circa 1918 $40.00

THE CANADIAN PACIFIC OCEAN SERVICES LIMITED

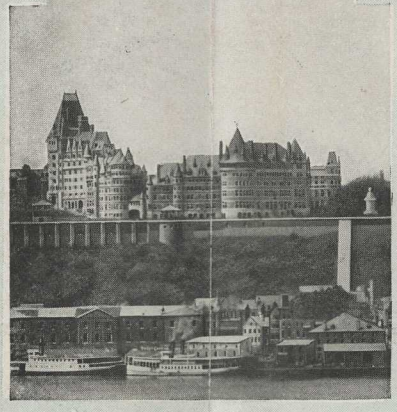
ATLANTIC SERVICE

HISTORICAL QUEBEC

Where Famous Heroes Fell — The "Old World City" of the American Continent

Dufferin Terrace and the St. Lawrence

On the Ramparts of Old Quebec



Chateau Frontenac, Quebec

THERE is not a spot in all America richer in historic treasure, or more lavishly endowed by Nature in the beauty, grandeur and splendor of its surroundings, than the quaint old walled city of Quebec, which, guarding the portal of the great inland waters of the continent, has not inaptly been termed the "Sentinel City of the St. Lawrence." Historically it stands pre-eminent.

Quebec, in the grandeur of its site and surroundings, in the strength of its fortifications, in the extent and romance of its history, stands unique among the cities of North America; and no visitor from Europe nor from the United States can be said to have seen Canada—nor, indeed, this continent—who has not visited this old capital of New France. To have seen Quebec, and to have experienced the delights of a sail on the St. Lawrence River, is alone worth a visit to Canada.

Six times have the walls of Quebec been assailed by armies, and without its gates fell military heroes of three different nations. Every acre of ground about the ancient capital teems with history. There the intrepid French voyageur, Jacques Cartier, the discoverer of Canada, landed in 1534. The real founder of Quebec, however, was Samuel de Champlain, who, in 1608, had been sent out by France to open up trade with the Indians.

In 1629, twenty-one years after Champlain had founded Quebec, Sir David Kirk appeared up the river with his fleet, compelled its surrender, and Champlain and his followers were taken to England as prisoners. The city was restored to France by the Treaty of St. Germain, and Champlain was restored as Governor of the colony.

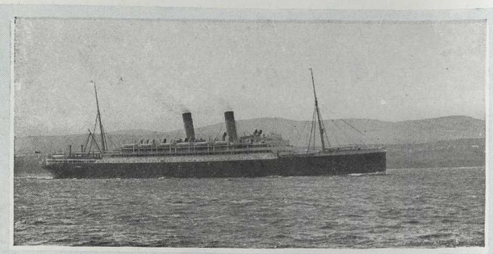
In 1711 a combined land and sea expedition was sent against Quebec by the British, but it failed, with the loss of 800, the fleet being almost destroyed by a storm. Again, in 1759, an English fleet and army sailed up the St. Lawrence against the city and the subsequent capture of the wonderful stronghold by that fleet and army was the most important event in that long struggle which left the British masters of the North American Continent.

Only once since this period has Quebec been the scene of war, during the year 1775, when the United States Generals Montgomery and Arnold laid siege to it, Montgomery being killed while scaling the precipice in front of the Citadel, and Arnold being wounded. The battlefields of Quebec are now preserved as a National Park.

On the site of the "Chateau St. Louis," the Vice Regal residence of the early French Governors of Canada, the Canadian Pacific Railway Company has erected and operates the hotel "Chateau Fontenac," which is now recognized as one of the most attractive and restful resorts on the continent. Situated on the Dufferin Terrace adjoining the Citadel, and commanding a view of the St. Lawrence and surrounding country, its site is unrivalled.

THE ST. LAWRENCE RIVER ROUTE

The Many Attractions of This Great Waterway



River St. Lawrence

Windsor Station, Canadian Pacific Railway, Montreal

BY far the most delightful way to cross the Atlantic Ocean is by the charming St. Lawrence River route, taking advantage of the splendid ships of the Canadian Pacific Ocean Services. The voyage down that noble river combines the pleasures of both a fresh-water and a salt-water trip, for in the two days on the sheltered waters of the majestic river and gulf, passengers become accustomed to the ship, and the ocean voyage is shortened on the mail steamers to less than four days at sea. This is naturally a great boon to those who are poor sailors.

The sail down this river is most interesting; numerous historical places are passed, peaceful homesteads, quaint villages, splendid churches, the whole presenting a scene of pastoral simplicity, piety and peace. The St. Lawrence was the highway for the fleets of pioneer French explorers, whose names are venerated throughout the continent of America—Cartier, Champlain, Frontenac, La Salle, Laval, Du Lhut, D'Iberville and Montcalm. These illustrious heroes linked, by lines of military communication, the St. Lawrence with the Gulf of Mexico. They were the flower of France's chivalry, and have impressed indelibly the features of their nationality on this country of Canada. Then later, up their river came the fleets of Britain and the immortal Wolfe, who, on the Plains of Abraham at Quebec, won an empire for his country.

Imagination could hardly have devised a nobler portal to the Dominion than the mile-wide strait at Quebec, showing on one side the green heights of Levis, and on the other the bold abrupt outlines of the Gibraltar of America—Cape Diamond. While down the river to the ocean is passed village after village where glittering church spires, massive convents and

Place Viger Station and Hotel, Montreal

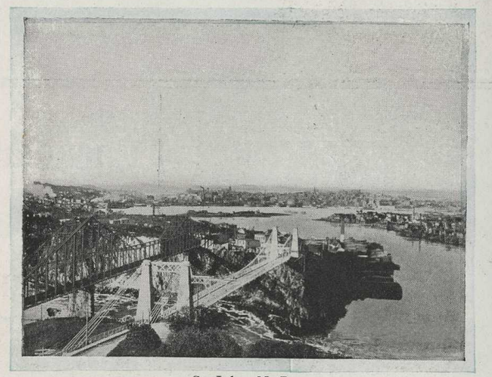
schools are seen gleaming through the trees, while across the grey expanse of river are the blue Laurentian Mountains. It is a view for a great artist. From the deck of the steamer one sits entranced at the varying aspect from sunrise to sunset, or when the moonlight enfolds it in a more serene or solemn beauty.

At Rimouski, a French Canadian village below Quebec, the mails are brought on board, and the pilot goes ashore, and one by one the Islands of the St. Lawrence River and Gulf are passed until the steamer sweeps into broad Atlantic Ocean.

Come on board of a Canadian Pacific Ocean Services steamship and enjoy the matchless scenery and service of this route across the Atlantic.

WINTER PORT

The Harbor, St. John, N. B.



St. John, N. B.

ST. JOHN, N. B., the Canadian winter port of the Canadian Pacific Ocean Services, is the commercial centre for New Brunswick, the St. John River and Reversible Falls being of special interest to visitors. Special trains at St. John await the arrival of the Canadian Pacific Ocean Services ships, and passengers are transported quickly and comfortably to any point in America. Outward, trains run alongside the ships on sailing days.

AGENCIES

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Penang, Straits Settlements	Boustead & Co.
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	Gillanders, Arbuthnot & Co.
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Wuhu, China	Jardine, Matheson & Co., Ltd.
Yokohama, Japan	T. R. Percy, Gen'l Agt. Pass'r Dept., 14 Bund

THE CANADIAN PACIFIC OCEAN SERVICES, LIMITED

ATLANTIC ONE-CLASS-CABIN SERVICE

S. S. "Minnedosa"—Lounge, Looking Aft

S. S. "Melita" 14,000 TONS

S. S. "Metagama," 12,600 TONS

S. S. "Minnedosa" 14,000 TONS

THE two new cabin ships, "Melita" and "Minnedosa," placed in the Atlantic Service recently, are a combination of turbine and reciprocating engines driving three screws. They will accommodate over 500 cabin passengers and 1,500 third-class passengers each. They are 520 feet long, a 67-foot beam and a depth of 46 feet from bridge to keel.

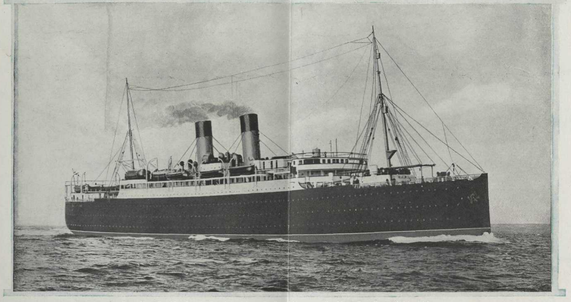
Comfort and Safety

THE comfort of passengers has been especially studied in the equipment of these ships. The public rooms are tastefully decorated, and include a large general lounge, a ladies' lounge and library and smoking room on the promenade deck, also a gymnasium. The main dining room will accommodate 300 passengers, and 550 can be seated at one sitting in the third-class dining rooms. Safety has been another watchword, and the vessels are equipped with Babcock & Wilcox patent davits, by means of which lifeboats can be launched from either side of the vessel, even if she has a considerable list. They also have the "cruiser stern," which makes for greater stability and seaworthiness, while every known device for the safety of passengers has been provided, including double bottoms, wireless telegraphy, and submarine signaling apparatus. Both steamers are constructed to meet the full requirements of the International Conference for the Safety of Life at Sea, as to sub-division and fire sub-division. The Canadian Pacific Ocean Service fleet includes in its list of cabin ships, in addition to the "Melita," "Minnedosa" and "Metagama, "the "Grampian," "Corsican," "Tunisian," "Scotian," "Scandinavian," "Sicilian" and "Pretorian."

The comment of those who have travelled on or have seen the "Metagama," "Melita" or "Minnedosa," has been that they are the finest one-class cabin ships on the Atlantic Ocean. They were also unanimous that the idea of moderate rate cabin ships is an excellent one. The high standard of equipment in these steamers is typical of the policy of the Canadian Pacific Ocean

THE CANADIAN PACIFIC OCEAN SERVICES, LIMITED

ATLANTIC ONE-CLASS-CABIN SERVICE



Canadian Pacific Ocean Services Liner S. S. "Metagama"—New One-Class Cabin Ship

Services, which prefers not to do anything unless it can do it well. One innovation in these steamers is the breaking away from the old hide-bound traditions of naval architecture which insisted on making the interior of a ship look like the interior of a ship and nothing more. The interior of the "Metagama," "Melita" and "Minnedosa" is furnished to look like a home. The smoking room of the "Metagama," for instance, has plaster walls paneled in oak, after the Tudor style, with portraits by Holbein, a contemporary artist, instead of the usual stormy sea pictures, which, if anything, conduce to seasickness. So, also, in the dining saloon, which is decorated in the Georgian style, one finds a charming portrait of Lady Hamilton, by Romney, together with portraits of Lord Nelson and William Pitt.

Another exceptionally attractive feature is the card room. Nothing helps to while away the after-dinner hours at sea so quickly as a friendly rubber, and the little alcoves in which the tables are set are very well adapted for this purpose.

The library is sufficiently remote to be undisturbed by the music, and yet is near enough to be readily accessible to those in search of books. It is a quiet, comfortable room with chairs specially made for book lovers.

The gymnasium is another feature which is surely welcome. There are two stationary bicycle tracks on which blue can race against red. One can ride on horse or camel back or take dumbbell exercise, while boxers can practice on a punching bag or a dummy pugilist.

No one can fail to be impressed with the array of lifeboats on the top deck. Here a new invention has been installed which enables the crew to launch the boats in safety even though the ship should have a heavy list. A tramway runs across the deck so that boats can readily be shifted from one side of the ship to the other. The watertight bulkhead doors are electrically operated from the bridge, and the ship is capable of floating in a seaway though three compartments should be flooded. This is in excess of Board of Trade requirements.

Very large freight capacity is provided, three of the lower 'tween decks being fitted for the carriage of refrigerated merchandise.

Five hundred and twenty cabin and 1,100 third-class passengers on the "Metagama," and on the "Melita" and "Minnedosa" each, 500 cabin and 1,500 third-class passengers can travel in comfort. The third-class public rooms are exceptionally good—such, indeed, as would have satisfied second-class passengers ten years ago.

The cruiser stern is of course the most characteristic external feature. This has proved such a success on the "Empress of Russia" and "Empress of Asia," of the Pacific Service that it was adopted for the "Metagama," Melita" and "Minnedosa." It provides increased cargo space and steadies the ship on a rolling sea.

For Sailings Ask Any C. P. O. S. Agent

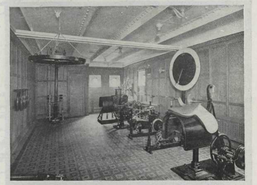
THE CANADIAN PACIFIC OCEAN SERVICES, LIMITED

ATLANTIC ONE-CLASS-CABIN SERVICE

The Lounge or Drawing-Room

The Ladies' Lounge with Library Annex

"Metagama" Dining Saloon—Airy and Spacious



The Gymnasium with its Up-to-Date Appliances

The Card Room with Six Tables

The Smoking Room—Paneled in Oak and Plaster

THE LAST WORD IN SHIPBUILDING

THE CANADIAN PACIFIC OCEAN SERVICES, LIMITED

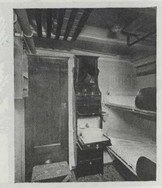
ATLANTIC ONE-CLASS-CABIN SERVICE

The Patent Davit for Lowering Lifeboats

The Wide Promenade Deck

No charge for Deck Chairs

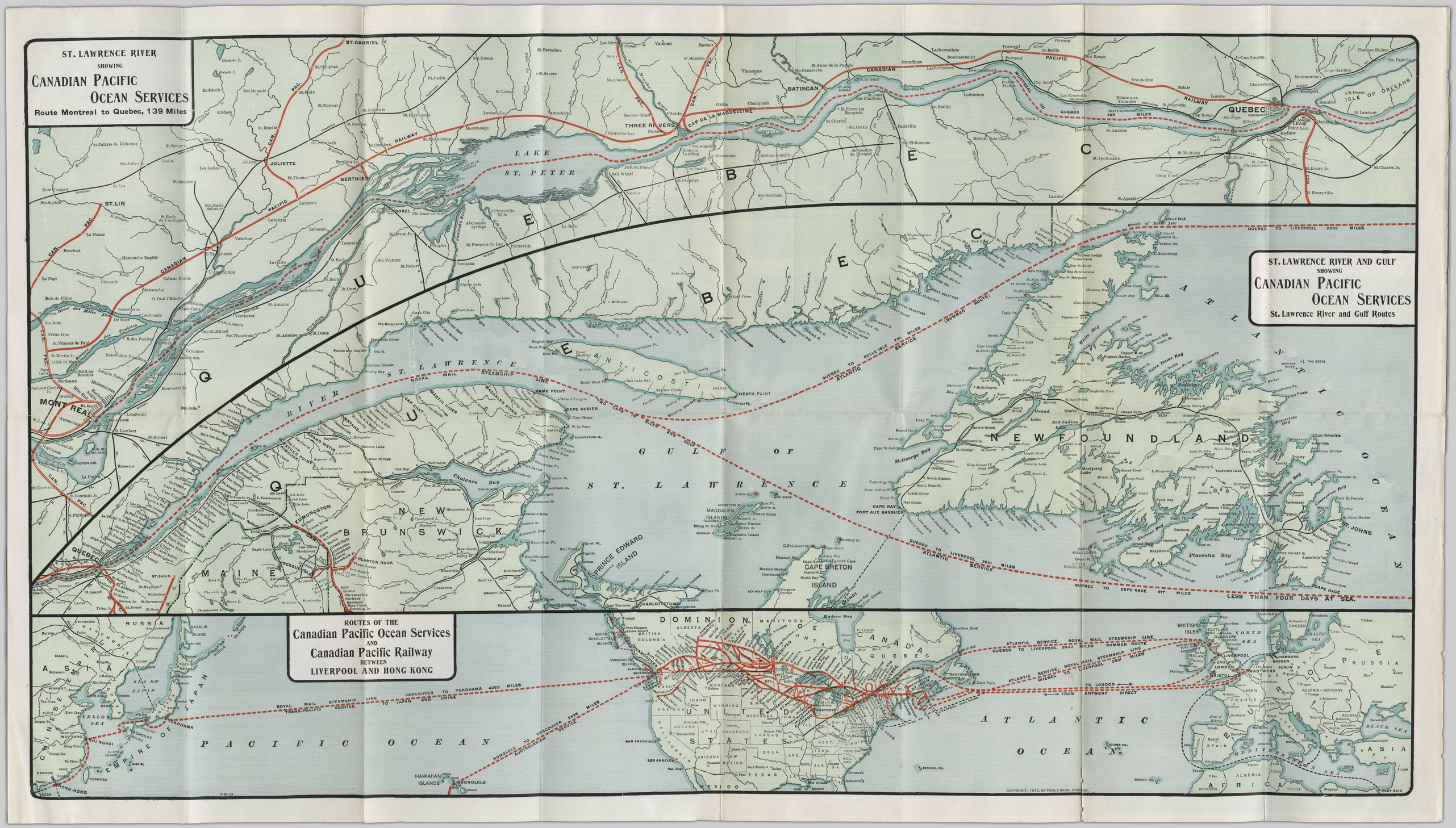
A Three-Berth Cabin



A Two-Berth Cabin

"Minnedosa" Dining Saloon

EVERY COMFORT, EVERY CONVENIENCE, MODERATE RATES


ST. LAWRENCE RIVER
SHOWING
CANADIAN PACIFIC
OCEAN SERVICES
Route Montreal to Quebec, 139 Miles
ST. LAWRENCE RIVER AND GULF
SHOWING
CANADIAN PACIFIC
OCEAN SERVICES
St. Lawrence River and Gulf Routes
ROUTES OF THE
Canadian Pacific Ocean Services
AND
Canadian Pacific Railway
BETWEEN
LIVERPOOL AND HONG KONG
LAKE ST. PETER
ST. LAWRENCE RIVER
GULF OF ST. LAWRENCE
ATLANTIC OCEAN
PACIFIC OCEAN
ATLANTIC OCEAN
QUEBEC
MONTREAL
NEW BRUNSWICK
NEWFOUNDLAND
PRINCE EDWARD ISLAND
CAPE BRETON ISLAND
MAGDALEN ISLANDS
ANTICOSTI
THREE RIVERS
BATISCAN
JOLIETTE
BERTHIER
SOREL
ST. LIN
ST. GABRIEL
ST. JOHNS
LEVIS
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QUEBEC TO LIVERPOOL 2801 MILES
QUEBEC TO CAPE RACE 817 MILES
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SUMMER ROUTE
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TO JAPAN AND CHINA
HONOLULU TO VANCOUVER 2435 MILES
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ATLANTIC SERVICE, ROYAL MAIL STEAMSHIP LINE
QUEBEC TO LIVERPOOL 2633 MILES
SUMMER ROUTE
ATLANTIC SERVICE, ROYAL MAIL STEAMSHIP LINE
QUEBEC TO LIVERPOOL 2801 MILES
TO LONDON
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MEXICO
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