EMPRESS OF BRITAIN

WORLD CRUISE

1936

CANADIAN PACIFIC

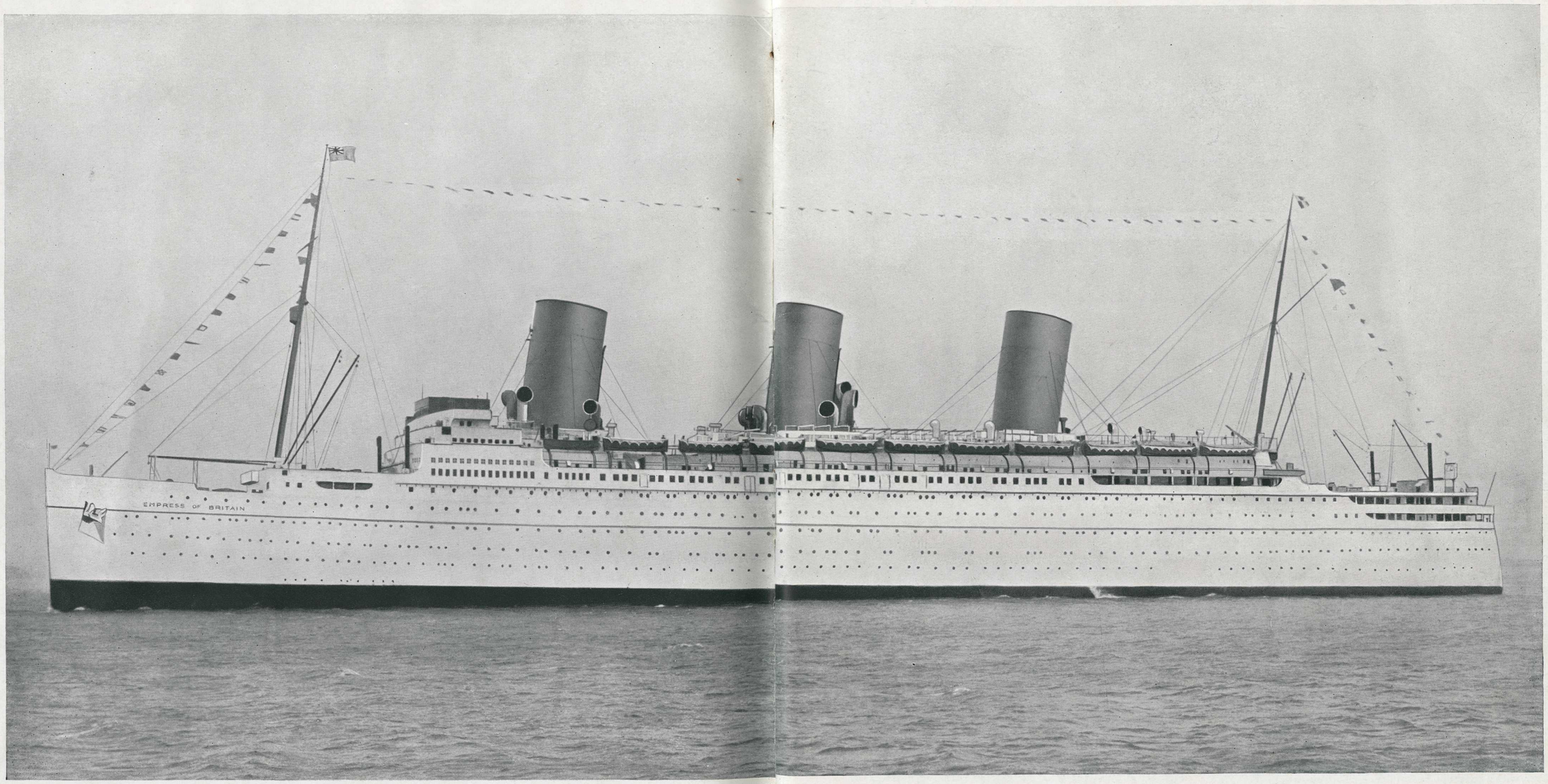
Camel train passing through one of the ancient gates of Peiping

Round the World by the Empress of Britain

FROM MONACO JANUARY 23, 1936

125 DAYS - - 31 PORTS - - 29,650 MILES

Printed in Great Britain



Empress of Britain

THE Cruise which is described in these pages will be the fifth time that the Empress of Britain has gone round the world. For those whose home it will be for four months, the following points are of paramount importance.

THE ROUTE: *With maps and dates of arrival and departure at each port*.....SEE CENTRE PAGES

Firstly, the question of size. The Empress of Britain is the largest ship that has ever circled the world. She is 758 feet in length—a trifle less, in distance, than a walk up Haymarket, London, from Pall Mall to Piccadilly Circus. The beam (width) of the ship is 97½ feet; her tonnage is 42,500 gross. She is driven by single-reduction geared turbines that can develop 63,000 horse-power.

Next, as to roominess—a very important consideration in tropical latitudes. The Empress of Britain gives to every passenger more cubic feet of space than any other ship. Trans-Atlantic ships of this size usually carry a complement of two, three or four thousand passengers; but the Empress of Britain was built to accommodate only 1,182 passengers on the trans-Atlantic run, and when on a World Cruise her list is limited to considerably less than half that number.

THE EMPRESS OF BRITAIN

Cathay Lounge—designed by Edmund Dulac

She has eleven lounges, ballrooms, drawing rooms and dining rooms, designed by famous artists. Deck space is so generous that it has been possible not only to provide for the ordinary deck sports, but also a full-sized tennis court. There are two swimming pools—one enclosed and one open. Staterooms are spacious and beautiful, running from single rooms to five and six-roomed suites.

The Lounge Deck

THE Lounge Deck consists of a sequence of varied rooms suited to different purposes or moods, all of them rich in quiet luxury. Each one was specially designed for that purpose, and has appended to it as designer the name of a well-known artist.

Right forward is the Empress Room, the ballroom, designed by Sir John Lavery, R.A.—a symphony of blue and pink and silver, with a 40 feet by 70 feet dancing floor and a domed ceiling of blue bespangled with planets and constellations. Tall silver standards, crested with clusters of pink ostrich plumes, flood the room with soft light. The stage is large, and is used for performances; and concealed behind the wall is a cinema machine that gives passengers up-to-date "talkie" shows.

Midships is Mayfair, the principal lounge designed by Sir Charles Allom—a great central salon which utilizes its spacious loftiness to create a smart club lounge. The decorative motive is Renaissance, with rich walnut panelling picked out in silver. Large bay windows add great restfulness.

Aft is the Cathay Lounge, the smoking room, designed by Edmund Dulac, the great illustrator of the "Arabian Nights." It is a room of unusual effects, black, red and gold, and translates the colours and patterns of the ancient Orient into modern requirements. This is done by the use of choice natural woods, simple Chinese lacquers, and translucent glass.

The Knickerbocker Bar, on this deck, was designed by Heath Robinson, and illustrates, in mural paintings which climb the walls and even the ceilings, the "Legend of the Cocktail."

Other rooms on this deck are the Writing Room, Library, Children's Room and Card Room. They are all connected by the Mall, a long inner promenade that is the rendezvous of all activities.

The Dining Room

THE Salle Jacques Cartier (main dining room) was designed by Frank Brangwyn, R.A. Brightness, lightness and smartness are its keynotes, with indirect lighting through long opaque panels. Around the walls hang some spreading frescoes by Brangwyn, unfolding tableaux of the earth's bounties.

This dining room will seat 416. Two private dining rooms, each seating 18, adjoin it.

The cuisine of the Empress of Britain is world famous, and will appeal to the most fastidious. During the voyage, passengers will probably like to peep behind the scenes, and to see the remarkable all-electric kitchens (except for grills!), the laundry, the bakery, the confectioner's shop, and so on.

Residence Aboard Ship

IN nothing is the exceptional spaciousness of the Empress of Britain so much demonstrated as in the provision of the living quarters. Practically every one of them is an outside room,

ROUND THE WORLD CRUISE

Mayfair Lounge—designed by Sir Charles Allom

so as to obtain the advantage of natural lighting; and 70 per cent. of them have private bathrooms.

The majority of rooms are fitted with bedsteads, and also triple-mirror dressing tables and full length wall mirrors. There are plenty of comfort-making gadgets, such as dressing-lights, curling iron outlets, reading lights, bedside tables, telephones, call-bells, fans and heaters. You keep your clothes in a wardrobe fitted with hangers, and your toilet requisites in a wall cabinet. Either steamheat or ball-louvre ventilation are available.

Ample provision is made for a wide range of accommodation. This range comprises single and double apartments, with (*a*) private baths and toilets; (*b*) private shower-baths and toilets; (*c*) optional private baths and toilets. There are also many de luxe double-rooms with private baths, and three kinds of private suites: while many adjoining apartments can be used *en suite*.

Each suite consists of an entrance hall, a double bedroom, a living room, a bathroom, and ample luggage room. There are two types of this kind. Then there is a larger type which adds a sun verandah.

The Swimming Pool

THE Swimming Pool, designed by P. A. Staynes and A. H. Jones, is a beautiful affair gleaming in turquoise blue, aided by overhead and under surface lighting. It is 40 feet long by 20 feet wide.

Adjoining it are Turkish baths; and on the opposite side is a gymnasium provided with many devices for keeping oneself fit. A little terraced pool-like café comes in handy, too.

During the Cruise the forward Sun Deck is converted into an outdoor swimming pool, with a wide "surround" of sun bathing space.

Deck Sports

THE Sports Deck has large enclosed spaces, protected from the wind. It offers all the deck sports familiar to ocean travellers: but it has an added feature—a regulation Wimbledon-sized Tennis Court, entirely surrounded by high netting and bordered by spectators' galleries. In warm climates this deck is used for open-air concerts and moonlight dances. A handy café adjoins it.

On another deck is a Squash Racquets Court, of championship size and two decks in height.

On the Sun Deck, above the Sports Deck, there is other sport equipment.

Four times round the promenade on the Lounge Deck equals a measured mile. It requires, incidentally, approximately five miles of corridors and alleyways (passengers' and crews') to handle the foot traffic of this floating town; and the ship has 120 clocks (all synchronised from the bridge), 320 miles of electric cable, and 17,000 electric lamps.

Pictures of the Ship

It is not possible, in these pages, to include many interior views of the Empress of Britain. But you will find them in our supplementary plan of accommodation.

RECREATION AT SEA

THE supreme travel experience is the annual Empress of Britain World Cruise. Lovely Mediterranean ports . . . Holy Land and Egypt . . . India and Ceylon . . . Malay, Cambodia and Java. Two wonderful days in exotic Bali. Then, China, Japan, Hawaii . . . and home via California, the Panama Canal and West Indies. That is the real world cruise, but it becomes an even richer experience when you go on the Empress of Britain, complete with indoor and outdoor sports—a quarter-mile deck for morning strolls, Sun Deck for ship golf, bowls, deck-tennis, horse-racing, with open-air swimming pool in tropical waters, Olympian swimming pool down below for all climates, Squash Racquet Court, Sports Deck with tennis court, Chamber Concert Orchestra for the dining saloon and afternoon tea in the Lounge, Dance Orchestra for the usual evening turns and masquerades in Ballroom or open air, auctioning gossip in the easy chairs of the Mall, lazing on deck chairs, sun-tanning gymnasium,

An exhilarating pastime—shuffleboard

The full-size doubles court delights tennis enthusiasts

"The Sport of Kings" is one of many shipboard sports

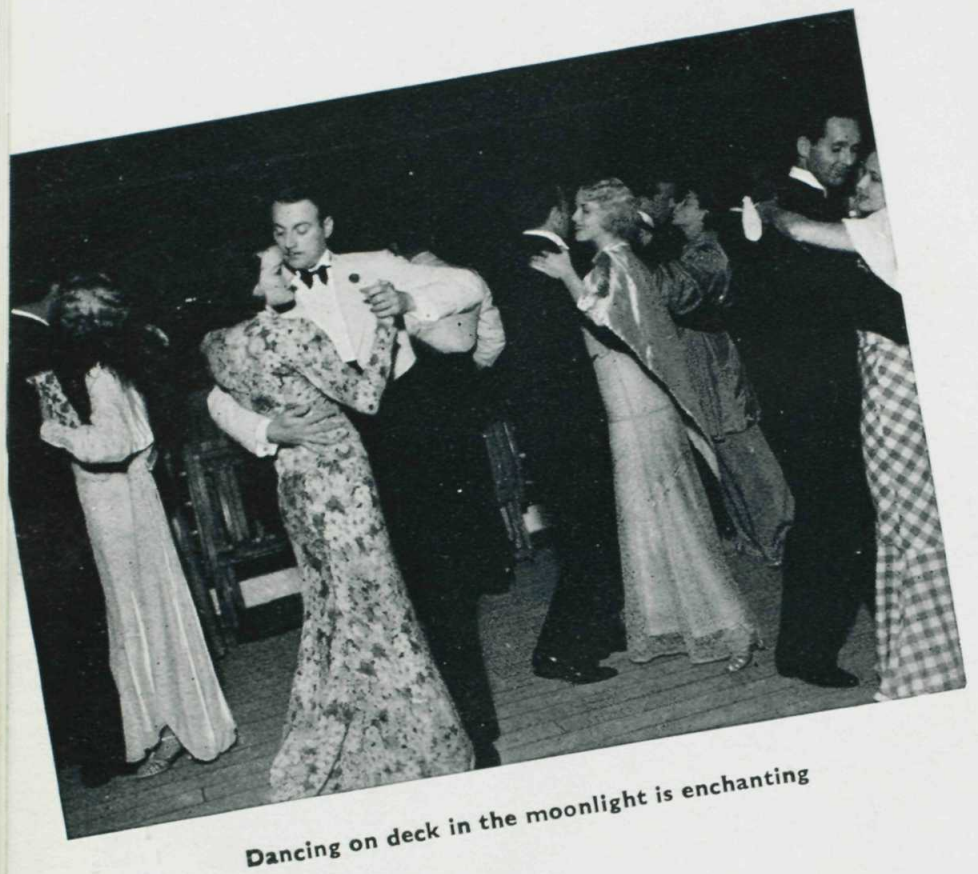
Turkish Baths, beauty parlour, concerts, talkies, travel lectures, private parties galore, a well-lined library, Camera Club with photographic staff to do all the work. A hostess to help make friends—all in a setting of supreme comfort and artistic charm with the added romance of viewing from deck the shipping of the world and sight-seeing in a kaleidoscope of shore excursions.

The public places on the Empress are spacious and airy

Dance your way around the world

MONACO

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan



Dancing on deck in the moonlight is enchanting

THE EMPRESS OF BRITAIN has been on the other side of the Atlantic, and has sailed from New York. We shall join her for the World Cruise at Monaco, tiny principality on the Riviera, with Monte Carlo, of easy money and precarious fortunes and justly celebrated opera.

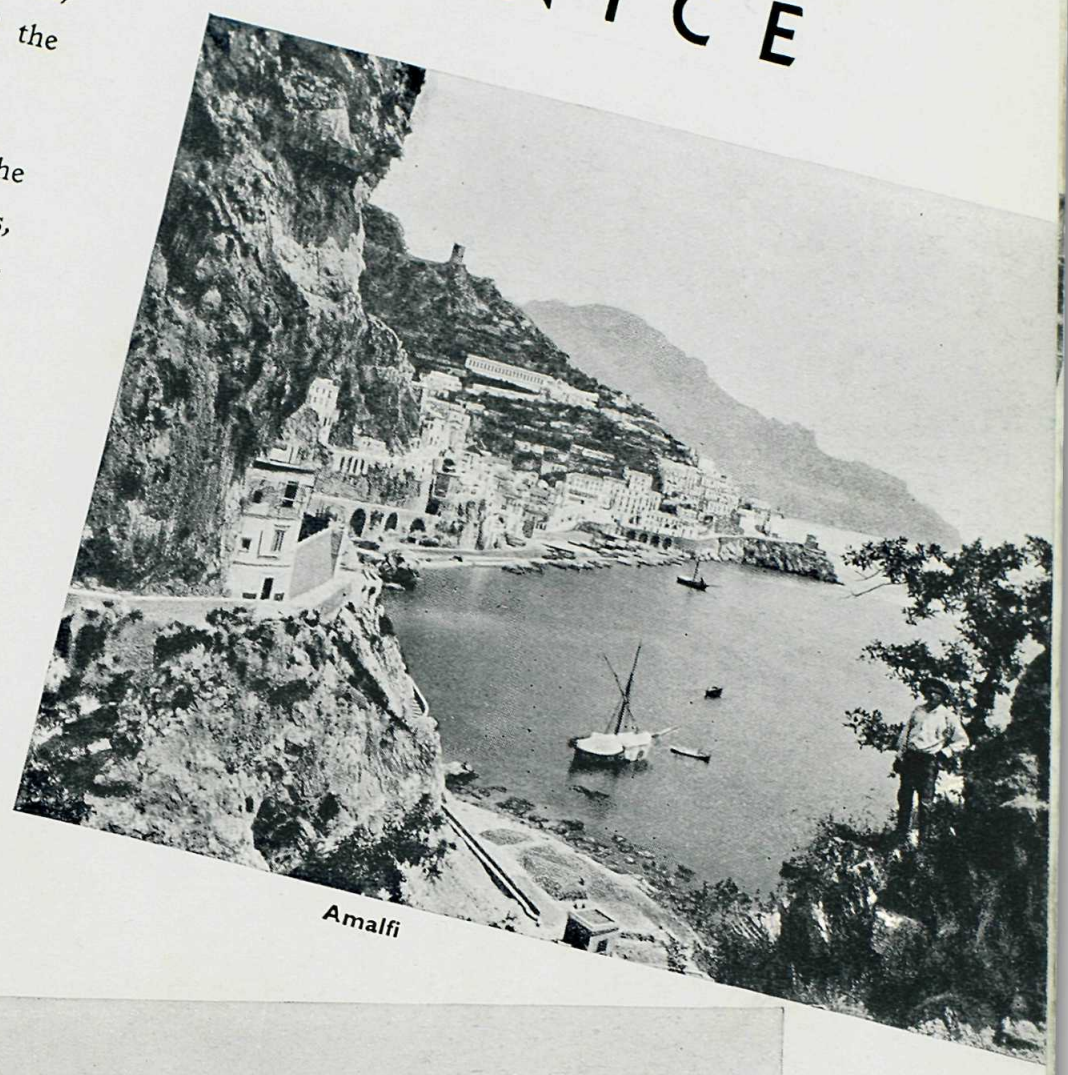
Wise passengers, however, will probably time their journey to arrive in Monaco a day or two previous to departure, so that they will be able to see this famous winter resort. Beautiful Monaco, seated in serene white loveliness on its rocky pinnacle above the blue Mediterranean, is one of the world's show places. It is the Mecca of the devotees of the little ivory ball, the turn of a card.

MONTE CARLO · NICE

Famous men and women, lured by the god of chance, have frequented the beautiful Casino rooms; and the motor drives that one can take are magnificent.

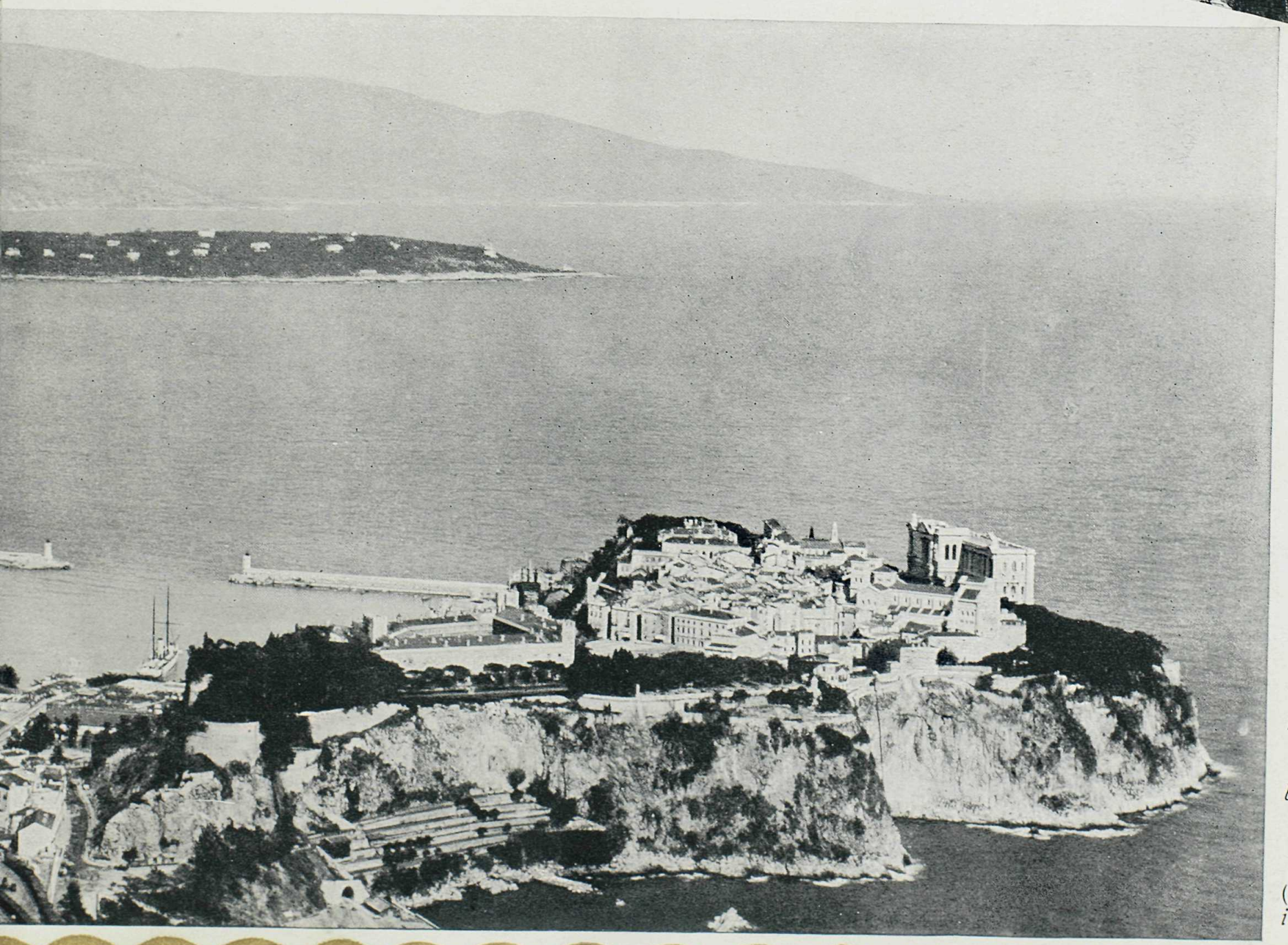
Bright and early we whirl off in motor cars along the Grande Corniche—most fascinating of motor roads, skirting the unbelievably blue bay—dotted with gleaming white yachts—past quaint towns and villages famed in song and story . . . past Eze, "a rose-red village half as old as time" . . . our destination Nice, paradise of flowers, where sooner or later all the world comes . . . in the distance the Alps—grandeur indescribable—glittering, snow-clad pinnacles—pristine whiteness—blue-black shadows. Returning via Villefranche and Beaulieu, we visit the Casino at Monte Carlo in the evening, at the height of the play.

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan



Amalfi

The Principality of Monaco

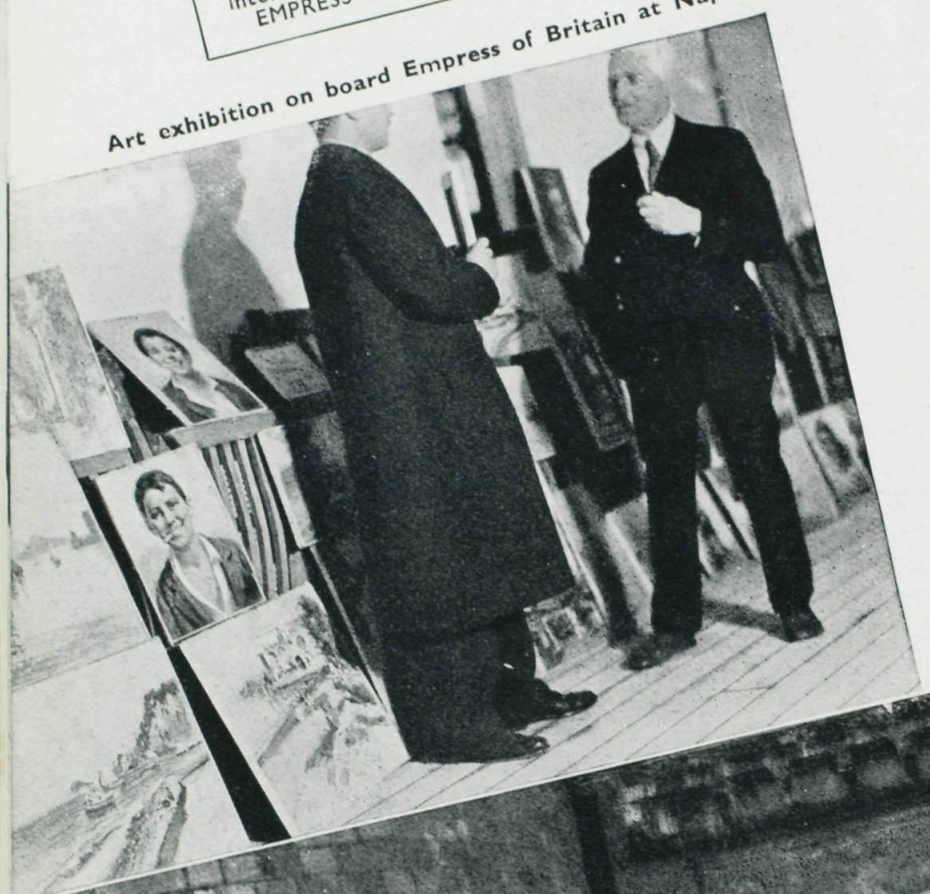


DO YOU KNOW—
That Monaco, the smallest principality in the World, can be viewed in its entirety from one point (La Turbie) in France?

NAPLES · POMPEII

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

Art exhibition on board Empress of Britain at Naples



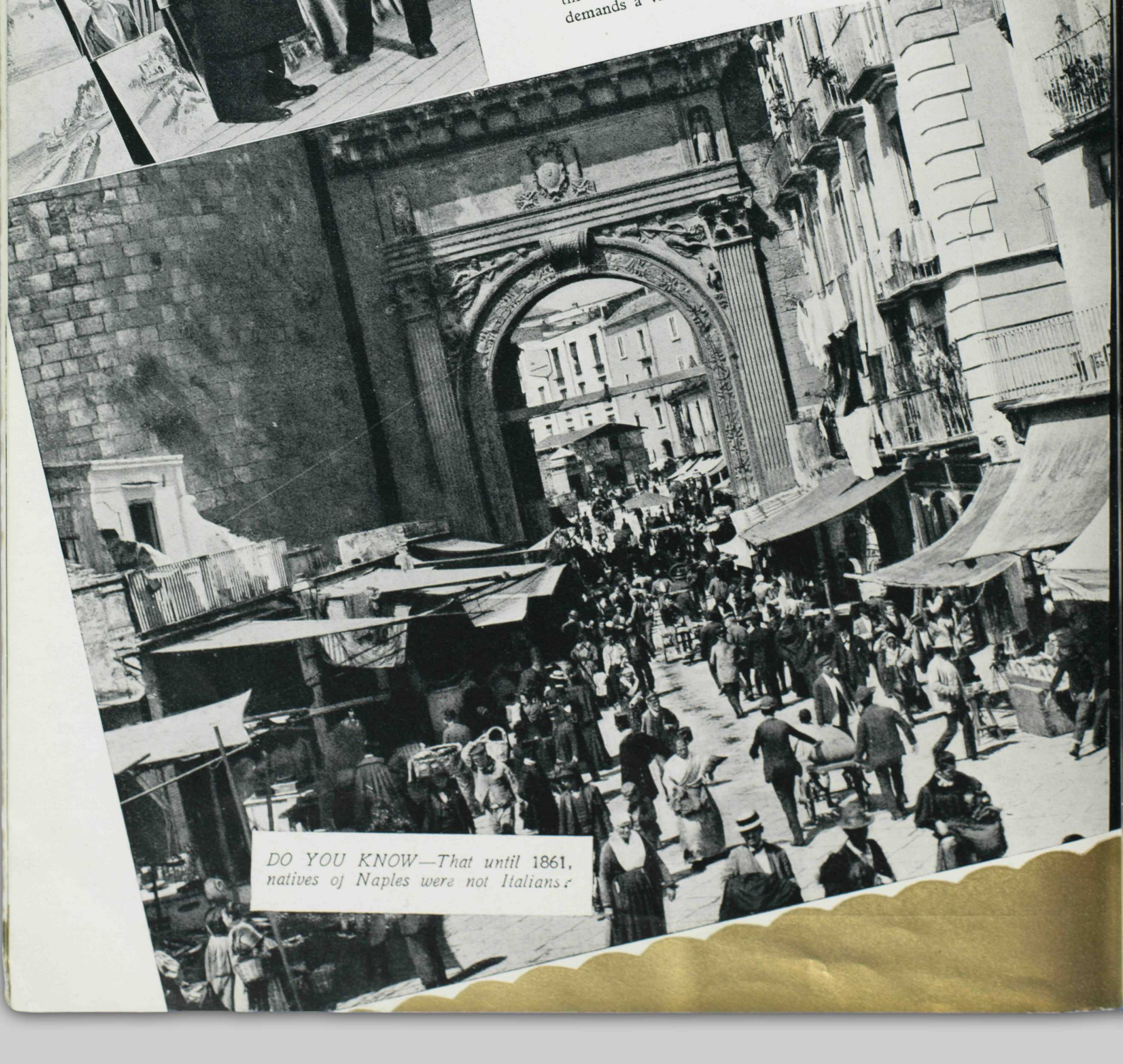
NAPLES—serene, captivating—the blue waters of the famous Bay lapping its skirts—grey volcanic mountains forming a back-ground, and in the distance, smoking, wickedly suggestive Vesuvius!

Handsome, swarthy, gay-hearted Neapolitans fill the vivid streets which climb upwards in a series of steps. We visit the historic Cathedral of San Gennaro, and the National Museum, filled with superb bronzes from Herculaneum and Pompeii.

Pompeii strikes a note of solemnity. These streets too were filled with life and colour before Vesuvius in 79 A.D. buried them deep in dust and ashes. Shades of the past live in its well-preserved houses.

From Naples may be enjoyed the Amalfi-Sorrento Drive—to Amalfi, a lovely seaport, and Sorrento, a fantasy of white walls and orange, lemon and olive groves. Or we may prefer Caserta, with its magnificent Palace of Charles the Third of Bourbon, and Vesuvius—which, threatening, glowering and devilish though it is, fairly demands a visit.

Porta Capuana Naples



DO YOU KNOW—That until 1861, natives of Naples were not Italians!

ATHENS

THROUGH the Aegean Sea to Phaleron Bay, where we disembark. A five-mile run by motor, and we are in Athens. We drive through the Arch of Hadrian and visit the Tower of the Winds, the Acropolis Museum and the Theseum.

But " the Glory that was Greece " bursts forth in all its impressive grandeur as we approach the Acropolis. Temples of the Gods—superb, magnificent—rear their impressive beauty high into the blue heavens. The Propylea—stately in its ruined splendour ! The Erectheum with its Porch of gracefully alluring Athenian maidens ! The exquisite Temple of Wingless Victory ! At the base of the Acropolis lies the theatre where were acted the tragedies of Aeschylus, Sophocles and Euripides. And crowning the heights stands the Parthenon—incomparably magnificent —erected to the glory of Athena, and still reflecting glory !

DO YOU KNOW—That the Parthenon has been used as a pagan temple, a Christian church, a Moslem mosque and a Turkish powder magazine ?

The Parthenon, Athens

HOLY LAND

WE anchor at Haifa. Across the water lies Acre, famed stronghold of the Crusaders who came centuries ago to free Jerusalem from the yoke of the infidel.

Land of Holy Mary . . . of Ruth . . . of Martha . . . City of David. We enter the Church of the Holy Sepulchre, dimly lighted, smelling of incense. We see the Rock which tradition says guarded the very Tomb itself.

We wander through streets traversed by Our Lord on His weary way to Calvary. We visit Rachel's Tomb . . . the Pool of Bethesda . . . the House of Caiaphas . . . Mount Zion . . . the Mosque of Omar, built over the summit of Mount Moriah . . . and the Wailing Wall where the Jews come to pray for the restoration of the departed glories of their race. We visit Bethlehem itself, bending low to enter the doorway of the Church of the Nativity where Christ was born.

We see the Milk Grotto . . . the Mount of Olives, and may make a Special Optional Excursion to Nazareth and the Sea of Galilee. A labyrinth of streets wind about and lose

Street scene, Jerusalem

The whimsical Knickerbocker bar

JERUSALEM

themselves in Jerusalem . . . up and down . . . in and out . . . tortuous passages, iron-barred windows, narrow courts . . . there a water-carrier with his goat-skin slung across his shoulders, a man staggering along under a load big enough for an ox . . . diminutive donkeys and lordly camels demanding way . . . bickering groups of men . . . ragged beggars . . . watchful British Tommies. We walk through Damascus, Jaffa and Herod's Gates . . . stand on the old city wall crumbling into ruin . . . prize of so many successive conquerors.

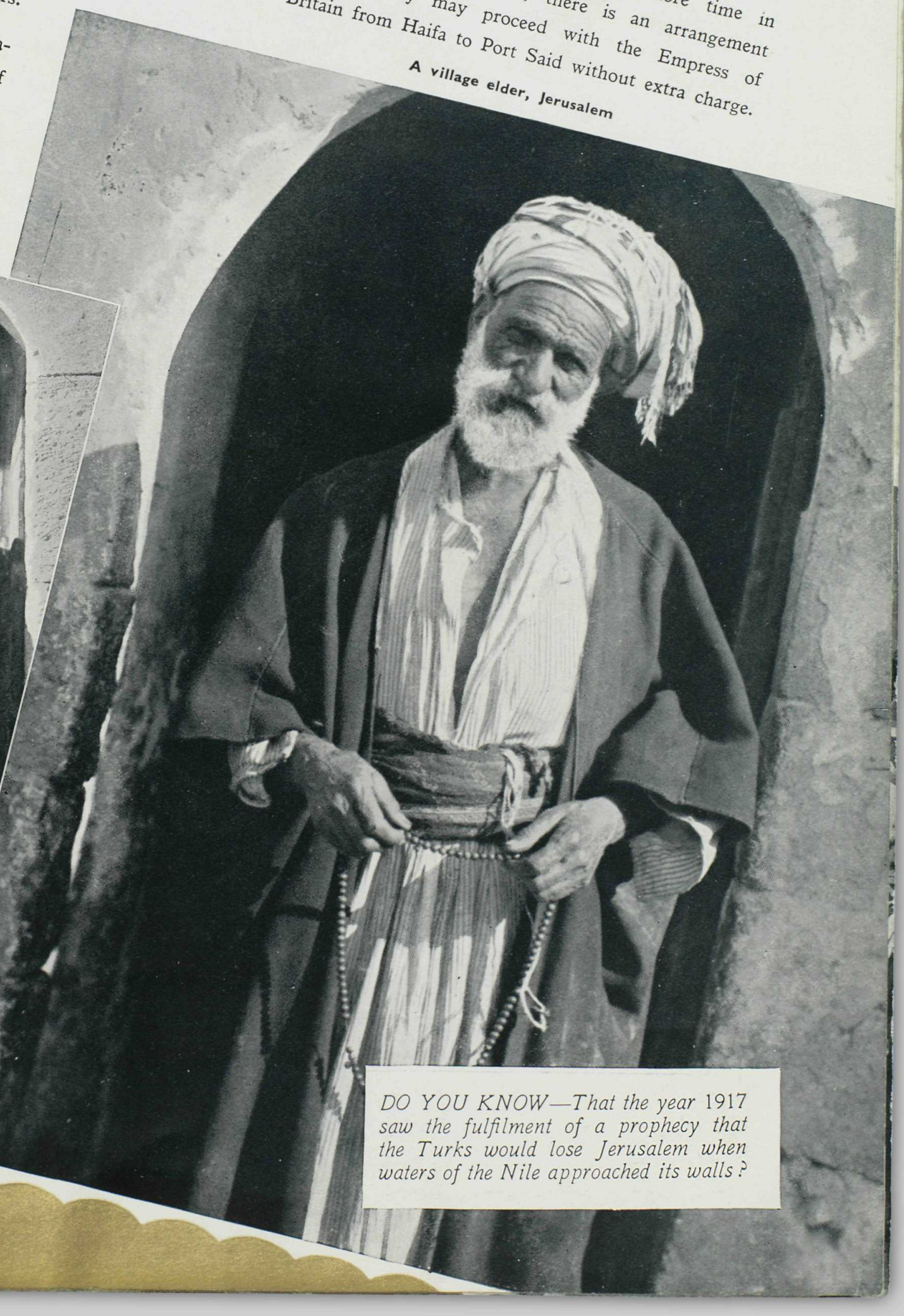
Yes, fascinating and contradictory will be our memories of this land . . . steeped in tradition . . . sacred to so many faiths. And so by train we pass on to Egypt, in a comfort which makes a strange contrast with the manner in which Joseph and Mary left the land of the Pharaohs to find rest in a stable nigh two thousand years ago.

BETHLEHEM

For those who desire to spend more time in Cairo, omitting Palestine, there is an arrangement whereby they may proceed with the Empress of Britain from Haifa to Port Said without extra charge.

Water carrier, Jerusalem

A village elder, Jerusalem



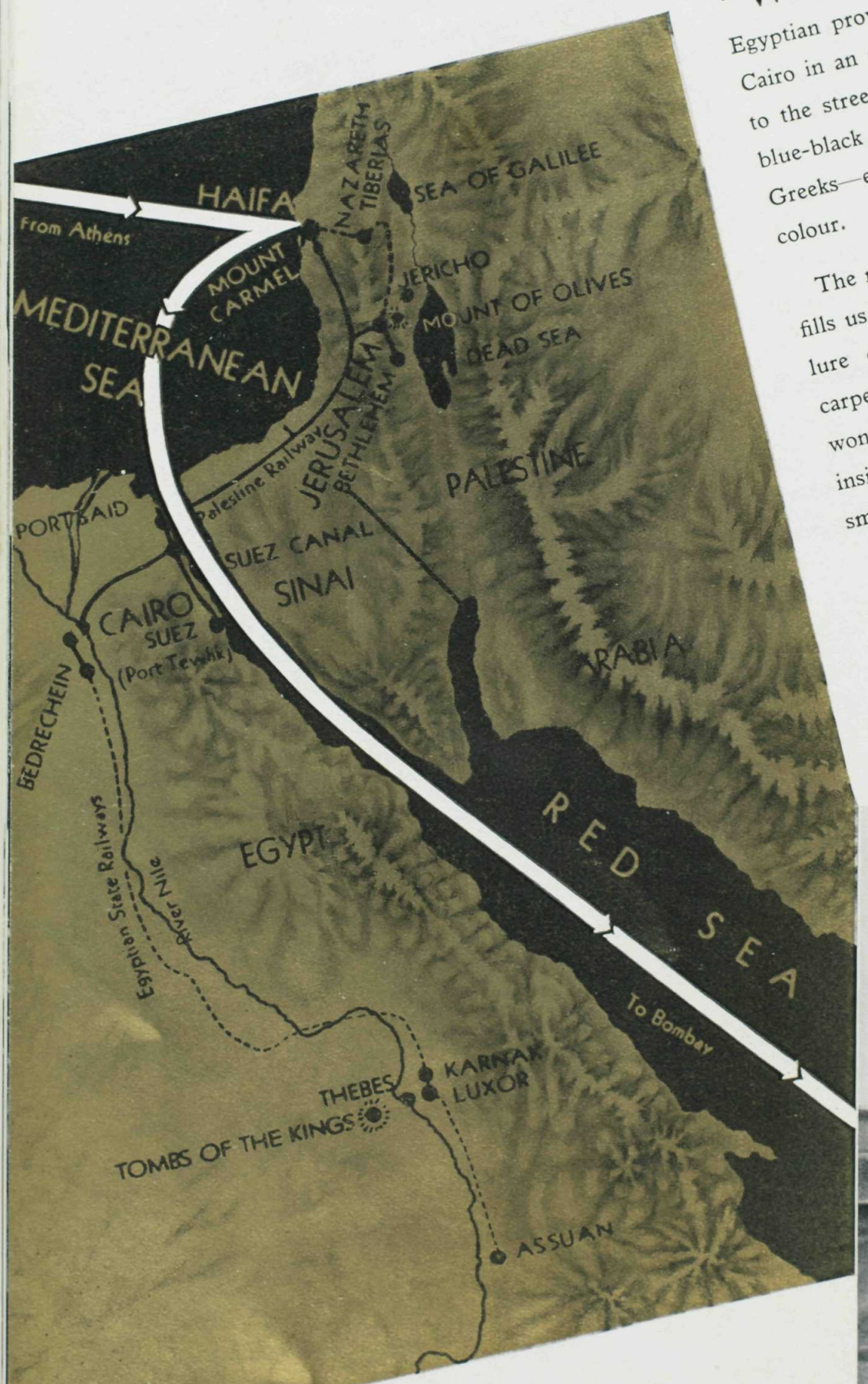
DO YOU KNOW—That the year 1917 saw the fulfilment of a prophecy that the Turks would lose Jerusalem when waters of the Nile approached its walls?

EGYPT

"WHO drinks Nile water must return" says the Egyptian proverb. A softly luminous atmosphere bathes Cairo in an air of mystery, lending a bewitching glamour to the streets with their thousands of pale-brown Arabs, blue-black Ethiopians, bronze Nubians, Moors, Turks, Greeks—every race and creed in an amazing galaxy of colour.

The native town, with its mosques, bazaars and palaces, fills us with delight. Without success we try to resist the lure of the shops—treasure-chests of ravishing gems, carpets, antiques, gold and silver embroideries, silks, and wonderful examples of native art. The "golli-golli" men insist on performing their miraculous tricks for us. The smart hotels and cafés wear an air of festive gaiety.

In Egypt the centuries parade before us, the centuries of Cleopatra, and earlier; the centuries of the Shepherd Kings, Rameses, Tut-Ankh-Amen, and a host of other rulers of long-dead generations—the centuries nearer our



Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

EGYPT . CAIRO

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

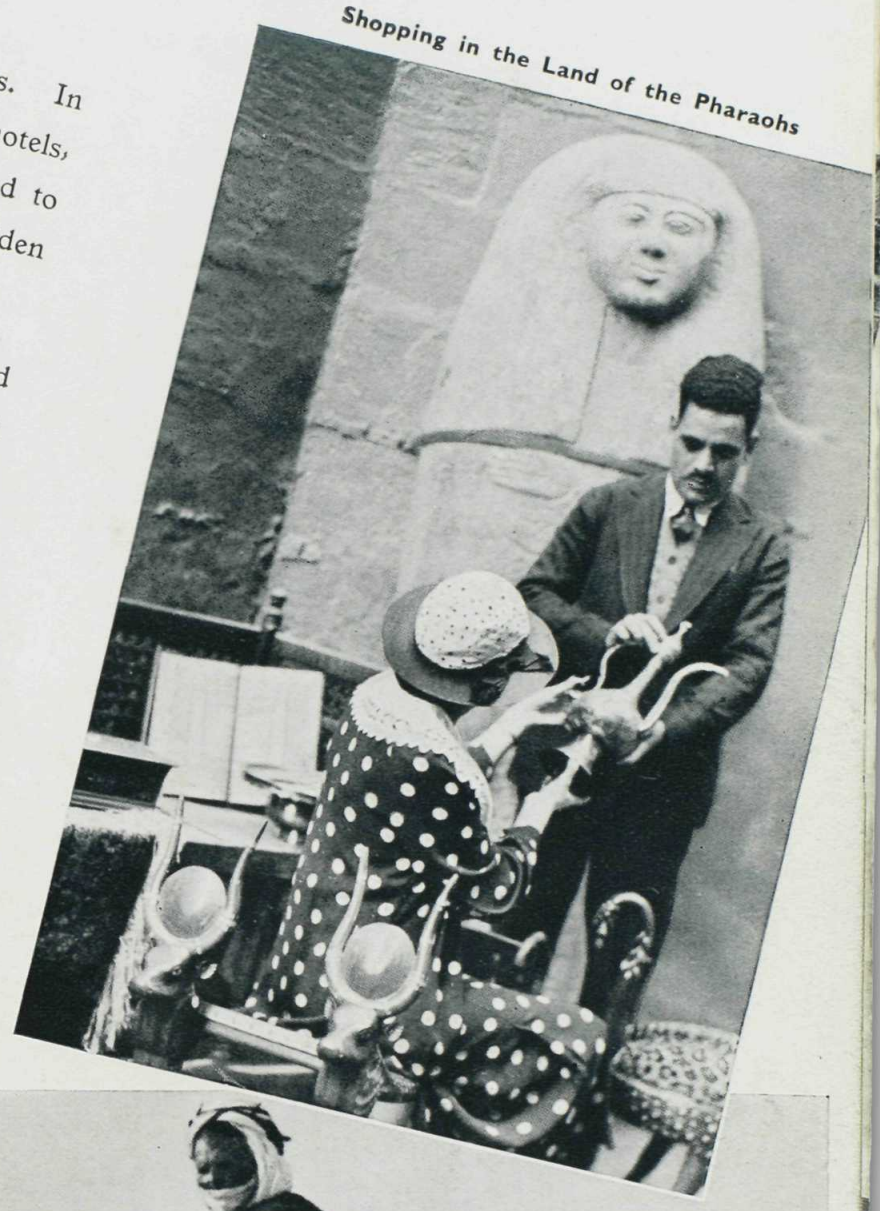
time, of Saladin and his fierce-riding Moslem hordes. In Cairo there is the modern present, with its smart hotels, its cafés, and shops, and there is the museum stored to bursting with Egypt's history in stone and with the golden treasures from Tut-Ankh-Amen's Tomb.

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.

Across the wastes the desert sends an appeal; we mount stately dignified camels and go swaying out over the shifting sands to the Pyramids and Sphinx.

On the historic Nile we sail to Bedrechein, wondering at the primitive form of cultivation, unchanged since the time of the Pharaohs.

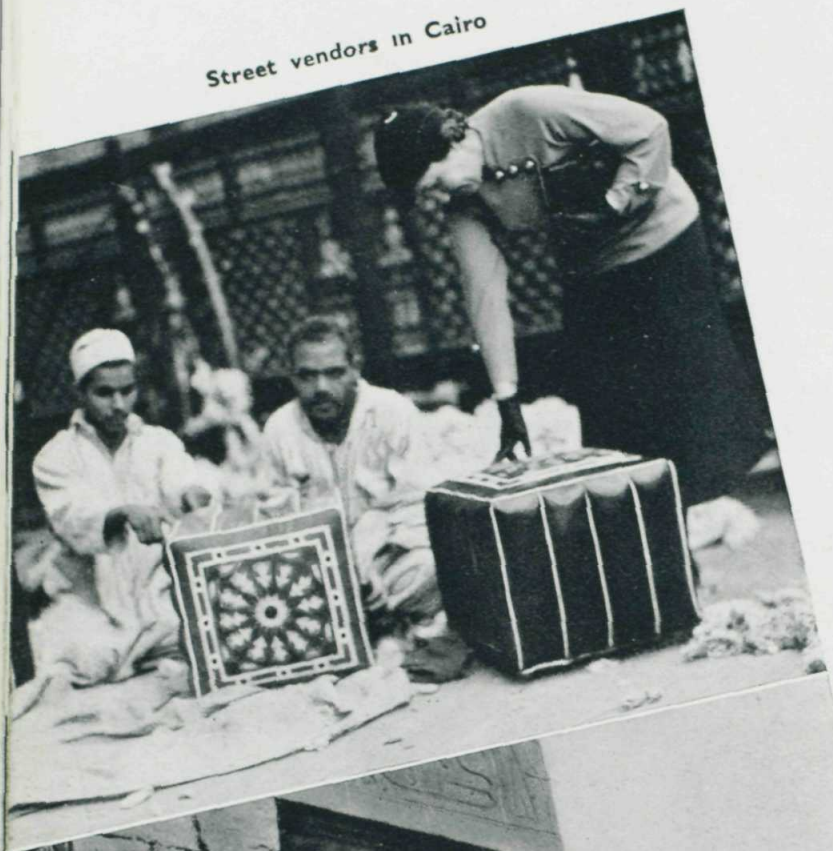
Shopping in the Land of the Pharaohs



Looking out over desert sands

EGYPT · CAIRO

Street vendors in Cairo



An Optional Excursion takes us to Luxor to see Tut-Ankh-Amen's Tomb, the Tombs of the Kings, the Colossi of Memnon, the Temple of Ammon at Karnak—stupendous relics of a distant past. Another Optional takes us on to Assuan and The First Cataract.

"Who drinks Nile water must return"—We hope it's true.

The Suez Canal is one of the most important artificial waterways ever constructed. It is a link between Great Britain and her southern Dominions, and shortens the distance to India and the Orient by approximately five thousand miles. Here the mysterious character of the East begins. Sailing through the Red Sea the Empress passes great liners *en route* to the Far East, and quaint Arab craft careening under one crazy sail between the ports of Asia and Africa.

The bazaars in the Mousky—Cairo

Statues of Rameses II, Thebes

INDIA

FOR DAYS we have sailed over sparkling seas, enjoying life to the full, resting after our Mediterranean experiences—the Holy Land—Egypt—and now we are ready . . . for India!

At the Apollo Bunder we land, walk through the towering Gateway of India, and are in . . . Bombay—a little surprised at the vastness of the city, so modern, so unique, so beautiful, so contradictory.

In the distance, grimly interesting stand the Towers of Silence, where the Parsees bring their dead to be devoured by the swarming vultures. We drive about . . . through streets overflowing with natives of every race, creed and colour . . . lumbering bullock carts,

The glorious Taj Mahal—India

I N D I A

taxis, beggars, snake-charmers, tram-cars, coolies, Sikh policemen, bazaars.

We visit Malabar Hill and the native city. A strange medley of sounds one hears . . . the tinkle of temple bells, the throbbing drum . . . the chant of the "muezzin."

We could spend days here finding something new every minute . . . but we've many other wonders to see, and leave for Delhi. *En route* the train stops at Itarsi, Bhopal, Gwalior. Fascinating indeed are these stations, crowded with natives clad in coat and flowing shirt-tails, or perhaps only a loin-cloth.

The women wear voluminous red or yellow saris . . . and bracelets, toe-rings, nose-rings, and anklets

Jain Temple—Calcutta

Ceylon—Even the elephants work

Empress of Britain Across-India Special Train

BOMBAY · DELHI · AGRA · TAJ MAHAL

which clank as they stride along, graceful, unhurried, bearing enormous burdens on their heads.

Then there are the monkeys . . . sacred of course, clambering over standing freight cars, swinging from girders, begging for food, and scampering off if we try to approach.

Delhi, our first real objective, comes into view—a living memorial to bygone rulers, a battlefield of centuries drenched in blood.

Just beyond Delhi is the Kutab Minar, slender, artistic . . . the only one of its kind in India. The view from the top, if one likes climbing, is a revelation . . . never ending masses of ruins, reminiscent of the splendours of a bygone age.

Benares—Faithful Hindus bathing in the sacred Ganges

Hindu Festival—Colombo

Shopping in India

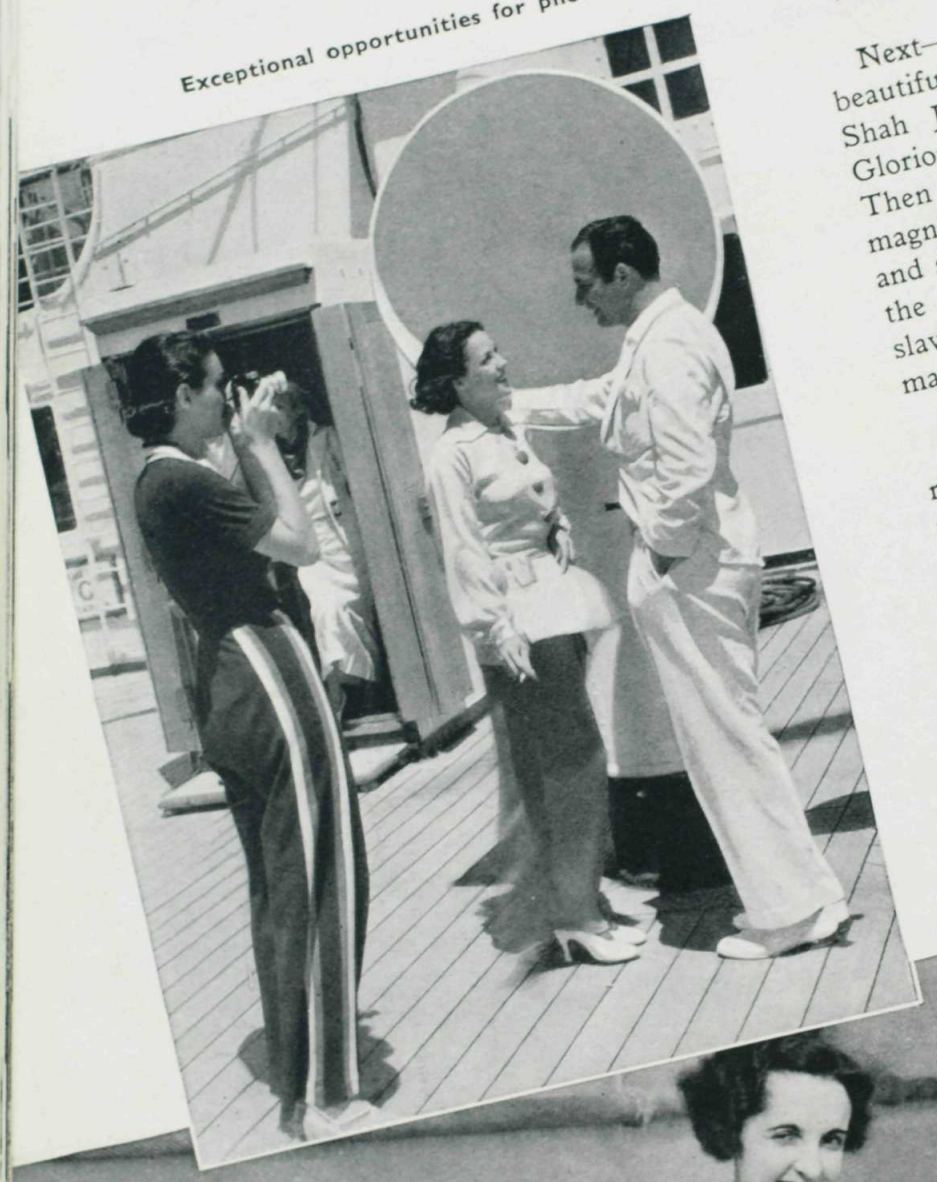
INDIA

"Of course we must see the Iron Pillar, bearing the inscription "So long as I stand the Hindu Kingdom shall endure."

Next—Agra, and there, shining in the distance, the most beautiful building in the world, the Taj Mahal, erected by Shah Jehan as a last resting-place for his wife Mumtiz-i-Mahal. Glorious it is and, bathed in moonlight, appears almost unearthly. Then Fatehpur Sikri, a former capital of the Mogul Empire, with magnificent architectural ruins, including a splendid mosque and several palaces, and a great court marked in squares where the old rulers played parchesi, using as pawns lovely young slaves who stepped from square to square as ordered by their masters.

If you are going on the Optional Excursion to Benares, the real heart of Hindu life and religion lies ahead. Mysterious . . . unfathomable. Built on the banks of the Ganges, where pilgrims in their hundreds of thousands come to bathe in the sacred waters, to drink, to lave their faces—thus washing away sin and assuring their souls' salvation. Waist deep in the murky water they stand, tremulous lips moving in silent prayer, quite unmindful, in their religious ecstasy, of curious onlookers. The terraced slopes are crowded—priests, pilgrims, burning ghats,

Exceptional opportunities for photography



The result of an "Elephant Hunt" in Ceylon

DO YOU KNOW—That India has eight racial types, nine religions, more than 200 languages, 2,300 different castes?

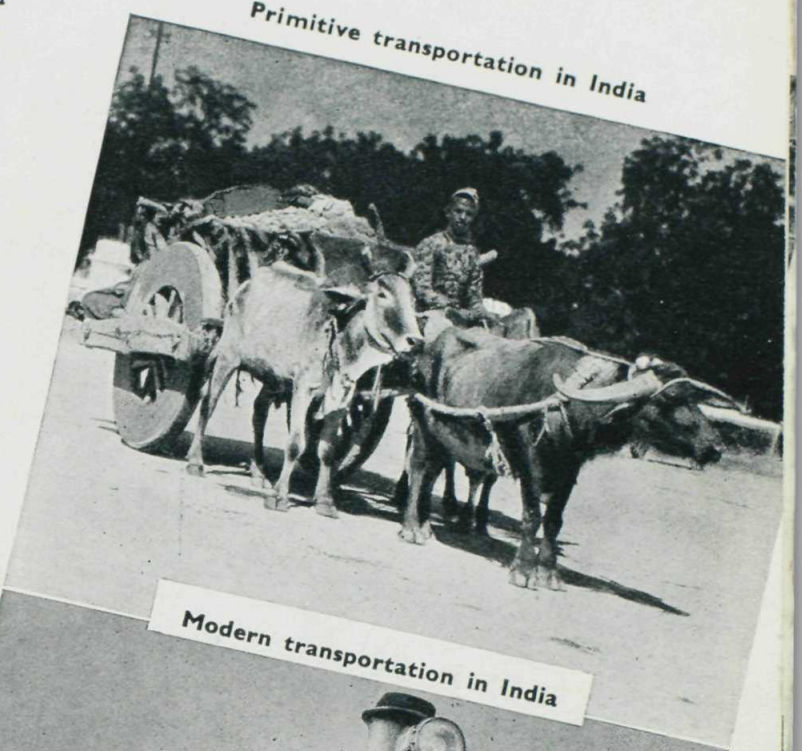
INDIA

corpses awaiting cremation, heaps of wood for funeral pyres, holy men (there are three millions in India) thickly plastered with ashes. Temples to Siva . . . the Monkey Temple . . . the Golden Temple . . . temples innumerable.

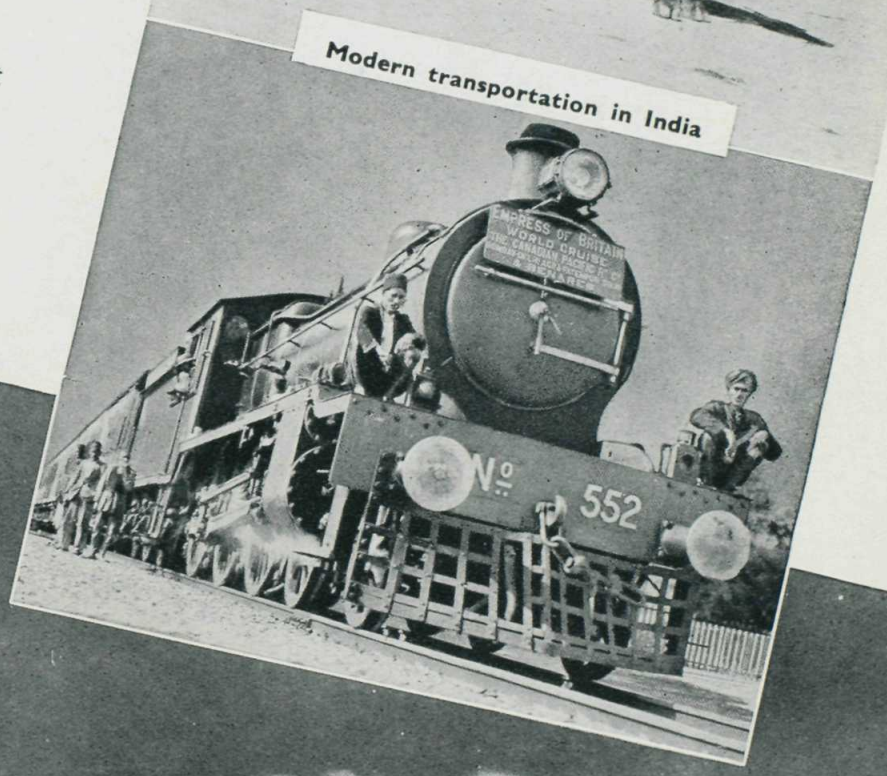
By taking the Across-India Optional Excursion we may continue across India to Calcutta—second city of the British Empire. The mighty Hooghly, with its ocean liners, tramps, country boats, and Arab dhows, is of never-ending interest. Here too are the Jain Temple, the Fort, and Hindu shrines and bathing ghats.

North to Darjeeling, climbing the Himalayas, by one of the world's quaintest railways, to the eternal glory of the Snowy Range—with giant Kanchinjunga and her mighty sisters towering into the heavens from mist-filled valleys : or riding before dawn to Tiger Hill to view the awe-inspiring spectacle of the sun rising over Mount Everest—breath-taking, unearthly, beyond description.

Heading south again we come to Madras, home of the merchant princes—that part of India first settled by British and other nations ; here also we find St. Thomas' Cathedral, built over the reputed tomb of the Apostle.



Primitive transportation in India



Modern transportation in India

Kanchinjunga in the Himalayas

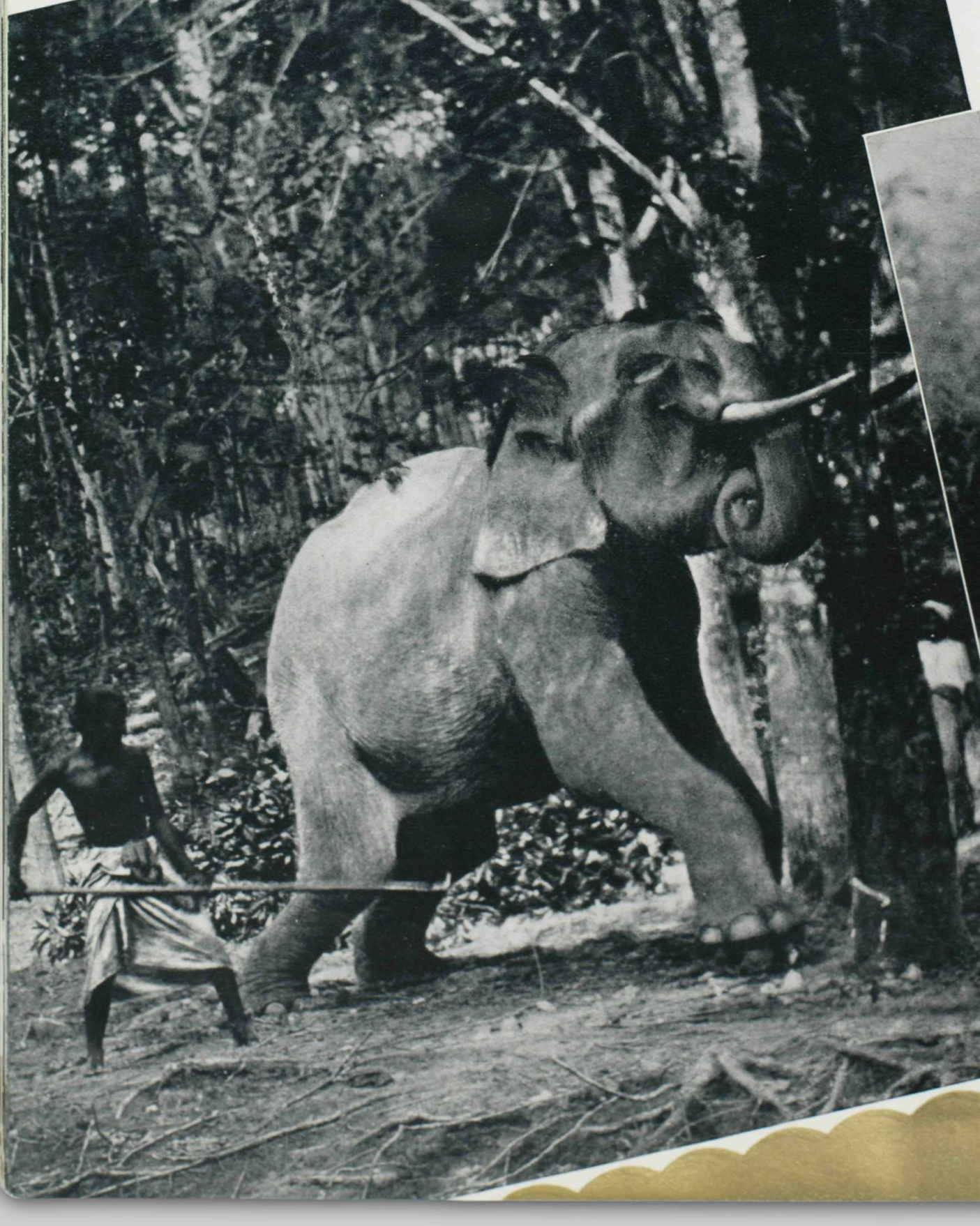
DO YOU KNOW—That India had a population of 352,000,000 *in* 1931—*almost one-fifth of the whole human race?*

CEYLON · COLOMBO

GLITTERING jewel of an island—basking in the sunshine—quivering in the breeze!

Elephants and bullock-bandies, cocoanut groves and coffee, tree-fringed roads, happy natives, laughing brown babies, yellow and orange-robed Buddhist priests, a riot of flowers . . . everything green and smiling. Yes . . . this tropic "Isle of Spices" is certainly the greeniest place we've EVER seen. Such a medley of races—Tamils, Moors, Malays, Parsees, graceful Singhalese men striding along in ankle-length skirts. With their long black hair coiled in a knot, and adorned with huge horn combs, these latter appear effeminate.

Fine shops line Colombo streets. Particularly attractive are the jewellers' stores, where precious and semi-precious stones are displayed in exotic profusion—satiny pearls, gleaming rubies, sapphires, cat's-eyes, amethysts, topaz, limpid zircons. And the stores showing really fashionable dresses, as well as the native shops where one may purchase exquisite materials and have them made up in a couple of days will delight all feminine cruise members.



Elephantine forester—Ceylon

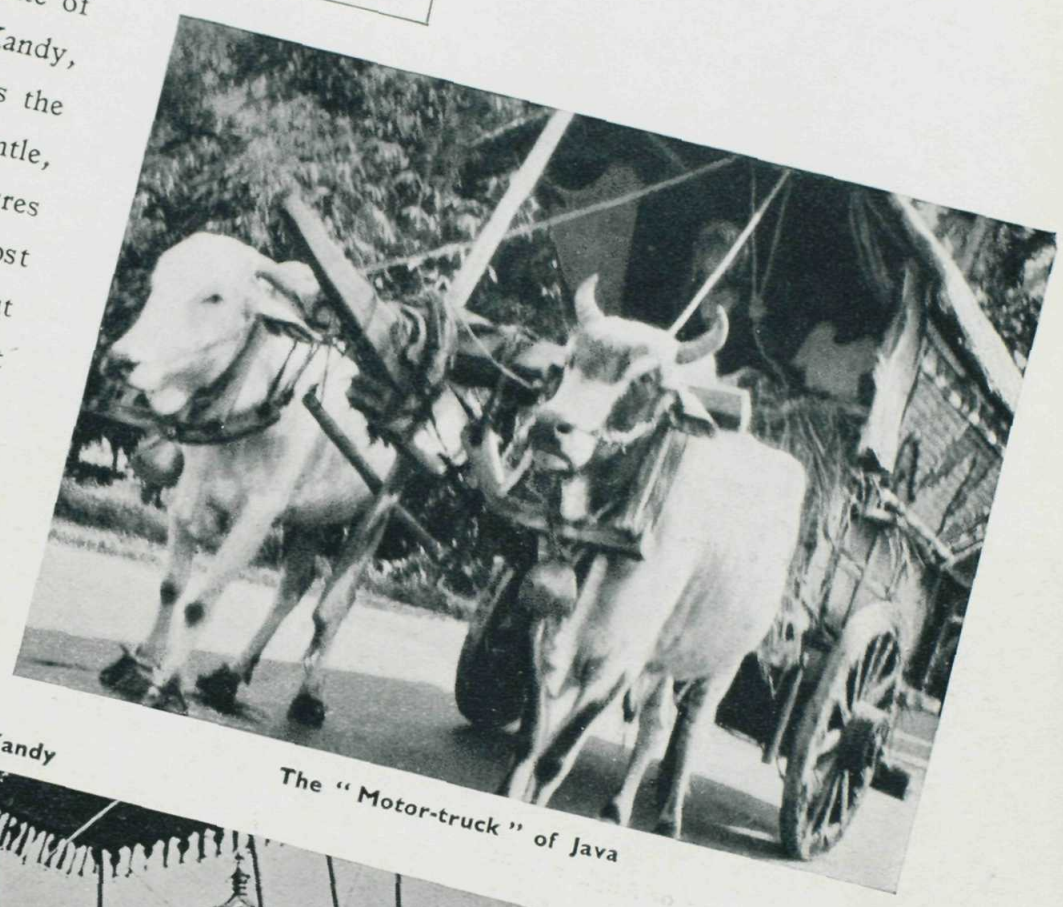
Singhalese tea-picker

CEYLON . COLOMBO

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

WE have tea at Mont Lavinia, most exquisite of seashore resorts. Ninety-five miles away lies Kandy, delightfully situated in the distant hills. Here is the "Temple of the Tooth"; here we ride on gentle, slow-moving elephants, or watch the huge creatures bathing. Then back to Colombo . . . through the most gorgeous scenery, tea plantations, paddy fields, cocoanut and rubber trees. Little children dash from the neat white houses to shriek greetings as we flash past.

During our stay in Ceylon time is afforded for a Special Optional motor trip to that "Gem in a Mountain Setting," Nuwara Eliya.



The "Motor-truck" of Java

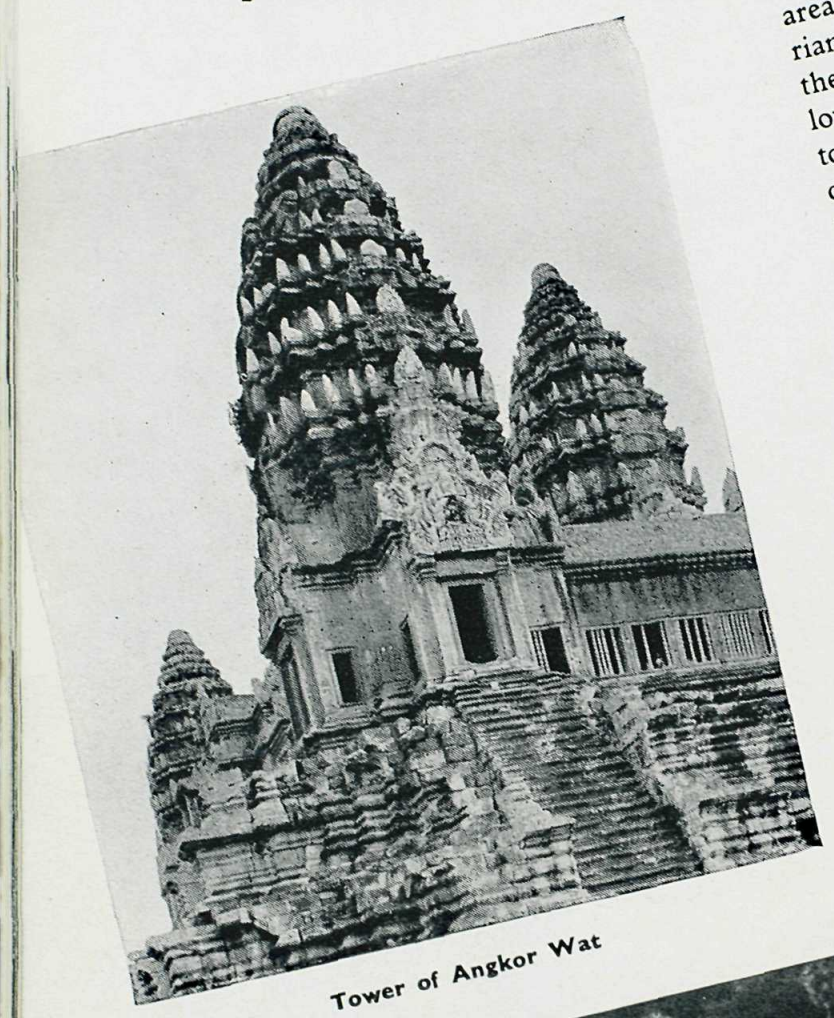
An impressive religious ceremony in Kandy

DO YOU KNOW—That more than half of Ceylon's inhabitants are Singhalese who believe themselves descendants of the lion god, Singa?

ANGKOR - PENANG

OUR next port of call is Penang—formerly called Prince of Wales Island—a lovely little island 107 square miles in area, on the west coast of the Malay Peninsular. The luxuriance of tropical vegetation is an interesting feature here, and the coastal views as we drive around the island are very lovely. At the amazing Aier Itam Temple we buy greenstuff to feed to the sacred turtles which, the priests assure us, will carry away on their backs any troubles we may have. Then there is the Snake Temple to visit, and The Botanic Gardens. Penang is a paradise for the entomologist, with vivid hued butterflies darting hither and thither in the sunshine.

From Penang a Special Optional Shore Excursion is operated to Angkor—an assemblage of ruins in Cambodia, the relic of ancient Khmer civilization. The most conspicuous remains are the town of Angkor Thom, which lies within an enclosure entered by five monumental gates. It was begun in the year 860 A.D., but to-day is a mass of fragmentary temples and palaces overgrown by the forest . . . Then there is Angkor Wat, the best preserved example of Khmer architecture. It lies less than a mile south of the royal city, within a park surrounded by a moat . . . and consists of three stages connected by exterior staircases and decreasing in dimensions as they rise . . . culminating in the sanctuary, a great tower pyramidal in form . . . the whole decorated profusely but harmoniously with Khmer artistry.



Tower of Angkor Wat

Aerial view of the majestic Angkor Wat

DO YOU KNOW—That Penang is the Malay name for betel-nut, the "chewing gum" of the East—a concoction of areca-nut, lime, sometimes tobacco, and leaves of the betel-pepper?

SINGAPORE

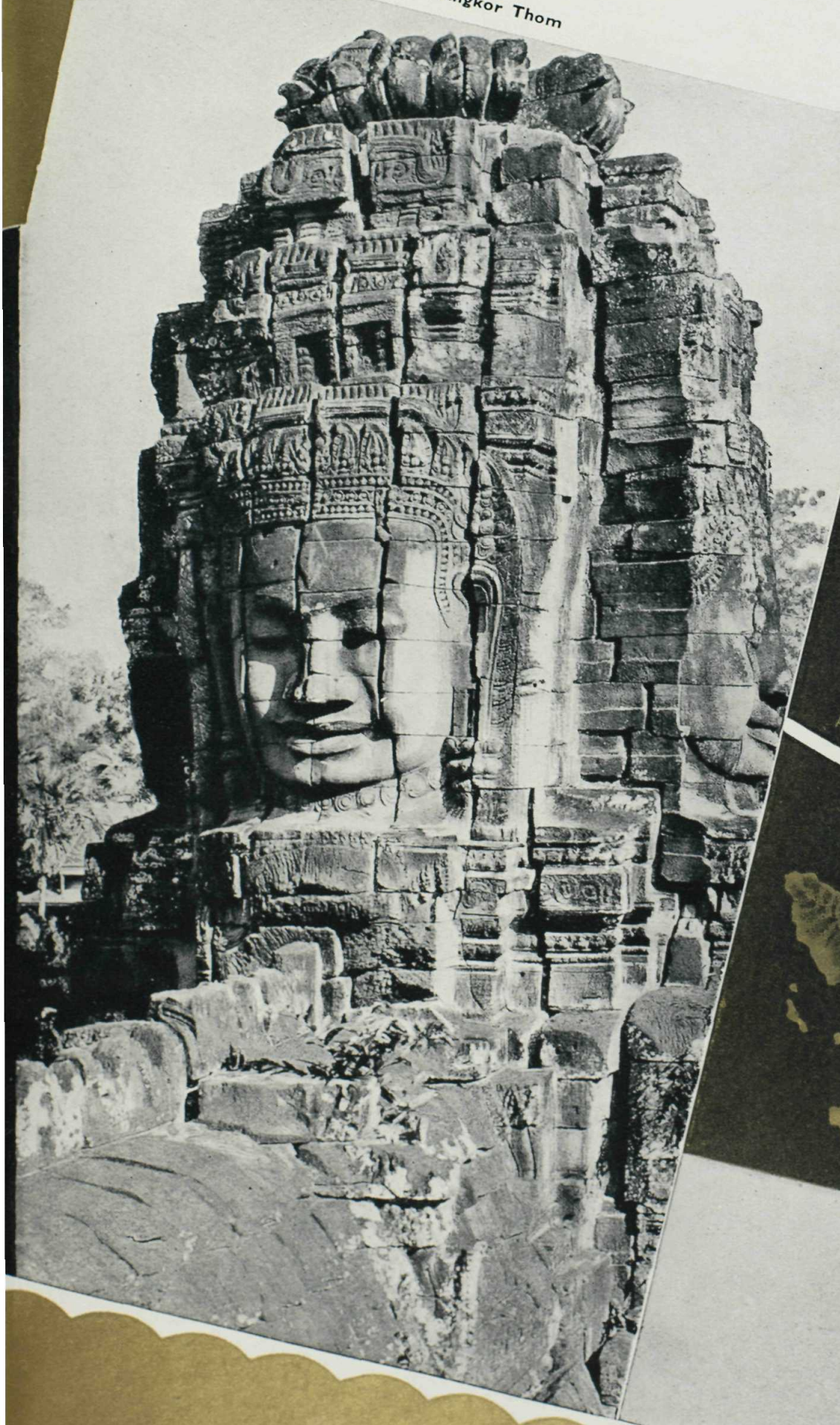
SINGAPORE! The Lion City! An ever-shifting panorama of life . . . a kaleidoscope of colour. The tropic sun in a turquoise sky . . . a silver moon in the blue vault of Heaven.

Fine buildings . . . rubber plantations . . . precious stones in the rough . . . malacca canes . . . luxuriant vegetation . . . the site of the great new British naval base . . . splendid roads stretching out to the edge of the jungle.

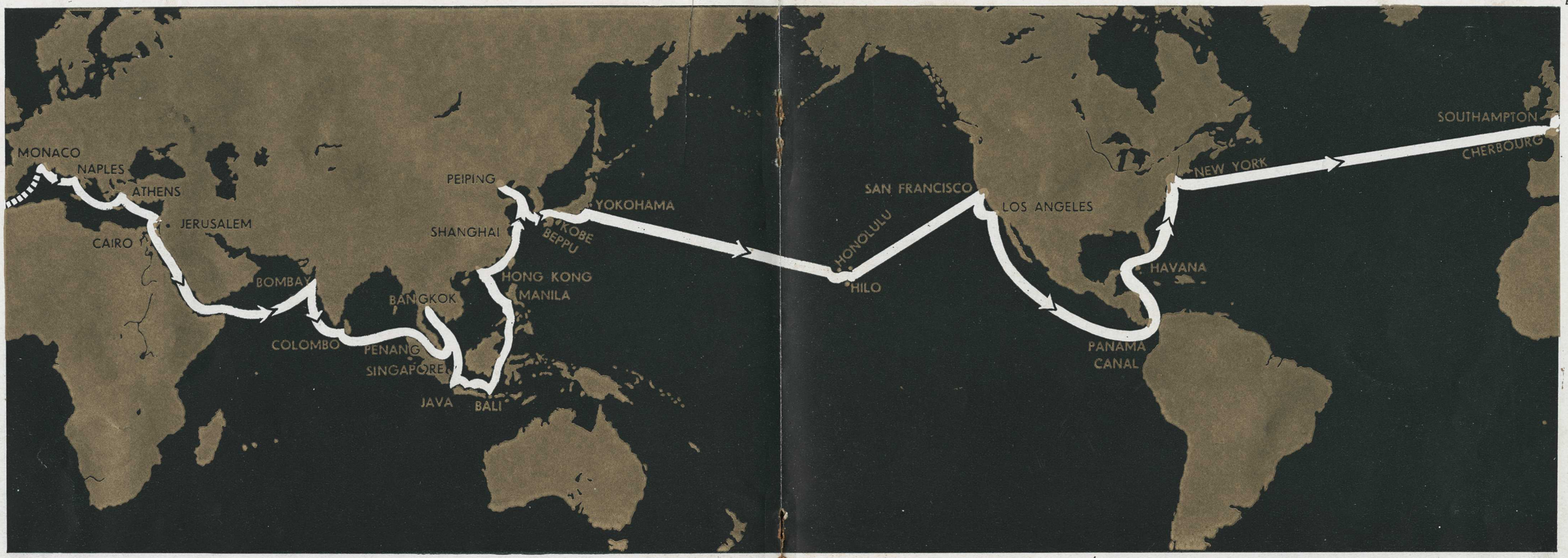
A few miles by motor across the causeway, and we are in the Independent State of Johore. A very gay city is Singapore . . . the Crossroads of the East . . . yet just over one hundred years ago only a dismal swamp infested with bloodthirsty pirates of whom "even the jinns and Satans were afraid."

In the Tanglin Botanical Gardens we can step into the original jungle—" the Further Side of Silence."

Angkor Thom



DO YOU KNOW—That more than 70% of Singapore's inhabitants are Chinese?



ITINERARY OF THE EMPRESS OF BRITAIN ROUND THE WORLD CRUISE 1936

PORTS	PLACES VISITED	MILEAGE	ARRIVES	LEAVES	IN PORT days	hrs.
Monaco MONACO AND FRANCE				**Jan. 23*** Thurs. 8 a.m.		
Naples ITALY	Naples Pompeii	364	**Jan. 24** Fri. 7 a.m.	**Jan. 25** Sat. 6 p.m.	1	11
Phaleron Bay GREECE	Athens	717	**Jan. 27** Mon. 7 a.m.	**Jan. 27** Mon. 7 p.m.	0	12
Haifa PALESTINE	Jerusalem Bethlehem Mount of Olives	640	**Jan. 29** Wed. 7 a.m.	Jan 29 Wed. 8 p.m.		
			Passengers leave the ship at Haifa January 30, visit Jerusalem and Cairo, rejoining at Suez February 6. See pages 50 and 13.			
Port Said EGYPT	Cairo Pyramids - Sphinx River Nile Bedrechein	170	The ship leaves Haifa Jan. 29 (8 p.m.) and arrives Port Said Jan. 30 (6 a.m.). Passes through the Suez Canal as arranged by the Canal Authorities.		7	12
Suez EGYPT	Suez Canal Port Tewfik	88		**Feb. 5** Wed. 7 p.m.		
Bombay INDIA	Delhi - Agra Taj Mahal Fatehpur Sikri	2960	**Feb. 12** Wed. 8 a.m.	**Feb. 19** Wed. 8 p.m.	7	12
Colombo CEYLON	Mount Lavinia Kandy	883	**Feb. 22** Sat. 7 a.m.	**Feb. 26** Wed. 3 p.m.	4	8
Penang PRINCE OF WALES ISD.	Penang	1276	**Feb. 29** Sat. 9 a.m.	**Feb. 29** Sat. 8 p.m.	0	11
Singapore STRAITS SETTLEMENTS	Johore (Malay)	376	**March 1** Sun. 5 p.m.	**March 2** Mon. 6.30 p.m.	1	1½
Bangkok SIAM	Paknam	800	**March 5** Thurs. 6 a.m.	**March 5** Thurs. 9 p.m.	0	15
Tandjong Priok JAVA	Batavia Weltevreden Buitenzorg	1259	**March 8** Sun. 12 noon	**March 10** Tues. 5 p.m.	2	5
Semarang JAVA	New Tjandi Boroboedoer	234	**March 11** Wed. 7 a.m.	**March 11** Wed. 6 p.m.	0	11
Padang Bay BALI	Bali Den Pasar	418	**March 13** Fri. 6 a.m.	**March 14** Sat. 6 p.m.	1	12
Manila PHILIPPINE IDS.	Fort McKinley	1650	**March 18** Wed. 6 a.m.	**March 18** Wed. Midnight	0	18
Hong Kong CHINA	Kowloon New Territories Repulse Bay	631	**March 20** Fri. 7 a.m.	**March 25** Wed. 6 a.m.	4	23
Shanghai CHINA	Chapei	852	**March 27** Fri. 6 a.m.	**March 28** Sat. 6 a.m.	1	0
Chinwangtao CHINA	Tientsin Peiping Great Wall	648	**March 29** Sun. 6 p.m.	**April 3** Fri. 8 p.m.	5	2
Beppu JAPAN	Hot Springs Inland Sea	822	**April 6** Mon. 6 a.m.	**April 7** Tues. 2 a.m.	0	20
Kobe JAPAN	Kyoto Nara	215	**April 7** Tues. 5 p.m.	**April 11** Sat. 7 a.m.	3	14
Yokohama JAPAN	Tokyo	346	**April 12** Sun. 7 a.m.	**April 15** Wed. 8 p.m.	3	13
Honolulu HAWAII	Waikiki Beach	3394	**April 22** Wed. 8 a.m.	**April 24** Fri. 5 p.m.	2	9
Hilo HAWAII	Kilauea Volcano	225	**April 25** Sat. 7 a.m.	**April 25** Sat. 5 p.m.	0	10
San Francisco U.S.A.	Twin Peaks	1999	**April 30** Thurs. 6 a.m.	**May 1** Fri. 4 a.m.	0	22
Los Angeles U.S.A.	Beverly Hills Hollywood San Pedro	368	**May 2** Sat. 6 a.m.	**May 3** Sun. 6 p.m.	1	12
Balboa PANAMA C.Z.	Ancon Panama City	2913	**May 10** Sun. 7 a.m.	**May 11** Mon. 6 a.m.	0	23
Cristobal PANAMA, C.Z.	Panama Canal	38	**May 11** Mon. 4 p.m.	**May 11** Mon. 7 p.m.	0	3
Havana CUBA	Marianao	1003	**May 14** Thurs. 7 a.m.	**May 15** Fri. 6 a.m.	0	23
New York U.S.A.		1213	**May 18** Mon. 9 a.m.	**May 19** Tues. p.m.		
Cherbourg FRANCE		3065	**May 26** Tues. a.m.	**May 26** Tues. a.m.		
Southampton ENGLAND		83	**May 26** Tues. a.m.			
		Sea Mileage	29,650			

*Embark about 4 p.m., Wednesday, January 22. Full particulars to be announced later. Details of Included Shore Excursions will be found on page 50, and of Optional Excursions in the Inset.

Duration: At Sea 70 days; On Shore 55 days; Total 125 days

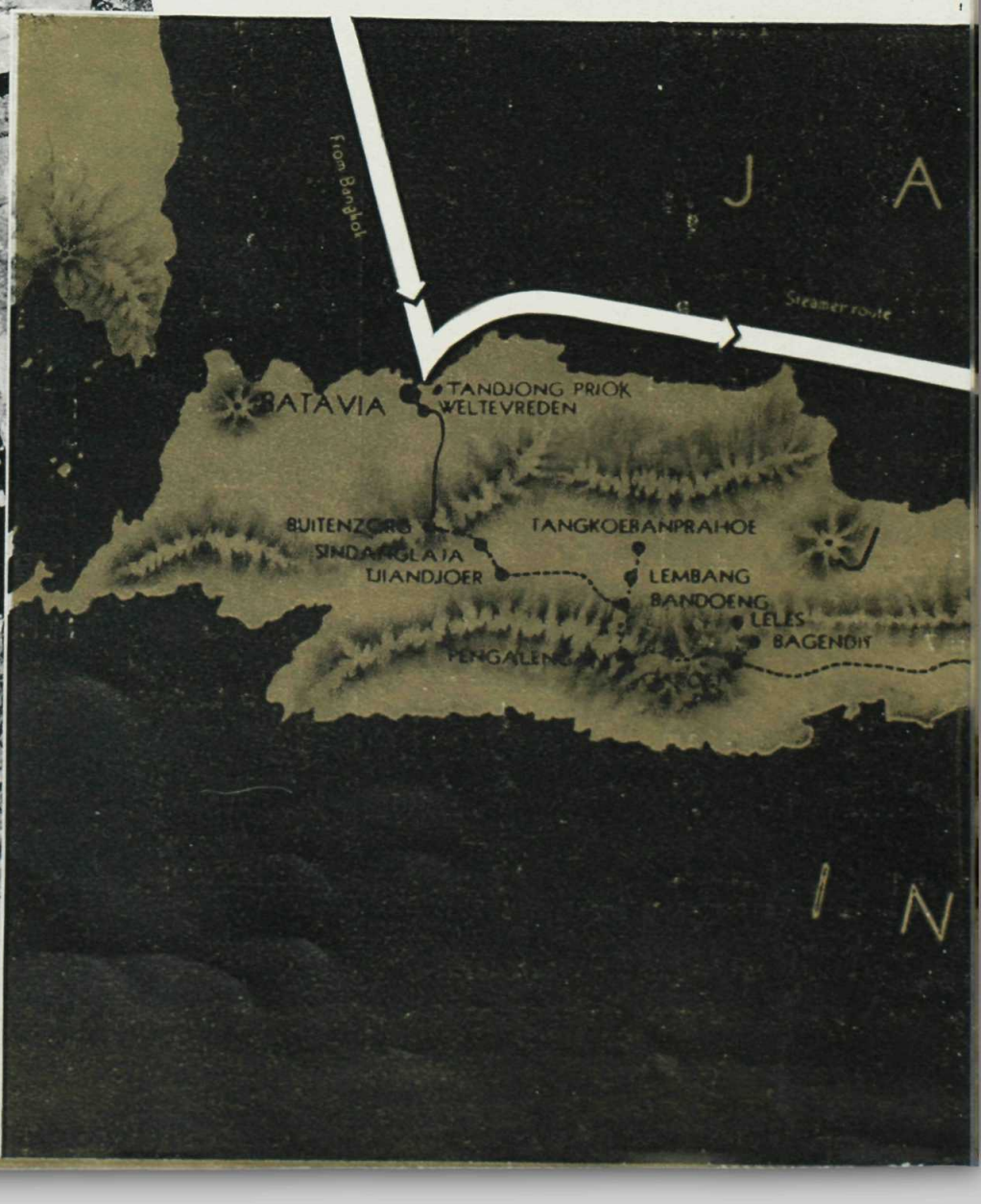
JAVA

Siamese Dancers

THRIVING colony of the industrious Dutch, who have so effectively and efficiently developed this fertile island of forty million souls—much there is to see in this bustling, densely wooded, tropic land. Batavia the business centre . . . modern and old Dutch office buildings, thriving and prosperous . . . Weltevreden—meaning "well-content," the enchanting garden suburb . . . broad avenues, delightful houses, gorgeous flowers, and shady trees.

Famous old buildings, and imposing relics of Buddhist and Hindu periods. There is the grue-some skull transfixed on a spearpoint atop a weed-encircled wall—skull of Pieter Eberveld of detested memory, a traitor of 1722, whose plot was betrayed by a native girl. There is the old cannon, which the natives believe has the powers of fertility. Here we find them burning incense or sticking little paper favours into the surrounding mud.

There is the canal—so strongly reminiscent of Holland—crossed by numerous bridges. Waist deep in the water stand the natives, washing clothes, themselves, or vegetables. Little children, shrieking



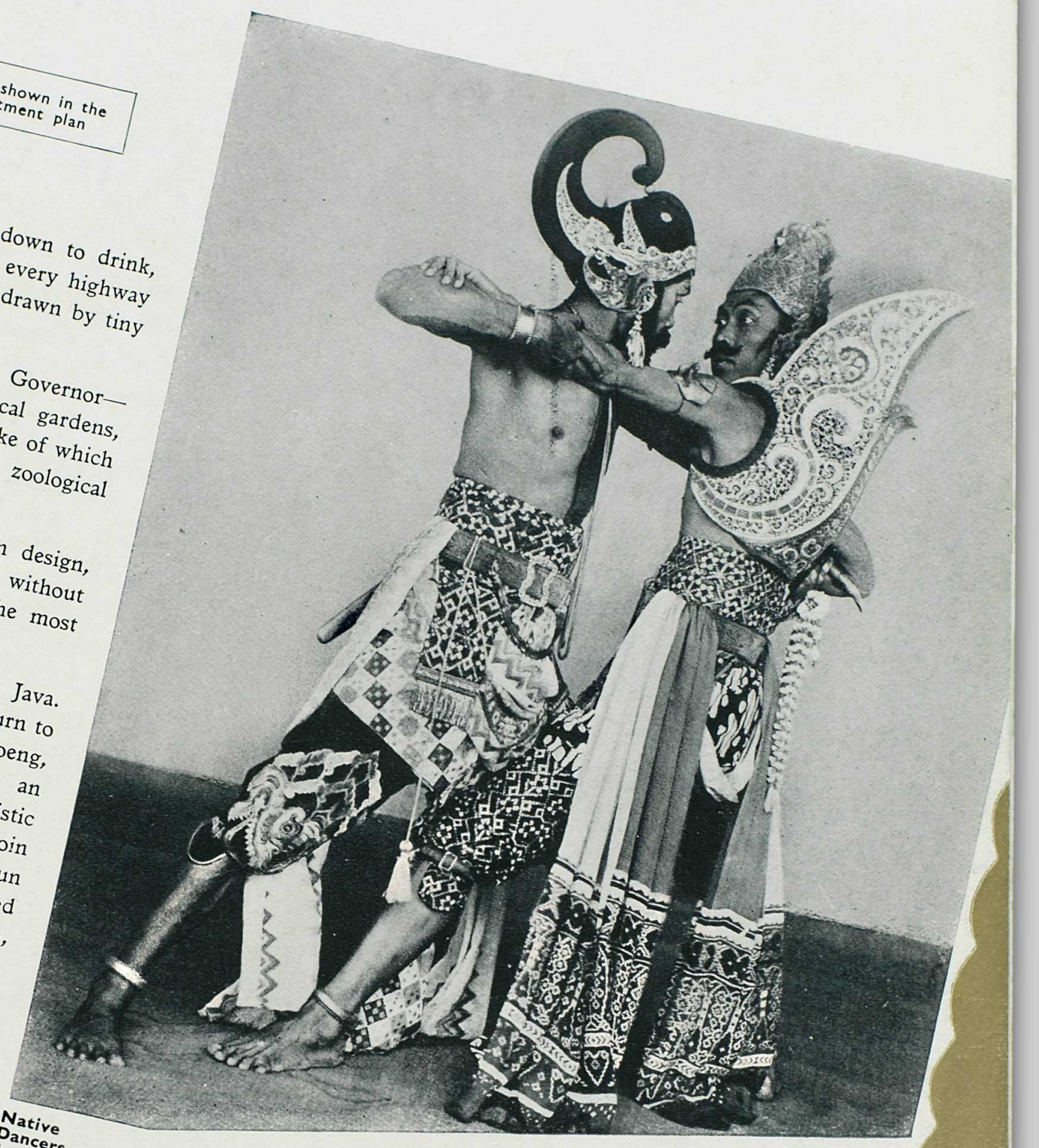
Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

merrily, play on rafts, animals go down to drink, huge flat barges drift along, and on every highway and byway are quaint little carriages drawn by tiny horses in glittering harness.

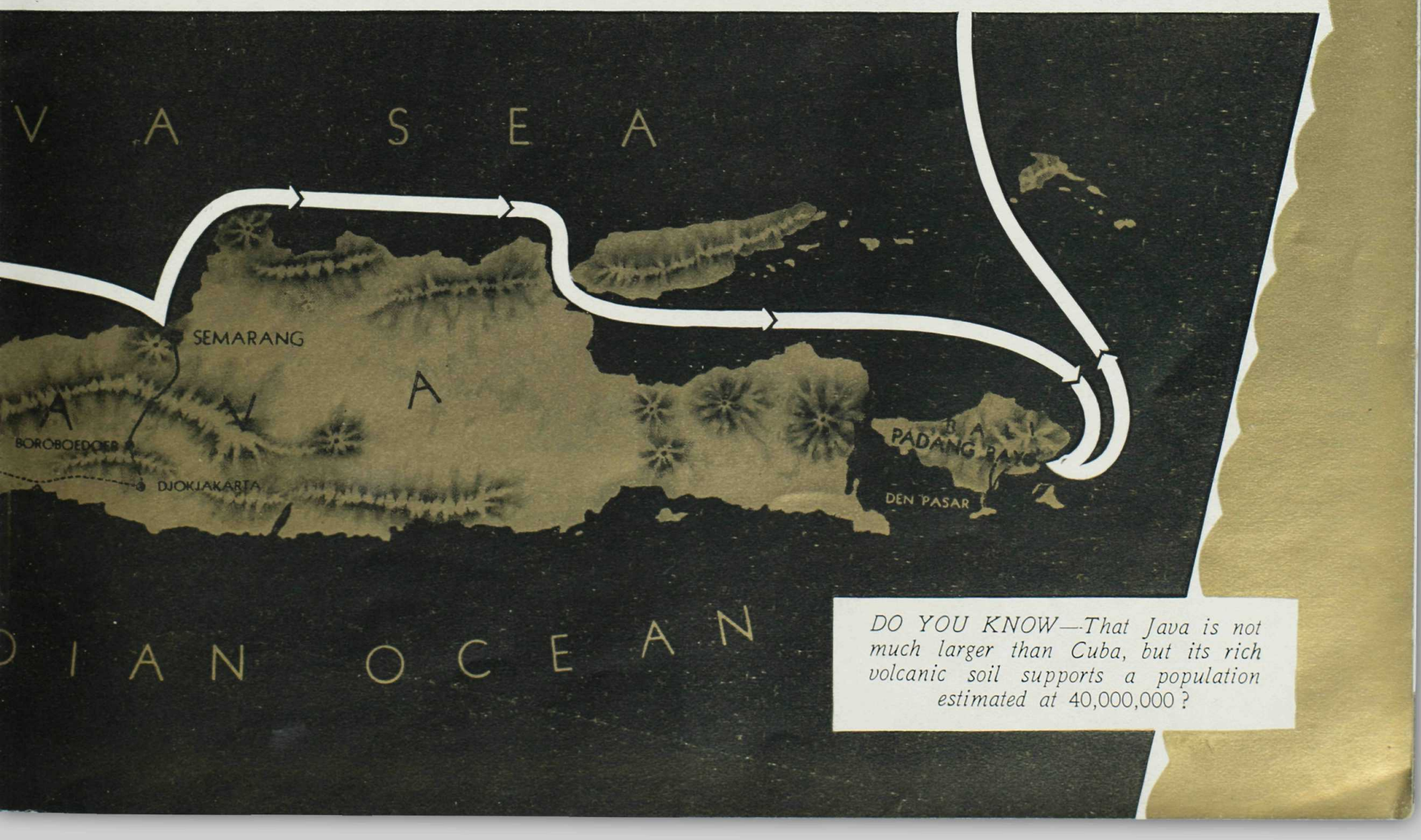
We go to Buitenzorg—home of the Governor—and the most enchanting of all botanical gardens, resplendent with flowers and trees the like of which we've never seen before . . . and the zoological museum.

We must have some batik—intricate in design, artistic in colour! And who could leave without one or two Wayang dolls? They have the most grotesque faces and ridiculous waving arms!

Two Optional Excursions are operated in Java. The first is from Batavia to Bandoeng and return to Batavia. The second is from Batavia to Bandoeng, Garoet, Djokjakarta and Boroboedoer . . . an immense stupa . . . Java's most famous Buddhistic remains. Passengers taking this Optional rejoin the ship at Semarang. These Optional trips run through ricefields and tea plantations, sun-steeped plains covered with dense tropical vegetation, through primeval forest, past smiling mountains, lakes and active volcanoes. The included excursion at Semarang now provides a visit to Boroboedoer, the "high light" of Java.

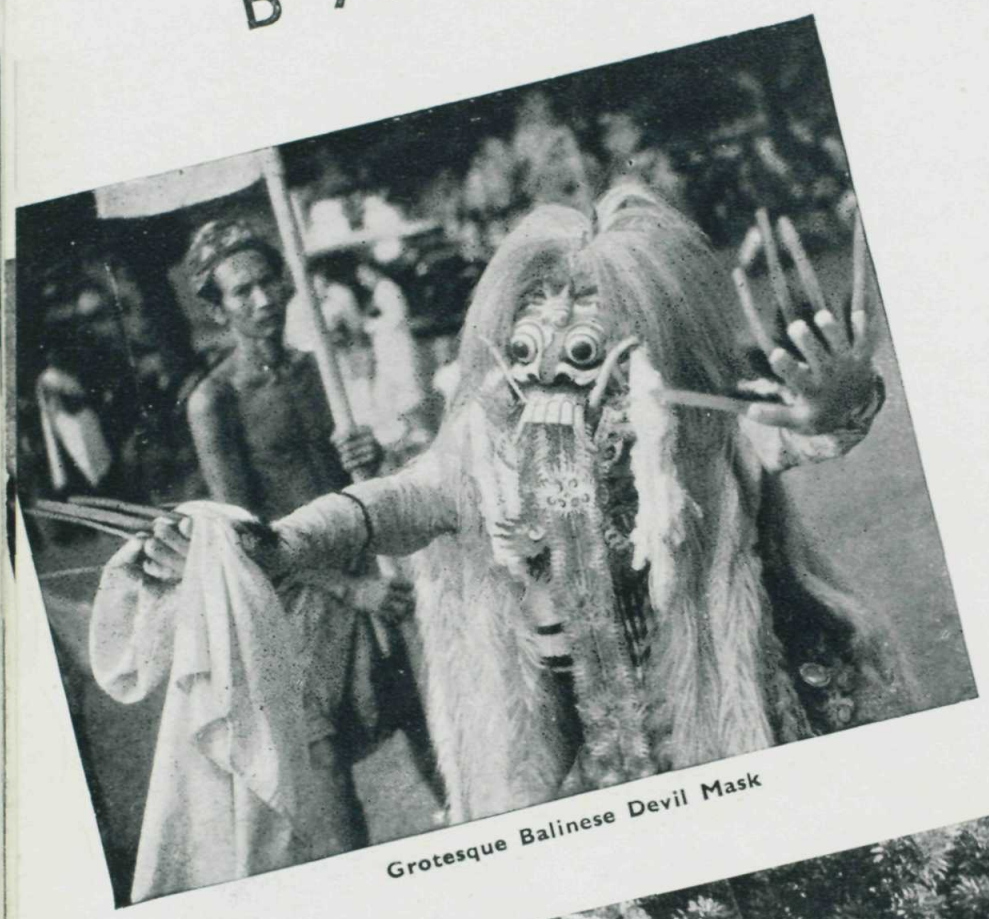


Native Dancers—Java



DO YOU KNOW—That Java is not much larger than Cuba, but its rich volcanic soil supports a population estimated at 40,000,000 ?

BALI · PADANG BAY



Grotesque Balinese Devil Mask

AND NOW Bali . . . with ample time to explore "this other Eden" from one coast to the other . . . for to many, Bali will be the high spot of this whole world cruise and one should see it thoroughly . . . or not at all. Writers have ransacked their vocabularies to find adjectives to describe it . . . artists have returned from it in despair. For there is nothing else like it . . . nothing outside our dreams.

The island is 90 miles long, boasts a peak 10,500 feet high and has more than a million people. Its women are the fairest in all Malaya . . . poised, slender-limbed, graceful. Their wardrobe consists of a sarong . . . only when

At the gateway to the temple—Bali

DEN PASSAR · KINTAMANI

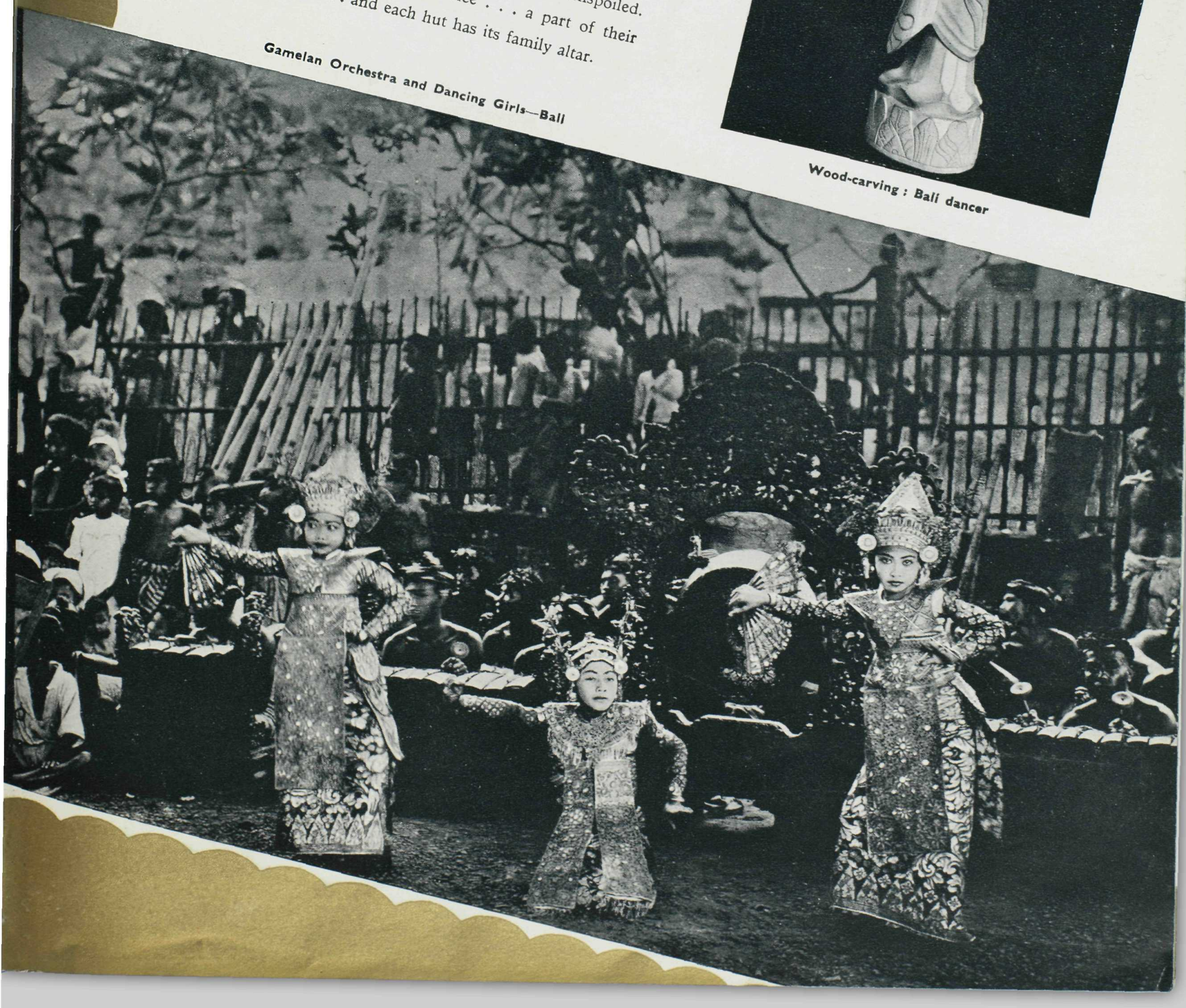
Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

they visit a temple is the upper portion of their bodies covered. Perhaps the heavy loads they carry on their heads conduce to their graceful carriage—their simple, open air life to their great beauty. We only know that it is real.

Perhaps the great natural beauty of the surroundings is an influence, for in this Garden of Eden nature is very bountiful. Coco palms and tamarisks sway over the paths . . . rice fields are everywhere.

Life—which is simple here—is as yet unspoiled. Religion is the greatest influence . . . a part of their everyday life . . . and each hut has its family altar.

Wood-carving : Bali dancer



Gamelan Orchestra and Dancing Girls—Bali

B A L I

The people live in villages which are really groups of compounds . . . their life is very close to the soil. But they have their ceremonials, their theatres, though the back drop is the natural jungle green and novelties are unknown. Island folklore, mythology, legends of other days are the stuff of which their plays are made . . . and they are unchanged throughout the years.

They have their native music, too, and their native dances . . . both of which we shall observe. Our way runs past walled villages, native markets, and strangely sculptured temples. High into the mountains we drive to Kintamani, past a smoking volcano with a blue lake lapping its feet. Then to Den Pasar, halting *en route* to purchase devil masks and quaint carvings. We may listen as native justice is dispensed at the Kerta Gossa, and explore Goa Lawa or Bats' Cave.

Beautiful Bali, with your graceful women and laughing children, quiet mysticism and age-old folk lore, soaring mountains and chuckling streams, your strange gods and stranger customs, your haunting music and delightful dancers—we greet you!

Limited accommodation will be available for an overnight stay at the Bali Hotel in Den Pasar. See Optional Excursion No. 13.

A Bali maiden in resplendent headdress

Native dancer "battles with monster"—Bali

DO YOU KNOW—That the Balinese consider their homeland as "Heaven on Earth" and they pray for return to Bali in a future life?

Mask to scare away evil spirits, Bali

Dancers leaving the temple—one of Bali's colourful sights

MANILA

HERE in the tropics is Manila, our first American port. Over seven thousand little Americas! A striking contrast of ancient and modern . . . the walled city of Spanish occupation, 300 years old, with its fascinating gates . . . Santa Lucia, Isabela, Parian, Santiago! How Spanish! Modern buildings, broad streets, wide-open spaces. The home of the famous needlework and Bangkok hats . . . houses built in trees, and rice fields . . . curio shops filled with Filipino, Igorot and Moro products . . . the Guadaloupe ruins, massive churches, iron-grilled, mysterious-looking windows.

Creaking carabao carts—a thousand and one different sights await us in this capital of the Philippines—the America of the East. To-day you can motor for one thousand miles on first-class roads. Manila itself is on Luzon Island, only one of a huge archipelago.

DO YOU KNOW—That the Philippine Islands were discovered by Magellan in 1521 on the first world cruise in history?

Binondo Church—Manila

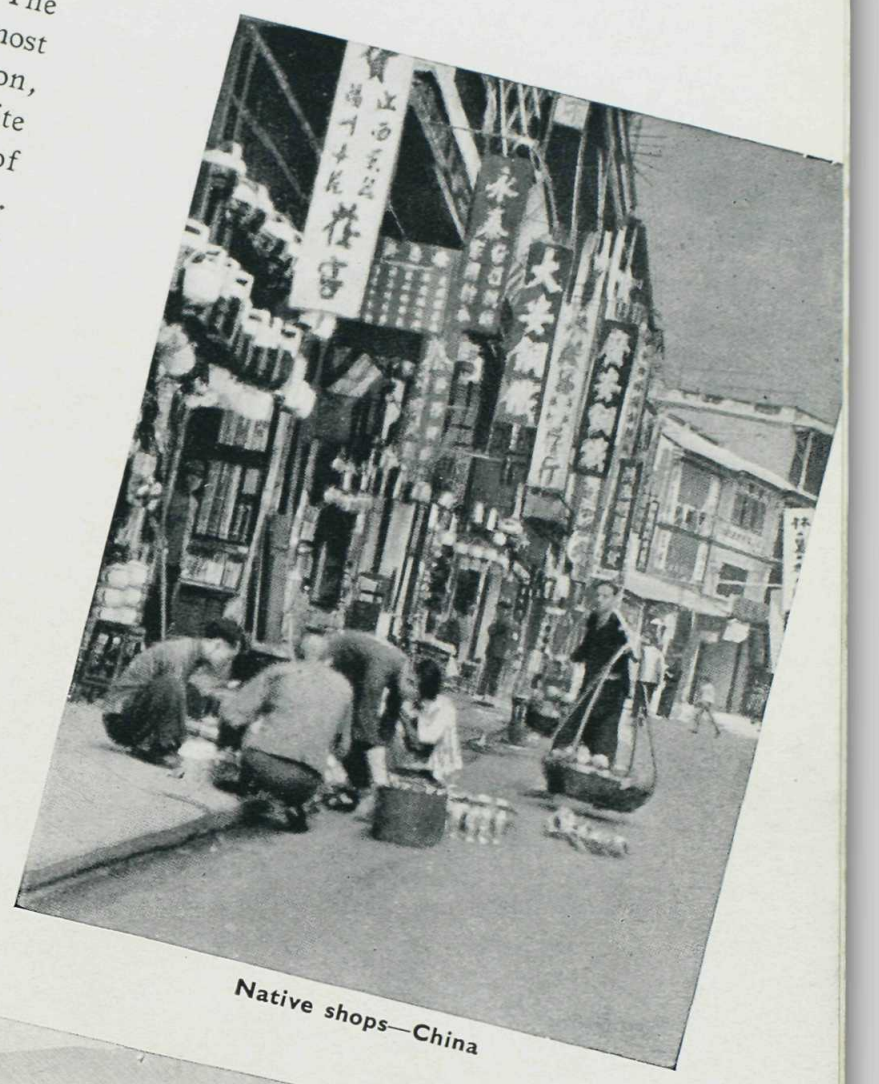
Sweet melodies

CHINA

HONG KONG next! What a harbour! The Empress of Britain glides in through some of the most magnificent scenery in the world, to dock at Kowloon, where we shall probably find another of the great white Empresses—the Empress of Japan, the Empress of Canada, the Empress of Asia, or the Empress of Russia . . . white, sparkling, queenly, amongst a mass of Chinese junks and sampans, warships and pleasure craft, freighters and ferry boats. For Hong Kong is one of the busiest harbours in the East.

There is an air of glamour about our first port in China, enchanting, pulsating with life, backed by green hills and grey mountains. An amazing pageant of life fills the streets, fantastic, bizarre . . . and to shop in Queen's Road is a joy not easily forgotten . . . such jade and porcelain, lace and linen, silks and blackwood furniture!

Above the harbour rises the city of Victoria, tier upon tier. At night, with its myriad lights, it is a veritable fairyland, while the trip to the Peak is an adventure in itself.



Native shops—China

Hong Kong Harbour

CHINA

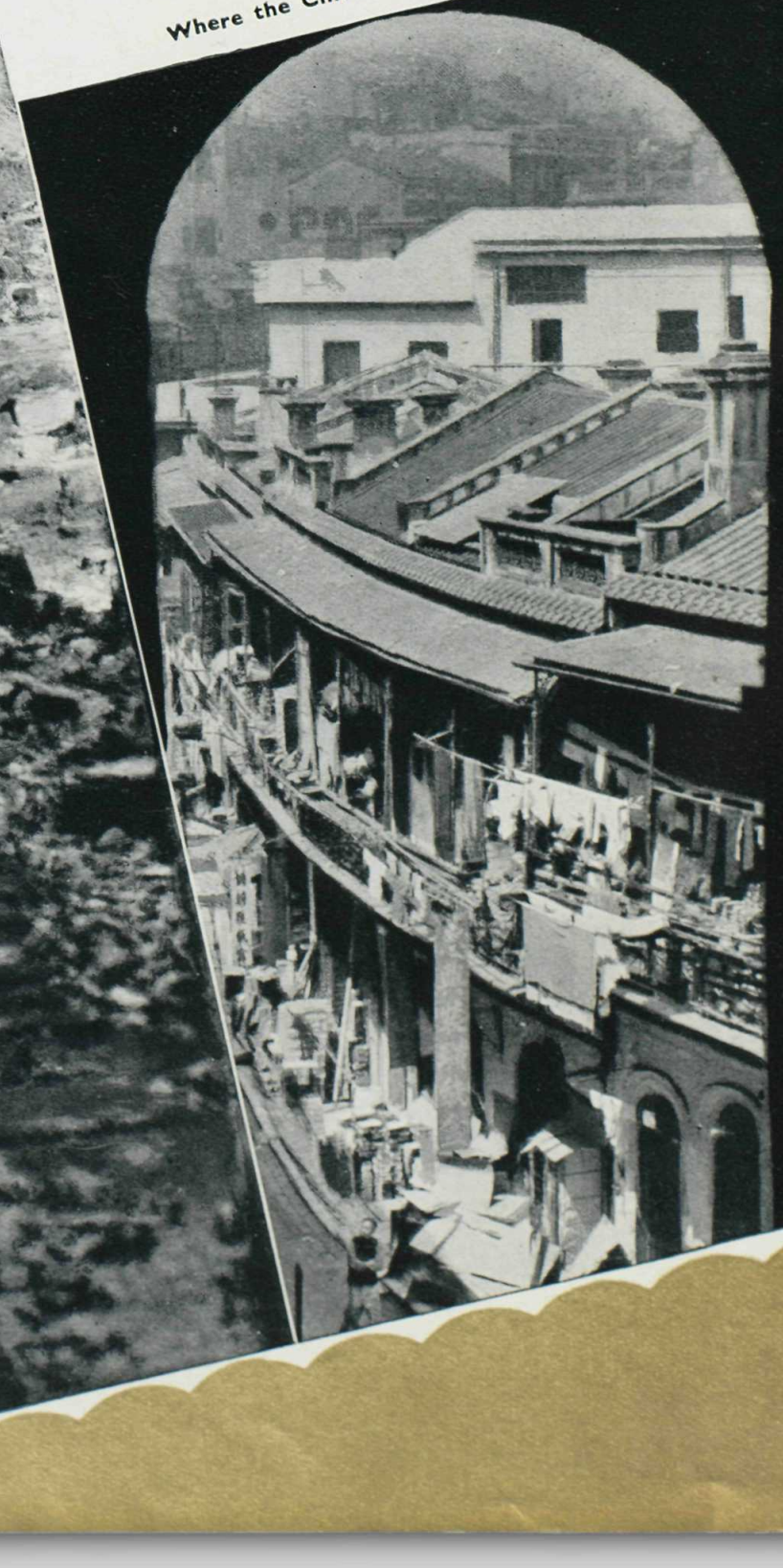
Great Wall of China

Repulse Bay, with an appeal all its own, is reached by a road that is a marvel of engineering skill. Up and down, in and out it winds, disclosing vistas inexpressibly beautiful, refreshingly different. Hong Kong . . ninety years ago a barren rock, now the pride of the East!

An Optional Excursion takes us to Canton. Every foot of the way reveals strange sights and sounds. Little groups of betrousered women, harnessed to lumbering carts . . . squealing pigs in baskets slung on either end of a pole across the shoulders of a coolie . . . a chattering procession accompanying a funeral.

The Flowery Pagoda, the City of the Dead, where bodies are kept for years awaiting the right place or lucky day for interment, in the meantime being served with food . . . on the river thousands of sampans crowded with people and domestic animals.

Where the Chinese merchant flourishes



DO YOU KNOW—That China has an estimated population of almost 475,000,000—about one-fourth of the whole human race?

HONG KONG · SHANGHAI · PEIPING

MANY of the people are born and die on these sampans, seldom setting foot ashore. Gruesome, alluring Canton!

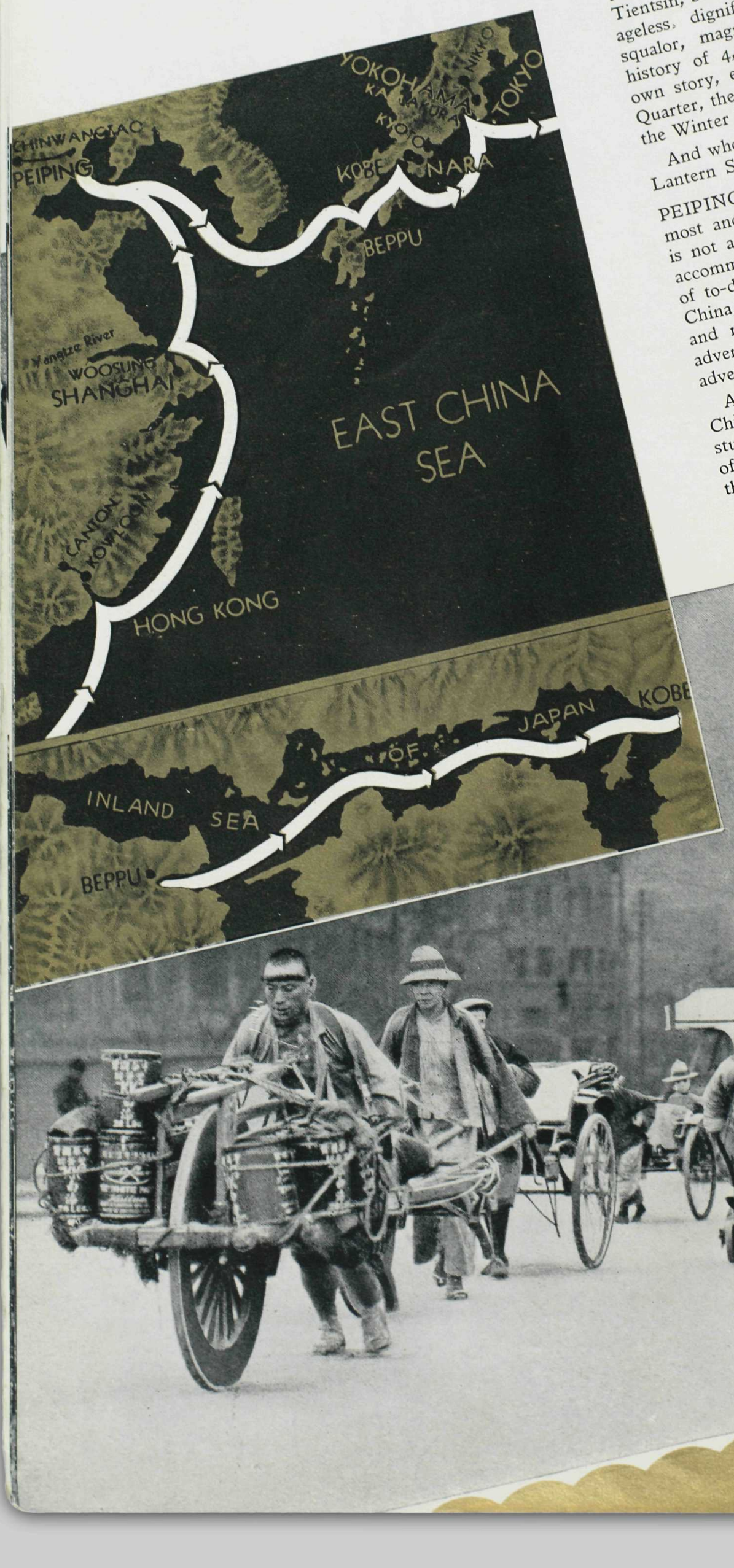
First through the yellow floods of the mighty Yangtze Kiang, then fourteen miles up the Wangpoo River, and we're in Shanghai—ultra-cosmopolitan—"Where East meets West." The Bund, which is the principal thoroughfare, teeming with activity and lined with modern handsome office buildings, rickshas, motor cars, sedan-chairs, and wheelbarrows, in splendid profusion—an endless stream of people in colourful garb. There's the native quarter with the Willow Pattern Tea House—temples—curio shops—bazaars.

There's Bubbling Well Road, and other roads with equally entrancing names, also the Mandarin Garden. Of course, here as elsewhere we must shop, preferably in the Nanking Road, but it's fascinating, too, to bargain with the genial peddlers on the tender returning to Woosung.

Buying model rickshas—Peiping

Camel train in Peiping

CHINA



FROM Chinwangtao to Peiping we pass through Tientsin, but it's Peiping we're interested in. Aloof, ageless, dignified, bewildering in its grandeur and squalor, magnificence and poverty, Peiping has a history of 4,500 years. Every single building has its own story, every name its meaning . . . the Legation Quarter, the Forbidden City, the Temple of Heaven, the Winter Palace, the Summer Palace.

And who could resist Jade Street, Embroidery Street, Lantern Street?

PEIPING, formerly Peking, though one of the world's most ancient capitals, is not a beaten path. Peiping is not a modern city replete with palatial hotels, and accommodation is limited. The swift moving world of to-day has dealt gently with the ancient capital of China, leaving largely intact its thousand traditions—and many of its traditional discomforts. Peiping is adventure and must be accepted in the spirit of adventure.

And one day we go by train to the singsong station of Chinglungchao. Here we enter sedan-chairs or mount sturdy little donkeys . . . *en route* for the Great Wall of China, winding snake-like over mountains and through valleys.

The Chinese coolie works long and hard

JAPAN

WE reach Japan in cherry blossom time for our cruise has been expertly planned. Beppu—so little frequented by white people—is our first port. Hundreds of school children waving British, American, and Japanese flags sing a pæan of welcome. We wander through the delightful town decorated in our honour.

Streets swarm with little kimono'd figures . . . politely they bow and smile as we pass . . . tiny babies slung across the backs of their mothers gaze in wide-eyed wonder. The more courageous of these little people come close, touching a hand or coat-sleeve, undecided whether we are truly real or some ethereal beings from another world.

Beppu is famous for its hot springs . . . seething cauldrons which roar alarmingly . . . red, yellow, orange water. We are invited to a quaint Japanese home—such a charming little place, with paper partitions instead of walls—tables a few inches from the floor . . . cushions for chairs. We slip off our shoes and investigate more thoroughly . . . visiting all the rooms. Was there ever another house so spotless?

Japanese priest performing his mysterious rites

Theatre district, Kobe

DO YOU KNOW—That the Kuro-Shiwo, a warm oceanic current similar to the Atlantic's Gulf-Stream, plays an important part in Japan's climate?

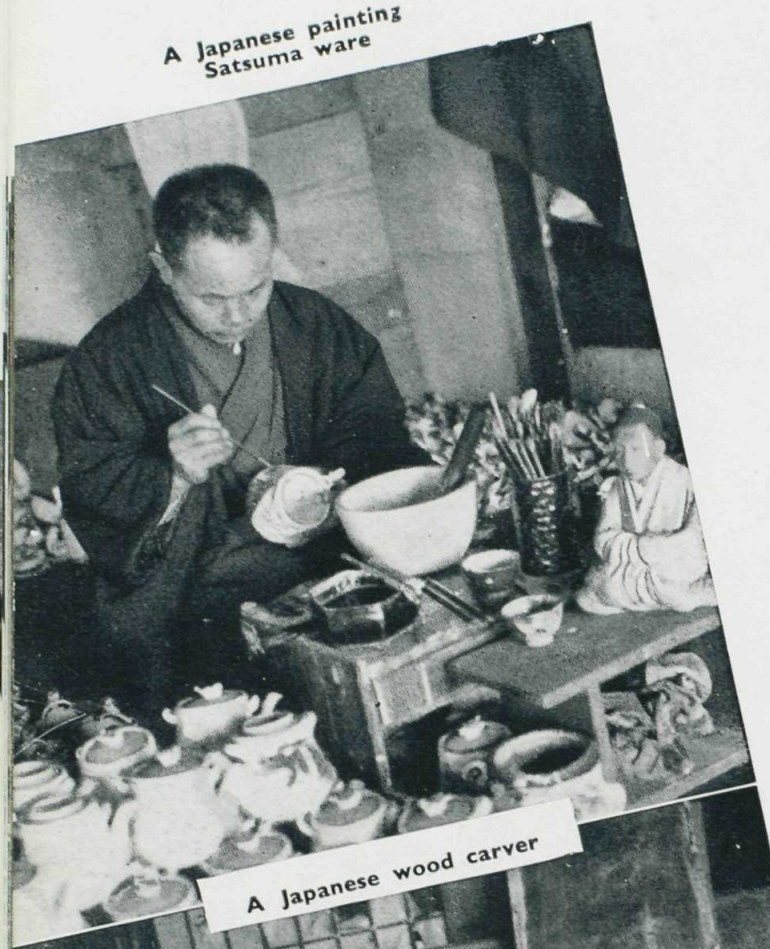
JAPAN

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

From Beppu we sail through the glorious inland Sea—studded with jewel-like islands—a fantasy of seascapes—to Kobe. Nothing sleepy about this . . . bustling, thriving, business-like . . . Japan's greatest seaport. Then by train to Kyoto—former capital of this Island Kingdom. Murmuring streams—innumerable bridges—laughing geishas—city of endless festivals—memorial lanterns—and pagodas. Kyoto is said to be the crystallization of all that is beautiful in Japan. After an overnight stay at Kyoto we go on to Nara, with its Torii and temples, and its park where limpid-eyed deer beg for rice cakes. Here too is the Great Bell which we may ring while making a wish.

At the hotel we are entertained with a "No" Drama. Not a word can we understand, but the fantastic figures, ludicrous gestures and roaring voices of the actors fill us with delight.

A Japanese painting
Satsuma ware



A Japanese wood carver

Buying dolls for
Girls' Day in Japan

"Winter" decoration for the Garden

BEPPU · KOBE · KYOTO
NARA · YOKOHAMA · TOKYO

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

AT Yokohama we dock once more. In the distance glorious Fujiyama rears his mighty snow-capped head. By special train to Tokyo—the capital—hustling city of great department stores —wide busy streets—splendid hotels. Were it not for the little kimono'd figures we should have difficulty in realizing we're in Japan . . . everything so modern . . . so progressive . . . so suggestive of the Western business world.

An Optional Excursion brings us to Nikko—heart of old Japan, with beautiful temples . . . splendid cryptomeria trees, Tombs of the Shoguns . . . a gem of scenic beauty set in picturesque mountains. Here we find the original of that artistic design which appears on fans, china, silks, and lanterns the world over . . . the Sacred Red Lacquer Bridge.

Optional Excursions are also operated to Kamakura with its giant Buddha, and to Miyanoshita, that heavenly spot in the mountains, with its views that will live in our memory for ever.

Cherry Blossom Lane in Japan

The Tosa (long-tailed) Fowl, the "Paradise Bird" of Japan. This one glories in a tail 18 feet long

H O N O L U L U

ALOHA! HAWAII! "The loveliest fleet of islands that lies anchored in any ocean" declared Mark Twain. Strains of native airs reach our ears. As the gangplank goes down, smiling Hawaiian girls board the ship and throw leis around our necks . . . garlands of exotic tropical flowers.

We motor through exquisite scenery. The breath-taking view from the Pali holds us spell-bound . . . a green velvet mantle of trees and shrubs drapes the precipitous slope dropping 1,200 feet to the sea. At the Royal Hawaiian Hotel we lunch, dine, and dance. Native singers entertain us . . . boys climb sky-reaching cocoanut trees . . . Hawaiian maidens dance to the strumming of ukeleles and steel guitars . . . we swim in the translucent waters of Waikiki Beach, or lie on the warm sands . . . young bronze gods slide down the green wall of water on their surf boards. We drive through miles and miles of pineapple fields, sugar cane, and cocoanut trees.

DO YOU KNOW—*That the ukelele (hopping flea!) was named after a jumping jester musician of the royal court when Portuguese traders introduced the instrument to the Islands?*

A Hawaiian maiden

Hawaiian melodies

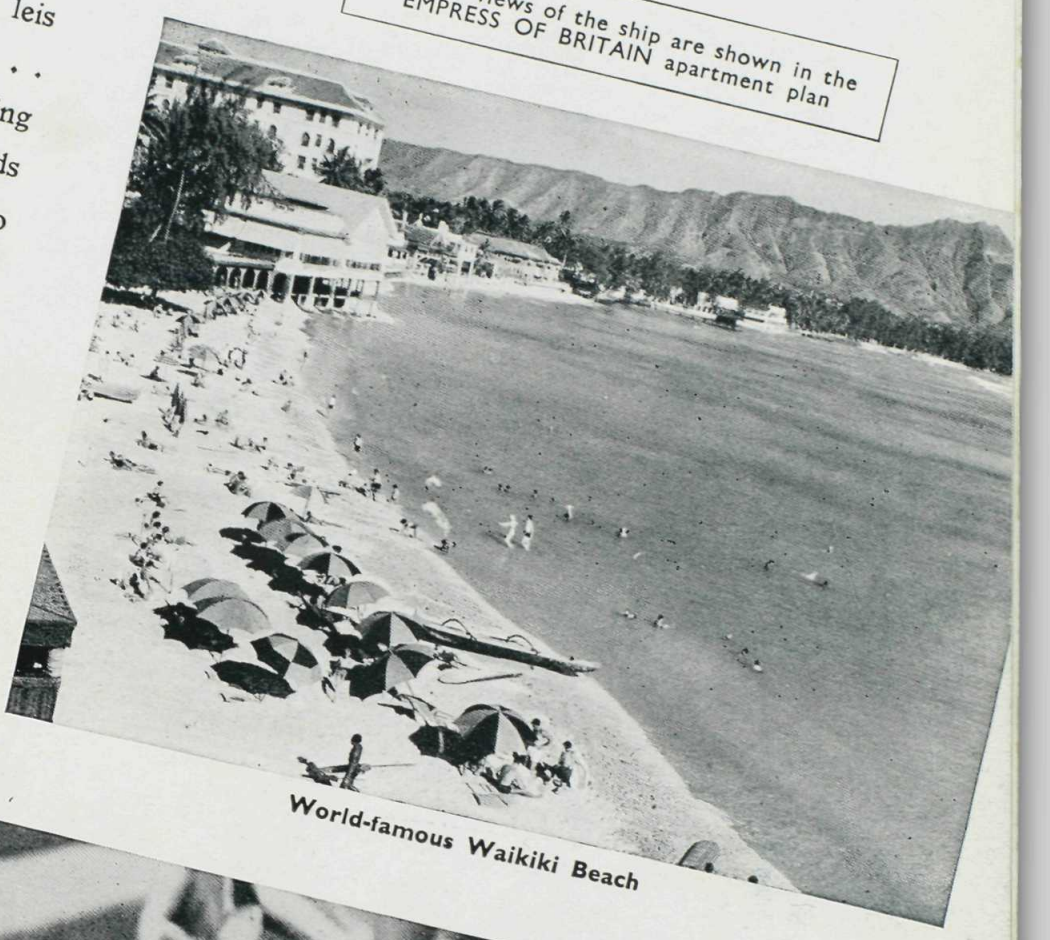
HONOLULU

In the Bishop Museum we find a collection telling how life was lived before the white man came.

But even Honolulu must be left. Once more leis are placed about our necks . . . the band plays . . . slowly our great white ship glides away. Passing Diamond Head we throw the beautiful garlands overboard . . . hoping that they will wash back to land, thus ensuring our return. And may it be soon!

The following morning we reach Hilo and see another side of Paradise . . . Over lava roads we drive to Kilauea . . . and look down into the pit—Halemaumau. We see the Lava Tubes, steam rising up through the ground—just a suggestion of the everlasting fires far beneath—how far no one knows.

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan



World-famous Waikiki Beach

Hawaiian Hula dancers

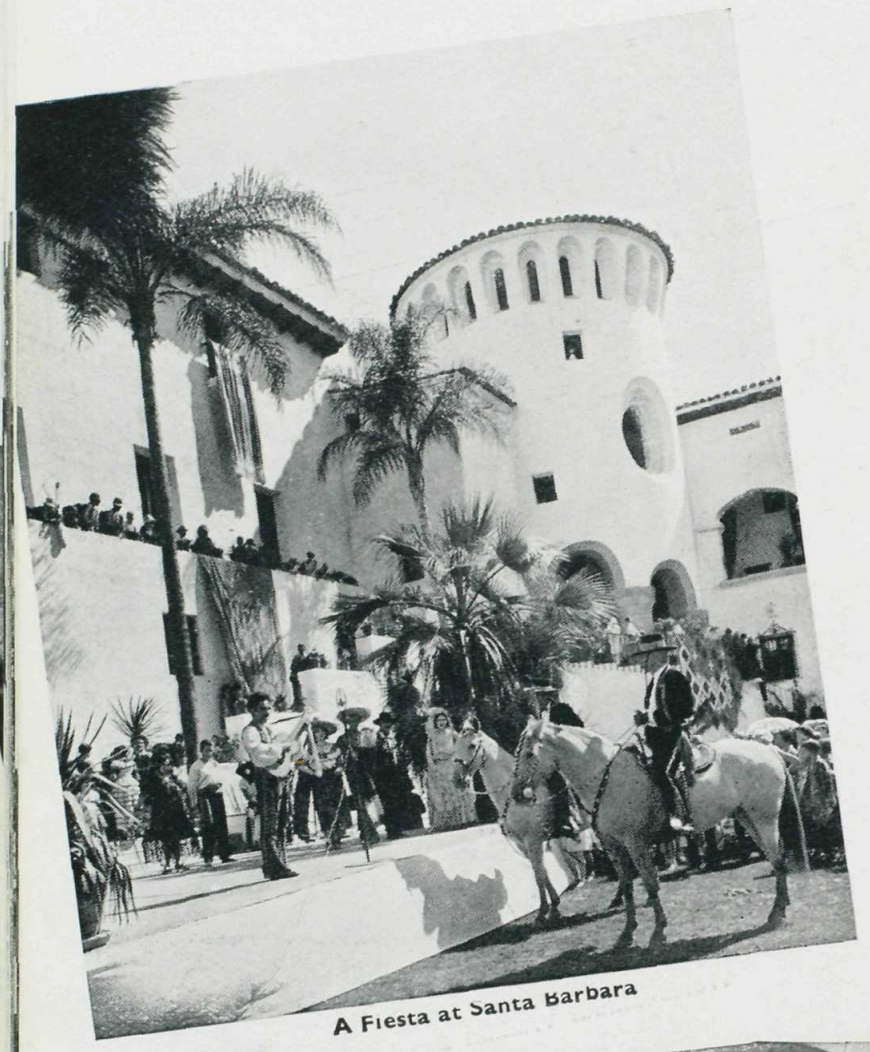
CALIFORNIA

VERY pleasant and beautiful indeed, the run across the Pacific Ocean from Hawaii, with San Francisco as the first stop.

We sail through that justly famous Golden Gate. San Francisco has eternal youth, and high-keyed everlasting breezy gaiety . . . the city of Robert Louis Stevenson and Jack London. We can take a 30-mile tour through some of the city's most charming scenery . . . Twin Peaks, the Presidio, and Golden Gate Park.

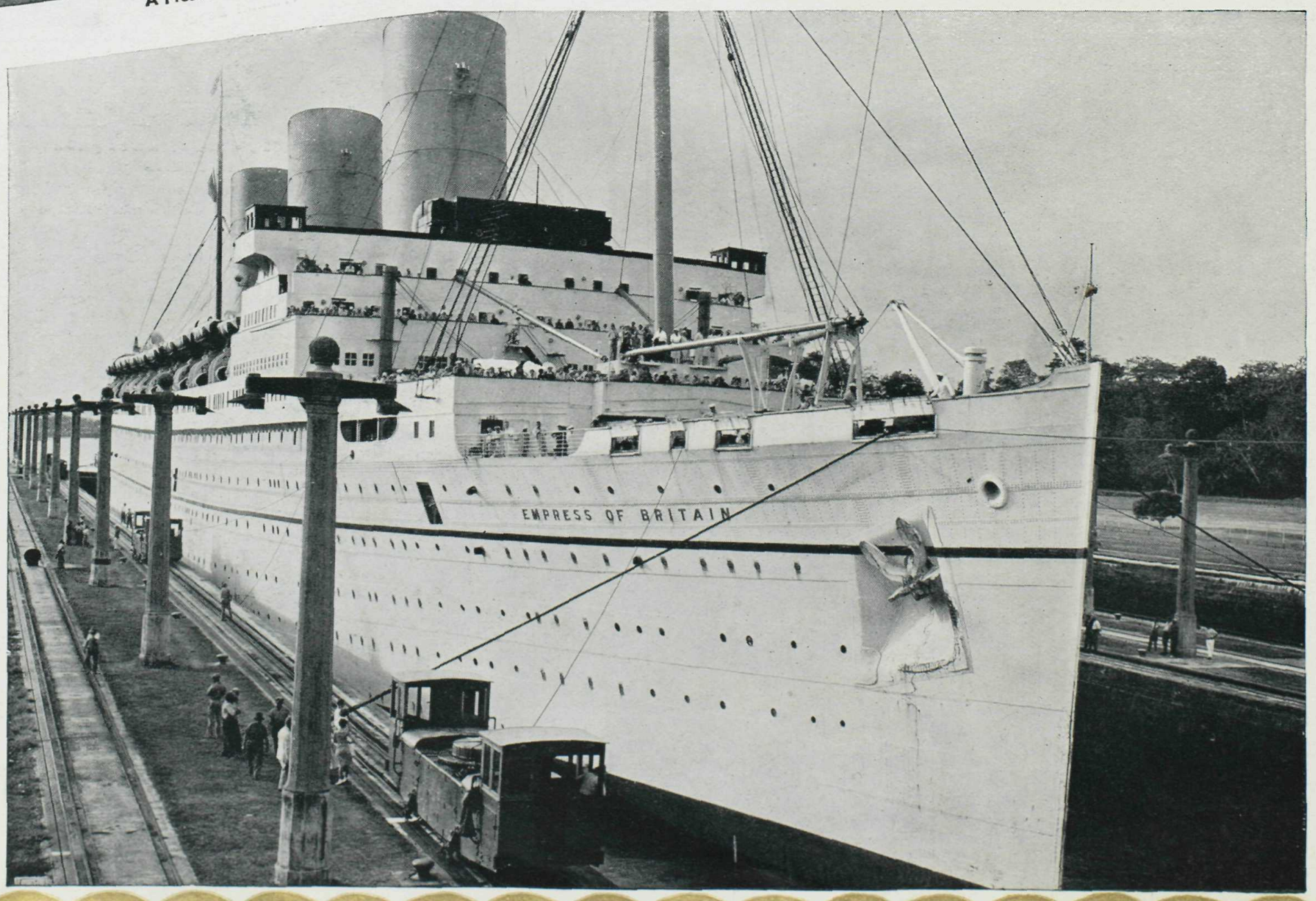
Then south to Los Angeles, either by sea or (as a Special Optional Excursion) by motor via Del Monte and beautiful Santa Barbara . . . And at Los Angeles, of course, we can visit Hollywood, of movie fame, and Beverly Hills, the home of cinema stars, and scores of places that because of the movies are almost household words.

A sea-trip down the Pacific Coast (surprisingly almost 3,000 miles long, unless you look at the map to see why) brings us to dock at Balboa, in Panama. Here are modern homes in alluring gardens . . . palm-lined thoroughfares . . . a truly Spanish atmosphere . . . delightful old churches . . . cobbled streets . . . picturesque peoples. Old Panama . . . romantic red ruins . . . remains of the flourishing city sacked by Buccaneer Sir Henry Morgan in 1671.



A Fiesta at Santa Barbara

A day of intense excitement as our huge ship is cleverly manipulated through the locks at Panama



PANAMA

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan

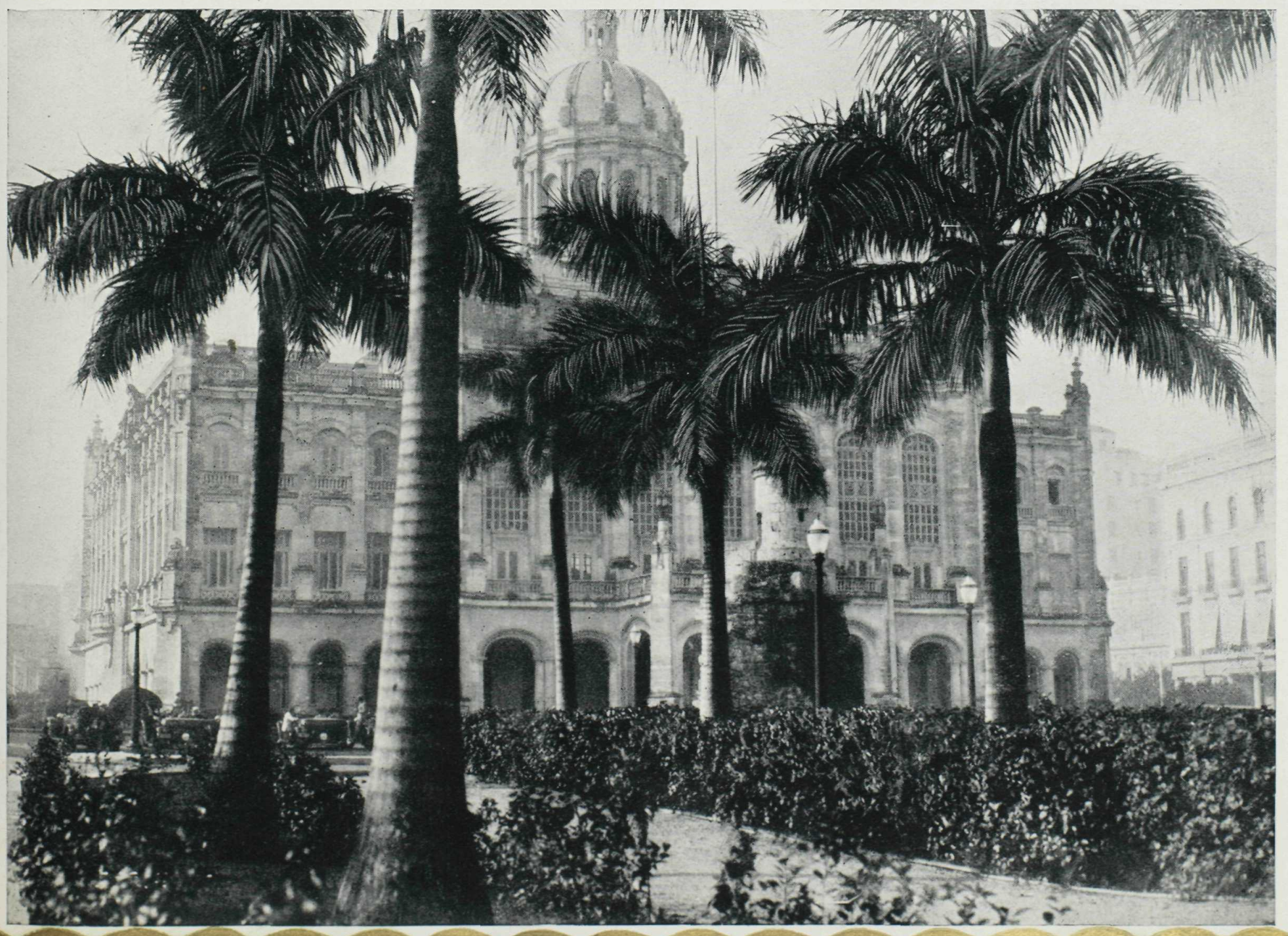
THEN through the Panama Canal, that marvel of engineering achievement . . . what an experience ! . . . ours the largest passenger boat ever to go through these locks. At Cristobal we dock . . . at Colon we shop—mostly the last minute variety.

Once more out on the broad bosom of the Atlantic . . . headed for Havana, where Morro Castle stands sentinel-like on the skyline and where wide, beautiful boulevards invite us to traverse their length.

Jai alai, said to be the fastest ball game in the world, delights us . . . we visit sparkling cafés, dance in the gayest of cabarets to tricky Spanish music . . . or inspect the statue to Columbus and the old cathedral that for a century housed the explorer's honoured bones.

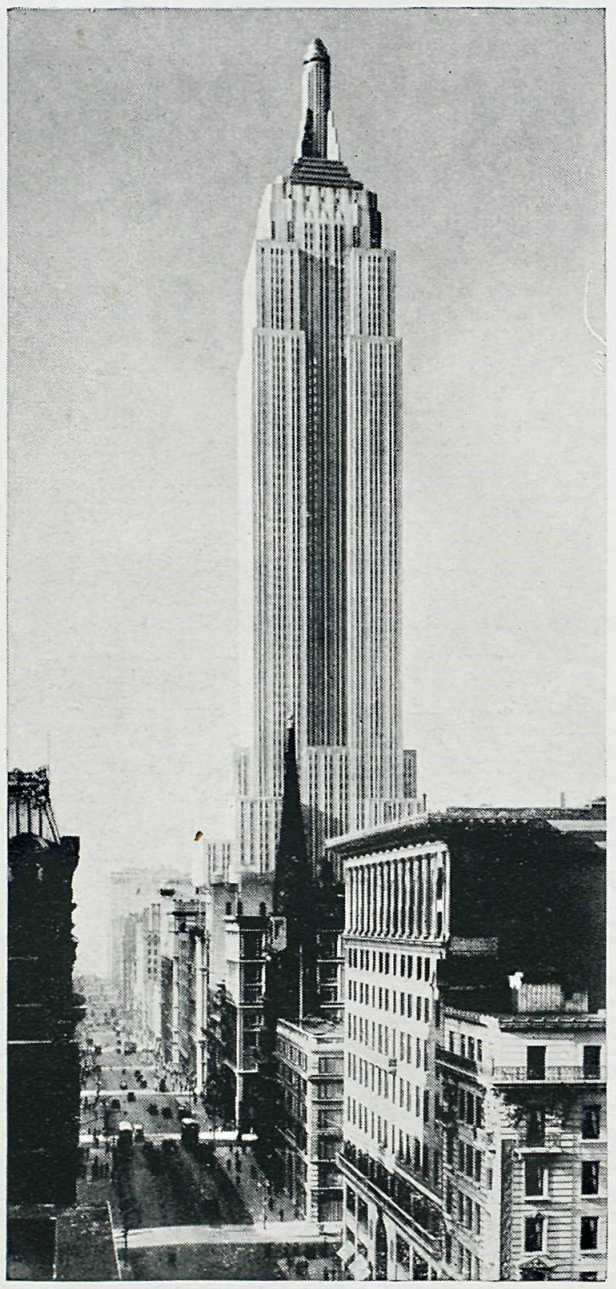
A Beach Scene near Los Angeles

The Presidential Palace, Havana



NEW YORK

Interior views of the ship are shown in the EMPRESS OF BRITAIN apartment plan



The Empire State Building, Highest Building in the World

FROM Havana to New York is a three-day northward sail . . . and here, with the Statue of Liberty on one hand and the extraordinary sky-line (that writers idealize and personify) on the other, is this overwhelming metropolis of America, New York—noisy, beautiful, dynamic! Bagdad-on-the-Subway, O. Henry called it.

Not so long since, the skyscrapers were concentrated at the lower end of Manhattan; but now they have marched "uptown" too . . . so high, some of them, that in the local "wise-crack" you are liable to get the roof of your mouth sunburnt trying to see the tops. You may want, of course, to use the "L" . . . that clattering elevated railway perched stilt-like above the streets . . . or dive into the Subway . . . one solution, if your time is short, is to take a "rubberneck waggon" run by a sight-seeing bus company.

And they will whizz you around New York and explain its "high lights" . . . Wall Street, where the bulls and bears live, and Greenwich Village, a kind of Chelsea-cum-Soho . . . up Broadway to the amazing nightly display of advertising sky signs . . . and the theatres and cabarets . . . the "speak-easies," all respectable, now . . . And then there's Fifth Avenue, with its huge department stores, and Times Square, and Riverside Drive . . . and Central Park, the Bowery, Chinatown, the Battery, even Coney Island, if time permits . . . or excursions to the New Jersey coast or Long Island.

Finally from New York you start on the last lap of this never-to-be-forgotten World Cruise. The Atlantic seems somehow like Home! Seven days later, the coast of France pokes up at Cherbourg, and a few hours later the Needles salute you as you steam majestically up Southampton Water.

Lower Manhattan Island from a Ferry Boat

An enjoyable "Empress" custom—morning bouillion

The 'Salle Jacques Cartier"—the famous dining saloon

INCLUDED SHORE EXCURSIONS

The advertised Inclusive Fares cover the following comprehensive programme :

Naples

Half-day drive by motor car to points of interest in Naples, including the Museum ; half-day trip by motor car to Pompeii and return.

Athens

Full-day trip by motor car from Phaleron Bay to points of interest in Athens, including the Acropolis, and luncheon at hotel.

Palestine—Egypt

Eight-day trip by special train from Haifa to Jerusalem and Cairo, thence to Suez, including two nights, and meals at Jerusalem hotel, sightseeing in Jerusalem, motor trip to Bethlehem, Gethsemane and Mount of Olives ; meals and lodgings at Cairo hotels from January 31 to February 5, with sightseeing in Cairo by carriage and motor car, Nile River steamer trip to Bedrechein and return ; and motor trip to Pyramids and Sphinx.

(*NOTE.—For members who wish to omit Palestine, arrangements will be made for them to accompany the Cairo Advance party from Port Said to Cairo on January 30, without additional charge.*)

India

Five-day trip by special train from Bombay to Delhi, Agra, the Taj Mahal, and Fatehpur Sikri, with meals and sleeping accommodation on train, including sightseeing by motor car or carriage at all places and meals at hotels. Full-day motor trip around Bombay. Luncheons at Taj Mahal Hotel, Bombay.

Ceylon

Motor trip around Colombo ; luncheon at Galle Face Hotel ; afternoon motor trip to Mount Lavinia for tea. Full-day trip to Peradeniya and Kandy, with luncheon at hotel in Kandy motor to Elephant Park.

Penang

Full-day motor trip around the Island and to points of interest in Penang, including Snake Temple at Sungei Glugor, Botanical Gardens and Aier Itam Temple. Luncheon at hotel.

Singapore

Morning motor trip to the independent State of Johore, via Seletar Village, and the Johore Causeway, including drive around the town of Johore Bahru. Afternoon motor trip in and around Singapore.

Bangkok

Full-day trip by special electric train from Paknam to Bangkok ; sightseeing by motor car, Launch to Wat Arun ; luncheon at hotel ; motor to the Grand Palace, Temple of the Emerald Buddha and Wat Poh ; tea and exhibition of Siamese Classical Dancing at Bangkok Riding and Polo Club.

Batavia

Afternoon drive by motor car to Weltevreden and new suburbs ; full day trip by motor car to Buitenzorg with luncheon at hotel ; morning drive by motor car to Old Batavia, Aquarium and Museum, with luncheon at hotel.

Semarang

Full-day trip by motor car to Boroboedoer, passing through old and new parts of Semarang. Motor to Kopeng ; luncheon at hotel.

Bali

Full-day motor trip in the Island of Bali, including the Bats' Cave, Penelokan and Kintamani. Luncheon at the Bali Hotel in Den Pasar ; Balinese music and dance performance at the Peora Satrya.

Manila

Half-day drive by motor car around Manila, including Fort Santiago and Fort McKinley. Dinner dance at Manila hotel.

Hong Kong

Dinner Dance at Peninsular Hotel, Kowloon ; three half-day motor trips around New Territories. Victoria Peak and to Repulse Bay, where tea will be served at the famous Repulse Bay Hotel.

Shanghai

Morning motor drive around Shanghai and Chapei and to the Native City ; luncheon and Thé Dansant at the Cathay Hotel.

Peiping

Special train from Chinwangtao to Peiping and return via Tientsin ; accommodation and meals at Peiping hotels for 3½ days ; sightseeing by motor car and ricksha, including Summer Palace for Forbidden City and Temple of Heaven ; special train to Great Wall of China at Chunglungchao.

As transfer between the ship and pier at Chinwangtao takes place from the ship at anchorage some three miles from shore and as the weather is fresh in late March and early April, members are warned to wrap themselves warmly.

Beppu

Morning sightseeing by motor car, including Hot Springs and Japanese Garden ; luncheon at Kamenoi Hotel ; Afternoon : Geisha Dance performance at City Auditorium.

Kobe

Full-day ricksha drive around Kobe ; Two-day trip by special train to Kyoto and Nara, with hotel accommodation at Kyoto. Sightseeing by motor car in Kyoto and by ricksha in Nara.

Yokohama

Morning motor drive around Yokohama ; Full-day trip by special train to Tokyo, sightseeing by motor car and luncheon at Imperial Hotel in Tokyo.

Honolulu

Morning motor drive through Honolulu and around the Island, including Nuuanu Pali, Pearl Harbour and Kahuku Point ; afternoon visit to Waikiki Beach ; luncheon and dinner at Royal Hawaiian Hotel. Transfers to and from hotel.

Hilo

Full-day motor trip from Hilo to Rainbow Falls, Hawaii National Park, Kilauea Volcano, Lava Tubes and Fern Forest ; luncheon at Volcano House Hotel.

San Francisco

Morning motor drive around San Francisco, to Golden Gate Park, the Presidio and Twin Peaks ; luncheon at Hotel.

Los Angeles

Full-day trip by motor car from San Pedro to Los Angeles, Santa Monica, Beverly Hills and Hollywood ; luncheon at the Ambassador Hotel.

Panama, Canal Zone

Morning motor drive around Balboa, Ancon and Panama City, also to historic ruins of Old Panama. Sail through Panama Canal by daylight.

Havana

Morning motor drive around Havana and to Marianao.

INCLUDED EXCURSIONS.—Passengers who before sailing declare their intention of omitting certain shore excursions in the included group may be allowed not more than the actual cost of such excursions omitted. Owing to the necessity for the Company making forward contracts for included excursions, it must be clearly understood that such allowances can only be granted at the time of the original booking. No allowances can be made on board or after termination of cruise for any included excursion omitted, either in whole or in part.

SPECIAL OPTIONAL EXCURSIONS

WHILE the programme of Included Shore Excursions, as shown, is very comprehensive, it is felt that members of the World Cruise should be offered the facilities which time permits to extend their inland travels, and to visit certain places impossible in the Included Excursions. A series of Special Optional Excursions has therefore been arranged.

A list of these will be found in the loose supplement inserted in this booklet. The Special Optionals may be purchased on shore before sailing, or on board the Empress of Britain.

Members are urged to avail themselves of these Excursions, which have been carefully organised with a view to seeing all that is worth seeing, rather than attempt to make their own arrangements. Representatives of the Canadian Pacific accompany all excursions.

Enjoy a promenade on deck

The cosy cafe-parlour adjoining the tennis court

Royal Elephant, Siam

GENERAL INFORMATION

Fares

From Monaco in January back to Southampton in May, 125 days, fares are from 422 guineas, with Included Shore Excursions—and vary according to location of stateroom. Ship's plan and details of fares for each room are in a separate booklet which will be sent on request.

Children

For children aged from five years to under ten, and occupying room with two adults, the fare is 265 guineas, including shore excursions, irrespective of accommodation occupied. For child occupying a bed or berth in a double room with one adult, fare will be quoted on application. Ten years and over, full fare.

Servants

For servants accompanying employers, the fare is 343 guineas, 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 it does not cover included excursions elsewhere. If servants are participating in included excursions at all ports the fare is 422 guineas, provided they do sightseeing with employer or other servants. When servants are berthed in other than servants' accommodation, the tariff fare will apply.

Deposit

To secure reservation, a deposit of 40 guineas per person is required at time of acceptance of the accommodation offered. A second payment, to bring the amount to 25 per cent. of the passage money, is due on or before November 1, 1935, and final payment on or before December 17, 1935.

Cancellation

Accommodation cancelled after the deposit receipt, passage order or ticket has been issued will be placed on sale, and, when resold, refund will be made of the amount paid, less expenses incurred.

The Fare Includes

First-class passage with accommodation and meals on board; landing and embarkation charges; the Included Shore Excursions as designated on page 50; 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. No refund can be made in the case of members wishing to omit any portion of the included shore excursions.

The Fare does not Include

Personal items, such as beverages not ordinarily served without charge on board or at hotels; laundry; passport and visas; private bathrooms at hotels; conveyances or guides specially ordered by members for individual excursions and not ordered by the Cruise Director; gratuities to stewards on the ship, or Baggage Insurance (strongly recommended).

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 over-taxed. The Empress of Britain has a capacity of 1,182 passengers, but considerably less than one-half of that number will be accepted for the Cruise.

Passports and Visas

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

Deck Chairs, Rugs, Cushions

Deck chairs, rugs and cushions may be hired for the entire cruise, Monaco to Southampton, at the following rates:—chairs, one guinea; rugs, one guinea; cushions, 8/3.

Baggage and Baggage Insurance

Large trunks and other baggage which cannot be conveniently accommodated in the stateroom will be placed in special 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 luggage.

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. Rates on application to any Canadian Pacific agent.

Laundry

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

Travellers' Cheques

Members will find Canadian Pacific Express Travellers' Cheques convenient. Issued in denominations of £2, £5, £10, and £20, and also in dollars 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.

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 if desired will notify relatives and friends of members at addresses specified.

The Shop—Photography

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

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. These may be purchased at the Shop at regular prices. Cine-Kodak films in certain sizes are also available but must be developed on shore.

Medical Staff

This includes surgeon, dentist, professional nurses, dispenser and hospital attendant.

Facilities

The Empress of Britain has every facility of the modern hotel —stenographer, barber, ladies' hairdresser, manicurist, chiropodist, masseur, masseuse, Turkish bath, laundry, valet service, photographer, novelty shop, daily newspaper, etc.

There are five passenger lifts which serve all decks.

Wireless and Telephone Equipment

The Empress of Britain is equipped with long-range wireless, capable of maintaining communication with land at all times.

The ship is also fitted with long-range telephone equipment, for communication with shore stations while at sea.

Religious Services

Divine Service will be held on Sundays when the ship is at sea. Church of England service will be conducted by a Church of England Chaplain. Holy Mass will be celebrated by a Roman Catholic Chaplain.

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, squash racquets, 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.

Management

The Empress of Britain is owned and operated by the Canadian Pacific ; shore excursions are arranged and carried out by the 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.

Stop-overs in Philippines, China, Japan and Honolulu

Members booking for the entire cruise who desire additional time in the Philippines, China, Japan or Honolulu may leave the Empress of Britain at Manila, Hong Kong, Shanghai, Kobe, Yokohama or Honolulu and proceed to Vancouver by a later sailing of the Canadian Pacific "White Empresses," which maintain regular service across the Pacific ocean, between the Philippines, China, Japan, Honolulu, and Vancouver.

First-class passage, with accommodation similar as far as possible to that occupied on the cruise, will be provided on any Canadian Pacific steamship sailing to Vancouver up to December 31, 1936, together with first-class railway ticket from Vancouver, across Canada and/or the United States *via* direct routes to Montreal or Quebec, and first-class passage thence to England by any Canadian Pacific ship leaving the Atlantic port prior to February 28, 1937, on which passengers will receive, as far as possible, similar accommodation to that which they occupied on the cruise.

Except that on Atlantic sailings during the summer season (the heavy season, when steamers are booked up long ahead), accommodation at minimum rate will be provided, if available, and passengers can pay the difference for superior accommodation where obtainable.

Such passengers pay extra for station transfers and any baggage expenses, meals and sleeping car fare across Canada or America, hotel accommodation, meals, etc., *en route*, and while awaiting connections with steamers.

Members may also leave the cruise at Peiping, but will be required to pay for transportation from Peiping to Kobe or Yokahama from which ports passage will be provided as outlined above. In cases where such passage may not be acceptable, a reasonable allowance will be made for the portion omitted. Particulars on application.

Disembarking at San Francisco or Los Angeles

Members booked for the full cruise who desire to disembark at San Francisco or Los Angeles, and to travel overland by any direct route to New York, can do so by giving advance notice to the Cruise Director on board. They will be furnished with first-class rail ticket by the usual direct routes to New York, either to connect with the Empress of Britain, sailing from there May 19, 1936, or to Montreal or Quebec to connect with one of the Canadian Pacific steamers to England, leaving the Atlantic port prior to December 31, 1936.

They will receive, as far as possible, similar accommodation to that which they occupied on the Cruise, except that on sailings during the Summer season accommodation at minimum rate will be provided if available, and passengers can pay the difference for superior accommodation where obtainable.

Passengers may also proceed from San Francisco by rail to Vancouver, thence east by Canadian Pacific Railway to Montreal, Quebec or New York, without additional charge. If proceeding from Los Angeles, additional charge is $11.80.

Direct routes to New York permit passengers to travel via Vancouver and Montreal. Direct routes to Montreal and Quebec do not permit passengers to travel via New York except upon payment of New York to Montreal fare.

A Fancy Dress Ball on the Empress of Britain

Arrangements for the above can be made either at time of booking or well in advance through the Cruise Director on board, and passengers must pay for their own meals and sleeping car fares on trains ; also for any baggage expenses, station transfers, and all hotel accommodation and meals in the United States and Canada.

Disembarking at New York

Members booked for the full cruise who desire to disembark at New York, and to travel by later Canadian Pacific eastbound Atlantic steamer, may do so by giving advance notice to the Cruise Director on board. They will be furnished with first class passage by any Canadian Pacific ship leaving Canadian Atlantic port prior to December 31, 1936, and will receive as far as possible similar accommodation to that which they occupied on the cruise. Except that on Atlantic sailings between June 11 and July 9 (the heavy season, when steamers are booked up long ahead) accommodation at minimum rate will be provided, if available, and passengers can pay the difference for superior accommodation where obtainable. Such passengers pay extra for Station transfers and any baggage expenses, sleeping car fares, rail tickets from New York to Canadian port, hotel accommodation, meals, etc., *en route* between arrival New York and departure from Canadian port.

General Conditions

The 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 the 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 programme, such change may be made, and no member shall be entitled to compensation on such account.

The 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.

Spans the World

To CANADA AND U.S.A.

ST. LAWRENCE SHORT SEAWAY

Take this most direct, most scenic, shortest route to North America. Fully two days cut from open ocean, and spent in the sheltered waters of the St. Lawrence.

Led by the EMPRESS OF BRITAIN, Fastest Liner under the British flag, Canadian Pacific's modern fleet offers "Empresses" for First Class; regal "Duchesses," combining luxury with economy, and popular lower cost Cabin Liners. Tourist and Third Classes on all Ships.

Frequent sailing from Liverpool, Southampton, Glasgow (Greenock), Belfast, etc., to Quebec and Montreal. "All in" conducted tours to Canada and U.S.A.

« o »

AUSTRALIA AND NEW ZEALAND

CANADIAN AUSTRALASIAN LINE

Size, speed, luxury and every device—including spacious swimming pools for perfect sea-going comfort in tropic waters.

Take the luxurious, high-speed motorship AORANGI, or her sister-liner, the NIAGARA. They sail from Vancouver and Victoria via Honolulu and Suva.

Visit those picturesque lands under the Southern Cross. Enjoy Canadian Australasian's veteran travel experience in South Pacific waters. Ask about South Pacific and South Sea Island Tours.

ORIENT

HONOLULU—JAPAN—CHINA—MANILA

"Go Empress" for size, speed and unsurpassed luxury. Choice of two routes:

Direct Express is the shortest Trans-Pacific crossing —Yokohama in 10 days from Vancouver. The EMPRESS OF ASIA and EMPRESS OF RUSSIA are the largest, fastest liners on this route.

Going via Honolulu gives us a charming break in the voyage, yet it is only 3 days longer. Take the EMPRESS OF JAPAN, largest, fastest liner on the Pacific, or her running mate, the EMPRESS OF CANADA.

All Empresses sail from Vancouver and Victoria

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RAILWAY SERVICES

22,000 MILES OF RAILWAY

Serving all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. It reaches large cities, famous historic spots, wonderful vacation and sporting resorts, and some of the most magnificent scenery in the world including Banff, Lake Louise and Emerald Lake in the Canadian Rockies, "fifty Switzerlands in one."

SIXTEEN HOTELS

On the Pacific Coast, in the Rockies, on the Prairies, in Ontario, Quebec and the Maritime Provinces. A chain from Coast to Coast. Also eight delightful Chalet-Bungalow Camps in the Rockies and Ontario.

ALWAYS CARRY CANADIAN PACIFIC TRAVELLERS' CHEQUES—Good the World Over

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Pan-Pacific Press Bureau, Honolulu.
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N. Zographos, Athens.
Associated Screen News Limited, Montreal and Canadian Pacific Railway Company.

CANADIAN PACIFIC

PASSENGER TRAFFIC DEPARTMENT—PRINCIPAL OFFICES AND AGENCIES

EUROPE

Great Britain	BIRMINGHAM	J. R. W. Taylor, 4, Victoria Square
	BRISTOL	T. W. Thorne, 18, St. Augustine's Parade
	DUNDEE	H. H. Borthwick, 88, Commercial Street
	GLASGOW	W. H. Boswell, 25, Bothwell Street, C. 2.
	LIVERPOOL	M. L. Duffy, Royal Liver Building, Pier Head
	LONDON	C. E. Jenkins, 62/65, Charing Cross, S.W.1
	,,	G. Saxon Jones, 103, Leadenhall Street, E.C. 3
	MANCHESTER	R. L. Hughes, 31, Mosley Street
	NEWCASTLE-ON-TYNE	A. S. Craig, 34, Mosley Street
	SOUTHAMPTON	J. V. Forster, Canute Road
Ireland	BELFAST	F. Bramley, 24, Donegall Place
	DUBLIN	A. T. McDonald, 44, Dawson Street, C. 2.
Austria	VIENNA	F. A. King, Opernring 6
Belgium	ANTWERP	W. D. Grosset, 25, Quai Jordaens
	BRUSSELS	G. L. M. Servais, 98, Boulevard Adolphe Max
Czecho-Slovakia	PRAGUE	W. D. Alder, Poric 22, Legio Bank Palace
Danzig Free State	DANZIG	Karlsberg Spiro & Co., Langermarkt 41
Denmark	COPENHAGEN	Bennett's Travel Bureau, Raadhusplads 47
Estonia	TALLINN (REVAL)	J. Pitka & Son, 18 S. Karja
Finland	HELSINGFORS	Finska Angfartygs Aktiebolaget
France	PARIS	A. V. Clark, 24, Boulevard des Capucines
	CHERBOURG	Canadian Pacific, 48, Rue Alfred Rossel
	HAVRE	J. M. Currie & Co., 2, Rue Pleuvry
Germany	BERLIN	A. W. Treadaway, Unter den Linden 17-18
	HAMBURG	T. H. Gardner, Alsterdamm 9
Gibraltar		The London Coal Co., 72, Irish Town
Greece	ATHENS	Crowe & Stevens, Piræus
Holland	ROTTERDAM	J. Springett, Coolsingel 91
Hungary	BUDAPEST	B. Kovacs, VII, Baross-Ter. 12
Italy	ROME	A. Ross Owen, 130-131, Via del Tritone
	FLORENCE	Eyre & Humbert, 1, Piazza Rucellai
	GENOA	Henry Coe & Clerici, Via Cairoli 16
	NAPLES	Wilmink Borriello, Ltd., 62, Via Depretis
Jugo-Slavia	ZAGREB	A. W. Bradshaw, 59, Gajeva Ulica
	LJUBLJANA	M. Jevak, Miklosiceva Ulica 13
Latvia	RIGA	O. Birsul, Smilsu iela 28/30, P.O. Box 478
Lithuania	KAUNAS	F. Langleben, Laisves Aleja 26
Monaco	MONTE CARLO	Charles Joffredy, Courtier Maritime
Norway	OSLO	D. Jenssen, Skippergaten 30
	BERGEN	W. F. Muller, Guldskogaarden 2
	STAVANGER	H. N. Pedersen, Ovre Holmegate 22
	TRONDHEIM	C. I. Kionig, Jernbanekaien
Poland	WARSAW	G. Hyna, ul Marszalkowska 117
Roumania	BUCHAREST	D. Kapeller, Calea Grivitei 181
Spain	BARCELONA	Wagon Lits/Cook, 8–10, Paseo de Gracia
	MADRID	Wagon Lits/Cook, Calle del Alcala 27
Sweden	STOCKHOLM	Wagons Lits/Cook, Gustav Adolfs Torg 16
	GOTHENBURG	Uno Andersson, Nils Ericsonsgatan 19
	MALMO	G. A. Persson, Norra Vallgatan 94
Switzerland	BASLE	Wm. Muller, 3, Place de la Gare Centrale
	BERNE	Kehrli & Oeler, Bubenbergplatz 9
	GENEVA	E. C. Bergmann, Rue du Mont Blanc 13
	LUCERNE	Bucher & Co., Haldenstrasse 4
	ZURICH	A. Kuoni S. A., Bahnhofplatz 7

CANADA

EDMONTON, ALTA.	R. W. Greene, Canadian Pacific Building
MONTREAL, QUE.	D. R. Kennedy, 201, St. James Street West
NORTH BAY, ONT.	R. Y. Daniaud, 87, Main Street West
OTTAWA, ONT.	J. A. McGill, 83, Sparks Street
QUEBEC, QUE.	C. A. Langevin, Palais Station
SAINT JOHN, N.B.	C. B. Andrews, 40, King Street
SASKATOON, SASK.	G. R. Swalwell, Canadian Pacific Building
TORONTO, ONT.	J. C. Patteson, King and Yonge Streets
VANCOUVER, B.C.	J. J. Forster, Canadian Pacific Station
VICTORIA, B.C.	J. Macfarlane, 1102, Government Street
WINNIPEG, MAN.	W. C. Casey, Cor. Main and Portage

UNITED STATES

ATLANTA, GA.	H. C. James, 404, C. & S. National Bank Building
BOSTON, MASS.	L. R. Hart, 405, Boylston Street
BUFFALO, N.Y.	W. P. Wass, 22, Court Street
CHICAGO, ILL.	K. A. Cook, 71, E. Jackson Boulevard
CINCINNATI, OHIO	S. E. Corbin, 201, Dixie Terminal Building
CLEVELAND, OHIO	G. H. Griffin, 1010, Chester Avenue
DALLAS, TEX.	P. G. Jefferson, 1212, Kirby Building
DETROIT, MICH.	M. E. Malone, 1231, Washington Boulevard
HILO, T.H.	Theo. H. Davies & Co.

AFRICA

Algeria	ALGIERS	Atwater Shipping Co., 5, Boulevard Carnot
Egypt	CAIRO	Anglo-American N. & T. Co., 2, El-Manakh Street
	PORT SAID	Port Said and Suez Coal Co.
	SUEZ	Port Said and Suez Coal Co.
Madeira	FUNCHAL	Blandy Bros.

ASIA

Bali	BALI	Royal Packet Navigation Co.
Ceylon	COLOMBO	Mackinnon, Mackenzie & Co.
China	CANTON	Jardine, Matheson & Co.
	HANKOW	China Travel Service
	HONG KONG	E. Hospes, Opposite Blake Pier
	NANKING	China Travel Service
	PEIPING	A. C. Henning & Co.
	SHANGHAI	A. M. Parker, 4 Bund
	TIENTSIN	Jardine, Matheson & Co.
India	BOMBAY	Mackinnon, Mackenzie & Co.
	CALCUTTA	Mackinnon, Mackenzie & Co.
Japan	KOBE	W. R. Buckberrough, 7, Harima-machi
	NAGASAKI	Holme, Ringer & Co.
	TOKYO	D. M. Sinclair, No. E-7, Sanchrome, Mitsubishi
	YOKOHAMA	B. G. Ryan, 21, Yamashita-Cho
Java	BATAVIA	Java–China–Japan Lijn
Korea	FUSAN	Y. Tanaka & Co., 25, Daichomachi 1, Chome
	SEOUL	H. W. Davidson, No. 187, 3-chome, Takezoecho

UNITED STATES—*contd.*

HONOLULU, T.H.	Theo. H. Davies & Co.
KANSAS CITY, MO.	R. G. Norris, 709, Walnut Street
LOS ANGELES, CAL.	W. McIlroy, 621, South Grand Avenue
MINNEAPOLIS, MINN.	H. M. Tait, 611, Second Avenue South
NEW YORK, N.Y.	E. T. Stebbing, Canadian Pacific Building, Madison Avenue and 44th Street
OMAHA, NEB.	H. J. Clark, 803, Woodmen of World Building
PHILADELPHIA, PA.	E. A. Kenney, 1500, Locust Street
PITTSBURGH, PA.	W. A. Shackelford, Koppers Building, 444, Seventh Avenue
PORTLAND, ORE.	W. H. Deacon, 626, S.W. Broadway
ST. LOUIS, MO.	G. P. Carbrey, 418, Locust Street
SAN FRANCISCO, CAL.	F. L. Nason, 152, Geary Street
SEATTLE, WASH.	E. L. Sheehan, 1320, Fourth Avenue
SPOKANE, WASH.	E. S. McPherson, Old National Bank Building
TACOMA, WASH.	L. N. Jones, 1113, Pacific Avenue
WASHINGTON, D.C.	C. E. Phelps, 14th & New York Avenue, N.W.

WEST INDIES & PANAMA

BALBOA, C.Z.	Wm. Andrews & Co., Steamship Agents
CRISTOBAL, C.Z.	Wm. Andrews & Co., Steamship Agents
HAVANA, CUBA	Dussaq & Co., Ltd., Palacio del Centro Asturiano
KINGSTON, JAMAICA	George & Branday

ASIA—*contd.*

Macao	MACAO	A. A. De Mello
Manchuria	ANTUNG	Geo. L. Shaw
	DAIREN	Bryner & Co.
Palestine	HAIFA	Henry Heald & Co., P.O. Box 607
	JERUSALEM	Jamal Bros., Jaffa Road.
Penang	PENANG	Boustead & Co.
Philippine Ids.	MANILA	J. R. Shaw, 14-16, Calle David
Siam	BANGKOK	Anglo-Siam Corporation, Ltd.
Straits Settlements	SINGAPORE	Boustead & Co.

AUSTRALIA, NEW ZEALAND, FIJI

New South Wales	SYDNEY	J. Sclater, Traffic Manager for Australia & New Zealand, Union House
Queensland	BRISBANE	Macdonald, Hamilton & Co.
South Australia	ADELAIDE	Macdonald, Hamilton & Co.
Tasmania	HOBART	Union S.S. Co. of New Zealand, Ltd.
	LAUNCESTON	Union S.S. Co. of New Zealand, Ltd.
Victoria	MELBOURNE	H. F. Boyer, 59, William Street
Western Australia	PERTH	Macdonald, Hamilton & Co.
	FREMANTLE	Macdonald, Hamilton & Co.
New Zealand	AUCKLAND	A. W. Essex, Passenger Manage for New Zealand, 32 34, Quay Street
	CHRISTCHURCH	Union S.S. Co. of New Zealand, Ltd.
	DUNEDIN	Union S.S. Co. of New Zealand, Ltd.
	WELLINGTON	Gordon A. Glennie, 11, Johnston Street
Fiji	SUVA	Union S.S. Co. of New Zealand, Ltd.

* Wm. H. POWELL
Special Representative, Cruise Dept., London

R. E. SWAIN
General Passenger Agent, London

A. L. RAWLINSON
General Passenger Agent, London

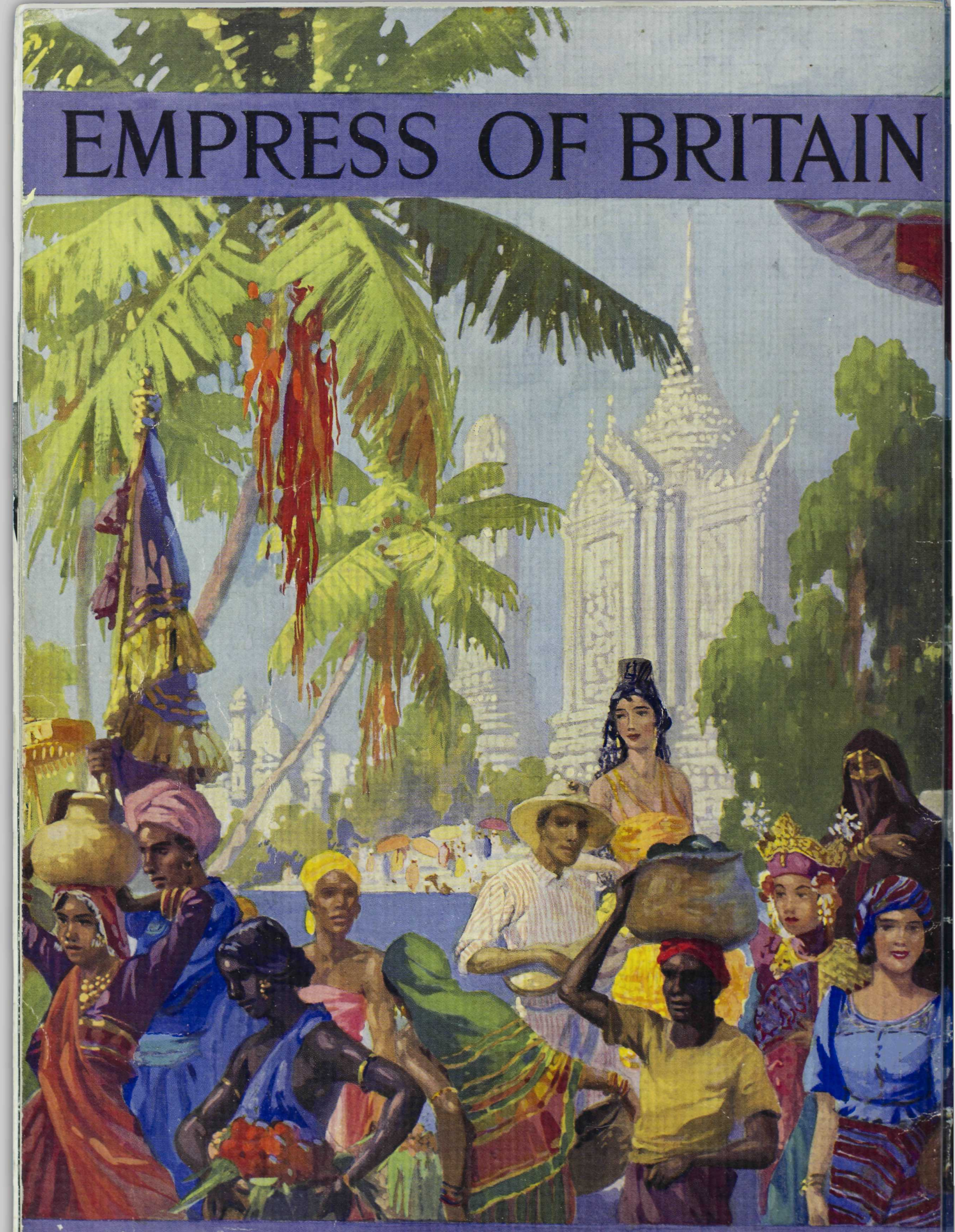
H. G. DRING
European Passenger Manager, London

P. J. CHADWELL
General Passenger Agent, London

Sir Geo. McLAREN BROWN
European General Manager, London

* Cable address Crucanpac, Parl, London

EMPRESS OF BRITAIN



CANADIAN PACIFIC