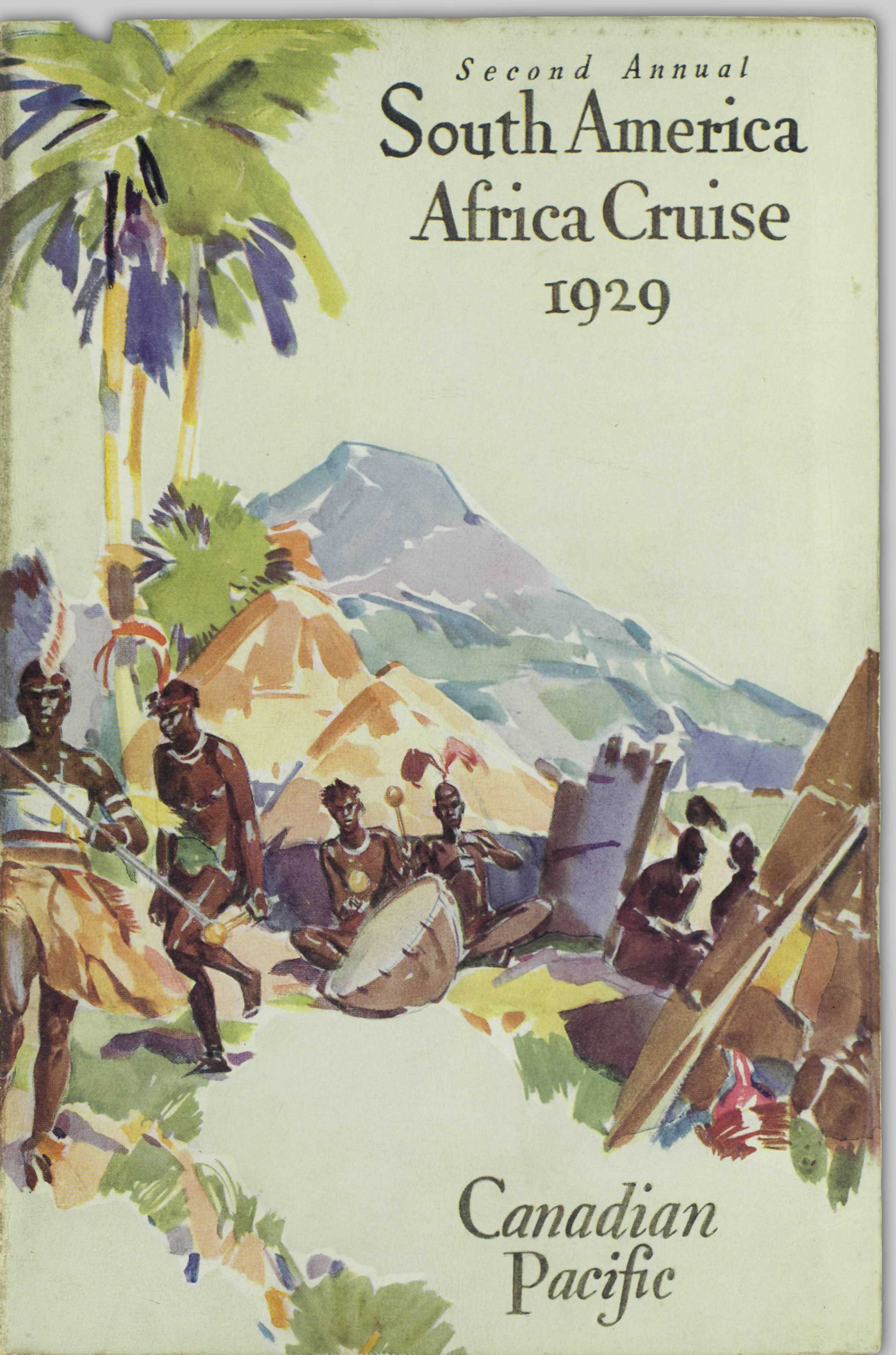


Second Annual

South America Africa Cruise 1929

Canadian Pacific

SEASON 1928-1929

6

DELIGHTFUL CRUISES
from New York

Sixth Annual

ROUND THE WORLD

December 1, 1928 - - 136 Days

Empress of Australia

Second Annual

SOUTH AMERICA-AFRICA

January 22, 1929 - - 104 Days

Empress of France

Sixth Annual

MEDITERRANEAN

February 4, 1929 - - 72 Days

Empress of Scotland

15th, 16th and 17th

WEST INDIES-PANAMA

December 22, 1928 - - - 16 Days
January 10, 1929 - - - 29 Days
February 11, 1929 - - - 29 Days

Duchess of Atholl - New Ship
for the three cruises

CANADIAN PACIFIC

World's Greatest Travel System

SECOND ANNUAL

SOUTH AMERICA—AFRICA CRUISE

EMPRESS OF FRANCE

18350 Tons Gross Register 27500 Tons Displacement

THE SPEED QUEEN OF CRUISES

FROM NEW YORK JANUARY 22, 1929

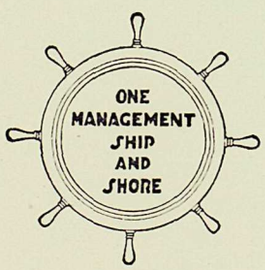
104 DAYS DURATION

STOP-OVER IN EUROPE IF DESIRED

FARES FROM $1500

Including Shore Excursions

THE CRUISE OF CONTRASTS



CANADIAN PACIFIC

World's Greatest Travel System

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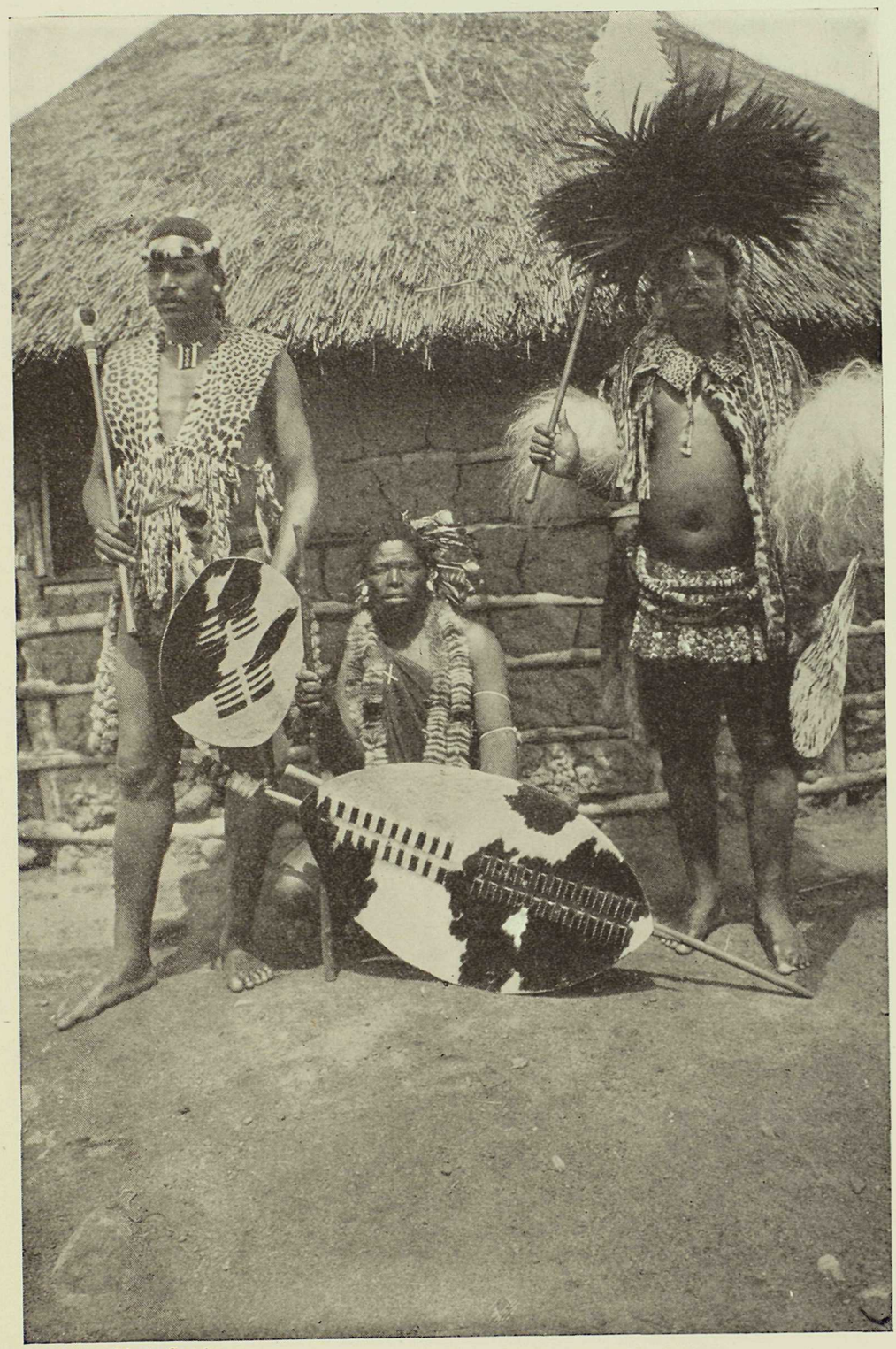


Publishers Photo Service

Zulu Prince and His Aides in War Regalia

The Cruise of Contrasts– A New Thrill

WOULD you like to have some new conversation? To visit places where nobody in your set has ever been? To see strange people, to hear languages that few white men know, to pass swiftly from antipodean capital gay as Paris to the jungle ruins of a city so old that not even the archaeologists know who built its towers, or when?

TAKE the South America-Africa Cruise with Canadian Pacific.

PAST Liberty, through the Narrows, steams the great Empress of France on a winter morning, sailing down to Rio, where they speak Portuguese and wear Paris frocks.

EN route, you call at Kingston, one of the gems of the West Indies, and at Port of Spain, famous with the memory of Caribbean buccaneers. At Rio de Janeiro you drive over lovely boulevards, and sweep in a basket through the air to the top of Sugar Loaf Mountain.

THEN the liner noses up the Santos River. You board a train, snaked by cables over a 3,000 foot grade, to Sao Paulo. Did you ever hear of Sao Paulo? It has a population of nearly a million and probably shipped your breakfast cup of coffee. Things are big down there. You could almost lose the United States on the map of Brazil.

THEN we have four days in Buenos Aires—"The City of Our Lady of the Fair Winds," as the Spaniards named it long ago. Parisian modes, Parisian opera, Parisian modes of living prevail. The women are singularly lovely. The tall, slim Argentine men, with smouldering velvet-black eyes, cut-in-at-the-waist clothes and perfect dancing manners, are the most delightful of partners. The Avenida de Mayo is a handsomer thoroughfare than anything New York can offer. The social life has continental perfection of finish. Racing, gambling, dancing, bull-fighting are the mode.

THEY'RE gay in Buenos Aires, but the smart bathing beaches of Montevideo call us, and we make an overnight run for a swim at Pocitos or Carrasco. Then:

Farewell and adieu to you, fair Spanish ladies,
Farewell and adieu to you, ladies of Spain!

Under the Southern Cross we head to sea, straight over the shoulder of the world to Africa. Sea and wind permitting, we drop a raft of parcels and food for lonely Tristan da Cunha's inhabitants, midway.

THEN, Capetown, "The Tavern of the Seas."

WHAT do the people of North America know of Africa—of that wild and adventurous land of diplomats and Dutchmen, farms and killing nevaals, king's-ransom diamonds and penniless ne'er-do-wells, railways and lions?–the world's pot-pourri? Barbarian, sophisticated,

The Cruise of Contrasts– A New Thrill

slumbrous, rich, secret, she lies girdled by her seas like some enchanted eastern queen. Constructive dreamers like Cecil Rhodes, inspired novelists like Olive Schreiner, primeval patriarchs like Oom Paul, chieftains like Tchaka the Terrible—these are her children.

In Africa, almost anything can happen. You can buy a diamond for yourself, washed out of "the valley of diamonds" at Kimberley. You can motor through handsome Johannesburg, a humming city built where 40 years ago lions and leopards hunted in the wilderness that is now the Rand, where $4,000,000,000 worth of gold has been mined. You can dance in the correctest of English official society at Capetown. You can visit a native Zulu kraal, not far from Durban city, where one of the powerful Zulu chiefs will stage a war dance for you with drums. Within the memory of living men, these same drums rolled their terrible call down the jungles of Africa, and these same war-dances were the prelude of an orgy of blood.

Then the liner takes you up the wild East Coast, where ports are few, Portuguese is most spoken, and civilization is but a thin fringe along the edge of the sea. Dar-es-Salaam, which was bombarded during the Great War—Zanzibar, and a dance in the native quarter—Mombasa, English Colonial outpost at the world's end—the Red Sea, Suez Canal and the beaten track to Europe again.

Egypt, with side-trips to the Valley of the Kings and into the Holy Land; Naples; Monaco; Gibraltar; Cherbourg. A few days' refitting at Southampton, while you run up to London or to Paris for a three-day sojourn. Then, you sail for home, or remain longer if you desire.

Such a journey could not be undertaken by the inexperienced traveller alone. Much of the region covered is new country, unconcerned for tourists. The speech is strange—who but the expert representative could arrange Zulu and Zanzibari dances?—who else could chart the way accurately through transportation arrangements of inland Africa? The planning and management of such a trip call forth all the experience and resource of even the world's greatest travel system—Canadian Pacific.

But how greatly is it worth while! Soon, there will be no more new country. Two centuries since, the United States was as wild as Africa, and now it is settled to the last fringe. South America is rapidly becoming commercial. Africa is a young giant, building a civilization in the midst of primeval savagery. See these young countries before their picturesqueness goes. See them, while they are still in the flush and glory of youth. See them safely, at their best, with Canadian Pacific, on the Cruise of Contrasts.

CANADIAN PACIFIC

The Cruise
With Included Excursions

At each port there will be a comprehensive program of sightseeing, and trips into the interior will be made at several places, as outlined in the following pages, all of which are included in the fares for the cruise.

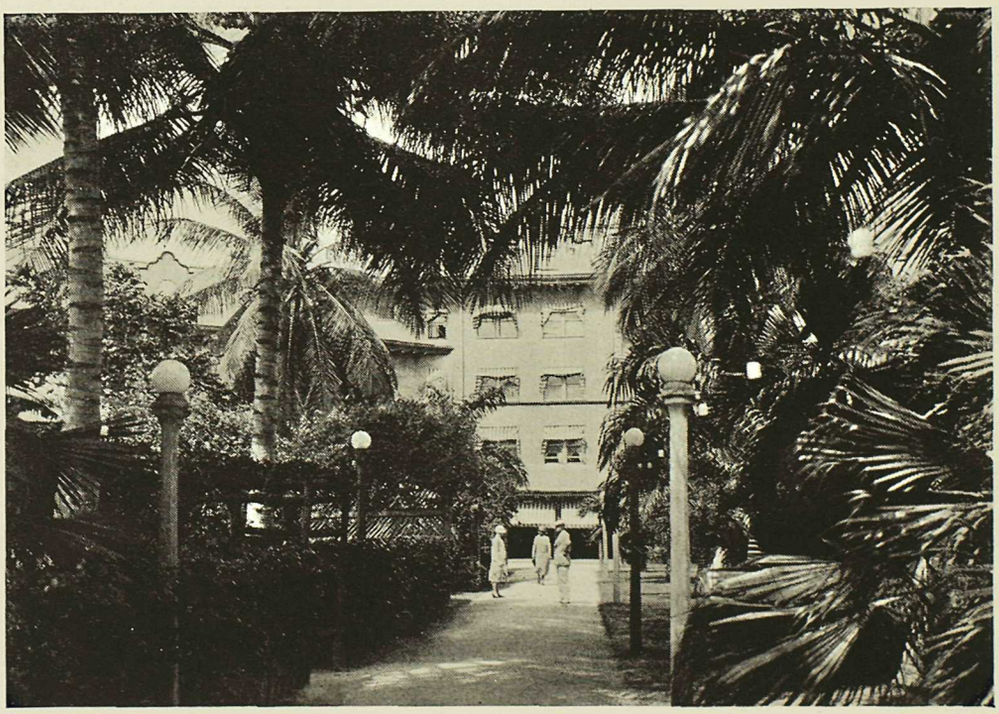
At each point visited a competent staff of guides will be on hand, the best motors or carriages available and special trains engaged, and, where noted, meals and rooms at principal hotels provided for. Every detail has been carefully planned and arranged in advance, to make every moment of the shore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

New York

JANUARY 21 AND JANUARY 22

The Empress of France will be open for public inspection from 2 to 5 p.m. January 21. Embarkation will commence 9 a.m. January 22 and the ship will sail at 12 noon.

Members of the cruise may make their deck chair reservations at the Bureau on Deck C any time during the ship's stay in New York.



First Touch of the Sunny South *Kingston, Jamaica*

EMPRESS OF FRANCE

18350 Tons Gross Register *27500 Tons Displacement*

THE SPEED QUEEN OF CRUISES

Length 600 Feet *Oil Fuel* *Turbine Engines* *Speed 19½ Knots*

ROUTE AND ITINERARY OF THE CANADIAN PACIFIC SECOND ANNUAL SOUTH AMERICA-AFRICA CRUISE FROM NEW YORK JANUARY 22, 1929

PLACES VISITED	COUNTRIES	SHORE EXCURSIONS	MILES	PORTS	ARRIVE	LEAVE	Time in Port Days	Time in Port Hours
NEW YORK				New York		JAN 22 Tue 12 noon		
KINGSTON BOG WALK	Jamaica	Included motor drive around Kingston and through the Gorge of the Rio Cobre to Bog Walk	1474	Kingston	JAN 26 Sat 6 am	JAN 26 Sat 6 pm		12
PORT OF SPAIN	Trinidad	Included motor drive through the city and round the Savannah and the Saddle	1010	Port of Spain	JAN 29 Tue 7 pm	JAN 30 Wed 7 pm	1	
RIO DE JANEIRO TIJUCA CORCOVADA SUGAR LOAF	Brazil	Included motor drive around Rio de Janeiro; included excursions by motor car to Tijuca; by motor car and rack railway to Corcovada; and by motor car and aerial railway to Sugar Loaf	3136	Rio de Janeiro	FEB 8 Fri 7 am	FEB 10 Sun 5 pm	2	10
SANTOS SAO PAULO	Brazil	Included excursion by special train to Sao Paulo, with sightseeing by motor car in Sao Paulo	210	Santos	FEB 11 Mon 6 am	FEB 11 Mon 7 pm		13
BUENOS AIRES TIGRE	Argentina	Included motor drives, three half-days, to points of interest in and around Buenos Aires; included excursion by special train to Tigre	1014	Buenos Aires	FEB 14 Thu 7 am	FEB 17 Sun 6 pm	3	11
MONTEVIDEO POCITOS CARRASCO	Uruguay	Included motor drive around Montevideo, thence along the seashore to Pocitos and Carrasco	130	Montevideo	FEB 18 Mon 7 am	FEB 19 Tue 7 am	1	
CAPETOWN STELLENBOSCH KIRSTENBOSCH CAPE POINT	South Africa	Included motor drive around Capetown; included excursions by motor car to Stellenbosch and by motor car to Kirstenbosch; included full-day motor excursion to Cape Point. Optional excursion to Kimberley, Victoria Falls, Mafeking, Johannesburg, Pretoria, P'Maritzburg, rejoining the ship at Durban. Optional excursion to Kimberley, Pretoria, Johannesburg, Komatipoort, Big Game Reserve, Kruger National Park, P'Maritzburg, rejoining the ship at Durban	3663	Capetown	FEB 28 Thu 6 am	MAR 6 Wed 4 pm	6	10
PORT ELIZABETH FRAME'S DRIFT WALMER SCHOENMAKERS KOP HUMEWOOD	South Africa	Included motor drive to Frame's Drift, Walmer, Schoenmakers Kop, Marine Drive to Humewood, thence through the city and to the Snake Garden	432	Port Elizabeth	MAR 7 Thu 10 pm	MAR 8 Fri 6 pm		20
DURBAN UMKOMAAS KARRIDENE NATIVE KRAALS VALLEY OF 1000 HILLS DURBAN HARBOR	South Africa	Included motor drive around Durban and suburbs; included excursions by special train to Umkomaas, by motor car to Karridene and the Native Kraals, by motor car to the Valley of a Thousand Hills, and by launch around the harbor	385	Durban	MAR 10 Sun 6 am	MAR 19 Tue 4 pm	9	10
DAR-ES-SALAAM	Tanganyika	Sightseeing around Dar-es-Salaam	1778	Dar-es-Salaam	MAR 24 Sun 6 am	MAR 25 Mon 3 am		21
ZANZIBAR BUBUBU	East Coast Africa	Included sightseeing around Zanzibar; included motor drive to Bububu and the clove gardens	48	Zanzibar	MAR 25 Mon 6 am	MAR 25 Mon 6 pm		12
MOMBASA	Kenya	Included motor drive around Mombasa	155	Mombasa	MAR 26 Tue 6 am	MAR 26 Tue 6 pm		12
PORT SUDAN	Sudan	Short call to land members for optional excursion to Khartum and Luxor, rejoining at Cairo	2253	Port Sudan	APR 2 Tue 6 am	APR 2 Tue 10 am		4
PORT TEWFIK CAIRO PYRAMIDS SPHINX RIVER NILE BEDRECHEIN PORT SAID	Egypt	Included excursion by special train to Cairo with six nights at hotels; included motor trips to the Pyramids and Sphinx; included sightseeing trips around Cairo; included Nile River trip to Bedrechein. Optional excursion by special train to Luxor, Thebes and Karnak. Optional excursion by special train to Jerusalem and Bethlehem	708	Port Tewfik	APR 4 Thu 7 am	As arranged	6	8 ① Passengers leave the ship at Port Tewfik April 4 and rejoin at Port Said April 10
			88	Port Said	As arranged	APR 10 Wed 2 pm		
NAPLES POMPEII	Italy	Included motor drive around Naples; included excursion by special train to Pompeii. Optional excursion by motor car to Amalfi and Sorrento. Optional excursion to Vesuvius. Optional excursion by motor car to Caserta. Optional excursion by special train to Rome. Optional Overland Tour to Paris	1120	Naples	APR 13 Sat 6 am	APR 16 Tue 8 pm	3	14
MONTE CARLO CORNICHE ROAD LA TURBIE NICE VILLEFRANCHE BEAULIEU	Monaco and France	Included motor trip over the Grand Corniche Road, via La Turbie, to Nice, returning via Villefranche and Beaulieu; visit Monte Carlo Casino in the evening. Optional Overland Tour to Paris	365	Monaco	APR 17 Wed 6 pm	APR 19 Fri 1 am	1	7
GIBRALTAR ROSIA BAY	Gibraltar	Included carriage drive around the town and to Rosia Bay; visit Galleries and Fortifications	767	Gibraltar	APR 21 Sun 6 am	APR 21 Sun 6 pm		12
CHERBOURG PARIS	France	Members have the choice of an included excursion to Paris or London with three days' hotel accommodation and meals (no sightseeing), connecting with the Empress of Scotland from Southampton and Cherbourg April 27. See page 49 regarding stop-over in Europe and Return Atlantic Passage via the scenic St. Lawrence River route	1059	Cherbourg	APR 24 Wed 7 am	APR 24 Wed 9 am		2
SOUTHAMPTON LONDON	England		84	Southampton	APR 24 Wed 3 pm			
		①6 days 7 hours plus 1 hour gained account difference in time between Port Tewfik and Port Said = 6 days 8 hours	19879					
			2923	Southampton to Quebec				
			556	Quebec to New York				
		Total mileage exclusive of shore trips	23358					

DURATION

At Sea	52¼	Days
In Port	40¼	Days
Difference in Time	¾	Day
London or Paris	3	Days
Westbound Atlantic	7	Days
Rail to New York	1	Day
Total	104	Days

KINGSTON

SOUTH AMERICA
AFRICA CRUISE

Kingston, Jamaica

JANUARY 26

After three and a half days steaming from New York the Empress of France is due to arrive at Kingston, Jamaica, Saturday morning and will go alongside the pier.

Kingston is the capital and chief city of Jamaica, "the island of springs." In touch with Europe since the island's discovery by Columbus in 1494, Kingston has its romantic memories of the clash of Spain, France and Britain in these waters. Spanish Town is nearby, the capital when Spain sent her dons here to rule the Caribbean. Spanish rule gave way to British in 1655, but wars still went on along the Spanish Main; a marble shaft commemorates Admiral Rodney's victory over the French Admiral, de Grasse, in 1782.

Blue Mountain Peak, over 7,000 feet high, rises above the lovely, tranquil island. Roads run out from Kingston winding up hill and down, by wide plantations of cocoanut and banana trees; farms, fields and groves where oranges, mangoes and limes, grapefruit, pineapple and sugar cane, and squat rows of tobacco grow almost violently to ripeness beneath the alchemy of the tropic sun. Everywhere are the black man, the Hindu, the Chinese, working and playing, breaking stones by the wayside, toiling in the copra yards, slashing at banana trees with keen, long blades. Streams sing in the forests, Kingston basks in the sun, and the turquoise waters of the sea are rolling, ever rolling in on the bleached sands of Jamaica, the smiling island.

On Saturday morning we will leave Kingston by motor car along the broad high road, passing the "Ferry Inn" and the huge silk-cotton tree, to Spanish Town or St. Jago de la Vega, once the Capital of the Island, laid out by the Spaniards in 1560. After visiting the old cathedral, the quaint streets and houses and the Rodney Memorial, we continue through the Gorge of the Rio Cobre to Bog Walk, a corruption of Boca del Agua, or Mouth of the Waters. The return journey is made in time for luncheon at the Myrtle Bank Hotel, Kingston, and the afternoon will be free. Motor cars will convey members from the hotel to the pier.

Ship sails at 6 p.m. Saturday, January 26, for Port of Spain, Trinidad.

Port of Spain, Trinidad

JANUARY 30

THE EMPRESS OF FRANCE is due to arrive at Port of Spain, Trinidad, Tuesday evening, January 29, and will anchor. The trip through the Bocas is very interesting and will well repay members for being on deck.

Trinidad, called "The Magnificent" by its former Spanish owners, and the richest of the British West Indies, is a small island lying off the Venezuelan coast at the north-east extremity of South America.

Port of Spain is the island capital, and a city of astonishing contrasts. Hindu women, clad in gay-colored cottons, glide along the streets, wearing golden nose-rings, the flesh of their bare fore-arms hidden by masses of silver bracelets, and anklets of silver, gold and brass clink musically above their bare, brown feet. Chinese merchants rub shoulders with French, Americans, British, Venezuelan, Portuguese, and Spaniards, as well as men and women of the most primitive negroid races, almond-eyed negroes and unclassifiable hybrids in whom the blood of Hindu, negro, Chinese and white mingles. Clad in red fezzes, European gowns, gay turbans and bright queer costumes, the natives crowd tiny donkey carts and grunting little pack burros to compete with smart motor cars for room on the streets, the stone fences of which gleam golden with orange peel drying in the sun for the later making of the famous Angostura Bitters—that essential of the white man's cocktail.

Bell-shaped domes of snow-white Hindu temples are side by side with the wattled huts of coolies and the imposing structures of the Europeans. In the Botanical Gardens all the varied flora of the island is on view, but every way one turns outdoors color meets the eye; in the red hibiscus hedges, in masses of multi-colored flowers, roses, poinsettias, crotons, rare orchids, and tropical climbers hiding the spreading branches of great trees—the air heavy-sweet with jasmine and patchouli.

St. Joseph, the ancient Spanish capital, Gasparee and its unexplored stalagmitic caves, Blue Basin and its associations with Nelson, the famous Saddle Back Drive, Maracas Falls, 312 feet high, San Fernando, the Hindu city, Montserrat where in the shade of the Bois Immortelle the statue of the Black Virgin and her Child plead dumbly against the color line, and the great lake of pitch near La

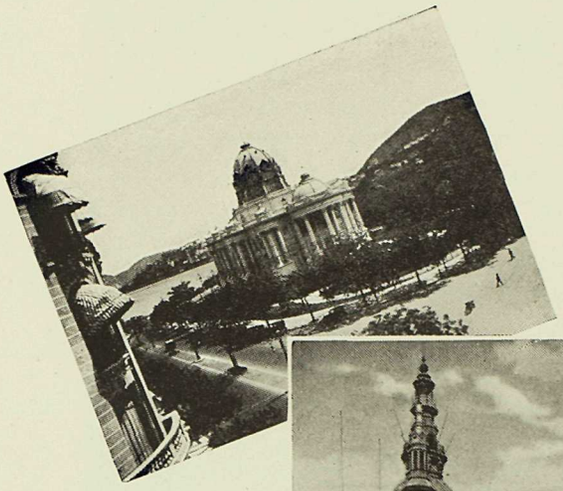
War Memorial *Port of Spain, Trinidad*

Brea, 110 acres in area; are all of transcendant interest. In Alligator Village naked Hindus propel rafts of woven palm fronds to hunt the Cascadura, that cross between a lizard and a turtle which is so delicious a delicacy that he who once tastes it must, in the native belief, return to end his days in the one place it can be procured—in Trinidad. . . . The Land of Humming Birds.

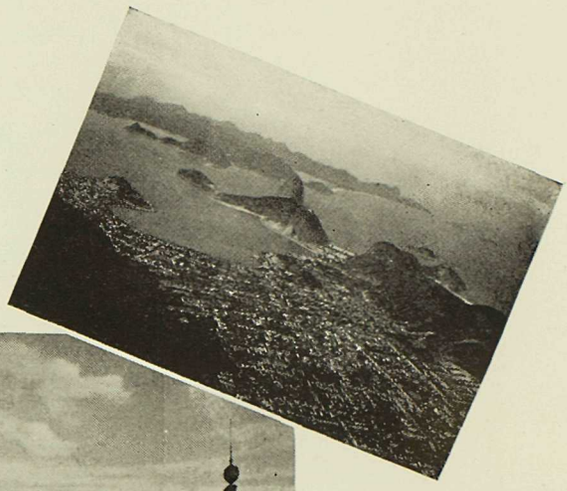
Members will land Wednesday morning by tender at the Custom House Landing, whence motor cars will leave for a drive through the town and residential district, round the Savannah, passing Government House and the Botanical Gardens, then round the "Saddle," one of the prettiest rides in Trinidad, embracing several large plantations of cocoanuts and cocoa, as well as the Maraval and Santa Cruz villages, returning to the Queen's Park Hotel at Port of Spain, where luncheon will be served. The afternoon will be free for independent action. Motor cars will convey members from the hotel to the pier or shopping district.

SHIP SAILS AT 7 P.M. WEDNESDAY, JANUARY 30, FOR RIO DE JANEIRO.

CANADIAN PACIFIC

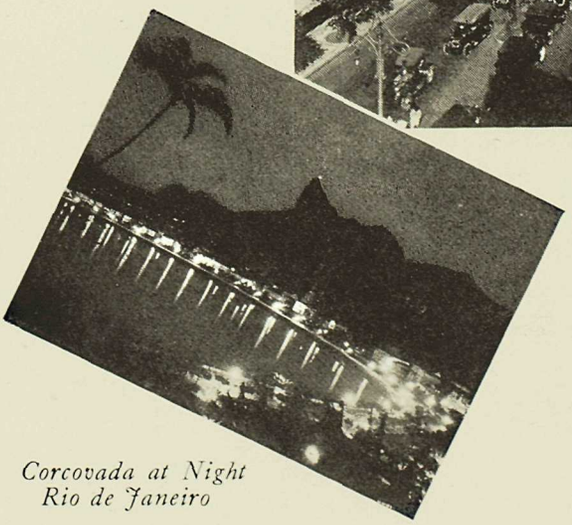


Palacio Monroe
Avenida Rio Branco
Rio de Janeiro

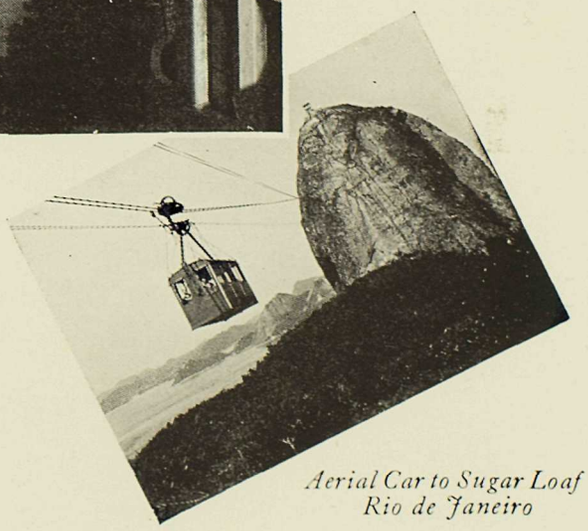


Sugar Loaf
Mountain
Rio de Janeiro

Avenida Rio Branco
Rio de Janeiro



Corcovada at Night
Rio de Janeiro



Aerial Car to Sugar Loaf
Rio de Janeiro

RIO

SOUTH AMERICA
AFRICA CRUISE

Rio de Janeiro, Brazil

FEBRUARY 8, 9, 10

THE EMPRESS OF FRANCE is scheduled to arrive at Rio de Janeiro in the morning in order to afford a view of the harbor, one of the most striking and beautiful in the world, some say *the* most beautiful. The ship will go alongside the dock.

Rio de Janeiro, named by the discoverer who thought the great bay the mouth of a mighty river and called it the River of January, is a great modern city, lying like a jewel in its setting of luscious green, embowered in mountains of fantastic shape, the great bald monolith of the Pao de Assucar or "Sugar Loaf," like a slumbering mammoth, guarding her beautiful harbor, the up-pointing finger of Corcovado, "the Hunchback," the higher range of the Tijuca backed by the distant blue of the Organ Mountains. The city seems lost amongst its guardian mountains which, deeply clad in sub-tropic greenery, seem to enfold its beauty in jealous, protecting arms. The mountains of Rio appear cast by Nature in a mood of gigantic frolic, so fantastic are their shapes, so abrupt their granite faces. Over all, the Corcovada points its finger abruptly heavenward. From its summit may be obtained an eagle view of incomparable Rio, its harbor and surrounding sea of deepest blue, a series of magnificent and unsurpassable panoramas.

Rio is a city of magnificent buildings, of splendid private residences and fine hotels, a city beautiful by day with her splendid tree-lined avenues and magnificent buildings, more beautiful by night when her wide avenues and squares and the long sweep of the Avenida Beira Mar are laced with myriad lamps, jewels of the dark, flung as by a prodigal hand. Her streets are usually crowded with a truly cosmopolitan throng, but excitement and pleasure reach their zenith at carnival time each year.

Rio has a shopping district peculiarly its own, the famous Avenida Rio Branco, Rua Goncalves Dias, Rua 7th. de Setembro, Rua Uruguayana, the famous Rua do Ouvidor, with its mosaic sidewalks, thronged with people, filled with interesting shops, its jewels (Brazil is noted for her native gems), its fashions, all strike the visitor with a new, sustained note of freshness, all the arts of an old civilization engrafted on the soil of the New World.

The atmosphere of Rio is Latin, unmistakably so; the animation of her streets is continental, even the State Lotteries, almost univer-

Municipal Theatre *Rio de Janeiro, Brazil*

sally patronized, tell us we have come to another land than the cold north. The very prodigality of her architecture, Moorish, Gothic, Italian, the sweep and range of her great thoroughfares, the lavish beauty of her parks and squares, tell of a New World conception of ancient ideals, the world of a long-established people born anew in freedom to work out a destiny afresh. Rio is new yet old, old yet new. She speaks of the old world, yet is strictly of her own.

A half-day will be devoted to visiting all points of interest in the city by motor car. There will also be a half-day motor drive to the heights of Tijuca, through forests of never-ending beauty. Half-day trips will also be made by motor car and aerial railway to Pao de Assucar (Sugar Loaf Mountain) 1,100 feet, and by motor car and rack railway to the summit of Corcovada, 2,329 feet, each providing a new view, vying each with the other for notes of greater wonder, for coigns of new vantage from which to drink new draughts of the beauties of Rio, our first port of call in the new and thralling world of South America. The third day will be free for independent action.

Rio de Janeiro has a population of about a million and a quarter. Portuguese is the official language of Brazil, but English, German and Italian and the aboriginal native tongues vie with one another amongst her peoples. The Brazilian currency is in notes, silver, nickel and bronze, the actual unit being 1,000 reis (milreis), which is written as 1$000.

SHIP SAILS AT 5 P.M. SUNDAY, FEBRUARY 10, FOR SANTOS.

Publishers Photo Service

One of the Beauty Spots in Sao Paulo, Brazil

CANADIAN PACIFIC

Santos and Sao Paulo, Brazil

FEBRUARY 11

THE EMPRESS OF FRANCE is due to arrive off Santos Bay in the early morning. After a short sail up Santos River the ship will go alongside the pier.

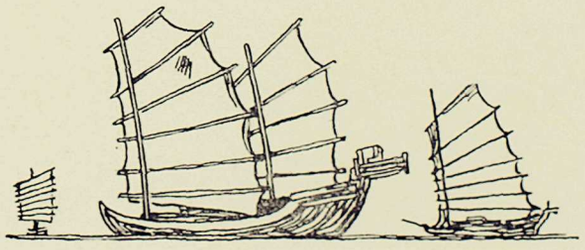
Santos, the Capital City of the State of Sao Paulo and the world's greatest coffee port, is situated on the Island of Sao Vicente, three miles from the sea. Nestling in the elbow of the Santos River, Santos presents to us a businesslike stretch of wharves dotted with hydraulic and electric cranes and spider-like conveyors for handling the never-ending stream of coffee sacks. The yearly export of coffee from Santos amounts to upwards of ten million bags of 132 pounds each, valued at about $250,000,000.

After arrival alongside, immediate embarkation will be made on a special train for Sao Paulo. The Sao Paulo Railway, a British owned and operated company, presents a remarkable engineering achievement, the trains, in units of three cars, being hauled up the steep "seras," six in number, by means of heavy steel cables. The scenery en route is of marked beauty.

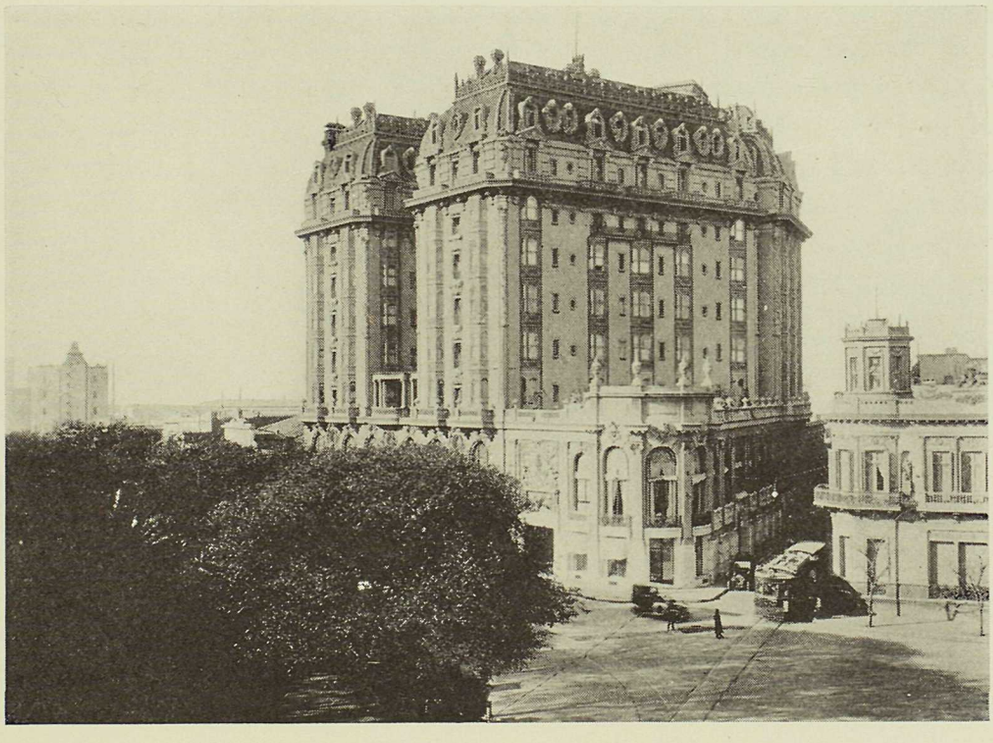
Sao Paulo, the second of Brazilian cities, distant two hours by special train from Santos, is situated on a plain some 3,000 feet above sea level and is a growing city of great prosperity, with a population of over 850,000. The language and currency are the same as at Rio de Janeiro, and here again the Italian language is frequently heard in the streets.

A full sightseeing program with motor cars will be carried out at Sao Paulo in the morning and luncheon will be served at the Esplanada and Terminus Hotels. After a further sightseeing drive in the afternoon we will proceed by special train to the ship's side, arriving in time for dinner.

SHIP SAILS AT 7 P.M. MONDAY, FEBRUARY 11, FOR BUENOS AIRES.



Statue San Martin *Buenos Aires, Argentina*



Plaza Hotel *Buenos Aires, Argentina*

CANADIAN PACIFIC

Buenos Aires, Argentina

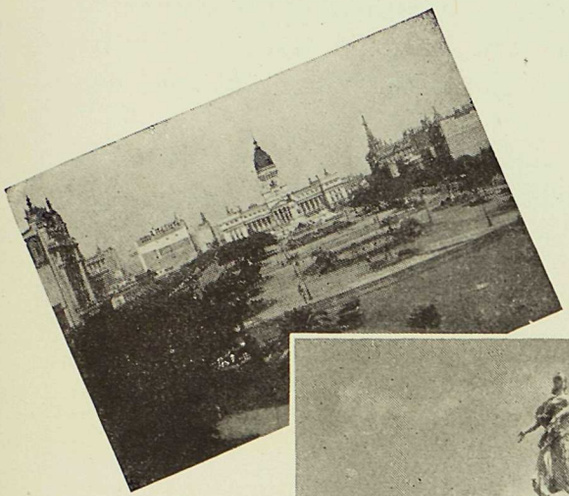
FEBRUARY 14 TO FEBRUARY 17

A TWO AND A HALF days run from Santos brings us to Buenos Aires, capital of the Argentine Republic, the largest and in several respects, the most interesting city in South America.

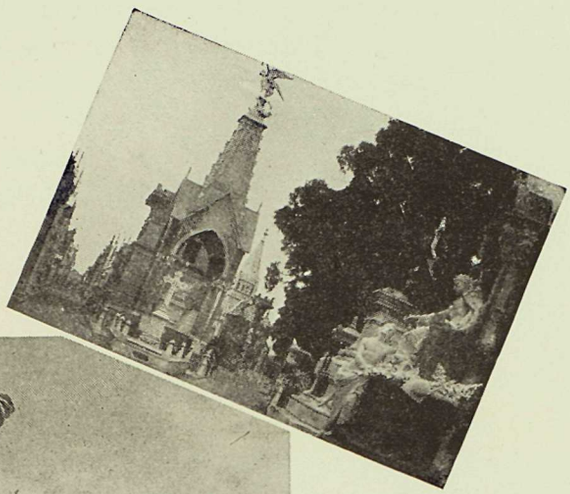
Buenos Aires is next to Paris the largest Latin city in the world and ranks quite as high as the lovely centre on the Seine as a paradise of the dilettante and pleasure-seeker. Not by accident did Ibanez lay the early scenes of the "Four Horsemen" here when he needed to contrast a prodigal, sophisticated society with its foundations of grazing herds and ranchos in the back country. Life runs with dizzying speed by day and night in Buenos Aires, as the volatile estancieros pursue the colorful pleasures of theatre, lottery, race track and casinos. Streets come alive with brilliant lights as dusk falls and at midnight the round of gaiety has just begun. There is no middle class in Buenos Aires; one is either of the elect or beyond the pale, and nowhere in the world are the lines of caste drawn so sharply. Intensely Latin, for it was founded by Spaniards, Buenos Aires has engulfed the immigrants of the past century, and having even fewer negroes than some North American cities it is emphatically a "white man's town." The Basque game, Pelota, vies with the races, and the opera with both, as the national diversion. Paris gowns are seen here as often as in Paris itself. The "season" brings to the city the great prima-donnas and maestros of music and song, and throngs of music lovers from all over South America. Buenos Aires—the Paris of the new world—laughter and abandon and luxury—above as efficient a business structure as London or New York—limitless herds and swaying square miles of wheat in the background.

Captious ones say Buenos Aires is overbuilt; the Argentinos will tell you it is built for a glorious future. It is laid out in squares on the North American plan, and its thoroughfares are modelled after Paris. Its Avenida de Mayo and its Calle Florida are vaunted institutions; along with the Hippodromo Nacional, the spectacular race track. There are no sky-scrapers in Buenos Aires, for sky-scrapers are forbidden, but each year a prize is awarded to the architect of the best designed building and the owner's taxes are cancelled. The Plaza de Mayo, at the end of the avenue of the same name, frames the magnificent Government Palace with its fine statuary

SOUTH AMERICA
AFRICA CRUISE

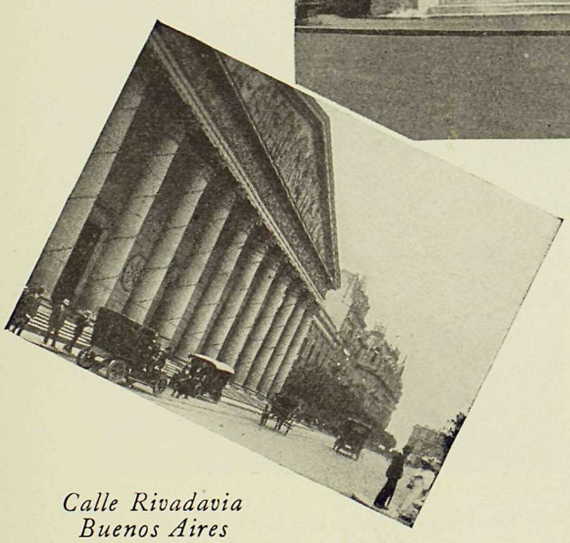


Plaza
Congressional
Buenos Aires

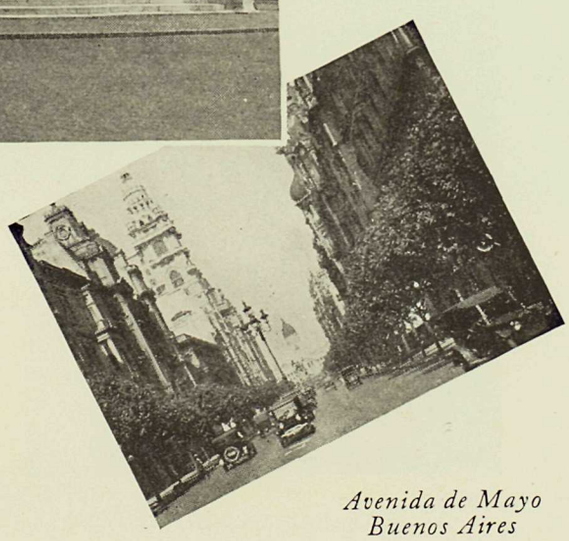


Recoletta
Cemetery
Buenos Aires

Spanish
Centennial
Monument
Buenos Aires



Calle Rivadavia
Buenos Aires

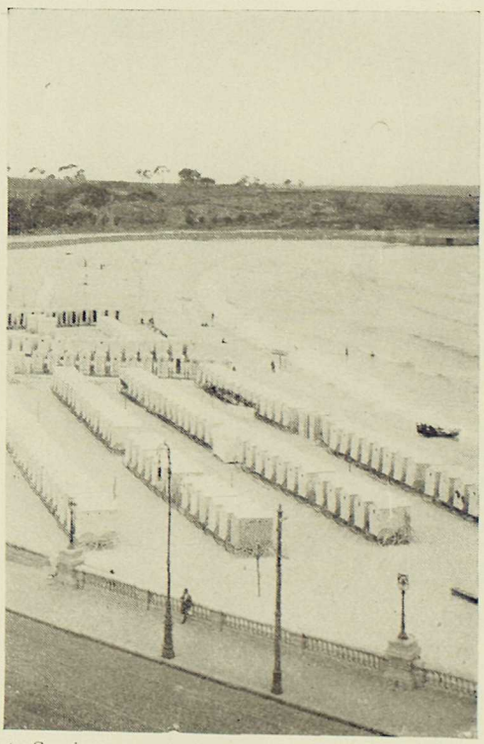


Avenida de Mayo
Buenos Aires

and rich furnishings, the Banco de la Nacion, the Cathedral famed for its murals and as the resting place of St. Martin, and the Municipal Buildings. Scattered in the city are the National Gallery with its famous paintings, the Historical Museum, the Opera House, the Colon and other great theatres.

We will make three half-day sightseeing excursions by motor car in Buenos Aires, visiting the many beautiful and interesting buildings, avenues and parks, notably Calle Florida and Avenida de Mayo, reminiscent of Paris boulevards, the Capitol, Palace of Justice, Colon Theatre, the Cathedral, the Plaza San Martin, the site of the statue erected to General San Martin, Argentina's national hero, the Pabellon Argentino, Plaza de Mayo and Government House, Recoletta Cemetery, with its squares and streets of artistic vaults and sculptures, the sepultures of Argentina's wealthy families. We will visit the famous Hippodromo Nacional, the home of the Argentina Jockey Club, one of the wealthiest clubs in the world. A half-day excursion will also be made to Tigre, the fashionable summer and boating resort. One day will be free for independent action.

SHIP SAILS AT 6 P.M. SUNDAY, FEBRUARY 17, FOR MONTEVIDEO.



Publishers Photo Service

Marble Balcony of Italian Hospital
Montevideo, Uruguay

Bathing Beach and Bath Houses
Montevideo, Uruguay

MONTEVIDEO

SOUTH AMERICA
AFRICA CRUISE

Montevideo, Uruguay

FEBRUARY 18

LEAVING Buenos Aires Sunday evening the Empress of France is scheduled to arrive at Montevideo, 130 miles distant, on Monday morning and go alongside the pier in the Inner Harbor.

A homelike and happy city is Montevideo, the Capital of Uruguay, the youngest and smallest in area of the South American republics, but the most densely populated. Montevideo has a population of nearly 400,000. The language of the country is Spanish and the currency is based on a gold standard, the peso being the unit.

Uruguay's first settlers came from the Canary Islands and the romantic Basque country of Spain. From the latter the Uruguayans derive their picturesque national game of Pelota, and from both, the distinctive traits which make their sturdy, self-reliant and liberty-loving character a visitor's most outstanding impression of Montevideo.

Sitting on "The Cerro," a rocky little hill where once was a fort, the city is the pride of all Uruguayan hearts. Distinctive in appearance, it is yet restful in atmosphere and no scar is allowed to mar its beauty long. Even the utilitarian is made beautiful in this city where hospitals look like palaces and every vacant lot must be fenced artistically; where decorative iron grill-work is seen on all sides and brass-lined peep-holes in ponderous doors remind one of other and older days. Life gay and carefree prevails out on the bathing beaches at Los Pocitos, Carrasco, Playa Ramirez and other resorts; the delightful climate and the many facilities for pleasure, including a government-run casino, drawing the pleasure-loving from other South American cities.

Ardently fond of art and like all South Americans devoted to the opera, the Montevideons have in the Solis one of the great theatres of the world; and springing as they do from races born to the free and adventurous life of mountains and ocean, the Montevideons express that origin in their architecture and landscape gardening. Wide boulevards, great parks and stately plazas space the lovely city, and formal and informal gardens add masses of riotous color to the perfection of public buildings and residences. Exotic trees form swaying backgrounds for hedges of lilac, guelderrose and cineraria, and for fences, walls and houses draped in wistaria, honeysuckle, and bou-

gainvillea; slumbering pools of lilies alternate with great beds of pansies, carnations, marguerites and roses. In the Prado there are eight hundred varieties of roses growing, falling in exquisite showers over railings of iron and stone walls, and ladening the wind with a thousand perfumes to blow across this "City of Roses."

The Empress of France will remain all day at Montevideo, a day devoted to sightseeing by motor car in the city and its vicinity. A sightseeing drive will be made through the northern part of the city, visiting the Prado and by inland road to Carrasco. From Carrasco the drive will be continued alongside the seaside "Ramblas" or promenades of O'Higgins and Wilson, visiting the famous beaches of Malvin, Buceo, Pocitos, and Ramirez, also Parque Rodo. Luncheon will be served at the leading hotels after which a further sightseeing drive will be undertaken to the southern portion of the city. After dinner on board, the evening will be free for independent action.

The Empress of France will sail at 7 a.m. Tuesday, February 19, for Capetown, South Africa—a voyage of 3,663 miles, during which, if weather permits, a view will be had of the Island of Tristan da Cunha located in the South Atlantic Ocean about half-way between South America and Africa.

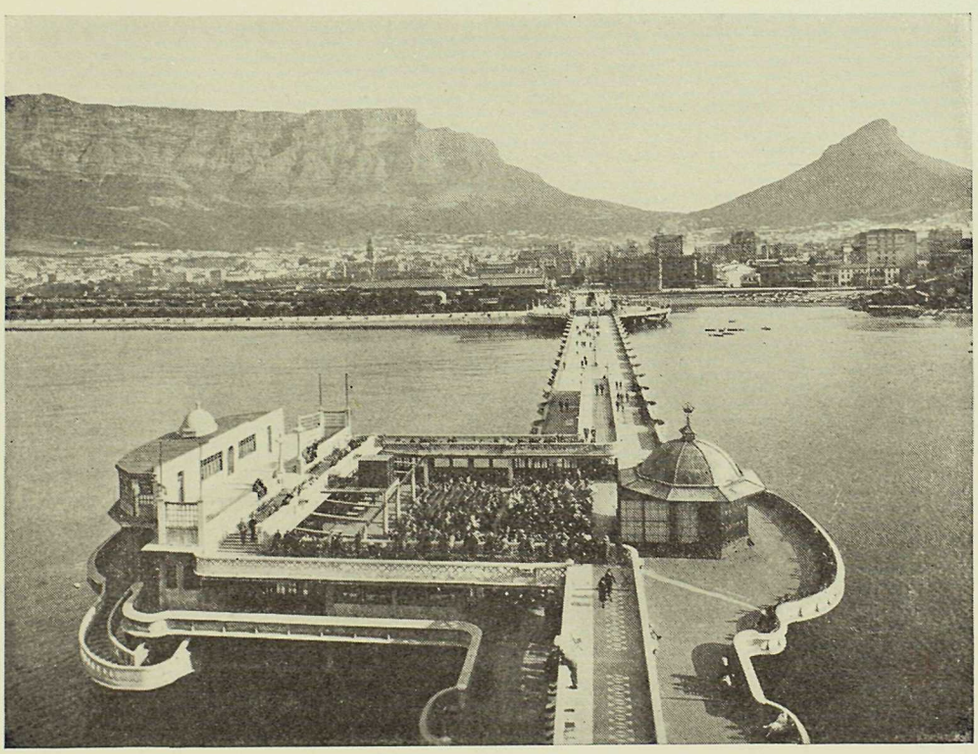
War Dance *South Africa*

Capetown, South Africa

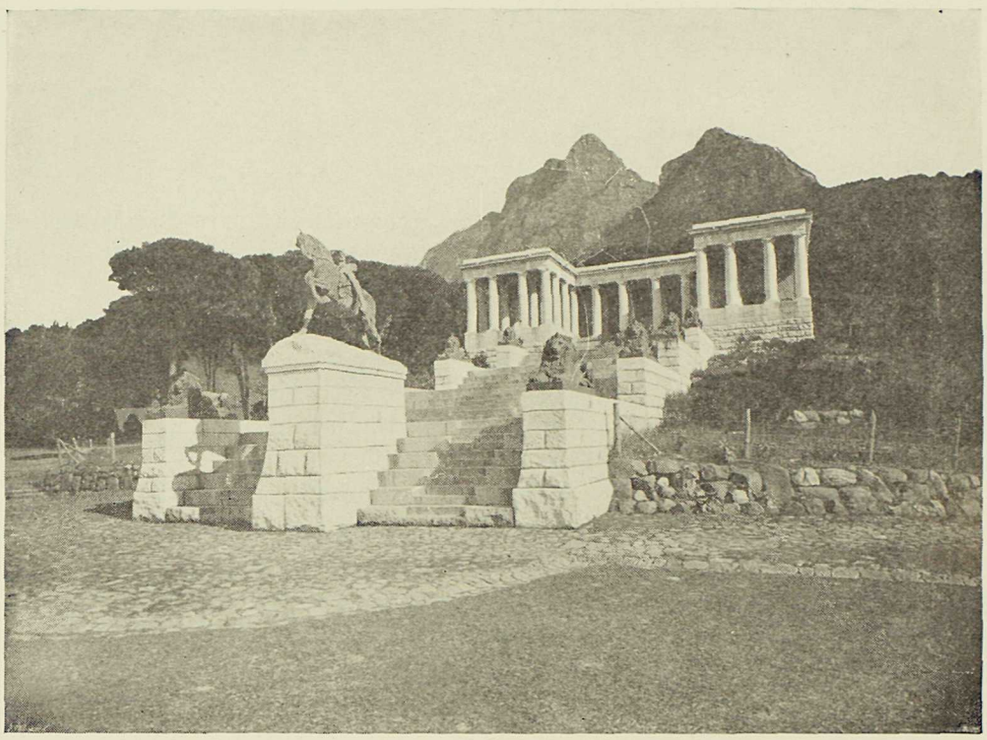
FEBRUARY 28 TO MARCH 6

AFTER NINE days' steaming, the Empress of France is due to arrive at Capetown on the morning of February 28, and will go alongside the pier.

Capetown, the chief port of the Union of South Africa, lies close to the Cape of Good Hope, the southmost point of the vast, mysterious continent. "The Cape" is bilingual, by its laws' decree; but on its streets one hears the languages and dialects of twenty races. Half of Capetown's two hundred and forty thousand inhabitants are of Malay or negro descent. Nonchalant British, stolid Boer, Malayan women, fragilely beautiful, Kaffir girls in silk frocks, spruce black dandies just a step away from the kraals; all races, the queer, the ordinary, the unbelievable, meet and pass on Capetown's pavements and roadways.



Pier at Capetown, South Africa *Table Mountain in the Background*

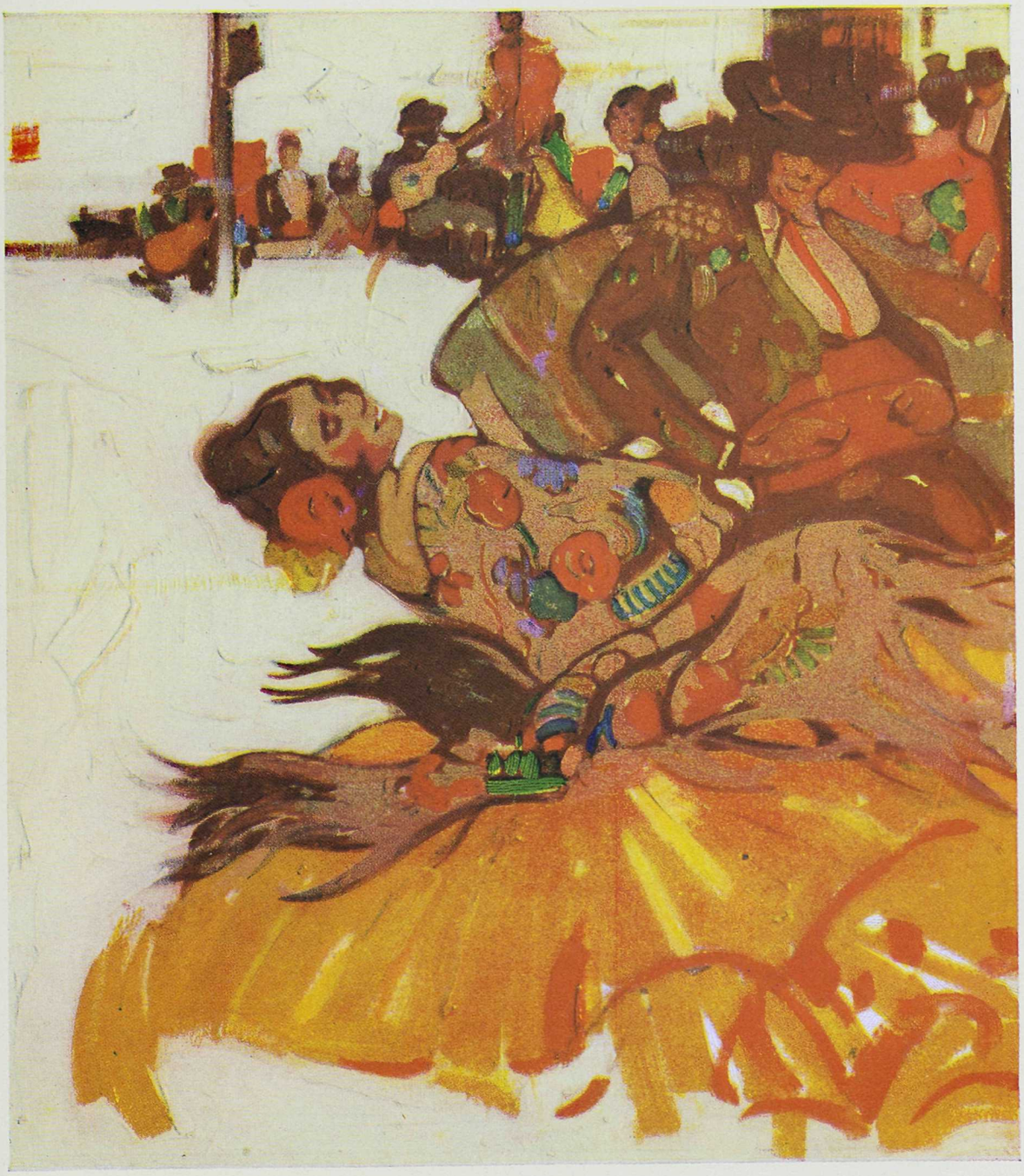


Rhodes Memorial at Rondebosch *Five Miles from Capetown*

Capetown is one of Nature's favored children—its natural beauty and charm of environment ranking it and the immediately surrounding country with the famous beauty spots of the world. Approaching from the sea the eye is at once challenged by the huge rampart of Table Mountain, the slopes to the foot of its towering cliffs clad in the green of its forests, flanked on the one side by Lion's Head and on the other by Devil's Peak, the whole forming a perfect background for the city nestling beneath, and the blue sweep of Table Bay.

There is history and romance in the old-fashioned squares and streets of Capetown, in the old Castle built by the Dutch Commander, van der Stel, in 1666, and other ancient buildings that still stand as testimony to the work and handicraft of past generations. The history of Capetown is pictured in the throngs that crowd her streets and in the architecture of her buildings.

Capetown's climate is as mild as the Riviera. Sunshine eternal lies across pavements and walls in warm, rich splashes. Flowers bestrew this happy land from garden and woodland back to the sheer precipices of Table Mountain. Forest and mountain, sweeping sands



BUENOS AIRES

SOUTH AMERICA
AFRICA CRUISE

Publishers Photo Service

Cape Point Drive *Capetown, South Africa*

Cape Point, Near Capetown *Extreme Point of Cape of Good Hope*

and blue seas, cultivated valleys and splendid fruit farms, make a composite picture that will long linger in the memory.

One of the famous marine drives of the world leads to Groote Schuur, now the home of the Prime Minister, once that of Cecil Rhodes, financier, statesman, empire builder, founder of the Rhodes Scholarships, who dreamed of an All Red Route by rail from Cape to Cairo. A bronze statue of "Physical Energy" dominates the Rhodes Memorial, a temple, white-walled and sun-splashed on a mountain slope that looks down on the Cape, the Indian Ocean on one side, the Atlantic on the other, standing imperturbable and immaculate above the Cape and its medley of races today as when the great Rhodes brooded of carving a new empire for his loved England out of darkest Africa.

Capetown is the centre from which branch out hundreds of miles of good motor roads into a country side dowered by Nature with a beauty singularly appealing. These roads lead us onward into scenes of ever-changing beauty, from towering cliff to happy seaside resorts with great sweeping sands and never ceasing tumble of surf, from vistas of white red-roofed homes nestling in green valleys, surrounded by orchards and the vineyards from which come the famous Cape grapes, to forest and mountain side, from the flowering wonderlands of Kirstenbosch to the wind-swept uplands of Cape Point.

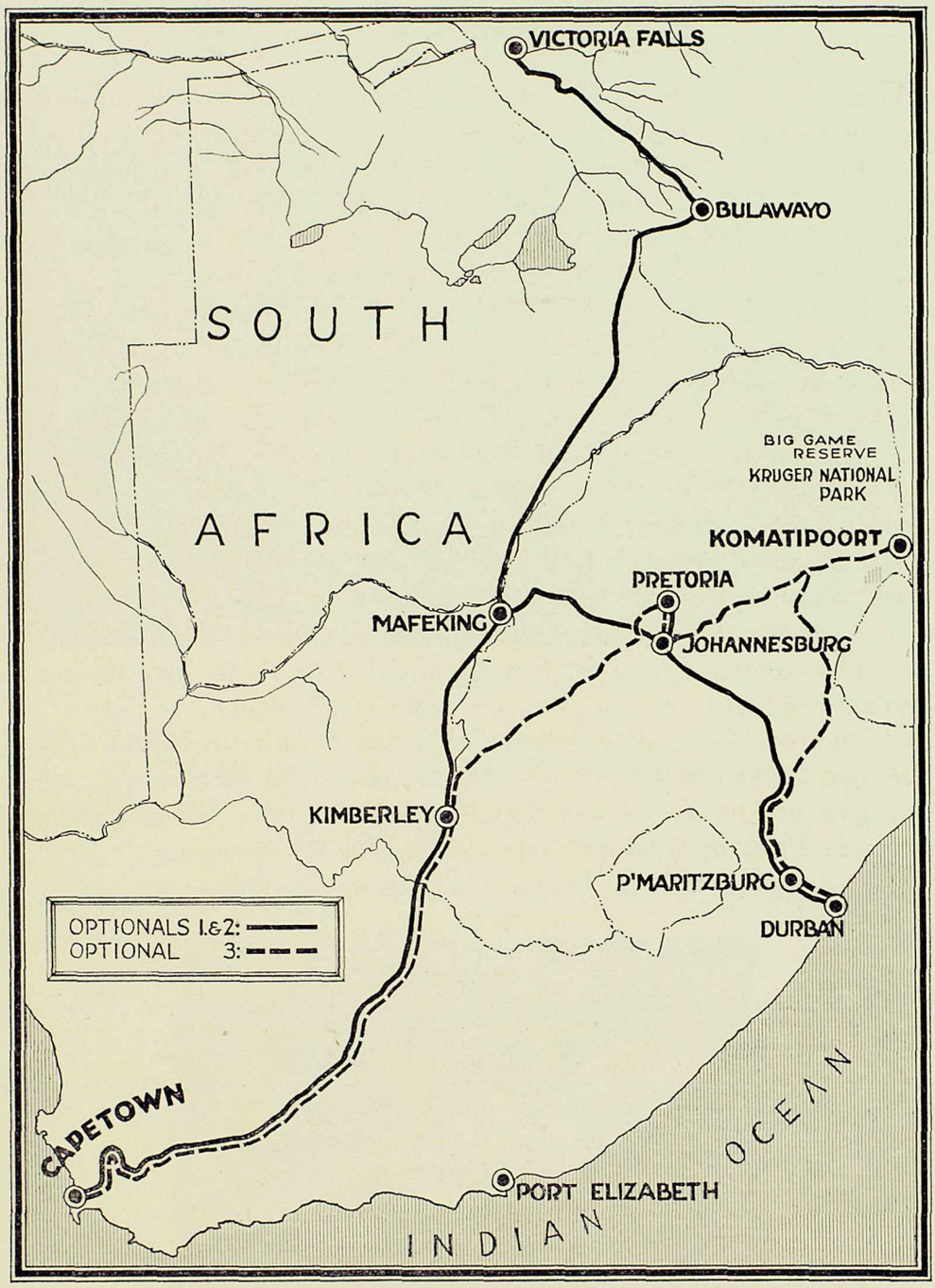
The population of Capetown is approximately a quarter of a million. English and Dutch are the principal languages and English sterling is the currency.

In addition to a half-day sightseeing trip in the city with motor cars, there will be a full-day motor trip to Stellenbosch, a half-day motor trip to Kirstenbosch and a full-day motor trip to Cape Point.

Facilities will be available for optional excursions to Kimberley, Victoria Falls, Mafeking, Johannesburg, Pretoria, and P'Maritzburg, rejoining the ship at Durban. There will also be an optional excursion to Kimberley, Pretoria, Johannesburg, Komatipoort, Big Game Reserve, Kruger National Park, P'Maritzburg, rejoining the ship at Durban—see pages 80 to 82. Members taking these optional excursions will have the complete program of included excursions at Capetown.

The visitor will leave his heart behind in the Cape, captive to her gracious beauty, and to Capetown, doorway to South Africa, the land of sunshine.

SHIP SAILS AT 4 P.M. WEDNESDAY, MARCH 6, FOR PORT ELIZABETH.



Routes for Optional Excursions in South Africa

CANADIAN PACIFIC

Port Elizabeth, South Africa

MARCH 8

Arrival is scheduled for 10 p.m. March 7, members going ashore the following morning. The ship will anchor—debarkation by tender.

In 1486 Bartholmew Diaz rounded the extreme southeast point of the Continent of Africa and discovering a large bay, calm and apparently offering an excellent harbor, dropped anchor and named the bay "Bahie da Lagoa," Bay of the Lagoon. On the shores of this bay landed in 1820 the group of early British settlers who, coming to a comparatively barren land, made of it one of the richest and most flourishing areas of the country. The Settlers' Memorial, a campanile 170 feet in height, erected to their memory, overlooks the Bay.

The town, which is built on a long hill rising some 200 feet above harbor level, has much of interest to offer the visitor, the wool and ostrich feather market, numerous industries, a remarkable snake park, where a burly leather-clad native opens the jaws of a variety of deadly reptiles as nonchalantly as a boy would handle his pet rabbits, numerous fine motor drives and a beautiful bathing resort, Humewood.

The population of Port Elizabeth is slightly under fifty thousand, and the language and currency the same as Capetown.

The morning will be devoted to a motor drive to Frame's Drift, Walmer, Schoenmakers Kop, Marine Drive to Humewood, where luncheon will be served. In the afternoon the drive will be continued to Snake Park, after which there will be time for shopping.

Ship sails at 6 p.m. Friday, March 8, for Durban.

Native Musicians South Africa

The Esplanade at Durban, South Africa

Durban, South Africa

MARCH 10 TO MARCH 19

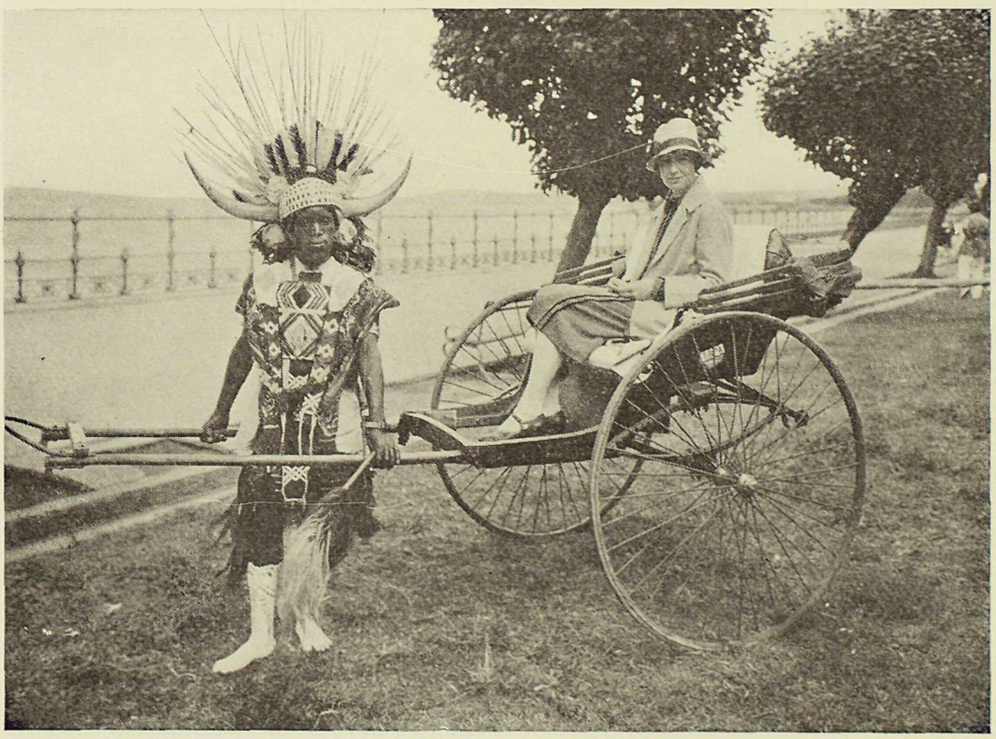
THE MORNING of March 10 brings us into this interesting port for a stay of ten days. The ship will go alongside the pier.

Durban is the premier port on Africa's easterly seaboard. It is replete with every up-to-date shipping facility, a graving dock capable of accommodating the largest vessel afloat, and a grain elevator of 42,000 tons capacity.

The beauty of the town evokes admiration from all visitors; embowered in a wealth of verdure, blossoming trees and sub-tropical flowers and plants, Durban is indeed a "Garden City." Handsome public buildings, wide tree-shaded streets, fine homes and splendid bathing beaches prove Durban to be well rounded out in all the amenities that go to make life in this beautiful city so attractive.

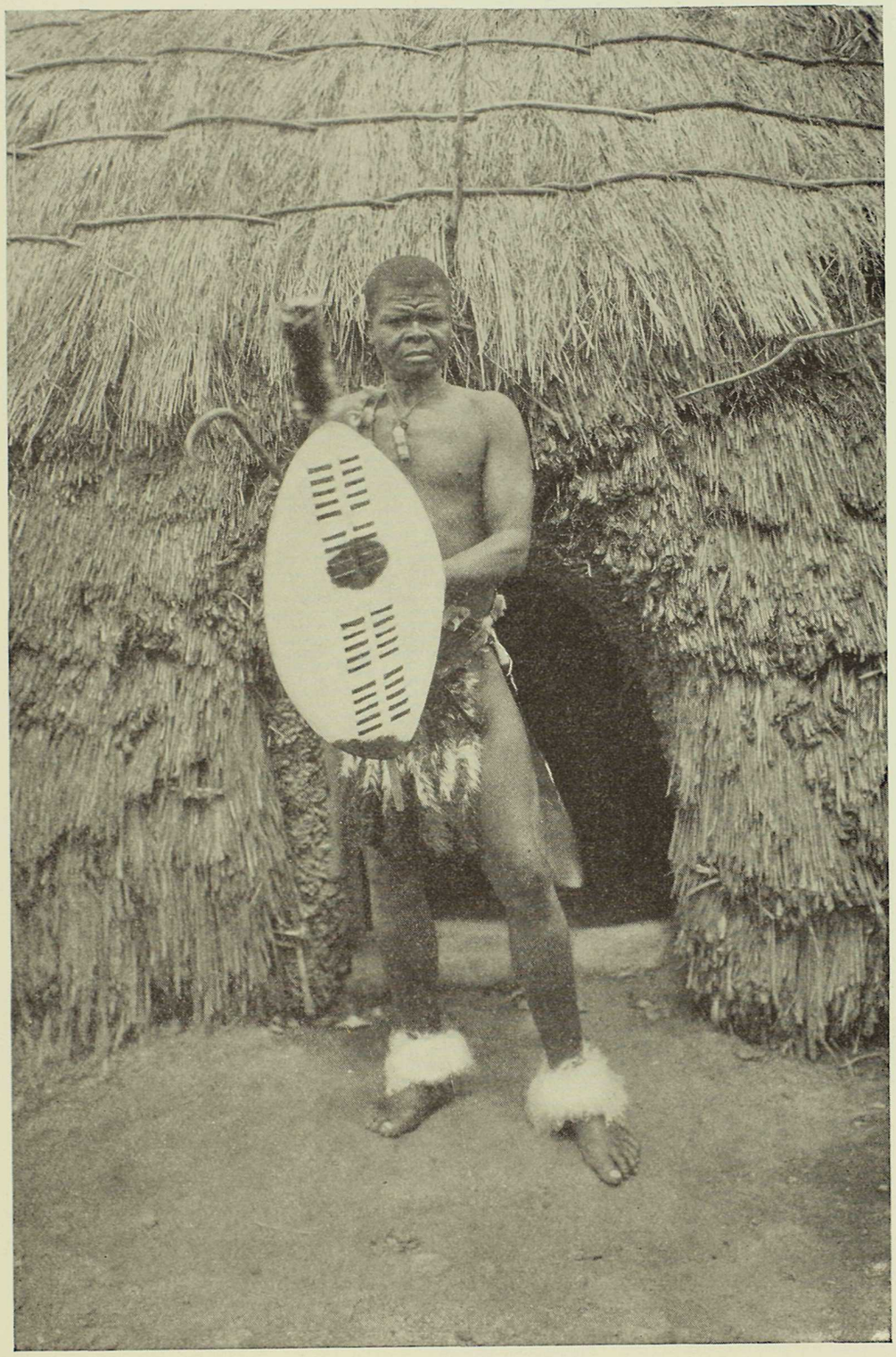
In colorful, cosmopolitan Durban every phase of African life is present. The shifting picture of the streets shows ricksha "boys" wearing feathered headdresses, symbolic of speed, and widespread

horns of oxen, signs of surety; Kaffir girls in beads and blankets; Mohammedans, Parsees, Hindus, Sikhs, and Arabs; East Indian coolie women clad in rags and golden ornaments; veiled and richly garbed women of rank; sturdy Zulus; the ubiquitous white man. Ships and peoples of all the nations pass through from Japan and India, Australia, Ceylon, the Straits Settlements, Europe and America, the Argentine and Brazil; freighters, rust-bitten tramps, palatial liners, whalers, barquentines, and schooners, and the white, skimming yachts. To the panorama of ships passing on the palm-fringed bay where Durban, in green and gold, sits, is added the sight of the Beira, as unique as anything one could see, the musical tinkle of ricksha bells, picturesque mementoes from the "old Fort," Indian flower sellers with their wares stretched bright on the wayside kerbs, night bathing in a vast shark-proof pool, the Borough Market, and brilliant sunshine flooding the city, warmed as is all Natal by the warm Mozambique current. Gorgeous flowers bloom outdoors in Durban as lustily and as unconcernedly as cabbages; along with the native fruits, guavas, pawpaws, mangoes, grenadillas, tangerines, and pineapples. Pervading the city is a tropic languor; adding the last perfect touch to the delights that are Durban's.



Publishers Photo Service

Zulu Ricksha Boy *Durban, South Africa*



Publishers Photo Service

Chief of a Zulu Kraal near Durban, South Africa

Native Kraal near Durban, South Africa

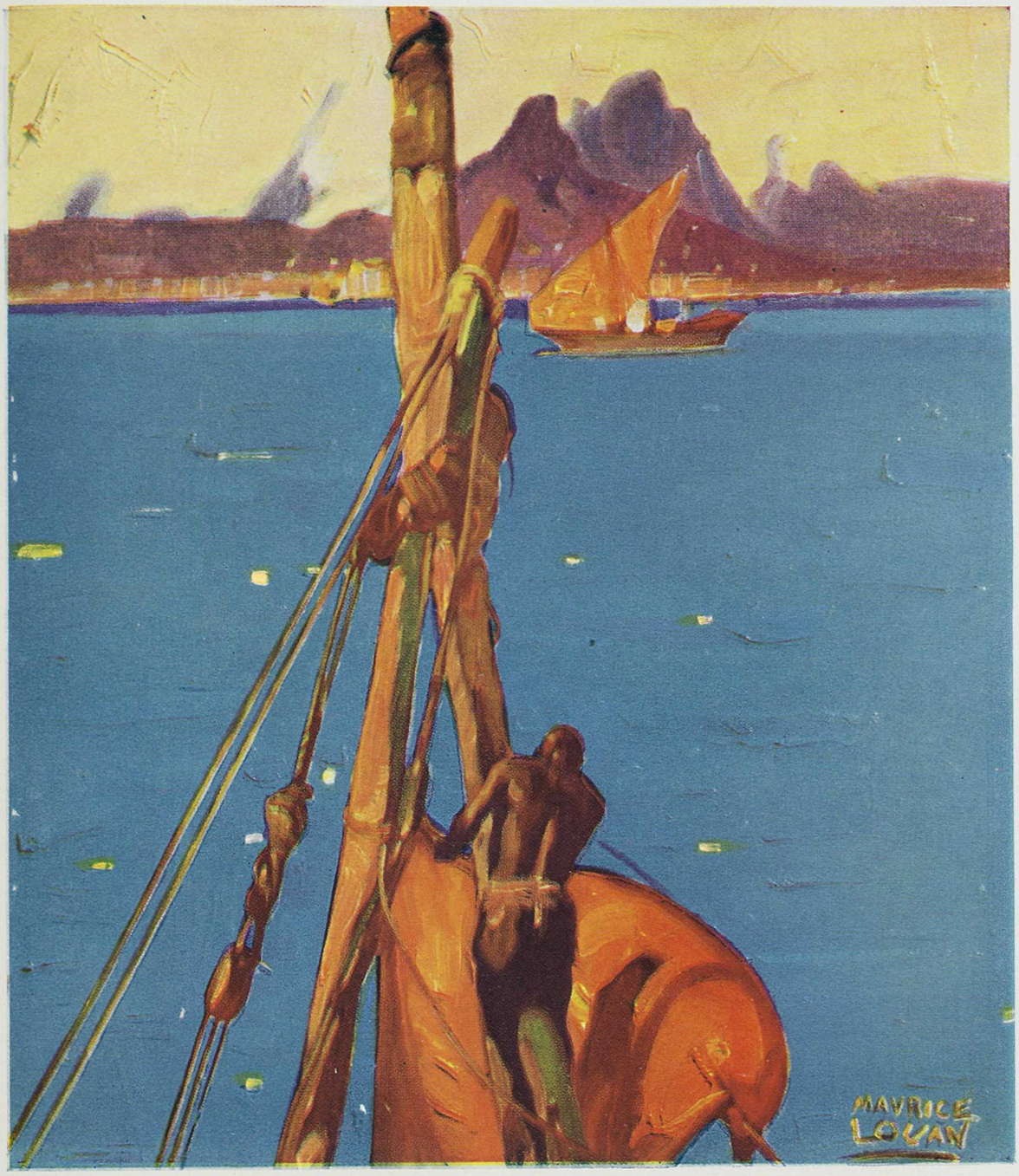
Durban offers many attractions—vivid streets, beautiful motor drives in the city and surrounding country, a view of the splendid Zulu tribe in their native surroundings, practically untouched and unspoiled by western civilization; a bewildering mixture of white, yellow, brown and black, that never palls.

Durban was founded in 1824 and named after the then Governor, Sir Benjamin D'Urban. Since the creation of a municipality in 1854, the progress of the town has been interrupted only by the untoward incidents which have affected South Africa as a whole. Of late years, Durban has become a seaside resort.

The population of Durban is about 150,000 and the language and currency are the same as Capetown and Port Elizabeth.

The included excursions at Durban are very comprehensive, consisting of a full-day motor trip to points of interest in the city and the Country Club, a full-day motor trip to the Valley of a Thousand Hills, a full-day motor trip to Karridene and the native kraals, a full-day excursion by special train to Umkomaas, and a half-day trip by launch around the harbor.

SHIP SAILS AT 4 P.M. TUESDAY, MARCH 19, FOR DAR-ES-SALAAM.



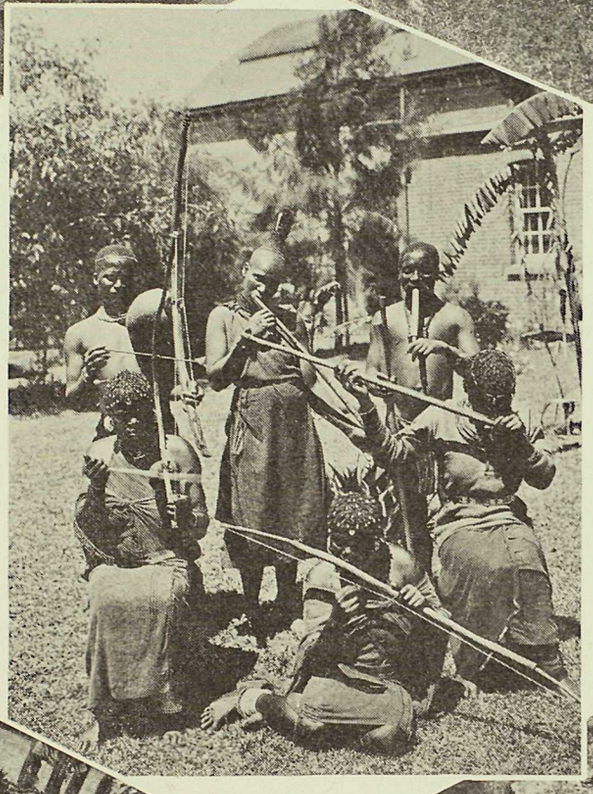
CAPE TOWN

SOUTH AMERICA
AFRICA CRUISE

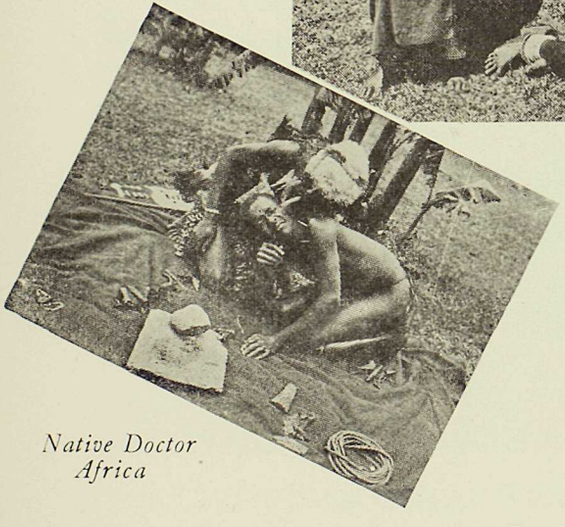
SOUTH AMERICA
AFRICA CRUISE

Native War Dance Africa

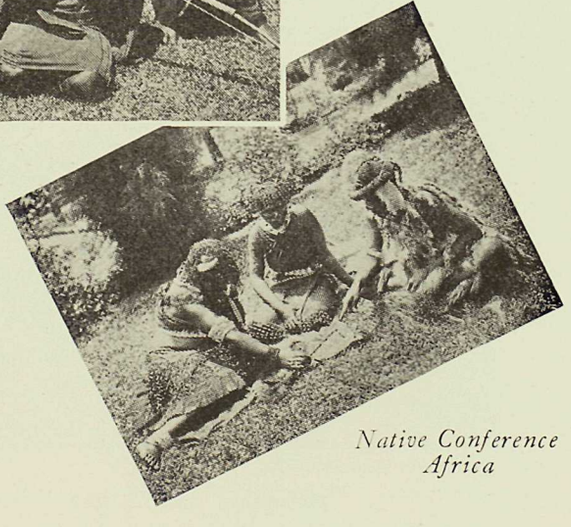
Native Warriors Africa



Native Band Africa



Native Doctor Africa



Native Conference Africa

CANADIAN PACIFIC

Dar-es-Salaam, Tanganyika

MARCH 24

THE EMPRESS OF FRANCE is due to arrive off Dar-es-Salaam, early in the morning. The ship will anchor outside the harbor and landing will be made by means of the ship's boats in tow.

Dar-es-Salaam, or "Haven of Peace," as its name signifies, is a small town beautifully situated on a land-locked harbor as peaceful as a lagoon. Dar-es-Salaam was the capital of German East Africa and remains the seat of administration under British rule.

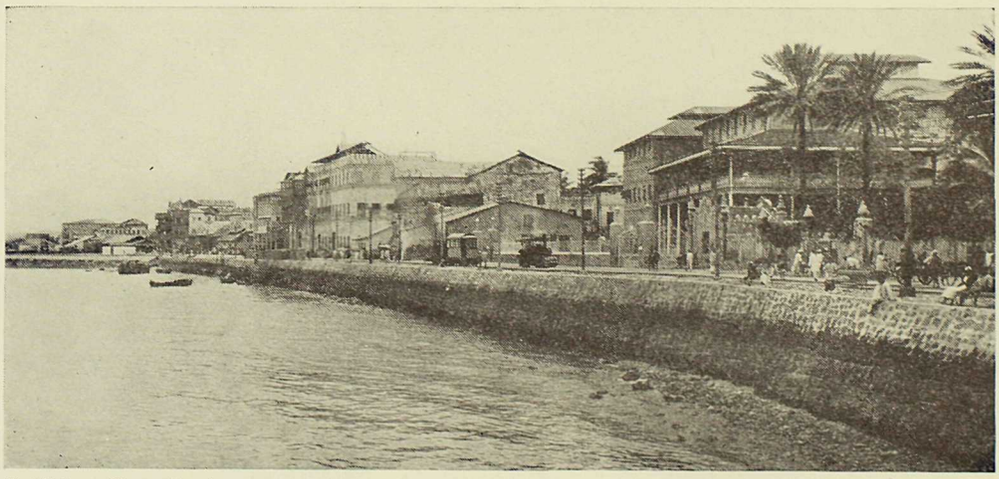
The town was founded in 1862 by Said Majid, Sultan of Zanzibar, and deserted on his death in 1871. The streets of the European settlement are broad and well kept, and the buildings well built and substantial. The native town is separate from the European and its wide cocoanut palm avenues are well worth a visit.

That the grim hand of war extended even to this "Haven of Peace" is evident by the presence in the harbor of the wrecks of several large ships.

The population is about 210,000. English and German are the languages principally used and East African currency is required, although the native dealers will usually accept English sterling notes.

Unfortunately Dar-es-Salaam does not boast of many facilities for sightseeing, therefore the entire day will be free for independent action with luncheon on board.

SHIP SAILS AT 3 A.M. MONDAY, MARCH 25, FOR ZANZIBAR.



Publishers Photo Service

Zanzibar, East Africa Sultan's Palace at the right

Publishers Photo Service

Main Street Zanzibar, East Africa

Zanzibar, East Coast of Africa

MARCH 25

ZANZIBAR is a most important trade centre and has been for centuries the most famed, as well as the largest city in East Africa. The ship arrives early in the morning of March 25 and will anchor—debarkation by tender.

The island is fertile and intensively cultivated. Its 205,000 population and 640 square miles of area with Pemba and the coastal strip are ruled by the Sultan under the British Protectorate. Zanzibar, the city, has been described as "Oriental in appearance, mahogany in its religion . . . a fit cap for negro Africa." It is important for its trade and as a coaling-station, and exports ninety per cent of the world's cloves, vast quantities of ivory, clove stems, copra, rhinoceros horn and gum.

Zanzibar is interesting although not beautiful, except in spots. Narrow streets straggle along without rhyme or reason, apparently going nowhere and arriving there. Quaint houses of timber and lath, plastered with thick layers of mud so old the houses look built of

stone, border them; along with mosques, into the palm-lined courtyards of which Arabs, black and white, come to perform their ablutions and pray to Allah; the "Stone Ship," the disused water-tanks of Arab days with fronts carved in semblance of a ship; white-topped houses with carved, massive doors, black with age and studded with spikes, their gardens resplendent with scarlet acacias; and government buildings, bazaars, frequent fruit markets, barracks, forts, round towers; a bewildering, picturesque medley unlike anything on earth. Papau trees, palms, and cocoanuts are everywhere. Out in the harbor, British warships swing near Arab dhows with tall, clumsy brown masts and sails, thick rigging and hulls gaudy in pink and black. The principal thoroughfare is N dai Kun, where the Resident British Agent lives in a beautiful castellated dwelling adjoining the Sultan's palace, the Roman Catholic Cathedral, the Anglican Cathedral, the former of Renaissance, and the latter of Gothic architecture, built of coral on the site of the old slave market.

The currency of Zanzibar is that used in India—the rupee, but the English language is generally used.

The included excursion consists of a motor trip to Bububu to visit the clove gardens and a sightseeing trip around the city on foot accompanied by guides. Luncheon will be served aboard ship.

SHIP SAILS AT 6 P.M. MONDAY, MARCH 25, FOR MOMBASA.

Publishers Photo Service

Native Markets *Zanzibar, East Africa*

DURBAN

SOUTH AMERICA
AFRICA CRUISE

Arab Watch Tower *Mombasa, Kenya*

Mombasa, Kenya

MARCH 26

THE EMPRESS OF FRANCE is due to arrive at the Island of Mombasa early in the morning and will go alongside the pier at the deep water port, Kilindini, about 2½ miles from the town of Mombasa.

Mombasa, the native name of which is Kisiwa Mvita, "Isle of War," is the principal port of Kenya Colony and Protectorate. It is an exceedingly interesting place, and well worth a visit.

Mombasa is old, very old; no one knows exactly how old. At the end of the fifteenth century it was a flourishing town, sending ivory and slaves into the north. Negroes, Turks, Arabs, Portuguese, Germans, Italians and British all had a hand in its history, and from the ancient Portuguese fort of Jesus now flies the flag of the black Sultan of Zanzibar. Its fine harbor today holds liners, tramp steamers and dhows coming and going against a brilliant back-drop of foliage amid which red roofs and balconies of tall, white-walled houses look down on wholly Arab scenes, frequent mosques and the motley life of the streets. The local Swahilis belong to the strict sect of the Sunnis, jealous and ready to fight for the honor of their prophet, Mohammed. Arabs are everywhere, white, black and shades between; some in loin-cloths wrestling with cargoes of yellowing ivory; some treading lordly through the streets with all the aloofness of great

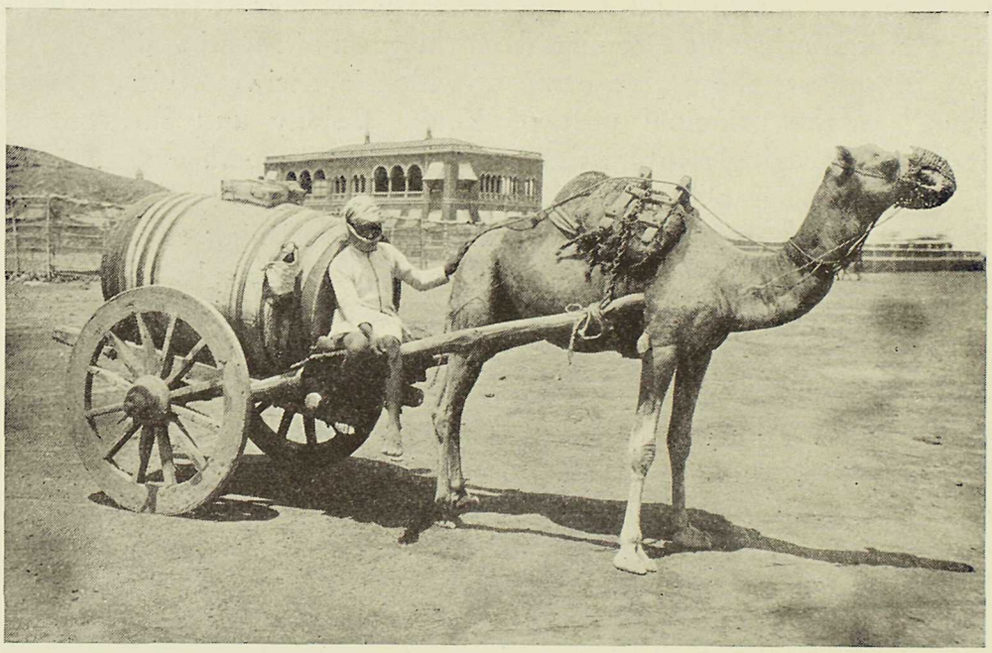
landed proprietors, which they are. Native booths offer "halwa," a Turkish Delight, made fresh while one waits, "mkekas," palm-leaf mats, beautiful native embroideries, and the ivory, enamel, ebonies and silks of the Orient; monkey skins of blue and the handicraft of inland tribes.

Back in the Kenya Colony the Arab is predominant. Swahili is the lingua franca, and the Bantu dialect is understood by nearly all tribes; the Masai, the fiercest of present-day Africans, the Wakambas, still making their fires with rubbed wooden sticks; people living in trees, the Kavirondas wearing strange high headdresses made of basketry, covered with white kaolin, mud-striped and feathered; the Gang tribe in Uganda, who dance and dance and dance; the Tesos, whose women plaster their hair with mud and decorate it with masses of drooping feathers.

The English language is used generally and East African currency is required. The population of Mombasa is about 40,000 with about only 700 Europeans.

A half-day sight-seeing drive by motor car will be taken, leaving half a day for independent action.

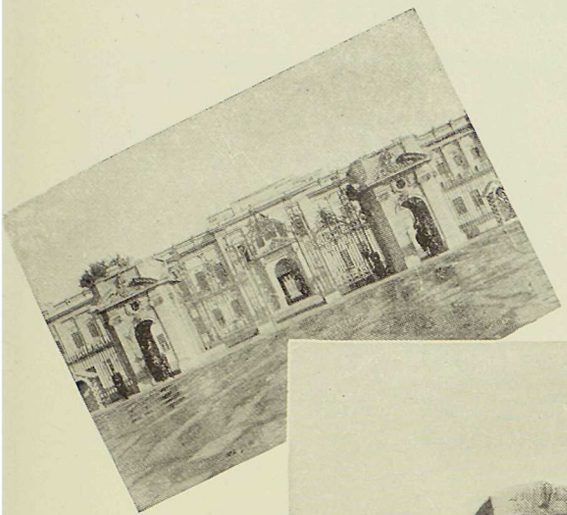
THE EMPRESS OF FRANCE WILL SAIL FOR PORT SUDAN AT 6 P.M. TUESDAY, MARCH 26.



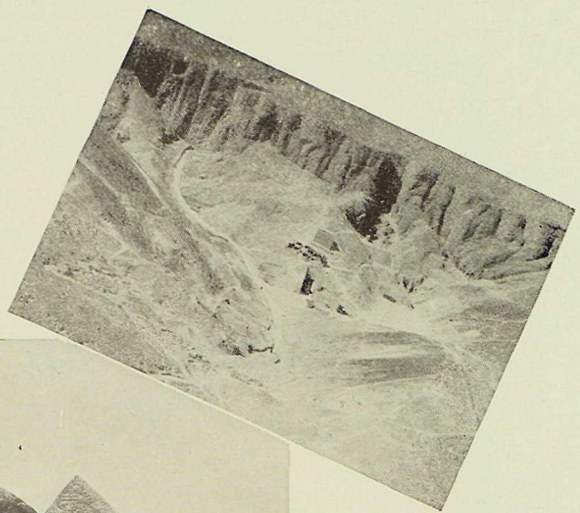
Publishers Photo Service

The Arab has a method in using a camel on his water wagon

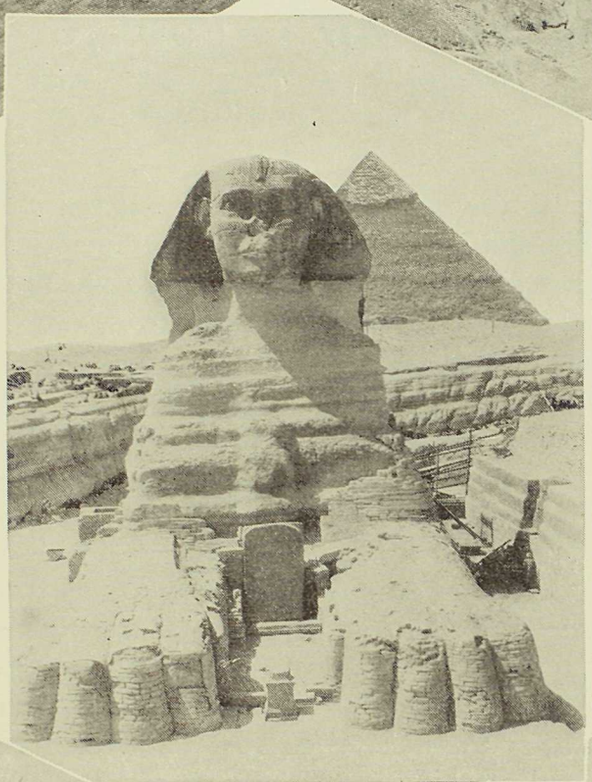
SOUTH AMERICA
AFRICA CRUISE



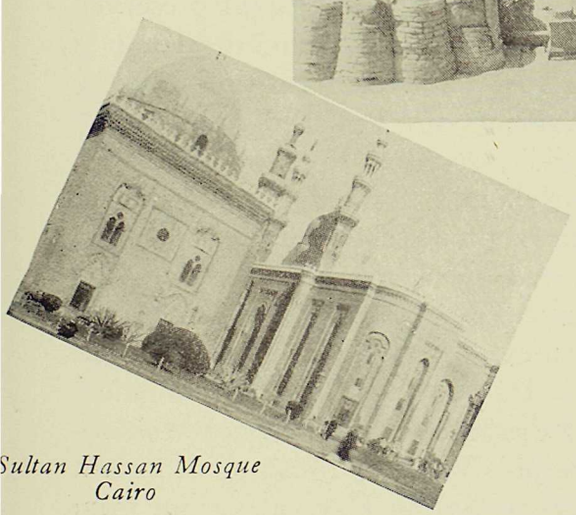
King Fuad's Palace
Cairo



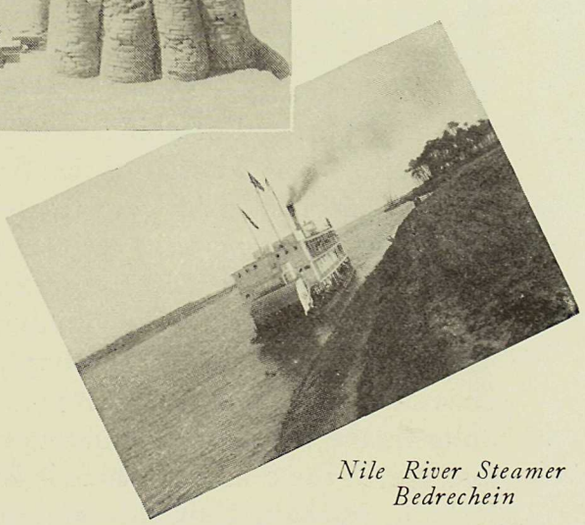
King Tut's Tomb
Thebes



Sphinx and Pyramids
near Cairo



Sultan Hassan Mosque
Cairo



Nile River Steamer
Bedrechein

CANADIAN PACIFIC

Port Sudan, Sudan

APRIL 2

A short call is made here to land members desiring to take the optional excursion to Khartum and Luxor—see page 83.

SHIP SAILS AT 10 A.M. TUESDAY, APRIL 2, FOR PORT TEWFIK.

Port Tewfik—Cairo—Port Said, Egypt

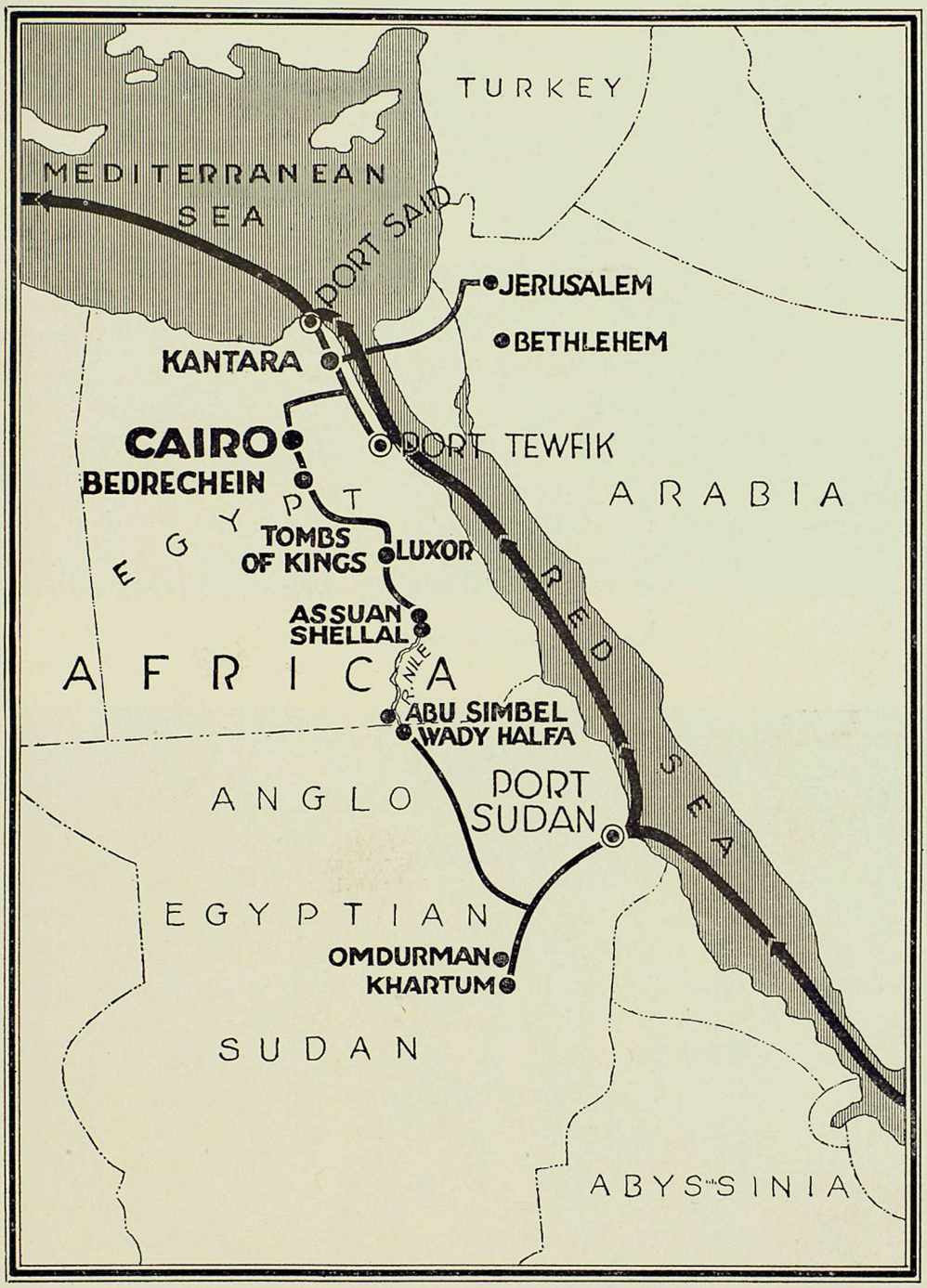
APRIL 4 TO APRIL 10

PORT TEWFIK is the port for Suez, the eastern terminus of the Suez Canal. The ship will anchor and all members will disembark by tender and proceed by special train to Cairo where accommodation will be provided at the leading hotels.

All through one's life the names Egypt and Cairo speak with the tongue of mystery and romance. Cairo today is a city of luxury in her hotels and her social life, but a city through whose streets and bazaars flood the eternal ebb and flow of an age-old Oriental life, an utterly alien life to the visitor from the Occident, a life colorful and brim full with interest.

In Egypt the visitor comes into contact with civilization in its earliest days, the thousands of years fly back seemingly at a touch as we gaze upon the vast collection of relics of Ancient Egypt preserved in the great Museum in Cairo, at the actual treasures from the Tomb of Tut-Ankh-Amen, at the face of the Pharaoh of Biblical times, at the ancient tombs and magnificent monuments of a vanished day.

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 native bazaars you can buy exquisite gold and silver

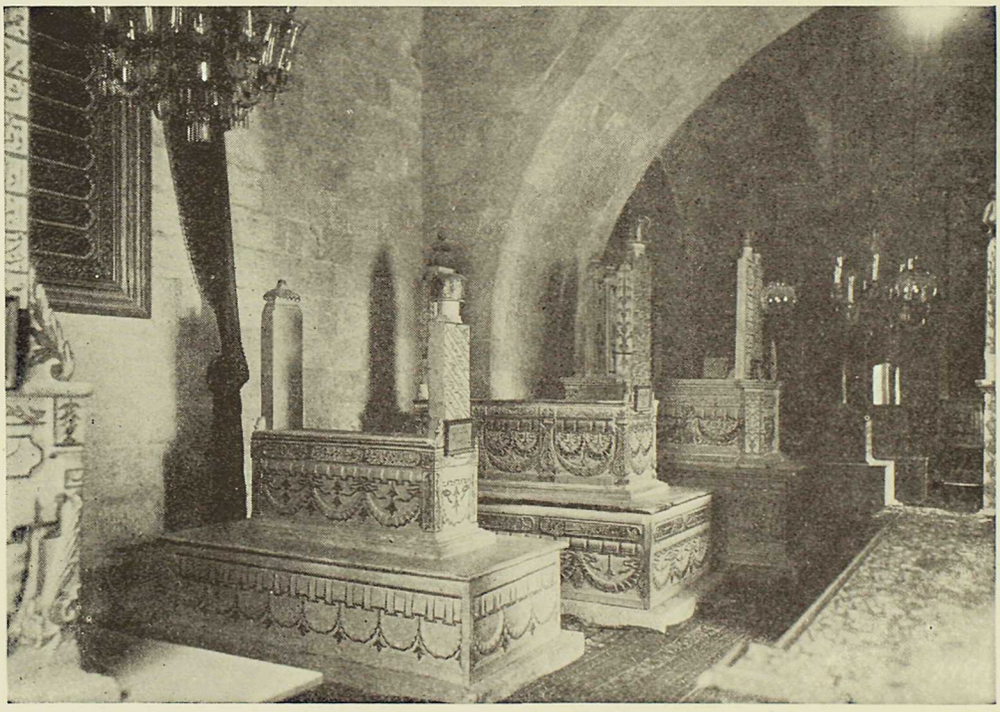


EGYPT AND PALESTINE

All Members of the Cruise visit Cairo, The Pyramids and Sphinx and have Nile River trip to Bedrechein

CANADIAN PACIFIC

River Nile and Pyramids near Cairo



Tombs of the Mamelukes, Cairo

Mohamed Ali Mosque, Cairo

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 famous and historical River Nile 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 program in Cairo covers four half-days of sightseeing, which will include the Egyptian Museum; El Azhar, the Moslem University; Native Bazaars; The Citadel; Mohammed Ali Mosque; Sultan Hassan Mosque; Tombs of the Mamelukes; motor drive to Zoological Gardens, thence to Mena House on the edge of the desert, where camels, sand-carts and donkeys will be taken for the trip to the Pyramids and Sphinx; Nile River steamer to Bedrechein and return.

Facilities will be available for members who desire to take an optional excursion to Luxor, Thebes and Karnak, also to Jerusalem and Bethlehem—see pages 84 and 85.

Special trains will convey members from Cairo on April 10 to Port Said, where they will re-embark on the Empress of France.

SHIP SAILS AT 2 P.M. WEDNESDAY, APRIL 10, FOR NAPLES.

CANADIAN PACIFIC

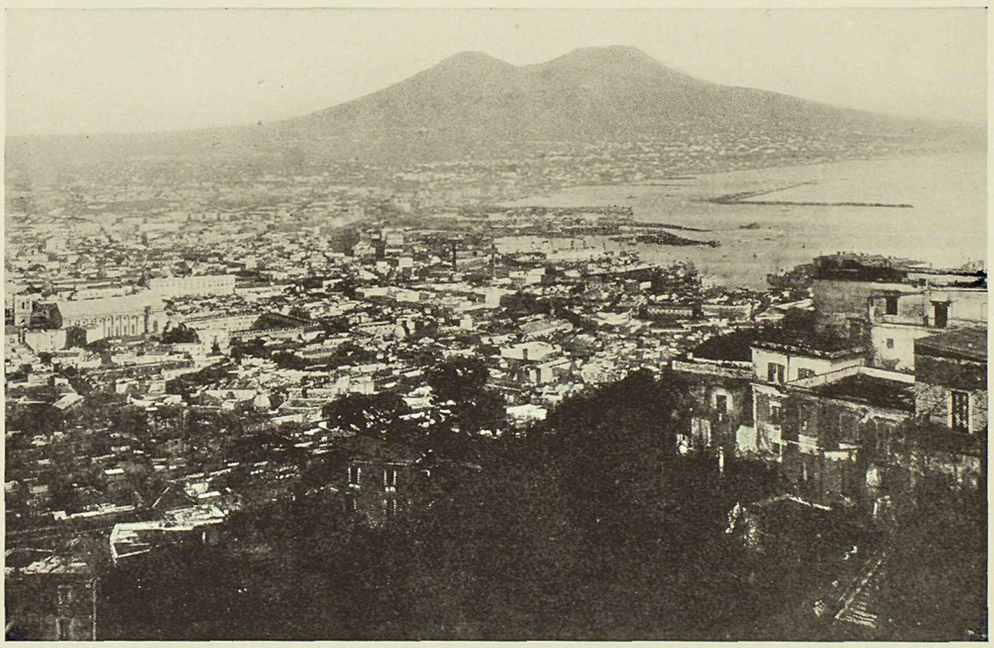
Naples, Italy

APRIL 13 TO APRIL 16

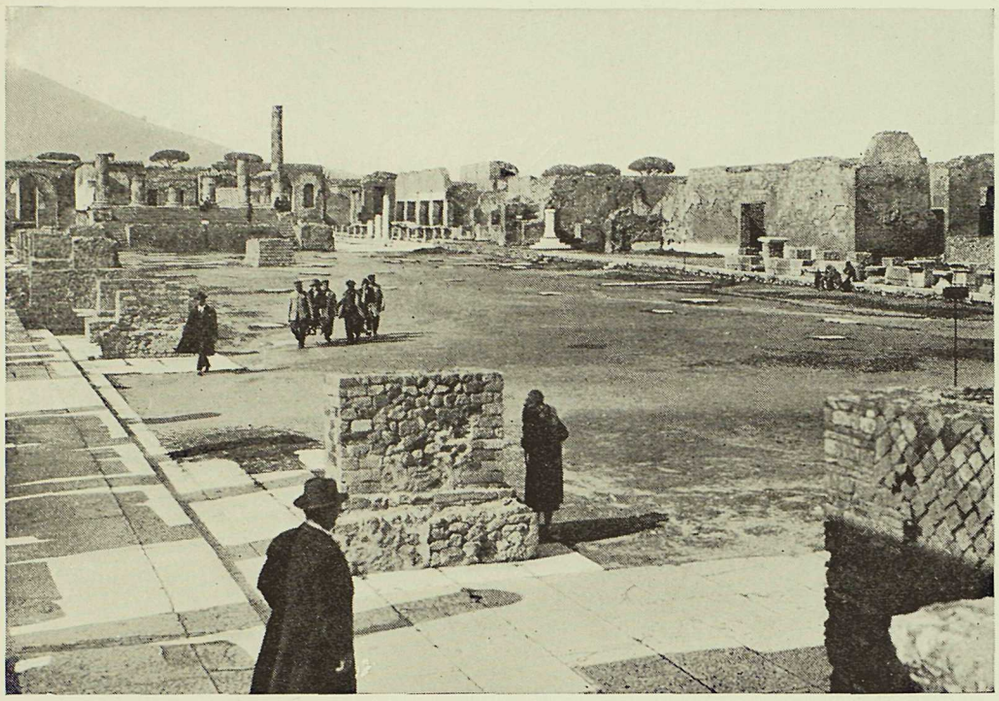
NO ASPECT in the Mediterranean is more captivating than that of the Bay of Naples, with its azure sea, its embankment of buildings, and its amphitheatre of volcanic mountains culminating in the still live crater of Vesuvius. Here was originally a Greek Colony, which Rome conquered and established as 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.

There are many points of interest in Naples, but the particular appeal to visitors is its proximity to Pompeii, Vesuvius, Caserta, and the famous Amalfi-Sorrento drive.

Pompeii, a city of some 30,000 inhabitants, was overwhelmed by an appalling eruption in 79 A.D., when Vesuvius, awakening from a slumber of unknown ages, burst suddenly into terrific action, carrying devastation all around the beautiful Gulf and burying beneath deep beds of cinders and ashes the two cities Pompeii and Herculaneum.



Naples and the Bay Vesuvius in the background



Ruins of Pompeii Vesuvius in left background

Trifling discoveries were made during the years 1594-1600, but it was not until 1748 that more serious work was undertaken. The year 1763 systematic excavations were begun. Up to 1861 the work was carried on in a more or less methodical manner, but since that date the Italian Government has prosecuted the work of excavation in a thoroughly scientific way.

Today the visitor is conducted through the streets which contain ruts made by vehicles two thousand years ago and is shown the interior of shops and houses, some of which contain the original decorations. 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.

The ship will go alongside the dock at Naples and motor cars will be provided for a half-day drive around Naples. Another half-day will be devoted to an excursion by special train to Pompeii.

Facilities will be available for the following optional excursions: Amalfi and Sorrento; Vesuvius; Caserta; Rome; and an Overland Tour to Paris—see pages 85 to 87.

SHIP SAILS AT 8 P.M. TUESDAY, APRIL 16, FOR MONACO.

CANADIAN PACIFIC

The famous Casino at Monte Carlo

Promenade des Anglais at Nice, France

Monte Carlo, Monaco

APRIL 17 AND 18

MONACO is the capital of the Principality of Monaco. Isolated on the level summit of a rock that rises sheer from the sea, it maintains a quiet dignity, an air of aloofness from its, perhaps, more garish neighbors, La Condamine and Monte Carlo. The ancient harbor that once sheltered the Phœnician vessels is now the rendezvous of some of the smartest yachts of the world.

Monte Carlo, a town of considerable splendor, opulence and artistic refinement, is separated from Monaco only by the port. The casino, which symbolizes and incarnates the spirit of the place, stands in the forefront of the town on a terrace above the sea amidst beautiful gardens. The theatre attached to the casino is celebrated for its artistic productions and its Cercle is the Mecca for all the gamesters of the world.

The Empress of France will anchor in the bay, opposite Monte Carlo Casino, and debarkation will be by tender.

In the morning members will be taken for a motor trip over the Grande Corniche Road, via La Turbie to Nice, where luncheon will be served at one of the leading hotels.

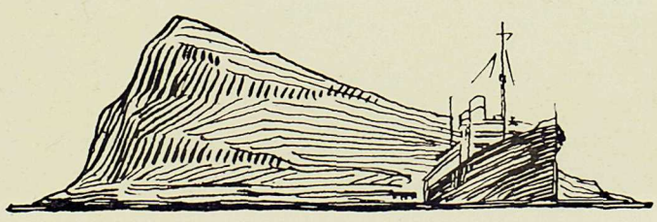
Nice is a favorite pleasure resort of not only the Riviera but the Mediterranean. The famous Promenade des Anglais runs along the shore of the Mediterranean and is lined with handsome villas.

The Grande Corniche is one of the most beautiful drives in all the world, and affords magnificent views of the coast and of the distant snow-clad Alps. The return journey will be made via Villefranche and Beaulieu to Monte Carlo, where tea will be served, returning thence to the ship.

In the evening conveyances will be provided for members who wish to visit the Monte Carlo Casino.

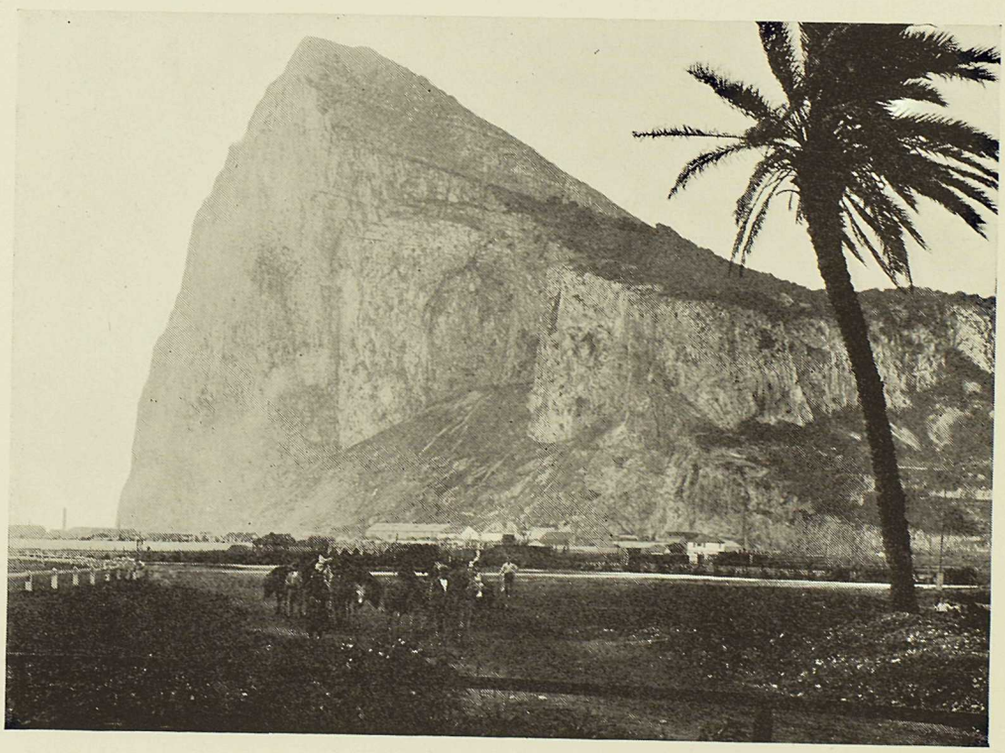
An Overland Tour to Paris is operated from Monaco—see page 88.

SHIP SAILS AT 1 A.M. FRIDAY, APRIL 19, FOR GIBRALTAR.



CANADIAN PACIFIC

Gibraltar from the Sea



Gibraltar from the Shore

Gibraltar

APRIL 21

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 bare and grim, resembling a huge crouching lion, 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.

The Rock is a honeycomb of tunnels and galleries, and is equipped with powerful guns, searchlights and radio stations. 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 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.

The Empress of France will probably berth inside the Admiralty Breakwater alongside the Mole, and debarkation will be by tender.

Carriages and guides will be provided for visiting the principal points of interest, including some of the galleries and fortifications, and for a drive to Rosia Bay, where may be had a splendid view of the Straits and the African Coast. There will be a half day for shopping.

SHIP SAILS AT 6 P.M. SUNDAY, APRIL 21, FOR CHERBOURG.

Cherbourg, France

APRIL 24

THE EMPRESS OF FRANCE will anchor in the harbor—debarkation by tender.

Members may have an included excursion to Paris with three days' hotel accommodation and meals (no sightseeing) in lieu of the London excursion, connecting with the Empress of Scotland from Cherbourg, April 27. If additional time is desired for visiting Europe and the British Isles, return tickets are valid until December 31, 1929—see page 49 regarding stop-overs and return Atlantic passage.

SHIP SAILS AT 9 A.M. WEDNESDAY, APRIL 24, FOR SOUTHAMPTON.

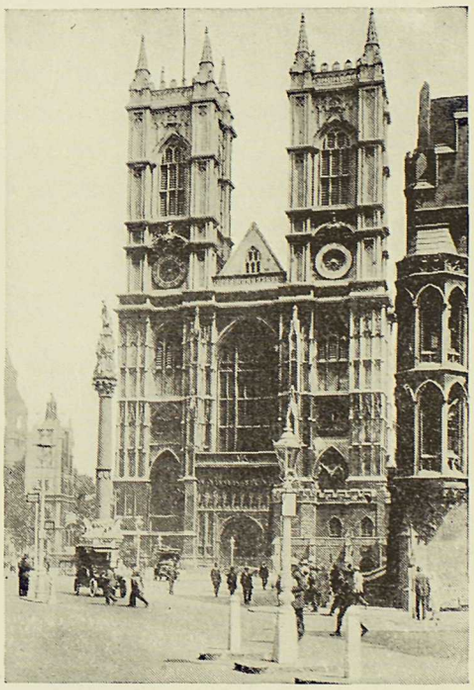
CANADIAN PACIFIC

Southampton, England

APRIL 24

THE EMPRESS OF FRANCE will go alongside the dock. An included excursion is provided to London with three days' hotel accommodation and meals (no sightseeing), connecting with the Empress of Scotland from Southampton April 27. If additional time is desired for visiting the British Isles and Europe, return tickets are valid until December 31, 1929—see page 49 regarding stop-overs and return Atlantic passage.

Eiffel Tower, Paris



Westminster Abbey. London

Stop-over in Europe

Members desiring to return later than April 27 will be furnished with:

(1) Passage by any Canadian Pacific steamship from Liverpool, Southampton, Glasgow, Belfast, Cobh (Queenstown), Cherbourg, Antwerp or Hamburg. This will permit members to combine a European Tour with the cruise—see note below regarding return Atlantic passage.

(2) First class railway ticket from Canadian port of landing to New York (members to pay for sleeping car berth, parlor car seat and meals on train) or the value of the railway ticket may be applied on ticket to final destination of member. If value of railway ticket furnished is less than the fare to New York, the difference will be refunded.

Return Atlantic Passage

will be provided by any Canadian Pacific steamship.

Cruise members sailing prior to July 15, or between October 16 and December 31, by Empress or Cabin Class ship, will be furnished, as far as possible, with accommodation similar to that occupied on the cruise.

Cruise members sailing from July 15 to October 15 by Empress ship will be charged the difference between minimum rate and the rate for the accommodation occupied. Cruise members sailing from July 15 to October 15 by Cabin Class ship will be provided with the best accommodation available, not exceeding the value of minimum rate accommodation by Empress ship during that period.

Return tickets are valid until December 31, 1929.

No refund will be made to members not availing themselves of the return Atlantic passage.

Customs Regulations

Returning residents of the United States must declare all articles acquired abroad, in their baggage or on their persons, whether by purchase, by gift, or otherwise, and whether dutiable or free of duty. Exemption, however, will be allowed by customs officers of articles aggregating not over $100 in value, if suitable for personal or household use or as souvenirs or curios, and whether intended for the personal use of the passengers or as gifts or presents to others, provided the articles are not bought on commission for another person nor intended for sale. Articles so exempt from duty must, nevertheless, be declared on the form which will be provided by the purser.

Each member of the family is entitled to the exemption of $100 for articles purchased abroad of the character mentioned above.

Articles of great value, such as expensive jewelry and sealskin garments, should not be taken on the cruise without first securing from the proper United States customs officer a certificate showing they were taken from the United States.

Returning residents of Canada are required to pay Canadian duty on all articles obtained abroad.

All members of the cruise, regardless of nationality, are advised to be careful when leaving the cruise, to declare all dutiable articles when passing through European countries and England. The fact that such members are merely in transit does not relieve them of this responsibility.

CANADIAN PACIFIC

The Empress of France

Of the large Canadian Pacific fleet of passenger ships there is none more admirably suited for a cruise than the Empress of France. The last word in modernism in her interior arrangements, she resembles a palatial hotel rather than an ocean steamship. She is one of the largest, finest and steadiest ships in the Atlantic service, and is the holder of the speed record between Quebec and Cherbourg — 5 days 14 hours 15 minutes.

The following details are of interest:—

18350 Tons Gross Register
27500 Tons Displacement
Length 600 Feet; Breadth 72 Feet
Oil Fuel; Turbine Engines
Quadruple Screws; Speed 19½ Knots
Cruiser Stern
7 Decks for Passengers
Elevator
Gymnasium
Swimming Pool on Deck

Stateroom Accommodation

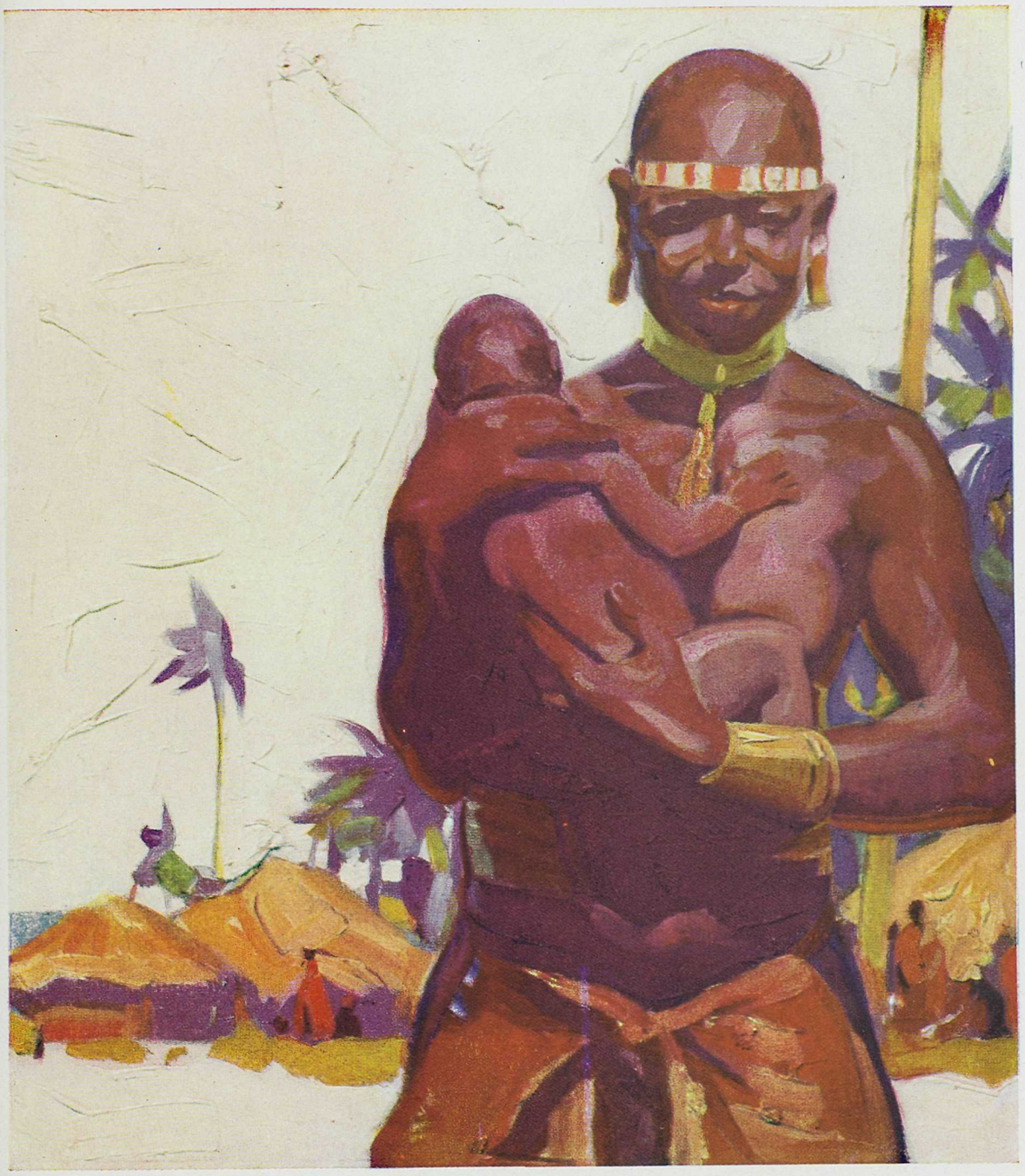
The staterooms are distributed over five decks, but, owing to the limited membership, only four decks will be used on the cruise, and three of these are served by an elevator.

The staterooms are handsomely furnished and the majority have regular beds. Not more than two persons will be placed in a room, except by request.

There are many rooms with only one bed for those who prefer to be alone.

Rooms with private bath and toilet are provided in abundance, and there are suites consisting of bedrooms, sitting room, private bath and toilet. Plenty of bathrooms are available for members occupying the regular staterooms not having a private bath.

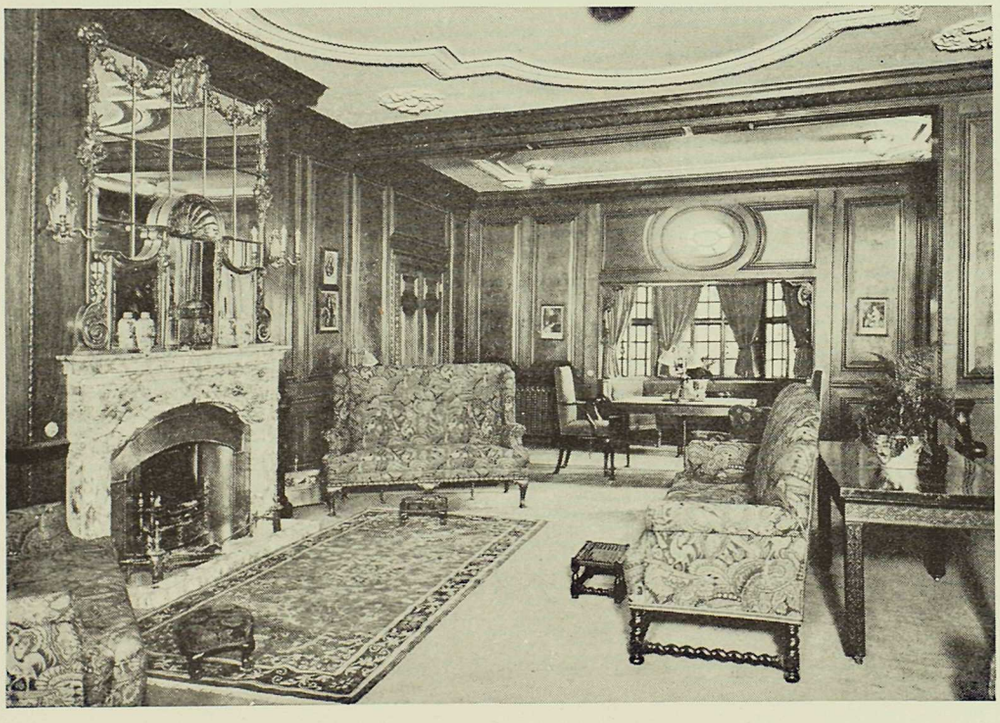
All rooms have electric fans, and the ship is equipped with the most modern apparatus for forced ventilation.



DAR-ES-SALAAM

SOUTH AMERICA
AFRICA CRUISE

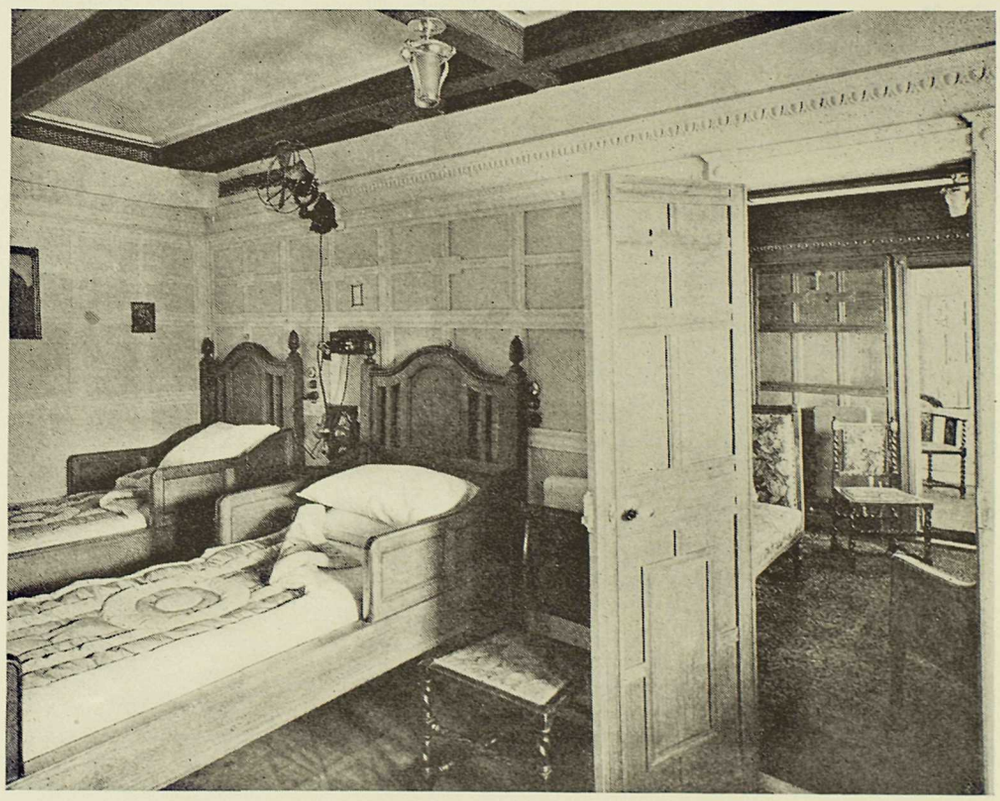
Lounge-Ball Room *Empress of France*



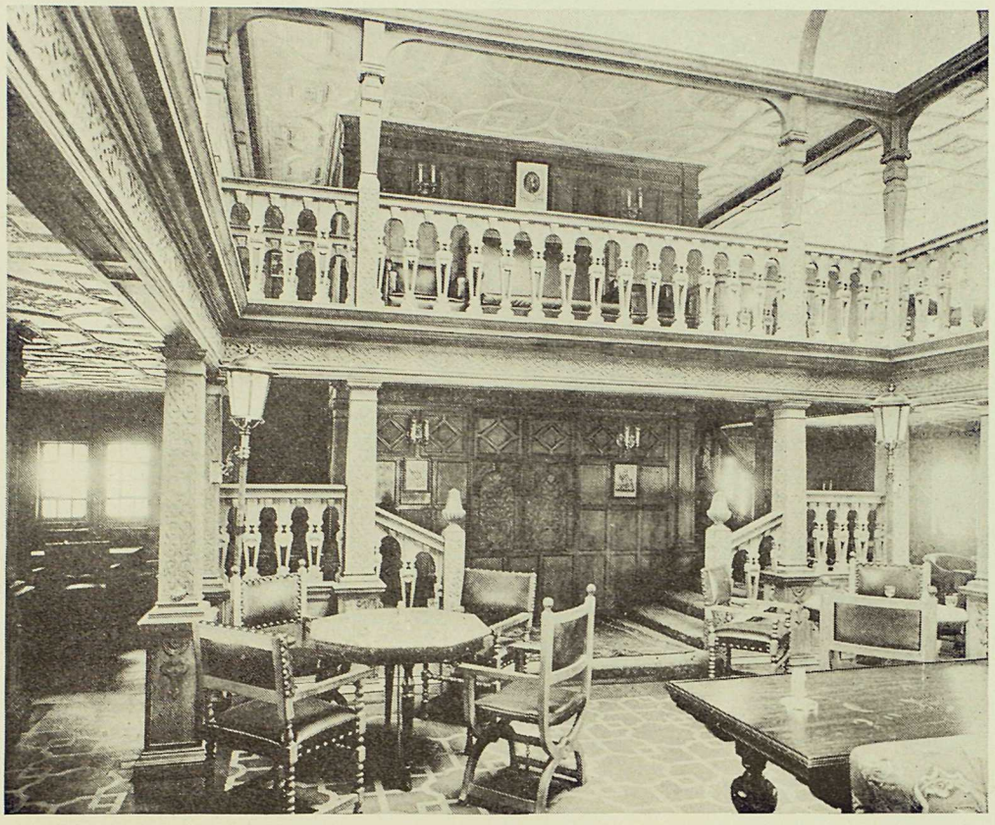
Library-Writing Room *Empress of France*

The Lounge—Ball Room

is in the style designed by Sir Christopher Wren for the Royal Apartments at Hampton Court Palace. The centre of the room is 18 feet high. At either end are paintings by George Lambert, the Australian artist, under which are fine carvings in the style of Grinling Gibbons, the well-known wood-carver. Very great care has been taken in the selection of the furniture, and all the colors and materials used in this and all the other apartments are in correct styles and designs of the periods represented. A handsome fireplace is situated at the forward end, and a specially fine mirror at the opposite end of the room. A carved trophy at one end is by Mark Rogers, one of the most celebrated wood-carvers in England. A special charm is given to this beautiful apartment by six large bow windows and a magnificent skylight extending its full length.



Suite with Sitting Room *Empress of France*



Smoking Room *Empress of France*

The Smoking Room

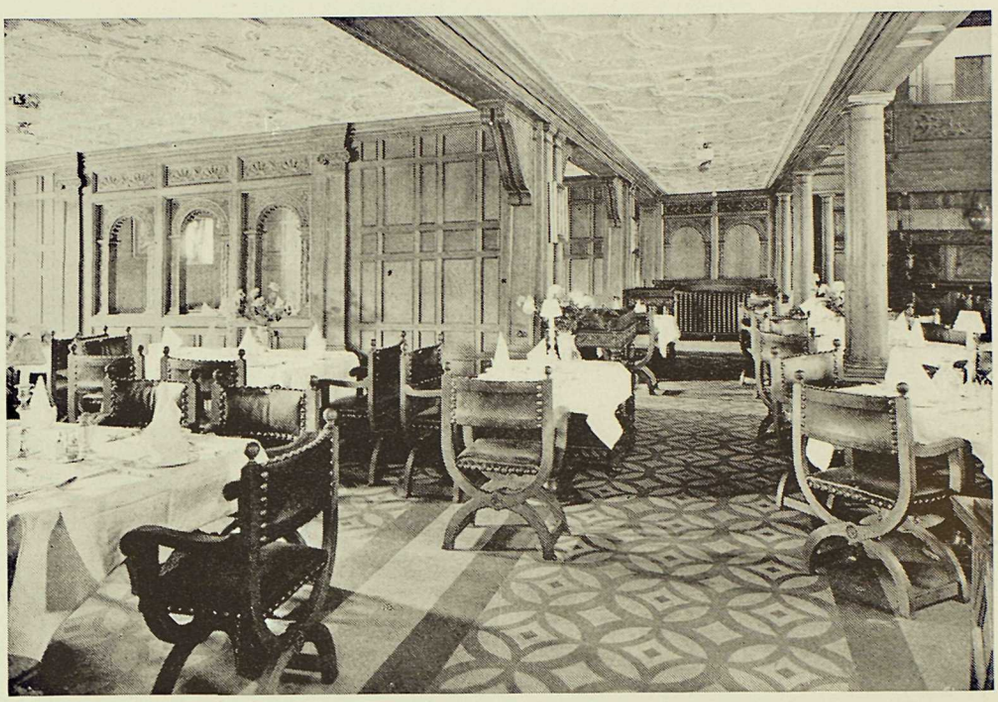
of King James' period, is one of the most handsome rooms on any ship. It is in two tiers, and a special feature is the staircase leading to the balcony. The fireplace is copied from the celebrated example at Old Place, Lindfield, Sussex. The furniture is copied from the well-known originals at Knole, Kent, the seat of Lord Sackville.

The staircases and corridors are also in the early Jacobean style.

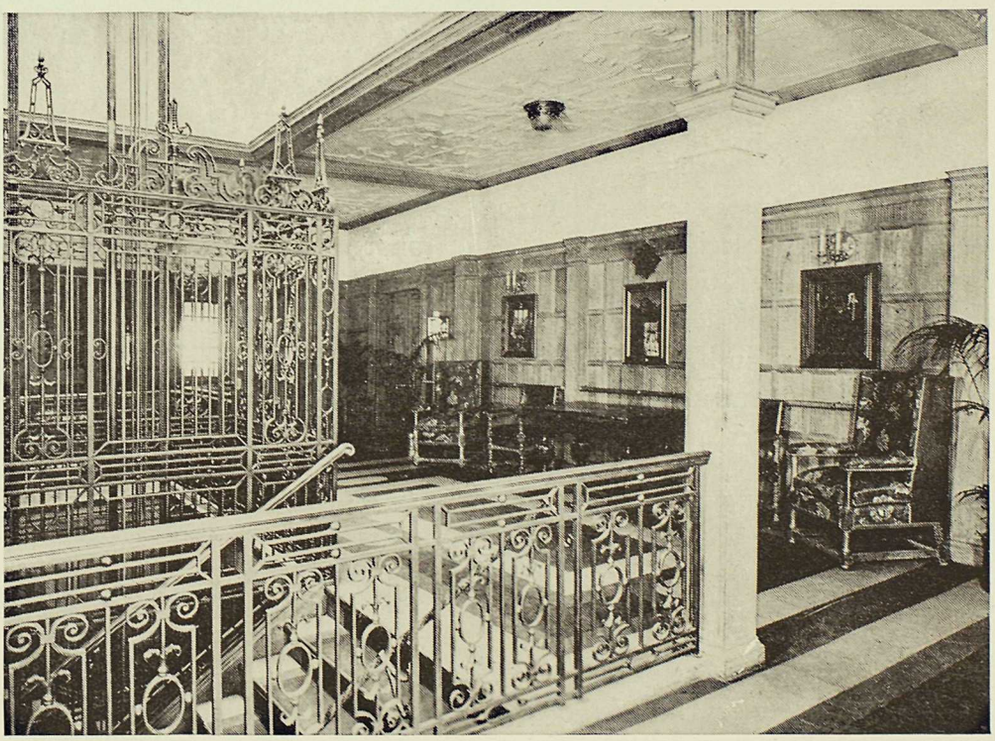
The Library—Writing Room

follows the decoration in vogue in the reign of William and Mary, and is reminiscent of some of the apartments in Kensington Palace. The book-cases in the room are copies of those in Pepys' Library, Magdalen College, Cambridge, which contains the celebrated Pepys' Diaries.

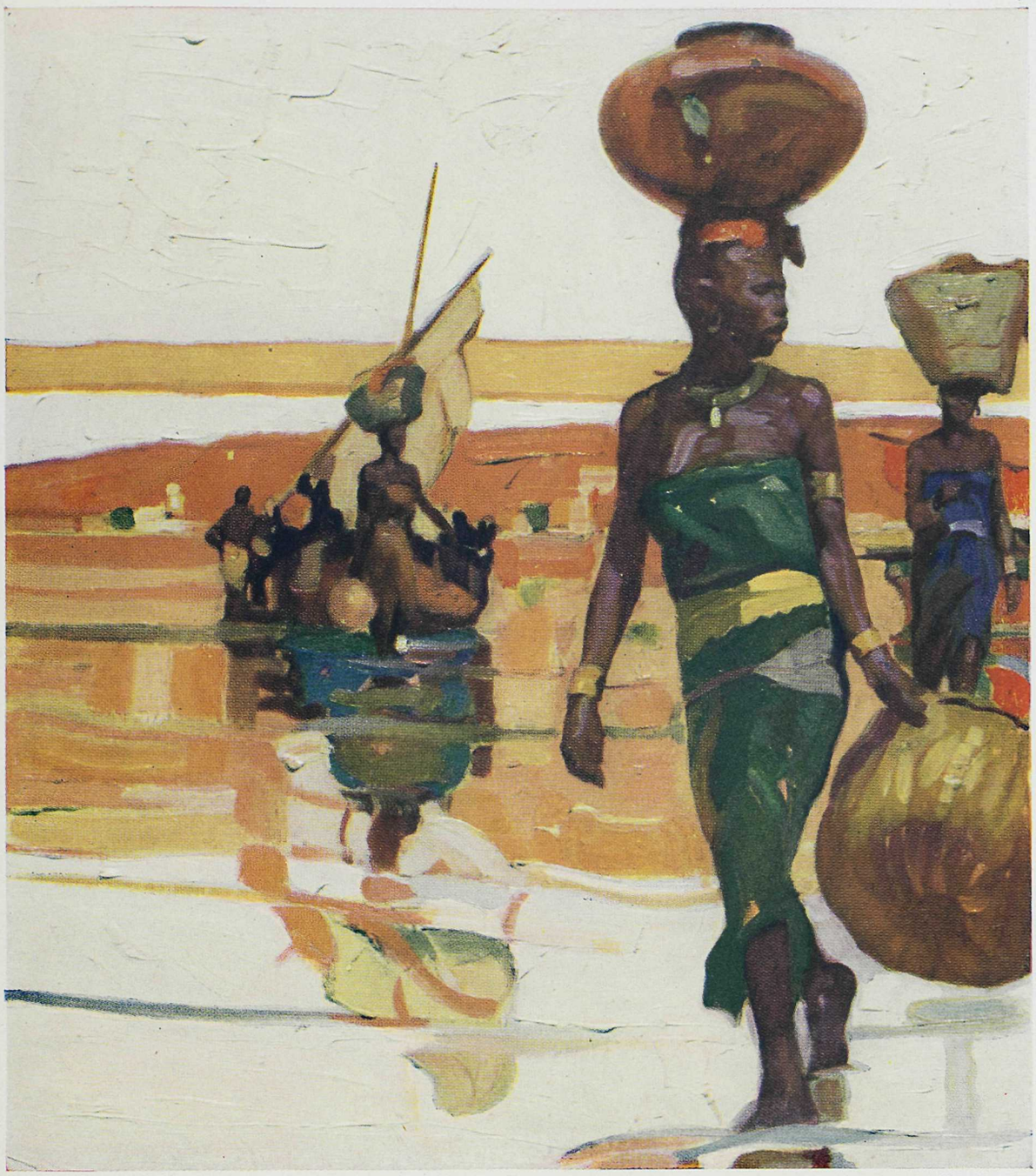
CANADIAN PACIFIC



Dining Saloon *Empress of France*



Elevator and Reception Square *Empress of France*



ZANZIBAR

SOUTH AMERICA
AFRICA CRUISE

The Drawing Room

is a splendid reproduction of the decorative art of the Brothers Adam, who flourished at the end of the eighteenth century. The marble mantelpiece is a beautiful example of antique stone-work. This room is 20 feet long by 30 feet wide.

The Dining Saloon

is a room 60 feet long, 72 feet broad, oak-panelled in Jacobean style, the central portion being open with a spacious gallery all round and with a balcony for the orchestra at one end. Throughout, the woodwork has been treated to give the appearance of time-mellowed oak. A ceiling in low relief-plaster work, and furniture—replicas of antique Elizabethan models—complete a faithful representation of the Jacobean period. Seating is provided at small party tables. Eight alcoves arranged along the sides give an additional charm and coziness to the room.

The Kitchens

compare favorably with the best arrangements afloat or ashore. The most modern electrical and other appliances enable the staff to supply a perfect cuisine.

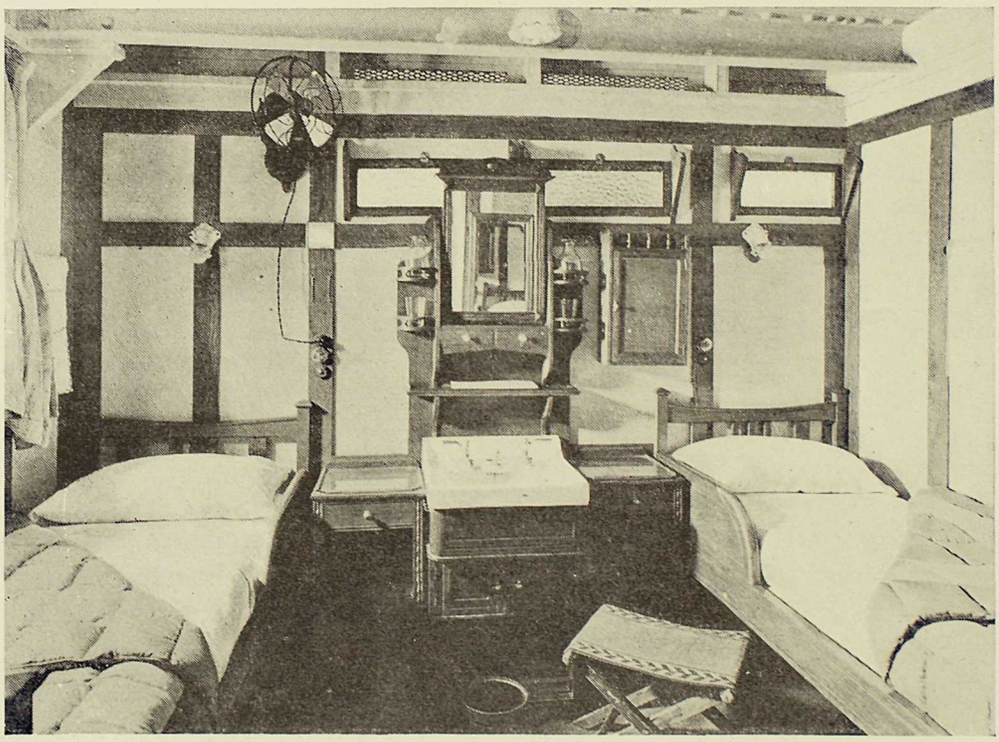
The Canadian Pacific is famous throughout the world for the meals furnished on its steamships, and that high standard will not only be maintained on the cruise but will be excelled if possible.

The Gymnasium

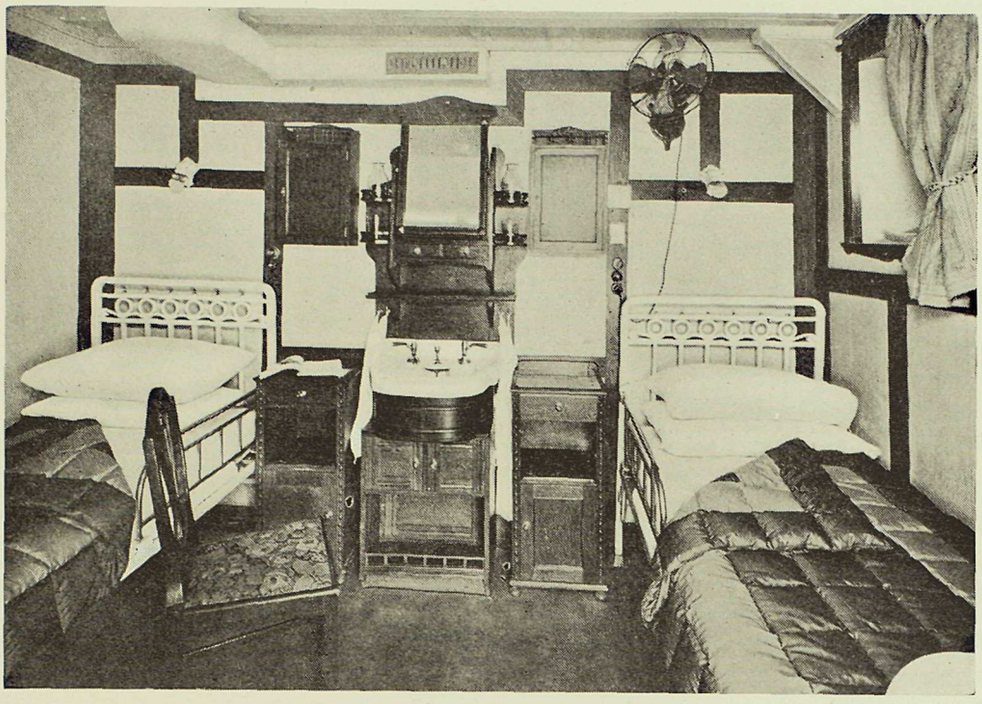
is fitted with the latest appliances for affording health-giving exercise, including electrical horses, electrical vibrator, bicycles, sculling machine, electrical massage machine, Dowd exerciser, Swedish wall bars, weighing machine, medicine balls, fencing equipment and bucking horse. There will be classes for ladies and gentlemen and private appointments may be made with the instructor if desired, also appointments for fencing instruction.

CANADIAN PACIFIC

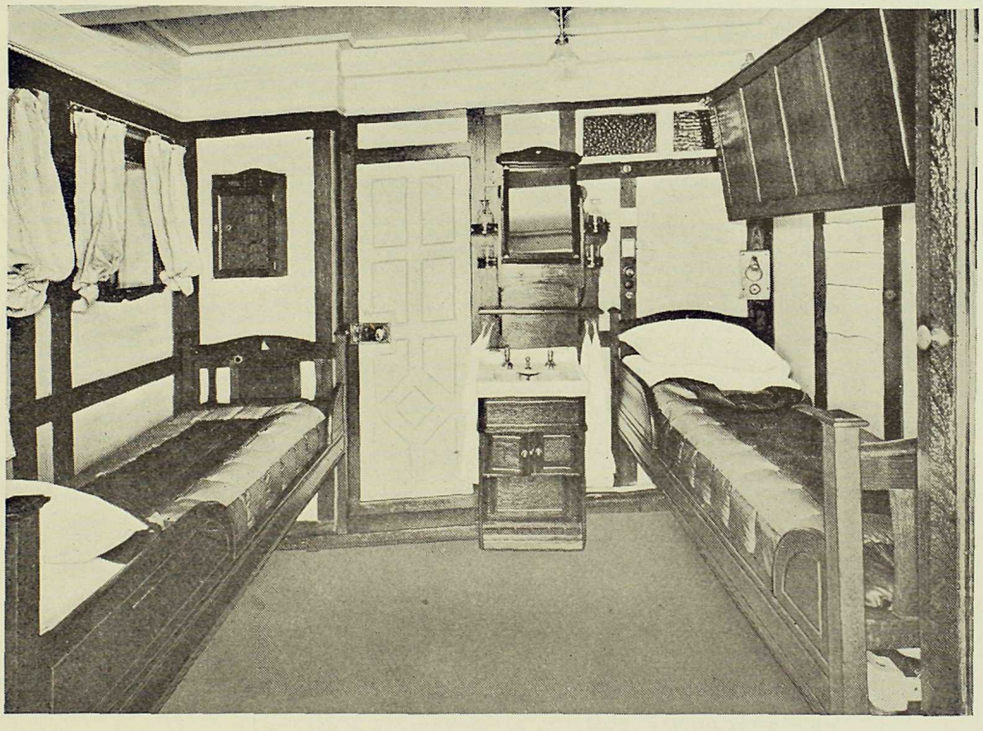
Large Stateroom with Beds *Empress of France*



Regular Stateroom with Beds *Empress of France*



Regular Stateroom with Beds *Empress of France*



Stateroom with Beds and Folding Upper Berth *Empress of France*

CANADIAN PACIFIC

General Information

Fares

From New York and return to New York, fares are from $1500, according to location of stateroom. Ship's plan and details of fares for each room will be sent on request—see agency list on last page.

CHILDREN five years and under ten years occupying room with two adults, fare is $935, irrespective of accommodation occupied. A child occupying a bed or a berth in a double room with one adult will be charged adult tariff fare. No children under five years of age will be accepted for the cruise.

SERVANTS accompanying employers, $1320 when berthed and served with meals in special accommodation set apart for their use. This fare covers railway transportation to and from Cairo and London (or Paris) with hotel accommodation and meals (no sightseeing) at these two points, but does not cover included excursions elsewhere. If servants are participating in included excursions at all ports, fare is $1500, provided they do their sightseeing with their employer or other servants. When servants are berthed in other than servants' accommodation, tariff fare will apply.

The Fare Includes

first class passage with stateroom accommodation and meals from New York to Southampton, as per itinerary; government revenue tax; landing and embarkation charges; shore excursions as designated; accommodation where noted at leading hotels with meals, transfers between stations, quays and hotels; entrance fees and gratuities; services of guides and interpreters—one to each small group—while ashore with the excursions; first class rail ticket from Southampton to London, three days' hotel accommodation and meals in London, including transfers from and to the station (no sightseeing), first class rail ticket London to Southampton; return Atlantic passage by the Empress of Scotland sailing from Southampton April 27, and rail ticket from Canadian port of landing to New York, as outlined on page 49.

Members returning later than April 27 will be required to provide their own rail transportation to port of departure.

Option of London or Paris

Members may have included excursion from Cherbourg to Paris, with three days' hotel accommodation and meals (no sightseeing) in lieu of the London excursion, connecting with the Empress of Scotland from Cherbourg April 27.

The Fare Does Not Include

personal items, such as beverages not ordinarily served on board steamers, trains, and at hotels without charge, laundry, baggage insurance, passport and vises, private bathrooms at hotels, conveyances or guides specially ordered by passengers on individual excursions and not ordered by the Cruise Director, or gratuities to stewards on the ship.

Leaving the Cruise at Naples, Monaco or Gibraltar

Members leaving the cruise at Naples, Monaco or Gibraltar will be made an allowance to cover the shore excursions omitted. Such members will be required to pay any Government Tax which may be in effect at these ports.

Limited Membership

Membership will be limited, which ensures comfort for all, aboard ship and ashore. There will be no crowding or confusion, and the facilities at the various ports, which in some instances are limited, will not be overtaxed. The Empress of France has accommodation for 1396 passengers, but there will be less than one-third that number on the cruise.

Deposit

To secure reservation, a deposit of $200 per member is required at time of acceptance of accommodation offered. A second payment, to bring the amount to 25% of the passage money, is due on or before October 1, 1928, and final payment on or before December 1, 1928.

CANADIAN PACIFIC

Management

The Empress of France is owned and operated by the Canadian Pacific; the shore excursions are arranged and executed by the Canadian Pacific—one management ship and shore—one standard of service—the best.

Canadian Pacific representatives, experienced in cruising, will accompany the cruise to attend to the comfort and entertaining of members aboard and ashore.

Entertainment

The hours aboard ship will pass all too quickly, as there will be so many interesting things to do—deck tennis, quoits, shuffleboard, sports tournaments, bridge, concerts, birthday parties, fancy dress and masquerade balls, dancing, gymnasium, lectures, fraternal meetings, camera club and moving pictures.

The library will contain a special collection of books on travel, adventure and foreign countries. In addition a representative collection of all current literature will be placed on board, thus ensuring the latest publications being available.

Two high-class orchestras will be carried for classical music and dancing.

The Directress of Entertainment and the Staff Captain will assist in arranging the various functions.

Lectures will be delivered before arrival at many ports by an interesting globe-trotter who is thoroughly familiar with the history and customs of each country visited.

Facilities

The Empress of France has every facility of the modern hotel: stenographer, barber, ladies' hairdresser, manicurist, masseur, masseuse, surgeon, professional nurses, laundry, valet service, photographer, novelty shop, daily newspaper, etc.

The ship is equipped with long range radio capable of maintaining communication with land at all times.

Laundry

The Empress of France is equipped with a modern laundry and members' work will be given special attention.

Clothing for the Cruise

Warm clothing will be required for the first and last days of the cruise, also frequently for evenings both on ship and ashore. Clothing appropriate for summer will be required for the rest of the trip. A topcoat or wrap should be kept handy for use at sundown, especially in Egypt, where the temperature takes a sudden drop at nightfall. Gentlemen will find a dinner jacket will meet all ordinary requirements, as full dress is essential for only official functions. Appropriate costumes for the fancy dress parties, which will be given aboard ship, will be found desirable.

Shoes, rubbers, sweaters and raincoats should be taken from home, also an adequate supply of clothing, but the latter may be replenished at most of the ports. An automobile duster will be found useful occasionally.

Deck Chairs and Rugs

Deck Chairs and Rugs may be rented for the entire cruise at $4 each. Members are recommended to bring a sofa pillow with them for their deck chair.

Travellers Cheques

Members will find Canadian Pacific Express Travellers Cheques convenient on the cruise. They are issued in denominations of $10, $20, $50, $100 and $200, and may be obtained from any Canadian Pacific office at the regular rates.

Passports and Vises

Passports are necessary. Married couples may travel on one passport. Most countries still require passports to be vised by their consulates or representatives. Full information regarding passports and vises will be furnished well in advance of sailing day and every assistance rendered by Canadian Pacific representatives in completing necessary details.

Post Office—Mail—Cables

To ensure the safe delivery of mail matter at the various ports of call, a Post Office has been installed in the ship, in charge of a staff of experienced postal clerks.

Members of the cruise will be furnished, when tickets are issued, with full instructions regarding the addressing of mail and cablegrams to reach them en route.

Messages to Relatives and Friends at Home

The offices of the Canadian Pacific will receive cable advice of the arrival of the Empress of France at each port, and will notify relatives and friends of cruise members by mail if list of names and addresses is left with them.

The Shop

The Empress of France has a modern and well equipped shop at which may be purchased a variety of articles, such as books, candy, toilet articles, photographic films, souvenirs, post cards and fancy goods.

Religious Services

Divine service will be held on Sundays, when the ship is not in port. An altar set is also provided for the celebration of Holy Mass. There is usually a Roman Catholic priest among the passengers.

Photography

As a cruise offers exceptional opportunities for amateur photography, a staff of expert photographers is carried to develop and print films for members. Cruise members should not take a large supply of photographic films with them, as hermetically sealed films are required in the tropics and may be purchased at The Shop aboard ship at city prices.

Baggage and Baggage Insurance

Although there is practically no limit to the amount of baggage which may be carried on the steamship it is inadvisable for members to burden themselves with too many trunks and bags. Large trunks and other baggage not regularly needed or which cannot be conveniently accommodated in the stateroom, will be placed in the large, well appointed baggage room which will be accessible throughout the cruise. Trunks for staterooms should not exceed 14 inches in height.

On inland excursions baggage will be limited to suit cases, hand bags and other portable baggage.

Every care is taken in connection with baggage, but on board the liability of the Canadian Pacific is limited, and we assume no responsibility ashore. Members are recommended to protect themselves by insuring their baggage against loss, damage or pilferage. This may be done at very reasonable rates.

MOMBASA

SOUTH AMERICA
AFRICA CRUISE

Storage of Baggage in England

Cruise members may arrange with the baggage master of the Empress of France for storage of their baggage at Southampton or Liverpool, at a charge of $1 per month or fraction thereof for every piece. This charge will include delivery to the westbound ship on which member is returning, also transportation charges from Southampton to Liverpool in the case of those sailing from the latter port.

The baggage of members sailing from Southampton, Hamburg or Cherbourg will be placed on board at Southampton.

Steamer trunks and all heavy baggage of cruise members leaving the ship at Naples, Monaco, Gibraltar or Cherbourg, will be taken to Southampton on the ship free of charge.

Cruise members should procure their westbound labels from the baggage master before leaving the Empress of France, and communicate with the Agent of the Canadian Pacific Railway at Southampton, or Liverpool if sailing from there, a reasonable time in advance of the sailing, quoting the numbers of the baggage checks issued as receipt and requesting him to have their baggage placed on board the westbound ship by which they are returning.

General Conditions

The Canadian Pacific acts only in the capacity of agent for the passenger in all matters relating to travel away from the Empress of France, whether by steamship, railway, automobile, or any other means, and as such holds itself free of responsibility for any delay, loss, accident or sickness occasioned by fault or negligence of any person or company, or from whatever cause.

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

The right is also reserved to decline to accept or retain any person as a member of the cruise, at any time, but in such cases where money has been received the full or a proportionate amount will be returned, according to circumstances.

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

No refund can be made in the case of members wishing to omit any of the included shore excursions.

CANADIAN PACIFIC

Description of Places on Optional Excursions

The Karoo

(Optional Excursions 1 and 2)

Within the first hundred miles after leaving Capetown on the run to Kimberley and Johannesburg, the country commences to rise to the considerable altitudes which characterize the Great Karoo country, the country rising in a series of steplike terraces to the great plateaux of the interior, the vast pastoral plains of the Great and Little Karoo. At Worcester, 109 miles from Capetown, the altitude is 795 feet. At De Doorns, 129 miles, 1570 feet; at Touws River, 160 miles, 2532 feet; thence varying to 5735 feet at Johannesburg.

The Karoo is almost 100,000 square miles in extent and forms a vast arid space where rain seldom falls. The scant vegetation, supported by sufficient underground moisture to sustain life, affords pasturage for millions of sheep. While affording little of a strictly scenic nature, the vast illimitable spaces afford a charm all their own. The traveller in South Africa will see vast stretches of open country and the senses must be schooled to a realization and appreciation of their charm. These vast spreading plains and low hills or "kopjes" are by no means without beauty, monotonous as they may at first appear. Dawn and sunset touch them with rare colors and the nights are cool and radiant. Over all is the brilliant African sunshine—a land of big distances and wide plains, not unlike the Canadian Prairies, though lacking, alas, their wonderful fertility.

Kimberley

(Optional Excursions 1, 2 and 3)

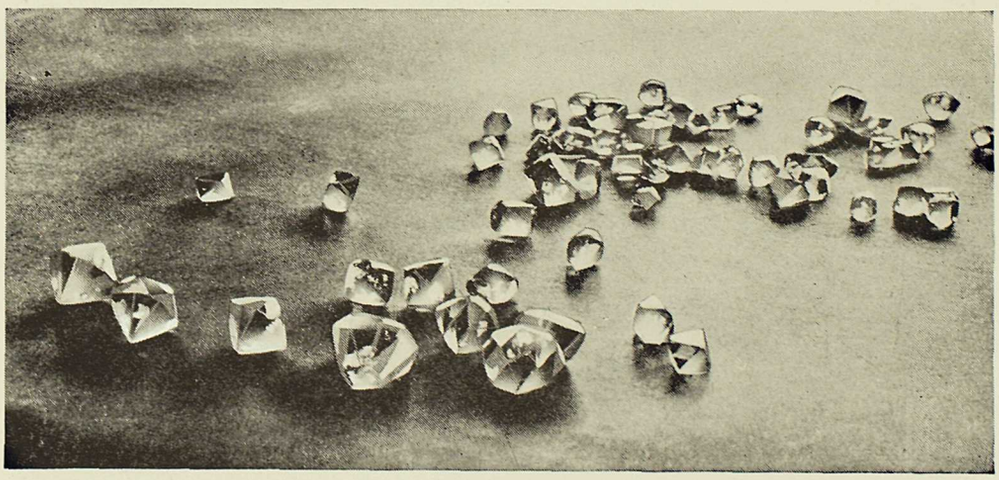
Kimberley, on the edge of the Karoo plateau, is four thousand feet above the sea. On the Vaal River is the famous "Valley of Diamonds" from which over a billion dollars' worth of the shining stones have been taken in forty odd years. Diamonds were originally found in the gravelled beds of the streams, but these had been exhausted when the chance discovery of diamonds by children led

Publishers Photo Service

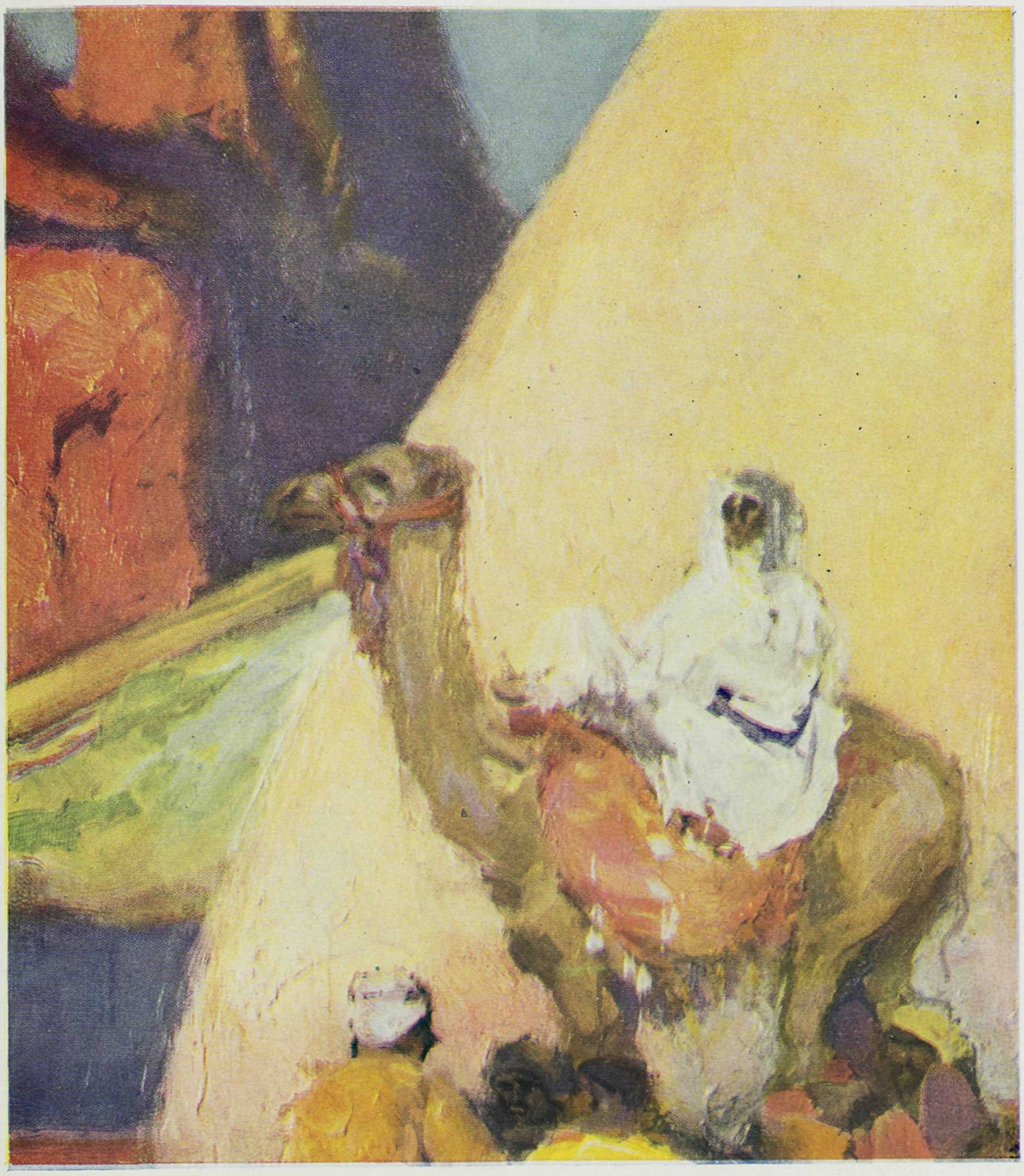
Lunch Time with the Diamond Miners *Kimberley, South Africa*

Motor Trucks Have Not Yet Invaded This Part of Africa

prospectors into the interior to Kimberley. Here are great diamondiferous pipes of "blue ground." Strife for the concentrated wealth of these hard pebbles has shaped careers, brought about failures, produced success. Oom Paul and Rhodes loom large in their story, as do De Beers and Barney Barnato; the Boer War also. Each car of "blue ground" is subjected to extensive processes in what is known as the "direct treatment" method of diamond recovery. No longer are the forces of the elements the only method used; on the contrary, from the great hungry "grizzlies" (crushers) to the final operation on the grease of the pulsator tables, a vast amount of powerful machinery is invoked—almost the laboring of the mountain and the birth of the mouse, so small is the physical result from the thousands of tons of material handled. Kimberley is no longer the roaring, wide-open camp of thirty years ago. Mining is carried on as methodically here as in a coal mine, and the marketing of the diamonds is the last word in monopolies, for the powerful De Beers syndicate, the brain child of Cecil Rhodes, controls the output with utter efficiency. The black miners are guarded as carefully as the diamonds themselves; all stones must be registered and all dealers licensed; and the Government collects a sixty per cent royalty. Therefore, it is well to remember that no one may possess a rough diamond without a police permit, and that it must be obtained from a licensed diamond dealer. Any infringements of this law mean imprisonment and the law is rigorously applied. Arrangements have, however, been made with the Detective Department and the Diamond Syndicate for cruise members to be permitted to purchase rough diamonds.



Diamonds in the Rough *South Africa*



EGYPT

SOUTH AMERICA
AFRICA CRUISE

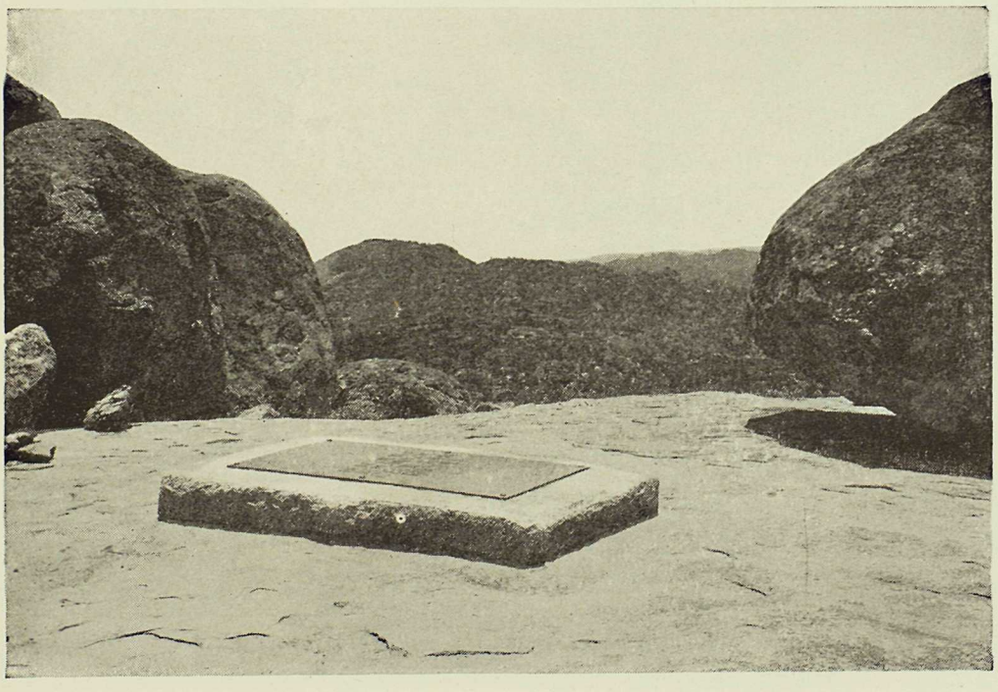
Bulawayo

(Optional Excursions 1 and 2)

Once the kraal of Lobengula, last-chief of the Matabele nation, son of Mosilikatze who, condemned to death together with his entire band for disobedience by the great Zulu chief Chaka, fled into what is now the Transvaal, crossing to Matabeleland in 1837-38.

The indaba tree, under which judgment was rendered by Mosilikatze and Lobengula, still stands in the grounds of Government House. From it can be seen the hill of Thabas Induna where executions and suicides took place in accord with the royal decree.

Freely translated, the name Bulawayo means "the place of killing" and Mosilikatze "the pathway of blood." Barbarism and sheer savagery reigned unchecked until Cecil Rhodes, after superhuman effort and sheer cold courage, brought civilization into the wilds and to-day Bulawayo, the largest town in Rhodesia, stands as a living testimony to his courage and faith. Cecil Rhodes, whose unnamed statue stands in the main street of Bulawayo, lies buried, at his own request, amid the Matopos Hills, 27 miles from Bulawayo, in a grave hewn in the living granite, covered by a simple bronze plate bearing the words: "Here lie the remains of Cecil John Rhodes."



The Burial Place of Cecil John Rhodes

CANADIAN PACIFIC

Victoria Falls, Rhodesia, Africa — *6000 feet wide, 420 feet high*

Publishers Photo Service

Victoria Falls

(Optional Excursions 1 and 2)

Victoria falls—the great falls of the Zambesi River, the unrealized ambition of thousands, is without question one of the scenic masterpieces of the world, terrific in its force, awesome in the tremendous rush of its falling waters and the majestic solitude of its gigantic gorges. The views from Danger Point, from the Knife Edge and the Rain Forest, are entrancing in their sheer beauty, while over all lies the spell of a majestic grandeur that holds the observer speechless, hearing stilled in the awful roar of its descending waters, the eyes blinded, the throat made breathless by the whirling spray descending from the very heavens.

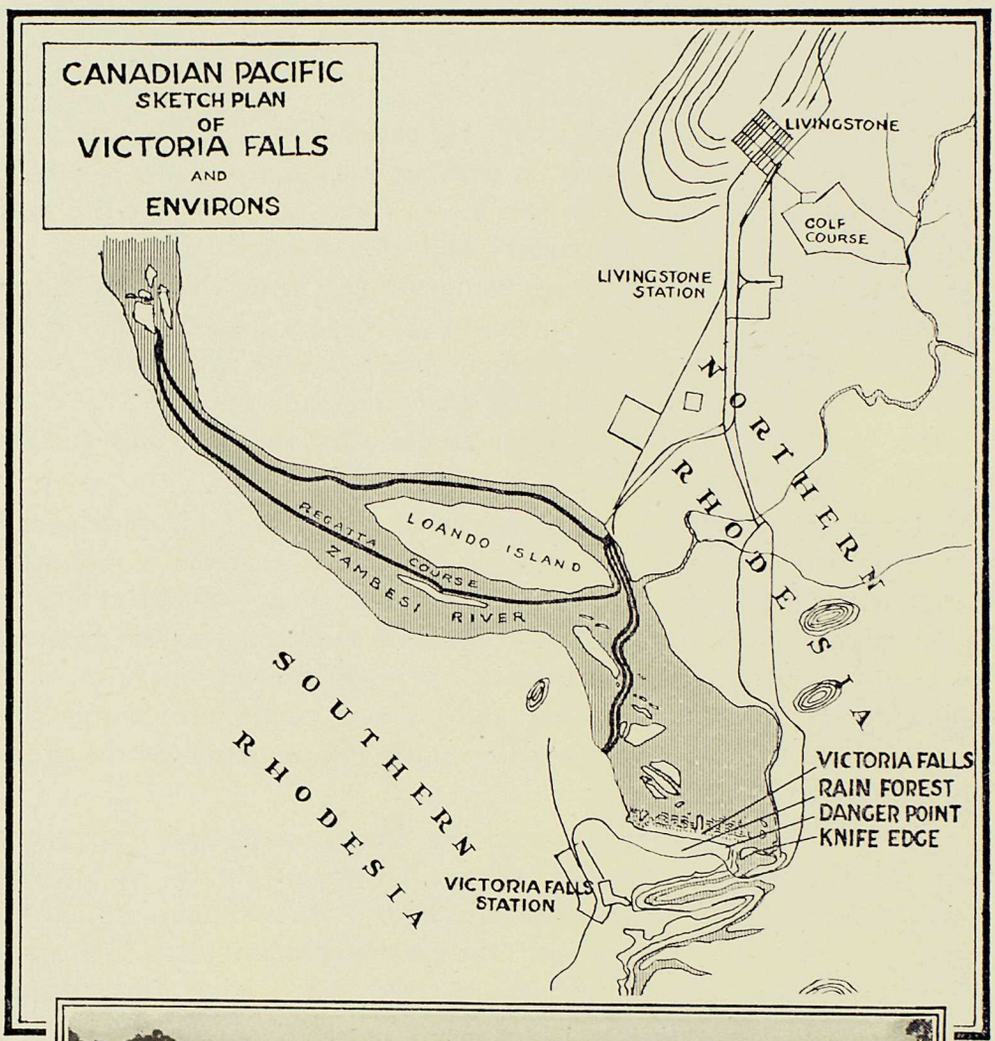
Inevitably comparison is sought with the great Falls of Niagara but each enjoys a distinction of its own, each remains a monarch unchallenged amongst Nature's mighty creations. While Victoria Falls is higher and wider and the volume of its roaring waters greater, it is not these matters of comparison, the mere data of statistics, that appeals to the observer. Beauty and majesty combine to render the Great Falls of the Zambesi a position quite unique amongst the great cataracts of the world.

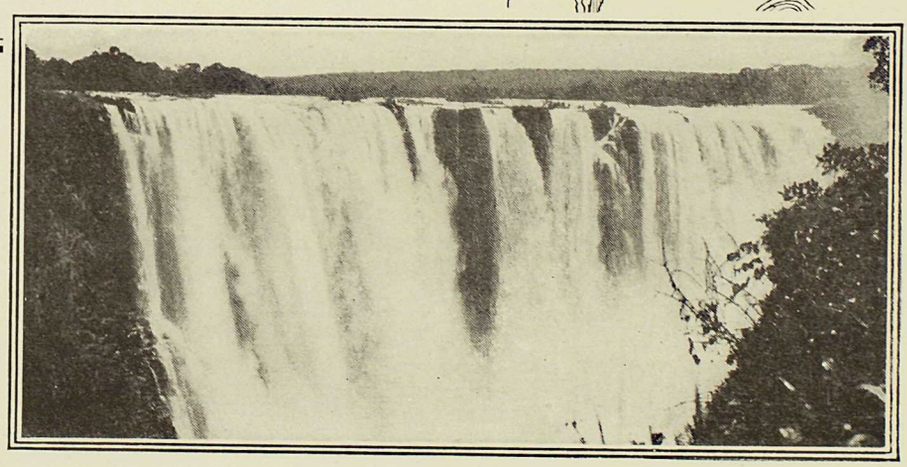
Victoria Falls was discovered by Dr. Livingstone, the great African explorer, in November, 1855. Known of old by its ancient name "Shongwe" or "boiling water in a pot," its more modern native appellation "Mosi-oa-tunya," or "the smoke that thunders," conveys more nearly the poetry, the beauty and majesty of this terrific cataract.

COMPARATIVE FIGURES

	Victoria Falls	Niagara Falls
Height	420 feet	158 feet
Width	6000 feet	2580 feet
Discharge (High Water)	100,000,000 gallons per minute	83,250,000 gallons per minute
(Low Water)	62,000,000 gallons per minute	66,100,000 gallons per minute

CANADIAN PACIFIC





NAPLES

SOUTH AMERICA
AFRICA CRUISE

Mafeking

(Optional Excursions 1 and 2)

A town on the border of the Bechuanaland Protectorate, a large part of whose trade it handles. Mafeking was made famous by the long siege it endured during the Anglo-Boer War of 1899-1902.

Travel in this section of the railway is enlivened and made interesting by frequent glimpses of native life, attractive by reason of its barbaric simplicity. Curios, many skins and strange specimens of their handicraft are offered for sale by the natives who meet the trains at the various stops and eagerly solicit trade.

Johannesburg

(Optional Excursions 1, 2 and 3)

The modern Eldorado, a sunshine city with an elevation of 8,000 feet, literally built on gold and by the discovery of the largest gold field in the world brought, in 40 years, from bare veldt to the proud position of the largest city in the Union of South Africa.

Publishers Photo Service

Pots of Gold *Johannesburg, South Africa*

Publishers Photo Service

5000 Ounces of Gold Bars *Johannesburg, South Africa*

Forty years ago Johannesburg was indeed a mining camp. Today Johannesburg still turns out gold from the boundless reef on which her very foundations stand, £40,000,000 yearly, the total to date being nearly £900,000,000, but she is now a great modern city of 300,000 people, with wide streets and avenues lined with up-to-date buildings and comfortable homes, a fine Zoo, parks, a university and splendid schools. Johannesburg stands to-day a living testimony to the pluck, brains and optimism of her people and the spirit of the race.

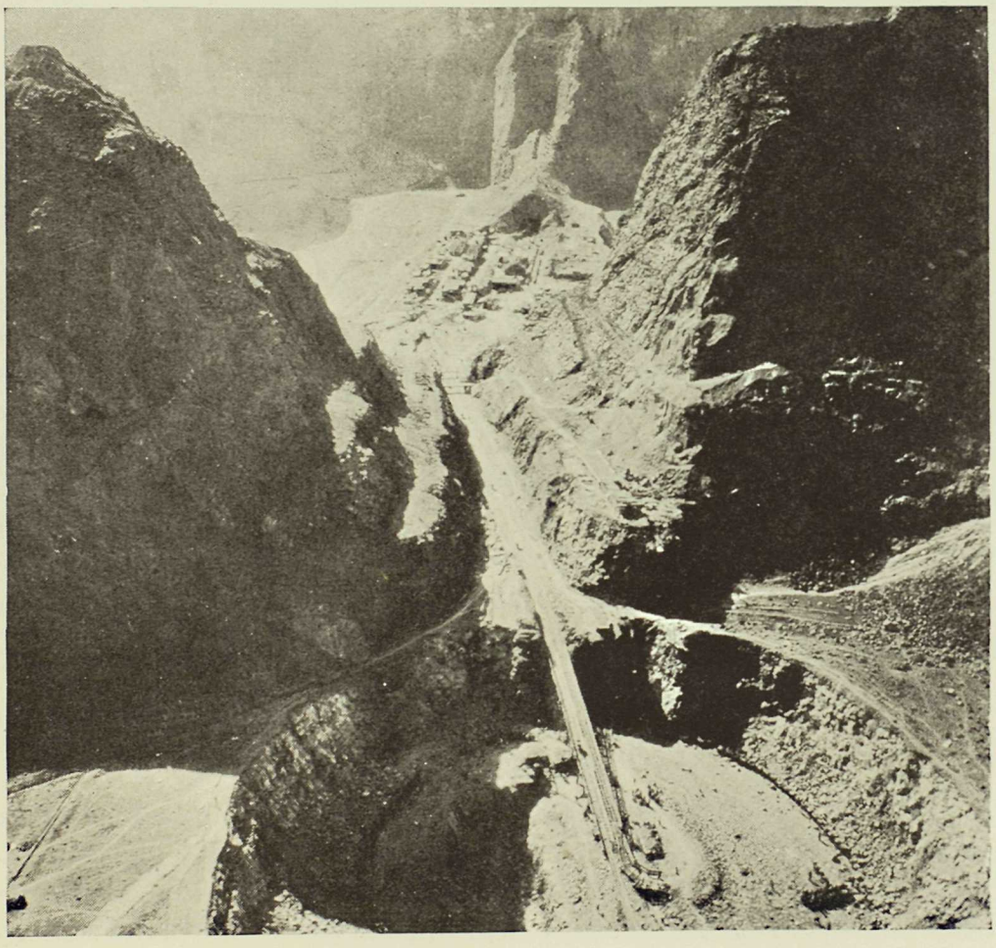
A visit to the gold mines, where shafts have been sunk over 7000 feet, to see how vast and wonderful is the plant necessary to win the gold, first from the reef and then from the mined rock, alone makes a visit to Johannesburg remarkable. The huge dumps of glistening white sand, the tailings from the mines, stretching for miles east and west of the city bear testimony to the golden flood that has borne Johannesburg irresistibly onwards.

Pretoria

(Optional Excursions 1, 2 and 3)

Pretoria, capital of the Boer Republic in bygone days, and now the capital of the Union of South Africa, is noted for its beautiful Government buildings. Here in Pretoria, Oom Paul Kruger ruled as President of the Boers, drinking black coffee and smoking strong tobacco in long pipes on his modest verandah in the early morning hours, while he held informal democratic levees, adjusted the troubles of his people and stolidly managed to upset the world for a time. Kruger's old home still stands and many relics associated with his life are to be seen.

The buildings of the old regime still stand and, flanking the beautiful Church Square, form a picture of serenity typifying the



Premier Diamond Mine *Pretoria, South Africa*

Publishers Photo Service

Church Square and Government Buildings *Pretoria, South Africa*

spirit of the city, named after M. W. Pretorius, first president of the South African Republic, proclaimed in 1856. Pretoria has steadily advanced to its present position of Capital City of the Union of South Africa.

Twenty-six miles east of Pretoria is the Premier Diamond Mine, the largest of its kind in the country and, in some respects, if possible, more interesting and wonderful than the mines at Kimberley. It is a huge crater roughly half a mile in length by a quarter of a mile in width, at the bottom of which many drives and "pipes," linked with the surface by a wonderful system of transport, yield a seemingly inexhaustible supply of gems. It was from this mine that the famous Cullinan diamond, weighing 1 1-3 pounds (3025 carats), was taken in 1905. Batteries of powerful searchlights play into the crater's depths enabling work to proceed night and day.

Pietermaritzburg

(Optional Excursions 1, 2 and 3)

From this little city, cradled in the surrounding hills, have set out many expeditions to do battle with warring native races. Happily those stirring days have passed, but in the Voortrekkers Museum are to be found many relics of gallant deeds performed by folk of Africa's two white races. P'Maritzburg, to-day, is a city of

business and an important railway centre. It has an unmistakable air of prosperity yet does not display that blatant atmosphere so often found in towns of new found substance. As a holiday resort it has those high-veldt health-giving properties common to the uplands of the sub-continent and by the Sylvan reaches of the Umsindusi River lies content and healing. Twenty miles away are the Howick Falls where in summer a fine water-fall of more than 300 feet may be seen. P'Maritzburg is a charming happy town, modern only in the least sense of the word.

Publishers Photo Service

Town Hall *Pietermaritzburg, South Africa*

Big Game Reserve, Kruger National Park

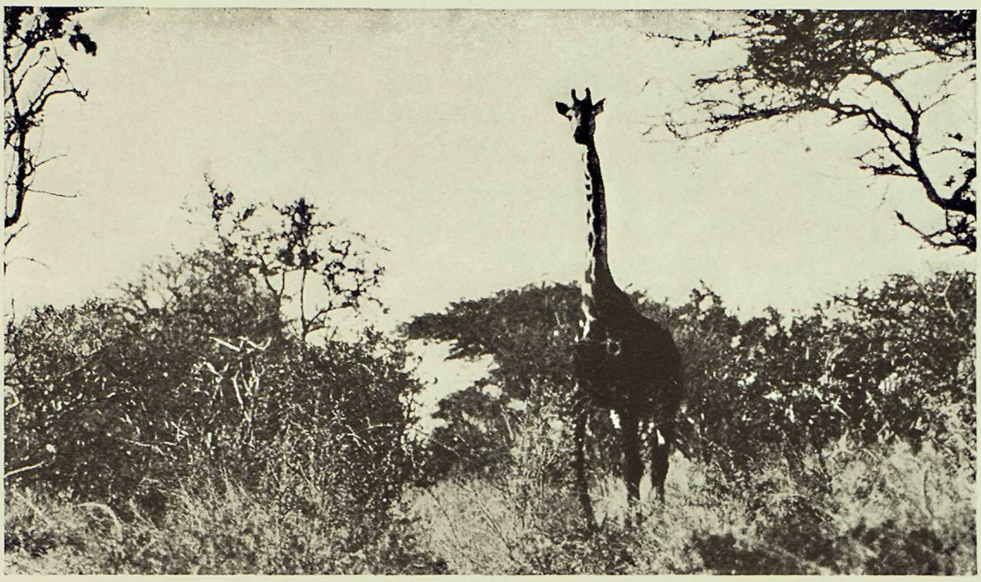
(Optional Excursion 3)

Within historical times, Africa has measurably surpassed every other continent of the world, not only in the numbers of individual wild animals which it contains, but in the profusion of genera and species which these individuals unite to compose. Certain types, indeed, such as the hippopotamus and giraffe, are entirely unknown beyond the limits of Africa.

But in all the immense continent, swarming, as it was a hundred years ago, with so multitudinous a collection of wild life, there was no part which could exceed—or even equal—that south of the Zambesi River. The high open plateau of the Transvaal and the Orange Free State so swarmed with every kind of wild creature that to the early European pioneers it seemed as if nothing imaginable could ever materially reduce their teeming millions. There were definite reasons why, about the time the early hunters and pioneers penetrated to what was then the far interior, the wild creatures should have been unusually numerous. From about 1815 to 1835 the immense upheaval of the native tribes, originating in the conquests of the Zulu King, Chaka, and extending throughout the sub-continent from the Indian Ocean nearly to the Atlantic, and from the Orange River even to north of the Zambesi, had resulted in the extermination or flight of all the Bekwana tribes who had formerly occupied the Transvaal high veldt. Therefore, for many years prior to the advent of the white men, all this country had lain a wilderness, and the game, free from assault by man, had increased to an unbelievable extent.

Apparently no serious droughts, severe climatic vagaries, or epidemics, had occurred in the interim. Nature had not yet felt

Ostriches *South Africa*



The Giraffe in His Native Element *South Africa*

constrained to step in and reduce numbers, as is her custom when species or individuals become too abundant for the limits of their food supply. Therefore the white men arrived just, as it were, "on the crest of the wave," and it cannot be said that they did not take full advantage of their opportunities. Captain Cornwallis Harris, one of the earliest hunters to visit the Transvaal, described how, about the year 1836, the whole country to the farthest horizon appeared one mass of game, and how the earth shook with the thunder of their hoofs. He further related how he galloped and shot among the fleeing herds until his ammunition supply gave out, and he and his horse were completely exhausted.

The idea of protecting the fauna, and especially the larger mammals, of this continent, is of quite recent growth. In fact, it first found general expression in 1900. In that year all the European Powers having possessions in Africa signed a convention, binding themselves to make provision for the prevention of further undue destruction of wild game. The Transvaal Republic had, however, by a margin of several years, the honor of being the first in the field in this direction, and was thus in a position to point the way to Europe. The game reserve, established in 1898 under the auspices of the late President Kruger, was the first institution of its kind in the African continent. Out of this grew the well-known Sabie Game Reserve, which, after a twenty-four years' strenuous struggle for

existence in the face of public apathy and interested active opposition, has emerged triumphantly as the Kruger National Park, an institution which, as is now universally recognized, is likely, in the future, to become one of the greatest assets possessed by South Africa. The low-veldt, especially that part of it abutting on the Portuguese territory border, is well stocked. Here is the site of the Kruger National Park, which stretches from Rhodesia in the north, nearly to Swaziland in the south, and from the Lebombo Hills in the east, almost to the Drakensberg foothills in the west.

No shooting nor disturbance of game has been permitted within the sanctuary for the past twenty-five years; consequently, in spite of sporadic native poaching, the animals have all become extremely tame. Roads are being constructed through this picturesque wilderness to enable the South African and overseas public, under conditions of complete safety and comfort, to view wild life as it existed in the sub-continent previous to the arrival of the white man. Most specimens may readily be encountered, from elephants and giraffes down to little steenbuck. Lions are by no means uncommon, and are frequently observed by visitors. The herds of antelope are almost as tame as deer in private parks in Europe, or as the animals at Groote Schuur, at Capetown. Students of bird life will find a rich field for study among the hundreds of existing species of the passeres, and splendid birds of prey may always be seen sailing far above in the blue. The numerous rivers abound with fish, but bathing is not to be recommended, for the crocodile still lurks everywhere. Hippopotami exist in small herds in all of the larger streams. The Kruger National Park will amply repay a visit whether for pleasure alone, or for the intimate study of undisturbed wild life.

The year 1927 was one during which remarkable development of road motor services in the Union took place, the total route mileage operating and authorized being at present well over 8,000.

One of the most interesting of these services is that recently introduced to Kruger National Park, which will cater for the increasing tourist traffic to the Big Game Reserve. Hitherto access to this delightful holiday resort has been somewhat difficult, but it is now possible to reach there quickly and comfortably. The motor busses which have been placed on this service are of the latest type and have been specially designed for the conveyance of tourists.

VICTORIA FALLS

SOUTH AMERICA
AFRICA CRUISE

Publishers Photo Service

Zulu Ricksha Boy *South Africa*

Optional Excursions

While the program of included excursions is complete and comprehensive, it is felt that members of the cruise should be afforded facilities, where time permits, to visit at their own expense certain places which it is impossible to include in the regular excursions. Where the included excursions overlap the optionals due allowance has been made in the fare for the latter.

Children will be charged full fare for optional excursions.

CANADIAN PACIFIC

OPTIONAL NO. 1—LIMITED TO 92 PERSONS
SPECIAL TRAIN WITH DINING CAR

CAPETOWN, KIMBERLEY, VICTORIA FALLS, BULAWAYO, MAFEKING, JOHANNESBURG, PRETORIA, P'MARITZBURG, DURBAN

See map on page 25

THURSDAY, FEBRUARY 28
Full-day motor trip to Stellenbosch.

FRIDAY, MARCH 1
Full-day motor trip to Cape Point.

SATURDAY, MARCH 2
MORNING—Sightseeing in Capetown by motor car. Luncheon on shore.
AFTERNOON—Motor trip to Kirstenbosch.

SUNDAY, MARCH 3
MORNING—Free for independent action.
AFTERNOON—Leave Capetown 1.55 p.m. by special train.

MONDAY, MARCH 4
Arrive Kimberley 2 p.m. Motor to Diamond Mine, "The Big Hole," thence to Pulsator and Direct Treatment Plant. Visit Diamond Room at De Beer's office.
Leave Kimberley 6.30 p.m.

TUESDAY, MARCH 5
En route. Short stop will be made to visit a Native Kraal.

WEDNESDAY, MARCH 6
Arrive Bulawayo 9.15 a.m.
Leave Bulawayo 1 p.m.

THURSDAY, MARCH 7
Arrive Victoria Falls 6.30 a.m.
Visit Eastern Cataract, Kandahar Island and Rain Forest, also the town of Livingstone.

FRIDAY, MARCH 8
Leave Victoria Falls 8 p.m.

SATURDAY, MARCH 9
Arrive Bulawayo 12.15 noon. Motor to Grand Hotel for luncheon, thence to Matopos to visit the grave of Cecil Rhodes.
Leave Bulawayo 6.55 p.m.

SUNDAY, MARCH 10
Arrive Mafeking 5.15 p.m. Motor to Alluvial Diamond Diggings.
Leave Mafeking 6.45 p.m.

MONDAY, MARCH 11
Arrive Johannesburg 8.52 a.m. Motor to hotels. Sightseeing by motor cars. Native dance.

TUESDAY, MARCH 12
MORNING—Motor to Gold Mine.
AFTERNOON — Free for independent action.
EVENING—Empire Theatre.

WEDNESDAY, MARCH 13
Leave Johannesburg 8.30 a.m.
Arrive Pretoria 10.19 a.m.
MORNING—Sightseeing by motor cars. Luncheon at Polley's Hotel.
AFTERNOON—Motor to Premier Diamond Mine.
Leave Pretoria 6.45 p.m.

THURSDAY, MARCH 14
Arrive P'Maritzburg 1.53 p.m. Sightseeing around the town.
Leave P'Maritzburg 4.30 p.m.
Arrive Durban 7.58 p.m. Proceed to Empress of France.

FRIDAY, MARCH 15
Full-day motor trip in Durban and to the Country Club.

SATURDAY, MARCH 16
MORNING—Launch trip around the harbor.
AFTERNOON — Free for independent action.

SUNDAY, MARCH 17
Full-day motor trip to Karridene and the Native Kraals.

MONDAY, MARCH 18
Full-day excursion by special train to Umkomaas.

TUESDAY, MARCH 19
Free for independent action. Ship sails at 4 p.m. for Dar-es-Salaam.

Extra Cost per Person $423

Members taking Optional No. 1 are given the complete program of included excursions in Capetown, also the complete program in Durban with the exception of the motor trip to the Valley of a Thousand Hills. Due allowance has been made in the optional fare for the latter, likewise for omitting Port Elizabeth.

OPTIONAL NO. 2—LIMITED TO 92 PERSONS
SPECIAL TRAIN WITH DINING CAR

CAPETOWN, KIMBERLEY, PRETORIA, JOHANNESBURG, VICTORIA FALLS, BULAWAYO, MAFEKING, P'MARITZBURG, DURBAN

See map on page 25

THURSDAY, FEBRUARY 28
Full-day motor trip to Stellenbosch.

FRIDAY, MARCH 1
MORNING—Free for independent action. Luncheon on shore.
AFTERNOON—Sightseeing in Capetown by motor car.

SATURDAY, MARCH 2
Full-day motor trip to Cape Point.

SUNDAY, MARCH 3
MORNING—Motor trip to Kirstenbosch. Luncheon on shore.
AFTERNOON — Free for independent action.

MONDAY, MARCH 4
Leave Capetown 8.50 a.m. by special train.

TUESDAY, MARCH 5
Arrive Kimberley 9 a.m. Motor to Diamond Mine, "The Big Hole," thence to Pulsator and Direct Treatment Plant. Visit Diamond Room at De Beer's office.
Leave Kimberley 12.45 noon

WEDNESDAY, MARCH 6
Arrive Pretoria 8.46 a.m.
MORNING—Sightseeing by motor cars. Luncheon at Polley's Hotel.
AFTERNOON—Motor to Premier Diamond Mine.
Leave Pretoria 6.45 p.m.
Arrive Johannesburg 8.40 p.m.
Motor to Hotels.

THURSDAY, MARCH 7
MORNING—Motor to Gold Mine.
AFTERNOON—Sightseeing by motor cars. Native dance.
EVENING—Empire Theatre.

FRIDAY, MARCH 8
MORNING—Sightseeing by motor cars.
AFTERNOON — Free for independent action.
Leave Johannesburg 6 p.m.

SATURDAY, MARCH 9
En route. Short stop will be made to visit a Native Kraal.

SUNDAY, MARCH 10
Arrive Bulawayo 9.15 a.m.
Leave Bulawayo 1 p.m.

MONDAY, MARCH 11
Arrive Victoria Falls 6.30 a.m.
Visit Eastern Cataract, Kandahar Island and Rain Forest, also the town of Livingstone.

TUESDAY, MARCH 12
Leave Victoria Falls 8 p.m.

WEDNESDAY, MARCH 13
Arrive Bulawayo 12.15 noon. Motor to Grand Hotel for luncheon, thence to Matopos to visit the grave of Cecil Rhodes.
Leave Bulawayo 6.30 p.m.

THURSDAY, MARCH 14
Arrive Mafeking 4.40 p.m. Motor to Alluvial Diamond Diggings.
Leave Mafeking 6.45 p.m.

FRIDAY, MARCH 15
En route.

SATURDAY, MARCH 16
Arrive P'Maritzburg 8.35 a.m.
Sightseeing around the town.
Leave P'Maritzburg 12.30 noon.
Arrive Durban 4.19 p.m. Proceed to Empress of France.

SUNDAY, MARCH 17
Full-day motor trip in Durban and to the Country Club.

MONDAY, MARCH 18
Full-day motor trip to Karridene and the Native Kraals.

TUESDAY, MARCH 19
MORNING—Launch trip around the harbor.
AFTERNOON — Free for independent action. Ship sails at 4 p.m. for Dar-es-Salaam.

Extra Cost per Person $423

Members taking Optional No. 2 are given the complete program of included excursions in Capetown. As only three days are spent in Durban, two days of the included excursion are omitted, viz: Valley of a Thousand Hills and Umkomaas. Due allowance has been made in the optional fare for the latter, likewise for omitting Port Elizabeth.

CANADIAN PACIFIC

Optional No. 3—Limited to 92 Persons
Special Train with Dining Car

Capetown, Kimberley, Pretoria, Johannesburg, Big Game Reserve, Kruger National Park, P'Maritzburg, Durban

See map on page 25

Thursday, February 28
Full-day motor trip to Stellenbosch.

Friday, March 1
Morning—Sightseeing in Capetown by motor cars. Luncheon on shore.
Afternoon — Free for independent action.

Saturday, March 2
Morning—Motor trip to Kirstenbosch. Luncheon on shore.
Afternoon — Free for independent action.

Sunday, March 3
Full-day motor trip to Cape Point.

Monday, March 4
Free for independent action.

Tuesday, March 5
Free for independent action.

Wednesday, March 6
Leave Capetown 8.50 a.m. by special train.

Thursday, March 7
Arrive Kimberley 9 a.m. Motor to Diamond Mine, "The Big Hole," thence to Pulsator and Direct Treatment Plant. Visit Diamond Room at De Beer's office. Leave Kimberley 12.45 noon.

Friday, March 8
Arrive Pretoria 8.46 a.m.
Morning—Sightseeing by motor cars. Luncheon at Grand Hotel.
Afternoon — Motor to Premier Diamond Mine.
Leave Pretoria 6.45 p.m.
Arrive Johannesburg 8.38 p.m.
Motor to hotels.

Saturday, March 9
Morning—Motor to Gold Mine.
Afternoon—Sightseeing by motor cars. Native dance.
Evening—Empire Theatre.

Sunday, March 10
Morning—Sightseeing by motor cars.
Afternoon — Free for independent action.
Leave Johannesburg 6.30 p.m.

Monday, March 11
Morning—Arrive Komatipoort 6 a.m. Take motor bus for 35 mile circular drive through the Big Game Reserve in Kruger National Park. Luncheon on train.
Afternoon—Train journey 110 miles through further Big Game country.
Leave Komatipoort 8 p.m.

Tuesday, March 12
En route. Meals on train.

Wednesday, March 13
Arrive P'Maritzburg 8.35 a.m.
Sightseeing around town.
Leave P'Maritzburg 12.30 noon.
Arrive Durban 4.20 p.m. Proceed to Empress of France.

Thursday, March 14
Full-day motor trip in Durban and to the Country Club.

Friday, March 15
Morning—Launch trip around the harbor.
Afternoon — Free for independent action.

Saturday, March 16
Full-day motor trip to Karridene and the Native Kraals.

Sunday, March 17
Full-day excursion by special train to Umkomaas.

Monday, March 18
Full-day motor trip to the Valley of a Thousand Hills.

Tuesday, March 19
Free for independent action.
Ship sails at 4 p.m. for Dar-es-Salaam.

Extra Cost per Person $292

Members taking Optional No. 3 are given the complete program of included excursions in Capetown and Durban.

OPTIONAL NO. 4—LIMITED TO 90 PERSONS
SPECIAL TRAIN WITH DINING CAR

PORT SUDAN, KHARTUM, RIVER NILE, ASSUAN, LUXOR, KARNAK, THEBES, TOMBS OF KINGS, CAIRO

See map on page 39

TUESDAY, APRIL 2
Leave Port Sudan 9.30 a.m. by sleeping car.

WEDNESDAY, APRIL 3
Arrive Khartum 10 a.m. and proceed to hotel. Afternoon—sightseeing in Khartum.

THURSDAY, APRIL 4
Excursion by river steamer to Omdurman.
Leave Khartum 5.30 p.m. by sleeping car.

FRIDAY, APRIL 5
Arrive Wady Halfa 4.25 p.m. and proceed to Nile River steamer which leaves at 5 p.m.

SATURDAY, APRIL 6
On the Nile River. Call at Abu Simbel for visit to Temple.

SUNDAY, APRIL 7
Arrive Shellal and Assuan 8 a.m. Visit the famous Assuan Dam, at the First Cataract of the Nile, also the Island of Philae.
Leave Assuan 2.15 p.m. by special train. Arrive Luxor 6.45 p.m. Proceed to hotel.

MONDAY, APRIL 8
Visiting the temples at Luxor, Karnak, Thebes and the Valley of the Tombs of the Kings. Donkeys are used for the latter, but carriages may be obtained at extra cost, if desired. See Optional No. 5 for a comprehensive description.
Leave Luxor 7 p.m. by sleeping car.

TUESDAY, APRIL 9
Arrive Cairo 7.30 a.m. Proceed to hotel. Full-day sightseeing, including Pyramids, Sphinx, Zoological Gardens, Museum, Citadel, El Azhar University, Bazaars, Mosques, and Tombs of the Mamelukes.

WEDNESDAY, APRIL 10
Special trains leave Cairo 9.15 a.m. and 9.45 a.m. for Port Said and proceed direct to Empress of France, which sails at 2 p.m. for Naples.

Extra Cost per Person $275

Members taking Optional No. 4 are given practically the complete program of included excursions in Cairo, except the Nile River trip to Bedrechein, for which due allowance has been made in the optional fare.

Temple at Abu Simbel on the Nile

CANADIAN PACIFIC

Optional No. 5—Limited to 90 Persons
Special Train with Dining Car

Port Tewfik, Cairo, Luxor, Karnak, Thebes, Tombs of Kings, Cairo

See map on page 39

Thursday, April 4

Leave Port Tewfik 12.25 noon by special train.

Arrive Cairo 4.50 p.m. Proceed to hotel.

Friday, April 5

①In Cairo. Leave 6.30 p.m. by sleeping car.

Saturday, April 6

Arrive Luxor 7.20 a.m. Breakfast at hotel.

An early start will be made as the Thebes excursion is of a comprehensive character. Members are transferred across the Nile River in small boats to the west bank. Here donkeys will be provided (carriages at extra cost if desired) for the trip to the Valley of the Kings with its numerous and wondrous temples and tombs, including that of King Tut-Ankh-Amen, the revelation of whose astonishing riches caused a sensation throughout the entire civilized world. Most of these antiques are now on view in the Cairo Museum. Considerable exploration work is still being done in King Tut's Tomb and the Egyptian authorities reserve the right to close it to the public when necessary.

Features of interest on the drive are the two gigantic Colossi, the most celebrated of which is the Vocal Memnon, so called from a tradition that it emitted sounds when the rays of the morning sun fell upon it. The Temple of King Amenhotep nearby has almost entirely disappeared. A visit is made to the Temple of Koorneh, dedicated to Seti I, full of interesting sculptures and inscriptions. Proceeding next to the Valley of Biban-el-Molook, the Tombs of the Kings of the 19th and 20th dynasties, now lit by electricity, will be inspected. The party will pass the hill of Abd-el-Koorneh, and under the cliffs of the Libyan Mountain, to visit the Temple Dayr-el-Bahree, with its sculptures of floating obelisks from Assuan, which is different in its plan from any other in Egypt, the Rameseum or Memnonium, in elegance and architectural beauty excelling almost all other Egyptian monuments. The gigantic statue of Rameses II, in the court-yard, is the largest in Egypt, weighing over 1,000 tons. Members are then directed to Dayr-el-Medeeneh and from there to the fine tomb of Queen Nefertari, favorite wife of Rameses III. Medinet-Abou is next visited. This is one of the four great temples referred to by ancient writers. Luncheon will be served at the hotel in Luxor and the afternoon will be free. Dine and sleep at hotel.

Sunday, April 7

The morning will be devoted to an excursion to the magnificent Temple of Karnak. The route lies across the plain and along the Grand Avenue of Sphinxes. These are coeval with the Temple, and the way was once bordered with them on either side for the entire distance from the Temple of Luxor.

The unfinished Propylon, or outer wall, still more than 100 feet in height, and the various courts having been inspected, the great hall of the Temple is visited. The hall measures 170 feet by 329 feet, and the roof is supported by 134 massive columns, 60 feet in height.

Luncheon will be served at the hotel in Luxor and the afternoon will be spent visiting the Temple of Luxor.

Leave Luxor 7 p.m. by sleeping car.

Monday, April 8

①Arrive Cairo 7.30 a.m. Proceed to hotel.

Tuesday, April 9

①In Cairo.

Wednesday, April 10

Special trains leave Cairo 9.15 a.m. and 9.45 a.m. for Port Said and proceed direct to Empress of France, which sails at 2 p.m. for Naples.

Extra Cost per Person $90

①Members taking Optional No. 5 are given the complete program of included excursions in Cairo.

Optional No. 6—Limited to 100 Persons
Special Train with Dining Car

Port Tewfik, Jerusalem, Bethlehem, Cairo

See map on page 39

Thursday, April 4

Leave Port Tewfik 9.10 a.m. by special train.
Arrive Jerusalem 9.30 p.m. Proceed to hotel.

Friday, April 5
and
Saturday, April 6

Sightseeing in and around Jerusalem, including motor trip to Mount of Olives and Bethlehem.

Sunday, April 7

Leave Jerusalem 7.30 a.m. by special train.
Arrive Cairo 8.50 p.m. Proceed to hotel.

Monday, April 8
and
Tuesday, April 9

Sightseeing in Cairo, including the Pyramids, Sphinx, Zoological Gardens, Museum, Citadel, El Azhar University, Bazaars, Mosques, and Tombs of the Mamelukes, also Nile River trip to Bedrechein.

Wednesday, April 10

Special trains leave Cairo 9.15 a.m. and 9.45 a.m. for Port Said and proceed direct to Empress of France, which sails at 2 p.m. for Naples.

Extra Cost per Person $100

Members taking Optional No. 6 are given the complete program of included excursions in Cairo.

Optional No. 7—Limited to 100 Persons
Special Train with Dining Car

Rome

Saturday, April 13

Morning—Sightseeing in Naples by motor cars.

Afternoon—Excursion to Pompeii.

Sunday, April 14

Leave Naples 8 a.m. by special train.

Arrive Rome 11.25 a.m. and proceed to hotel. Sightseeing by motor cars.

Monday, April 15

Sightseeing in Rome by motor cars.

Tuesday, April 16

Sightseeing in Rome by motor cars in the morning. Luncheon at hotel.

Leave Rome 2.25 p.m. by special train. Arrive Naples 5.45 p.m. and proceed to Empress of France, which sails at 8 p.m. for Monaco.

Extra Cost per Person $66

Members taking Optional No. 7 are given the complete program of included excursions at Naples and Pompeii.

Optional No. 8—Limited to 125 Persons

Amalfi—Sorrento Drive

Sunday, April 14

Full-day trip by motor car from Naples over the famous Amalfi-Sorrento Drive. Luncheon will be served at Amalfi and afternoon tea at Sorrento. Return to the ship for dinner.

Extra Cost per Person $16

Members taking Optional No. 8 are given the complete program of included excursions at Naples and Pompeii.

Optional No. 9—Limited to 100 Persons

Vesuvius

Monday, April 15

Half-day trip from Naples by motor car, railway and funicular railway to the crater of Vesuvius. Return to the ship for luncheon.

Extra Cost per Person $8

Members taking Optional No. 9 are given the complete program of included excursions at Naples and Pompeii.

Optional No. 10—Limited to 100 Persons

Caserta

Monday, April 15

Half-day trip by motor car from Naples to Caserta, known as the Versailles of South Italy and famous for its enormous palace, erected in 1692 by Charles III of Bourbon, containing over one thousand rooms. The extensive gardens are richly decorated with cascades and groups of marble statues. Return to ship for dinner.

Extra Cost per Person $7

Members taking Optional No. 10 are given the complete program of included excursions at Naples and Pompeii.

Overland Tour A—Limited to 25 Persons and Conducted by Experienced Courier

Naples, Rome, Genoa, Milan, Como, Menaggio, Lugano, Lucerne, Paris

Saturday, April 13

Morning—Motor cars for sightseeing in Naples, visiting points of interest, including Gennaro's Cathedral and treasury, National Museum, thence to San Martino, where an excellent view of Naples and the Bay is obtained from the terrace.

Afternoon—Excursion to Pompeii.

Sunday, April 14

Free for independent action. Optional excursion to Amalfi and Sorrento.

Monday, April 15

Free for independent action. Optional excursions to Vesuvius and Caserta.

Tuesday, April 16

Leave Naples 11.15 a.m. by train. Luncheon on train. Arrive Rome 2.40 p.m. and proceed to hotel.

Rome

Wednesday, April 17
and
Thursday, April 18

Motor cars for sightseeing in Rome, visiting points of interest, including St. Peter's, Vatican Picture Gallery, Sistine Chapel, Borghese Museum, St. Peter's Crypt, Vatican Gardens, S. Pietro in Vincoli, Capitol, Roman Forum, Catacombs, Baths of Caracalla, Colosseum, Pantheon and Castle of S. Angelo.

Genoa

Friday, April 19

Leave Rome 9.30 a.m. by train. Luncheon on train.
Arrive Genoa 7.05 p.m. and proceed to hotel.

Saturday, April 20

Sightseeing by motor cars in Genoa, visiting Royal Palace, Doria Palace, Cathedral, Cemetery and return via the Hills to hotel for dinner.

Leave Genoa 6.40 p.m. by train.

Arrive Milan 9.30 p.m. and proceed to hotel.

Milan

Sunday, April 21

Sightseeing by motor cars in Milan, visiting points of interest including St. Maria delle Graric to see "The Last Supper," the Cathedral and St. Charles Borromlo Tomb. Dine and sleep at hotel.

Italian Lakes

Monday, April 22

Leave Milan 8.38 a.m. by train.
Arrive Como 9.50 a.m.

Leave Como 10.05 a.m. by lake steamer.
Arrive Menaggio 12.05 noon.

Leave Menaggio 2.55 p.m. by train.
Arrive Porlezza 3.45 p.m.

Leave Porlezza 4.05 p.m. by steamer, arriving Lugano 6.15 p.m. Dine and sleep at hotel.

Tuesday, April 23

Leave Lugano 11.43 a.m. by train. Luncheon on train.
Arrive Lucerne 3.37 p.m. and proceed to hotel.

Wednesday, April 24

Leave Lucerne 9 a.m. by lake steamer.
Arrive Vitznau 10 a.m. and take cogwheel railway to summit of Rigi.
Arrive Rigi Kuln 11.30 a.m., where luncheon will be served.
Leave Rigi Kuln 2 p.m. by cogwheel railway to Vitznau, thence lake steamer to Lucerne, arriving 5 p.m. Dine and sleep at hotel.

Thursday, April 25

Morning—Sightseeing by carriages in Lucerne, visiting the Cathedral, Old Bridge, The Lion and Labyrinth.
Afternoon—Free for independent action.
Leave Lucerne 8.48 p.m. in sleeping car.

Paris

Friday, April 26
to
Tuesday, April 30

Arrive Paris 9.15 a.m., April 26. Sightseeing by motor cars, visiting the points of interest in the city, including the Boulevards, Louvre, Madeline, Notre Dame, Napoleon's Tomb, Latin Quarter, Bois de Boulogne, also a motor excursion to Versailles and Malmaison. Meals and sleeping accommodation at hotel.
Tour ends with breakfast, Wednesday, May 1.

Extra Cost per Person, Naples to Paris, $316

CANADIAN PACIFIC

OVERLAND TOUR B—LIMITED TO 25 PERSONS AND CONDUCTED BY EXPERIENCED COURIER

MONTE CARLO—PARIS

MONTE CARLO

WEDNESDAY, APRIL 17
Arrive by Empress of France at 6 p.m.

THURSDAY, APRIL 18
to
SATURDAY, APRIL 20
In Monte Carlo. Motor trip to Nice and Beaulieu and the antique towns of the Grande Corniche Drive. Meals and sleeping accommodation at hotel in Monte Carlo.

SUNDAY, APRIL 21
Leave Monte Carlo in sleeping car for Paris.

PARIS

MONDAY, APRIL 22
Arrive Paris in the morning and proceed to hotel.

TUESDAY, APRIL 23
to
SATURDAY, APRIL 27
In Paris, sightseeing for two days by motor cars, also one day's motor drive to Versailles and Malmaison. Meals and sleeping accommodation at hotel.
Tour ends with breakfast Sunday, April 28.

Extra Cost per Person, Monte Carlo to Paris, $213

THE OPTIONAL FARES INCLUDE

first class travel tickets, with sleeping accommodation where required; all meals while travelling with the Cruise Director; motor cars and other conveyances required in connection with the sightseeing program; services of guides and interpreters; admittance fees for mosques, temples, etc.; gratuities to hotel servants, porters, chauffeurs, drivers, etc., and the services of competent tour managers.

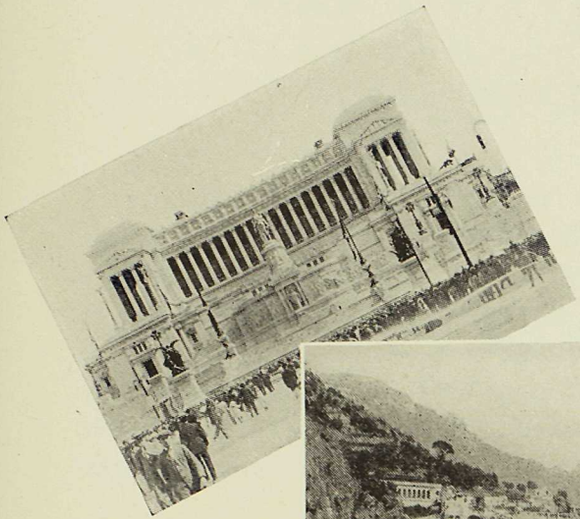
THE OPTIONAL FARES DO NOT INCLUDE

personal items, such as beverages not ordinarily served on steamers, trains, and at hotels without charge, laundry, baggage insurance, private bathrooms at hotels, conveyances or guides specially ordered by members on individual excursions and not ordered by the Cruise Director.

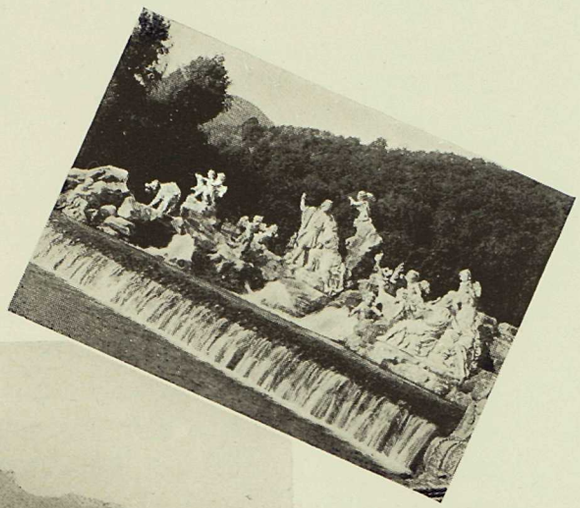
CANCELLATION OF OPTIONAL BOOKINGS

The Canadian Pacific makes arrangements in advance for the Optional Excursions and Overland Tours and is required to pay for all facilities ordered, therefore no cancellations or alterations may be made in connection with such Excursions and Tours after the books are closed, the date for which will be announced aboard ship.

SOUTH AMERICA
AFRICA CRUISE

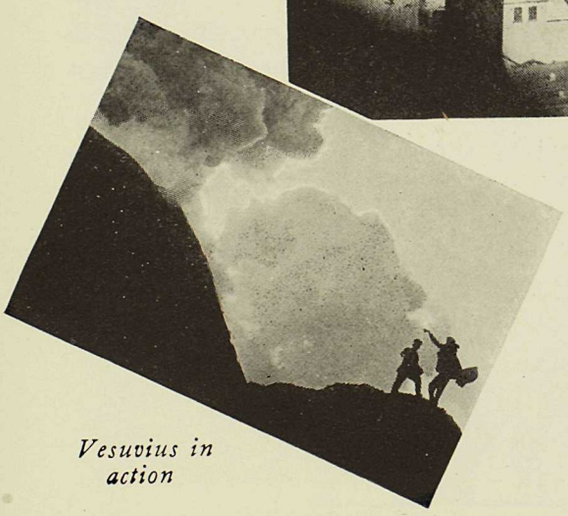


Victor Emmanuel Monument, Rome

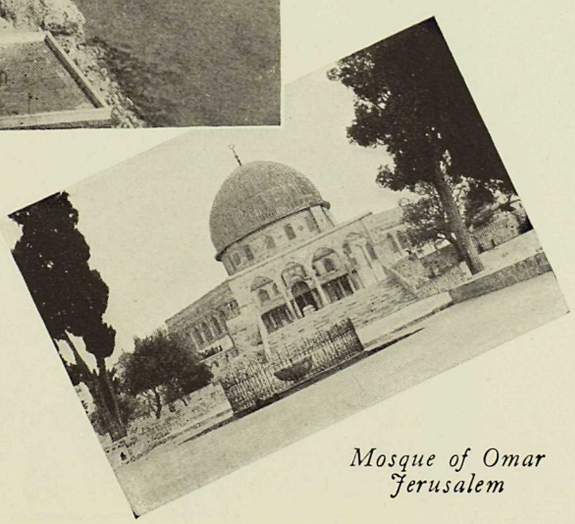


Royal Gardens Caserta, Italy

Amalfi-Sorrento Drive



Vesuvius in action



Mosque of Omar Jerusalem

CANADIAN PACIFIC

General Conditions of Optional Excursions

THE itineraries and dates may be affected by alterations in steamship or railroad services of the various countries, or by other causes. The right is reserved to withdraw any tour announced in this program and to make such alterations in the itineraries as may be found desirable for the convenience of the parties and the proper carrying out of the tours; also to decline to accept or retain any person as a member of any party, at any time. In all such cases where money has been received the full or a proportionate amount will be returned.

The Canadian Pacific gives notice that all tickets and coupons are issued by them and all arrangements for transport or conveyance or for hotel accommodation are made by them as agents upon the express condition that they shall not be liable for any injury, damage, loss, accident, delay or irregularity which may be occasioned either by reason of defect in any vehicle, or through the acts or defaults of any company or person engaged in conveying the passenger, or any hotel proprietor or servant, or of any other person engaged in carrying out the arrangements of the tours, or otherwise in connection therewith.

The Canadian Pacific accepts no responsibility for losses or additional expenses due to delays or changes in train or steamer services, sickness, weather, strikes, war, quarantine or other causes and all such losses or expenses will have to be borne by the passenger.

All fares for Optional Excursions shown in this program are subject to change, and are payable in gold dollars or their equivalent.

Foreign Currency and Postage

The currency of each country, also postage stamps, will be on sale before members go ashore. The following shows the approximate value of the various foreign coins, which is, of course subject to fluctuation:

	Monetary Unit	Equivalent U.S. and Canada about	Equivalent Sterling about
Kingston . . .	Shilling	25 cents	1s.
Port of Spain .	Shilling	25 cents	1s.
Rio de Janeiro .	Paper Milreis	12 cents	6d.
Santos	Paper Milreis	12 cents	6d.
Buenos Aires .	Paper Dollar	42 cents	1s. 9d.
Montevideo . .	Gold Peso	$1.02	4s. 2d.
Capetown . . .	Shilling	25 cents	1s.
Port Elizabeth .	Shilling	25 cents	1s.
Durban	Shilling	25 cents	1s.
Dar-es-Salaam .	East African Shilling	25 cents	1s.
Zanzibar	East Indian Rupee	36 cents	1s. 6d.
Mombasa . . .	East African Shilling	25 cents	1s.
Egypt	Egyptian Piastre	5 cents	2½d.
Palestine . . .	Palestine Pound (1000 Mils)	$4.86 2-3	£1
Italy	Gold Lira	5 cents	2½d.
Monaco	Franc	4 cents	2d.
Gibraltar . . .	Shilling	25 cents	1s.
France	Franc	4 cents	2d.
England	Shilling	25 cents	1s.

Temple of Rameses II *Luxor, Egypt*

Suggested Preparatory Reading

MOST travellers desire to acquaint themselves with the customs and history of the foreign lands they are to visit and the following comprehensive list of books is given in order that those who care to do so may prepare themselves by a course of reading prior to sailing.

Where the Twain Meet (Jamaica) . . . . . *Mary Gaunt*
The West Indies . . . . . *John Henderson*
The Real South America . . . . . *Charles Domville-Fife*
Brazil and Her People of To-day . . . . . *Nevin O. Winter*
Through the Brazilian Wilderness . . . . . *Theodore Roosevelt*
Argentina . . . . . *W. H. Hirst*
Argentina and Her People of To-day . . . . . *Nevin O. Winter*
Uruguay . . . . . *W. H. Koebel*
Head Hunters of the Amazon . . . . . *F. W. Up De Graff*
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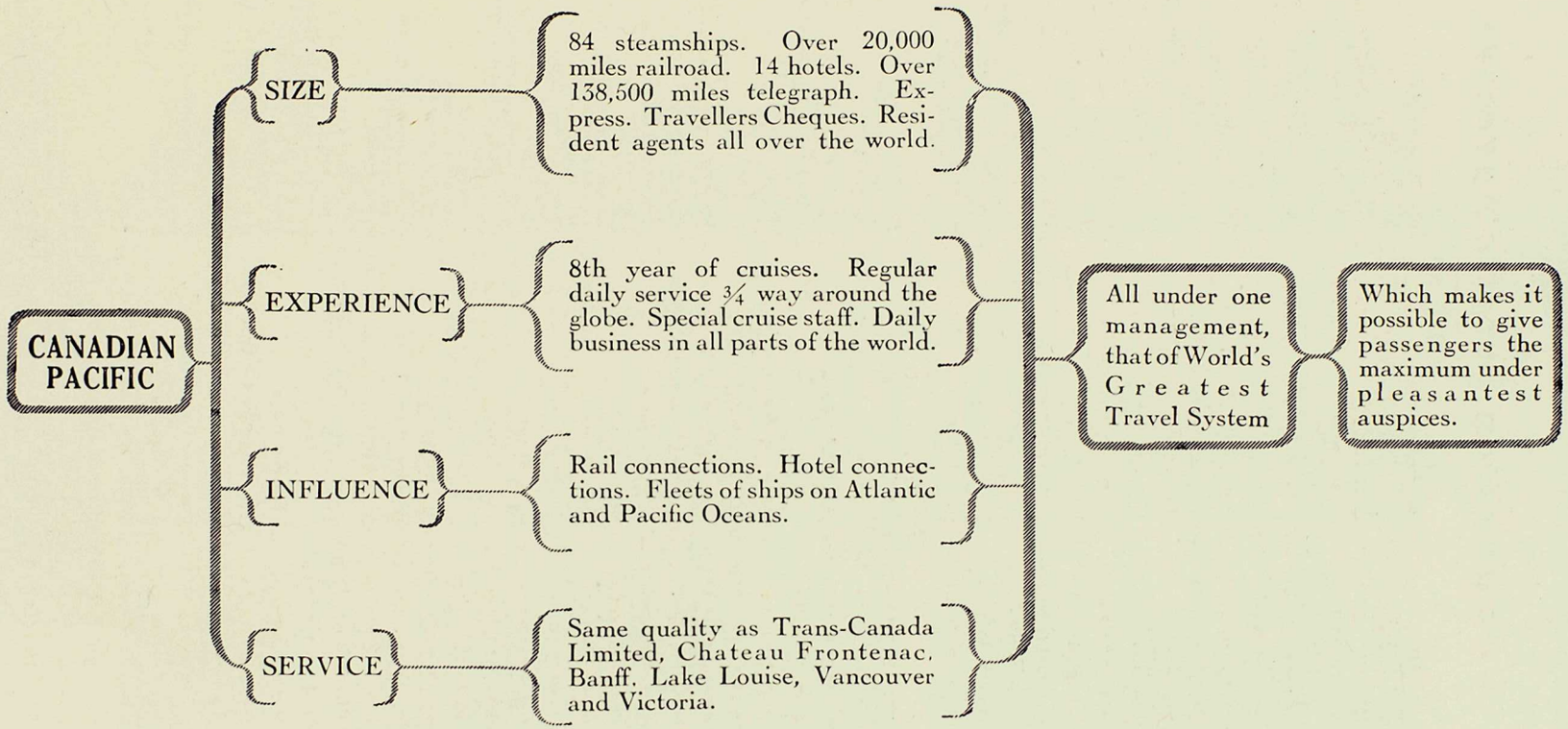

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