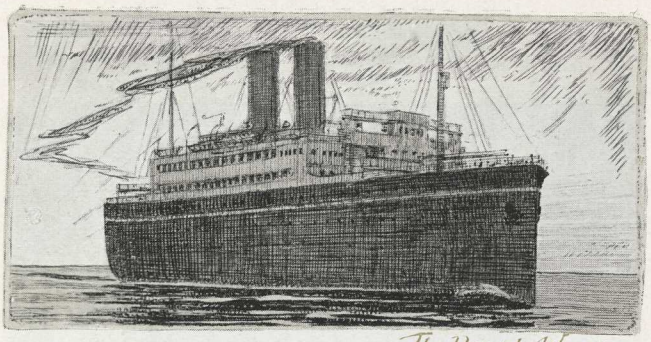
1423

The Monoclass Cabin Service

CANADIAN PACIFIC



The Broad Atlantic

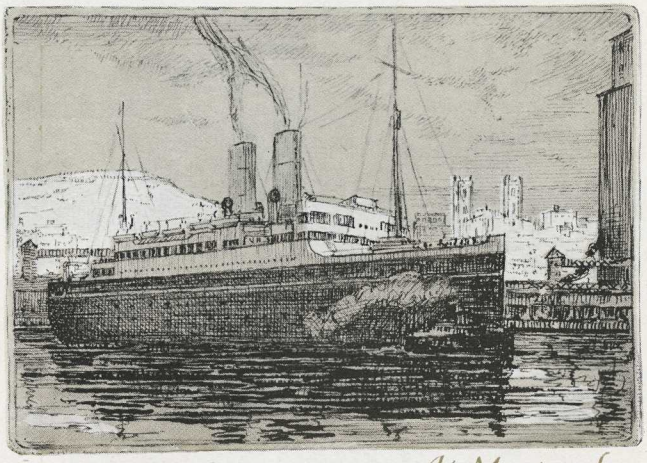
The Monoclass Cabin Service

The M's and N's

Montcalm
Scandinavian
Montrose
Corsican
Montclare
Victorian
Minnedosa
Tunisian
Melita
Scotian
Metagama

Canadian Pacific

Sindell, Montreal
Apr. 1995



At Montreal

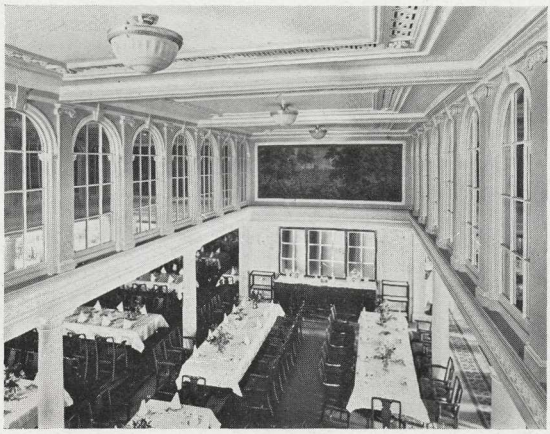
The Montcalm

"MONOCLASS" means one class.

THE Monoclass cabin steamships of the Canadian Pacific have accommodation for one class of cabin passengers only, instead of two (first and second).

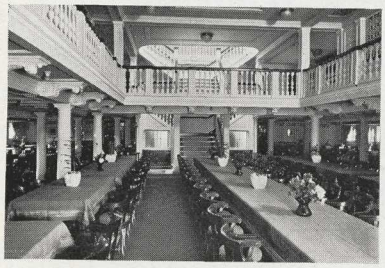
THE "M" and "N" fleet of the Canadian Pacific are of the Monoclass type and consist of eleven steamships plying between Canada and Europe. These vessels range in size from ten thousand to nearly seventeen thousand gross registered tons, including in the latter class the three splendid new ships the MONTCALM, MONTROSE and MONTCLARE, which entered service for the first time in 1922.

THE Canadian Pacific monoclass cabin service is a moderate rate service, the rates of passage being only slightly in excess of regular second-class fare on ships of two classes of cabin accommodation. This service is one highly popular with all classes of travellers.



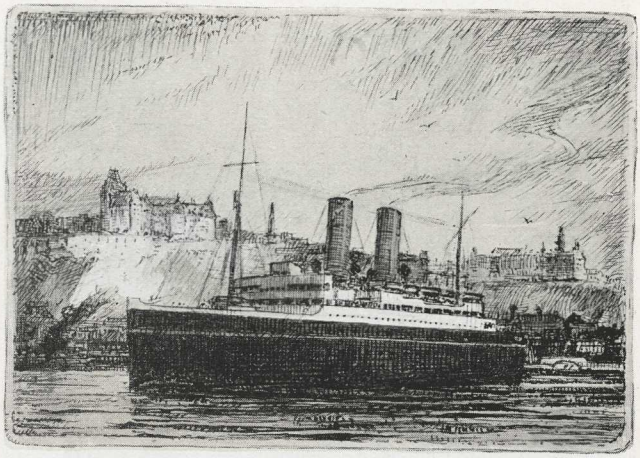
Montcalm

The Dining Room



Minnedosa

Metagama



At Quebec

The Montrose

THE monoclass cabin steamships of the Canadian Pacific run as follows:—

MONTREAL — QUEBEC — LIVERPOOL

MONTCALM . . .	16.400 gross registered tons
MONTROSE . . .	16.400 gross registered tons
MONTCLARE . .	16.400 gross registered tons
VICTORIAN . . .	10.635 gross registered tons

MONTREAL — QUEBEC — GLASGOW

METAGAMA . . .	12.420 gross registered tons
CORSICAN . . .	11.419 gross registered tons
TUNISIAN . . .	10.576 gross registered tons
SCOTIAN	10.322 gross registered tons

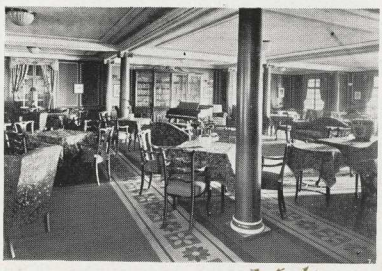
MONTREAL — QUEBEC — SOUTHAMPTON ANTWERP

MINNEDOSA . .	13.972 gross registered tons
MELITA	13.967 gross registered tons
SCANDINAVIAN .	12.098 gross registered tons

DURING winter these services are from St. John, N.B.

Montcalm

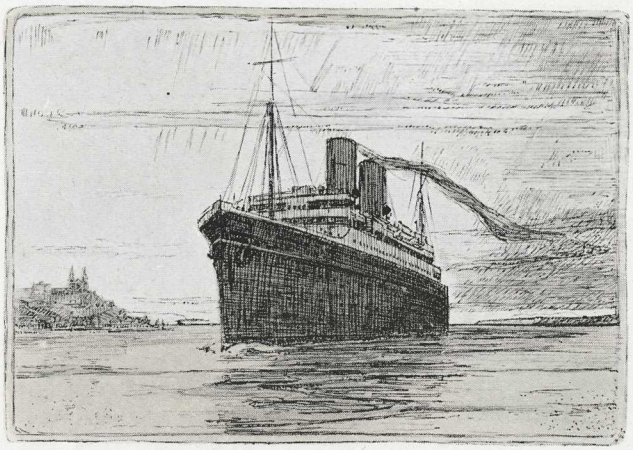
The Lounge



Melita

Metagama

The Monoclass Cabin Service



The Lower St. Lawrence

The Montclare

DURING the summer season the monoclass cabin "M" and "N" ships sail from Montreal, using the beautiful St. Lawrence route.

THIS noble, majestic river is one of the most delightful routes of trans-Atlantic travel. It forms a broad highway leading inland far beyond the usual coast line. By it, and from it, the adventurous French explorers of an earlier day penetrated to the heart of this continent. Following the St. Lawrence river and its tributaries, Samuel Champlain reached Lake Huron five years before the Pilgrim Fathers landed at Plymouth Rock.

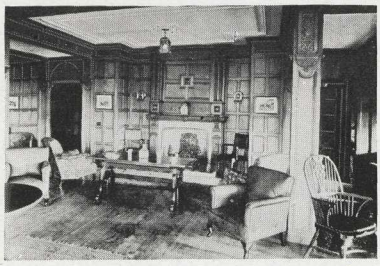
THE course of ocean steamships is frequently called "an ocean lane." If in the word "lane" there is a certain suggestion of narrowness, the only appropriate description of the St. Lawrence route is that of an Ocean Boulevard.

MONTREAL is the largest city of Canada, the second largest port of America, and the largest inland port of the world. It is the headquarters of the great world-wide Canadian Pacific system; and railway lines converge here from all parts of Canada and the United States. Nearly a thousand miles inland, it is 150 miles above salt-water, but is 315 miles nearer to Liverpool than is New York.

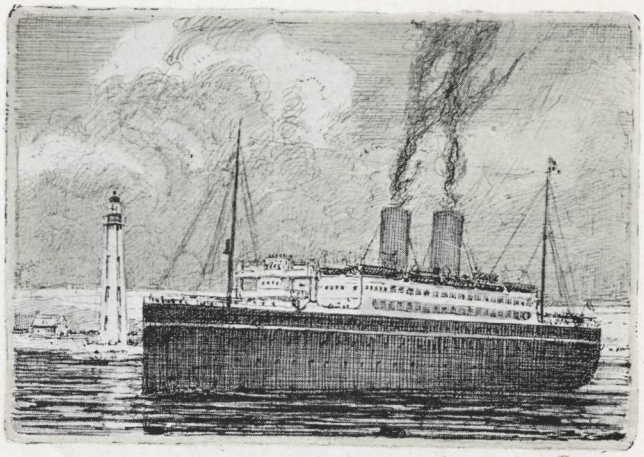
Minnedosa

The Smoke Room

Corsican



Montcalm

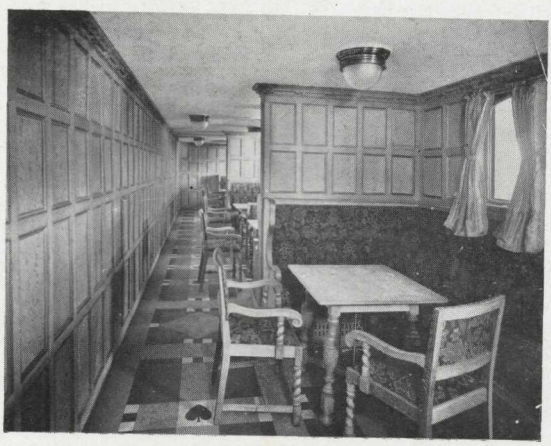


At Father Point

The Minnedosa

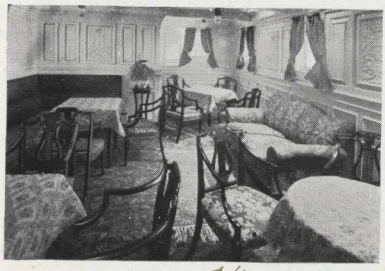
ALTHOUGH so busy a city, Montreal has a lighter and picturesque side; and the ocean traveller arriving there to begin his voyage down the St. Lawrence could with advantage arrive a day earlier than sailing day. There is Mount Royal to climb, the mountain that dominates the city, from whose lookout can be seen the valley of the St. Lawrence for many miles, even into the States of New York and Vermont, and in whose shelter nestles McGill University, one of the most famous educational institutions of this continent. There are beautiful stores, large theatres, and charming suburbs.

OR the traveller might, again, dive into the older section that lies a little east of Place d'Armes. Here was the historic centre of Montreal, before Montreal moved uptown; here stands the City Hall, the Law Courts, the Chateau de Ramezay (official residence of the Governor of Montreal under the French regime), the Place Viger Hotel, and the quaint old sailors' church, Notre Dame de Bonsecours. It must not be forgotten that at least three-fifths of Montreal's 900,000 population speak French as their mother-tongue—Montreal is, in fact, the fifth largest French-speaking city of the world.



Metagama

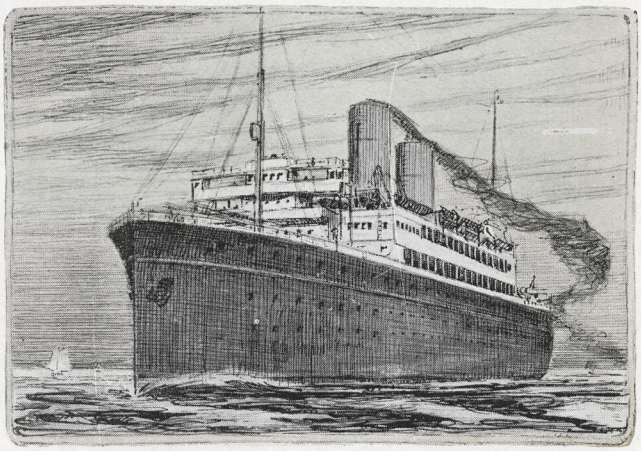
The Cardroom



Victorian

Montcalm

The Monoclass Cabin Service

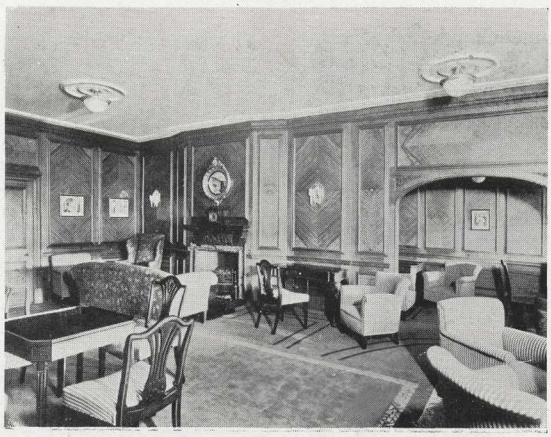


Leaving the Gulf

The Melita

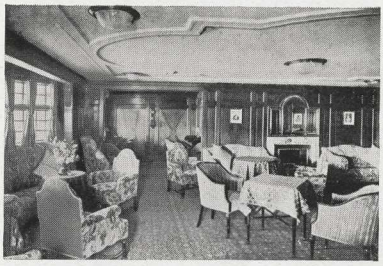
OF the numerous handsome buildings scattered throughout the city and maintained by religious bodies, such as churches, convents and hospitals, the traveller may find time to visit the Church of Notre Dame, which stands on Place d'Armes, facing the Bank of Montreal, the General Post Office and the Passenger Offices of the Company. It has accommodation for ten thousand people. From Place d'Armes, through which innumerable street-car lines pass, it is only a short walk down narrow St. Sulpice Street to the harbor front where the Canadian Pacific docks are.

SAILING hour—there is something a little electric in it! Crowds lining the dock, crowds craning over the steamship rail—farewells waved to and fro, motors dashing up, last-minute passengers scrambling up the gangway, last-minute baggage rushed aboard somehow, strident cries "All going ashore!", flags a-flutter, a gentle wind freshening! Then, when finally everybody who should be ashore seems ashore, and everybody who should be aboard seems aboard, the gangway slides back, a siren booms, and we back carefully out with a tug at each end to steady us. Back out into mid-stream, where soon we drop the tugs, and look back to the tiny dots milling round and waving specks of handkerchiefs.



Montcalm

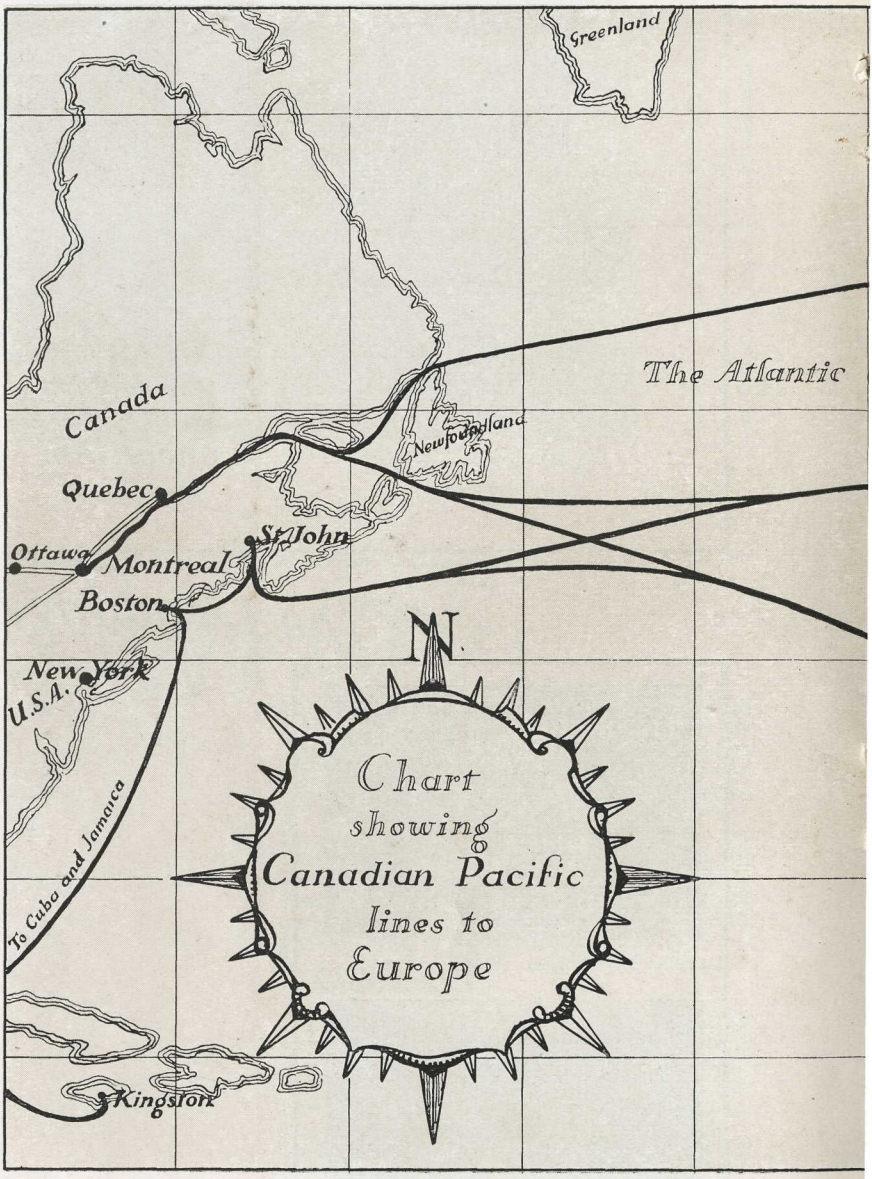
The Drawing Room

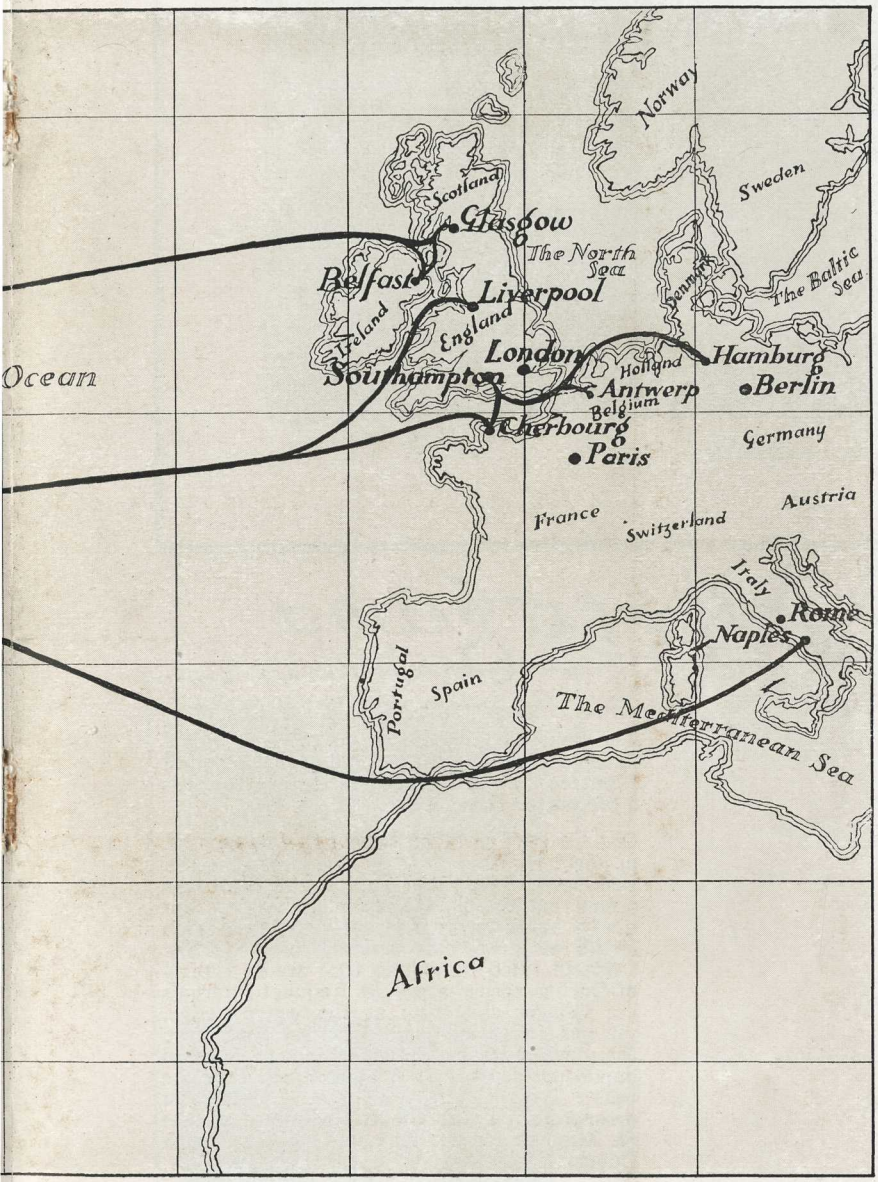


Minnedosa

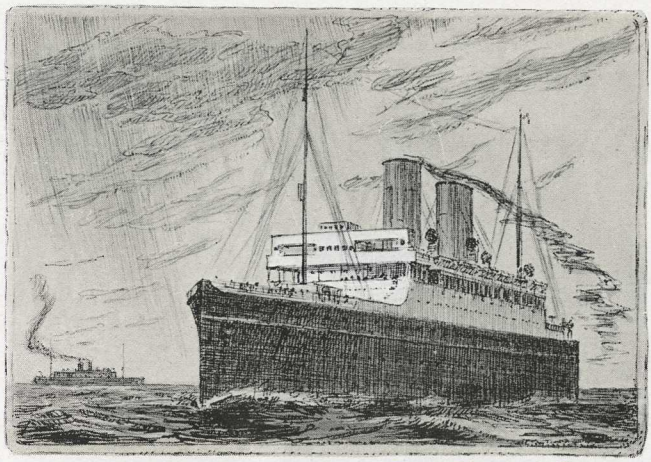
Cardroom–Corsican

The Monoclass Cabin Service


Greenland
The Atlantic
Canada
Newfoundland
Quebec
St. John
Ottawa
Montreal
Boston
New York
U.S.A.
To Cuba and Jamaica
Kingston
N.
Chart showing Canadian Pacific lines to Europe



The Monoclass Cabin Service



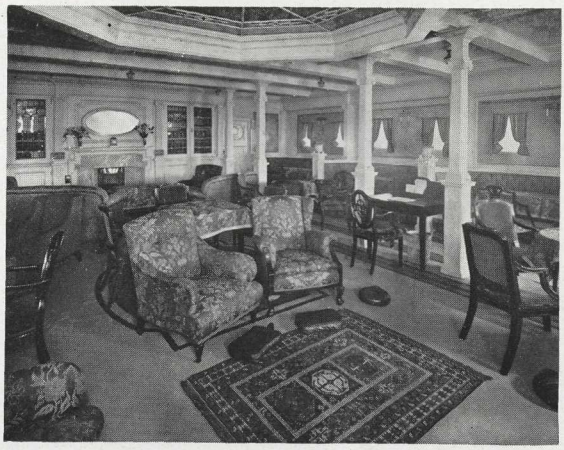
The Passing Liner

The Metagama

The bold humped outline of Mount Royal fades; shortly we pass the end of the Island of Montreal and are started in earnest towards a life on the ocean wave.

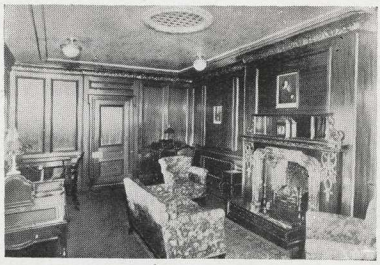
ONLY it isn't an ocean wave yet—will not be, in fact, for two days. This charming St. Lawrence River melts so gradually into the ocean that the change is imperceptible. For many hours we run gently between rich fertile meadow-lands and the long, narrow strips of tilled farm land that are so typical of Quebec agriculture. At frequent intervals are villages clustering at the water's edge, villages characteristically French-Canadian in their white-washed walls, high roofs, and handsome churches. Around lunch time we pass Trois-Rivières (Three Rivers), a prosperous city at the triple mouth of the St. Maurice River. At about dusk we reach Quebec.

QUEBEC is the most elusively charming city of the New World. Seen even only from the river, it is obviously a city with a soul and a story. First comes the rugged hillside, the little cove where Wolfe, under cover of night, scaled the heights to battle and to death on the Plains of Abraham.

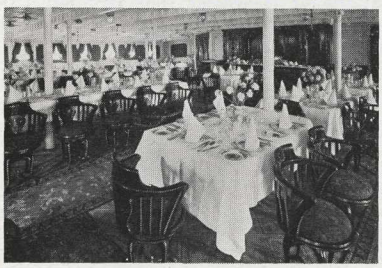


Victorian

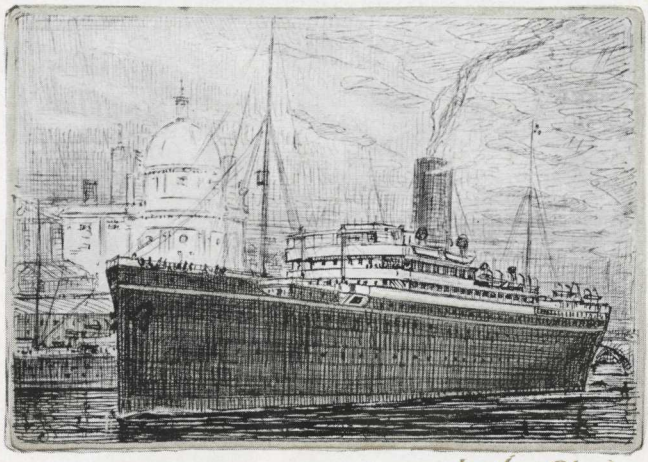
The Writing Room



Montcalm



Dining Room – Victorian

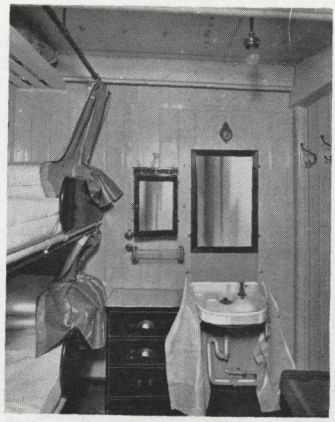


In the Clyde

The Corsican and Tunisian

THEN follows the huge towering mass of the Citadel, once an almost impregnable fortress around which the fight for the New World raged. Then the long palisade of upper Quebec, dominated by the Chateau Frontenac and Laval University, a quarter-mile board promenade from which people are waving down to us as we are waving up at them. Beneath this rock is the Lower Town, a quaint waterside settlement of narrow crooked streets, ancient houses and still more ancient churches. And still on we go, past the docks, past the mouth of the St. Charles River, past the old village of Beauport, the wooded Isle of Orleans, past Montmorency Falls, past Ste. Anne de Beaupré.

THE St. Lawrence River begins to widen out into the broad expanse of the Gulf. The riverside changes somewhat, flat farm lands giving place to rockier shores rolling back to distant mountains. Meadows are superseded by primeval forests. Now and then we pass fishing schooners winging their way to the salmon grounds. But still, even though at lengthening periods, white villages and towns are to be seen on either side. Suddenly on the left the mighty Saguenay River rushes in from the north, joining the St. Lawrence between two mighty twin capes that bear the names of Trinity and Eternity.



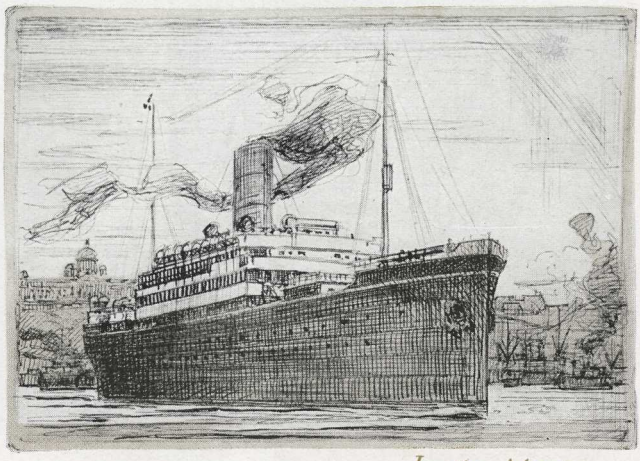
Montcalm

The Stateroom

Metagama

Corsican

The Monoclass Cabin Service



In the Mersey

The Victorian

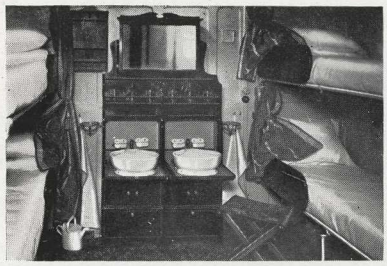
AT Father Point we slacken to drop the pilot—the last time we shall stop until we slacken again to pick up another pilot as we near the British Isles. But even yet we are a long way from the Atlantic. We shall run for another day, past Anticosti Island, past the Magdalens, past Cape Breton Island, before we slip quietly by Cape Race, at the southern end of Newfoundland, into the open ocean or through the Straits of Belle Isle.

DURING the winter season the monoclass cabin ships of the Canadian Pacific use the port of St. John, New Brunswick. St. John (which is reached from Montreal by a fast Canadian Pacific railway service) is the largest city of the province; beautifully situated on the northern shore of the Bay of Fundy, it is essentially a maritime city, the winter terminus of many lines of ocean steamships operating to all parts of the world.

ACROSS the harbor is West St. John, reached by a steam ferry or by street-car from the city proper. At West St. John are the Canadian Pacific docks, where Canadian Pacific trains from the West run alongside the ships.

Victorian

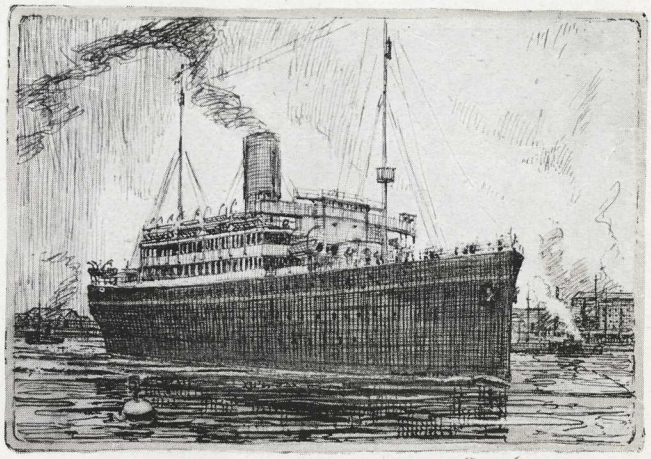
The Stateroom



Melita

Montcalm

The Monoclass Cabin Service

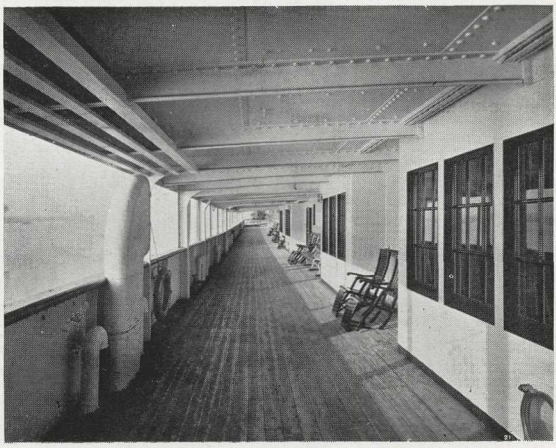


At Southampton

The Scandinavian and Scotian

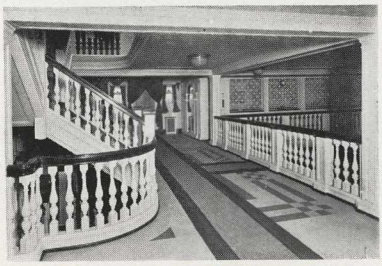
THE monoclass cabin ships of the Canadian Pacific are comfortable ships that embody every convenience for the ocean traveller's comfort. The "community" rooms are commodious, charmingly decorated, and persuasive to the social amenities that while away the voyage. Large lounges in which the ship life centres, which see dances, concerts, and so on—drawing-rooms, card-rooms, libraries, writing-rooms, smoking rooms, gymnasium, children's room, spacious deck space: there is something for everyone.

THE dining-saloon service and the cuisine are of the highest standard. Merely to say that these steamships are owned and operated by the Canadian Pacific—which also owns and operates the finest dining-car system and hotels in Canada—is to state the case positively enough. The personal service on all the steamships is Canadian Pacific throughout—and there is none better.

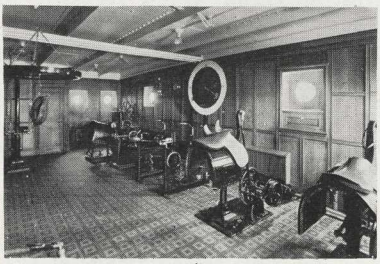


Metagama

Spacious Decks

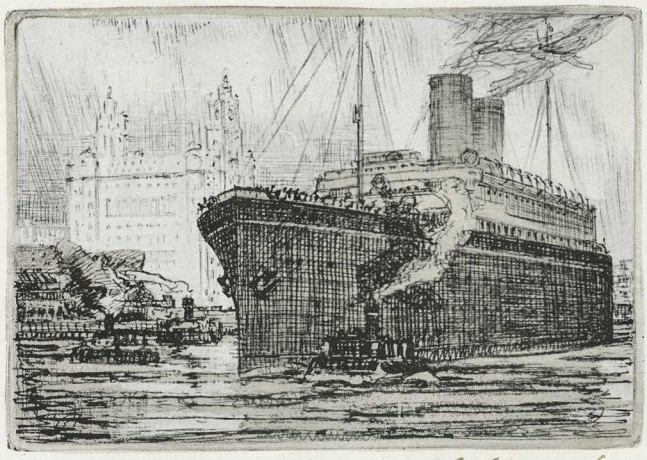


Reception Hall—Melita



An Ocean Gymnasium

The Monoclass Cabin Service



At Liverpool

The Empresses of the Atlantic

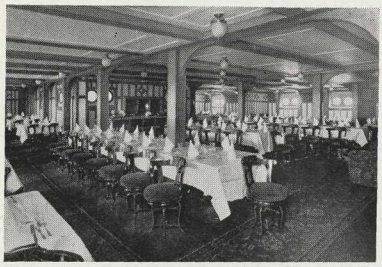
IN addition to its monoclass cabin service, the Canadian Pacific operates three magnificent steamships carrying first, second and third-class passengers. These are the Empress of Scotland, the Empress of France, and the Empress of Britain.

THE Empress of Scotland (25,037 tons) is the largest steamship sailing regularly from any Canadian port. With the Empress of France (18,500 tons) she maintains an express service to Cherbourg, Southampton and Hamburg. With fast rail connections from those points, London or Paris can be reached in a week from Quebec, and Berlin in 9 days. The Empress of Britain (15,850 tons) maintains a fast service from Canada to Liverpool.

THE second-class accommodation on these ships is of the same splendid type as in the monoclass cabin fleet.

Dining Room - Empress of France

Second Class



Dining Room - Empress of Britain

Stateroom - Empress of Britain

The Monoclass Cabin Service

CANADIAN PACIFIC RAILWAY

STEAMSHIP TRAFFIC DEPARTMENT

Principal Passenger Agencies

Antwerp, Belgium	W. D. Grosset, 25 Quai Jordaens.
Atlanta, Ga.	E. G. Chesbrough, Gen'l Agent, 40 N. Forsyth St.
Boston, Mass.	L. R. Hart, Gen'l Agent, 405 Boylston St.
Buffalo, N.Y.	D. R. Kennedy, Gen'l Agent, 160 Pearl St.
Chicago, Ill.	R. S. Elworthy, Gen'l Agent, 40 North Dearborn St.
Cincinnati, Ohio	M. E. Malone, Gen'l Agent, 430 Walnut St.
Cleveland, Ohio	G. B. Burpee, Gen'l Agent, 1040 Prospect Ave.
Detroit, Mich.	G. G. McKay, Gen'l Agent, 1239 Griswold St.
Dunedin, N. Z.	Union S.S. Co. of New Zealand, Ltd.
Glasgow, Scotland	M. L. Duffy, Agent, 25 Bothwell St.
Hamburg, Germany	C. F. A. Flugge, Agent, Alsterdamm 24.
Hong Kong, China	T. R. Percy, General Agent, Passenger Dept., Canadian Pacific Steamships, Limited.
Kobe, Japan	A. M. Parker, Pass. Agent, Can. Pac. Steamships, Ltd.
Liverpool, England	Thos. McNeil, Gen'l Agent, Royal Liver Bldg., Pier Head
London, England	H. G. Dring, European Pass. Manager, 62-65 Charing Cross, S.W.-1.
Los Angeles, Cal.	Acting Gen'l Agent, 605 South Spring St.
Manila, P.I.	J. R. Shaw, Agent, 203 Roxas Building.
Minneapolis, Minn.	A. G. Albertsen, Gen'l Agent, 611 Second Ave. South.
Montreal, Quebec	J. E. Parker, General Agent, 141 St. James Street.
Nelson, B.C.	J. S. Carter, District Pass. Agent, Baker and Ward Sts.
New York, N.Y.	E. T. Stebbing, Gen'l Agent, Canadian Pacific Building Madison Ave., at 44th St.
Ottawa, Ont.	J. A. McGill, Gen'l Agent, 83 Sparks St.
Paris, France	A. V. Clark, Agent, 7 Rue Scribe.
Philadelphia, Pa.	R. C. Clayton, City Pass. Agent, 629 Chestnut St.
Pittsburgh, Pa.	C. L. Williams, Gen'l Agent, 340 Sixth Ave.
Portland, Ore.	W. H. Deacon, Gen'l Agent, 55 Third St.
St. John, N.B.	N. R. DesBrisay, District Pass. Agent, 40 King St.
St. Louis, Mo.	E. L. Sheehan, Gen'l Agent, 420 Locust St.
San Francisco, Cal.	F. L. Nason, Gen'l Agent, 675 Market St.
Seattle, Wash.	E. F. L. Sturdee, Gen'l Agent, 608 Second Ave.
Shanghai, China	A. H. Tessier, General Agent, Passenger Department, Canadian Pacific Steamships, Ltd.
Southampton, England	J. Gardner, 14 Canute Road.
Sydney, Australia	Union S.S. Co. of New Zealand.
Tacoma, Wash.	D. C. O'Keefe, City Pass. Agent, 1113 Pacific Ave.
Toronto, Ont.	H. B. Beaumont, Gen'l Agent, 1 King St. East.
Vancouver, B.C.	J. J. Forster, Gen'l Agent, C.P.R. Station.
Washington, D.C.	C. E. Phelps, City Pass. Agent, 1419 New York Ave.
Winnipeg, Man.	W. C. Casey, Gen'l Agent, 364 Main St.
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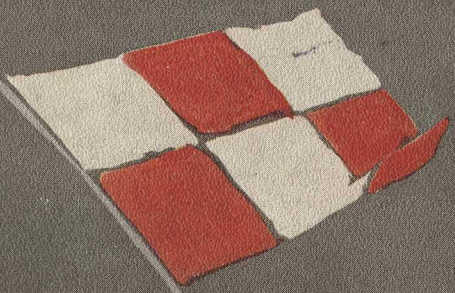

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