EMPRESS OF BRITAIN
WORLD CRUISE
1938

Canadian Pacific

ERIC SILAS

Camel train passing through one of the ancient gates of Peiping

ROUND THE WORLD
by the Empress of Britain

from Monaco

JANUARY 22

1938

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See Supplement Insetted.

The description of the *Empress of Britain* is adapted from an article by Octavus Roy Cohen—and the description of the Ports of Call from one by Betty Thornley.

ONE MANAGEMENT — SHIP AND SHORE

29,000 MILES.....123 DAYS.....28 PORTS

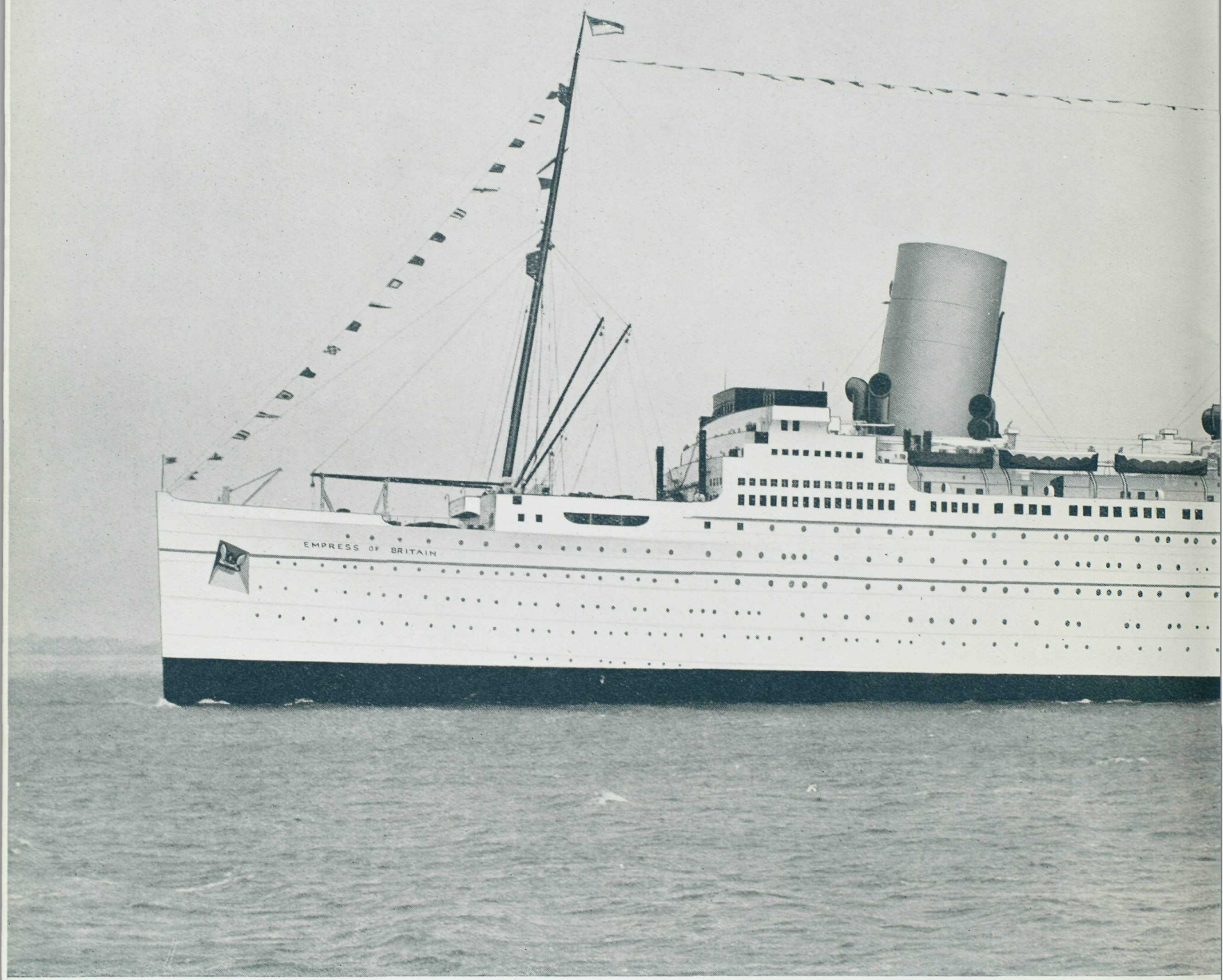
THE World Cruise by Empress of Britain is the supreme travel experience—an Adventure in Living as well as an Adventure in Travel. In January 1938 this great majestic ship will leave Monaco on this voyage of thrill and adventure, comfort and pleasure. It will be headed for strange, exotic lands—it will rest in picturesque harbours.

Turn the leaves of this book, and you will be given glimpses of the ship. For more than two months you will actually be at sea: and during all this time you will regard her as your home, expecting the same comfort and quiet, but demanding also those additional comforts and luxuries which only the finest of homes can offer.

Turn more of the pages, and you will see where the ship will take you: through the Mediterranean, the Red Sea, the Indian Ocean, the South Seas, the Pacific, the Caribbean and the Atlantic. Dwell momentarily over the names of the ports of call. After Monaco, where you embark, come Naples, Athens, Haifa and Port Said; each are portals to the past, to the histories of Rome and Greece, of the Holy Land and Egypt. Then you touch India and Ceylon, Malaya, Siam, Java and Bali, and their magic enters into you. The Orient you see at the Philippines, Hong Kong, Shanghai and Peiping, and at several points in Japan. The voyage across the Pacific is broken at the beautiful Hawaiian islands, and then you see America, first on the west coast at San Francisco and Los Angeles and finally, after passing through the Panama Canal, on the east coast at New York.

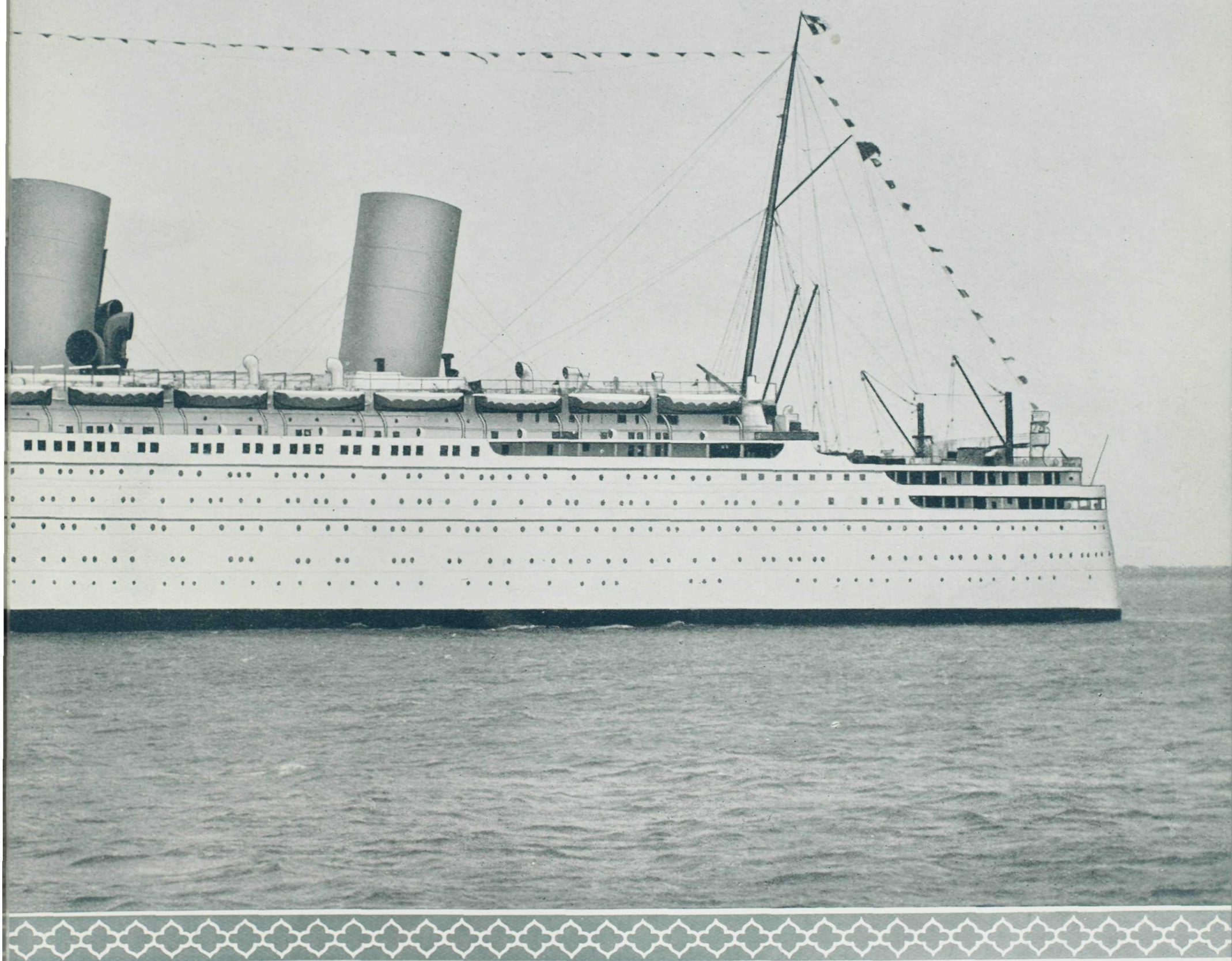
And then home to Southampton in the early summer—after the finest four months' travel you have ever had.

The Gion
Hoko Festival,
Kyoto, Japan
h.k.



Empress of Britain

THE Cruise which is described in these pages will be the seventh time that the Empress of Britain has gone round the world.



The Empress of Britain is 760 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 42,350 (gross). She is driven by single-reduction geared turbines that can develop 63,000 horse-power. And so far as roominess is concerned—a very important consideration in tropical latitudes—the Empress of Britain gives to every cruise passenger more space than any ship afloat.

DECK

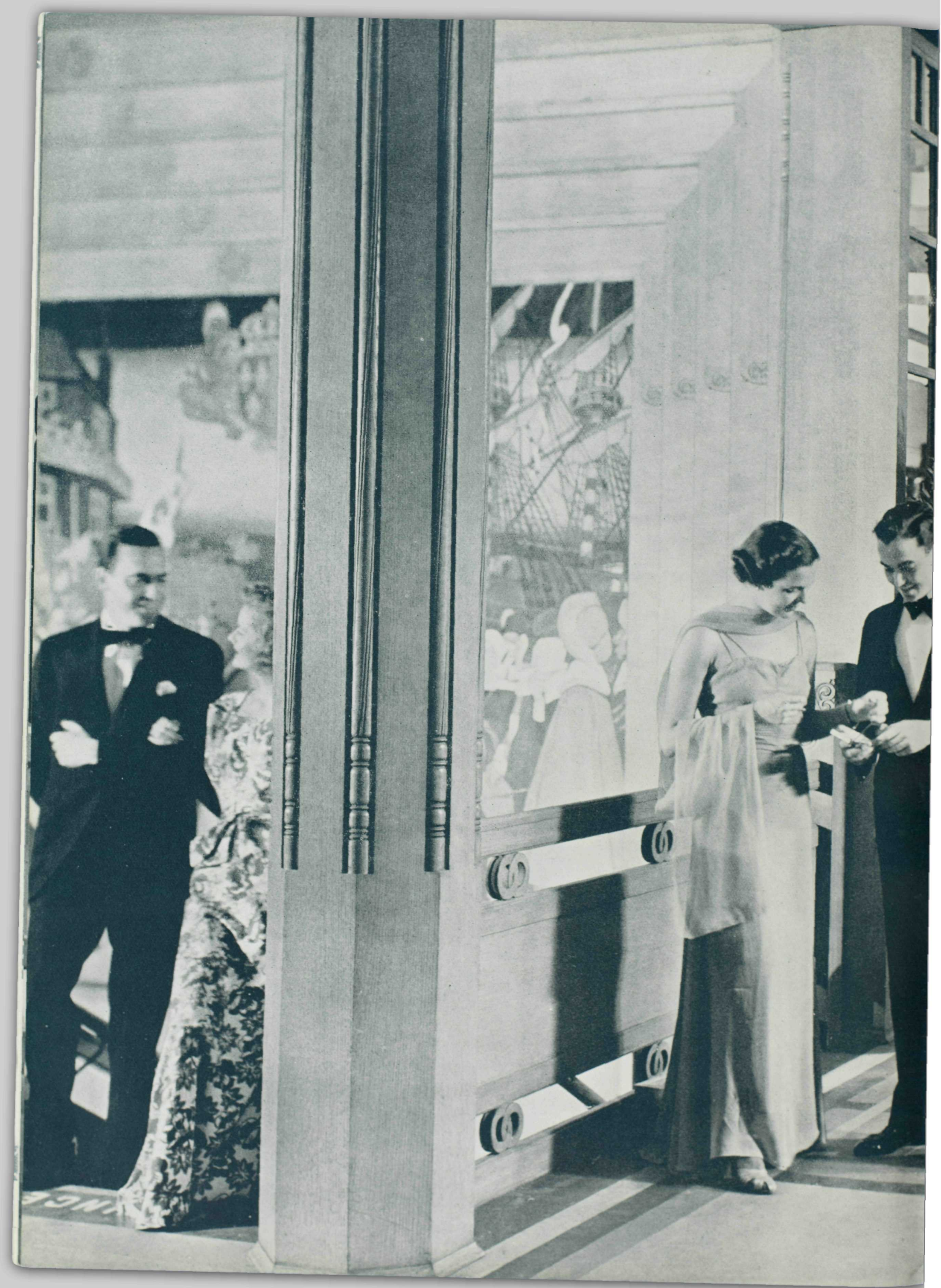
THIS cruise round the world in the Empress of Britain is the ideal and ultimate in travel. With British seamen at the helm and the greatest travel system in the world at your service, you could not hope to cruise under happier auspices. The voyage, from its beginning in the bay of Monaco to its end in Southampton Water, links the great ports of the world, lands you in strange places, and fulfils a dream of adventure that must be cherished by every human being.

But the facts of the case are important. It means much in comfort that the Empress of Britain was designed with world-cruising in view and provides more space per cruise passenger than any other ship afloat; and that her facilities for sport and entertainment are many and varied. It means much that she has an established reputation, a matured personality as a ship. Smart appointments and modern equipment contribute to creature comfort, but the standard of cuisine and of service are matters of equal importance when it is realised that for more than two months of the cruise you will be actually at sea. It is desirable that one should have about one everything, material and immaterial, that one has or would like to have in one's own home; and as nearly as is humanly possible, the Empress of Britain succeeds in this.

It is important that there are two good orchestras, one for chamber music and another for dancing. Socially and humanly this counts, as does the fact that the great ship provides a distinguished background for entertainment of every sort, personal and public, and that every detail is supervised by an expert and experienced staff. There are teas, dances, sports tournaments and masquerade balls; there are events to animate every stage of the voyage for every generation.

One of the many huge decks is devoted entirely to sports. There is, for instance, a full-size regulation tennis court, adequate for championship games, There are two swimming pools, one indoors and one outdoors.

Charming
Fellow Guests
for your
World Cruise



The Mall—
a Favourite
Rendezvous

Cocktail Hour in the Cathay Lounge

THERE is so much to see aboard the Empress of Britain, so much that will contribute to the success of your cruise, that it is difficult to know where to begin. First the *décor* of the eleven great lounges and dining rooms will strike you. They have each been designed by famous British artists, and you will recognise the handiwork of several on the walls, even in the bar. In one of the largest lounges, talking pictures from the latest releases are shown. But most distinctive of the ship's many features is the type of living accommodation available to the individual passenger.

These apartments are spacious and well appointed. Many are 28 feet long, and 70 per cent. have private baths attached. There are de-luxe double apartments; suites that are the last word in comfort and equipment; and many single apartments, most with their own baths. Fine woods cover the walls. The beds are six-and-a-half feet long and three feet wide. There are ceiling and wall lights, bed lights, telephones, and noiseless electric signals for summoning the steward or stewardess. Commodious wardrobes are part of the equipment of every room, with automatic lighting, sliding trays, and full length door mirrors. There is hot and cold running water in each room, and a silver Thermos bottle for fresh cold drinking water; and in the bath rooms there are tubs and showers with both salt and fresh water. The modern ventilating system for each room is controlled by the individual passenger. Small details these, but they count for much in terms of comfort.

Much of the personality that characterizes the Empress of Britain comes from the fact that not only is she a beautiful ship but that she is served in many ways, visible and invisible, that would be desirable in an ideal residential club. There is a beauty parlour and hairdressing salon, a manicurist, chiropodist, barber shop, Turkish bath, masseur, masseuse, laundry where the most delicate work is done swiftly and well, valet service, photographic service, shops, library, daily newspaper, and stenographer.

The ship has its own hospitals under the direction of two skilled surgeons and with a staff of trained nurses. She carries a dentist and a complete modern dental equipment.

"I want to speak to Daddy, too"

Improve your drive while Cruising

"Get a partner and join us"

Sociable Dining
in the Salle
Jacques Cartier

Tea Time in Mayfair Lounge

WHEN the Empress of Britain pauses at Monaco in January and you embark on your voyage of discovery, you will be as much interested in your travelling companions as in the ship that will shelter you. Who they are and what interests them and who among them will prove pleasant company, you will learn as the cruise proceeds. As you join in deck games, bridge tournaments, or shore excursions, you will get to know them, and from among the stimulatingly international passenger list many agreeable acquaintanceships and friendships will develop. You together make up an almost ideal community, embracing every generation and temperament, and humanly you will find it a fascinating parallel to the ever-unfolding pageant of the outer world that passes your portholes.

For you and those about you, many small adventures are in store. Aboard ship there is a round of unceasing variety. Deck games, horse racing, tournaments, masquerade balls with souvenirs from some new and strange land to provide costumes and backgrounds, regular cinema shows—all these and more keep things going during the cruise.

On land the parties carry on. There are dances arranged in some of the most famous hotels in the Near East and Far East; you may see cabarets that eclipse anything you have known at home; you will discover for yourself little places for tea or cocktails as picturesque as any of the legitimate "sights" you have seen; and in all these experiences in strange places, the people with you will be the known, constant, and most cheerful factor.

There is a magic to travel that reveals the kindest and most attractive sides to human nature in the short time that you may be at any one spot or in touch with any one person. Your rickshaw boy may weep when you leave Peiping; the smiles of the pretty geisha girls in Japan are yours not only because they wish to be polite and entertaining; the picturesque guide at Angkor Wat, or at Agra, or at Jerusalem will warm to his task because he sees you are interested. Travel gives pleasure not only to travellers. You will find people helpful and hospitable not only because it may be their business, but because they are genuinely glad to see you. This, coupled with the store of fascinating information and knowledge to which you will be exposed, makes the Empress of Britain Round the World Cruise memorable to the heart as well as to the mind.

Fast Tennis on a full-size court

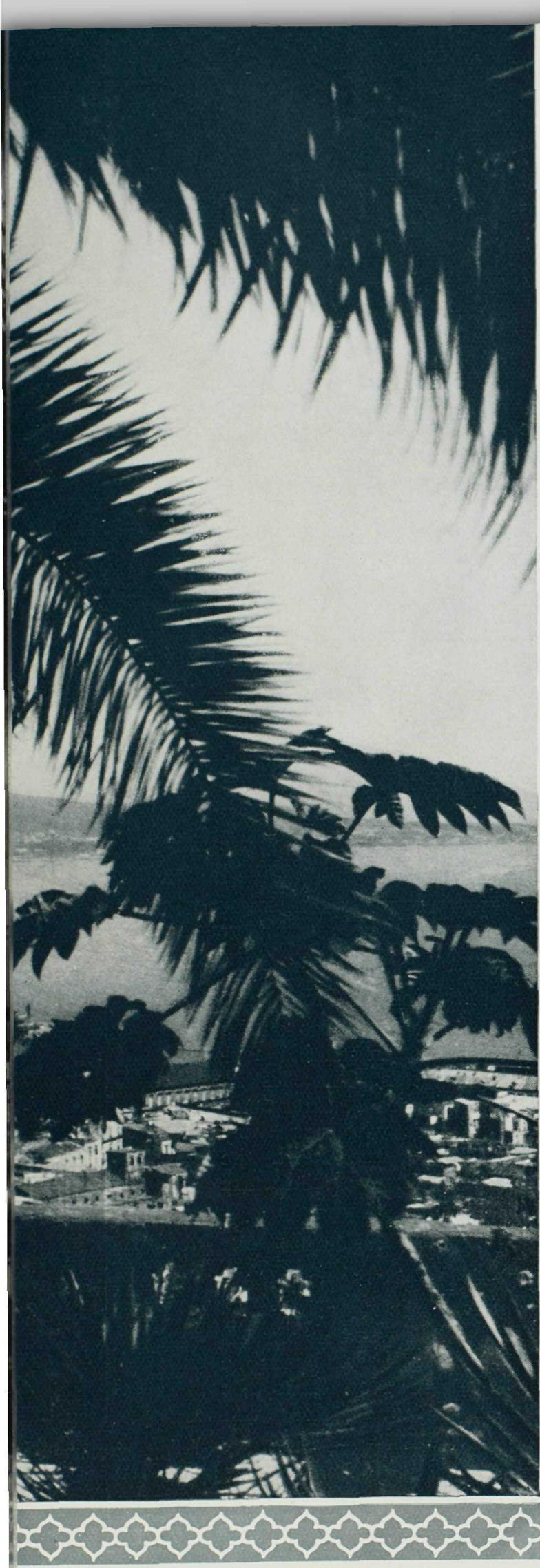
The Knickerbocker Bar, with decorations by Heath Robinson

The Sun Room Suites are ideal for entertaining

The Bay of Naples and Vesuvius *e.g.*

NO world cruise could be launched more delightfully than that of the Empress of Britain for those who join her from England and the continent. Embarkation is from the trim little harbour of Monaco; the first leg of the journey is across to Naples; and the first impression to strike the traveller is the view of that magnificent Bay.

NAPLES of course cannot be seen too often. The drive about the city and the visit to the famous Museum; the excursion out to Pompeii, and the ramble through the strange streets of that long-dead city—all are events on the programme that appeal even more strongly to those who have already visited Naples than they do to those who have never been there before. There is enough free time allowed to permit you to revisit points of special interest in the city, to take the classic Amalfi-Sorrento drive, or to make the ascent of Vesuvius. And it is even possible to reach Rome.



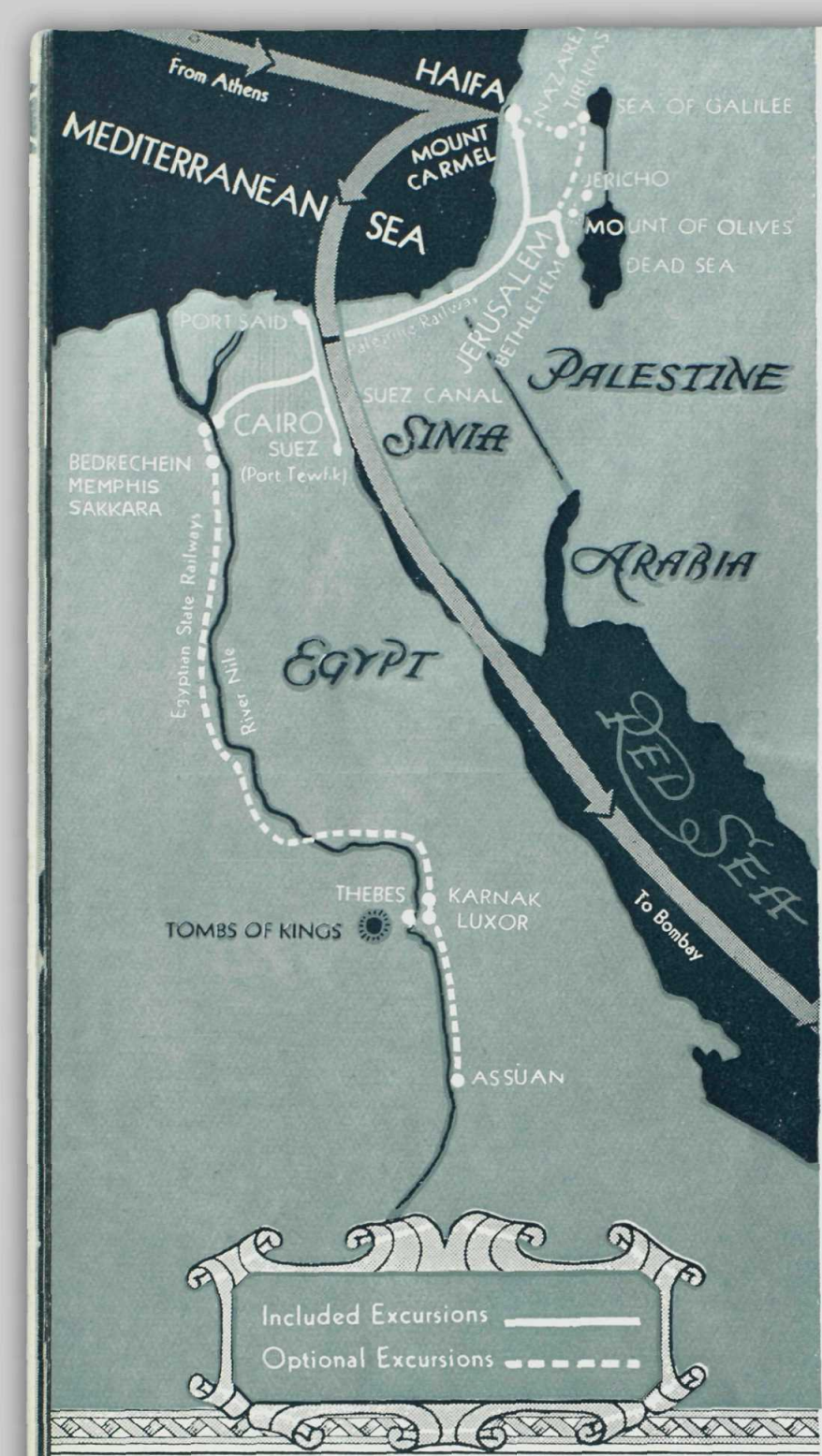
The Casino, Monte Carlo

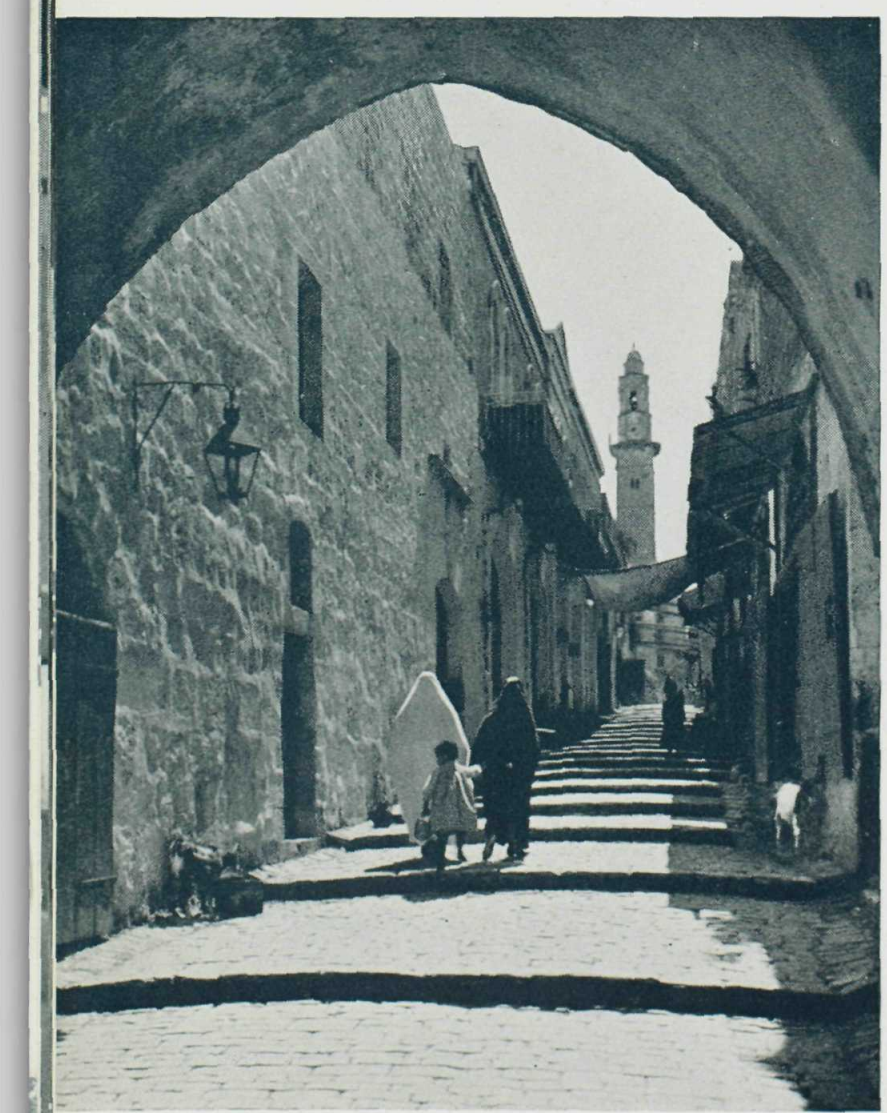
The Temple of Jupiter, Athens

An Arab Cafe in Jerusalem *d.c.—e.g.*

ATHENS is a place to approach with something akin to reverence. As you drive from Phaleron Bay five miles to Athens you may forget at first that here flowered a civilization that reached a state of sophistication and refinement that has perhaps never been equalled since; but as you are taken about the city, and pause among the stately spectres of the past that rise, gaunt and proud, upon the Acropolis, you cannot but be caught by the spell. Here, architecturally, you see perfection in line and mass, a restraint born of knowledge that will be forever classic.

The day at Athens, broken by luncheon at a comfortable hotel, is planned carefully to include the museums, the Propylea, the Erectheum, the exquisite Temple of the Wingless Victory, the theatre at the base of the Acropolis where were acted the tragedies of Aeschylus, Sophocles and Euripides, and, of course, the Parthenon, which has served in turn as temple, church, mosque, and powder magazine. It is an unforgettable day when you wish you had remembered more of the classics and had known more of the different periods of Grecian architecture.





Jerusalem's Street of Steps *a.c.*

HOLY LAND: Religiously, sentimentally, politically, the Holy Land grips the imagination. You reach it through waters in which plied the galleys of the Trojans and the ships of the Crusaders. The Levant now recalls the struggles of the Armenians and the Turks; and as you enter Palestine the problems of the Moslems and the Hebrews become of absorbing interest. Your first contact with the Promised Land is at the port of Haifa, a town of grey walls and orange groves, the Joppa to which St. Peter went, and near the bloody Acre of the Crusades. Then you climb four hours by rail to the capital city of Jerusalem, a place sacred to Christian, Jew and Moslem, and figuring in current history with almost as much prominence as of old.

To the devout every stone of the city and countryside speaks of the life of Our Lord and of Bible days. The gnarled trees of the Garden of Gethsemane, the Mount of Olives overlooking the city, the Via Dolorosa, the Church of the Holy Sepulchre, all are of almost emotional importance. Likewise with Bethlehem, where you visit the Milk Grotto, the Church of the Nativity, and the Shepherds' Field. Effortlessly you accomplish a pilgrimage which thousands through the centuries have died in attempting. Ancient traditions mingle oddly with memories of Lawrence and Allenby, and with the colonization and rehabillitation of Zion.

Amid the ruins and weathered buildings of the country modern developments rise in striking contrast. History is yet being written. There is an Optional supplementary excursion to Nazareth and to the Sea of Galilee; and those who wish may omit Palestine altogether and proceed with the Empress from Haifa to Port Said to spend extra time in Cairo without extra charge.

EGYPT you see in terms of Port Said, Cairo and Bedrechein, with optional excursions available to Luxor and Thebes or Assuan. You will contrast old Cairo, a Moslem metropolis whose bazaars intrigue the nose as much as the eye, with New Cairo, the smart Europeanized section of the city. You will inspect the most ancient Cairo of the archeologist, with its museums and exhibits dating back 5000 years, its frescoes as fresh as the day they were painted, and ornaments of exquisite workmanship.

After the Bazaar of Khan el Khalili you will visit some of Cairo's 500 mosques—the Alabaster Mosque and the Mosque of Sultan Hassan with its 270 foot minaret—and Ashar University, founded in 971 and still functioning. The city you will see by motor car and carriage, and you will be put up at the hotels for which the city is famous. You will be driven out to the Sphinx and the Pyramids, tourist attractions even in the days of the Greeks and Romans; and one night you will survey the city from Sultan Saladin's Citadel, and see the Nile at sunset. The long lateen sails of the native boats make you think of strange birds, and the lapping of the swift waters

Domes and Minarets in Cairo

p.p.s.

Obelisks in Karnak Temple, Egypt

From the Minaret comes the Muezzin's call to prayer

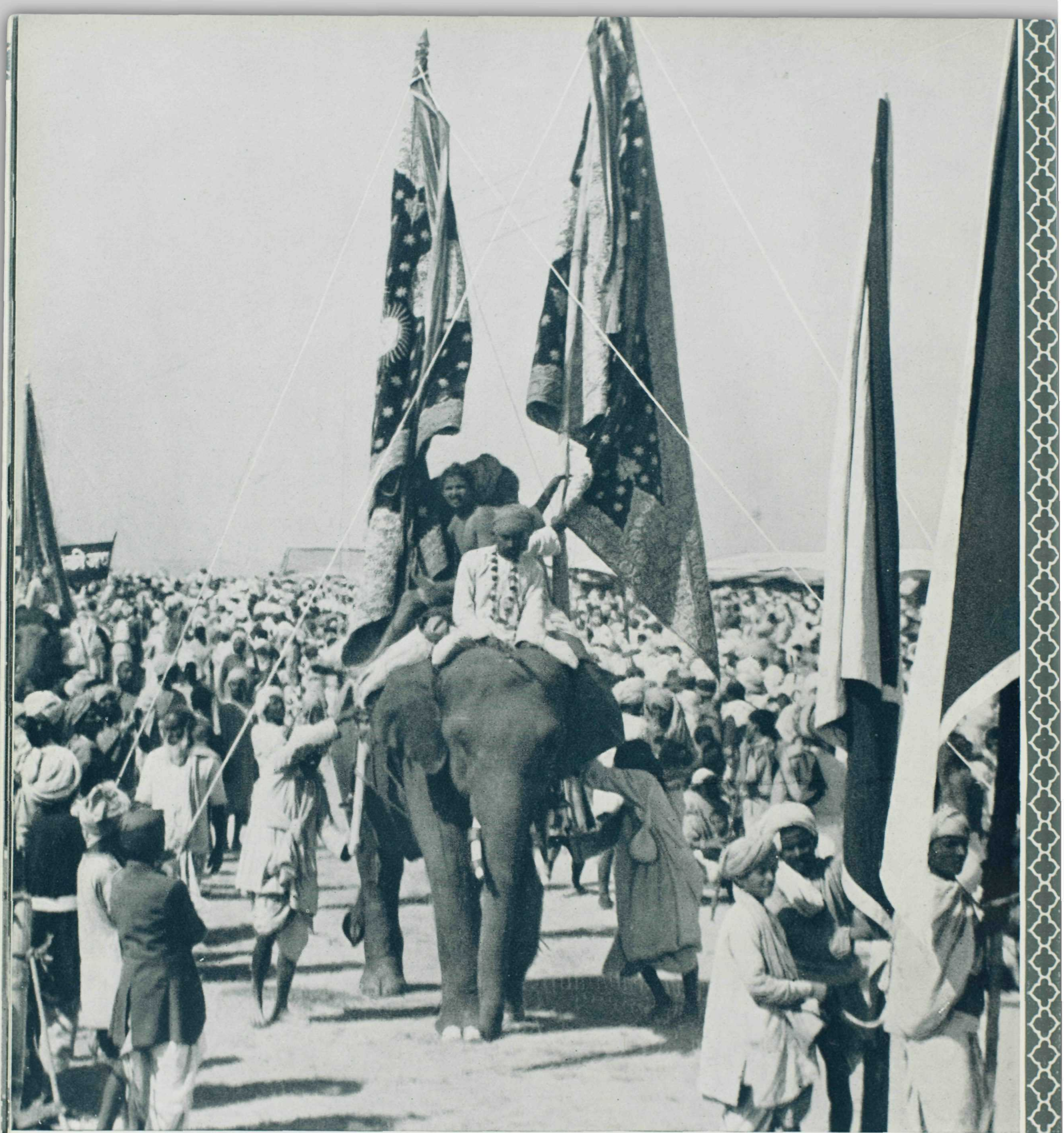
of the great river of the beating heart of this most ancient of countrysides. The "feel" of the land you will get in the trip up-stream. From the river steamer you see life along the banks much as it must have been in the days of the Pharoahs, of whose Pyramid-building operations such odd souvenirs survive as their bills for onions and garlic for the workmen.

The Nile *is* Egypt, for during thousands of years the only life that could be supported was within reach of its waters, and the periodical floodings, which are now scientifically controlled by man, provided a primitive variety of fertilization and irrigation. You cross the river higher up if you take the Optional excursion to Karnak, Luxor, and Thebes, where you see the immortal Valley of the Kings, the not-long discovered tomb of little King Tut-Ankh-Amen, and the Colossi of Memmon.

The economic importance of the river you realize more if you take the second optional excursion to Assuan, the great first Cataract, and the dam, which ranks as one of the greatest and most important achievements in the world of engineering.

The lovely Taj Mahal

INDIA lies ahead. A pleasant sea voyage gives you time to arrange your souvenirs and your memories, and to prepare yourself for the mysteries in store. As you leave Suez and enter the Red Sea, you take another long step away from the world you know. The Mediterranean civilizations were remote in terms of time, but they did relate to European history and culture. As you cross the Indian Ocean you graduate into another world. It acts differently and thinks differently; and you discover that, subtly, what was impossible at home may not be impossible here. There are many links with things you know: the army, government officials, motor cars, comfortable railway trains. But you become aware of masses of people greater than any you ever saw before, of mentalities more profound, of problems more complex. India is in a perpetual state of flux and evolution, and you will likely be as much fascinated by it humanly as you will historically.

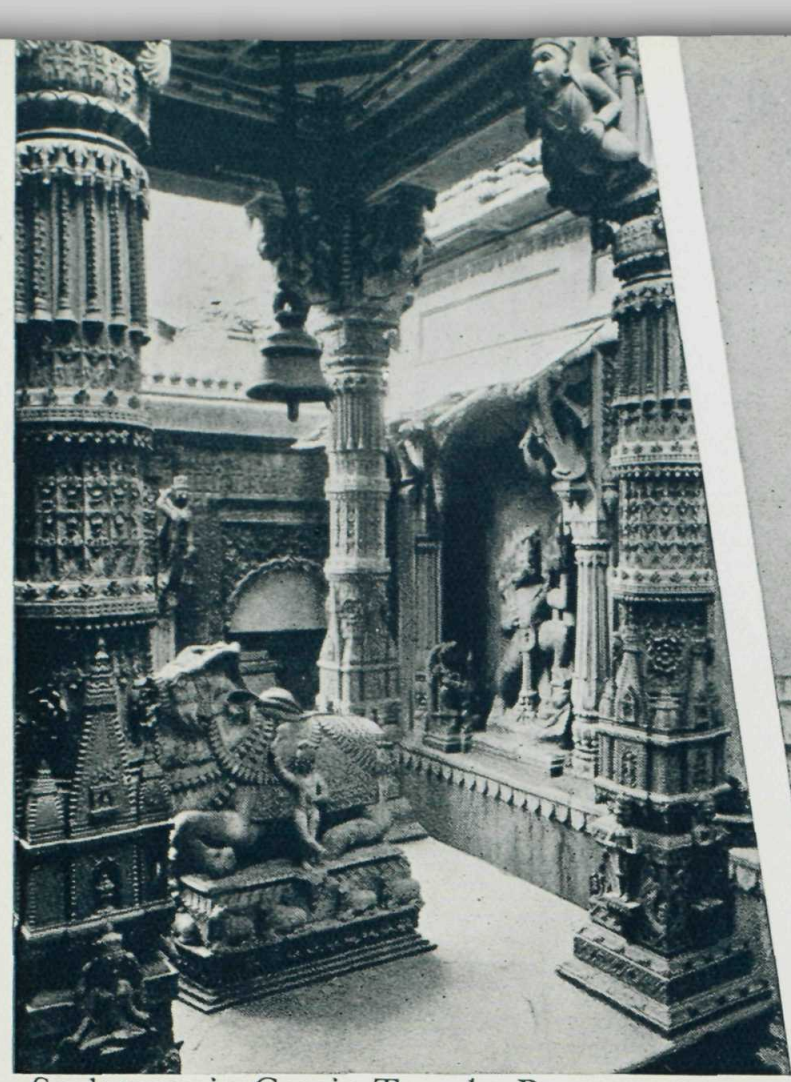


Procession of Elephants—India

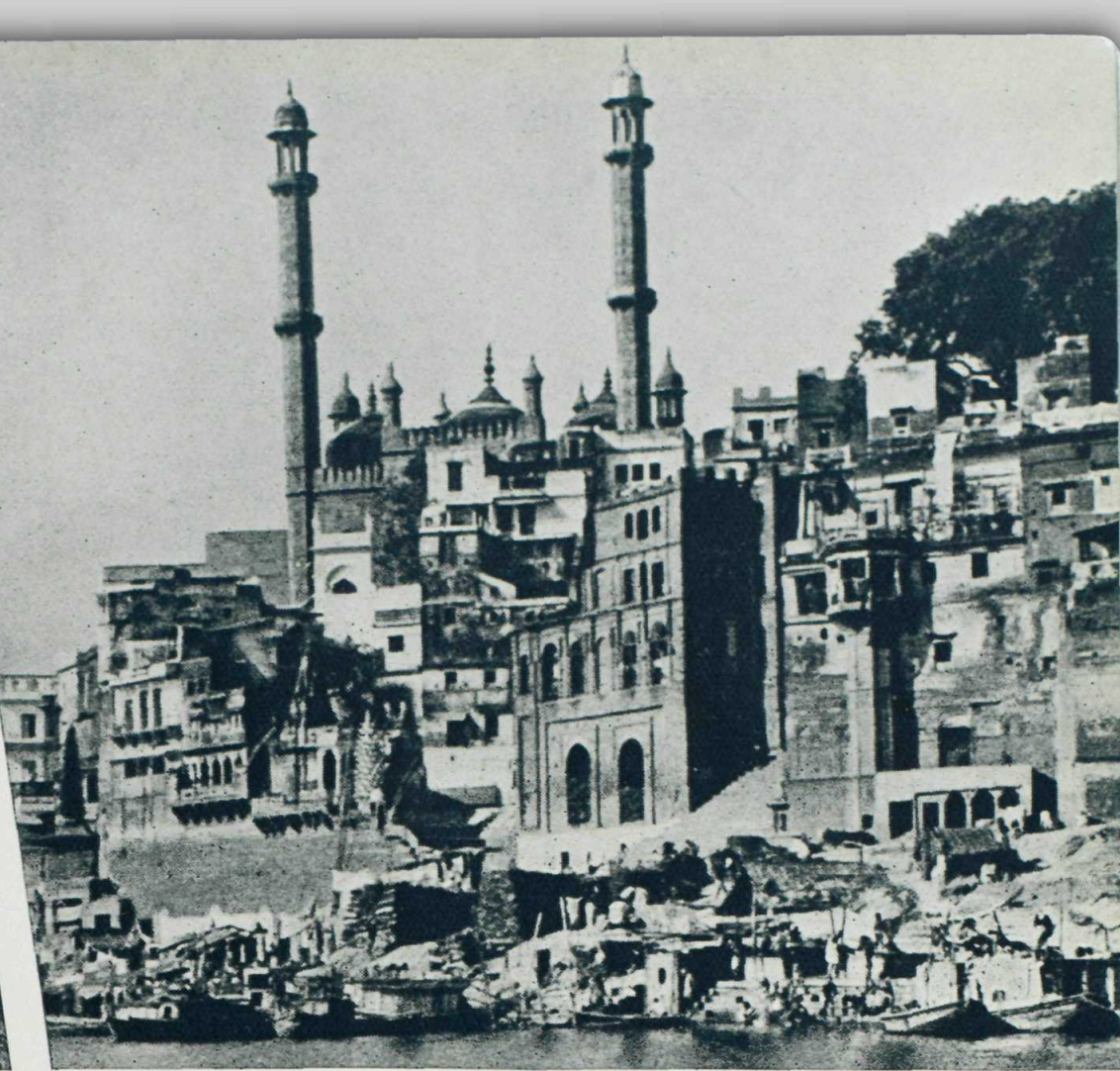
The scheduled excursions will take you into the heart of the country up to Agra and Delhi, and optional excursions will supplement this in several alternative ways, including crossing to Calcutta on the East coast, visiting Darjeeling in the Himalayas, and returning south by Madras to join the ship at Ceylon.

At Bombay you disembark and leave the ship for the expedition inland. In the city that came to England as part of the dowry of Catherine of Braganza, the Portuguese heiress who shared the affections of Charles II with Nell Gwyn, you explore the Bazaars, famous for their ebony furniture and inlaid Bombay boxes. You visit Malabar Hill, the native city, and those eerie Towers of Silence where the Parsees leave their dead to the vultures; and then you entrain for Delhi, Agra and Fatehpur Sikri. The journey itself is an adventure, the stations and stops en route are exciting in themselves; and finally you are in the capital of India. Here the Mogul Emperor, Shah Jehan, sat on his Peacock Throne in an audience chamber of which the very stones were cut to the tracery of lace; and here were battles and plottings of Machiavellian guile.

Near Delhi is the "most perfect tower in the world," the Kutab Minar, a soaring pile of red sandstone and



Sculptures in Gosain Temple, Benares *p.p.s.*



Benares—The Ganges—Mosques

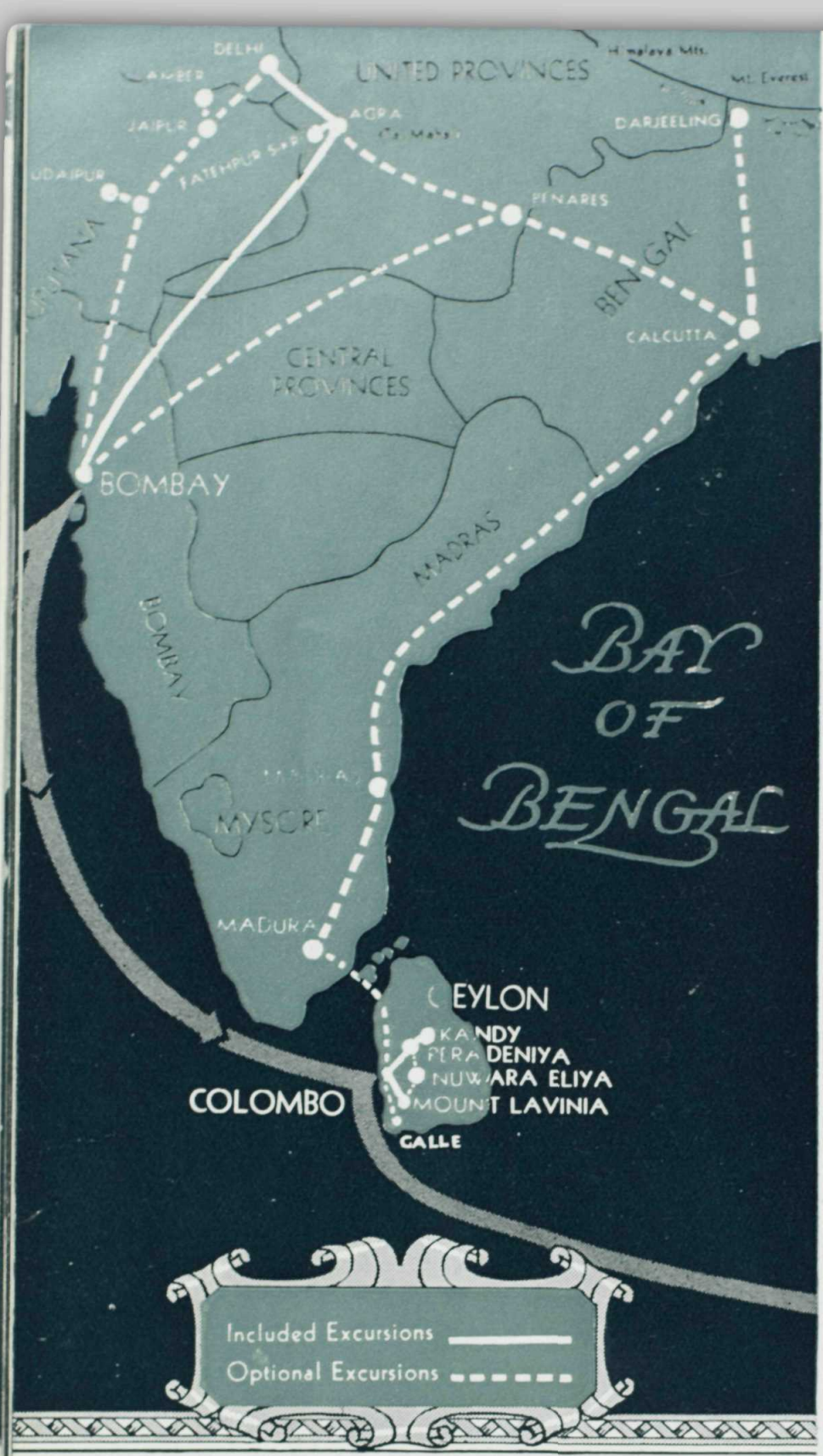
Mount Everest, Monarch of the Himalayas *m.s.*

white marble, enriched with beautifully wrought balconies from which, if you care to climb the five storeys, there is a view back into time, for the landscape below is strewn with never-ending masses of ruins.

Next comes Agra, again associated with Shah Jehan, with his grandfather Akbar and his great-great grandfather Babar, first of the Great Moguls, who looted not only an Empire, but the fabulous Koh-i-Noor diamond into the bargain. Here is the classic Taj Mahal; here also the great fort for the Emperor's 5,000 wives.

On the line back towards Bombay and above Jaipur, the long-dead city of Amber clings to the hills, an abandoned capital whose story must be as amazing as any in the Arabian Nights.

Of the various Optional excursions that add other points of interest to those included on the regular schedule, the visit to Benares on the sacred Ganges is perhaps the most memorable. This, to all of India, Burma and Ceylon, is a place of pilgrimage, and the terraced banks of the river present a curious spectacle. Here the devout gather to bathe, drink the waters and burn their dead, for those who die within the bounds of the city go straight to Siva's heaven. The city possesses 1,500 mosques and temples, like the Durga,



For a few pennies, this native of Ceylon risks his life *p.p.s.*

Aurangzeb's with its minarets, and sacred Bisheshwar, the most sacred of all.

The most ambitious of the optional or supplementary excursions continues east from Benares instead of returning to rejoin the Empress of Britain at Bombay, and strikes north across to Calcutta. Here is recalled the history of the British East India Company, the Rebellion, the "Black Hole" and a story of great commercial development. It is a large port now, as large almost as London itself.

As a side trip you go up to Darjeeling, summer headquarters of the Bengal Government, which is credited with having the most spectacular setting of any such city in the world. From near here you can see the sun rise over the Himalayas, dominated by Everest and Kinchinjunga.

Then you return to Calcutta and continue to Madras, where the first European settlements were established by the French, and finally leave the peninsula for Ceylon, where you rejoin the Empress of Britain.

CEYLON is an island over which it is difficult to exercise restraint. It is an island of many jewels and many beautiful flowers, of lovely silks and handsome people. There is a story that Lord Frederick Hamilton once overheard two fellow passengers on the boat approaching the island quoting hymns referring to its spicy breezes, and that he obligingly secured some spices from the galley and crumbled them to windward to complete the effect. His friends sniffed the air entranced, and were none the wiser as to the source of the perfumes.

You will find Colombo, the port of call, a city of much charm with smart shops and native bazaars, displaying rich materials and precious stones, and alive with a strange medley of races. The drive out for tea at Mount Lavinia, the 70 miles drive to Kandy in the hills through entrancing landscapes of tea and rubber plantations for which Ceylon is famous, are scheduled excursions; and as a supplement there is a visit to Nuwara Eliya higher up at 6,500 feet above sea level, where the temperature is no longer tropical but temperate, and the nights are chill.

You will find Ceylon outstanding in your memory afterwards for simple, human reasons, and not because of any famous "sight" that you may have seen. Buddha's two foot tooth, and the temple built in its honour are the only things that probably fall in the latter class. You will remember the island because of your ride on a huge elephant at Kandy, where you saw other elephants bathing in the lake; you will recall the picturesque villages and vivid green landscapes that reel past during the motor journeys, and the grazing herds of cattle with their softly tinkling bells. You will be able to picture clearly among countless other races you will have seen, the forms of the tall Singhalese men in their ankle length shirts and coiled hair surmounted by great horn combs.

Temple of the Tooth—Kandy, Ceylon

l.g.—p.1

Angkor Wat—Steps to the Sanctuary

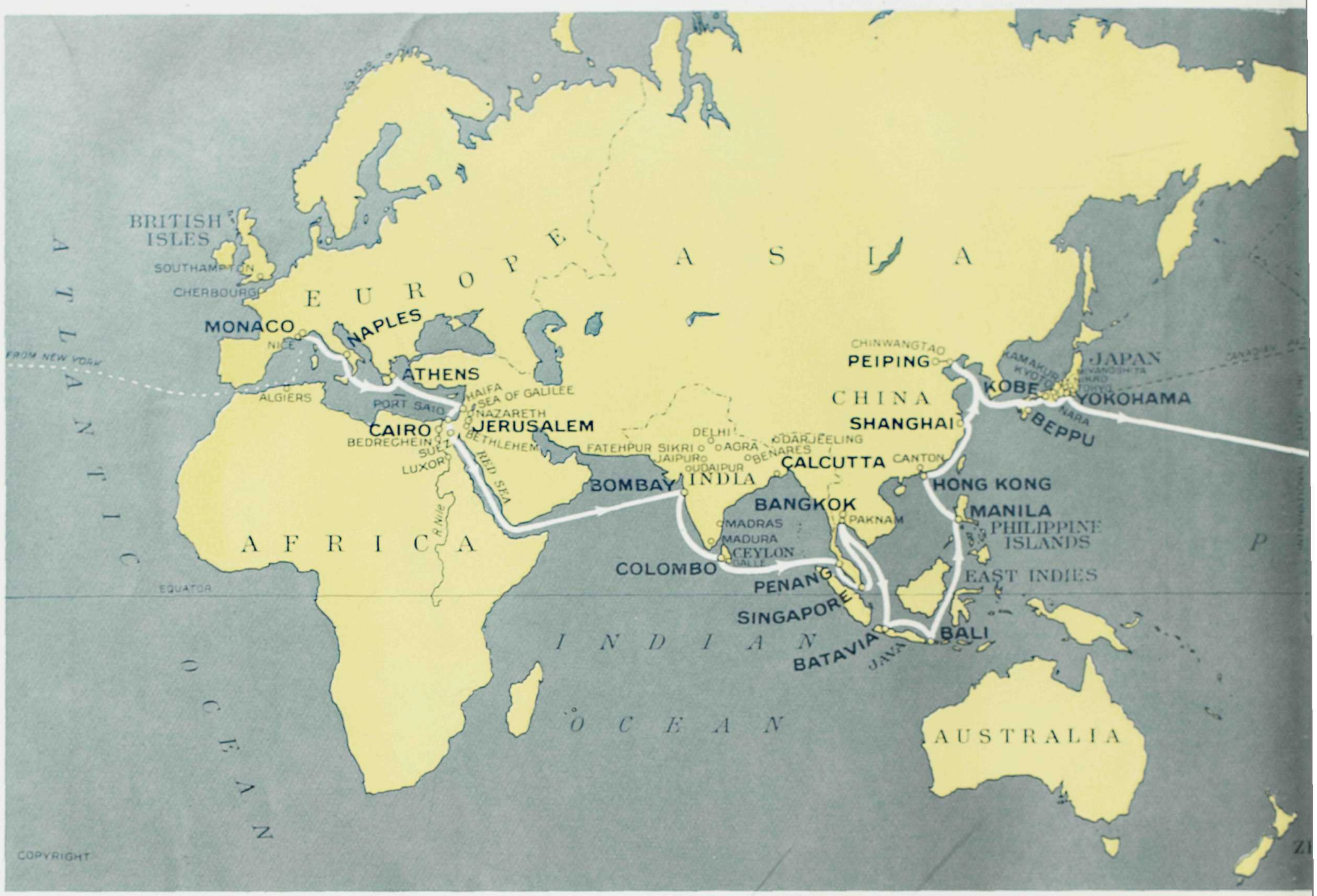
PENANG and **ANGKOR** you will likely have to find on the map. The gap widens between things known and half-known. You penetrate deeper into lands you never even dreamed about. You are on the threshold of the Far East. Penang, or Prince of Wales Island, is a British possession just off the west coast of the Malay peninsula, with which it is connected by ferry. You visit there the Aier Itam Temple where goldfish swim between banks of roses, marigolds and chrysanthemums, and where sacred turtles slumber in the sun.

The ship continues to Singapore but there is an alternative optional excursion, missing out Singapore, that is one of the most important on the cruise. It short-cuts up the Malay Peninsula into Siam, passes Bangkok, and continues to Angkor in Cambodia, once the ancient Khmer Kingdom, in French Indo-China. Here is Angkor Thom, a city once larger than the Rome of the Cæsars, but about the time of Charlemagne. To-day it is a "dream in ruins," its fabulous gardens and temples having been hidden beneath the jungle for eight hundred years. Angkor Wat, a maze of galleried towers, courtyards and stairways, is its holiest and loveliest temple. After sightseeing in Bangkok the ship is rejoined off Paknam.

This Covered Waggon in the Malay States shades man and beast *b.h.—e.g.*

SINGAPORE, "the cross-roads of the East," is on an island at the tip of the Malay Peninsula where it projects down between the islands of Borneo and Sumatra. It is an amazing place, purchased by the far-sighted Sir Stamford Raffles from the Sultan of Johore, and has risen from a pirate infested swamp a century ago into one of the busiest and most strategically important ports of the world. Every race in the world drifts through its streets, and Johore Bahru, the local Monte Carlo for planters, miners, soldiers and sailors and for anyone else willing to try their luck, is a romantically exciting place.

Motoring about Singapore will include a round of sightseeing, embracing part of the big Naval Base, the Tanglin Botanical Gardens, and a trip to the independent state of Johore, by way of Seletar Village, the Johore causeway, and Johore Bahru. A pleasant and socially romantic interlude is a dinner dance on the evening of arrival in Singapore at the gay Raffles Hotel, to which transportation is arranged to and from the ship. From Singapore the Empress of Britain heads north to Paknam in Siam for sightseeing and to pick up the party that made the side trip from Penang to Angkor.



THE ITINERARY OF THE EMPRESS OF BR

PORTS	COUNTRY	MILEAGE	ARRIVES	LEAVES	IN PORT days	IN PORT hrs.
Monaco	Monaco and France			Jan. 22* Sat. 5 a.m.		
Naples	Italy	366	Jan. 23 Sun. 7 a.m.	Jan. 24 Mon. 6 p.m.	1	11
Phaleron Bay (ATHENS)	Greece	677	Jan. 26 Wed. 7 a.m.	Jan. 26 Wed. 7 p.m.	0	12
Haifa	Palestine	673	Jan. 28 Fri. 7 a.m.	Jan. 28 Fri. 6 p.m.		
			Passengers leave the ship at Haifa, January 28, visit Jerusalem and Cairo, rejoining at Suez February 4.			
Port Said	Egypt	174	The ship leaves Haifa January 28 (6 p.m.) and arrives Port Said January 29 (6 a.m.). Passes through the Suez Canal as arranged by the Canal Authorities.		7	12
Suez	Egypt	90		Feb. 4 Fri. 7 p.m.		
Bombay	India	2963	Feb. 11 Fri. 8 a.m.	Feb. 18 Fri. 8 p.m.	7	12
Colombo	Ceylon	890	Feb. 21 Mon. 7 a.m.	Feb. 24 Thur. 6 p.m.	3	11

*Embark about 3 p.m. Friday, January 21. Particulars announced later. Particulars of Included Shore Excursions will be found on page 49, and of Optional Excursions, in the inset.

PORTS	COUNTRY
Penang	Prince of Wales Island
Singapore	Straits Settlements
Bangkok (PAKNAM)	Siam
Tandjong Priok (BATAVIA)	Java
Padang Bay	Bali
Manila	Philippine Is.
Hong Kong	China
Shanghai	China
Chinwangtao (FOR PEIPING)	China
Beppu	Japan

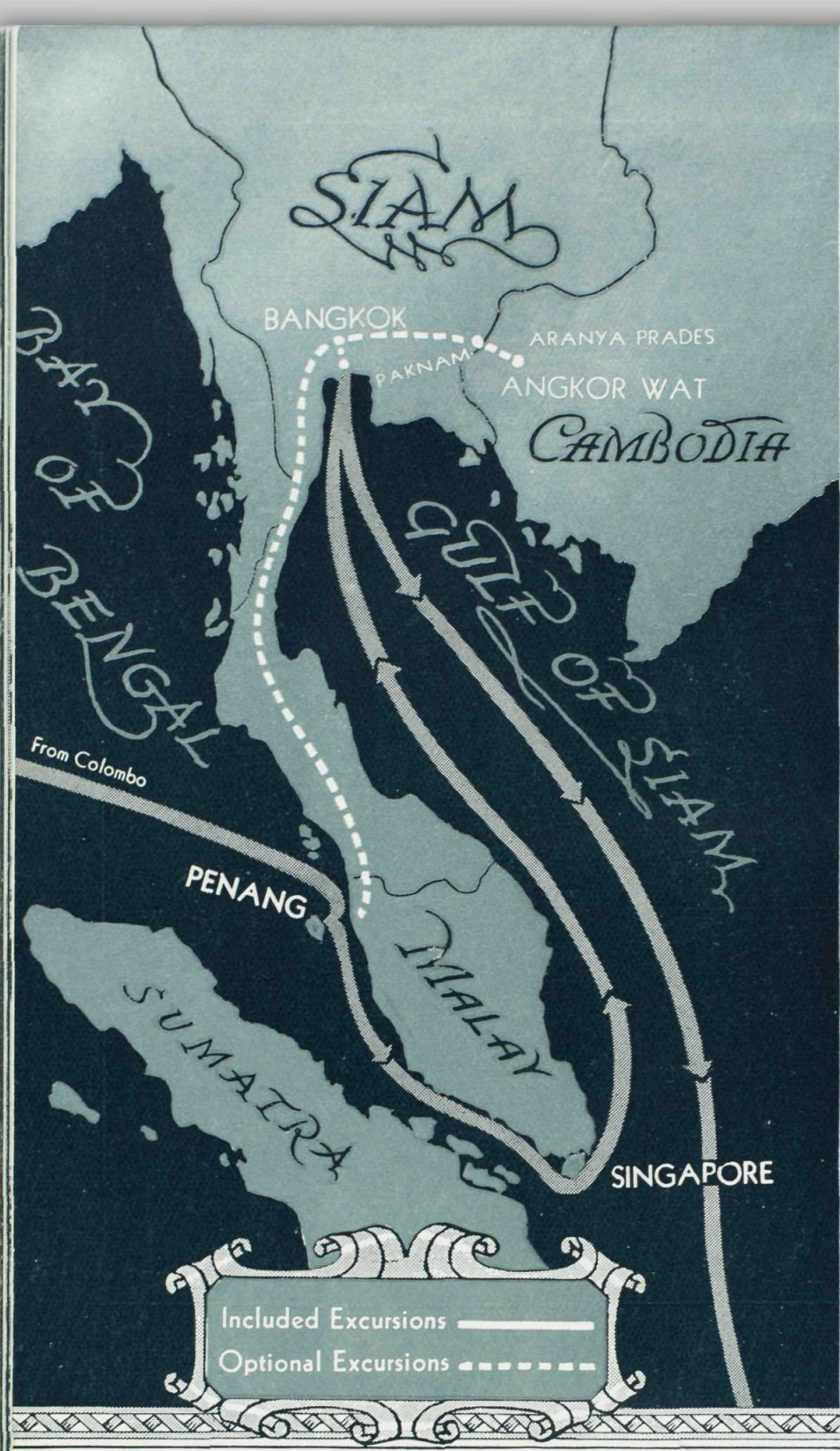
Duration : At Sea, 68 days ; On

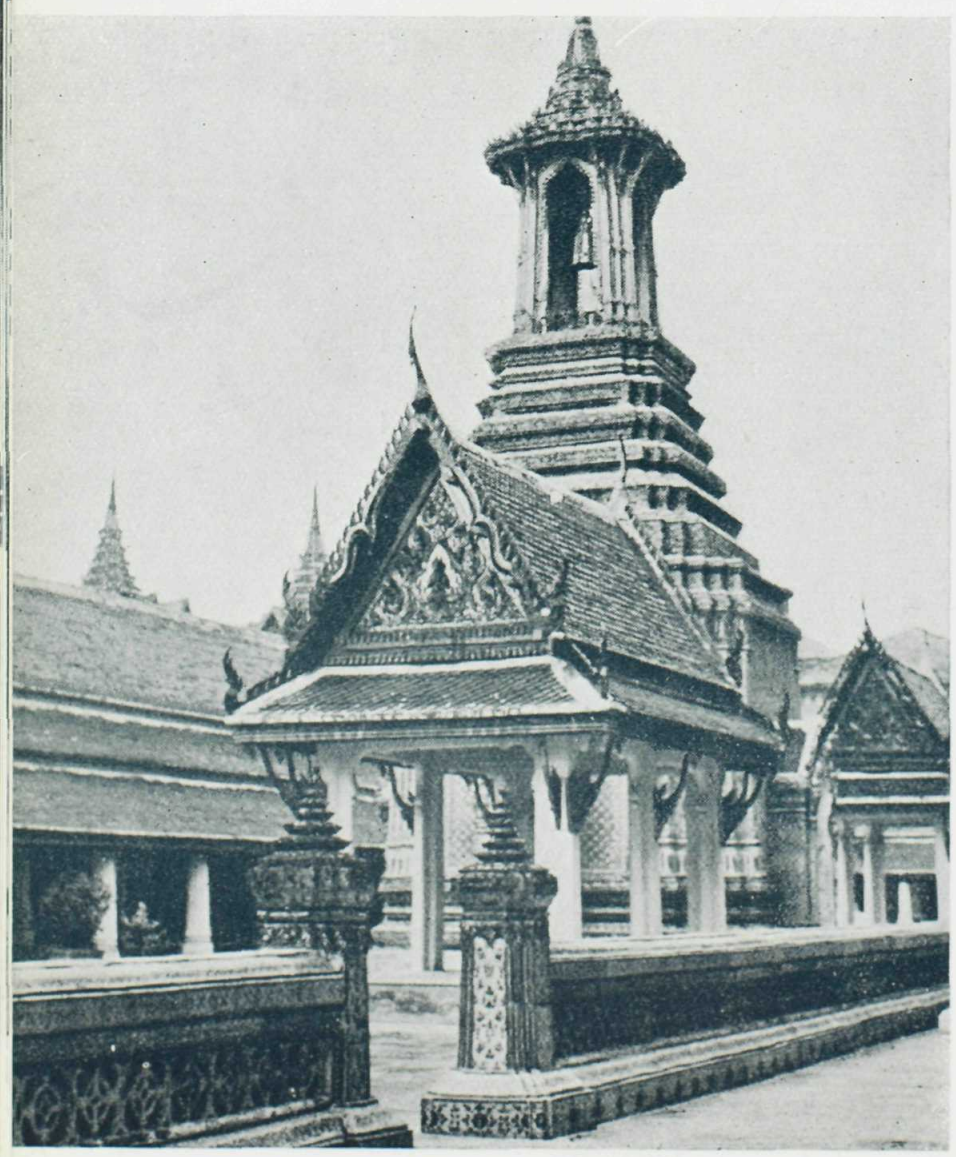
TAIN ROUND THE WORLD CRUISE 1938

AGE	ARRIVES	LEAVES	IN PORT days	hrs.
27	Feb. 28 Mon. 3 a.m.	Feb. 28 Mon. 9 p.m.	0	18
34	March 1 Tues. 7 p.m.	March 2 Wed. 5 p.m.	0	22
33	March 5 Sat. 6 a.m.	March 5 Sat. 8 p.m.	0	14
23	March 8 Tues. 11 a.m.	March 10 Thur. 5 p.m.	2	6
52	March 12 Sat. 6 a.m.	March 13 Sun. 6 p.m.	1	12
0	March 17 Thur. 6 a.m.	March 18 Fri. 6 a.m.	1	0
3	March 19 Sat. 3 p.m.	March 23 Wed. 8.30 p.m.	4	5½
0	March 25 Fri. 9 p.m.	March 28 Mon. 6.30 a.m.	2	9½
0	March 29 Tues. 9 p.m.	April 3 Sun. 8 p.m.	4	23
4	April 6 Wed. 6 a.m.	April 7 Thur. 2 a.m.	0	20

ore, 55 days ; Total, 123 days

PORTS	COUNTRY	MILEAGE	ARRIVES	LEAVES	IN PORT days	hrs.
Kobe	Japan	216	April 7 Thur. 5 p.m.	April 11 Mon. 7 a.m.	3	14
Yokohama	Japan	356	April 12 Tues. 7 a.m.	April 15 Fri. 8 p.m.	3	13
Honolulu	Hawaii	3405	April 22 Fri. 8 a.m.	April 24 Sun. 5 p.m.	2	9
San Francisco	U.S.A.	2100	April 29 Fri. 11 a.m.	May 1 Sun. 7 a.m.	1	20
Los Angeles	U.S.A.	395	May 2 Mon. 6 a.m.	May 3 Tues. 6 p.m.	1	12
Balboa	Panama C.Z.	2937	May 10 Tues. 7 a.m.	May 11 Wed. 6 a.m.	0	23
Cristobal	Panama C.Z.	38	May 11 Wed. 4 p.m.	May 11 Wed. 7 p.m.	0	3
New York	U.S.A.	1972	May 16 Mon. 9 a.m.	May 17 Tues. 11 a.m.	1	2
Cherbourg	France	3065	May 24 Tues. a.m.	May 24 Tues. a m.		
Southampton	England	83	May 24 Tues. p.m.			
		Sea Mileage 29,356				





Temple of the Emerald Buddha, Bangkok

SIAM seems to prove that there is no end to the procession of extraordinary things that turn up in succession on the cruise, no end to the many wonders of the world that are visited by the Empress of Britain. There can be nothing, you reflect, to surpass this or that; but something usually does. Siam is so definitely different that you think it bordering on the incredible. It lies at the end of the northward leg of the cruise from Singapore up the east coast of the Malay peninsula; and Paknam, the gateway to Bangkok, is the port of call. Never was there architecture such as you will find there, never a modern land so exotic! There are mosaic statues soaring to the skies beside temples in gilt and enamel. Grotesque demons of coloured mosaic and gilded stone, and weird stone lions stand guard over doorways.

Upon a sixty foot altar the diminutive Emerald Buddha rules in his gorgeous temple, his hair and collar of solid gold studded with diamonds, rubies and emeralds. In the great Royal Palace there is a boat-shaped throne of solid gold, surmounted by a nine storey umbrella. Upon the canals of the lower older town, a variety of Celestial Venice, people live afloat as they have done for generations. You can see the sacred white elephants, the Pasteur Institute where snake venom is preserved, and Siamese classical dancing—with dancing girls, their plaster-white faces and costumes stiff with jewels, performing their strange steps with every tiny gesture and movement of eye and finger strictly stylized. There is unforgettable variety to your visit to Siam.

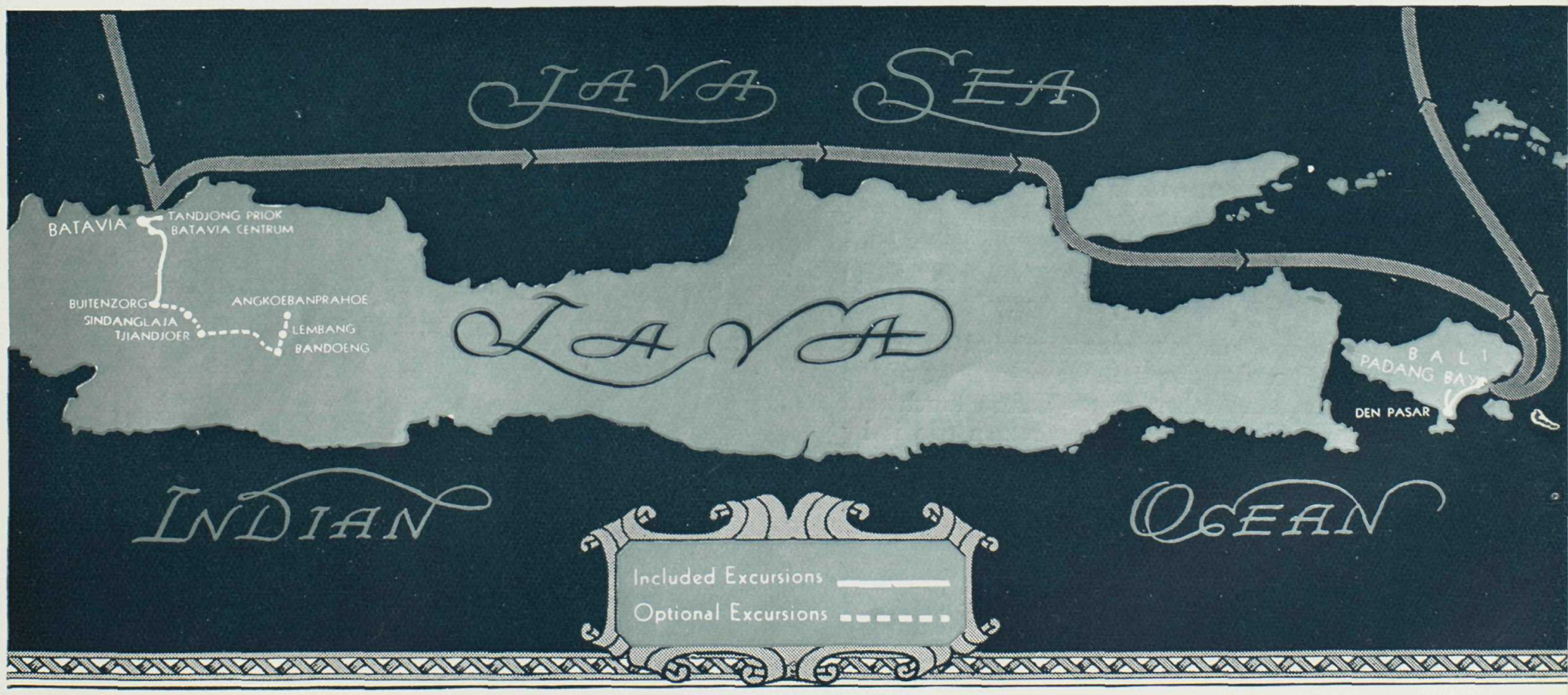
CROSSING THE LINE is definitely an event. Tradition demands that those who have not crossed the Equator before be initiated into the Ancient Order of Navigators, and applications are many. Arrangements for the ceremony are made by the Herald from King Neptune himself, who appears over the side the night before the Empress of Britain crosses the Equator. The Captain greets him, hears his proclamation with due reverence, the sailors sing old sea chanties, and the messenger returns over the rail to his native element.

The next day King Neptune himself appears, trident in hand, and attended by a Court whose costumes are fearful and wonderful to behold. There are Court musicians, "water dogs," a doctor and a barber with a vast razor; and the ceremony they perform is time-honoured.

It is lively and amusing. It creates a delightful break in the voyage, and behind all the fun and excitement is the disturbing realization on the part of many that they are venturing for the first time in their lives into the Southern Hemisphere, where the Southern Cross hangs in the sky, and where, looking at the world from the north, everything must be somehow upside down, like a fantastic Looking-Glass Land.

The 700-foot Dragon of Java—built by the Sultan

e.g.



JAVA, south of Siam, and past Singapore and Sumatra, is the Empress of Britain's next landfall. Again, it is the unexpected. The island, long and narrow in shape, is the most densely populated area on the earth's surface, for about forty millions live in a territory just over half the size of Great Britain. Here flourish rubber, tea and coffee plantations, 5,000 species of plants, and 562 kinds of orchids; here is the source of the world's supply of quinine.

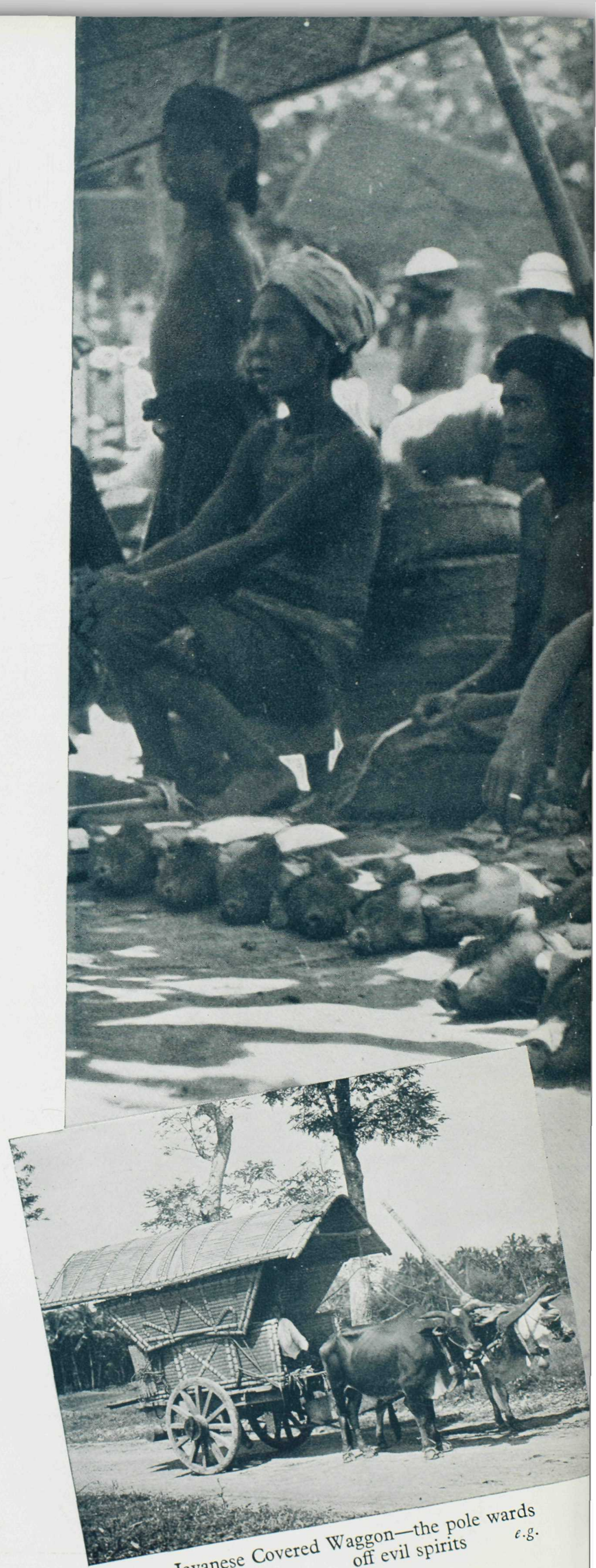
Batavia, the port of call, capital of the island and seat of government for the Dutch East Indies, is a curious mixture of old and new. It has an air of 17th century Holland, though in many of the old Dutch houses on the canals, Malays and Chinese are now the occupants. The white population has largely migrated to the smart modern suburb of Batavia Centrum, higher up, where the villas are half buried in luxuriant flower gardens.

There are visits to be made to the batik market, the Arab shops trading in gold and precious stones, to the colourful Aquarium, and to the old Portuguese church recalling the first Europeans who settled on the island back early in the 16th century. Atop a weed encircled wall there is the gruesome skull transfixed on a spear point of detested Peter Eberveld, whose plot to massacre all Europeans in Batavia in 1722 was betrayed by a native girl. You will be guests at the famous Hotel des Indes, and you may sample the "rijstaffel" or rice-table with its 50-odd varieties to tickle the palate.

The motor trips are always pleasant; and in Java where the roads are excellent, and the scenery is dominated by the magnificent volcanic ranges of the island, this is particularly the case. Great bullock carts with wooden wheels and vivid matting sides, and quaint little carriages drawn by tiny horses in glittering harness, throng the highways; and the drive to Buitenzorg, the home of the Governor of the Island, is delightful.

Here, 800 feet above the sea, is a beautiful palace set in a great botanical garden. Its artificial lake is studded with lotus flowers and enormous Victoria Regia, like a magic floating carpet, the leaves big enough for a child to sit on, and little tame deer browse on the lawns. An optional excursion not to be missed continues higher into the mountains to Bandoeng, a garden city and resort and capital of Java's richest province.

You dine and sleep at the hotel to awake in the morning for the awesome sight of the Tangkoeban Prahoe crater before lunch and lovely Isola at teatime. The return trip is by spectacular Poentjak Pass on the way down to Buitenzorg, Batavia, and the Empress of Britain.



Javanese Covered Waggon—the pole wards off evil spirits *e.g.*

In Bali, too, little pigs go to the Market

p.p.s.

A Temple Dancer in exotic Bali

p.p.s.

BALI, off the eastern tip of Java, suggests all that is warm-hearted, everything that is human, everything that is glamorous in the southern seas. A fine 10,000 foot peak greets the Empress of Britain, lifting quickly out of the blue.

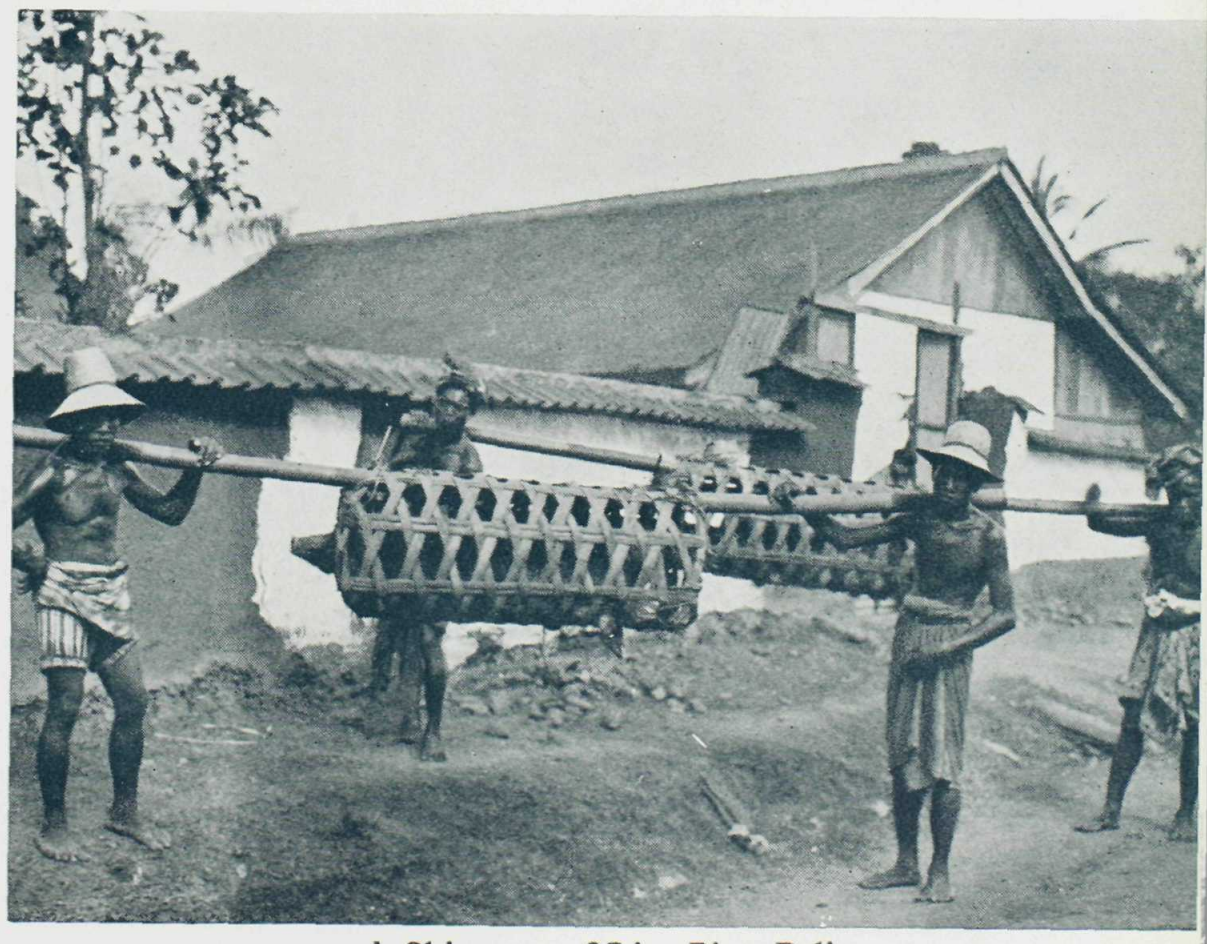
It is a lovely island, the loveliest perhaps in the world, and among its million golden brown inhabitants is preserved the prayer that they may in a reincarnated life be permitted to return to live in their earthly paradise. The place is arranged like a mural painting: even the scarecrows planted in luxuriant fields to chase away evil spirits are exotic figures in their native costumes. The votive offerings of fruit in the temples are arranged in lush tiers, topped by flowers and feathers that delight the eye of an artist. The lithe little nymphs, unaffectedly bare-breasted when they are not performing their religious duties; the kaleidoscopic crowds, the people working in gold and silver and pottery and cloth-weaving—all are animated figures in the composition. The vivid blue sky, the coco palms and tamarisks, the rice fields splashed upon the hillsides as part of an ingenious and efficient irrigation system — all provide an ever changing landscape background.

Most charming and picturesque of all are undoubtedly the beautiful costumes for the little dancers of the Legong, for which girls train from the age of four, and at Den Pasar you will see the best of them.

"Sightseeing" includes a visit to Kloenkoeng, the former capital and the centre of the wood carving and gold industries, and then a motor trip on past quaint villages with their rainbow hued markets and frost-work temples to Kintamani where you see a smoking volcano.

The return journey is by Den Pasar, where an optional excursion, of which there are two, allows for a night in the Bali Hotel and visits to some of the more spectacular natural attractions of Bali, such as the Sacred Springs, the Sacred Forest, and the famous Elephant Cave.

One Pig—C.O.D. Bali *p.p.s.*



A Shipment of Live Pigs, Bali *e.g.*

Water Buffaloes are usually wary of photographers *e.g.*

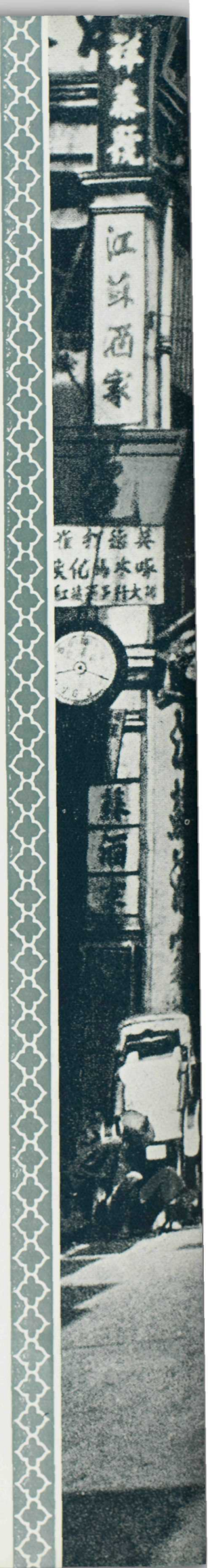
MANILA, the capital of the now Independent Philippine Islands and on the west coast of one of the larger and most northerly of the group, is the first call on the Empress of Britain's trek northwards through the romantic archipelagos of the southern seas from the Island of Bali. Here, ancient and modern, brown and white, are oddly intermingled; and visitors will examine with interest this advanced and praiseworthy experiment in American colonial development. The smart modern city with broad boulevards, impressive office buildings and every sign of American efficiency lies beside a 16th century Spanish town of winding, narrow streets, with yellow and pink walls, iron balconies, picturesque churches and an ancient moat, which is now used as a golf course.

Politically the islands are in a transitory state wherein legislation is being taken over by the native government, though the United States remains as guardian and counsellor in certain matters of law and foreign policy; and visitors will be as much interested in this as in the many sights of the city. The latter are of amusing variety, ranging from the old cathedral to a cabaret that is supposed to be the biggest in the world.

HONG KONG, across the South China Sea, is the gateway to China where a smaller sister ship to the Empress of Britain, one of the four white Empresses of the Pacific, may be found making one of her regular calls at the world's most spectacular harbour. Like a gleaming porcelain plate painted extravagantly with the sampan sails of the Far East and the flags of the whole world, the city rises upon the shores of the little island. From its peak, 1,800 odd feet above the sea, to which point you will be taken, there is a splendid view over it and over a corner of the map of China itself.

In the colony, which includes the neighbouring island of Lao-tao, the peninsula of Kowloon and new territories under lease on the mainland, there are over a million inhabitants, and Chinese outnumber the whites by four to one. Repulse Bay is goal for an afternoon excursion; and as a supplement there is an Optional excursion to Canton.

Canton, 90 miles from Hong Kong by water and land, is China's most intellectually restless city, and, as always, the journey there is almost as fascinating as the place itself. You will visit the teeming native quarters, the beautiful Flowery Pagoda, the gruesome City of the Dead, and the river, crowded with sampans on which people live and die, seldom setting foot ashore. You will really see China.



Colourful Signs bedeck Hong Kong's business streets

江
蘇
酒
家
牙刷化裝品
寶珍號珠石玉器
何發記珍
寶珍號珠石玉器
大成金鋪珠寶玉器
天成寶石
馬義老鋪
老生金鋪
昌老鋪

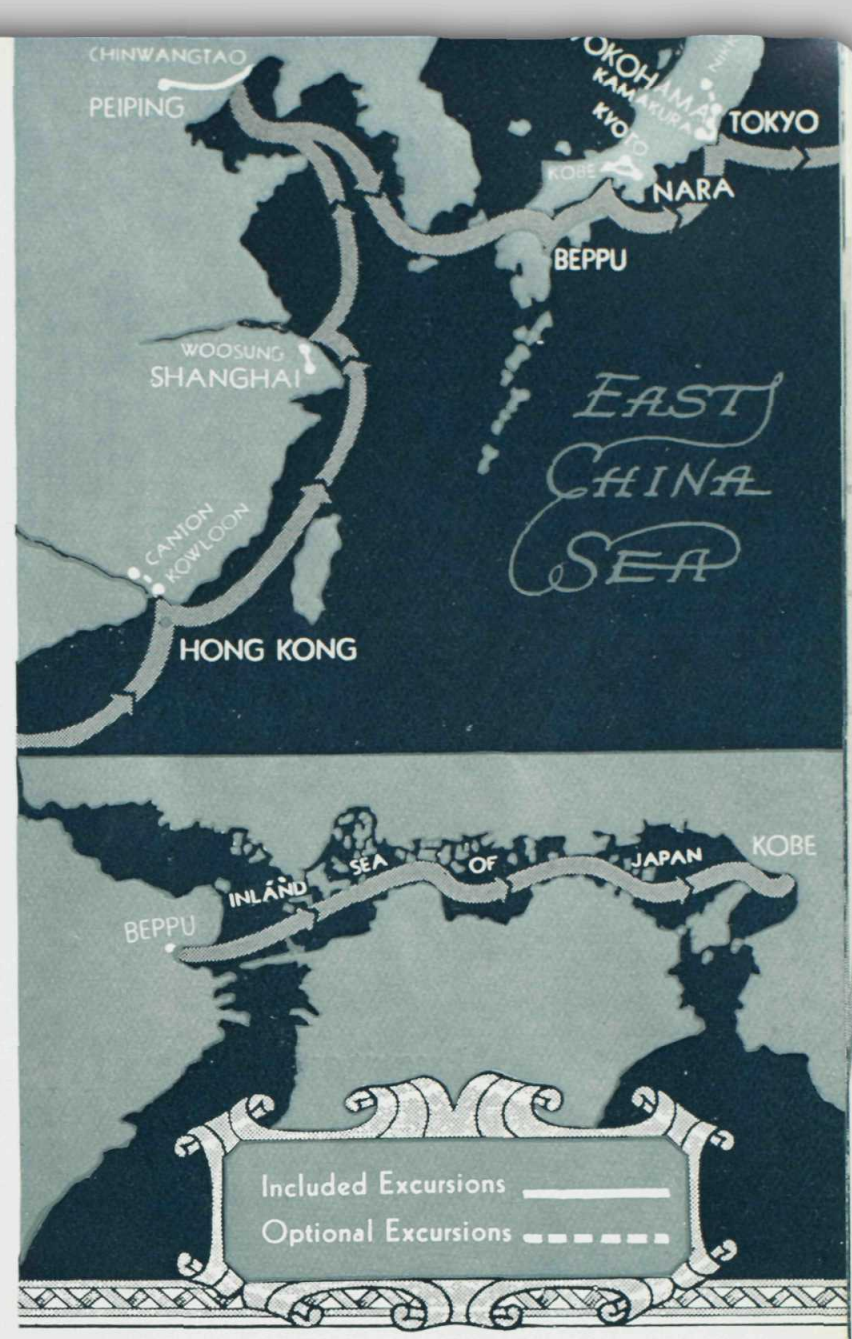
BUT South China differs from North China and from Central China as the Mediterranean littoral differs from Scandinavia or from the Balkans. Different dialects, foods, costumes and customs distinguish each; and as the ship skirts the coast northward from Hong Kong, passing west of Formosa, she is taking you into another oriental world. First come the yellow floods in the mouth of the great Yangtze Kiang, then the waters of the Whangpoo River, and you are in one of the truly great seaports of the far East.

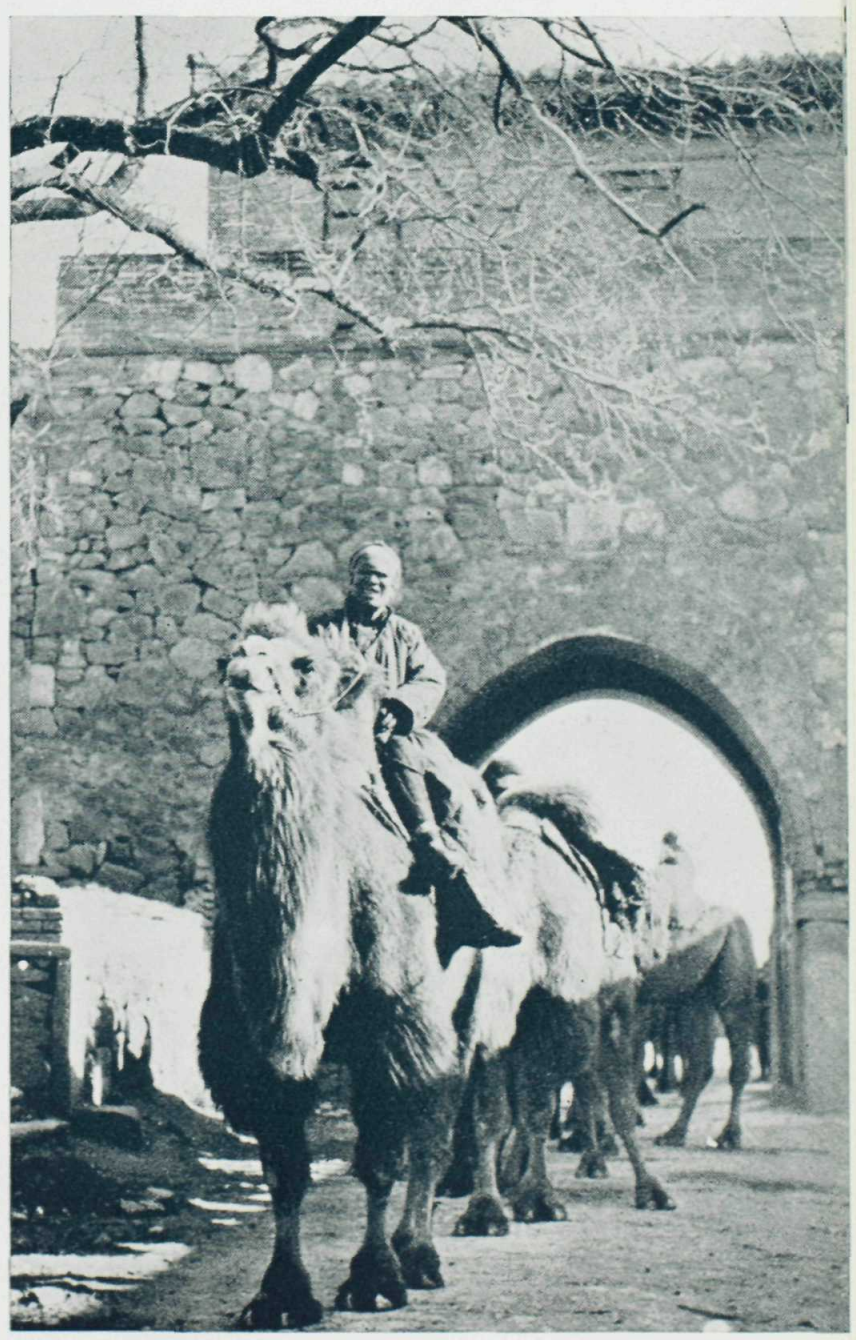
SHANGHAI is ultra cosmopolitan; the East meets the West in the Bund; it is smart and modern and gay; and round about it dwell upwards of two million Chinese. There is time for a motor drive about Shanghai and Chapei and the Native City, and for individual exploration. There is much to see; shops and sights and human beings. Places have pleasant names, like the Willow Pattern Tea House, Bubbling Well Road, and Mandarin Garden; and in two days you can see a lot. Then you sail north again, heading this time for Chinwangtao, port of Peking, or Peiping, as it is now called, which you reach by rail via Tientsin.

PEIPING resembles in some respects those little puzzle boxes that nest, one inside the other, for here a Chinese city surrounds an ancient Manchu city, which contains an Imperial City, in the heart of which is the famous Forbidden City with its long swung yellow roofs, like the kernel of a nut. It is an incredibly ancient place, 4,500 years old, and in many respects little changed in its ways since Marco Polo first saw it in the 13th century. The camels and the Peking carts, the little grey donkeys with their silver bells, the endless crowds of people streaming through the Chien Men Gate, breaking walls 50 feet high and 40 thick, all can have altered little.

Among the things you will see are the Temple of Heaven with its nine marble circles, the Big Buddha "70 Elbows tall," the Llama Temple, the Drum and Bell Towers, the Summer Palace, the State Museum with its costly collection of Chinese art, shops in Lantern street and Green Jade street, and the Legation Quarter. You will be part of one of the most colourful and animated spectacles of the cruise, a kaleidoscope of pink walls and blue cotton coats, red signs and red gates and gilt dragons; and, as a background of sound there are the strange street cries at dawn, and the curious notes of the Chinese violins from shuttered balconies in the evening.

Most interesting of the various tours is probably that to the Great Wall of China by means of train, sedan chair or donkey-back; and the sight of that great mass of masonry that writhes for 2,000 miles across the face of China, something never to be forgotten.





Chinese Pilgrims going to the Temple *k.v.* Arrival in Peiping of a Camel Train from the North

Peasant and Jolly Lama

Exquisite Jade Pagoda near Peiping

China's Great Wall—One of the wondrous works of Man

Cherry Blossom Time in Japan

Baby transportation in Beppu

Pagoda at Imuro Temple, Kyoto

JAPAN will be remembered as the prettiest, most modern and most interesting of the countries of the Far East. To reach it the Empress of Britain turns south and east from Chinwangtao, through the Yellow Sea, rounds the tip of Korea, and touches first at quaint little Beppu at the beginning of the Islands' Inland Sea. No more attractive introduction to the nation could be asked for. Foreigners are a rarity there, and Beppu turns out *en fête* in welcome. Doll-like children wave little flags, everybody smiles, and you are made welcome in a real Japanese house. Here your shoes are decorously left at the door, the tables are inches high, the floor is covered with spotless matting, cushions take the place of chairs, and you are served tea with charming ceremony. It is a delightful setting. Beppu is a health resort, being popular with Japanese, who come on holiday to be treated in the hot springs of red, yellow, and orange coloured waters which are in some way connected with the inner workings of Japan's favourite volcano.

Then the cruise continues east through fairy-like stretches of the Inland Sea with its amazing toy islands, its junks with fluted sails, and its calm mother-of-pearl water. Next comes Kobe, premier port of Japan, with a considerable foreign colony and smart hotels, where you entrain for Kyoto. The latter was capital of Japan for more than a thousand years, and is set in a green cup in the hills. It is dotted with some of the finest temples and pagodas in the land, and is said to be the epitomé or chrystallization of all that is beautiful in the Flowery Kingdom. You meet those most charming of entertainers, the Geishas, for which Kyoto is famous, and after a day you pass on to Nara, a still more ancient capital. Nara you will remember for its tiny deer that nibble rice cakes from your fingers; the great Bell which gives you your wish if you ring it; and the "No" dramas, of which you understand not a word, enacted in the hotel for your especial benefit.

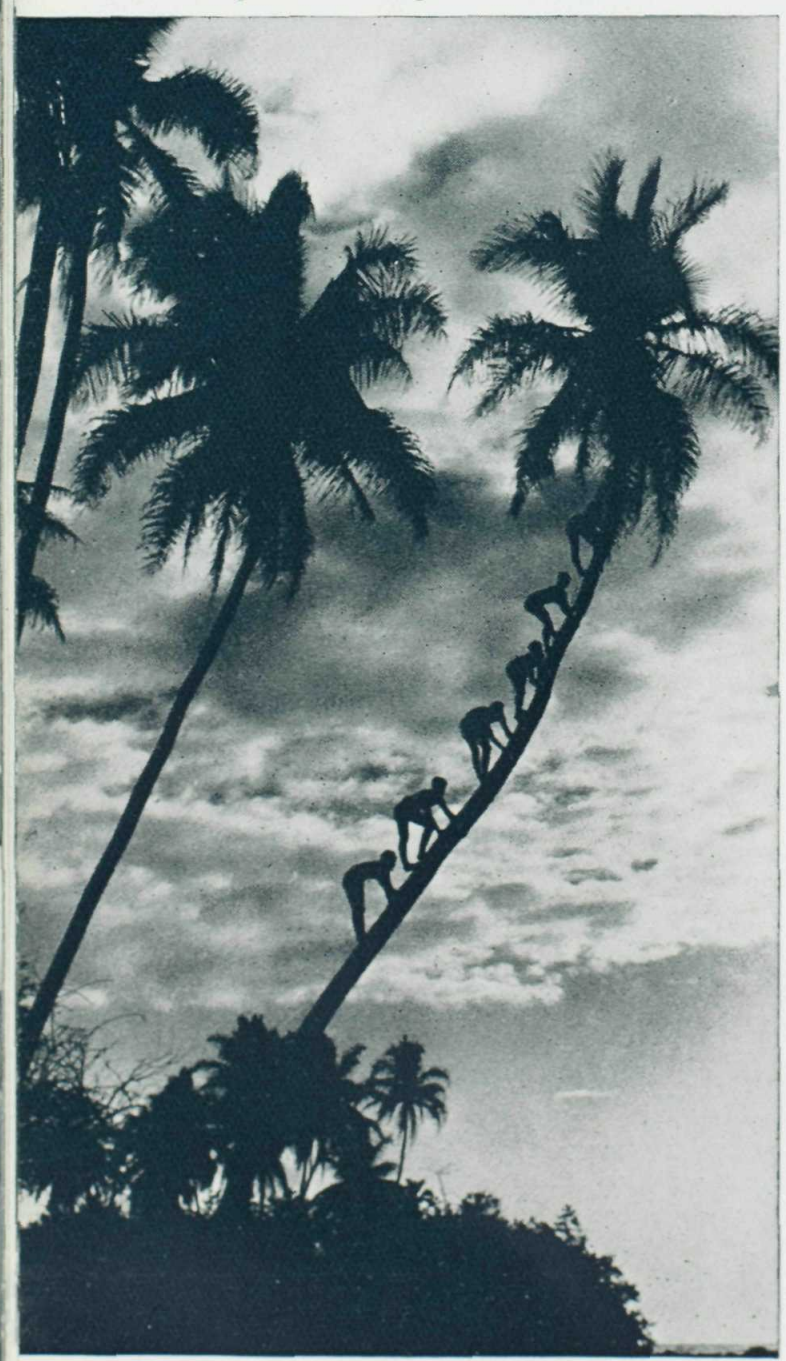
Re-embarking, you skirt the coast around to Yokohama, where you can visit some of the local shops, and from where the train is taken to Tokyo, the capital of the new Japan. You lunch at the famous Imperial Hotel and make a comprehensive tour of the points of interest. Including regular sightseeing in Tokyo and Yokohama, three optional excursions are available: to Miyanoshita, to Nikko, and to Kamakura.

The first is a popular mountain spa, perched on the edge of a yawning chasm in an amphitheatre of the hills, and commands a superb view of classic Fugi. The second has been a holy place of pilgrimage since 766 and is a forest sanctuary in the mountains where the old Shoguns lie in their picturesque tombs and the Lacquer Bridge is found, too sacred for a desecrating foot. The third is famous for its great Buddha, and is approached through a landscape of quaint charm.

Sacred Fujiyama rears its snowy head

Admiring the Cherry Blossoms

"The Sport of Kings" at Waikiki *h.t.b.*



Silhouettes on a tropic sky *h.t.b.*

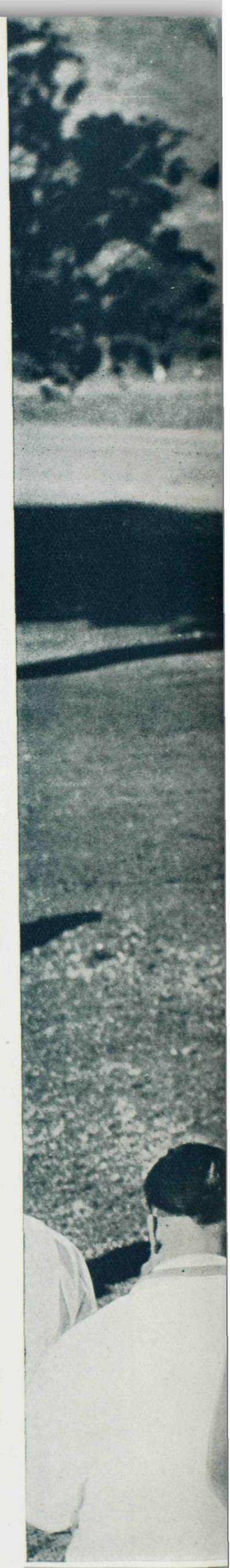
HAWAII breaks by a little more than half way the voyage east from Japan across the sunny Pacific. The Hawaiian or Sandwich Islands are a possession of the United States and contain the world's greatest volcanoes, Mauna Kea and Mauna Loa, both of which are over 13,000 feet in altitude, and Kilauea. They are scenically most beautiful: "The loveliest fleet of islands that lies anchored in any ocean," Mark Twain wrote of them. But you will like them and remember them for human reasons. Pretty Hawaiian girls come aboard and present you with a "lei," the garland given to visitors in welcome.

The plaintive and haunting throb of the ukelele and steel guitar is heard in its proper setting; the Hawaiian Hula is danced as it should be danced; and near famous Waikiki Beach lithe figures of bronze slip down the rollers on their surf boards. You will be motored about the island and about the city of Honolulu, the actual port of call, and look down upon the coast from Pali, 1,200 feet up from the glittering sea, and once again you will think yourself surveying the most beautiful prospect in the world.

But it isn't until night falls, and the great stars twinkle through the deep blue-velvet sky, and the perfumes of a million flowers dissolve into the soft air, that Hawaii develops its ultimate magic. Then we'll sit on the hotel terrace—like a stage for gods—with Diamond Head beyond us and Waikiki at our feet—while music that might be the very voice of the dark steals out of the silence and into our hearts. Other ports have thrilled us. But Hawaii is something special—the land of Eternal Romance.

In the Bishop Museum you will see displayed collections indicating how life was lived before the white man came; and you may learn such odd crumbs of information as the fact that the ukelele or "hopping flea" was named after a jumping jester musician in the Hawaiian Royal Court when Portuguese traders introduced the instrument to the islands.

As you leave more leis are given to you, not to keep but to throw overboard as you pass Diamond Head. If they drift ashore you're bound to return. You will wish to anyway.



Stories of Old Hawaii are told in the dance *h.t.b.*

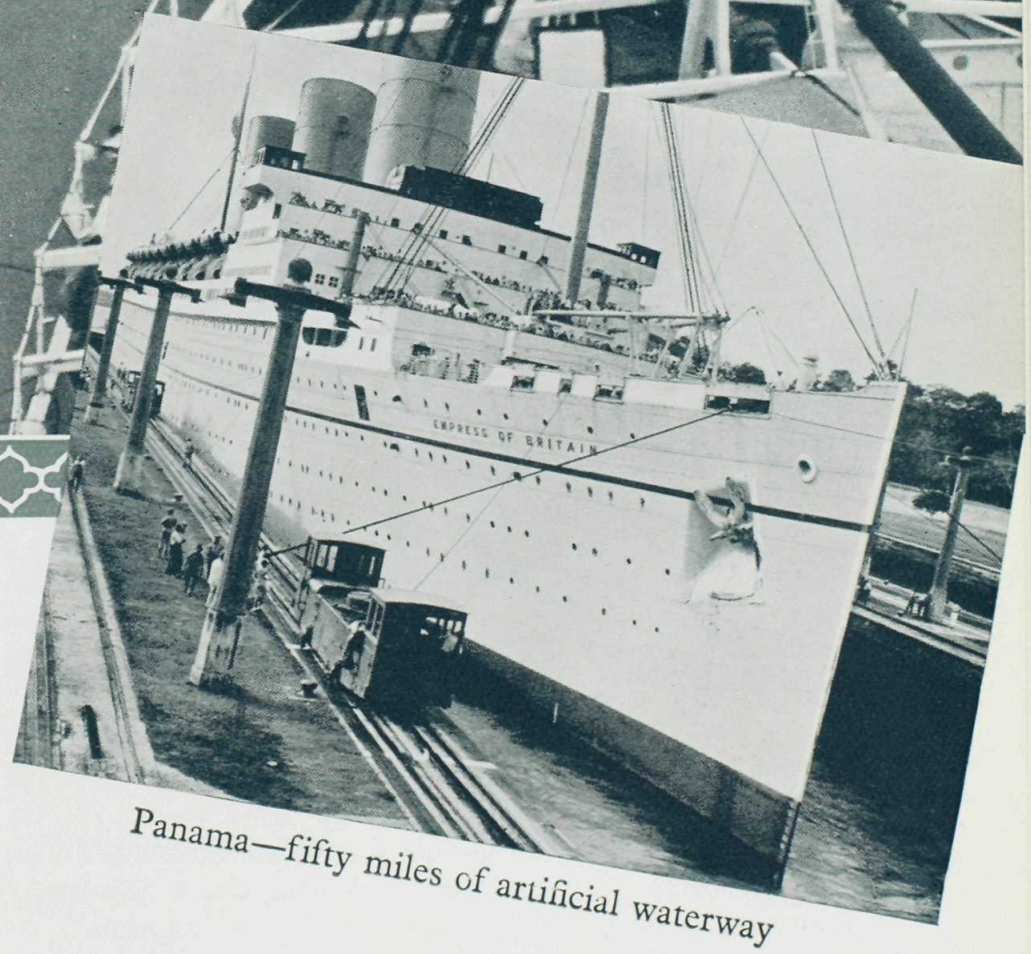
The Golden Gate is now spanned with steel *u. & u.*

Palm Drive, Los Angeles

CALIFORNIA the Golden State of the United States, next swings over the horizon, and the Empress steams through San Francisco's famous Golden Gate and under the vast new bridge. Here you motor to the Presidio, Golden Gate Park, and the California Palace of the Legion of Honour, with its fine art collection, and you decide whether you will continue with the Empress south down the coast to Los Angeles, or whether you will take an optional excursion by land to that part, either by the coastal route, or inland by way of the Yosemite Valley.

Los Angeles and its now famous neighbourhood is toured by motor, and you should see Hollywood and get an impression of the great movie studios. You will find Californians justly proud of their homeland, which has perhaps the greatest range in climate and scenery of any State of the Union. Mount Whitney, which is over 14,000 feet high, and Death Valley, which is over 200 feet below sea level, are only 70 miles apart. There is luxuriant vegetation and desert land within sight of each other. It's American, is California, and it's amazing.

Here the Empress of Britain is lifted 57 feet



Panama—fifty miles of artificial waterway

PANAMA, with its canal running surprisingly through the isthmus from east to west, though you are sailing west to east, is at the end of a long sea voyage down the Californian, Mexican, and Central American coasts. You visit Balboa, a spruce modern town, and old Panama with a Spanish background, at the south eastern entrance to the canal; and there's a short pause at Cristobal, permitting of a shopping visit to Colon for those interested, before the Empress heads off into the Caribbean Sea, north through the West Indies, and along the Atlantic seaboard of the United States towards New York.

The Panama Canal and the Canal Zone recalls the ancient and little known civilizations of Central America, the bloody conquests of the Spaniards, and the piratical strife on the Spanish Main when Henry Morgan sacked old Panama. Also it recalls one of the greatest feats of engineering and sanitation accomplished by mankind. If the mosquito could not have been conquered, the great Ditch connecting the Atlantic with the Pacific, and reorganizing the trade-routes of the world, could not have been built.

New York by night, seen from the Rockefeller Centre Roof

NEW YORK is yours. You will be there long enough to explore a little on your own account, and you will wish you were there much longer. Perhaps you have been there before, perhaps not. New York is never quite the same. The famous sky-line is always being added to; the theatres are always alive with some new and vigorous element; the town is always laughing over some new wisecrack.

After visiting the great ports of the world as a sightseer it is difficult not to approach New York, if you don't know it already, in the same spirit. If you do, there is much to see, ranging from Grant's Tomb to the Aquarium; and you will find there are many ways of seeing it. The "rubberneck wagons" or sightseeing charabancs will give you a cursory impression of different parts of the city; you can spend as much time in the Metropolitan Museum of Art in Central Park as you would in the National Gallery; and the view out over the city from the top of the Empire State Building, with the now comparatively dwarfed Woolworth building in the distance, you can compare with other views from other heights you have had during the past few months.

You will find the buses and the subways and the taxicabs an adventure to use in themselves, for a good way to get to feel at home in any strange country is to travel as the people there habitually do themselves. And the shops and the restaurants and the hotels and the great buildings, all will be as exciting and interesting to you as if they were in the heart of China.

If it is all new to you, tackle the problem of gaining every bit of experience you can. New York, if you understand it and like it, is the most exciting city in this modern world. It is not necessarily typically American; it is a thing separate and apart, like London and Paris; it is just itself, New York.

If you are an old hand, check up at once on the theatres, study the reaction of some reliable and urbane authority like the *New Yorker*, and go to a good modern play or musical comedy. If you can't get seats, don't neglect the super cinema in Roxy's Radio City Music Hall, one of the largest and most amazing theatres in the world; and remember that a tour through Radio City itself, or through the broadcasting studios there, is an interesting experience.

When the hour of departure comes, you'll regret it. There are friends dropping off to return to their homes in Canada and the United States; your epic *tour du monde* is nearly over. After sailing the Seven Seas the Atlantic seems small and unimportant; and in good time the great Empress of Britain brings you safely into the English Channel and docks finally at Southampton.

INCLUDED SHORE EXCURSIONS

The fares advertised comprise not only the ocean voyage round the world, but also the following comprehensive programme of Included Shore Excursions:

Naples

Half-day drive by motor car to points of interest in Naples, including the Museum. Half-day drive 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; luncheon at hotel.

Jerusalem and Cairo

Eight-day trip by special train from Haifa to Jerusalem and Cairo, thence to Suez, including 1½ days in Jerusalem with accommodation and meals at hotels; motor trip to Bethlehem, Gethsemane and Mount of Olives; sightseeing trip around Jerusalem. 4½ days in Cairo, with accommodation and meals at hotels; motor trip to Pyramids and Sphinx: sightseeing in Cairo by carriage and motor car; Nile River steamer trip to Bedrechein, thence motor to Memphis and Sakkara. Special train to Suez to rejoin the Empress of Britain.

For members who desire to omit Palestine, arrangements will be made for them to accompany the Cairo Advance Party from Port Said to Cairo on January 29, without additional charge.

Bombay

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

Colombo

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

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

Evening of arrival: dinner dance at Raffles Hotel, including transportation to and from hotel. Next day: 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 drive in and around Singapore.

Bangkok

Full-day trip 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 Batavia Centrum 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.

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 Poera Satrya. Motor to Museum.

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, thence to the Native City, luncheon and thé dansant at the Cathay Hotel.

Peiping

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

INCLUDED SHORE EXCURSIONS

Beppu

Morning—sightseeing by motor car, including Hot Springs and Japanese Garden; luncheon at hotel. Afternoon—Geisha Dance Performance at City Auditorium. Sail through Inland Sea of Japan in daylight.

Kobe

Full-day excursion around Kobe by ricksha and motor car; 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 in Tokyo; 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 Waikiki Beach; luncheon and dinner at Royal Hawaiian Hotel. Transfers to and from hotel in afternoon and evening.

San Francisco

Motor drive over the two new bridges, tour of San Francisco and Oakland, including Golden Gate Park; 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 trip around Balboa, Ancon and Panama City, also to historic ruins of Old Panama. Sail through Panama Canal by daylight.

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.

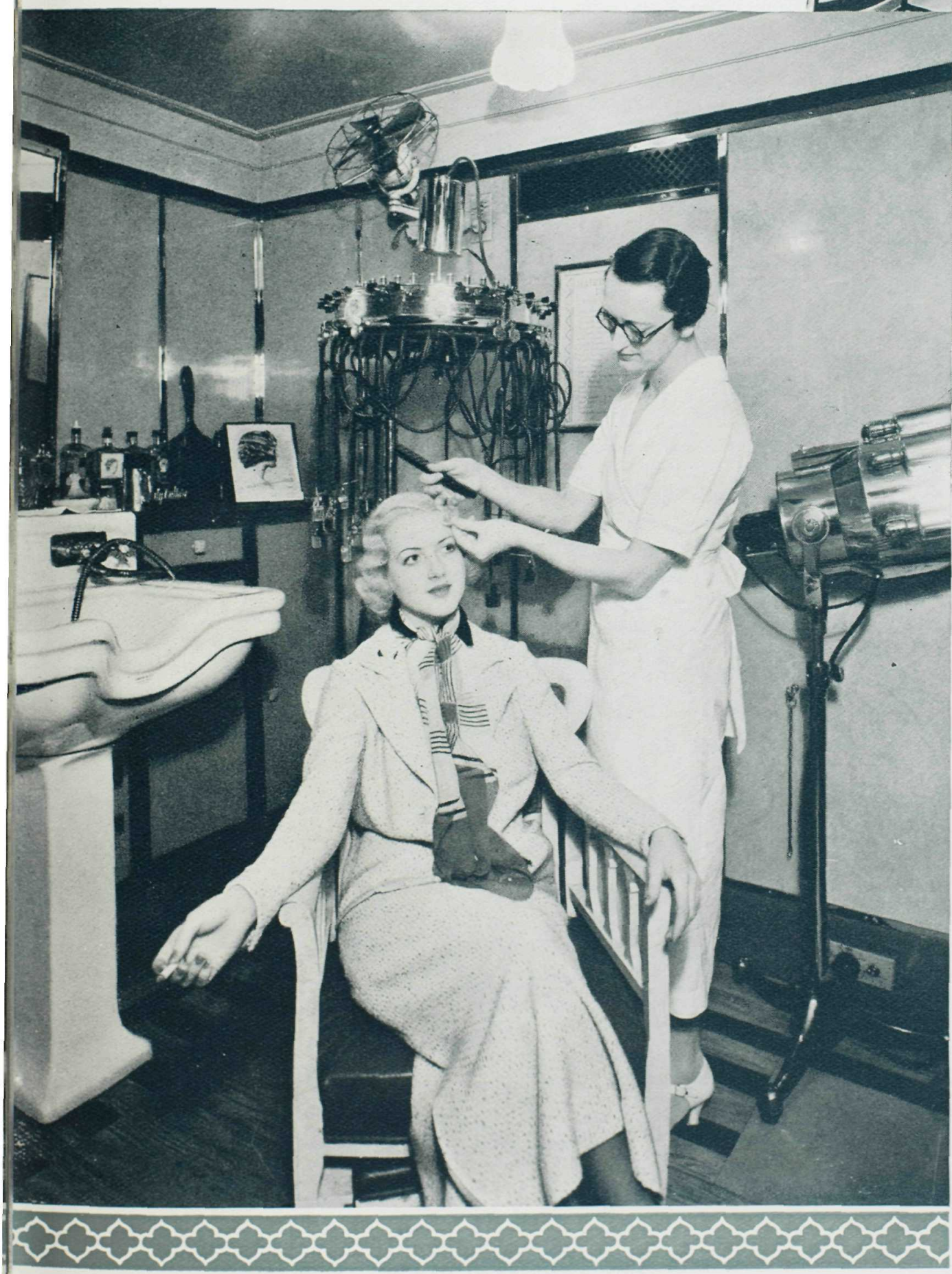
A list of these will be found in the loose supplement inserted in this booklet. The "Optionals" may be purchased on shore before sailing, or on board the Empress of Britain.

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.

Early registration is recommended, as membership is limited.

Complete and modern Barber Shop

The Manicure Room—for Men



An up-to-the-minute Beauty Parlour for Milady

GENERAL INFORMATION

Fares

From Monaco in January back to Southampton in May, 123 days, fares are from 447 guineas, with Included Shore Excursions—and vary according to location of stateroom.

Ship's plans and details of fares for each room are in a separate booklet, which will be sent on request.

CHILDREN'S FARES

All including Shore Excursions unless otherwise stated

	10 years and over Guineas	5 years and under 10 Guineas	1 year and under 5 Guineas	Infants under 1 year Guineas
Sharing a double apartment with two adults	Adult rate	277	192	20 Note *a*
Sharing a single apartment with one adult	Adult rate	277	192	20 Note *a*
Sharing a double apartment with one adult	Adult rate	447	447	20 Note *a*
Occupying a single apartment alone	Adult rate	Adult rate	Adult rate	Note *b*

"ADULT RATE" means tariff rate for accommodation occupied.

Note *a*. The 20 guineas rate for infants under 1 year does *not* include shore excursions.

Note *b*. Adult rate for accommodation occupied, *excluding* shore excursions.

Servants

For servants accompanying employers, the fare is 384 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 447 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 10 per cent per person is required at time of acceptance of the accommodation offered. A second payment of 25 per cent of the passage money, is due on or before September 1, 1937, and final payment on or before December 1, 1937.

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 49; accommodation and meals where specified at leading hotels; 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.

The Fare does not Include

Personal items, such as beverages not ordinarily served without charge on board and at hotels; laundry; passport and visas; private bathrooms at hotels; single compartments on trains; 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 which is strongly recommended.

Included Excursions

Members 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. Details on application.

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.

Members booked without shore excursions at Athens, Bangkok and Los Angeles will be provided with transportation between Phaleron Bay and Athens, Paknam and Bangkok, or San Pedro and Los Angeles, upon payment of fare which will be collected by the Cruise Director, such passengers having already been made an allowance covering such transportation.

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 can 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, £1; rugs, £1; cushions, 8/-.

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, 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.

Facilities

The Empress of Britain has every facility of the modern hotel —beauty parlour and hair-dressing salon, manicurist, chiropodist, barber shop, masseur, masseuse, Turkish bath, laundry, valet service, photographic service, novelty shop, library, stenographer, daily newspaper, etc.

There are five passenger lifts which serve all decks.

Medical Staff

This includes two surgeons, dentist, professional nurses, dispenser and hospital attendant.

The Shop — Photography

The Empress of Britain has 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 8 mm. and 16 mm. sizes are also available but must be developed on shore.

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 Priest.

Entertainment

Aboard ship there are many interests—tennis (full sized court), deck tennis, quoits, shuffleboard, sports tournaments, bridge, concerts, birthday parties, fancy dress and masquerade balls, dancing, gymnasium, swimming pool, squash rackets, lectures, fraternal meetings, camera club, travel club, and talking 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. Illustrated lectures will be delivered, prior to arrival at many ports, by an experienced traveller 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, *and entitled to cruise ticket to Southampton, with included excursions at the port at which they leave the cruise and at all subsequent ports up to and including Balboa*, 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, 1938, together with first-class railway ticket from Vancouver, across Canada and/or the United States *via* direct routes to Montreal or Quebec, and passage thence to England by any Canadian Pacific ship leaving the Atlantic port prior to February 28, 1939, 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 Yokohama, 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 *and holding cruise ticket to Southampton, with included excursions at San Francisco, Los Angeles and Balboa*, who desire to disembark at San Francisco or Los Angeles, and to travel overland by any direct route to New York, can do so provided notification is given the Cruise Director not later than ship's departure from Kobe. 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 17, 1938, or to Montreal or Quebec to connect with one of the Canadian Pacific steamers to England, leaving the Atlantic port prior to December 31, 1938.

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.

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 passage by any Canadian Pacific ship leaving the Canadian Atlantic port prior to December 31, 1938, and 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, 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.

Landing at U.S. Ports

Members of other than United States nationality who wish to leave the Empress of Britain at Manila, Honolulu, San Francisco, Los Angeles or New York, in order to avail themselves of the foregoing facilities of alternative return, must obtain the United States passport visa prior to departure from their country of permanent residence.

General Conditions

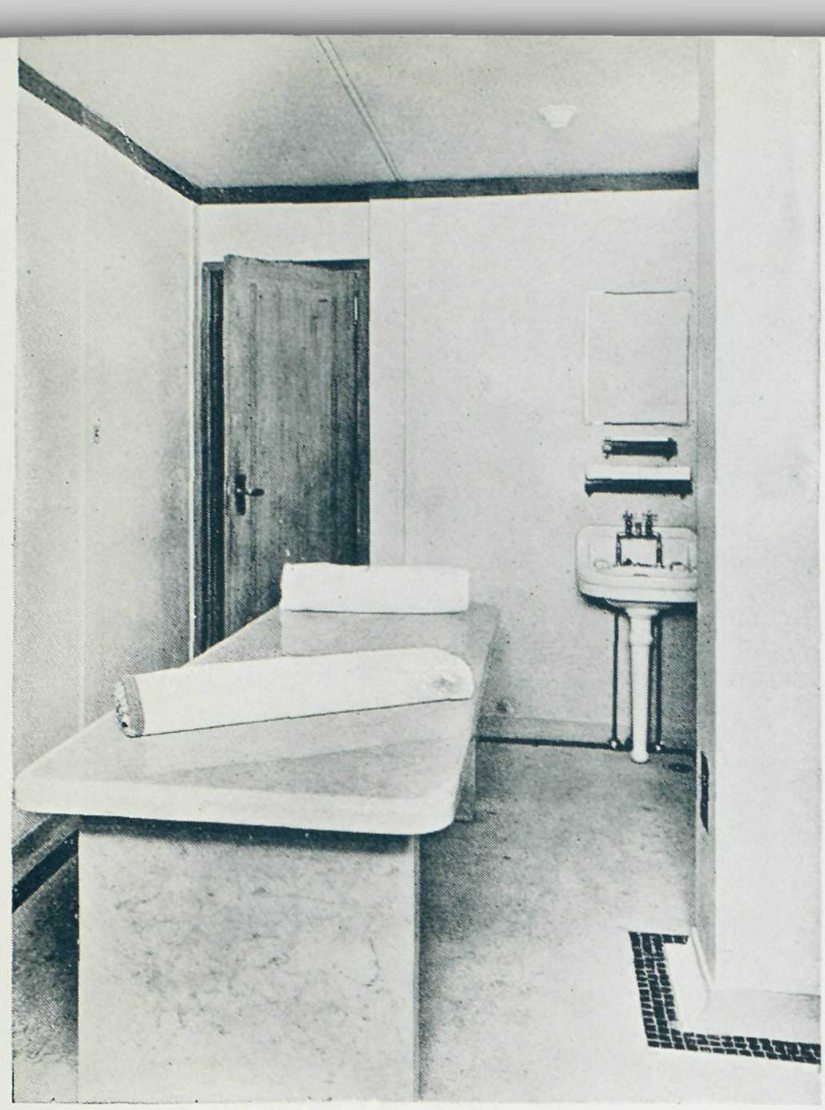
All bookings are subject to the conditions of the Company's contract tickets. No agent or employee of the Company has authority to vary the conditions.

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.

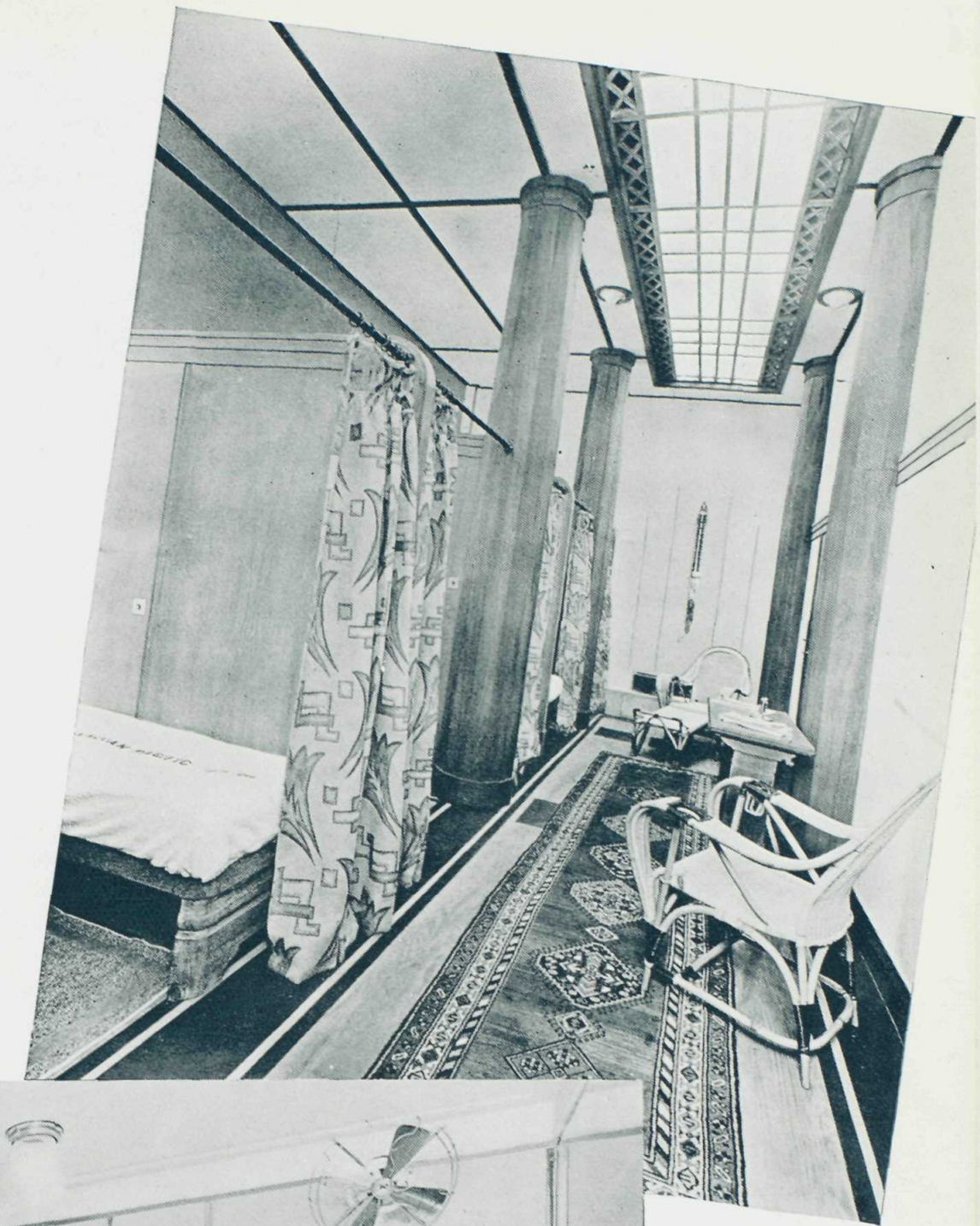
The right is reserved to withdraw the cruise, subject to refund of net fare received by the Company. Should it be deemed necessary or desirable by the management on any account to make changes in the itinerary, or to omit any section or port named in the programme, such change may be made, and no member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

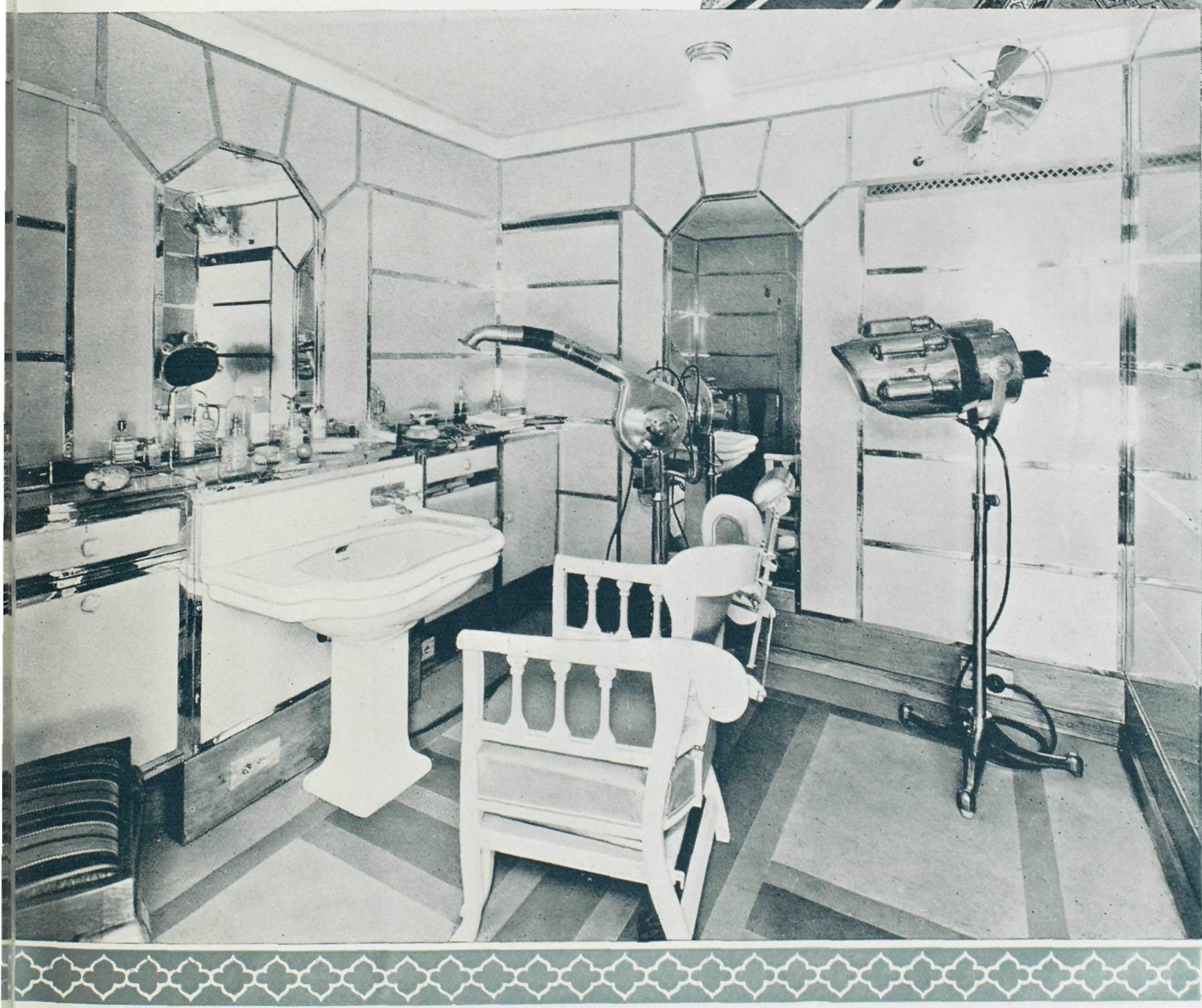
In the possible contingency of quarantine, any additional expenses, living or otherwise, must be defrayed by the member.



After the Turkish Bath—A Massage



The Frigidarium in the Turkish Bath Department



Empress of Britain's Hairdressing Room

Canadian Pacific Spans the World

TO CANADA AND U.S.A.

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

Empress of Britain, Empress of Australia, Duchess and Mont steamers, and "Beaver" cargo ships. To Quebec and Montreal—in winter, to Halifax and Saint John, N.B.

Frequent sailings from Liverpool, Southampton, Glasgow, Belfast, etc.

"All in" escorted tours to Canada and U.S.A.

TRANS-CANADA

THE CANADIAN PACIFIC RAILWAY (comprising 21,235 miles of operated and controlled lines) reaches from the Atlantic to the Pacific, across Canada and into the United States. The main line, Montreal to Vancouver, 2,886 miles, passes through the heart of the famous Canadian Rockies, with their crowning jewels of Banff, Lake Louise and Emerald Lake, unsurpassed as vacation resorts. Modern and comfortable transcontinental and local passenger train services link the important cities, industrial sections, agricultural regions and holiday resorts. Fast and efficient freight service. Convenient coastal and inland steamship services.

Also a chain of 15 Hotels from coast to coast, and eight delightful Lodges.

TRANS-PACIFIC

Regular sailings from Vancouver and Victoria to Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, and Manila.

DIRECT EXPRESS ROUTE TO ORIENT by the swift sister ships, Empress of Asia and Empress of Russia. Yokohama in 10 days.

VIA HONOLULU. The magnificent Empress of Japan and her running mate, Empress of Canada, make Honolulu in five days, Yokohama in just eight days more.

SOUTH SEAS. Canadian Australasian Line fast modern liners to Honolulu, Fiji, New Zealand and Australia.

CRUISES

Comprehensive programmes of summer, winter and spring cruises from British, American and Canadian ports—Round-the-World, West Indies, Mediterranean, West Africa, Norway, Baltic, etc.

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

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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
	London	G. A. Hobbs, Trafalgar Square, W.C.2
	,,	R. J. Harden, 103, Leadenhall Street, E.C.3
	Manchester	R. L. Hughes, 43, Cross Street
	Newcastle-on-Tyne	A. S. Craig, 34, Mosley Street
	Southampton	J. V. Forster, Canute Road
Ireland	Belfast	H. T. Penny, 24, Donegall Place
	Dublin	A. T. McDonald, 44, Dawson Street, C.2
Austria	Vienna	F. A. King, Opernring 6
Belgium	Antwerp	S. S. Snellgrove, 42, Place de Meir
	Brussels	G. L. M. Servais, 98, Boulevard Adolphe Max
Czecho-Slovakia	Prague	W. D. Alder, Poric 22, Legio Bank Palace
Danzig Free State	Danzig	F. Feitelberg, Reitbahn 3
Denmark	Copenhagen	Bennett's Travel Bureau, Raadhusplads 47
Estonia	Tallinn (Reval)	J. Pitka & Son, 18 S. Karja
Finland	Helsingfors	Finland Steamship Co.
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 65 (Hotel Bristol)
	Hamburg	T. H. Gardner, Alsterdamm 9
Gibraltar		The London Coal Co., 72, Irish Town
Greece	Athens	Crowe & Stevens, Navarinou Street 1 Piræus
Holland	Rotterdam	J. Springett, Coolsingel 91
Hungary	Budapest	B. Kovacs, VII, Baross-Ter. 12
Italy	Rome	J. A. Philip, 130-131, Via del Tritone
	Florence	Eyre & Humbert, 1, Piazza Rucellai
	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 Johredy, 6, Rue des Princes
Norway	Oslo	D. Jenssen, Skippergaten 30
	Bergen	W. F. Muller, Guldskogaarden 2
	Stavanger	N. B. Sorensen, Junr., A/S, Skagenkaien 26 (Post Box 49)
	Trondheim	C. I. Kionig, Jernbanekaien
Poland	Warsaw	G. Hyna, ul Marszalkowska 117
Roumania	Bucharest	D. Kapeller, B-dul Gheorghe Duca No. 1
Spain	Barcelona	Wm. H. Muller, S.A.
	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

Calgary, Alta	G. D. Brophy, Canadian Pacific Station
Edmonton, Alta	R. W. Greene, Canadian Pacific Railway Building
Halifax, N.S.	A. C. MacDonald, 413, Barrington Street
Hamilton, Ont.	A. Craig, King and James Street
London, Ont.	H. J. McCallum, 417, Richmond Street
Montreal, Que.	D. R. Kennedy, 201, St. James Street West
Moose Jaw, Sask.	T. J. Colton, Canadian Pacific Station
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
Regina, Sask.	J. W. Dawson, Canadian Pacific Station
Saint John, N.B.	H. C. James, 40, King Street
Saskatoon, Sask.	G. R. Swalwell, Canadian Pacific Railway Building
Toronto, Ont.	E. F. Thompson, Corner King and Yonge Streets
Vancouver, B.C.	J. J. Forster, Canadian Pacific Railway Station
Victoria, B.C.	James Macfarlane, 1102, Government Street
Winnipeg, Man.	W. C. Casey, Corner Main and Portage

UNITED STATES

Atlanta, Ga.	W. A. Shackleford, 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

UNITED STATES—*cont.*

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
Honolulu, T.H.	Theo. H. Davies & Co.
Kansas City, Mo.	R. G. Norris, 202, Waldheim Building
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, Madison Avenue and 44th Street
Omaha, Neb.	H. J. Clark, 803, Woodmen of World Building
Philadelphia, Pa.	E. A. Kenney, 1500, Locust Street
Pittsburg, Pa.	W. N. McKendry, 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
Kingston, Jamaica	George & Branday

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.
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	Nagasaki	Holme, Ringer & Co.
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