SHORE EXCURSION

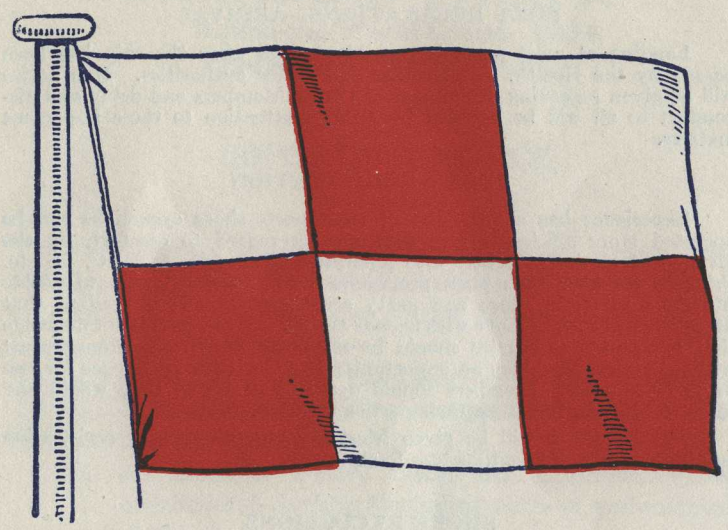
at

PEIPING

EMPRESS OF BRITAIN WORLD CRUISE

1934

CANADIAN PACIFIC



HOUSE FLAG OF CANADIAN PACIFIC STEAMSHIPS

Watch for this Flag

on

All Our Conveyances

PLEASE REMEMBER THE NUMBER OF YOUR CONVEYANCE

TEN IMPORTANT POINTS

PORT REGULATIONS—ARRIVAL

1 Landing at most ports is prohibited until after the ship has been passed by the Health, Immigration and Police authorities. Due notice will be given regarding attendance of Cruise Members and delay and discomfort to all will be avoided by prompt attention to these important matters.

PARTY REGISTRATION

2 Experience has shown that at most ports shore excursions can be operated more efficiently and with greater regard to comfort, by the division of Cruise Members into separate parties, viz, A, B, C, D, etc. Prior to reaching each port, programmes will be distributed to enable Members to study shore and party arrangements. It is realized that Members will wish to move with friends and for this reason it is not desirable that allotments to parties should be made by the Cruise Management without giving Members an opportunity to voice their preference for one party or another. Members should decide with whom they would like to go sightseeing and keep their parties together.

Timely advice will be given Members regarding party registration and distribution of Identification Party Cards.

SHORE EXCURSIONS

3 To ensure their own comfort Cruise Members are respectfully requested to adhere to the hour shown for the movement of their party and to **move only with their party.**

DISEMBARKATION

4 Members will best study their own comfort and convenience by avoiding crowding in the corridors or at the gangway. Fifteen minutes before the assembly hour for each shore party, a gong will be sounded throughout the ship. Members should remain on deck or other convenient place pending such notification.

MOTOR CARS

5 In filling motor cars for shore excursions, the Cruise Management work on the rule of placing five persons in each seven-seated car and three persons in each five-seated car, in addition to the driver. Cruise Members constituting themselves into small party groups for motor car trips should proceed ashore promptly together when their party is called to give every opportunity of securing the desired space, keeping in view car loading as already stated.

An additional charge will be made Members who desire exclusive use of motor car for two persons. Details at Cruise Office.

It is respectfully notified that conveyances cannot be held for those arriving late, as the common comfort and convenience of all must be studied by the Management.

The co-operation of Members of the Cruise is earnestly solicited by the Management, looking to the convenience, comfort and pleasure of all concerned.

CANADIAN PACIFIC

Round-the-World Cruise, 1934
"EMPRESS OF BRITAIN."

IMPORTANT NOTICE

The Chinese Maritime Customs charge an export duty of 7½ percent of the value of all classes of goods taken out of the country, plus Flood Relief Surtax of 10% on amount of duty, except the following:—

a. Cross stitch work, handmade on native grasscloth.
b. Embroideries containing drawn thread work on Chinese or foreign material.
c. All kinds of Native made silk embroideries and embroidered clothing (including parts of embroidered clothing).
All Native made embroidered table cloths with or without drawn-work made of Chinese or foreign material.

You will be provided for signature with a Custom's Declaration form which must be filled in to show all purchases made in Peiping (Peking) and their value in Peiping (Peking) dollars. In cases where no purchases have been made a Declaration form marked "Nil" must be signed.

At the hotels, March 29, a representative will collect these filled in forms together with the amount of duty due. **EACH INDIVIDUAL** must have ready this Custom's Declaration form, duly signed.

The Department of Chinese Maritime Customs reserves the right of their representative to examine any and all baggage.

Members should not attempt bringing with them from Peiping (Peking) large or heavy articles. Such articles should be shipped as freight through some reliable forwarding agency such as will be found in the Grand Hotel de Pekin and the Grand Hotel des Wagons-Lits.

ALL MOTOR CARS AND RICKSHAS CAN BE IDENTIFIED BY CANADIAN PACIFIC HOUSE FLAGS.

PEIPING
(PEKING)

PEIPING (Peking) is the former Capital of China, that vast country in Eastern Asia comprising five divisions, each with its own individual written and spoken language, Manchuria, Mongolia, Turkestan, Thibet and China proper, the latter divided in eighteen lesser provinces and constituting about one-third of the whole with a total area of 4,290,000 square miles and a population estimated over four hundred millions.

The present city stands on a site which has served since 200 B.C. for many a former capital when China was one of the most important, if not the most advanced, nation in the World. At this early period the city was called Chi and the Empire was under the Chang, historically recorded as the second dynasty which, with its twenty-eight successive rulers controlled her destinies for six centuries. Seven centuries later during the Cheou dynasty, the city became the Capital of Yen, one of the many fractious, petty states of that unsettled period. Later during the Tsin dynasty, the place was razed to the ground and utterly destroyed in the reign of Chin Shih-Huang, about 211 B C., after whom, China is named. Such, however, was the influence and tenacity of old Tartar adherents that it was soon rebuilt and gradually recovered its former position, retained up to the fourth century A.D., when it became the capital of a Tartar State From this period the place was known by the name of Chi-Yuen or Yu-Chow. The chief city of a department, growing in magnitude and importance, until five centuries later it was besieged and captured by the Kitan Tartars, and during occupation chosen as their capital, but, at the same time remaining an acknowledged dependency of the Chinese Empire. Two hundred years later the place was again in trouble, taken this time by the Chin Tartars and selected as their chief city, the name being changed to Cheng- Tu or Yen-Ching. This dynasty was overthrown by the Mongols under Genhis Khan in 1215 A.D., and the city reduced to the grade of only a provincial town, but finally restored to its old time prestige of a capital in 1260 by Kublai Khan, the grandson of Genhis Khan, when he initiated the Yuan Dynasty. He gave it the name of Cheng-Tu or Central Residence, from which has been derived the name of Shuntienfu, by which title it is generally called. This ruler

also in 1267 A.D. built a wall round the city, 20 miles in circumference, and transferred the "City of Great Residence" one mile (3 li) to the north of its then site. The old position became what is known as the Southern or Chinese City and the other portion Northern or Tartar city, more commonly spoken of as **NEI-CHENG** (within the wall) and **WAI-CHENG** (without the wall). History tells us Marco Polo visited the Court of the Great Khan about this time. The Ming Dynasty came into power 1368 A.D. and removed the seat of administration to Nanking, the present Capital, but Yung Loh, the third Ming Emperor, again transferred the Capital to Peiping (Peking) in 1412. During his régime was built the mighty wall which to-day surrounds the Tartar City. The Manchu invasion took place in 1644 and the city within the big wall was taken by the visitors as a residence for Manchus, Mongols and some Chinese. These were arranged in eight divisions, distinguished from each other by banners, spoken of to-day as Bannermen. These have nearly all been absorbed through intermarriage.

The so-called "Boxer" rising in 1900 created a memorable year in the history of Peiping (Peking). On January 1, 1912 when the late Dr. Sun Yat-Sen took up office as Provisional President of the Republic of China the seat of administration was temporarily in Nanking but Dr. Sun soon resigned in favour of Yuan Shih Kai and once again Peiping (Peking) became the capital and seat of administration.

Peiping (Peking) in lat. 30 deg., 54 min. N., and long. 116 deg., 27 min. E., is situated on a sandy plain south-west of the Peiho River with which it is connected by canals. Though ill-adapted by situation to be the Capital of a vast Empire it has all the attributes of a regal city. It is enclosed by massive walls which impart a grandeur and a majesty not found anywhere else in this great land. Its spaciousness also is unique, and, viewed from an eminence, Peiping (Peking) suggests a garden city rather than the characteristic overcrowded and congested Chinese city.

The Present city is divided into two portions, the Northern or Tartar city, and the Southern or Chinese city. The former consists of three enclosures, one within the other, each surrounded by its own wall, the innermost being of course the Forbidden City enclosed by its wall and surrounded by a moat.

For long there was an air of decay about Peiping (Peking) but a policy of rehabilihation has been at work since the revolution tending to change this and the city is gradually being improved but not quite transformed. The former Government selected Peiping (Peking) in order to make it a model for the country, and all kinds of municipal enterprises are being introduced here with satisfactory results. Good roads, sanitation, Public health, hospitals, markets, lighting, etc., are all being attended to and although these improvements are hindered by lack of funds, the Government has the matter well in hand, and the work is proceeding steadily. The climate of Peiping (Peking) is healthy, the summer, although hot, is short and not at all trying, and the winter is bracing.

The population of the city is roughly over one million. There are no statistics available, but the registration of houses showed a total of 150,000 which if multiplied by five (the number selected by Western countries as a fair average for residents per house) would give a population of 750,000 but this ratio is too small for China, and if it be raised to six per house, a total of 900,000 will result. Even six must be regarded as very modest and consequently it is fair to reckon the population as being over one million.

Since the revolution many changes have taken place. Several additional gates have been opened and forbidden thoroughfares made accessible. Perhaps the most striking concession is the privilege of entrance into certain parts of the Fobidden City. Within this area the Central Park has been delegated to public use, and a Curio Museum in which are housed the Imperial treasures has been inaugurated, while a national library has been constructed within these exclusive walls. Modern needs are catered for by the Tramway scheme and a service of motor cars.

THE FOUR CITIES OF PEIPING (PEKING)

The Tartar City (Nei-Cheng) may be considered as the former royal city, and therefore of much greater importance than the adjoining Chinese City common to every province of the Empire. The Great Tartar City Wall, built in 1419 by Emperor Yung-Loh, third of the Ming Dynasty, entirely surrounds the City with a height of 40 feet; width at base 62 feet and 13 miles in length. The north and south walls are about 2¾ miles long, the east and west somewhat less, enclosing an area of about 12 squares miles.

The Imperial City (Hwang Cheng) in the Centre of the Tartar City, occupies a space area of nearly two square miles, surrounded by a wall 20 feet high. There are four very spacious entrances, each with three gateways; the middle one,

the royal entrance, was opened formerly only for the Emperor. This city is in a much better state of preservation than any other part of Peiping(Peking). It is the select quarter where many of the high officials lived.

The Forbidden City (Tse Chin Cheng) with its massive walls, 30 feet high by 30 feet thick at their base, is again in the centre of Imperial City. Laid out on a grand symmetrical scale and surrounded by a moat 120 feet wide, the actual space covered is about half a square mile; within are many royal palaces, apartments for visitors, Government Offices, and the necessary appointments for an enormous retinue of domestics of various grades, the grounds being fantastically laid out in marble terraces protected by balustrades, with ornamental waters and gardens in miniature landscape style. There are four gateways, the one in south, the Wu-Men, formerly the principal entrance leading to the Tai-Ho-Men, which opens into the grand marble paved quadrangle containing the Grand Palace (Tai-Ho-Tien) or Hall of Highest Peace; here also is the Grand Reception Hall and Throne where nearly two centuries ago the Emperor Chen-Lung received foreign potentates This is the palace where royal functions were celebrated annually when the princes and nobles of the Empire made their obeisance to the Emperor, offering seasonable congratulations and good wishes for the incoming New Year.

The Chinese City(Nan Cheng), little worthy of special mention, is situated to the south of the Tartar City, the southern wall of that city forming its northern boundary. The east, west and south were built by the Emperor Chiaching XII, of the Ming dynasty, and the original intention was to continue these walls round the Tartar city with a total length of 40 miles; but this scheme fell through on account of the ruinous cost. The Chinese City is about two-thirds of a mile broader than the Tartar City, and there is a gateway in each of its modern corners.

The great Chien Men Street, the principal thoroughfare, leading direct to the Yung-Ting-Men (South Gate) is very wide; running in a southerly direction from the Imperial Gateway in the Tartar City Wall. Towards the end of this street will be seen the park-like enclosures of the Temple of Heaven on the left and the Hall of Agriculture on the right.

PEIPING (PEKING)

PROGRAMME

The "Empress of Britain" is due to arrive at Chinwangtao Sunday evening, Mar 25. Early next morning a steamer will come alongside to transfer Members and baggage ashore. A special train will be waiting on the pier for the trip to Peiping (Peking).

Baggage should be ready before breakfast for transfer to tender.

As the weather in Peiping (Peking) will be fairly cold, members should dress warmly and as many of the places of interest to be visited have concrete floors, overshoes may prove comfortable.

For excursion to the Great Wall a strong pair of boots is recommended.

Party cards have been printed in the following colours.

Party "A"—Red
Party "B"—White

Party "A"

Monday, March 26th.

8.30 a.m. Transfer steamer leaves "Empress of Britian" for wharf at Chinwangtao and Special train for Peiping (Peking).

11 30 a.m. to 1.30 p.m. Luncheon on train.

6.45 p.m. Special train arrives Peiping (Peking) (Chenyangmen Station) where motor cars will be waiting to transfer passengers to Grand Hotel de Pekin.
Dinner at hotel.

Tuesday, March 27th.

Breakfast at Hotel.

9.15 a.m. Motor cars will leave hotel for Hsichihmen Railway Station, Peiping (Peking).

9.45 a.m. Special train leaves for Chinglungchiao (Great wall).

12.29 p m. Arrive Chinglungchiao for excursion to Great wall. Guides will accompany party.

Luncheon will be served on train from 11.30 a.m. onwards.

2.51 p.m. Special train leaves Chinglungchiao for Peiping (Peking).

5.31 p m. Special train arrives Hsichihmen Station. Motor car transfer to hotel. Dinner at hotel.

Wednesday, March 28th.

Breakfast at hotel.

10.00 a.m. Motor cars leave hotel for excursion to Summer Palace.

1.00 p.m. Luncheon at hotel.

2.15 p.m. Rickshaw excursion to Forbidden City, State Museum, Picture Gallery and Central Park. Dinner at Hotel.

Thursday, March 29th.

Winter Palace

Breakfast at hotel.

10.00 a.m. Motor car excursion to Temple of Heaven, Drum and Bell Towers, Llama Temple, Temple of Confucius and Hall of Classics.

1.00 p.m. Luncheon at hotel.

Afternoon free for independent action.

Dinner at hotel.

Friday, March 30th.

Breakfast at Hotel.

7.45 a.m. Motor car transfer to Chenyangmen station, for Chinese Customs examination. Immediately on completion of this examination, Special train will leave for Chinwangtao.

11.30 a.m. to 1.30 P.M. Luncheon will be served on Special train.

6.45 p.m. Special train arrives Chinwangtao Wharf. Transfer by special steamer (members and baggage) to "Empress of Britain".

Party "B"

Monday, March 26th.

8.30 a.m. Transfer steamer leaves "Empress of Britian" for wharf at Chinwangtao. and Special train for Peiping (Peking).

11.30 a.m to 1.30 p.m. Luncheon on train.

6.45 p.m. Special train arrives Peiping (Peking) (Chenyangmen Station). Walk to Grand Hotel des Wagons-Lits (two minutes from station.) Dinner at hotel.

Tuesday March 27th.

Breakfast at Hotel.

10.00 a.m Motor cars leave hotel for excursion to Summer Palace.

1.00 p.m. Luncheon at hotel.

2.15 p.m. Richshaw excursion to Forbidden City, State Museum, Picture Gallery and Central Park. Dinner at hotel

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Wednesday, March 28th.

Breakfast at hotel.

9.15 a.m. Motor cars will leave hotel for Hsichihmen Railway Station, Peiping (Peking).

9.45 a.m Special train leaves for Chinglungchiao (Great wall).

12.29 p.m. Arrive Chinglungchiao for excursion to Great wall. Guides will accompany party.

Luncheon will be served on train from 11.30 a.m. onwards.

2.51 p.m. Special train leaves Chinglungchiao for Peiping (Peking).

5.31 p.m. Special train arrives Hsichihmen Station. Motor car transfer to hotel. Dinner at hotel.

Thursday, March 29th.

Breakfast at hotel.
Morning free for independent action.
1.00 p.m. Luncheon at hotel.
2.15 p.m. Motor car excursion to Temple of Heaven, Drum and Bell Towers, Llama Temple, Temple of Confucius and Hall of Classics.
Dinner at hotel.

Friday, March 30th.

Breakfast at Hotel.
7.45 a.m. Walk to Chenyangmen station, for Chinese Customs examination. Immediately on completion of this examination. Special train will leave for Chinwangtao.
11.30 a.m. to 1.30 P.m. Luncheon will be served on Special train.
6.45 p.m. Special train arrives Chinwangtao Wharf Transfer by special steamer (members and baggage) to "Empress of Britain".

Kailan Mining Administration
Agents.
Chinwangtao, China.

Jardine, Matheson & Co., Ltd.
Agents.
Tientsin, China.

A. C. Henning & Co.
Agents.
Peiping (Peking) China.

"EMPRESS OF BRITAIN"
WILL SAIL FOR BEPPU
8.00 p.m. FRIDAY
MARCH 30.

Memoranda

goose - painted.
Cascades
temple bells
funeral - round coffin + embroideries
birds nests
10 000 Buddha temple
Bronze pavilion
Cloud Buddha
temple.

Empress 2 times a month
pigs
little feet
Thursday
temple 7 towers
4 pillars 8 seasons
12 " months
water
minerals
rocks
fire wood
blue + green
tile -
elements.

Altar 7 tiers
Center of universe
outer wall 5 feet
inner " round
3 pertions
9 steps
echo

tablet of licorice
Forbidden palace
250 yrs old Manchu dynasty
9 dragons - the Boxer destroy

Memoranda

TEN IMPORTANT POINTS

(Continued)

HOTEL ACCOMMODATION

When hotel accommodation ashore is included in tickets due regard will be given, **as far as practicable,** to Members' requests for one hotel or another, consistent with the accommodation available, but no guarantee can be entered into.

6 Attention is drawn to the fact that rooms with bath are **not** included in Cruise fare. The Cruise Office should be given early advice of any special hotel requirements when every effort will be made to secure same, but no guarantee can be entered into thereon.

EXCHANGE ORDERS FOR SHORE EXCURSIONS

Members holding Exchange Orders issued ashore for Shore Excursions are respectfully requested to turn them in at the Cruise Office promptly when called for, in order that final arrangements may be made in respect of each party.

As the Special Optional Excursions are limited in respect to numbers, Members desirous of availing themselves of such, and who have not already

7 purchased orders for them ashore, should enquire at the Cruise Office as to vacancies available.

The Canadian Pacific makes arrangements in advance for the Shore 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 aboard ship.

MEALS ON BOARD

Two sittings will be arranged for meals on board ship, to be served at fixed hours. Necessary alterations in meal hours to conform with shore excursion arrangements will be notified on ship's Bulletin Boards. Where a continuous or running meal is notified, Cruise Members should take any seat available and not wait until their own becomes vacant.

8 Regular meal hours on board will be as follows:

	First Sitting	Second Sitting
Breakfast.....	8.00 a.m.	9.00 a.m.
Luncheon.....	12.30 p.m.	1.30 p.m.
Dinner.....	6.15 p.m.	7.30 p.m.

PORT DEPARTURES

Cruise Members are respectfully requested to advise their Room Stewards of their re-embarkation on the ship preparatory to its sailing. Sailing date and departure hour from each port will be conspicuously

9 posted. The ship will sail promptly at the hour advertised to meet tidal or other urgent reasons of operation and the Company cannot accept any responsibility for Members failing to re-join the ship.

CRUISE OFFICE

The Cruise Office will be open daily from 9.00 a.m. to 5,00 p.m.

10 except while the ship is in port, when the Staff is engaged with shore excursion duties.

Firearms are prohibited everywhere.

PLEASE WATCH THE SHIP'S BULLETIN BOARDS FOR ANY ALTERATIONS IN SHORE PROGRAMMES AND FOR OTHER MATTERS ESSENTIAL TO THE COMFORT OF MEMBERS AND GENERAL CONDUCT OF THE CRUISE.

NOTICE

All tickets and coupons for Standard or Special Optional excursions are issued by the Company, as Agent, only upon the express condition that it shall not be liable for any injury, damage, loss, accident, delay or irregularity whatsoever to passengers or their baggage or property, even if occasioned by reason of any defect, unseaworthiness or vice in or of any launch, craft or vehicle, animal, plant or building or appurtenance or through the negligence, acts or default of any Company or person engaged in conveying the passenger, or of any Hotel proprietor or servant, or of any other person engaged in carrying out the purpose for which the coupons are respectively issued, or by breach of any expressed or implied warranty or any other cause whatsoever in connection therewith. No Agent or sub-Contractor shall be liable for any claims made against him for personal injury or for loss of baggage from any of the causes above mentioned whilst the holder of the ticket or coupon is under such Agent or sub-Contractor's care.