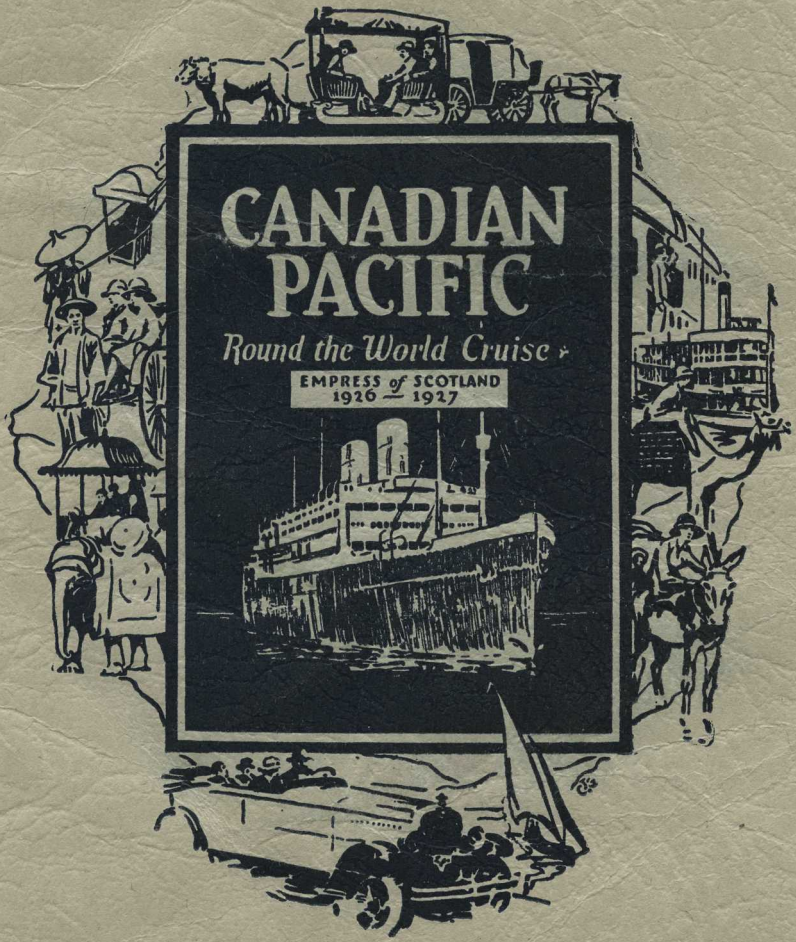


SHORE EXCURSIONS AT PEKING

IMPORTANT NOTICE

To avoid congestion and confusion and to ensure their own comfort, Cruise Members are respectfully requested to adhere to the hour shown for the movement of the party selected and to move only with that party.

A gong will be sounded throughout the ship calling for assembly of each party at the ship's gangway fifteen minutes before scheduled hour of departure.

SHORE CONVEYANCES

It is respectfully notified that motor cars, etc., cannot be held for Cruise Members arriving late, as the comfort and convenience of all must be studied by the Cruise Management.

MEALS ON BOARD

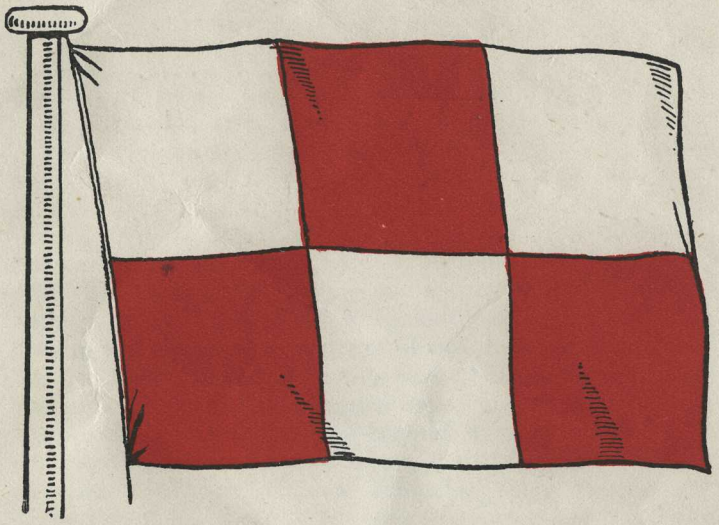
Two sittings will be arranged for meals on board, through the Second Steward, to be served at fixed hours. Necessary alterations in meal hours to conform with Shore Excursion arrangements will be duly notified on the ship's Bulletin Board.

SAILING HOUR

Cruise Members are respectfully notified that the ship will sail PROMPTLY at the advertised hour, which is made necessary for tidal or other urgent reasons of operation.

CRUISE OFFICE

The Cruise Office will be open daily from 9.00 a.m. to 5.00 p.m., except while the ship is in port, when the Staff is engaged with shore excursion duties.



HOUSE FLAG OF CANADIAN PACIFIC STEAMSHIPS

Watch for this Flag

on

All Our Conveyances

PLEASE REMEMBER THE NUMBER OF YOUR CONVEYANCE

Peking.

CAPITAL OF CHINA

PEKING is the Capital of China, that vast country in Eastern Asia comprising five divisions:—Manchuria, Mongolia, Turkestan, Thibet and China proper, the latter divided in eighteen lesser provinces and constituting about one-third of the whole with a total area of 4,290,000 square miles and a population estimated between three and four hundred millions.

The present city stands on a site which has served since 200 B.C. for many a former capital when China was one of the most important, if not the most advanced, nation in the world. At this early period the city was called Chi and the Empire was under the Chang, historically recorded as the second dynasty which, with its twenty-eight successive rulers, controlled her destinies for six centuries. Seven centuries later during the Cheou dynasty, the city became the Capital of Yen, one of the many fractious, petty states of that unsettled period. Later during the Tsin dynasty, the place was razed to the ground and utterly destroyed in the reign of Chih Shih-Huang, about 211 B.C. Such, however, was the influence and tenacity of old Tartar adherents that it was soon rebuilt, and gradually recovered its former position, retained up to the fourth century A.D., when it became the capital of a Tartar State. From this period the place was known by the name of Chi-Yuen or Yu-Chow. The chief city of a department, growing in magnitude and importance, until five centuries later it was besieged and captured by the Kitan Tartars, and during occupation chosen as their capital, but, at the same time remaining an acknowledged dependency of the Chinese Empire. Two hundred years later the place was again in trouble, taken this time by the Chin Tartars andselected as their chief city, the name being changed to

Chung-Tu or Yen-Ching. This dynasty was overthrown by the Mongols under Genhis Khan in 1215 A.D., and the city reduced to the grade of only a provincial town, but finally restored to its old time prestige of a capital in 1260 by Kublai Khan, the grandson of Genhis Khan, when he initiated the Yuan Dynasty. He gave it the name of Chun-Tu or Central Residence, from which has been derived the name of Shuntienfu, by which title it is generally called. This ruler also in 1267 built a wall round the city, 20 miles in circumference, and transferred the "City of Great Residence" one mile (3 **li**) to the north of its then site. The old position became what is known as the Southern or Chinese City and the other portion Northern or Tartar city, more commonly spoken of as **nei-cheng** (within the wall and **wai-cheng** without the wall). History tells us Marco Polo visited the Court of the Great Khan about this time. The Ming Dynasty came into power A.D. 1368 and removed the seat of administration to Nanking, since spoken of as the "Southern Capital," but Yung Loh, the third Ming Emperor, again transferred the Capital to Peking in 1421. During his régime was built the mighty wall which to-day surrounds the Tartar City. The Manchu invasion took place in 1644 and the city within the big wall was taken by the visitors as a residence—Manchus, Mongols and some Chinese. These were arranged in eight divisions, distinguished from each other by banners, spoken of to-day as Bannermen. These have nearly all been absorbed through intermarriage.

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

Peking, in lat. 30 deg., 54 min. N., and long. 116 deg., 27 min. E., is situated on a sandy plain south-

west of the Peiho River with which it is connected by canals. Though ill-adapted by situation to be the Capital of a vast Empire it has all the attributes of a regal city. It is enclosed by massive walls which impart a grandeur and a majesty not found anywhere else in this great land. Its spaciousness also is unique, and, viewed from an eminence, Peking suggests a garden city rather than the characteristic overcrowded and congested Chinese city.

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

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

The population of the city is roughly over one million. There are no statistics available, but the registration of houses showed a total of 150,000 which if multiplied by five (the number selected by Western countries as a fair average for residents per house) would give a population of 750,000 but this ratio is too small for China, and if it be raised to six per house, a total of 980,000 will result. Even six must be regarded as

very modest and consequently it is fair to reckon the population as being over one million.

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

THE FOUR CITIES OF PEKING

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

The Imperial City (Hwang Cheng) in the centre of the Tartar City, occupies a space area of nearly two square miles, surrounded by a wall 20 feet high. There are four very spacious entrances, each with three gateways; the middle one, the royal entrance, was opened formerly only for the Emperor. This city is in a much better state of preservation than any other part of Peking. It is the select quarter where many of the high officials live.

The Forbidden City (Tse Chin Cheng) with its massive pink-washed walls, 30 feet high by 30 feet thick at their base, is again in the centre of Imperial City.

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

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

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

Peking Programme

The "Empress of Scotland" is due to arrive at Chinwangtao early morning Sunday, February 20 and a steamer will come alongside to transfer passengers and baggage to the wharf where a special train will be on hand for the ride to Peking. Baggage should be ready previous to breakfast for transfer to tender. As the weather in Peking is likely to be cold and dusty passengers should dress warmly, and as many of the buildings visited have concrete floors overshoes will feel comfortable. A strong pair of boots for the excursion to the Great Wall is also recommended.

For convenience in sightseeing in Peking, the members of the cruise have been divided into three parties.

Party cards have been printed in the following colours:

Party A—White
Party B—Red.
Party C—Blue.

Party "A"

SUNDAY, FEBRUARY 20th:—

7.30 a.m. Transfer steamer leaves "Empress of Scotland" for wharf at Chinwangtao.

8.40 a.m. Special train leaves Wharf for Peking.

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

5.05 p.m. Special train arrives Peking (Chenyangmen Station) where motor cars will be waiting to transfer pasengers to Grand Hotel de Pekin.

7.00 p.m. Dinner at Hotel.

MONDAY, FEBRUARY 21st:—

Breakfast at Hotel.

9.00 a.m. Motor cars leave Hotel for excursion to Summer Palace.

12.30 p.m. Lunch at Hotel.

2.00 p.m. Rickshas will leave hotel for excursion to Forbidden City, State Museum, Picture Gallery and Central Park.

5.30 p.m. Return to Hotel.

8.00 p.m. Dinner at Hotel.

TUESDAY, FEBRUARY 22nd:—

Breakfast at Hotel.

8.30 a.m. Motor cars will leave Hotel for Chenyangmen Station (Peking).

9.00 a.m. Special train will leave for Chinglingchiao (Great Wall).
Lunch on train.

12.30 p.m. Special train arrives Chinglingchiao, for excursion to the Great Wall. Guides will accompany party to the Great Wall.

2.30 p.m. Special train will leave Chinglingchiao for Peking (Chenyangmen Station).

6.10 p.m. Arrive Chenyangmen Station (Peking). Motors from station to Hotel.

8.00 p.m. Dinner at Hotel.

WEDNESDAY, FEBRUARY 23rd:—

Entire day free for independent action. Breakfast, Lunch and Dinner at Hotel.

THURSDAY, FEBRUARY 24th:—

Breakfast at Hotel.

9.00 a.m. Motor cars leave Hotel for excursion to the Winter Palace and New Palaces.

12.30 p.m. Lunch at Hotel.

2.00 p.m. Motor cars leave Hotel for excursion to the Temple of Heaven, Temple of Agriculture, Drum and Bell Towers, Llama Temple, Temple of Confucius and Hall of Classics and back to Hotel.

8.00 p.m. Dinner at Hotel.

FRIDAY, FEBRUARY 25th:—

Breakfast at Hotel.

7.30 a.m. Motor cars leave Hotel for Chenyangmen Station.

8.00 a.m. Special train leaves Chenyangmen Station (Peking) for Chinwangtao.

11.30 a.m to 1.30 p.m. Lunch on special train.

4.15 p.m. Special train arrives Chinwangtao (Wharf). Transfer by special steamer (passengers and baggage) to "Empress of Scotland."

Dinner on board.

Party "B"

SUNDAY, FEBRUARY 20th:—

7.30 a.m. Transfer steamer leaves "Empress of Scotland" for Chinwangtao wharf.

8.40 a.m. Special train leaves Chinwangtao wharf for Peking.

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

5.05 p.m. Special train arrives Peking (Chenyangmen Station).
Walk two minutes distance to Grand Hotel des Wagons-Lits.

7.00 p.m. Dinner at Hotel.

MONDAY, FEBRUARY 21st:—

Breakfast at Hotel.

9.00 a.m. Rickshas will leave Hotel for excursion to the Forbidden City, State Museum, Picture Gallery and Central Park.

12.30 p.m. Lunch at Hotel.

2.00 p.m. Motor cars will leave Hotel for excursion to the Winter Palace and New Palaces.

8.00 p.m. Dinner at Hotel.

TUESDAY, FEBRUARY 22nd:—

Breakfast at Hotel.

9.00 a.m. Motor cars leave Hotel for excursion to the Summer Palace.

12.30 p.m. Lunch at Hotel.

2.00 p.m. Motor cars leave Hotel for excursion to the Temple of Heaven, Temple of Agriculture, Drum and Bell Towers, Llama Temple, Temple of Confucius and Hall of Classics.

8.00 p.m. Dinner at Hotel.

WEDNESDAY, FEBRUARY 23rd:—

Breakfast at Hotel.
Walk to Chenyangmen Station (two minutes from Hotel.)

9.00 a.m. Special train will leave for Chinglingchiao (Great Wall)
Lunch on train.

12.30 p.m. Special train arrives Chinglingchiao for excursion to the Great Wall. Guides will accompany party to the Great Wall.

2.30 p.m. Special train will leave Chinglingchiao for Peking (Chenyangmen Station).

6.10 p.m. Arrive Chenyangmen Station.
Walk to Hotel.

8.00 p.m. Dinner at Hotel.

THURSDAY, FEBRUARY 24th:—

Entire day free for independent action.
Breakfast, Lunch and Dinner at Hotel.

FRIDAY, FEBRUARY 25th:—

Breakfast at Hotel.
Walk to Chenyangmen Station.

8.00 a.m. Special train leaves Chenyangmen Station for Chinwangtao.

11.30 a.m. to 1.30 p.m. Lunch on special train.

4.15 p.m. Special train arrives Chinwangtao wharf. Transfer by special steamer (passengers and baggage) to "Empress of Scotland."
Dinner on board.

Party "C"

SUNDAY, FEBRUARY 20th:—

7 30 a.m. Transfer steamer leaves "Empress of Scotland" for Chinwangtao Wharf.

8.40 a.m. Special train leaves Chinwangtao Wharf for Peking.

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

5.05 p.m. Special train arrives Peking (Chenyangmen Station).
Motor cars will be waiting to transfer passengers assigned to Grand Hotel de Pekin.
Passengers assigned to Grand Hotel des Wagons-Lits will walk (two minutes).

7.00 p.m. Dinner at Hotels.

MONDAY, FEBRUARY 21st:—

Breakfast at Hotels.

8.30 a.m. Motor cars will leave Grand Hotel de Pekin for Chenyangmen station.

Members of the party at Grand Hotel des Wagons-Lits will walk to Chenyangmen station.

9.00 a.m. Special train will leave for Chinglingchiao (Great Wall).

Lunch on train.

12.30 p.m. Special train arrives Chinglingchiao. Guides will accompany party to the Great Wall.

2.30 p.m. Special train will leave Chinglingchiao for Peking (Chenyangmen station).

6.10 p.m. Special train will arrive Chenyangmen station (Peking).
Motor cars will be waiting to transfer Grand Hotel de Pekin party.
Grand Hotel des Wagons-Lits party will walk from station to Hotel.

8.00 p.m. Dinner at Hotels.

TUESDAY, FEBRUARY 22nd:—

Entire day free for independent action.
Breakfast, Lunch and Dinner at Hotels.

WEDNESDAY, FEBRUARY 23rd:—

Breakfast at Hotels.

9.00 a.m. Motor cars leave Hotels for excursion to the Temple of Heaven, Temple of Agriculture, Drum and Bell Towers, Llama Temple, Temple of Confucius and Hall of Classics.

12.30 p.m. Lunch at Hotels.

2.00 p.m. Motor cars leave Hotels for excursion to the Winter Palace and New Palaces.

8.00 p.m. Dinner at Hotels.

THURSDAY, FEBRUARY 24th:—

Breakfast at Hotels.

9.00 a.m. Motor cars will leave Hotels for excursion to the Summer Palace.

12.30 p.m. Lunch at Hotels.

2.00 p.m. Rickshas will leave Hotels for excursion to the Forbidden City, State Museum, Picture Gallery and Central Park.

8.00 p.m. Dinner at Hotels.

FRIDAY, FEBRUARY 25th:—

Breakfast at Hotels.

7.30 a.m. Motor cars will leave Grand Hotel de Pekin for Chenyangmen station.

Members of the party at Grand Hotel des Wagons-Lits will walk to Chenyangmen station.

8.00 a.m. Special train leaves Chenyangmen station for Chinwangtao Wharf.

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

4.15 p.m. Special train arrives Chinwangtao Wharf. Transfer by special steamer (passengers and baggage) to "Empress of Scotland."

Dinner on board.

"Empress of Scotland" sails for Kobe, at 5.00 a.m. Saturday, February 26.

My Impressions of.....

and What I Purchased there

THIS PROGRAM IS ISSUED SUBJECT TO GENERAL CONDITIONS IN SHORE EXCURSIONS BOOK.