# Canadian Pacific

1891 — 1961

*(Painting by JOHN STOBART 1961)*

*EMPRESS OF CANADA* 27,300 tons

# A SHORT HISTORY AND FLEET LIST

of the

# Canadian Pacific

OCEAN STEAMSHIPS

1891-1961

by

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Canadian Pacific Railway, London

in association with

THE WORLD SHIP SOCIETY

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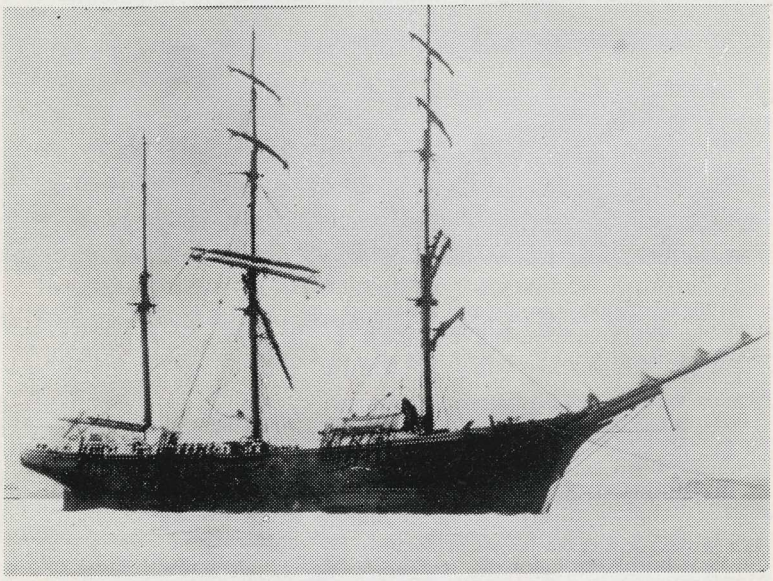
# THE PACIFIC

1 The Canadian Pacific Railway Company was incorporated on the 16th February 1881, to build a railway across Canada to link the then separate Provinces 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."

2 When only three years old the Canadian Pacific took to the water and built three vessels[1] 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.

3 Before the railway line had spanned the continent the far-sighted pioneers envisaged an ocean link on the Pacific to feed the railway with freight and passengers from the Orient—making practical the dream of a Northwest Passage. Accordingly sailing vessels[2] were chartered to bring tea and other commodities from China and Japan. The 800-ton barque *W. B. Flint* left Yokohama on the 19th June 1886, and reached Port Moody (near Vancouver) on the 26th July, only three weeks after the first train had crossed the continent. The main cargo was tea consigned to cities in Canada, the United States and Europe.



**Barque—W. B. FLINT**

4 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 and Engineering Co. and the Guion Line, to operate this route with the *Abyssinia, Batavia* and *Parthia.*[2]

5 Vancouver had replaced Port Moody as the western terminal of the trans-continental railway line when the *Abyssinia* arrived on the 14th June 1887, bringing a pioneer shipment of silk from the Orient. The Company was anxious to build new ships for this route in 1887 but was unable to obtain a mail

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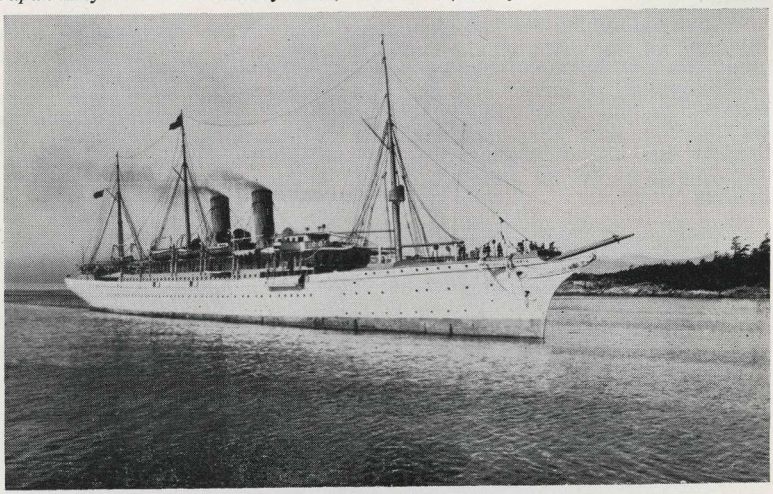
1 *Alberta, Algoma & Athabasca.*
2 See page 11

contract, and it was not until the 12th October 1889, that an order was placed for three 6,000-ton vessels, *Empress of India*, *Empress of Japan* and *Empress of China* (1—3)[1], with the Naval Construction & Armaments Company of Barrow now part of Vickers-Armstrongs (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 today the Company's *Princess* ships on the British Columbia coastal routes are of a similar size. Each carried a figure head and the Japanese dragon from the *Empress of Japan* may be seen in Stanley Park, Vancouver, today.



EMPRESS OF INDIA (I)

7 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.

8 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'!

9 The mail service 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.

10 The value of this steamship service was soon to be proved, as 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.

11 To handle the rush to the goldfields the Company bought the *Athenian* and *Tartar* (4—5) 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.

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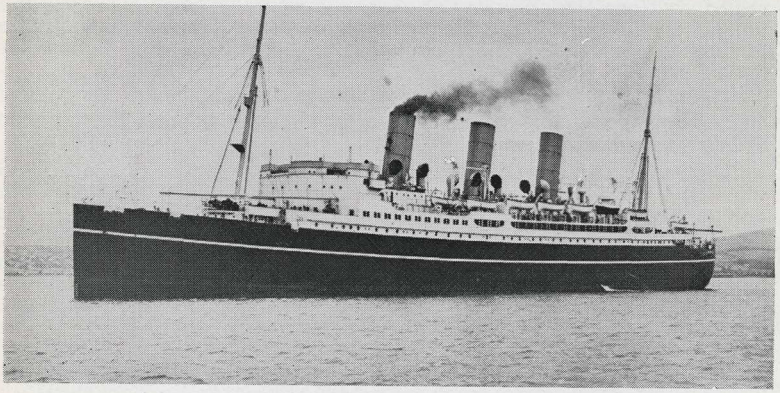
1 Numbers in brackets refer to the Fleet List.

12 To take advantage of fast new vessels (21—22) 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.

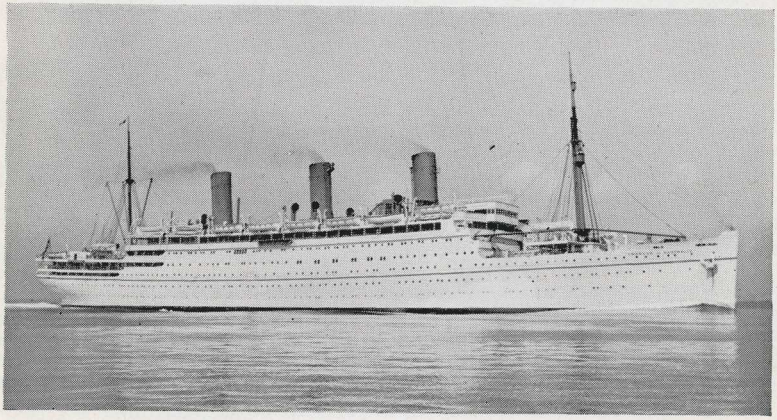
13 Two sister ships, the *Empress of Russia* and *Empress of Asia* (23—24) were ordered and they joined the *Empress of India* and *Empress of Japan* (1—2) on the Pacific in 1913. The extra speed of the two newcomers enabled them to make a call at Manila, the first by the *Empress of Russia* on the 29th 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.[1]

14 Between 1919 and 1921 a cargo service was operated on the Asian coast between Hong Kong and Singapore by the *Mattawa* (27) and *Methven* (46).



EMPRESS OF CANADA (I)

15 The *Empress of Canada* (61) built by Fairfield, and the *Tirpitz* (63), bought from the Reparations Commission, joined the *Empress of Russia* and *Empress of Asia* (23—24) 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.*



EMPRESS OF AUSTRALIA I)

1 See page 8 for war losses.

16 The *Empress of Australia* 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.

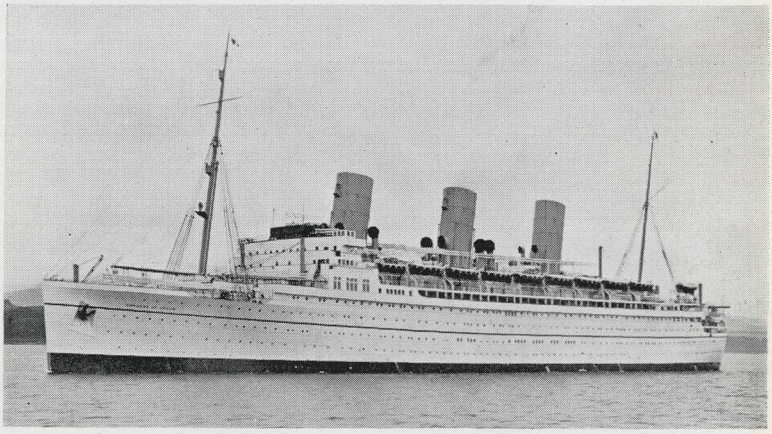
17 Fairfield received an order in 1928 for the largest and most luxurious ship ever seen on the Pacific, the second *Empress of Japan* (74). She made a round trip across the North Atlantic before sailing from Southampton on the 12th July 1930 for Hong Kong via Suez, to make a record-breaking first trip across the Pacific.

18 The Pacific fleet now consisted of the *Empress of Russia* (23), *Empress of Asia* (24), *Empress of Canada* (61) which had just been re-engined, and the new *Empress of Japan* (74). The speed of the last two ships enabled them to be routed via Honolulu, although this added some 1,500 miles to each trip. This 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.

19 The Company extended their Pacific services in 1931 by the purchase of an interest in the Canadian Australasian Line,[1] operating from Vancouver to Sydney via Honolulu, Suva and Auckland.

20 The Pacific *Empresses* did valuable work as transports during the 1939–45 war. The *Empress of Japan* II (74), renamed *Empress of Scotland* in 1942, was the only survivor. After refit in 1949 she became the Company's flagship on the North Atlantic.

21 The heavy losses suffered by the Canadian Pacific during the war[2] made it impossible to resume a Pacific service although the famous red and white chequered flag did return for a short period from August 1952, until May 1954, when the *Mapledell* and *Maplecove* (76 and 81) 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.



EMPRESS OF JAPAN (II)

22 The Canadian Pacific flag is being carried across the Pacific today by the youngest branch of this great enterprise. Canadian Pacific Airlines fly "Empresses of the Air"—from Vancouver south to New Zealand and Australia, north-west to the Orient and over the Canadian Arctic to Europe—a truly Northwest Passage.

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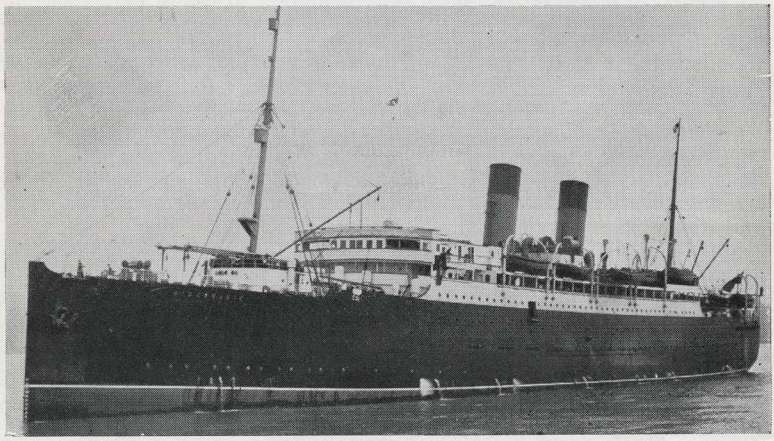
1 Page 15.
2 Page 9.

# THE NORTH ATLANTIC

23 The dependence upon outside companies' steamships on the North Atlantic had never been entirely satisfactory to the Canadian Pacific, 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 the following year the Canadian Pacific bought from the Elder Dempster Company their Canadian interests—the Beaver Line[1] (6—20) and started services from Liverpool, Avonmouth and London via Antwerp to Canada.

24 When the Canadian Pacific entered the North Atlantic service 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* (43—44) on the North Atlantic in 1905.



MISSANABIE

25 The Canadian Pacific countered by building their first Atlantic *Empresses*, the *Empress of Britain* and *Empress of Ireland* (21—22). 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. Years of rivalry followed.

26 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* and *Lake Erie* (6—7). 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.

27 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* (25—26), which were launched in 1914.

28 The charters of the *Lake Erie* (7) to the Allan Line in 1910 and 1912, and of the *Corsican* (33), *Grampian* (34), *Scotian* (40) and *Tunisian* (42) from the Allan Line to the Canadian Pacific between 1912/14 no doubt helped to give rise to the rumours that the Allan Line was really owned by the Canadian Pacific. A system of 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.

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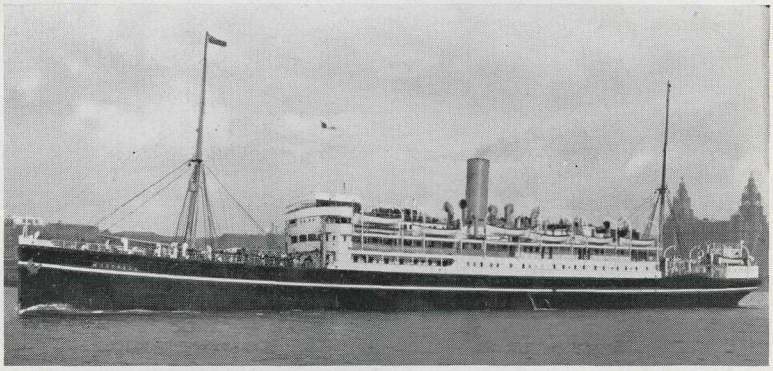
1 Page 13.

29 On the 1st October 1915, a new company, the Canadian Pacific Ocean Services 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.

30 On the outbreak of the war the Canadian Pacific fleet consisted of twelve passenger[1] and seven cargo[2] 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. After being launched, as *Melita* and *Minnedosa* (48 & 54), the two hulls were towed over to Belfast for completion, subsequently entering the Company's service in 1918. During the war seven ships[3] were sold, eleven[4] lost by enemy action, and two (8 & 17) lost by marine accident. When hostilities ceased their replacement became urgent. Three cabin-class ships—the *Monts* (59, 62 & 64) — were ordered, and four ex-German ships (57, 58, 60 & 63) bought from the Reparations Commission.

31 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.



MONTREAL

32 The Mediterranean service was revived for a short time in conjunction with the Navigazone Generale Italiana. The *Montreal* (57) made five trips from Montreal to Naples and Trieste between the 27th July 1921 and the 22nd June 1922.

33 A cargo service from Montreal to the West Indies was operated between December 1921, and December 1925, with the *Mattawa* (27), *Sicilian* (41), *Balfour* (49) and *Holbrook* (50).

34 In 1922 some sailings from Liverpool were routed via Belfast and Greenock and these calls were continued until 1939. On the 22nd April 1922, a new weekly service was started from Southampton. The *Empress of France* (29) and *Empress of Scotland* (60) sailed fortnightly from Hamburg to Quebec via Southampton and Cherbourg, whilst the *Melita* (48) and *Minnedosa* (54) sailed fortnightly from Antwerp to Quebec via Southampton.

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1 1, 2, 6, 7, 8, 9, 13, 16, 18, 21, 23 & 24.
2 10, 11, 12, 15, 17, 19 & 20.
3 1, 6, 7, 12, 15, 18 & 19.
4 9, 10, 16, 20, 25, 28, 30, 31, 35, 36 & 45

35 The first Canadian Pacific ship to be used on a cruise was the *Empress of Scotland* (60) which left New York on the 4th February 1922, for the Mediterranean on charter to the Clark Tourist Agency. Since then the Canadian Pacific have operated almost 400 cruises.

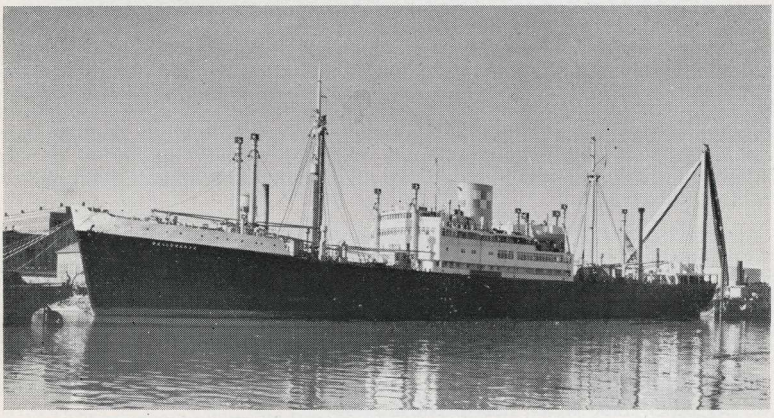
36 In the mid-twenties the Canadian Pacific embarked on the biggest shipbuilding programme in its history. Five cargo liners—the *Beavers* (65—69) were ordered and the development of cabin-class travel was recognised by the order of four *Duchesses* (70—73).

37 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 (65—69); the 20,000-ton *Duchess of Atholl* (71), and a 2,000-ton coastal vessel, the *Princess Elaine*. This is thought to be 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* (70, 72, 73) and another coastal vessel were launched in 1928—eleven ships launched in a year and two days (134,898g).

38 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 provide a luxury vessel for the 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. The second *Empress of Britain* (75) was an outstanding ship. Launched by the Prince of Wales, she made her maiden voyage from Southampton on the 27th May 1931. In 1932 she made a record crossing from Father Point to Cherbourg in 4 days 7 hours 58 minutes. Their Majesties the King and Queen travelled in this ship when they returned from their 1939 Canadian tour. The *Empress of Britain* made eight round-the-world cruises and was the largest liner to sail south of the equator and to pass through the Suez and Panama canals.

39 By the end of 1939 the Canadian Pacific fleet consisting of thirteen passenger[1] and five cargo[2] liners was again "On His Majesty's Service". Ten ocean[3] and one coastal vessel, the *Princess Marguerite*, were lost by enemy action, two vessels (23 & 68) were lost by marine accident, and two (59 & 64) sold to the Admiralty.

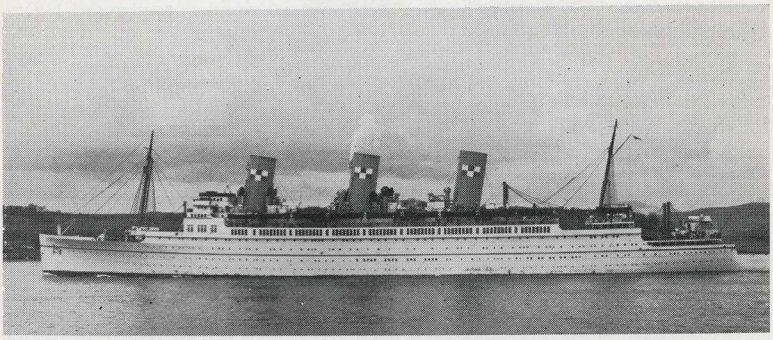
40 To help replace these heavy losses the Company ordered four cargo liners (76, 78, 80 & 81) before the war was over. Later three *Empire* ships (77, 79 & 83) and one ex-German vessel (82) were bought.



BEAVERBRAE (II)

1 23, 24, 59, 61, 62, 63, 64, 70, 71, 72, 73, 74 & 75.
2 65, 66, 67, 68 & 69.
3 24, 61, 62, 65, 66, 67, 69, 71, 73 & 75.

41 The *Duchess of Richmond* and *Duchess of Bedford* on completion of their trooping duties were overhauled and fitted with first-class and tourist accommodation. Renamed *Empress of Canada* II and *Empress of France* II (70 & 72) they returned to the North Atlantic on the 16th July 1947, and the 1st September 1948, respectively. The *Empress of Scotland* II (74) joined them on the 9th May 1950.



EMPRESS OF SCOTLAND (II)

42 After the loss by fire of the *Empress of Canada* II (72) in January 1953, the *De Grasse* was bought and renamed *Empress of Australia* II (84). The *Empresses* maintained a weekly service from Liverpool to the St. Lawrence in the summer season, the *Empress of Scotland* making calls at Greenock in each direction until the 28th November 1955, when this call was withdrawn until April 1957. During the winter the *Empress of Scotland* was used for cruising whilst the other *Empresses* maintained a service to Saint John, N.B.

43 The third *Empress of Britain* (85) was launched by H.M. the Queen from the Fairfield yard on the 22nd June 1955, fifty years after the first had been launched from the same yard. A sister ship *Empress of England* (86) made her maiden voyage on the 18th April 1957.

44 The *Empress of Scotland* (74) was sold to the Hamburg Atlantic Line in January 1958, and the *Empress of France* (70) for scrap in December 1960.

45 On the 10th May 1960, a 27,300 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* III. In April 1961 the new vessel (87) joined the *Empress of Britain* and *Empress of England* (85/6) to become the flagship of the White Empress fleet. For the first time since the war the Canadian Pacific had three modern air conditioned ships on the North Atlantic providing a weekly service from Liverpool and Greenock during the St. Lawrence season.

46 A service from London to the Great Lakes was started in the Spring of 1957 when two German motor vessels were chartered. By 1961 six chartered vessels were being used on this service which had been extended to include Continental ports.

47 In 1960 a subsidiary, the Maple Shipping Company, was formed to handle chartering activities to and from the Eastern seaboard and Great Lakes ports. This company will also fix ships for the grain trade from the Head of the Lakes, or any other trade which may be of interest.

48 In March 1961 the *Beaverfir* (88) a Norwegian built motorship was bought for the North Atlantic freight service. In June an order was placed with the Burntisland Shipbuilding Co. Ltd., for a 6,000 ton motor cargo liner to enter the North Atlantic service towards the end of 1962 (89).

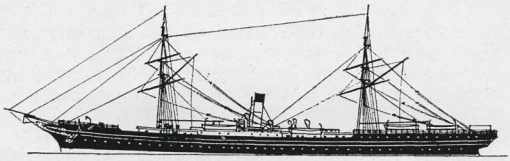
# THE CHARTERED SHIPS 1887 - 1891

49 Whilst the 3,000-mile transcontinental railway line was being built from Montreal to the Pacific coast, the Canadian Pacific, always on the look-out for traffic, appointed Messrs Frazar & Company 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.

50 In 1887 the steamships *Abyssinia*, *Batavia* and *Parthia* were placed on this route by Sir William Pearce, under the management of Adamson Bell & Company, and continued to make regular crossings for the Canadian Pacific until 1891. Other ships[2] were chartered from time to time to cope with the growing traffic.

51 **ABYSSINIA**—63765, 3,651g, 364 × 42 × 34ft. Single-screw, single-expansion engines. 11k.
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*.

52 **BATAVIA**—63756, 2,549g, 327 × 39 × 26ft. Single-screw compound engines. 11k.
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 Vladivostok. Subsequently purchased by R. Yamashima, and renamed *Shikotan Maru*.

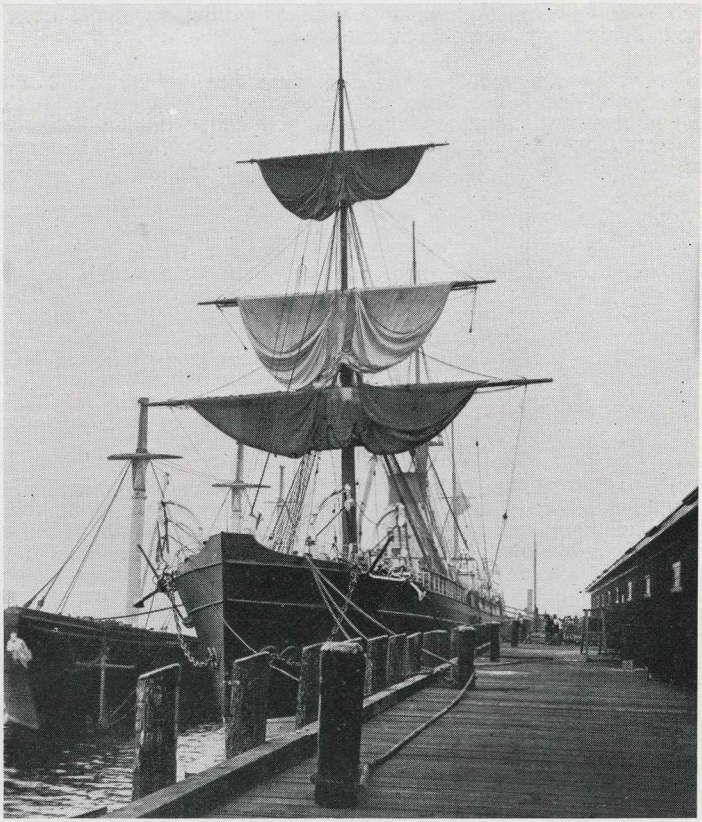


BATAVIA

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.

1 *W. B. Flint, Flora P. Stafford, Zoraya, Bylgia, Carrie Delap, Eudora, Frieda Gramph.*
2 Among these were: *Aberdeen, Albany, Duke of Westminster, Port Adelaide, Port Augusta, Port Fairy, Straits of Belle Isle, Sussex* and *Zambesi.*

53 **PARTHIA**—63797, 3,167g, 360 × 40 × 30ft. Single-screw compound engines. 11k. 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



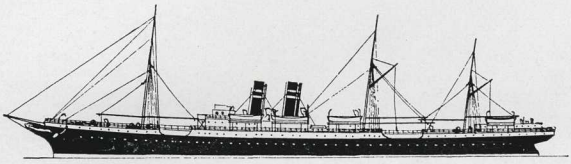
PARTHIA

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 across Pacific as *Straits Maru*. 16/10/56 arrived Osaka for scrapping.

# THE BEAVER LINE

54 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.

55 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.

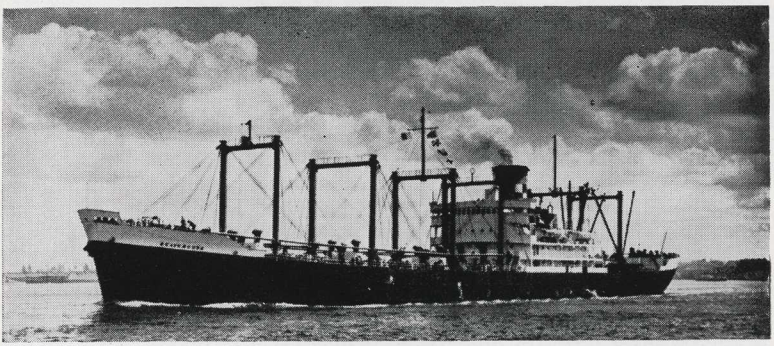


LAKE ONTARIO

56 The Canada Steamship 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.

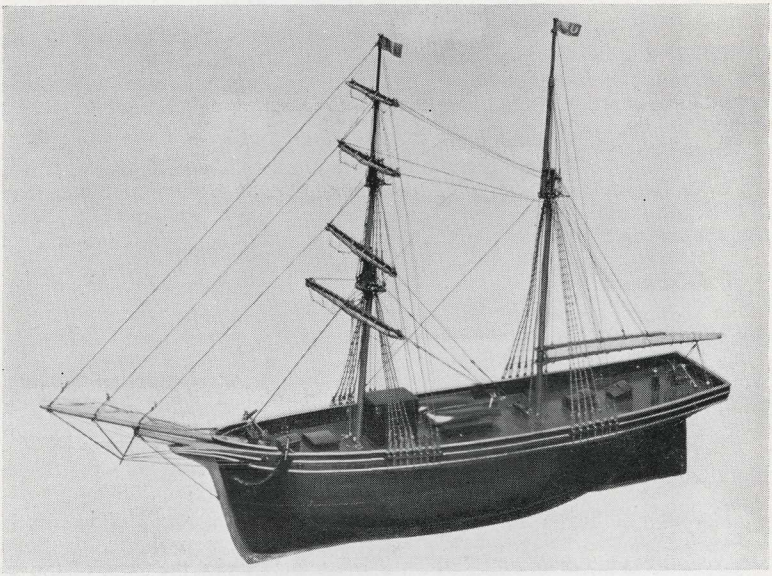
57 The Elder Dempster Company had entered the North Atlantic trade during the early 1890s. They took over the Dominion Line's Avonmouth service in 1894, and in 1898 bought the original Beaver Line ships and ran them from Liverpool under the name Elder Dempster (Beaver Line).

58 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* (8) made the last Beaver Line sailing on the 31st March 1903, and on the 6th April on board the *Lake Champlain* (6) 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. See Fleet List Nos. 6—20.



A modern Beaver, the BEAVERCOVE

# THE ALLAN LINE



Brig JEAN (from a model)

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

60 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.

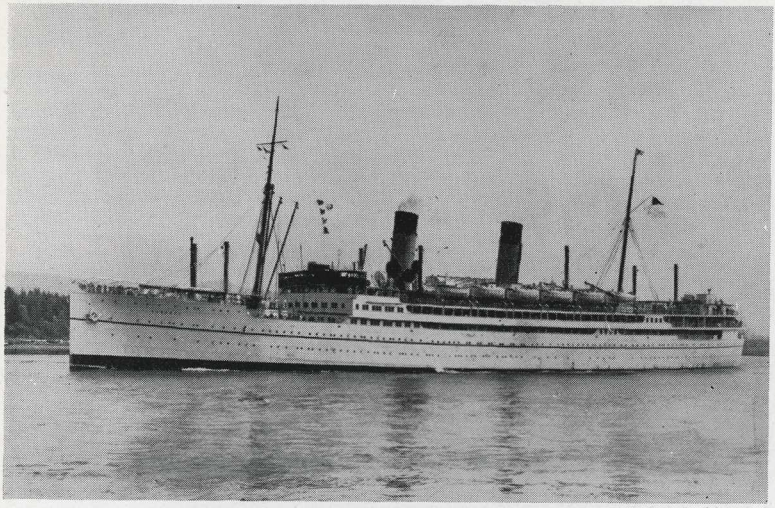
61 Around the time of the appointment of the first Montreal Harbour Trust Commission in 1830, it became customary to present the captain of the first ocean vessel to arrive at Montreal each spring with a top hat. Since 1880 a more lasting souvenir, a suitably inscribed gold-headed cane, has been presented. Vessels of the Allan Line won this award at least twenty-five times and a number of Canadian Pacific ships have also had this honour.

62 When the Canadian Pacific Railway Company was formed in 1881 the Allan Line had 24 steamships totalling 100,000 gross tons. They continued to add to their fleet and in 1891 bought the State Line. On the 19th June, 1897, the family business was turned into a limited company and later in the year the Hill Line ships were added to their fleet. In November 1901, the *Sardinian* carried Senator Marconi and his equipment to St. Johns N.F., where the first trans-Atlantic radio station was established.

63 When the Canadian Pacific entered the North Atlantic service competition became severe and the Allan Line was eventually taken over on the 1st October 1915. See Fleet List Nos. 29—44.

# THE CANADIAN AUSTRALASIAN LINE

64 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.



AORANGI

55 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 made at Auckland, New Zealand.

66 In August 1931 the Canadian-Australasian Line was formed 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. After the war the *Aorangi* operated single-handed until the service was withdrawn on the 8th June 1953.

67 **AORANGI**—148515, 17,491g, 580×72×43ft. Quadruple-screw diesel engines, 16k.
17/6/1924 launched by the Fairfield Shipbuilding & Engineering Co., Ltd, Govan for the Union Steamship Co. of New Zealand, Ltd. 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. 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.

68 **NIAGARA**—135193, 13,415g, 523×66×35ft. Triple-screw triple-expansion engines with steam turbine. 18k.
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.

# FLEET LIST

Ocean vessels owned by Canadian Pacific—Chartered vessels NOT included

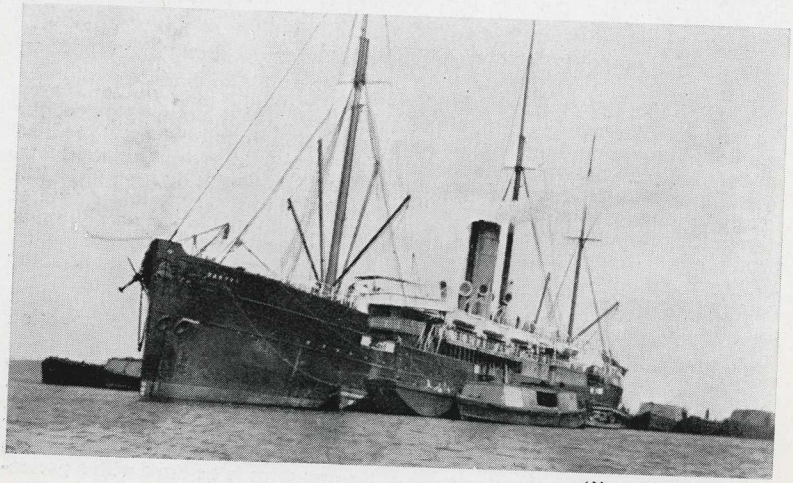
The details given after the ship's name are the Official Number, the gross tonnage, the registered dimensions (length × beam × depth), the type of engines, and the speed in knots.

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

1 **EMPRESS OF INDIA (I)**—98887, 5,905g, 456 × 51 × 33ft. Twin-screw triple-expansion engines. 16k.
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. 17/8/1903 collided with and sank the Chinese cruiser *Huang Tai*. 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. 2/1923 sold to Maneckchand Jiyray & Co., Bombay, for scrapping.

2 **EMPRESS OF JAPAN (I)**—98911, 5,905g, 456 × 51 × 33ft. Twin-screw triple-expansion engines. 16k.
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. 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.

3 **EMPRESS OF CHINA (I)**—98953, 5,905g, 456 × 51 × 33ft. Twin-screw triple-expansion engines. 16k.
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.



(*Nautical Photo Agency*)

TARTAR

4 **ATHENIAN**—82425, 3,877g, 365 × 46 × 29ft. Single-screw compound engines. 15k.
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. 12/1898 made the first Canadian Pacific call at Hawaii. 14/9/1907 sold to K. Kishimoto, Osaka, Japan, for scrapping.

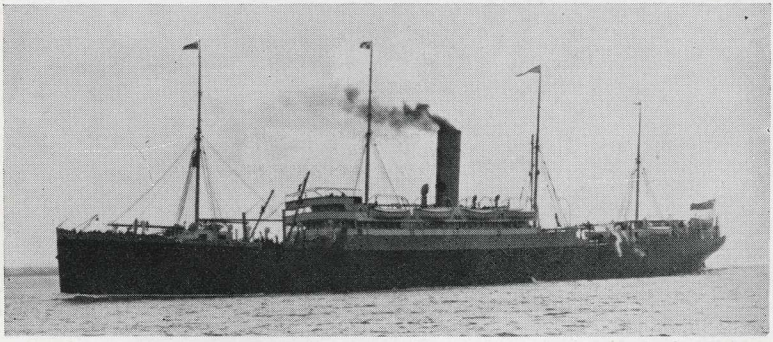
5 **TARTAR**—86336, 4,339g, 377 × 47 × 30ft. Single-screw compound engines. 14k.
25/1/1883 launched by Aitken & Mansel, Glasgow, for the Union Line. 1889 re-engined with triple-expansion engines. 29/12/1897 bought by Canadian Pacific. 5/2/1898 left Southampton for Vancouver via Cape Horn. 17/10/1907 beached at English Bay, B.C., after being in collision with the *ss Charmer*. Sold to Japanese shipbreakers. 3/1908 broken up at Osaka.

## BEAVER LINE

TAKEN OVER BY CANADIAN PACIFIC 6/4/1903

(15 vessels, Nos. 6—20)

6 **LAKE CHAMPLAIN***—110650, 7,392g, 446 × 52 × 28ft. Twin-screw triple expansion engines. 13k.
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.



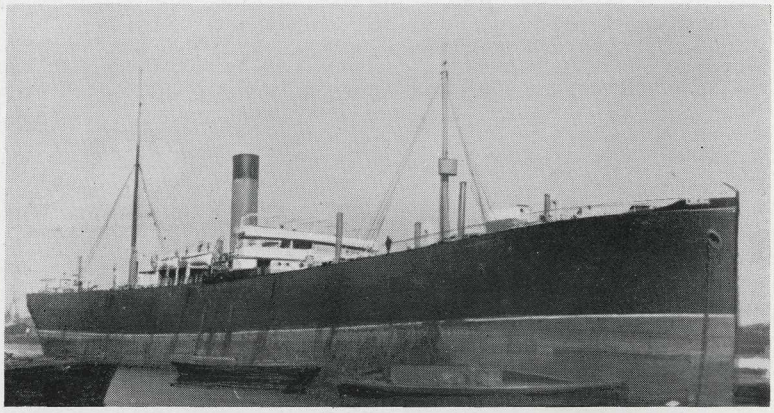
LAKE MANITOBA

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.

7 **LAKE ERIE***—110631, 7,550g, 446×52×31ft. Twin-screw triple-expansion engines. 13k.
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 srevice 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.

8 **LAKE MANITOBA**—113497, 8,850g, 469×56×32ft. Twin-screw triple-expansion engines. 12k.
6/6/1901 launched by C. S. Swan & Hunter, Ltd, Newcastle. 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.

9 **LAKE MICHIGAN**—115252, 8,200g, 469×56×32ft. Twin-screw triple-expansion engines. 12k.
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 NW. of Eagle Island.



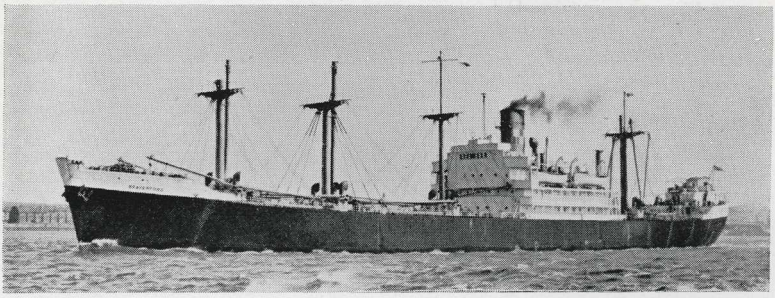
(*Nautical Photo Agency*)

MILWAUKEE

10 **MILWAUKEE**—106834, 7,317g, 470×56×32ft. Single-screw triple-expansion engines. 12k.
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. 31/8/1918 torpedoed 260 miles SW. of Fastnet.

11 **MONMOUTH***—113379, 4,078g, 375×48×26ft. Single-screw triple-expansion engines. 10k. Cargo.
1/5/1900 launched by Sir R. Dixon & Co., Ltd, Middlesbrough. 16/11/1916 mined off Cherbourg but towed in. 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, Vladivostok, renamed *Treti Krabolov*. Taken out of Lloyds Register 1960 due to lack of information.

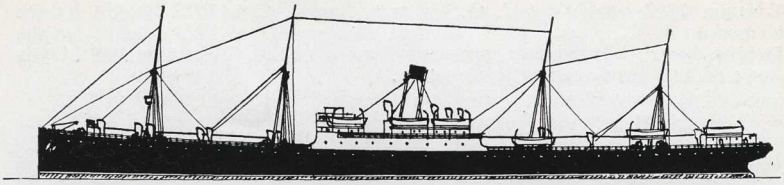


BEAVERFORD II)

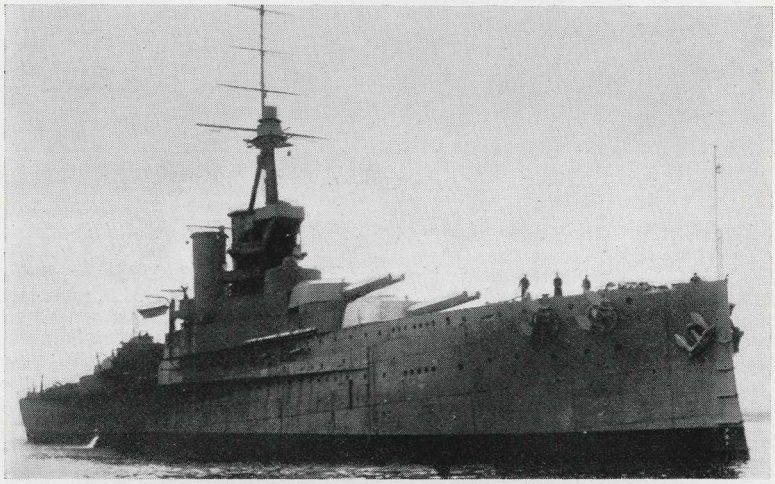
12 **MONTCALM*** (I)—106869, 5,478g, 445 × 53 × 28ft. Single-screw triple-expansion engines. 13k. Cargo.
17/5/1897 launched by Palmers Shipbuilding & Iron Co., Ltd, Jarrow, Newcastle. 10/1914 taken over by the Royal Navy, after service as a B.E.F. transport and fitted out as a 'Dummy Battleship', representing 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.

13 **MONTEAGLE**—110554, 5,498g, 445 × 52 × 28ft. Twin-screw triple-expansion engines. 13k.
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 Teneriffe and Durban. 18/9/1906 driven ashore at Hong Kong during a typhoon. Laid up until 3/1907. 9/1914 requisitioned for service as a troopship for Indian troops. 1915 returned to her owners' trans-Pacific service. 22/9/1922 left Vancouver for Montreal on a charter voyage with a cargo of lumber. 11/1922 placed on the Montreal-Avonmouth cargo service. 29/1/1923 laid up at London. 1923 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.

14 **MONTEREY**—109427, 5,455g, 445 × 52 × 28ft. Single-screw triple-expansion engines. 13k. Cargo.
25/11/1897 launched by Palmers S.B. & I. Co., Ltd. 14/7/1903 wrecked at Plata Point, Little Miquelon.



MONTEZUMA



(*Copyright: Imperial War Museum*)

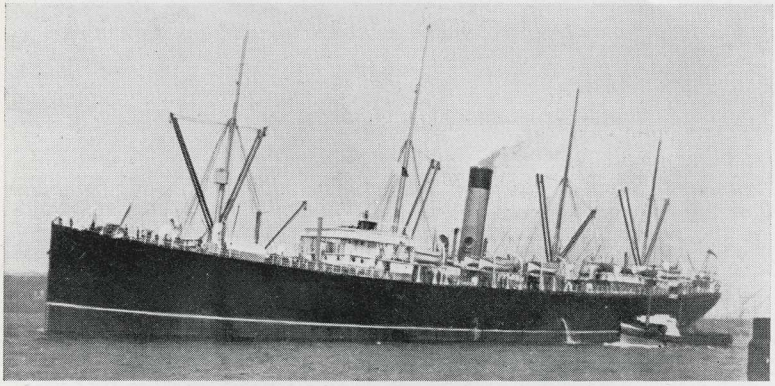
MONTEZUMA fitted out to represent H.M. Battleship IRON DUKE

15 **MONTEZUMA*** **(I)**—110604, 7,345g, 485 × 59 × 31ft. Twin-screw triple-expansion engines. 13k. 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 64 miles NW¼N. from Butt of Lewis.

16 **MONTFORT**—110568, 5,481g, 445 × 52 × 28ft. Twin-screw triple-expansion engines. 12k.
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 170 miles W. by S¾S. from Bishop Rock.

17 **MONTREAL (I)**—113373, 6,960g, 469 × 56 × 32ft. Twin-screw triple-expansion engines. 12k.
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* (18) 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.

18 **MONTROSE (I)**—108251, 5,431g, 444 × 52 × 28ft. Single-screw triple-expansion engines. 13k.
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* (17) 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.



MOUNT ROYAL

19 **MOUNT ROYAL***—109498, 7,044g, 469 × 56 × 32ft. Single-screw triple-expansion engines. 12k. Cargo.
17/8/1898 launched by C. S. Swan & Hunter, Ltd, Newcastle. 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.

20 **MOUNT TEMPLE**—113496, 8,790g, 485 × 59 × 30ft. Twin-screw triple-expansion engines. 12k.
18/6/1901 launched by Sir W. G. Armstrong Whitworth & Co., Ltd, Newcastle. 1/12/1907 stranded on W. Ironbound Island, N.S., and some six hundred people were rescued by breeches buoy. 16/4/1908 refloated. 6/12/1916 captured and sunk by the German raider *Moewe* 620 miles W½S from Fastnet.

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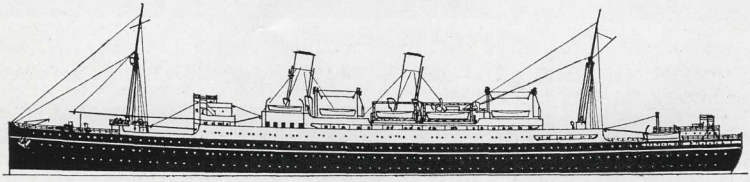
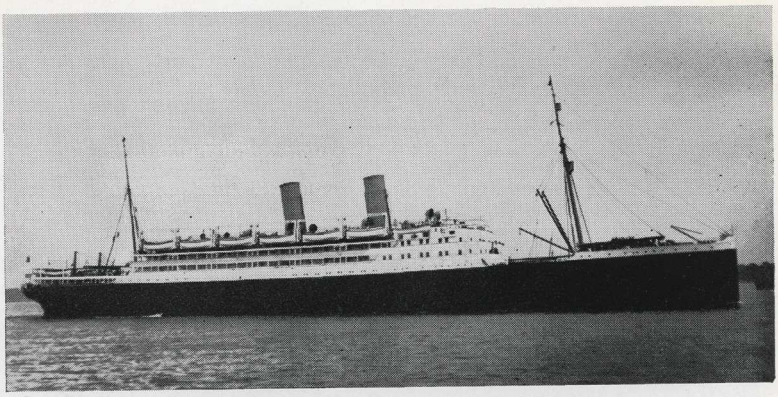


MONTCLARE



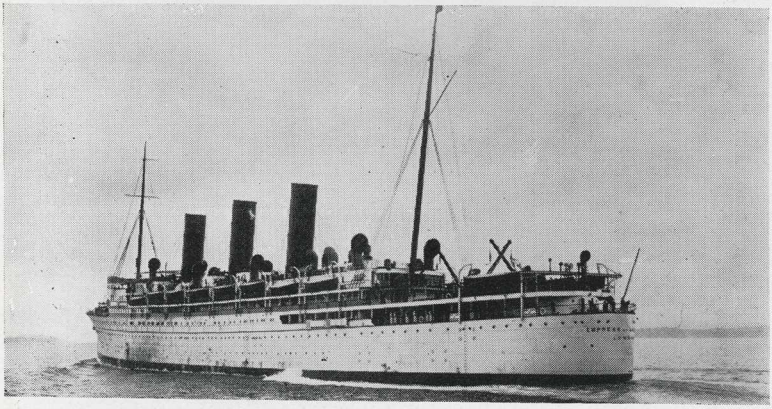
EMPRESS OF BRITAIN (I) as MONTROYAL

21 **EMPRESS OF BRITAIN (I)**—120940, 14,188g, 550 × 65 × 37ft. Twin-screw quadruple-expansion engines. 18k.
11/11/1905 launched from the Govan yard of the Fairfield Shipbuilding & Engineering Co., Ltd, Govan, by Mrs A. Piers. 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 requistioned 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*. 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.

EMPRESS OF BRITAIN (III)

22 **EMPRESS OF IRELAND**—123972, 14,191g, 550 × 65 × 37ft. Twin-screw quadruple-expansion engines. 18k.
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. 29/5/1914 sank after being in collision during fog with the Norwegian collier *Storstad* near Father Point, in the River St. Lawrence.

23 **EMPRESS OF RUSSIA**—135197, 16,810g, 570 × 68 × 42ft. Quadruple-screw turbines, 19k.
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. 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. 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.



EMPRESS OF ASIA

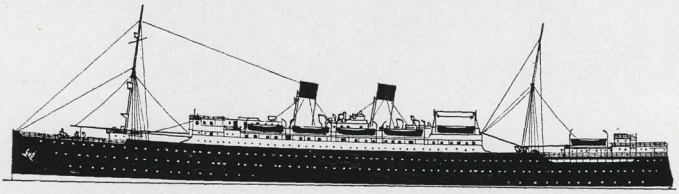
24 **EMPRESS OF ASIA**—135226, 16,908g, 570 × 68 × 42ft. Quadruple-screw turbines. 19k.
23/11/1912 launched by the Fairfield S.B. & E. Co., Ltd, Govan. 14/6/1913 left Liverpool on her maiden voyage to Hong Kong via Cape Town. 2/8/1914 requisitioned at Hong Kong for service as an Armed Merchant Cruiser in Chinese waters and the Indian Ocean. 20/3/1916 returned to the Company's service. 3/5/1918 taken over for trooping on the Atlantic. 5/1918 left Vancouver for New York via Panama. 2/1/1919 left Liverpool for Vancouver via Panama. 10/2/1919 returned to her owners. 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 underwriters' rights in the wreck purchased by the International Salvage Association, Ltd, who removed the wreckage.

25 **MISSANABIE**—136705, 12,469g, 501 × 64 × 38ft. Twin-screw quadruple-expansion engines. 15k.
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 52 miles S. by E. from Daunts Rock.

26 **METAGAMA**—136791, 12,420g, 501 × 64 × 38ft. Twin-screw quadruple-expansion engines. 15k.
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.

27 **MATTAWA**—131444, 4,874g, 398 × 52 × 27ft. Single-screw triple-expansion engines. 10k. Cargo.

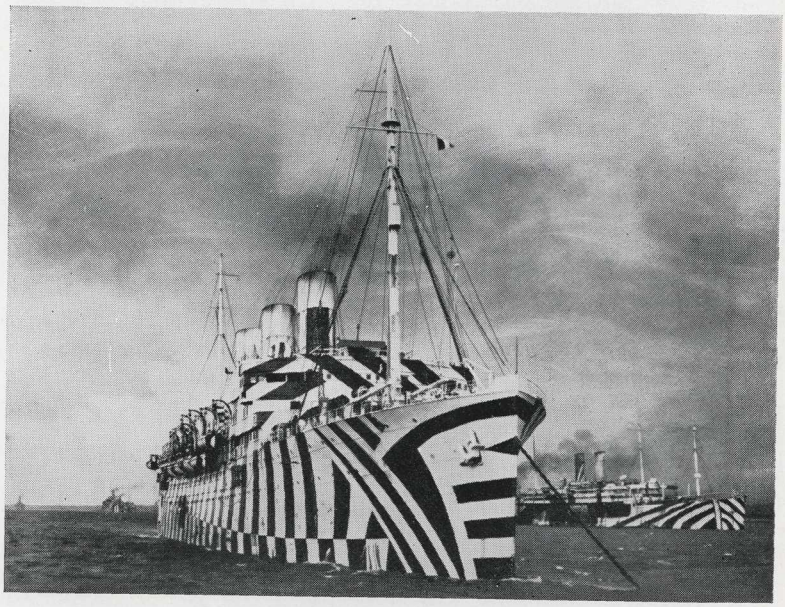
15/6/1912 launched by A. McMillan & Son, Ltd, Dumbarton, as *St. Hugo* for the British & Foreign Steamship Co., Ltd. 6/2/1915 bought by the Palace Shipping Co., Ltd, renamed *Franktor*. 10/9/1915 bought by Canadian Pacific. 13/9/1915 commenced her first voyage for Canadian Pacific. 21/10/1915 renamed *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 off Lampedusa Island.



METAGAMA

28 **MEDORA**—131438, 5,135g, 410 × 52 × 29ft. Single-screw triple-expansion engines. 11k. 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 11 miles WSW. from the Mull of Galloway.

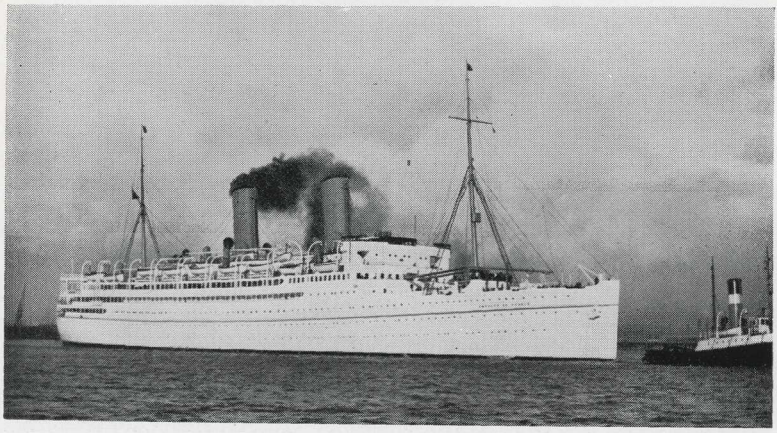


EMPRESS OF RUSSIA as a troopship in World War I

# ALLAN LINE

TAKEN OVER BY CANADIAN PACIFIC 1/10/1915

(16 Vessels Nos. 29—44)



ALSATIAN as EMPRESS OF FRANCE (I)

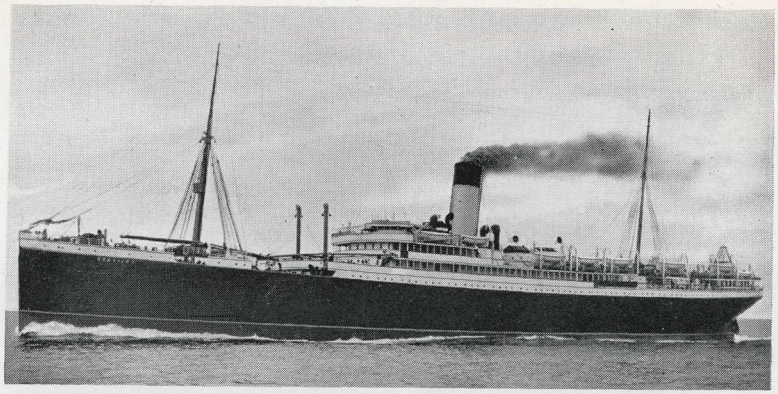
29 **ALSATIAN**—136266, 18,481g, 571×72×42ft. Quadruple-screw turbines. 18k. 22/3/1913 launched by W. Beardmore & Co., Ltd, Glasgow, the first Atlantic liner with cruiser stern. 17/1/1914 sailed from Liverpool on her maiden voyage to Halifax. 7/8/1914 requisitioned for service as an Armed Merchant Cruiser. 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* (I). 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. 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.

30 **CALGARIAN**—136277, 17,515g, 569×70×42ft. Quadruple-screw turbines.18k. 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.

31 **CARTHAGINIAN**—89990, 4,214g, 386×45×22ft. Single-screw compound engines. 12k.
9/10/1884 launched by the Govan Shipbuilding Co., Glasgow. 14/6/1917 sunk by mine off Innistrahull.

32 **CORINTHIAN**—111257, 6,227g, 430×54×28ft. Single-screw triple-expansion engines. 12k.
19/3/1900 launched by Workman Clark & Co., Ltd, Belfast. 14/12/1918 stranded on NW. Ledges, Brier Island, Bay of Fundy.

33 **CORSICAN**—124191, 11,436g, 500×61×38ft. Twin-screw triple-expansion engines. 12k.
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.



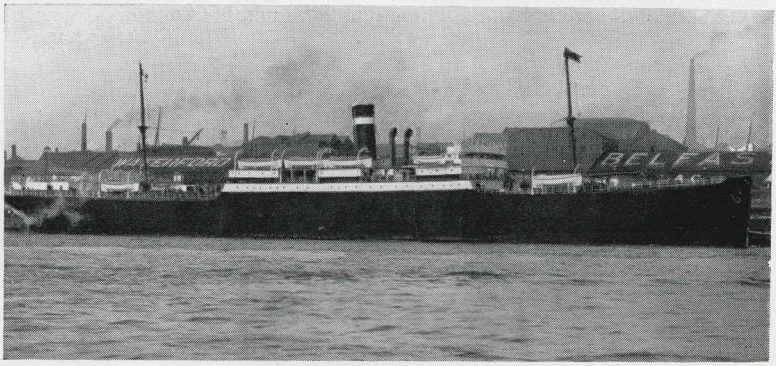
CORSICAN

34 **GRAMPIAN**—124220, 9,600g, 486 × 60 × 38ft. Twin-screw, triple-expansion engines. 15k.
25/7/1907 launched by A. Stephen & Sons, Ltd, Linthouse, Glasgow. 26/1/1921 arrived Antwerp on completion of her 96th Canadian Pacific voyage. 14/3/1921 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.

35 **IONIAN**—113989, 8,265g, 470 × 57 × 37ft. Twin-screw triple-expansion engines. 14k.
12/9/1901 launched by Workman Clark & Co., Ltd, Belfast. 20/10/1917 torpedoed off Milford Haven.

36 **POMERANIAN**—85193, 4,364g, 381 × 44 × 33ft. Single-screw compound engines. 12k.
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 9 miles from Portland Bill.

37 **PRETORIAN**—113969, 6,436g, 437 × 53 × 30ft. Single-screw triple-expansion engines. 13k.
22/12/1900 launched by Furness Withy & Co., Ltd, W. Hartlepool. 1921 converted to cabin class, tonnage increased to 6,948g. 9/3/1922 laid up in the Gareloch. 20/2/1926 sold to J. J. King & Co., Garston, for scrapping.

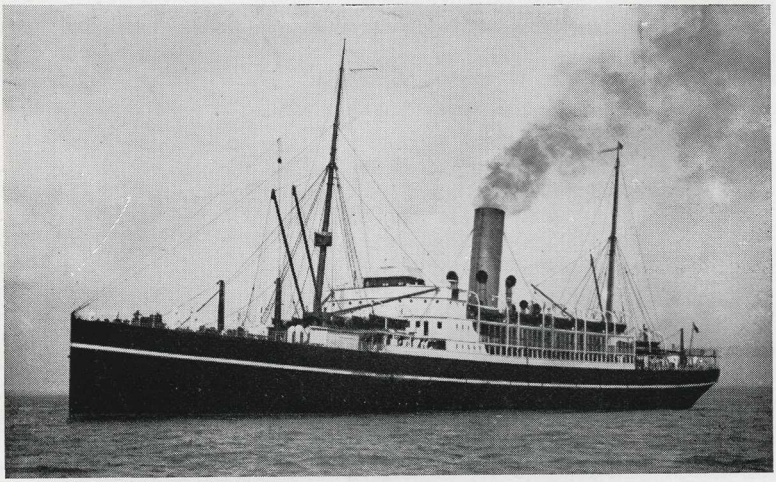


PRETORIAN

38 **SARDINIAN**—71695, 4,376g, 400 × 42 × 35ft. Single-screw compound engines. 13k.
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.

39 **SCANDINAVIAN**—109441, 11,394g, 555 × 59 × 39ft. Twin-screw triple-expansion engines. 14k.
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.

40 **SCOTIAN**—129547, 10,319g, 515 × 60 × 24ft. Twin-screw triple-expansion engines. 14k.
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*.

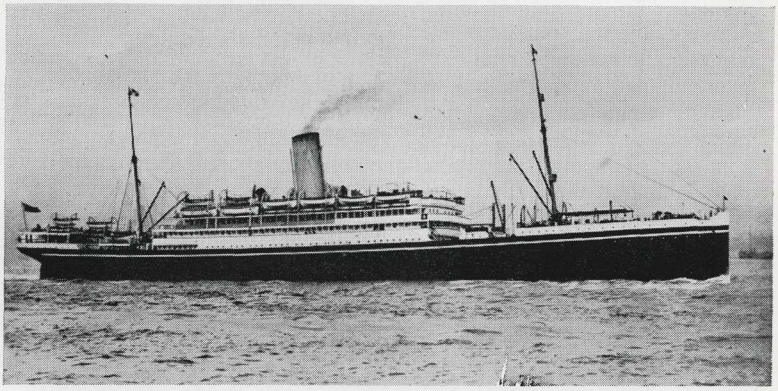


SCOTIAN

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.

41 **SICILIAN**—111225, 6,224g, 430 × 54 × 28ft. Single-screw triple-expansion engines. 12k.
28/8/1899 launched by Workman Clark & Co., Ltd, Belfast. 28/10/1899 registered at Glasgow, but chartered for trooping to South Africa until 1902. 1910 converted to cabin class, tonnage increased to 7.328g. 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.

42 **TUNISIAN**—111248, 10,576g, 500 × 59 × 40ft. Twin-screw triple-expansion engines. 14k.
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.



VICTORIAN as MARLOCH

43 **VICTORIAN**—121216, 10,629g, 520 × 60 × 38ft. Triple-screw turbines. 18k.
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*. 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.

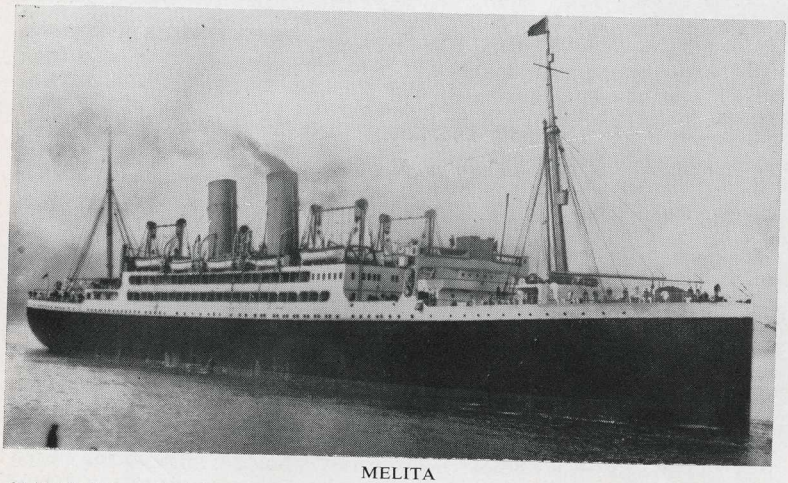
44 **VIRGINIAN**—121219, 10,757g, 520 × 60 × 38ft. Triple-screw turbines. 18k.
22/12/1904 launched by A. Stephen & Sons, Linthouse. 13/11/1914 requisitioned for service as an Armed Merchant Cruiser after service as a troop transport for the Canadian Expeditionary Force. Served with the Tenth Cruiser 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.

45 **MINIOTA**—135311, 4,928g, 420×55×24ft. Single-screw triple-expansion engines. 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 30 miles SE. of Start Point.

46 **METHVEN**—120650, 4,700g, 390×53×27ft. Single-screw triple-expansion engines.12k. Cargo.
1/12/1905 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*. 30/12/1918 left Liverpool for Vancouver, via Saint John, N.B., and Panama, for service on the Pacific. 3/1922 left Hong Kong via Suez to return to the North Atlantic. 22/3/1923 renamed *Borden*. 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.

47 **MONTCALM (II)**—140349, 6,608g, 420×53×36ft. Single-screw triple-expansion engines. 10k. Cargo.
7/6/1917 launched by the Northumberland Shipbuilding Co., Ltd, Newcastle. 12/9/1917 sailed from North Shields, coastwise, and left London 12/10/1917 for Montreal. 25/8/1920 renamed *Bolingbroke*. 3/5/1923 Capt. E. Aikman awarded Gold Cane—First foreign ship to reach Montreal. 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.

48 **MELITA**—136367, 13,967g, 520×67×42ft. Triple-screw triple-expansion engines with turbine. 17k.



MELITA

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. 19/8/1950 left in tow, bound for Savona to be broken up.

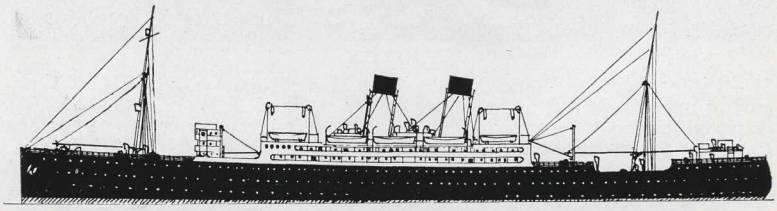
49 **MONTEZUMA (II)**—142423, 5,038g, 405×53×27ft. Single-screw triple-expansion engines. 11k. Cargo.
28/3/1917 launched by R. Duncan & Co., Ltd, Glasgow, as *Camperdown* for Glen & Co. 16/5/1918 bought by Canadian Pacific prior to completion and renamed *Montezuma* (II). 23/5/1918 sailed from Glasgow 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.

50 **HOLBROOK**—140409, 6,655g, 412×55×27ft. Single-screw triple-expansion engines. 11k. 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 a submarine south of Cork in a position 50.28N. 08.26W.

51 **DUNBRIDGE**—142305, 6,650g, 412×55×27ft. Single-screw triple-expansion engines. 11k. 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 SW. of Cape Clear.

52 **MOTTISFONT**—140262, 5,692g, 400×52×33ft. Single-screw triple-expansion engines. 10k. 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*. Still in service.

53 **BATSFORD**—136641, 4,782g, 388×54×27ft. Single-screw triple-expansion engines, 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.



MINNEDOSA

54 **MINNEDOSA**—142717, 13,972g, 520×67×42ft. Triple-screw triple-expansion engines with turbine. 17k.
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. 24/7/1949 left Messina in tow for Spezia to be broken up.

55 **BOSWORTH**—143043, 6,660g, 412×55×27ft. Single-screw triple-expansion engines. 10k. 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.

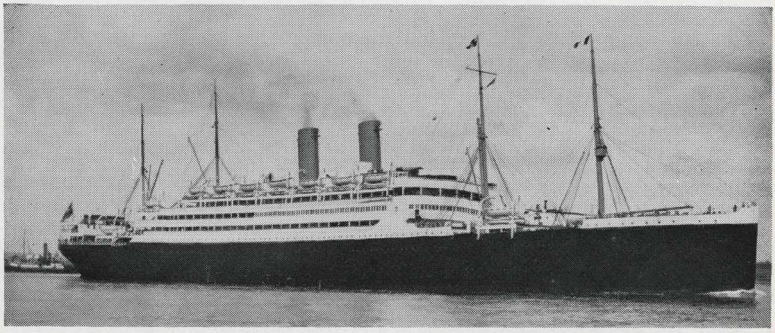
56 **BOTHWELL**—143057, 6,723g, 412×55×27ft. Single-screw triple-expansion engines. 11k. Cargo.
7/12/1918 launched by W. Doxford & Sons, Ltd, Sunderland, as *War Beryl* for the Shipping Controller. 15/4/1919 bought by Canadian Pacific. 25/4/1919 sailed from Sunderland on her maiden voyage. 23/6/1920 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 torpedoed off Honningstaag.

57 **MONTREAL (II)**—143162, 9,720g, 476×55×30ft. Twin-screw quadruple-expansion engines. 16k.
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. 1923 converted to cabin class. 14/5/1927 arrived London completing her 21st Canadian Pacific voyage. 22/5/1927 laid up Southend. 4/5/1928 sold to the Fabre Line, France, renamed *Alesia*. 10/1931 laid up at Marseilles. 10/1933 sold to Italian buyers for scrapping. 3/11/1933 arrived Genoa to be broken up.

58 **MONTLAURIER**—144402, 17,500g, 590×68×39ft. Twin-screw, quadruple-expansion engines. 16k.
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* (II). 12/10/1921 renamed *Empress of India* (II). 13/12/1922, renamed *Montlaurier*. 18/6/1925 renamed *Monteith*, but did not sail under this name owing to its unhappy associations in Scottish history. 2/7/1925 renamed *Montnairn*. 7/10/1928 arrived Southampton on completion of her 61st Canadian Pacific voyage. 23/12/1929 sold to the Soc. A. Co-operativa Ligure Demolitori Navi, Genoa.

59 **MONTCALM (III)**—145903, 16,418g, 546×70×40ft. Twin-screw geared turbines. 16k.
3/7/1920 launched by John Brown & Co., Ltd, Clydebank Glasgow. 17/1/1922 sailed from Liverpool on her maiden voyage. 6/12/1928 arrived Belfast. 1929 re-engined with single reduction geared turbines by Harland & Wolff, Ltd, Belfast. 17/10/1939 requisitioned for service as an 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.

60 **EMPRESS OF SCOTLAND (I)**—144371, 24,581g, 678×77×50ft. Twin-screw quadruple-expansion engines. 17k.
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. 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.



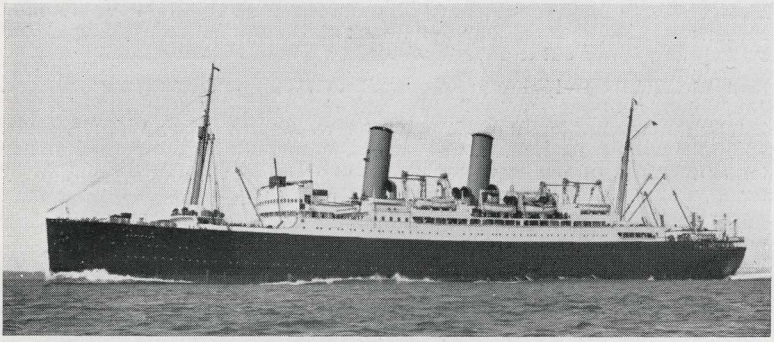
EMPRESS OF SCOTLAND (I)

61 **EMPRESS OF CANADA (I)**—146215, 21,516g, 625×78×42ft. Twin-screw geared turbines. 18k.
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 Jinsho 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. 13/3/1943 torpedoed in the South Atlantic in a position 01.13S. 09.57W. when on a voyage from Durban to the U.K.

62 **MONTROSE (II)**—145919, 16,401g, 546 × 70 × 40ft. Twin-screw geared turbines. 16k.
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*.

63 **EMPRESS OF AUSTRALIA (I)**—145300, 21,860g, 590 × 75 × 41ft. Twin-screw turbines. 17k.
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 Yokohama 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.

64 **MONTCLARE**—145964, 16,314g, 546 × 70 × 40ft. Twin-screw geared turbines. 16k.
18/12/1921 launched by John Brown & Co., Ltd, Clydebank. 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. 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. 3/2/1958 arrived Inverkeithing for scrapping by T. W. Ward Ltd.
It was originally intended that this ship should bear the name *Metapedia*.

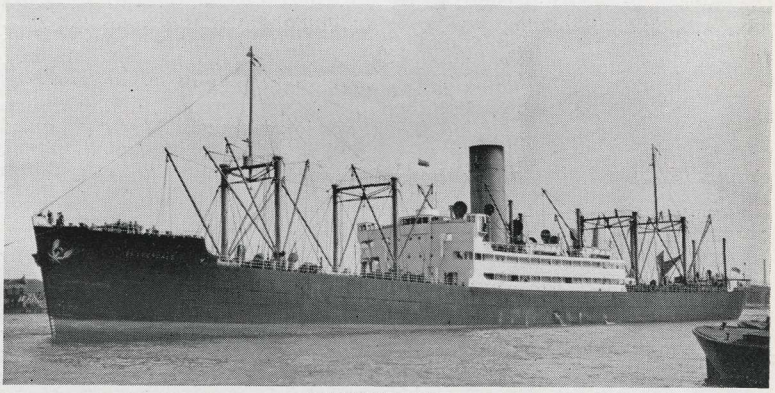


MONTROSE

65 **BEAVERBURN (I)** 160187, 9,874g, 503 × 62 × 38ft. Twin-screw geared turbines. 14k. Cargo.
27/9/1927 launched by W. Denny & Bros., Ltd, Dumbarton. 24/12/1927 sailed from Glasgow on her maiden voyage. 18/4/1932 awarded Gold Cane. First foreign ship to reach Montreal. 5/2/1940 torpedoed in the North Atlantic in a position 49.20N. 10.07W.

66 **BEAVERFORD (I)**—149983, 10,042g, 503 × 62 × 38ft. Twin-screw geared turbines. 14k. 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.

67 **BEAVERDALE**—149987, 9,957g, 503 × 62 × 38ft. Twin-screw geared turbines. 14k. 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 in the North Atlantic in a position 60.50N. 29.19W.



BEAVERDALE

68 **BEAVERHILL**—160362, 10,041g, 503 × 62 × 38ft. Twin-screw geared turbines. 14k. 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.

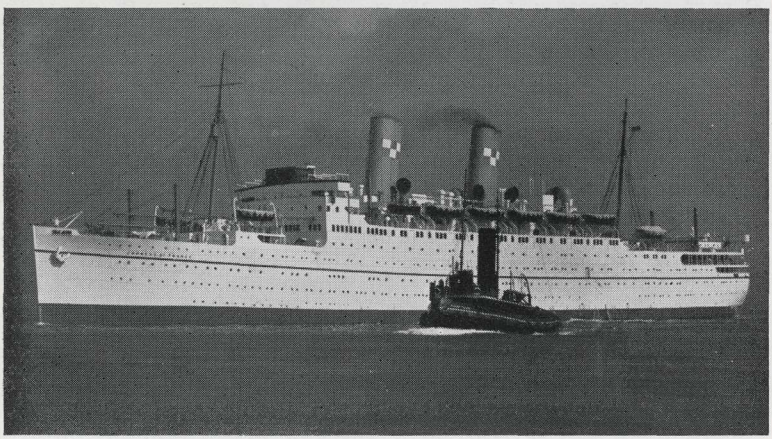
69 **BEAVERBRAE (I)**—160386, 9,956g, 503 × 62 × 38ft. Twin-screw geared turbines. 14k. Cargo.
24/11/1927 launched by Sir W. G. Armstrong Whitworth & Co., Ltd, Newcastle. 15/3/1928 sailed from Newcastle on her maiden voyage. 11/3/1940 requisitioned for the carriage of war materials and other vital cargoes. 25/3/1941 sunk by enemy aircraft in the North Atlantic in a position 60.12N. 09.00W.

70 **DUCHESS OF BEDFORD**—160482, 20,123g, 582 × 75 × 42ft. Twin-screw geared turbines. 18k.
24/1/1928 launched by John Brown & Co., Ltd, Clydebank. 1/6/1928 sailed from Liverpool on her maiden voyage. 18/4/1938 awarded Gold Cane. First foreign ship to reach Montreal. 30/8/1939 sailed from Liverpool for Bombay. 29/8/1939 requisitioned for service as a troopship. 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* (III). 10/1947 renamed *Empress of France* (II). 1/9/1948 sailed from Liverpool on her first post-war voyage. 7/12/60 arrived Liverpool on completion of her 338th Canadian Pacific voyage. 19/12/60 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.

71 **DUCHESS OF ATHOLL**—160505, 20,119g, 582 × 75 × 42ft. Twin-screw geared turbines. 18k.
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 troopship. 10/10/1942 torpedoed 200 miles east of Ascension Isle.

72 **DUCHESS OF RICHMOND**—160631, 20,022g, 582 × 75 × 42ft. Twin-screw geared turbines. 18k.
18/6/1928 launched by John Brown Co., Ltd, Clydebank. 15/3/1929 sailed from Liverpool on her maiden voyage. 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.

73 **DUCHESS OF YORK**—161202, 20,021g, 582 × 75 × 42ft. Twin-screw geared turbines. 18k.
28/9/1928 launched by John Brown & Co., Ltd, Clydebank. 22/3/1929 sailed from Liverpool on her maiden voyage. 19/4/1937 awarded Gold Cane. First foreign ship to reach Montreal. 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*.

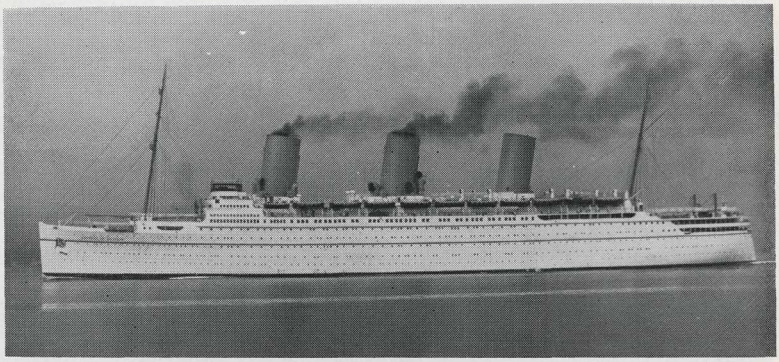


DUCHESS OF BEDFORD as EMPRESS OF FRANCE (II)

74 **EMPRESS OF JAPAN (II)**—161430, 26,032g, 644 × 84 × 45ft. Twin-screw geared turbines. 21k.
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, Newfoundland, for Liverpool with T.R.H. Princess Elizabeth and the Duke of Edinburgh. 4/1952 masts shortened to allow passage to Montreal. 13/5/52 first

voyage to Montreal. 25/11/57 arrived Liverpool on completion of her 186th Canadian Pacific voyage. Laid up Liverpool. 31/12/57 left Liverpool. 1/1/58 arrived Belfast, dry docked. 13/1/58 sold to Hamburg Atlantic Line. 17/1/58 handed over noon. 19/1/58 left Belfast under German flag and name *Scotland.* 22/1/58 arrived Howaldt Shipyard Hamburg. Renamed *Hanseatic.* Tonnage increased to 30,030g. 21/7/58 sailed from Cuxhaven for New York via Havre, Southampton and Cobh, still in service.

75 **EMPRESS OF BRITAIN (II)**—162582, 42,348g, 733 × 98 × 56ft. Quadruple-screw geared turbines. 24k.
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. 17/6/1939 left Conception Bay with T.M. the King



EMPRESS OF BRITAIN (II)

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 but torpedoed 28/10/1940 in a position 55/16N. 09.50W. and sunk.

76 **BEAVERDELL**—180818, 9,901g, 476 × 64 × 40ft. Single-screw turbo-electric machinery. 16k. 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.* Still in service.

77 **BEAVERBURN *(II)***—166217, 9,875g, 476 × 64 × 40ft. Single-screw geared turbines. 15k. 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. 21/4/1947 Capt. J. Bisset-Smith awarded Gold Cane. First foreign ship to reach Montreal. 3/1948 passenger accommodation reduced from 35 to 12. 21/3/60 arrived Antwerp on completion of 124th Canadian Pacific voyage. 25/3/60 sold to Ben Line. 30/3/60 renamed *Bennachie* 2/7/60 caught fire and towed into Singapore. Still in service.

78 **BEAVERGLEN**—180858, 9,824g, 476 × 64 × 40ft. Single-screw turbo-electric. 16k. Cargo.
10/12/1945 launched by Lithgows, Ltd, Port Glasgow. 24/5/1946 sailed from Liverpool on her maiden voyage. Still in service.

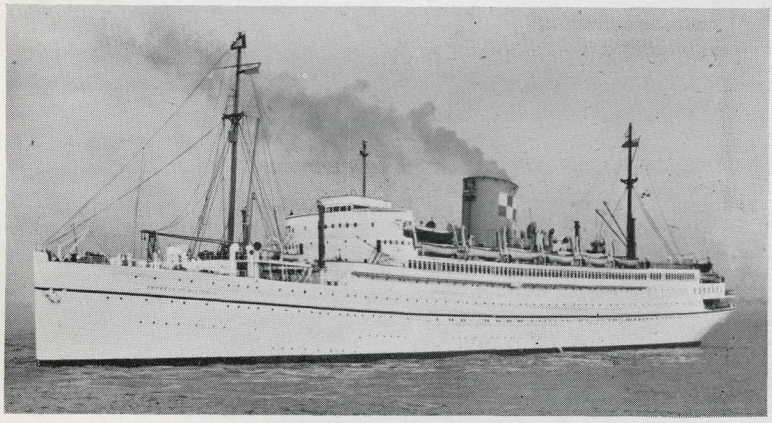
79 **BEAVERFORD (II)**—166218, 9,881g, 476 × 64 × 40ft. Single-screw geared turbines. 15k. Cargo.
18/8/1944 launched by the Caledon S.B. & E. Co., Ltd, Dundee, as *Empire Kitchener* for the Ministry of War Transport. 12/6/1946 bought by Canadian Pacific and renamed *Beaverford* (II). 16/6/1946 sailed 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. 10/6/60 passenger accommodation withdrawn. Still in service.

80 **BEAVERLAKE**—180954, 9,824g, 476 × 64 × 40ft. Single-screw turbo-electric. 16k. Cargo.
20/5/1946 launched by Lithgows, Ltd, Port Glasgow. 25/10/1946 sailed from Liverpool on her maiden voyage. Still in service.

81 **BEAVERCOVE**—181659, 9,824g, 476 × 64 × 40ft. Single-screw turbo-electric. 16k. Cargo.
16/7/1946 launched by the Fairfield S.B. & E. Co., Ltd, Govan. 3/9/1947 sailed from London on her maiden voyage. 18/4/1950 Capt. S. W. Keay awarded Gold Cane. First foreign ship to reach Montreal. 22/7/1952 renamed *Maplecove* on being transferred to the Pacific service. 13/5/1954 left Vancouver for London via Panama to return to the North Atlantic. 31/12/1956 renamed *Beavercove*. Still in service.

82 **BEAVERBRAE (II)**—177895, 9,034g, 469 × 60 × 35ft. Single-screw diesel-electric. 16k.
15/12/1938 launched by Blohm & Voss, Hamburg, as *Huascaran* for the Hamburg-America Line. 2/9/1947 bought by Canadian Pacific from the Canadian War Reparations Commission. 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. Still in service.

83 **BEAVERLODGE**—164865, 9,904g, 476 × 64 × 40ft. Single-screw geared turbines. 15k. 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. 4/3/60 arrived Antwerp on completion of her 64th Canadian Pacific voyage. 16/3/60 sold to Ben Line. Renamed *Benhiant*. Still in service.



EMPRESS OF AUSTRALIA (II)

84 **EMPRESS OF AUSTRALIA (II)**—185887, 17,707g, 552 × 72 × 42ft. Twin-screw geared turbines. 16k.
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. 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*. Tonnage increased to 18,567g. Still in service.
When ordered in 1918 it was intended that this ship should bear the name *Suffren*.

85 **EMPRESS OF BRITAIN (III)**—187376, 25,516g, 640 × 85 × 48ft. Twin-screw geared turbines. 20k.
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.

86 **EMPRESS OF ENGLAND**—187544, 25,585g, 640 × 85 × 48ft. Twin-screw geared turbines. 20k.
9/5/56 launched from the Walker-on-Tyne yard of Vickers Armstrongs (Shipbuilders) Ltd. 18/4/57 left Liverpool on her maiden voyage.

EMPRESS OF ENGLAND

87 **EMPRESS OF CANADA (III)**—27,300g, 650 × 86ft. 6 in. × 48ft. Twin-screw geared turbines.
27/1/59 keel laid. 10/5/60 launched by Mrs Diefenbaker from the Walker on Tyne yard of Vickers Armstrongs (Shipbuilders) Ltd. 24/4/61 Maiden voyage from Liverpool to Quebec and Montreal, via Greenock.

88 **BEAVERFIR**—4,500g, 374 × 50 × 32ft. single screw diesel. 14½k. 22/3/61 launched by Sarpsborg Mek Versted A/S Sarpsborg, Norway. 5/7/61 maiden voyage Antwerp to Montreal via Havre.

89 **BEAVER**.....—6,000g.
6/61 ordered from Burntisland Shipbuilding Co. Ltd., to be launched in the summer of 1962.

15 Abadol
57 Alesia
29 Alsatian
12 Anglo Norse
52 Archangelos
7 Aspenleaf
4 Athenian
12 Audacious
(*Dummy H.M.S.*)
82 Aurelia

49 Balfour
53 Batsford
52 Bawtry
69 Beaverbrae I
82 Beaverbrae II

65 Beaverburn I
77 Beaverburn II
81 Beavercove
67 Beaverdale
76 Beaverdell

88 Beaverfir
66 Beaverford I
79 Beaverford II
78 Beaverglen
68 Beaverhill
80 Beaverlake

83 Beaverlodge
49 Bedwyn
13 Belton
83 Benhiant
77 Bennachie
27 Beppe
27 Berwyn

83 Black Prince
47 Bolingbroke
46 Borden
56 Bornhofen (Robert)
55 Bosworth
56 Bothwell

50 Brandon
44 Brasil
51 Brecon
50 Bredon
19 British Maple
41 Bruton

30 Calgarian
49 Camperdown
49 Cape Verde
31 Carthaginian
7 Centurion
(*Dummy H.M.S.*)
6 Choran Maru
32 Corinthian
33 Corsican
12 Crenella

84 De Grasse
44 Drottningholm
71 Duchess of Atholl
70 Duchess of Bedford
73 Duchess of Cornwall
72 Duchess of Richmond
73 Duchess of York
51 Dunbridge

77 Empire Captain
12 Empire Chief
79 Empire Kitchener
83 Empire Regent

24 Empress of Asia
63 Empress of Australia I
84 Empress of Australia II
21 Empress of Britain I
75 Empress of Britain II
85 Empress of Britain III

61 Empress of Canada I
72 Empress of Canada II
87 Empress of Canada III
3 Empress of China I
58 Empress of China II
63 Empress of China III

86 Empress of England
29 Empress of France I
70 Empress of France II
1 Empress of India I
58 Empress of India II
70 Empress of India III
22 Empress of Ireland

2 Empress of Japan I
74 Empress of Japan II
23 Empress of Russia
60 Empress of Scotland I
74 Empress of Scotland II
60 Europa

62 Forfar (H.M.S.)
51 Frangoula B. Goulandris
28 Frankmount
27 Franktor

51 Goulandris, Frangoula B.
34 Grampian
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