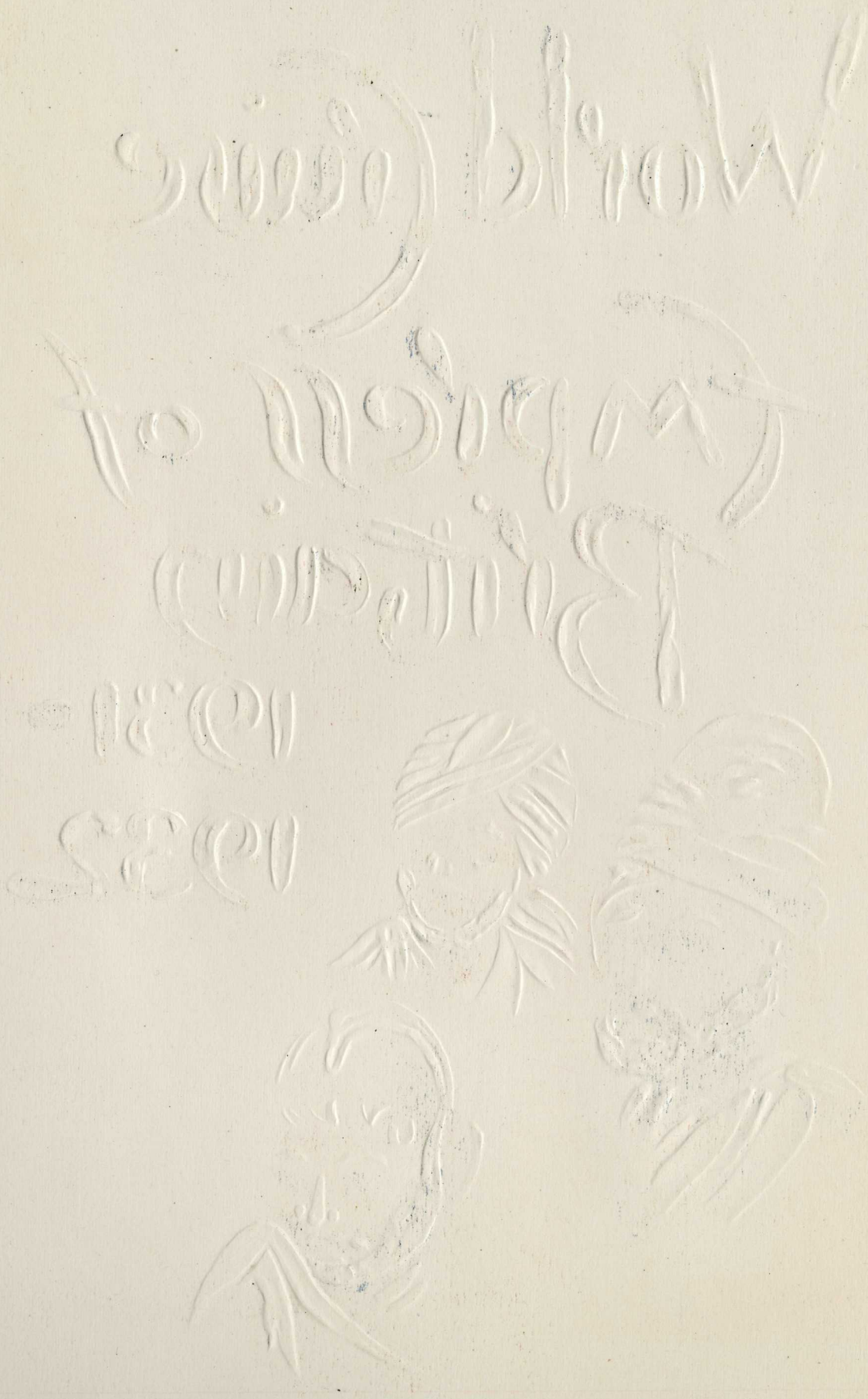
World Cruise

Empress of Britain

1931-1932



Round the World Cruise

Empress of Britain

1931 - 1932

(ninth annual)

Canadian Pacific

World's Greatest Travel System

EMPRESS OF BRITAIN

New Atlantic Giantess–42,500 Tons Gross Register–63,750 Tons Displacement–758 Feet Long

Introducing a New Era in World Cruising–Size–Speed–Super-luxuriousness unparalleled.

Empress of Britain World Cruise

A Great World Cruise on the World's Newest de luxe Giantess

The 1931-1932 Canadian Pacific Round the World Cruise leaves New York December 3, 1931, covers 29,495 miles of sea, is of 128 days duration, visits 81 ports and places in 23 countries, and arrives back in New York on April 8, 1932.

An early departure date has many advantages. America is left behind when Winter has scarcely set in. Return is made in Springtime. The Riviera is visited at the height of its season. Christmastide is spent in the Holy Land. New Year's Eve in Cairo. India is reached in her coolest and most pleasant season—mid January. Ceylon, Sumatra, Java, Straits Settlements, Siam and the Philippines are visited when their climatic conditions are the most comfortable of the entire year. Winter has departed from China by the time the cruise ship arrives, and in Japan members are greeted by the sight and scent of the spring blossoms.

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, embracing all the most worth-while countries, places and ports. The program of included and optional Shore Excursions is exceptionally broad, and the time alloted to the various countries visited is adequate yet not wasteful. Nine days are spent in the Holy Land and Egypt. Nine days in India, with an included excursion to Delhi, Agra and the Taj Mahal and an optional excursion across India, in addition to other included and optional excursions. Ten whole days are spent ashore in China, and nine days ashore in Japan.

Time between ports is surprisingly short, considering the sea distances covered. This feature of the cruise is due to the speed of the Empress of Britain and to the skilful "spacing" of the ports. Intervals at sea are therefore never so long as to prove boring or tiresome, and yet they are long enough to provide a proper measure of rest and contrasting activities.

Canadian Pacific

ITINERARY

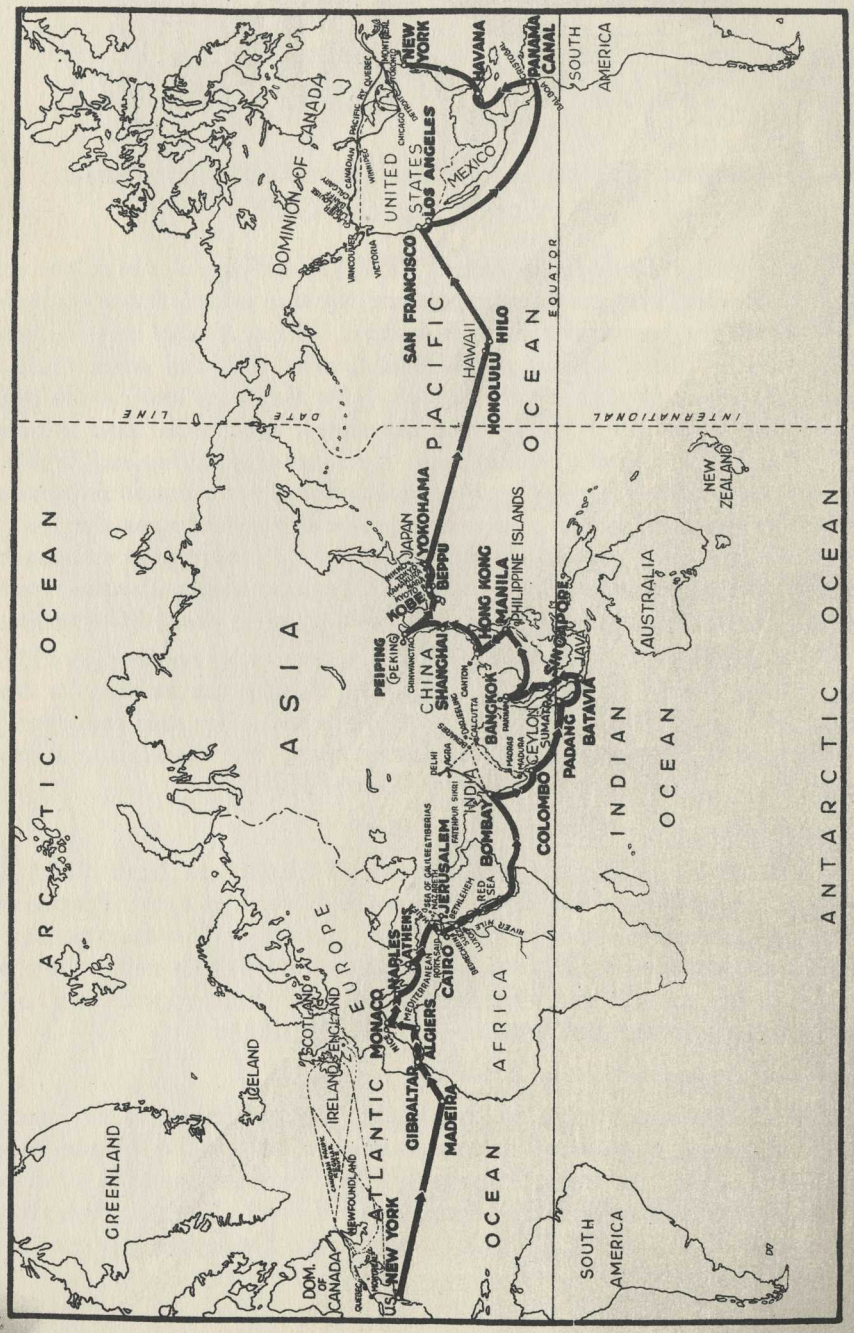
PLACES VISITED Included in Cruise Fare	COUNTRIES	Miles	PORTS	ARRIVE	LEAVE	TIME IN PORT Days	Hours
NEW YORK	U.S.A.		New York		DEC 3 Thu 12 noon		
FUNCHAL TERREIRO DA LUCTA	Madeira	2769	Madeira	DEC 9 Wed 6 am	DEC 9 Wed 6 pm		12
GIBRALTAR ROSIA BAY	Gibraltar	615	Gibraltar	DEC 11 Fri 7 am	DEC 11 Fri 6 pm		11
ALGIERS	Algeria	419	Algiers	DEC 12 Sat 3 pm	DEC 14 Mon 7 am	1	16
MONTE CARLO CORNICHE ROAD LA TURBIE NICE VILLEFRANCHE BEAULIEU	Monaco & France	461	Monaco	DEC 15 Tue 7 am	DEC 17 Thu 1 am	1	18
NAPLES POMPEII	Italy	364	Naples	DEC 17 Thu 6 pm	DEC 20 Sun 6 pm	3	
ATHENS ACROPOLIS	Greece	717	Athens	DEC 22 Tue 7 am	DEC 22 Tue 6 pm		11
HAIFA JERUSALEM BETHLEHEM MOUNT OF OLIVES	Palestine	640	Haifa	DEC 24 Thu 7 am	DEC 24 Thu 1 pm	8	12
PORT SAID CAIRO PYRAMIDS SPHINX RIVER NILE BEDRECHEIN SUEZ	Egypt	170	Port Said	DEC 25 Fri 6 am	DEC 25 Fri 6 pm	Passengers leave the ship at Haifa Dec. 24, visit Jerusalem and Cairo, rejoining at Suez Jan. 1	
		88	Suez	DEC 26 Sat 6 am	JAN 1 Fri 7 pm		
BOMBAY ELEPHANTA ISLAND DELHI AGRA TAJ MAHAL FATEHPUR SIKRI	India	2960	Bombay	JAN 7 Thu 10 am	JAN 15 Fri 8 pm	8	10
COLOMBO MOUNT LAVINIA PERADENIYA KANDY	Ceylon	883	Colombo	JAN 18 Mon 7 am	JAN 22 Fri 6 pm	4	11
PADANG PADANG-PANDJANG	Sumatra	1354	Padang	JAN 25 Mon 8 am	JAN 25 Mon 7 pm		11
TANDJONG PRIOK BATAVIA WELTEVREDEN BUITENZORG	Java	582	Batavia	JAN 27 Wed 6 am	JAN 30 Sat 6 pm	3	12
SINGAPORE JOHORE	Straits Settlements Fed. Malay States	526	Singapore	FEB 1 Mon 8 am	FEB 2 Tue 6 am		22
PAKNAM BANKOK	Siam	820	Bankok	FEB 4 Thu 4 am	FEB 4 Thu 9 pm		17
MANILA MONTALBAN GORGE	Philippine Islands	1460	Manila	FEB 8 Mon 6 am	FEB 9 Tue 6 pm	1	12
KOWLOON HONG KONG NEW TERRITORIES REPULSE BAY	China	631	Hong Kong	FEB 11 Thu 8 am	FEB 14 Sun 4 pm	3	8
WOOSUNG SHANGHAI	China	852	Shanghai	FEB 16 Tue 7 am	FEB 16 Tue 11 pm		16
CHINWANGTAO PEIPING (Peking) GREAT WALL	China	648	Chinwangtao	FEB 18 Thu 6 am	FEB 23 Tue 8 pm	5	14
BEPPU INLAND SEA	Japan	822	Beppu	FEB 26 Fri 6 am	FEB 27 Sat 6 am	1	
KOBE KYOTO NARA	Japan	215	Kobe	FEB 27 Sat 4 pm	MAR 2 Wed 7 am	3	15
YOKOHAMA TOKYO KAMAKURA	Japan	346	Yokohama	MAR 3 Thu 7 am	MAR 6 Sun 8 pm	3	13
HONOLULU WAIKIKI BEACH	Hawaii	3394	Honolulu	MAR 12 Sat 6 pm	MAR 14 Mon 5 pm	1	23
HILO KILAUEA VOLCANO	Hawaii	225	Hilo	MAR 15 Tue 7 am	MAR 15 Tue 5 pm		10
SAN FRANCISCO	U.S.A.	1999	San Francisco	MAR 20 Sun 6 am	MAR 22 Tue 7 am	2	1
SAN PEDRO LOS ANGELES	U.S.A.	368	Los Angeles	MAR 23 Wed 6 am	MAR 24 Thu 9 pm	1	15
BALBOA ANCON PANAMA CITY OLD PANAMA PANAMA CANAL COLON CRISTOBAL	Panama Canal Zone	2913	Balboa	MAR 30 Wed 7 pm	APR 1 Fri 6 am	1	11
		38	Cristobal	APR 1 Fri 2 pm	APR 1 Fri 7 pm		5
HAVANA	Cuba	1003	Havana	APR 4 Mon 7 am	APR 5 Tue 1 pm	1	6
NEW YORK	U.S.A.	1213	New York	APR 8 Fri 10 am			
		29495	DURATION: At Sea 64 Days; in Port 64 Days; Total 128 Days				

For Included and Optional Shore Excursions, see 53 and following pages.

81 Ports and Places in 23 Countries. All included in Cruise Fare.

Christmas in the Holy Land—New Year's Eve in Cairo.

Empress of Britain World Cruise



Empress of Britain World Cruise, 1931-1932

Canadian Pacific

Empress of Britain

Largest, Fastest and Most Luxurious Steamship Ever to Circle the Globe

ON A ROUND THE WORLD CRUISE nothing, not even the route travelled, surpasses in importance the ship which is the traveller's home for four and a quarter months. What a vital role the cruise ship plays! On a Round the World Cruise, you pass more than one hundred nights in your ocean bedroom. On the decks and in the public rooms are spent more than eighty mornings, afternoons and evenings. The ship crosses warm, tropical seas—sails into warm, tropical harbors—where the matter of airiness and ventilation is of paramount importance. For more than one-fourth of a year, you are dependent upon the ship for your comfort, your pleasure, your happiness. Extravagant spaciousness should be the keynote of a cruise ship, spacious decks, spacious public rooms, spacious apartments–room to live–to play–to meet life graciously.

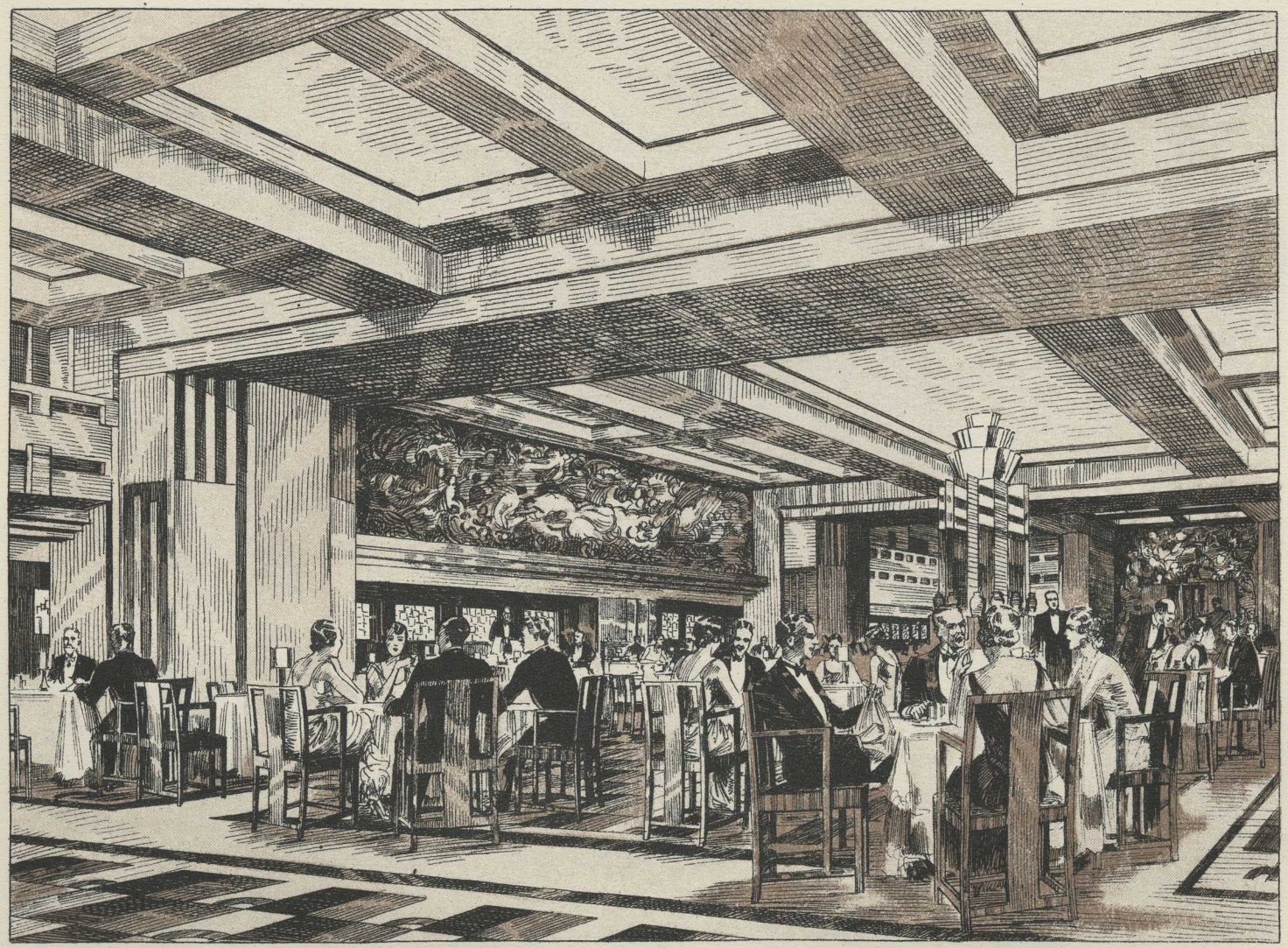
Realizing this, and with faith in the surpassing merit of its 1931-32 Round the World Cruise Ship, Canadian Pacific has outlined a list of questions which the experienced traveller invariably asks concerning a cruise ship. The answers enable you to judge how closely the Empress of Britain approximates the Perfect Cruise Ship.

How modern is the Empress of Britain?

Launched by H.R.H. the Prince of Wales on June 11, 1930, and sailing the seas for the first time in June, 1931, the Empress of Britain naturally embodies the latest innovations in marine design and architecture. Her furnishings and decorations reflect the best present-day trends in styles and colorings. Her sports and other equipment are definitely of 1931-1932 standard.

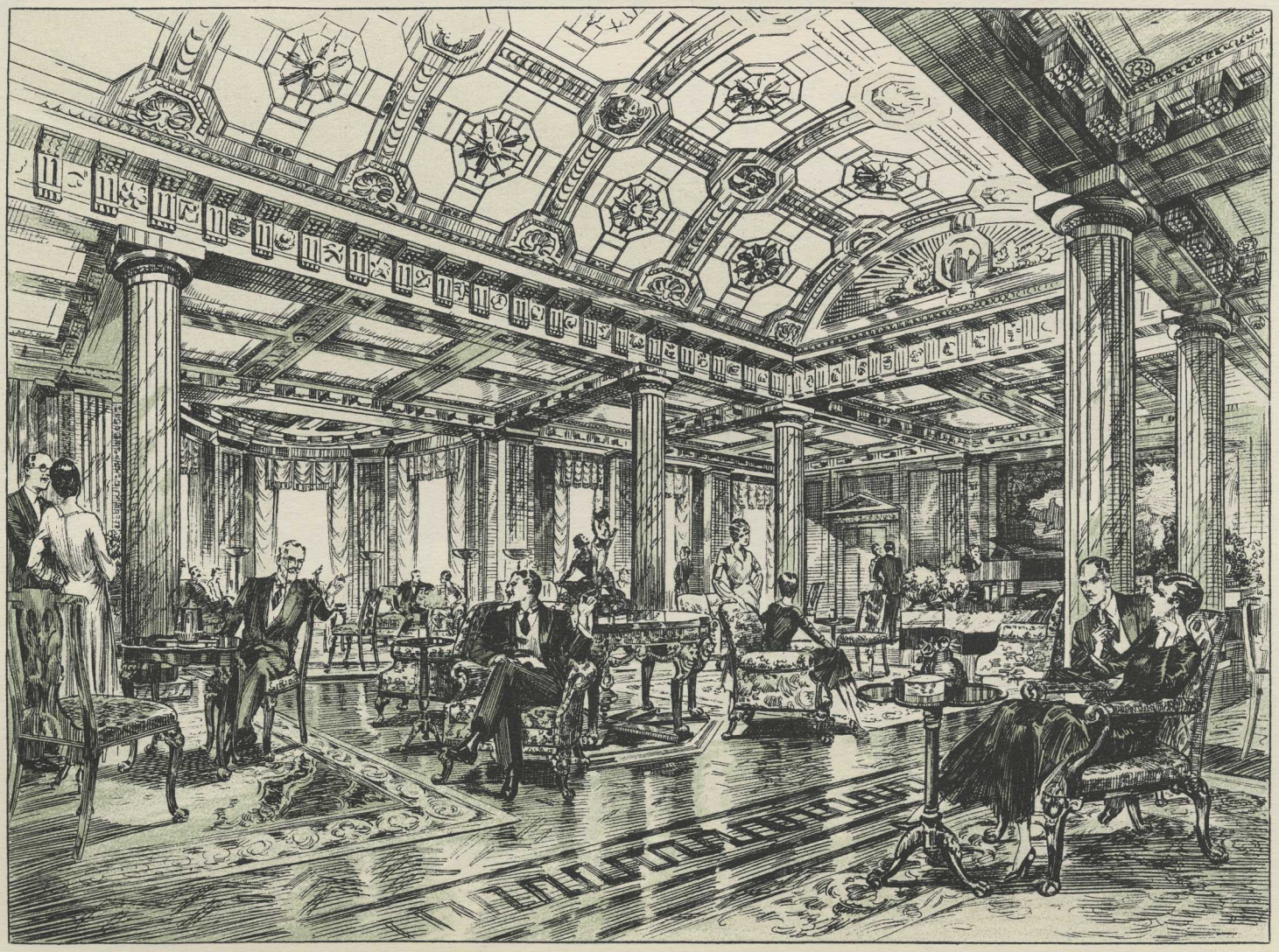
How big is the Empress of Britain?

The Empress is one of the eight largest liners in the world, with a gross registered tonnage of 42,500 tons, a displacement tonnage of 63,750 tons. Her length is 758 feet; breadth 97.5 feet. From B Deck to keel, her depth is 60.8 feet. She has ten decks. Above B Deck, tower A Deck, the Lounge Deck, the Sports Deck, the Sun Deck.



Salle Jacques Cartier

Empress Room



Mayfair

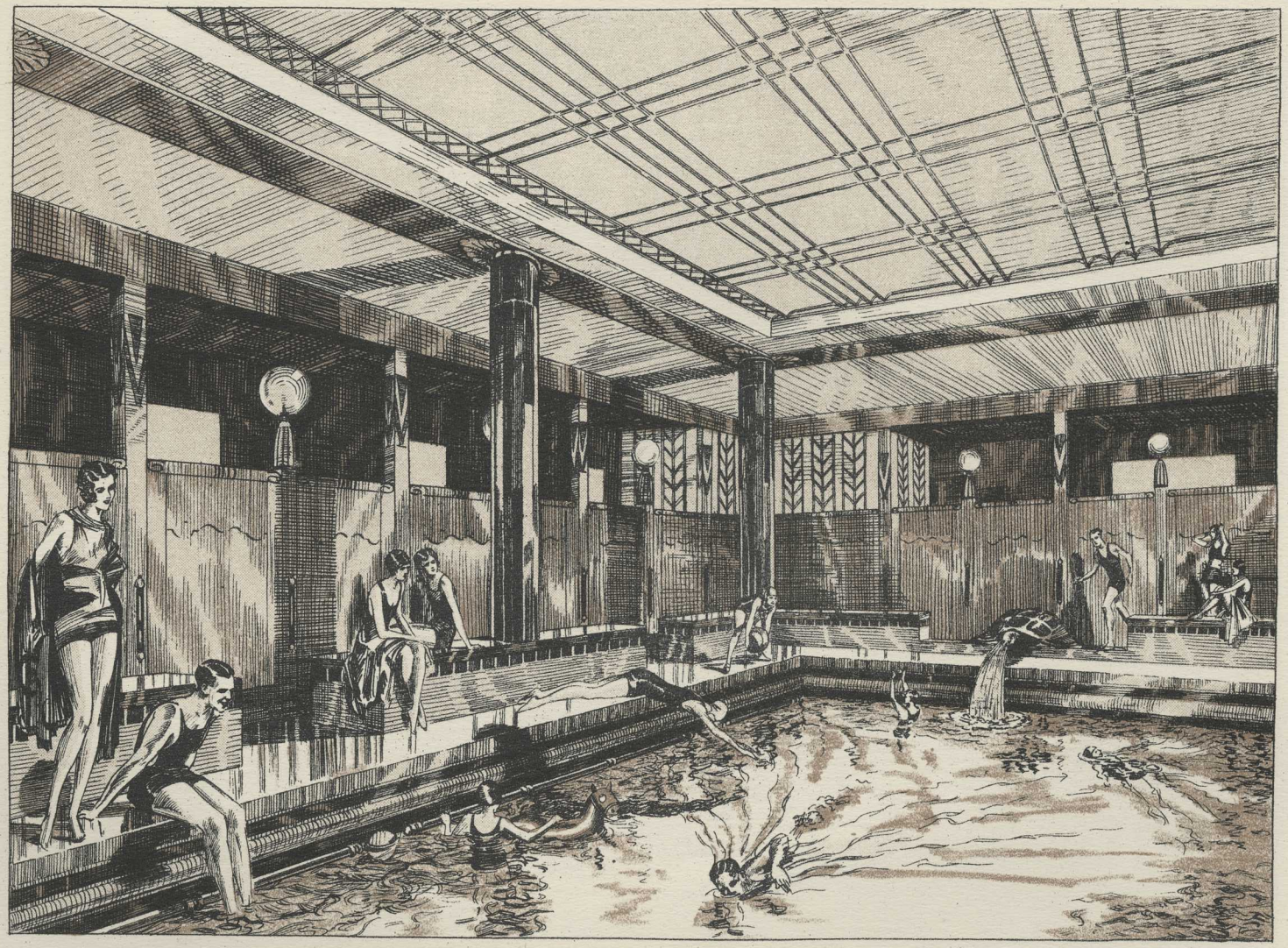
The Sun Deck of the Empress of Britain, is entirely given over to recreations. On the Sports Deck aft, surrounded and protected with wire netting, is a full-size tennis court with ample back and side space. This is real tennis, so bring your favorite racket. Extra and very pleasing features of this Tennis Court are the spaces for spectators and the Cafe. Ample spaces are provided on the Sun Deck and other decks for ship golf, ship bowls, deck tennis, horse-racing, walking and other sports and activities. On Deck B is the Squash Racket Court, two decks in height and of full championship size. A Spectators' Gallery with separate entrance overlooks the playing floor.

The Lounge Deck stretches on both sides of the ship for approximately six hundred and fifty feet. Walk around it four times, and the daily mile is complete. The forward end and both sides for some distance aft are enclosed with removable plate glass windows. Exclusive of the tennis court and Sports Deck, the area of open, unobstructed promenade deck space totals twenty-six thousand square feet, more than equal to a square measuring one hundred and sixty feet a side.

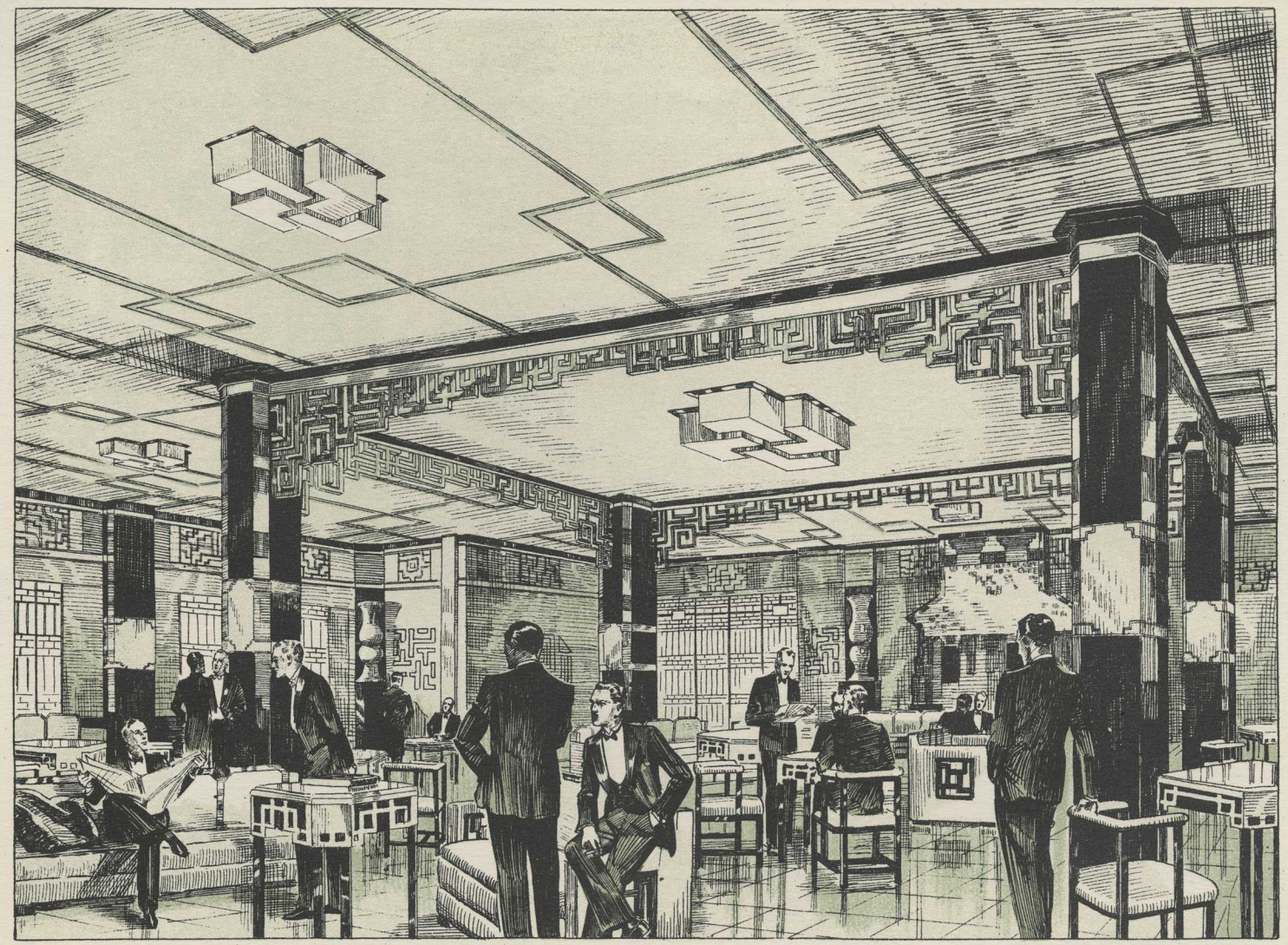
What distinguishes the sleeping apartments of the Empress of Britain?

Whereas other steamships comparable in size to the Empress of Britain are equipped to carry three, four or five thousand passengers when used in regular trans-Atlantic service, the Empress of Britain has, under the same conditions, accommodation for only eleven hundred and eighty-two passengers. This comparison strikingly emphasizes the relative amount of space accorded the individual passengers, not only in the manner of Public Rooms, but also of the sleeping apartments. The number of passengers carried on the World Cruise is strictly limited.

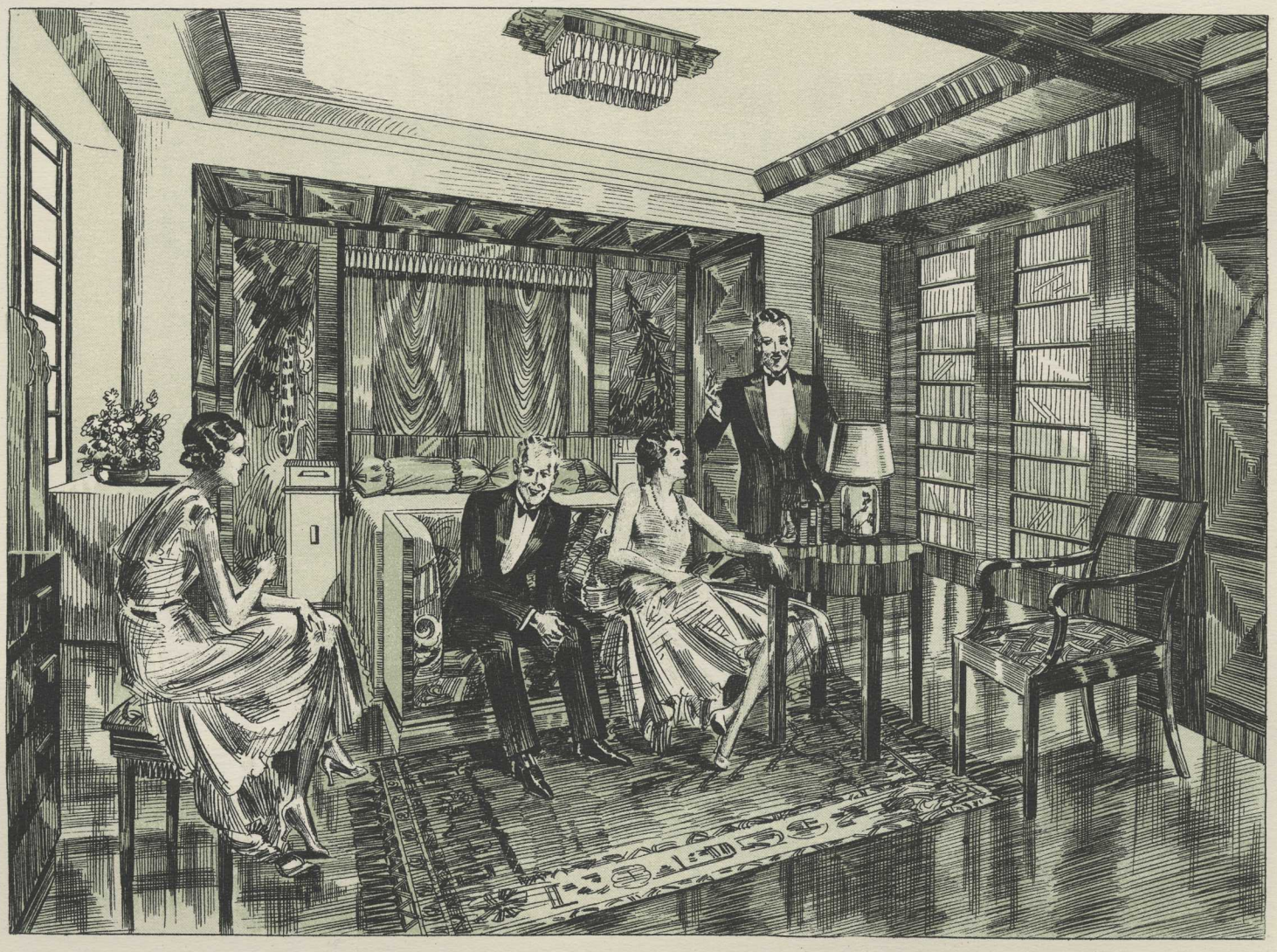
Practically all apartments of the Empress of Britain are outside rooms, spacious, airy, well-lighted and equipped with every possible convenience. There are numerous apartments for one or two persons, each with its private bathroom. In addition, there are the two regal suites, each consisting of five beautifully furnished rooms. Most apartments have connecting doors, enabling them to be used en suite.



Olympian Pool



Cathay Lounge



De Luxe Suite Bedroom

Empress of Britain World Cruise

How fast is the Empress of Britain?

The Empress is one of the four speediest passenger ships in the world. Her average speed is 24 knots, equivalent to 28 miles per hour. Her single reduction gear turbines develop 64,000 H.P. and drive four great bronze propellers. A noteworthy feature of the power equipment is the vibrationless smoothness with which it works.

What Public Rooms has the Empress of Britain?

No other passenger ship in the world surpasses the Empress of Britain in the size, number, beauty and convenience of the social rooms. One entire deck, the Lounge Deck, stretching more than three-fourths the length of the ship is given over to charming Public Rooms. These regal suites of Public Rooms make a notable list:

EMPRESS ROOM	KNICKERBOCKER BAR	TURKISH BATH
MAYFAIR	CARD ROOM	TENNIS COURT AND CAFE
CATHAY LOUNGE	WRITING ROOM	SQUASH RACKET COURT
SALLE JACQUES CARTIER	GYMNASIUM	HAIRDRESSERS' SHOPS
THE MALL	OLYMPIAN POOL	BEAUTY PARLORS

Are the Public Rooms Outstanding?

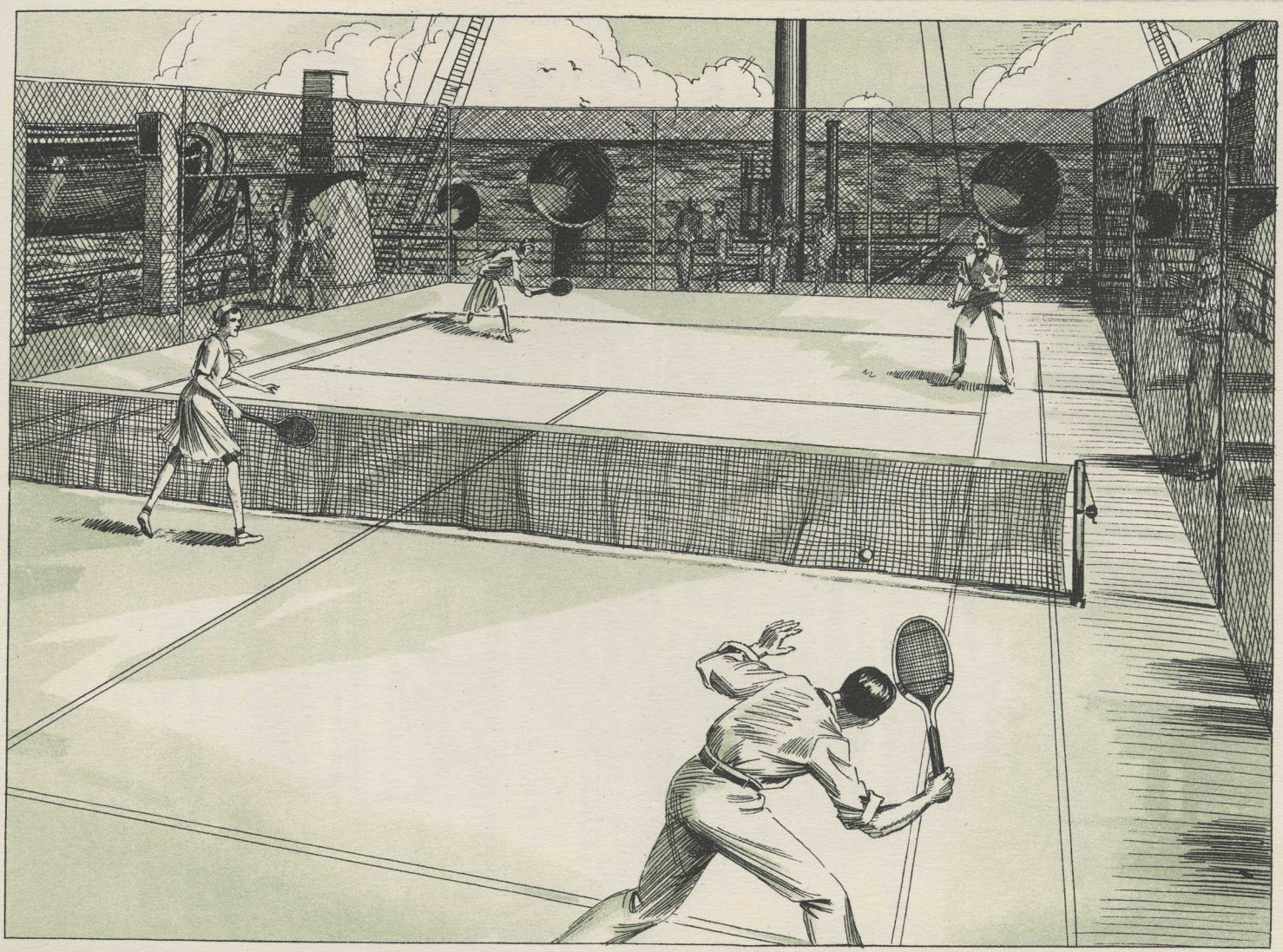
They are designed on a scale of spaciousness, and with an artistry, never before attempted on an ocean liner. They form the most complete ensemble of Public Spaces afloat. Six of the rooms were designed by world-famous artists, who were asked by the Canadian Pacific to produce effects that in beauty, comfort and style would be outstanding expressions of their art.

The Empress Room, a ballroom 65 feet long and correspondingly broad, is a veritable domain of grace and light by that foremost artist, Sir John Lavery, R.A., The color scheme is an enchanting harmony of coral pink, blue and silver. Great windows frame the gleaming expanse of floor, and the central dome is a map of the sky, with stars and planets ashine in the actual positions they occupied on the night of the day the Empress of Britain was launched. Talking pictures are enjoyed here.

The Salle Jacques Cartier, the largest un-pillared open space ever built into an ocean liner, is the creation of Frank Brangwyn, R.A., with its central cold buffet, a strikingly decorative work of art. Two large mural paintings from his magic brush add their charm to this magnificent dining room. Concealed lights ensure an entrancing evening display.

Canadian Pacific

A Two-Bed Apartment



Sports Deck

Mayfair, eighty-three feet long and with harmonizing width, is a classical room in authentic Renaissance style, by Sir Charles Allom. French walnut panels, marble pilasters and rich bronze ornamentations catch the eye in this masterpiece of beauty, and with the curtains of silk damask, the gold-rayed sun and Zodiac signs in the arched ceiling, and the bronze Atlas of the fireplace, give a rare atmosphere of splendid ease and contentment.

The Cathay Lounge, a new conception of the oldtime "smoke room", is the product of the genius of Edmund Dulac, noted illustrator of the Arabian Nights and the Rubaiyat. The motif is Asian, glamorously and magically Asian, with its dull glowing Chinese lacquer, golden parquet, varied woods, luminous porcelains and the shimmering silver of the roof.

The Writing Room is of the William and Mary period, done in walnut and silver. The Card Room is in Spanish style, with wrought iron doors and a floor of tile. The Mall is the Bond Street of the ship, stretching from the forward end of Mayfair to the after end of the Empress Room.

Sports and Recreation on the Empress of Britain?

Elaborate provision for sport and recreation has been made on the Empress of Britain. The varying desires of cruise members—of the moderately active and the very active—are adequately met.

On F Deck is the Olympian Pool, designed and decorated on a unique scale. The pool measures forty feet by twenty feet. Water, warmed and purified, flows in continuously through the open mouth of a monster terazzo glass turtle, and the approximation of perpetual daylight is achieved by hidden lights. Brilliant underwater floodlights add to the unusual in this fascinating Lido complete with Cafe for spectators and bathers. Adjoining are the Turkish and Electric Baths and the Gymnasium.

For the Round the World Cruise, the Empress of Britain is also fitted with a swimming pool on deck, which is filled with ever-changing pure sea water. This pool is the scene of many of the Cruise's most enjoyable hours between ports.

Madeira

Empress of Britain World Cruise

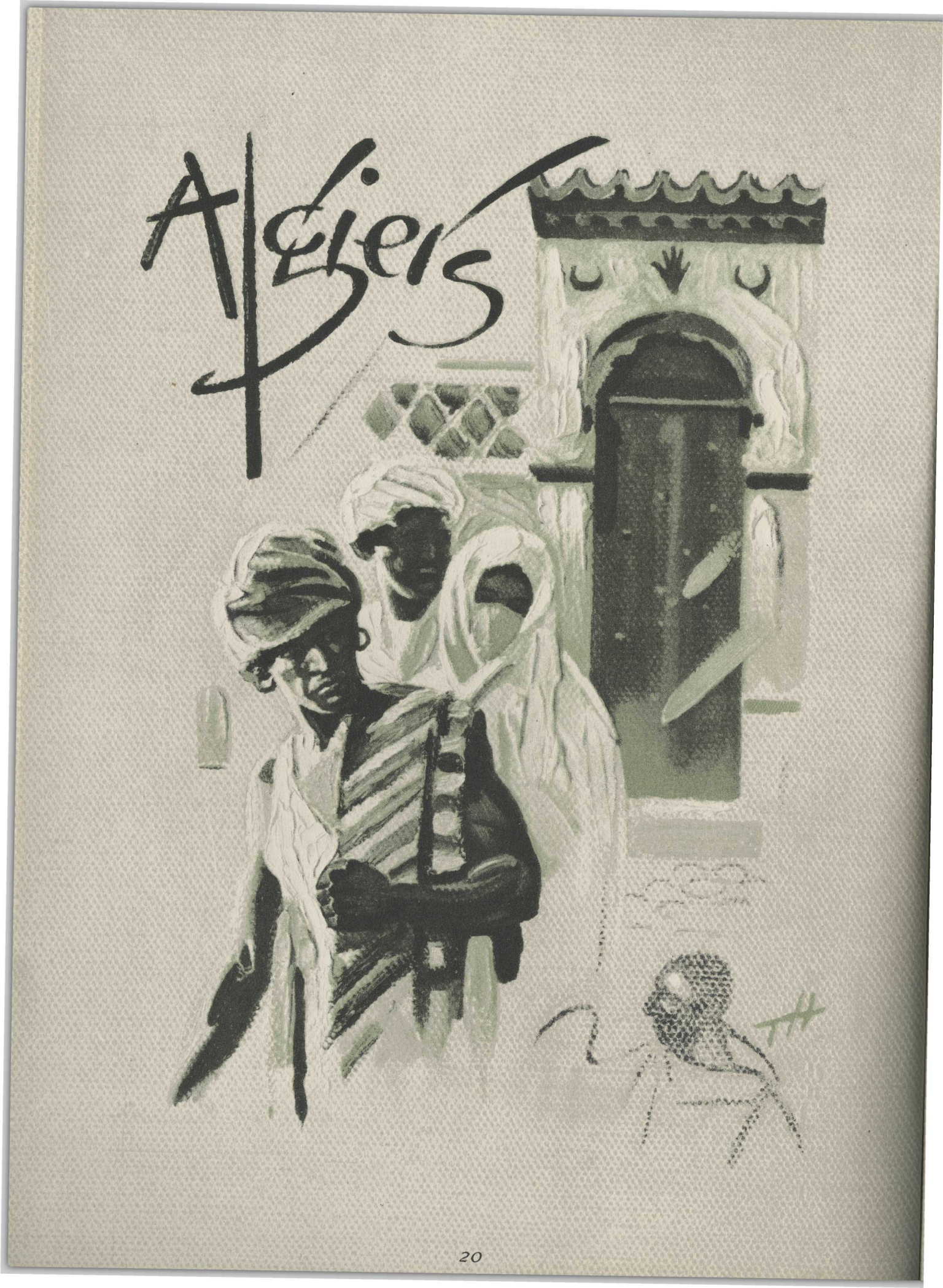
WITH his sketch books . . . his brushes . . . his paints . . . his genius . . . the artist has gone ahead of you, has traced the full route of the 1931-1932 Canadian Pacific Round the World Cruise. His joy . . . and likewise his despair . . . the capturing of magic, elusive impressions . . . their transference into enduring line and stroke . . . that you may anticipate through his art, the scenic splendors, the vivid life, the strangenesses and the haunting beauty and the grotesqueries of the far-away lands to which the Empress of Britain is to carry you.

The sixteen sketches shown he brought back. To quote him: "Ten thousand pictures remain locked in my eyes. A thousand have taken form in my sketch books. Of them I have chosen sixteen . . . no more. In them is the crystallized spirit, the essence, of your Cruise. They tell its story. The ones I refrain from sending, the ten thousand I shall never set on canvas, your members will see for themselves . . . and live to bless me, that I did not take away from them the joy of discovery. For that, to me, seems the vital element of your Cruise . . . the myriad surprises it is able to summon forth in each land . . . the contrasts . . . the contacts with new aspects of familiar things, trees, flowers, plants . . . with architectures so marvellous that you must turn away to breathe . . . glimpses of life as a hundred other races live it . . . glimpses fugitive, glimpses fleeting . . . but glimpses that build themselves, as time slips by, into memories that the mind will never let fade."

MADEIRA. The first week of the Cruise brings a miracle . . . the grays and sooty blacks of New York exchanged for the pinks, whites and blues, the flaming crimsons and the golden glow of Madeira. Warmth and mellow sunshine and open skies, enveloping and framing a city that you first glimpse across the silvery breakers that roll against its stone quay. Funchal, this capital of Madeira, is a city of color, splashed on a green hillside. Everywhere there are gardens; everywhere you look there isn't one level street!

Choose for yourself a *carroe,* with its oxen, chintz curtains. Then slithering, skiddering, ride through the scented sweetness to the Casino. It is a fairyland of light, set in a fairyland of gardens, with trees and shrubs gaily garlanded with twinkling multi-colored lights.

Canadian Pacific


Algiers

Dance until the soft darkness pales, and then come dropping gently down in the first moments of dawn to the quay, to the tender, to the ship, to bed. The next morning, ride up Funchal's cog-wheel railway to the top of Terreiro-da-Lucta, 3285 feet above the sea on which, toylike, the great Empress of Britain rides at anchor. Drink in the unforgettable view . . . it's to be one of your imperishable memories . . . see the steep little streets, gay little houses, the gardens riotous with roses, bougainvillea, azaleas; eat luncheon atop the mount, and then come sliding shipward in a *carrinho-do-monte,* down those steep little streets. In twenty minutes you are at the base of the hill, and you have had one of the oddest of life's thrills.

Now, cap your Madeiran experience by visits to the Vigia Gardens, the Rua Dereita and the house to which Columbus brought his bride in the long ago, the shops with their Madeiran lace, the churches, including the 14th Century Cathedral, the ancient fort, the market filled with Madeira's handicrafts, vegetables, fruits. Sit for a time in a cafe on the Prac da Constituicao, lively little, vivid little park . . .

GIBRALTAR'S grimness is that grimness you notice in men who have achieved . . . and suffered. It's historic . . . and looks it. The wars that have beat against its hoary heights have left their marks on the Rock, until the very air as you pass up and through it seems impregnated with unspoken challenges and alarums. Myriad languages beat in your ears in the streets of the little town below the towering cliffs. A medley of all the Mediterranean's races brush by you . . .

ALGIERS. A new day and a vision of beauty encircling a harbor . . . Algiers, that rises street above street, white palaces above white palaces, from the port where the fierce hosts of Barbary once cradled their blackly terrifying sloops.

Ashore, your way lies along the Boulevard de la Republique, as French as Paris, to Bab-Azoum, famous for its shops. By this time you have an impression of Algiers, an impression that grows stronger as the hours speed along . . . of Paris transplanted on Africa . . . of smart cafes, shops, hotels, luxurious villas . . . and mystery as impenetrable as the eyes of the Bedouins, Arabs, blacks, browns, saffrons, who pass on the streets . . .

Naples

Empress of Britain World Cruise

Now to the Arab quarter . . . streets choked between high, windowless Arab houses . . . turban'd, slippered, berobed figures . . . donkeys . . . hole-in-the-wall shops . . . the dull gleam of hammered brass . . . the glint of golden trinkets . . . the sparkle of gems . . . and wandering off by yourself . . . Lo! before you is the doorway . . . there is the lintel . . . there is the imprint of the lucky hand!

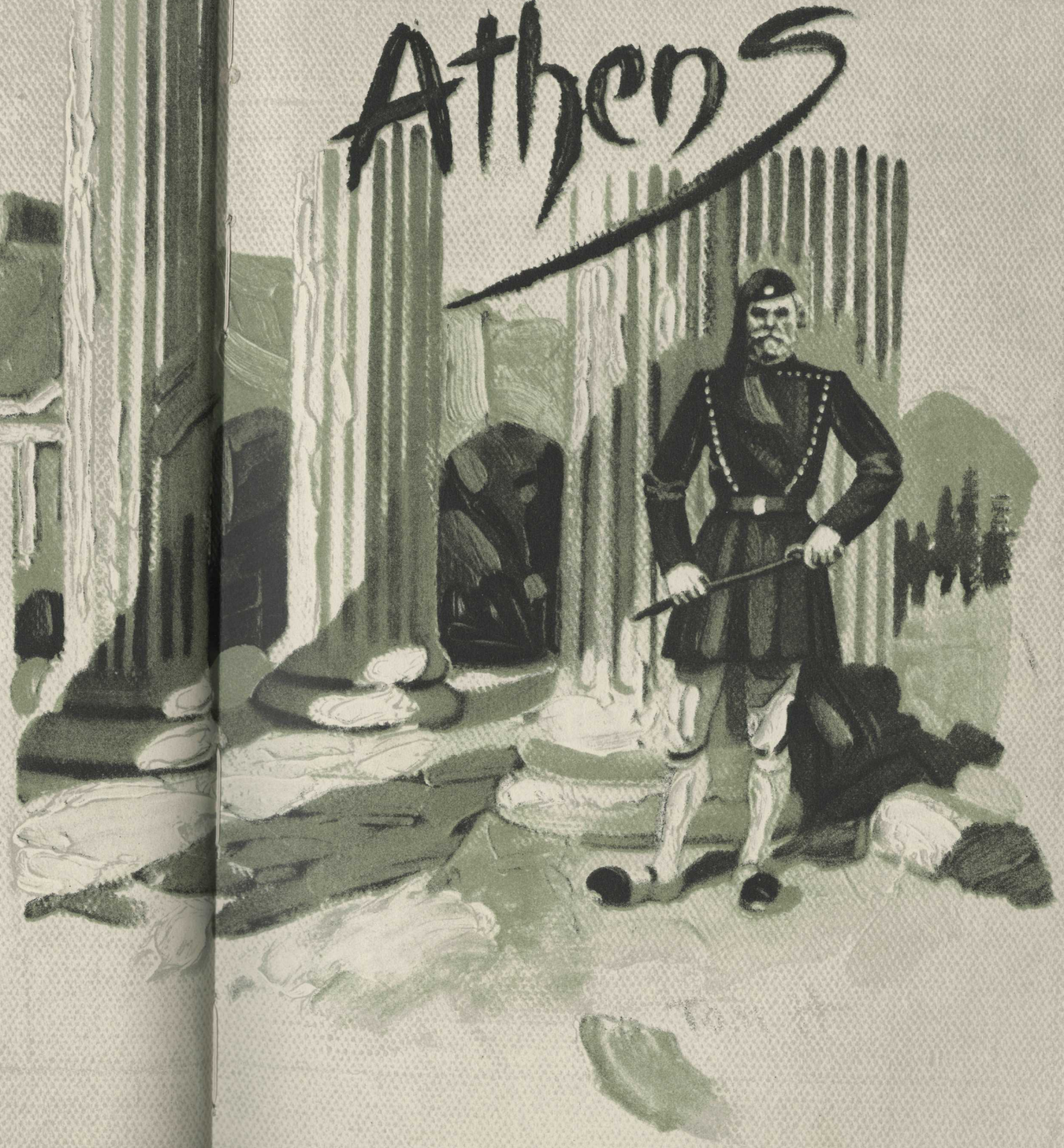
MONTE CARLO. One of two fates waits, so they say, for those who come to Monte Carlo across the Mediterranean, as you do. If you come, beckoned to this serene white loveliness of a city by your thirst for the excitement of its gaming tables, you are doomed to remain to fall prey to the beauty of its gardens and villas and white waves on blue water far below. If you come, lured by thoughts of its exquisite charm, the whirring wheels and the cards that tilt and fall so quietly and yet so decisively will encompass you round with their visions of piled wealth . . . but, after all, it's only a "they say" and here is the famous Bay, with its white yachts and dinghies, its eight-metre craft, and its ocean liners, and here are the cars waiting to whisk you away to Nice and luncheon at the smartest hotels overlooking the Promenade des Anglais . . . it's the Grande Corniche Road you travel, the world's most famous drive and the thrilling-est . . .

NAPLES. Gayety . . . that is Naples, light-hearted gayety . . . life lived in the open for everyone to see and enjoy . . . a life of dancing, dining, sleeping, praying, loving, unconscious of audience or spectators. In the National Museum, there are sculptures and relics beyond your most beautiful visioning. In the Aquarium, fantastic varieties of sea life beyond your most glorious nightmares. And out in Pompeii, the ruins of the city where Rome of her decadence bathed and played and wasted the summer days away, until Vesuvius' growl grew into thunder and Vesuvius' smoke turned to fire, and ashes descended upon people and houses and temples and streets. In 79 A.D. it was that this occurred, and today, uncovered by the ceaseless patient toil of archaeologists, Pompeii stands revealed again.

Canadian Pacific

ATHENS. How short are the hours . . . how limited one's vision . . . to see and to absorb the glory of the majestic ruins which rise everywhere! Here are three cities in one: the narrow throttled streets of the Turkish occupation; the modern city with its broad avenues and plazas; and the remains of the ancient centre of the world, the city of Pericles. As on a pilgrimage, we climb to the Acropolis, that five-hundred-feet-high knoll which contains more man-made beauty than any other one spot in the world. Slim columns of the Parthenon . . . broad marble stairs up which the triumphal processions of old bore their sacrifices . . . tiny Temple of Nike, the Victory goddess, the wingless one . . . the Propylaea, double-winged gateway to a labyrinth of statues and altars . . . the Erectheum . . . the Porch of the Caryatides . . . around . . . on every side . . . below . . . Beauty tongue-less, yet never surpassed in its ability to satisfy the craving we all have for perfection of form in the things about us. Athens, it will be the day after Eternity before your ruined loveliness is forgotten!

Athens



Empress of Britain World Cruise

PALESTINE. How simple are the guide-books which tell us Haifa is the gateway to Palestine! In reality, it is the curtain rising on the oldest drama; one, that no matter how many times repeated, still has power to stir us to our innermost hearts. Appropriately, here are Christmas-time and the land so indelibly associated with Him whose birthday Christmas Day is. From Haifa, the way lies straight to Jerusalem, City of God, the ancient stronghold of David and Solomon. Through its streets we ride or walk; each one of which has a story we know by heart. Garbs of other lands may surprise, but those these people wear do not. Thus Abraham dressed, when he came into this land from Ur, and David when he danced and played his harp before the Covenant, and Solomon when he rendered the judgment that gave the babe to its rightful mother. Streets of other cities will seem strange, have seemed strange, but those of Jerusalem are familiar ones. And so it goes.

Instinctively, we recognize Calvary before we reach it, the Garden of Olives before its gates open to admit us. The only unfamiliar note is sounded by the great Mosque of Omar and the other Turkish and modern buildings. The remainder of the city, changed as it must have in all the intervening centuries, is to us the Jerusalem of Christ's era . . .

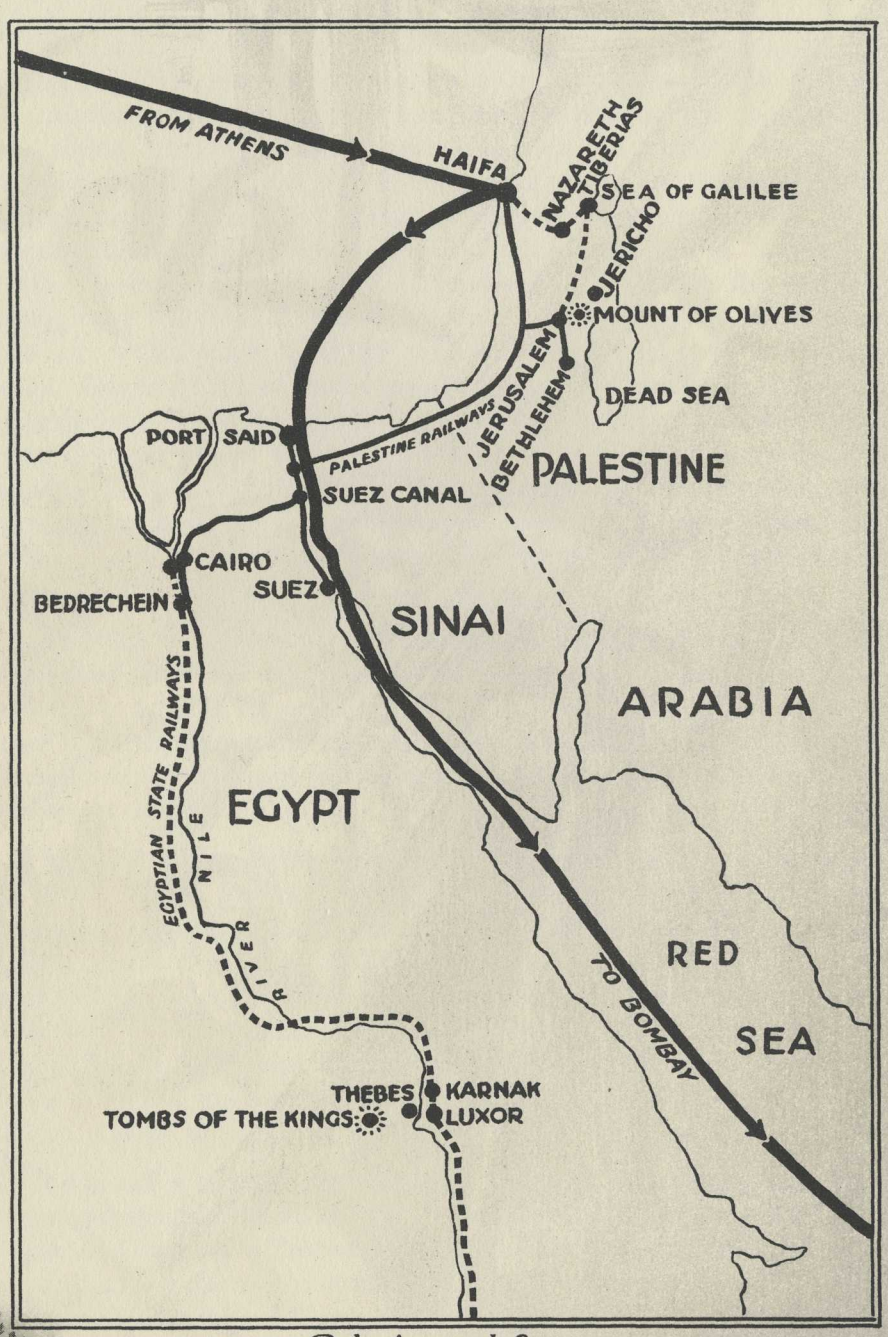
Jerusalem is to Bethlehem as the last act of a play is to the first. Go out from the city on Christmas Eve, following in imagination the Star that guided the Three Wise Men from Herod to the rude shelter where the Christ Child lay cradled in the straw. There is the Field of Boaz, wherein that Ruth toiled whose people ceased to be her people when love called to her; there, Rachel's Tomb; there, the spot whereon David stood to fling the stone that slew Goliath. And here is the Church of the Nativity, built, tradition tells us, above the grot in which the Christ Child was born.

Two and a half days in the Holy Land . . . two and a half days of acquaintance renewed with Bethlehem, Gethsemane, Calvary, Mount of Olives, Via Dolorosa, the Dead Sea, the Sea of Galilee . . . two and a half days of communion with the sacred past.

Canadian Pacific

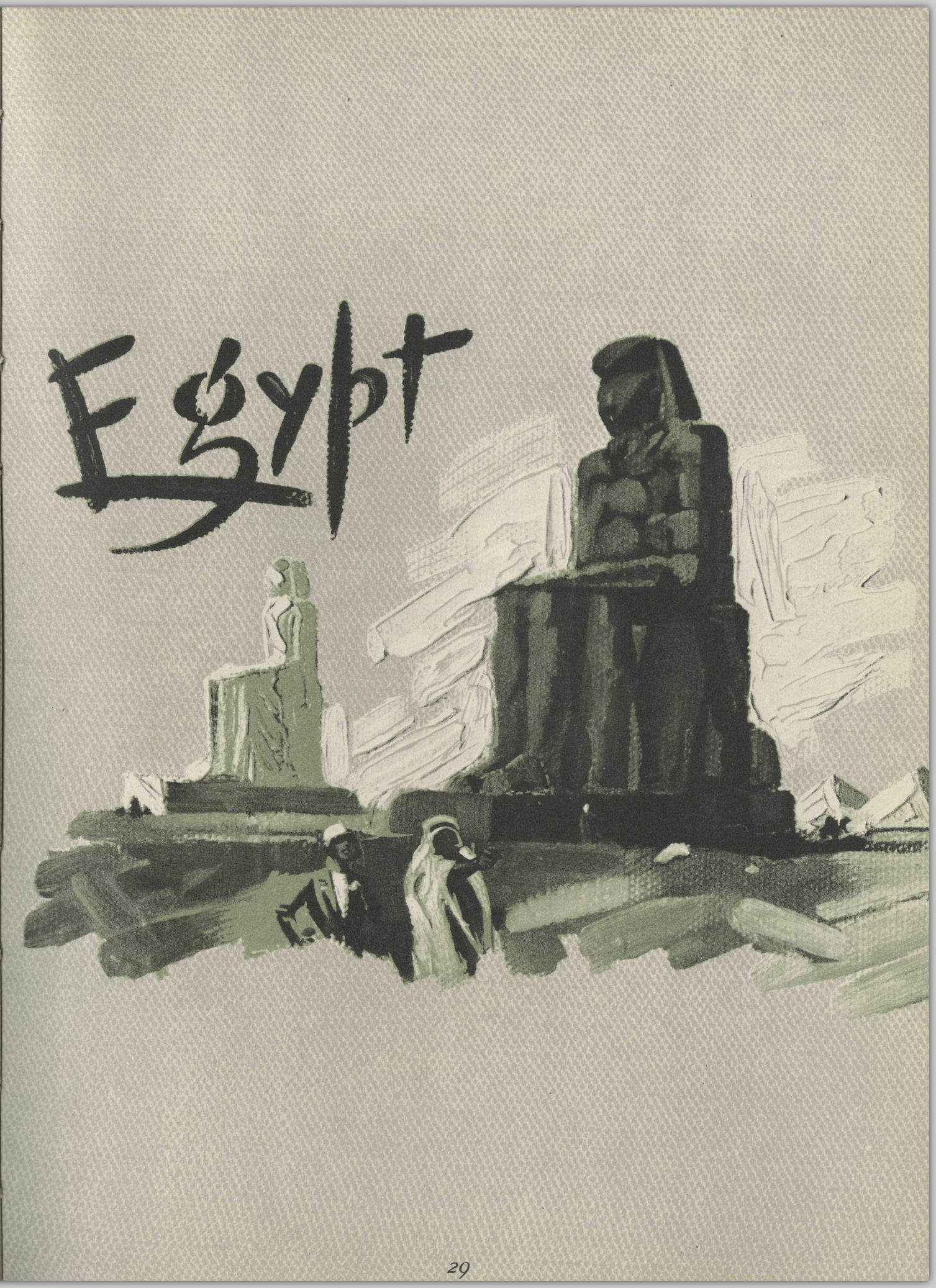
HOLY LAND

Empress of Britain World Cruise



Palestine and Egypt

Canadian Pacific


Egypt

Empress of Britain World Cruise

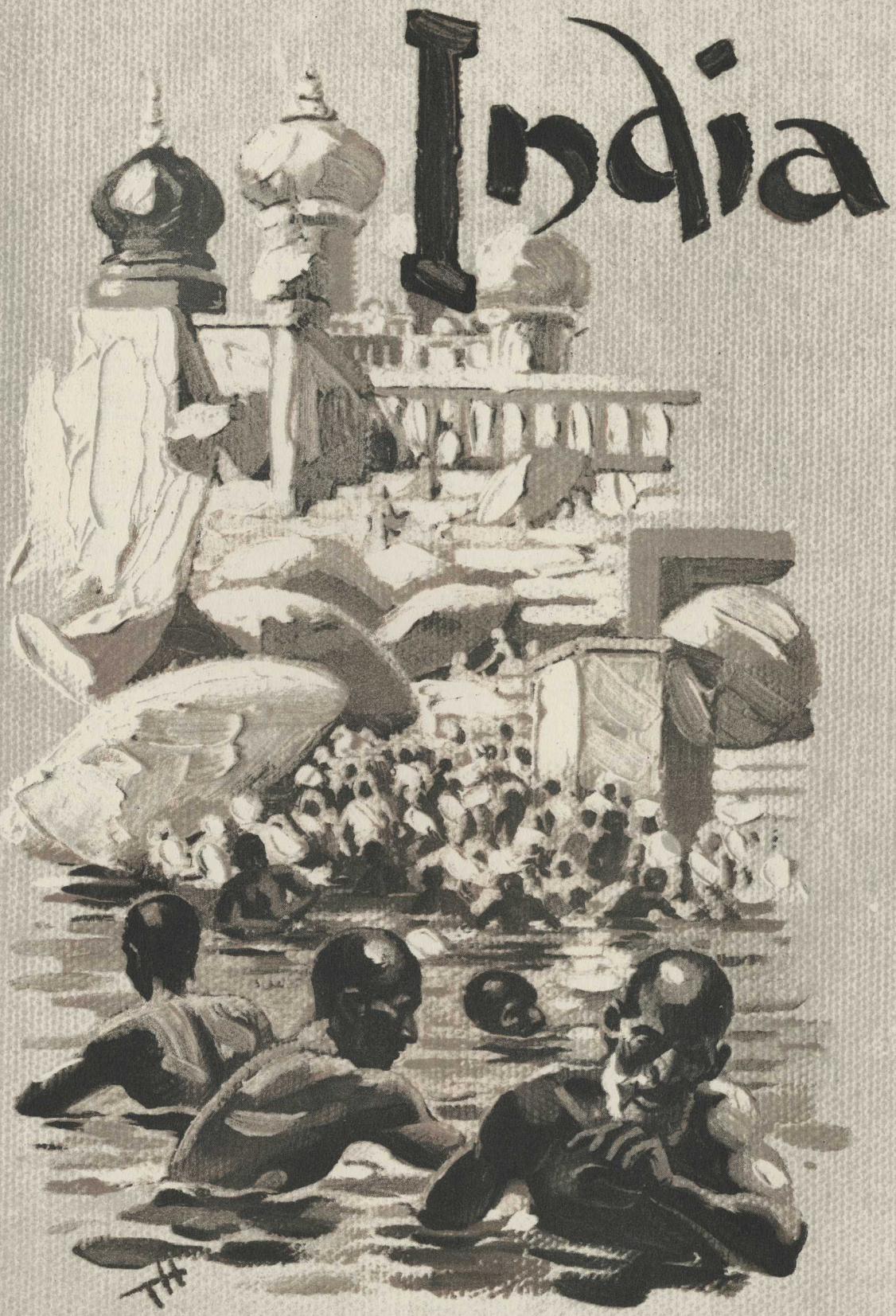
EGYPT. As in life as a whole, so it is on a Cruise: variety is the condiment that adds to the attractiveness of the hours, the days . . . Christmas Eve in Bethlehem and the most solemn of moods . . . New Year's Eve in Cairo and light-hearted, carefree gayety . . . Biblical days one week and pre-Biblical days the next . . . from Asia Minor to Africa, and a New Year has begun . . . .

In Egypt the centuries parade before us, the centuries of Cleopatra and before; the centuries of the Shepherd Kings, Rameses, Tut-Ankh-Amen, and a host of other rulers of long-dead generations; the centuries nearer our time, of Saladin and his fierce-riding Moslem hordes. In Cairo, there is the modern present, with its smart hotels, its cafes, shops, and there is the Museum stored to bursting with Egypt's history in stone and with the golden treasures from Tut-Ankh-Amen's Tomb. The bazaars, fascinating with embroideries of gold and silver, inlaid woods, glazed pottery of red and black brought down from Assiut, brasses, rare silks, rarer mats . . . and the mosques from whose minarets the muezzins sound forth the call for all Moslems to abase themselves towards far-off Mecca and chant the praises of Allah "than whom there is no god." The amenities of modern hotel rooms and public spaces . . . and the joy of the Night in the Desert—an interlude spent on the sands —a ride on camel back, and visits to the Pyramids and the Sphinx, its riddle as unsolved today as in Moses' time and before.

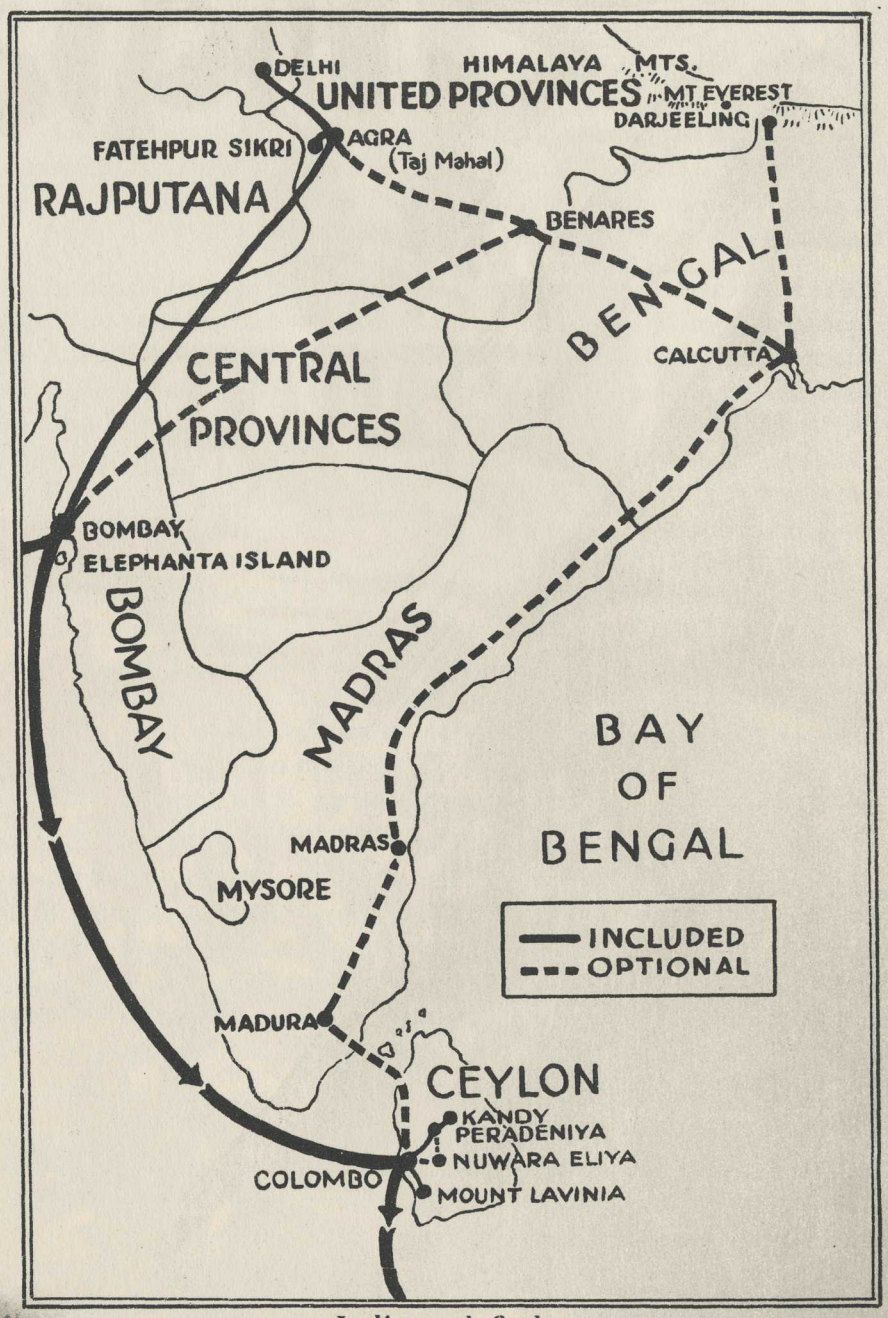
Without the Nile, there would be no Egypt; likewise, unacquainted with the Nile, you are unacquainted with Egypt. So, up the famous river a Nile steamer goes, with us aboard, up as far as Bedrechein, where on the low, ever-renewed banks the fellaheen cultivate the fertile soil with the same crude implements and in the same fashion that the Israelites in their sojourn in Egypt knew.

Beyond lie Luxor, Thebes, Karnak, the Valley of the Kings, the Tomb of Tut-Ankh-Amen . . . magic names to many of us . . . all waiting to be visited . . . and then, Cairo bid good-bye to on January 1, after a night of dancing, whole-hearted mirth, splendor, and bed with the Egyptian dawn breaking across the golden sands . . .

Canadian Pacific


India

Empress of Britain World Cruise



India and Ceylon

Canadian Pacific

Empress of Britain World Cruise

INDIA. The Red Sea . . . and visions of dividing waters . . . fleeing Israelites . . . pursuing Pharaoh . . . the Indian Ocean . . . its flaming sunrises and sunsets . . . the rattle of anchor chains off the Apollo Bunder . . . and Bombay and India . . . *raison d'etre* enough for a cruise here first and no farther.

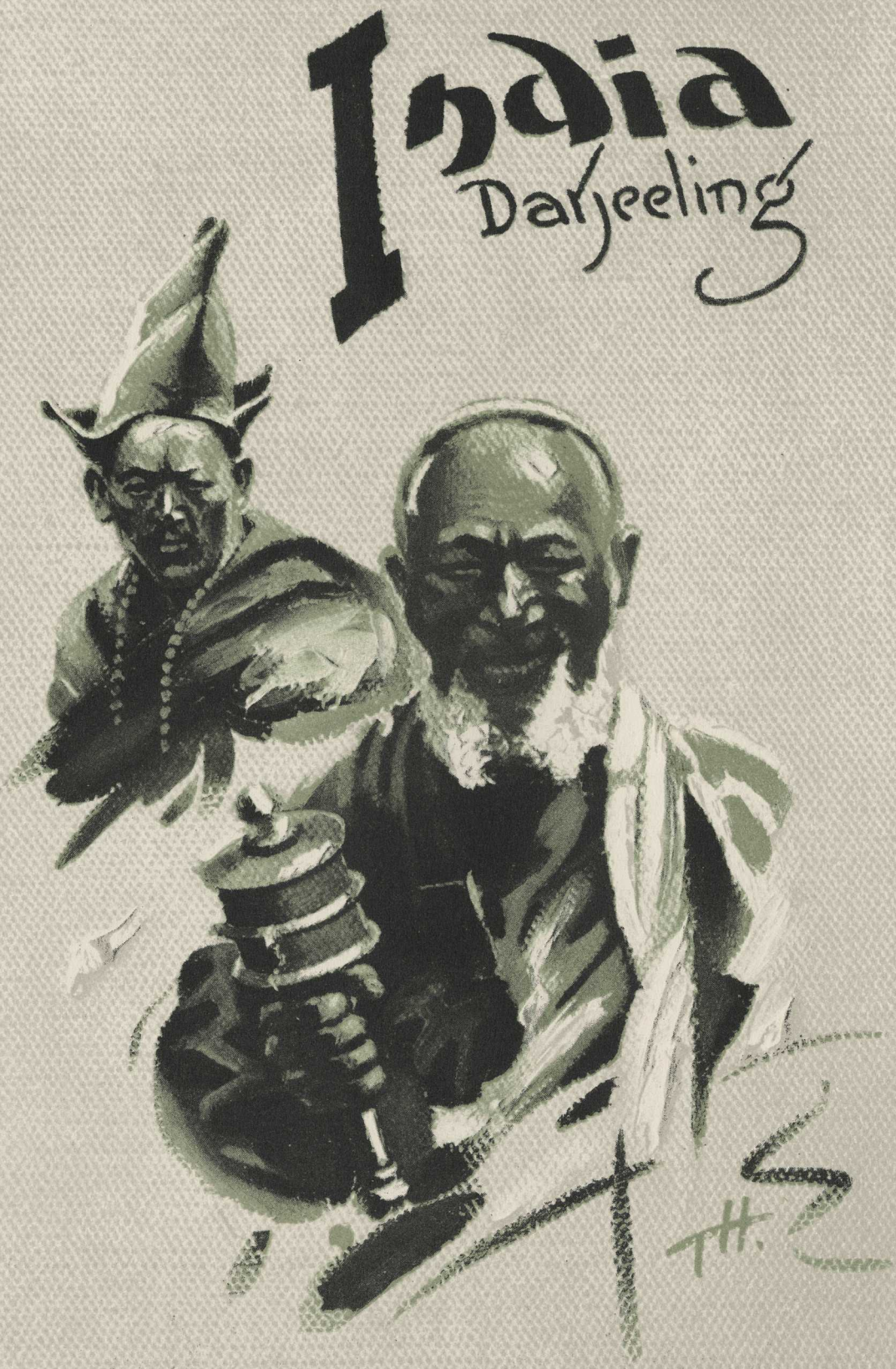
For India is the vastest of spectacles, so vast that a life-time spent in its scrutiny brings one only to the edge of the stage upon which its countless dramas are enacted. But skilful planning, expert division of the hours, can achieve wonders . . . so let us see.

Streets that overflow with a hundred races, white, black, brown and all the intermediate tints, with Hindus, Moslems, Buddhists, Christians, Jews, Parsees. The white man in the tropics, imperturbable, at ease. Europe engrafted on Asia, modernity endeavoring to make friends with the tenth century B.C. All these we notice during our sojourn in Bombay . . . and Malabar Hill and Queen's Road, the Native City, the cypresses around the "Towers of Silence," Elephanta Island with its grim temples to Siva and the million gods of the Hindu pantheon . . . and yet much as they tell us, they haven't begun to tell us the story of India . . .

So, from Bombay the way lies inland to Delhi, the capital that the Mongols founded in the 16th century, and wherein they built their wondrous mosques and palaces; the Great Mosque with its trio of whitest domes, the Fort with its red walls, the Royal Baths, the Painted Palace of the Chief Sultana. Outside the modern Delhi is Kutb Minar, old when the Mongols arrived and still raising its unscarred slenderness into the cloudless Indian sky. And now Agra . . . the great citadel filled with palaces from which Shah Jahan, a prisoner, looked out upon the Taj Mahal . . . which he had built as last resting place for Mumtiz-i-Mahal, wife of his youth and his old age and fairest jewel of Moslemry . . .

Beyond lies Fatehpur Sikri, rendered people-less and barren at the whim of its creator. Benares, most sacred of Hindu cities, its ten hundred temples visited every year by a million devotees who come to wash in the sacred waters of the Ganges . . .

Canadian Pacific


India
Darjeeling

Those whom India's impenetrable mystery most baffles will cross the wide width of India, visiting also Calcutta and the Jain Temple and the Black Hole of tragic memory. North, then, across Bengal to Siliguri in the foothills of the Himalayas. By an atom-like train upwards 7,000 feet to Darjeeling, its Tibetan monks and the spinning of prayer wheels . . . to Darjeeling and sunrise on Kunchunjunga and the Snowy Range, and a ride before dawn out to Tiger Hill, to be enthralled by the majesty of the sunrise over Mount Everest, highest mountain in the world. Awed, they leave the north and return to Calcutta, go farther south to Madras, the "gopurams" that mark the temples at Madura, and cross the Strait of Palk to come to Ceylon . . . more than ever aware of India's unfathomable mystery, but also more than ever filled with an appreciation of its beauties and oddities . . .

CEYLON. The land wherein Adam and Eve spent their legendary exile after being banished from Eden is known to us as Ceylon, and Ceylon as a place of punishment wasn't exactly hard to endure, if its present loveliness dates back to primeval times. For, today, this island that rests in the sea at the southern tip of India is a vision of tropic loveliness . . . peopled in the main by the Cingalese, light brown of color, lovable of disposition. Colombo, the capital, sits gracefully back of an immense harbor, with red roads and skies of blue, with houses that dazzle with their whiteness. The Pettah, or Black Town, is one of the sights of the world, with upstanding Tamils, Hindus with their multitudinous caste marks, Malay police, Arabs, Afghans, rubbing shoulders as they walk, sitting, buying, selling. In Colombo's matchless gardens are the most gorgeous of flowers. In Colombo's matchless jewel shops, are rubies, sapphires, moonstones and . . . zircons, which to see is to buy, and which to buy is to treasure . . .

Luncheon at Mount Lavinia, which the smart of this world always do, no matter if they are in Colombo but for a day. For Mount Lavinia is . . . Mount Lavinia, a pearl of a resort, laved by the blue waters of the Indian Ocean, a curving beach of white sand, backed by groves of wind-tossed cocoanut palms that bend to the salt spray.

Ceylon

Empress of Britain World Cruise

Ceylon means rubber, and more often means tea and spices, so the trip from Colombo to Kandy is fittingly punctuated with stops at a rubber factory, a tea plantation and the Peradeniya Gardens, where we find all the familiar kitchen spices. Luncheon at Kandy's hotel . . . off to the Temple built to house Buddha's sacred tooth . . . .

THE DAY of miracles is not gone, neither are the old gods dead . . . as proof, members of the Cruise can cite Neptune's arrival on board, at a time when the Empress of Britain is astraddle the Equator, miles and miles from the nearest land, and not a boat in sight from which he could possibly have transferred. He, and his royal retinue, take possession of the ship, initiate a bevy of landsmen into the great confraternity of the sea . . . and go over the side again, beards of sea-weed and all . . . .

JAVA. Native dancers . . . canals as neat-cut as Holland's own . . . batiks . . . "durians" to eat . . . temples like no other on earth . . . the placidly stolid Dutch as masters . . . the happy-go-lucky Javanese as smiling servitors . . . wildest of vegetation . . . most orderly of towns . . . try after your visit to Batavia in Java to separate your impressions and boil them into one single impression! Try!

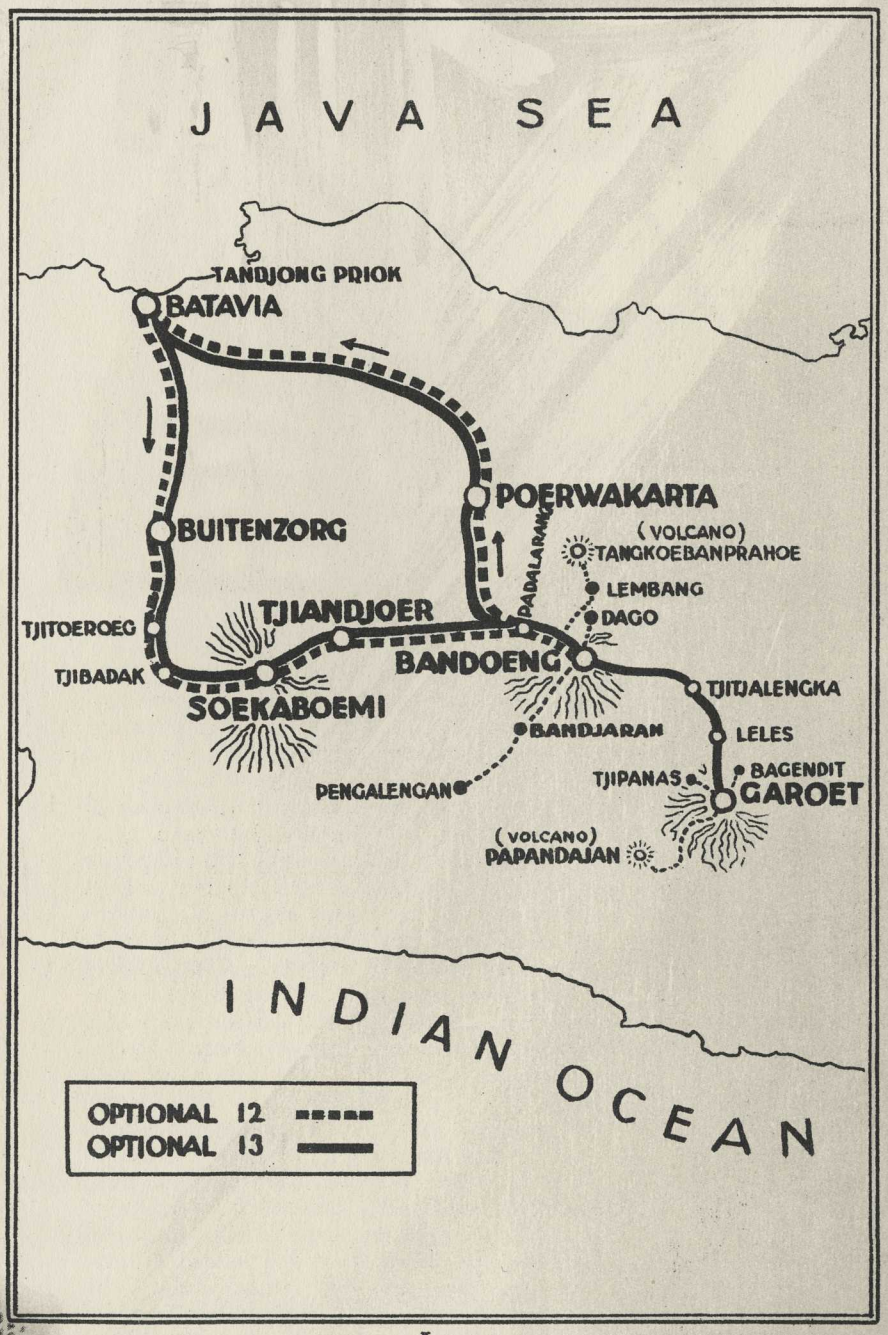
Tandjong Priok is Batavia's port, and from the moment of arrival, your eyes are filled with strange sights, your ears with strange sounds, your mouth with queer foods, your nostrils with queer smells. All queer, but all enjoyable. Motoring around Batavia is a joy. So is the ride through Weltevreden, the garden-like suburb; so is Buitenzorg, beautiful botanical garden; so is the meal served in a hotel, from whose balcony is had a breath-taking view.

SINGAPORE . . . cross-roads of the East—packed with Chinese, tropical growth, shipping, rubber and tin—is also the site of the great new British naval base. The swarming docks and streets are a vivid panorama of the East, of life as it is lived beyond Suez. Outside the city are the rubber estates, models of their kind. A short trip away is the largest rubber factory in British Malaya; and beyond is Johore, capital of the Federated Malay States, with its Sultan's Palace and Mosque.

Canadian Pacific

Java

Empress of Britain World Cruise



Java

Canadian Pacific

Bankok

BANKOK It will be surprising if the day you are in Bankok is not a fête day, for no other city can stage a celebration with less apparent excuse! But fête or no fête, Bankok is ever alive, vibrant . . . athrob with the movement of its swarms of people—Siamese, Chinese, Japanese, Malays, Annamites, Indians—its 300 temples a glow in the brilliant sunshine, their golden spires and colored tiles aspiring to outdo the vivid costumes of the races that patronize the multitude of shrines. Canals fairly seethe with movement, bridged from side to side with boats of every design and none. Strange, there are motor cars here as everywhere else one goes, and it is only with their aid that you can cover the old city and the new, the multitude of places more than worthwhile to visit . . . the Porcelain Temple, the Temple of the Sleeping Buddha, the Grand Palace, the Temple of the Emerald Buddha, Dusit Park, the Royal Library, the Temple of the Inlaid Doors, and—we mention last what should be mentioned first—the sacred white elephants which aren't white at all!

Empress of Britain World Cruise

MANILA, as you first glimpse it, looks like any city in America, just as Batavia might be Amsterdam, but this city with its steel and concrete docks isn't the Manila most worth seeing. This lies "intramuros"—within the walls—and what walls they are! Through the great gates, you are now in a Spanish City of the 17th century, of narrow, flagged streets, massive churches, iron-grilled windows . . . the whole redolent of romances, of the comings and goings of the dons and senors, senoras and senoritas who peopled this city two and three hundred years ago.

On the road to Fort Santiago, motor cars speed in swift procession, passing the patient, slow-footed carabao hitched to their lumbering cart . . . the carabao being water oxen subdued by centuries of training or mis-training. Another day . . . Montalban Gorge . . . and the needlework that made the Philippines famous!

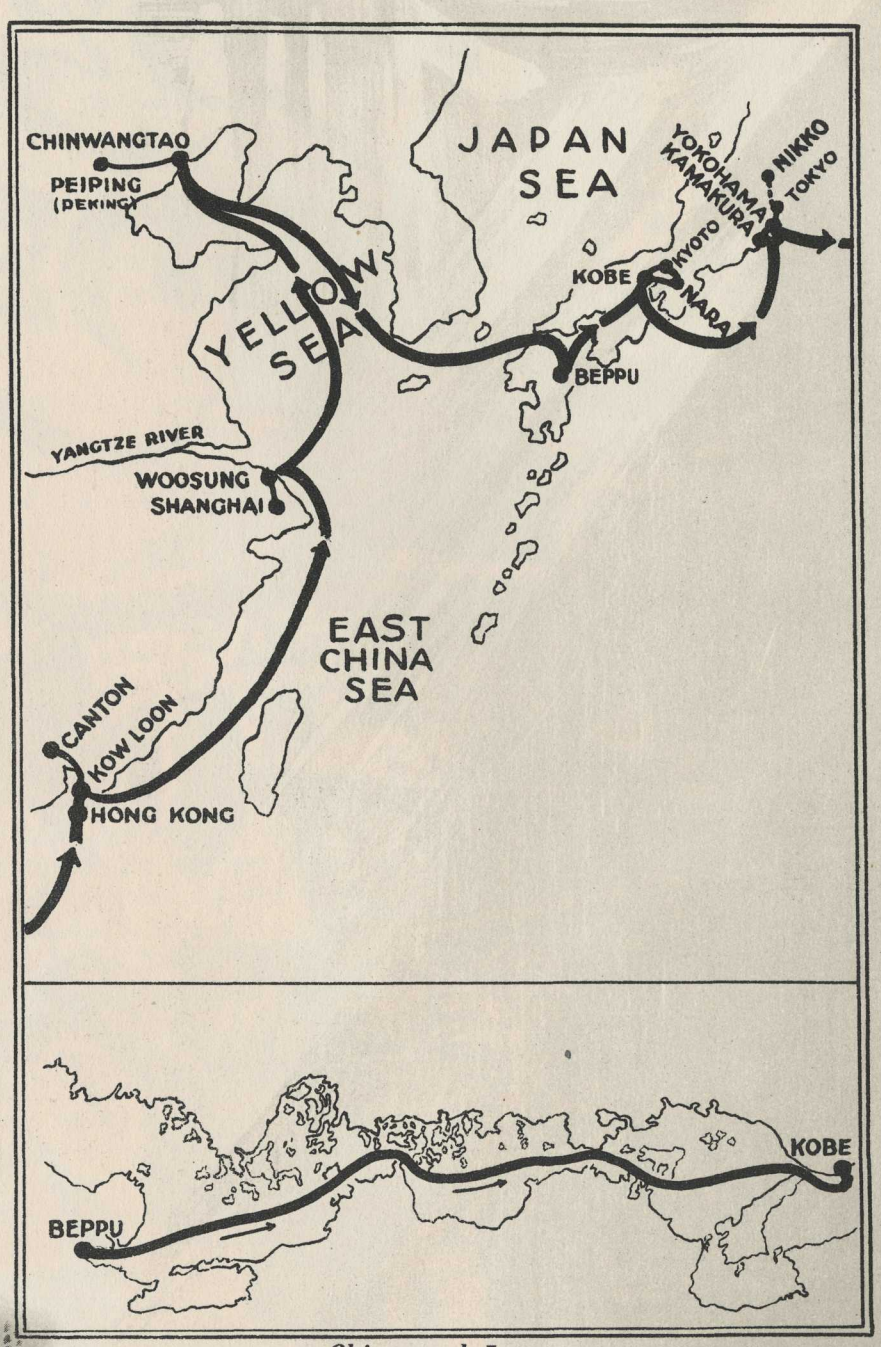
HONG KONG—or rather Victoria, its governing city—is such a city as you have never seen before,—situated above a harbor like unto no other harbor on earth, and peopled with as queer and interesting a conglomerate of races as the world knows. Hong Kong is China, yet not China, for it is a series of islands vested by right of cession in Great Britain, whose mighty outpost of empire it is.

There is an art to the proper appreciation of Hong Kong, and the best procedure involves, first of all, a trip to the Peak, achieved part way by the use of sedan chairs carried on the shoulders of stout-muscled coolies. Look down now. See the stately city outstretched on the steep slope, the "godowns" along the waterfront; the great liners, tramps, sampans, cruisers and low-slung gun boats, junks, and the far-flung shores of the greatest harbor in the East. Next go shopping and sight-seeing in the Native City, and to Queen's Road and its porcelains, silks, jades, laces. Play golf on one of the splendid courses. Drive for 60 miles through the New Territories, and another time, 25 miles around the island, all over magnificent roads. Take luncheon or tea at the famous Repulse Bay Hotel, dinner at the Hong Kong, and return for dancing and the view of Hong Kong at night, its lights strung like jewels against the black of its mountainside . . . a cruise-memory you will long treasure.

Canadian Pacific

Hong Kong

Empress of Britain World Cruise



China and Japan

Canadian Pacific

China

For a more intimate glimpse of China preliminary to Shanghai and Peiping, there is an optional excursion to Canton, teeming hive of four million people—of four thousand years of jumbled, matted history—so packed with humanity that thousands upon thousands have been edged off the land and live their lives from birth to death upon the boats that crowd the yellow waters of the river.

SHANGHAI is China and England and France and America and any number of other countries, for jammed up against a Native City inhabited by millions of Chinese, are the Concessions harboring 25,000 people, composed of all the peoples that do business in and with China. The Empress of Britain anchors in the Whangpoo River, you journey to Shanghai by tender, and on the way you pass mile after mile of docks, godowns (which, by the way, are warehouses), and factories, until after fourteen miles of the shifting panorama of China you are brought to the Bund, centre of Shanghai's business activities.

The rickshas you may have become acquainted with in Hong Kong renew your acquaintance here, and in them and in motor cars you do your sight-seeing, visiting the famous Lungwha Pagoda, the interesting temples, the Mandarin Garden. There are Chinese-owned department stores to visit, theatres distinctively Chinese, the bazaars filled with wondrous Mandarin chains, kingfisher jewelry, embroideries and gorgeous fans, luncheon to be had at the Astor House, Nanking Road to visit and marvel at . . . and the seething, gesticulating, chattering, chop-stick-wielding life that never ceases moving in Shanghai's native city.

PEIPING (meaning Northern Peace), the city that was once known as Peking (Northern Capital), is a city that staggers the imagination with its magnificences, its squalors, its size, the variety and stupendousness of its wonders.

But . . . most of its beauties and interesting sights are easy to behold, its people are friendly, its hotels good, its shops filled with marvels, its temples and palaces of superlative appeal. By motor car and ricksha, you come from the city beyond the walls to the Tartar City, to the Imperial City, and are within sight of the yellow, curved roofs of the Forbidden City.

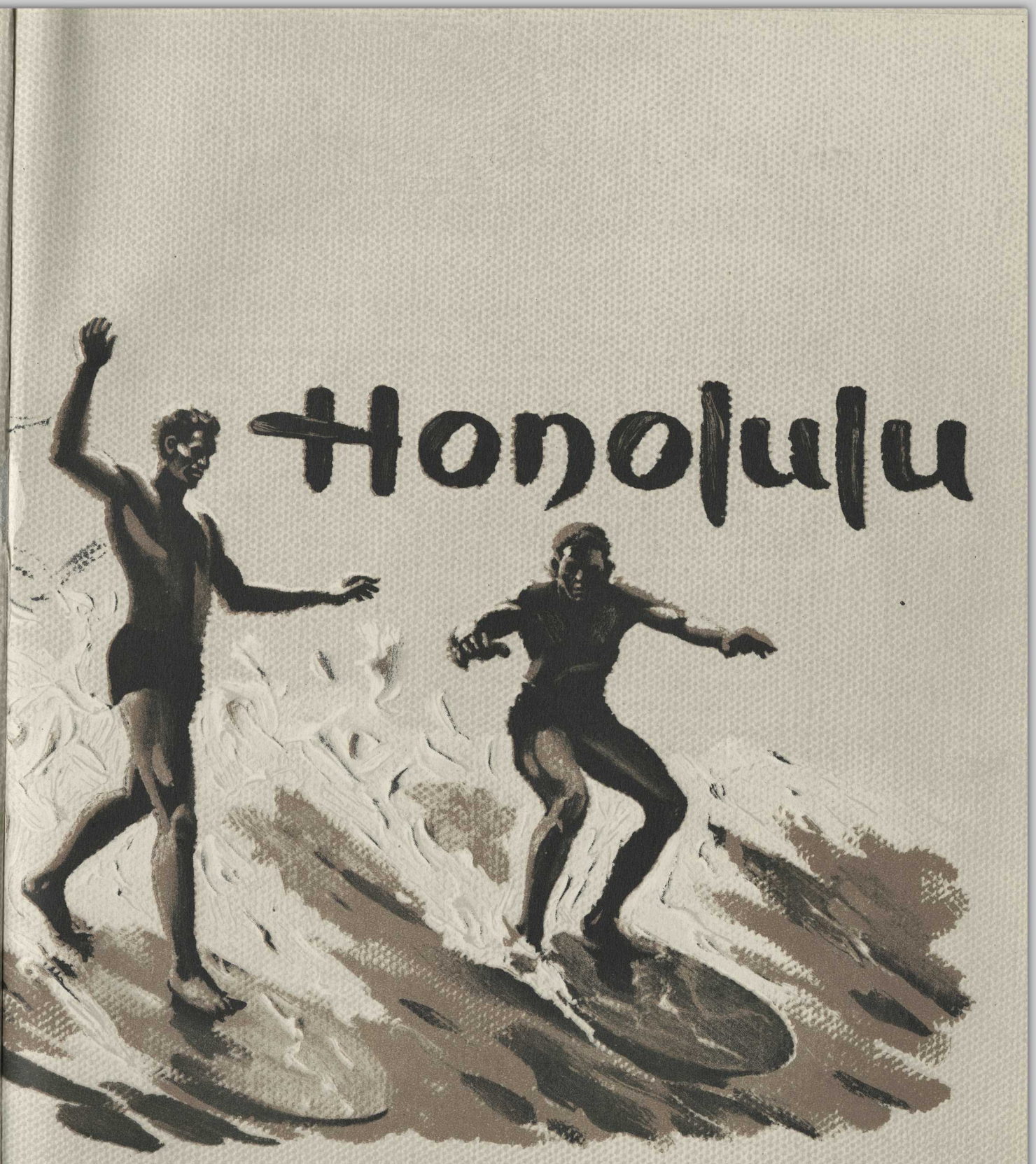
Japan

One day of the stay in Peiping is free of excursions. That is your time to gaze at and handle, and if you care to, buy articles that only Peiping seems able to furnish in such variety and beauty . . . furs that have come down from the North, jades, crystals, bronzes, beads, porcelains, mandarin coats and skirts and a thousand other precious things . . .

The round of sight-seeing leaves you dizzy, with eyes widened by the constant gazing at wonder after wonder, each more lovely or more interesting than the one before. The Summer Palaces, the Forbidden City, State Museum with its irreplaceable relics. Temple of Confucius, Hall of Classics, Drum and Bell Towers, Picture Gallery . . . these leave you startled and amazed that a civilization foreign to your own could produce such exquisit'ries of architecture and decoration, and perhaps you begin to ponder just a trifle . . . and then on another day you go by special train to the Great Wall, one of mankind's most stupendous achievements . . .

JAPAN is that marvel among the nations, a country that adopts the material and scientific attributes of a foreign civilization and yet manages to preserve its own individuality of soul. No country is more progressive than Japan. It is a highly practical nation, expert in the ways of Western Civilization, great in finance, shipping, any one of a thousand manufactures, yet in spite of this wholesale adoption of our ways, it is still Japan of the days before the West knocked at its gates. It still clings to its kimonos, its paper walled houses, its ancient religion, its ancient social customs, and as a result is perhaps the most fascinating and satisfactory of the countries visited on the 1931-1932 Round the World Cruise.

To Japan we come by way of Beppu, in the shadow of Aso-San, the great volcano on Kyushu Island at the entrance to the Inland Sea. A day in Beppu is a day of unending delight, with fascinating peeps into temples, an interesting ride through Beppu's streets and out into a countryside dotted with ponds and pools and geysers of bubbling, colored water . . . a visit, if you like, to one of the mineral bath houses . . . luncheon in true Japanese style . . . and plenty of time left to visit Beppu's little shops and haggle with smiling proprietors as to the price most proper for his obi, fans, lanterns, boxes . . .


Honolulu

Empress of Britain World Cruise

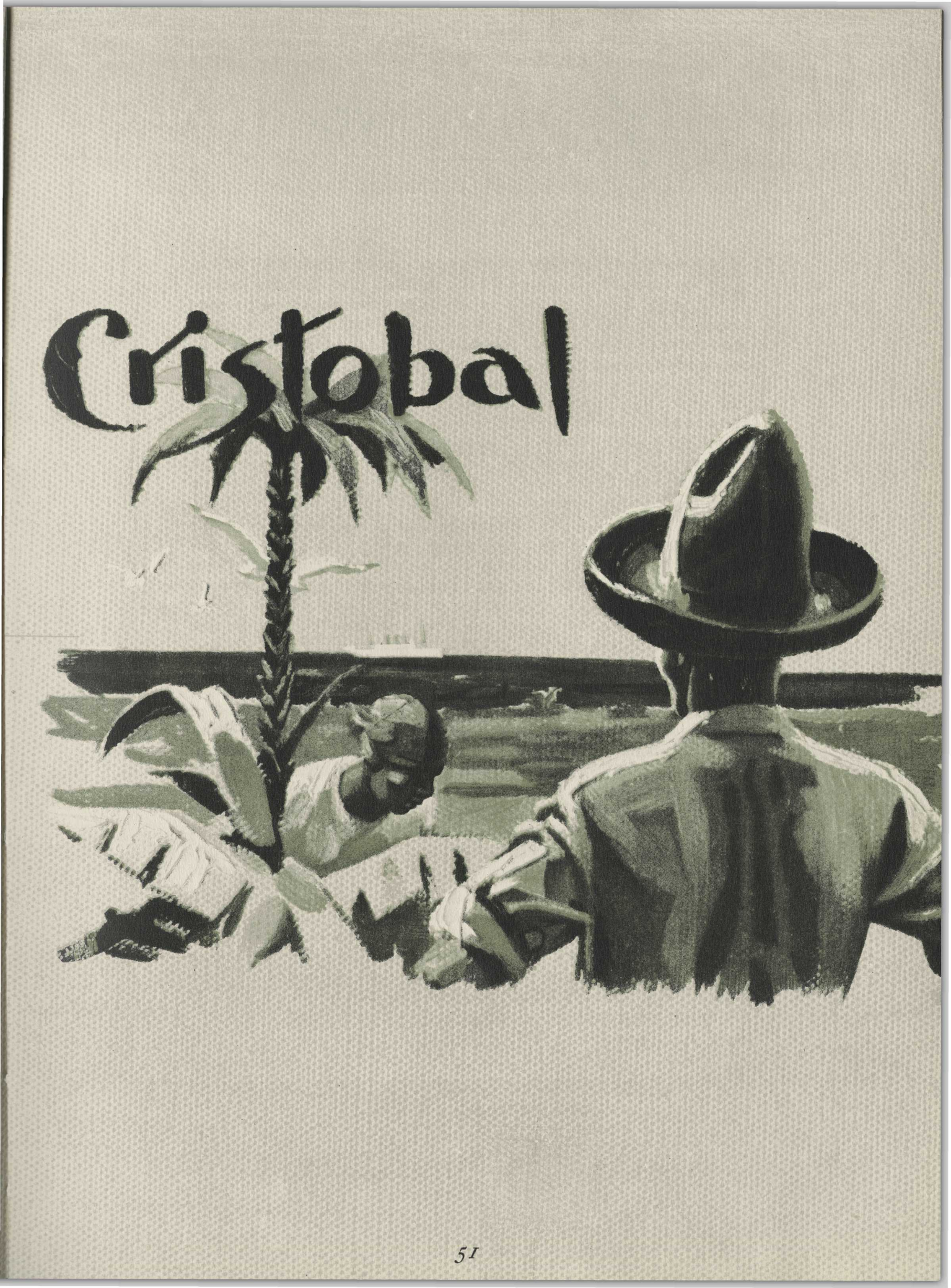
At dawn the Empress of Britain takes to the Inland Sea, one of the most unusually beautiful of water journeys. Islands follow islands, each one seemingly more lovely and fantastic than the one before; the shores curve, forests lend their deep green as contrast to the sparkling water . . . the Inland Sea is not soon forgotten.

KOBE is Japan's industrial and shipping centre, its streets both East and West in appearance, and it does not seem Japanese enough, somehow. Kyoto, however, appeases any disappointment, for only in Japan could such perfection of natural beauty blended with that of man be found. Kyoto was the long-ago capital of Japan, and today it proudly shows you the Mikado's Palace where each new Emperor comes to be crowned. Loveliest of pagodas, loveliest of temples, loveliest of trees . . . all these has Kyoto, in a setting among the hills that is beyond compare. Kyoto's beauty is poignantly gripping, fastens itself about your heart, until you feel that no destiny could be higher than to sit all day long in one after an other of its countless tea houses, to sip tea, and then each evening pick a new bridge from its scores of bridges, bend over the side and watch the little river flowing and flowing . . . But there is more to Japan than Kyoto, and with a sigh we depart for Nara, visit that place's temples, shops, see its dainty costumes, feed cakes to its limpid-eyed deer . . . and sigh again that we must go farther on . . . but that is inevitable in Japan, that sigh at parting . . .

YOKOHAMA is our portal to Tokyo, and at Tokyo we see how cleverly the things of the Occident can be brought to merge with those of the Orient. Contrasts are on every side; ancient moat and old grey walls and twisted pines of the Mikado's Palace, the Imperial Hotel as smartly modern as can be, the theatres, the great department stores, the famous Ginza . . . but out-Japanning Japan is Kamakura, on the sea-shore a few miles from Yokohama, where the great Buddha stands, his temple washed away, behind him the forest . . . everlasting . . . the real heart of Nippon . . .

Gem of Japanese scenic gems is Nikko, to which an optional excursion will take you. In the stillest and most impressive of mountain settings, the most fantastically decorated and beautiful of temples, the Tombs of the Two Shoguns and the Sacred Red Lacquer Bridge stand among giant cryptomeria trees . . .

Canadian Pacific


Cristobal

Empress of Britain World Cruise

HAWAII. As our ship docks, the strains of "Aloha Oe" waft to our ears, Honolulu's welcome to those who visit her shores. Then, off we go for a ninety-mile drive through the gorgeous city, to Pali's historic 1200-foot cliff, and around the island with marvellous view after marvellous view unfolding itself before us. Waikiki Beach invites us . . . its golden sands famous the world over . . . and we swim and bask in the sunshine, and perhaps try, but most likely watch, the surfboards which come winging in on the foaming crest of the surf, to stop almost at the steps of the Royal Hawaiian Hotel. Luncheon, golf, swimming, dinner, dancing, and to sleep to the music of the beating surf and the lullabies of the cool breeze . . . then there is Hilo and the 64-mile drive through the mountains to Kilauea, the great volcano . . .

SAN FRANCISCO. Three thousand miles away to the East, one hundred and eight days ago, we left the shores of America. Now we come to them again at the peerless Golden Gate, with San Francisco waiting . . . San Francisco with its Golden Gate Park, a thousand acres of sheer beauty, the Presidio with its stretch of Riviera-like scenery rivalling it in loveliness . . . and farther south is exuberant Los Angeles, fastest growing city of the West, precocious giant . . . yet so beautiful that we, no matter from what section or city we hail from, can forgive its egoism . . .

BALBOA, Panama, Old Panama . . . places that contrast the more vividly on account of their proximity . . . the first American, the second a Spanish city, the third the ruins of the ancient city as Morgan, the privateer, left them in the 17th century . . . then the modernity of the Panama Canal, the feeling of pride at being aboard the largest passenger vessel to pass through its great locks, the upward lift to Miraflores Lake, Gaillard Cut and the drop downward in the Gatun Locks to Limon Bay and the dock at Cristobal . . . shopping in adjacent Colon's famous bargain shops . . .

HAVANA now, last port of call before New York . . . gayest of North American cities . . . and the most beautiful . . . with Morro Castle and the sweeping length of the Malecon Drive . . . horse-races, Casino, "jai alai," the brewery where beer is dispensed free, night clubs, theatres, roof gardens . . . in Havana the hours move quickly!

Canadian Pacific

INCLUDED SHORE EXCURSIONS

The cruise fare includes the following comprehensive program of shore excursions

MADEIRA—Excursion by special train from Funchal to top of Terreiro da Lucta, 3285 feet; visit Casino in evening.

GIBRALTAR—Carriage drive around town and to Rosia Bay; visit Galleries and Fortifications.

ALGERIA—Motor drive through modern and Arab sections of Algiers.

MONACO & FRANCE—Motor trip over Grand Corniche Road, via La Turbie, to Nice, returning via Villefranche and Beaulieu; visit Monte Carlo Casino in evening.

ITALY—Motor drive around Naples; excursion by special train to Pompeii.

GREECE—Motor drive around Athens and to Acropolis.

PALESTINE—CHRISTMAS IN HOLY LAND. Excursion by special train to Jerusalem for 2½ days with motor trip to Mount of Olives and Bethlehem, also sight seeing trips around Jerusalem, thence by special train to Cairo for 4½ days.

EGYPT—NEW YEAR'S EVE IN CAIRO. Excursion by special train to Cairo with five nights at hotels; motor trips to the Pyramids and Sphinx; sightseeing trips around Cairo; Nile River trip to Bedrechein.

INDIA—Motor drive around Bombay; excursions by steamer to Caves of Elephanta; excursion by special train to Delhi, Agra and Fatehpur Sikri, including Taj Mahal.

CEYLON—Motor drive around Colombo; motor trip to Mount Lavinia; motor trip to Peradeniya and Kandy.

SUMATRA—Excursion by special train to Padang-Pandjang.

JAVA—Motor drive around Batavia and Weltevreden; motor trip to Buitenzorg.

STRAITS SETTLEMENTS
FED. MALAY STATES
—Motor drive around Singapore and Island; motor trip to Johore.

SIAM—Motor drive around Bankok.

PHILIPPINE ISLANDS—Motor drive around Manila; motor trip to Montalban Gorge.

HONG KONG—Daily excursions to Hong Kong; motor trip around New Territories; motor drive to Victoria Peak; motor trip around Island via Repulse Bay.

CHINA—Motor drive around Shanghai; ricksha drive through Native City.

CHINA—Excursion by special train to Peiping (Peking) for 4½ days with hotels and sightseeing, excursion by special train to Great Wall of China at Chunglungchao.

JAPAN—Motor drive around Beppu. Sail through Inland Sea of Japan by daylight.

JAPAN—Ricksha drive around Kobe; excursion by special train to Kyoto and Nara, with hotel accommodation at Kyoto.

JAPAN—Ricksha drive around Yokohama; excursion by special train to Tokyo; motor trip to Kamakura for Great Buddha.

HAWAII—Motor drive through Honolulu and around Island; visit Waikiki Beach.

HAWAII—Motor trip to Kilauea Volcano, Lava Tubes and Fern Forest.

CALIFORNIA—Motor drive around San Francisco, to Golden Gate Park and Twin Peaks, also out to Palo Alto.

CALIFORNIA—Motor drive around Los Angeles and Hollywood.

PANAMA CANAL ZONE—Motor drive around Balboa, Ancon and Panama City, also to historic ruins of Old Panama. Sail through Panama Canal by daylight.

CUBA—Motor drive around Havana.

Empress of Britain World Cruise

Optional Shore Excursions

While the program of included excursions is comprehensive, it is felt that members should be offered facilities, where time permits, to visit, at their own expense, certain places impossible to include in the regular excursions. Where included excursions overlap optionals, due allowance has been made in the fare for the latter.

Members are urged to avail themselves of these excursions, as they have been carefully organized with a view of seeing all that is worth seeing. Furthermore, in the case of motor trips, it should be borne in mind that each group of cars is accompanied by a Canadian Pacific representative and in some cases by police escort; cars are not filled to capacity, additional cars are employed for the carrying of baggage, and spare cars are supplied to avoid delays in event of break-down. Meals and hotel accommodation, where required, are also included. Local drivers in many places offer similar trips at reduced rates but members are warned to beware of such "bargains" as they afford none of the protection or service outlined above and the cars are usually crowded.

General Conditions of Optional Excursions

The itineraries and dates may be affected by alterations in steamship or railroad services of the various countries, or by other causes. The right is reserved to withdraw any optional excursion in this program and to make such alterations in the itineraries as may be found desirable for the convenience of the parties and the proper carrying out of the tours; also to decline to accept or retain any person as a member of any party, at any time. In all such cases where money has been received, the full or a proportionate amount will be refunded.

The Canadian Pacific gives notice that all tickets and coupons are issued by them and all arrangements for transport or conveyance or for hotel accommodation are made by them as agents upon the express condition that they shall not be liable for any injury, damage, loss, accident, delay or irregularity which may be occasioned either by reason of defect in any vehicle or through the acts or defaults of any company or person engaged in conveying the passenger, or any hotel proprietor or servant, or of any other person engaged in carrying out the arrangements of the tours, or otherwise in connection therewith.

The Canadian Pacific accepts no responsibility for losses or additional expenses due to delays or changes in train or steamer services, sickness, weather, strikes, war, quarantine or other causes, and all such losses or expenses will have to be borne by the passenger.

In the possible contingency of quarantine, any additional expenses, living or otherwise, must be defrayed by the passenger.

All fares for Optional Excursions shown in this program are subject to change, and are payable in gold dollars or their equivalent.

As the Canadian Pacific is governed in the matter of special trains by regulations as to minimum numbers laid down by foreign railway companies, the Canadian Pacific retains the right in each case to substitute for special trains mentioned in Optional Excursions named herein the regular train service of the Company concerned, should numbers insufficient to warrant special service be secured.

The Optional Fares Include

First class travel tickets, with sleeping accommodation where required, all meals while travelling with the Cruise Director; motor cars and other conveyances required in connection with the sightseeing program, together with the services of guides and interpreters; fees for sightseeing, admission to public buildings and temples, and gratuities to hotel servants, porters, chauffeurs, drivers, ricksha boys, etc., and the services of competent tour managers.

The Optional Fares Do Not Include

Personal items, such as beverages not ordinarily served on steamers, trains and at hotels without charge, laundry, private bathrooms at hotels, conveyances or guides specially ordered by members on individual excursions and not ordered by the Cruise Director; and baggage insurance, which is strongly recommended.

Cancellation of Optional Bookings

The Canadian Pacific makes arrangements in advance for Optional Excursions and is required to pay for all facilities ordered, therefore no cancellations or alterations may be made in connection with such excursions after the books are closed, the date for which will be announced on the ship.

Canadian Pacific

Empress of Britain World Cruise

Optional No. 1—Limited to 100 persons. Sunday, December 13

Blidah

Half-day trip by motor car from Algiers to the noted Algerian town of Blidah, thence to the Gorges of the Chiffa. Lunch will be served at the new hotel at Rocher des Singes. Return to Algiers about 5 p.m. Members taking Optional No. 1 are given the complete program of sightseeing in Algiers.

Extra Cost per Person $10

Optional No. 2—Limited to 150 persons. Special train.

Rome

Thursday, December 17

Leave Naples 7.35 p.m. by special train.

Arrive Rome 11.35 p.m. Dine and sleep at hotels.

Friday, December 18

Sightseeing in Rome by motor car morning and afternoon, visiting the Pincio, St. Peter's Basilica, Vatican Gallery, Vatican Museum, Sistine Chapel, the Basilica of St. Paul's Outside the Walls, Catacombs and Baths of Caracalla. Meals and sleeping accommodation at hotel.

Saturday, December 19

Sightseeing in Rome by motor car in the morning, visiting The Pantheon, The Roman Forum, San Pietro in Vincoli (Michel Angelo's Moses) The Basilica of St. John Lateran.

Luncheon at hotel.

Afternoon free for independent action.

Leave Rome 4.00 p.m. by special train. Arrive Naples 8.00 p.m. Dine and sleep on board.

Extra Cost per Person $50

Members taking Optional No. 2 are given the complete program of sightseeing in Naples and Pompeii, except the Naples Museum, which is closed on Sundays.

Optionals No. 3 and 3a—Limited to 125 persons each day.
Friday, December 18, and Saturday, December 19.

Amalfi—Sorrento Drive

Full-day trip by motor car from Naples over the famous Amalfi-Sorrento Drive. Luncheon will be served at Amalfi and afternoon tea at Sorrento. Return to the ship for dinner. Members taking Optional No. 3 or 3a are given the complete program of included excursions at Naples and Pompeii.

Extra Cost per Person $16

Optional No. 4—Limited to 100 Persons. Friday, December 18.

Caserta

Half-day trip by motor car from Naples to Caserta, known as the Versailles of South Italy and famous for its enormous palace, erected in 1692 by Charles III of Bourbon, containing over one thousand rooms. The extensive gardens are richly decorated with cascades and groups of marble statues. Return to ship for dinner. Members taking Optional No. 4 are given the complete program of included excursions at Naples and Pompeii.

Extra Cost per Person $7

Optional No. 5—Limited to 60 persons. Saturday, December 19.

Vesuvius

Half-day trip from Naples by motor car, railway and funicular railway to the crater of Vesuvius. Return to the ship for luncheon. Members taking Optional No. 5 are given the complete program of included excursions at Naples and Pompeii.

Extra Cost per Person $8

Canadian Pacific

Optional No. 6—Limited to 125 persons

Nazareth and Sea of Galilee

(See map on page 28)

Thursday, December 24

Morning—Leave Haifa by motor car, arriving Nazareth about 9.30 a.m. Visit the Church of the Annunciation, Work Shop of Joseph, Jewish Synagogue and the Virgin's Well. Proceed to Tiberias for Luncheon.

Afternoon—Drive by motor car along the Sea of Galilee to Magdala, Bethsaida and Capernaum. Weather permitting, a trip will be made on the Sea of Galilee. Dine and sleep at Tiberias.

Friday, December 25

Morning—Leave Tiberias by motor car for Nablus where luncheon will be served.

Afternoon—Proceed by motor car, visiting Jacob's Well and Mount of Olives, arriving Jerusalem about 5 p.m.

Saturday, December 26

Sightseeing in Jerusalem.

Sunday, December 27

Leave Jerusalem by special train with main cruise party for Cairo.

Members taking Optional No. 6 are given the full program of included excursions in Palestine, but are required to complete it in one day.

Extra Cost per Person $30

Optional No. 7—Limited to 100 persons

Jericho, Dead Sea, River Jordan

(See map on page 28)

Half-day trip by motor car from Jerusalem to Gethsemane, Bethany, Jordan Valley, Jericho, Dead Sea and the River Jordan. Members taking Optional No. 7 are given the complete program of included excursions in Palestine.

Extra Cost per Person $8

Optional No. 8 and 8a—Limited to 75 persons each day.
Monday, December 28 and Tuesday, December 29.

A Night in the Desert

Motor cars leave Shepheard's Hotel, Cairo, at 4.30 p.m. for the Mena House Hotel on the edge of the Desert. Camels will then convey members to the Desert Camp about three miles beyond the Pyramids. Tea, dinner, program of native entertainment and a night's lodging are provided. Sleeping tents each contain two beds and other necessary equipment. After breakfast, members are provided with camels and motor cars for the return to Cairo, arriving about 9 a.m. Members taking Optional 8 or 8a are given the complete program of included excursions at Cairo.

Extra Cost per Person $13

Optional No. 9—Limited to 130 persons
Special Train with Dining Car

Luxor, Thebes and Karnak

(See map on page 28)

Tuesday, December 29

Leave Cairo 7 p.m. in sleeping cars. Dinner on train.

Wednesday, December 30

Arrive Luxor 7 a.m. Breakfast on train. Members are transferred across the Nile River in small boats to the west bank. Here donkeys and motor cars will be provided for the trip to the Valley of the Kings with its temples and tombs, including Tut-Ankh-Amen's.

Features of interest on the drive are the gigantic Colossi, Temple of King Amenhotep; the Temple of Koorneh; Valley of Biban-el-Molook, with its Tombs of the Kings of the 19th and 20th dynasties, now lit by electricity; the hill of Abd-el-Koorneh, and under the cliffs of the Libyan Mountain, to the Temple Dayr-el-Bahree, with its sculptures of floating obelisks from Assuan and gigantic statue of Rameses II; Dayr-el-Medeeneh; the tomb of Queen Nefertari; Medinet-Abou; luncheon will be served at the Rest House in Thebes and the party will then return to the east bank of the Nile.

The afternoon will be devoted to visiting the Temple of Luxor and the magnificent Temple of

Karnak. The route lies across the plain and along the Grand Avenue of Sphinxes.

The unfinished Propylon or outer wall, still more than 100 feet in height, and the various courts having been inspected, the great hall of the Temple is visited. Tea at hotel. Leave Luxor 7.30 p.m. in sleeping cars. Dinner on train.

Thursday, December 31

Arrive Cairo 7.30 a.m. Breakfast at hotel. Members taking Optional No. 9 are given two days of sightseeing at Cairo on Monday and Tuesday or Thursday.

Extra Cost per Person $80

Optional No. 10—Limited to 80 persons
Special Train with Dining Car
(See map on page 32)

Benares—Taj Mahal

Thursday, January 7

Sightseeing in Bombay by motor car. Luncheon at hotel. Leave ship 5.00 p.m. by tender for Ballard Pier. Leave Ballard Pier 6.00 p.m. in sleeping cars. Dinner on train.

Friday, January 8

En route. Meals on train. Two-hour stop at Sanchi Tope for sightseeing.

Saturday, January 9

Arrive Delhi 7.45 a.m. Breakfast on train. Morning—Sightseeing by motor car. Luncheon at hotel.

Afternoon—Sightseeing by motor car. Dinner at hotel. Leave Delhi at midnight.

Sunday, January 10

Arrive Agra 4.45 a.m. Breakfast on train at 7 a.m.

Morning—Sightseeing by motor car. Luncheon at hotel.

Afternoon—Tonga (native two-wheeled vehicle) to Agra Fort and the Taj Mahal. Dinner at hotel. Leave Agra 11.15 p.m.

Monday, January 11

Arrive Fatehpur Sikri. Breakfast on train at 7.00 a.m. Visit the Deserted City. Leave at 11.30 a.m. for Benares. Luncheon and dinner on train.

Tuesday, January 12

Arrive Benares 3 a.m. Morning tea on train at 6 a.m. Leave railway station 7 a.m. by motor car to join boats for early morning trip on Ganges River to view Burning and Bathing Ghats. Proceed to hotel for breakfast at 9 a.m. Balance of morning sightseeing by motor car. Luncheon at hotel.

Afternoon—Sightseeing by motor car. Tea at hotel. Leave Benares 7.15 p.m. for Bombay. Dinner on train.

Wednesday, January 13

En route. Meals on train.

Thursday, January 14

Arrive Bombay 5.40 a.m. Breakfast on Empress of Britain.

Morning free. Luncheon on Empress of Britain.

Afternoon—Local steamer from ship to Caves of Elephanta.

Friday, January 15

Day free for independent action.

Members taking Optional No. 10 are given the complete program of included excursions in India.

Extra Cost per Person $98

Optional No. 11—Limited to 80 persons
Special Train with Dining Car
(See map on page 32)

Across India

Including the Taj Mahal and Darjeeling

Thursday, January 7

Sightseeing in Bombay by motor car. Luncheon at hotel. Leave ship 6.00 p.m. by tender for Ballard Pier. Leave Ballard Pier 7.00 p.m. in sleeping cars. Dinner on train.

Friday, January 8

En route. Meals on train. Two-hour stop at Sanchi Tope for sightseeing.

Saturday, January 9

Arrive Delhi 9.45 a.m. Breakfast on train.

Morning—Sightseeing by motor car. Luncheon at hotel.

Afternoon—Sightseeing by motor car. Dinner at hotel.

Sunday, January 10

Leave Delhi 1.40 a.m. Arrive Agra 7.00 a.m. Breakfast on train.

Morning—Tonga (native two-wheeled vehicle) to Agra Fort and the famous Taj Mahal. Luncheon at hotel.

Afternoon—Sightseeing by motor car. Leave Agra 6.10 p.m. Dinner on train.

Monday, January 11

Arrive Benares 5.55 a.m. Morning tea on train at 6 a.m. Leave railway station 8 a.m. by motor car to join boats for early morning trip on the Ganges River to view the Burning and Bathing Ghats. Proceed to hotel for breakfast at 10 a.m. Balance of morning sightseeing by motor car. Luncheon at hotel.

Afternoon—Sightseeing by motor car. Tea at hotel. Leave Benares 5.30 p.m. Dinner on train.

Tuesday, January 12

Arrive Calcutta 9.07 a.m. Motor car to Firpo's Restaurant for breakfast.

Morning—Sightseeing by motor car. Luncheon at Firpo's Restaurant.

Afternoon—Sightseeing by motor car. Leave Calcutta 7 p.m. Dinner on train.

Wednesday, January 13

Arrive Siliguri for early morning tea. Change to mountain gauge railway. Leave Siliguri 6 a.m. Arrive Kurseong for breakfast. (Dining cars are not operated on mountain gauge railway between Siliguri and Darjeeling.) Leave Kurseong 9.30 a.m. Arrive Darjeeling 11.35 a.m. Transfer to Mount Everest Hotel for luncheon.

Afternoon—Sightseeing by ricksha. Dine and sleep at hotel. Native entertainment.

Thursday, January 14

Proceed to Tiger Hill at 3.30 a.m. for view of sunrise over Mount Everest. Return to hotel for breakfast and luncheon. Leave Darjeeling 3.10 p.m. Afternoon tea at Kurseong. Arrive Siliguri for dinner. Change to broad gauge railway. Leave Siliguri 9.40 p.m.

Friday, January 15

Arrive Calcutta 8 a.m. Motor car to Firpo's Restaurant for luncheon.

Afternoon—Sightseeing by motor car. Leave Calcutta 6.06 p.m. Dinner on train.

Saturday, January 16

En route. Meals on train.

Sunday, January 17

Arrive Madras 9.05 a.m. Breakfast at hotel. Sightseeing by motor car. Luncheon at hotel. Leave Madras 2.30 p.m. Dinner on train.

Monday, January 18

Arrive Madura 5.35 a.m. Breakfast on train. Sightseeing. Leave Madura 10.10 a.m. Luncheon on train. Arrive Dhanushkodi Pier 3.10 p.m. Transfer to ferry steamer. Arrive Talaimannar Pier 7.20 p.m. Leave Talaimannar Pier 8.20 p.m. Dinner on train.

Tuesday, January 19

Arrive Colombo 8.13 a.m. Proceed to Empress of Britain for breakfast. Morning free for independent action.

Afternoon—Motor trip to Mount Lavinia.

Wednesday, January 20

Motor trip to Peradeniya and Kandy.

Thursday, January 21

Morning—Sightseeing by motor car in Colombo. Luncheon at hotel.

Afternoon—Free for independent action in Colombo.

Friday, January 22

Day free for independent action.

Members taking Optional No. 11 are given the complete program of included excursions in India and Ceylon, with the exception of the Caves of Elephanta at Bombay, for which due allowance has been made in the optional fare.

Extra Cost per Person $348

Optional No. 12

Kandy—Nuwara Eliya

(See map on page 32)

Monday, January 18

Morning—Leave Colombo by motor car for Kandy, 72 miles over an excellent road, passing through cocoanut estates, rubber plantations, tea gardens and finally the famous Peradeniya Gardens. A visit will be made to one of the rubber factories, also a tea factory. The wonderful scenery around Kandy, which is nearly 2000 feet above sea level, is beyond description. Luncheon at hotel.

Afternoon—Sightseeing in Kandy, including the Temple of the Tooth. Dine and sleep at hotel.

Tuesday, January 19

Morning—Leave Kandy by motor car for Nuwara Eliya, passing en route the town of Gampola and the Rambodda Falls. Luncheon at hotel.

Afternoon—Sightseeing in Nuwara Eliya, which is about 6000 feet above sea level. The beauty of the place is entrancing, it often being referred to as "The Gem in a Mountain Setting." Dine and sleep at hotel.

Wednesday, January 20

Morning—Leave Nuwara Eliya by motor car for Hatton. The distance is only 29 miles but it is one continuous panorama of scenery—mountain passes, winding roads, tea plantations, rivers, gorges and falls. Luncheon at hotel.

Afternoon—Leave Hatton by motor car for Colombo via Ginigathena Gap, beyond which an

excellent view may be had of Laxapana Falls. Arrive Colombo late in the afternoon and proceed to Empress of Britain for dinner.

Members taking Optional No. 12 are given the complete program of included excursions at Colombo.

Extra Cost per Person $62

Optional No. 13—Limited to 75 persons

Bandoeng

(See map on page 39)

Wednesday, January 27

Morning—Leave ship's side 8 a.m. by motor car for Bandoeng, via Poerwakarta. Luncheon at hotel in Bandoeng.

Afternoon—Excursion to Dago Falls. Dine and sleep at hotel at Bandoeng.

Thursday, January 28

Morning—Leave hotel 8 a.m. by motor car for Lembang. Excursion to Tangkoeban Prahoe. Luncheon at hotel in Bandoeng.

Afternoon—Leave hotel by motor car for tour around the Malabar via Pengalengon. Dine and sleep at hotel in Bandoeng.

Friday, January 29

Morning—Leave hotel 7 a.m. by motor car for Buitenzorg, via Soekaboemi. Sightseeing in Buitenzorg, including the famous Botanical Gardens. Luncheon at hotel.

Afternoon—Leave Buitenzorg by motor car for Batavia. Dine and sleep aboard the Empress of Britain.

Saturday, January 30

Full day sightseeing by motor car in Batavia and Weltevreden. Luncheon at hotel. Ship sails 6 p.m.

Members taking Optional No. 13 are given the complete programme of included excursions at Batavia.

Extra Cost per Person $48

Optional No. 14—Limited to 75 persons

Garoet

(See map on page 39)

Wednesday, January 27

Morning—Sightseeing drive by motor car through Batavia and Weltevreden. Proceed to Buitenzorg. Sightseeing in Buitenzorg, including the famous Botanical Gardens. Proceed to Soekaboemi. Luncheon at hotel in Soekaboemi.

Afternoon—Free for independent action. Dine and sleep at hotel.

Thursday, January 28

Morning—Leave Soekaboemi by motor car for Garoet, via Bandoeng. Luncheon at hotel in Garoet.

Afternoon—Excursion to Lakes of Leles and Bagendit. Dine and sleep at hotel in Garoet.

Friday, January 29

Morning—Leave Garoet by motor car for Bandoeng, via Pengalengan. Luncheon at hotel in Bandoeng.

Afternoon—Excursion to Dago Falls. Dine and sleep at hotel in Bandoeng.

Saturday, January 30

Morning—Excursion to Lembang. Luncheon at hotel in Bandoeng.

Afternoon—Leave Bandoeng by motor car for Batavia, via Poerwakarta. Dinner on board. Ship sails 6 p.m.

Members taking Optional No. 14 are given the complete programme of included excursions at Batavia.

Extra Cost per Person $62

Optional No. 15 and 15a—Limited to 100 persons each day
Special Train with Dining Car

Canton

(See map on page 44)

February 12 and 13

Leave Hong Kong 7 a.m. Arrive Canton 11 a.m. Luncheon on train.

Motor cars will be provided for sightseeing in the modern city and to the Flowery Pagoda. Sedan chairs, carried by coolies, will be used in the old city where the streets are very narrow.

Leave Canton 3.30 p.m. Arrive Hong Kong 7.30 p.m.

Canton with its teeming millions and marvelous shops, is considered one of the show places of the world. Members taking Optional No. 15 or 15a are given the complete program of included excursions at Hong Kong.

Extra Cost per Person $15

Empress of Britain World Cruise

Optional No. 16 and 16a—Limited to 100 persons each day
Special Train with Dining Car

Nikko

(See map on page 44)

March 4 and 5

Leave Yokohama 9.10 a.m. Luncheon on train. Arrive Nikko 3 p.m. Afternoon free. Dine and sleep at hotel.

March 5 and 6

Morning—Sightseeing in Nikko. Luncheon at hotel.

Afternoon—Leave Nikko 2.40 p.m. Arrive Yokohama 7.20 p.m. Dinner on board.

Members taking Optional No. 16 or 16a are given the complete program of included excursions at Yokohama, Tokyo and Kamakura.

Extra Cost per Person $25

Optional No. 17

Del Monte

Sunday, March 20

Motor cars leave the pier for the Thirty-Mile Drive, which includes all points of interest in the city, such as Pacific Heights, The Presidio, Lincoln Park, Cliff House and Seal Rocks, Golden Gate Park with a visit to the Museum, Japanese Tea Gardens, the Aquarium and the Academy of Sciences, thence via Ocean Boulevard to St. Francis Woods residential section, over the famous Twin Peaks Drive to Mission Dolores and the Twenty Million Dollar Civic Centre and continue to San Mateo for luncheon. After luncheon drive via Palo Alto, the home of Stanford University, and Los Gatos, across the Mountains to Santa Cruz, there visiting the Big Tree Grove. Thence drive to Del Monte. Dine and sleep at hotel.

Monday, March 21

Immediately after breakfast drive from DelMonte through Monterey, Pacific Grove, Del Monte forest, Groves of Monterey Cypress, Pebble Beach Colony and golf course, Del Monte Lodge, Carmel-by-the-Sea and Mission El Carmelo, founded in 1771, the home and final resting place of Father Junipero Serra, and continue via Carmel to Palo Alto, thence to Salinas for luncheon.

Return to San Francisco late in the afternoon. Dine and sleep on Empress of Britain.

Extra Cost per Person $45

Optional No. 18
Parlor Motor Coach

San Francisco to Los Angeles

Sunday, March 20

Sightseeing by motor car in San Francisco. Luncheon at Tait's at the Beach. Dine and sleep on board Empress of Britain.

Monday, March 21

Leave San Francisco by Parlor Motor Coach for Santa Cruz arriving in time for luncheon. The route is via Palo Alto, the home of Stanford University, and Los Gatos, across the mountains to Santa Cruz, there visiting the Big Tree Grove. In the afternoon drive to Del Monte. Dine and sleep at hotel.

Tuesday, March 22

Leave Del Monte after breakfast and proceed via Salinas, King City, San Miguel and Paso Robles to Atascadero, where luncheon is served.

After luncheon proceed to Santa Barbara via Pismo Beach, Santa Maria and Gaviota Pass. Dine and sleep at hotel.

Wednesday, March 23

Morning—sightseeing tour in Santa Barbara. Luncheon at hotel.

Afternoon—proceed to Los Angeles over the Roosevelt Highway along the Pacific via Santa Monica Canyon, Beverly Drive, Beverly Hills and Hollywood. Dine and sleep on Empress of Britain.

Extra Cost per Person $47.50

Optional No. 18a

San Francisco to Los Angeles

Itinerary is identical with that of Optional No. 18. Limousines will be used in lieu of Parlor Motor Coaches, and the fare is based on four persons to each car.

Extra Cost per Person $105
Based on 4 persons per limousine.

Members taking Optional No. 18 or 18A are given the complete program of included excursions at San Francisco and Los Angeles.

Canadian Pacific

Empress of Britain World Cruise

General Conditions

Canadian Pacific acts only as agent for the passenger in matters relating to travel away from the Empress of Britain, whether by steamship, railway, automobile or any other means, and as such is free of responsibility for any delay, loss, accident or sickness occasioned by fault or negligence of any person or company, or from whatever cause.

The right is reserved to withdraw the cruise, subject to refund of net fare received by the Company. Should it be deemed necessary or desirable by the management on any account to make changes in the itinerary, or to omit any section or port named in the program, such change may be made, and no member shall be entitled to compensation on such account.

Right is also reserved to decline to accept or retain any person as a member of the cruise, at any time, but in such cases where money has been received the full or a proportionate amount will be returned, according to circumstances.

In the possible contingency of quarantine, any additional expenses, living or otherwise, must be defrayed by the member.

No refund can be made in the case of members wishing to omit any of the included shore excursions.

Fares

From New York and return to New York, fares are from $2000, according to location of stateroom, for 128 days. Ship's plan and details of fares for each room will be sent on request—see agency list on page 64.

Servants accompanying employers, $1570, when berthed and served with meals in special accommodation set apart for their use. This fare covers railway transportation Haifa to Jerusalem, Cairo and Suez, also Chinwangtao to Peiping and return, with hotel accommodation and meals (no sightseeing) at Jerusalem, Cairo and Peiping, but does not cover included excursions elsewhere. If servants are participating in included excursions at all ports, fare is $2000, provided they do sightseeing with employer or other servants. When servants are berthed in other than servants' accommodation tariff fare will apply.

The Fare Includes

First class passage with stateroom accommodation and meals; landing and embarkation charges; shore excursions as designated; accommodation where noted at leading hotels with meals; transfers between stations, quays and hotels; entrance fees and gratuities; services of guides and interpreters, one to each small group, while ashore with the excursions. More than 63 days are spent in port.

The Fare Does Not Include

Government Revenue Tax on tickets issued in the United States, personal items, such as beverages not ordinarily served on board and at hotels without charge, laundry, baggage insurance, passport and vises, private bathrooms at hotels, conveyances or guides specially ordered by members on individual excursions and not ordered by the Cruise Director, gratuities to stewards on the ship.

Deposit

To secure reservation, a deposit of $200 per person is required at time of acceptance of accommodation offered. A second payment, to bring the amount to 25% of the passage money, is due on or before September 1, 1931, and final payment on or before October 15, 1931.

Deck Chairs, Rugs, Cushions

Deck Chairs may be rented for entire cruise, New York to New York at $5. each. Rugs are $5 each. Cushions for deck chairs are $2 each.

Limited Membership

Membership will be limited, which ensures comfort for all, both aboard and ashore. There will be no crowding or confusion, and the facilities at the various ports, which in some instances are limited, will not be overtaxed. The Empress of Britain has a capacity of 1182 passengers, but only about one-third of that number will be accepted for the cruise.

Canadian Pacific

Empress of Britain World Cruise

Passports and Vises

Passports are necessary. Married couples may travel on one passport. Most countries still require passports to be vised by their consulates or representatives. Full information regarding passports and vises will be furnished to members in due time and every assistance rendered by Canadian Pacific representatives in completing necessary details.

Mail—Cables

To facilitate delivery of mail matter at the various ports of call, there is a Post Office on board ship, in charge of experienced postal clerks. Members will be furnished, when tickets are issued, with instructions regarding addressing of mail and cables to reach them en route.

Messages to Relatives and Friends

Canadian Pacific offices will receive cable advice of the arrival of the Empress of Britain at each port, and will notify relatives and friends of members by mail, if names and addresses are supplied.

Facilities

The Empress of Britain has every facility of the modern hotel: stenographer, barber, ladies' hairdresser, manicurist, chiropodist, masseur, masseuse, surgeon, professional nurses, laundry, valet service, photographer, novelty shop, daily newspapers, etc.

There is also a battery of five passenger elevators which serve all decks.

Wireless and Telephone Equipment

The ship is equipped with long range wireless capable of maintaining communication with land at all times.

The Empress of Britain is also fitted with long range telephone equipment, for communication while at sea with shore stations.

The Shop – Photography

On board ship there is also a well-equipped shop at which may be purchased articles, such as books, candy, toilet articles, films, souvenirs, post cards, fancy goods and dolls.

As a cruise offers exceptional opportunities for photography, a staff of experts is carried to develop and print films for members. Cruise members should not take a large supply of photographic films with them, as hermetically sealed films are required in the tropics and may be purchased at The Shop at regular prices.

Laundry

The Empress of Britain is equipped with a modern laundry, and members' work will be given preferred attention at reasonable charges.

Management

The Empress of Britain is owned and operated by the Canadian Pacific; shore excursions are arranged and carried out by Canadian Pacific; and Canadian Pacific representatives, experienced in world-cruising, accompany the cruise to attend to the comfort and entertainment of members aboard and ashore.

Entertainment

Aboard ship there are many interests—deck tennis, quoits, shuffleboard, sports tournaments, bridge, concerts, birthday parties, fancy dress and masquerade balls, dancing, gymnasium, swimming pool, lectures, fraternal meetings, camera club, travel club, and moving pictures. The library contains a varied assortment of books on travel, adventure and foreign countries in addition to a representative collection of current literature. Two high-class orchestras will be carried for classical music and dancing.

The Directress of Entertainment and the Staff Captain will assist in arranging the various functions. Lectures will be delivered prior to arrival at many ports, by a globe trotter thoroughly familiar with the history and customs of each country. Members will be particularly interested in his tips on shopping.

Travellers Cheques

Members will find Canadian Pacific Express Travellers Cheques convenient. Issued in denominations of $10, $20, $50, $100 and $200, they may be obtained from any Canadian Pacific office at regular rates. They are negotiable the world over.

Canadian Pacific

Empress of Britain World Cruise

Baggage and Baggage Insurance

Large trunks and other baggage which cannot be conveniently accommodated in the stateroom, will be placed in large baggage-rooms accessible throughout the cruise. Trunks for staterooms should not exceed fourteen inches in height. On inland excursions baggage will be limited to suit cases, hand bags and other portable baggage. Every care is taken in connection with baggage, but on board, the liability of the Canadian Pacific is limited, and it assumes no responsibility ashore. Members are recommended to protect themselves by insuring baggage against loss, damage or theft.

Proceeding to Europe in Advance of Cruise

Members desiring to proceed to Europe in advance and join the Empress of Britain at Madeira, Gibraltar, Algiers, Monaco, Naples or Athens, will be provided with passage from Montreal or Quebec by any Canadian Pacific steamship to Europe, such members to provide their own transportation and maintenance from European port of landing to port where they join the cruise.

During the off-season on the Atlantic, accommodation similar to cruise will be provided, as far as possible, but during the busy season it may not be possible to assign such accommodation, although every effort will be made to do so.

Members joining the Empress of Britain at Mediterranean ports will be required to pay any Government embarkation charge in effect at such ports.

Stop-overs in Philippines, China and Japan

Members booking for entire cruise who desire additional time in the Philippines, China and Japan, may leave the Empress of Britain at Manila, Hong Kong, Shanghai, Kobe or Yokohama and proceed by a later sailing of the Canadian Pacific White Empresses, which maintain regular service between the Philippines, China, Japan and Vancouver. First class passage will be provided with accommodation similar to cruise as far as possible, on any Canadian Pacific sailing to Vancouver up to December 31, 1932, and first class railway ticket from Vancouver to any point in United States or Canada via direct route, members to pay for sleeping-car berth and meals on trains.

Leaving the Cruise at San Francisco

Members booking for entire cruise who desire to leave the cruise at San Francisco are requested to give notice on or before October 15, 1931, and an allowance of $125 per adult member will be made for those purchasing accommodation rated for full cruise at $2500 or over. No allowance under $2500.

Religious Services

Divine Service will be held on Sundays when the ship is at sea. An altar set is also provided for the celebration of Holy Mass. There is usually a Roman Catholic priest among the members.

Foreign Currency and Postage

The currency of each country, also postage stamps, will be on sale with the purser before members go ashore. The following shows the approximate value of the various foreign coins, which is of course subject to fluctuation from day to day.

Monetary Unit		Equivalent U.S. and Canada	Equivalent Sterling
		About	About
Madeira	Escudo	5 cents	2½d.
Gibraltar	Shilling	25 cents	1s. 0d.
Algiers	Franc	4 cents	2d.
Monaco	Franc	4 cents	2d.
France	Franc	4 cents	2d.
Italy	Gold Lira	5 cents	2½d.
Greece	Drachma	1½ cents	¾d.
Palestine	Palestine Pound (100 Mils)	4.86⅔	£1.
Egypt	Egyptian Piastre	5 cents	2½d.
India	Rupee	36 cents	1s. 6d.
Ceylon	Rupee	36 cents	1s. 6d.

Monetary Unit		Equivalent U.S. and Canada	Equivalent Sterling
		About	About
Sumatra	Dutch Guilder	40 cents	1s. 8d.
Java	Dutch Guilder	40 cents	1s. 8d.
Singapore	Straits Dollar	57 cents	2s. 4d.
Bankok	Baht	45 cents	1s. 10d.
Manila	Peso	50 cents	2s. 1d.
Hong Kong	H. K. Dollar	27 cents	1s. 2d.
China	Chinese Dollar	27 cents	1s. 2d.
Japan	Yen	50 cents	2s. 1d.
Hawaii	U.S. Dollar	100 cents	4s. 2d.
California	U.S. Dollar	100 cents	4s. 2d.
Panama	U.S. Dollar	100 cents	4s. 2d.
Havana	U.S. Dollar	100 cents	4s. 2d.

Canadian Pacific

CANADIAN PACIFIC AGENCIES

UNITED STATES AND CANADA

ATLANTA	Ga.	K. A. Cook	1017 Healey Building
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 Boulevard
CINCINNATI	Ohio	M. E. Malone	201 Dixie Terminal Building
CLEVELAND	Ohio	G. H. Griffin	1010 Chester Avenue
DALLAS	Texas	A. Y. Chancellor	906 Kirby Building
DETROIT	Mich.	G. G. McKay	1231 Washington Boulevard
EDMONTON	Alta.	R. W. Greene	106A Canadian Pacific Building
INDIANAPOLIS	Ind.	P. G. Jefferson	Merchants Bank Bldg.
KANSAS CITY	Mo.	R. G. Norris	723 Walnut Street
LOS ANGELES	Cal.	Wm. McIlroy	621 South Grand Avenue
MEMPHIS	Tenn.	M. K. McDade	Porter Building
MINNEAPOLIS	Minn.	H. M. Tait	611 Second Avenue South
MONTREAL	Que.	D. R. Kennedy	201 St. James Street, West
MONTREAL	Que.	G. S. Reid	St. Catherine W. and Metcalfe
NELSON	B.C.	J. S. Carter	Baker and Ward Streets
NEW YORK	N.Y.	E. T. Stebbing	Can. Pac. Bldg., Madison & 44th
NORTH BAY	Ont.	C. H. White	87 Main Street West
OMAHA	Neb.	H. J. Clark	803 Woodmen of World Bldg.
OTTAWA	Ont.	J. A. McGill	83 Sparks Street
PHILADELPHIA	Pa.	J. C. Patteson	1500 Locust Street
PITTSBURGH	Pa.	W. A. Shackelford	338 Sixth Avenue
PORTLAND	Ore.	W. H. Deacon	148A Broadway
QUEBEC	Que.	C. A. Langevin	Palais Station
SAN FRANCISCO	Cal.	F. L. Nason	675 Market Street
SASKATOON	Sask.	G. R. Swalwell	115 C.P.R. Bldg.
SEATTLE	Wash.	E. L. Sheehan	1320 Fourth Avenue
SAINT JOHN	N.B.	G. S. Beer	40 King Street
ST. LOUIS	Mo.	G. P. Carbrey	412 Locust Street
SPOKANE	Wash.	E. L. Cardle	Old National Bank Building
TACOMA	Wash.	D. C. O'Keefe	1113 Pacific Avenue
TORONTO	Ont.	J. B. Mackay	Can. Pac., King & Yonge
VANCOUVER	B.C.	J. J. Forster	Can. Pac. Ry. Station
VICTORIA	B.C.	L. D. Chetham	1102 Government Street
WASHINGTON	D.C.	C. E. Phelps	14th & New York Ave., N.W.
WINNIPEG	Man.	W. C. Casey	Main St. and Portage Ave.

OVERSEAS

ALGIERS	Algeria	Atwater Shipping Co.	5 Boulevard Carnot
ATHENS	Greece	Crowe & Stevens	Piraeus
BALBOA	Canal Zone	Wm. Andrews & Co.	Steamship Agents
BANKOK	Siam	Anglo-Siam Corp. Ltd.	Steamship Agents
BATAVIA	Java	Java-China-Japan Line	Steamship Agents
BOMBAY	India	Mackinnon, Mackenzie & Co.	Steamship Agents
CAIRO	Egypt	Anglo-Am. N. & T. Co.	8 El-Manakh Street
CALCUTTA	India	Mackinnon, Mackenzie & Co.	Steamship Agents
COLOMBO	Ceylon	Mackinnon, Mackenzie & Co.	Steamship Agents
CRISTOBAL	Canal Zone	Wm. Andrews & Co.	Steamship Agents
GIBRALTAR	Gibraltar	The London Coal Co.	72 Irish Town
HAIFA	Palestine	Nasif Joly & Co.	Steamship Agents
HAVANA	Cuba	Luis Clasing	Plaza Hotel
HILO	Hawaii	Theo. H. Davies & Co.	Steamship Agents
HONG KONG	China	G. E. Costello	Opposite Blake Pier
HONOLULU	Hawaii	Theo. H. Davies & Co.	Steamship Agents
JERUSALEM	Palestine	Jamal Bros.	Jaffa Road
KOBE	Japan	B. G. Ryan	7 Harima-machi
LONDON	England	W. H. Powell	62 Charing Cross
LONDON	England	C. E. Jenkins	62 Charing Cross
MADEIRA	Madeira	Blandy Bros & Co.	Steamship Agents
MANILA	P.I.	J. R. Shaw	14 Calle David
MONTE CARLO	Monaco	A. Jules Doda	Courtier Maritime
NAPLES	Italy	Wilmink, Borriello	62 Via Depretis
PADANG	Sumatra	Haacke Company	Steamship Agents
PARIS	France	A. V. Clark	24 Blvd. des Capucines
PEIPING (PEKING)	China	Wm. Forbes & Co.	Steamship Agents
PORT SAID	Egypt	Pt. Said & Suez Coal Co.	Steamship Agents
ROME	Italy	A. R. Owen	130-131 Via Del Tritone
SHANGHAI	China	A. M. Parker	Union Bldg., 4 Bund
SINGAPORE	S.S.	Boustead & Co.	Steamship Agents
SUEZ	Egypt	Pt Said & Suez Coal Co.	Steamship Agents
SYDNEY	Australia	J. Sclater	Union House
TIENTSIN	China	A. J. S. Parkhill	c/o Jardine, Matheson & Co. Ltd.
TOKYO	Japan	W. R. Buckberrough	C-8 No. 8 Marunouchi
YOKOHAMA	Japan	E. Hospes	21 Yamashita-Cho

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Montreal

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Asst. Steamship General Passenger Agent
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