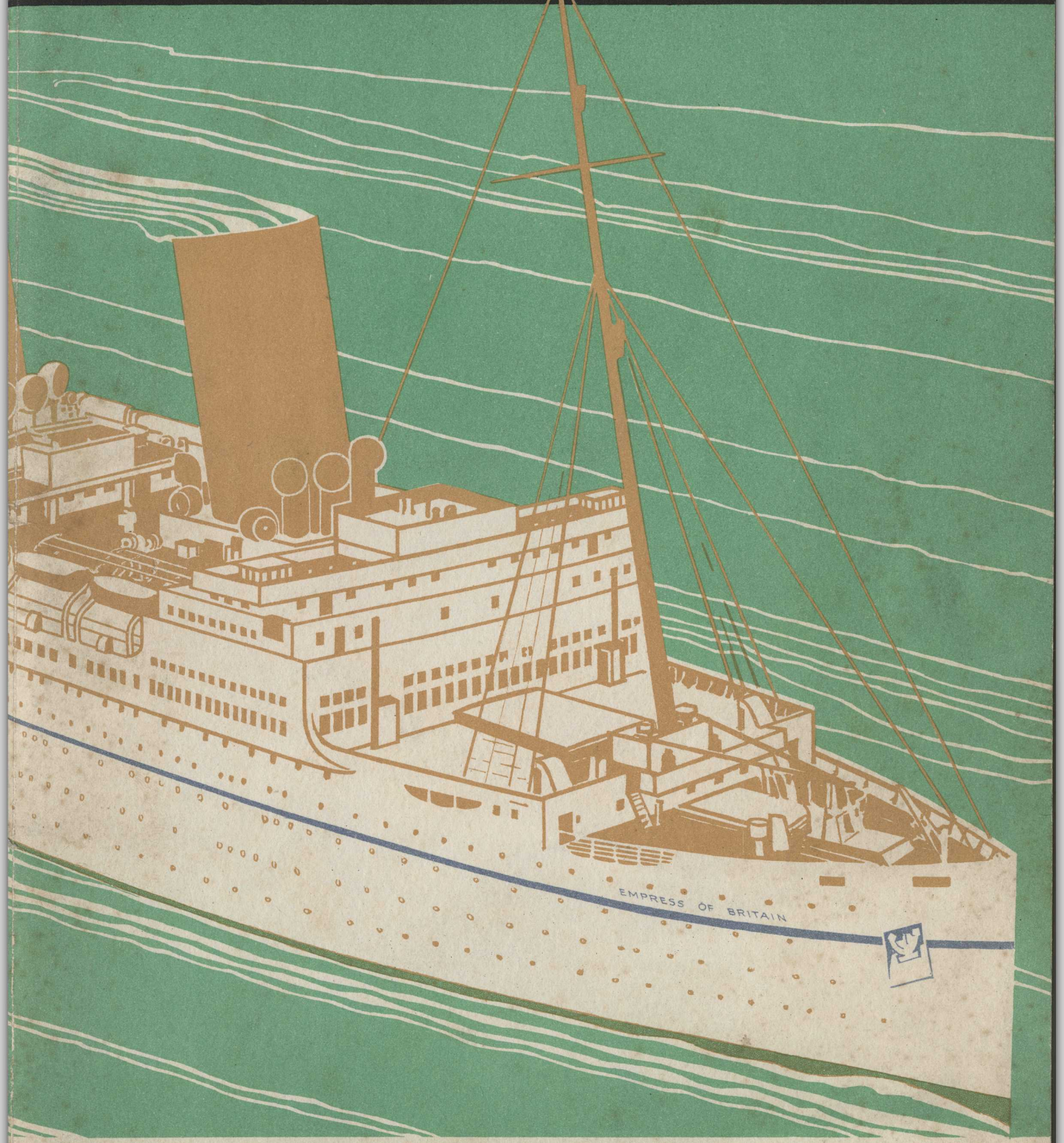
EMPRESS OF BRITAIN



THE WORLD'S WONDER SHIP

200 —

EMPRESS OF BRITAIN

42,500 TONS FIVE DAY ATLANTIC CROSSING

CANADIAN PACIFIC

World's Greatest Travel System

(Page One)

Schultz
Mar. 1991

THE WORLD'S WONDER SHIP

THE Empress of Britain is the largest ship built in Britain since the war. She was launched at Glasgow on June 11th, 1930, and left Southampton on her first voyage on May 27th 1931. After making nine voyages to Quebec and back, she made a 5-month cruise round the world. On May 21st 1932 she will resume her regular Atlantic service, and will make frequent voyages between Southampton, Cherbourg and Quebec.

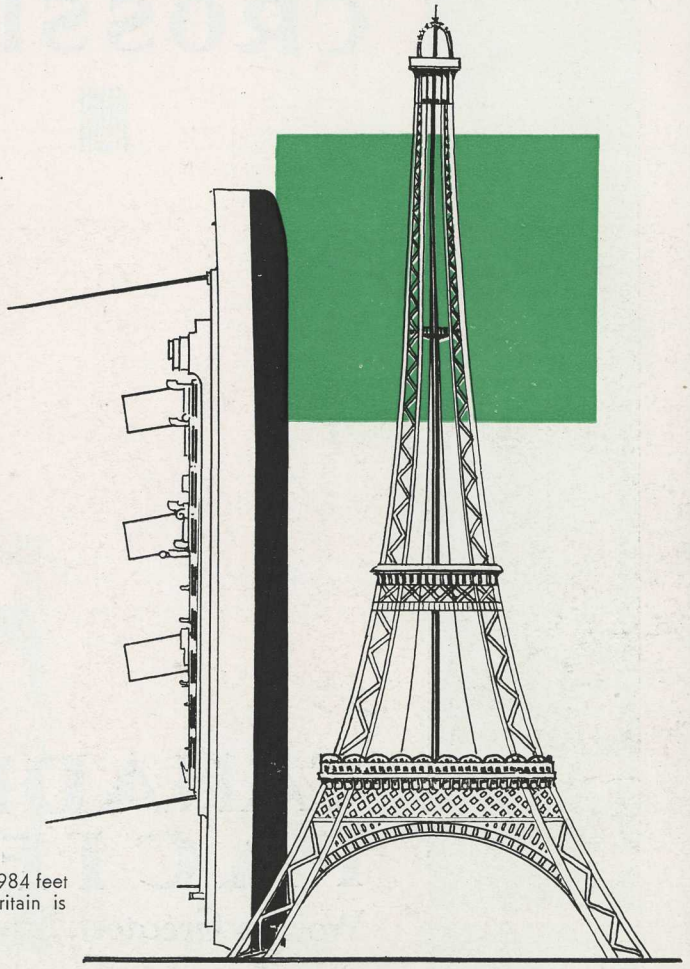
H.R.H. the Prince of Wales, when performing the launching ceremony, said: "This vessel can be considered in construction as the last word in shipbuilding, and as regards her appointments—she will have no rivals."

The Empress of Britain has a registered gross tonnage of 42,500. Her length is 757 feet—her breadth, 97½ feet. In design and in power she represents the most advanced ideas that the marine architect and the marine engineer have perfected.

In one season, without dispute, the Empress became the travel sensation of the world—partly because of her speed, partly because of her beauty. To this there is testimony to be found in her first season's passenger list, which is almost a "Who's Who" of the great ones of the earth. The beauty of her external lines, spick and span and lovely in white paint, crowds the deck-rails of other ships she passes in mid-ocean, or draws admiring crowds to the dock when she steams majestically up Southampton Water or round the Isle d'Orleans, approaching Quebec. This admiration is heightened when you are on board, for there the beauty of the ship is doubly manifest. It can truly be said that with the Empress of Britain a new era in passenger travel began.

Most important, perhaps, is the lavish dedication of space to the individual traveller. She has both speed and size, but something "plus"—namely, space. The lounges are larger and loftier than in any but the hugest of hotels; the bedrooms are bigger than in the average private house. The number of first class passengers for whom the accommodation is provided, divided into measurements of the public and private rooms at their disposal, gives each passenger more cubic feet of space than any ship in existence.

The Empress has eleven lounges and dining rooms. She has also the largest swimming pool afloat and one whole deck devoted to sports—including a regulation-size open air tennis court.



The Eiffel Tower, Paris, is 984 feet high. The Empress of Britain is 757 feet long.

All her furnishings reflect the outstanding tendencies of modern decorative art. The beauty of these appointments is one of the functions of the ensuing pages to illustrate. Amongst other things, several famous artists were each given a room to create and (as it were) to "sign."

But yet another remarkable thing the Empress of Britain has done; she has lowered the travel time between Europe and America. She was built to do 24 knots, equivalent to about 28 land miles per hour; but during her first season she did better than that. In 1931 she crossed the Atlantic in regular service, to or from Quebec, 18 times; on those 18 trips, from pilot-to-pilot (Cherbourg to Father point, Que., the official timing points of Atlantic liners, or vice versa);

the quickest crossing took 4 days 9 hours 17 minutes.

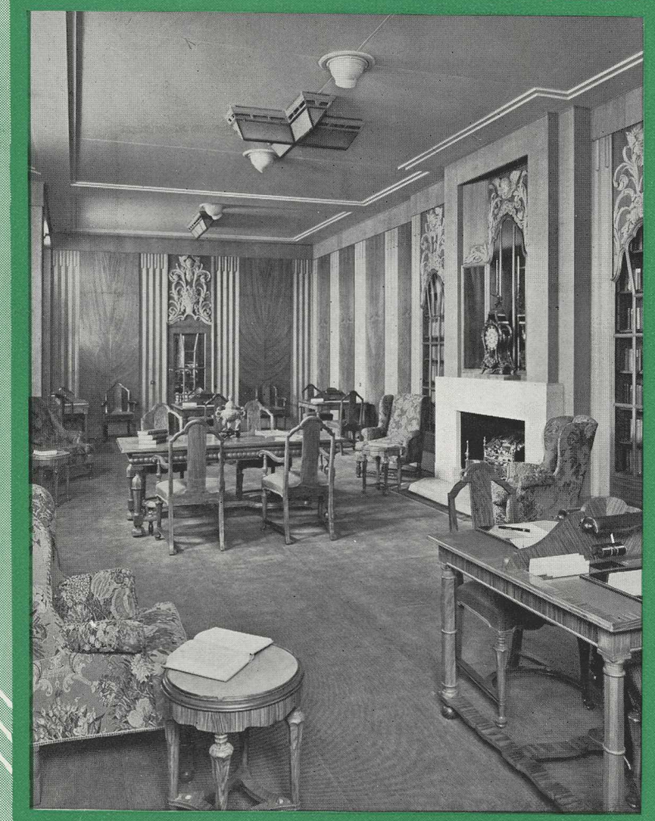
the average crossing took 4 days 13 hours 38 minutes.

Either of these is the fastest land-to-land crossing ever made by an Atlantic ship.

To create this enormous speed there are installed single-reduction geared turbines that develop 60,000 horse-power and drive four great propellers.

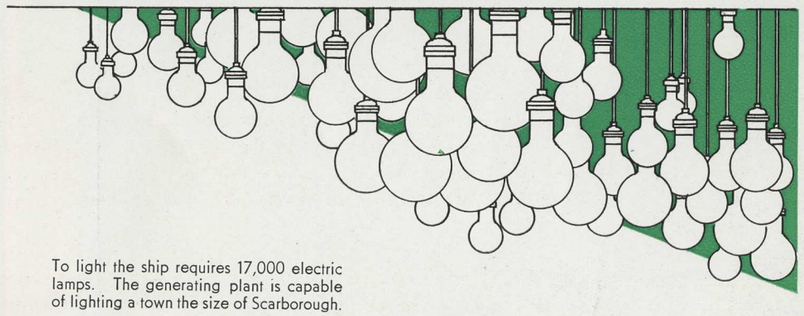
The Empress of Britain uses the St. Lawrence Seaway—that great channel which the Ice Age dug out as the natural approach to North America, which the early explorers used to penetrate to the heart of the continent before there were any settlements on the seaboard, and which is still the quickest route. The thousand-mile length of the St. Lawrence Seaway—sheltered, picturesque, historic—shortens the ocean journey by two days. From Southampton it is 515 miles shorter to Quebec than to New York. From Quebec fast train connections put you into your destination anywhere in America.

H.R.H. The Prince of Wales not only launched the Empress of Britain at Glasgow in 1930 —he flew by plane to Southampton in 1931 to wish it good luck on its first voyage

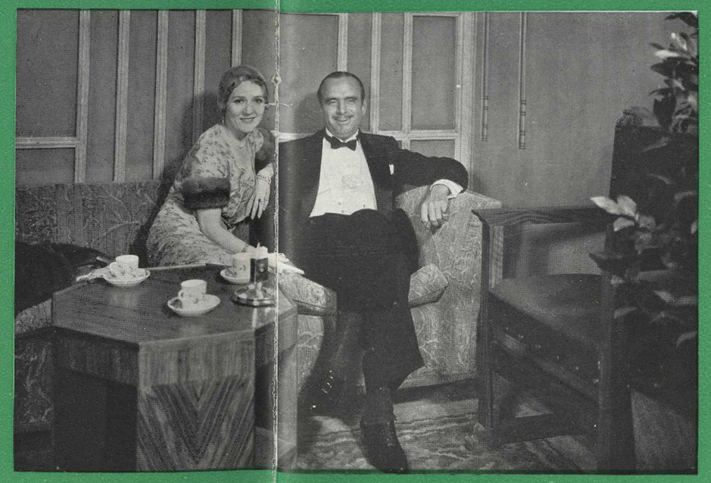


The Writing Room

The Empress Room: *designed by* Sir John Lavery, R.A.



To light the ship requires 17,000 electric lamps. The generating plant is capable of lighting a town the size of Scarborough.



Associated Screen News Photograph

IN the Empress Room, this favourite Irish artist has created a beautiful ballroom in corals, blues and silvers, with nodding ostrich plumes to complete the gracious note. Mirrored walls re-echo these colours: the canopy reproduces the horoscope of the sky of the day the ship was launched. The stage and the "talkie" screen offer additional entertainment.

The charming little Writing Room contains also the ship's library.

GREAT artists are good judges of a great work. Amongst those whom it was the privilege of the Empress of Britain to carry last year were Douglas Fairbanks and Mary Pickford *(at the side)*, Jeannette MacDonald, that famous actor Sir Barry Jackson, and Paul Robeson.

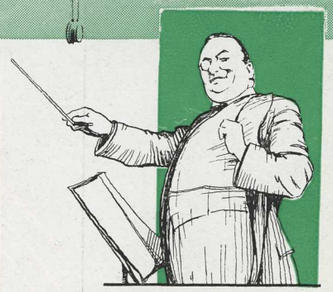
Salle Jacques Cartier: *designed by* Frank Brangwyn, R.A.

One of the Private Dining Rooms. It can be set up, of course, with one big jolly table

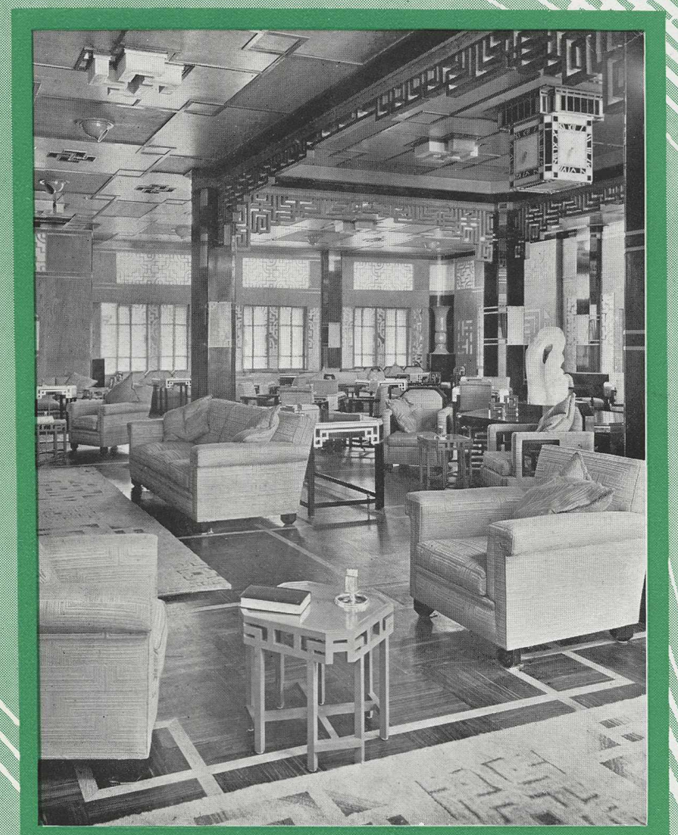
Associated Screen News Photograph

BRIGHTNESS, lightness, and smartness are the keynotes of the Salle Jacques Cartier. Indirect lighting through long opaque panels is one of the causes. Around the walls hang some spreading frescoes by Frank Brangwyn, unfolding tableaux of the earth's bounties—an appropriate background for a sea appetite !

This great dining room will seat 416. Two private dining rooms are on the same floor, each seating 18.

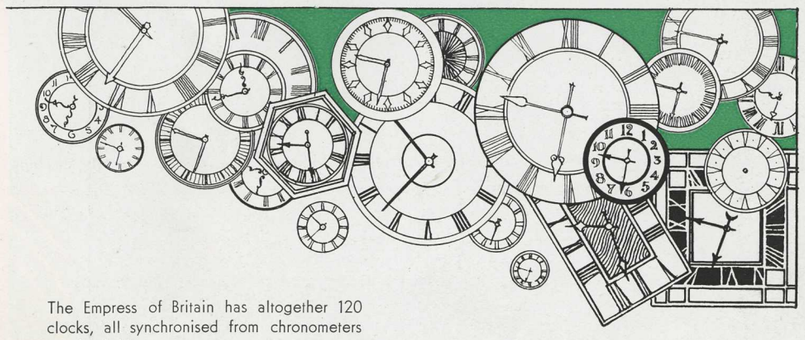


Loud speakers installed in the dining room amplify music.

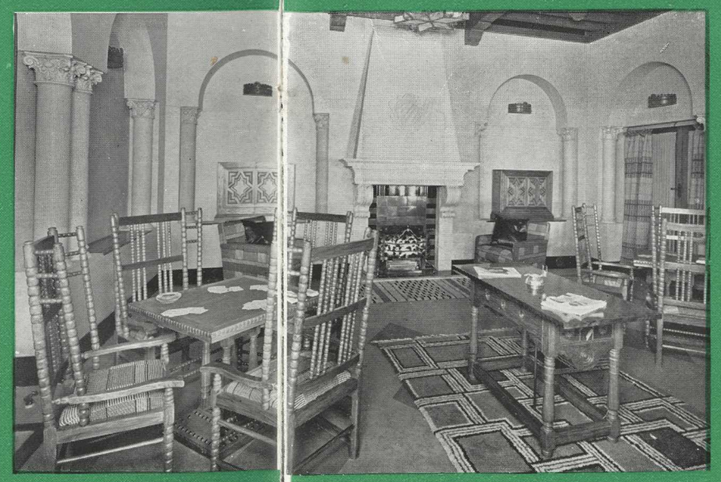


Associated Screen News Photograph

The Cathay Lounge: ***designed by*** **Edmund Dulac**



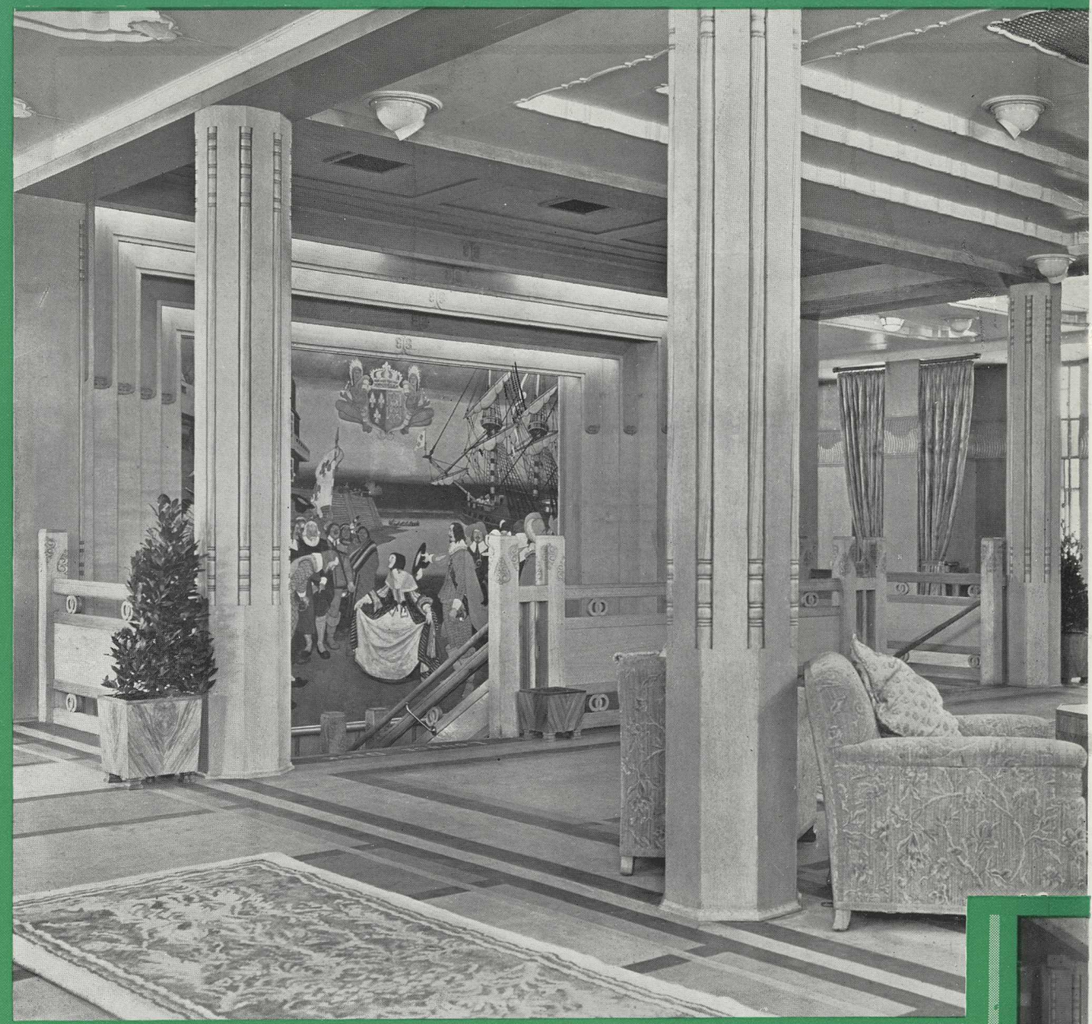
The Empress of Britain has altogether 120 clocks, all synchronised from chronometers on the bridge.



The Card Room

THE unusual effect of the Cathay Lounge comes from the designs of the great illustrator of the "Arabian Nights." Vigorous in conception, this black, red and gold room translates the colours and patterns of the ancient Orient into modern requirements. This is done by the use of choice natural woods, simple Chinese lacquers, and translucent glass.

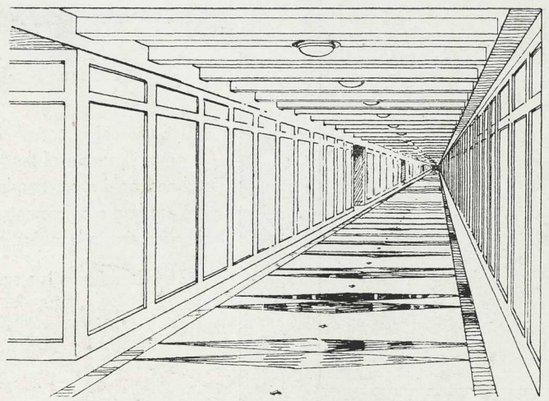
The Card Room is a small and cosy one, of Spanish stone treatment.



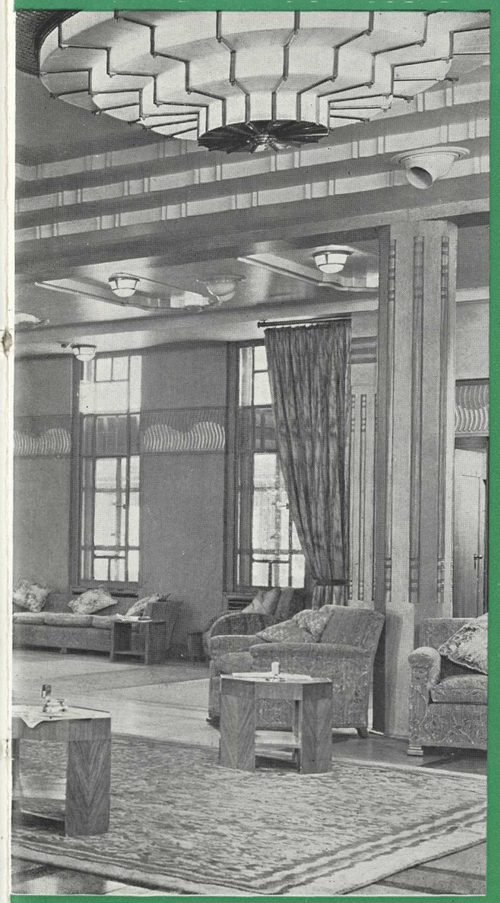
The Mall—*the heart of* the Lounge Deck

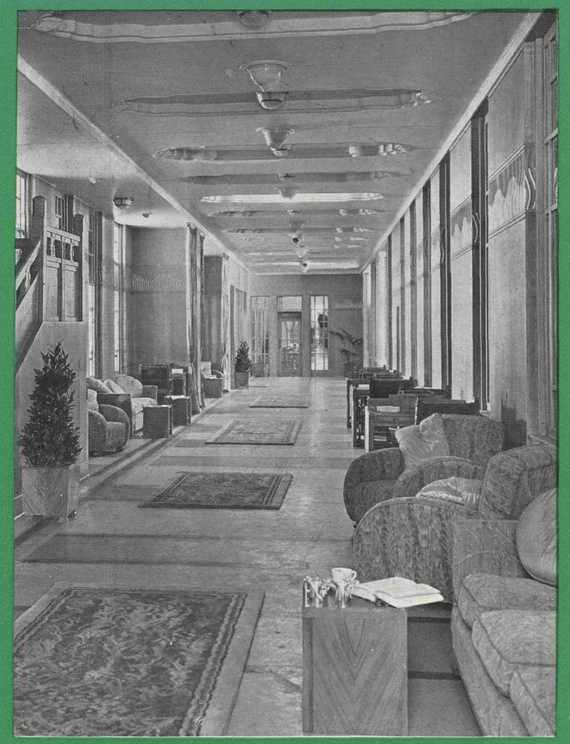
FINDING they can ascend the main staircase five abreast is only one method whereby passengers can feel the magnificent spaciousness of the Empress of Britain. Thus—except that they probably take the elevator—they ascend to the Mall. This long inner promenade, rendezvous of all activities, links all the rooms of the Lounge Deck together.

On the staircase (seen in the picture) is a fine historical painting by the late Maurice Greiffenhagen, R.A.



It requires approximately 5 miles of alleyways (passengers' and crews') to handle the foot traffic of this floating town.





The Shop in the Mall

Associated Screen News Photograph

ROUND THE WORLD CRUISE

IN the winter of 1932-33, the Empress of Britain will repeat her triumphant Cruise Round the World of last year, sailing from Southampton and Cherbourg on November 23rd, from New York on December 3rd, and from Monaco on December 17th.

This cruise will (from Southampton back to Southampton) occupy about five days short of five months. Its members will travel 35,781 miles of sea (taking no account of their land journeys) and 24 countries will be visited.

The itinerary is comprehensive. Sight-seeing, pleasure and educational considerations have all been taken into account, and the Cruise stands as a complete world experience. The programme of shore excursions, either optional or included, is exceptionally good, with adequate time allotted to the various countries visited. Nine days, for example, are spent in the Holy Land and Egypt, nine days in India, ten days in China, and nine days in Japan.

Great Britain is left behind at just about the time that the Winter fogs arrive; return is made in the Springtime. Madeira, Gibraltar, and Algiers lead to the Riviera at the height of the latter's season. Then come Italy and Greece: Christmastide is spent in the Holy Land, New Year's Eve in Cairo.

The Red Sea opens up the way to the Orient—to India, with its Taj Mahal, Delhi and Himalayas. Madras and Ceylon follow—and then Sumatra, Java, Singapore and Siam. Farther East yet—to Manila, Hong Kong, Shanghai and Peking—and to Japan in blossom-time. And so on across the Pacific to Honolulu, to San Francisco and Los Angeles, and through the Panama Canal to Havana and New York, and then home.

The Empress of Britain is the largest and fastest ship that ever went round the world. The Cruise is an adventure in living as well as an adventure in travel. The ship is ideally a cruise one, suited because of its airiness and space for tropical climates. There is ample room to live and to play, and to meet life graciously during those months that one is at sea.

A special booklet is being prepared outlining the 1932-33 Empress of Britain World Cruise; it will contain full particulars of accommodation, excursions, etc. It can be procured from all Canadian Pacific offices or agencies.

The Empress of Britain, reaching Panama on its Round the World Cruise last Winter, was (and still is) the largest ship ever to have passed through the famous Canal

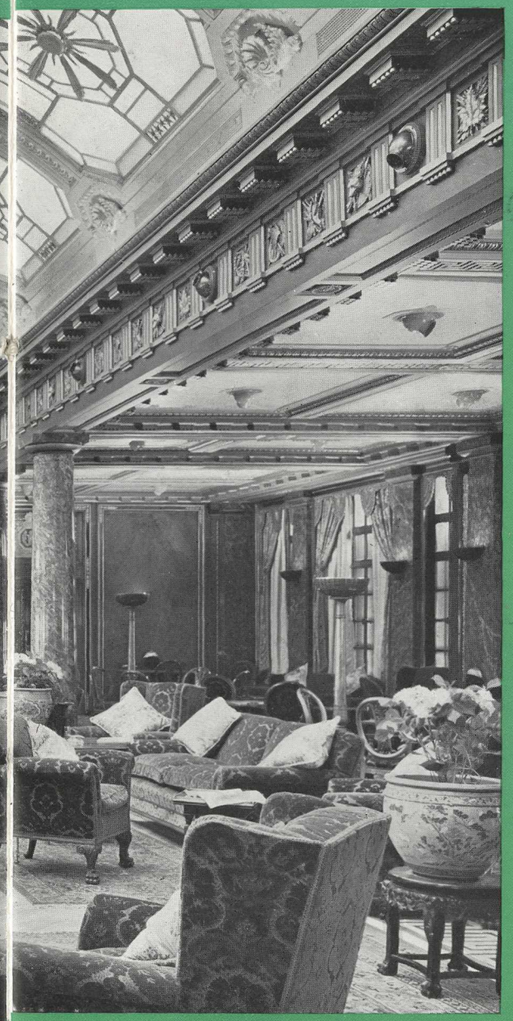
The Knickerbocker Bar: *designed* by Heath Robinson

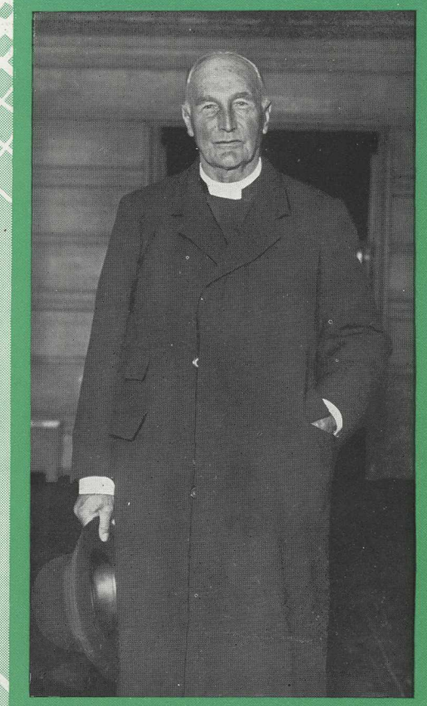
Associated Screen News Photograph

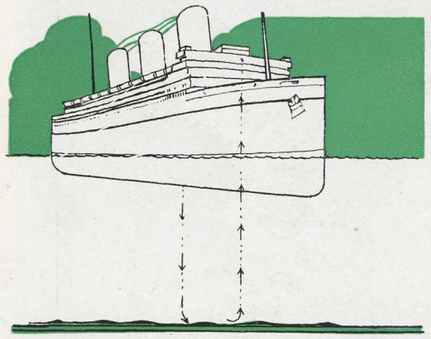
THE inventive and international Mr. Robinson allowed his fancy free rein in the "Legend of the Cocktail" that runs right round the walls and even climbs up on the ceiling. It is an hilarious mural that traces the evolution of that subtle beverage.

Photograph by Planet

Mayfair: ***designed by*** **Sir Charles Allom**







By the Fathometer "echo soundings" are made. Electric sound waves are sent to the bed of the ocean, which echoes them back; the elapsed time in seconds, worked out at the speed of sound under water, tells the navigating officer the depth of the water under the keel.

MAYFAIR, a great central salon, utilizes its spacious loftiness to create a smart club lounge. The decorative motif is Renaissance, with rich walnut panelling picked out in silver and with marble pilasters ornamented in bronze. Large bay windows add restfulness.

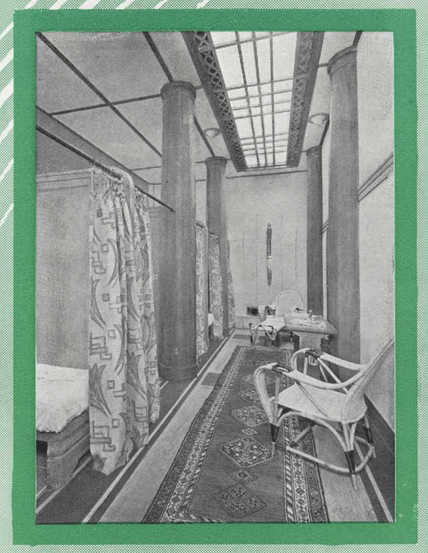
The Children's Room will intrigue the youngster as much as it will amuse his elders: and thereby one problem of travel is solved.

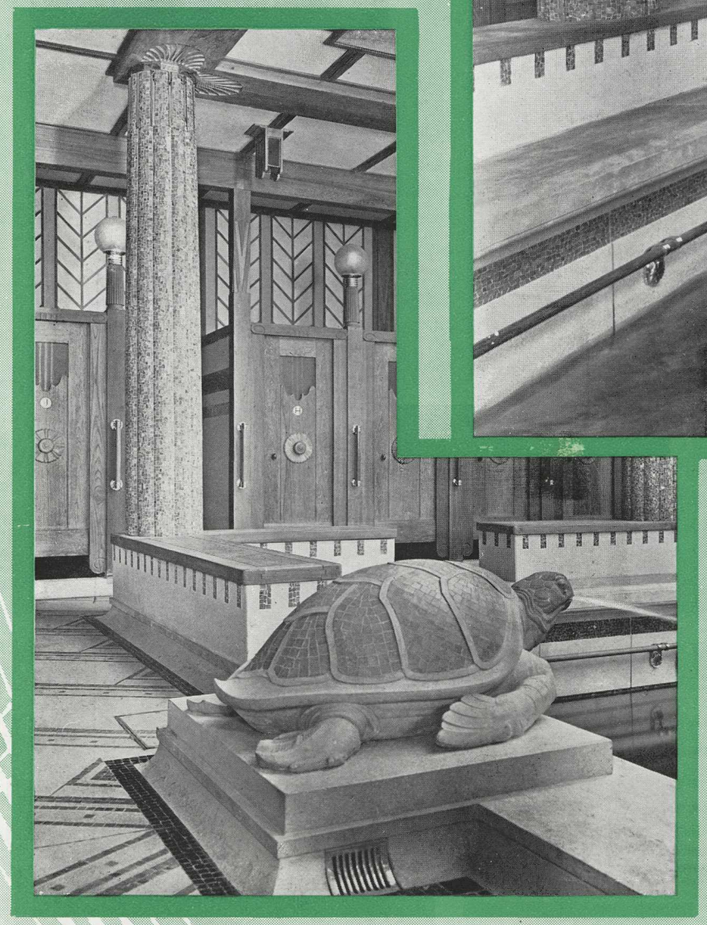
THE Lord Bishop of London (seen above) travelled last year on the Empress of Britain. So did (picking only a few names) Air-Marshal Lord Trenchard (now Commissioner of London Metropolitan Police), Mr. W. K. Vanderbilt, Mrs. Charles G. Dawes, H. H. the Maharaja of Jind, the Hon. Howard Ferguson, Canadian High Commissioner in London, and Mrs. Ferguson, and the Hon. W. D. Herridge, Canadian Minister at Washington, and Mrs. Herridge.

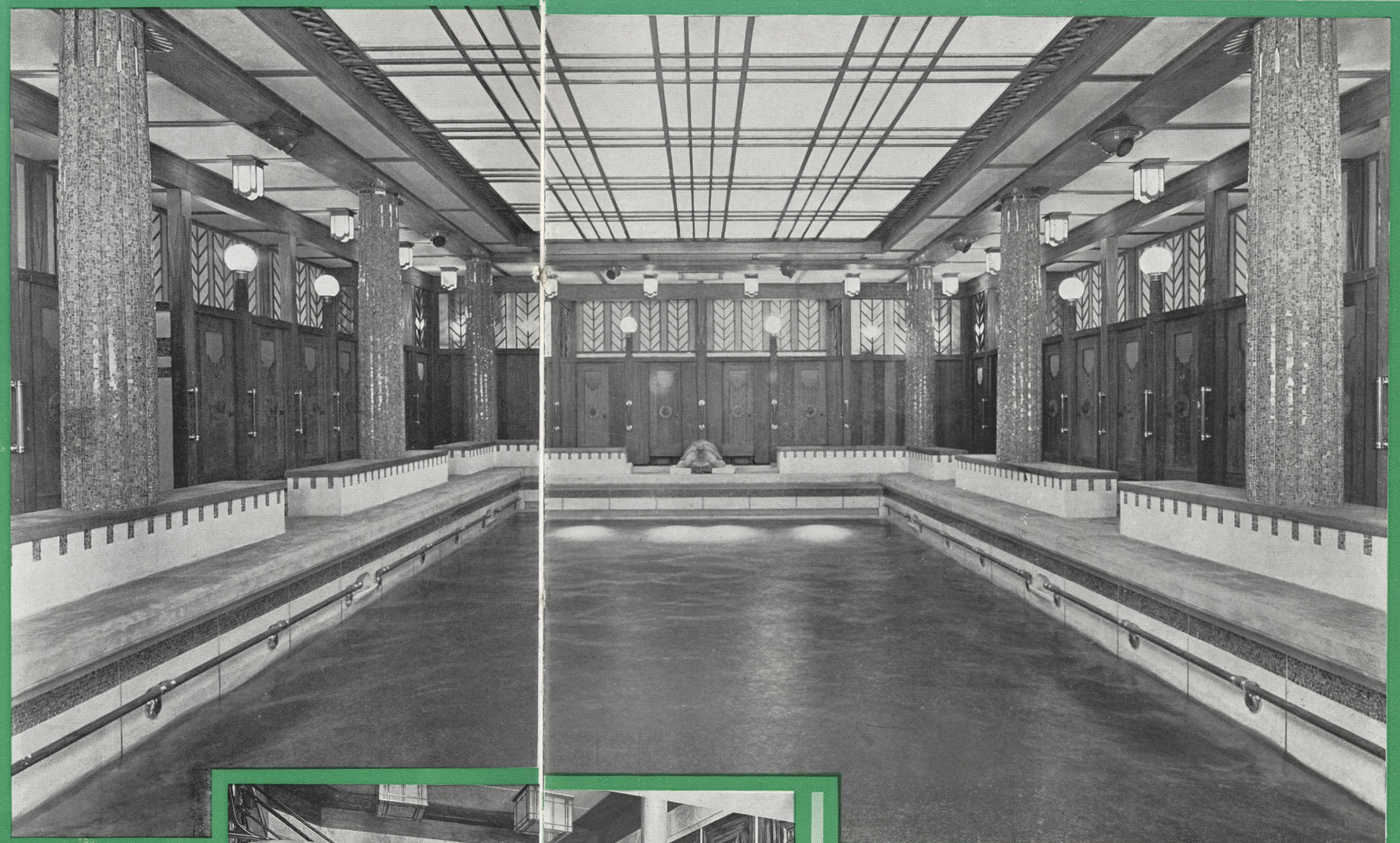
The Children's Room: ***designed by*** **Heath Robinson**

Associated Screen News Photograph

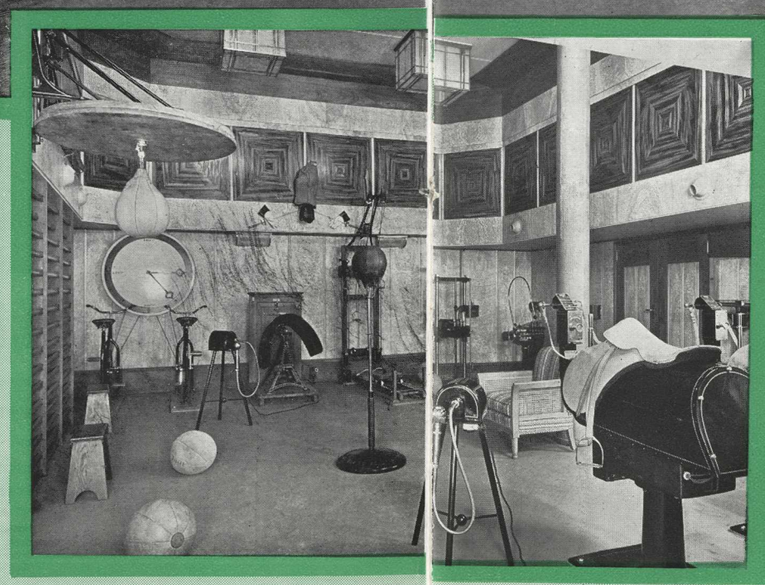
One of the rooms of the Turkish Bath







The Olympian Pool: *designed by* P. A. Staynes and A. H. Jones



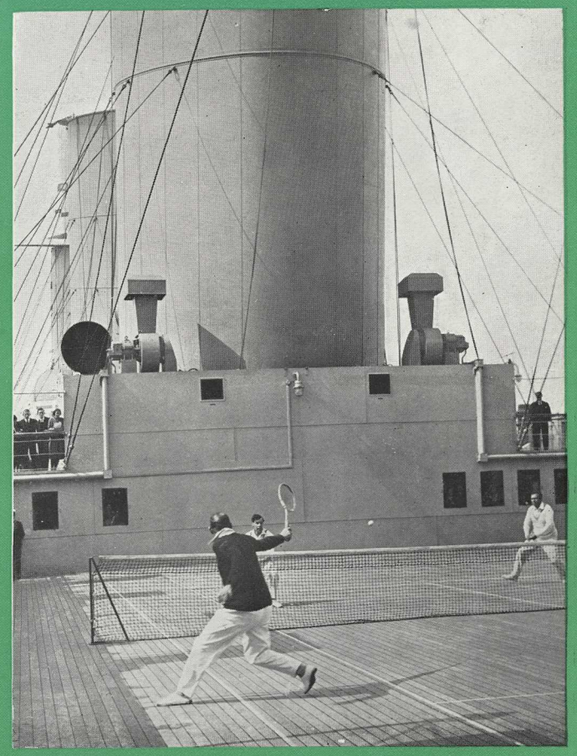
The Gymnasium

The collective weight of the three bower anchors is over 27 tons. Each link in the anchor chain weighs approximately 1¾ cwt.

THIS beautiful Swimming Pool is the largest of any ship's afloat. Turquoise blue mosaic pillars, overhead and under-surface lighting, make it gleam with the warmth of Adriatic sunshine. Water spouts in through a sea turtle of terrazzo glass.

Turkish Baths behind the scene, and the adjoining gymnasium, draw here those in search of relaxation and exercise. The terraced pool-side cafe comes in handy, too.

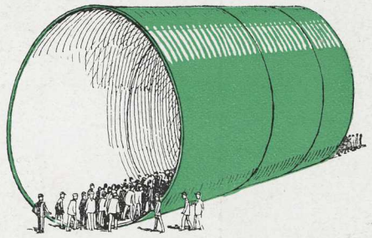
The Tennis Court, *on the* Sports Deck



Photograph by Topical Press

THE Sports Deck has large enclosed spaces, protected from the wind. It offers all the deck sports familiar to ocean travellers: but it has an added feature—a regulation full-sized Tennis Court. Entirely surrounded by high netting, and bordered by spectators' galleries, this court is a little "Wimbledon at sea."

A handy cafe adjoins it. On another deck is a squash racquets court for those who play that fast and furious game.



The funnels are 60 feet high, and—at their greatest diameter—35 feet across.

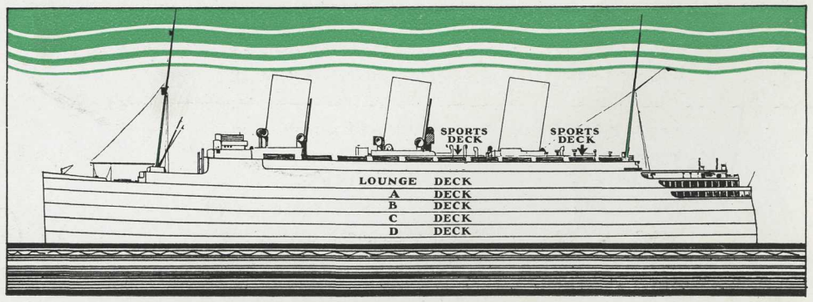
The Tennis Court Cafe

What's Where on the Empress of Britain

Lounge Deck	Empress Room
	The Mall
	Children's Room
	Writing Room
	Knickerbocker Bar
	Mayfair
	Card Room
	Cathay Lounge
	Promenade Deck
A Deck	Apartments 100 to 185
	Ladies' Hairdressing and Beauty Parlours
B Deck	Apartments 200 to 287
	Purser's Office and Information Bureau
	Squash Racquets Court
	Barber's Shop
	Doctor's Office
	Telephone Booths
C Deck	Apartments 300 to 369
D Deck	Entrance Hall
	Salle Jacques Cartier and Private Dining Rooms
F Deck	Olympian Pool, Turkish Baths, and Gymnasium
Sports Deck	Tennis Court
	Deck Sports Arena
	Apartments 1 to 24
Sun Deck	(above Sports Deck) Promenade

Elevators serve all decks up to the Sports Deck

Even-numbered Apartments are on the Starboard side of the ship – odd-numbered, on the Port side



RESIDENCE ABOARD SHIP

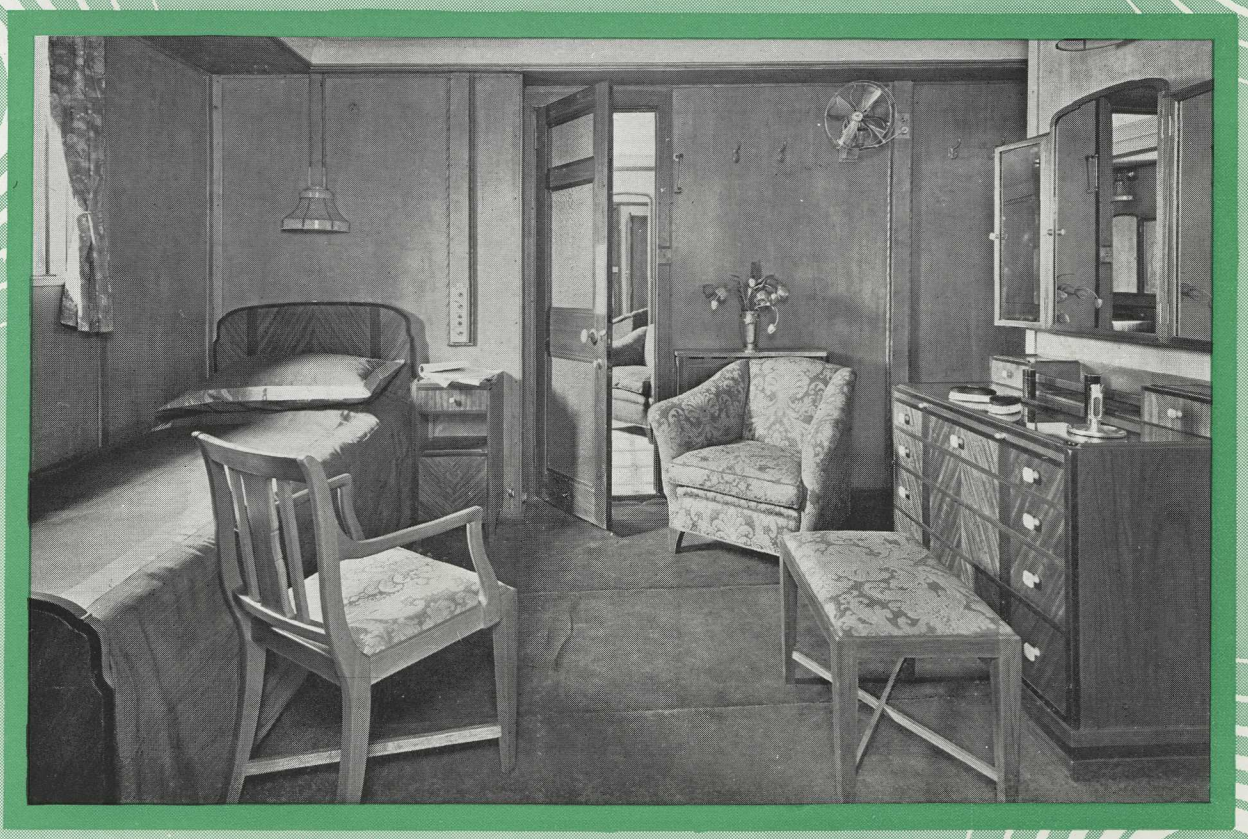
WITH the Empress of Britain came a new era of "Residence aboard ship." In nothing is the exceptional spaciousness of the ship—giving more cubic space per first class passenger than any other ship afloat—demonstrated so much as in the generous provisions of the living quarters. These are truly called, not cabins or staterooms, but apartments. All these, of whatever kind, are outside ones, having either windows or portholes.

You don't sleep in a berth, but in a real bed. You (addressing the principal sex) arrange your hair before a triple-mirrored dressing table, and study your complete evening effect in a full-length wall mirror. You keep your clothes in wardrobes fitted with hangers and tie-racks and trees and things, and your toilet requisites in a wall cabinet. You can have all the little comfort-making gadgets—dressing lights, curling iron outfits, reading lights, bedside tables, telephones, call-bells, fans, heaters. You have steam heat and ball-louvre pressure ventilation.

Of the apartments, seventy-five per cent have either a beautifully fitted private bathroom, or shower and toilet. All have wood-panelled walls, and perfect taste and comfort in decoration and furnishing.

Ample provision is made for a wide range of moderately priced accommodation. This range comprises single and double apartments with (a) private baths and toilets (b) private shower-baths and toilets (c) optional private baths and toilets. There are also many de luxe double-rooms with private baths, and three kinds of private suites. In addition to these many adjoining apartments may be used 'en suite.'

A Double Apartment (243), with private bath



(Above) A Double de Luxe Apartment (No. 10) on the Sports Deck
(Below) A Single Apartment (135), with optional private bath

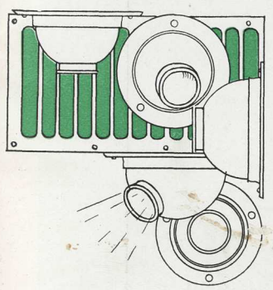
Above is the Bedroom in Suite 147-149-151. Other views of this suite are also shown

THE Empress of Britain offers three kinds of private suites, each epitomizing the seclusion of the residential atmosphere. Each consists of an entrance hall, a charming double bedroom, a spacious living room, an unusually large bathroom, and ample luggage room. There are two types of this kind. Then there is a larger type which adds a bright and cheerful sun verandah. Each suite is unique in its distinctive style of decoration.

With some of the suites a servant's room can also be engaged.

The Verandah of Suite 147-149-151

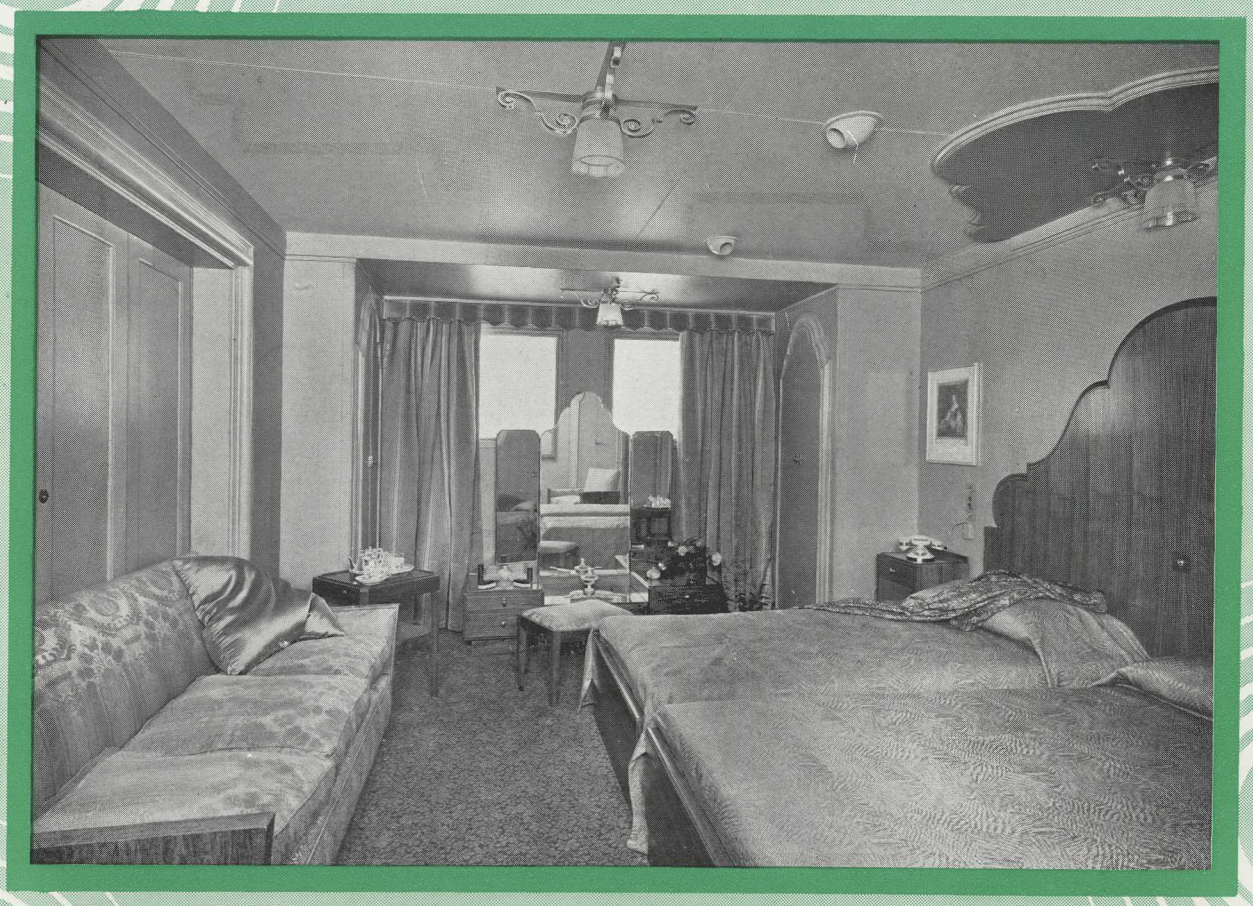
The Bedroom of another type of Suite (120-122)



The Empress is ventilated by a system that changes the air in any room fifteen times an hour. Fresh air is delivered through "louvres"—impure air is extracted through gratings.

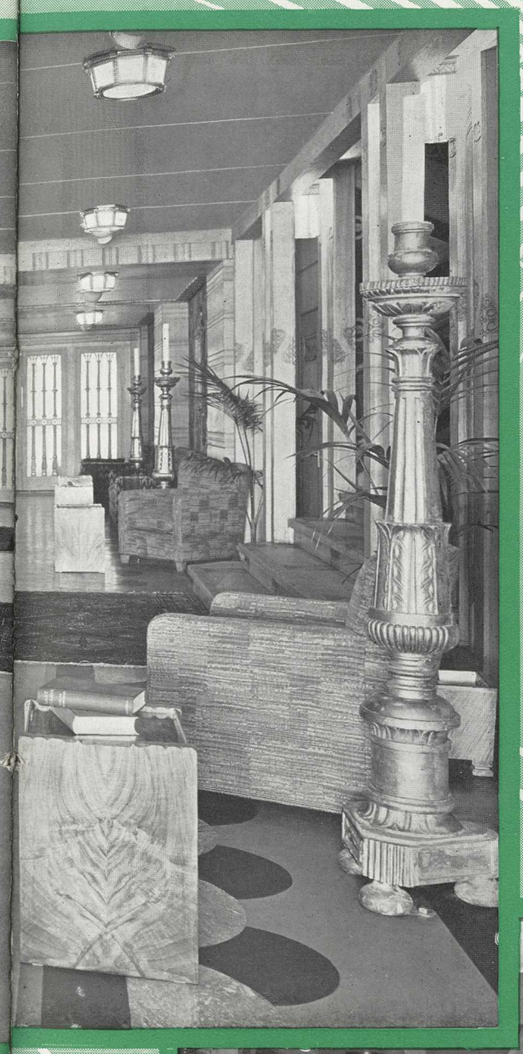
The Sitting Room of Suite 147-149-151

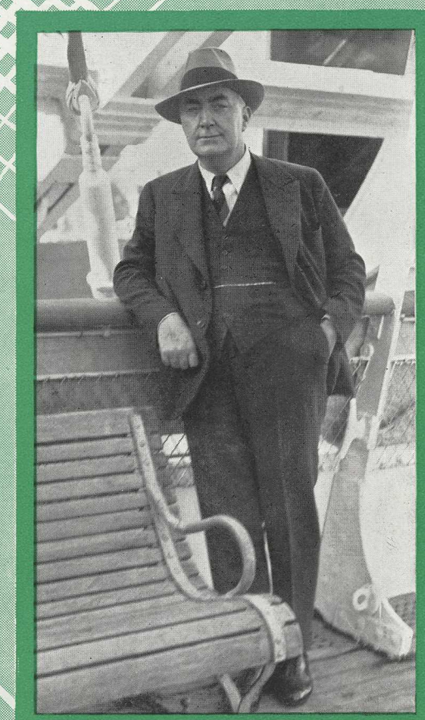
Two types of Double Apartments are seen here. The top one (329), the recessed type, with private bath, almost becomes a bedroom and boudoir. The lower is a Double Apartment (253) with optional private bath



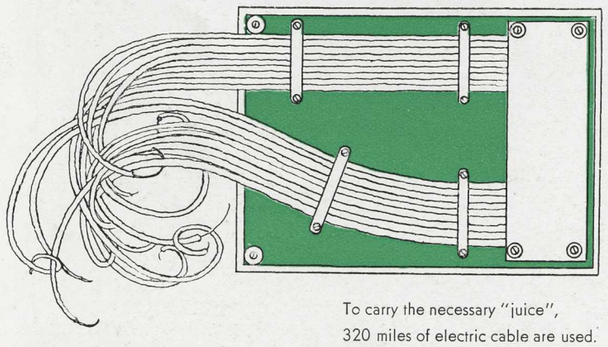
These two pictures illustrate another type of Suite (163-165). The lower one is the Sitting Room, adjoining the bedroom

The Main Entrance Hall (D Deck)





The Bureau and Purser's Office (B Deck)

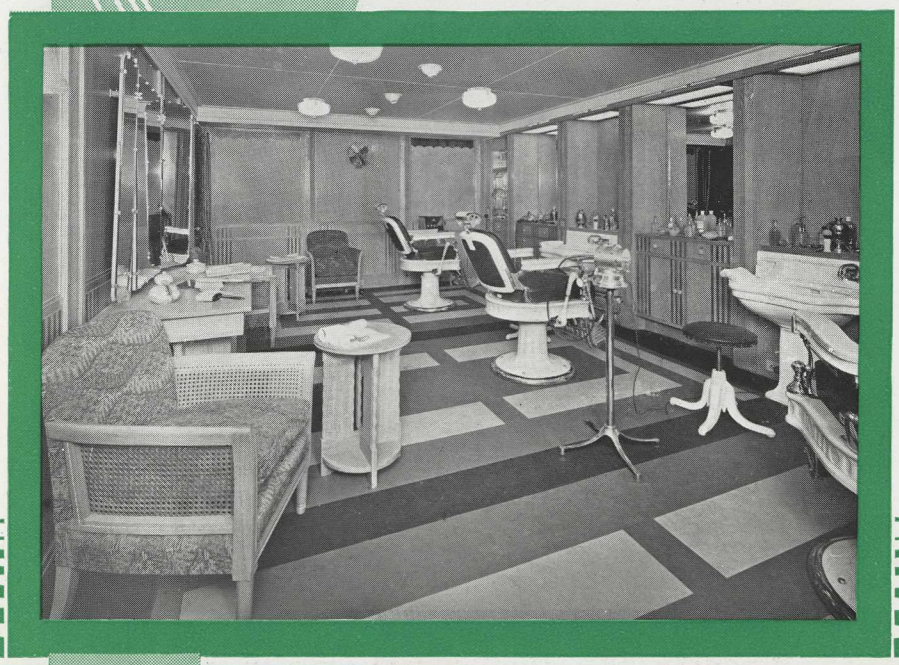


To carry the necessary "juice", 320 miles of electric cable are used.

THE Main Entrance Hall, by which one arrives on the Empress of Britain, is typical of the spaciousness of the ship. On the same deck is the Dining Room: above are the three decks of sleeping apartments, and then the Lounge Deck—above which, in turn, are the Sports and Sun Decks.

THE late Edgar Wallace, much loved weaver of stories and plays *(seen above)*, was an enthusiastic admirer of the Empress of Britain. He wrote of it that it was "the grandest ship on the ocean." Amongst other well-known writers and publicists who travelled by it last year were P. G. Wodehouse, Rafael Sabatini, Lord Rothermere, Lord Beaverbrook and Lord Castlerosse.

The Beauty Parlour is really a suite of rooms: this is the waiting room



The Barber's Shop is up-to-date and efficient

A SUPREME MECHANISM

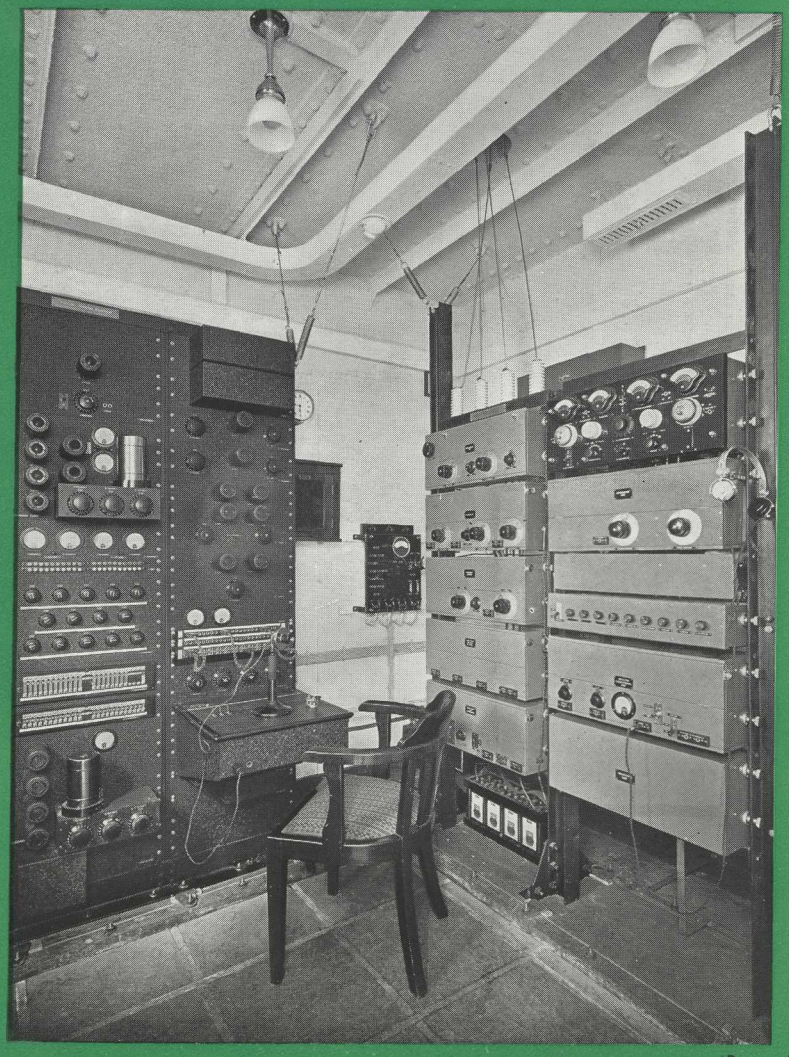
A modern steamship is an amazing mechanism. Your radio, your car, any product of this mechanical age, is never called upon to play so many parts: for a ship combines within one metal sheath a house, a social centre, a forwarding agency, and a factory. And this it does with a truly magnificent simplicity, for the elements upon which it rides, or against which it battles—the sea and the weather—dictate that it must be seaworthy. It is self-contained: within itself it generates all the power it needs, and delivers that power at the necessary point with the utmost economy of effort.

It helps, sometimes, to reflect a little upon "how the darn thing works." Nothing on a ship just "happens": everything is designed. Engineering design has annihilated distance and conquered time. Architectural design has created those symmetrical, beautiful lines of the ship itself, which reduce friction and overcome wind resistance.

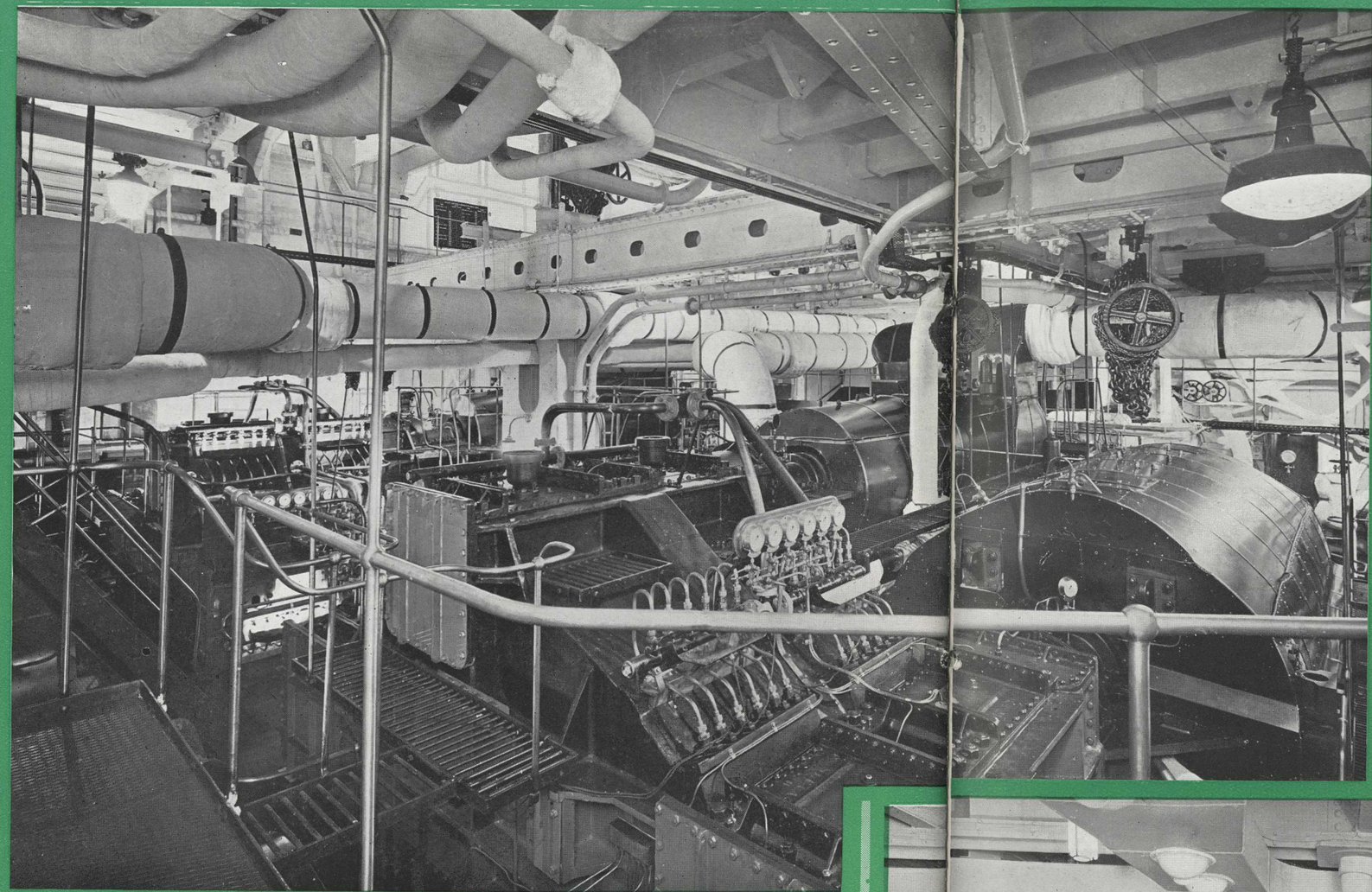
You, who as a passenger enjoy life so much at sea, should think sometimes upon what makes the voyage so easy and so comfortable—how the ship is warmed, ventilated, lighted and fed: why it is that you can select a meal from a long menu of dishes and choice wines, ride upstairs in a lift, or switch on a bed lamp to read a new novel borrowed from the library. Columbus couldn't—nor could Nelson. So silently, so efficiently, and so "seaworthily" are these unseen services working for your comfort that often only a thin bulkhead separates them from you.

Twenty-four hours in every day this service is at work. You hear it, a little, in the rhythm of the engines, which permeates the whole ship from the forecastle head to the taffrail. Unseen ears, hands, brains, are listening, watching, working, and thinking, for you: the voice of the wireless speaks for you, the eyes of the bridge officers look out for you. Every safety device that human ingenuity has been able to perfect protects you as you sip your cocktail or enjoy your game of shuffleboard.

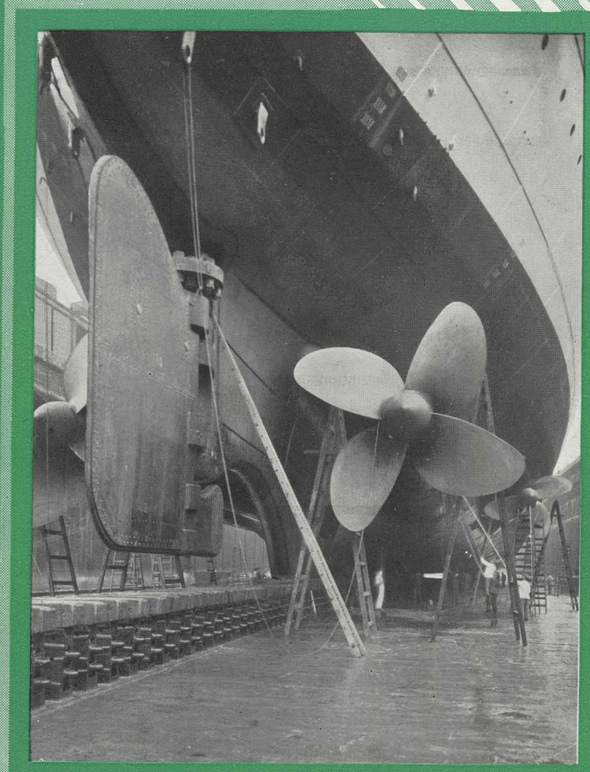
And all this happens, in your house-factory-carrier, not in a static plant dug into foundations and reached by tram-cars, but remote, isolated, absolutely self-contained, in a mechanism that moves laterally as well as internally. Overhanging everything is that complete and primeval solitude of mid-ocean.



Wireless Telephony—this being the receiving plant—supplements wireless telegraphy. By it you can talk to Europe or America from mid-ocean: many of the residential apartments are on the ship's switchboard

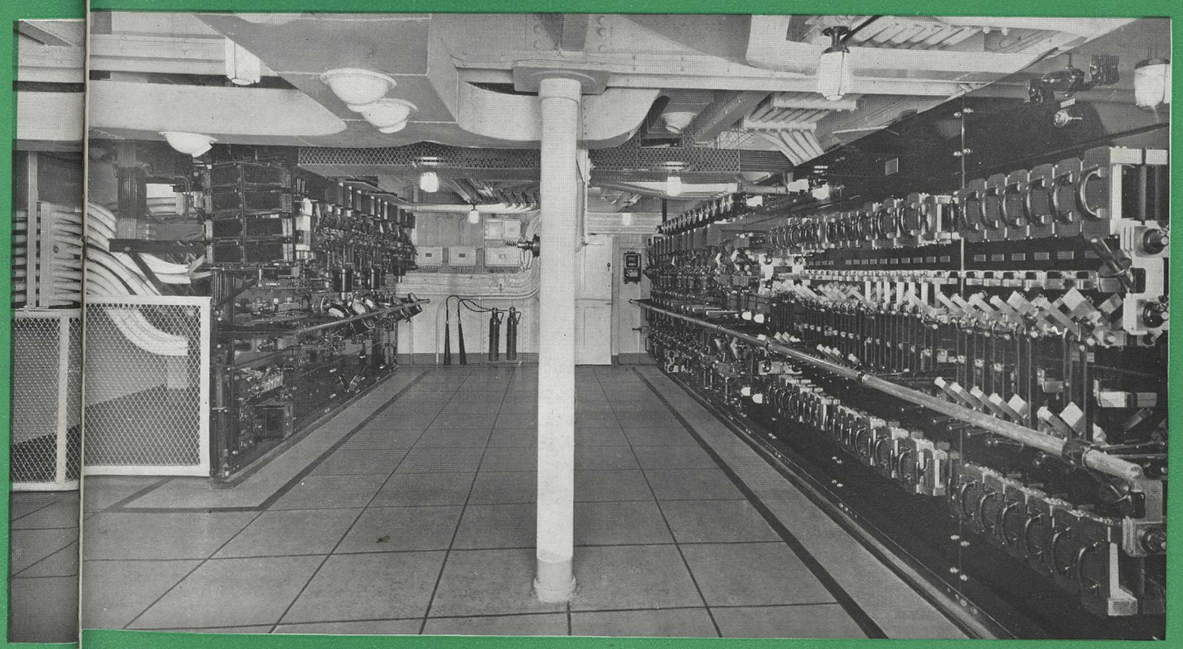


The Forward **Engine Room**

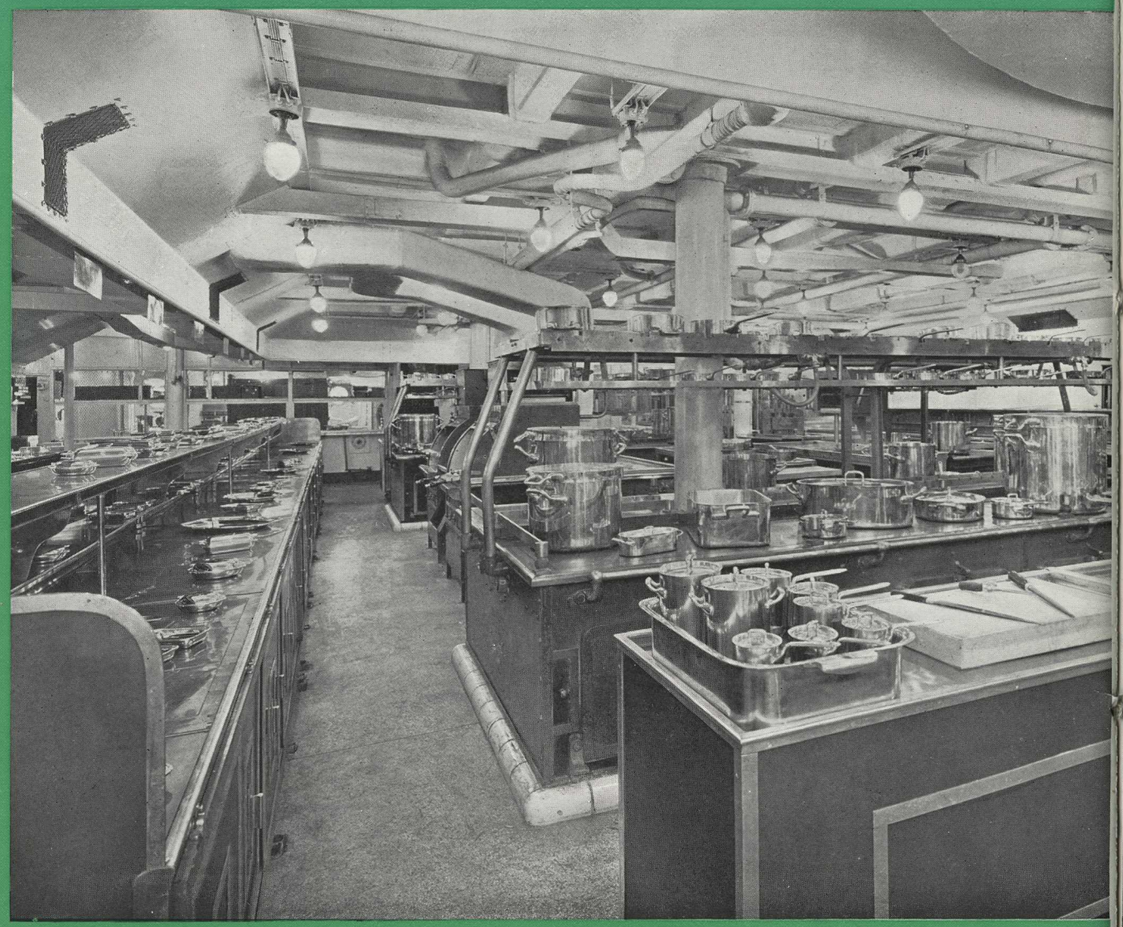


THE great and consistent speed of the Empress of Britain, which enables you to keep business appointments an ocean away, is the result of several generations of engineering genius, rising through the paddle wheel and the triple-expansion engine to the turbine. The substitution of oil fuel for coal has revolutionized modern marine machinery.

The Empress of Britain has two pairs of propellers (seen on opposite page) made of solid bronze, and respectively 19 feet 3 inches and 14 feet in diameter. The larger two weigh over 25 tons each, and are some of the largest propellers ever cast.



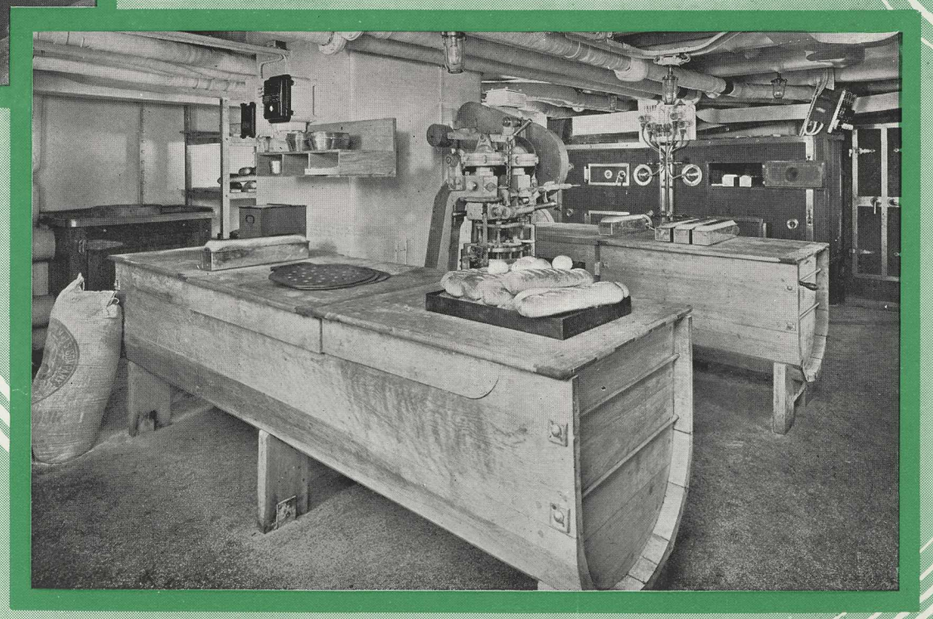
The Main Switchboard, controlling all the electric supply of the vast ship



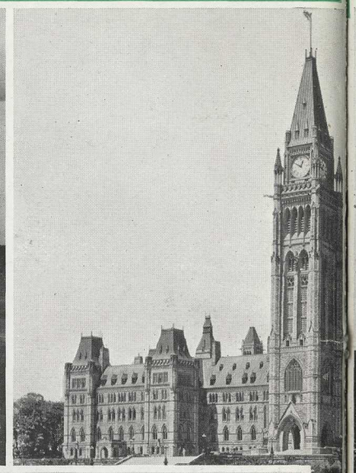
A general view **of the Main Kitchen**

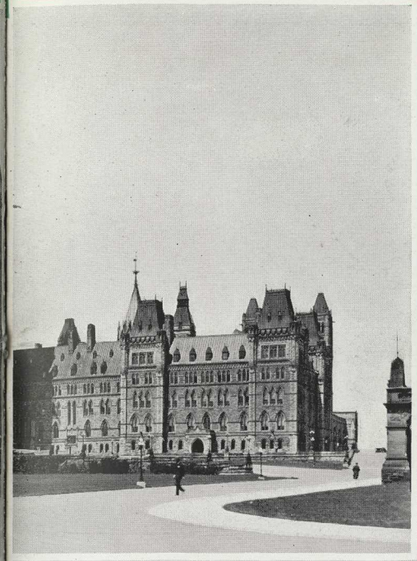
A peep at the domestic arrangements serves, of course, to repeat the size and up-to-dateness of the Empress of Britain. Everything is cooked by electricity except grilled orders (for experience shows that nothing suits your steak like a charcoal fire). Electric power also turns the ice-cream mixers, dough-mixers, dish washers, potato-peelers, and other mechanical aids to large-scale housekeeping. Cutlery and silver were specially designed for the ship. A pantry service lift serves meals and in-between-snacks on five decks.

Tucked away aft is a completely equipped laundry, capable of handling up to twelve thousand pieces a day



A bakery, confectioner's shop, and butcher's shop are part of the kitchen establishment. A printer's shop prints the menus, programmes, and the daily newspaper





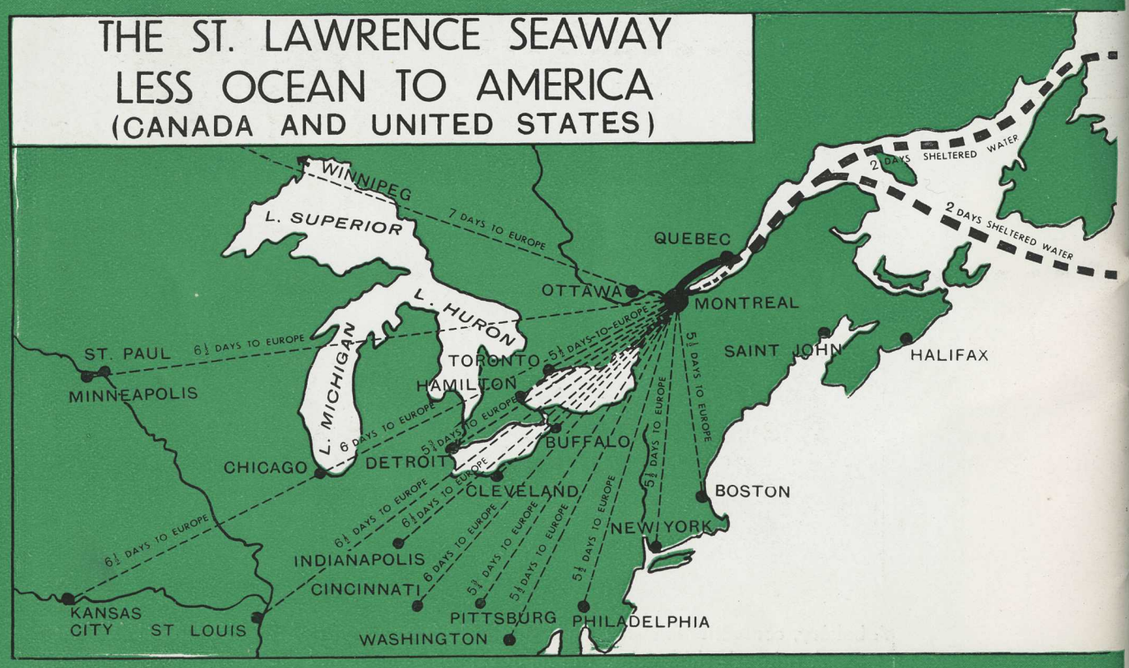
The St. Lawrence Seaway *(at the left)* is part of the great inland waterway system that taps the centre of America. From the open Atlantic it is navigable for ocean liners to Quebec (832 miles) and Montreal (970 miles).

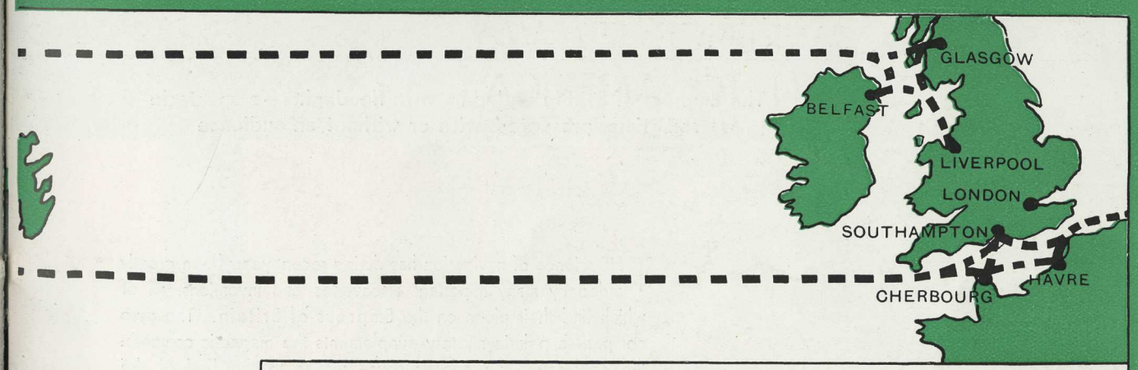
Associated Screen News Photograph

Of thousands of pictures that might illustrate Canada, we choose the one immediately to the left, because this year the world's eyes will be on it—the Parliament Buildings, Ottawa

The Chateau Frontenac—a Canadian Pacific hotel—crowns Quebec *(lower left)*. The Empress of Britain docks at Wolfe's Cove, a mile or so beyond

Special trains carry Empress of Britain passengers from Quebec rapidly to their destinations. Some are through trains: by others you change at Montreal





THE ST. LAWRENCE SEAWAY
SHELTERED, PICTURESQUE and HISTORIC
BRINGS QUEBEC 500 MILES NEARER.

From	To Quebec	To New York
Southampton	2759	3274
Cherbourg	2730	3226
Liverpool	2608	3219
Antwerp	2989	3487
Hamburg	3241	3749
Glasgow	2545	3175
BELFAST	2493	3155

Quebec is 832 miles from the Open Atlantic—Montreal, 970 miles

The Times stated on this Map are those for the Empress of Britain

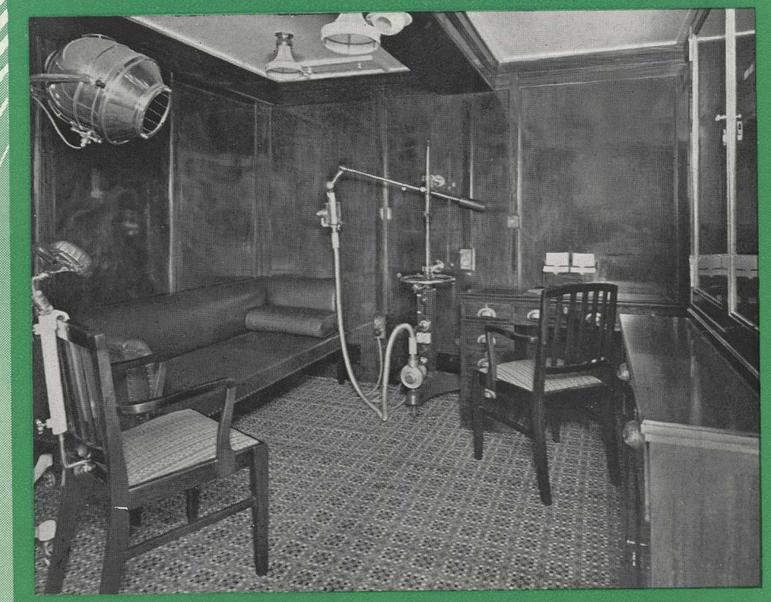
The Empress of Britain under its own floodlights—a spectacle sometimes presented, with or without an audience

Courtesy of General Electric Co.

Two 18-inch high intensity searchlights are installed, as additional navigational aids, on the Captain's bridge.

THE science of navigation has during recent years been greatly aided by many important discoveries and inventions, all of which find their place on the Empress of Britain. The gyro compass—a polaric mystery—supplements the magnetic compass: the echo-sounder sends its sound waves to the bed of the ocean to test the depth. To the sextant or "dead reckoning" can now be added the radio-reception method of finding the ship's bearings.

The Doctor's Consulting Room



One complete circuit of the Promenade Deck is 1,300 feet—roughly, one quarter-mile

WORLD'S GREATEST TRAVEL SYSTEM

THE Canadian Pacific is the World's Greatest Travel System. It owns, and itself operates, the most complete chain of transportation and travel facilities in existence—comprising steamships, railways, hotels, telegraphs and financial arrangements. This chain stretches from Europe to North America, across that Continent, and from Vancouver to Japan, China, New Zealand and Australia.

Across the Atlantic run the well-known steamships of our fleet. Headed by the Empress of Britain, these include also other Empress ships, the four popular 20,000 ton Duchess ships, and the "Monts" and other cabin ships. They ply from various British and Continental ports.

Upon landing in Canada (at Quebec or Montreal in summer, at Halifax or Saint John in winter) you will find the Canadian Pacific Railway waiting to convey you to your destination. This famous railway, begun in 1881 to link Canada together politically, stretches from the Atlantic Ocean on one side to the Pacific Ocean on the other. Its main line (Montreal to Vancouver) is 2,886 miles long; but it also has 19,580 miles of other lines, and not only reaches every point of importance in the Dominion, but also has its own lines, or associated lines, into the United States.

In Canada the Company owns and itself operates seventeen fine hotels, either in big cities or at popular tourist resorts. These include the Royal York at Toronto, the largest in the British Empire, the Chateau Frontenac at Quebec, Banff Springs Hotel and the Chateau Lake Louise in the Rockies, the Vancouver Hotel, the Empress at Victoria, and others whose names are household words where travellers foregather.

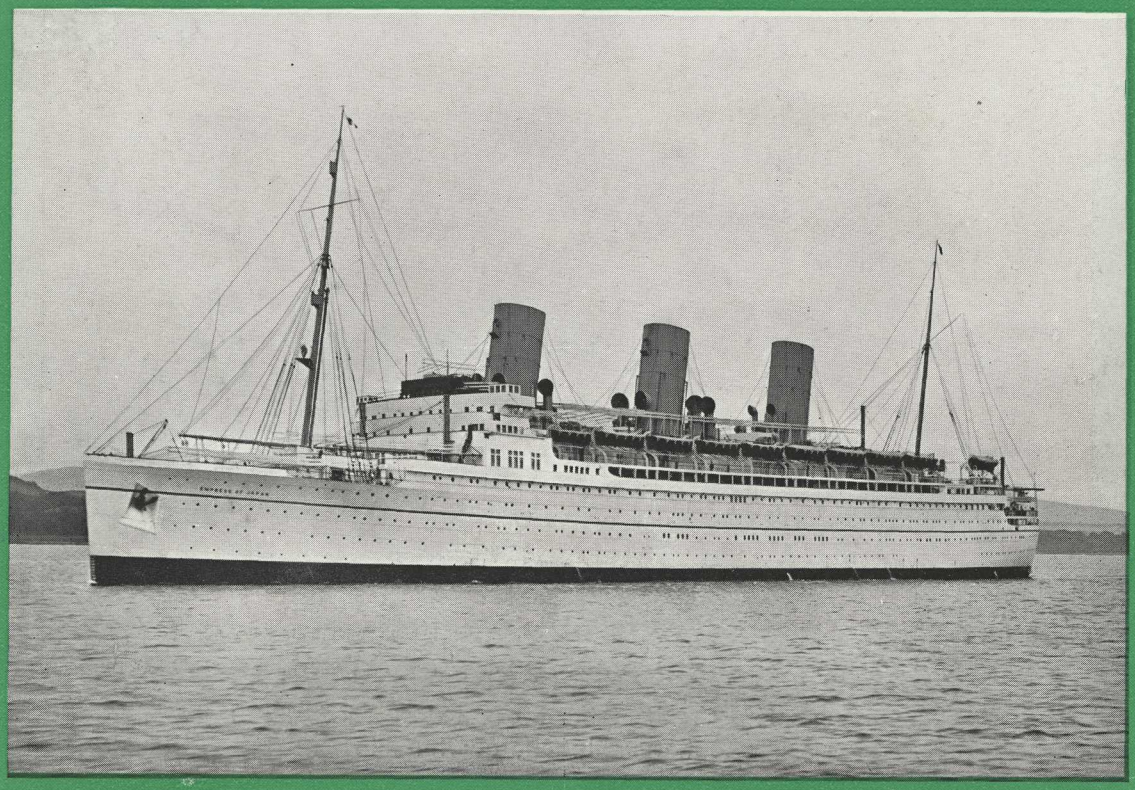
Lake, river and coastal steamers supplement the rail services, such as the well-known "Princess" ships of the Pacific Coast. We also have a winter service from New York to Bermuda.

Across the Pacific Ocean, from either Vancouver or Victoria, you will find the other White "Empress" fleet—four beautiful ships that ply to Honolulu, Yokohama, Shanghai, Hong Kong and Manila. These are the largest and fastest vessels on the Pacific. The newest of the fleet, the Empress of Japan, which entered service in 1930, holds the speed record of the Pacific, having made the run between Yokohama and Vancouver in 7 days, 20 hours, 16 minutes. The other ships are the Empress of Canada, Empress of Asia and Empress of Russia.

From Vancouver, too, run the motorship Aorangi and the steamship Niagara of the Canadian-Australasian Line, operating in association with the Canadian Pacific. These fine vessels ply to Honolulu, Suva, Auckland and Sydney.

Either to the Far East or to the Antipodes, therefore, a through service is provided under one management throughout.

Supplementing these regular services, we have cruises at all times of the year. The Round the World Cruise of the Empress of Britain is mentioned on another page: besides these we have also cruises from British ports to Norway, the West Indies, the Mediterranean and North African countries and islands, etc.



The Empress of Japan (26,000 tons) is the largest and fastest ship on the Pacific Ocean

CANADIAN PACIFIC

PASSENGER TRAFFIC DEPARTMENT—PRINCIPAL OFFICES

EUROPE

Antwerp	**Belgium**	W. D. Grosset	25 Quai Jordaens
,,	,,	Ed. Schmitz	,,
Barcelona	**Spain**	Int. Sleeping Car Co.,	20 Plaza Cataluna
Basle	**Switzerland**	Wm. Muller	3 Place de la Gare Centrale
Belfast	**Ireland**	W. H. Boswell	14 Donegall Place
Bergen	**Norway**	W. F. Muller	Guldskogaarden 2
Berlin	**Germany**	A. W. Treadaway	Unter den Linden 17-18
Berne	**Switzerland**	Kehrli and Oeler	Bubenbergplatz 9
Birmingham	**England**	W. T. Treadaway	4 Victoria Square
Bristol	**England**	A. S. Ray	18 St. Augustine's Parade
Brussels	**Belgium**	G. L. M. Servais	98 Blvd. Adolphe Max
Bucharest	**Roumania**	D. Kapeller	Calea Grivitei 181
Budapest	**Hungary**	B. Kovacs	Baross Ter 12, VII
Cherbourg	**France**	Canadian Pacific	46 Quai Alexandre III
Chisinau	**Roumania**	Canadian Pacific	Strada Carol Smidt 86
Copenhagen	**Denmark**	M. B. Sorensen	Vesterbrogade 5
Danzig		Karlsberg Spiro & Co.	Langermarkt 41
Dublin	**Ireland**	A. T. McDonald	44 Dawson Street, C.2
Dundee	**Scotland**	H. H. Borthwick	88 Commercial Street
Eydtkuhnen	**Germany**	Leon, Hertz, Putter & Co.	
Geneva	**Switzerland**	C. Blenk Fert & Co.	Rue du Mont Blanc 1
Genoa	**Italy**	Henry Coe and Clerici	Via Cairoli 16
Glasgow	**Scotland**	M. L. Duffy	25 Bothwell Street
,,	,,	C. L. Crowe	,, ,,
Hamburg	**Germany**	T. H. Gardner	Alsterdamm 9
,,	,,	H. S. Richardson	,,
Havre	**France**	J. M. Currie & Co.	2 Rue Pleuvry
Helsingfors	**Finland**	Finska Angfartygs Aktiebolaget	
Kaunas	**Lithuania**	O. Birsul	Laisves Aleja 15
Liverpool	**England**	T. McNeil	Royal Liver Building
,,	,,	H. T. Penny	,, ,, ,,
Ljubljana	**Jugoslavia**	M. Jevak	Kolodvorska Ulica 30
London	**England**	C. E. Jenkins	62/65 Charing Cross, S.W.1
,,	,,	G. Saxon Jones	103 Leadenhall Street, E.C.3
Lucerne	**Switzerland**	Bucher & Co.	Haldenstrasse 4
Madrid	**Spain**	Int. Sleeping Car Co.	Calle del Alcala 27
Malmo	**Sweden**	A. Persson	Norra Vallgatan 94
Manchester	**England**	R. L. Hughes	31 Mosley Street
Naples	**Italy**	Wilmink Borriello	62 Via Agostino Depretis
Newcastle	**England**	A. S. Craig	34 Mosley Street
Oslo	**Norway**	Eirik Flatebo	Jerbanetorvet 4
Paris	**France**	A. V. Clark	24 Boulevard des Capucines
Prague	**Czechoslov.**	W. D. Alder	Poric 22, Legio Bank Palace
Reval	**Esthonia**	J. Pitka & Son	5 Meripuiste
Riga	**Latvia**	L. Callaghan	Smilsu iela 28/30, P.O. Box 478
Rome	**Italy**	A. Ross Owen	130 Via del Tritone
Rotterdam	**Holland**	J. Springett	Coolsingel 91
Southampton	**England**	D. Drummond	Canute Road
,,	,,	H. Taylor	,, ,,
Stavanger	**Norway**	H. N. Pedersen	Skandsegaten 1 (P.O. Box 18)
Stockholm	**Sweden**	J. H. W. Kullander	Vasagatan 8
Trondhjem	**Norway**	C. I. Kionig	Kjobmandsgatan 44
Vienna	**Austria**	F. A. King	Opernring 6
Warsaw	**Poland**	G. Hyna	ul Marszalkowska 117
Zagreb	**Jugoslavia**	A. W. Bradshaw	59 Gajeve Ulice
Zurich	**Switzerland**	A. Kuoni S.A.	7 Bahnhofplatz

CANADA

Banff	**Alta**	J. A. McDonald	Canadian Pacific Station
Edmonton	**Alta**	R. W. Greene	Canadian Pacific Building
Montreal	**Que.**	D. R. Kennedy	201 St. James Street West
,,	**Que.**	G. S. Reid	Dominion Square Building
Nelson	**B.C.**	J. S. Carter	Cor. Baker and Ward Sts.
North Bay	**Ont.**	C. H. White	87 Main Street West
Ottawa	**Ont.**	J. A. McGill	83 Sparks Street
Quebec	**Que.**	C. A. Langevin	Palais Station
Saint John	**N.B.**	C. B. Andrews	40 King Street
Saskatoon	**Sask.**	G. R. Swalwell	Canadian Pacific Building
Toronto	**Ont.**	J. B. Mackay	Canadian Pacific Building
Vancouver	**B.C.**	J. J. Forster	Canadian Pacific Station
Victoria	**B.C.**	L. D. Chetham	1102 Government Street
Winnipeg	**Man.**	W. C. Casey	Cor. Main and Portage

UNITED STATES

Atlanta	**Ga.**	K. A. Cook	404, C. & S. Nat. Bk. Bldg.
Boston	**Mass.**	L. R. Hart	405 Boylston Street
Buffalo	**N.Y.**	W. P. Wass	160 Pearl Street
Chicago	**Ill.**	E. A. Kenney	71 East Jackson Blvd.
Cincinnati	**Ohio**	M. E. Malone	201 Dixie Terminal Bldg.
Cleveland	**Ohio**	G. H. Griffin	1010 Chester Avenue
Dallas	**Tex.**	H. C. James	906 Kirby Building
Detroit	**Mich.**	G. G. McKay	1231 Washington Blvd.
Honolulu	**T.H.**	Theo. H. Davies & Co.	
Indianapolis	**Ind.**	P. G. Jefferson	Merchants Bank Building
Kansas City	**Mo.**	R. G. Norris	723 Walnut Street
Los Angeles	**Cal.**	Wm. McIlroy	621 South Grand Avenue
Memphis	**Tenn.**	M. K. McDade	35 Porter Building
Minneapolis	**Minn.**	H. M. Tait	611 Second Avenue South
New York	**N.Y.**	E. T. Stebbing	Cor. Madison Ave. & 44th St.
Omaha	**Neb.**	H. J. Clark	803 Woodmen of World Bldg.
Philadelphia	**Pa.**	J. C. Patteson	1500 Locust Street
Pittsburgh	**Pa.**	W. A. Shackelford	338 Sixth Avenue
Portland	**Ore.**	W. H. Deacon	148a Broadway
St. Louis	**Mo.**	G. P. Carbrey	412 Locust Street
San Francisco	**Cal.**	F. L. Nason	675 Market Street
Seattle	**Wash.**	E. L. Sheehan	1320 Fourth Avenue
Spokane	**Wash.**	E. L. Cardle	Old Nat. Bank Building
Tacoma	**Wash.**	J. T. Hodge	1113 Pacific Avenue
Washington	**D.C.**	C. E. Phelps	14th & New York Ave. N W.

AUSTRALIA, NEW ZEALAND, FIJI

Adelaide	**S.A.**	Macdonald, Hamilton & Co.
Auckland	**N.Z.**	A. W. Essex, 32 Quay Street
,,	**N.Z.**	Union SS. Co. of New Zealand
Brisbane	**Qd.**	Macdonald, Hamilton & Co.
Christchurch	**N.Z.**	Union SS. Co. of New Zealand
Dunedin	**N.Z.**	Union SS. Co. of New Zealand
Hobart	**Tas.**	Union SS. Co. of New Zealand
Melbourne	**Vict.**	H. F. Boyer, 59 William Street
,,	,,	Union SS. Co. of New Zealand
Perth	**W.A.**	Macdonald, Hamilton & Co.
Suva	**Fiji**	Union SS. Co. of New Zealand
Sydney	**N.S.W.**	J. Sclater, Union House
,,	**N.S.W.**	Union SS. Co. of New Zealand
Wellington	**N.Z.**	J. T. Campbell, 11 Johnston Street
,,	**N.Z.**	Union SS. Co. of New Zealand

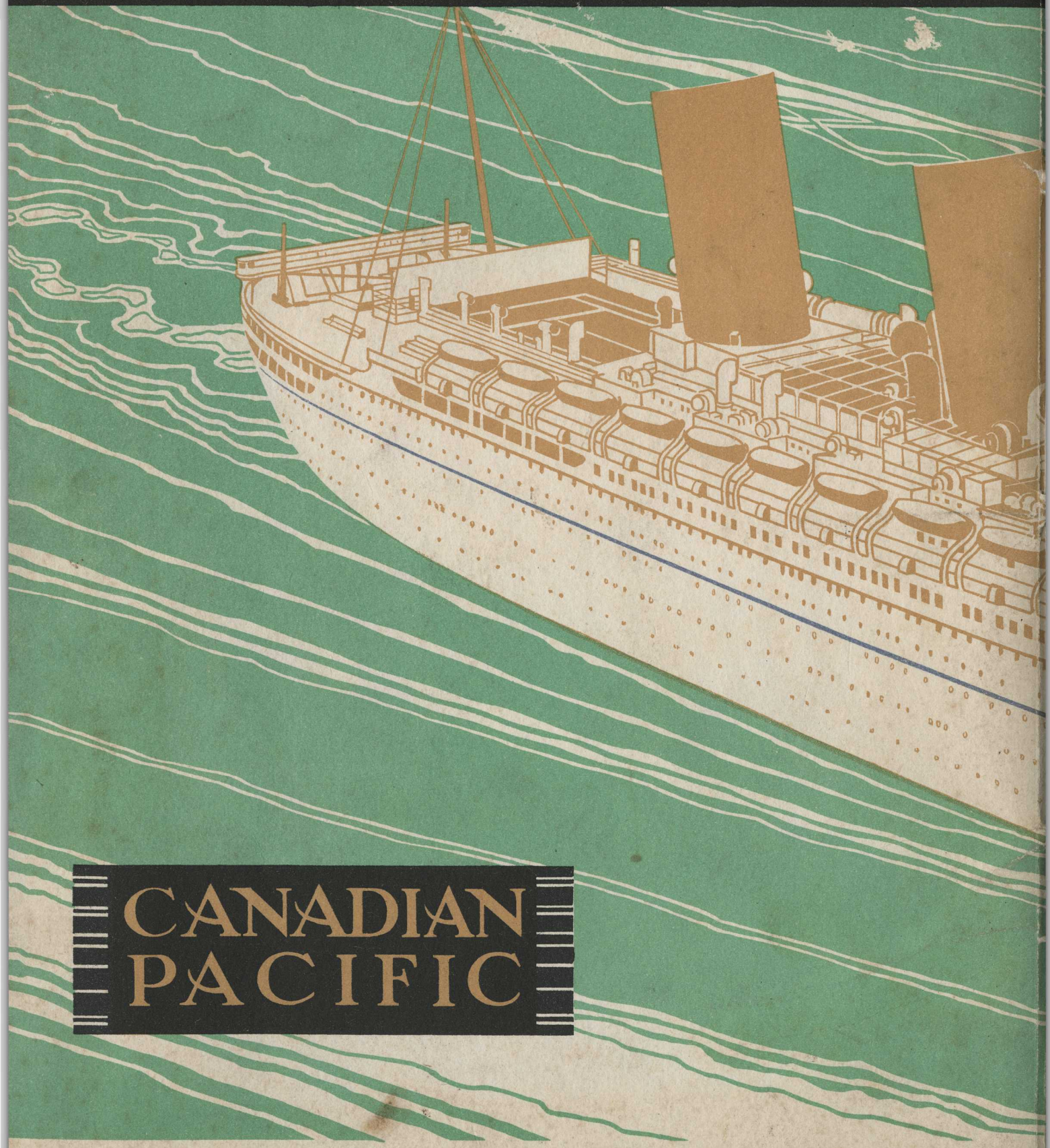
THE ORIENT

Batavia	**Java**	Java-China-Japan Line
Canton	**China**	Jardine, Mathieson & Co.
Dairen	**Manchuria**	Bryner & Co.
Fusan	**Korea**	Y. Tanaka & Co. 25 Daichomachi, 1, Chome
Hankow	**China**	China Travel Service
Harbin	**Manchuria**	Soviet Mercantile Fleet
Hong-Kong		A. M. Parker, Opposite Blake Pier
Kobe	**Japan**	B. G. Ryan, 7 Harima-Machi
Macao		A. A. De Mello
Manila	**P.I.**	J. R. Shaw, 14 Calle David
Mukden	**Manchuria**	Bryner & Co.
Nagasaki	**Japan**	Holme, Ringer & Co.
Nanking	**China**	China Travel Service
Peiping (Peking)	**China**	A. C. Henning & Co.
Seoul	**Korea**	H. W. Davidson, No. 187 3-Chome, Takezoecho
Shanghai	**China**	G. E. Costello, 4 The Bund
Shimonoseki	**Japan**	Wurui Shokwai
Tientsin	**China**	A. J. S. Parkhill
Tokyo	**Japan**	W. R. Buckberrough, No. 7 Sanchome Marunouchi
Vladivostock	**Siberia**	Soviet Mercantile Fleet
Yokohama	**Japan**	E. Hospes, 21 Yamashita-cho

FOR SAFETY AND CONVENIENCE OF FUNDS WHEN TRAVELLING, ALWAYS USE CANADIAN PACIFIC EXPRESS TRAVELLERS' CHEQUES

PRINTED IN GREAT BRITAIN 1932.

TO CANADA & U·S·A·



CANADIAN PACIFIC

EMPRESS OF BRITAIN