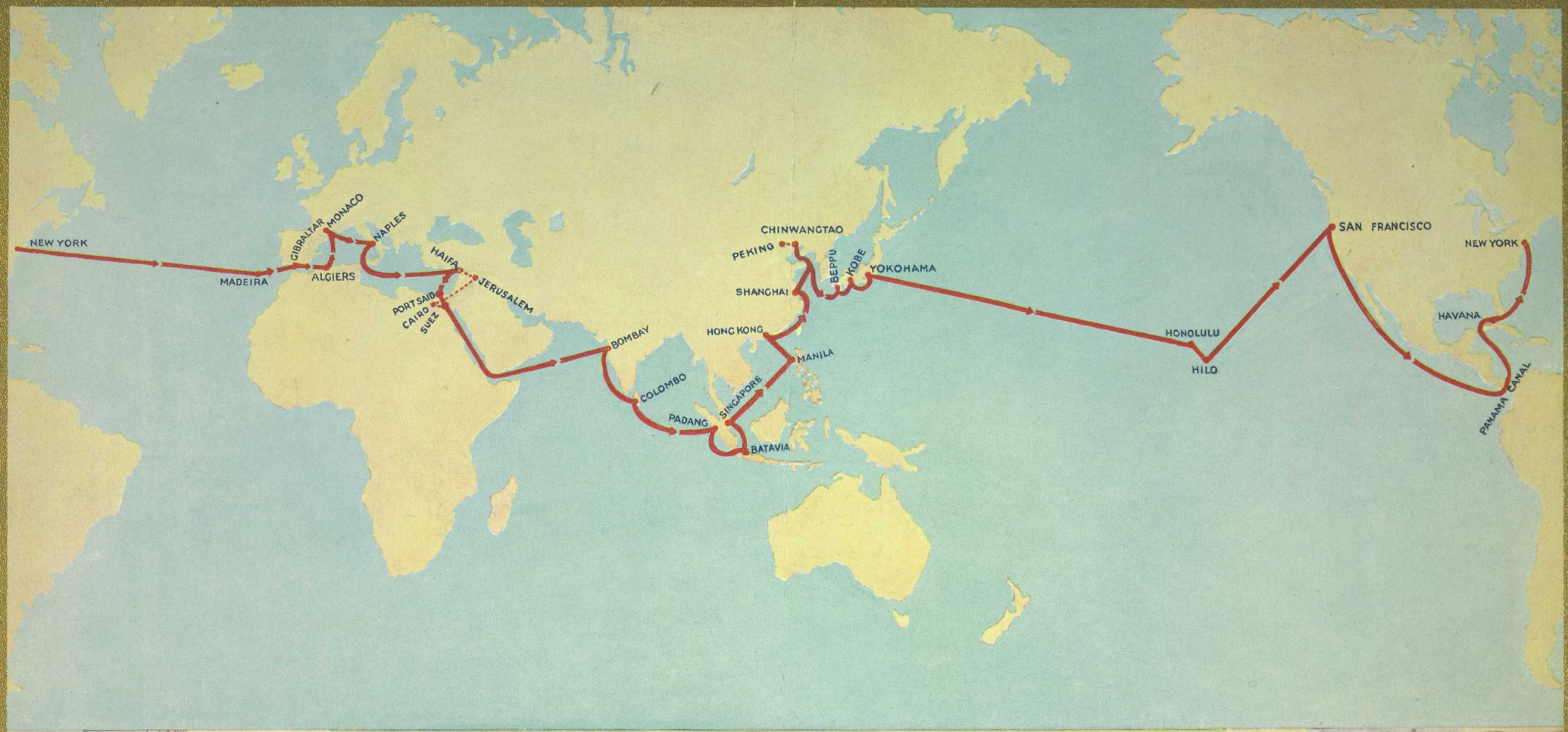
CANADIAN PACIFIC CRUISES

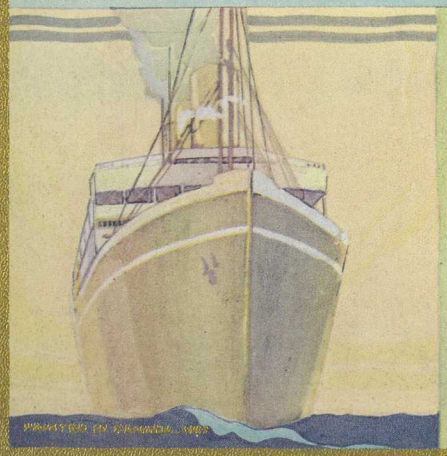
1927-1928

ROUND THE WORLD
& MEDITERRANEAN

EMPRESS of AUSTRALIA
EMPRESS of SCOTLAND

1928





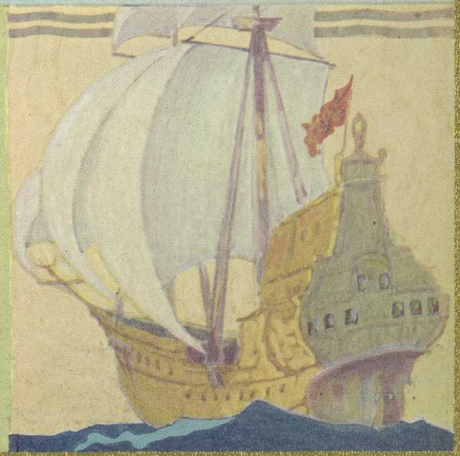
ROUND THE WORLD CRUISE

EMPRESS of AUSTRALIA

1927 - 1928

CANADIAN PACIFIC

World's Greatest Travel System



ROUND THE WORLD CRUISE

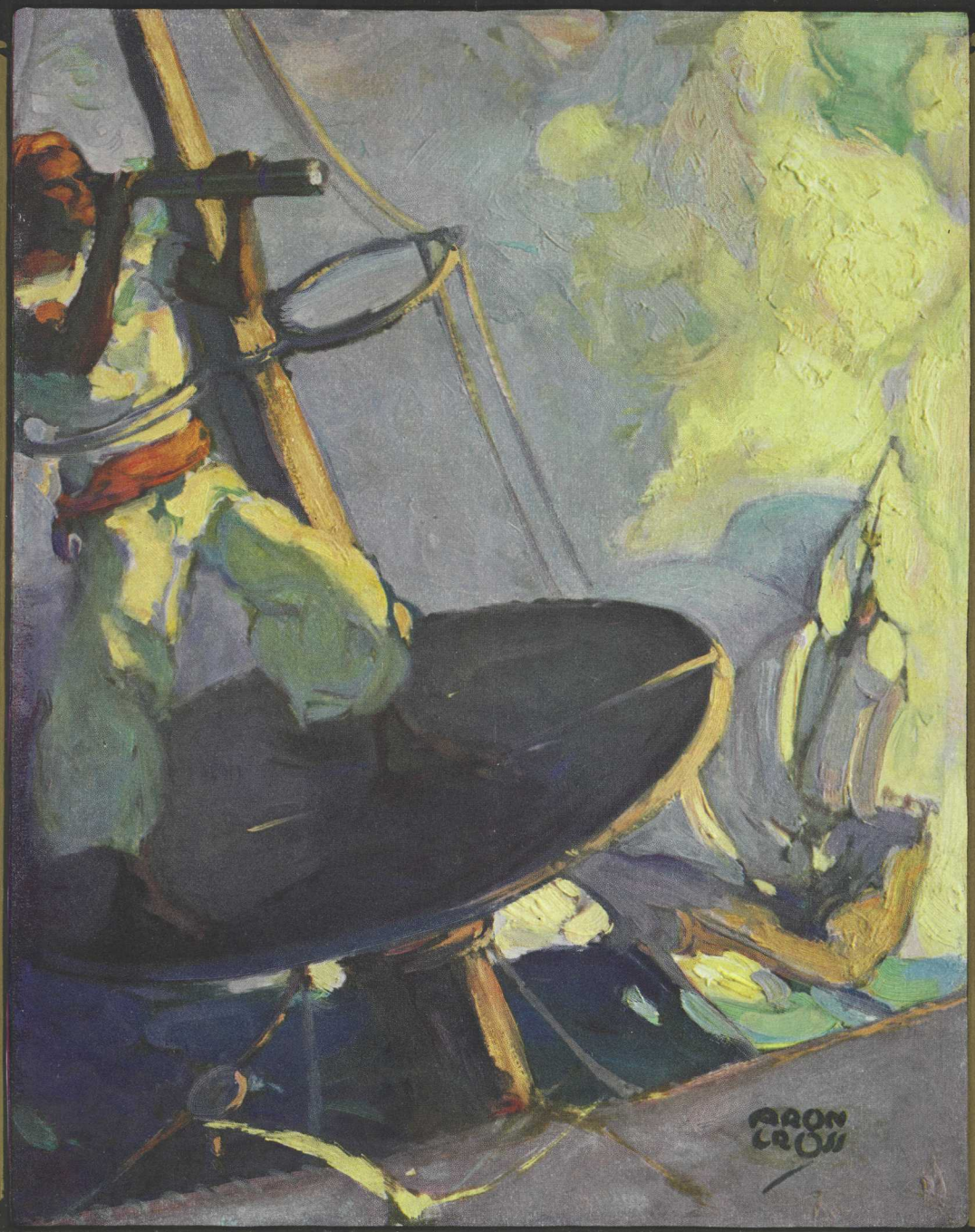
EMPRESS OF AUSTRALIA

FROM

NEW YORK

DECEMBER 2

1927



MEDITERRANEAN CRUISE

EMPRESS OF SCOTLAND

FROM

NEW YORK

FEB 4

1928

EMPRESS OF SCOTLAND

MEDITERRANEAN CRUISE

25,150 Tons Gross Register, 37,700 Tons Displacement, Length 699 Feet, Oil Fuel, Quadruple Expansion Engines, Speed 18 Knots.

Leaving . . . *New York, February 4, 1928*
Arriving . . *Southampton, April 8, 1928*

THIS stately, spacious liner of the Canadian Pacific fleet, the EMPRESS OF SCOTLAND, has been chosen for the Mediterranean Cruise. Her great size, her airy rooms, her three ample promenade decks—one of which is partly enclosed—her Empire dining saloon with a capacity of 436 people at one sitting, her inlaid satin-wood ballroom, immense oak smoking room, winter garden, palm garden, card rooms, lounges and gymnasium give to this giant cruise ship all the attractions of an exclusive club. She has the variety of comfort and cuisine so essential to a trip. Passenger elevators connect the various decks of the ship, and the oil-burning engines mean that there is freedom from dirt, dust and soot, and the annoyance caused by coaling or shifting coal at ports.

ONE Management — Ship and Shore—by the World's Greatest Travel System—such is the prospect offered by the Canadian Pacific in its Round the World and Mediterranean Cruises. With resident agents in every country visited, and an organization built up for its regular daily service all the year three-quarters round the globe, with its carefully selected and experienced cruise staffs and with its unique knowledge of travel business acquired through extensive operation of railways, hotels, telegraphs, and steamship lines on both Atlantic and Pacific Oceans, the Canadian Pacific has introduced a perfection into cruise travel which has made this the most delightful and most comfortable way of seeing the world. Combined with the charm of sea voyage at seasons of the year which are equable at the time of travel are shore excursions carefully planned with the added convenience of hotel reservations, which are otherwise often difficult to hold at these times of the year for the individual tourist.

EMPRESS OF AUSTRALIA

ROUND THE WORLD CRUISE

21,850 Tons Gross Register, 32,800 Tons Displacement, Length 615 Feet, Oil Fuel, Turbine Engines, Speed 18½ knots.

Leaving . . *New York, December 2, 1927*
Arriving . . . *New York, April 12, 1928*

THE EMPRESS OF AUSTRALIA is one of the three famous Empresses in the North Atlantic service between Quebec and Cherbourg, Southampton and Hamburg. She is internationally known for her sumptuous furnishings and the spaciousness of her staterooms. Her accommodations are club-like, which means luxurious living. Her fuel is oil, which means cool cleanliness in the tropics. She has six first-class public rooms and a Pompeiian Swimming-Pool. The passenger accommodation is distributed over seven decks, but owing to the limited membership, only six decks will be used on the cruise and five of these are served by two elevators.

THE itineraries selected for both Round the World and Mediterranean Cruises will be found to include visits to places of exceptional interest not usually included in such voyages. On such Cruises so many are travelling together that one has ample choice of companions, and friendships are made of a lasting character. Beyond and above the pleasure of seeing new worlds is the educational value of such a trip—widening one's horizon, adding to one's culture, providing an inexhaustible fund of experiences. This particular booklet, for instance, may suggest the background of ancient cities, wonderful crafts and richly ornate architecture which one may see on such Cruises. Add to these the luxuriant blaze of flowers in Mediterranean and sub-tropical climates, the splendour of scenery, the piquant contrast of modes of conveyance, the fascination of the bazaars, the lure of strange civilizations, and the brilliance and variety of the costumes, and you have an appeal that is surely hard to resist.

Mediterranean Cruise 1928

At each port, on both Round the World and Mediterranean Cruises, there will be a comprehensive program of sightseeing, and trips into the interior will be made at several places which are included in the fares for the cruise.

At each point visited a competent staff of guides will be on hand, the best motors or carriages available and special trains engaged, and, where noted in the special shore excursion books, meals and rooms at principal hotels are provided for. Every detail has been carefully planned and arranged in advance to make every moment of the shore excursions count.

ITINERARY—EMPRESS OF SCOTLAND

Places Visited	Countries	Miles	Ports	Arrive	Leave	Time in Port Days	Hours
NEW YORK		....		.....	12 noon Sat. Feb. 4	..	..
FUNCHAL TERREIRO DA LUCTA	Madeira	2,765	Madeira	7 p.m. Sat. Feb. 11	5.30 p.m Sun. Feb 12	..	22½
CADIZ SEVILLE	Spain	570	Cadiz	6 a.m. Tue. Feb. 14	1 a.m. Fri. Feb. 17	2	19
GIBRALTAR	Gibraltar	76	Gibraltar	6 a.m. Fri. Feb. 17	7 p.m. Fri. Feb. 17	..	13
ALGIERS	Algeria	425	Algiers	6 a.m. Sun. Feb. 19	6 p.m. Sun. Feb. 19	..	12
PALERMO MONREALE	Sicily	500	Palermo	6 a.m. Tue. Feb. 21	11 p.m. Tue. Feb. 21	..	17
MESSINA TAORMINA	Sicily	116	Messina	7 a.m. Wed. Feb. 22	8 p.m. Wed. Feb. 22	..	13
NAPLES POMPEII	Italy	175	Naples	7 a.m. Thu. Feb. 23	7 p.m. Fri. Feb. 24	1	12
VENICE	Italy	816	Venice	7 a.m. Mon. Feb. 27	12 mid. Tue. Feb. 28	1	17
DUBROVNIK	Jugo-Slavia	300	Dubrovnik	6 a.m. Thu. Mar. 1	1 p.m. Thu. Mar. 1	..	7
BAY OF KOTOR (Cattaro)	Jugo-Slavia	46	.....	No landing	No landing	..	..
ATHENS ACROPOLIS	Greece	574	Athens	8 a.m. Sat. Mar. 3	5 p.m. Sun. Mar. 4	1	9
DARDANELLES BOSPORUS BLACK SEA CONSTANTINOPLE	Turkey	360	Constantinople	3 p.m. Mon. Mar. 5	10 p.m. Tue. Mar. 6	1	7
FAMAGUSTA SALAMIS NICOSIA LARNACA	Cyprus	750	Famagusta	6 a.m. Fri. Mar. 9	11 p.m. Fri. Mar. 9	..	17
BEIRUT LEBANON MOUNTAINS	Syria	107	Beirut	6 a.m. Sat. Mar. 10	11 p.m. Sat. Mar. 10	..	17
HAIFA JERUSALEM BETHLEHEM GETHSEMANE MOUNT OF OLIVES BETHANY JERICHO DEAD SEA RIVER JORDAN	Palestine	70	Haifa	6 a.m. Sun. Mar. 11	2 p.m. Sat. Mar. 17	6	8
ALEXANDRIA CAIRO PYRAMIDS SPHINX	Egypt	292	Alexandria	8 a.m. Sun. Mar. 18	3 p.m. Wed. Mar. 28	10	7
NAPLES	Italy	1,000	Naples	7 a.m. Sat. Mar. 31	8 p.m. Sat. Mar. 31	..	13
MONTE CARLO CORNICHE ROAD LA TURBIE NICE VILLEFRANCHE BEAULIEU	Monaco and France	365	Monaco	6.30 p.m. Sun. Apr. 1	1 a.m. Tue. Apr. 3	1	6½
CHERBOURG	France	1,900	Cherbourg	6 a.m. Sun. Apr. 8	9 a.m. Sun. Apr. 8	..	3
SOUTHAMPTON	England	84	Southampton	3 p.m. Sun. Apr. 8	.....	..	..

	11,291	
	2,923	Southampton to Quebec
	556	Quebec to New York
Total Mileage, exclusive of Shore Trips,	14,770	

DURATION

At Sea	31¾	Days
In Port	33	Days
Difference in Time.	¼	Day
Westbound Atlantic	7	Days
Rail to New York	1	Day
Total	73	Days

Round the World Cruise 1927 1928

ITINERARY—EMPRESS OF AUSTRALIA

Places Visited	Countries	Miles	Ports	Arrive	Leave	Time in Port Days	Hours
NEW YORK	U.S.A.	....	New York	.....	12 noon Fri. Dec. 2	..	..
FUNCHAL TERREIRO DA LUCTA	Madeira	2,765	Madeira	7 p.m. Fri. Dec. 9	5 p.m. Sat. Dec. 10	..	22
GIBRALTAR	Gibraltar	615	Gibraltar	9 a.m. Mon. Dec. 12	7 p.m. Mon. Dec. 12	..	10
ALGIERS	Algeria	425	Algiers	6 a.m. Wed. Dec. 14	12 mid. Wed. Dec. 14	..	18
MONTE CARLO CORNICHE ROAD LA TURBIE NICE VILLEFRANCHE BEAULIEU	Monaco & France	461	Monaco	7 a.m. Fri. Dec. 16	7 a.m. Sat. Dec. 17	1	..
NAPLES POMPEII	Italy	364	Naples	7 a.m. Sun. Dec. 18	6 p.m. Tue. Dec. 20	2	11
HAIFA JERUSALEM BETHLEHEM MOUNT OF OLIVES	Palestine	1,196	Haifa	6 a.m. Sat. Dec. 24	1 p.m. Sat. Dec. 24		
PORT SAID CAIRO PYRAMIDS SPHINX RIVER NILE BEDRECHEIN SUEZ	Egypt	170	Port Said	6 a.m. Sun. Dec. 25	6 p.m. Sun. Dec. 25	8	13
		88	Suez	6 a.m. Mon. Dec. 26	7 p.m. Sun. Jan. 1		
BOMBAY ELEPHANTA ISLAND	India	2,961	Bombay	7 a.m. Tue. Jan. 10	8 p.m. Tue. Jan. 17	7	13
COLOMBO MOUNT LAVINIA PERADENIYA KANDY	Ceylon	883	Colombo	7 a.m. Fri. Jan. 20	4 p.m. Tue. Jan. 24	4	9
PADANG FORT DE KOCK	Sumatra	1,354	Padang	6 a.m. Sat. Jan. 28	7 p.m. Sat. Jan. 28	..	13
TANDJONG-PRIOK BATAVIA WELTEVREDEN BUITZENZORG	Java	582	Batavia	7 a.m. Mon. Jan. 30	6 p.m. Tue. Jan. 31	1	11
SINGAPORE JOHORE	Straits Settlements. Fed. Malay States	526	Singapore	8 a.m. Thu. Feb. 2	7 a.m. Fri. Feb. 3	..	23
MANILA MONTALBAN GORGE	Philippine Islands	1,370	Manila	7 a.m. Tue. Feb. 7	7 p.m. Wed. Feb. 8	1	12
KOWLOON HONG KONG NEW TERRITORIES REPULSE BAY	China	631	Hong Kong	8 a.m. Fri. Feb. 10	10 p.m. Mon. Feb. 13	3	14
WOOSUNG SHANGHAI	China	852	Shanghai	7 a.m. Thu. Feb. 16	11 p.m. Fri. Feb. 17	1	16
CHINWANGTAO PEKING GREAT WALL	China	689	Chinwangtao	5 a.m. Mon. Feb. 20	8 p.m. Sat. Feb. 25	5	15
BEPPU INLAND SEA	Japan	790	Beppu	6 a.m. Tue. Feb. 28	6 a.m. Wed. Feb. 29	1	..
KOBE KYOTO NARA	Japan	215	Kobe	8 p.m. Wed. Feb. 29	7 a.m. Sun. Mar. 4	3	11
YOKOHAMA TOKYO KAMAKURA	Japan	346	Yokohama	7 a.m. Mon. Mar. 5	8 p.m. Thu. Mar. 8	3	13
HONOLULU WAIKIKI BEACH	Hawaii	3,394	Honolulu	7 a.m. Sat. Mar. 17	5 p.m. Sun. Mar. 18	1	10
HILO KILAUEA VOLCANO	Hawaii	225	Hilo	7 a.m. Mon. Mar. 19	6 p.m. Mon. Mar. 19	..	11
SAN FRANCISCO	U.S.A.	1,999	San Francisco	6 a.m. Sun. Mar. 25	4 p.m. Mon. Mar. 26	1	10
BALBOA ANCON PANAMA CITY OLD PANAMA PANAMA CANAL COLON	Panama Canal Zone.	3,245	Balboa	7 a.m. Wed. Apr. 4	6 a.m. Thu. Apr. 5	..	23
CRISTOBAL		38	Cristobal	2 p.m. Thu. Apr. 5	7 p.m. Thu. Apr. 5	..	5
HAVANA	Cuba	1,003	Havana	7 a.m. Sun. Apr. 8	1 p.m. Mon. Apr. 9	1	6
NEW YORK	U.S.A.	1,213	New York	10 a.m. Thu. Apr. 12	.....	..	..

Total Mileage, exclusive of Shore Trips, 28,400 Duration—At Sea, 78 days; In Port, 55 days; Total, 133 days.

MADEIRA

MADEIRA, an island of mountains thrown six thousand feet above the sea by volcanic action, was known to the Romans as the Purple Islands on account of a local dye, and was colonized by the Portuguese early in the fifteenth century. Precipitous slopes flank the island, fluted with deep ravines, which give an almost architectural richness to the pedestal of cliff-bound shores. The fruity wine produced from its abundant vineyards has given to Madeira a particular fame. Funchal, the capital and port of call, is radiant with gaily colored houses, lovely gardens and brilliant costumes natural to a sunny climate. The traveller may traverse the streets in a litter carried by bearers, or be hauled over the cobbles on the curious native sleds. In the evening the Vigia gardens, lit by countless lanterns, tempt the visitor with the magic of colour and the attractions of a Casino. It was at Funchal that Christopher Columbus wooed and won his wife, and in the Rua Dereita a tablet marks the site of his home.

GIBRALTAR, most famous fortress of the British Empire, was originally named after a Moorish invader of the eighth century, whose castle still remains. Known to the ancients as one of the Pillars of Hercules, the legend runs that Hercules raised the crags on each side of the Straits while breaking through a channel between the Atlantic and the Mediterranean. The Rock itself is three miles long and from a half to three-quarters of a mile in breadth, its height reaching to 1,400 feet. Pitted with vast caverns, it reveals natural corridors of stalactites. Captured by the Moors in 711 A.D., Gibraltar was for seven hundred years the key to Moorish domination in Southern Spain. For thirty years after its fall in 1462 it was held by the Duke of Medina-Sidonia, and for two centuries after that reverted to Spain. Great Britain secured possession in 1704. In the war which broke out in 1779, between Great Britain and Spain, Gibraltar underwent its famous four-year siege.

ALGIERS

ALGIERS. Algiers for 300 years was the stronghold of the Barbary pirates, until France took hold, and the Kasbah at the crest of the hill still recalls the rule of the once terrible Barbarossa and the Corsair Deys of Algiers.

THE Boulevard de la République fronts a harbor which Barbarossa built for his piratical galleys and which now gives shelter to over sixteen thousand ships a year. Parallel with this is the cosmopolitan shopping street of Bab-Azoun (Gate of Grief), where the veiled charmers from rich Algerian harems and the dusky beauties of the Sahara study the latest things from Paris through the alluring plate-glass windows. The city now is half Europeanized, but up the steep, narrow streets of the native quarter one finds oneself already in the world of the Arabian Nights. Its crowning point is the Kasbah, or Palace of the Deys, about five hundred feet above the sea.

SPAIN

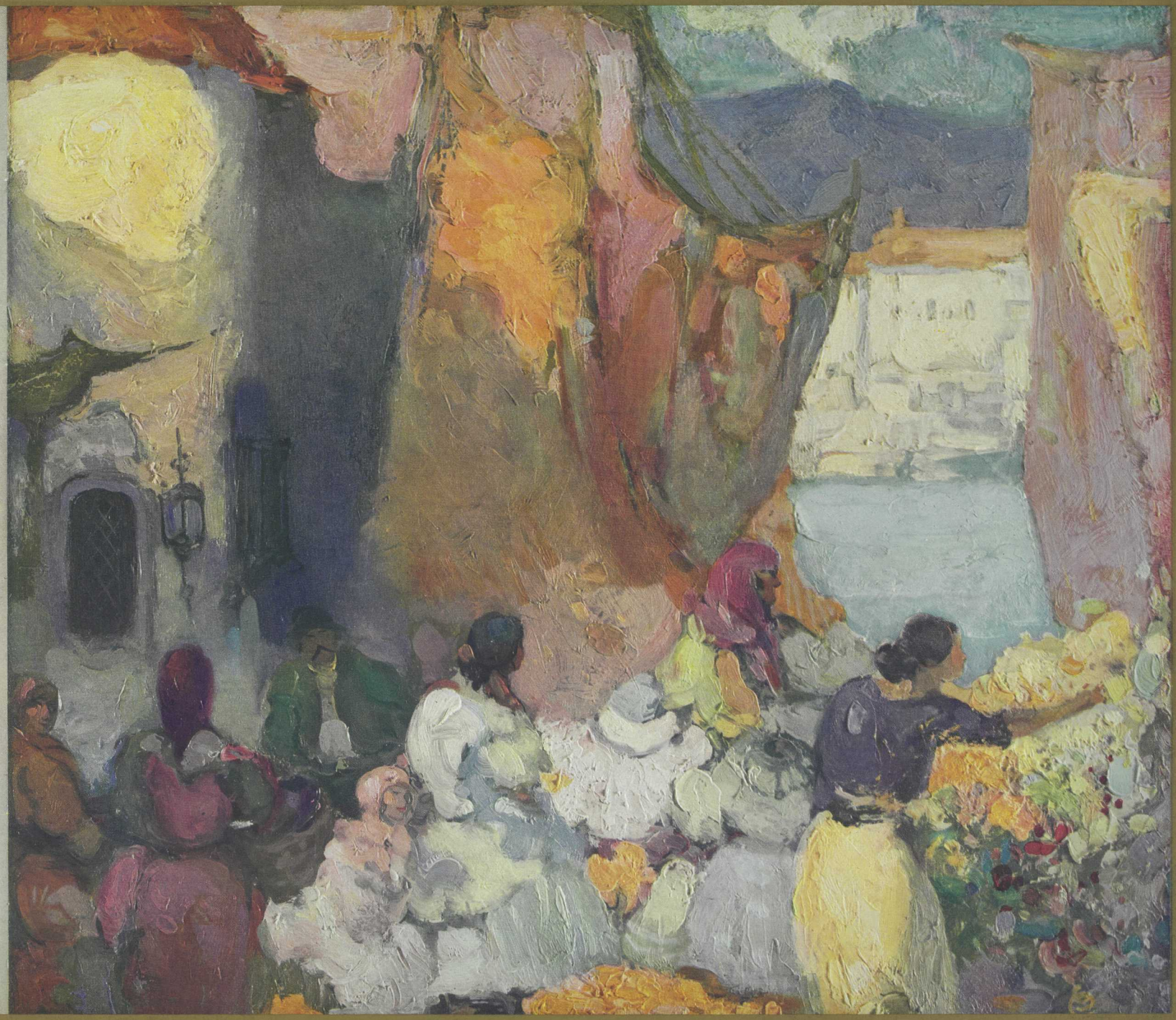
CADIZ, gleaming white on an azure sea and guarding with heavy ramparts the delta of the Quadalquivir from the head of a long and narrow peninsula, was known to the Phoenicians, a thousand years before Christ, as Gadeira or Gades. About 500 B.C. it became a Roman outpost on the Atlantic, famous for its luxurious life, its wines and its dancing girls. As a city of Spain it grew in wealth and importance after the discovery of America and the Indies. The terraced houses, with view towers and balconies, the charm and picturesqueness of the people, the clean, busy streets, make Cadiz a delightful introduction to old Spain. The two cathedrals, the Church of Los Capuchinos, the Academy of Fine Arts, and the view from the signal tower are points of particular interest. The railway trip to SEVILLE passes through the fertile plains which even in Roman times were known as the garden of Europe. Seville contains in the Alcazar, in the rose-red observation tower of the Giralda, and in the solitary golden tower memorials of Moorish splendour dating from the days when this was the capital of Europe. The houses are Moorish still, white with green balconies and central court and fountains, set in narrow streets or around spacious squares fragrant with orange groves. The stately Cathedral incorporates both a Roman temple and a Moorish mosque, seen particularly in the Court of Oranges, and in the Giralda.

NAPLES

NAPLES. No aspect in the Mediterranean is more captivating than that of the Bay of Naples, with its azure sea, its embankment of buildings, and its amphitheatre of volcanic mountains culminating in the still live crater of Vesuvius. Here was originally a Greek Colony, which Rome conquered and established as a residential city for its wealthy nobles. In the Middle Ages, Naples played a vigorous rôle of independence, as many of its castles and churches still testify. Its chief pride today is the splendid National Museum, with unique collections of Greek and Roman sculptures and of wall paintings and bronzes from the buried cities of Herculaneum and Pompeii. Fascinating also is the Aquarium, with its strange wild life from the waters of the Mediterranean. The Neapolitan is seen at his or her best and gayest in the adjoining park of the Villa Nazionale. Of particular human interest are the arches of the San Carlo Theatre, where the public scribes take down the love letters of the girls who cannot write.

AT POMPEII, the House of the Faun, the House of Glaucus described in "The Last Days of Pompeii," the Street of Tombs, the Temple of Isis, and many other resurrected ruins help to visualize the daily life in a Roman City shortly after the time of Christ.

POMPEII, which was overwhelmed by an eruption of Vesuvius in 79 A.D., was forgotten until the site was accidentally rediscovered in 1594. Systematic excavations undertaken since 1763 have gradually revealed the city in which 50,000 people once lived, with its temples, shops, houses, public baths, amphitheatre seating 20,000 spectators, and barracks of the gladiators. Herculaneum was a smaller, though richer city, the site of which is mostly covered by the town of Resina.



ROME

ROME. The Colosseum and the Catacombs recall the persecution and martyrdom of the early Christians, and the Arch of Constantine their ultimate triumph. The Arch of Titus celebrates in vivid sculpture the Capture of Jerusalem. Fourteen obelisks remind the student that Rome at one time held and drew tribute from Egypt. The luxury of the Imperial City is seen in the Baths of Caracalla, more than a mile long, with rooms for 1,600 bathers, famous statuary, and art galleries. The glory of the Roman Catholic Church is written in the spacious buildings of the Square of the Lateran, the Church of St. Peter and the Vatican.

THE galleries and collections of Rome are the largest in the world. The Vatican, the Lateran, the Capitoline, and the national museums and galleries contain remarkable collections that have a world-wide celebrity. There are numerous private collections of pictures in the Borghese, Barberini, Doria, Sciarra, Torlonia and Corsini palaces, and masterpieces of painting are also to be found in almost every church. The libraries of Rome are unrivalled.

MODERN Rome has now as many hotels as it had churches in times gone by, and they are excellent. The artistic industries of the city have been revived in recent years. The most important are Roman silks, Roman pearls, reproductions of ancient vases, statues and paintings, mosaics and jewellery.

VENICE

THRONED in the turquoise of her wide lagoon, VENICE sits dreaming of her ancient splendors. In the rippling harbor, her islands shine like pale amethysts in the morning light, and the color of her palaces is mirrored in broken beauty on the bosom of the sea.

ALL the art of the Renaissance pulses in the wonderful harbor and the twisted skeins of the canals. Landing quays and marble steps lead to the palaces of the old nobility, and striped gondola posts repeat themselves in the ribbons of blue water. Tall, narrow windows and tiny balconies hang over the stream upon a background of lemon-yellow wall overgrown with lichen; the waterside shop of a statue-maker is brave with pastel shades of pink, and yellow, and fading green; and a blaze of scarlet creeper splashes the smooth cream surface of a baronial house.

THE mounting sun beats upon the bronze well-head, with its three broad shallow steps in the courtyard of the Palazzo Ducale. Out across the San Marco basin the masts of the fishing fleet hoist patched sails of russet and saffron and move slowly out between the islands. The great horses of San Marco rise, and pigeons wheel in a fluttering cloud in the shadows of the Campanile. The blue of the bay, caught in the curve of the Shiavorri, turns to moving gold and whispers to the feet of San Giorgio Maggiore.

NIGHT—and on the Grand Canal the first sandolo of the water police glides, lampless, to meet the breathing tide. The moon soars and turns the world to silver, and above the darkened waterways windows open to the soft night air—tall, latticed and shuttered windows which might hide the chink of a Shylock's gold or the sigh of a poet to the love-warmed night.

DUBROVNIK

DUBROVNIK (formerly Ragusa) is the dream city of Europe, drowsily lying in undisturbed antiquity under the bare, limestone mass of Mount Sergio. Seaward fortifications rise direct from the edge of the Adriatic's waters. Her harbor is too small for modern needs, and large steamers anchor outside between the island Daza and the mainland.

DUBROVNIK'S white city walls follow the curve of the old moat, no longer filled with water but aflutter with waving green branches on tall trees, and gay with red-tiled roofs. Peasant women with voluminous skirts, wool-embroidered bodices and white kerchiefs, swish against Paris-gowned passengers off the cruise boats, and Montenegrin mountaineers in their full blue trousers, gold-embroidered scarlet vests, and long sleeveless coats of pale blue broadcloth, recall the fact that Anthony Hope was in Dubrovnik when he wrote the Prisoner of Zenda.

KOTOR (formerly Cattaro), the strongly fortified seaport at the head of the Bay of Kotor, is said to have the most beautiful harbor in Europe. It is an inlet of the Adriatic near the southern end of the Dalmatian coast. Over the placidly smiling waters of the fjord tower dull gray limestone cliffs which form the buttresses of the Montenegrin Mountains. One thousand feet above the town is the SAN GIOVANNI fortress.

KOTOR was at one time under Roman rule. It was held by Serbia until 1420, when it came under the dominion of the Republic of Venice. Austria gained control of it in 1797. In 1919, it was ceded to Jugo-Slavia.

ATHENS

SO beautiful is ATHENS that although Greece has been overrun by many barbarian conquerors—Goths, Ostro-Goths and Turks—these have refrained from their usual vandalism, with the result that surprisingly little damage has been done to the Attic Temples except by age—although the Parthenon was almost destroyed by an explosion during the siege of 1687. Dominating Athens is the Acropolis. The western front of this is entered by the gateway of the Propylaea, near which is the temple of the Wingless Victory, with an exquisitely beautiful frieze. On the north is the Erechtheum, notable for the famous porch of the Caryatides or sculptured maidens who support the roof. The ruins of the Parthenon occupy the summit. Much of the frieze that was not abstracted by Lord Elgin is preserved in the Acropolis Museum, below which is the Theatre of Dionysius, where the immortal tragedies of Aeschylus, Sophocles and Euripides were played.

THE marble Theseon on Apostle Paul Street, near the railway station, is considered to be in better preservation than any other of the ancient Greek temples. On the other hand, only fifteen columns remain of the original hundred of the temple of Zeus Olympus, which is reputed to have been the second largest Greek temple in history.

THE new Stadium, seating 60,000 spectators, provided the arena for the Olympic Games in 1906. It is built on the site of the goal of the historic Marathon race.

AMONG the other interesting places is Mars Hill, where St. Paul preached to the Athenians. The National Archæological Museum has a unique collection of Mycænean antiquities discovered by Dr. Schliemann, the excavator of Ancient Troy. The Hill of the Pnyx, with the rock platform from which Athenian orators addressed the Assembly on matters of moment, affords a view of the Acropolis which should not be missed. Another fine view can be obtained from Museum Hill.

TURKEY

THE entrance to the Strait of the DARDANELLES, known to the Greeks as the Hellespont, which was swum by Hero and Leander and later by Lord Byron, is guarded by the castles of Sedil Bahr and Kum Kaleh, and farther on by the Old Castle of Anatolia and the Old Castle of Rumelia. On the right is the land of Troy, famous for the great siege of Homer's "Iliad." At the entrance to the Sea of Marmora is the town of Gallipoli, a name of tragic memory in the recent war. Most beautiful of all is the vision of the city on the Golden Horn, with its domes and minarets, palaces and ancient walls. "Formed by Nature," says Edward Gibbon, the historian, "for the centre and capital of a great monarchy," CONSTANTINOPLE was the creation of a Roman Emperor who ransacked the temples of Italy, Greece and Syria to enrich and adorn this, his Eastern throne-city. Of the Turkish Sultans, the greatest of the builders was Suleyman, whose magnificent mosque is a reminder of the luxurious Court to which in the sixteenth century every bazaar in the East paid tribute.

> "A ghost, a magnificent ghost of the past, is this city, still standing, with its endless spindles of stone, so slender, so light, that how they have lasted is a marvel."
>
> (PIERRE LOTI, in *"Disenchanted."*)

THE Aya Sophia Mosque, as the Turks call the immense church of St. Sophia, is exceeded in size only by St. Peter's at Rome.

WITHIN a block of St. Sophia is a large square, where, in the days of the Eastern Empire, stood the Hippodrome, in which took place the gladiatorial contests and the famous chariot races and which then contained countless monuments and other trophies brought from various conquered cities—now only a few of them are left, most noted of which is the Serpent Column, made from bronze captured in a great battle between the Greeks and Persians.

THE city is divided into three separate parts. Stamboul and Pera-Galata are on the European side, with the Golden Horn between them, and Scutari is on the Asiatic side across the Bosporus Strait. Stamboul is the Turkish city proper, and Pera-Galata the European quarters where the representatives of foreign powers have their embassies and their homes. The Galata bridge between Stamboul and the European quarters is reputed to have every nationality in the world cross it at least once every hour.

HOLY-LAND

BEIRUT, although situated in the oldest part of the world, is essentially a modern city. An important seaport in the great Phoenician Empire, it is now the centre of the Eastern silk industry. The City of Beirut is beautifully situated on St. George's Bay, an inlet of the Mediterranean. The old town is immediately behind the landing place and the principal buildings are in the Place des Canons, about a third of a mile distant. About a mile outside Beirut a ruined church of St. George marks the site of the combat with the Dragon.

HAIFA is on the Bay of Acre, not very far from the town of Acre, famous in the annals of the Crusades. The ruins of the Crusaders' Wall at Acre may still be seen. It was from the sands of the Bay of Acre that the Tyrian purple was extracted. Mount Carmel, where Elijah challenged and defeated the 450 prophets of Baal, is also close at hand.

MANY places in NAZARETH are identified with the boyhood of Jesus—Mary's Well, the fountain of still sweet water to which the women bring their jars, the grotto of the Carpenter's Shop found under an old church built by the Crusaders. The craftsmen ply their several trades, either at their doors, or in the street.

TIBERIAS, Magdala, the steep places down which plunged the Gadarene Swine, the slopes on which Christ preached his Sermon on the Mount, all these are still pointed out beside the SEA OF GALILEE. At Cana of Galilee, the Greek Church contains an earthen jar which is claimed to be one of those in which the water was turned into wine at the marriage feast. The spring is still shown from which the water is said to have been drawn for Christ's first miracle. The fishermen are still hauling in their nets as in the days of the Apostles.

HOLY-LAND

JERUSALEM has been destroyed and rebuilt so often (sixteen times at least) that some of the original streets in David's Royal City are now eighty feet underground. Traces of the wall built by Herod may still be found at the Wailing Place of the Jews.

THE Church of the Holy Sepulchre is built on the traditional rock of Calvary, and in the centre of the church is the traditional tomb of Christ. The Mosque of Omar, or Dome of the Rock, covers the rock on the summit of Mount Moriah on which Abraham offered the sacrifice of Isaac. Here was the original Temple of Solomon, and here, according to the Mohammedans, the Angel Gabriel will blow the Last Trumpet. Below it is the Garden of Gethsemane, now much frequented by pilgrims. David's Tower is one of the buildings that was standing in the days of Christ.

> "Jerusalem is the pilgrimage city of the world. Sacred to the Christians, the centre of Jewish religious devotion and national dreams, it is also a second Mecca to the Mohammedans . . From the wilds of Abyssinia, from the flat plains of Egypt, from the mountain fastnesses of Greece, and from all over Russia, even to the borders of Siberia, they come to drop their tears upon the tomb."
>
> (FRANK G. CARPENTER,
> in *"The Holy Land and Syria."*)

BETHLEHEM is only a few miles from Jerusalem. The road from the Jaffa gate follows the route taken by the Wise Men from the East. It passes the field of Boaz where Ruth gleaned her wheat, and the field in which the Shepherds watched their sheep. It passes near the spot where David slew Goliath. It passes a square building with a dome known as Rachel's Tomb, built on or near the pillar that Jacob set up on his wife's grave.

THE Church of the Nativity is built on the site of a grotto which tradition identifies with the birthplace of Jesus, and is the oldest Christian edifice in the world. The Shrine of the Nativity is lit up with fifteen lamps which are never allowed to go out. To-day Bethlehem is busy with the manufacture of rosaries and of crucifixes of olive-wood and mother-of-pearl. The women have a distinctive costume, with head-dress richly ornamented.

EGYPT

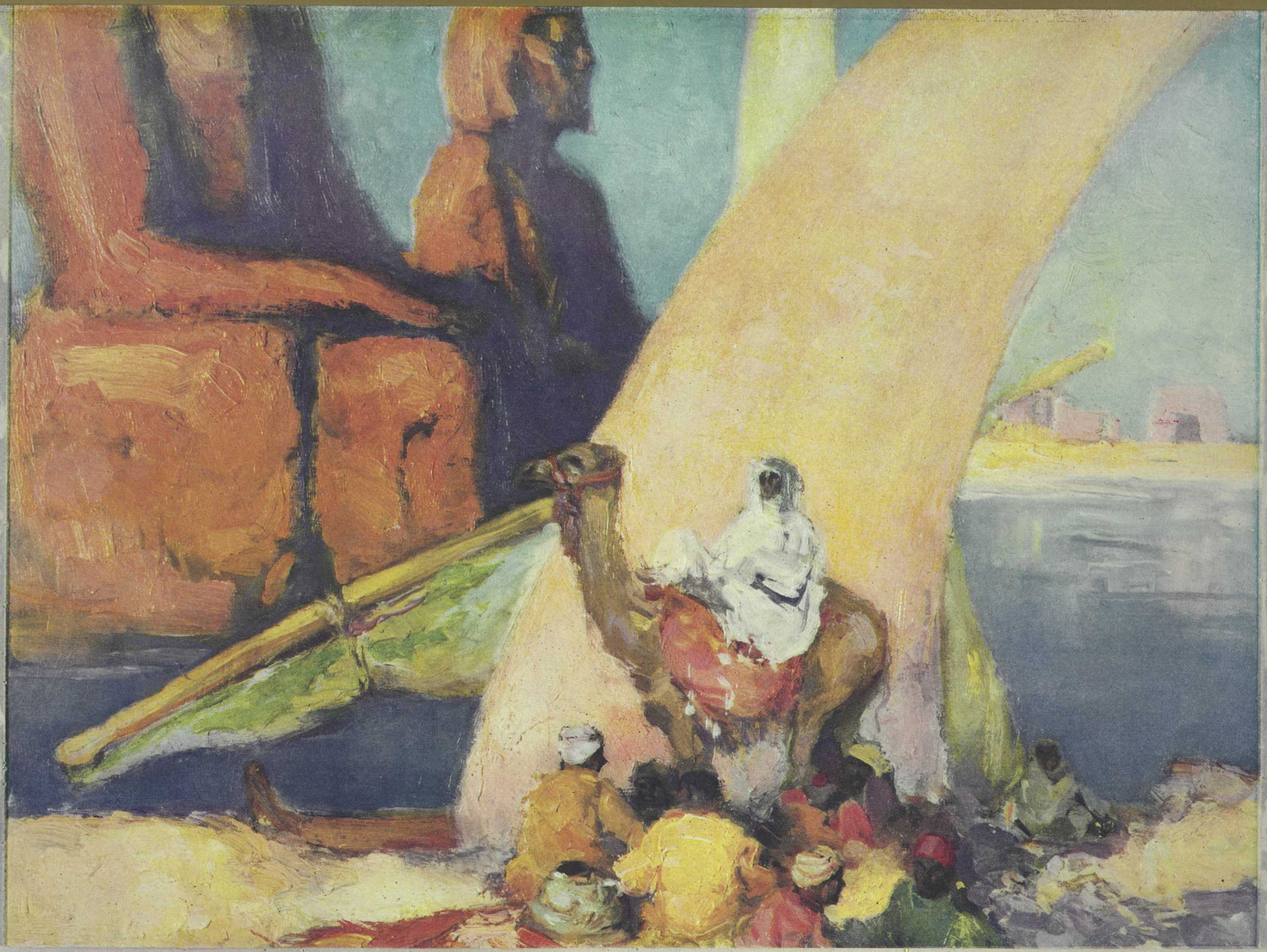
ALEXANDRIA was founded about 332 B.C. by Alexander the Great, and remained the capital of Egypt for the Greeks and the Romans over a thousand years.

CAIRO, "The Mother of the World" according to the Arab phrase, is the largest city in Africa, with nearly a million inhabitants. Its magnificent Museum contains the treasures of four thousand years of Pharaohs, including the recently discovered marvels of the tomb of Tut-Ankh-Amen. Among the buildings of exceptional interest are the Mosque of El Azhar, "The Resplendent," greatest of Mohammedan Universities, the Mosque of Amr, the Domed Tombs of the Mameluke Sultans, the tall slender minarets of the Mosque and Fort of Mohammed Ali, in the centre of which is Joseph's Well, the Mosques of Tulun, Kalaun, Barbuk, Kait Bay and that of Sultan Hassan, dating from 1358.

IN the streets of Cairo the snake charmer will make his cobras dance on the sidewalk. In the native bazaars you can buy exquisite gold and silver embroideries, hammered brass, inlaid furniture, the red and black glazed pottery from Assiut, silks, Egyptian mats or appliqué sail cloth.

"EGYPT is the gift of the Nile," said Herodotus, the old Greek historian. The Nile, oldest river in the World, drains an area of over a million square miles. Two thousand years before Abraham, the SPHINX was carved out of the solid rock, and civilization has been traced into a still remoter antiquity of four thousand years.

THE train from Cairo to SUEZ passes through the Biblical Land of Goshen, and the wide plains through which two thousand years ago Joseph and Mary fled from Palestine with the infant Jesus.



VALLEY OF THE KINGS

OPTIONAL excursions have been arranged for those who desire to visit THEBES and the VALLEY OF THE KINGS, where sepulchres have yielded marvellous records of the past. It is four hundred and fifty miles from Cairo to Luxor. The trip is pleasantly and comfortably made by sleeping car. The waters of the River Nile are the life-blood of the country, and now, as in the time of the Pharaohs, the life, health and prosperity of the people are governed by their flow. The construction by the British of the Assuan, the world's largest dam, has permitted the storing of flood water in great artificial lakes until it is needed in dry years.

LUXOR, just across the river from Thebes, is a modern city and possessed of excellent hotels. It is the usual centre for those who are visiting the Tombs of the Kings.

THE Colossi of Memnon, two gigantic seated figures, are the first landmarks on the plain of Thebes. Then

"that strange fascinating strip of barren land which is strewn with temples and honeycombed with tombs. At the foot of these tiger-colored precipices Theodore M. Davis found the sepulchre of Queen Hatshepsu, the Queen Elizabeth of the Old Egyptian world . . . . here to the north is the temple of Kurna, and over there the Ramesseum: those rows of little pillars close under the mountain are the pillars of Hatshepsu's temple . . . This turmoil of sun-baked earth and rock, grey, yellow, pink, orange and red, awakens the curiosity, summons the love of the strange, suggests that it holds secrets to charm the souls of men."

(ROBERT HICHENS, in "*Egypt and its Monuments.*")

TO these celebrated memorials have recently been added the tomb of King Tut-Ankh-Amen. The excavations here are still in progress.

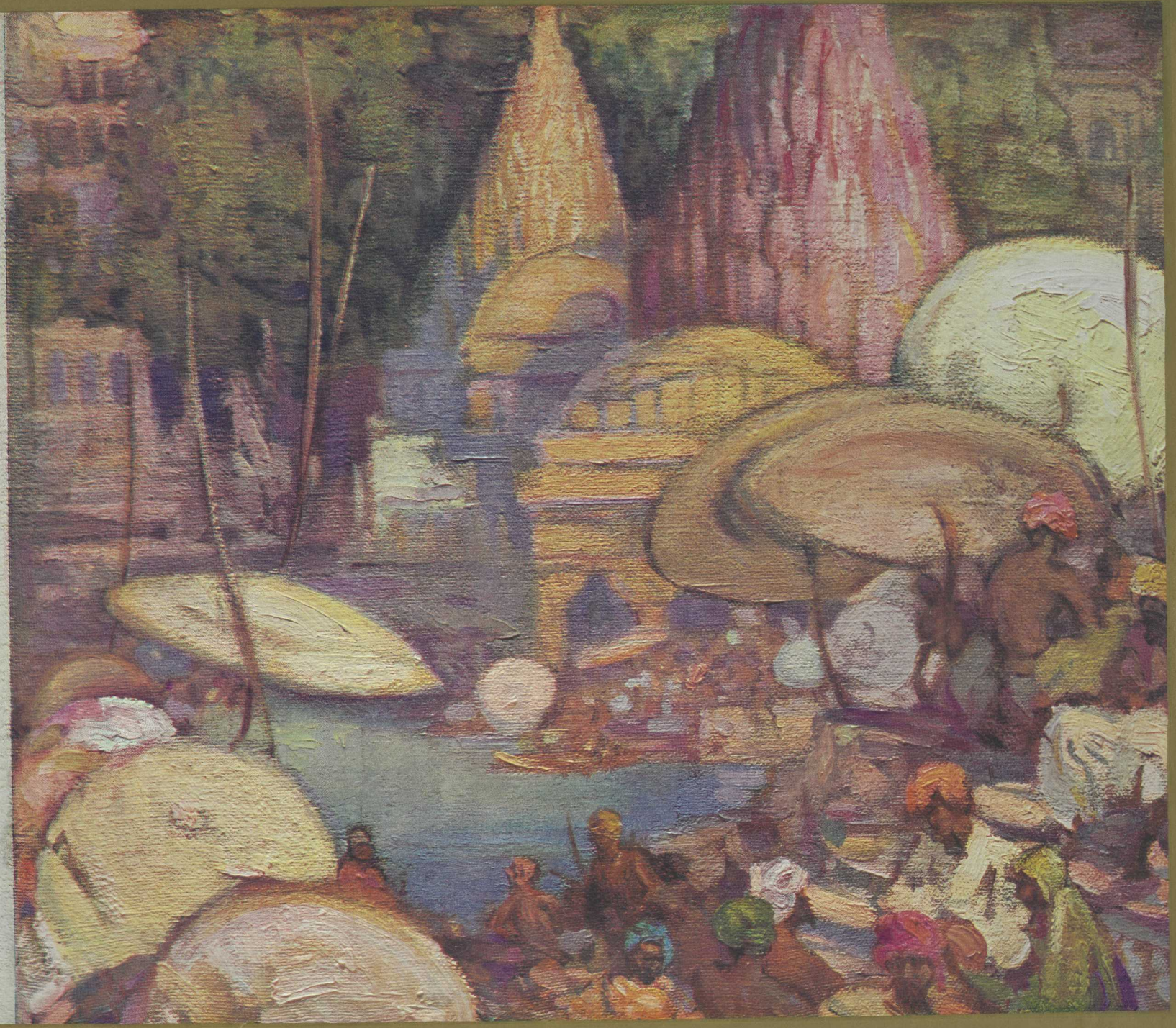
INDIA

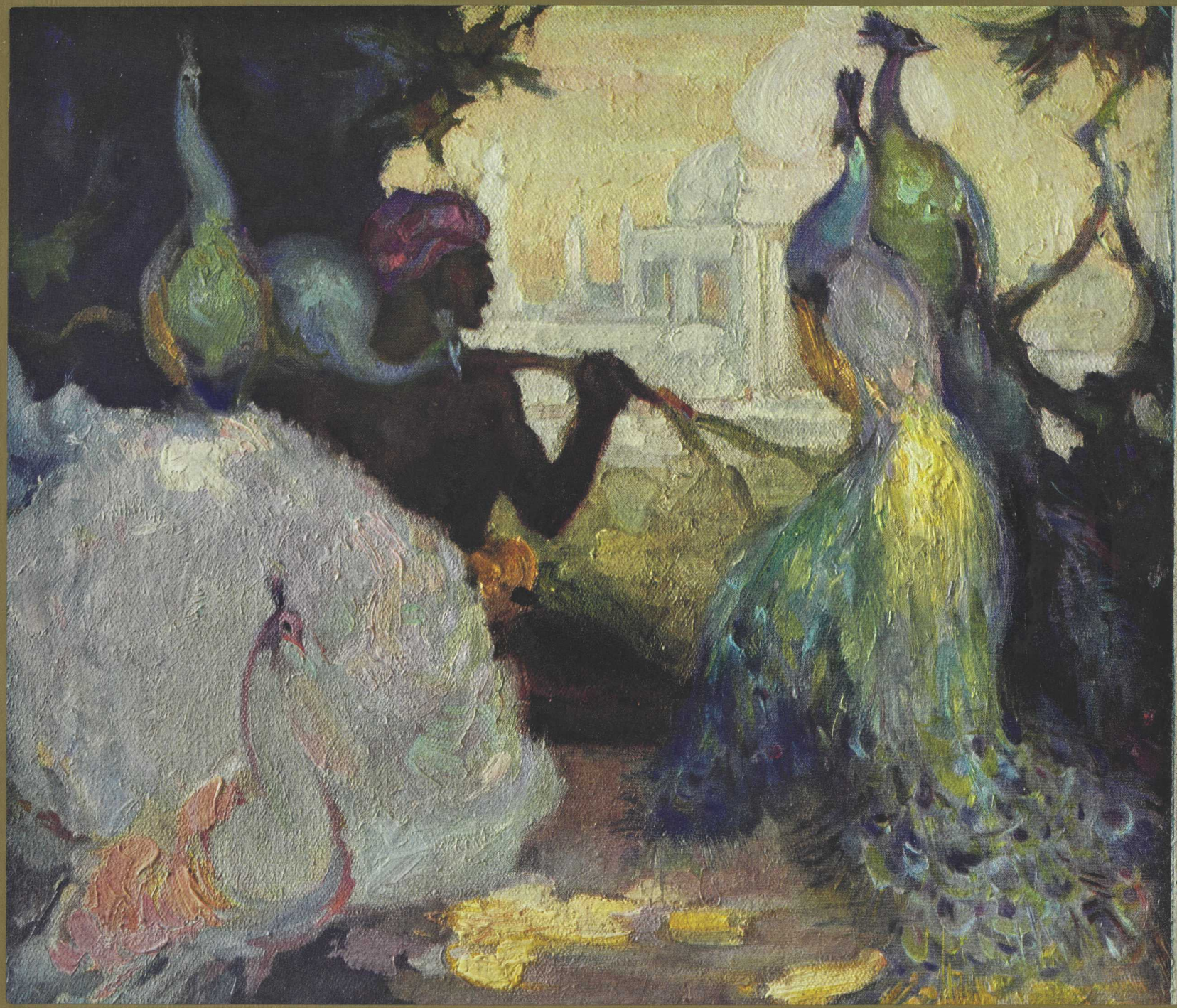
BOMBAY is one of the great seaports of the world.

OPTIONAL Excursions have been arranged to Agra and Delhi, returning to Bombay or continuing across India to Calcutta and turning South through Madras to rejoin the Cruise ship at Colombo. In the Great Bazaar of Bombay the native merchants offer their richly decorated wares and handicrafts. Not far off are the Hanging Gardens and the Towers of Silence, where the Parsee Worshippers of Fire dispose of their dead. The Victoria and Northbrook Gardens are set out with flowers in tropical profusion.

AGRA, a walled city, was the Capital of the Mogul rulers before it yielded place of honour to Delhi in 1658. Deeply interesting are the Fort with Shah Jehan's Glass Palace and the Pearl Mosque, the Anguri Bagh or Grape Garden, and the various palaces. But exquisite above all is the Taj Mahal or Peerless Crown, built for Queen Nur Jehan in 1630. Twenty thousand workmen took twenty-two years to build this marvellous structure.

DELHI, with its celebrated street, the Chandni Chauk, was the capital of the Afghan and Mohammedan Empires, and is now the official Capital of British India. Here is the Fort and Palace of Shah Jehan, superbly decorated with inlaid work and carving, notable for the Painted Palace of the Chief Sultana, the Royal Baths, and the Audience Hall with its inscription "If there is a Heaven on Earth, it is this—it is this!" Here, too, is the Jama Masjid, claimed to be the finest mosque in India. The battered walls of the Kashmere Gate recall the historic days of the Indian Mutiny.





INDIA

BENARES, the Holy City of the Hindoos and the capital of Brahminism, has fifteen hundred temples and mosques and is visited by over a million pilgrims every year. From the Ghats, or bathing steps, the pious wash away their sins in the sacred Ganges. At the Burning Ghats the dead are burned and thrown into the river.

CALCUTTA, on the Hooghly, is a hundred miles inland from the Bay of Bengal. The splendid houses of the rich merchant princes vie with the palaces of the Indian potentates. The present Post Office covers the spot once known as the Black Hole of Calcutta.

MOST thrilling of all railroad trips is that to DARJEELING, the famous summer resort in the Himalayas. The train climbs up 7,000 feet in fifty miles, with glorious views of Mount Everest and Kinchinjunga.

MADRAS, capital and seaport of a rich agricultural presidency of Southern India, is thirty-eight hours by train from Calcutta, the scenery from the car window being exceptionally beautiful. Magnificent forests of rosewood, teak and ebony provide valuable exports. The population of the presidency is essentially Hindoo, while the city itself is an important missionary as well as commercial centre, the first missionary being St. Thomas, who was here martyred. The Palace of the Nawabs and the densely populated area of the Triplicane encircling the Palace of the Prince of Arcot are two of the most fascinating sights. Very pleasant is the cool drive under the banyan trees of the Marina.

MADURA, further south, was known to the Greeks and still retains the walls of its ancient fortifications, enclosing a magnificent palace with pyramidical towers.

CEYLON

As the EMPRESS approaches COLOMBO, Adam's Peak looms in the background, famous for the titanic footprint which the Mohammedans say was made by Adam after his banishment from the Garden of Eden, when he stood on one foot for a hundred years by way of penance.

THE harbor of Colombo is protected by a splendid breakwater against which the wildest storms of the south-west Monsoon break themselves in vain. Since 1795, Ceylon has been a Crown Colony in the British Empire. To-day it is one of the great tea-producing countries, and owing to the wealth of its pearl fisheries is known as the "pearl garden of the world." The red roads of Colombo, the brilliant vegetation and the gay costumes combine to make a picture of intensely vivid color. The streets are thronged with Singhalese, shaven Tamils from Southern India, Arabs, Parsees and white-capped Moors. Highly picturesque are the bullock-bandies or two-wheeled carts, with hoods of cocoanut leaf, drawn by yoked oxen. The processions of elephants on festal occasions are very impressive.

KANDY, the ancient Capital, on the shores of a lovely lake, is celebrated for the temple containing Buddha's Tooth. The road into the interior climbs through a succession of romantic gorges, and overlooks the great plantations. The island is rich in rubies, sapphires and moonstones, and the natives are skilful in the crafts of jewellery. At Kandy the botanical gardens of Peradeniya are particularly rich in tropical flowers.

JAVA

NO spot in the world is more romantic than the Malay Archipelago, with its picturesque and romantic seacraft and skylines of volcanic mountains soaring over 11,000 feet high. The approach to the port of Emma Harbor is through a maze of evergreen islands. The scenery traversed from the port to Padang itself is entrancingly beautiful. Unique are the native dances and the shadow pantomimes; alluring indeed are the curios, the batik and the masterpieces of native craft.

BATAVIA is the capital of the Dutch East Indies, on the densely populated island of Java. The Botanical Gardens of Buitenzorg are unrivalled for the study of tropical flora. The Ethnological Museum at Batavia is of fascinating interest. Weltevreden, the residential section of the upper town, is laid out in handsome avenues, while the older portion of the town might have been transplanted from Old Holland.

SINGAPORE is essentially a city of the British lion. Its harbor is one of the most fascinating in the world, owing to the variety of the craft that dock in its roomy shelter, for it is the chief entrepôt for the East Indian traders. Half the tin of the world is said to have passed through the smelting works on the island of Pulau Brani, and the rubber plantations of the Malay Peninsula are of enormous value. The porticoed shops of Singapore provide endless entertainment to those on the look-out for oriental fabrics and curios. JOHORE BAHRU is known as the Oriental Monte Carlo, and dominated by the splendid palace built by the Sultan Abubakur.

PHILIPPINES

THE Spanish discoverers called the PHILIPPINES the "Pearl of the Orient." Magellan, the heroic and ill-fated explorer, set foot on these islands in 1521. To-day they form an interesting object lesson in what twenty-six years of modern efficiency methods have made in comparison with three centuries of old style government.

THE archipelago (which comprises over 3,000 distinct islands, of which 350 are over a mile square) is hilly and mountainous. Two-thirds of its land surface is covered with forests: gutta percha, India rubber, and other gum-yielding trees abound.

MANILA, on Luzon Island, the capital of the group, with a population of about 300,000, has a deep and safe harbor, with an enormous commerce, and is the largest hemp market in the world.

VERY picturesque are the older portions of the city, the native Malayan quarter with houses roofed with nipa leaves, and the Spanish districts retaining the atmosphere of the old régime.

DURING the days spent in this interesting port, an automobile drive will be taken round the city along the Escolta, or main street, with its bazaars and European stores, to the Luneta, or fashionable driveway, and the old Spanish walled city with its fort, convents, monasteries, palaces, mediæval moats and picturesque Spanish houses. The Carabao, or water buffalo, still shares the road with the high-powered motor car. Very impressive is the stately pile of the Cathedral. The Santa Ana Cabaret, said to be the largest in the world, is a popular resort for dancing.

PEKING

PEKING has been the Capital of China for 900 years, and is on the same parallel of latitude as Madrid. The opening of the Forbidden City to the foreigner has made it one of the most fascinating tourist objectives in the world. The best view of the city is from Chien Men, the tower on the South Wall of the Tartar City, from which one can look down on the gaily colored tile roofs of temples, pagodas and palaces, and also upon the swarm of human life. The springless mule-drawn Peking cart, the sedan chair, the ricksha, the double-humped Bacterian Camel, are still to be seen along with the automobile. Porcelains, silks, embroideries, cloisonné, lanterns, rugs, carvings and curios can be secured here as in no other Chinese City.

IN the south of the Chinese City is the Temple of Heaven, containing the Palace of Abstinence, the blue-tiled Temple of the Happy Year and the Altar of Heaven, the most sacred object in China.

RESPLENDENT indeed is the famous Summer Palace, with its beautiful grounds and halls with yellow-tiled roofs and brilliantly decorated eaves.

"And the whole of six hundred years of Chinese history has gone into the making of the quaint palace doors and windows shaped like vases and fans and teapots; the boathouse where the imperial barge used to lie; the spring that trickles through its intricate stone tracery, made to go slowly so that it won't carry good luck away; the rock gardens, so strange to our western eyes, where all the flowers are twisted stone; the Bridge of Ten Thousand Years; the theatre where the Empress watched the classic three-day plays; the Throne Hall of Purple Effulgence where she gave her last audience to the Dalai Lama."

HONG KONG

HONG KONG, established as an outpost of the British Empire, is one of the great seaports of the world, swarming with steamers, sailing ships, junks and sampans. This is not surprising when one realises that, of cotton goods alone, China has an annual consumption "which would carpet a roadway sixty feet wide from here to the moon."

FOUNDED in 1841, the City of Victoria has grown to be an amphitheatre of substantial edifices round one of the busiest harbors in the Orient.

HONG KONG is a free port with a delightful freedom from customs formalities, and has its own currency. The curio shops maintain an inexhaustible fascination for the traveller, and the stores are rich in Canton blackwood furniture, Swatow lace and porcelain. The Peak, 1,800 feet above the sea, commands a magnificent view, and no one should miss visiting the Flag-staff, with its wide panorama of city and harbor. So pleasant is the winter climate that Hong Kong is becoming one of the most popular winter resorts in the Orient.

SHANGHAI has the largest foreign settlement of the Orient. Every nation in Europe and most of the nations of Asia are represented in this, the most cosmopolitan city in the world. Shanghai is built on a tributary of the Yangtse Kiang, and taps for its trade a population of 200,000,000 people. The Bund is a street consisting chiefly of modern six-storey buildings. Its most famous edifice is the Shanghai Club, with a bar 110 feet long, said to be the longest in the world. Nanking Road is the great shopping street, with Chinese department stores and amusement palaces. The Bubbling Well Road, famous in many a romance, is a continuation of this road, and leads to the Race Course. In the native city the Thieves' Market is notable for its curios, although the best and most reliable curio shops are to be found in the International Settlement, and the Willow Pattern Tea House is the objective of every tourist in China. Shanghai is the dramatic capital of China, and the theatres are well worth a visit.

JAPAN

KOBE is the climax of the entrancing voyage through the Inland Sea. With a population of over 600,000, Kobe presents a typical picture of modern Japan, while at the same time the Buddhist temples and Shinto Shrines preserve the character of the old.

KYOTO. This sacred city, for a thousand years the Capital of Japan, illustrates in its temples, shrines, museums and palaces the history and art of a fascinating people. The skill of the Japanese excels in Kyoto silks, crepes, fans, porcelains, bronzes, lacquer carvings, damascene, cloisonné and embroideries. Teapot Hill has half a mile of curio shops, each with its fascinating treasures. The Mikado's Palace on its garden, and Nijo Castle, the moated palace of the Shoguns, illustrate the historic past.

NARA, still more ancient capital of Japan than Kyoto, has been less influenced perhaps than any other of the cities by European culture.

From YOKOHAMA, where the Empress will call, there will be an excursion by special train to TOKYO, capital of Japan. Tokyo epitomizes New Japan. Upon emerging from the station, the view across the plaza presents a dramatic contrast—seven and eight-storey office buildings and other modern structures in front, while in the distance are the gray walls, green embankments and gnarled pines of the Imperial Palace, where Old Japan sits serenely in the heart of the city, safely removed from the throbbing life of the metropolis by the picturesque moat surrounding the Palace.

From YOKOHAMA there will be a motor trip to Kamakura, going via the Shore Road and returning via the Seki Valley. Kamakura is famous for its Daibutsu, colossal image of Buddha, 49½ feet high. Tidal waves twice washed the temple away, and the figure is now quite exposed, with a beautiful forest in the background.

NIKKO. Five hours from Tokyo by train, the marvellous shrines of Nikko—"Sunny Splendour"—are set in a semi-circle of towering mountains. Here are grouped the most richly decorated temples in Japan, and the tombs of two great Shoguns. The sacred Red Lacquer Bridge spans a roaring torrent and the roads and mountain slopes are shaded with stately cryptomerias.

HAWAII

HONOLULU. Fifteen volcanoes rising out of the Pacific to form islands, each with its necklace of coral reef, have made the group known as Hawaii. The natives are the most affable of people, and are best known for their contribution to American music. The first Hawaiians arrived at Honolulu a thousand years ago from Samoa, speaking a language akin to that of the Maoris of New Zealand. The population now comprises all the races of the Pacific. Honolulu, the capital, with its avenues of royal palms, gives the impression of being garlanded with flowers and laden with luscious fruit. At the unrivalled bathing beach of Waikiki, thousands ride the waves in surf canoes or on surf boards.

VERY impressive is the precipice of Pali, twelve hundred feet above the sea, down which King Oahu's warriors hurled themselves when defeated by Kamehameha. Passengers will enjoy the 90-mile motor drive around the Island, including Pali and the principal points of interest in the City. A fascinating collection of exhibits illustrating Polynesian culture may be seen at the Bishop Museum.

COASTING along the cliff-bound shores on this Round the World Cruise, the EMPRESS steams on from Honolulu to HILO, the port from which an easy ascent can be made to the crater of the still active volcano, Kilauea, the largest lake of fire in the world. The road from Hilo to the crater is of tropical beauty, flanked with titanic ferns and a rich profusion of exotic flowers. In the intervals between eruptions, the lava floor of the crater carries in spots a luxuriant vegetation, though the general impression is one of vast and desolate waste. The pit is three miles across.

PANAMA

SAN FRANCISCO. Possessing one of the largest landlocked harbors in the world, with an area of 450 square miles, San Francisco has an imperial position which is emphasized by the blithe architecture of the buildings topping her bold hills.

THE city itself stands upon the promontory of the northern part of San Francisco peninsula, with an outlook in every direction. To the east are the bay, hills and populous cities of Alameda County. To the north are the Golden Gate, the Marin County hills and majestic Tamalpais, mountain of the sea. To the west are the expanses of the Pacific, and to the south San Francisco Bay again, extending into the orchard-filled valley of Santa Clara.

PANAMA. For 43.84 nautical miles, passengers on this Round the World Cruise will have the opportunity of studying the engineering miracle of an artificial waterway between two oceans.

PASSING through the great Gaillard Cut, which is itself eight miles long, the Empress steams a further 24 miles through the picturesque Gatun Lake—the largest artificially formed lake in the world, threading a tortuous path in and out of islands—the hills and mountains of the time before the canal.

THE Atlantic is reached through the three steps of the Gatun Locks. On our left is the great Gatun Dam, built across the historic valley of the Chagres River, which formed the old explorers' and gold-traders' route to Panama and the Pacific.

BALBOA, the Pacific terminal port of the canal, takes its name from Vasco Numez de Balboa, the famous Spanish adventurer, who in 1513 crossed the Isthmus and saw for the first time the great Pacific.

THE old city of Panama, six miles from Balboa, was founded in 1519 and sacked by the buccaneer, Sir Henry Morgan, in 1761. Its ruins are interesting as the relics of the oldest European town on the mainland of America.

CANADIAN PACIFIC AGENCIES THROUGHOUT THE WORLD

AMERICA

Canada

Calgary, Alta.	R. W. Greene, Canadian Pacific Station.
Montreal, Que.	D. R. Kennedy, 141 St. James Street.
Nelson, B.C.	J. S. Carter, Corner Baker & Ward Streets.
North Bay, Ont.	L. O. Tremblay, 87 Main Street West.
Ottawa, Ont.	J. A. McGill, 83 Sparks Street.
Quebec, Que.	C. A. Langevin, Palais Station.
Saint John, N.B.	G. Bruce Burpee, 40 King Street.
Toronto, Ont.	J. E. Parker, Can. Pac. Bldg., King and Yonge.
Vancouver, B.C.	J. J. Forster, Canadian Pacific Station.
Victoria, B.C.	L. D. Chetham, 1102 Government Street.
Winnipeg, Man.	W. C. Casey, Can. Pac. Bldg., Main and Portage.

United States

Atlanta, Ga.	E. G. Chesbrough, 59 N. Forsyth Street.
Boston, Mass.	L. R. Hart, 405 Boylston Street.
Buffalo, N.Y.	H. R. Mathewson, 160 Pearl Street.
Chicago, Ill.	R. S. Elworthy, 71 East Jackson Blvd.
Cincinnati, Ohio	M. E. Malone, 201 Dixie Terminal Bldg.
Cleveland, Ohio	G. H. Griffin, 1010 Chester Avenue.
Detroit, Mich.	G. G. McKay, 1231 Washington Blvd.
Indianapolis, Ind.	J. A. McKinney, Merchants Bank Bldg.
Kansas City, Mo.	R. G. Norris, 723 Walnut Street.
Los Angeles, Cal.	Wm. McIlroy, 621 South Grand Avenue.
Minneapolis, Minn.	H. M. Tait, 611 Second Ave. South.
New York, N.Y.	E. T. Stebbing, Madison Ave., at 44th Street.
Omaha, Neb.	H. J. Clark, 727 Woodmen of World Bldg.
Philadelphia, Pa.	J. C. Patteson, 1500 Locust Street.
Pittsburgh, Pa.	C. L. Williams, 338 Sixth Avenue.
Portland, Ore.	W. H. Deacon, 55 Third Street.
San Francisco, Cal.	F. L. Nason, 675 Market Street.
Seattle, Wash.	E. L. Sheehan, 1320 Fourth Avenue.
St. Louis, Mo.	G. P. Carbrey, 412 Locust Street.
Tacoma, Wash.	D. C. O'Keefe, 1113 Pacific Avenue.
Washington, D.C.	C. E. Phelps, 905 Fifteenth Street, N.W.

Cuba

Havana	Santamaria y Ca., Apartado, 770.

West Indies and Panama

Balboa, Canal Zone	Wm. Andrews & Co.
Hamilton, Bermuda	Watlington & Conyers.
Bridgetown, Barbados, B.W.I.	Da Costa & Co., Ltd.
Cristobal, Canal Zone	Wm. Andrews & Co.
Curacao, Dutch West Indies	S. E. L. Maduro & Sons.
Fort de France, Martinique	Plissoneau & Co., P.O. Box 31.
Kingston, Jamaica	George & Branday, 54-56 Port Royal Street.
Nassau, Bahamas	Solomon Bros., Bay Street.
Port au Prince, Haiti	J. Daalder, Jr., P.O. Box 193.
Port of Spain, Trinidad, B.W.I.	Archer Trading Co., Ltd., 2, Broadway.
San Juan, Porto Rico	Behn Bros., Inc.

South America

Buenos Aires, Argentina	Lamport & Holt, Ltd., Sarmiento, 443.
Cartagena, Colombia, S.A.	Rafael del Castillo & Co.
La Guayra, Venezuela	A. Wallis, Sucesores.
Montevideo, Uruguay	M. Real de Azua, Cerrito 382.
Rio de Janeiro, Brazil	Lamport & Holt, Ltd.
Santos, Brazil	F. S. Hampshire & Co., Ltd., Rua 15 de Novembro, No. 147.

EUROPE

Antwerp, Belgium	A. L. Rawlinson, 25 Quai Jordeans.
Athens, Greece	Crowe & Stevens, Pireaus, Greece.
Belfast, Ireland	Wm. McCalla, 41-43 Victoria Street.
Berlin, Germany	P. Kayser, Unter den Linden, 39.

EUROPE—*Continued*

Birmingham, England	W. T. Treadaway, 4, Victoria Square.
Bristol, England	A. S. Ray, 18, St. Augustine's Parade.
Brussels, Belgium	L. H. R. Plummer, 98 Boulevard Adolphe Max.
Cadiz, Spain	Harold W. Sanderson, 17 Isaac Peral.
Cherbourg, France	Canadian Pacific, 46 Quai Alexandre III.
Constantinople, Turkey	W. F. Van der Zee, Hudavendighian Han.
Dubrovnik, Jugo-Slavia	Banaz & Rusko.
Famagusta, Cyprus	George Mavroidi & Co.
Funchal, Madeira	Blandy Bros. & Co.
Gibraltar	The London Coal Co., 72, Irish Town.
Glasgow, Scotland	W. Stewart, 25 Bothwell Street.
Hamburg, Germany	T. H. Gardiner, 3, Gansemarkt.
Liverpool, England	R. E. Swain, Pier Head.
London, England	W. H. Powell, 62-65 Charing Cross, S.W.1. C. E. Jenkins, 62-65 Charing Cross, S.W.1.
Manchester, England	J. W. Maine, 31 Mosley Street.
Messina, Sicily	Ant. Richichi & Figli, Via Stabile, 124, Palermo.
Monte Carlo, Monaco	A. Jules Doda, Courtier Maritime.
Moscow, Russia	A. Ross Owen, Warvarka, Stary Gostinny, Dvor Pomeschenie 60.
Naples, Italy	Wilmink, Borriello, Ltd., 62, Via Agostino Depretis.
Oslo, Norway	E. Bordewick, Jernbanetorvet, 4.
Palermo, Sicily	Ant. Richichi & Figli, Via Stabile, 124.
Paris, France	A. V. Clark, 7, Rue Scribe.
Prague, Czecho-Slovakia	E. Schmitz, Havlickovo Namesti, 33, Cukerni Palac.
Rome, Italy	B. T. Paget, 130-131 Via Del Tritone.
Rotterdam, Holland	J. Springett, 91, Coolsingel.
Southampton, England	H. Taylor, Canute Road.
Venice, Italy	Guiseppe Guetta, San Moise 1474.
Vienna, Austria	A. W. Treadaway, 6 Opernring.
Zagreb, Jugo-Slavia	Dr. Ivan Shvegel, Petrinjska Ulica 40.

ASIA

Batavia, Java	Maclaine, Watson & Co.
Beirut, Syria	Henry Heald & Co.
Bombay, India	MacKinnon, MacKenzie & Co.
Calcutta, India	MacKinnon, MacKenzie & Co.
Colombo, Ceylon	MacKinnon, MacKenzie & Co.
Hong Kong, China	G. E. Costello, Opposite Blake Pier.
Jerusalem, Palestine	Jamal Bros., Jaffa Road.
Kobe, Japan	E. Hospes, 7, Harima-Machi.
Manila, P.I.	J. R. Shaw, 14 Calle David.
Padang, Sumatra	Haacke Company.
Peking, China	C. M. Hall.
Seoul, Korea	J. H. Morris.
Shanghai, China	T. R. Percy, Union Bldg., 4, Bund.
Singapore, S.S.	Boustead & Co.
Tokyo, Japan	W. R. Buckberrough, No: 1 Itchome, Yuraku-Cho, Kojimachi-Ku.
Yokohama, Japan	A. M. Parker, 1, Bund.

AFRICA

Algiers, Algeria	Atwater Shipping Company, 5, Boulevard Carnot.
Cairo, Egypt	Anglo-American Nile & Tourist Co., 8, El-Manakh Street.
Capetown, So. Africa	Union Castle Mail Steamship Co., Ltd.
Dar-es-Salaam, E. Africa	Smith, MacKenzie & Co.
Durban, So. Africa	Union Castle Mail Steamship Co., Ltd.
Mombasa, E. Africa	Union Castle Mail Steamship Co., Ltd.
Port Elizabeth, So. Africa	Union Castle Mail Steamship Co., Ltd.
Zanzibar, E. Africa	Smith MacKenzie & Co.

OCEANIA

(South Pacific Countries)

Auckland, N.Z.	A. W. Essex, c/o Union S.S. Company of New Zealand, Ltd.
Hilo, T. H.	Theo. H. Davies & Co., Ltd.
Honolulu, T. H.	Theo. H. Davies & Co., Ltd.
Sydney, N.S.W.	J. Sclater, Union House.

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HONG KONG

H. G. DRING
European Passenger Manager
LONDON

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VANCOUVER

H. B. BEAUMONT
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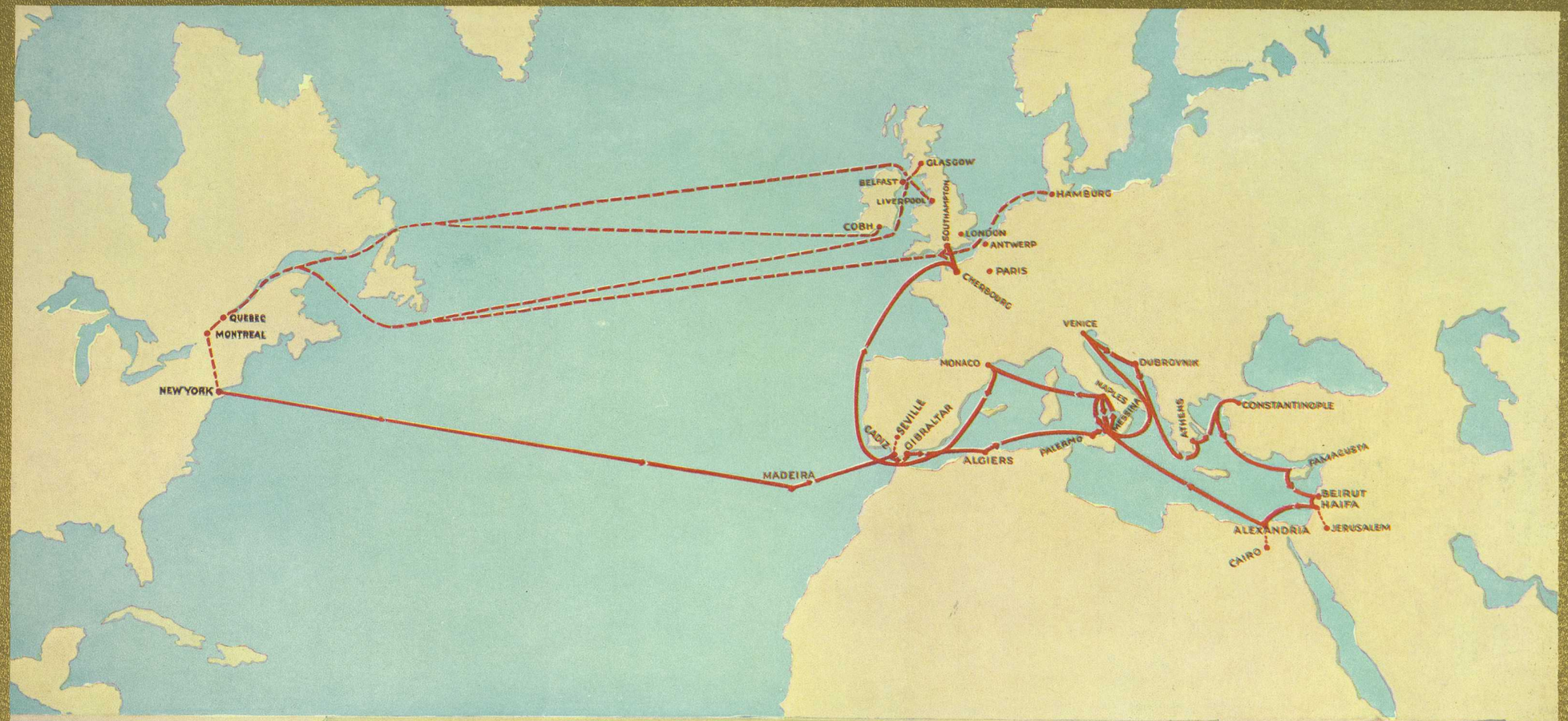
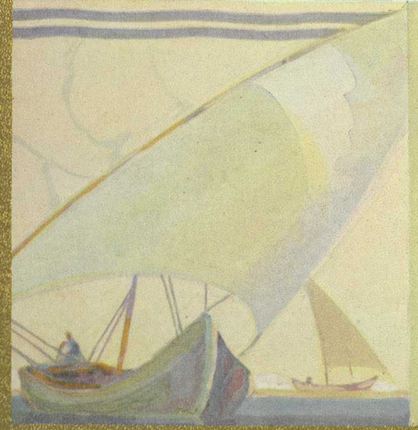
MONTREAL

W. G. ANNABLE
Assistant Steamship Passenger Traffic Manager
MONTREAL

WALTER MAUGHAN
Steamship Passenger Traffic Manager
MONTREAL

C. E. E. USSHER
General Passenger Traffic Manager
MONTREAL

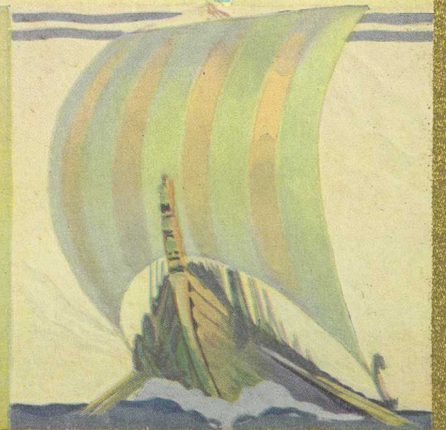




MEDITERRANEAN CRUISE

EMPRESS of SCOTLAND

1928

CANADIAN PACIFIC

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