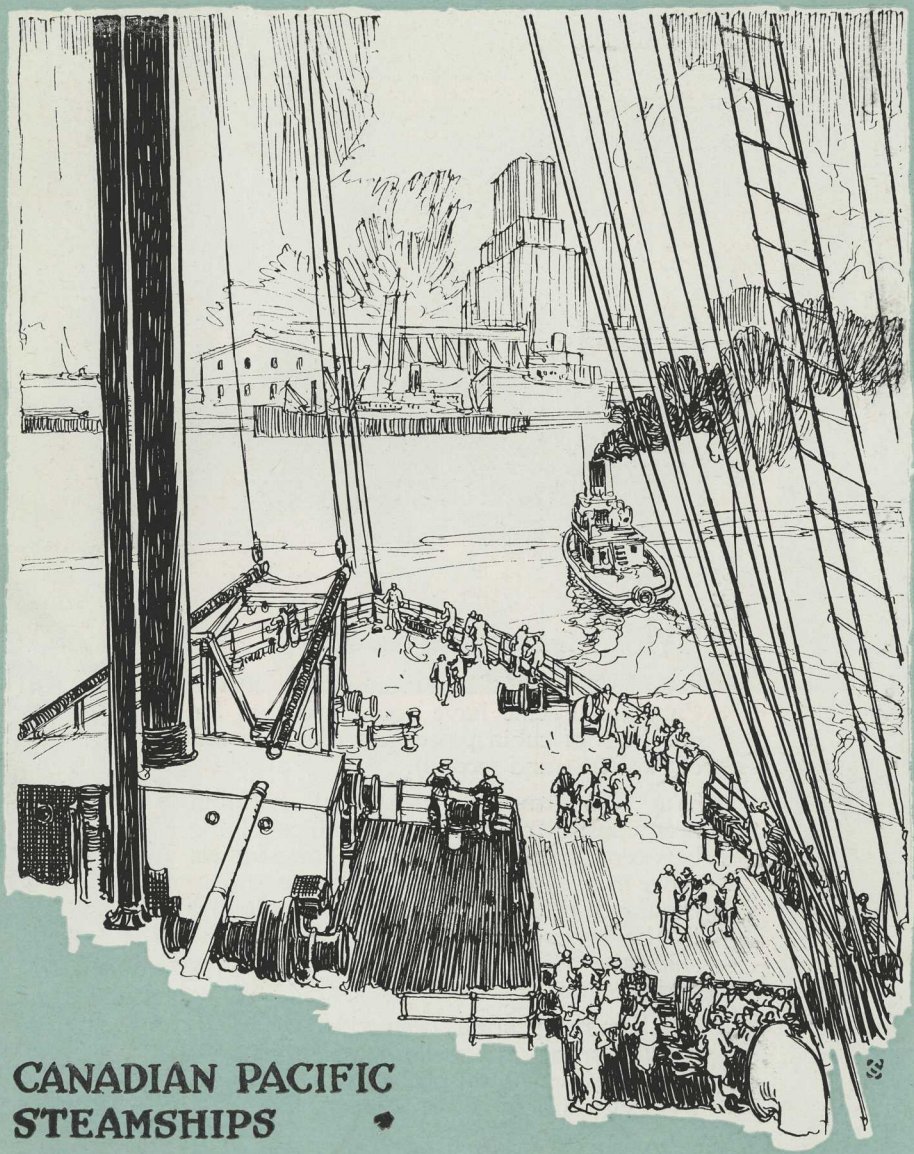
1924

The MONOCLASS CABIN SERVICE

CANADIAN PACIFIC STEAMSHIPS

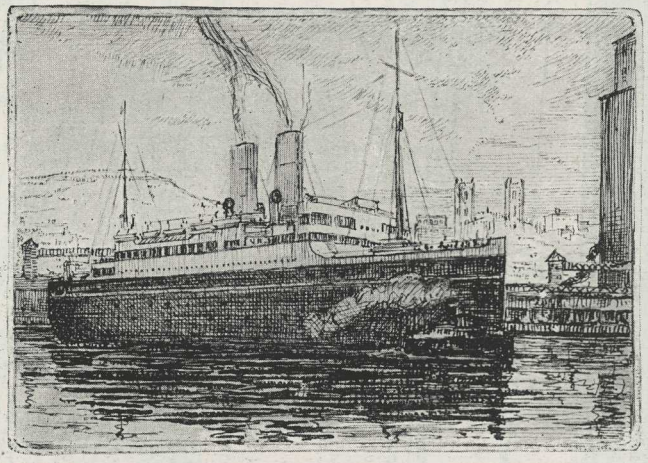


CANADIAN PACIFIC
STEAMSHIPS

MONOCLASS CABIN SERVICE

PRINTED IN CANADA—1924

Schultz July '93



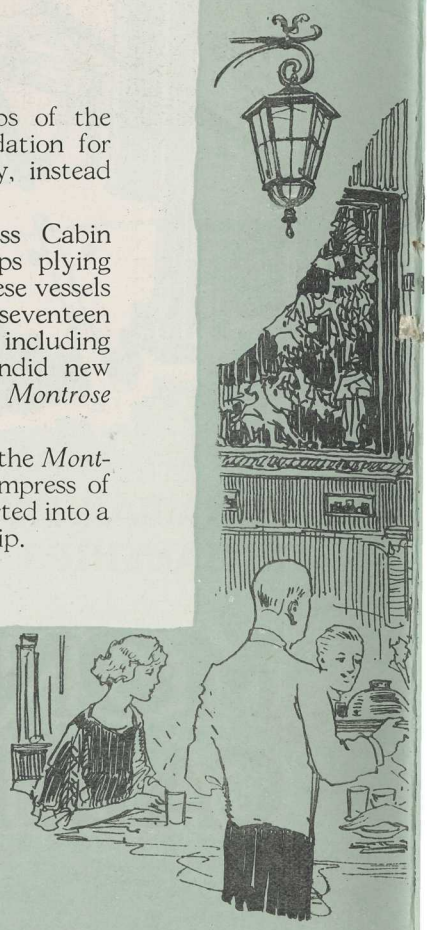
At Montreal

"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 Canadian Pacific Monoclass Cabin fleet consists of twelve steamships plying between Canada and Europe. These vessels range in size from ten thousand to seventeen thousand gross registered tons, including in the latter class the four splendid new ships the *Montlaurier*, *Montcalm*, *Montrose* and *Montclare*.

To them this year has been added the *Montroyal* (formerly the well-known Empress of Britain) which has just been converted into a Monoclass Cabin Service Steamship.



The MONTROSE MONTCLARE MONTCALM

Montrose—Dining Room

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.

THE Monoclass Cabin Steamships of the Canadian Pacific are as follows:

	Tons
Montlaurier	17,000
Montroyal	15,850
Montcalm	16,400
Montrose	16,400
Montclare	16,400
Minnedosa	14,000
Melita	14,000
Metagama	12,450
Marburn	10,750
Marloch	10,600
Marglen	10,450
Montreal	9,750

Gross registered tonnage in each case

Montrose—Writing Room

THE Monoclass Cabin Steamship Services are from Canadian ports to Liverpool, Southampton, Glasgow, Belfast Cherbourg and Antwerp. The *Montlaurier* and the *Montroyal* sail during the summer season from Quebec, and the other ten steamships from Montreal. During the winter all steamships sail from St. John, N.B.

IT has become a custom—especially on the North Atlantic Ocean, where travel between America and Europe is heavy—to call the courses which ocean-going vessels take "steamship lanes." Why "lanes" is not clear, for they are usually anything but that;

Montcalm—The Lounge

but accepting the word, and remembering that it suggests narrowness and roughness, the only appropriate description of the St. Lawrence Route should be a "steamship boulevard."

For this great, majestic St. Lawrence River is as smooth, as graceful and as easy to travel as the paved high road is for the motorist. It is a remarkable highway in many ways. Firstly, because it is (to its first springs at the head of Lake Superior) 1,900 miles long. Secondly, because it carries to the sea all the waters of the five Great Lakes and of scarcely less important tributaries, draining thereby over

Montrose—Smoking Room

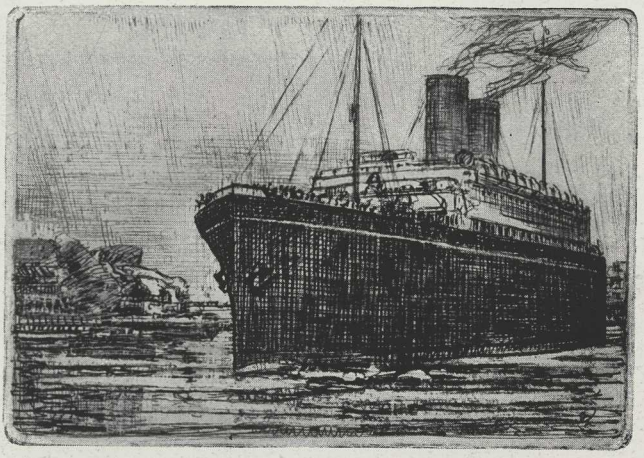
500,000 square miles. Thirdly, because from Newfoundland to Montreal it forms a protected waterway, unimpeded by any obstacle to navigation, 970 miles in length, thereby bringing ocean-going steamships almost one-third the way to the centre of America. And lastly, because it is the route of charm, beauty and history.

To Europe by the St. Lawrence Route is the most delightful route. The voyage down the noble river and through the gulf by Canadian Pacific steamship provides two days on sheltered waters, reducing by that period the time spent upon the open At-

Montrose—Large Cabins

lantic. The inland fresh-water journey on which one begins merges so gradually into an ocean salt-water journey that the change is almost imperceptible. The voyage, too, possesses what other routes lack–beauty. Instead of sailing straight out from a harbor into the ocean and watching the disappearing horizon, one travels for two days between river-banks covered with green pastures and forests, with little villages dotted here and there at the foot of sloping hills, with cattle lowing in the fields and with village-bells calling to mass.

THE St. Lawrence River was the route of history, for the



Outward Bound

pioneer French explorers, whose names are well retained in the place-names of scores of American cities, ascended it while the English settlers were still struggling for a precarious foothold on the sea-coast, and penetrated into the very heart of the continent. Their descendants are found in the French-Canadians of the Province of Quebec, through which the St. Lawrence runs for the greater part of its length.

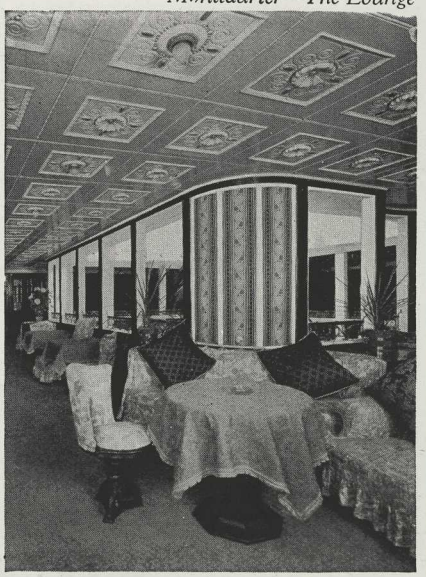
To MONTREAL, railway lines converge from all parts of Canada and from many parts of the United States, for it is the second largest port of North America, the largest city of Canada, the largest inland port of the world, and the headquarters of the world-wide

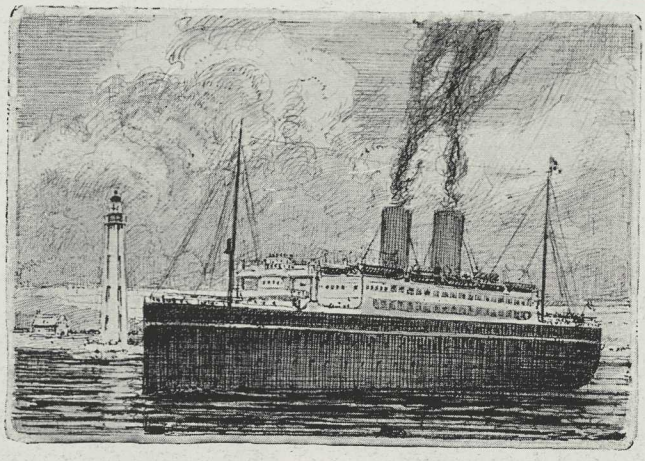
Montlaurier—Dining-Room

Canadian Pacific system. Nearly a thousand miles inland, it is 150 miles above tide water, and 315 miles nearer than New York to Liverpool.

MONTREAL, although it is an exceedingly busy city, is not without its light and picturesque side; and the ocean traveller arriving there to begin his voyage down the St. Lawrence could with advantage arrive earlier than sailing day. He could climb Mount Royal, the "mountain" that dominates the whole city, and from which a fine panoramic view of the St. Lawrence valley is obtained, with the mountains of

Montlaurier—The Lounge





At Father Point

New York State in the distance. In the shelter of Mount Royal nestles McGill University, one of the most famous educational institutions of this continent. There are beautiful shops, large theatres, and charming suburbs.

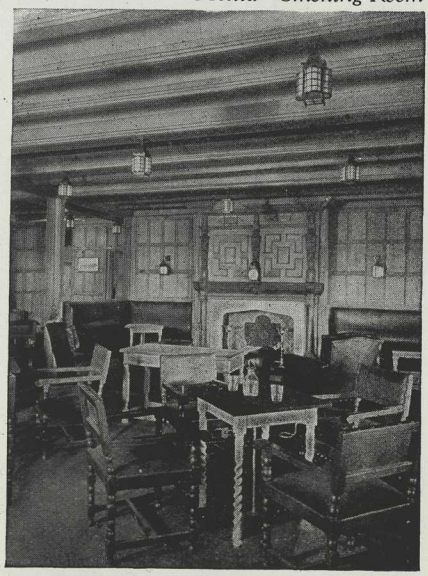
OR the traveller might, again, dive into the older section that lies a little east of Place d'Armes. Here was the historic centre of Montreal before the richer citizens moved uptown; here stand the City Hall, the Law Courts, the Chateau de Ramezay (official residence of the Governor of Montreal under 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 Mont-

Minnedosa—Lounge

real's 900,000 population speak French as their mother tongue —Montreal being, in fact, the fifth largest French-speaking city of the world.

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 Notre Dame Church, which stands on Place d'Armes facing the General Post Office and the passenger office of the Canadian Pacific. It has accommodation for ten thousand worshippers. The steamship docks are very close.

Melita – Smoking-Room



Minnedosa—Drawing Room

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, with the giant elevator of the Harbor Commissioners as a beacon.

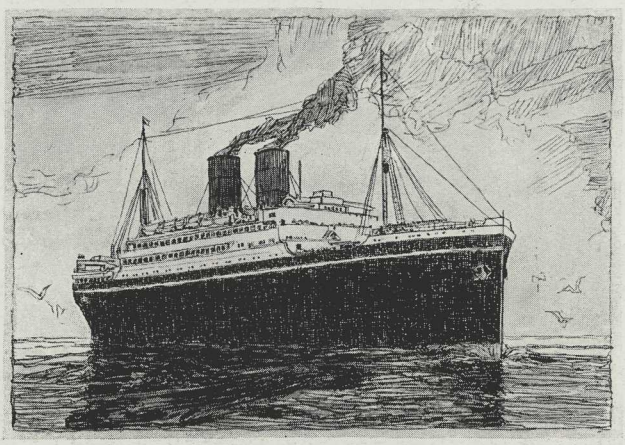
SAILING hour—there is something a little electric in it! Crowds lining the dock, crowds craning over the steamship rail—farewells waved to and fro, motors dashing up, last-minute passengers scrambling up the gangway, last-minute baggage rushed aboard somehow, strident cries "All going ashore!", flags a-flutter, a gentle wind freshening! Then, when finally everybody who

Minnedosa—Dining Room

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.

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

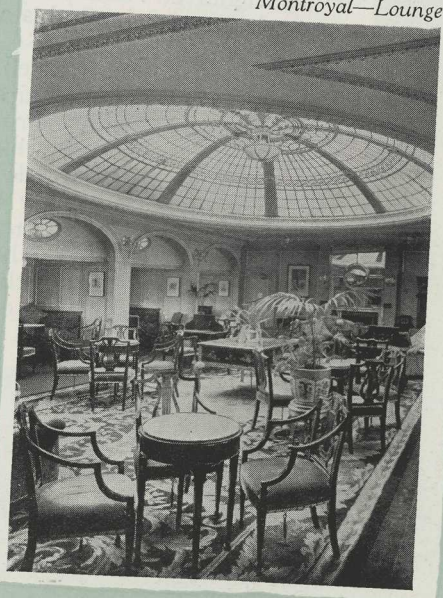


Outward Bound

two days. For many hours we run gently between rich, fertile meadowlands and the long, narrow strips of tilled farmland that are so typical of French-Canadian agriculture. At frequent intervals are villages clustering at the water's edge, characteristically French-Canadian in their white-washed walls, high roofs, and handsome churches. On the south is Sorel, at the mouth of the Richelieu River — whose blood-stained history links both Canada and the United States, and first of the great tributaries of the St. Lawrence. Around lunch time we pass Trois-Rivières (Three Rivers) on the north, a prosperous city at the triple mouth of another mighty tributary, the St. Maurice. At about dusk we reach Quebec.

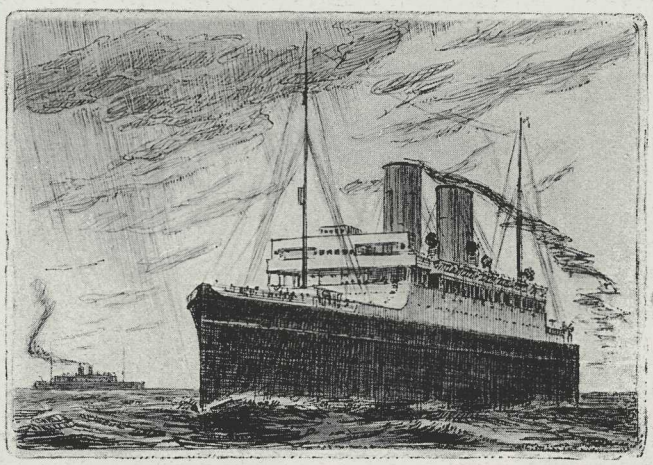
Montroyal—Dining Room

THE old walled city of Quebec was the cradle of New France and of the civilization that now extends from the Atlantic to the Pacific. The grandeur of its site, the beauty of its scenery, and the poignancy of its checkered history, all endow it with a special appeal to the people of North America.



Montroyal—Lounge

QUEBEC occupies the base and summit of a lofty crag projecting into the St. Lawrence River. The city was discovered in 1535 by the intrepid Jacques Cartier, of Brittany. Its real founder, however, was Samuel de Champlain, who in



The Passing Liner

1608 had been sent out by France to open up trade with the Indians. Quebec became the stronghold of French rule in America, until, having passed through some vicissitudes, it was captured by the British in 1759, under Wolfe, after the Battle of the Heights of Abraham — one of the most celebrated fights in history.

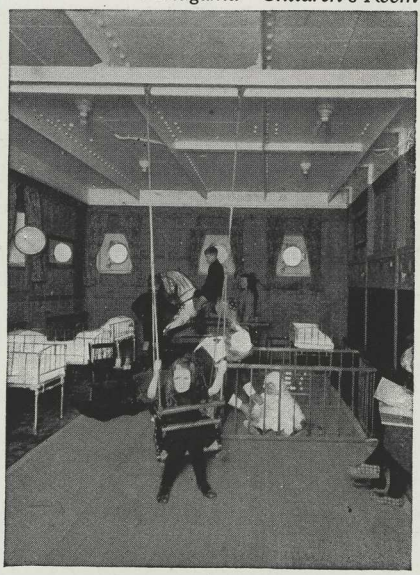
THE city retains much of its old French tradition. The architecture of the city is French, with some buildings of the eighteenth century which no vandal hand has attempted to destroy, others more modern but carefully built in an artistic attempt to duplicate the essentially French strain of the old. Then the quaint older part of Quebec, with its steep cobbled streets, its confusion of high gabled roofs,

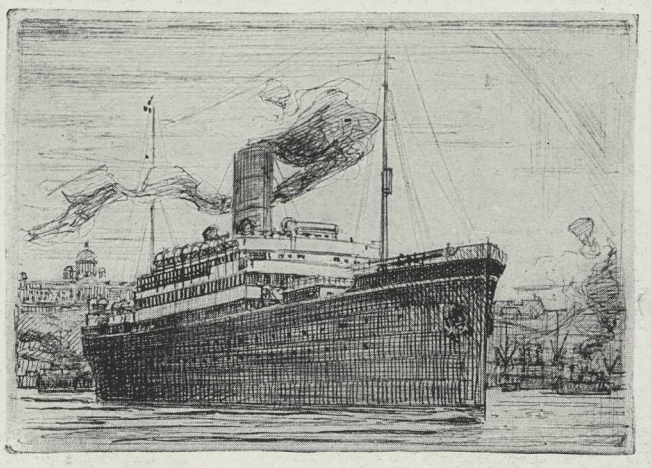
Metagama—Dining Room

its quiet alleys bringing one suddenly to a dim historic spot, its convents, its churches, its monks, its habitants, its leafy squares and countless statues, have a distinction which gives the city the most individuality of any of this continent.

QUEBEC has a magnificent sky-line. From the Citadel to the Grand Battery the long palisade of Upper Town affords from the river a striking coup d'oeil of towers, steeples, ramparts and buildings. Of these buildings, none is more impressive than the Chateau Frontenac, the famous Canadian

Metagama—Children's Room





Nearing Port

Pacific hotel. It is the most sympathetically conceived hotel in the world, reproducing in every stone of its irregular shape the architecture of an eighteenth century French chateau. In front of the hotel runs the fine Dufferin Terrace, a celebrated quarter-mile board-walk.

THE Monoclass Cabin Steamships *Montlaurier* and *Montroyal* sail from Quebec, as also do the two *Empress* steamships also operated by the Canadian Pacific—the *Empress of Scotland* and the *Empress of France*, which maintain an express service to English Channel ports.

AMONG the charming excursions within a short distance of Quebec is that to Ste. Anne

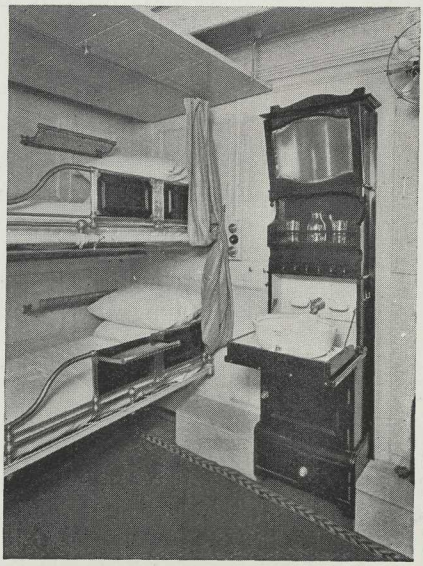
The MARLOCH

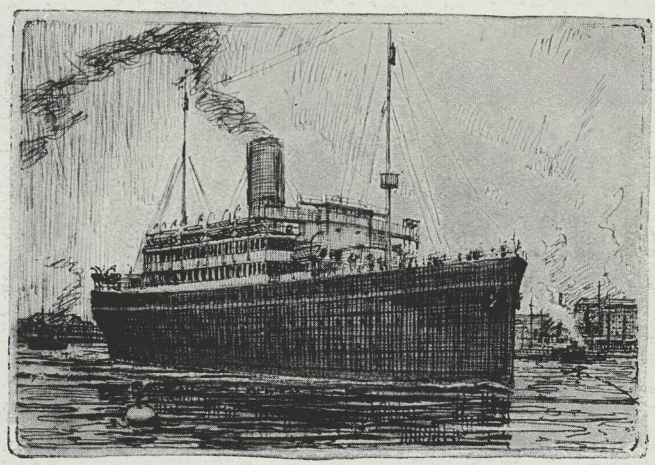
Marloch—Dining Room

de Beaupré, one of the most famous shrines of the New World. En route to it are the great Montmorency Falls, which we shall see in the distance from the deck of our ship. 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.

AFTER Quebec the St. Lawrence River begins to widen out into the broad expanse of the gulf. The riverside changes somewhat, flat farm lands

Marloch—Two-Berth Cabin

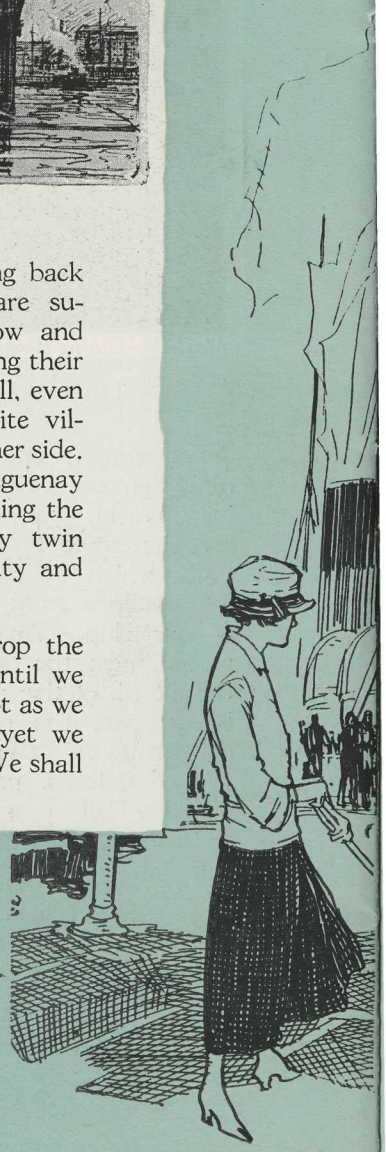


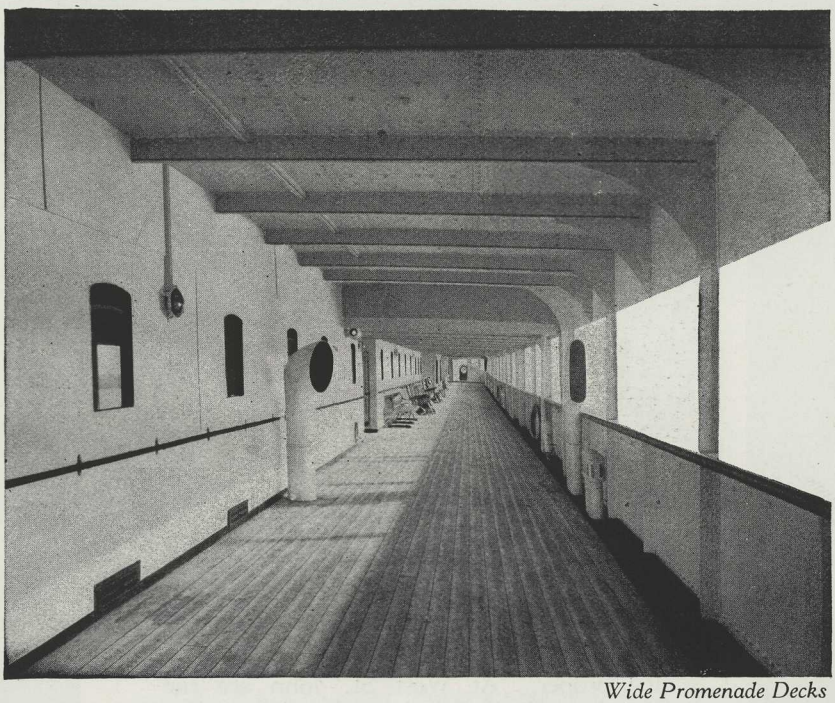


At Southampton

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.

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

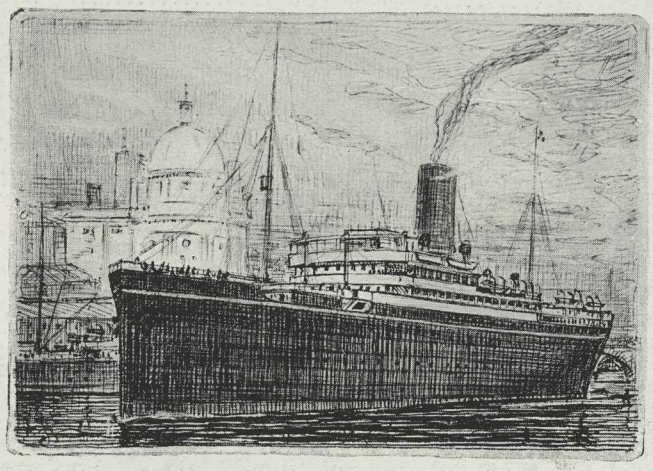




Wide Promenade Decks

run for another day—along the coast of the Gaspe Peninsula, 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 to the north of Newfoundland.

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.



In the Clyde

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.

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 MARBURN

Plenty of room for the daily "Constitutional"

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.

PRINCIPAL CANADIAN PACIFIC PASSENGER AGENCIES—

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KOBE, JAPAN	A. M. Parker	*1 Bund*
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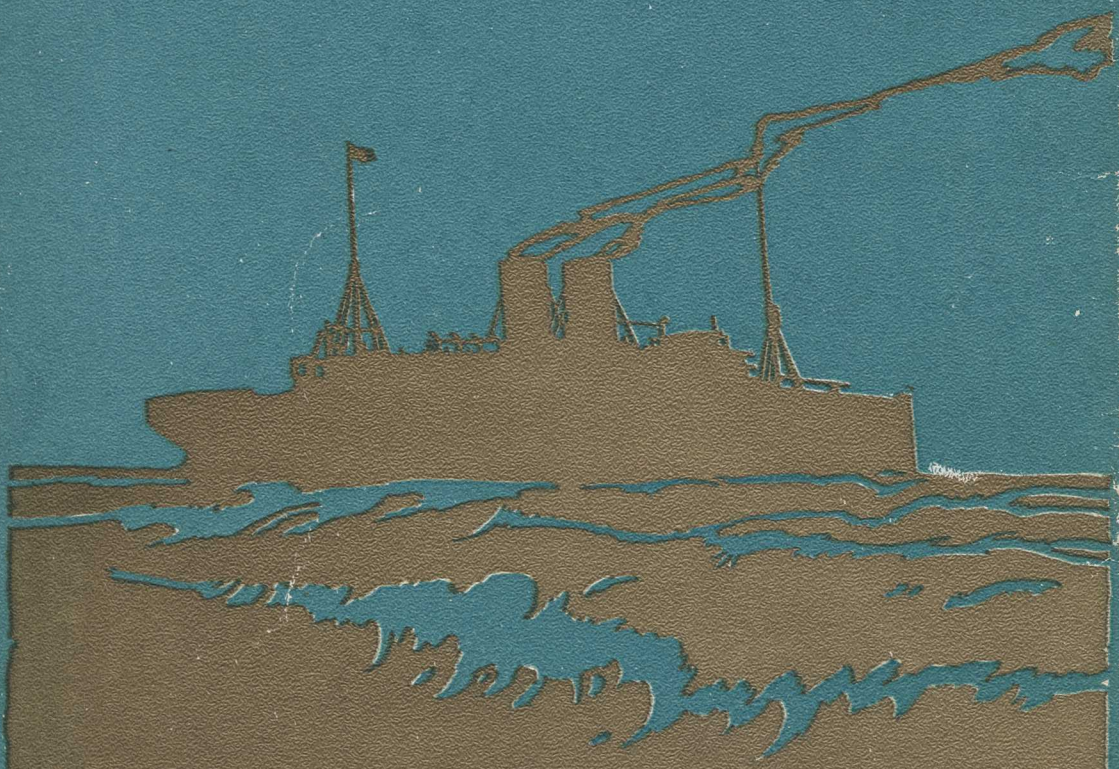
W. G. ANNABLE
Asst. Steamship Passenger Manager
MONTREAL

WALTER MAUGHAN
Steamship Passenger Manager
MONTREAL

The MONOCLASS CABIN SERVICE



CANADIAN PACIFIC STEAMSHIPS