESS and PORT WILLIAMS. New Dungeness was named by Captain Vancouver after Dungeness in England. On arrival at Port Townsend ran out to FORT WORDEN, one of the local sights. We have been following what is known as the OLYMPIC HIGHWAY today, mostly an excellent road.

Monday, 24th May. Are staying tonight at LAKE CUSHMAN. Very beautiful along HOODS CANAL today and took many photos. Lots of trout, big fellows, rising this evening.

Tuesday, 25th May. Rose at daylight. Caught several fine trout, one a six-pounder, and a bigger one got away. We are at ABERDEEN this evening, our run today being 130 miles. Will stay here over tomorrow night and spend tomorrow in visiting COHASSET BEACH, HOQUIAM and PACIFIC BEACH.

Wednesday, 26th May. Have had a splendid day, seen the surf rolling in from the wide Pacific, and also seen some of the most magnificent hard sand beaches imaginable. Still at Aberdeen tonight.

Thursday, 27th May. TACOMA tonight, our run being just under a hundred miles. Since leaving OLYMPIA we have been following the PACIFIC HIGHWAY, the longest road on the Pacific Coast, in fact, path-finding autos, driven by experts, have linked Hazelton, in Northern British Columbia, with the City of Mexico by this route. The international PACIFIC HIGHWAY ASSOCIATION (the energetic and enthusiastic organization which is promoting the linking together of the Pacific Highway route from "As far north as possible to as far south as possible") have declared that they will not cease from their labors till the prophetic words of the

poet have been fulfilled and the Pacific Highway becomes:—

A road from distant Arctic's cold,
Through leagues of pines to Tropic's tangled
palms,

Still on (the peaceful highway serves them all)
To face at last Magellan's storms and calms.

Friday, 28th May. We are in MOUNT RAINIER NATIONAL PARK this evening. Will stay here for two days.

Monday, 31st May. SEATTLE tonight. Will stay here for a day and take in the famous Park Boulevards tomorrow. At Seattle the NATIONAL PARKS HIGHWAY, the north-western transcontinental automobile route in the United States, reaches the Pacific Coast. There are many interesting auto trips leading from Seattle, and their Motor Club is a strong and aggressive body, most of the Good Road work of the Pacific Northwest being due to the initiative of this organization. Mount Rainier National Park was grand. A line to the Seattle or Tacoma Chamber of Commerce will bring the fullest information concerning this National Park.

Wednesday, 1st June. Are at VANCOUVER CITY, British Columbia, this evening. Started early and have run just over a hundred and sixty miles today, roads averaging very good, and all of it being the Pacific Highway route. In passing, must mention the many miles of hard-surfaced roads, both north and south of Seattle, on the Pacific Highway; the best of these are vitrified-brick-paved, 17 feet wide, with heavy concrete base and flush concrete curb, the earth sides of the roadway being rolled to the same level. These vitrified-brick-paved roads are certainly far the highest type of country roads we have ever driven on, and should last without repair for at least a generation.

Thursday, 3rd June. Drove around STANLEY PARK, Vancouver City, early this morning. Later on crossed by ferry steamer to NANAIMO, on VANCOUVER ISLAND. From Nanaimo, turned north on the CANADIAN HIGHWAY to PARKSVILLE and from there via the ISLAND HIGHWAY to QUALICUM BEACH, where, at the hotel of the same name, we are spending the night. Beautiful sunset scene of island studded sea and distant mountains.

Friday, 4th June. This evening we are at CAMPBELL RIVER (famous for its spring salmon fishing, and where ardent fishermen from all parts of the world frequently spend an entire season), the present terminus of the Island Highway, and also the point from which the roadway is being built into Vancouver Island's national "STRATHCONA PARK." The development of this park is entrusted to R. H. Thompson, an engineer of international repute, and famous, amongst many other works, for having laid out the Seattle Boulevards. It will be at least another season before Strathcona Park will be

ready for the public. It is a mass of lakes and streams, alive with trout, precipitous mountains, snow-capped peaks and gleaming glaciers, set in a dense, magnificent forest. We left the main road for a short time today and ran in to the coal mining town of CUMBERLAND, and afterwards to the agricultural community of COMOX.

Saturday, 5th June. Tonight we are at ALBERNI. We have had a magnificent run today, perhaps the finest and most interesting of the whole trip. The splendid forests are never-to-be-forgotten, and if a strip can only be preserved along each side of the road, from the ravages of the lumberman, then the people of this generation will have done their duty to unborn generations of settlers and motorists yet to come.

Sunday, 6th June. Spent today touring over all the roads to be found in the vicinity of Alberni, and tonight find ourselves at the little floating hotel on GREAT CENTRAL LAKE.

Monday, 7th June. Fished Great Central Lake from early morning till midday and caught a fine basket. Tonight we are at the little chalet at CAMERON LAKE.

Tuesday, 8th June. Fished at Cameron Lake for a couple of hours in the early morning, and have had a good day's run since to COWICHAN LAKE. This is the best known of the many fishing resorts on Vancouver Island. At Nanaimo they told us we should run in to NANAIMO LAKES, that the fishing there was at its best, but we decided to push on. We also passed dozens of tempting cross roads that we would have liked to explore, and some day we will do so. In both COWICHAN RIVER and COWICHAN BAY there is good fishing.

Thursday, 10th June. Stayed all yesterday at Cowichan Lake, fishing, and had very fair success. This evening we are back in VICTORIA. The view from the MALAHAT DRIVE was superb, all conditions being perfect, and this view certainly is the superlative in scenic magnificence.

Sunday, 13th June. If we had been strangers instead of Victorians, we would have spent Friday in doing the COAST DRIVE and SAANICH PENINSULA, with lunch at BRENTWOOD BEACH HOTEL; possibly might have stayed there a day and gone trolling for salmon and grilse. Saturday likely would have gone round METCHOSIN, and on to JORDAN RIVER, with lunch at the SOOKE HARBOR HOTEL. Sunday we would have gone out on the MALAHAT DRIVE again, just to see the view once more, and then cross over to SHAWNIGAN LAKE for lunch, and then, if the car was pulling well and tires in good shape, would have returned to Victoria by the old road over SOOKE MOUNTAINS, passing en route SOOKE LAKE, where the City of Victoria has developed one of the most magnificent municipal water supplies on the Pacific Coast. There are other scenes round

Victoria that are attractive, such as the broom on BEACON HILL, the splendid view of MOUNT BAKER and the OLYMPIC MOUNTAINS, and if one does not mind a short climb on foot, the scene from the summit of MOUNT DOUGLAS is very fine. The ardent motorist, however, without having to condescend to mere walking, can obtain almost an equally fine view from the summit of LITTLE SAANICH MOUNTAIN, where the Canadian Government is preparing to erect one of the largest telescopes in the world.

The stranger motorist wishing to return from Victoria (that is, if he does not live on Vancouver Island itself), has the choice of three ferry routes, namely, to Vancouver City, B.C., to Seattle, or to Port Angeles.

Many details of most of the roads and resorts along the Georgian Circuit and its connections can be found in the Washington and British Columbia Motorists' Blue Book. A letter to any of the Chambers of Commerce or Commercial Clubs in the cities, or a letter to any of the resorts, will bring detailed information in response to any inquiries prospective auto tourists may make.

The roads everywhere are good enough to most excellent, the resorts are fine, and the climatic and scenic conditions of the Georgian Circuit absolutely the finest of any tour on the American Continent.

HISTORICAL ORIGIN OF THE NAME GEORGIAN CIRCUIT

The reasons which, historically and otherwise, caused the selection of the name Georgian Circuit are of much interest. In 1792 Captain Vancouver named the entire country through which this tour passes "New Georgia." Vancouver, of course, selected this name in honor of King George. Events since have caused the southern part of New Georgia to be called "Washington" and the northern part forms part of "British Columbia." The name "Georgian Circuit" was first made public in February, 1915, after exactly one hundred years of peace between the United States and Great Britain; both George Washington and King George were "Georges," and it was felt that uniting their names in the naming of this international tour would be particularly applicable at this time.

The Gulf of Georgia is the principal international geographical feature embraced by this tour. This, together with the fact that the name Georgian advertises no particular community on the tour, and that there is a real North American sound to the word were the final arguments that caused the selection of the name "Georgian Circuit."

For information on any subject concerning Victoria, write to:

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