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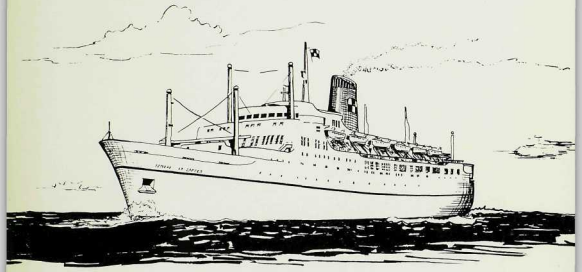
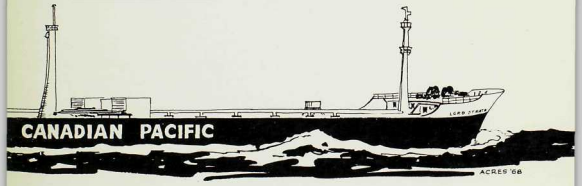


Canadian Pacific



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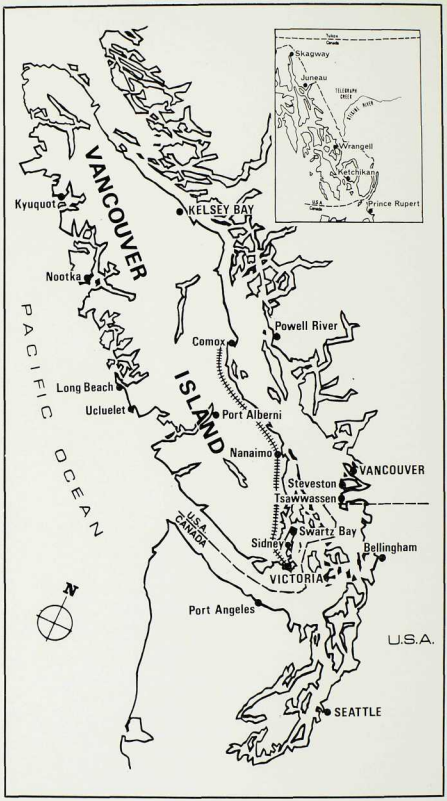

Vancouver Island and the British Columbia Coast.

Canadian Pacific

Afloat

1883-1968

A short history and fleet list

by
George Musk, A.M.Inst.T.

First edition 1956
Reprinted 1957
Reprinted 1961
Revised edition 1968

Former tank landing craft *Transfer No. 4* with a mixed load of railway and highway freight equipment from Vancouver Island being inched into the slipway at Pier A3, Vancouver, by the Canadian Pacific tug *Kyuquot*. (para. 154-5).

ACKNOWLEDGEMENTS

For their assistance in the production of this book our thanks are due to: Dr. W. Kaye Lamb, the Dominion Archivist, Ottawa, Canada; Lloyd's Register of Shipping; the Shipping Press; the Admiralty; the Ministry of Transport and Civil Aviation; Port Officials at Singapore, Tobruk and Vigo; Shipbuilders and Shipbreakers; members of the Research Team of the World Ship Society on both sides of the Atlantic; and many others. For the line-drawings reproduced from "North Atlantic Seaway" we are indebted to Mr J. H. Isherwood, Mr N. R. P. Bonsor, and T. Stephenson & Sons Ltd. The *Minnedosa* and *Montezuma* were specially drawn by Mr Isherwood; these two latter drawings are not to the same scale as the drawings from "N.A.S." Finally, our especial thanks are due to our printer's manager, Mr G. Fielding, and all his staff, for their helpfulness.

Published by Canadian Pacific and printed by Garside and Mackie Ltd, Warrington, England

PREFACE

The interest aroused by our first "Ocean Fleet List" has prompted this endeavour to produce a complete list of the Company's Ocean, Coastal and Inland ships. Collecting facts over so long a period of time has presented many difficulties and regrettably the information on some of the older ships is still very patchy. In many cases Company records are sparse or have been destroyed.

Lack of time and facilities has prevented any assessment of personalities or the investigation of the economic implications, however, the tables on pages 20 and 32 will point to the changing pattern of the Company's operations, although it has not yet been possible to collect figures prior to 1920.

The information has been assembled in chronological order for quick reference to facts, figures, dates, and places.

The co-operation and help of many authorities including the World Ship Society is gratefully acknowledged. I have unashamedly called upon many of my colleagues in Canada, at sea and in the U.K. and without the tremendous help that they have freely given this book could not have been completed. Any errors or omissions must, however, be attributed to me. My thanks also to Rowland Acres of this office for the cover design and the map on page 53.

I should be pleased to hear from readers with comments or memories which might help to throw light on any of these activities which have played so important a part in the development of both Canada and Canadian Pacific.

How to use this Reference Book

Because ships often have more than one name during their life each ship has been given a number for easy identification. A separate series of numbers has been chosen for each service for clarity.

The book is divided into two main parts, Part I, pages 1-68, is concerned with a brief outline of the various services which have been operated over the years, with an indication of the ports served, cargoes carried and other historical incidents.

The second part of the book consists of the Fleet Lists wherein each Canadian Pacific ship is listed in numerical order with details of tonnage, length, type of engine and a potted history.

If you are looking for information about technical details of a Canadian Pacific ship, date of launch, maiden voyage, changes in name, etc., please use the name index on pages 104–105.

If you are looking for information about Ports of Call, Gold Cane awards, Royalty travelling by Canadian Pacific, etc., please use the general index, pages 100–103.

Index references are to **paragraphs** and not pages. The numbers in bold face refer to entries in Part II, the Fleet Lists, pages 69-99. Numbers in italics refers to paragraphs in Part I, pages 1-68.

G.M.
Canadian Pacific
London, W.C.2.
October, 1968.

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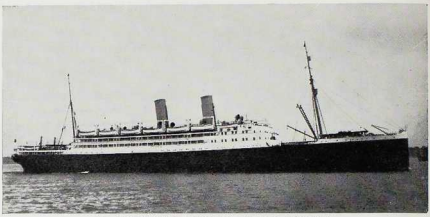
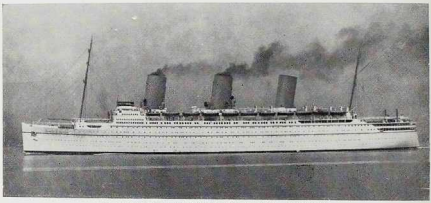


24 EMPRESS OF BRITAIN—14,188g 1906-1930



78 EMPRESS OF BRITAIN—42,348g 1931-1939

90 EMPRESS OF BRITAIN—25,516g 1956-1964

Trans Pacific

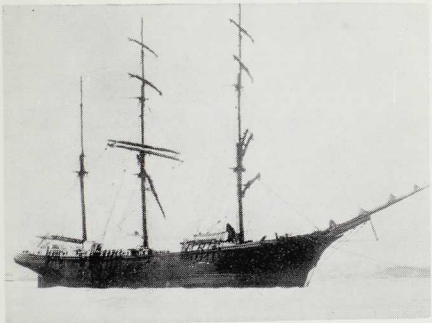
1 The Canadian Pacific Railway Company was incorporated on the 16th February, 1881, to build a railway across Canada to link the then separate settlements and make the Confederation of 1867 a reality. A famous historian said: "The railway found Canada scarcely a geographical expression and made it a nation."

When only three years old the Canadian Pacific took to the water and built three vessels for use on the Great Lakes and to assist in the construction of the railway. From this small beginning grew the fleets which made the names *Empress*, *Beaver* and *Princess* synonymous with the Canadian Pacific travel system.

Whilst the 3,000-mile transcontinental railway line was being built from Montreal to the Pacific coast, management were concerned with the problem of finding east-bound traffic for the road in order to avoid hauling empty cars over the mountain ranges lying between the Pacific coast and the already productive cattle ranges and wheat fields of Western Canada.

2 **EARLY PLANS**

The possibilities of attracting a portion of the traffic of China and Japan from the Suez Canal to the Canadian Pacific route was very attractive. Accordingly Messrs. Frazar & Company were appointed to act as agents for the Company in the Orient. Seven sailing vessels[1] were chartered and despatched from the Orient to Port Moody during the latter half of 1886. The 800-ton barque *W. B. Flint* left Yokohama on the 19th June, 1886, and reached Port Moody (near Vancouver) on the 27th July, only three weeks after the first train had crossed the continent. The main cargo of more than one million pounds of tea was consigned to cities in Canada, the United States and Europe.



Barque.—W. B. FLINT

[1] *W. B. Flint, Flora P. Stafford, Zoraya, Bylgia, Carrie Delap, Eudora, Frieda Grampb.*

At the Sixth Annual Meeting of the Canadian Pacific held in May 1887, the Directors reported: "Although the railway was open for through traffic only for the last five months of the past year, no less than seven cargoes of tea and other Chinese and Japanese commodities were brought to our line during that time by sailing ships, consigned to the principal cities in Canada, and to St. Paul, Chicago, New York, and other cities in the United States, indicating that the expectations of the Directors as to a large and profitable trans-Pacific trade will be fully realized upon the establishment of a regular line of steamships. And the fact that the tea already received has been transported across the Continent from Vancouver to Montreal and New York in from seven to eight days is evidence of the satisfactory character and condition of the railway."

3 This traffic proved so valuable that the company decided to establish a regular steamship service. On the 11th February 1887, the Canadian Pacific came to an agreement with Sir William Pearce, then in control of the Fairfield Shipbuilding & Engineering Co. and the Guion Line, to operate this route with the *Abyssinia*, *Batavia* and *Parthia*. Vancouver had replaced Port Moody as the western terminal of the transcontinental railway line when the *Abyssinia* arrived on the 14th June 1887, bringing a pioneer shipment of silk from the Orient. This traffic had previously moved over San Francisco.

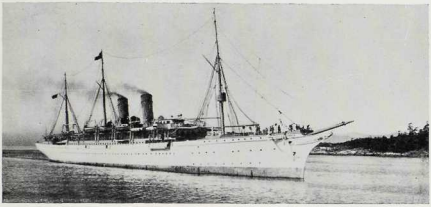
Under the management of Adamson Bell & Company[1] these three steamers continued to make regular crossings for the Canadian Pacific until 1891. Other ships were chartered from time to time to cope with the growing traffic[2].

3 PARTHIA—3,167g 1887-1891

[1]George B. Dodwell was a partner in this firm and also had an interest in the North Pacific S.S. Co.
[2]Among these were: *Aberdeen, Albany, Duke of Westminster, Port Adelaide, Port Augusta, Port Fairy, Straits of Belle Isle, Sussex* and *Zambesi*.

4 To meet competition from the Pacific Mail Company and the Oriental and Occidental Line, running out of San Franscisco, twelve eastbound voyages of the Pacific Empresses were continued from Vancouver southward to San Francisco. They normally carried a large number of Chinese passengers bound for the United States, but this business virtually ceased when the U.S.A. clamped down on Chinese immigrants. Later in 1890, the *Danube* (No. 304) was placed on the run between Vancouver and San Francisco, but in the following year the company withdrew from this coastal service which was thereafter handled by the Union Steamship Co.

At the Ninth Annual Meeting, held on 14th May, 1890, it was announced that "A contract with the Imperial Government was concluded in July providing for a mail subsidy of £60,000 sterling per annum for the Company's proposed line of steamships between Vancouver and China and Japan".



4 EMPRESS OF INDIA—5,905g 1891-1914

5 **FIRST EMPRESSES**

Meanwhile on the 12th October, 1889, an order had been placed for three 6,000-ton vessels. It may have been that Sir Wm. Pearce had loaned the earlier ships in the hope of getting the order for the *Empresses*. Unfortunately Sir William had died and his Superintendent engineer, A. D. Bryce Douglas, had become Managing Director of the Naval Construction Company by the time the order was placed and the *Empress of India*, *Empress of Japan* and *Empress of China* were built by the Naval Construction & Armaments Company of Barrow, now part of Vickers-Armstrong (Shipbuilders) Ltd. who launched the *Empress of England* in 1956, and the *Empress of Canada* in 1960.

6 The three white *Empresses* were the first twin-screw vessels on the Pacific and by contemporary standards were considered large, although by 1925 the Company's *Princess* ships on the British Columbia coastal routes were of a similar size. Gun platforms were built into the *Empresses* and 4.7″ guns supplied by the Admiralty were stored at Hong Kong and Vancouver, so that these ships could quickly be converted into armed merchant cruisers. Each *Empress* carried a figure head and the Japanese dragon from the *Empress of Japan* may be seen in Stanley Park, Vancouver, today.

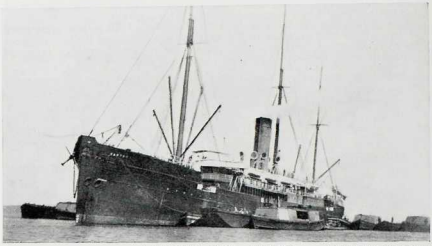
7 **HOUSE FLAG**

When the *Empress of India* ran her trials in January 1891, the Company's red and white chequered house flag was unfurled for the first time. Sir William C. Van Horne, President of the Company, said later that he designed the house flag partly to differ from any in use and partly that it might be easily recognised when hanging loose. It had no historical or heraldic significance. Someone suggested that it meant 'three of a kind', but Sir William said that would not be a big enough hand for the CPR for which a 'straight flush' only would be appropriate. The flag was added to the buff funnels of the ships in 1946.

The maiden voyages of these three famous ships were made via the Suez and the Company advertised tours 'Around the World in 80 days—$600'!

8 The mail service, which ran without penalty until 1907, started when the *Empress of India* left Hong Kong on the 7th April, 1891. The first mails were delivered in London 26 days after leaving Yokohama, more than two weeks faster than the Suez route.

The traffic brought to the railroad by the Pacific *Empresses* undoubtedly helped to save the Canadian Pacific from the disasters which overtook so many American railroads during the depression years 1893/5.

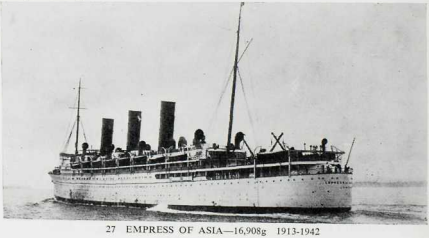


8 TARTAR—4,339g 1897-1907 (*Nautical Photo Agency*)

9 **KLONDYKE**

To handle the rush to the goldfields the Company bought the *Athenian* and *Tartar* from the Union Line in 1897 and they sailed from Southampton in February 1898, via Cape Horn, with a full complement of prospectors for the Klondyke. In addition the *Tartar* carried submarine cable which she laid between Vancouver and Nanaimo on the 6th April, 1898. Both ships made six voyages from Vancouver to Skagway with prospectors before entering the trans-Pacific run.

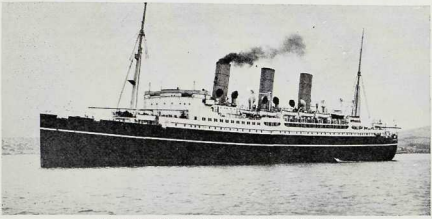
10 To take advantage of fast new vessels which appeared on the Atlantic in 1906, the schedule of the Pacific *Empresses* between Vancouver and Hong Kong was cut from 21 to 19 days, enabling the mails to be carried from Liverpool to Hong Kong in 29 days.



27 EMPRESS OF ASIA—16,908g 1913-1942

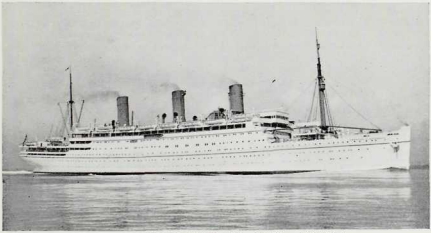
11 MANILA

Two sister ships, the *Empress of Russia* and *Empress of Asia* were ordered and they joined the *Empress of India* and *Empress of Japan* on the Pacific in 1913. The extra speed of the two newcomers enabled them to make a call at Manila, the first by the *Empress of Russia* on the 29th June 1914, followed by the *Empress of Asia* four weeks later. Unfortunately the outbreak of war prevented the development of this service, the two latter ships being requisitioned as Armed Merchant Cruisers.



64 EMPRESS OF CANADA—21,516g 1922-1943

The *Empress of Canada* built by Fairfields, and the *Tirpitz* bought from the Reparations Commission, joined the *Empress of Russia* and *Empress of Asia* on the Pacific in 1922. Rumour had it that the *Tirpitz* had been selected by the Kaiser for the cruise he hoped to make after the German victory; instead she carried the Canadian Pacific colours for many years as the *Empress of Australia*.



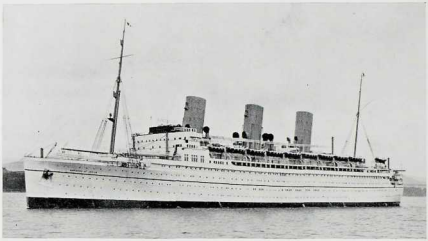
66 EMPRESS OF AUSTRALIA—21,860g 1921-1952

12 YOKOHAMA EARTHQUAKE

The *Empress of Australia*, commanded by Capt. S. Robinson achieved fame during the great Yokohama earthquake disaster in 1923. For a week the vessel remained in Yokohama supplying rescue teams to work in the town, as well as food and shelter to many hundreds of injured and homeless people. In 1926 she returned to the Clyde to be re-engined and afterwards joined the North Atlantic service.

13 In March 1924 the *Empress of Russia* became the largest liner to berth at the China Merchants' Eastern Wharf, Shanghai. She was escorted on her two-hour journey from the mouth of the Huangpu River by the tug *Alexandra*. Previously the *Empresses* had anchored outside Woosung, transferring passengers and cargo by tender. The *Empress of Russia* and *Empress of Asia* thereafter steamed up the river, whilst the *Empress of Canada* and *Empress of Australia* continued to anchor at Woosung, as they were too large to turn in the river at Shanghai.

14 Fairfields received an order in 1928 for the largest and most luxurious ship ever seen on the Pacific, the second *Empress of Japan* 26,313g. She made a round trip across the North Atlantic before sailing from Southampton on the 12th July 1930, for Hong Kong via Suez, to make a record-breaking first trip across the Pacific.



77 EMPRESS OF JAPAN—26,032g 1930-1957 (See also page 25)

15 The Pacific fleet now consisted of the *Empress of Russia*, *Empress of Asia*, *Empress of Canada* which had just been re-engined, and the new *Empress of Japan*. The speed of the last two ships enabled them to be routed via Honolulu, although this added some 1,500 miles to each trip. The first call was made in December 1929 and this also brought the Company into direct competition with the American and Japanese Lines operating out of San Francisco, but the *Empresses* proved to be a day faster than their rivals.

16 The Company extended their Pacific services in 1931 by the purchase of an interest in the Canadian Australasian Line, operating from Vancouver to Sydney via Honolulu, Suva and Auckland. (See page 40).

The Pacific *Empresses* did valuable work as transports during the 1939–45 war. The *Empress of Japan* renamed *Empress of Scotland* in 1942*, was the only survivor. After refitting in 1949 she became Company's flagship on the North Atlantic.

The heavy losses suffered by the Canadian Pacific during the war made it impossible to resume a passenger service on the Pacific. The famous red and white chequered flag did return for a short period from August 1952, until May 1954, when the *Mapledell* and *Maplecove* operated a freight service from Vancouver to Yokohama, Kobe, Manila, Cebu and Hong Kong. Traffic did not develop as anticipated and the two vessels returned to the North Atlantic.

The Canadian Pacific flag is being carried across the Pacific today by a new branch of this great enterprise. Canadian Pacific (Bermuda) Ltd. operating bulk carriers. See page 34.

Fleet list page 70.

*After Japan had entered the war.

Trans Atlantic

17 **EARLY PLANS**

From the time the Railway Company was incorporated George Stephen (President) saw Canadian Pacific as a service stretching from Liverpool to Hong Kong. Writing to J. A. Macdonald, Prime Minister of Canada, on the 29th January, 1886, he said:

"I had a visit from Andrew Allan[1] this morning and gave him roughly my ideas as to what would be necessary to perfect the Liverpool end of the C.P.R. At first he was startled, but breathed easier before he left me and after he understood me better. He now knows that nothing but the very best and fastest ships will be of any use to us, and that whoever owns them the C.P.R. must have a substantial control over them so as to ensure a unity of action. He is to think over what I said and to see me again. He admits Halifax could be made in 5 days from Liverpool; so could Quebec barring fog or ice or both. I hope you will take time to send Tupper[2] a line now and then to keep him hot on the Pacific line."—*Letter in the Public Archives of Canada.*

At the sixth Annual Meeting held on the 11th May, 1887, the Directors reported as follows:

> "The establishment of a first-class line of mail and passenger steamships between Canada and the United Kingdom, fully equal in speed and character to any now crossing the Atlantic, is under the consideration of the Dominion Government, and it is confidently expected that the necessary steps to this end will be taken immediately. Such a line, while being of the greatest possible advantage to Canada, would also be a most important supplement to the Pacific service contemplated by the Company, and could not fail to contribute largely to the Trans-Continental business of your railway."

18 The dependence upon outside companies' steamships on the North Atlantic had never been entirely satisfactory to the Canadian Pacific. Negotiations with the Allan Line had failed in the 1880's, and in 1902 several existing steamship lines were approached, including the Allan Line and Elder Dempster, who were at that time contemplating a merger. Early in the following year the Canadian Pacific bought from the Elder Dempster Company their Canadian interests—the Beaver Line—and started services from Liverpool, Avonmouth and London via Antwerp to Canada.

11 LAKE MANITOBA—8,850g 1903-1918

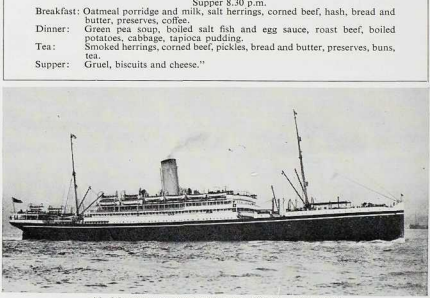
An old sailing list of 1904 shows the *Lake Champlain* as being advertised to open the summer service from Liverpool to Quebec and Montreal on the 19th April 1904. The *Lake Champlain, Lake Erie* and *Lake Manitoba* were to make six round voyages each, the *Lake Manitoba* making the last voyage from Liverpool on the 1st November.

[1]Brother of Sir Hugh Allan—See Page 38.
[2]Sir Charles, Canadian Minister of Railways.

19 The first class fare to Montreal ranged from £14 to £18, second class being £7 10s., and the third class having been reduced from £6 0s. 5d. to £3 10s. 5d. The second and first class fares included free travel from London to Liverpool.

20 The advertising of these services was very much to the point even if it reads a trifle quaintly in these days of comparative luxury.

> "SPECIAL FEATURES:— Large twin-screw passenger steamers, good food, big cabins and no over-crowding.
> First Class accommodation is fitted throughout with all the most modern improvements for the comfort of the passengers. There are Bath and Smoke Rooms; also Ladies Saloon. The Staterooms are very large, and have the best of ventilation.
> Second Class Staterooms, 2 and 4 Berths in each, are large and roomy, heated by steam pipes, and furnished throughout to afford the utmost comfort and convenience to Passengers. Dietary is most liberal; Bed, Bedding and every requisite provided.
> Third Class accommodation by this Line is unsurpassed by any other, all the compartments being heated by steam pipes, and having the best of ventilation.
> An Experienced Surgeon is attached to each Steamer, and medical comforts are supplied free of charge.
> Stewardesses are carried by each Steamer to attend to the comfort of First, Second and Third Class Passengers during the voyage."
>
> "Voyage Outfit—Third Class Passengers supplied with all necessaries for the voyage free of charge. The Outfit consists of Bed, Pillow, Blanket, Plate, Drinking Cup, Knife, Fork and Spoon, which are the property of the Company, and must not be removed from the Steamer. Passengers are required to take care of and keep in good order their eating and drinking utensils, and on arrival at the Port of Landing, the Outfit must be left in the hands of the Company's Stewards."
>
> "Third Class Bill of Fare—Breakfast 8 a.m. Dinner 12.30 p.m. Tea 5.30 p.m. Supper 8.30 p.m.
>
> Breakfast: Oatmeal porridge and milk, salt herrings, corned beef, hash, bread and butter, preserves, coffee.
> Dinner: Green pea soup, boiled salt fish and egg sauce, roast beef, boiled potatoes, cabbage, tapioca pudding.
> Tea: Smoked herrings, corned beef, pickles, bread and butter, preserves, buns, tea.
> Supper: Gruel, biscuits and cheese."



46 MARLOCH ex-VICTORIAN—10,629g 1915-1929

When the Canadian Pacific entered the North Atlantic service in 1903 the Allan Line had held the mail contract for a number of years. To meet this new and powerful competitor Allan's placed the first large turbine-driven vessels, the *Victorian* and *Virginian* on the North Atlantic in 1905.

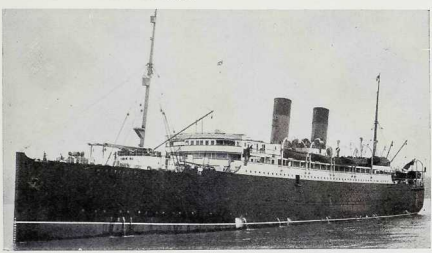
21 The Canadian Pacific countered by building their first Atlantic *Empresses*, the *Empress of Britain* and *Empress of Ireland* with reciprocating engines. Making their maiden voyages in 1906, they were the finest and fastest ships on the Canadian run and enabled the Company to obtain a half share in the mail contract. Competition was severe until 1909 when Canadian Pacific bought the Allan Line, although no official announcement was made and the ships continued to be advertised under the Allan Line flag for several years.

The charters of the *Lake Erie* to the Allan Line in 1910 and 1912, and of the *Corsican*, *Grampian*, *Scotian* and *Tunisian* from the Allan Line to the Canadian Pacific between 1912/14 no doubt helped to lend authority to the rumours that the Allan Line was really owned by the Canadian Pacific. Co-operation gradually replaced the intense rivalry and by 1914 the two victualling departments had been centralised and one marine superintendent acted for both companies.

22 **CPOS LTD.**

On the 1st October 1915, a new company, the Canadian Pacific Ocean Services officially took over the operation of the two fleets. At a meeting held previously in Montreal, G. M. Bosworth, Vice-President of the Canadian Pacific Railway Company, had been elected chairman, and Major H. Maitland Kersey, a director of the Allan Line, managing director. The new company opened a European Head Office at Waterloo Place, London, in July 1917. The head-quarters transferred to the Royal Liver Building in Liverpool in June 1948.

23 Probably the first ever showing of a 35mm film at sea took place on the deck of the *Empress of Britain* in 1910. A hand-cranked carbon arc projector was used. By 1921 movie film shows were being provided in the Cabin & 3rd class public rooms in the *Melita* and other ships.



28 MISSANABIE—12,469g 1914-1918

24 **CABIN CLASS**

Before the First World War the Canadian Pacific had made bold plans to develop a new class of traffic on the North Atlantic by contracting with the Barclay Curle yard to build two cabin-class ships, the *Missanabie* and *Metagama* which were launched in 1914. This trend was continued with the *Melita*, *Minnedosa* and later with the *Monts* and *Duchesses*.

On the outbreak of the First World War the Canadian Pacific fleet consisted of twelve passenger and seven cargo liners. On the 22nd December 1914, the Canadian Pacific took over two passenger liners which were under construction at the yard of Barclay Curle & Co. Ltd. They had been ordered by the Hamburg-America Line two years previously from Harland & Wolff Ltd., Belfast, who had sub-contracted the hulls to the Glasgow firm. Launched and named *Melita* and *Minnedosa* after two Manitoban towns on the Canadian Pacific Railway, the two hulls were towed over to Belfast for completion, subsequently entering the Company's service in 1918. When hostilities ceased three cabin-class ships—the *Montcalm*, *Montclare* and *Montrose* were ordered, and four ex-German ships bought from the Reparations Commission. (Nos. 60/1, 63 and 66).

24a By 1920 Canadian Pacific were once again strongly represented on the Canadian run with fourteen ships making 111 sailings, sixty-five from Liverpool, fifteen

from the Clyde, seventeen from London and fourteen from Antwerp. Twenty-one calls were made at Le Havre.

After the first *Empress of Canada* had been launched from the Fairfield yard on the 17th August 1920, the guests were taken for a sea trip to Liverpool on the *Empress of Britain*. The *Britain* had just been converted to oil fuel by Fairfields.

25 **CPSS LTD.**

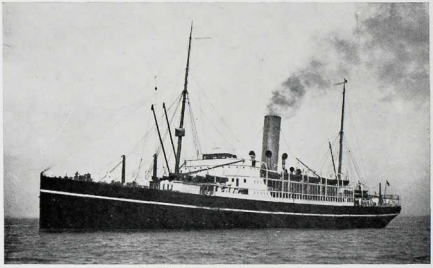
The name of the operating company was changed from Canadian Pacific Ocean Services to Canadian Pacific Steamships on the 8th September, 1921, heralding a period of intense activity. The change in style was marked by the disappearance of the black tops which had been painted on the funnels since 1906.

26 **WEST INDIES**

In December 1921 a new passenger service was started with the *Sicilian* from Saint John N.B. to Havana and the West Indies via Boston. She could carry eighty passengers, the round trip taking twenty-five days and costing $245. After her fifth trip the passenger service was withdrawn in June 1922. A cargo service was continued until 1925 (see para 102).

27 **SOUTHAMPTON**

Ships sailing from Antwerp and Hamburg had called at Southampton for some years and in 1922 a new service was started from that port by the *Empress of France* and *Empress of Scotland* and continued until 1939.



43 SCOTIAN—10,319g 1915-1926

28 In September 1922, the *Empress of India* (ex *Prinz Frederich Wilhelm*) was chartered to carry troops to Constantinople at the time of the trouble with Kemal Pasha. The *Montreal* was chartered to repatriate the troops in September 1923.

29 **BELFAST**

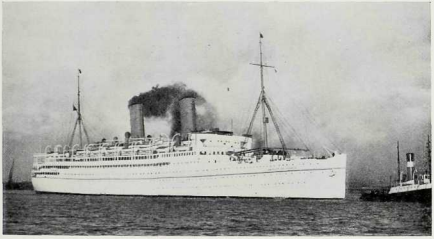
The first Canadian Pacific ship to call at Belfast was the *Scotian* on the 25th March 1922, after sailing from Glasgow. The *Tunisian* and *Metagama* also began calling at Belfast after leaving Glasgow, and twelve calls were made during the season. Direct sailings from Glasgow began to decline from 1926 onwards, the last being made by the *Montclare* on the 21st August 1931. Meantime, the Clyde and Belfast calls were maintained by sailing the *Melita*, *Metagama* & *Minnedosa* from Liverpool via Greenock and Belfast. These calls were continued by the '*Duchesses*' until 1939. Belfast sailings reached a peak in 1929 with fifty-five calls. The highest number of Greenock calls was sixty in both 1929 and 1930.

30 In the Autumn of 1922 a uniform classification of the company's passenger fleet was adopted whereby the *Empress* designation indicated the Express service carrying first, second and third class passengers. The one class cabin ships were given names beginning with "M"; the *Empress of India* being re-named *Montlaurier* etc. By the spring of 1923 all the Company's cargo vessels had been given names beginning with "B"—*Balfour*, *Bawtry*, etc.

31 On the 26th/27th January, 1923, the *Empress of Scotland*, bound for New York, rescued Capt. A. Kearley, and crew of five from the schooner *Clintonia* of Lunnenburg, N.S. Because of the very heavy seas it was impossible to get the lifeboat back on board the *Empress* and it had to be abandoned.

32 An off-line call at Stornoway on the Isle of Lewis was made by the *Metagama* on the 20th April, 1923, embarking more than 300 settlers. The *Marloch* from Glasgow, 25th April 1924, called at Loch Boisdale, South Uist.

Even the mighty St. Lawrence appeared crowded on the 2nd May 1924, when the company had seven ships with an aggregate of more than 104,000 tons in the river. The *Montreal*, *Montroyal*, *Minnedosa* and *Metagama* were steaming down river, whilst the *Montcalm*, *Empress of Scotland* and *Marloch* were on their way up river.



32 EMPRESS OF FRANCE ex-ALSATIAN—18,481g 1915-1931

It was in 1924 that the *Empress of France* was fitted with a gyro compass, Canadian Pacific being one of the first shipping companies to install the new type of compass. In the same year the "Bookstall" on the passenger ships became "The Shop", forerunner of the much larger "Shopping Centres" of the present *Empresses*.

33 **QUEENSTOWN**

When the *Montrose* sailed from Liverpool on the 27th July 1924, a call was made on the following day at Queenstown (later Cobh). Calls at this port were continued by ships on either the Liverpool or Antwerp services, seventy-two calls being made between 1924 and 1930, at which date the service was withdrawn.

34 **EARLY AIRMAILS**

To speed press pictures of the opening of the 1924 Olympic Games at the Colombes Stadium, Paris, on 5th July 1924, a package of film was taken by air from Paris to Cherbourg to connect with the *Empress of France*, which left at 8 p.m. that day. She arrived at Quebec at 10 a.m. on the 11th July and the film was rushed to New York.

35 The *Minnedosa* left Montreal on the 5th May, 1925, and sailed to Pauillac on the Gironde river, where passengers disembarked to make a pilgrimage to Lourdes and Rome.

36 The co-operation of the aeroplane was called on again in 1925 when, on the 7th August, Miss Gertrude Ederle, the 19 year old American swam the English Channel in the record time of 14 hours, 31 minutes. On her arrival at Dover, photographs were taken and rushed to Southampton where the package was placed aboard the *Empress of Scotland*. Meanwhile, cable and radio messages regarding the photographs were sent to North America and the *Empress*. As the *Scotland* neared Anticosti Island, at the mouth of the St. Lawrence, a flying boat approached the ship and picked up the package which had been lowered into the water from the liner. The flying boat took the photographs to Rimouski where duplicate negatives were made. At 4 p.m., two land planes, each carrying a set of negatives, left for New York where they arrived at 2.30 a.m. on Saturday 4th August, in time for the photographs to be reproduced in the morning newspapers.

37 When the *Melita* eastbound arrived in Antwerp on the 14th November, 1926 she became the 10,000th ship to enter the port that year, beating all previous port records. Captain A. H. Notley and his staff were entertained at the Hotel de Ville. In return the Burgomaster and other prominent Antwerp citizens were entertained on board the *Melita*. W. D. Grosset, Managing Director for Canadian Pacific in Belgium was made a Knight of the Order of King Leopold.

38 **BUILDING RECORD**

In the mid-twenties the Canadian Pacific embarked on the biggest shipbuilding programme in its history. Five cargo liners—the *Beavers* were ordered and the development of cabin-class travel was further encouraged by the order of four *Duchesses*.

Between the 27th September and the 23rd November 1927, more than 72,000 tons of shipping were launched for the Canadian Pacific; five 10,000-ton cargo liners; the 20,000-ton *Duchess of Atholl*, and a 2,000-ton coastal vessel, the *Princess Elaine*. This is thought to have been a world record, both for the number of ships and the tonnage launched by a private ship-owning company in so short a time. Three more *Duchesses* and another coastal vessel were launched in 1928—eleven ships launched in a year and two days (134,898 grt.).

39 In 1927 it was decided to try to capture some of the tourist traffic from the Middle West of the United States, and at the same time to provide a luxury vessel for an annual world cruise. The size of the proposed vessel was limited by the harbour facilities at Quebec and the need to pass through the Suez and Panama canals. Accordingly an order was placed with the John Brown yard for the *Empress of Britain*.

67 MONTCLARE—16,317g 1922-1942

40 On the 26th July 1928, the *Montclare* made an off-line call at Clew Bay, Westport, County Mayo, Ireland, en route to Liverpool, and landed over 100 pilgrims to the shrine of St. Patrick at Croagpatrick, which has been the scene of a yearly national pilgrimage ever since 441 AD. This was the first time passengers had been landed at Westport from a large Atlantic liner.

41 **ROYAL SPONSOR**

Canadian Pacific was concerned with another first on the 28th September, 1928, when the HRH the Duchess of York became the first member of the Royal family to sponsor a merchant vessel, the *Duchess of York*.

1929 was a year of great activity for Canadian Pacific, the Atlantic fleet had been strengthened by the four new cabin class *Duchesses*, the *Atholl* and *Bedford* had already been introduced on the North Atlantic in 1928. These 20,000 ton liners were the largest vessels docking at Montreal. With a fleet of fourteen passenger ships, one hundred and thirty-one Atlantic voyages were made in 1929; a company record. Sixty-two were from Liverpool with sixty and fifty-five calls at Greenock and Belfast respectively. In addition, fifty-seven sailings left Southampton with calls at Cherbourg.

42 In this year, 1929, a slight change in schedule introduced a new port of call. The *Montcalm*, eastbound, made five consecutive calls at Plymouth between June and September. The *Montrose* made one call in July. Passengers for London travelled in special cars attached to the Cornish Riviera express, the journey taking four hours.

43 The Lewis municipal buildings in Stornoway had been destroyed by fire in 1924. They were rebuilt five years later largely by the generosity of two "Lewismen", T. B. Macauley of Montreal, and J. Bain of Chicago. The opening of the new building was made the occasion for a party of "Lewismen" to travel from Montreal in the *Minnedosa* arriving at Stornoway on the 15th June, 1929.

57 MINNEDOSA—13,972g 1918-1935

44 Mr. John Johnson, Chief Superintendent Engineer, CPSS, and distinguished exponent of high-pressure high-temperature steam practice, was awarded the 1929 gold medal by the British Institute of Naval Architecture for his paper, "Propulsion of Ships by Modern Steam Machinery". He had been responsible for the boilers for many company ships including the *Beavers*, *Duchesses* and the *Empress of Britain*.

45 Cardiff received 5 Westbound calls from company ships in 1929 and 30. The *Montrose* in April, and again in May 1929, after sailing from Liverpool. The *Minnedosa* in May 1929, and March 1930, after leaving Glasgow and the *Melita* in April 1930, also from Glasgow.

46 **MILLENIAL CELEBRATIONS**

Millenial Celebrations of the Icelandic Parliament were made the occasion for a party of Icelanders from Canada to visit Iceland in 1930. The party travelled eastbound in the *Montcalm*, arriving at Reykjavik on the 20th June, and left for home on the 4th August in the *Minnedosa*.

47 **SECOND EMPRESS OF BRITAIN**

On the 11th June, 1930, the Company's largest ever passenger liner, the *Empress of Britain*, 42,348 grt, was launched by the Prince of Wales. The ceremony was broadcast throughout the Commonwealth, the first time such an event had been broadcast round the world. A week later on the 17th June, the first *Empress of Britain*, which had been built in 1905 and renamed *Montroyal* in 1924, was sold for scrap to the Stavanger Shipbreaking Co. A memory of this ship was preserved in that the smoke room was dismantled and incorporated into the Solar Strand Hotel, Stavanger. When the new liner joined the North Atlantic service from Southampton, 27th May, 1931, the *Britain* was the largest and fastest ocean liner plying between any two Commonwealth ports. She had a crew of over 700 to look after her 1,095 passengers.

In addition to the usual amenities offered by large liners, the *Britain* had a squash court, tennis court, Turkish baths, and the largest swimming pool in any vessel afloat. She was the first liner to be fitted with ship-to-shore radio telephone.

48 Many of the public rooms were designed by famous artists and interior decorators:—the *Empress* ballroom by Sir J. Lavery, R.A., the dome ceiling of which portrayed in deep blue and gold the night sky at the time of her launching; the Cathay Smoking Room by Edmund Dulac, the Salle Jacques Cartier dining-room by Frank Brangwyn, R.A.; the Knickerbocker bar, and the children's playroom portraying the whimsical humour of Heath Robinson.

The *Empress of Britain* could make the round trip from Southampton to Quebec and back in 12-days thus allowing a regular fornightly service during the St. Lawrence Season.

49 In 1932 she carried the U.K. delegates including Lord Baldwin and Neville Chamberlain to the Imperial Conference held at Ottawa. Mails for this conference were flown from London to Cherbourg to connect with the *Empresses*. On reaching Red Bay, in the Strait of Belle Isle the mail was picked up and flown in three stages more than a thousand miles to Ottawa.

50 **ROYAL CHARTER**

H.M. King George VI and Queen Elizabeth travelled in the *Empress of Britain* from Conception Bay, St. Johns, N.F. on the 16th June 1939, to Southampton when they returned from their Canadian tour. The naval escort under Vice-Admiral Sir Dudley North K.C.V.O. consisted of HMS *Southampton*, *Glasgow* & *Berwick* and HMCS *Skeena* & *Saguenay*. For this Royal Charter voyage she carried her smallest number of passengers, the royal party. One day before war was declared, 2nd September, 1939 she sailed from Southampton with her largest ever passenger list. Special permission was granted by the Board of Trade for temporary berths to be fitted, the squash court and other spaces being converted into dormitories.

Before being requisitioned in 1939, she had made exactly 100 North Atlantic sailings from Southampton and Cherbourg, steaming 581,194 miles. The *Britain* had also cruised regularly from New York making eight Round-the-World cruises, six to the West Indies and two to Bermuda, steaming 277,242 miles. She was the largest Allied merchant ship lost in the war.

51 **NEW YORK/BERMUDA**

An entirely new venture for our passenger liners was introduced in 1931, when the *Duchess of York* made fifteen trips from New York to Bermuda between January and May, with a minimum fare of $70 for the round trip. In the following year the *Atholl*, *Bedford* and *York* made eighteen trips between them. The *Bedford* made four trips during February 1933, but these were on account of Furness Withy & Company who chartered her to run alongside their ship, *Monarch of Bermuda* whilst they were waiting delivery of the *Queen of Bermuda*.

52 On the 12th March 1932, the *Montcalm* under the command of Capt. A. Rothwell, rescued twenty-seven men and the captain's dog from the sinking salvage tug *Reindeer* off Halifax in heavy seas.

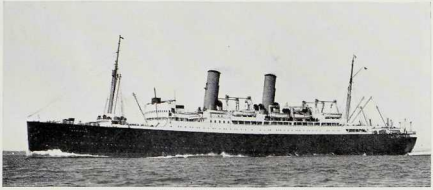
53 The Eucharistic Congress of 1932 was held at Dublin and by special arrangement the *Montcalm* and the *Duchess of Bedford*, eastbound, called to disembark passengers on the 10th and 11th of June.

54 **ss ALSATIAN**

The *Alsatian*, renamed *Empress of France*, which had been in service from 1914 until she was laid up in 1931 was broken up in 1934 in the yard where she had been built 21 years before. She had had a very interesting career including 99 North Atlantic voyages, 5 trans-Pacific voyages and 8 cruises for the company.

The Prince of Wales crossed the Atlantic twice on board the *Empress of France*, on one occasion travelling as Lord Renfrew, he played the drums of the orchestra and autographed them as a memento of his voyage.

55 By 1933 the fleet had been reduced to nine ships, the *Empress of Britain*, *Empress of Australia*, four *Duchesses* and three *Monts*. This relatively modern fleet averaged more than eighty sailings a year until 1939. In 1938, the last full year before the war, fifty-four sailings were made from Liverpool with fifty-two and forty calls at Greenock and Belfast respectively. Thirty-one sailings left Southampton, with calls at Cherbourg.



65 MONTROSE—16,401g 1922-1939

The three *Monts* achieved a remarkably consistent service out of Liverpool between 1922 and 1939, making four hundred and eighty-four North Atlantic voyages, plus one hundred and forty-two cruises out of the U.K.

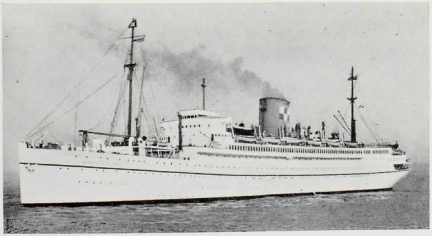
From 1928 until the outbreak of the war the four *Duchesses* made four hundred and fifty-eight Atlantic voyages, thirty-seven New York/Bermuda voyages and eighty-eight cruises for the Company—a wonderful record.

56 **POST WAR**

Only three passenger liners returned to the Company's service after the war the *Empress of Scotland*, the *Duchess of Richmond* and *Duchess of Bedford*. The *Empress of Australia* remained on trooping duties until she was scrapped in 1952. On completion of their war service, the two *Duchesses* were overhauled and fitted with First Class and Tourist accommodation and renamed *Empress of Canada* and *Empress of France*, becoming the second vessels to bear these names.

Company sailings were resumed on the Montreal run with the *Empress of Canada* when she made her first post-war voyage on 16th July 1947, and completed eight crossings from Liverpool in that year.

57 The number of sailings crept upwards each year as the remaining two ships were returned from their war service. The *Empress of France* returned on 1st September 1948, *Empress of Scotland*, ex-*Empress of Japan* on the 9th May 1950, and because of her extra speed over the other two vessels was able to re-open the Clyde service with ten calls at Greenock.



89 EMPRESS OF AUSTRALIA—17,707g 1953-1955

58 In January 1953, the *Empress of Canada* was burnt out at Liverpool whilst being overhauled. There was no loss of life and the company replaced her, by buying the *De Grasse* which was renamed *Empress of Australia.*

59 In October and November 1956 the *Empress of Britain* carried over 500 refugees to Canada from the Hungarian uprising.

60 In order to reduce the crossing times the Clyde call was dropped for the 1956 season. This caused an outcry in Scotland and in Canada. The Scottish Tourist Board led protests made by many organisations, including Greenock Corporation. Hundreds of letters and telegrams were despatched. The Secretary for Scotland was called in to help. The Clyde call was reinstated in the 1957 schedules, the *Empress of Scotland* making eleven calls.

61 The *Empress of Scotland* shared with the *Queen Mary* the distinction of being the last of the three funnellers.

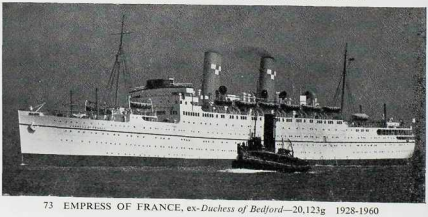
62 **THIRD EMPRESS OF BRITAIN**

The first ship to be built for the Company after the war and the third to bear the famous name, *Empress of Britain,* was launched by H.M. the Queen from the Fairfield yard on the 22nd June 1955, fifty years after the first *Empress of Britain* had been launched from the same yard. The Fairfield Company presented 80 gold watches to members of their staff who had worked in their yard on both ships.

A sister ship, the *Empress of England,* joined the *Britain* in 1957. There were now four Empress liners on the North Atlantic run, the *France, Britain, England & Scotland.* Fifty-one sailings were made from Liverpool with eleven calls at Greenock. The fleet was again reduced to three vessels in 1958, the *Empress of Scotland* having been sold to the Hamburg-Atlantic Line.

91 EMPRESS OF ENGLAND—25,585g 1957-

63 The *Empress of France* was sold for scrap in December 1960. The Barry Hotel Barry, Glamorgan, bought the Empress bar from the shipbreakers and fitted it into one of their rooms, which is now known as the 'Empress Room.'



73 EMPRESS OF FRANCE, ex-*Duchess of Bedford*—20,123g 1928-1960

92 EMPRESS OF CANADA—27,300g 1961-

64 On the 10th May 1960, a 27,301-ton liner was launched from the Walker-on-Tyne yard of Vickers Armstrongs (Shipbuilders) Ltd. by Mrs. Diefenbaker, wife of the Canadian Prime Minister and named *Empress of Canada*. In April 1961 the new vessel, the third Canadian Pacific liner to bear that name became the flagship of the White Empress fleet when she joined the *Empress of Britain* & *Empress of England*. For the first time since the war the Canadian Pacific had three modern ships on the North Atlantic providing a weekly service from Liverpool and Greenock during the St. Lawrence season. A total of 41 sailings left Liverpool, with 31 calls at Greenock during 1960.

65 Until 1959 regular winter sailings had been made to Saint John N.B. but between 1960 and 1963 these were much reduced and finally discontinued except for one voyage each year to New York via Saint John N.B. to position the *Empress of Canada* for her winter cruising season out of New York. In 1967 the voyage to New York was made via Quebec instead of Saint John, N.B.

66 A large increase in the number of cruises reduced the length of the North Atlantic season. Thirty-five sailings were made in 1962 and thirty in 1963. In 1964 only two 'Empresses' were used on the North Atlantic, the total number of sailings dropping to twenty-one. The *Empress of Britain* spent the year cruising on charter to Travel Savings until sold in November 1964 to the Greek Line.

67 The name *Empress of Britain* was commemorated by British Railways on the 12th May 1960, when N. R. Crump, President of Canadian Pacific named a new 2,000 h.p. diesel-electric locomotive *Empress of Britain* at Euston Station, London. The engine name-plate included a replica of a ship's wheel and the red and white house flag. This was the second occasion that Canadian Pacific had been commemorated by a British Railways' locomotive. On the 27th March 1942, a Southern Railway Merchant Navy Class 4-6-2 steam locomotive had been named *Canadian Pacific*.

68 EMPRESS INTO QUEEN

The *Britain* also had the distinction of being named by two reigning Queens. In June 1955 by Her Majesty Queen Elizabeth and in March 1965, by Queen Anne Marie of Greece who renamed her *Queen Anna Maria*.

Twenty sailings left Liverpool in 1965, with eighteen calls at Greenock. By making quick turn-rounds during the summer peak it was hoped to make twenty-four sailings during 1966, but owing to a shipping strike only nineteen were achieved. Eighteen calls were made at Greenock. This was improved in 1967 to twenty-five sailings.

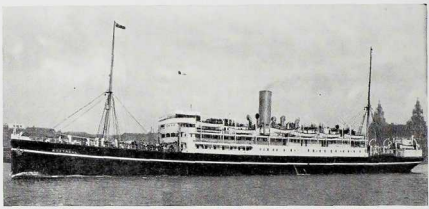
Fleet List page 70.

Continental Passenger Services

69 The first Canadian Pacific sailing from a Continental port was on the 31st March 1904, from Antwerp. After sailing from London the *Montrose*, *Montreal*, *Mount Temple* and *Monfort* called at Antwerp to pick up emigrants and cargo for Canada.

70 **TRIESTE SERVICE**

Just before the 1914 war Canadian Pacific became interested in a new route. In an effort to tap the large emigrant traffic controlled by the powerful German steamship lines, the Austrian State Railways came to an agreement with the Canadian Pacific in 1913, to open a service from Trieste with the *Lake Champlain* & *Lake Erie*. The German companies started legal proceedings against the Canadian Pacific alleging enticement of 600,000 Austrians of military age—a wildly fantastic figure. The Company were forced to close their office in Vienna, but war was declared before the case could be finished.



60 MONTREAL—9,720g 1920-1927

71 **NAPLES**

Shortly after the war the Mediterranean service was revived for a short time in conjunction with the Navigazone Generale Italiana. The *Montreal* made two voyages from Trieste in 1921 and two from Naples in the Spring of 1922.

72 **MENNONITES**

In the early 1920's more than 100,000 Mennonites in Russia were reported to be desirous of emigrating to Canada. When in 1922 the Canadian Government removed their restrictions on emigration, the Mennonites already in Canada and the United States raised funds for the transportation and settlement of their nationals from Russia. Canadian Pacific made a special through rate of $140 from a Baltic port to Saskatoon. In 1923 the *Bruton* made three trips from Libau, Latvia, bringing several thousands of these people to Southampton. A special quarantine camp was organised at Atlantic Park, Eastleigh, now Southampton Airport. In 1924 the *Marglen* made two trips from Libau to Antwerp, where there was a similar quarantine camp. After a period of quarantine the Mennonites sailed to Montreal and travelled to Saskatchewan by rail.

73 In 1920 and 1921 regular sailings were made from Antwerp with calls at Southampton by the old Allan Line ships. In 1921 the *Scandinavian* and *Corsican* called at Danzig on the 18th October and 2nd November. From 1922-26 the *Melita* and *Minnedosa* sailed from Antwerp and made regular calls at Southampton and Cherbourg with occasional calls at Le Havre. Regular sailings were continued by the *Metagama*, *Montrose* and *Montclare* until 1931. From 1932 to 1939 only two or three sailings were made each year from Antwerp.

74 **HAMBURG**

The *Empress of France* and *Empress of Scotland* inaugurated the Company's service from Hamburg in 1922, making calls at Southampton and Cherbourg. The *Empress of France* made her last direct sailing from Hamburg in 1927, and the *Empress of Scotland* in 1929. The *Mont* ships took over the service and continued to sail from Hamburg until 1933, when this service was withdrawn.

75 Canadian Pacific did not revive her continental passenger services after the Second War, except for the movement of troops and displaced persons. Canadian trooping voyages to Rotterdam were made by the *Empress of Australia* in October 1955, *Empress of France* in October 1959 and November 1960. The *Empress of Britain* carried troops to Bremerhaven in November and December, 1962.

76 **DISPLACED PERSONS**

To help the rehabilitation of the many refugees and displaced persons in camps in Europe after World War II, the Canadian Government agreed to the settlement of a number of these people. To effect this movement Canadian Pacific worked with the International Refugee Organisation and Canadian Christian Council for Relief of Refugees which represented the Lutheran and Catholic Church voluntary organisations in Canada.

87 BEAVERBRAE—9,034g 1947-1954 (*Nautical Photo Agency*)

77 Meantime the *Huascaren*, former Hamburg-Amerika liner and war-time German submarine depot ship, had been taken over by the War Assets Corporation as part of the Canadian War Reparations; and in September 1947, she was bought by Canadian Pacific and refitted at Sorrell, P.Q., with 773 berths and renamed *Beaverbrae*. Operated under Canadian registry and with a Canadian crew, the *Beaverbrae* started carrying displaced persons from Europe to Canada on the 7th February 1948. The refugees were forwarded from collection depots on the German frontiers to the despatching centre in Bremen. Here they were examined by Canadian Government officials for health and security. Documentation and embarkation arrangements were handled by Canadian Pacific's office in Bremen. Because of numerous epidemics, ticketing and berthing were often a last minute rush in order to ensure capacity loading.

The *Beaverbrae* sailed from Bremerhaven from 1948 to mid 1951, when she transferred to the re-built port of Bremen. Embarkation was then made by bus, instead of by rail as at Bremerhaven. Between 1948 and 1954, fifty-one voyages were made carrying more than 38,000 refugees to Canada.

Much help was given to the refugees and the organisations concerned with their movement by the city of Bremen. The Company received formal thanks for their part in a letter from the Burgermeister.

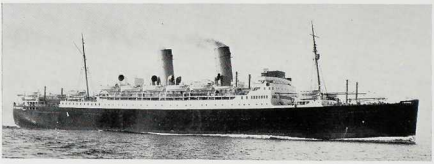
On 1st November 1954, the *Beaverbrae* was sold to Compagnia Genovese d'Armamento, Genoa. After a refit when her tonnage was increased to 10,022 grt. and her passenger accommodation was increased to 1,126, she was renamed *Aurelia* and is still running for the Cogedar Line from Hamburg to Australia via the Mediterranean and Suez Canal.

Fleet List page 70.

	Fleet	Westbound Sailings from:—										Westbound Sailings to:			Total
		Liverpool	Clyde	Belfast	Queenstown	Southampton	Cherbourg	Hamburg	Antwerp	Havre	Others	St. Lawrence	St. John, N.B.	New York	
1920–24	14	283	149	75	2	137	86	31	105	46	26	399	163	9	571
1925–29	13	257	222	195	64	226	189	54	117		3	405	156	16	567
1930–34	11	272	267	220	7	175	169	31	25	2	3	341	111	17	469
1935–39	9	266	238	188		130	126		16	1	2	290	104	8	402
**															
1950–54	3	197	48			3	3					158	38	4	200
1955–59	3	210	39								7	176	36	5	217
1960–64	3	162	119		1	1						145	11	7	163

** War service

It is regretted that, so far, it has not been possible to collect sufficient data to provide figures before 1920.

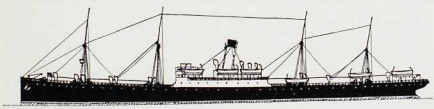


76 DUCHESS OF YORK—20,021g 1929-1943

Passenger Liners 1906-1967

	Ship	Years of Service		Berths	Canadian Pacific Voyages			
					Pacific	Atlantic	Cruise	Others
26	E. Russia	1913–40	27	1,190	155			
27	E. Asia	1913–40	27	1,190	154			
32	E. France	1919–31	13	1,835	5	89	8	
64	E. Canada	1922–39	17	1,770	98	1	2	2
66	E. Australia	1922–39	17	2,480	22	83	59	1
77	E. Japan[1]	1930–39	9	1,115	58	1		1
24	E. Britain (I)	1906–29	23	1,550		190	15	
25	E. Ireland	1906–14	8	1,550		95		
63	E. Scotland (I)	1922–30	9	1,473		71	9	
78	E. Britain (II)	1931–39	8	1,153		100	16	
77	E. Scotland(II)	1950–57	8	663		90	29	
89	E. Australia	1953–55	3	664		38		
75	E. Canada (II)[2]	1947–52	5	700		82		
70	E. France	1948–60	12	700		186		
90	E. Britain (III)[3]	1956–64	8	1,050		109	23	1
91	E. England[5]	1957–67	11	1,050		122	47	1
92	E. Canada (III)[5]	1961–67	7	1,080		76	39	
28	Missanabie	1914–18	4	1,520		10		
29	Metagama	1915–30	15	1,520		151		
60	Montreal	1921–27	6	642		21	1	1
61	Montlaurier	1920–28	8	608		62		4
51	Melita	1918–34	17	1,930		145	21	1
57	Minnedosa	1918–31	13	1,930		128		1
62	Montcalm	1922–39	17	1,810		162	48	
67	Montclare	1922–39	17	1,810		170	48	
65	Montrose	1922–39	17	1,810		152	47	
74	D. Atholl	1928–39	11	1,550		109	44	3 *
73	D. Bedford	1928–39	11	1,550		124	17	9 *
75	D. Richmond	1929–40	11	1,550		104	27	
76	D. York	1929–40	11	1,550		129		25 *
87	Beaverbrae[4]	1948–54	7	775		51		

1 See also Atlantic service as *Empress of Scotland*, 1950-57.
2 See also pre-war service as *Duchess of Richmond*, 1929-40.
3 See also pre-war service as *Duchess of Bedford*, 1929-40.
4 Displaced persons, Germany to Canada.
5 Still in Service.
* New York-Bermuda voyages.



18 MONTEZUMA—7,345g 1903-1914

Cruises

80 Canadian Pacific had advertised Round-the-World tours when they were sending the British-built Pacific *Empresses* via the Suez to Vancouver, the *Empress of China* left Liverpool on 15th July 1891, with twenty-two globe-trotters.

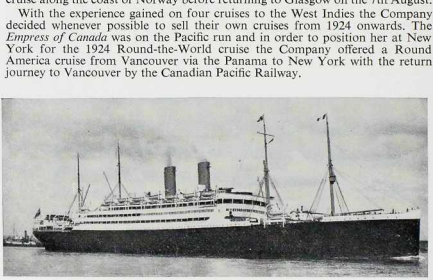
In January 1920, when the new *Empress of Canada* was being built in the U.K. for the Trans-Pacific Service, it was proposed to sail the maiden voyage from Liverpool in December of that year as an around the world cruise. Unfortunately, because of delays in the building of the ship, the idea had to be abandoned.

81 The Company entered the cruise business in earnest in 1922. In that year Frank C. Clark of the New York Travel Agency chartered the *Empress of Scotland* for a seventy-four-day cruise to the Mediterranean. All the accommodation was sold within ten days and Clark immediately chartered the *Empress of France* to leave a week later on a similar cruise. These cruises were sold from $600. In the same year, Canadian Pacific operated two twenty-seven day cruises to the West Indies with the *Empress of Britain* from $300.

82 **ROUND THE WORLD**

In the following year, 1923, Frank Clark again chartered the *Empress of Scotland* for a Mediterranean cruise and the *Empress of France* for a Round-the-World cruise. Canadian Pacific again ran two cruises to the West Indies from New York. For the first time a cruise was operated out of the U.K. when the *Marloch* was chartered by the British delegation to the International Baptist Congress at Stockholm. Passing through the Kiel Canal and arriving on the 17th July, she was used as a floating hotel until the 27th when she left for a short cruise along the coast of Norway before returning to Glasgow on the 7th August.

With the experience gained on four cruises to the West Indies the Company decided whenever possible to sell their own cruises from 1924 onwards. The *Empress of Canada* was on the Pacific run and in order to position her at New York for the 1924 Round-the-World cruise the Company offered a Round America cruise from Vancouver via the Panama to New York with the return journey to Vancouver by the Canadian Pacific Railway.



63 EMPRESS OF SCOTLAND—27,581g 1921-1930

83 In 1925, when the *Empress of Scotland* made her first Round-the-World cruise she was the largest merchant vessel to have passed through the Panama Canal and paid $17,211.25 in dues. A second cruise from the U.K. was made in 1925 when the *Montreal* was chartered by the British and Continental Touring Club for a forty-five day Mediterranean cruise from Glasgow and Bristol. The same Club chartered the *Montroyal* the following year, 1926, for an eighteen-day cruise from Immingham to Scandinavia.

84 **TRISTAN DA CUNHA**

By 1928 cruising was growing and, in addition to the usual World, West Indies and Mediterranean cruises, the *Empress of France* made a ninety-two day cruise to South Africa and South America. Midway between South America and South Africa on Sunday 26th February, the *Empress* called at Tristan da Cunha and landed twenty tons of supplies for the islanders.

The *Duchess of Bedford* made the first *Duchess* cruise, a mere sixteen days from New York to the West Indies, on the 22nd December, 1928. Three of the *Duchesses* began cruising regularly in 1929, the *York* being the only *Duchess* never to make a cruise. The *Duchess of Atholl* whilst on her first cruise of ninety-two days, to South America and South Africa also called at Tristan da Cunha on Sunday, 24th February 1929, and landed more than thirty tons of stores in three hours and twenty minutes. Among the 314 items were:

> A Harmonium from Queen Mary; A Wireless Receiving Set with complete outfit, including batteries, loud-speakers, jars of salammoniac (2 years' supply); A Wireless Staff (and flagpole) made on board; Jams, Preserves, Baking Powder, Matches, Corn Flour, Glycerine, Cocoa, Chocolate, Tea, Sugar, Drugs, Candy, Salt, Candles, Tinned Fruits, Sewing Machine . . . Communion Wafers, Communion Wines; Brooms, Clocks, Books, Paints, Boots, Shoes, Balls, Cricket Supplies, Flags, Toys, Hats, Musical Instruments, Enamel Ware, Scout Clothing, Axes, Wall Paper, Hardware, Kitchen Utensils, Trousseaux, Cobblers Kit, Camera and Plates, Rat Traps, Crockery, Stationery . . .

To complete the record Tristan da Cunha was also visited in 1935 by the *Empress of Australia* whilst on a similar cruise. Incidentally, Capt. E. Griffith was in command of each of the three Canadian Pacific vessels visiting the island.

Two cruises were operated from Liverpool in 1930 and, from then on, the number from the U.K. began to increase rapidly to a maximum of forty-four in 1933.

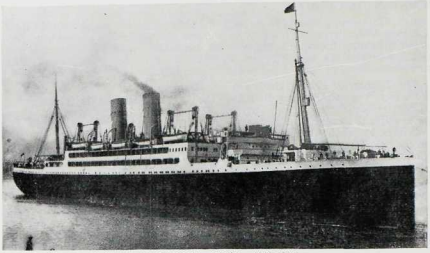
85 In 1931 an innovation was made with the introduction of nine-day "Thrill Cruises" by the *Duchesses* from Montreal to New York and return giving a whole day in New York with round trip fares from $60. The *Duchess of Atholl* on her first return trip from New York sailed through the Gut of Canso between Nova Scotia and Cape Breton Island, probably the largest vessel to sail through the strait. These cruises continued annually until 1939.

86 Sailing from New York on the 3rd December 1931, the 42,348-ton *Empress of Britain* made her first World Cruise, visiting eighty-one ports and twenty-three countries with four hundred passengers making the entire cruise. She was the largest vessel to have navigated the Suez and Panama Canals. There were only 7½ inches to spare on either side of her white hull as she passed through the Panama locks.

Prior to 1932 Canadian Pacific cruises had always been of the luxury type chasing the sun through the winter months but, as passenger traffic on the North Atlantic dwindled because of the slump, Canadian Pacific boldly entered an entirely new market and developed the less costly twelve to fourteen-day summer cruises.

87 The *Montcalm*, *Montclare*, *Montrose* and *Melita* were switched from the North Atlantic run. Between 1932 and 1939, the *Monts* made 143 cruises out of Liverpool, London and Southampton, generally for thirteen days. In 1937 and 1938 the *Montrose* called in at Dublin on three occasions before sailing south.

88 The *Melita* made twenty-one cruises between July 1932 and September 1934 eighteen from Greenock with a call at Belfast. The *Melita* was generally restricted to twelve-day cruises, being coal-fired she needed an extra day for bunkering. Her last voyage was a four-day cruise from Greenock on the 21st September 1934, to Torbay and return.



51 MELITA—13,967g 1918-1935

89 **£1 PER DAY!**

Popular cruising from the U.K. had really begun. All these cruises were advertised as "£1 a day cruises". New ports appeared on the itineraries when cruises were made to Madeira, Teneriffe, Las Palmas—"The Islands in the Sun"—Casablanca, Ceuta and Tangier on the North African coast. Several visits were made to the Azores. There was also a three-day mystery cruise by the *Empress of Australia* out of Southampton. On the 30th July 1932, the *Duchess of Richmond* made a five-day cruise to Santander on the north coast of Spain. This was sold as a two-class cruise (£8 Cabin, £5 Tourist) but the passengers' preference for having the run of the ship soon became apparent, proving that the company's policy of one-class cruises was correct.

90 The Western Mediterranean was also a popular area—Barcelona, Valencia and Malaga being visited before the start of the Spanish Civil War. One fourteen-day cruise each year was made to Naples. Leningrad, USSR was the attraction for a cruise by the *Empress of Australia* in 1935, 1936 and 1937. The Norwegian Fjords and the "Midnight Sun" were featured for *Mont* cruises in 1936, 1937 and 1938.

91 **THE FLEET'S LIT UP**

The Royal Empire Society chartered the *Montrose* on the 18th May 1937, for a four-day cruise from Liverpool to Spithead for the Coronation Naval Review. An occasion made famous by Cmdr. T. Woodroffe's expression, "the Fleet's lit up" broadcast to astonished millions.

Cruising continued to be very popular up to the outbreak of the 1939 war. In 1938 a total of thirty-seven cruises were made, twenty-three of them from the U.K.

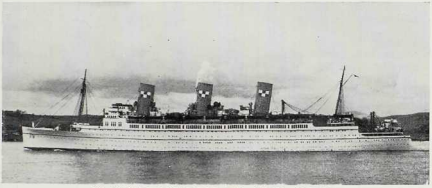
92 In 1938, because of political troubles in China and Japan, the *Britain* was diverted from her normal world cruise route and made the first ever visit by a Canadian Pacific ship to Australia and New Zealand. On her 1939 and last world cruise she called at St. Helena, on her run from Cape Town to Rio de Janeiro.

The *Montclare* left Liverpool on the 19th August 1939, for a cruise to the Islands in the Sun but was ordered home, because of the threat of war, from her first port of call, Madeira, arriving back in Liverpool on the 28th August.

During the pre-war period 1922–1939, 363 cruises were made for 8,520 cruising days, seventeen being luxury Round-the-World cruises averaging 129 days each. Passengers from the U.K. used to join the World Cruises at Villefranche or Monaco. A record number of fifty-one Canadian Pacific cruises sailed in 1933. The U.K. cruises sailed from Liverpool, Southampton, Clyde and Immingham and in 1934 Tilbury was used for the first time.

93 During the war the Company lost many ships and only three passenger liners returned to Canadian Pacific service. The *Empress of Japan* from the Pacific had been re-named *Empress of Scotland* and returned to the North Atlantic run in 1950. A start was made in that year to revive winter cruising and the *Scotland* made her first ever cruise and the Company's first post-war cruise sailing from New York to the West Indies on the 22nd December. The following year, 1951, the *Empress of Scotland* made six cruises from New York and one from Southampton. Incidentally, this was the first Company sailing from Southampton since 1939. The *Scotland* continued to cruise regularly during the winter seasons until 1957, making twenty-six cruises to the West Indies from New York, two to the West Indies from the U.K., and one to South America, also from the U.K.

In 1958 the new *Empress of England* was introduced to New York and made four cruises to the West Indies. In 1960 the *Empress of Britain* joined her sister ship in New York and together they made eight cruises to the West Indies between January and March. The new *Empress of Canada*, launched in 1960, made her first cruise from New York to the West Indies in the following year 1961.



77 EMPRESS OF SCOTLAND—26,032g 1930-1957
Note the shortened masts to allow passage under Quebec bridge—see photo page 6.

94 Large groups have often made block bookings and on five occasions since the war, the entire ship has been chartered for cruises to the West Indies from New York. The *England* was chartered by the College of General Practice of Canada on 26th March 1962, for an eight-day cruise to Bermuda and Nassau. This was probably the first Medical Convention to be held on the high seas. The College chartered the *Empress of Canada* in 1966, for another Convention. The *Empress of Canada* was also chartered by the Empire State Masons in 1964, 1965 and 1966.

In 1962 seven cruises sailed from New York, including, for the first time since the war, a long, sixty-one day cruise to the Mediterranean. Three cruises sailed from Liverpool to the Islands in the Sun.

95 On the 28th November 1963, the *Empress of England* sailed to Cape Town to make two cruises to South America and three cruises along the African coast, for the Travel Savings Association. The *Britain* left Liverpool on 4th December 1963 for South Africa where she made two cruises from Cape Town to South America plus 12 cruises from the U.K. for Travel Savings before being sold by Canadian Pacific to Greek interests.

The *Empress of England* returned to the Company's Canadian service in April 1964 and to Canadian Pacific cruising in December when she made a Christmas cruise to the Islands in the Sun.

In 1965, the *Empress of Canada* made eight cruises to the West Indies from New York and the *Empress of England* made two cruises to the Mediterranean, one cruise to the West Indies and four to the Islands in the Sun from Liverpool.

During the post-war cruise period 1950 to 1967, 138 cruises were made lasting 2,279 cruising days. 91 cruises sailed from New York, 39 from the U.K. and eight from South Africa. 95 of these cruises sailed to the West Indies.

	Ship	Years	No. of cruises	Days	World	W. Indies	Mediterranean	Canaries	Scandinavia	Others	From North America	From U.K.
46	Marloch	1923	1	21					1			1
60	Montreal	1925	1	45			1					1
24	E. Britain (I)	1922–28	15	409		14			1		14	1
32	E. France	1922–31	8	621	2		5			1	8	
63	E. Scotland	1922–30	9	703	2		7				9	
64	E. Canada	1924	2	136	1					1	2	
66	E. Australia	1927–39	59	1,629	4	23	13	2	13	4	30	29
78	E. Britain (II)	1931–39	16	1,114	8	6				2	16	
51	Melita	1932–34	21	222			7	3	2	9		21
62	Montcalm	1932–39	48	612			24	17	4	3		48
67	Montclare	1932–39	48	611			23	17	6	2		48
65	Montrose	1932–39	47	575			17	20	3	7		47
74	D. Atholl	1929–39	44	729		4	9			31*	28	16
73	D. Bedford	1928–34	17	382		13				4	17	
75	D. Richmond	1929–39	27	781		8	7	1		11	5	22
			363	8,590	17	68	113	60	30	75	129	234
**												
77	E. Scotland	1950–57	29	516		28				1	26	3
90	E. Britain	1960–64	23	336		4	5	6		8	4	17†
91	E. England	1958–67	47	799		27	2	10		8	24	17‡
87	E. Canada	1961–67	39	628		36	2	1			37	2
			138	2,279		95	9	17		17	91	39

† Plus two from South Africa.
‡ Plus six from South Africa.
* Includes 27 Montreal-New York cruises.
** War service

75 EMPRESS OF CANADA ex-DUCHESS OF RICHMOND 20,022g 1929-1953

Canadian Pacific Cruises 1922-67

Year	No.	Days	World	W. Indies	Med.	Canaries	Scandinavia	Others	From North America	From U.K.
1922	4	194		2	2				4	
1923	5	245	1	2	1		1		4	1
1924	5	252	1	2	1			1	5	
1925	6	425	2*	2	2				5	1
1926	5	263	1	2	1		1		4	1
1927	4	256	1	2	1				4	
1928	6	366	1	3	1			1	6	
1929	7	405	1	3	1			2	6	1
1930	7	370	1	3	2			1	5	2
1931	14	440	1	5	2		2	4	9	5
1932	37	666	1	4	13	3	3	13	9	28
1933	51	742	*	3	22	12	4	10	7	44
1934	44	778	1	4	22	6	3	8	10	34
1935	34	691	1	2	13	7	1	10	7	27
1936	35	653	1	7	8	8	4	7	11	24
1937	42	728	1	9	14	5	5	8	13	29
1938	37	640	1	10	3	12	5	6	14	23
1939	20	476	1	3	4	7	1	4	6	14
	363	8,590	17	68	113	60	30	75	129	234
**										
1950–61	50	838		49				1	47	3
1962	10	183		6	1	3			7	3
1963	15	301		6	3	4		2	6	7†
1964	24	344		7	3	2		12	7	11‡
1965	15	228		9	2	4			8	7
1966	12	188		9		2		1	8	4
1967	12	197		9		2		1	8	4
	138	2,279		95	9	17		17	91	39

* In 1923, 24 and 25 World Cruises had sailed in January. In 1925 it was decided to sail in December, hence two world cruises left in 1925. In 1933 it was decided to make a short cruise with the *Empress of Britain* over the Christmas-New Year holiday and to sail the World Cruise in January.
† Plus two from South Africa.
‡ Plus six from South Africa.
** War Service

29 METAGAMA—12,420g 1915-1931

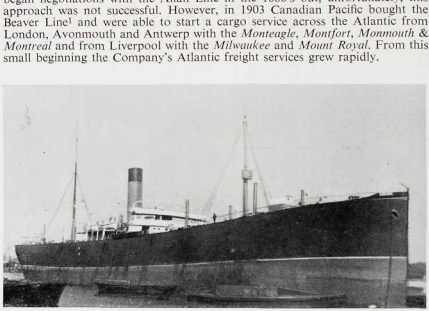
Canadian Pacific Cargo Services

98 **SILK**

Cargo has always been of primary importance to Canadian Pacific and the first charters on the Pacific in 1886 carried cargoes of silk and tea to feed the railway with traffic. The *Empress of Asia* made her first crossing of the Pacific leaving Yokohama on 21st August 1913 with a $1¼ million consignment of silk. A special 14-car silk train carried the consignment from Vancouver and arrived in New York on 7th September, 17 days from Yokohama to New York. Similar items were still being carried in 1923, but in even larger quantities.

99 **BEAVER LINE**

In order to secure control of traffic on the Pacific and the Atlantic, the Company began negotiations with the Allan Line in the 1880's but, unfortunately, this approach was not successful. However, in 1903 Canadian Pacific bought the Beaver Line[1] and were able to start a cargo service across the Atlantic from London, Avonmouth and Antwerp with the *Monteagle*, *Montfort*, *Monmouth* & *Montreal* and from Liverpool with the *Milwaukee* and *Mount Royal*. From this small beginning the Company's Atlantic freight services grew rapidly.



(*Nautical Photo Agency*)

13 MILWAUKEE—7,317g 1903-1918

100 In addition to the regular services between Europe and North America, the Company's freighters have occasionally sailed to off-line ports securing profitable cargoes. One of the longest voyages was made by the *Milwaukee* when she left Barry on 27th May 1914, sailing through the Straits of Magellan for Taltal, Chile. She returned via the Panama Canal arriving in London on 17th December. On 9th August, 1918, the *Methven* sailed from Liverpool for Savannah with 800 tons of salt and brought back a very valuable cargo of cotton. It is possible that the *Milwaukee* also made a similar voyage about this time.

101 **SINGAPORE**

Immediately after the war, the *Methven* transferred to the Pacific service between Vancouver and Hong Kong. In 1920 the *Mattawa* sailed for the Pacific via Suez and joined the *Methven* and other vessels on a new service between Hong Kong, Saigon and Singapore. This service was withdrawn in 1922. The *Monteagle* was chartered for a voyage from Vancouver via the Panama to Montreal with a cargo of a million cubic feet of lumber.

[1] See page 37.

102 **WEST INDIES**

In 1921 a new service was started from Canada to the West Indies. Between December 1921, and June 1922, the *Sicilian* made five trips to Havana and Kingston with passengers and cargo. Between December 1921 and December 1925, the *Mattawa*, *Balfour*, *Holbrook* (ex *Montezuma*) & *Methven* made sixty cargo voyages to the West Indies. Many of these trips went to British Guiana to load sugar, the *Montezuma* arrived at Montreal on 20th May 1922, with the largest consigment, 6,000 tons. Molasses was shipped from Barbadoes and carried in puncheons in the "tween decks." Cocoa, rum and fruit were also imported. Among the chief exports from Canada were flour, oats, hay, potatoes, fish, beer and cement.

103 In 1920 regular cargo services were being operated to Canada from London, Avonmouth and Antwerp with a few sailings from Liverpool, Glasgow, Southampton, Hamburg, Havre and Rotterdam. In all, 51 sailings were made with ten ships. From 1922 to 1934 an increasing number of calls were made at Le Havre but this call was dropped in 1935.

In 1923 the Company's cargo liners were all given names beginning with "B"—*Balfour*, *Bawtry*, etc.

104 **GOLD CANE**

On the 3rd May 1923, the *Bolingbroke* (50), became the first ship built for Canadian Pacific to win the Gold Cane*. She sailed through the Gut of Canso to avoid ice.

Around the time of the appointment of the first Montreal Harbour Trust Commission in 1830, it became customary to present the captain of the first ocean vessel to arrive in Montreal each Spring with a top hat. Since 1880 a more lasting souvenir, usually a straight malacca cane with a gold head which bears the coat of arms of Canada and an engraved inscription has been presented. However, since the early 1960's the opening of the river to winter navigation for ships with specially strengthened bows has altered the significance of the award.

The Allan Line won this award as early as 1842 with the *Caledonia* and on many later occasions with other ships. The Beaver Line, make their first appearance in the record with their *Lake Superior* on the 22nd April 1871. Of the ships mentioned in this history the following have won this distinction:

Allan Line		Canadian Pacific	
38 *Ionian*	4.5.1904	50 *Bolingbroke*	3.5.1923
38 *Ionian*	2.5.1905	68 *Beaverburn*	18.4.1932
36 *Corsican*	30.4.1908	76 *Duchess of York*	19.4.1937
35 *Corinthian*	23.4.1909	73 *Duchess of Bedford*	18.4.1938
36 *Corsican*	29.4.1914	82 *Beaverburn*	21.4.1947
		86 *Beavercove*	18.4.1950

105 **GREAT BOURDON**

An interesting shipment from London to Montreal was made on the *Balfour* in May 1927, when she carried 53 bells including a Great Bourdon weighing 10 tons for the Carillon which was to be installed in the Peace Tower, Parliament Buildings, Ottawa. More than 20 tons of structural steel to house the bells had arrived a week previously on the *Berwyn*. The Carillon commemorated the 60th Anniversary of the Canadian Confederation. On 1st July, 1927 the bells were broadcast over the length and breadth of Canada and relayed to other Commonwealth countries.

106 A Junkers JV52, one of the largest single-engined aircraft, was shipped in the *Beaverbrae* from Antwerp in October 1931. This aircraft was consigned to Canadian Airways Limited and was used to supply the Hudson's Bay Company's northern posts.

107 **ROYAL SCOT**

In May 1933, the *Beaverdale* carried the Royal Scot, crack London, Midland and Scottish 4–6–0 locomotive, and eight coaches including an all-electric kitchen car from London to Montreal. Together with her English crew, the train made an eight month trip around Canada and the United States covering more than 11,000 miles before returning to the U.K.

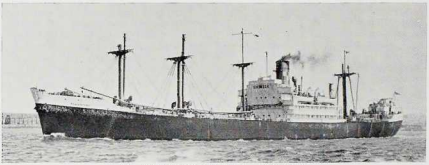
*A similar award is made by the Port of Quebec.

108 In 1928 five new *Beavers* designed especially for the Company's North-Atlantic service were introduced. They were twin-screw coal-fired and considered to be the most efficient coal burning cargo ships of their day. They were 500 feet in length and 9,900 grt. Easily recognised by their five sets of twin kingposts and buff coloured funnels, they each had six lower cargo holds, four of which had special electric fan ventilation to permit the carriage of apples and other perishable cargoes.

By 1930 all the old "B" ships had been disposed of and the five new *Beavers* carried the company's cargo operations until 1939. By concentrating on London, Antwerp, Hamburg and Havre, these five new vessels were able to provide a fast service and make an average of fifty trips a year—thirty-odd in the summer to Montreal and the remainder to West Saint John N.B., each winter season.

109 Before the end of the war the Company placed orders for four new *Beaver* cargo liners, this time with turbo-electric drive, 476 ft. long and 9,900 grt. Again these ships were easily recognised, their six twin king-posts making a distinctive silhouette. In 1946 two Empire ships were bought to supplement the fleet and were renamed *Beaverburn* & *Beaverford*.

By 1947 the Company were well in their stride with forty-nine sailings to Canada by six Beavers. The service was concentrated through London, Liverpool and Antwerp. This pattern continued until 1951 averaging just over fifty sailings each year.



84 BEAVERFORD—9,881g 1946-1962

110 When the Trafalgar Square fountains were re-built in 1948, the old fountains (designed by Sir Charles Barry, R.A. 1787–1860) were dismantled and shipped in the *Beaverlake* as a gift to the Ottawa National Gallery.

111 An arrangement was made with the Head Line who normally sailed from Belfast for some of their vessels to load on Canadian Pacific berth at Liverpool whenever traffic was available. Between 1947 and 1967, 202 sailings were made.

In 1952 a further "Empire" ship was bought and re-named *Beaverlodge*, the seven *Beavers* made forty-three voyages in that year.

112 **BEAVER INTO MAPLE**

Between August 1952 and August 1954 two of the *Beavers* were transferred to the Pacific for a service from Vancouver to Asian ports including Yokahama, Kobe, Manilla and Cebu. They were renamed the *Maplecove* and *Mapledell* and made sixteen voyages from Vancouver. Unfortunately, this venture did not develop as expected and in 1954, these vessels were returned to the North Atlantic and reverted to their previous names.

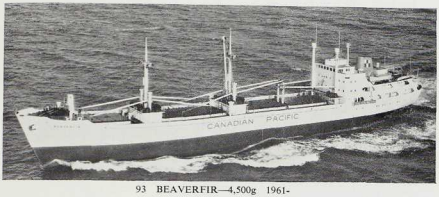
113 Rotterdam was re-established as a regular port of call in 1953 and Hamburg in 1954.

114 **INTO THE LAKES**

To gain experience of Great Lakes trading, a number of small motor ships were chartered. Later it was decided to develop a new and smaller type of *Beaver* for trading into the Lake Ports. Meanwhile, the *Beaverburn* and *Beaverlodge* were sold in 1960. The first of the new *Beavers* was bought on the stocks from Norwegian owners and named *Beaverfir*. She made her maiden voyage on 5th July 1961, from Antwerp to Montreal and became the first Canadian Pacific *Beaver* to sail into the Great Lakes in September 1962.

115 1962 was an eventful year and two further motor ships were added to the fleet. The *Beaverpine*, 6,050 tons dwt. sailed on her maiden voyage from London into the Great Lakes on 24th October. On her second voyage she became the first Canadian Pacific vessel to sail into Quebec in the winter season.

Two more Beavers, the *Beaverford* and the *Beaverlake*, were sold in 1962 and a second motor ship of 5,885 tons dwt. was bought from Norway and re-named *Beaverelm*.



93 BEAVERFIR—4,500g 1961-

94 BEAVERPINE—4,514g 1962-

116 The service from Hamburg, which had been dropped in 1959, was revived in 1962 when an agreement was reached with the Ellerman Wilson Line to operate a joint service. The first sailing was made on 4th October 1962, by S.S. *Marengo*. The service was withdrawn in 1966.

The *Beaverash* of 5,900 tons dwt. was bought from Norwegian owners and made her first Canadian Pacific voyage from Antwerp to Saint John, N.B. on 12th February 1963.

117 The remaining three 1947-*Beavers* were sold in 1963, and on 28th January 1964, the *Beaveroak*, 6,750 tons dwt. was ordered from Vickers Shipbuilding Limited. She has especially strengthened bows to meet ice conditions in the St. Lawrence, a Thomson crane for the easy handling of both dry and refrigerated containers, also deep tank accommodation for 200 gallons of oil. She sailed on her maiden voyage on 7th September, 1965 to the Great Lakes. On 18th February 1966, she became the first Canadian Pacific ship to enter Montreal in the winter season.

118 In September 1968, Canadian Pacific placed an order with Cammell Laird & Co. of Birkenhead, for three 14,000 tons container ships with a speed of 20 knots for service late in 1970. Each vessel will be able to carry 700 containers on a weekly schedule between London/Rotterdam and Quebec. Meanwhile it is planned to charter two 6,000 ton container ships early in 1969.

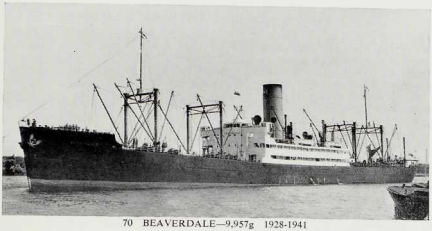
Fleet List page 70.

	Fleet	Westbound Sailings From:										To:			Total
		Glasgow	Liverpool	Avonmouth	Southampton	London	Havre	Antwerp	Rotterdam	Hamburg	Others	St. Lawrence	Great Lakes	St. John N.B.	
1920–24	8	9	7	33	8	119	54	70	17	20		135		84	219
1925–29	8	36		11	2	138	100	110		84		170		100	270
1930–34	5	3	1			141	75	161		69		159		89	248
1935–39	5		2			187		151		58		150		97	247
☆☆															
1946–50	6		74	2		157		52	1		2	160		78	238
1951–55	6		23	7	1	189	17	87	7	4	2	177		69	246
1956–60	7		5			220	101	119	15	13		225		77	302
1961–65	6		4			164	65	68	12	4	5	87	59	47	193

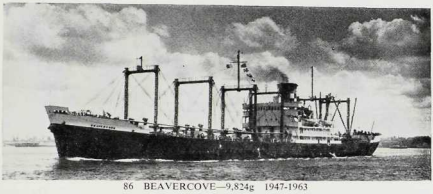
Beaver Liners 1928-67

		Years of Service		Canadian Pacific Voyages St. L.	Gt. Lakes	St. John
68	Beaverburn	1928–39	12	74	—	46
69	Beaverford	1928–39	12	75	—	47
70	Beaverdale	1928–39	12	73	—	45
71	Beaverhill	1928–39	12	73	—	41
72	Beaverbrae	1928–39	12	77	—	42
		☆☆				
81	Beaverdell	1946–62	17	95	—	38*
82	Beaverburn	1946–60	15	87	—	37
83	Beaverglen	1946–63	18	108	—	41
84	Beaverford	1946–62	17	104	—	39
85	Beaverlake	1946–62	17	99	—	38
86	Beavercove	1947–63	17	87	—	37†
88	Beaverlodge	1952–60	9	48	—	16
93	Beaverfir	1961–67	still in service	16	22	12
94	Beaverpine	1962–67	still in service	5	24	9
95	Beaverelm	1962–67	still in service	4	23	11
96	Beaverash	1963–67	still in service	4	18	13
97	Beaveroak	1965–67	still in service	4	11	2

* Plus 9 trans-Pacific voyages as *Mapledell*, 1952-54.
† Plus 7 trans-Pacific voyages as *Maplecove*, 1952-54.
** War service

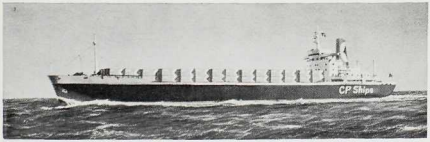


70 BEAVERDALE—9,957g 1928-1941



86 BEAVERCOVE—9,824g 1947-1963

97 BEAVEROAK—6,165g 1965-



98–100 Artist's impression of 14,000 ton container ship. See para 118. (Also shows new Canadian Pacific symbol introduced late 1968)

Canadian Pacific (Bermuda) Ltd.

121 In 1965 a bulk carrier appeared in Canadian Pacific colours for the first time. Entry into this new and exciting trade came about partly through Canadian Pacific's interest in Cominco Ltd., and the possibility of shipping lead concentrates from Vancouver to Japan. Another Canadian Pacific interest, lumber, provided the possibility of shipping kraft newsprint and packaged lumber through British Columbia ports. Accordingly on the 24th October 1964, a new subsidiary, Canadian Pacific (Bermuda) Ltd. was formed to own, operate and charter ocean-going bulk-carriers.

The first ship to join this new fleet was the 13,000 ton dry cargo vessel *Modena* which was bought on the 19th November 1965, for service between B.C. ports and Tokyo, having been re-named *R. B. Angus*. Unfortunately she was lost in a storm in the Pacific on the 17th December 1967, all the crew were saved.

153 LORD STRATHCONA—71,534dwt 1967-

122 Meantime an order had been placed with Mitsubishi Heavy Industries for two 71,000 ton oil tankers. The *Lord Mount Stephen* entered service on the 31st October 1966, and the *Lord Strathcona* on the 14th February 1967. They are time chartered to Shell Oil and British Petroleum respectively.

154 H. R. MacMILLAN—28,900dwt 1968-

Canadian Pacific (Bermuda) Ltd.

123 Later three 28,000 ton dry cargo bulk carriers were also ordered from the Japanese yard. The *H. R. MacMillan* entered service on the 26th January 1968, the *J. V. Clyne* on the 26th April 1968 and the *N. R. Crump* will follow next year. They are time chartered to the Canadian Transport Company a subsidiary of MacMillan Bloedel Ltd., Canada's largest forest products company. Each of these ships is fitted with three Munck loaders.

124 On the 7th August 1967, an order was placed with Nippon Kokan Kaisha Ltd. for two 57,000 ton coal/ore carriers. To be named *T. Akasaka* and *W. C. Van Horne* they are due to enter service late 1969/70 under long term contract with the Marubeni-Lida Co., Japan's third largest trading company.

FAMOUS MEN

125 To distinguish this new class of vessel a new series of names has been started:

R. B. Angus—Born in Scotland in 1831 emigrating to Canada in 1857. He joined CPR syndicate in 1880 and remained a director for 41 years.

Lord Mount Stephen—George Stephen arrived in Canada in 1850 at the age of 21. By 1876 he had become President of the Bank of Montreal. He formed the CPR syndicate in 1880 and became the first President of the Company. In 1891 he was raised to the peerage.

Lord Strathcona—Donald Smith arrived in Canada in 1838 at the age of 18 and joined the Hudson's Bay Co. He helped George Stephen form the CPR syndicate. In 1885 he drove the "last spike" on completion of the transcontinental railway, and was raised to the peerage as Lord Strathcona in 1897. He remained a director until his death in 1914. On the 1st May 1967, his great grandson presented the ship with a rum keg and a set of silver goblets.

W. C. Van Horne—William Van Horne was an American of Dutch descent who joined Canadian Pacific in 1881 as General Manager and was the organising and driving force in the construction of the railway. He followed George Stephen to become the second President in 1888, becoming Chairman in 1899. He was knighted in 1895.

N. R. Crump—Chairman and Chief Executive Officer, Canadian Pacific Railway Company (1964-).

H. R. MacMillan—Director and past Chairman MacMillan Bloedel Ltd.
J. V. Clyne—Chairman of MacMillan Bloedel Ltd. (1957-).
T. Akasaka—President, Nippon Kokan Shipbuilding Company.

126 Another ship is being built by Sanoyasu Dockyard Co., Osaka. Approximately 16,000 tons, she is to be named *Pacific Logger* and will enter service in October 1969, as a log carrier between British Columbia and Japan, on charter to C. Itoh Co., a Japanese Trading Company.

Fleet List page 86.

H.R. MacMillan showing her Munk loaders in action

Chartered Tonnage, 1957 Onwards

127 The building of the St. Lawrence Seaway brought a new and interesting challenge. Before the Seaway opened, and because the Company's Beavers were unsuitable for this trade, it was decided to charter smaller ships of some four to five thousand tons. Two German motor vessels, the *Otto Nubel* and *Auguste Schulte* were chartered and made ten voyages through the old shallow canals to Canadian and U.S. ports on the Lakes in 1957.

With the opening of the Seaway in 1959, eighteen voyages into the Lakes were made with four motor ships. In the following year, 1960, six vessels made twenty-one voyages. Two other chartered ships made fourteen sailings to Montreal.

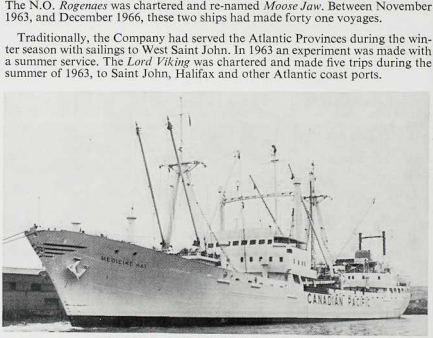
128 **MAPLE SHIPPING**

In 1960 a subsidiary, the Maple Shipping Company, was formed to handle chartering activities to and from the Eastern seaboard and Great Lakes ports. Among the many cargoes carried have been thousands of cars to Canada. The company also fixes ships for the grain trade from the Head of the Lakes and has traded world wide.

129 Endeavours were being made about this time to keep the St. Lawrence open during the winter at least as far as Quebec. To meet this new requirement an arrangement was made for the *Eskimo* to load on Canadian Pacific berth for one voyage to Quebec in 1960. In the following year a similar arrangement was made for the *Fort Chambley* and both ships made one voyage to Quebec in December. These two ships made five winter sailings into the St. Lawrence in 1962.

The chartered vessels proved a success and a number of time charters were negotiated. These vessels were painted in the Company's colours. The *Anders Rogenaes*, a ship of 5,500 tons, was chartered from her owners A/S Fologos whilst she was being built at Rouen. In 1964 she was re-named *Medicine Hat*. The N.O. *Rogenaes* was chartered and re-named *Moose Jaw*. Between November 1963, and December 1966, these two ships had made forty one voyages.

130 Traditionally, the Company had served the Atlantic Provinces during the winter season with sailings to West Saint John. In 1963 an experiment was made with a summer service. The *Lord Viking* was chartered and made five trips during the summer of 1963, to Saint John, Halifax and other Atlantic coast ports.



MEDICINE HAT 2,700g on charter 1963-67

Because of the large number of ships that have been chartered for varying periods it has not, so far, been possible to compile a Fleet List.

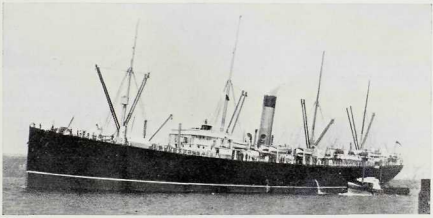
Beaver Line

131 In 1867 a number of Montreal merchants formed the Canada Shipping Company to trade from the St. Lawrence to Liverpool, and in the following year they ordered four iron sailing ships from the Clyde, purchased a fifth, and named them after the Great Lakes. They chose a beaver on a white background with a blue surround as their houseflag.

Steamships, still with the prefix *Lake*, replaced sail in 1875. The first was the *Lake Champlain*, whilst the *Lake Ontario*, built by Laing of Sunderland in 1887, was the first British passenger ship on the North Atlantic to be fitted with triple expansion engines, and the last ship to be built for the original Beaver Line.

LAKE ONTARIO

132 The Canada Shipping Company ran into serious financial difficulties in 1894 and Messrs D. & C. MacIver were appointed to act as managers. MacIver's also acquired additional vessels which they operated under the name of Beaver Line Associated Steamers until they, too, went into voluntary liquidation in 1900.



22 MOUNT ROYAL—7,044g 1903-1914

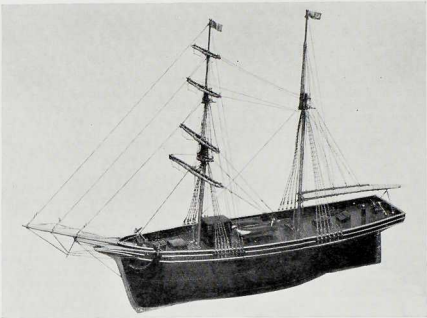
133 The Elder Dempster Company had entered the North Atlantic trade during the early 1890s. They took over the Dominion Line's Avonmouth service in 1894, and in 1898 bought the original Beaver Line ships and ran them from Liverpool under the name Elder Dempster (Beaver Line).

The line prospered and new tonnage was added. In May 1901, the *Lake Champlain* was fitted with the first radio installation on a merchant ship. The *Lake Manitoba* made the last Beaver Line sailing on the 31st March, 1903, and on the 6th April on board the *Lake Champlain* at Liverpool the handing over of the Line to the Canadian Pacific was signalled by the hoisting of the famous red and white house flag.

For a detailed study of the Beaver Line readers are referred to N. R. P. Bonsor's "North Atlantic Seaway".

Fleet List page 72.

Allan Line



JEAN (from a model of the brigantine).

134 This story goes back to 1819 when Capt. Alexander Allan advertised in the 'Glasgow Herald' sailings of the 169-ton *Jean* from Greenock to Quebec. By 1822 he was operating a regular service from the Clyde to the St. Lawrence.

135 Captain Allan's second son, Hugh, went to Canada in 1826, eventually becoming a partner in the firm Millar, Edmonstone & Allan, and also acted for his father in Canada. Later he advocated the change-over to steam and in 1853 was instrumental with his four brothers and some Montreal merchants in forming the Montreal Ocean Steam Ship Co. He was also a leading advocate for a trans-continental railway.

The first Allan Line steamer on the North Atlantic was the iron screw *Canadian* of 1,750 tons which left Liverpool in September 1854 on her maiden voyage to Quebec and Montreal. Unfortunately this service was interrupted by the demands made by the Crimean War.

136 In 1856 the Allan Line secured a mail contract for fortnightly sailings from Liverpool to Montreal between April and October and monthly sailings between Liverpool and Portland, Maine, during the winter, when the St. Lawrence was closed for navigation. This service started on the 23rd April, 1856, with the *North American*, *Canadian*, *Indian* and the *Anglo-Saxon*. In April 1859 a weekly service was started under a new mail contract for £42,000. In May 1860 the Allan Line Steamships started to call at Moville, Co. Donegal. A direct service from Glasgow to Quebec and Montreal was inaugurated by the *St. Andrew* and the *St. George* (1,400g) in September 1861.

137 On 30th June 1871, the *Peruvian* inaugurated a mail service from Queenstown later Cobh, to Halifax.

The 3,650-ton *Sarmatian* was the first Allan ship to be fitted with compound engines and made her maiden voyage from Liverpool to Quebec in August 1871. Allan's secured another first in 1880 when the 4,000-ton *Buenos Ayrean* became the first steel ship on the North Atlantic. A regular service started from London

in 1884 to Halifax and Montreal but was changed to Quebec and Montreal the following year. It is interesting to note that in 1891 when Canadian Pacific placed their first ocean liners on the Pacific the Allan line were operating the following services on the North Atlantic to Canada:

Liverpool to Quebec and Montreal	Weekly
Liverpool to St. Johns, N.F. and Halifax	Fortnightly
Glasgow to Quebec and Montreal	Weekly
London to Quebec and Montreal	Fortnightly

138 On the 19th June, 1897, the Allan Steamship Co. Ltd. was formed with a capital of £600,000. In 1905 the Allan Line pioneered the first turbine and triple screw steamship on the North Atlantic, the *Victorian* and *Virginian*. The 18,000-ton quadruple screw turbine steamers, the *Alsatian* and *Calgarian* were placed on the Quebec run in 1914.

139 Although Canadian Pacific bought the Allan Line in 1909 it was not until 1915 that the merger was announced. Canadian Pacific Ocean Services Ltd., taking over the operation of the combined Atlantic and Pacific fleets of the CPR and the Allan Line Steamships from the 10th October, 1915.

For a detailed study of the Allan Line readers are referred to N. R. P. Bonsor's "North Atlantic Seaway".

Fleet List page 76.

PRESERVED IN THE CLYDE—A LINK WITH THE PAST

The fragment of china illustrated above was found lodged in one of the links of the anchor chain when the *Empress of Canada* was about to sail from Greenock in October 1964. It is thought to be from a soup bowl approximately 8 inches in diameter, made in the mid 19th century.

Canadian Australasian Line

140 James Huddart founded the Canadian Australian Line in 1893 and appointed the Canadian Pacific as traffic agents for North America. The service was operated by the *Warrimoo*, 3,250g, and the *Miowera*, 3,390g, the latter making the first sailing from Sydney on the 18th May, 1893.

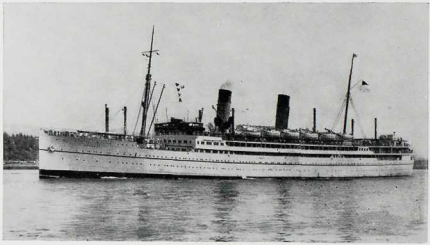
In 1901 the Union Steamship Company of New Zealand bought a share in the company and later became sole owners. The name was changed to Canadian Australasian Royal Mail Line in 1911* and calls were made at Auckland, N.Z.

As Canadian Pacific's interests grew in this area, offices were opened in Auckland, N.Z. in 1926, Wellington, N.Z. and Melbourne, Victoria in 1929.

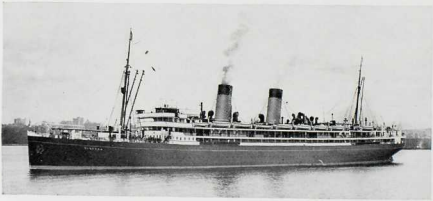
On 2nd July 1931, the Canadian-Australasian Line was incorporated and by arrangement with the Union Steamship Co., the Canadian Pacific Railway Company bought a half share in the *Niagara* and *Aorangi*, which were transferred to the new company. A Canadian Pacific office was opened at Sydney, N.S.W.

The ships sailed every 28 days from Vancouver, the journey itself via Honolulu and Suva taking 23 days.

The *Aorangi* returned after the war and ran single handed until the service was withdrawn in June 1953. The company was dissolved on the 28th November 1955.



79 AORANGI—17,491g 1931-1953



80 NIAGARA—13,415g 1931-1940

Fleet List page 83.

*Strongly rumoured in 1910 that this was, in fact, a CPR service.

British Columbia Coastal Steamships

See map inside front cover.

141 The earliest steamship service on the British Columbian Coast was provided by the Hudson's Bay Company with their steamer the *Beaver* which arrived from England in 1836. In 1877 Captain J. Irving started a service from New Westminster to Yale, B.C., at the head of navigation of the Fraser River. In 1882 he obtained a contract to carry freight and passengers to help in the building of the Canadian Pacific Railway. Soon afterwards he was able to amalgamate his own Pioneer Line with the Hudson's Bay fleet to form in 1883 the Canadian Pacific Navigation Company.

142 **FIRST PRINCESS**

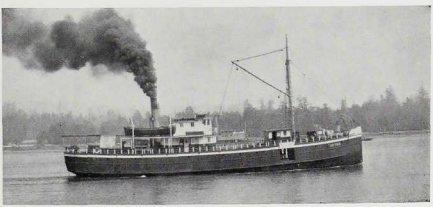
In 1901 the Canadian Pacific Railway purchased the interests of the Canadian Pacific Navigation Company, the formal transfer being made on May 15th 1903, when the familiar red and white chequered house-flag was hoisted on the vessels of the fleet, 9 screw-steamers and 5 paddle-steamers. Amongst the paddle-steamers was the *Princess Louise* the first of a line of thirty-two *Princesses.*

143 **CAPT. J. W. TROUP**

Captain J. W. Troup, then superintendent of the Company's B.C. Lake and River Steamers, was appointed to re-organise the Coastal fleet which grew, under his twenty-seven years as Manager, into one of the finest coastal fleets in the world.

At this time, 1901, the following services were operated:

Charmer *Yosemite*	Victoria to	Vancouver	Daily
Princess Louise	Victoria to	New Westminster	3 trips weekly
Queen City *Otter*	Victoria to	West Coast, Vancouver Island	3 trips monthly
Tees *Willapa*	Victoria to	Northern B.C. Ports	3 trips monthly
Amur *Princess May* *Danube*	Victoria to	Alaska	2 trips monthly
R. P. Rithet	Victoria to	Chilliwack (Fraser River)	Summer only
Beaver	New Westminster to	Chilliwack (Fraser River)	3 trips weekly
Transfer	New Westminster to	Ladner & Steveston	Daily
Islander	Sunk 15.8.01 on Alaska run.		
Maude	Employed as a collier for CPR vessels and powder carrier when business offered.		



307 OTTER—366g 1901-1928

144 The first ship to be built for Canadian Pacific's new service was launched by Swan, Hunter and Wigham, Richardson's Wallsend Yard on the 18th November 1902, and named *Princess Victoria*. She sailed round the Horn to Vancouver where she arrived in March 1903, when she was promptly dubbed, "Troup's Folly". This vessel proved an immediate success, with her speed of 20 knots plus, thanks to engines designed after those constructed for a unit of the Swedish navy, she carried the broom at her masthead, being the fastest vessel in the coastwise service until the arrival of the *Princess Charlotte* in 1909. Although over the years there was a great deal of sentimental prejudice over the old "*Vic*", undoubtedly, the *Charlotte* was the faster of the two.

The second vessel to be constructed was the *Princess Beatrice*. On the 20th January 1904, she became the first CPR vessel on the Victoria-Seattle route.

145 In 1905 Canadian Pacific took over the Esquimalt & Nanaimo Railway from the Dunsmuir* interests, together with the ships, *City of Nanaimo*, *Joan* and the tug *Czar*. These vessels continued on the Vancouver-Nanaimo run.

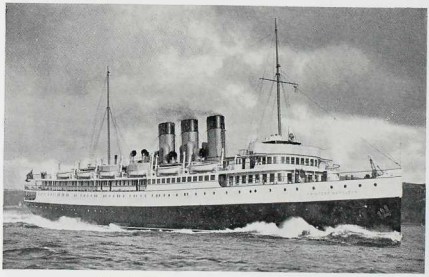
The *Princess Ena* arrived from the builders in 1907. A freight ship, she was employed in no regular service, but ran where cargo offered. In 1916 she made a trip to Vladivostock with munitions for the Russians. She was laid up and later scrapped by the Dulien Steel Works at Seattle in 1934. She had been nicknamed the "Blue Funnel Pup" due to her great similarity with ships of that Line.

146 **TRIANGLE ROUTE**

The *Princess Charlotte* entered the famous "Triangle" route, Vancouver-Victoria-Seattle along with the *Princess Victoria* in April 1909. They were replaced in 1925 by the *Princess Kathleen* and *Princess Marguerite*. The Triangle route was in operation until 1949, nearly 40 years.

With the arrival of the *Princess Marguerite* and *Patricia* in 1949 the *Charlotte* was laid up and sold to Greek owners. She was finally scrapped in late 1965.

The *Princess Adelaide* arrived at Victoria in December 1910 to start the Vancouver-Victoria night service which continued until midnight 24th February 1959. She was joined in 1911 by the *Princess Alice*. These two single-screw vessels proved most versatile being used during their life-time not only on the night run but as very good replacements on the famous Triangle route, also on the Alaska and Northern B.C. ports run.



342 PRINCESS KATHLEEN—5,875g 1925-1951

*Robert Dunsmuir (1825-89) with four other financiers built the railway between 1884-86.

147 OLD MAQUINNA

Princess Maquinna, named after the daughter of the famous Chief Maquinna, entered service on the West Coast of Vancouver Island in July 1913. She served practically her entire life on this route until retirement, because of boiler trouble, in September 1952. The "Old Maquinna" was a dearly loved ship, for years she was the sole connecting link with the outside world for many an isolated settler.

With the increased travel anticipated in 1915, due to the opening of the Panama-Pacific Exposition in San Francisco, two large and fast turbine steamers to be named *Princess Margaret* and *Princess Irene* were ordered and were practically ready to sail from Great Britain when the first World War broke out. These two vessels were commissioned by the Admiralty as mine-layers, the *Princess Irene* blowing up at Sheerness in May 1915, the *Princess Margaret* going through the war as flagship of a mine-laying squadron.

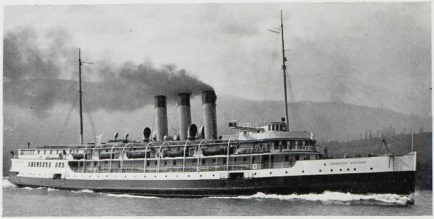
148 CAR FERRY

The ferrying of motor cars began around 1907, when there were two cars making occasional trips between Vancouver and Vancouver Island. The Company required two days notice of these movements, the cars being loaded on the foredeck of the *Joan*.

The *Motor Princess*, built by Yarrows in 1923 was one of the first diesel-propelled units on the coast and the first ship actually constructed for the motor car traffic. Fitted with side-loading doors in addition to fore and aft openings she could carry 40 cars. Commencing on the Sidney-Bellingham service in 1923, she was transferred to Vancouver-Nanaimo route in 1926, thence to Sidney-Stevenson route in 1929 where she remained substantially for the rest of her operating life. She ran for a short time prior to her sale on the Vancouver-Victoria freight service.

The car ferry traffic grew rapidly and reached a peak in 1957 when the Company's coastal routes handled 268,666 cars.

340 MOTOR PRINCESS—1,243g 1923-1953

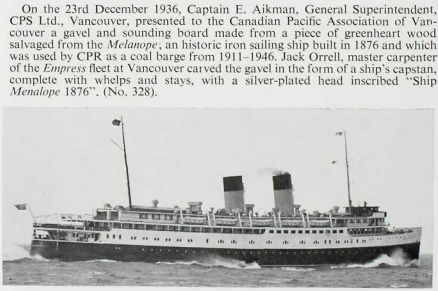


317 PRINCESS VICTORIA—1,943g 1903-1950

149 The *Princess Marguerite* and *Princess Kathleen* arrived on the Coast in 1925 to replace the ageing *Princess Charlotte* and *Princess Victoria*. They served on the triangle route until they were requisitioned in the Fall of 1941. To illustrate the intensity of this service it is worth recalling that in an 11-month period the *Princess Marguerite* maintained a continuous daily and nightly service, apart from three days in dry deck, from 14th May 1938 to the 13th April 1939, steaming 81,144 miles. Her longest period in port each day was 2½ hours. The *Princess Kathleen* sailed in the opposite direction from the 16th March 1938, until the 10th February 1939, apart from a similar three days break in dry dock.

150 In 1930 the Company bought Newcastle Island, a small island 36 miles from Vancouver, half a mile east of Nanaimo. Picnic facilities, a dance pavilion and a restaurant were built to attract day visitors from Nanaimo and Vancouver.

151 On the 23rd December 1936, Captain E. Aikman, General Superintendent, CPS Ltd., Vancouver, presented to the Canadian Pacific Association of Vancouver a gavel and sounding board made from a piece of greenheart wood salvaged from the *Melanope*; an historic iron sailing ship built in 1876 and which was used by CPR as a coal barge from 1911–1946. Jack Orrell, master carpenter of the *Empress* fleet at Vancouver carved the gavel in the form of a ship's capstan, complete with whelps and stays, with a silver-plated head inscribed "Ship *Menalope* 1876". (No. 328).



349 PRINCESS MARGUERITE—5,911g 1949-

152 **TRI-CITY SERVICE**

The *Princess Marguerite* and *Princess Patricia* arrived in Victoria in the spring of 1949 to service the Vancouver-Victoria-Seattle route. The direct night service between Vancouver and Seattle (both directions) having been abolished, they were placed on what was termed "Tri-City Service", laying over on alternate nights at Nanaimo and Seattle. With the advent of the B.C. Government Ferry service from Swartz Bay to Tsawwassen in 1960 the Victoria-Vancouver (summer) day service was withdrawn. In 1961 one of the vessels was employed solely on the Nanaimo service, but being far too expensive, only contributed to the final demise of that route which terminated with the exception of the *Princess of Vancouver* on 30th September 1962. The other vessel continued to make one round trip per day from May to September on the Victoria-Seattle route, which run is still being serviced by the *Princess Marguerite*. The *Princess Patricia* was converted in early 1963 for the Alaska route sailing from mid-May to September each year, the year round service to Skagway having been discontinued in 1954. During the 1965-66 and 1966-67 winter season the *Pat* has been under charter to Princess Cruises, Inc. for service between Los Angeles and Acapulco, Mexico.

The *Princess of Vancouver* arrived in 1955 and ran on the Vancouver–Nanaimo route handling rail cars, trucks, trailers, autos and passengers. She maintains three round trips per day.

354 PRINCESS OF VANCOUVER—5,554g 1955-

153 **A PRINCESS GOES EAST**

The *Princess of Nanaimo* arrived in 1951 to relieve the *Princess Elaine* on the Vancouver–Nanaimo route. With space for 140 autos she served this route exclusively until the advent of the B.C. Ferry Authority in 1962. It was obvious, with the entry of the Provincial Government service in direct competition to Vancouver Island, that a private company had absolutely no chance of survival and effective October 1st 1962, the regular Vancouver–Nanaimo service was discontinued. In February 1963, this vessel was transferred to the Bay of Fundy Service between Digby and St. John and renamed *Princess of Acadia*.

154 **RAIL CAR FERRY**

Another important part of the coastal service was the ferrying of rail box cars between the transcontinental rail terminal at Vancouver and the Esquimalt and Nanaimo Railway on Vancouver Island.

The first rail car ferry between the then separately owned railways started in 1900 with one tug and 9 car floats. One trip was made per day on the 40 mile crossing from Ladysmith to Vancouver. In 1905 when the CPR took over the E. & N. Railway another service was started between Nanoose and Vancouver. The whole of the Esquimalt & Nanaimo Railway acts as a feeder for this service since almost 4/5ths of the total carloads originating on the railway are transferred to the mainland, consisting mainly of lumber, forest products and coal. General merchandise, meat, fruit, butter make up the bulk of the return loads. In the peak period sometimes three or four trips were made per day with 30,000 carloads moving per year.

To tow these transfer barges a number of tugs have been used, the *Czar*, *Dola*, *Nanoose*, *Nitinat*, *Qualicum* & *Kyuquot*.

155 When in 1957 the tug *Kyuquot*, the last remaining tugboat in service of the Canadian Pacific on the car barge service, was laid up an agreement was made with the Island Tug & Barge Company to tow the Co.'s transfer barges. In 1963 the contract passed to F. M. Yorke & Sons and in 1966 their newly-constructed self-propelled car ferry *Greg Yorke*, was placed in charter service to the C.P.R. for the transportation of trucks and trailers and railway box cars between Vancouver and Vancouver Island. On the 10th April 1968 the *Doris Yorke* replaced the *Greg Yorke*.

155a A new truck and trailer ferry service between Vancouver and Swartz Bay, near Sidney, B.C., was started on the 21st September 1966 when Canadian Pacific bought a converted ex-US landing-craft which was renamed *Trailer Princess*. Perhaps inaugurating a new type of Princess! The CPR opened their new dock and truck marshalling yard at Swartz Bay on the 24th April 1968, thereby enabling the *Trailer Princess* to make two round trips per day from Vancouver.

355 TRAILER PRINCESS—2,689g 1966-

156 A PROFUSION OF PRINCESSES

If we include the *Island Princess*, *Motor Princess*, *Trailer Princess*, and the *Yukon Princess*, there have been no less than thirty-two *Princesses*, twenty-one having been ordered and built for the Company in British yards. Two, the *Irene* and *Margaret*, were taken over by the Admiralty in 1915, and never sailed for the Company. Twenty-nine sailed on the Pacific coast, whilst the *Princess Helene* plied the forty-three miles between Digby, N.S. and Saint John, N.B. across the Bay of Fundy. The *Princess of Nanaimo* spent 12 years on the Pacific coast before transferring in February 1963, to the Bay of Fundy where she now sails as the *Princess of Acadia*.

Fleet List page 87.

See map inside front cover.

British Columbia Lake & River Services

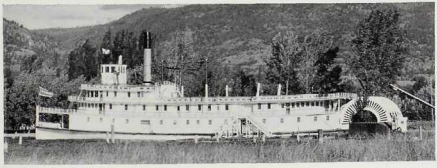
See map inside back cover

157 For many years the rivers and lakes of southern British Columbia provided the main highway for north and south-bound traffic. Many of the early emigrants from the western United States to the Canadian prairies travelled by way of the Columbia river boats. From west to east the chief valleys concerned are Okanagan Lake, Arrow Lakes, on the Columbia river; Slocan Lake and Kootenay Lake on the Kootenay river. The boats plying these lakes were stern wheelers and other shallow draft vessels which could nose on the lake shores to deliver passengers and cargoes. Some of the steamers, it has been said, needed as little as 22 inches of water.

The building of the railroads in the U.S.A. and completion of the Canadian Pacific Railway in Canada coincided with the discovery of valuable deposits of gold, silver, lead, zinc and copper in the West Kootenay District of British Columbia, through which run the Kootenay and Columbia Rivers. Consequently both American and Canadian companies were soon in the transportation business, both rail and water, in that area and to some degree in the Okanagan District. A number of steamboats of various sizes and descriptions were put into operation by individuals and small companies, but the first major steamboat company to emerge was known as The Columbia and Kootenay Steam Navigation Company. This company, Canadian owned, brought in experienced American river-boat men from Portland, Oregon, on the Lower Columbia River. They soon had a small fleet of modern stern-wheelers plying the Columbia River and Arrow Lakes between Revelstoke in the north and Northport, Washington, in the south. Stern-wheelers were also built in Nelson by this Company to compete with an American Line operating on the Kootenay Lake.

Because the Canadian Pacific main line had been surveyed before the discovery of minerals in southern British Columbia, a second line to the south was necessary to develop this area and to retain the traffic in Canada. The B.C. government were interested and granted a charter to the Crow's Nest and Kootenay Lake Railway in 1888. Later re-named B.C. Southern Railway, it had powers to build from Nelson to the Provincial boundary. In 1892 the CPR leased the Alberta Railway and Coal Company's line from Dunmore (near Medicine Hat) to Lethbridge, which could be extended westward through Nelson, Cranbrook and Penticton to the coast, when money became available.

158 Meantime Canadian Pacific opened a branch from Sicamous, on the main line, to Okanagan Landing on 15th June 1892 and opened their own shipyard near the rail-head in 1893. The Company's first river steamer the *Aberdeen* was launched on 22nd May 1893, providing the CPR with a connection to Penticton. This was the start of the Company's B.C. Lake and River steamship services.

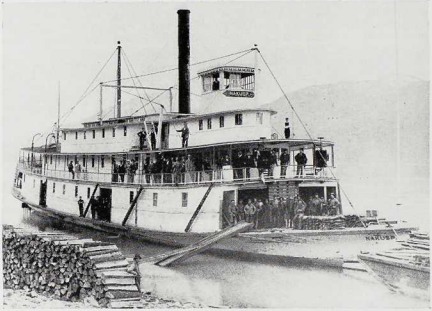


443 SICAMOUS—1,787g 1914-1942

159 On the 1st February 1897, the Canadian Pacific Railway purchased the entire fleet and holdings of the Columbia and Kootenay Steam Navigation Company. This included their shipyards at Nakusp, Nelson and Rosebery plus their

'Master Builder' T. J. Bulger, who had been brought in from Oregon. The Canadian Pacific immediately launched a building programme of their own which continued for nearly twenty years and terminated (with the exception of tugboats) in the building of three super stern-wheelers *Bonnington*, *Nasookin* and *Sicamous*, for the Arrow, Kootenay and Okanagan Lakes.

Shortly after the CPR took over, T. J. Bulger retired, and his son J. M. succeeded him as 'Master Builder', whilst another son D. T. became shipyard foreman at Nakusp. Capt. Gore became Superintendent of the Company's Lake and River service when Capt. Troup took over the management of the Coastal Fleet. Around 1918 J. M. Bulger moved to Victoria, B.C., and was placed in charge of maintenance of the Company's coastal fleet.



407 NAKUSP—1,083g1987
Note sacks of ore on deck and fuel stack on shore.

160 **GOLD RUSH:**

At the time of the Klondyke gold rush in 1897 Canadian Pacific hoped to place a number of sternwheelers in service on the Stikine River between Wrangell, Alaska, and Glenora, B.C. Four steamers the *Constantine*, *Dalton*, *Schwatka* and *Walsh* were built, under the supervision of Capt. Troup, at Port Blakely, near Seattle. Eight more steamers were ordered in Canada and six were assembled at the CPR freight yards at False Creek, Vancouver, B.C. They were the *Dawson*, *Duchesney*, *Hamlin*, *McConnel*, *Ogilvie* and *Tyrell*. Most of these ships were completed too late to participate in the gold rush and when the proposed narrow gauge railway from Glenora on the Stikine, to Teslin Lake, B.C., failed to materialise most of the ships became surplus and were sold. So far as can be ascertained only the *Duchesney*, *Hamlin*, *McConnel* and *Ogilvie* ever sailed on the Stikine River for Canadian Pacific.

160a **SHIPS BY TRAIN**

The remaining two sternwheelers the *Minto* and *Moyie* had been built by the Bertram Iron Works in Toronto. Consisting of more than 1,000 parts each they were shipped by rail to Vancouver, more than 2,700 miles to the west. Arriving

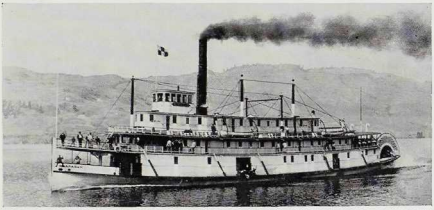
too late for their intended use the *Minto* was again placed on rail and shipped to Nakusp on the Arrow Lakes where she was re-assembled by Thomas Bulger, and plied the Lakes for more than fifty-five years. The *Moyie* was similarly despatched to Nelson, B.C., where she was re-assembled and sailed between Nelson and Lardeau on Kootenay Lake for fifty-nine years.

During the sixty years these stern-wheelers and, in some cases, screw driven ships were in operation, they served their purpose very well. They also served equally well the scattered communities and settlers on their respective lakes. They were comfortably equipped for the benefit of the passengers and all were well-known for the excellent dining-room service they provided.

Prospectors, loggers, ranchers, hunters, all knew that a flag or a signal fire would bring the steamers to them between regular stops on their journeys up and down the lakes. In the latter years of the service many communities had wharves and docks built by the Government of Canada, at which the lake steamers landed. However, equally as many landings were made by simply running the bow of the ship ashore and putting out a gang-plank over which passengers and supplies, or the produce of ranches were loaded or unloaded.

The importance and size of the steamship operation to this part of the country may be judged by the following, which appeared in the Kootenay Mail on 7th October 1898:—"On Sunday there were six steamers *Columbia, Lytton, Kootenay, Illecillewaet, Marion* and *Arrow* waiting at the wharves at Revelstoke to load and unload the next day."

The development of road passenger services and the slump of the 1930's finished the passenger ships on the Lakes.



434 OKANAGAN—1,078g 1907-1934

161 In addition to the stern-wheelers and tug boats, a large number of scows and barges were built. Steel-sheathed scows were required during the winter season to be pushed ahead of the steamers as ice-breakers. Also, in the early days, much freight was handled by barge, while the railway requirements were served by railway car barges connecting the various branch lines. With two exceptions, all of these scows and barges were of wooden construction. Originally, railway car transfer barges were operated on Kootenay, Slocan, Arrow and Okanagan Lakes. This service is still maintained on the Kootenay and Slocan Lakes by the *Iris G.* and the *Melinda Jane*, under contract from Ivan Horrie, and on Okanagan Lake by the two surviving units of the Canadian Pacific fleet, M.V. *Okanagan* and S.S. *Naramata*.

450 OKANAGAN—204g. 1946-

Okanagan Lake		Arrow Lakes		Slocan Lake		Kootenay Lake	
Aberdeen	1893–18	Columbia	1896–20	Denver	1897–05	Nelson	1896–14
York	1901–34	Nakusp	1896–97	Slocan	1897–05	Kokanee	1897–23
Okanagan	1907–38	Trail	1896–02	Wm. Hunter	1897–27	Moyie	1898–56
*Kaleden	1910–20	Illecillewaet	1897–03	Sandon	1897–27	Ymir	1899–28
Kelowna	1911–19	Lytton	1897–03	Slocan	1905–28	†Procter	1900–21
Castlegar	1911–23	Rossland	1897–18	Rosebery	1927–45	Valhalla	1901–32
Naramata	1913	Kootenay	1897–20	Rosebery	1943–	Kuskanook	1906–32
Sicamous	1914–35	Minto	1898–54	‡Iris G.	1966–	Nelson	1913–19
Okanagan	1947	Whatshan	1909–20			Hosmer	1909–34
		Bonnington	1911–42			Nasookin	1913–32
		Columbia	1920–48			Granthall	1928–45
		Columbia	1948–54			‡Melinda Jane	1966–

* *Kaleden* first used on Skaha Lake (connected by outflow from south of Okanagan Lake). Later used for cargo on Okanagan, also used as work boat during construction of Kettle Valley Railway.
† *Victoria* sternwheel scow operated on Trout Lake (N.W. of Kootenay Lake) for short time, became wharf and freight shed in 1904 when *Procter* transferred from Kootenay Lake to Trout Lake.
‡The *Iris G.* and *Melinda Jane* are owned by Ivan Horrie and tow our barges under contract.

Fleet List page 93.

Great Lakes Service

See map page 53

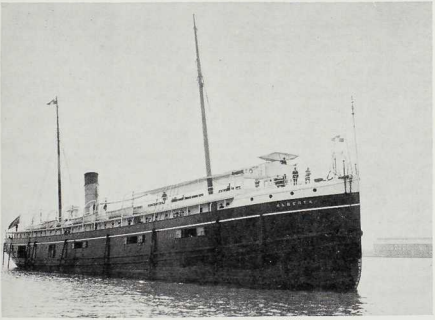
163 In 1883 the Canadian Pacific approached Mr. Henry Beatty, a partner in the North-West Transporation Company, who operated ships on the Great Lakes, and persuaded him to join Canadian Pacific as Manager of their Lake Transportation Services. Incidentally, one of his sons, Sir E. W. Beatty, became the first Canadian born Chairman and President of the Canadian Pacific Railway; 1918–1943.

For their new service three steel ships, the *Alberta*, *Algoma* & *Athabasca*, were ordered from the Clyde and built with special bulkheads amidships, so arranged as to allow the vessels to be halved. They were sailed across the Atlantic and arrived in Canada in 1883. On arriving at Montreal, they were halved and towed through the canals to Buffalo, where they were joined and taken to Owen Sound, Ontario.

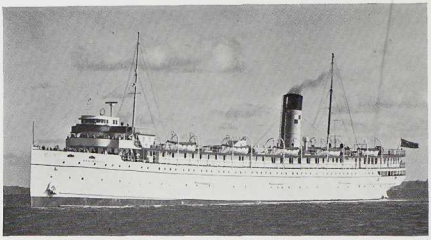
Meanwhile, on the 1st April 1884, the Canadian Pacific Railway bought the small wooden screw ship *Georgian* to transport construction camp workers and supplies during the building of the railway.

The first Canadian Pacific service on the Lakes was started in the summer of 1884 from Owen Sound through the Soo Canal to the Head of the Lakes at Port Arthur, before the rails along the North Shore were completed. The ships had accommodation for 240 first-class passengers, 600 emigrants and were also used to help in the construction work. When the building of the railway was finished the ships were used to move heavy cargoes because the rail grades on the Algoma district were severe and motive power at this time was very light. They continued to carry considerable quantities of grain eastbound until the early 1920's when the big bulk-carriers came into their own. The main purpose of the operation on the Lakes was to allow the Company to meet all-water competition without damaging their all-rail rate structure.

Our Great Lakes Service was marred by only one major disaster and that was on the 7th November 1885 when a severe storm wrecked the *Algoma* on the Isle Royale in Lake Superior. Only 15 survivors reached land, 45 lives being lost. Incidentally, it was on this day that the last spike was being driven at Craigellachie.



603 ALBERTA—2,282g 1883-1946



609 ASSINIBOIA—3,880g 1908-1967

164 The Eastern Terminal was transferred from Owen Sound in 1912, to the newly-constructed and wholly-controlled site at Port McNicoll, Ontario. This change made it possible to move more than double the weight of trains hauled by similar locomotives (because of the better grades) which resulted in a material reduction in cost and more expeditious handling.

On Monday 17th September 1928, the *Manitoba* arrived at Owen Sound on her regular voyage from Fort William, having on board five survivors of the *Manasoo* which had foundered early the previous Saturday morning. The rescued men had been 60 hours on a life raft before they were sighted and were much exhausted. They were picked up by No. 7 lifeboat from the *Manitoba* in charge of First Officer McCannel, a heavy sea was running at the time.

165 In 1937 the Great Lakes Transit Co. ceased trading and Canadian Pacific obtained permission to operate a service from Port McNicoll via Milwaukee to Chicago, where the P. D. Carroll Trucking Co. distributed the freight in the Chicago area. The *Alberta* and *Athabasca* were returned to useful service after having been laid up for some years. The *Alberta* made the first call at Chicago, arriving on the 5th May 1938, thereafter regular calls were made every Tuesday and Friday. By December 62 trips had been made, the *Manitoba* having been pressed into service towards the end of the season.

The 542-mile steamer trip, from Port McNicoll to Fort William, which made a pleasant 38 hours break for travellers crossing the Continent by railway, continued with the *Assiniboia* & *Keewatin* until 1966, when the sale of the *Keewatin* in November 1966, brought to an end eighty-three years of passenger service across the Lakes by Canadian Pacific.

LONG LIFE

Long life has been a feature of the Lake ships. The *Alberta* & *Athabasca* completed sixty years on the fresh water of the Lakes before being sold and towed through the Chicago Drainage Canal and the Mississippi for a further two years' work in the salt waters of the Gulf of Mexico. The *Keewatin* sailed the Lakes for fifty-eight years and will spend her last days as a marine museum at Saugatuck, Michigan. The *Assiniboia* continued in cargo service between Fort William and Port McNicoll until 26th November 1967. She was sold to the Jal Steamship Line in May 1968.

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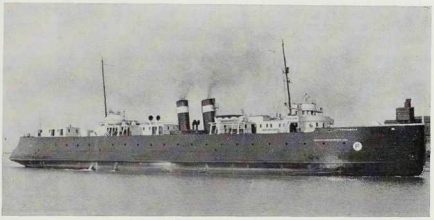
Pennsylvania—Ontario Transportation Co.

See map below

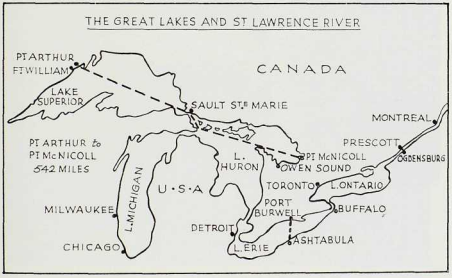
166 Much coal for CPR locomotives was imported from the United States and on the 16th February 1906, a company was formed as a joint operation with the Pennsylvania Railroad Company to own and operate ships to carry coal from Ashtabula, Ohio to the CPR at Port Burwell, Ontario. On the return trip, grain and other merchandise was shipped to the States.

The *Ashtabula* was ordered from the Great Lakes Engineering Works at St. Clair, Michigan and was placed in service in 1907. The main deck was fitted with four sets of track, taking 6 cars on each of the outer and 7 on the inner tracks.



621 ASHTABULA—2,670g 1906-1958

The usefulness of this operation declined with the conversion of steam locomotives to oil fuel and the introduction of diesel-electric locomotives. Discussions regarding the dissolution of the Company were, however, hastened by the loss of the ship when she collided with the *Ben Moreell* on the 18th September 1958, in Ashtabula harbour. The vessel was later salvaged and sold for scrap. The Company was dissolved on the 29th September 1961.



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Canadian Pacific Car & Passenger Transfer Co.

See map page 53

167 To provide a connection between the Canadian Pacific Railway on the northern shore of the St. Lawrence and the New York Central on the south, a company was incorporated on the 17th March 1888, by Captain D. H. Lyons of Ogdensburg under the name of the Car Ferry Company. He provided a ferry service between Prescott, Ont. and Ogdensburg, N.Y.; also a similar service between Brockville and Morristown.

168 In 1909 the Car Ferry Co. was taken over by the Prescott & Ogdensburg Ferry Co. This firm was managed by two brothers, Joseph and Frank Debrule. On the 1st September 1929, the CPR bought the ferry service and Frank Debrule remained as manager for Canadian Pacific. The New York Central Railroad became joint owner with Canadian Pacific on the 1st May 1930.

169 A new diesel-electric tug, the *Prescotont* was ordered in 1930, together with a steel car-ferry float the *Ogdensburg*. The float has two rudders which synchronise with the rudder of the tug. When ferrying the Captain operates the tug and float from the pilot house on the bridge of the float which is equipped with controls identical with those on the tug.

In addition to her regular duties of ferrying rail cars with the float, the tug maintains an open channel throughout the winter months between Prescott and Ogdensburg. The tug working on her own smashes the ice small enough to pass through the North Channel, about three miles east of Prescott, where the Galops Rapids take care of the ice.

The passenger service was discontinued when a suspension bridge was opened between Prescott and Ogdensburg in 1958. Today the ferry is engaged only in the transfer of railway freight cars.

632/3 OGDENSBURG car ferry with tug PRESCOTONT 1930-

170 Among the early ships on this ferry service were: *Caribu, Transit, Wm. Armstrong, International, City of Belleville, Henry Plumb* and *Jumbo* (scow).

Fleet List page 98.

Bay of Fundy

171 The sailing packet *Sally* started one of the oldest regular transport services in Canada, on the 47-mile route between Saint John, New Brunswick, and Digby, Nova Scotia across the Bay of Fundy in 1784. Saint John was already an important seaport and Digby gave access to the fertile Annapolis Valley. The first steamship service was started in 1827 by the 87-ton *Saint John*. In 1881 the Bay of Fundy Steamship Co. began regular services and by 1889 had the side-wheel *Monticello* on this run.

By 1888 Canadian Pacific had a rail connection to Saint John, N.B. and in the following year were considering a steamer service between Saint John and Digby in order to get their passengers to and from Halifax faster than was possible over the Inter-Colonial Railway. The failure in 1892 by Canadian Pacific to obtain full running rights over the Inter-Colonial Railway into Halifax made the Saint John-Digby service of even greater importance.

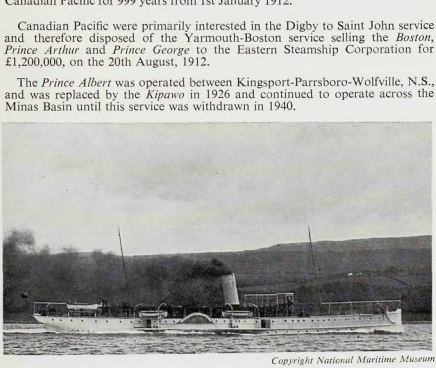
172 **THE D.A.R.**

The Dominion Atlantic Railway had been incorporated on the 22nd July 1895, as a result of the take-over of the Yarmouth Annapolis Railway by the Windsor Annapolis Railway. The headquarters of the newly-formed company were in London and it is interesting to note that among the directors were Col. J. M. and Mr. A. Denny of the famous shipbuilding firm of Dumbarton, who were already building the *Prince Rupert*, a steel paddle steamer, for the Dominion Atlantic Railway. At this time there was a rumour, which was not without foundation, that the CPR were behind the order for this ship. Operating two trips per day the new ship proved attractive and in the following year the Bay of Fundy Steamship Co. withdrew their service.

On 13th November 1911 the Dominion Atlantic Railway was leased to the Canadian Pacific for 999 years from 1st January 1912.

173 Canadian Pacific were primarily interested in the Digby to Saint John service and therefore disposed of the Yarmouth-Boston service selling the *Boston*, *Prince Arthur* and *Prince George* to the Eastern Steamship Corporation for £1,200,000, on the 20th August, 1912.

The *Prince Albert* was operated between Kingsport-Parrsboro-Wolfville, N.S., and was replaced by the *Kipawo* in 1926 and continued to operate across the Minas Basin until this service was withdrawn in 1940.



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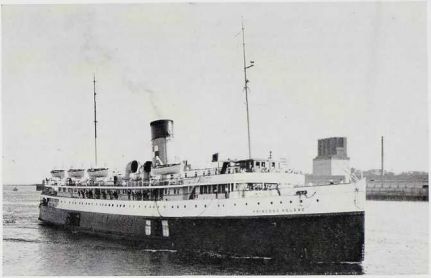
505 PRINCE RUPERT—1,158g 1895-1919

Bay of Fundy Service

The *Prince Rupert* and the *Yarmouth* maintained the service across the Bay of Fundy. On 1st September 1913 CPR formally took over the Digby-Saint John service and on 15th September bought the *Prince Rupert* from the Dominion Atlantic Railway. In May 1913, Canadian Pacific bought the *St. George* from the Great Western Railway Company of England to replace *Prince Rupert*. In 1916 they replaced the *Yarmouth* with the *Empress* bought from the Charlotte Steam Navigation Company.



510 PRINCESS HELENE—4,055g 1930-1963

174 **THE DIGBY BOAT**

The *Princess Helene* was the first ship built by Canadian Pacific specifically for the Bay of Fundy service. She could carry a thousand passengers and 45 cars and became the "*Digby Boat*" from 1930 until 1963.

She was replaced by the *Princess of Nanaimo*, a car ferry from the Company's British Columbia Coastal Fleet. When she arrived on the east coast she was renamed *Princess of Acadia* and still operates daily across the Bay.

511 PRINCESS OF ACADIA—6,787g 1951-

175 Among the better known ships on the Bay of Fundy before the CPR became interested were: *Alpha, City of St. John, Dominion, Evangeline, Monticello* and *Prince Edward*.

Fleet List page 96.

Quebec Salvage & Wrecking Co.

176 Canadian Pacific were part owners of this Company which was formed in 1914, to do salvage work in the St. Lawrence. The tugs *Gopher*, *Musquash* belonging to the Mersey Towing Co. in Liverpool were requisitioned by the Admiralty in 1914, but were returned to Canadian Pacific shortly afterwards for transfer to Quebec. They left Liverpool on the 3rd June 1914, via Moville and St. John's, N.F., arriving at Quebec on the 20th June. Both tugs remained with the Quebec Salvage until they were sold, the *Musquash* in 1920 and the *Gopher* in 1923.

177 The Company including the tug *Lord Strathcona* and motor vessel *Traverse* were sold on the 30th September 1944 to the Foundation Company of Canada.

Fleet List page 98.

654 BISON—274g 1906-1946

Mersey Towing Co.

178 When Canadian Pacific bought the Beaver Line ships from Elder Dempster in 1903 they also took over the Mersey Towing Company plus the tugs, *Beaver*, *Otter* and *Panther*.

In 1906 the tender *Bison* with a passenger licence for 537 souls was added. In 1910 the *Gopher* and *Musquash* were built for the Company and in June 1914 these two tugs were transferred to the Quebec Salvage and Wrecking Company. In 1915 two more tugs were built for the Company, *Moose* and *Wapiti*. By 1947 all the tugs had been sold and the company was wound up on the 26th May, 1950.

658 MOOSE—208g 1915-1946

Fleet List page 99.

179 In May 1901, *Lake Champlain*, a Beaver Line vessel later taken over by Canadian Pacific, became the first British ship to be equipped with wireless telegraphy. The equipment was supplied by the Marconi International Marine Communication Company, which had been formed in April 1900, and installed in a cupboard 4 ft. 6 ins. × 3 ft. 6 ins., erected on deck.

Contact was established with Holyhead and Rosslare there being no radio station in North America at this time. The first message received by the ship was from Senator Marconi. On arrival at Montreal the cupboard on the deck proved an attraction to many of the interested scientists. The Second Officer on the *Lake Champlain* at that time was H. G. Kendal, who later was to be concerned in the arrest of Dr. Crippen.

180 On the 27th November 1901, Marconi and two engineers sailed for Newfoundland in the *Sardinian*, an Allan Line ship later taken over by Canadian Pacific. On the 12th December 1901, a 500 ft. aerial was raised by a kite at Signal Hill, Saint Johns, N.F., and the first radio signal across the Atlantic, three dots representing the letter "S", was received from Poldhu, Cornwall.

In 1906 Marconi radio equipment was installed on the *Empress of Britain*. The apparatus consisted of a 10 in. induction coil spark transmitter and coherer receiver.

181 **DR. CRIPPEN**

On 22nd July 1910, wireless telegraphy was used for the first time ever in the arrest of a fugitive criminal. The suspicions of Capt. H. G. Kendal, Master of the *Montrose*, which had left Antwerp on the 20th July, were aroused when he saw two people, in men's clothes, holding hands on deck. After further observation he radioed the Company's Headquarters in Liverpool that he had reason to believe that Dr. Crippen was a passenger on his ship, travelling under a false name. The message was passed to Scotland Yard, and as a result, Detective Inspector Dew was able to board the *Montrose*, disguised as a pilot, at Father Point, P.Q., and make the arrest.

In 1911 wireless telegraphy helped save the life of a Canadian Pacific fireman (unfortunately we have been unable to trace the name of the ship). A message was broadcast and picked up by the Allan liner *Hesperian*, whose doctor prescribed treatment by wireless until the two vessels were out of range. Fortunately another Canadian Pacific ship, the *Montezuma*, was able to continue the 'absent' treatment. This story appeared in "Wireless at Sea—the first fifty years" by H. E. Hancock to whom acknowledgement is given.

182 By 1920 wireless telephony was beginning to replace telegraphy, and when the delegates for the Imperial Press Conference, at Ottawa, left in the *Victorian* on the 20th July 1920, the first large-scale experiment in wireless telephony was conducted by Mr. Arthur Burrows (Uncle Arthur of the B.B.C.). Speech and music were received throughout the voyage from either Chelmsford or St. Johns N.F. over distances exceeding 1,000 miles. For the first time at sea both a morning and evening newspaper were published on board. During this voyage the *Victorian* broadcast music from gramophone records which was heard by ships on the North Atlantic over a radius of nearly 800 miles.

In 1923 the *Empress of Russia* was on her way from Vancouver across the Pacific to Shanghai and picked up a number of news items broadcast from Leafield, Oxford, radio station—quite a feat in those days.

183 In 1925 the *Montclare* was said to be the first ship fitted with microphones, amplifiers and loudspeakers, enabling music and speech to be relayed to all parts of the ship.

In 1931 the *Empress of Britain* became the first liner to be fitted with a ship to shore radio telephone service for passengers.

1914-18 War

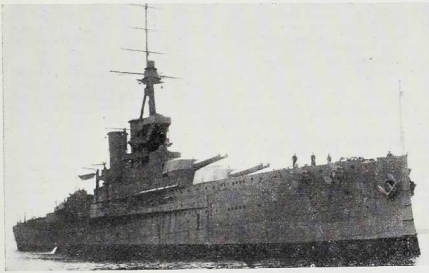
184 Thirty-seven ships of the Canadian Pacific fleet with a gross tonnage of 329,960 were in the service of the British Admiralty during the First World War, either as cruisers, transports or cargo carriers. They carried more than a million troops or passengers and approximately four million tons of cargo.

185 At the time of the German invasion of Belgium, the *Montrose* and *Montreal* were in Antwerp. The *Montrose* had no coal and the *Montreal* had coal but her engines were dismantled, undergoing repairs. Capt. Kendal, the Company's Marine Superintendent at Antwerp, had the *Montrose* placed alongside the *Montreal* and all coal and stores transferred. With many refugees aboard she left the dock with the *Montreal* in tow of two tugs for Flushing, where the two lines from the *Montreal* were taken up by the *Montrose* for the journey to the Thames.

On the 20th October, the *Montrose* was sold to the Admiralty who built a tangle of gantries on her deck and filled her holds with cement preparatory to sinking her as a block ship off Dover harbour. Unfortunately a gale sprang up and breaking her moorings she was wrecked on the Goodwin sands on the 28th December, 1914. Her mast remained visible until 27th June 1963, when it finally disappeared.

Ten Canadian Pacific and Allan Line ships formed part of the first convoy from Canada which left Gaspe Bay on the 3rd October 1914, with the first Canadian contingent of more than 30,000 men and 7,000 horses.

In addition to Company ships on war service, Canadian Pacific managed, for varying periods, a large number of ships on behalf of the Ministry of War Transport. Several thousand horses were carried from North America to France through the agency of Messrs. Meyer & Carpenter of New York.



(*Copyright I*

18 MONTEZUMA fitted out to represent H.M. Battleship IRON DUKE

186 Many thousands of Chinese, recruited for labour battalions to work in France, were carried by Canadian Pacific from China to Europe. This movement also meant the carrying of large quantities of rice to Europe.

187 Ships Sold to Admiralty

9	*Lake Champlain*	29/1/1916	Survived.
10	*Lake Erie*	27/6/1916	Survived.
15	*Montcalm*	29/1/1916	Survived.
18	*Montezuma*	7/7/1914	Torpedoed UC 41 on the 25/7/1917.
21	*Montrose*	28/10/1914	Wrecked on Goodwin, 28/12/1914.
22	*Mount Royal*	10/7/1916	Survived.
†	*Mongolian*	1914	Torpedoed, 21/7/1918.
†	*Numidian*	3/12/1914	Block ship.
335	*Princess Irene*	3/1915	Sunk 27/5/1915
336	*Princess Margaret*	3/1915	Survived.

4	*Empress of India*	7/12/1914	To Maharajah of Gwalior, survived.

Ships Lost by Marine Accident

20	*Montreal*	30/1/1918	Sank in Mersey.
11	*Lake Manitoba*	26/8/1918	Gutted by fire at Montreal.

188 Ships Lost by Enemy Action

†	*Hesparian*	4/9/1915	Torpedoed 6/9/1915, sunk.
23	*Mount Temple*	6/12/1916	Sunk.
34	*Carthaginian*	14/6/1917	Mined.
48	*Miniota*	31/8/1917	Torpedoed U62.
38	*Ionian*	20/10/1917	Mined.
33	*Calgarian*	1/3/1918	Torpedoed U19.
39	*Pomeranian*	15/4/1918	Torpedoed UC77.
12	*Lake Michigan*	16/4/1918	Torpedoed U100.
31	*Medora*	2/5/1918	Torpedoed U86.
13	*Milwaukee*	31/8/1918	Torpedoed U105.
28	*Missanabie*	9/9/1918	Torpedoed UB87
19	*Montfort*	1/10/1918	Torpedoed U55.

(Total 96,277grt.)

Pre-War Ships Surviving

5 *Empress of Japan*
14 *Monmouth**
16 *Monteagle*
24 *Empress of Britain*
28 *Empress of Russia*
27 *Empress of Asia*
29 *Metagama*
32 *Alsatian*
35 *Corinthian*
36 *Corsican*
37 *Grampian*
40 *Pretorian*
41 *Sardinian*
42 *Scandinavian*
43 *Scottian*
44 *Sicilian*
45 *Tunisian*
46 *Victorian*
47 *Virginian**

Bought During War and Survived

30 *Mattawa*
49 *Metliven*
50 *Montcalm*
51 *Melita*
52 *Montezuma*
53 *Holbrook*
54 *Dunbridge*
55 *Mottisfont*
56 *Battsford*
57 *Minnedosa*

*Survived but did not sail again for Canadian Pacific.
†Allan Line ships not taken over by CPR.

1939–1945 War

189 Eighteen Canadian Pacific ocean ships plus two Canadian Australasian Line ships and two vessels from the British Columbia Coastal service with a gross tonnage of 367,418 were in the service of the British Admiralty during the second World War. Only five of these vessels with a gross tonnage of 89,543 returned to the Company's service after the conflict. The passenger liners steamed over 3 million miles in war service and carried more than 1 million passengers. The five Beaver ships steamed nearly 400,000 miles in war service.

The *Beaver* ships, invaluable as fast cargo carriers, spent most of their time shuttling across the Atlantic and back. The *Beaverburn* was an early victim by torpedo in February 1940. The *Beaverford* was lost in the Jervis Bay incident on 5th November, 1940. In 1941 the remaining *Beavers* made only nine crossings, the *Beaverbrae* and *Beaverdale* were lost by enemy action in March and April. The *Beaverhill* carried on alone until she was lost on Hillyards Reef in 1944.

The passenger liners, whether from Atlantic or Pacific services, moved about the face of the seas at the direction of the Admiralty and became equally at home in tropical as well as Northern ports. They served as troopships, armed merchant cruisers, prisoner of war carriers, as passenger liners or on special missions such as the expedition to Spitzbergen with a demolition force to destroy the coal mines, the Madagascar landing, the removal of freed prisoners from Odessa, the evacuation of Narvik and Brest. They carried troops from Australia and New Zealand to Suez, from North American ports to North Africa; they saw the hell that was Salerno, were bombed at Oran, took reinforcements to Singapore, rescued Dutch from Batavia, ferried Canadian contingents from Canada to Britain, shipped landing craft in place of lifeboats for service in the Mediterranean carried more than 6,000 unescorted children from Britain to Canada.

190 When the coal-fired *Empress of Russia* arrived at Newport News in August 1941 on a trooping voyage from Suez to Halifax, the Chinese crew went ashore after having been confined to the ship considerably longer than normal. Some did not report back in time to sail for Halifax. Short of firemen, the officer commanding troops on board was asked to supply volunteers. Among the amateur stokers was Prince Philip of Greece (Duke of Edinburgh).

191 In addition to the Company's ocean ships the *Princess Kathleen* and *Princess Marguerite* from the B.C. Coastal fleet were also requisitioned, the *Marguerite* being torpedoed on the 17th August, 1942. The *Princess Kathleen* had the distinction of being the first troopship to reach Greece and two days after V.E. Day she was the first vessel to reach Rhodes, where they took aboard, as P.O.W.s., General Wagner, the German Commander and his staff.

192 In addition to the Company ships on war service Canadian Pacific managed, for varying periods, a large number of ships on behalf of the Minister of War Transport, including a large number of 'Park' cargo vessels built by the Canadian Government under the Wartime Emergency. Whilst still under Canadian Pacific management the *Empire Lance* made four trips from Genoa to Buenos Aires between the 25th September 1947 and March 1948, with displaced persons.

The Fleet on war service

79 *Aorangi*
80 *Niagara*
342 *Princess Kathleen*
343 *Princess Marguerite*

27 *Empress of Asia*
64 *Empress of Canada*
77 *Empress of Japan*
26 *Empress of Russia*

66 *Empress of Australia*
78 *Empress of Britain*
74 *Duchess of Atholl*
73 *Duchess of Bedford*
75 *Duchess of Richmond*
76 *Duchess of York*
62 *Montcalm*
67 *Montclare*
65 *Montrose*

72 *Beaverbrae*
68 *Beaverburn*
70 *Beaverdale*
69 *Beaverford*
71 *Beaverhill*

Ships Sold to Admiralty

62	*Montcalm*	22/5/1942	Survived.
67	*Montclare*	2/6/1942	Survived.

Ships Lost by Marine Accident

71	*Beaverhill*	24/11/1944	Stranded.
26	*Empress of Russia*	8/9/1945	Gutted by fire whilst refitting.

193 Ships Lost by Enemy Action

68	*Beaverburn*	5/2/1940	Torpedoed U41.
80	*Niagara*	18/6/1940	Mined.
78	*Empress of Britain**	28/10/1940	Torpedoed U32.
69	*Beaverford*	5/11/1940	Sunk by Admiral Scheer.
65	*Montrose*	2/12/1940	Torpedoed U99.
72	*Beaverbrae*	25/3/1941	Sunk by aircraft.
70	*Beaverdale*	1/4/1941	Torpedoed U48.
27	*Empress of Asia*	5/2/1942	Sunk by aircraft.
343	*Princess Marguerite*	17/8/1942	Torpedoed U83.
74	*Duchess of Atholl*	10/10/1942	Torpedoed U178 .
64	*Empress of Canada*	14/3/1943	Torpedoed by *Leonardo da Vinci.*
76	*Duchess of York*	11/7/1943	Sunk by aircraft.

(Total 196,432grt.)

Survived

77	*Empress of Scotland*	Returned to the Company's North Atlantic Services.
73	*Duchess of Bedford*	
75	*Duchess of Richmond*	
79	*Aorangi*	Returned to the Company's Pacific service.
342	*Princess Kathleen*	Returned to the Company's BCCS.
66	*Empress of Australia*	Remained in trooping service until scrapped.

194 War Service

		Miles steamed	Cargo carried tons	Troops and/or passengers carried
27	*Empress of Asia*	46,993	3,495	7,923
66	*Empress of Australia*	315,161	20,000	139,794
78	*Empress of Britain*	61,000	2,850	10,156
75	*Empress of Canada*	202,249	13,584	39,535
26	*Empress of Russia*	160,056	6,230	60,241
77	*Empress of Scotland*	607,783	30,867	258,292
74	*Duchess of Atholl*	759,600	75,800	39,173
73	*Duchess of Bedford*	413,044	86,249	179,807
75	*Duchess of Richmond*	435,877	139,253	187,327
76	*Duchess of York*	222,617	65,300	83,343
72	*Beaverbrae*	75,408	103,567	
68	*Beaverburn*	19,320	18,090	
70	*Beaverdale*	65,075	65,881	
69	*Beaverford*	55,263	77,315	
71	*Beaverhill*	178,397	268,652	3,680
		3,617,843	977,133	1,009,271

*Largest Merchant ship lost in the War.

Sponsors of Ships built for Canadian Pacific

Abbreviations: Ch—Chairman; Dir—Director; ETM—European Traffic Manager; GM—General Manager; MD—Managing Director; MDE—Managing Director for Europe; Sec.—Secretary; VP—Vice President.

3/7/1883	*Athabasca*	Miss Govan.
12/7/1883	*Alberta*	Miss M'Lellan (dau. Canadian Minister of Marine)
31/7/1883	*Algoma*	Miss Schaw[1].
30/8/1890	*Empress of India*	Lady Louise Egerton (sister Lord Hartington[2])
13/12/1890	*Empress of Japan*	Lady Alice Stanley (dau.-in-law Gov. Gen. of Canada)
25/3/1891	*Empress of China*	Lady Stafford Northcote (wife Gov. Hudson's Bay Co.)
22/5/1894	*Prince Rupert*	
18/11/1902	*Princess Victoria*	Mrs Archer Baker (wife ETM CPR London)
11/11/1905	*Empress of Britain*	Mrs Arthur Piers (wife Man. SS Lines CPR)
27/1/1906	*Empress of Ireland*	Mrs Alex Gracie (wife MD Fairfields)
4/9/1906	*Bison* (tender)	Mrs Mowat (wife Capt. Mowat CPR)
25/6/1907	*Assiniboia*	Mrs G. M. Bosworth (wife VP CPR)
6/7/1907	*Keewatin*	Miss Piers (dau. Man SS Lines CPR)
10/1907	*Princess Ena*	
27/6/1908	*Princess Charlotte*	Mrs Marpole (wife Gen. Supt. Pacific Div. CPR)
10/7/1910	*Princess Adelaide*	Mrs A. Piers (wife Man. SS Lines CPR)
21/9/1910	*Princess Mary*	Mrs Pritchard (dau. Man. SS Lines CPR)
20/9/1910	*Musquash* (tug)	
20/9/1910	*Gopher* (tug)	
29/5/1911	*Princess Alice*	Mrs A. Piers (wife Man. SS Lines CPR)
8/11/1911	*Princess Sophia*	Miss Piers (dau. Man. SS Lines CPR)
28/8/1912	*Empress of Russia*	Mrs W. Beauclerk (dau. Sir T. Shaughnessy Ch. CPR)
23/11/1912	*Empress of Asia*	Mrs G. Bosworth (wife VP CPR)
20/10/1914	*Princess Irene*	Mrs J. A. Heritage (wife Chief Eng. *Princess Margaret*)
22/6/1914	*Missanabie*	Mrs G. McL. Brown (wife EGM CPR London)
24/6/1914	*Princess Margaret*	Mrs R. Redmond (dau. Sir T. Shaughnessy Ch CPR)
19/11/1914	*Metagama*	Lady Biles (wife Sir J. H. Biles[3])
9/1915	*Moose* (tug)	
1915	*Elk* (tug)	
21/4/1917	*Melita*	Mrs Martin (wife Man. CPOS Ltd, London)
7/6/1917	*Montcalm* (II)	Lady Fisher (wife GM CPOS Ltd, London)
17/10/1917	*Minnedosa*	Mrs Rodan (wife Sec. Allan Line)
3/7/1920	*Montcalm* (III)	Lady Fisher (wife GM CPOS Ltd, London)
17/8/1920	*Empress of Canada*	Mrs G. M. Bosworth (wife Ch. CPOS Ltd)
14/12/1920	*Montrose*	Lady Raeburn (wife Dir.Gen. Min. of Shpg.)
18/12/1921	*Montclare*	Lady McLaren Brown (wife EGM CPR London)
27/9/1924	*Princess Kathleen*	Lady Mount Stephen (wife former Pres. CPR)
29/11/1924	*Princess Marguerite*	Hon. Marguerite Shaughnessy (dau. former Ch CPR)
27/9/1927	*Beaverburn*	Mrs E. R. Peacock (wife Dir. CPR)
28/9/1927	*Beaverdale*	Lady Alice Northcote[4] (wife former Dir. CPR)
26/10/1927	*Princess Elaine*	Mrs Stockwell Day (dau. Mr Grant Hall VP CPR)

[1]Daughter of partner in the firm M'Crindell, Schaw & Co., who with Henry Beatty supervised the building of the three ships.
[2]Ch. Naval Construction & Armament Co.
[3]Professor of Naval Architecture at Glasgow University, who had helped design the first Pacific *Empresses* in 1890.
[4]Lady Alice Northcote was an adopted daughter of Lord Mount Stephen and married the son of Lady Stafford Northcote, who had sponsored the *Empress of China* in 1891.

Sponsors of Ships built for Canadian Pacific

195

27/10/1927	*Beaverford*	Mrs H. Holt (wife Dir. CPR)
8/11/1927	*Beaverhill*	Miss M. Gillies (dau. GM CPSS Ltd, London)
23/11/1927	*Duchess of Atholl*	Her Grace the Duchess of Atholl
24/11/1927	*Beaverbrae*	Lady McLaren Brown (wife EGM CPR London)
24/1/1928	*Duchess of Bedford*	Mrs Stanley Baldwin (wife Prime Minister)
18/6/1928	*Duchess of Richmond*	Lady Augustus Nanton (wife Dir. CPR)
27/9/1928	*Princess Norah*	Miss M. Gillies (dau. GM CPSS Ltd, London)
28/9/1928	*Duchess of York*	H.R.H. The Duchess of York
17/12/1929	*Empress of Japan* (II)	Mrs E. R. Peacock (wife Dir. CPR)
16/1/1930	*Princess Elizabeth*	Mrs Redford (dau. W. R. MacInnes VP CPR)
4/2/1930	*Princess Joan*	Mrs Bircher (dau. Sir A. Nanton Dir. CPR)
12/5/1930	*Princess Helene*	Miss Nesta Gillies (dau. GM CPSS Ltd, London)
12/5/1930	*Traverse* (tug)	Mrs M. L. Duffy (wife Man. CPR, Liverpool)
11/6/1930	*Empress of Britain* (II)	H.R.H. Prince of Wales
27/8/1945	*Beaverdell*	Mrs D. C. Coleman (wife Pres. CPR)
10/12/1945	*Beaverglen*	Mrs J. Johnson (wife Supt. Eng. CPSS Ltd)
20/5/1946	*Beaverlake*	Mrs W. Baird (wife SS Pass. Traffic Manager)
16/7/1946	*Beavercove*	Mrs J. C. Patteson (wife EGM CPR London)
5/10/1946	*Princess Patricia*	Lady Patricia Ramsay (dau. Duke of Connaught)
26/5/1948	*Princess Marguerite*	Mrs R. W. McMurray (wife GM CPSS Ltd)
14/9/1950	*Princess Nanaimo*	Lady Anderson (wife Dir. CPR)
7/3/1954	*Princess of Vancouver*	Mrs H. Arkle (wife MDE CPR London)
22/6/1955	*Empress of Britain* (III)	H.M. The Queen
9/5/1956	*Empress of England*	Lady Eden (wife Prime Minister)
10/5/1960	*Empress of Canada* (III)	Mrs Diefenbaker (wife Canadian Prime Min.)
22/3/1961	**Beaverfir*	Mrs D. K. Buik (wife Deputy MD CPSS Lon.)
18/6/1962	*Beaverpine*	Miss Janice Crump (dau. Ch CPR)
31/3/1965	*Beaveroak*	Mrs G. H. Baillie (wife MDE CPR London)
3/8/1966	**Lord Mount Stephen*	Mrs J. R. Herrington (dau. Ch CPR)
15/11/1966	**Lord Strathcona*	Mrs Sinclair (wife President CPR)
31/10/1967	**H. R. MacMillan*	Mrs J. Lecky (wife VP, MacMillan Bloedel Ltd)
3/2/1968	**J. V. Clyne*	Mrs A. W. Gamage (dau. Hon. J. V. Clyne Pres. MacMillan Bloedel Ltd)

*All the above vessels except five marked with an asterisk have been built for Canadian Pacific in U.K. yards.

196

Built in U.K. Yards 1883-1965

13 Empress Liners	248,224
11 Passenger Liners	182,240
11 Beaver Cargo Liners	99,922
1 Other Cargo Liner	6,608
Total Ocean Going	536,994 grt.
6 Tugs	1,403
20 Princesses	84,573
1 Other	1,158
5 Gt. Lakes Steamers	15,122
GRAND TOTAL	639,250 grt.

Builders of Canadian Pacific Ships

197

No.*	Name	Yard Nos.
	Aitken & Mansel, Kelvinhaugh	
604	*Algoma*	
7	*Athenian*	110
8	*Tartar*	116
602	*Athabasca*	123
	Albion Iron Works, Victoria, B.C.	
319	*Joan*	
	American SB Co., Lorain, Ohio	
632	*Ogdensburg*	
	Armstrong Whitworth G. W. Ltd.	
23	*Mount Temple*	709
70	*Beaverdale*	1019
72	*Beaverbrae* I	1022
	Barclay Curle & Co. Ltd, Whiteinch	
10	*Lake Erie*	420
9	*Lake Champlain*	422
36	*Corsican*	467
28	*Missanabie*	510
29	*Metagama*	511
51	*Melita*	517
57	*Minnedosa*	518
69	*Beaverford* I	617
71	*Beaverhill*	618
	Beardmore W. & Co. Ltd, Dalmuir	
32	*Alsatian*	509
74	*Duchess of Atholl*	648
	Blohm & Voss, Hamburg	
60	*Montreal* II	184
87	*Beaverbrae* II	518
	Bow, McLachan, Paisley	
326	*Princess Mary*	261
332	*Princess Sophia*	272
	B.C. Marine Rly. Co., Victoria, B.C.	
323	*Nanoose*	
316	*Princess Beatrice*	
322	*Princess Royal*	
333	*Princess Maquina*	
	Brodogradiliste, Split	
151	*R. B. Angus*	147
	Brown G., Greenock	
643	*Traverse*	172
	Brown J. & Co. Ltd, Clydebank	
80	*Niagara*	415
62	*Montcalm* III	464
67	*Montclare*	465
342	*Princess Kathleen*	504
343	*Princess Marguerite*	505
73	*Duchess of Bedford*	518
345	*Princess Elaine*	520
75	*Duchess of Richmond*	523
76	*Duchess of York*	524
78	*Empress of Britain* II	530
	Total	162,901 grt.

No.	Name	Yard Nos.
	Brown R., Vancouver	
309	*Queen City*	
	Bulger, Nelson, B.C.	
405	*Kokanee*	
408	*Nelson*	
421	*Rossland*	
424	*Moyie*	
427	*Ymir*	
428	*Proctor*	
429	*Valhalla*	
433	*Kuskanook*	
435	*Hosmer*	
436	*Whatshan*	
440	*Nasookin*	
442	*Nelson*	
	Bulger, Nakusp, B.C.	
403	*Columbia*	
407	*Nakusp*	
409	*Trail*	
420	*Kootenay*	
423	*Minto*	
438	*Bonnington*	
444	*Columbia*	
	Bulger, Okanagan Landing, B.C.	
401	*Aberdeen*	
430	*York*	
434	*Okanagan*	
437	*Kaleden*	
439	*Castlegar*	
441	*Naramata*	
443	*Sicamous*	
445	*Kelowna*	
	Bulger, Rosebery, B.C.	
422	*Slocan*	
425	*Sandon*	
432	*Slocan*	
446	*Rosebery*	
449	*Rosebery* (II)	
	Bulger, CPR Freight yard, Vancouver, B.C.	
412	*Dawson*	
413	*Duchesnay*	
414	*Hamlin*	
415	*McConnell*	
416	*Ogilvie*	
418	*Tyrell*	

In 1897 the CPR took over the Columbia & Kootenay Steam Navigation Company, including their shipyards and master builders T. J. Bulger and his sons. See para 159.

	Burntisland Shipbuilding Co. Ltd	
94	*Beaverpine*	403

*Note: Number in first column refers to Fleet List.

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No.	Name	Yard Nos.
	Burr & Smith, San Juan	
306	*Maude*	
	Caledon Shipbuilding & Eng. Co., Dundee	
82	*Beaverburn* II	404
84	*Beaverford* II	406
	Cammell Laird & Co. Ltd, Birkenhead	
507	*St. George*	665
89	*Empress of Australia* II	886
98-100	Container ships	
	Canadian Pacific Railway See entries under Bulger.	
	Canadian Vickers, Montreal	
382	*Transfer, No. 9*	
448	*Grant Hall*	
	Connell C. & Co., Glasgow	
603	*Alberta*	136
	Crichton J. Co., Chester	
341	*Kyuquot*	
	Davie SB Co., Lauzon, Quebec	
633	*Prescotont*	
	Denny W. & Bros. Ltd, Dumbarton	
505	*Prince Rupert*	496
331	*Princess Patricia*	970
336	*Princess Margaret*	1005
335	*Princess Irene*	1006
68	*Beaverburn* I	1192
510	*Princess Helene*	1244
	Dixon Sir R. & Co. Ltd, Middlesbrough.	
21	*Montrose*	441
14	*Monmouth*	467
	Dobson W. & Co., Newcastle	
55	*Mottisfont*	197
	Doxford W. & Sons Ltd, Sunderland	
59	*Bothwell*	533
	Duncan R. & Co. Ltd, Glasgow	
52	*Montezuma* II	330
	Earle's Shipbuilding & Eng. Co. Ltd, Hull	
39	*Pomeranian*	241
502	*Prince George*	430
503	*Prince Arthur*	439
	Ekensbergs Varv, Stockholm	
96	*Beaverash*	214

No.	Name	Yard Nos.
	Elder J. Co., Clyde	
304	*Danube*	
	Elliot & Jeffery, Cardiff	
653	*Panther*	1
652	*Otter*	2
651	*Beaver*	4
	Fairfield Shipbuilding & Eng. Co.	
24	*Empress of Britain* I	442
25	*Empress of Ireland*	443
609	*Assiniboia*	452
610	*Keewatin*	453
324	*Princess Charlotte*	457
325	*Princess Adelaide*	474
26	*Empress of Russia*	484
27	*Empress of Asia*	485
33	*Calgarian*	487
64	*Empress of Canada* I	528
65	*Montrose* II	529
79	*Aorangi* II	603
346	*Princess Norah*	632
77	*Empress of Japan* II	634
347	*Princess Elizabeth*	638
348	*Princess Joan*	639
86	*Beavercove*	728
349	*Princess Marguerite* II	729
350	*Princess Patricia*	730
90	*Empress of Britain* III	731
511	*Princess of Naniamo*	750
	Total 243,237 grt.	
	Furness Shipbuilding Co., Haverton Hill on Tees	
88	*Beaverlodge*	335
	Furness Withy & Co. Ltd, West Hartlepool	
40	*Pretorian*	253
	Govan Shipbuilding Co., Glasgow	
34	*Carthaginian*	140
	Gray W. & Co. Ltd., West Hartlepool	
48	*Miniota*	834
	Grayson H. & C., Garston	
658	*Moose*	94
659	*Wapiti*	95
654	*Bison*	57
321	*Princess Ena*	63
656	*Gopher*	67
657	*Musquash*	66
	Gt. Lakes Eng. Works, at Claire, Mich.	
621	*Ashtabula*	
	Hamilton W. & Co., Glasgow	
655	*Cruizer*	119

Builders of Canadian Pacific Ships

No.	Name	Yard Nos.
	Harland, Wolff Ltd, Belfast	
42	*Scandinavian*	315
43	*Scotian*	320
	Hawthorne Leslie, Newcastle	
315	*Princess May*	278
	Heafie & Levy, Philadelphia	
330	*Qualicum*	
	Henderson, D. & W., Glasgow	
49	*Methven*	448
	Hunter McKinnon, New Denver	
426	*William Hunter*	
	Inglis, J., New York	
308	*Princess Louise*	
	Lithgows Ltd, Port Glasgow	
81	*Beaverdell*	1001
83	*Beaverglen*	1002
85	*Beaverlake*	1003
	McAlpine & Allan, Vancouver	
318	*City of Nanaimo*	
	McGill, J., Shelbourne, N.S.	
504	*Prince Albert*	
	McMillan A. & Son, Dumbarton	
506	*Yarmouth*	276
30	*Mattawa*	443
	Martinolich SS Co., San Francisco	
353	*Princess Alberni*	
	Mitsubishi H.I., Nagasaki	
152	*Lord Mount Stephen*	1623
153	*Lord Strathcona*	1624
	Mitsubishi H.I., Hiroshima	
154	*H. R. MacMillan*	191
155	*J. V. Clyne*	192
156	*N. R. Crump*	204
	Moss Vaerft & Dokk	
95	*Beaverelm*	144
	Napier, Shanks & Bell, Glasgow	
305	*Islander*	41
	Naval Construction & Armament Co.	
4	*Empress of India* I	179
5	*Empress of Japan* I	180
6	*Empress of China* I	181
	Nippon Kokan Kaisha, Tsurumi	
157	*T. Akasaka*	860
158	*W. C. Van Horne*	861
	North, J. W., San Francisco	
314	*Yosemite*	

No.	Name	Yard Nos.
	Northumberland Shipbuilding Co. Ltd, Hordon on Tyne	
50	*Montcalm* II	238
	Pacific Dry Dock Co., Vancouver	
351	*Yukon Princess*	
	Palmers Shipbuilding & Iron Co., Jarrow	
15	*Montcalm*	724
16	*Monteagle*	738
17	*Monterey*	728
19	*Montfort*	739
	Polson Iron Works, Owen Sound	
606	*Manitoba*	
607	*Ontario*	
631	*Charles Lyon*	
	Port Arthur SB Co.	
344	*Nootka*	
	Potter, J., Georgian Bay	
601	*Georgian*	
	Potter, W. H., Liverpool	
328	*Melanope*	60
	Readhead J., South Shields	
334	*Nitinat*	
	Rennoldson J. P. & Sons, South Shields	
642	*Lord Strathcona* (Tug)	215
	Richardson Duck Co., Thornaby	
311	*Tees*	
	Russell & Co., Port Glasgow	
31	*Medora*	632
	Sanoyasu Dockyard Co., Osaka	
159	*Pacific Logger*	275
	Sarpsborg Mek Versted A/S	
93	*Beaverfir*	32
	Steele R. & Co., Greenock	
41	*Sardinian*	81
	St. John SB Co.	
509	*Kipawo*	
	Star S. Yard, New Westminster	
383	*Prospect Point*	
	Starrat, S., Rockland Me.	
327	*Will W. Case*	

Builders of Canadian Pacific Ships

No.	Name	Yard Nos.
	Stephen A. & Sons Ltd, Linthouse	
501	*Boston*	328
18	*Montezuma* I	383
45	*Tunisian*	384
47	*Virginian*	405
37	*Grampian*	422
354	*Princess of Vancouver*	646
	Strand Slipway, Sunderland	
301	*Amur*	
	Swan, Hunter & Wigham Richardson Ltd, Wallsend	
13	*Milwaukee*	214
22	*Mount Royal*	230
20	*Montreal* I	252
11	*Lake Manitoba*	263
12	*Lake Michigan*	264
508	*Empress*	274
317	*Princess Victoria*	281
329	*Princess Alice*	883
	Tecklenborg J. C., Goostmunde	
61	*Montlaurier*	211
	Thompson J. L. & Sons Ltd, Sunderland	
56	*Batsford*	503
53	*Holbrook*	524
54	*Dunbridge*	525
58	*Bosworth*	527
	Trackey, T. H. Victoria B.C.	
320	*Czar*	
	Union Iron Works, San Francisco	
303	*Charmer*	
	Vickers Ltd, Newcastle	
91	*Empress of England*	155
92	*Empress of Canada* III	171
97	*Beaveroak*	182
	Vulcan Werke AG, Stetin	
63	*Empress of Scotland* I	264
66	*Empress of Australia* I	333
	Wallace Shipyards, Vancouver	
337	*Dola*	
339	*Princess Louise* II	
	Watson, A., Revelstoke, B.C.	
406	*Lytton*	
	Watson, A., Victoria, B.C.	
310	*R. P. Rithet*	
312	*Transfer*	
	Westcoast SB, Vancouver	
450	*Okanagan*	
	Wheeler, F. W., Michigan	
608	*Michigan*	
	Wilson, T. A., Bridgewater, N.S.	
641	*G.T.D.*	
	Workman Clark & Co. Ltd, Belfast	
38	*Ionian*	127
44	*Sicilian*	158
35	*Corinthian*	160
46	*Victorian*	206
	Yarrows, Esquimalt, B.C.	
340	*Motor Princess*	

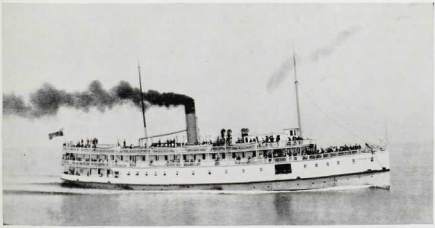
36 CORSICAN—11,436g 1915-1923

Part II
FLEET LISTS

	Nos.	*Page*
Ocean liners	1—100	70
Bulk carriers	151—159	86
B.C. Coastal steamers	301—357	87
B.C. Transfer barges	381—384	92
B.C. Lake and River steamers	401—450	93
Bay of Fundy steamers	501—511	96
Great Lakes steamers	601—610	97
Port Burwell/Ashtabula ferry	621	98
Prescott/Ogdensburg ferry	631—633	98
Quebec Salvage tugs	641—643	98
Mersey Towing tugs	651—659	99

Explanatory notes

Information following the name of each ship:
Official number, tonnage gross (g) deadweight (dwt), length o.a. × breadth × depth in feet.
Type of engine: C compound; T triple expansion; Q quadruple expansion; ST steam turbine; TE turbo-electric; DE diesel-electric; 2SA two stroke single acting motor ship; cy number of cylinders.
Figure following engine details indicates the number of screws.
f funnels, m masts, m(s) masts stump, K King posts in pairs.
The last figure indicates the number of berths in liners or the passenger capacity of ferry ships.
Tonnage and passenger capacity figures are, where possible, as at time of building. These figures often vary during the life of a ship.
It is regretted that it has, so far, been impossible to complete all the details of some of the older ships.



303 CHARMER—1,081g 1901-1935

FLEET LIST

1 **Abyssinia**—63765, 3,651g, 364×42×34 ft. 1cy. 11k. 1f. 3m. 1,060p.
3/3/1870 launched by J. & G. Thomson, Clydebank, for the Cunard Line. 1880 taken over by J. & G. Thomson as part payment for *Servia* and *Catalonia*. 1881 sold to S. B. Guion. 1882 re-engined with compound engines by J. Jones & Sons. 1885 ownership transferred to Sir William Pearce, Bart., M.P., who controlled both the Fairfield works (John Elder & Company) and the Guion Line. 11/2/1887 taken over for the Canadian Pacific service in the Pacific. 28/1/1891 left Vancouver on her 17th and last, C.P.R. voyage. 10/1891 reverted to the Guion S.S. Co. Ltd, who had been her registered owners since 1889. 18/12/1891 destroyed by fire at sea, her passengers being picked up by the Norddeutscher Lloyd steamer *Spree*.

2 **Batavia**—63756, 2,549g, 327×39×26 ft. 1cy. 11k. 1f. 2m.
1/2/1870 launched by William Denny & Brothers, Dumbarton, for the Cunard Line, having been purchased by them whilst under construction. She had been laid down by Denny's with a view to testing their compound engine. 12/2/1880 sailed from the U.K. on an experimental voyage to Bombay for Cunard and on passage stranded near Perim. 1882 chartered for service as a transport for the Egyptian Expedition. 1884 traded in part payment for *Etruria* and *Umbria* to J. Elder & Co., who fitted new engines. Her registered owner being shown as Sir Wm. Pearce, Bart., M.P., who also controlled the Guion Line. 11/2/1887 taken over for the Canadian Pacific service in the Pacific. 3/1891 left Vancouver on her 15th and last, C.P.R. voyage. She was subsequently chartered by the Upton Line and in 5/1892 was taken over by the Northern Pacific Steamship Company, being renamed *Tacoma* in 12/1892. 1895 re-engined with triple-expansion engines. 10/1898 sold by the Guion S.S. Co. Ltd who had been her registered owners since 1889, to the North American Mail S.S. Company, U.S.A. and transferred to American registry. 1901 sold to the Northern Pacific S.S. Company. 2/1904 bought by the Northwestern Commercial Company and registered in the name of its subsidiary, the Northwestern S.S. Company. 15/3/1905 seized by the Japanese during the Russo-Japanese war when trying to run a cargo to Vladivostock. Subsequently purchased by R. Yamashima and renamed *Shikotan Maru*. 3/10/1924 ran aground on the Japanese coast whilst on a voyage from Tsingtau to Shanghai with a cargo of coal and after being refloated was broken up in China.
Illustration page 75

3 **Parthia**—63797, 3,167g, 360×40×30 ft. 1cy. 11k. 1f. 3m.
1870 launched by Wm. Denny & Bros., Dumbarton, for the Cunard Line. 1884 traded in to John Elder & Co. in part payment for *Etruria* and *Umbria*, her registered owner being shown as Sir Wm. Pearce, Bart., M.P., who also controlled the Guion Line. 1885 overhauled and fitted with triple-expansion engines. 11/2/1887 taken over for Canadian Pacific service in the Pacific. 20/8/1891 left Vancouver on her 20th and last, C.P.R. voyage, and subsequently reverted to the Guion S.S. Co. Ltd, who had been her registered owners since 1889. On her return to the U.K. she was refitted by the Fairfield yard (John Elder & Co.) and renamed *Victoria*. 5/1892 taken over by the Northern Pacific Steamship Company. 10/1898 sold to the North American Mail S.S. Company, Tacoma, U.S.A. and transferred to American registry. 1901 bought by the Northern Pacific S.S. Co. 2/1904 sold to the Northwestern Commercial Co. and registered in the name of its subsidiary, the Northwestern S.S. Co. 1908 passed into the ownership of the Alaska S.S. Company upon that company's reorganisation. 1924 fitted for oil fuel. 1936 to 1939 laid up. 1941/1947 operated on the Alaska service under the control of the War Shipping Administration, returning to her owners' control in 1947. 11/1950 the original ship's bell was presented to the Cunard S.S. Co. Ltd and placed on board the new *Parthia*. 8/1952 laid up at Houghton, Lake Washington. 1954 sold to Dulien Steel Products Company for scrapping, but after the hull had been gutted it was sold to Straits Towing Ltd, Vancouver, B.C., for conversion into a bulk-carrying barge and during 1955 was renamed *Straits No. 27*. 1956 sold to Japanese shipbreakers. Towed by the tug *Sudbury* across the Pacific as *Straits Maru*. 16/10/56 arrived Osaka for scrapping.
Photo page 2

Above three steamers were placed on the Vancouver-Shanghai run by arrangement with Sir Wm. Pearce from February 1887 until replaced by the Pacific *Empresses* in 1891.

4 **Empress of India** —98887, 5,905g, 456×51×33 ft. T.2. 16k. 2f. 3m., 770b. 30/8/1890 launched by the Naval Construction & Armaments Co. Ltd, Barrow. 8/2/1891 sailed from Liverpool on her maiden voyage to Vancouver via Suez and Hong Kong. 1901 carried Duke of York (HM George V) Vancouver to Victoria. 17/8/1903 collided with and sank the Chinese cruiser *Huang Tai*. 8/1914 sailed from Vancouver to Hong Kong and thence Bombay. 7/12/1914 sold to the Maharajah of Gwalior and converted into a hospital ship for Indian troops. 19/1/1915 renamed *Loyalty*. 3/1919 bought by the Scindia Steam Navigation Co. Ltd. 3/1921 laid up at Bombay. 2/1923 sold to Maneckchand Jiyray & Co., Bombay, for scrapping. *Photo page 3*

5 **Empress of Japan** —98911, 5,905g, 456×51×33 ft. T.2. 16k. 2f. 3m., 770b. 13/12/1890 launched by the Naval Construction & Armaments Co. Ltd, Barrow. 11/4/1891 sailed from Liverpool on her maiden voyage to Vancouver via Suez and Hong Kong. 13/8/1914 requisitioned at Hong Kong for service as an Armed Merchant Cruiser in the Indian Ocean. 27/10/1915 returned to her owners' trans-Pacific service. 1919 brought English and Canadian troops from Vladivostock. 18/7/1922 laid up at Vancouver. 1925 registered in the name of V. Lamken, U.S.A. 31/3/1926 sold to R. E. Mahaffay, Burrard Inlet, B.C.; broken up in North Vancouver by R. J. Christian. In commission for 31 years with original engines and boilers. Held the Pacific record for 22 years and crossed the Pacific 315 times. Ships bell presented to the Merchants Exchange, Vancouver.

6 **Empress of China** —98953, 5,905g, 456×51×33 ft. T.2. 16k. 2f. 3m. 770b. 25/3/1891 launched by the Naval Construction & Armaments Co. Ltd, Barrow. 15/7/1891 sailed from Liverpool on her maiden voyage to Vancouver via Suez and Hong Kong. 27/7/1911 wrecked on Mera reef, Tokyo Bay, but without loss of life. 12/1911 refloated. 9/1912 sold by the underwriters to Sasso Shojiro for scrapping at Yokohama.

7 **Athenian**—82425, 3,877g, 365×46×29 ft. C.1. 15k. 1f. 3m., 320b. 7/12/1881 launched by Aitken & Mansel, Glasgow for the Union Line. 22/10/1882 first ship to enter the new graving dock at Cape Town. 1887 re-engined with triple-expansion engines by T. Richardson & Sons. 29/12/1897 bought by Canadian Pacific. 12/2/1898 left Southampton for Vancouver via Cape Horn. 7/1899-2/1901 on charter to U.S. Government. 22/8/1907 left Vancouver on her last Canadian Pacific voyage. 14/9/1907 sold to K. Kishimoto, Osaka, Japan, for scrapping.

8 **Tartar**—86336, 4,339g, 377×47×30 ft. C.1. 14k. 1f. 3m. 420b. 25/1/1883 launched by Aitken & Mansel, Glasgow, for the Union Line. 1889 re-engined with triple-expansion engines. 29/12/1897 bought by Canadian Pacific. 5/2/1898 left Southampton for Vancouver via Cape Horn. 12/1898 first call at Honolulu. 7/1899-4/1900 on charter to U.S. Government. 17/10/1907 beached at English Bay, B.C., after being in collision with the ss *Charmer* (No. 303). Sold to Japanese shipbreakers. 3/1908 broken up at Osaka. *Photo page 4*

40 PRETORIAN—6,436g 1915-1922

Beaver Line

15 vessels, Nos. 9-23 taken over by Canadian Pacific 6/4/1903.

9 **Lake Champlain***—110650, 7,392g, 446×52×28 ft. T.2. 13k. 1f. 4m., 680b. 31/3/1900 launched by Barclay Curle & Co., Glasgow. 21/5/1901 fitted with the first radio installation on a merchant ship. 7/3/1913 renamed *Ruthenia* on being transferred to the Trieste service. 8/1914 taken over for service as a transport for the British Expeditionary Force. 11/1914 taken over by the Royal Navy and fitted out as a "Dummy Battleship", representing H.M.S. *King George V*. When paid off from this service in the summer of 1915 she became a Store Ship and Water Carrier, being purchased outright by the Admiralty 29/1/1916. Subsequently all her holds were fitted with cylindrical tanks and she served as a Naval Oiler in Far Eastern waters until 1929 when she became an oil storage hulk at Singapore. In 1942 she was captured at that port by the Japanese who put her back into service under the name *Choran Maru*. After being recaptured by Allied forces in 1945 she was employed transporting prisoners of war the oil tanks having been replaced by decks and primitive accommodation. 30/10/1946 ran aground in the Moesi River, being refloated 12/11/1946. 1949 purchased by the British Iron & Steel Corporation (Salvage) Ltd. 3/4/1949 left Singapore towed by the tug *Englishman*, arriving at Dalmuir 18/6/1949 to be broken up by W. H. Arnott Young & Co. Ltd.

10 **Lake Erie***—110631, 7,550g, 446×52×31 ft. T.2. 13k. 1f. 4m., 680b. 21/11/1899 launched by Barclay Curle & Co., Glasgow. 29/3/1913 renamed *Tyrolia* on being transferred to the Trieste service. 28/10/1914 taken over by the Royal Navy, after service as a B.E.F. transport, and fitted out as a "Dummy Battleship", representing H.M.S. *Centurion*. Upon completion of her duties in this capacity she became a Store Ship and was later fitted with tanks for service as an oiler being renamed *Saxol* 9/6/1916. On 27/6/1916 she was purchased, outright by the Admiralty. 7/10/1916 transferred to Lane & MacAndrew Ltd, renamed *Aspenleaf*. 7/11/1917 transferred to the Shipping Controller. 12/9/1919 bought by the Anglo-Saxon Petroleum Co. Ltd. 11/1/1921 renamed *Prygona*. 6/2/1925 sold to Petersen & Albeck, Copenhagen, for scrapping.

11 **Lake Manitoba**—113497, 8,850g, 469×56×32 ft. T.2. 12k. 1f. 4m., 752b. 6/6/1901 launched by C. S. Swan & Hunter Ltd, Newcastle. 24/9/1901 maiden voyage from Liverpool to Quebec and Montreal. 1903 tonnage increased to 9,674g. 26/8/1918 gutted by fire at Montreal and had to be scuttled. 9/1918 refloated. 8/10/1918 sold by the underwriters to the Bishop Navigation Co., refitted at Halifax and renamed *Iver Heath*. 28/9/1921 bought by Canada Steamship Lines Ltd. 25/7/1923 bought by Stelp & Leighton Ltd (Crete Shipping Co. Ltd.) 1924 broken up. *Photo page 7*

12 **Lake Michigan**—115252, 8,200g, 469×56×32 ft. T.2. 12k. 1f. 4m., 680b. 28/9/1901 launched by C. S. Swan & Hunter Ltd, Newcastle. 21/2/1904 in collision in a gale with the *Matterhorn* and beached at Dungeness. 25/2/1904 refloated and towed to Gravesend. 15/11/1916 mined off Brest, but subsequently brought into port. 16/4/1918 torpedoed 93 miles N.W. of Eagle Island, by U.100.

13 **Milwaukee**—106834, 7,317g, 470×56×32 ft. T.1. 12k. 1f. 2m. 7/11/1896 launched by C. S. Swan & Hunter Ltd, Newcastle. 16/9/1898 ashore near Cruden Bay, Aberdeen. Broken in two by dynamite, 180 feet of the fore-end being left on the rocks and the rest of the ship being towed to the Tyne. 12/4/1899 new forepart launched by C. S. Swan & Hunter Ltd. 31/9/1918 torpedoed 260 miles SW of Fastnet, by U.105. *Photo page 28*

14 **Monmouth***—113379, 4,078g, 375×48×26 ft. T.1. 12k. 1f. 2m. cargo. 1/5/1900 launched by Sir R. Dixon & Co. Ltd., Middlesbrough. 16/11/1916 mined off Cherbourg but towed in. 27/9/1917 Liverpool to Murmansk and Archangel. 31/12/1919 sold to the Imperial Oil Co. Ltd, Toronto. 1922 bought by C. O. Stillman, Sarnia, Ont. 1923 bought by the Kishimoto K.K., Japan. 1925 renamed *Shinzan Maru*. 1929 bought by the Dalgosrybtrest, Vladivostock, renamed *Treti Krabolov*. Taken out of Lloyds Register 1960 due to lack of information.

*Ships marked thus were adapted during the 1914-18 war for the carriage of oil in cylindrical tanks.

15 **Montcalm***—106869, 5,478g, 445×53×28 ft. T.1. 13k. 1f. 4m., cargo. 17/5/1897 launched by Palmers Shipbuilding & Iron Co. Ltd, Jarrow, Newcastle. 10/1914 taken over by the Royal Navy, after service as a B.E.F. transport and fitted out as a "Dummy Battleship", representing H.M.S. *Audacious*. Upon completion of this service, in the summer of 1915, she became a Store Ship and was purchased outright by the Admiralty 29/1/1916. Transferred 18/2/1916 to the Leyland Line (Frederick Leyland & Co. Ltd) for operation. 26/10/1916 transferred to the Anglo-Saxon Petroleum Co. Ltd. 18/11/1916 renamed *Crenella*, fitted out as a tanker. 11/10/1917 transferred to the Shipping Controller. 26/11/1917 torpedoed off the S.W. coast of Ireland but reached port safely. 26/11/1919 bought by the Anglo-Saxon Petroleum Co. Ltd. 19/10/1920 bought by the Velefa Steamship Co. Ltd (Runciman's, London). 20/6/1923 sold to Chr. Nielsen & Co., Norway, and converted into a whaling depot ship. 10/1923 renamed *Rey Alfonso*. 1925 sold to H. M. Wrangell & Co., Norway. 1927 bought by the Anglo-Norse Company, renamed *Anglo-Norse*. 8/1929 bought by the Falkland Whaling Co. Ltd, renamed *Polar Chief*. 2/7/1941 acquired by the Ministry of War Transport. 17/11/1941 renamed *Empire Chief*. 3/8/1946 bought by the South Georgia Co. Ltd, reverted to the name *Polar Chief*. 29/4/1952 arrived at Dalmuir to be broken up by W. H. Arnott Young & Co. Ltd.

16 **Monteagle**—110554, 5,498g, 445×52×28 ft. T.2. 13k. 1f. 4m. 97b, 1000 steerage. 13/12/1898 launched by Palmers S.B. & I. Co. Ltd, Jarrow. 1899 taken over as South African War Troop Transport No. 87. 1903 released to owners and after refit her tonnage became 6,163g. 3/1906 to Hong Kong via Tenerife and Durban. 18/9/1906 driven ashore at Hong Kong during a typhoon, broke her stern and rudder. Laid up until 3/1907. 9/1914 requisitioned for service as a troopship for Indian troops. 24/2/1915 returned to her owners' trans-Pacific service which she maintained single handed. 11/1918-5/1919 made three calls at Vladivostock to repatriate prisoners of war. 4/1921 rescued crew of French steamer *Hsin Tien* off China Coast. Capt. A. J. Hosken awarded Medaille d'Honneur de Sauvetaga de première classe by the French Government. 22/9/1922 left Vancouver for Montreal on a charter voyage with a cargo of lumber. 17/11/1922 left Montreal for Avonmouth and the North Atlantic service, but only made one more voyage (her 95th) returning to London 29/1/1923, when she was laid up and provisionally renamed *Belton*. 1924 laid up off Southend. 15/4/1926 sold to the Hughes Bolckow Shipbreaking Co. Ltd, Blyth, and arrived in tow at Blyth 27/4/1926 to be broken up.

17 **Monterey**—109427, 5,455g, 445×52×28 ft. T.1. 13k. 1f. 4m., cargo. 25/11/1897 launched by Palmers S.B. & I. Co. Ltd. 14/7/1903 wrecked at Plata Point, Little Miquelon.

18 **Montezuma*** —110604, 7,345g, 485×59×31 ft. T.2. 13k. 1f. 4m., cargo. 11/7/1899 launched by A. Stephen & Sons, Linthouse, Glasgow. 10/1914 taken over by the Royal Navy and fitted out as a "Dummy Battleship", representing H.M.S. *Iron Duke*. On completion of this service 7/7/1915, she was purchased outright by the Admiralty, converted into an oiler, and renamed *Abadol*. 7/2/1917 transferred to Lane & MacAndrew Ltd, renamed *Oakleaf*. 25/7/1917 torpedoed by UC 41 64 miles NW¼N. from Butt of Lewis. *Photo page 21 & 59*

19 **Montfort**—110568, 5,481g, 445×52×28 ft. T.2. 12k. 1f. 4m. 13/2/1899 launched by the Palmers S.B. & I. Co. Ltd, Jarrow. 1900 tonnage increased to 7,087g, becoming 5,820g in 1901, 7,101g in 1902, reverting to 5,519g in 1903 and remaining thus until 1909 when it finally became 6,578g. 1/10/1918 torpedoed by U 55 170 miles W by S¾S from Bishop Rock.

20 **Montreal** —113373, 6,960g, 469×56×32 ft. T.2. 12k. 1f. 4m. 28/4/1899 launched by C. S. Swan & Hunter Ltd, Newcastle. 1901 tonnage became 6,870g. 1904 tonnage increased to 8,644g. 8/1914 in Antwerp with engines dismantled, transferred her coal to the *Montrose* (21) and left in tow just before the Germans overran Belgium. Both ships were filled with refugees. 1/4/1915 requisitioned for service as a troopship. 29/1/1918 rammed by the ss *Cedric*, towed towards Liverpool but sank 30/1/1918 14 miles from the Bar.

*Ships marked thus were adapted during the 1914-18 war for the carriage of oil in cylindrical tanks.

21 **Montrose** (i)—108251, 5,431g, 444×52×28 ft. T.1. 13k. 1f. 4m. 17/6/1897 launched by Sir R. Dixon & Co. Ltd, Middlesbrough. 1899 tonnage became 5,440g, being increased in 1901 to 7,094g. 1905 tonnage reverted to 6,278g. 1910 Captain Kendall detected the infamous Crippen amongst his passengers and radioed a message which led to Crippen's arrest—the first occasion a ship's radio has been used in crime. 1911 tonnage became 7,207g. 8/1914 towed the *Montreal* (20) from Antwerp at the outbreak of war. 28/10/1914 sold to the Admiralty, and prepared for use as a blockship for the entrance to Dover harbour. 28/12/1914 broke loose from her moorings in Dover harbour during a gale, drifted out, and was wrecked on the Goodwin sands. Her mast remained visible and was used as a marker for Trinity House Surveys. 22/6/1963 finally disappeared.

22 **Mount Royal**—109498, 7,044g, 469×56×32 ft. T.1. 12k. 1f. 4m., cargo. 17/8/1898 launched by C. S. Swan & Hunter Ltd, Newcastle. 30/11/1898 maiden voyage. 10/1914 taken over by the Royal Navy and fitted out as a "Dummy Battleship" representing H.M.S. *Marlborough*. After completion of this service, in the summer of 1915, she was taken in hand again and converted into an oiler, being renamed *Rangol*. 10/7/1916 purchased outright by the Admiralty. 17/11/1916 transferred to Lane & MacAndrew Ltd, renamed *Mapleleaf*. 7/11/1917 transferred to the Shipping Controller. 4/10/1919 bought by the British Tanker Co. Ltd. 19/10/1920 renamed *British Maple*. 6/6/1922 arrived in Southampton Water for service as a bunker depot ship. 10/12/1932 sold to Metal Industries Ltd, for scrapping. 25/1/1933 demolition work commenced, at Rosyth.

Photo page 37

23 **Mount Temple**—113496, 8,790g, 485×59×30 ft. T.2. 12k. 1f. 4m. 18/6/1901 launched by Sir W. G. Armstrong Whitworth & Co. Ltd, Newcastle. 1/12/1907 stranded on W. Ironbound Island, Lahave, N.S., and some six hundred people were rescued by a 200 ft. line and basket rigged as a breeches buoy. Night spent on Island, taken to Halifax by ss *Laurier* next day. 16/4/1908 refloated. 6/12/1916 captured and sunk by the German raider *Moewe* 620 miles W½S from Fastnet.

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24 **Empress of Britain**—120940, 14,188g, 550×65×37 ft. Q.2. 18k. 2f. 2m. 1,550b. 11/11/1905 launched by Fairfield Shipbuilding & Engineering Co. Ltd, Govan. 5/5/1906 sailed from Liverpool on her maiden voyage to Montreal. 27/7/1912 collided with and sank the ss *Helvetia* in fog off Cape Magdeleine. 16/8/1914 requisitioned for service as an Armed Merchant Cruiser in the North Atlantic. 11/5/1915 released from this service. 12/5/1915 commenced service as troop transport No. 628, which lasted until 21/3/1919. 8/1919 converted to oil fuel by the Fairfield Shipbuilding & Engineering Co. Ltd. 16/4/1924 renamed *Montroyal*, on conversion to cabin class. 17/6/1930 sold to the Stavanger Shipbreaking Company for scrapping. The Smoke Room on the ship was dismantled and incorporated into the Sola Strand Hotel, Stavanger, and named the *Montroyal Ballroom*. *Photo page vi*

25 **Empress of Ireland**—123972, 14,191g, 550×65×37 ft. Q.2. 18k. 2f. 2m., 1,550b. 27/1/1906 launched by the Fairfield S.B. & E. Co. Ltd., Govan. 29/6/1906 sailed from Liverpool on her maiden voyage to Montreal. 11/7/1913 took part in Review, by T.M. George V and Queen Mary, of Cruisers and Merchant ships in the Mersey. 29/5/1914 sank after being in collision during fog with the Norwegian collier *Storstad* near Father Point, in the River St. Lawrence. 7/64 skin divers located the wreckage.

26 **Empress of Russia**—135197, 16,810g, 570×68×42 ft. ST.4. 19k. 3f. 2m., 1,180b. 28/8/1912 launched by the Fairfield S.B. & E. Co. Ltd., Govan. 1/4/1913 left Liverpool on her maiden voyage to Hong Kong via Suez. 21/5/1913 left Hong Kong. 25/5/1913 arrived Nagasaki and between 8 a.m.–2 p.m. loaded 3,200 tons of coal by human chain of Japanese coal handlers. 29/5/1914 arrived at Vancouver from Yokohama having taken 8 days 18 hours 31 minutes—a record for 9 years. 23/8/1914 requisitioned for service as an Armed Merchant Cruiser in the Indian Ocean. 12/2/1916 returned to the Company's service. 6/5/1918 taken over for trooping on the Atlantic. 12/1/1919 left Liverpool for Hong

Kong via Suez to be refitted. 8/3/1919 returned to her owners. 4/1919 called at Vladivostock. 28/11/1940 requisitioned for service as a troopship after 310 trans-Pacific crossings. 6/2/1941 sailed from Vancouver bound, via Panama, for the Clyde. 8/9/1945 gutted by fire at Barrow whilst refitting. Broken up at Barrow by T. W. Ward Ltd.

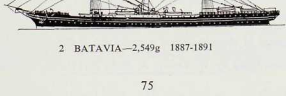
27 **Empress of Asia**—135226, 16,908g, 570×68×42 ft. ST.4. 19k. 3f. 2m., 1,180b, 23/11/1912 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 14/6/1913 left Liverpool on her maiden voyage to Hong Kong via Cape Town. 2/8/1914 requisitioned at Hong Kong for service as an Armed Merchant Cruiser in Chinese waters and the Indian Ocean. 20/3/1916 returned to the Company's service. 3/5/1918 left Vancouver for New York via Panama and made six trooping voyages across the Atlantic. 2/1/1919 left Liverpool for Vancouver via Panama. 10/2/1919 returned to her owners Pacific service. 11/1/1926 in collision with and sank the small freighter *Tung Shing* below Shanghai. 11/1/1941 arrived at Vancouver at the end of her 307th, and the last scheduled, Pacific crossing. 2/1941 requisitioned for service as a troopship, leaving Vancouver 13/2/1941 for the U.K. via Panama. 5/2/1942 sunk by Japanese aircraft off Singapore. 10/1951 underwriter's rights in the wreck purchased by the International Salvage Association Ltd, who removed the wreckage. *Photo page 4*

28 **Missanabie**—136705, 12,469g, 501×64×38 ft. Q.2. 15k. 2f. 2m., 1,720b. 22/6/1914 launched by Barclay Curle & Co. Ltd, Scotstoun. 7/10/1914 sailed from Liverpool on her maiden voyage to Montreal. 9/9/1918 torpedoed by UB 87 52 miles S by E from Dauntes Rock. *Photo page 9*

29 **Metagama**—136791, 12,420g, 501×64×38 ft. Q.2. 15k. 2f. 4m. 1,720b. 19/11/1914 launched by Barclay Curle & Co. Ltd, Scotstoun. 26/3/1915 sailed from Liverpool on her maiden voyage to Saint John, N.B. 26/5/1923 in collision in the Clyde with the ss *Baron Vernon*. 19/6/1924 in collision off Cape Race with the ss *Clara Camus*. 1931 to 1933 laid up at Southend. 3/4/1934 sold to P. & W. McLellan Ltd, for scrapping. Broken up at Bo'ness, Firth of Forth.
Illustrated page 27

30 **Mattawa**—131444, 4,874g, 398×52×27 ft. T.1. 10k. 1f. 2m., cargo. 15/6/1912 launched by A. McMillan & Son Ltd, Dumbarton, as *St. Hugo* for the British & Foreign Steamship Co. Ltd. 6/2/1915 bought by the Palace Shipping Co. Ltd, renamed *Franktor*. 10/9/1915 bought by Canadian Pacific. 13/9/1915 commenced her first voyage for Canadian Pacific. 21/10/1915 renamed *Mattawa*. 23/4/1920 left Liverpool via Suez and Karachi for the Pacific. 18/4/1922 left Hong Kong to enter the Montreal/West Indies service. 16/5/1923 renamed *Berwyn*. 24/1/1926 arrived Glasgow, laid up. 15/10/1926 re-entered N. Atlantic service. 12/1/1928 arrived Glasgow on completion of her 61st Canadian Pacific voyage. 30/1/1928 sold to the Kintyre Steamship Co. Ltd. 2/2/1928 renamed *Kingarth*. 7/1932 bought by G. & F. Bozzo, Italy. Renamed *Beppe*. 19/10/1942 torpedoed 28 miles off Lampedusa Island, by 4 M. s/m *Unbending*.

31 **Medora**—131438, 5,135g, 410×52×29 ft. T.1. 11k. 1f. 2m., cargo. 26/4/1912 launched by Russell & Co., Port Glasgow, as *Frankmount* for the Palace Shipping Co. Ltd. 18/5/1915 bought by Canadian Pacific. 29/6/1915 renamed *Medora*. 2/5/1918 torpedoed by U 86 11 miles WSW from the Mull of Galloway.



2 BATAVIA—2,549g 1887-1891

Allan Line

16 vessels, Nos. 32-47, taken over by Canadian Pacific 1/10/1915.

32 **Alsatian**—136266, 18,481g, 571×72×42 ft. ST.4. 18k. 2f. 2m., 1,835b.
22/3/1913 launched by W. Beardmore & Co. Ltd, Glasgow, the first Atlantic liner with cruiser stern. 17/1/1914 sailed from Liverpool on her maiden voyage to Halifax. 7/8/1914 requisitioned for service as an Armed Merchant Cruiser. 4/12/1914 recommissioned as flagship of the Tenth Cruiser Squadron, serving in this capacity until 7/12/1917 when the Squadron was paid off. 2/1919 arrived at Glasgow for a refit at Beardmore's. 4/4/1919 renamed *Empress of France*. 25/9/1919 officially released to her owners. 26/9/1919 first post-war voyage from Liverpool. 30/5/1922 inaugurated the Hamburg-Southampton-Cherbourg-Quebec service. 1923 carried HRH Prince of Wales as Lord Renfrew. 1924 converted to oil fuel by Beardmore's. 31/10/1928 left Southampton for the Pacific via Suez. 17/10/1929 left Hong Kong for Liverpool via Suez. 28/9/1931 laid up on the Clyde. 20/10/1934 sold to W. H. Arnott Young & Co. Ltd, Dalmuir, for scrapping. 24/11/1934 arrived at Dalmuir to be broken up in the yard in which she was built. *Photo page 11*

33 **Calgarian**—136277, 17,515g, 569×70×42 ft. ST.4. 18k. 2f. 2m., 1,835b.
19/4/1913 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 15/9/1914 requisitioned for service as an Armed Merchant Cruiser in the North Atlantic. 1/3/1918 torpedoed by the German submarine U 19 off Rathlin Island.

34 **Carthaginian**—89990, 4,214g, 386×45×22 ft. C.1. 12k. 1f. 3m.
9/10/1884 launched by the Govan Shipbuilding Co., Glasgow. 14/6/1917 sunk by mine off Innistrahull.

35 **Corinthian**—111257, 6,227g, 430×54×28 ft. T.1. 12k. 1f. 2m., 1,190b.
19/3/1900 launched by Workman Clark & Co. Ltd, Belfast. 1910 converted to Cabin class. 14/12/1918 stranded on NW Ledges, Brier Island, Bay of Fundy.

36 **Corsican**—124191, 11,436g, 500×61×38 ft. T.2. 16k. 1f. 2m., 2,200b.
29/4/1907 launched by Barclay Curle & Co. Ltd, Scotstoun. 8/8/1914 requisitioned for service as a troopship. 16/11/1922 renamed *Marvale* on conversion at Liverpool into a cabin-class ship. 21/5/1923 wrecked on Freel Rock off Cape Pine, Newfoundland, twenty miles west of Cape Race. *Photo page 68*

37 **Grampian**—124220, 9,598g, 486×60×38 ft. T.2. 15k. 1f. 2m., 1,900b.
25/7/1907 launched by A. Stephen & Sons Ltd, Linthouse, Glasgow. 26/1/1921 arrived Antwerp on completion of her 96th Canadian Pacific voyage. 13/3/1921 gutted by fire at Antwerp whilst being refitted and was abandoned to the underwriters. 10/7/1925 sold to F. Rysdyk Industries Ltd, Rotterdam, for scrapping.

38 **Ionian**—113989, 8,265g, 470×57×37 ft. 3.R.2. 14k. 1f. 4m., 1,780b.
12/9/1901 launched by Workman Clark & Co. Ltd, Belfast. 20/10/1917 hit a mine 2 miles west of St. Gowans Head, drifted ashore and wrecked. Minefield laid by UC 51 14/10/1917.

39 **Pomeranian**—85193, 4,364g, 381×44×33 ft. C.1. 12k. 1f. 2m.
6/5/1882 launched by Earle's Shipbuilding & Engineering Co. Ltd, Hull, as *Grecian Monarch* for the Monarch Line (the Royal Exchange Shipping Co. Ltd). 6/9/1887 bought by the Allan Line. Renamed *Pomeranian*. 1901 fitted with triple-expansion engines by Wm Denny & Bros., Dumbarton, and tonnage reduced to 4,207g. 15/4/1918 torpedoed by UC 77, 9 miles from Portland Bill.

40 **Pretorian**—113969, 6,436g, 437×53×30 ft. T.1. 13k. 1f. 2m.
22/12/1900 launched by Furness Withy & Co. Ltd, W. Hartlepool. 1910 converted to cabin class, tonnage increased to 6,948g. 31/5/1919 London to Murmansk and Archangel. 9/3/1922 laid up in the Gareloch. 20/2/1926 sold to J. J. King & Co., Garston, for scrapping. *Photo page 71*

41 **Sardinian**—71695, 4,376g, 400×42×35 ft. C.1. 13k. 1f. 3m., 1,175b.
3/6/1874 launched by R. Steele & Co., Greenock. 29/7/1875 maiden voyage. 10/5/1878 explosion at Moville caused a severe fire, and as a result she had to be scuttled. She was refloated and re-entered service the same year. 1897 triple-expansion engines fitted by W. Denny & Bros. 26/11/1901 left Liverpool with

Signor Marconi and the equipment to set up the first radio station St. Johns, Newfoundland. 8/12/1920 sold to Astoreca Azqueta & Co., Spain, for service as a hulk at Vigo. 1934 sold to the Compania Carbonera. 22/6/1938 left in tow for Bilbao to be broken up.

42 **Scandinavian**—109441, 11,394g, 555 × 59 × 39 ft. T.2. 14k. 1f. 2m. 17/4/1898 launched by Harland & Wolff Ltd, Belfast, as *New England* for the Dominion Line. 1903 taken over by the White Star Line, renamed *Romanic* and retained on the service from Boston to the Mediterranean. 1/1912 bought by the Allan Line, renamed *Scandinavian*. 9/7/1923 sold to F. Rysdyk Industries Ltd, Rotterdam. 16/7/1923 sold to Klasmann & Lentze, Emden, for scrapping.

43 **Scotian**—129547, 10,319g, 515 × 60 × 24 ft. T.2. 14k. 1f. 2m., 1,500b. 7/5/1898 launched by Harland & Wolff Ltd, Belfast, as *Statendam* for the Holland America Line. 23/3/1911 bought by the Allan Line, renamed *Scotian*. 16/11/1922 renamed *Marglen*. 11/4/1925 laid up at Southampton. 14/10/1925 engaged on charter voyages to Bombay. 1/4/1926 again laid up at Southampton. 30/12/1926 sold to D. L. Pittaluga, Genoa, for scrapping. *Photo page 10*

44 **Sicilian**—111225, 6,224g, 430 × 54 × 28 ft. T.1. 12k. 1f. 2m., 987b. 28/8/1899 launched by Workman Clark & Co. Ltd, Belfast. 28/10/1899 registered at Glasgow, but chartered for trooping to South Africa as *Transport 57* until 1902. 1910 converted to cabin class, tonnage increased to 7,328g, and sailed from London. 12/1921 inaugurated the West Indies service from Montreal. 5/8/1922 arrived at Falmouth and laid up until 3/2/1923 when she returned to the North Atlantic. 12/4/1923 renamed *Bruton*. 19/9/1923 laid up again at Falmouth. 8/5/1925 sold to Franchi Gregorini, Italy, for scrapping.

45 **Tunisian**—111248, 10,576g, 500 × 59 × 40 ft. T.2. 14k. 1f. 2m., 1,100b. 17/1/1900 launched by A. Stephen & Sons, Linthouse. 1920 re-engined, converted to oil fuel, and converted to cabin class by D. & W. Henderson & Co. Ltd. Tonnage increased to 10,743g. 16/11/1922 renamed *Marburn*. 5/7/1927-2/1928 laid up at Southend. 6/4/1928 last voyage Antwerp to Saint John. 9/5/1928 laid up at Southampton. 17/9/1928 sold to the Soc. A. Co-operativa Ligure Demolitori Navi, Genoa.

46 **Victorian**—121216, 10,629g, 520 × 60 × 38 ft. ST.3. 18k. 1f. 2m., 1,570b. 25/8/1904 launched by Workman Clark & Co. Ltd, Belfast. 17/8/1914 requisitioned for service as an Armed Merchant Cruiser and commissioned 21/8/1914 for service with the Ninth Cruiser Squadron. Paid off 31/3/1915 and re-commissioned in the Tenth Cruiser Squadron 9/6/1915 after being refitted. Served with the Tenth Cruiser Squadron until it was paid off 7/12/1917. Continued service as an A.M.C. until the Armistice at which time she was refitting on the Clyde. 31/1/1920 officially released to her owners. 1921 converted to oil fuel and re-engined with single reduction geared turbines. 1921 engaged in the Indian trooping service. 11/12/1922 renamed *Marloch*. 1923 had her wooden masts shortened in order to transit Kiel canal for a cruise to Stockholm. 5/4/1929 sold to T. W. Ward Ltd, for scrapping. 17/4/1929 arrived at Milford Haven, and broken up subsequently at Pembroke Dock. *Photo page 8*

47 **Virginian**—121219, 10,757g, 520 × 60 × 38 ft. ST.3. 18k. 1f. 2m., 1,570b. 22/12/1904 launched by A. Stephen & Sons, Linthouse. 13/11/1914 requisitioned for service as an Armed Merchant Cruiser after service as a troop transport for the Canadian Expeditionary Force. Served with the Tenth Cruiser Squadron until it was paid off 7/12/1917. Arrived at Glasgow 23/12/1918 to undergo a refit. 31/1/1920 officially released to her owners, but never sailed for Canadian Pacific. 14/2/1920 sold to the Swedish America Line (Svenska Amerika Linien) renamed *Drottningholm*. 1922 re-engined with De Laval single reduction geared turbines. 1940 to 1946 frequently used on "mercy trips", repatriating civilians and wounded soldiers. 1945 purchased by Home Lines Inc. (South Atlantic Lines Inc.), Panama, but not handed over until 1948. 8/4/1948 first voyage as *Brasil* for South Atlantic Lines Inc. 1/6/1951 renamed *Homeland*. 2/1955 sold to S.I.D.A.R.M.A. for scrapping. 29/3/1955 arrived at Trieste to be broken up.

48 **Miniota**—135311, 4,928g, 420×55×24 ft. T.1. 10k., cargo.
27/11/1913 launched by W. Gray & Co. Ltd, West Hartlepool, as *Hackness* for the London & Northern Steamship Co. Ltd. 28/9/1916 bought by Canadian Pacific. 17/10/1916 renamed *Miniota*. 20/10/1916 first Canadian Pacific voyage Glasgow to Boston. 31/8/1917 torpedoed by U62 30 miles SE of Start Point.

49 **Methven**—120650, 4,700g, 390×53×27 ft. T.1. 12k. 1f. 2m., cargo.
1/2/1905 launched by D. & W. Henderson & Co. Ltd, Glasgow, as *Heliopolis* for the Alliance Steamship Co. Ltd. 4/3/1908 bought by the Century Shipping Co. Ltd. 17/2/1913 purchased by the Admiralty for conversion into an auxiliary hospital ship and renamed *Mediator*. When the hospital ship *Maine* was lost, *Mediator* was renamed *Maine*, but the work of converting her was not completed and on 7/3/1916 she was sold to Harris & Dixon Ltd. 15/5/1917 bought by Canadian Pacific. 24/6/1917 sailed from Barry on her first Canadian Pacific voyage. 20/8/1917 renamed *Methven*. 18/12/1918 left London for Vancouver, via Saint John, N.B., and Panama, for service on the Pacific. 1919/1920 made five voyages Vancouver to Singapore. 10/1920 to 12/1921 traded from Hong Kong to South China Seas. 22/3/1922 left Hong Kong via Suez. 9/6/1922 arrived New York and made one voyage to West Indies. 16/8/1922 left Montreal for London and North Atlantic service. 22/3/1923 renamed *Borden*. 25/7/1924 laid up at Falmouth. 26/10/1926 sold to G. E. Kulukundis, Greece, and renamed *Perseus*. 1932 sold to F. Bertorello, Italy, and broken up during 1933 at Genoa.

50 **Montcalm** (II)—140349, 6,608g, 420×53×36 ft. T.1. 11k. 1f. 2m., cargo.
7/6/1917 launched by the Northumberland Shipbuilding Co. Ltd, Newcastle. 12/9/1917 sailed from North Shields, coastwise, and left London 12/9/1917 for Montreal. 25/8/1920 renamed *Bolingbroke*. 13/7/1929 arrived Falmouth on completion of her 79th Canadian Pacific voyage. 1929/1933 laid up at Falmouth. 27/12/1933 sold to W. H. Arnott Young & Co. Ltd, Glasgow. 2/1934 arrived at Troon to be broken up.

51 **Melita**—136367, 13,967g, 520×67×42 ft. T. & ST. 3 17k. 2f. 2m., 1,716b.
21/4/1917 launched by Barclay Curle & Co. Ltd, Scotstoun. 2/6/1917 left Glasgow in tow for Belfast to be completed by Harland & Wolff Ltd. 12/1/1918 delivered for service as a troopship. 25/1/1918 sailed from Liverpool on her first Canadian Pacific voyage. 1925 refitted by Palmers Shipbuilding & Iron Co. Ltd, Jarrow; tonnage increased to 15,183g. 5/4/1935 sold to the Ricuperi Metallici, Turin, Italy, for scrapping and towed to Genoa by the Dutch tug *Zwarte Zee* but later bought by the Italia Line for service as a troopship. Renamed *Liguria*. 22/1/1941 scuttled after being set on fire by air attack at Tobruk. 1950 salved. 19/9/1950 left in tow, bound for Savona to be broken up.
Photo page 24

52 **Montezuma** —142423, 5,038g, 405×53×27 ft. T.1. 11k. 1f. 2m., cargo.
28/3/1917 launched by R. Duncan & Co. Ltd, Glasgow, as *Camperdown* for Glen & Co. 16/5/1918 bought by Canadian Pacific prior to completion and renamed *Montezuma* (II). 23/5/1918 sailed from Glasgow on her maiden voyage. 14/5/1923 renamed *Bedwyn*. 19/6/1923 renamed *Balfour*. 6/1924 Montreal/West Indies service until 12/1925. 1/1926 returned to N. Atlantic. 22/1/1928 arrived Antwerp on completion of her 59th Canadian Pacific voyage. 4/2/1928 sold to the Lyle Steamship Co. Ltd. 9/2/1928 renamed *Cape Verde*. 6/1935 bought by Fan Shien Ho, China, renamed *Shang Ho*. 7/1938 bought by the Mayachi Kisen K.K. Japan, renamed *Kizan Maru*. 27/9/1943 destroyed at Singapore by British underground forces.

53 **Holbrook**—140409, 6,655g, 412×55×27 ft. T.1. 11k. 1f. 2m., cargo.
17/7/1917 launched by J. L. Thompson & Sons Ltd, Sunderland, for the Century Shipping Co. Ltd. 24/6/1918 bought by Canadian Pacific. 28/6/1918 sailed from Liverpool on her first Canadian Pacific voyage. 2/3/1923 renamed *Bredon*. 19/5/1923 renamed *Brandon*. 27/2/1928 arrived Rotterdam on completion of her 59th Canadian Pacific voyage. 3/3/1928 sold to the South Georgia Co. Ltd, converted to a whaling depot ship. 8/12/1939 torpedoed by U48 south of Cork in a position 50.28N, 08.26W.

54 **Dunbridge**—142305, 6,650g, 412×55×27 ft. T.1. 11k. 1f. 2m., cargo.
1/10/1917 launched by J. L. Thompson & Sons Ltd, Sunderland, for the Century Shipping Co. Ltd. 10/6/1918 bought by Canadian Pacific. 5/9/1918 sailed from Liverpool on her first Canadian Pacific voyage. 24/2/1923 renamed *Brecon*. 2/3/1928 arrived Glasgow on completion of her 61st Canadian Pacific voyage. 15/3/1928 sold to Goulandris Bros., Greece, renamed *Frangoula B. Goulandris*. 7/6/1940 torpedoed by U26, south west of Cape Clear in a position 49.59N, 11.24W.

55 **Mottisfont**—140262, 5,692g, 400×52×33 ft. T.1. 10k. 1f. 2m., cargo.
11/11/1917 launched by W. Dobson & Co., Newcastle, for Harris & Dixon Ltd. 5/6/1918 bought by Canadian Pacific prior to completion. 9/8/1918 sailed from Barry on her maiden voyage. 22/3/1923 renamed *Bawtry*. 22/2/1927 sold to Livanos Brothers (N. G. Livanos, manager), Greece, renamed *Archangelos*. 5/1935 sold to the Theofano Maritime Co. (N. G. Livanos, manager), Greece. 6/1950 bought by Kemal Sadikoglu, Turkey, renamed *K. Sadikoglu*. 9/1961 broken up at Kalafatyeri, Turkey.

56 **Batsford**—136641, 4,782g, 388×54×27 ft. T.1. 11k., cargo.
11/12/1913 launched by J. L. Thompson & Sons Ltd, Sunderland, for the Century Shipping Co. Ltd. 11/6/1918 bought by Canadian Pacific. 26/9/1918 sailed from Weymouth on her first Canadian Pacific voyage. 18/1/1927 sold to the Turnbull Coal & Shipping Co. Ltd. 28/1/1927 renamed *Hamdale*. 12/4/1937 bought by the Barry Shipping Co. Ltd. 29/4/1937 renamed *St. Mellons*. 8/1937 bought by the Okada Gumi K.K., Japan, renamed *Tozan Maru*. 6/3/1938 wrecked on Goto Island, on passage from Yawata to Keelung.

57 **Minnedosa**—142717, 13,972g, 520×67×42 ft. T.3. 17k. 2f. 2m., 1,716b.
17/10/1917 launched by Barclay Curle & Co. Ltd, Scotstoun. 2/5/1918 arrived at Belfast in tow for completion by Harland & Wolff Ltd. 21/11/1918 delivered for service as a troopship. 5/12/1918 sailed from Liverpool on her first Canadian Pacific voyage. 1925 refitted by R. & W. Hawthorn Leslie & Co. Ltd; tonnage increased to 15,186g. 5/4/1935 sold to the Ricuperi Metallici, Turin, Italy, for scrapping. 25/5/1935 arrived in tow at Savona but was later bought by the Italia Line for service as a troopship, renamed *Piemonte*. 15/8/1943 scuttled at Messina. 1949 salvaged. 27/7/1949 left Messina in tow for Spezia to be broken up.
Illustrated page 13

58 **Bosworth**—143043, 6,660g, 412×55×27 ft. T.1. 10k. 1f. 2m., cargo.
31/12/1918 launched by J. L. Thompson & Sons Ltd, Sunderland, as *War Peridot* for the Shipping Controller. 7/3/1919 bought by Canadian Pacific. 15/3/1919 sailed from Sunderland on her maiden voyage. 14/6/1920 renamed *Bosworth*. 11/1/1928 arrived Antwerp on completion of her 60th Canadian Pacific voyage. 5/3/1928 sold to H. M. Thomson. 10/7/1944 requisitioned by the Ministry of War Transport. 4/9/1944 sunk off Normandy as part of the Mulberry Harbour. Subsequently refloated and towed to the Clyde. 4/5/1949 arrived at Dalmuir to be broken up by W. H. Arnott Young & Co. Ltd.

59 **Bothwell**—143057, 6,723g, 412×55×27 ft. T.1. 11k. 1f. 2m., cargo.
7/12/1918 launched by W. Doxford & Sons Ltd, Sunderland, as *War Beryl* for the Shipping Controller. 15/4/1919 bought by Canadian Pacific. 25/4/1919 sailed from Sunderland on her maiden voyage. 23/6/1920 renamed *Bothwell*. 10/7/1929 laid up at Falmouth on completion of her 62nd voyage. 27/11/1933 sold to the Tramp Shipping Development Co. Ltd. 23/3/1934 bought by the Tower Shipping Co. Ltd (Sheriff & Brownie Ltd). 6/4/1934 renamed *Tower Crown*. 10/1937 bought by the Kulukundis Shipping Co., Greece, renamed *Mount Ossa*. 4/1939 bought by R. Bornhofen, Germany, renamed *Robert Bornhofen*. 12/9/1942 sunk by explosion, off Honningstaag, cause unknown.

60 **Montreal** —143162, 9,720g, 476×55×30 ft. Q.2. 16k. 1f. 2m.
4/7/1906 launched by Blohm & Voss, Hamburg, as *Konig Friedrich August* for the Hamburg America Line. 6/11/1920 bought by Canadian Pacific from the Reparations Commission. 3/2/1921 renamed *Montreal* (II). 5/2/1921 from London to Antwerp for refitting. 1/6/1921 sailed from Antwerp on her first Canadian Pacific voyage. 8/1921–5/1922 four trips from Naples and Trieste to Montreal. 1923 converted to cabin class. 14/5/1927 arrived London. 22/5/1927 laid up

Southend. 4/5/1928 sold to the Fabre Line, France, renamed *Alesia* on Marseilles to New York run. 10/1931 laid up at Marseilles. 10/1933 sold to Italian buyers for scrapping. 3/11/1933 arrived Genoa to be broken up. *Photo page 18*

61 **Montlaurier**—144402, 17,500g, 590×68×39 ft. Q.2. 16k. 2f. 2m., 642b. 21/10/1907 launched by the J. C. Tecklenborg A.G., Geestemunde, as *Prinz Friedrich Wilhelm* for the North German Lloyd (Norddeutscher Lloyd). 13/5/1921 bought by Canadian Pacific from the Reparations Commission, after making a number of voyages on charter. 2/8/1921 renamed *Empress of China* (tt). 12/10/1921 renamed *Empress of India* (tt). 13/12/1922, renamed *Montlaurier*. 18/6/25 renamed *Monteith*, but did not sail under this name owing to its unhappy associations in Scottish history. 2/7/1925 remaned *Montnairn*. 7.10.1928 arrived Southampton. 23/12/1929 sold to the Soc. A. Co-operativa Ligure Demolitori Naiva, Genoa.

62 **Montcalm** —145903, 16,418g, 546×70×40 ft. ST.2. 16k. 2f. 2m., 1,810b. 3/7/1920 launched by John Brown & Co. Ltd, Clydebank, Glasgow. 17/1/1922 sailed from Liverpool on her maiden voyage and made the headlines by rescuing crew of the Norwegian ss *Mod*. 6/12/1928 arrived Belfast. 1929 re-engined with single reduction geared turbines by Harland & Wolff Ltd, Belfast. 25/8/1939 requisitioned. 17/10/1939 Armed Merchant Cruiser; renamed *H.M.S. Wolfe*. 11/1941—1/1942 employed as a troopship. 1/1942 converted to a Submarine Depot Ship. 22/5/1942 sold to the Admiralty. 1/1943 became a Destroyer Depot Ship. 1950 laid up in reserve. 1952 sold to the British Iron & Steel Corporation. 7/11/1952 towed to Faslane to be broken up by Metal Industries (Salvage) Ltd.

63 **Empress of Scotland**—144371, 24,581g, 678× 77× 50 ft. Q.2. 17k. 2f. 4m. 1,460b. 29/8/1905 launched by the Vulcan Werke A.G., Stettin, as *Kaiserin Auguste Victoria* for the Hamburg-America Line. 3/1919 arrived in the Humber having been allocated to the U.K. as reparations. 1919—1920 used by the United States for bringing troops home from Europe. 1920 on charter to the Cunard S.S. Co. Ltd. 13/5/1921 bought by the Canadian Pacific from the Reparations Commission. 5/8/1921 renamed *Empress of Scotland*. 13/8/1921 arrived at Hamburg for a refit during which she was converted to oil fuel and her tonnage was increased to 25,037g. 22/1/1922 left Southampton on her first Canadian Pacific voyage. 4/2/1922 sailed from New York on a cruise to the Mediterranean for which she was chartered by an American Tourist agency. 6/1923 in collision with ss *Bonus* at Hamburg. 14/1/1924 left New York on the first Canadian Pacific Mediterranean cruise. 1927 carried HRH Prince of Wales and Duke of Kent from Quebec. 2/12/1930 sold to the Hughes-Bolckow Shipbreaking Co. Ltd, Blyth. 10/12/1930 caught fire at the shipbreakers' yard. 1/6/1931 broke in two when being moved. 17/10/1931 demolition completed. When laid down in 1904 it was intended that this ship should be named *Europa*, but she was renamed in honour of the German Empress who was her sponsor. At the time of her launch she was the largest vessel afloat. *Photo page 22*

64 **Empress of Canada** —146215, 21,516g, 625×78×42 ft. ST.2. 3f. 2m., 1,760b. 17/8/1920 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 5/5/1922 left Falmouth on her maiden voyage to Hong Kong via Suez. 30/1/1924 left New York on the Company's first round-the-world cruise. 3/1927 in collision with the Japanese ss *Kinsho Maru* at Shanghai. 1/11/1928 left Vancouver for the Clyde via Suez to be re-engined by the Fairfield S.B. & E. Co. Ltd. 27/8/1929 left Southampton on a round voyage to Quebec. 18/9/1929 left Southampton for Vancouver via Panama. 7/11/1932 in collision with the Japanese ss *Yetai Maru* during a voyage from Kobe to Shanghai. 29/11/1939 requisitioned for service as a troopship after making 200 Pacific crossings. 8/1941 took part in the raid on Spitzbergen. 14/3/1943 torpedoed by Italian sub. *Leonardo da Vinchi* in the South Atlantic in a position 01.13S. 09.57W. when on a voyage from Durban to the U.K. *Photo page 5*

65 **Montrose** —145919, 16,401g, 546×70×40 ft. ST.2. 16k. 2f. 2m., 1,810b. 14/12/1920 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 5/5/1922 sailed from Liverpool on her maiden voyage. 1931 re-engined with single reduction geared turbines by Harland & Wolff Ltd, Belfast. 3/9/1939 requisitioned for service as an Armed Merchant Cruiser and renamed *H.M.S. Forfar*. 2/12/1940

torpedoed off the West Coast of Ireland by the German Submarine U 99. It was originally intended that this ship should bear the name *Montmorency*.

Photo page 15

66 **Empress of Australia**—145300, 21,860g, 590×75×41 ft. ST.2. 17k. 3f. 2m, 1,176b. 1,176b.
20/12/1913 launched by the Vulcan-Werke A.G., Stettin, as *Tirpitz* for the Hamburg-America Line. 1919 arrived at Hull from Hamburg, then employed on trooping. 25/7/1921 bought by Canadian Pacific from the Reparations Commission. 28/7/1921 renamed *Empress of China* (III). 20/8/1921 to Hamburg for a refit which was completed by John Brown & Co. Ltd, at Clydebank. 2/6/1922 renamed *Empress of Australia* (I). 16/6/1922 left the Clyde for the Pacific via Panama. 1/9/1923 lying at Yokahama at the time of the great earthquake. 4/8/1926 left Hong Kong via Suez to be re-engined by the Fairfield S.B. & E. Co. Ltd. 25/6/1927 left Southampton for Quebec carrying T.R.H. the Prince of Wales and Prince George. 6/5/1939 left Portsmouth with T.M. the King and Queen at the start of their tour of Canada. 9/1939 requisitioned for service as a troopship and remained on trooping service until transferred to the British Iron & Steel Corporation 7/5/1952 for scrapping. 10/5/1952 arrived at Inverkeithing to be broken up. *Photo page 5*

67 **Montclare**—145964, 16,314g, 546×70×40 ft. ST.2. 16k. 2f. 2m., 1,810b.
18/12/1921 launched by John Brown & Co. Ltd, Clydebank. The naming ceremony had been carried out on the 17th but high winds prevented the launch. 18/8/1922 sailed from Liverpool on her maiden voyage. 1929 re-engined with single reduction geared turbines by Harland & Wolff Ltd, Belfast. 28/8/1939 requisitioned for service as an Armed Merchant Cruiser. 4/1942 converted to a Submarine Depot Ship. 2/6/1942 sold to the Admiralty, becoming Flag Ship to the fleet train (supply) in the Pacific (Rear Admiral Fisher). Later parent ship of the Submarine Flotillas at Rothesay. 12/10/1954 towed to the Gareloch. 4/2/1955 broke adrift 25 miles west of Scillies whilst being towed by tugs *Warden* and *Enforcer* from Clyde to Portsmouth. 9/1955 placed on Disposal List. 1/1958 transferred to B.I. & S. Corporation and placed in tow of tugs *Englishman* and *Merchantman*. 3/2/1958 arrived Inverkeithing for scrapping by T. W. Ward Ltd. It was originally intended that this ship should bear the name *Matapedia*.

Illustrated page 12

68 **Beaverburn**—160187, 9,874g, 503×62×38 ft. ST.2. 14k. 1f. 2m*. Cargo.
27/9/1927 launched by W. Denny & Bros. Ltd, Dumbarton. 24/12/1927 sailed from Glasgow on her maiden voyage. 5/2/1940 torpedoed by U41 in the North Atlantic in a position 49.20N, 10.07W.

69 **Beaverford** —149983, 10,042g, 503×62×38 ft. ST.2. 14k. 1f. 2m*., Cargo
27/10/1927 launched by Barclay Curle & Co. Ltd, Scotstoun. 21/1/1928 sailed from Glasgow on her maiden voyage. 22/2/1940 requisitioned for the carriage of war materials and other vital cargoes. 5/11/1940 in the North Atlantic convoy with *Jervis Bay* and after the latter had been sunk she engaged the German "Pocket Battleship" *Admiral Scheer* for five hours until she was sunk with the loss of all hands in a position 52.26N. 32.34W.

70 **Beaverdale**—149987, 9,957g, 503×62×38 ft. ST.2. 14k. 1f. 2m*., Cargo
28/9/1927 launched by Sir W. G. Armstrong Whitworth & Co. Ltd, Newcastle. 1/2/1928 sailed from Newcastle to Saint John, N.B., via Antwerp on her maiden voyage. 13/9/1939 requisitioned for the carriage of war materials and other vital cargoes. 1/4/1941 torpedoed and gunned by U 48 in the North Atlantic 60.50N. 29.19W. *Photo page 33*

71 **Beaverhill**—160362, 10,041g, 503×62×38 ft. ST.2. 14k. 1f. 2m*., Cargo
8/11/1927 launched by Barclay Curle & Co. Ltd, Scotstoun. 18/2/1928 sailed from Glasgow on her maiden voyage. 3/5/1940 requisitioned for the carriage of war materials and other vital cargoes. 10/1941 fitted to carry 138 passengers. 24/11/1944 stranded on Hillyards Reef, Saint John, N.B. 11/12/1946 stern section refloated and towed to St. John, N.B. Sank at its berth but refloated again and subsequently towed out to sea and scuttled off Grand Manan Island.

*Nos. 68/72 each had 5 twin kingposts with top mast on 1 and 4.

72 **Beaverbrae** —160836, 9,956g, 503×62×38 ft. ST.2. 14k. 1f. 2m*., Cargo
24/11/1927 launched by Sir W. G. Armstrong Whitworth & Co. Ltd, Newcastle.
15/3/1928 sailed from Newcastle on her maiden voyage. 11/3/1940 requisitioned for the carriage of war materials and other vital cargoes. 25/3/1941 sunk by enemy aircraft in the North Atlantic in a position 60.12N. 09.00W.

73 **Duchess of Bedford**—160482, 20,123g, 582×75×42 ft. ST.2. 18k. 2f. 2m., 1,559b.
24/1/1928 launched by John Brown & Co. Ltd, Clydebank. 1/6/1928 sailed from Liverpool on her maiden voyage. 29/8/1939 requisitioned for service as a troopship. 30/8/1939 sailed from Liverpool for Bombay. 9/8/1942 believed to have sunk a U-boat. 3/3/1947 arrived at Govan to be refitted by the Fairfield S.B. & E. Co. Ltd, and was to have been named *Empress of India* (II). 10/1947 renamed *Empress of France* (II). 1/9/1948 sailed from Liverpool on her first post-war voyage. 7/12/60 arrived Liverpool. 19/12/1960 left Liverpool for Newport, Mon., arriving 20/12/60. 22/12/60 handed over to be broken up by John Cashmore Ltd, Uskside, account British Iron & Steel Corporation. The Empress bar was bought and incorporated as the Empress room in the Barry Hotel, Barry, Glam. 5/1961 ship's bell presented to Div. Movements Army H.Q., Ottawa. *Photo page 16*

74 **Duchess of Atholl**—160505, 20,119g, 582×75×42 ft. ST.2, 18k. 2f. 2m., 1,559b.
23/11/1927 launched by W. Beardmore & Co. Ltd, Dalmuir. 13/7/1928 sailed from Liverpool on her maiden voyage. 10/1935 lost her rudder and arrived at Liverpool three days late. 30/12/1939 requisitioned for service as a trooship. 10/10/1942 torpedoed by U178; 200 miles east of Ascension Isle.

75 **Duchess of Richmond**—160631, 20,022g, 582×75×42 ft. ST.2. 18k. 2f. 2m., 1,559b.
18/6/1928 launched by John Brown & Co. Ltd, Clydebank. 15/3/1929 sailed from Liverpool on her maiden voyage. 25/1/35 Duke and Duchess of Kent made honeymoon cruise to West Indies. 14/2/1940 requisitioned for service as a troopship. 5/1946 arrived at Govan to be refitted by the Fairfield S.B. & E. Co. Ltd. 12/7/1947 renamed *Empress of Canada* (II). 16/7/1947 sailed from Liverpool on her first post-war voyage. 25/1/1953 fire broke out whilst lying in Gladstone Dock, Liverpool, and she became a total loss. 6/3/1954 righted by the Mersey Docks & Harbour Board. 30/6/1954 towed to Gladstone Dry Dock. 8/1954 bought by the Cantiere di Portovenere, Genoa, for scrapping. 1/9/1954 left Liverpool in tow of the Dutch tug *Zwarte Zee*, and arrived at Spezia 10/10/1954 to be broken up. *Photo page 26*

76 **Duchess of York**—161202, 20,021g, 582×75×42 ft. ST.2. 18k. 2f. 2m., 1,559b.
28/9/1928 launched by John Brown & Co. Ltd, Clydebank. 22/3/1929 sailed from Liverpool on her maiden voyage. 7/3/1940 requisitioned for service as a troopship. 11/7/1943 sunk by enemy aircraft off the Moroccan coast.
It was originally intended that this ship should bear the name *Duchess of Cornwall*. *Photo page 20*

77 **Empress of Japan**—161430, 26,032g, 644×84×45 ft. ST.2. 21k. 3f. 2m. 1,072b. 1,072b.
17/12/1929 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 14/6/1930 left Liverpool on her maiden voyage to Quebec, returning to Southampton. 12/7/1930 left Southampton for Hong Kong via Suez. 26/11/1939 requisitioned for service as a troopship. 16/10/1942 renamed *Empress of Scotland* (II). 3/5/1948 arrived at Liverpool, at the end of her last voyage as a trooper, to undergo a refit during which her tonnage was increased to 26,313g. 9/5/1950 commenced her first post-war voyage, Liverpool to Quebec via Greenock. 12/11/1951 left Portugal Cove, Conception Bay, Newfoundland, for Liverpool with T.R.H. Princess Elizabeth and the Duke of Edinburgh. 4/1952 masts shortened to allow passage to Montreal. 13/5/1952 first voyage to Montreal. 25/11/1957 laid up at Liverpool. 31/12/1957 left Liverpool. 1/1/1958 arrived at Belfast and dry docked. 13/1/1958 sold to Hamburg Atlantic Line. 17/1/1958 handed over at noon. 19/1/1958 left Belfast under German flag and named *Scotland*. 22/1/1958 arrived Howaldt Shipyard, Hamburg. Renamed *Hanseatic*. Tonnage increased to 30,030g. 21/7/1958 sailed from Cuxhaven for New York via Havre, Southampton and

*Nos. 68/72 each had 5 twin kingposts with top mast on 1 and 4.

Cobh. 7/9/1966 caught fire at New York. 23/9/1966 left New York in tow of the tugs *Atlantic* and *Pacific* to Howaldtswerke shipyard, Hamburg. 11/1966 sold to Eckhardt & Co., Hamburg, to be broken up. *Photo pages 6 & 25*

78 **Empress of Britain**—162582, 42,348g, 733×98×56 ft. ST.4. 24k. 3f. 2m. 1.182b. 11/6/1930 launched from the Clydebank yard of John Brown & Co. Ltd, by H.R.H. the Prince of Wales. 27/5/1931 commenced her maiden voyage, from Southampton to Quebec. 9/8/1934 arrived Cherbourg after record crossing of 4 days, 6 hours, 58 minutes. 17/6/1939 left Conception Bay with T.M. the King and Queen on their return to England. 25/11/1939 requisitioned for service as a troopship. 26/10/1940 attacked by enemy aircraft and set on fire. Taken in tow by Polish destroyer *Burz* but torpedoed by U32 28/10/1940 in a position 55.16N. 09.50W and sunk. *Photo page vi*

The following two ships were owned jointly with the Union Steamship Co. and operated as the Canadian Australasian Line. See page 40.

79 **Aorangi**—148515, 17,491g, 580×72×43 ft. 2 SA 4. 16½k. 2f. 2m. 970p. 17/6/1924 launched by the Fairfield Shipbuilding & Engineering Co. Ltd, Govan for the Union Steamship Co. of New Zealand Ltd. 16/12/1924 trials. 10/2/1940 requisitioned for service as a troopship, becoming an accommodation ship in 7/1944. 1945 refitted on the Clyde as Commodore's ship for the Royal Auxiliary Fleet in the Pacific. Acted as chart depot at Manus, Admiralty Islands. 9/1945 to 4/1946 stationed at Hong Kong. 5/1946 refitted at Sydney. 19/8/1948 left Sydney on her first post-war voyage. 14/5/1953 left Vancouver on her last voyage to Sydney. 8/6/1953 arrived at Sydney. 9/6/1953 sold to the British Iron & Steel Corporation for scrapping. 25/7/1953 arrived at Dalmuir to be broken up by W. H. Arnott Young & Co. Ltd. She was the first quadruple-screw motor passenger vessel. *Photo page 40*

80 **Niagara**—135193, 13,415g, 523×66×35 ft. T & ST 3. 18k. 2f. 2m. 675p. 17/8/1912 launched by John Brown & Co. Ltd, Clydebank, Glasgow for the Union Steamship Co. 18/6/1940 sunk by mine off Hauraki Gulf, New Zealand. The survivors were picked up by *Kapiti* and *Wanganella*. 1941 bullion worth £2,000,000 was salvaged. 1953 *Foremost 17* (Risdon, Beasley Ltd) salvaged further bullion worth £154,000. She was the first ship to be granted a Board of Trade certificate to burn oil fuel and was one of the first ships to be fitted with a passenger lift. *Photo page 40*

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81 **Beaverdell**—180818, 9,901g, 476×64×40 ft. TE.1. 16k. 1f. 2m*., Cargo 27/8/1945 launched by Lithgows Ltd, Port Glasgow. 28/2/1946 sailed from Liverpool on her maiden voyage. 28/8/1952 renamed *Mapledell* on being transferred to the Pacific service. 24/6/1954 left Vancouver for London via Panama to return to the North Atlantic. 21/12/56 renamed *Beaverdell*. 12/11/62 arrived London. 11/1/63 sold to Giacomo Costa Fu Andrea, renamed *Luisa Costa* registered at Genoa. Still in service.

82 **Beaverburn** —166217, 9,875g, 476×64×40 ft. ST.1, 15k. 1f. 4m., Cargo 25/2/1944 launched by the Caledon Shipbuilding & Engineering Co. Ltd, Dundee, as *Empire Captain* for the Ministry of War Transport. 15/5/1946 bought by Canadian Pacific. 17/5/1946 renamed *Beaverburn* (II). 19/5/1946 sailed from Liverpool on her first Canadian Pacific voyage. 3/1948 passenger accommodation reduced from 35 to 12. 21/3/1960 arrived Antwerp. 25/3/60 sold to Ben Line. 30/3/1960 renamed *Bennachie*. 2/7/1960 caught fire and towed into Singapore. 9/1964 sold to Atlantic Navigation Corp., New York, renamed *Silvana*. 8/1965 withdrawn from Lloyds.

83 **Beaverglen**—180858, 9,824, 476×64×40 ft. TE.1. 16k. 1f. 2m*., Cargo 10/12/1945 launched by Lithgows Ltd, Port Glasgow. 24/5/1946 sailed from Liverpool on her maiden voyage. 11/8/1963 arrived London. 24/9/1963 sold to Hibiscus Ltd, Hamilton, Bermuda. Renamed *Bermuda Hibiscus*, registered London. 4/1965 sold to Teh-Hu Steamship Co., Hong Kong. renamed *Ping An*. 24/11/1965 ran aground near Hook of Holland. Sold to H. P. Heuvelman N.V., Holland, for break up as lies.

*Nos. 81, 83, 85 and 86 each had 6 twin kingposts with top masts on 3 and 5.

84 **Beaverford**—166218, 9,881g, 476×64×40 ft. ST.1. 15k. 1f. 4m. Cargo
18/8/1944 launched by the Caledon S.B. & E. Co. Ltd, Dundee, as *Empire Kitchener* for the Ministry of War Transport. 12/6/1946 bought by Canadian Pacific and renamed *Beaverford* (II). 16/6/1946 sailed from Liverpool on her first Canadian Pacific voyage. 3/1948 passenger accommodation reduced from 35 to 12. 6/9/56 requisitioned account Suez crisis. 18/9/56 released, no action. 10/6/1960 passenger accommodation withdrawn. 29/8/1962 laid up at Antwerp. 3/12/1962 sold to Alliance Marine Corp., Hong Kong. Renamed *Hulda*, registered Monrovia. Still in service. *Photo page 30*

85 **Beaverlake**—180954, 9,824, 476×64×40 ft. TE.1. 16k. 1f. 2m*., Cargo
20/5/1946 launched by Lithgows Ltd, Port Glasgow. 25/10/1946 sailed from Liverpool on her maiden voyage. 7/6/1962 arrived London. 18/6/1962 sold to Lloyd Trirrenico SpA, Genoa. Renamed *Bice Costa*, registered Genoa. Still in service.

86 **Beavercove**—181659, 9,824g, 476×64×40 ft. TE.1. 16k. 1f. 2m*., Cargo
16/7/1946 launched by the Fairfield S.B. & E. Co. Ltd, Govan. 3/9/1947 sailed from London on her maiden voyage. 22/7/1952 renamed *Maplecove* on being transferred to the Pacific service. 8/12/52 left Yokohama and ran into severe storm. Lost rudder post and rudder. 18/12/52 tug *Island Sovereign* left Victoria, unable to reach *Maplecove* until Xmas day. Both arrived Vancouver 27th December. 13/5/1953 returned to service. 13/5/1954 left Vancouver for London via Panama to return to the North Atlantic. 1/12/1956 renamed *Beavercove*. 1/8/1963 arrived London. 19/8/1963 sold to Giacomo Coasta Fu Andrea. Renamed *Giovanna Costa* for Italy-South America run. Still in service.
Photo page 33

87 **Beaverbrae** —177895, 9,034g, 469×60×35 ft. DE.1. 16k. 1f. 2m., 775b.
15/12/1938 launched by Blohm & Voss, Hamburg, as *Huascaran* for the Hamburg-America Line with accommodation for 27 passengers. Became submarine depot ship during the war. Taken over by War Assets Corporation as part of Canadian War Reparation. 2/9/1947 bought by Canadian Pacific. Reconditioned at Sorel, Quebec, to accommodate 775 displaced persons. 7/2/1948 renamed *Beaverbrae*. 8/2/1948 sailed from Saint John, N.B., on her first Canadian Pacific voyage. 1/11/1954 sold to the Compagnia Genovese d'Armamento, Genoa, Italy. Renamed *Aurelia*. Tonnage increased to 10,022g. Passenger accommodation increased to 1,126 during refit at Trieste. 13/9/1961 arrived Southampton from Sydney via Naples. Inaugurating a regular service between U.K., Middle East and Australia. 15/3/1965 first sailing from Thames for Curacao, Tahiti, Auckland and Freemantle. Still in service. *Photo page 19*

88 **Beaverlodge**—164865, 9,904g, 476×64×40 ft. ST. 15k. 1f. 4m., Cargo
17/7/1943 launched by the Furness Shipbuilding Co. Ltd, Haverton Hill-on-Tees as *Empire Regent* for the Ministry of War Transport. 13/8/1946 bought by Furness Withy & Co. Ltd (Rio Cape Line). Renamed *Black Prince*. 19/5/1949 renamed *Zealandic* whilst on long-term charter to the Shaw Savill & Albion Co. Ltd. 3/10/1952 bought by Canadian Pacific and renamed *Beaverlodge*. 1/11/1952 sailed from Liverpool on her first Canadian Pacific voyage. 4/3/1960 arrived Antwerp. 16/3/1960 sold to Ben Line. Renamed *Benhiant*. Still in service.

89 **Empress of Australia**—185887, 17,707g, 552×72×42 ft. ST.2. 16k. 1f. 2m. 1,328b. 23/3/1920 laid down but her construction carried forward only very slowly. 23/2/1924 launched by Cammell Laird & Co. Ltd, Birkenhead as *De Grasse* for the Compagnie Generale Transatlantique (French Line). 1940 seized by the Germans and used as an accommodation ship in the River Gironde off Blaye, near Bordeaux. 30/8/1944 sunk by German gunfire. 1945 refloated and refitted by the Chantiers et Ateliers de Saint-Nazaire-Penhoet. Her original two funnels were replaced by one, and internal modifications increased her tonnage to 18,435g. 7/1947 returned to service on the Havre–New York route. 26/3/1953 purchased by Canadian Pacific. 27/4/1953 renamed *Empress of Australia* (II), and sailed from Liverpool on the following day on her first Canadian Pacific voyage to Quebec. 5/12/1955 sailed from Quebec on her last Canadian Pacific crossing to Liverpool after two voyages from Quebec to Rotterdam trooping.

*Nos. 81, 83, 85 and 86 each had 6 twin kingposts with top masts on 3 and 5.

9/1/1956 left Liverpool for Gareloch to be laid up. 15/2/1956 sold to Fratelli Grimaldi, Genoa, to be operated by Sicula Oceanica, Palermo, as the *Venezuela* for the Mediterranean–Venezuela–Central American. Tonnage increased to 18,567. 16/3/1962 ran aground at Cannes. Laid up at Genoa. 28/8/1962 sold to Soc. Armamente Santa Rosalia SpA for demolition at Spezia. When ordered in 1918 it was intended that this ship should bear the name *Suffren*.
Photo page 15

90 **Empress of Britain**—187376, 25,516g, 640×85×48 ft. ST.2. 20k. 1f. 2m. 1,054b. 22/6/55 launched from the Fairfield S.B. & E. Co. Ltd's yard at Govan by H.M. the Queen. 20/4/56 left Liverpool on her maiden voyage. 10/10/1963 arrived Liverpool on completion of her 123rd Canadian Pacific voyage. 23/10/1963 chartered to T.S.A. until 7/1/1965. 25/10/1963 First T.S.A. Cruise. 16/11/1964 sold to Greek Line (Trans-oceanic Navigation Corp., Monrovia). 15/3/1965 renamed *Queen Anna Maria* by the Queen of Greece. 23/3/1965 first voyage Piraeus to New York. Still in service. *Photo page vi*

91 **Empress of England**—187544, 25,585g, 640×85×48 ft. ST.2. 20k. 1f. 1m., 1,054b. 9/5/1956 launched from the Walker-on-Tyne yard of Vickers Armstrongs (Shipbuilders) Ltd. 18/4/1957 left Liverpool on her maiden voyage. 23/10/1963 chartered to T.S.A. until 18/4/1964. 14/11/63 arrived Liverpool. 28/11/1963 left Liverpool on first T.S.A. Cruise. 28/4/1964 returned to North Atlantic service. Still in service. *Photo page 16*

92 **Empress of Canada**—302597, 27,300g, 650×76×48 ft. ST.2. 21k. 1f. 1m. 1,060b. 27/1/1959 keel laid. 10/5/1960 launched from the Walker-on-Tyne yard of Vickers Armstrongs (Shipbuilding) Ltd. 24/4/61 maiden voyage from Liverpool to Quebec and Montreal, via Greenock. Still in service. *Photo page 17*

93 **Beaverfir**—302712, 2,911g, 4,739dwt. 374×51×25 ft. 2SA 6 cy. 1f. 2m. K. Cargo 25/10/1960 Keel laid. 3/1961 bought by Canadian Pacific. 22/3/1961 launched by Sarpsborg Mek Verksted A/S. 5/7/1961 maiden voyage Antwerp to Quebec and Montreal via Havre. Still in service. *Photo page 31*

94 **Beaverpine**—304365, 4,514g, 371×53×24 ft. 2 SA 6 cy. 1f. 2m. Cargo 18/6/1962 launched by Burntisland Shipbuilding Co. Ltd. 15/10/1962 accepted on completion of sea trials. 17/10/1962 arrived London. 23/10/1962 maiden voyage from London to Montreal. Still in service. *Photo page 31*

95 **Beaverelm**—304325, 3,964g, 355×49×30 ft. 2SA 7 cy. 1f. 2m. K. Cargo 19/5/1960 launched by Moss Vaerft & Dokk A/S Norway, named *Roga* for Aktieselskapet Asplund, Moss Norway. 9/1960 maiden voyage Riga to Conakry. 9/8/1962 bought by Canadian Pacific, renamed *Beaverelm*. 1/9/1962 first Canadian Pacific voyage from Antwerp via Bremen and Hamburg to Montreal and Toronto. Still in service.

96 **Beaverash**—304451, 4,529g, 5,900dwt. 375×50×23 ft. 2SA 7 cy. 1f. 2m. K. Cargo 19/5/1958 launched by A/B Ekensbergs Varv., Stockholm for M. Thorviks Rederi A/S Oslo. Named *Mimer*. 10/1/1963 bought by Canadian Pacific renamed *Beaverash*. 12/2/1963 maiden voyage for Canadian Pacific—Antwerp to St. John, N.B. Still in service.

97 **Beaveroak**—307911, 6,165g, 408×58×33 ft. 2SA 6 cy. 1f. 3m(s). K. Cargo 31/3/1965 launched by Vickers Armstrongs, Walker-on-Tyne. 7/9/1965 maiden voyage from Antwerp and London to Montreal and Great Lakes. Still in service.
Photo page 33

98-100 14,000dwt. 541×84×50 ft. 3 motor ships.
9/1968 ordered from Cammell Laird & Co., Birkenhead, for delivery in 1970. Capacity 700 containers each. *Photo page 33.*

Canadian Pacific (Bermuda) Ltd.

151 **R. B. Angus**—317140, 13,100dwt. 503 × 62 × 30 ft. 2 SA 6cy 14½k. 1f. 3m(s). 2/11/1958 launched by Brodogradiliste, Split as *Sunrise*. 29/8/1963 renamed *Modena* (on charter to Saguenay Terminal Ltd). 19/11/1965 bought by Canadian Pacific renamed *R. B. Angus*. 3/12/1965 ex-Grimstead, Norway for Vancouver. Sailing between B.C. ports and Japan. 25/11/67 left Chemainus, B.C. for Tokyo. 17/12/67 developed leaks in Nos. 3 and 4 holds, listed, abandoned and sank. 37.49N 150.30E, approximately 620 miles E.N.E. of Tokyo, 7.8 a.m. JST. All 39 crew rescued by *No. 18 Yasaka Maru*. Two American doctors parachuted from a US military plane to attend the rescued seamen. 19/2/67 crew transferred to Maritime Safety Agency patrol vessel *Natori*. 20/12/67 crew arrived Yokohama.

152 **Lord Mount Stephen**—317155, 71,534dwt. 758×118×57 ft. 2SA 9 cy. 16½k. 1f. 2m. 3/8/1966 launched by Mitsubishi Heavy Industries, Nagasaki. 1/11/1966 trials, chartered to Shell Petroleum Co. 10/11/1966 maiden voyage, Nagasaki to Yorktown, Vancouver.

153 **Lord Strathcona**—317156, 71,000dwt. 758×118×57 ft. 2SA 9 cy. 16½k. 1f. 2m. 15/11/1966 launched by Mitsubishi Heavy Industries Ltd, Nagasaki. 14/2/1967 maiden voyage Nagasaki to Vancouver, on charter to B.P. Ltd. *Photo page 34*

154 **H. R. MacMillan**—317163, 28,900dwt. 594×96×59 ft. 2SA 7cy. 1f. 2m. 31/10/1967 launched by Mitsubishi Heavy Industries, Hiroshima. 26/1/68 maiden voyage for Vancouver. *Photo page 34*

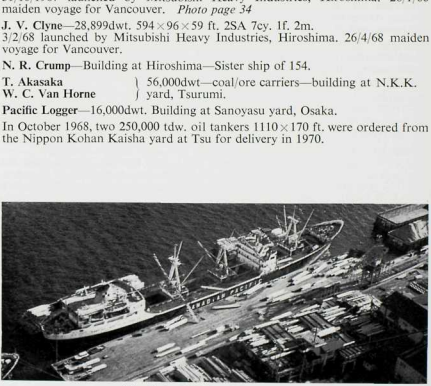
155 **J. V. Clyne**—28,899dwt. 594×96×59 ft. 2SA 7cy. 1f. 2m. 3/2/68 launched by Mitsubishi Heavy Industries, Hiroshima. 26/4/68 maiden voyage for Vancouver.

156 **N. R. Crump**—Building at Hiroshima—Sister ship of 154.

157 **T. Akasaka** } 56,000dwt—coal/ore carriers—building at N.K.K.
158 **W. C. Van Horne** } yard, Tsurumi.

159 **Pacific Logger**—16,000dwt. Building at Sanoyasu yard, Osaka.

160/1 In October 1968, two 250,000 tdw. oil tankers 1110×170 ft. were ordered from the Nippon Kohan Kaisha yard at Tsu for delivery in 1970.



151 R. B. ANGUS—13,100 dwt 1965-67

C.P.R. bought the interest of the Canadian Pacific Navigation Co. in 1901 and took over fourteen ships.

301 **Amur**—98073, 907g, 216×28×11 ft. T1. 8¼k. 1f. Steel Cargo
1890 launched by Strand Slipway Co., Sunderland. 1895 Lombard S.S. Co. 1898 Klondyke Mining Co. 1900 C.P.N. Co. 1911 sold to Coastwise S.S. & Barge Co. 2/24 stranded and refloated—sold to A. Berquist renamed *Famous*. 1926 wrecked on Skeena River—salvaged. 1929 dismantled.

302 **Beaver**—107096, 545g, 140×28×5 ft. 1cy. 13 h.p. Steel stern wheeler.
1898 launched at Victoria, B.C. for C.P.N. Co. 1919 sold to B.C. Government and refitted for passenger service on Fraser River.

303 **Charmer**—150413, 1,081g, 200×42×13 ft. T1. 13½k. 1f. 2m. Steel. 300p.
1887 launched by Union Iron Works, San Francisco as *Premier*. 8/10/02 (2 a.m.) in collision with collier *Willamette* off Marrowstone Point, near Port Angles. *Premier* beached at Bush Point, passengers taken to Seattle. Capt. Irving had her towed to Victoria, transferred to British registration and changed her name to *Charmer* to prevent American legal action. 17/10/1907 in collision with *Tartar*, (No. 8). 1933 Dressing Room for bathers at Newcastle Island. 1935 dismantled (Capital Iron & Metals Co.). *Photo page 69*

304 **Danube**—62279, 887g, 215×28×11 ft. C1. 1f. 2m. Iron.
1869 launched by J. Elder & Co., Clyde for D. R. MacGregor. 6/6/1884 Scottish Oriental S.S. Co. 1890 C.P.N. Co. 20/10/1905 B.C. Salvage Co. 4/11/1905 renamed *Salvor*. 3/8/1918 J. P. Davies, Montreal, P.Q. 1920 A. Menchaca, Bilbao, renamed *Nervion* (Spanish coal trade). 1936 broken up.

305 **Islander**—95093, 1,495g, 240×42×14 ft. T2. 15k. 2f. Steel. 111p.
1888 launched by Napier Shanks & Bell, Glasgow. 1890 C.P.N. Co. 15/8/01 wrecked on iceberg in Lynn Canal on passage from Skagway to Victoria, B.C. Sank in 17 minutes with the loss of 42 lives. 1934 some salvage carried out.

306 **Maude**—64136, 175g, 113×21×9 ft. Wooden Sailing Schooner.
1872 launched by Burr & Smith, San Juan. 1898 fitted with compound engine and single screw. 1890 C.P.N. Co., employed by C.P.R. as collier and powder carrier. 1903 B.C. Salvage Co. 1914 dismantled.

307 **Otter**—107832, 366g, 128×24×11 ft. C1. Wood. 44p.
1900 launched by C.P.N. Co., Victoria, B.C. 1928 withdrawn from service. 1931 sold to Gibson Bros. Ltd, cannery firm, Vancouver Island. 12/5/1937 lost by fire. *Photo page 41*

308 **Princess Louise** (I)—72682, 932g, 180×30×13 ft. 1 cy. 1f. Side wheeler. Wood.
1869 launched by J. Inglis, New York as *Olympia*. 7/12/1869 maiden voyage to Olympia via Cape Horn. 1879 Hudson's Bay Co. (New Westminster to Victoria). 1883 C.P.N. Co. 24/7/1886 carried Sir J. A. MacDonald* and Lady MacDonald from Port Moody to Victoria. 1901 renamed *Princess Louise* (after Duchess of Argyll, 4th daughter of Queen Victoria and wife of then Gov. Gen. of Canada). 1906 Marpole MacDonald, Victoria. 1908 Vancouver Dredging & Salvage Co. as a barge. No further trace.

309 **Queen City**—103482, 207g, 116×27×10 ft. 3m. Wooden Schooner.
1895 launched by R. Brown, Vancouver. 1898 C.P.N. Co. fitted with compound engine. 9/9/1916 burnt out at Victoria, B.C.

310 **R. P. Rithet**—85316, 817g, 117×33×8 ft. C. Wooden Stern Wheeler.
1882 launched by A. Watson, Victoria for Capt. J. Irving. 1896 C.P.N. Co. 1909 sold to Terminal Steam Nav. Co. and renamed *Baramba*.

311 **Tees**—95929, 679g, 165×26×11 ft. T1. 1f.
1893 launched by Richardson Duck Co., Thornaby on Tees, for Tees Union S.S. Co. 1896 Hudson's Bay Co. 1897 C.P.N. Co. 1923 sold to Pacific Salvage Co. and renmed *Salvage Queen*. 1937 sold for scrap.

* First Prime Minister of Canada, who had just crossed the Continent by the newly completed Canadian Pacific Railway.

312 **Transfer**—100794, 264g, 122×24×5 ft. C. 18 h.p. Wooden Stern Wheeler.
1893 launched by A. Watson, New Westminster, B.C. Fraser River service. 1909 sold to Robert Jardine, New Westminster. Broken up shortly after.

313 **Willapa**—81313, 331g, 136×22×17 ft. C1. 1f. Wood.
1891 launched at Astoria, Oregon as *General Miles*. 1891 renamed *Willapa*. 2/1896 wrecked, salved by Capt. Irving. 1898 C.P.N. Co. 1892 Bellingham Bay Transportation Co. and renamed *Bellingham*. 1912 Inland Navigation Co. 1919 laid up. Burned at the Seattle Seafair—1950.

314 **Yosemite**—27550, 1,525g, 282×35×12 ft. 1cy. 153 h.p. Side Wheeler. 1f. Wood.
1862 launched by J. W. North, San Francisco. 1890 C.P.N. Co. 1906 sold to T. Grant. 9/7/09 wrecked near Bremerton. Total loss.

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315 **Princess May**—109860, 1,394g, 250×34×18 ft. T2. 15k. 1f. 2m. Steel.
1888 launched by Hawthorn Leslie, Newcastle as *Cass*. 1894 Govt. of Formosa and renamed *Arthur*. 1896 Govt. of China and renamed *Ningchow*. 1899 Marty & D'Abbadie and renamed *Hating*. 1901 bought by C.P.R. and renamed *Princess May*. 5/8/1910 ran aground on Sentinal Island while southbound from Skagway. No loss of life, refloated. 1919 sold to Princess May S.S. Co. About 1930 towed to a point off Kingston, Jamaica and scuttled.

316 **Princess Beatrice**—116405, 1,290g, 193×37×15 ft. T1. 13k. 1f. 2m. 350p.
1903 launched by B.C. Marine Rly. Co., Victoria. 20/1/04 started the company's Victoria-Seattle service. 1928 sold to B. L. Johnson and scrapped.

317 **Princess Victoria**—115953, 1,943g, 300×40×15 ft. T2. 19½k. 3f. 2m. 1,200p.
18/11/1902 launched by Swan Hunter, Newcastle. 3/1903 arrived Vancouver via Cape Horn. 1930 converted to car ferry, 50 cars. 5/9/50 laid up at Victoria. 8/51 Bell presented to B.C. archives. 2/52 sold to Tahsis & Co., converted to bulk hog fuel carrier and renamed *Tahsis No. 3*. 3/52 whistle transferred to *Princess of Nanaimo*. 10/3/53 sank on Welcome Pass. *Photo page 44*

C.P.R. took over the Esquimalt Nanaimo Railway in 1905 from the Dunsmuir interests together with the three following ships.

318 **City of Nanaimo**—96995, 761g, 159×32×9 ft. C2. 11k. 1f. Wood.
1891 launched by McAlpine & Allan, Vancouver. 1897 bought by E. & N. Rly. 1912 sold to Terminal Steam Navigation Co., Vancouver and renamed *Bowena*. 1922 sold to Union Steamship Co. and renamed *Cheam*. 1926 broken up.

319 **Joan**—100635, 821g, 177×30×11 ft. C2. 13k. 1f. 2m. Wood.
1892 launched by Albion Iron Works, Victoria. Named after the wife of Robert Dunsmuir. 1914 sold to Terminal Steam Navigation Co. and renamed *Ballena*. 13/11/20 burnt out at Vancouver, sold to Vancouver Dredging & Salvage Co. for scrap.

320 **Czar**—103907, 152g, 101×21×11 ft. Q1. Wood Tug.
1897 launched by T. H. Trackey, Victoria, B.C. 1902 bought by E. & N. Rly. 1914 sold to G. F. Payne. 1918 Imperial Munition Board. 1919 Pacific Construction Co., dismantled.

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321 **Princess Ena**—122387, 1,368g, 195×38×15 ft. C1. 10k. 1f. Cargo 5p.
10/1907 launched by Garston G. & S.B. Co., Garston. 1916 to Vladivostock with munitions. 1926 fitted with steel tanks of 75,000 gallons capacity for carriage of fish oil. 1931 sold to F. Millerd. 1938 sold for scrap to Dulien Steel Works, Seattle.

322 **Princess Royal**—121988, 1,997g, 228×40×16 ft. T1. 15k. 1f. 2m. Wood. 700p.
1907 launched by B.C. Marine Rly. Co., Esquimalt. 1931 sold, hull converted to sawdust carrier. 1933 sold to H. B. Elworthy for scrap.

323 **Nanoose**—122397, 305g, 116×24×14 ft. C1. 12½k. Tug
1908 launched by B.C. Marine Rly. Co., Victoria. 1940 withdrawn. 1946 sold to Comox Logging & Rly. Co. (sunk as a breakwater).

324 **Princess Charlotte**—12636, 3,925g, 330×46×23 ft. T2. 19½k. 3f. 2m. 1,200p. 15 cars.
27/6/1908 launched by Fairfields, Govan. 14/9/08 trials. 11/1/09 entered coastal service. 14/6/49 withdrawn. 12/49 sold to Typaldas Bros. 1950 renamed *Mediterranean*. (Venice, Piraeus-Istanbul). 1f. 2m. 3/1965 broken up at Perema, Greece, by Sidiremboriki S.A.

325 **Princess Adelaide**—126948. 3,061g, 290×46×17 ft. T1. 18k. 1f. 2m. 1,200p 6 cars.
10/7/1910 launched by Fairfields, Govan. 4/10/10 left Glasgow via Straits of Magellan. 12/12/10 arrived Victoria. 24/1/11 Vancouver, Victoria, Seattle route. 14/10/48 withdrawn. 7/49 sold to Typaldas Bros. and renamed *Angelika*. 1967 sold for scrap.

326 **Princess Mary**—126950, 1,697g, 210×40×14 ft. T2. 15k. 1f. 2m. 700p.
21/9/1910 launched by Bow McLachlan, Paisley. 22/11/10 maiden voyage from Glasgow via Straits of Magellan. 15/2/11 arrived Victoria. Comox-Union Bay-Powell River route. 1914 lengthened by Yarrows, Esquimalt, to 248 ft. Known as the Queen of the Gulf Islands. 11/15 withdrawn. 3/7/26 left Vancouver for cruise around Vancouver Island. 4/52 sold to Union S.S. Co. and renamed *Bulk Carrier No. 2*. Her coffee shop and dining room bought by restaurant in Victoria. 15/4/54 broke from tug *Chelan* (No. 352). 19/4/54 lost off Cape Decision, Alaska, no survivors.

327 **Will W. Case**—80661, 538g, 143×31×17 ft. 3m. Wooden Sailing Barque.
1878 launched by S. Starrat, Rockland, Me. 1910 bought by C.P.R. 1924 sold to Canadian Government and sunk as breakwater at Sidney, B.C.

328 **Melanope**—74550, 1,686g, 258×40×24 ft. 3m. Iron Sailing Ship.
1876 launched by W. H. Potter, Liverpool for Australasian Shipping Co. 12/1906 abandoned in storm, drifted into Columbia River. 1907 converted to barge. 1911 bought by C.P.R. as coal barge. 1946 sold to Comox-Logging Co. sunk as breakwater at Royston, B.C.

329 **Princess Alice**—130609, 3,099g, 290×46×14 ft. T1. 18k. 1f. 2m. 1,200p. 8 cars.
29/5/1911 launched by Swan Hunter & Wigham Richardson. To Victoria via Cape Horn. 6/49 sold to Typaldas Bros. and renamed *Aegaeon*. 12/66 ran aground at Civitavecchia, Italy, whilst in tow by *Eyforia* to be broken up at La Spezia.

330 **Qualicum**—130607, 200g, 96×22×12 ft. C1.
1904 launched by Heafie & Levy, Philadelphia as steel tug *Colima*, worked on construction of Panama Canal. 1911 bought by C.P.R. and renamed *Qualicum*. 1946 sold—sunk as breakwater.

331 **Princess Patricia**—115685, 665g, 270×32×11 ft. ST.3. 21k. 2f. 2m. 900p.
8/4/1902 launched by Denny Bros., Dumbarton as *Queen Alexandra*. Originally fitted with 5 screws on 3 shafts, later reduced to 3 screws. 10/9/11 gutted by fire, bought by C.P.R., reconditioned by Denny Bros., converted to oil fuel and tonnage increased to 1,158g and renamed *Princess Patricia*, after the Duke of Connaught's daughter. 12/1/12 left the Clyde for Victoria via Cape Horn (16,000 miles, 43 days, 21 hours, average 14.4k). 11/5/1912 first trip, Vancouver-Nanaimo and continued on this run until 5/5/1928 when the *Princess Elizabeth* relieved her. Thereafter on summer cruises. 1932 laid up at Esquimalt. 5/37 sold to Capital Iron & Metals Co., Victoria for scrap. Ship's bell presented to Nanaimo City Council. Second turbine engined commercial ship to be built.

332 **Princess Sophia**—130620, 2,320g, 245×44×24 ft. T1. 14½k. 1f.
8/11/11 launched by Bow McLachlan, Paisley for Alaska route and Vancouver-Victoria night service. 1913 converted to oil fuel. 23/10/18 struck Vanderbilt Reef, Lynn Channel during snow storm. 25/10/18 broke up. All passengers and crew lost (343 persons). The worst diaster in the history of the North Pacific coastal service. 1919 salvage attempted.

333 **Princess Maquinna**—133769, 1,777g, 232×38×14 ft. T1. 13k. 1f. 2m. 440p.
24/12/12 launched by B.C. Marine Rly. Co., Esquimalt (designed by Capt. J. W. Troup) named in honour of daughter of Chief Maquinna. 7/13 entered West Coast-Vancouver Island service with more than forty ports of call. 11/52 laid up at Vancouver. 23/2/53 sold to Union S.S. Co. to be ore barge and renamed *Taku* carrying ore from Alaska for Trail Smelter, B.C. 7/62 broken up by General Shipbreaking Co., False Creek, Vancouver. 10/53 ship's bell presented to the Missions to Seamen. Binnacle to Ueluelet Sea Cadets.

334 **Nitinat**—91255, 322g, 149×26×14 ft. C1. Iron Tug. 2f. 2m.
1885 launched by J. Readhead, S. Shields as *William Jolliffe* (Liverpool). Most powerful salvage tug in world at that time. 1907 B.C. Salvage Co. 1914 bought by C.P.R. and renamed *Nitinat*. 1924 sold to Pacific Salvage Co. and renamed by *Salvage Chief*. 7/2/25 wrecked on Merry Island, Wellcome Pass.

335 **Princess Irene**—5,900g, 395×54×28 ft. ST2. 3f. 2m.
24/5/1913 order placed. 20/10/1914 launched by Wm. Denny. 20/1/1915. Taken over by Admiralty together with sister ship *Princess Margaret* to be minelayers. 27/5/15 sunk by explosion in Sheerness harbour. (A monument stands opposite the town's railway station). 11/9/62 two boilers recovered by salvage. Named after grand-daughter of Queen Victoria.

336 **Princess Margaret**—5934g, 395×54×20 ft. ST.2. 3f. 2m.
24/5/1913 order placed. 24/6/1914 launched by Wm. Denny, Dumbarton. 23/10/1914 trials. (23.15k). 26/12/14 taken over by Admiralty. 1919 bought by Admiralty for service in Baltic Sea. 1921 refitted as an Admiralty yacht. 2/7/1929 arrived Blyth for demolition by Hughes Bolckow & Co. Neither the *Irene* (335) nor the *Margaret* sailed for the Company.

337 **Dola**—122517, 176g, 96×22×11 ft. T.1. 39 h.p. Wood Tug.
1907 launched by Wallace Shipyards, Vancouver, for Vancouver Tug & Barge Co. 1917 bought by C.P.R. 1933 to Dola Tug Co. 28/10/1953 lost in collision with *Lady Cynthia* in Howe Sound, B.C.

338 **Island Princess**—138784, 339g, 116×25×8 ft. T.1. 2SA 6cy. wood, 140p.
1913 launched at Tacoma as *Daily*. 1918 bought by CPR and renamed *Island Princess* for the Gulf Island route. 1930 sold to Gulf Ferry Co. and renamed *Cy Peck*. 1966 J. H. Todd & Sons. Still in service.

339 **Princess Louise**—150555, 4,032g, 317×48×34 ft. T.1. 17½k. 1f. 2m. 1,000p. 14 cars.
29/8/1921 launched by Wallace SB & DD Co., Vancouver. 1922/62 Alaska service. 1963 withdrawn to be hotel and restaurant at B.C. Ferries Tsawwassen terminal. (Named after daughter of H.M. King Edward VII).

340 **Motor Princess**—150894, 1,243g, 165×43×9 ft. 4SA. 2. 12cy. 14k. 1f. 1m. Wood. 370p. 40 cars.
1923 launched by Yarrows Ltd, at Esquimalt B.C. First diesel engined ship built for CPR and first car ferry with fore and aft plus side loading doors. 1923 Sidney-Bellingham service. 1924 Vancouver-Nanaimo service. 1929 Sidney-Stevenston. 1950 freight service. 10/1953 withdrawn. 16/9/1954 ship's bell presented to Vancouver Sailors' Home. 17/1/1955 lifeboat presented to Indian Mission School Tofino. 1/1955 sold to G. Mouat, Ganges, B.C. 1965 to B.C. Government Ferry Service. *Photo page 43*

341 **Kyuquot**—143307, 419g, 135×29×14 ft. T.1. 1f. 2m. steel tug. 15p.
1919 launched by J. Crichton & Co., Chester, as *St. Florence*. 1924 bought by CPR, re-named *Kyuquot* (after Indian tribe—means "people of the Kyokw"). 25/1/1925 ex Leith to Victoria via Panama. 21/3/1925 arrived Victoria. 10/11/1931 ran ashore Porlier Passage whilst towing car-barge from Vancouver to Ladysmith. 26/2/1932 salvaged. 12/1957 laid up. Ship's bell presented to Brockville Yacht Club. 11/7/1962 sold to General Shipbreaking Co., Vancouver, for scrap. Last CPR tug on B.C. Coast. *Photo page ii*

342 **Princess Kathleen**—150908, 5,875g, 352×60×26 ft. STR.2. 22½k. 3f. 2m. 1,500p. 30 cars.
27/9/1924 launched by J. Brown, Clydebank. 15/1/1925 maiden voyage ex Clyde. 13/2/1925 arrived Vancouver. 9/39-7/1946 War transport*. 22/6/1947 re-entered

*See para. 191

Triangle service. 15/6/1949 entered Alaska service. 30/8/1951 holed by *Prince Rupert*. Passengers transferred to *Prince Rupert*. Both ships made port. 7/9/1952 ran aground on Lena Point—all saved, but vessel became a total loss. *Photo page 42*

343 **Princess Marguerite**—150910, 5,875g, 350×60×26 ft. ST.2. 22½k. 3f. 2m. 1,500p. 50 cars.
29/11/1924 launched by J. Brown, Clydebank. 25/3/1925 maiden voyage ex Clyde. 29/5/1939 H.M. King George VI and Queen Elizabeth, Vancouver/Victoria. 17/8/1942 torpedoed on voyage from Port Said to Cyprus by U83.

344 **Nootka**—14186, 2,069g, 251×44×20 ft. T.1. Cargo
1919 launched by Port Arthur Shipbuilding Co. as *Canadian Adventurer*, sailing the Great Lakes. 1925 re-named *Emperor of Port McNicoll* sailing the eastern seaboard. 1926 bought by CPR. Left Montreal 12th November with a load of hay for Newfoundland. Loaded steel at Sydney and sailed for Vancouver via the Panama renamed *Nootka*. Converted from coal to oil. Fitted with cargo tank capacity of 171,000 gals. to serve the Pilchard industry. 12/11/1950 sold to Enrique Echecopar, Lima, and renamed *Iquitos*. 1957 Comercio Amazonas, Lima, renamed *Nootka*.

345 **Princess Elaine**—154739, 2,125g, 299×48×16 ft. ST.3. 19½k. 3f. 2m. 1,200p. 60 cars.
26/10/1927 launched by J. Brown, Clydebank. 17/3/1928 maiden voyage ex Clyde. 25/4/1928 arrived Victoria. 5/1928–5/1951 Vancouver–Nanaimo Service. 11/1/1960 in collision with *Alaska Prince*. 30/12/1963 towed to Blaine, Washington to be floating restaurant. 12/1967 sold to Mrs T. Rogers and towed to Seattle to be restaurant.

346 **Princess Norah**—154848, 2,731g, 262×48×26 ft. T.1. 16k. 1f. 2m. 450p. 9 cars.
27/9/1928 launched by Fairfields, Govan. 20/12/1928 maiden voyage ex Clyde, 23/1/1929 arrived Victoria. West Coast Vancouver Island until 1949 then Alaska service. 9/1955 renamed *Queen of the North* (joint service with CNR to Portland Canal—Kitimat) 31/12/1957 Joint service withdrawn. 1958 reverted to *Princess Norah*. 7/1958 sold to Northland Navigation Co. together with *Princess Alberni* (No. 353) renamed *Canadian Prince*. 10/1964 engine and boilers removed, and under name *Beachcomber*, towed to Kodiak, Alaska, by *Hecate Prince*, to be restaurant and dance hall.

347 **Princess Elizabeth**—156463, 5,251g, 366×52×28 ft. Q.2. 16k. 3f. 1,100p. 48 cars.
16/1/1930 launched by Fairfields, Govan (named after H.M. Queen Elizabeth). 27/3/1930 maiden voyage ex Clyde via Panama. 3/5/1930 arrived Victoria. Fitted with cargo lifts. 12/1960 sold to Epirotiki Line. 1961 re-named *Pegasus* for service between Venice, Piraeus and Haifa.

348 **Princess Joan**—156465, 5,251g, 366×52×28 ft. Q.2. 16k. 3f. 2m. 1,100p. 48 cars.
4/3/1930 launched by Fairfields, Govan. 15/4/1930 maiden voyage ex Clyde via Panama. 16/5/1930 arrived Victoria. Fitted with cargo lifts. 24/2/1959 made the last night run Vancouver to Victoria. This night service had been started in 1910. 27/3/1959 withdrawn. 12/1960 sold to Epirotiki Line. 1961 renamed *Hermes* for service between Venice, Piraeus and Haifa.

349 **Princess Marguerite**—190660, 5,911g, 359×56×25 ft. T.E.2. 23k. 2f. 2m. 2,000p 70 cars.
26/5/1948 launched by Fairfields, Govan. 6/3/1949 maiden voyage ex Clyde via Panama. 6/4/1949 arrived Victoria. Victoria-Seattle day service May/September. Laid up at Victoria October/April. Still in service. (Named after daughter of Lord Shaughnessy). *Photo page 44*

350 **Princess Patricia**—190663, 5,911g, 374×56×16 ft. T.E.2. 23k. 2f. 2m. 2,000p. 50 cars.
5/10/1948 launched by Fairfields, Govan. 10/5/1949 maiden voyage ex Clyde via Panama (9,600 miles—21 days 13 hours. Av. 18k). 3/6/1949 arrived Esquimalt. 1963 converted to be Alaska summer (May–September) cruise ship. 1965–66 and 1966–67 in charter service to Princess Cruises (Los Angeles–Acapulco, November/April each winter). Still in summer service CPR to Alaska. Steam whistle from *Princess Victoria* transferred to *Princess Nanaimo* 1952, thence to *Patricia* 1963. (Named after daughter of Duke of Connaught.)

Princess of Nanaimo—B.C. Coast Service 6/1951 to 3/1963. See *Princess of Acadia*, No. 511.

351 **Yukon Princess**—176046, 1,334g, 224×38×20 ft. T.1. 10k. 1f., Cargo
1946 launched by Pacific Dry Dock Co., Vancouver, as *Ottawa Parapet*. 1947 Clarke SS Co. re-named *Island Connector*. 12/1950 bought by CPR, 40 day trip from Halifax. Arrived Vancouver 29/1/1951 re-named *Yukon Princess* (for Yukon Territory) carrying asbestos concentrates from Skagway to Vancouver. 1956 laid up. 4/1958 sold to Westley Shipping Co., re-named *West Princess*. 1959 re-named *Rosita*.

352 **Veta C.**—193774, 520g, 141×33×15 ft. SA 5 cy.
1951 launched by Northern Western SB Co. Bellingham, Washington. 1951 Union Steamship Co. 17/10/1952 chartered to replace *Princess Maquinna* on West Coast run. 1953 reverted to Union SS Co. re-named *Chelan*. 15/4/1954 foundered off Cape Decision, Alaska on passage Skagway to Vancouver.

353 **Princess Alberni**—195786, 538g, 142×33×17 ft. 2 SA1 5 cy. 13k. 1f., wood, 30p.
1945 launched by Martinolich SS Co., San Francisco, as *Pomare* for South Seas SS Co., Honolulu. 1953 bought by CPR renamed *Princess Alberni* (after principal port on West Coast run). 7/1958 sold to Northland Navigation Co., re-named *Nootka Prince*. 1959 Crown Zellerbach Canada Ltd, converted into a tug, re-named *Ocean Crown*. 1962 re-engined with 2,000 b.h.p. Nordberg diesel. Towing log barges on B.C. coast. Still in service.

354 **Princess of Vancouver**—197858, 5,554g, 420×65×19 ft. 4 SA2, 15½k. 1f. 2m., 1,200 p., 115 cars or 28 rail cars. Fitted with Voith-Schneider bow propeller.
7/3/1955 launched by A. Stephen, Linthouse. 29/4/1955 maiden voyage ex Clyde via Panama. 4/1963 overhaul Yarrows, Victoria. Auto capacity increased to 170. Still in service. *Photo page 45*

355 **Trailer Princess**—327072, 2,689g, 308×57 ft. 2D. 10½k.
1944 launched by U.S. Navy Yard, Boston, as *L.S.T. 1003*. 29/6/1944 commissioned. 11/7/1944 converted to an auxiliary repair ship for landing craft by Bethlehem Key Highway Shipyard, Baltimore. 28/11/1944 recommissioned as *USS Coronis*. 7/1966 bought by CPR re-named *Trailer Princess*. 29/8/1966 began service Vancouver/Swartz Bay. Still in service. *Photo page 46*

356 **Greg Yorke**—323224, 2,443g, 325×57×13 ft. 11k. twin screws, twin rudders, twin diesels plus bow thrust propeller.
1964 launched by Allied Shipbuilders, Vancouver. 1/10/1964 on charter from F. M. Yorke & Sons (25 rail cars on four sets of track). Vancouver to Nanaimo service.

357 **Doris Yorke**—2,000g, 325×57×19 ft. Twin screw diesel.
1967 launched by Victoria Machinery Co., can carry 25 railcars on maindeck plus 26 trailers on upper deck. 10/4/1968 replaced the *Greg Yorke*, No. 356.

Transfer Barges for Handling Rail-cars

381 **Transfer No. 4**—1,593g, 308×53 ft.
1946 built as a U.S. landing craft. 1952 bought by CPR re-modelled by Victoria Machinery Depot, Victoria (Vancouver-Nanaimo service) can carry 33 trucks or 24 rail cars. *Photo page ii*

382 **Transfer No. 9**—155240, 1,396g, 231×43×8 ft.
1929 built by Canadian Vickers, Montreal, as rail car-barge No. 16 on Kootenay Lake. 1941 cut into sections and left Nelson, BC., August 1941 for Esquimalt to be re-built. Her freeboard was increased by 4 ft. to make her seaworthy and 40 ft added to her length giving her a capacity for 17 rail cars. In addition a wheelhouse and steering gear also added. On completion became *BCCSS Transfer Barge No. 9* (Car Ferry, Vancouver-Lady Smith). 1/12/1964 sold to Island Tug and Barge Co.

383 **Prospect Point**—173632, 1,038g, 232 ft. 14 rail cars.
2/2/1942 launched by Star Shipyard, New Westminster, for wartime Shipping Board and leased to CPR. 1951 sold.

384 **Island Logger**
6/1951 on hire from Island Tug & Barge Co. until 3/1964 when contract to supply tug and barge service passed to F. M. Yorke & Sons Ltd.

The company has owned and operated a great many rail car barges, both on the coast and on the B.C. Lake and River service. Unfortunately it has not, so far, been possible to make a complete record of the barges.

B.C. Lake and River Steamers

401 **Aberdeen**—100675, 554g, 146× 30× 7 ft. 2 cy Horiz., 17 h.p., wood st. wheeler.
22/5/1893 launched by CPR at Okanagan Landing. First ship built for CPR Okanagan Lake service. 6/1893 maiden voyage. 1902 converted from wood to coal burning. 1916 withdrawn. 1919 dismantled.

402 **Denver**—103310, 9g, 36× 9× 4 ft. 1 cy, 2 h.p., wood screw.
1896 launched at New Westminster for W. F. Wardroper, New Denver, B.C. 1897 bought by CPR. 1903 withdrawn.

The following seven steamers plus ten barges were bought from the Columbia & Kootenay Navigation Co. 1st February, 1897.

403 **Columbia**—103892, 50g, 77×15×6 ft. 12 h.p., wood screw tug.
1896 launched at Nakusp, for CKSN Co. (A previous *Columbia* had been burnt out 2/8/1894.) Hauled barges between Nakusp and Arrowhead daily. 1920 withdrawn. Rebuilt to become *Columbia (II)* see No. 444.

404 **Illecillewaet**—100683, 98g, 78× 15× 4 ft. engine from *Despatch*, wood st. wheeler scow, Cargo.
30/10/1892 launched at Revelstoke. First ship built under direction of Capt. Troup. Carried ore from Rossland mines to Northport before construction of Trail Smelter. Acted as icebreaker during winter. 1902 dismantled.

405 **Kokanee**—103305, 348g, 143×25×6 ft. 1 cy., wood st. whlr., 2f., 200p.
1896 launched by T. J. Bulger, Nelson. 1923 withdrawn.

406 **Lytton**—94904, 452g, 131×25×5 ft. 17 h.p., wood st. whlr.
5/1890 launched by A. Watson, Revelstoke. 2/7/1890 maiden voyage. Revelstoke to Little Dalles, Wash. (Capt. Frank Odin). Sir William Van Horne and other CPR officials sailed on this trip. 1903 dismantled.

407 **Nakusp**—1,083g, 171×34 ft. wood st. whlr.
1/7/1895 launched by T. Bulger, Nakusp. 15/8/1895 maiden voyage—last large ship to be built by CKSN Co. 23/12/1897 burnt out at Arrowhead.
Photo page 48

408 **Nelson**—96987, 496g, 134× 27 ft. 13 h.p., wood st. wheeler.
6/1891 launched at Nelson, B.C. Largest stern wheeler on Kootenay Lake. 1913 withdrawn. 1914 burned as an attraction at Nelson.

409 **Trail**—103306, 633g, 165×31×5 ft. C. Horiz. wood st. whlr,
1896 launched by T. Bulger, Nakusp. 1900 withdrawn. 1902 burnt out.

Stikine River Steamers

The following ten steamers were built for a proposed service between Wrangell, Alaska, and Glenora, B.C. Only a few trips were made. See paragraph 160.

410 **Constantine**—150 ft. stern wheeler.
1897 built at Port Blakely, near Seattle for CPR. 11/1898 sold. 4/7/1899 lost on voyage to Alaska.

411 **Dalton**—1897 built at Port Blakely, near Seattle for CPR. 1/1901 sold to White Pass & Yukon Railway.

412 **Dawson**—107836, 779g, 167×34×4 ft. 2 engines, 192 h.p., wood paddle.
1897 launched by CPR at False Creek, Vancouver. 6/1899 sold. 1900(?) to Yukon River. 1901 rebuilt at Dawson for the British Yukon Navigation Co., Victoria, B.C. 1926 (autumn) wrecked on Tache Reef, Rink Rapids, Yukon River.

413 **Duchesnay**—107151, 277g, 120×21×4 ft. 2 engines, 10 h.p., wood paddle.
1898 launched by CPR, False Creek, Vancouver. 6/1899 sold to E. T. Rathbone.

414 **Hamlin**—107144, 515g, 146×31×5 ft. 2 engines, 17 h.p., wood paddle.
1898 launched by CPR, False Creek, Vancouver. 20/3/1901 sold to British Yukon Nav. Co., Victoria, B.C. 14/1/1903 sold to Wm. McCallum, J. H. Banser and D. S. Reider of Vancouver. 15/2/1904 sold to T. J. Kickham. 9/6/1910 sold to E. J. Coyle. 2/3/1911 sold to Hamlin Tug Boat Co., Victoria, B.C. 2/12/1913 sold to J. H. Greer, Vancouver. 28/7/1917 sold to Defiance Packing Co., Vancouver. (?) sunk in Fraser River, B.C.

415 **McConnell**—107152, 727g, 142×30×5 ft. 2 engines, 17 h.p., wood paddle.
1898 launched by CPR at False Creek, Vancouver. 20/3/1901 sold to British Yukon Nav. Co., Victoria, B.C. 4/9/1901 broken up by owners at Skagway, Alaska.

416 **Ogilvie**—107148, 741g, 147×30×5 ft. 2 engines, 18 h.p., wood paddle.
1898 launched by CPR at False Creek, Vancouver. 20/3/1901 sold to British Yukon Nav. Co., Victoria. 4/9/1901 broken up by owners at Skagway, Alaska.

417 **Schwatka**—1897 built at Port Blakely, near Seattle for CPR. 8/1904 sold.

418 **Tyrell**—678g, 142×30×5 ft., wood paddle.
1893 launched by CPR, at False Creek, Vancouver. 7/1898 sold to British American Corp. 1905 D. W. Davis, Yukon. 1915 British Yukon Nav. Co.

419 **Walsh**—1897 built at Port Blakely, near Seattle, for CPR. 9/1902 sold.

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420 **Kootenay**—103164, 1,117g, 184×33×6 ft. wood st. whlr.
4/1897 launched by CPR at Nakusp, fitted with steam powered steering equipment to turn four large rudders. 19/5/1897 maiden voyage to Trail. 1919 withdrawn. 1920 Houseboat at Nakusp. 1942 burnt out.

421 **Rossland**—107142, 884g, 183×29×7 ft. 1 cy. wood st. whlr.
1897 launched by CPR at Nelson. 2/5/1897 maiden voyage to Trail. 1916 withdrawn. 12/1916 sank at Nakusp by weight of snow, raised and dismantled.

422 **Slocan**—103168, 578g, 156×25×6 ft. 1 cy Horiz. wood st. whlr.
22/5/1897 launched by CPR at Rosebery. 5/1898 maiden voyage. 1905 withdrawn to be rebuilt. See No. 432.

423 **Minto**—107453, 829g, 162×30×6 ft. C. horiz, 17 h.p., st. wheeler, 225p.
1898 launched by CPR at Nakusp. Built by the Bertram Iron Works at Toronto and sent by rail in more than 1,000 parts to Vancouver, thence to Nakusp where assembled for service between Arrowhead and West Robson (134 miles approx.—12 hours). Named after Fourth Earl of Minto, Governor General of Canada. 1898-1904. 23/4/1954 left Robson on last round trip to Arrowhead. 24/4/1954 withdrawn. Presented to Nakusp Rotary Club and Chamber of Commerce, for preservation. Completed more than 2½ million miles. 1956 sold for scrap. Hull towed to Galena Bay on Upper Arrow Lake. 1/8/1968 burned.

424 **Moyie**—107454, 835g, 162×30×6 ft. C. horiz., 17 h.p., st. wheeler, 400p.
22/10/1898 launched by CPR at Nelson, after being built by the Bertram Iron Works at Toronto and sent by rail in more than 1,000 parts to Vancouver, thence to Nelson where assembled. Ran between Nelson and Lardo. 1956 withdrawn—B.C. Government made a grant of $7,500 towards preservation at Kaslo B.C.

425 **Sandon**—107451, 97g, 76×17×6 ft. 19 h.p., wood screw.
1898 launched by CPR, Rosebery. 1927 dismantled.

426 **William Hunter**—100690, 51g, 59×13×3 ft. 3 h.p., wood screw.
1893 launched by W. Hunter & A. McKinnon, New Denver (Slocan Lake B.C.). 1899 bought by CPR. 1903 withdrawn.

427 **Ymir**—107452, 90g, 86×17×6 ft. 27 h.p., wood screw tug.
1898 launched by CPR at Nelson. 1928 withdrawn.

428 **Proctor**—107452, 43g, 65×14×5 ft. 13 h.p., wood screw.
1900 launched by CPR at Nelson, Kootenay Lake. Originally built for Kaslo-Duncan River run to compete with Great Northern Railways stern wheeler *Argenta*, but soon transferred to Nelson-Kootenay Landing run. 1904 transferred to Trout Lake. 1921 withdrawn.

429 **Valhalla**—11541, 153g, 103×21×9 ft. C.1, 37 h.p., wood.
1901 launched by CPR at Nelson. 1931 sold to R. Dill who beached her on a cement foundation above high water level and converted her into a home.

430 **York**—111979, 134g, 88×16×5 ft., 13 h.p., steel twin-screw.
1901 launched at Okanagan Landing, B.C. 1932 withdrawn.

431 **Victoria**—107530, 107g, 75×15×4 ft. 4 h.p., st. whlr, scow.
1898 launched at Victoria for Nils Pierson. 1900 bought by CPR. 1904 beached and used as wharf and freight shed on Trout Lake.

432 **Slocan** —121680, 605g, 158× 28 ft., C., Horiz., 17 h.p., wood st. wheeler, 300p.
1905 launched by CPR at Rosebery, 1928 withdrawn.

433 **Kuskanook**—121758, 1,008g, 194×31×7 ft. C. 32h.p. wood st. wheeler, 400p.
1906 launched by CPR at Nelson. 1931 withdrawn. 1934 became hotel at Nelson.
1949 beached on Western arm of Kootenay Lake.

434 **Okanagan**—122378, 1,078g, 193×32×8 ft. C. 32 h.p., wood st. wheeler. 400p.
1907 launched by CPR at Okanagan Landing. 1934 laid up Okangan landing.
1938 sold as hulk. *Photo page 49.*

435 **Hosmer**—126551, 154g, 110× 21× 8 ft., C, 37 h.p., wood screw.
1909 launched by CPR at Nelson. 1931 withdrawn. 1934 dismantled.

436 **Whatshan**—126552, 106g, 90×19× 8 ft., C. wood screw.
1909 launched by CPR at Nelson. 9/1920 dismantled, engine transferred to *Kelowna*. No. 445.

437 **Kaleden**—130297, 180g, 94×18×4 ft. C. wood st. whlr,
1910 launched by CPR at Okanagan Landing. Fitted with engine from *Victoria*, and intended for service between Penticton and Okanagan Falls, at South End of Skaha Lake but transferred to Okanagan Lake. Used as work boat during construction of Kettle Valley Railway. 1920 dismantled.

438 **Bonnington**—130555, 1,700g, 202×39×7 ft., C, horiz. steel st. whlr, 400p.
1911 launched by CPR at Nakusp. As the railway to Trail had already been completed she never ran south of Robson. 1931 withdrawn. 1942 to B.C. Government. Boiler transferred to *Nasookin* (440). 1946 dismantled.

439 **Castlegar**—130556, 104g, 94×19×8ft. C. 27 h.p., wood/screw,
1911 launched by CPR at Okanagan Landing. 1925 dismantled.

440 **Nasookin**—1,869g, 200×40 ft., C. steel st. whlr, 400p.
1913 launched by CPR at Nelson. Hull (pre-fabricated by Western Dry Dock Co., Port Arthur and shipped west in sections). 1/6/1913 maiden voyage. 31/12/1930 last passenger voyage. 1932 sold to B.C. Government. 1942 fitted with boiler from *Bonnington* (No. 438). 1947 taken over by Navy League. 1948 ran aground during floods. Indian name meaning "Queen of the Lakes".

441 **Naramata**—134271, 150g, 90×19×8 ft., C. steel screw,
1913 launched by CPR at Okanagan Landing (hull pre-fabricated by Western Dry Dock Co., Port Arthur) still in service.

442 **Nelson**—134085, 25g, 61×11×4 ft. 6 h.p. wood screw, D.
1913 launched by CPR at Nelson. 1919 laid up.

443 **Sicamous**—134276, 1,787g, 201×40×8 ft., C. steel st. whlr, 400p.
26/5/1914 launched by CPR at Okanagan Landing (hull pre-fabricated by Western Dry Dock Co., Port Arthur). 1930 converted to cargo. 1942 withdrawn.
1949 sold to City of Penticton as museum. *Photo page 47*

444 **Columbia**—150597, 90g, 72×15×7 ft. 17 h.p., wood screw.
1920 launched by CPR at Nakusp. Machinery transferred from *Columbia* (1) (No. 403). 1948 sold to be houseboat at Robson West.

445 **Kelowna**—150271, 96g, 89×19×8 ft., 27 h.p., wood screw.
1920 launched by CPR at Okanagan Landing. 1956 laid up.

446 **Rosebery**—154688, 133g, 92×20×7 ft., C. wood screw,
1928 launched by CPR, Rosebery. 1943 laid up.

447 **Columbia**—22g, 50×11 ft., wood screw diesel.
Launched at Vancouver as *Surfco*. 1948 bought by CPR and renamed *Columbia*.
24/4/1954 sold to Ivan Horrie, who had sailed her for the CPR. Still in service.

448 **Grant Hall**—154663, 164g, 92×24×10 ft., T. steel screw tug,
1927 built by Canadian Vickers, Montreal, and shipped on ten flat cars. 7/3/1928 launched at Nelson, B.C. 10/3/1928 trials. 1957 laid up. 1964 sold to Yellow Knife Transportation Co. Later returned to New Westminster.

449 **Rosebery**—166g, 98×20 ft. diesel.
1943 launched by CPR at Rosebery, having been pre-fabricated at Montreal.
1957 laid up. Later broken up.

450 **Okanagan**—178045, 204g, 110×24×12 ft., 4 SA, 8 cy.
1946 launched by Westcoast shipbuilders, Vancouver, thence by rail to Okanagan Landing. Handles fruit crop to rail heads at Penticton and Kelowna. Still in service. *Photo page 50*

CPR took over the following six ships from Dominion Atlantic Railway in 1911.

501 **Boston**—98595, 1,694g, 245×36×21 ft. T.1. 2f. 2m.
1890 launched by A. Stephen & Sons, Glasgow, for Yarmouth SS Co. 6/1901 D. A. Railway took over Yarmouth SS Co. 1920 scrapped.

502 **Prince George**—110003, 1,990g, 290×38×16 ft. T.2.
1898 launched by Earle & Co. Ltd., Hull, for DA. Railway. 11/1898 arrived Boston for Boston–Yarmouth service. 1931 sold to Boston Iron & Metal Co. for scrap.

503 **Prince Arthur**—110131, 2,041g, 290×38×16 ft. T.2.
1899 launched by Earle & Co. Ltd, Hull, for DA. Railway. 6/1899 arrived Boston. 4/7/1899 first trip Boston/Yarmouth. 1929 sold to Boston Iron & Metal Co. for scrap.

Above three ships sold 20/8/1912 to the Eastern Steamship Corporation who ran the Boston to Yarmouth service under the name Boston, Yarmouth Steamship Company.

504 **Prince Albert**—107349, 112g, 97×20×8 ft. C.1, wood.
1902 launched by J. McGill Shelburne, N.S. as *Messenger*. 1904 bought by D. A. Railway, re-named *Prince Albert*. Replaced *Evangeline* on Kingsport–Parrsboro run. 1927 sold to Albert SS Co. 5/3/1929 lost in ice at Mulgrave, N.S.

505 **Prince Rupert**—104789, 1,158g, 260×32×11 ft. T, steel paddle.
22/5/1894 launched by W. Denny, Dumbarton, for D. A. Railway. 6/1895 towed across Atlantic from Southampton to Halifax (owing to lack of bunker space). 1919 sold to U.S.A. interests. 1924 broken up in the U.S.A. *Photo page 55*

506 **Yarmouth**—93373, 1,452g, 220×35×13 ft. T.1.
1887 launched by A. McMillan & Sons, Dumbarton for Yarmouth SS Co. 1901 taken over by D. A. Railway. 1918 sold to North American SS Corporation. 1924 sold to Pottstown Steel Co., U.S.A., for scrap.

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507 **St. George**—123673, 2,456g, 352×41×16 ft. T.3.
1906 launched by Cammell Laird, Birkenhead for G.W. Railway. 5/1913 bought by CPR to replace *Prince Rupert*. 1917 returned to Europe and converted to Hospital ship. 6/1919 sold to G.E. Railway for Harwich–Hook service. 10/1929 sold to Hughes Bolckow & Co., Blyth, for scrap.

508 **Empress**—116309, 1,342g, 235×34×20 ft. T.2. 1f. 2m.
1906 launched by Swan Hunter, Newcastle, for Charlottetown SS Navigation Co., P.E.I. 1916 bought by CPR to replace *Yarmouth*. 8/1930 replaced by *Princess Helene*. 22/6/1931 caught fire at West St. John, N.B. 2/11/1934 bought by Dominion Coal Co., as a hulk.

509 **Kipawo**—150498, 200g, 123×26×9 ft. 2 SA 4 cy. 1. 1f. 2m. 127p. 8 cars.
1925 launched by St. John D.D. & S.B. Co. for CPR to replace *Prince Albert* on the Kingsport-Parrsboro-Wolfville run until 1940 when service withdrawn. 1941 requisitioned by Canadian Government. 1947 bought by Crosbie & Co., St. Johns, N.F. 1953 re-engined with Ruston & Hornsby 4-stroke diesel. Running between Conception Bay ports.

510 **Princess Helene**—156707, 4,505g, 320×51×27 ft. T.2. 19k. 1f. 2m. 1,000p. 45 cars.
12/5/1930 launched by Wm. Denny, Dumbarton. 15/8/1930 trials. 22/8/1930 arrived St. John, N.B. 2/1963 withdrawn. 5/1963 bought by Marvic Navigation Inc., Monrovia. 11/7/1963 left St. John, N.B. under name *Helene* to be a car ferry in Mediterranean. Renamed *Carina II*. 11/1967 renamed *Carina*.
Photo page 55

511 **Princess of Acadia**—193326, 6,787g, 358×62×14 ft. T.2. sr 20½k. 1f. 2m. 1,500p. 130 cars.
14/9/1950 launched by Fairfields, Govan as *Princess of Nanaimo*. 2/5/1951 left Clyde. 11/6/1951 arrived Vancouver. 27/6/1951 entered Vancouver-Nanaimo service. 3/1963 left Victoria for Halifax. 29/4/1963 entered St. John-Digby service as *Princess of Acadia*. Still in service. *Photo page 56*

601 **Georgian**—80596, 377g, 130×22×11 ft. 1cy. 1f. 2m.
1864 launched by J. Potter, Georgian Bay for J. C. Graham. 1/4/1884 bought by CPR.

602 **Athabasca**—85764, 2,269g. 263×38×23 ft. C.1. 1f. 2m.
3/7/1883 launched by Aitken & Mansell, Kelvinhaugh. 2/11/1883 left Montreal for Buffalo. 1910 rebuilt at Collingwood, Ontario, lengthened to 299 ft. gross 2,784. 8/1946 sold with *Alberta*. 1948 scrapped.

603 **Alberta**—85765, 2,282g, 264×38×23 ft. C.1. 1f. 2m. 840p.
12/7/1883 launched by Connel & Co., Glasgow. 10/11/1883 left Montreal for Buffalo. 1911 rebuilt at Collingwood, Ontario, lengthened to 310 ft. gross 2,829. 1940 cargo only. 8/1946 sold to Florida interests as fruit carrier. 1948 scrapped.
Photo page 51

604 **Algoma**—85766, 1,773g, C.1.
31/7/1883 launched by Aitken & Mansell, Kelvinhaugh. 4/11/1883 left Montreal for Buffalo. 7/11/1885 wrecked on Isle Royale, Lake Superior. Salvaged and engines transferred to *Manitoba*.

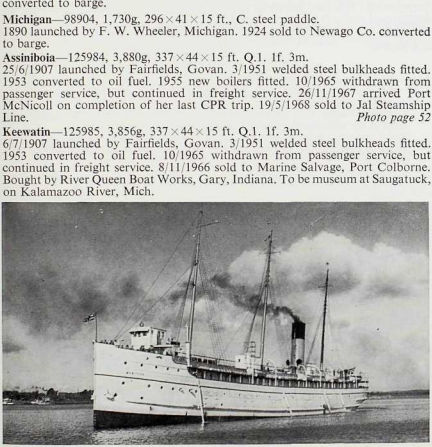
606 **Manitoba**—94879, 2,616g, 303×38×15 ft. C.1. 1f. 3m.
1889 launched by Polson Iron Works, Owen Sound. Engine transferred from *Algoma*. 1950 withdrawn. 1951 scrapped. *Photo page 97*

607 **Ontario**—94885, 1,615g, 297×41×15 ft., C. paddle.
1890 launched by Polson Iron Works, Owen Sound. 1924 sold to Newago Co. converted to barge.

608 **Michigan**—98904, 1,730g, 296×41×15 ft., C. steel paddle.
1890 launched by F. W. Wheeler, Michigan. 1924 sold to Newago Co. converted to barge.

609 **Assiniboia**—125984, 3,880g, 337×44×15 ft. Q.1. 1f. 3m.
25/6/1907 launched by Fairfields, Govan. 3/1951 welded steel bulkheads fitted. 1953 converted to oil fuel. 1955 new boilers fitted. 10/1965 withdrawn from passenger service, but continued in freight service. 26/11/1967 arrived Port McNicoll on completion of her last CPR trip. 19/5/1968 sold to Jal Steamship Line. *Photo page 52*

610 **Keewatin**—125985, 3,856g, 337×44×15 ft. Q.1. 1f. 3m.
6/7/1907 launched by Fairfields, Govan. 3/1951 welded steel bulkheads fitted. 1953 converted to oil fuel. 10/1965 withdrawn from passenger service, but continued in freight service. 8/11/1966 sold to Marine Salvage, Port Colborne. Bought by River Queen Boat Works, Gary, Indiana. To be museum at Saugatuck, on Kalamazoo River, Mich.



606 MANITOBA—2,616g 1889-1950

The Pennsylvania-Ontario Transportation Co.

Formed 16/2/1906 as a joint venture with the Pennsylvania R.R. Co. and dissolved on the 29/9/1961. See page 53.

621 **Ashtabula**—203071, 2,670g, 338×56×17.5 ft. T.1. 26 rail cars.
1906 launched by Gt. Lakes Eng. Works, St. Claire, Michigan. Ferry service from Ashtabula, Ohio to Port Burwell, Ontario, with coal, returning with wheat, etc. 18/9/1958 in collision with *Ben Noreell* in Ashtabula Harbour. Later salvaged and sold for scrap. *Photo page 53*

Canadian Pacific Car & Passenger Transfer Company

Bought by CPR 1st September, 1929 and owned jointly with New York Central Railroad since 1930. See page 54.

631 **Charles Lyon**—125975, 1,658g, 280×40×20 ft. C.2, steel icebreaker ferry, 14 rail cars.
1908 launched by Polson Iron Works, Toronto. 1929 bought by CPR. 1936 scrapped.

632 **Ogdensburg**—162504, 1,405g, 290× 45× 12 ft. rail car float.
1930 launched by American Shipbuilding Co., Lorain, Ohio, for CPR steel car ferry float (17 rail cars) towed by the Prescotont, still in service. *Photo page 54*

633 **Prescotont**—155297, 302g, 117×28×12 ft. D-E tug, 4 SA 12 cy. 11k.
1930 launched by Davie Shipbuilding Co., Lauzon, Quebec, for CPR, also acts as a firefloat.

Quebec Salvage and Wrecking Co.

Canadian Pacific were part owners of this company which was formed in 1914 to do salvage work in the St. Lawrence. See page 57.
The Company, including the tug *Lord Strathcona* **and motor vessel** *Traverse*, **were sold on 30th September, 1944, to the Foundation Company of Canada.**

641 **G.T.D.**—97096, 333g, 123×30×12 ft., 3m., wooden schooner.
1891 launched by T. A. Wilson, Bridgewater, N.S., as *Tyree*. 1907 bought by G. T. Davie & Sons re-named *G.T.D.* 1914 bought by Quebec Salvage & Wrecking Co. 1930 broken up.

642 **Lord Strathcona**—99478, 495g, 160×27×13 ft. T.2.
1902 launched by J. P. Rennoldson & Sons, South Shields for G. T. Davie & Sons, Quebec. 1914 bought by Quebec Salvage & Wrecking Co. 1919 sold to Foundation Maritime Co. 1947 scrapped.

Gopher and **Musquash**—20/6/1914 arrived Quebec from Liverpool, see Nos. 656-657.

643 **Traverse**—161435, 317g, 130× 26× 10 ft. 2 SA 4 cy., salvage tug.
12/5/1930 launched by G. Brown & Co., Greenock. 23/6/1930 maiden voyage ex Greenock. 14/7/1930 arrived Quebec. 1952 sold to Levis Shipping Co., Quebec, re-named *Fort Levis*. 1958 sold to R. L. Leclerc. 1961 sold to B. Dufour. 20/3–6/4/1964 crushed in ice off Magdalen Island, later taken to St. Laurent, Ile d'Orleans, broken up.

Mersey Towing Co.

CPR took over the three following tugs from the Elder Dempster Line in 1903.

651 **Beaver**—105185, 154g, 106×20×11 ft. C.1, tug.
1898 launched by Elliot & Jeffery, Cardiff, as *Powerful*. 1899 re-named *Lady Lewis*. 1901 bought by Elder Dempster Co., re-named *Beaver*. 1903 bought by CPR. 1922 bought by J. Davies, Cardiff. 1938 broken up by Reese & Co., Llanelly.

652 **Otter**—89213, 145g, 105×20×14 ft. C.1, 2f., iron, tender.
1887 launched by Elliot & Jeffery, Cardiff, as *Sir W. T. Lewis*. 1901 bought by Elder Dempster Co., re-named *African*. 1903 bought by CPR. 10/1906 re-named *Otter* after re-design with one funnel. 1922 bought by Liverpool Screw Towing & Lighterage Co., re-named *Marshcock*. 27/5/1946 bought by Rootledge & Co. 1948 broken up at Bromborough, Port Rainbow.

653 **Panther**—89188, 150g, 105×20×11 ft. C.1, iron.
1884 launched by Elliot & Jeffery, Cardiff, as *Elliot & Jeffery*. 1901 bought by Elder Dempster, re-named *Panther*. 1903 bought by CPR. 1921 bought by Coulson Tug Co. 1925 bought by France Fenwick. 1926 broken up.

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654 **Bison**—124020, 274g, 125×24×11 ft. T.1, tender.
1906 launched by H. & C. Grayson Co., Garston. 1915-19 war service. 1936 passenger licence increased from 316 to 537 (crew 11). 4/5/1941 sunk by air attack in Mersey—salved. 9/11/1946 bought by J. S. Lastis. 1/1947 renamed *Niki*. 1954 bought by N. Lambiris, re-engined and renamed *Hydra*. 1957 renamed *Nicolas L*. 1964 bought by A. Alexiadis & P. Iliadis, Piraeus, renamed *Aghios Georgios*. Still in service. *Photo page 57*.

655 **Cruizer**—104606, 380g, 150×24×13 ft. T.1, tug.
1895 launched by W. Hamilton & Co., Glasgow, as *Flying Buzzard*. 1900 bought by Liverpool Steam Tug Co., re-named *Cruizer*. 1907 bought by CPR. 1913 bought by C. Bristler & Co., Halifax, N.S. 1925 bought by Cruizer Shipping Co. 1952 bought by Dominion Steel Co. for scrap.

656 **Gopher**—131308, 198g, 100×23×12 ft. T.1, tug.
11/1910 launched by H. & C. Grayson Co., Garston. 1914 requisitioned by Admiralty. 3/6/1914 ex Liverpool with *Musquash*. 20/6/1914 arrived Quebec for Q.S. & W. Co.*. 1923 bought by St. John Dry Dock Co., renamed *Ocean King*. 1926 bought by Davie SB & Repair Co., renamed *Chateau*. 30/10/1961 broken up.

657 **Musquash**—198g, 100×23×12 ft. T.1, tug.
20/9/1910 launched by H. & C. Grayson Co., Garston. 3/6/1914 ex Liverpool with *Gopher*. 20/6/1914 arrived Quebec for Q.S. & W. Co.*. 1920 bought by Atlantic Salvage Co., Halifax N.S. 4/8/1921 sunk in collision off Anticosti Island.

658 **Moose**—137482, 208g, 105×25×13 ft. T.1, tug.
9/1915 launched by H. & C. Grayson Co., Garston. 1915 requisitioned by Admiralty. War service in Dardanelles and N. Russia. 20/10/1919 returned to CPR. 28/7/1945 sunk in collision with *Kawartha Park*. 2/8/1945 refloated. 1/2/1946 bought by Liverpool Screw Towing Co., renamed *Prairie Cock*. 5/1959 broken up. *Photo page 57*.

659 **Wapiti**—137488, 208g, 101×25×12 ft. T.1. 1f. 1m.
1915 launched by H. & C. Grayson Co., Garston, as *Elk*. Requisitioned by Admiralty for service in Dardanelles and N. Russia. 12/6/1919 returned to CPR, renamed *Wapiti*. 1945 bought by Liverpool Screw Towing Co., renamed *Weather Cock*. 16/8/1958 arrived at Barrow, in tow by *Rosegarth*, for scrap.

*See page 98.

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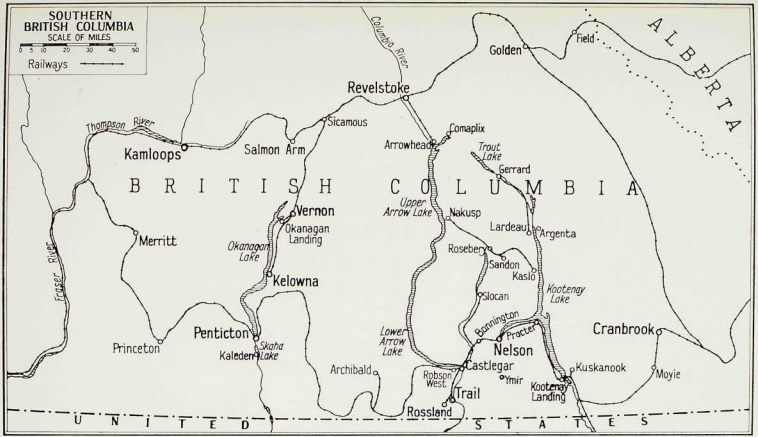
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SCALE OF MILES
0 5 10 20 30 40 50
Railways
Columbia River
Golden
Field
ALBERTA
Revelstoke
Thompson River
Sicamous
Comaplix
Kamloops
Salmon Arm
Arrowhead
Trout Lake
Gerrard
B R I T I S H C O L U M B I A
Vernon
Okanagan Landing
Upper Arrow Lake
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Rosebery
Sandon
Kaslo
Fraser River
Kelowna
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Procter
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Penticton
Lower Arrow Lake
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Skaha Lake
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