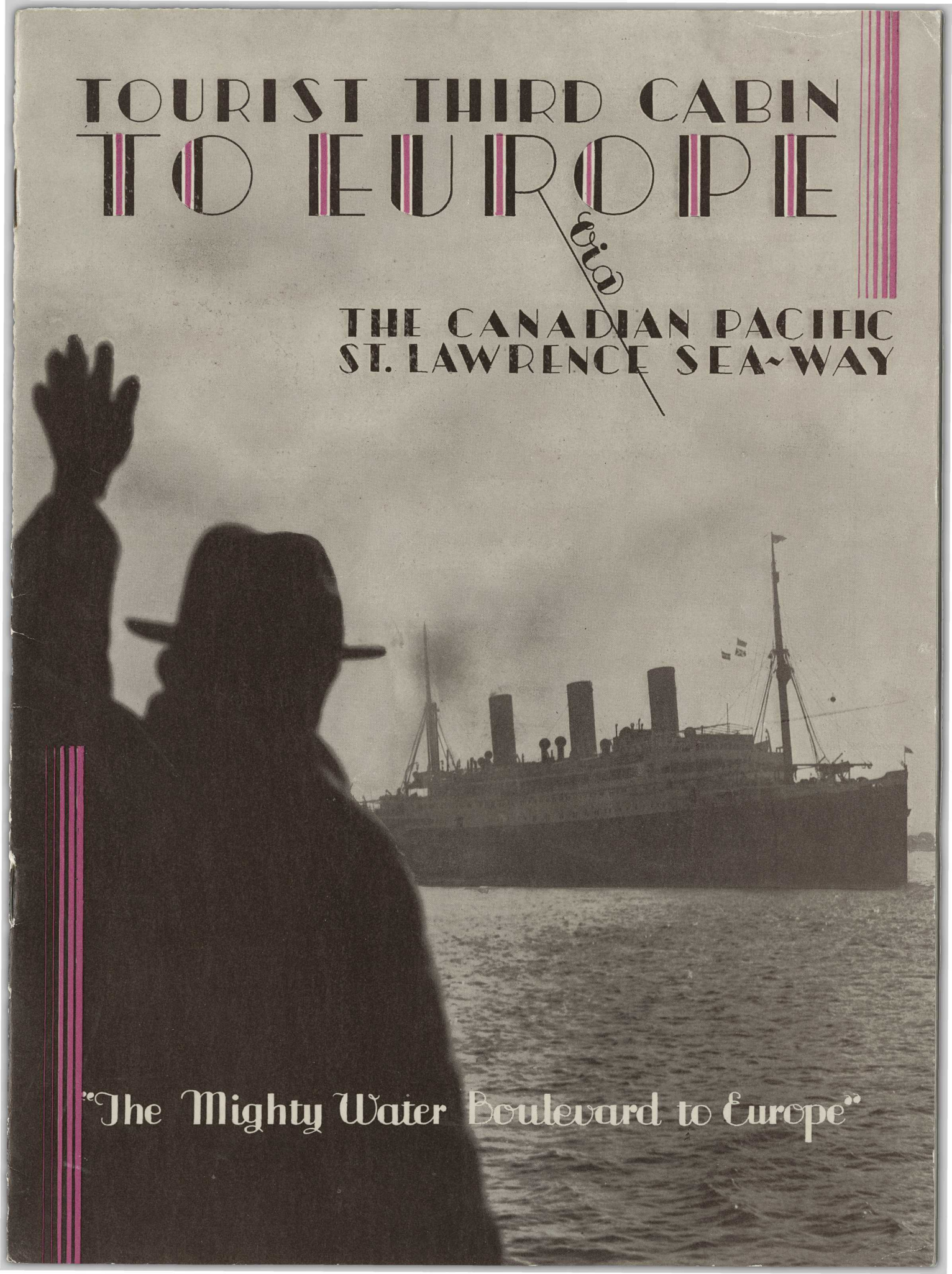
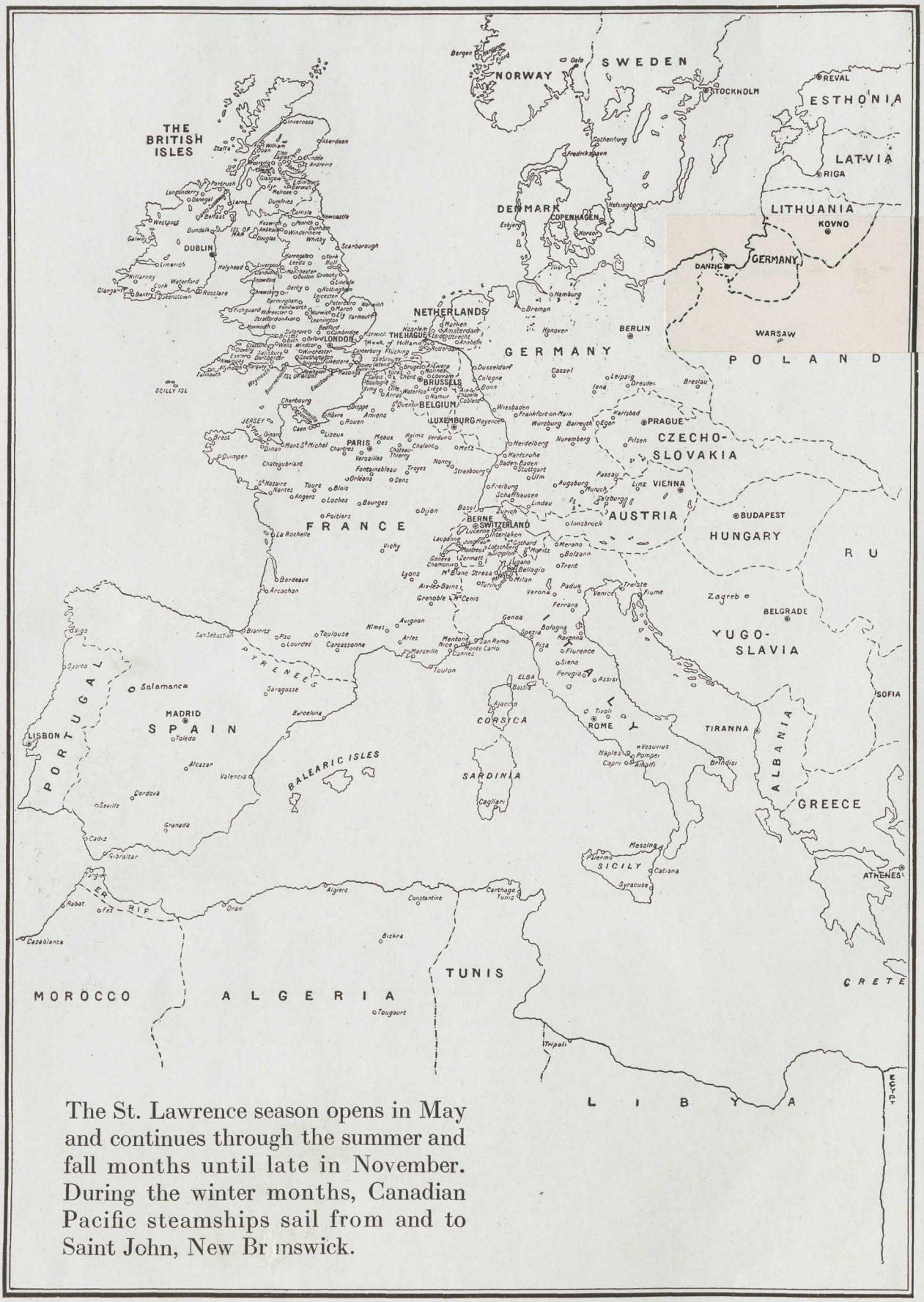
TOURIST THIRD CABIN TO EUROPE

via

THE CANADIAN PACIFIC ST. LAWRENCE SEA~WAY

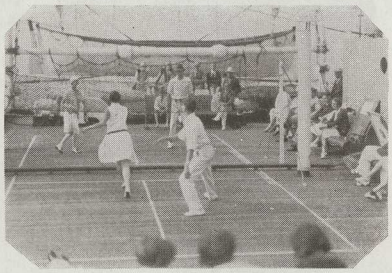


"The Mighty Water Boulevard to Europe"



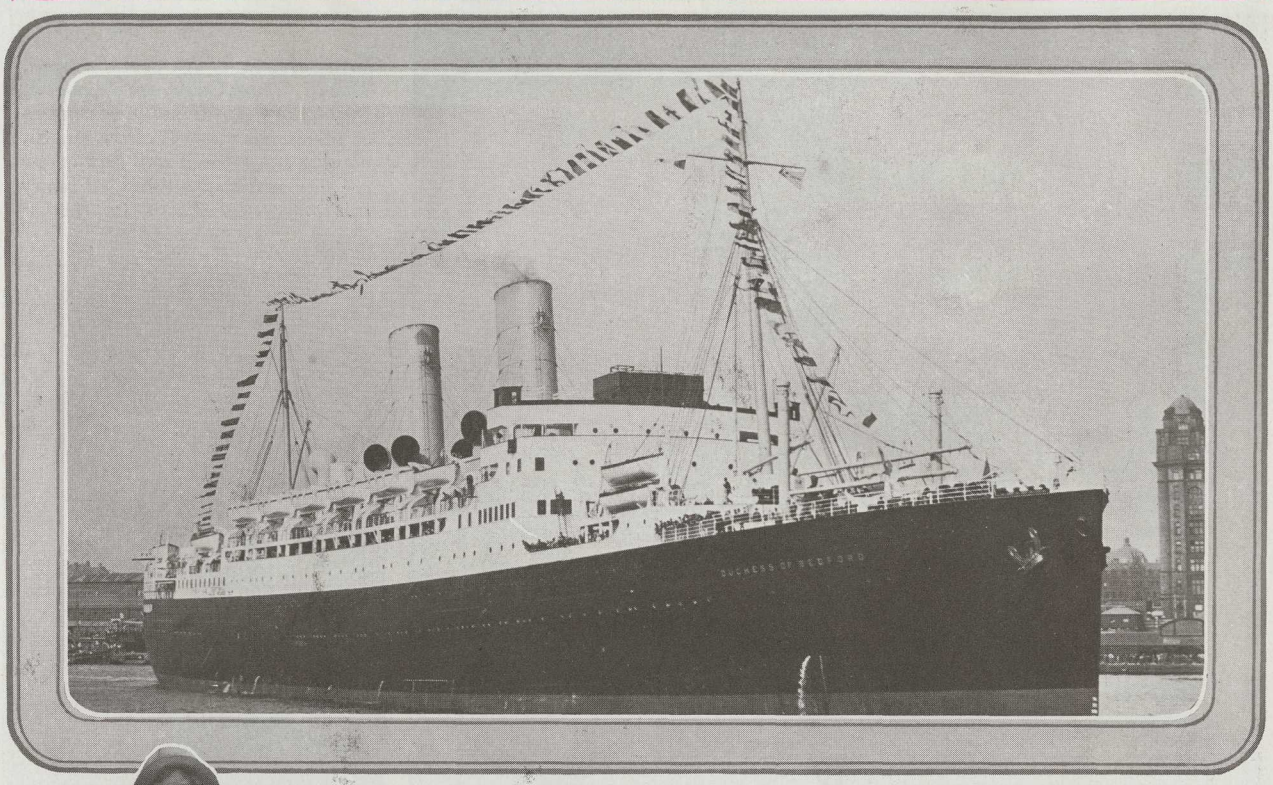
The St. Lawrence season opens in May and continues through the summer and fall months until late in November. During the winter months, Canadian Pacific steamships sail from and to Saint John, New Br nswick.

***Snapshots** of an ocean voyage, Tourist Third Cabin via Canadian Pacific: Broad white decks, smiling up at the summer sun ... lithe spirits, playing shuffleboard and deck tennis ... jolly groups, snuggled all comfy in steamer rugs! This is the life!*



To Europe in Comfort, at Modest Cost—

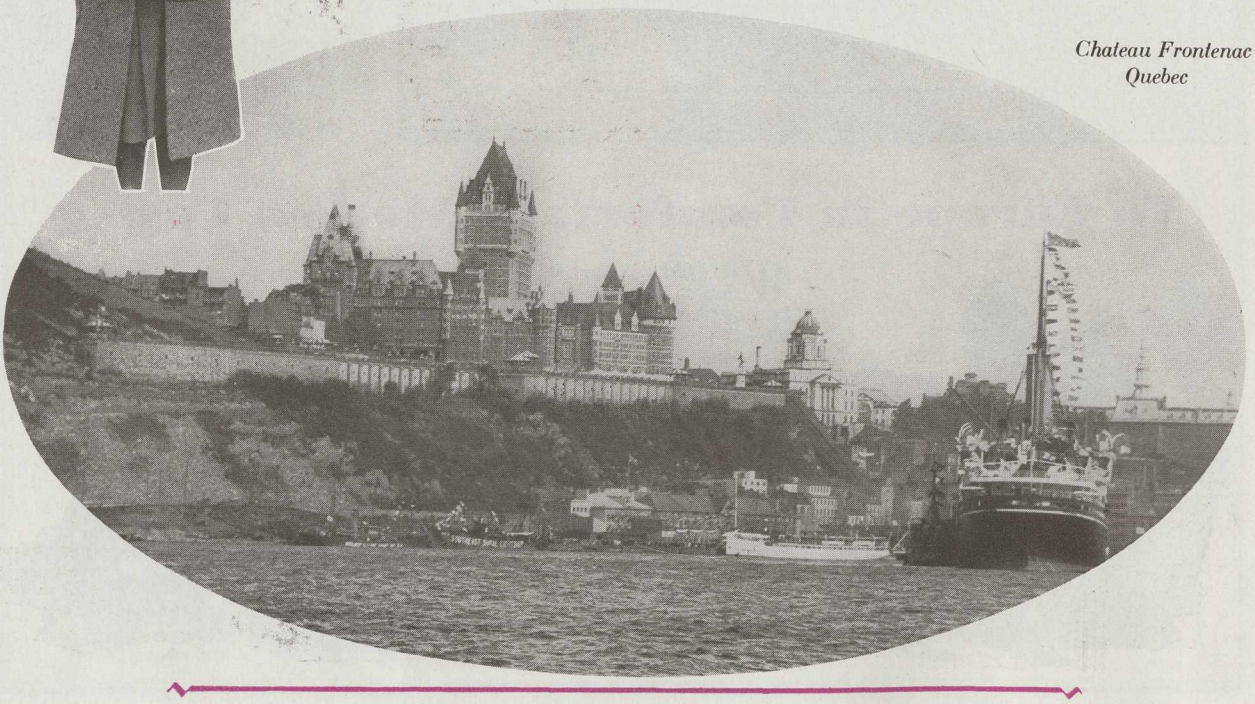
WRITERS and artists began it ... this increasingly popular fad of *Tourist Third Cabin voyaging.* People of broad culture and high ambition, but moderate means, they refused longer to be denied the pleasures of ocean travel. And so, since 1925, when Tourist Third Cabin sailings were begun, thousands of educators, students, musicians, clubwomen, business men and members of the professions have trooped gaily off to Europe in Tourist Third Cabin accommodations which proved to be clean, comfortable, adequate. This booklet shows what "Tourist Third" accommodations are like on Canadian Pacific ships.

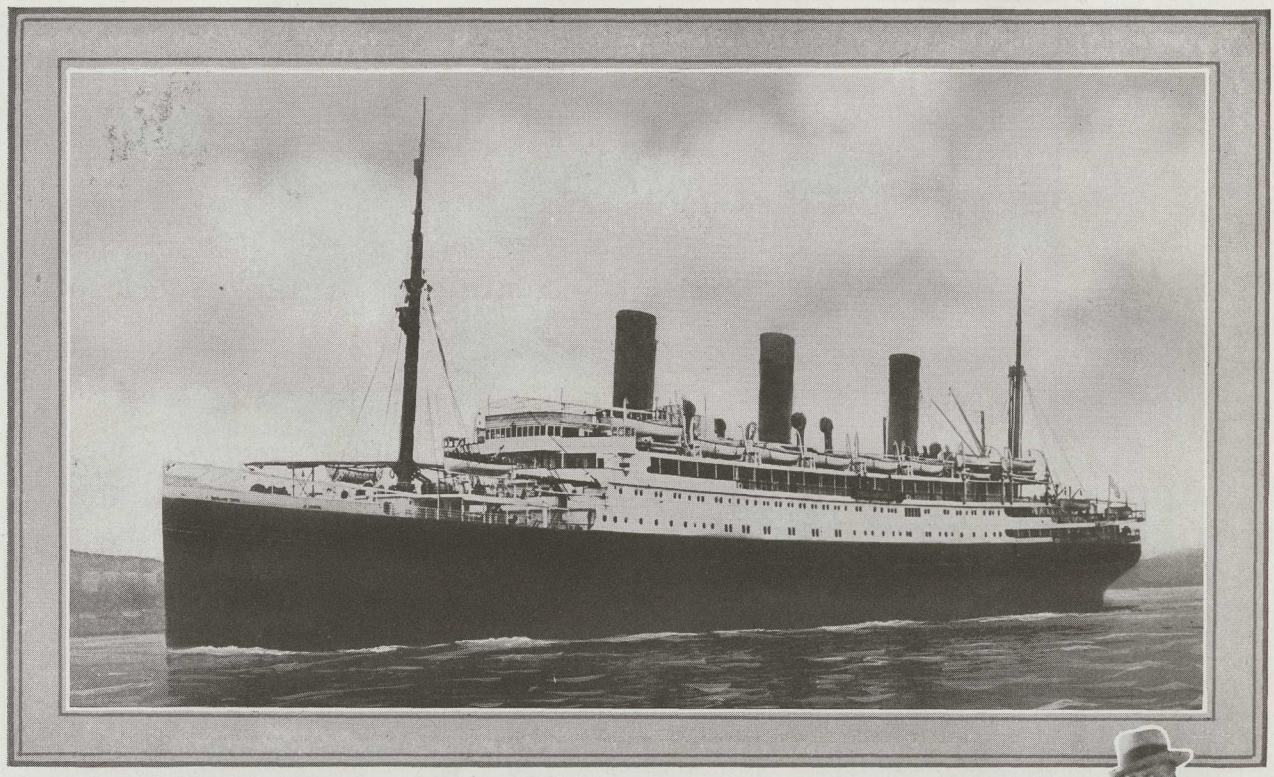


Ships .. Ships .. 16 Ships .. and the Largest

You know Canadian Pacific ships by reputation, of course! The world-cruising Empress of Australia. The famous Empress of Scotland. The Empress of Britain, 40,000 gross tons, now under construction. The four new Duchess ships . . . Atholl, Bedford, York, Richmond . . . 20,000 gross tons each . . . largest liners ever to sail on the St. Lawrence to and from Montreal . . . fine, fast, regal ships which give *Tourist Third Cabin* a new distinction . . . And the "M" ships—Montnairn, Montroyal, Montcalm, Montclare, Montrose, Minnedosa, Melita, Metagama. Many a seasoned traveler will tell you that he has enjoyed his most pleasant crossings on these Canadian Pacific liners. You, too, may claim them as your own when you cross Tourist Third Cabin via Canadian Pacific!

Chateau Frontenac
Quebec

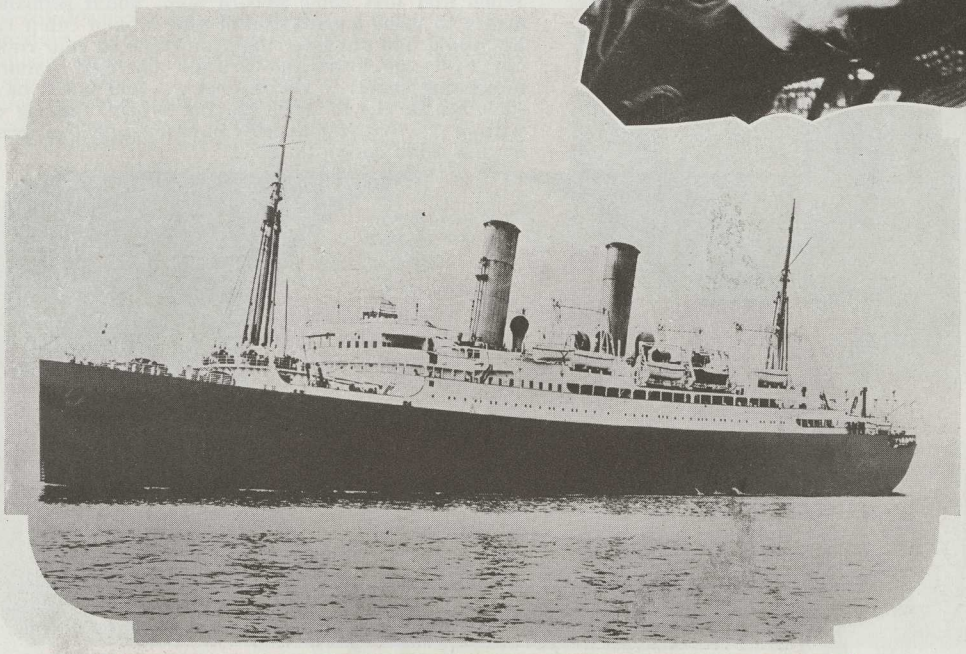




Shipbuilding Program in the World!

DOWN the majestic St. Lawrence you'll sail from Montreal or Quebec, on the calm St. Lawrence Sea-way that leads for two smooth days to the broad Atlantic. Twelve hours after you leave Quebec you're still glimpsing story-book villages along the green shores of the St. Lawrence. Forty-eight hours out, you're still seeing headlands and fishing schooners. Nature created this ocean boulevard to Europe; and Canadian Pacific ships have made it famous.

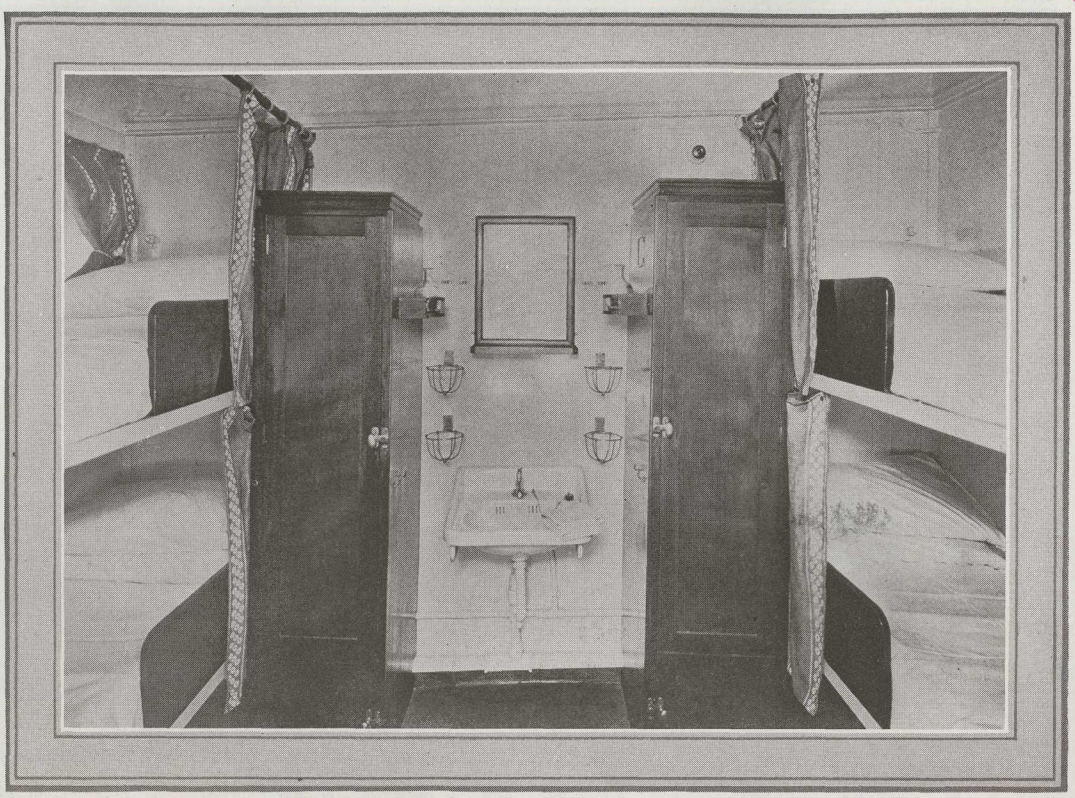
After the St. Lawrence come four pleasure-packed days at sea . . . then Cherbourg looms on the horizon to greet you . . . or Southampton. Plymouth, Liverpool, Cobh, Belfast, Glasgow, Antwerp, Hamburg. You're at the doorway of Europe . . and a new old-world is yours to enjoy!



***Montreal** is a thousand miles from the ocean, but it is 315 miles nearer Liverpool than is New York! You enjoy this metropolis of Canada, fourth largest French-speaking city in the world, at the very beginning of your trip overseas.*

Then Quebec—an Old World town with old French houses and traditions—and that marvel of hotels, the palatial Chateau Frontenac: rendezvous of summer tourists and smartest winter-sports resort on the American continent.

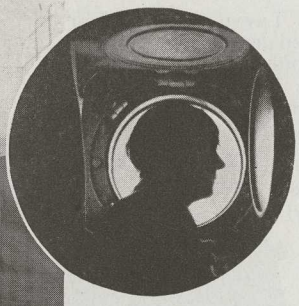
And then the St. Lawrence . . . mighty water boulevard to Europe! It treats you to the joys of Canada en route . . . another country added to your trip abroad!



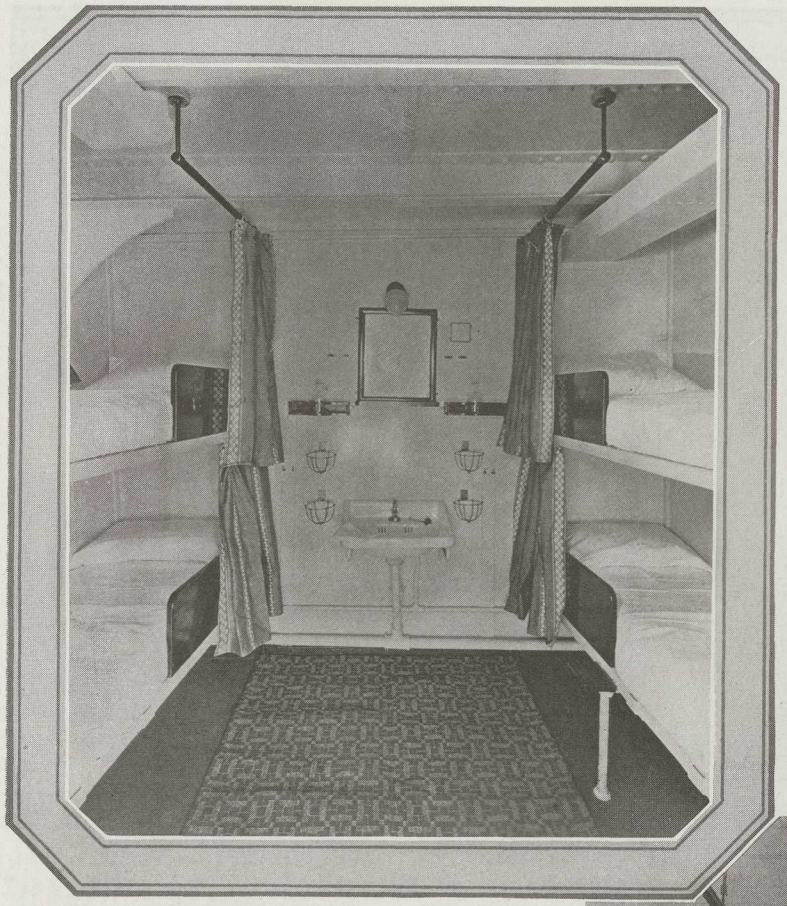
Clean, Comfortable Cabins

It's such fun to get settled in one's Tourist Third Cabin on shipboard! Suitcases under the berth, clothes hung in a wardrobe, flowers in water at the mirror, bon voyage boxes, books and treasured "ship letters" tucked under the pillow until the proper moment! These ship-shape cabins are every bit as nice as a drawing room on railway sleeping cars—as clean and tidy as the finest room in a great hotel! Who cares if there's a bit of jostling when bunk mates choose the same moment to dress for dinner? It's just like dormitory days at school!

When you first come aboard ship, you'll probably expect to spend a great deal of time in your cabin . . . but you'll find out later that you come to your room only to change clothes and to sleep! There are so many interesting things to do on deck . . . and you'll have such fun in the lounges, playing bridge, reading or writing . . . that you'll hardly have a moment to spend in your cabin during the day!



Outside Rooms *go to those wise travelers who book early in the season . . . and outside rooms have portholes! This is how the ocean looks from a Tourist Third Cabin porthole.*



Comfortable Berths . . . *gleaming white bed linen . . . modern toilet facilities. Canadian Pacific Tourist Third Cabins!*

Your Home at Sea!

THE impression has somehow prevailed that Tourist Third Cabin space is steerage—that the cabins are located far below the water line. This is not correct.

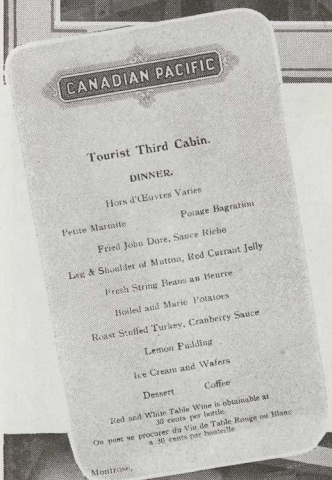
All Tourist Third Cabins on Canadian Pacific Ships are well above the water line. The outside rooms have portholes which may usually be opened in calm weather. The cabins are well ventilated with a continuous supply of clean, fresh air forced into the rooms from the decks by an automatic ventilating system. Electric lights furnish illumination. Many of the cabins have running water. Capable stewards and stewardesses are alert to help you get settled, and to help you get accustomed to the routine of life on shipboard.

The spring berths in Tourist Third Cabins are furnished with soft mattresses, comfortable feather pillows and gleaming white slips, sheets, blankets and spreads.

Modern bathrooms are conveniently located. Your steward will arrange your daily bath time to suit your preference . . . and should you fail to keep the appointment, the bath steward is frequently so conscientious that he will hunt you up on deck, and remind you that your tub is waiting! You may have a tub or shower bath, as you choose.

Cabins are arranged for two, three or four passengers. Family groups or couples may reserve entire rooms. Passengers traveling alone may secure a berth in a cabin with congenial traveling companions.

The photographs reproduced on these pages show typical Tourist Third Cabins as you will find them on Canadian Pacific steamships.



CANADIAN PACIFIC

Tourist Third Cabin.

DINNER.

Hors d'Œuvres Varies

Petite Marmite — Potage Bagration

Fried John Dore, Sauce Riche

Leg & Shoulder of Mutton, Red Currant Jelly

Fresh String Beans au Beurre

Boiled and Marie Potatoes

Roast Stuffed Turkey, Cranberry Sauce

Lemon Pudding

Ice Cream and Wafers

Dessert — Coffee

Red and White Table Wine is obtainable at 30 cents per bottle.

On peut se procurer du Vin de Table Rouge ou Blanc a 30 cents par bouteille

Montrose.

The Place to Bring a Healthy Appetite!

CANADIAN PACIFIC cuisine is famous the world over. Meals served in the Tourist Third Cabin dining saloons are in accordance with Canadian Pacific standards They compare favorably in quality and variety with the table of a well-to-do-family. Four-course breakfasts, five-course luncheons, six-course dinners . . . lots of fresh fruits and vegetables . . . you will be well fed on your voyage via Canadian Pacific!

Seats at tables are assigned by the Dining Room Steward during the first day of the voyage. If there are several persons in your party, the Steward will be happy to assign you seats at the same table. Charts of the dining saloons are available for your inspection . . . each table and each seat is numbered . . . and once you have reserved a certain seat, it is yours for the entire voyage.

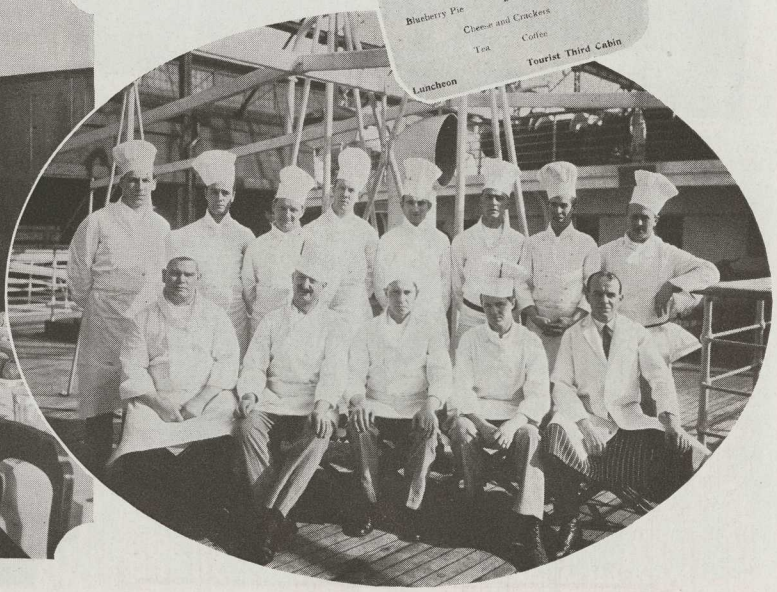
***The Ship's** orchestra plays for you while you eat . . . conversation sparkles round the table . . . fine food makes you contented and happy! Even the most inexperienced travelers seldom miss a meal on the smooth St. Lawrence!*

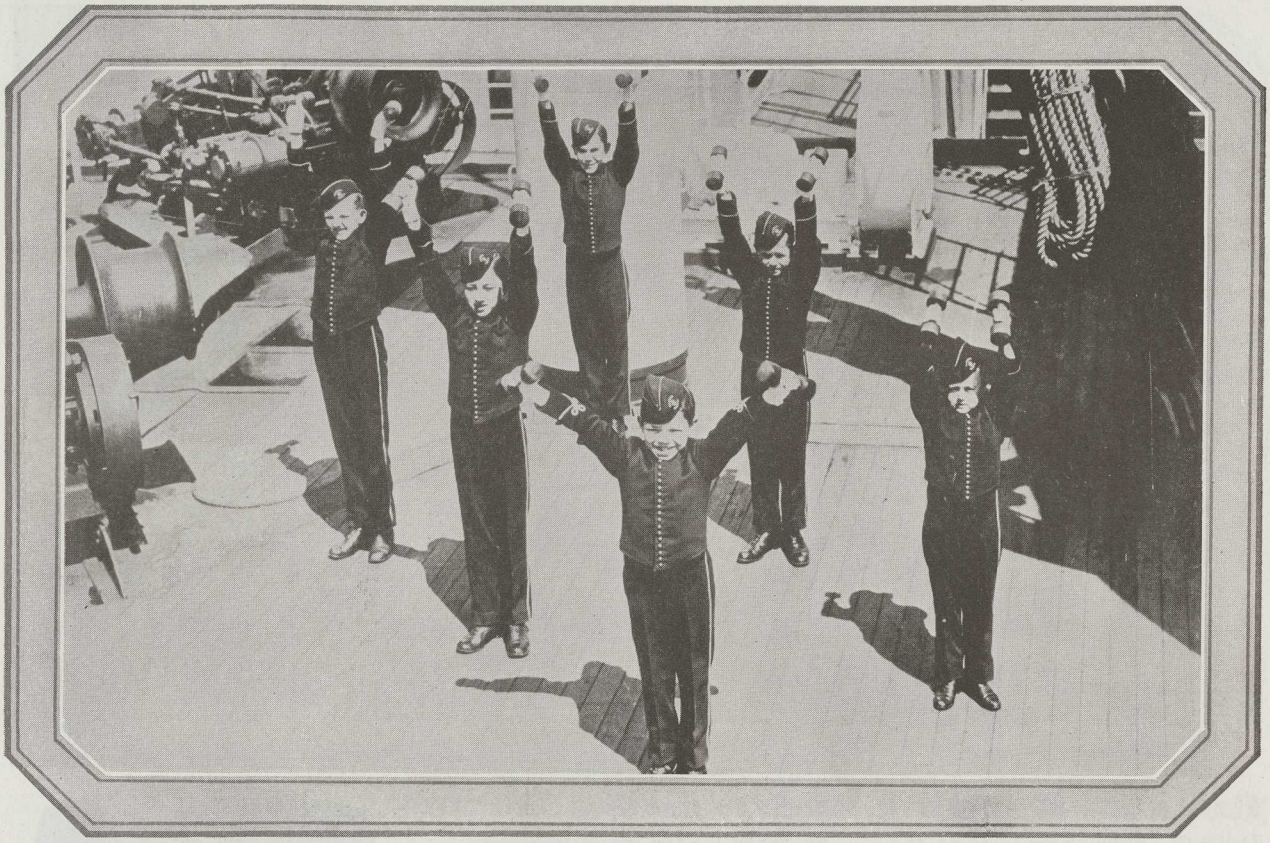
***Photographs** on these pages show typical Tourist Third Cabin dining saloons on Canadian Pacific ships. And just look at those menus!*

Canadian Pacific Chefs Take Delight in Serving You Wonderful Meals!

DINING SALOONS are roomy, well-decorated, well-ventilated. The tables are neatly set with white linen, white china and good silver. Flowers adorn tables; and the service and food are 'typically Canadian Pacific.' Photographs on this page show typical Tourist Third Cabin dining saloons . . . typical menus . . . and a group of chefs aboard a Canadian Pacific ship. These men are specialists . . . one is an expert in the cooking of meats, another prepares vegetables, another bakes tempting pastries, another prepares delightful salads. Yes, you will be well fed on your Canadian Pacific crossing.

In addition to the three meals served daily in the dining saloon, passengers are served hot bouillon on deck and in the lounges at eleven o'clock each morning; tea and cakes at four every afternoon; and dainty sandwiches and fruit, on request, at night. Photographs on these pages show typical Tourist Third Cabin dining saloons on Canadian Pacific ships. And just look at those menus!

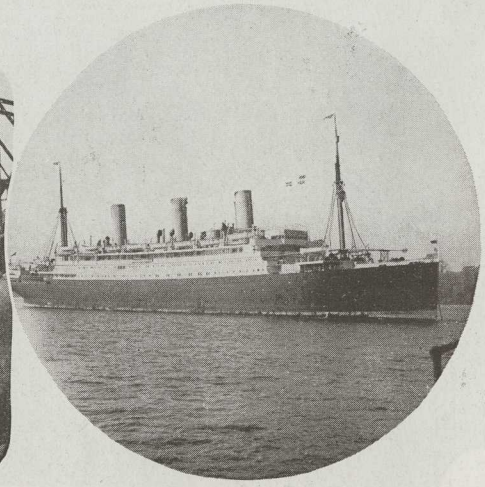




Officers and Stewards

PURSER, Chief Steward, engineering officers and navigation officers are all keenly anxious to assist in making the passengers happy. Throughout the Canadian Pacific fleet, *Tourist Third Cabin* has become an object of particular attention—resulting in high standards of service and pleasant voyaging.

The Purser maintains a business office in your section of the ship. Here you can store valuables for safe-keeping; deposit mail and send wireless messages; change money from dollars to pounds or francs; consult experienced officials regarding your passports and landing cards. The Purser's office is the Information Bureau.



Are Eager to Make Your Voyage Pleasant

The Ship's Doctor is in charge of the excellent dispensary and hospital, with a staff of nurses to assist him.

Your capable room steward handles your baggage, makes the berths, and keeps the cabin clean. He possesses a knowledge of the sea and ships that you will find helpful.

Your bath steward prepares your tub or shower each day at the time you select.

Your table steward serves your meals in the dining saloon.

In the lounge is a steward who provides writing materials, issues books from the ship's library, and serves bouillon and tea each day.

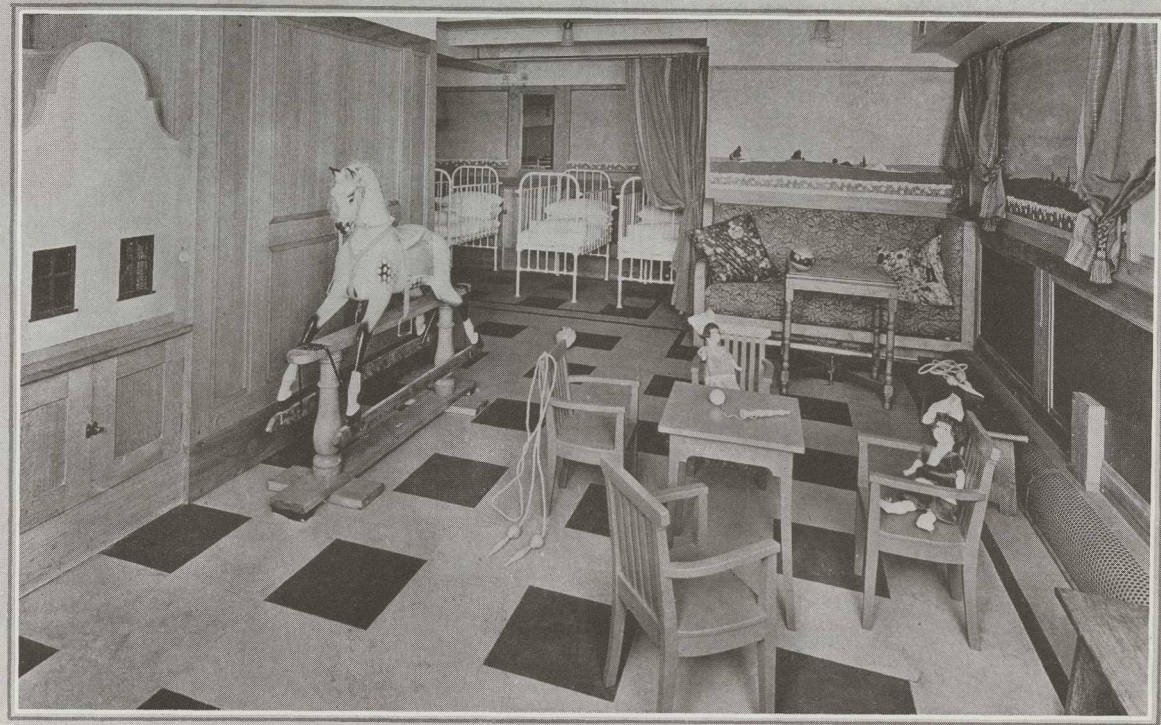
The smoking room steward serves beverages from the bar; and presides over a case of excellent smoking materials.

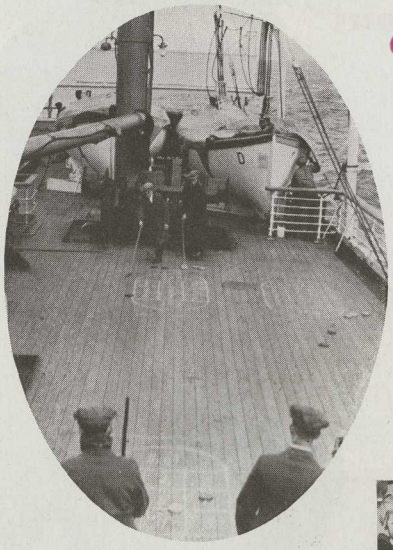
The deck steward is guardian of your deck chair and robe; he serves your tea and bouillon on deck.

Deck sailors teach first-time voyagers the mysteries of shuffleboard, deck tennis, quoits, and other games.

A shop-girl awaits your custom in a clever little shop at which you may secure souvenirs and travel necessities.

A barber is on duty in the ship's barber shop, assisted by a beauty specialist who gives facials and shampoos, and does marcelling and manicuring.





Children Love Canadian Pacific Ships

PROSPECTIVE Tourist Third Cabin passengers often ask whether they will have "the run of the ship" —meaning the privilege to go all over it, wherever they choose.

No passengers have such a privilege. However, during the voyage the ship's officers usually arrange a series of trips about the ship for Tourist Third Cabin passengers who are interested.

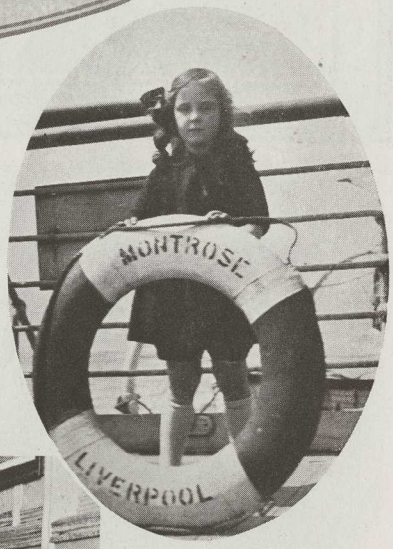
You will want to see the engine rooms, the kitchens, the cold storage rooms, and other parts of the ship. Stretching back from the stern you will see a long steel cable which drags in the water and spins a small wheel attached to a recording device. This is the ship's "speedometer."

***Children** find this strange ship-world a fairyland of new sights and sounds and experiences. Older children enjoy the deck games . . . a nursery with playground equipment is the delight of the smaller ones. A competent nurse is on duty in the nursery; and a Conductress takes care of children traveling without companions.*

. . . And "Grown-up Children" Examine Every Nook with Curious Interest!

It records the nautical miles covered each day during the voyage. These figures are posted each day on a map displayed in the dining saloon. Canadian Pacific ships are always in communication with shore points while the ships are on the St. Lawrence. Letters may be written on board eastbound from Montreal, and mailed as late as twenty-four hours after sailing! Mail is taken off the ships at Quebec, and again at Father Point. Fast trains carry it back to Canadian points and the United States.

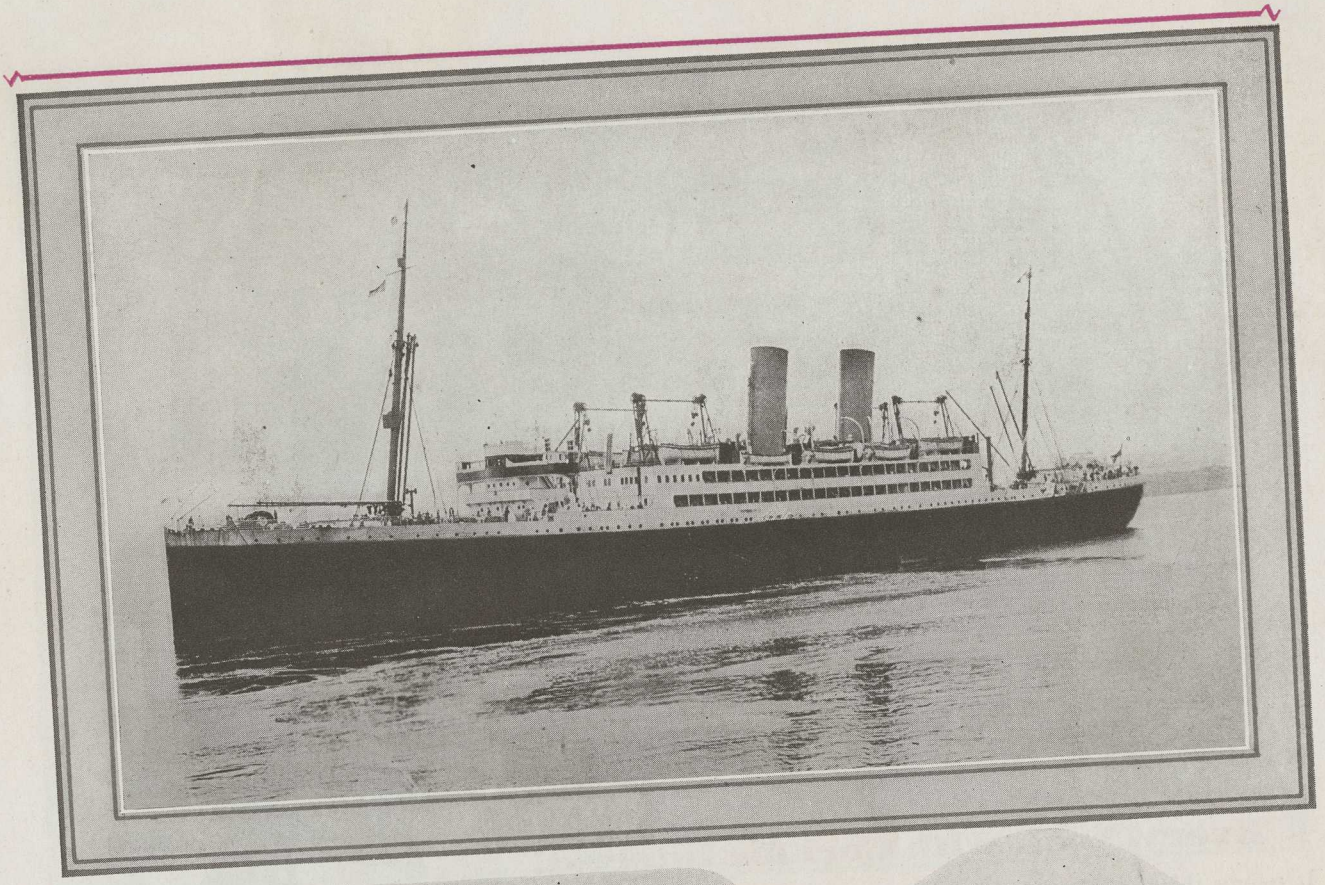
A ship's newspaper, "The Wireless News," is published each day on board, for distribution at luncheon.



Church Services *are held in the dining saloon on Sunday. Ministers among the passengers are invited to take charge. If there are no ministers on board, the services are conducted by the Captain, the Purser and their assistants.*

All Canadian Pacific ships carry altars, for use by Roman Catholics in celebrating mass, and Church of England altar sets for celebrating Holy Communion.

Notices of services are posted on the ship's bulletin board.

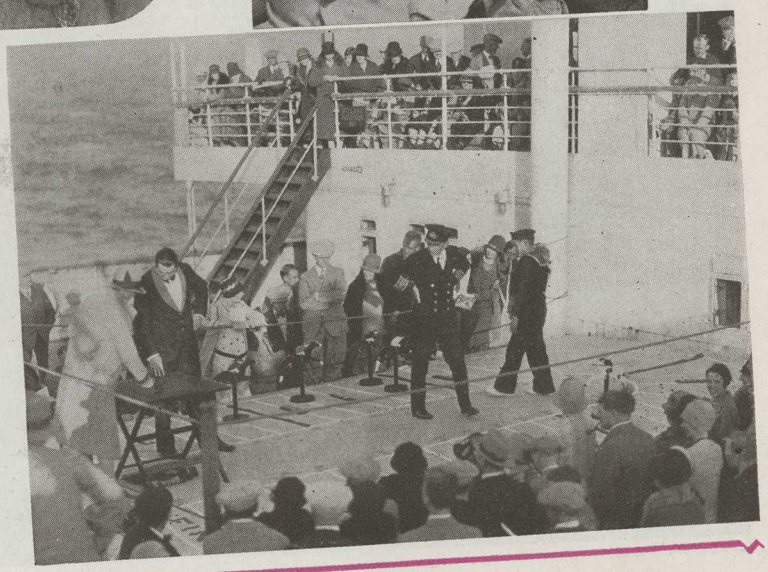


Conducted Parties

CANADIAN PACIFIC steamships are annually chosen by tourist agencies and tour organizers to carry a great many "conducted parties" which on their arrival set out to tour Europe under tourist agency management. "Collegiate Tour" parties, managed by the Art Crafts Guild Travel Bureau, are aboard every sailing during the summer. These parties are composed of happy, care-free, interesting vacationists—groups of lively young college men and women; educators from leading colleges and universities; parents and older relatives of the younger travelers; business men, writers, artists, musicians and club women from all parts of America.

An experienced tour conductor, representing the tourist agency, "keeps things moving." Thus the social program of the voyage is a swift round of pleasant and exciting events—starting the first afternoon you leave the pier, and hardly stopping until you sail into port.

For information regarding conducted tours, ask any Canadian Pacific agent.



Information About Immigration and Customs

Eastbound Tourist Third Cabin passengers are subjected to no unusual delay in landing from ships, either in Europe or in Canada. They land as quickly as other passengers, at the same pier. Examination of passengers by European immigration officials takes place on board the ship, immediately on arrival, and their baggage is examined in the Customs shed on landing. Westbound, the Canadian and American immigration officials board ship at Father Point or Quebec and complete their examination by the time you arrive at Quebec or Montreal.

Canadian and United States Customs officials are located at the ports of Quebec and Montreal, for the purpose of examining baggage belonging to passengers destined to points in Canada and the United States.

In the case of ships terminating at Quebec, a staff of both Canadian and United States Customs Inspectors meets the ship at Father Point, in addition to a staff of baggage checkers, and the work of Customs inspection and the checking of baggage to destination is performed on the deck of the ship en route to Quebec. Passengers destined to the United States must obtain from the Purser a Customs baggage declaration form, which must be completed in accordance with the instructions thereon, and handed to the United States Customs Inspector at the time of examination of the baggage.

The baggage of passengers destined to points in Canada is subject to examination by Canadian officials only. The baggage belonging to passengers destined to points in the United States which is checked through to destination is not subject to examination by the Canadian Customs officials, but the hand baggage of such passengers is subject to examination by the Canadian Customs on landing, and by the United States Customs at the port of entry into the United States.

The Canadian Pacific Atlantic Fleet

	Gross Registered Tonnage
Empress of Scotland	25,150
Empress of Australia	21,850
Empress of France	18,350
Duchess of Atholl (New)	20,000
Duchess of Bedford (New)	20,000
Duchess of York (New)	20,000
Duchess of Richmond (New)	20,000
Montnairn	17,300
Montroyal	15,650
Montcalm	16,400
Montclare	16,400
Montrose	16,400
Minnedosa	15,200
Melita	15,200
Metagama	12,400

NEW LUXURY LINER

Tonnage, 40,000 - - - Speed, 24 Knots

The Canadian Pacific Steamships have in course of construction at Clydebank, near Glasgow, Scotland, a magnificent steamship of 40,000 tons, which will be engaged in service between Quebec, Southampton and Cherbourg during 1931.

The new ship will have de luxe accommodation hitherto not available. It will be named the EMPRESS OF BRITAIN and is expected to make the Atlantic crossing in 5 days.

Passenger Traffic Department—Principal Agencies

CANADA AND UNITED STATES

Atlanta, Ga.	E. G. Chesbrough	1017 Healey Bldg.
Boston, Mass.	L. R. Hart	405 Boylston St.
Buffalo, N. Y.	W. P. Wass	160 Pearl Street
Chicago, Ill.	R. S. Elworthy	71 East Jackson Blvd.
Cincinnati, Ohio	M. E. Malone	201 Dixie Terminal Bldg.
Cleveland, Ohio	G. H. Griffin	1010 Chester Ave.
Detroit, Mich.	G. G. McKay	1231 Washington Blvd.
Dallas, Texas	A. Y. Chancellor	917 Kirby Bldg.
Edmonton, Alta.	R. W. Greene	Canadian Pacific Bldg.
Indianapolis, Ind.	J. A. McKinney	Merchants Bank Bldg.
Kansas City, Mo.	R. G. Norris	723 Walnut St.
Los Angeles, Cal.	W. McIlroy	621 South Grand Ave.
Memphis, Tenn.	L. P. Dooley	Porter Bldg.
Minneapolis, Minn.	H. M. Tait	611 Second Ave. South
Montreal, Que.	D. R. Kennedy	201 St. James Street, W.
Nelson, B. C.	J. S. Carter	Baker and Ward Streets
New York, N. Y.	E. T. Stebbing	344 Madison Ave.
North Bay, Ont.	C. H. White	87 Main St. West
Ottawa, Ont.	J. A. McGill	83 Sparks Street
Philadelphia, Pa.	J. C. Patteson	1500 Locust Street
Pittsburgh, Pa.	C. L. Williams	338 Sixth Ave.
Portland, Ore.	W. H. Deacon	55 Third Street
Quebec, Que.	C. A. Langevin	Palais Station
Saint John, N. B.	G. E. Carter	40 King Street
St. Louis, Mo.	Geo. P. Carbrey	412 Locust Street
San Francisco, Cal.	F. L. Nason	675 Market Street
Seattle, Wash.	E. L. Sheehan	1320 Fourth Avenue
Tacoma, Wash.	D. C. O'Keefe	1113 Pacific Avenue
Toronto, Ont.	J. B. Mackay	1 King St., East
Vancouver, B. C.	J. J. Forster	Canadian Pacific Station
Victoria, B. C.	L. D. Chetham	1102 Government St.
Washington, D. C.	C. E. Phelps	905 Fifteenth St., N. W.
Winnipeg, Man.	W. C. Casey	Main and Portage

EUROPE

Antwerp, Belgium	E. Schmitz	25 Quai Jordaens
Belfast, Ireland	Wm. McCalla	41-43 Victoria Street
Birmingham, Eng.	W. T. Treadaway	4 Victoria Square
Bristol, England	A. S. Ray	18 St. Augustine's Parade
Brussels, Belgium	G. A. M. Servais	98 Blvd. Adolphe-Max
Cobh, Ireland	J. Hogan	10 Westbourne Place
Glasgow, Scotland	W. Stewart	25 Bothwell Street
Liverpool, England	H. T. Penny	Pier Head
London, England	C. E. Jenkins	62-65 Charing Cross S. W. 1
London, England	G. Saxon Jones	103 Leadenhall St., E.C.3
Manchester, Eng.	J. W. Maine	31 Mosley Street
Paris, France	A. V. Clark	7 Rue Scribe
Rome, Italy	A. Ross Owen	130 & 131 Via del Tritone
Southampton, Eng.	H. Taylor	7 Canute Road

ASIA

Harbin, Manchuria	International Sleeping Car Co.	
Hong Kong, China	G. E. Costello	Opposite Blake Pier
Kobe, Japan	B. G. Ryan	7 Harima Machi
Manila, P. I.	J. R. Shaw	14-16 Calle David
Shanghai, China	A. M. Parker	4 Bund
Tokyo, Japan	Canadian Pacific Railway Company	C. No. 8 Naradori Marunouchi
Yokohama, Japan	E. Hospes	21 Yamashita-cho

AUSTRALIA AND NEW ZEALAND

Sydney, N. S. W.—Col. J. Sclater, Traffic Manager for Australia and New Zealand
Union House

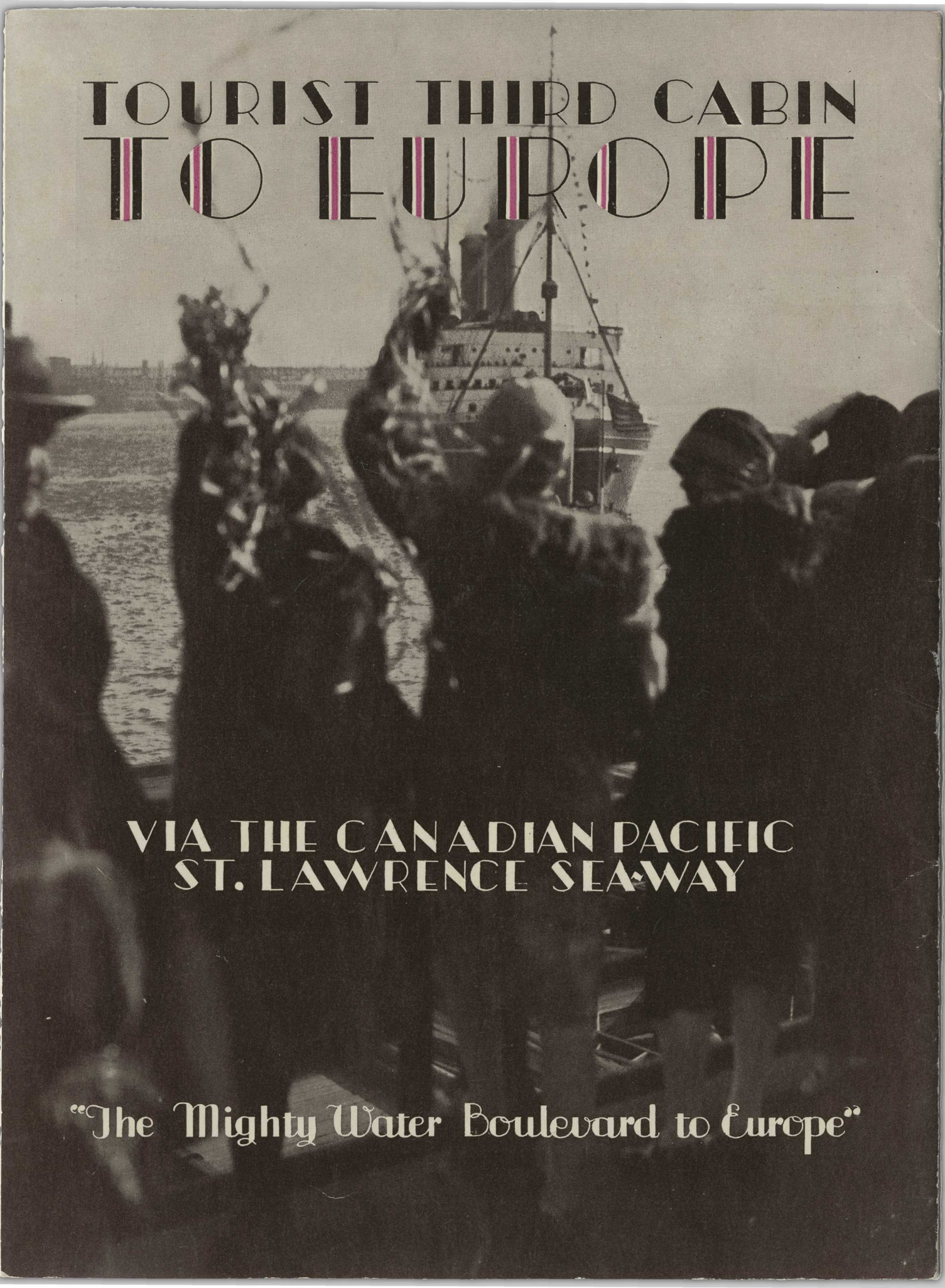
Auckland, N. Z.—A. W. Essex, Passenger Manager for New Zealand

Auckland, New Zealand	Union S. S. Co. of New Zealand (Ltd.)
Dunedin, New Zealand	Union S. S. Co. of New Zealand (Ltd.)
Melbourne, Victoria	Union S. S. Co. of New Zealand (Ltd.)
Suva, Fiji	Union S. S. Co. of New Zealand (Ltd.)
Sydney, New South Wales	Union S. S. Co. of New Zealand (Ltd.)
Wellington, New Zealand	Union S. S. Co. of New Zealand (Ltd.)

PRINTED IN U. S. A.

THE PRYOR PRESS CHICAGO

TOURIST THIRD CABIN TO EUROPE



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