5 CRUISES

SPRING 1935

CANADIAN PACIFIC

Fisher Nautical
Apr. 1985

For Tickets and Further Information Apply to
THOS. COOK & SON, Ltd.
HEAD OFFICE:
BERKELEY STREET, Piccadilly, LONDON, W.1.

We have pleasure in announcing Five Cruises, by the Duchess of Atholl and Duchess of Richmond, for the spring season of 1935.

They will sail between February and April, varying in duration—from 18 to 28 days—as well as in itinerary.

Cruising during the winter and early spring is now a definite part of the pattern of life. Its social and health values are obvious ; its opportunities for visiting warmer, brighter lands, at a time of year usually so depressing in this country—and under conditions that obviate tiresome journeys, packing and unpacking, and currency troubles—are equally attractive.

These two large vessels are very well known to experienced travellers. They are beautiful ships that, having engaged in this business previously, have drawn to themselves a large circle of friends, and that make you feel proud, as you enter a foreign port, that you are under the British flag.

The five cruises are First Class only.

SAILING DATES

February 21 — 28 days. To the Central Mediterranean, Greece, Turkey, Palestine, Egypt. *See Page* 5.

March 16 — 20 days. To the Atlantic Isles, West Africa and Lisbon. *See Page* 9.

March 23 — 21 days. To the Central Mediterranean, Greece and Lisbon. *See Page* 11.

April 6 — 18 days. To the Western and Central Mediterranean, Lisbon and Corunna. *See Page* 15.

April 18 — 20 days. To the Western and Central Mediterranean, Greece and Lisbon. *See Page* 19.

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

The DUCHESS OF ATHOLL *and* DUCHESS OF RICHMOND

The Duchess of Atholl and Duchess of Richmond are sister ships, varying in no way except certain details of interior decoration. Gross register tonnage, 20,000 : displacement tonnage, 30,000. Length, 596 feet. Breadth, 75 feet. Cruising speed, 17 to 18 knots. Colour scheme, black hull, green "boot-topping," white upper works, buff funnels.

The two ships are driven by geared turbine engines, using oil fuel. There is a widespread use of electricity : the kitchens, for example, are "all electric" except for the grill.

The entire Promenade Deck is devoted to public rooms. There is a Boat Deck above, and a Sports Deck. Passenger accommodation is on Decks A, B, C and D.

One feature of the Duchess ships—appreciated by all persons susceptible to their surroundings—is the substitution of beautifully figured woods, as wall surfaces, for the usual white paint and over-ornamentation. These, not spoilt by french polish, but carefully treated with wax, create consequently a greater sympathy with the silk and tapestry coverings of the furniture, in colours which echo the natural beauties of the wood. The careful placing of pictures and Persian rugs help further to make a decorative scheme of quiet but unusual charm.

The Promenade Deck contains the main Lounge—which is also used as the Ballroom

—the Drawing-Observation Room, the Writing Room, the Smoking Room, and the Long Gallery, which ties all these rooms together. Also "Ye Shoppe." There is an additional Smoking Room, for gentlemen only, on A Deck.

The Dining Room is on Deck C—a lovely room in natural oak, with Chinese enrichments, beautifully lit, with small tables varying from two seats to six. An additional Dining Room is on the same deck, aft.

On the Boat Deck is the Gymnasium and the Cardroom. The open-air Swimming Pool is forward just below the Promenade Deck.

The staterooms are of comfortable size, rich and restful. The majority have bedsteads, mirrored wardrobes, hot and cold running water, and individual ventilation louvres. All bedsteads and berths are fitted with Vi-spring mattresses.

In size, the cabins are single or double ; and many can be offered together, en suite. Some double rooms have private bathrooms. On the Boat Deck are fourteen special cabins.

At the end of this booklet is inserted a plan of the ship, showing every type of cabin.

Throughout both ships the ball-louvre system of ventilation is in use, which, when put into operation by turning a valve, reconditions the air automatically.

GIBRALTAR (Cruises 1, 3)

" As safe as the Rock of Gibraltar ! "—who hasn't at some time or other used that rather defiant comparison? And defiant " Gib " certainly is. It holds, in one glance, all the relentlessness and grim determination that have come to it through centuries of struggle and bitter strife.

Bugle calls ring out, and drum and fife are heard, in this hilly, rocky fortress that the Arabs founded and that Spain lost in 1704. Convicts of olden days began the immense galleries with which it is honeycombed; its modern artillery is at unsuspected places, masked by flowers and shrubs. A mixture of Spaniards, Maltese and Orientals built up its quaint population, while British genius created the naval harbour and placed a lovely garden where the Alameda creeps seaward.

The Rock is about 3 miles long, rising to 1,400 feet. The little modern town which clings to the lower slope has many attractive sights to offer: while one particularly pleasant excursion can be made across the " neutral strip " to Algeciras, in Spain.

ATHENS (Cruises 1, 3, 5)

Through the island-studded Ægean Sea, past the island of Salamis, we steam up Phaleron Bay, there to disembark for the motor-run to Athens. The " glory that was Greece " bursts forth in all its splendour in the Acropolis—the rocky hill which was the earliest centre of habitation in the city.

Here, approached by marble steps and pathways, through the colonnaded Propylæa which served as the entrance to the inner entry, stands the noble Parthenon. Superb even in ruins—conceived by Pericles, built by Kallikrates, enriched by the sculptor Phidias—this is one of the world's most impressive buildings.

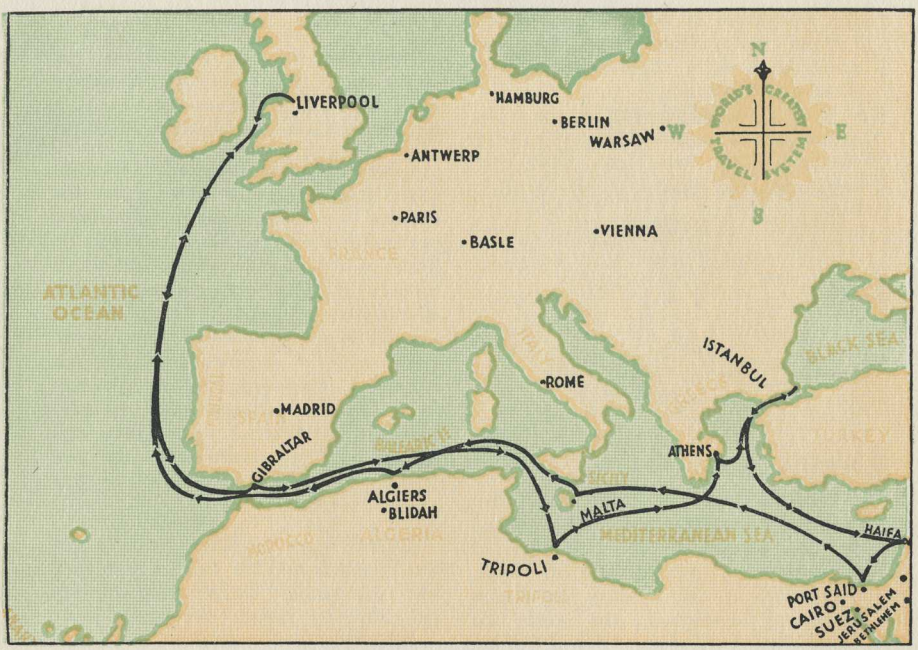
Nearby is that other magnificent structure, the Erectheum, with its six Caryatides supporting the roof beams: the Tower of the Winds, the Theseum, the Temple of the Wingless Victory, and the theatre at which were first acted the tragedies of Euripides. In another direction is Mars Hill, where St. Paul preached to the Athenians. In still another is the modern Stadium, standing approximately on the site where the first Marathon race ended.

ISTANBUL (Cruise 1)

Istanbul you can call it, or Constantinople, Stamboul, or Byzantium — it matters not. This great, chaotic city of the Golden Horn, principal city (though not now the capital) of the Republic of Turkey, is highly fascinating.

It was founded about 660 B.C. as Byzantium, at the point now occupied by the Seraglio. Destroyed by the Persians, then rebuilt, it was captured by the Romans, and became the capital of the Eastern Empire, and later the centre of Eastern Christianity. Justinian built the great Church of St. Sophia (perhaps you remember the recitation?), later converted to a mosque by the Turks, who in 1453 conquered Constantinople.

The great mosque, with its magnificent interior, is one of the principal sights, but there are many others—mosques innumerable, Roman antiquities, the palaces of the Sultans, and fine examples of Turkish domestic architecture. Stamboul is the older city: on the other side of the Golden Horn are Galata, the earlier Christian quarter, and Pera, the favourite residential part. On the Asiatic side of



Cruise I

DUCHESS OF ATHOLL

Sailing February 21st 28 days 7,498 miles

Visiting the Central Mediterranean, Greece, Turkey, Palestine and Egypt

LIVERPOOL	Feb. 21	Sail	5 p.m.		
GIBRALTAR	Feb. 25	Arrive	8 a.m.	In port	5 hours
TRIPOLI	Feb. 28	Arrive	8 a.m.	,,	10 hours
ATHENS	March 2	Arrive	8 a.m.	,,	10 hours
ISTANBUL	March 3	Arrive	6 p.m.	,,	24 hours
HAIFA	March 7	Arrive	7 a.m.	,,	10 hours
PORT SAID	March 8	Arrive	7 a.m.	,,	84 hours
MALTA	March 14	Arrive	9 a.m.	,,	10 hours
ALGIERS	March 16	Arrive	9 a.m.	,,	10 hours
LIVERPOOL	March 21	Arrive	10 a.m.		

Fares from 45 Guineas

For detailed plan of ship, and rates for each room, please see inset at end of booklet

the Bosphorus is Scutari, end of the caravan routes from Persia, and still remembered from its associations with Florence Nightingale.

A great many nationalities are to be found in Istanbul—including a large Russian group, who have their own restaurants and social life.

HAIFA (Cruise 1)

Modern Palestine under the British mandate is none the less the Holy Land of the Crusaders, of multitudes of pilgrims past, present and to come. Pastoral as of old, it offers the shaggy slopes of Lebanon in the north, the lovely little flower-fringed Sea of Galilee, and the sullen waters of the Dead Sea. Olive and orange grove, fertile field and garden, barren sun-baked sand and rock contrast in its scenery.

The cities, too, have all the sharp contrasts of the modern era: from labyrinths of ancient streets, with the squalor of their age-old habits, there are arising new and wonderfully up-to-date buildings for administration and education. In Haifa, especially, some very fine villas are to be seen. These were constructed by the German inhabitants before the British captured the city during the Great War. The new harbour is the finest on this coast.

There are excellent motor-roads, and modern railways. By these it is possible to make many excursions from Haifa to hallowed scenes—to Jerusalem, Bethlehem, Jericho, Nazareth, and Galilee: the majority of cruise visitors, indeed, take a circular tour embracing these points, and going direct to Cairo.

PORT SAID (Cruise 1)

From Port Said, at the northern end of the Suez Canal, a fine modern railway takes one to Cairo, or, as has been said, one reaches Cairo overland from Palestine.

Cairo is one of the oldest cities on earth, its foundations rising from the remains of previous cities that flourished in the days of Cleopatra and the Pharaohs. There is always something of an air of mystery in Cairo—a glamour in the streets thronged with Nubians, Arabs, Greeks, Moors and Turks. The native town, with its fascinating bazaars, the rug-shops, the conjurers, the mosques from whose minarets the muezzin sounds, the gaiety of smart hotels and sophisticated restaurants—these are part of the patchwork which makes up this great Nile town.

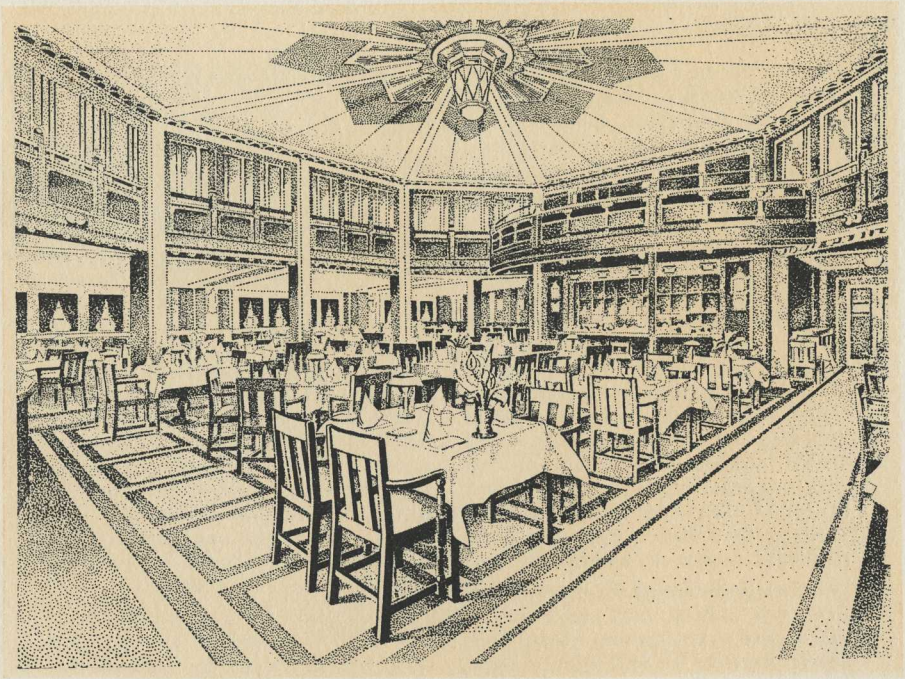
Outside it are the desert sands, where the Pyramids and the Sphinx rear their venerable heads. To get there one can go either by motor, electric train, or camel back; and once there, it is comparatively easy to gratify the wish that seems to seize the visitor, to climb a Pyramid. Or one can take a river trip on the Nile as far as Bedrechen.

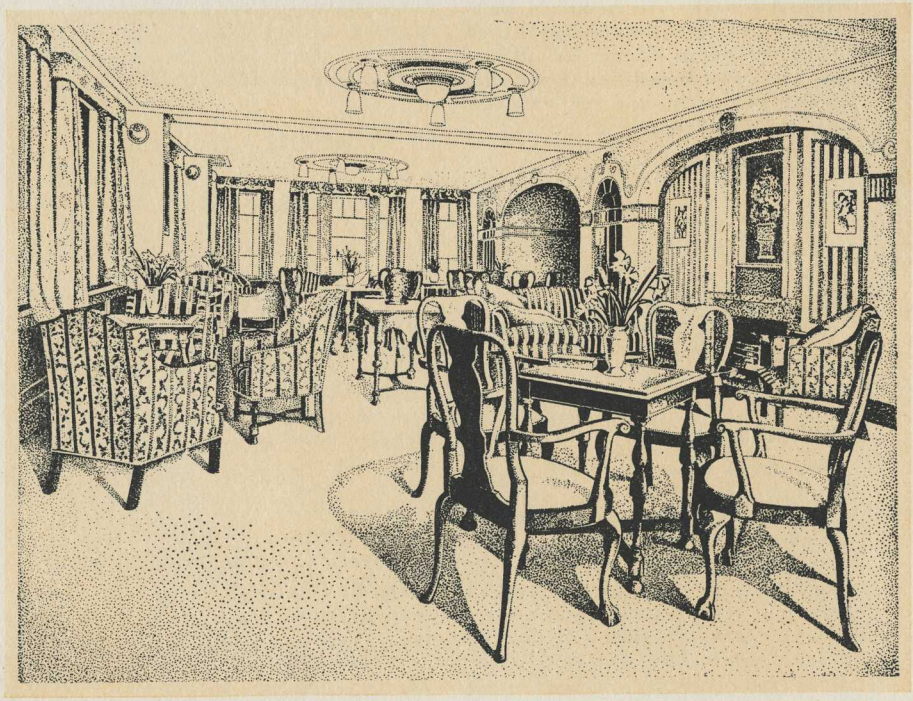
If time does not permit a visit to the Upper Nile Valley, to Karnak, Luxor and Thebes, and the Valley of the Kings, some partial consolation may be found in the rich treasures of antiquity found in the Museum in Cairo.

MALTA (Cruises 1, 4)

Malta has a special meaning for British people: for the Maltese cross, emblem of the Order of the Knights of St. John, is also the Victoria Cross.

Napoleon called this little British colony (not nearly so large as the Isle of Wight) the Key of the Mediterranean. And he should have known, for he held





THE CRUISE SHIP — *The Dining Room and the Observation-Drawing Room*

it once. Situated where it is, between Sicily and Africa, it commands the sea route to the Suez Canal, and is now one of the world's principal naval stations.

Upon its shores, St. Paul was shipwrecked, and to its people he preached Christianity. Hannibal was born here; Cicero, the famous Roman, lived here in exile. The valiant Knights of St. John were an order that originated in Jerusalem for the protection of pilgrims to the Holy Land; they maintained ships to attack the Barbary corsairs and to prevent the spread of infidel rule. Most famous incident in Malta's history was its great siege by the Turks in 1565, which forever checked the advance of that race towards the west. The Grand Master of the Order at the time was Jehan de la Vallette: his name is remembered in that of the capital.

Valletta, commenced the year after the siege, was built at such speed that no time existed to level its site. Some of its streets, therefore, are still flights of steps. Few of the buildings are later than the sixteenth century. The people of Malta —numbering a quarter-million—speak Maltese as well as English and Italian; they have brought their island to a state of high cultivation, and still make the exquisite Maltese lace.

MADEIRA (Cruise 2)

Madeira is rather like a little bit of fairyland. Far enough from anywhere to be immune from most of the cruder excitement of modern life, it is blessed with a warm climate that would be languorous but for invigorating sea breezes; it is green with vegetation that covers almost every square foot right up to the peak—for the people are industrious and pastorally inclined — and fragrant with vividly coloured flowers.

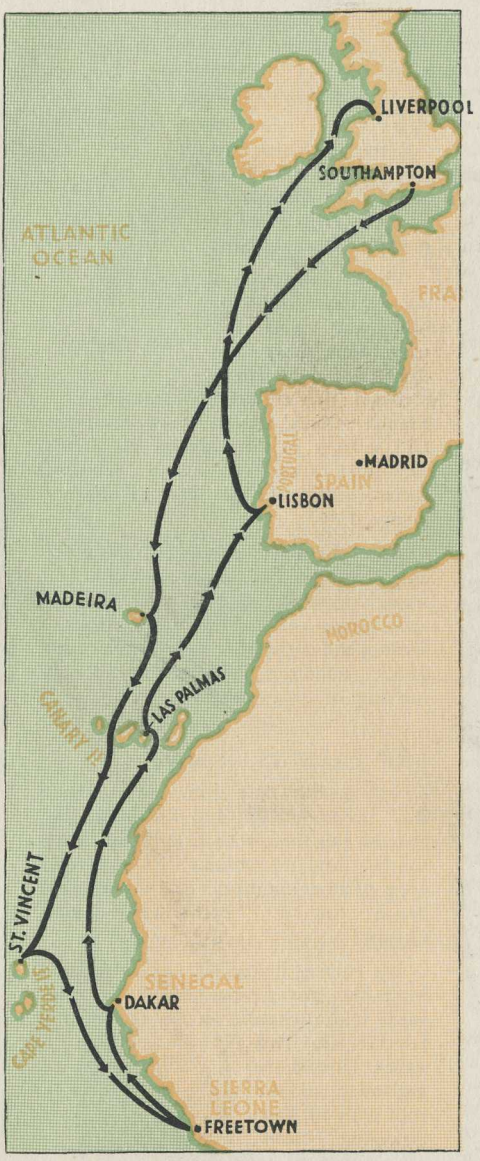
Here on this idyllic island, where one could almost let Time and the income taxes go hang, where the cultivation of the grape and the manufacture of beautiful embroidery are the principal industries, where quaint narrow cobbled streets rise steeply up to other villages up and over Terreiro de Lucta, has come together a colony of sun-seekers of many nationalities — chiefly the British. They have added the amenities of life—good hotels, shops, opportunities for many kinds of recreation. Fairly frequent contact with the mainland keeps them up to date; in any case, the riches of Nature make them almost self-contained.

Madeira, says a legend, was discovered by an Englishman about 1344. Columbus once lived here, as an unknown and newly married young man. Perhaps it was the superb and limitless horizon of ocean, as seen from the top of the mountain, that inspired him to set out for the New World.

ST. VINCENT (Cruise 2)

Here in the Cape Verde Islands is another Portuguese colony—but vastly different from the exotic beauty of Madeira! Discovered in the fifteenth century by a Venetian sailor in the service of Portugal, named from that African cape which is 300 miles away, this archipelago is inhabited principally by negroes and mulattoes, speaking the "lingua Creoula," who, while nominally Christian, still secretly follow many of the pagan beliefs fostered by the medicine men. At one time the islands were of considerable maritime importance.

The flora is markedly tropical: baobab, eucalyptus and dragon trees



Cruise 2

SOUTHAMPTON		March 16
Sail	5 p.m.	
MADEIRA		March 19
Arrive	7 p.m.	In port 23 hours
ST. VINCENT		March 23
Arrive	12 noon	In port 5 hours
FREETOWN		March 26
Arrive	7 a.m.	In port 18 hours
DAKAR		March 28
Arrive	7 a.m.	In port 11 hours
LAS PALMAS		March 30
Arrive	7 p.m.	In port 23 hours
LISBON		April 2
Arrive	12 noon	In port 12 hours
LIVERPOOL		April 5
Arrive	10 a.m.	

Fares from 34 Guineas

For detailed plan of ship, and rates for each room, please see inset at end of booklet

DUCHESS OF RICHMOND

Sailing March 16th 20 days 6,262 miles

Visiting the Atlantic Isles, West Africa and Lisbon

have been introduced. Turtles come here from the African coast to lay their eggs on the sandy shores.

Sao Vicente, with an area of 75 square miles, is an arid and rather sterile island, for its lofty peaks shut out the beneficent influence of the trade winds. Practically uninhabited up to 1795, it owes its present development to an Englishman who in 1851 established a coaling station; while it is also an important submarine cable station. Foodstuffs, wood and water are all imported —and the last stored in reservoirs.

FREETOWN (Cruise 2)

Unmistakably, this is Africa. The Dark Continent smiles a wide, ivory welcome from thousands of ebony faces; along the wide primitive streets and the wharf run men and women in vivid raiment, eager in a babel of tongues to greet the British visitors.

For this colony of Sierra Leone, on the very fringe of the jungle, is a British one. It originated in 1787 as a settlement for freed or manumitted slaves. All evidences of this purpose have now disappeared, but there is still an inescapable feeling that one has wandered back into the days of Uncle Tom's Cabin, and that sooner or later the coal-black mammies will burst forth into missionary hymns.

Freetown, the capital, clustering below the forest-clad Sierra Leone hills, carries in its name the colony's first motive. Native huts dot the coast-line, and from the interior come many fine specimens of the negro race, anxious to see the white visitors and to show off their own accomplishments.

DAKAR (Cruise 2)

Dakar has a great future. Look at the map—you will see that Dakar stands at West Africa's greatest bulge, nearest South America; and already it is an important air station on the trans-Atlantic "hop."

One gets here, in this French colony of Senegal, a glimpse of French colonization methods at their best.

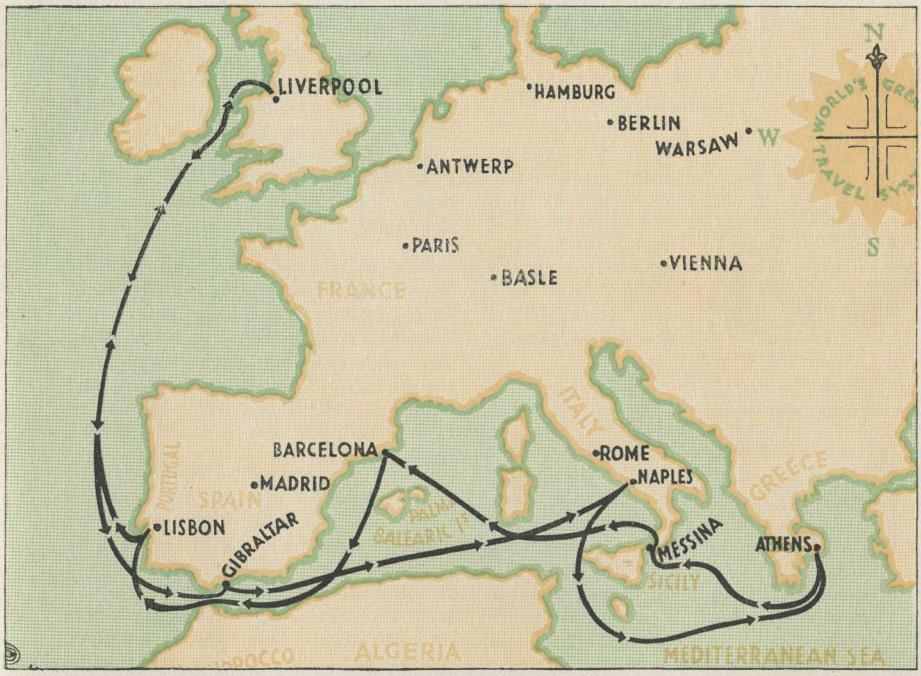
These aboriginal people, brave and warlike, and physically magnificent, have been disciplined and partially civilized; they are some of the finest of the French colonial troops. From their distant villages in the immense hinterland they come down to the seaport, flaunting their warlike qualities and picturesque savage dress.

Around a spacious harbour the French administration has reared a bright and friendly-looking port, with a discriminating eye to the green, tropical setting, and enriched it with many notable public buildings and hotels—to say nothing of many bright cafes.

LAS PALMAS (Cruise 2)

Still another little group of islands in this circuit of Atlantic archipelagoes; Spanish this time, with a slightly Oriental touch. And no wonder that a novelist appropriated the name of the principal island for a "best-seller"—Grand Canary!

Las Palmas, its capital, lies embowered in palm groves, surrounded by vineyards and orchards, on the slopes of a fertile, smiling valley. Houses are garlanded to the roof with brilliant flowering creepers. There is an atmosphere of gaiety and friendliness in this happy sun-bathed town, whose people make embroidery and pottery. Golf, tennis,



Cruise 3

DUCHESS OF ATHOLL

Sailing March 23rd 21 days 5,872 miles

Visiting the Central Mediterranean, Greece and Portugal

LIVERPOOL	March 23	Sail	5 p.m.	
GIBRALTAR	March 27	Arrive	8 a.m.	In port 10 hours
NAPLES	March 30	Arrive	7 a.m.	,, 40 hours
ATHENS	April 3	Arrive	8 a.m.	,, 11 hours
MESSINA	April 5	Arrive	8 a.m.	,, 10 hours
BARCELONA	April 7	Arrive	1 p.m.	,, 13 hours
LISBON	April 10	Arrive	8 a.m.	,, 10 hours
LIVERPOOL	April 13	Arrive	10 a.m.	

Fares from 35 Guineas

For detailed plan of ship, and rates for each room, please see inset at end of booklet

sea-bathing, too, are available for those who wish to be strenuous.

A very popular excursion is to Atalaya, where pre-historic cave dwellings indicate the existence of a very early race of people. These dwellings, fortunately perfectly preserved, make the legend look comparatively recent that the Canaries were the "Hesperides" of Greek mythology.

LISBON (Cruises 2, 3, 4, 5)

Lisbon was once one of the world's richest cities: that was in the Age of Discovery, when navigators like Vasco da Gama brought many lands and much wealth under the rule of Portugal. But little by little the empire thus created has dwindled to a mere shadow of its former greatness. To some degree, perhaps, Lisbon reflects this fact; but one cannot but reflect that in the past decade it has entered upon a new stage of progress, and that it is still a very charming place.

In and around the city, which stands on a beautiful bay where the Tagus widens out, is much to attract and interest one—the Tower of Belem, for example, raised to commemorate the voyages of Vasco da Gama, who is buried (as also is the Portuguese epic poet Camoens) in the Jeronymos Convent.

Then there are memories of the Peninsular War, when Wellington used to sign "Lisbon leave" for his junior officers: and the Rocio, or "Roly Poly Square."

Estoril, a few miles away, is a seaside casino-resort rapidly becoming famous. Just beyond it is lovely Cintra, with the Pena Palace whence the last King of Portugal fled before the Republic.

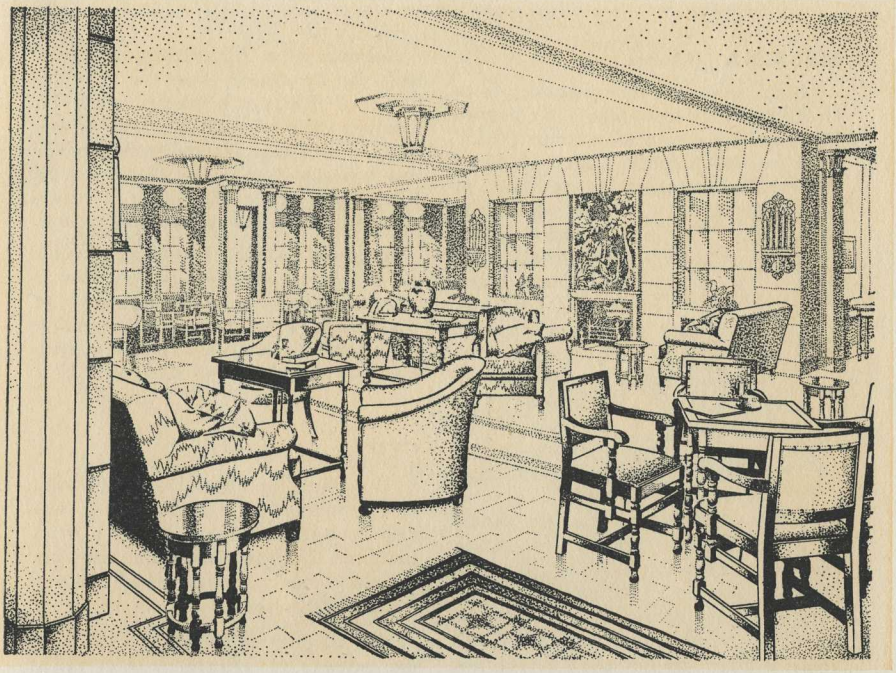
BARCELONA (Cruises 3, 4)

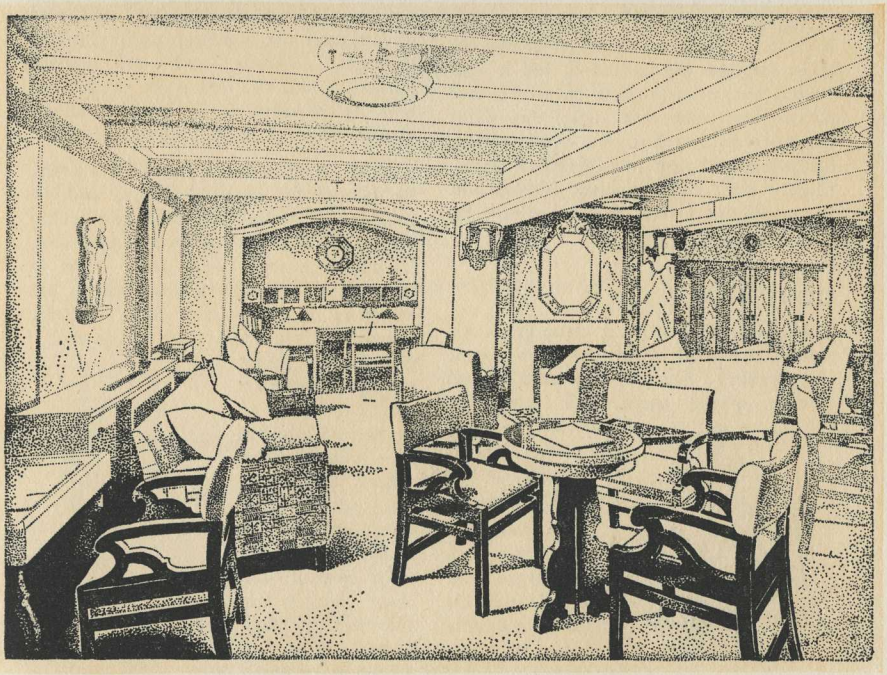
If the stones of Barcelona could speak, they would tell many a tale of Ferdinand and Isabella and Knights of the Golden Fleece; but since they don't, the visitor accepts this great city for what it is—the modern, sunny, cosmopolitan capital of Spain's richest section, Catalonia.

Modern it certainly is, with beautiful wide boulevards that vie with those of Paris, magnificent palaces and public buildings, and fine shops and flats. Big, too—with a million people—and prosperous. It has museums, gardens, and churches, and an enormous statue of Columbus.

But it is more likely that the visitor from northern climes, amazed at the beauty and zest of Barcelona, will prefer a seat at a sidewalk cafe in the Plaza de Cataluna, watching the panorama of Spanish life. He will wander up the narrow tree-shaded Ramblas, where sit the flower-sellers, the bird-dealers, and the voluble hucksterers. He may go to mountain-high Montserrat, to the bathing beaches, to Tibidabo "joy park," or—if it is Saturday or Sunday—to a bull-fight at the gigantic arena.

But most certainly he will be back to take part in the night life—and such late night life!—for which Barcelona is so famed: when in restaurant, cabaret and theatre these charming people go "all out" to enjoy themselves, when rhumbas and valencias are danced as well as foxtrots, when black eyes flash to the rhythm of hips and the rattle of castanets, and where you even find taxicabs diverted so as not to disturb those who dance in the street.





THE CRUISE SHIP — *The Smoking Room and the Writing Room*

MESSINA (Cruises 3, 5)

On the map, you will remember from childhood, Italy looks like a Wellington boot, kicking a football towards Africa. That football is Sicily, largest island of the Mediterranean—a lovely land of olive, orange and lemon groves, of vineyards and of song. Springtime sees it covered in almond and apple blossoms and in flowers. And it is so crowded with history that we should need this whole booklet to set it down! Greeks, Carthaginians, Romans, Vandals, Saracens, Normans, Spaniards, English—these are some who have battled in and for Sicily. Greek ruins and Greek reminders are very numerous all over the island.

Messina, dating from the 8th century B.C., has, however, little of its past to show beyond the cathedral, for it was ruined by an earthquake in 1908: but almost everyone will take the short excursion to that favourite winter resort, Taormina—a tiny crag-perched community with many ancient houses and a magnificent Greek theatre, rebuilt by the Romans.

CORUNNA (Cruise 4)

Had Corunna no other claim upon our notice, it would always have one upon our memory: for here is buried a great soldier whose name will never be forgotten while schoolboys learn "The Burial of Sir John Moore."

These were the ramparts to which "his corpse we hurried" after his death: the Heights of Elvina saw his last stand.

Corunna is, in fact, vividly associated with the Peninsular War, for here the Duke of Wellington landed when he made his entry to Spain in 1808. It was always a busy seaport: but perhaps never was it busier than during the month of July, 1588, when the Great Armada gathered and sailed to attack England.

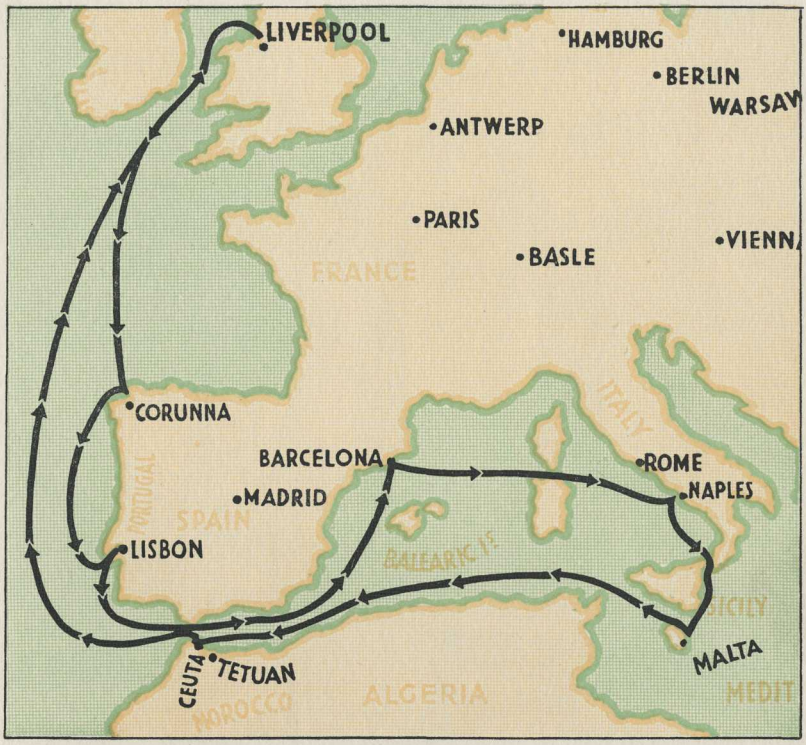
A typical Galician town, with quaint old twisted streets, it has many points of as well as a interest, background of magnificent scenery. Very interesting excursions can be made to Santiago, with a famous cathedral, and Betanzos.

CEUTA (Cruise 4)

This glittering white Moroccan town, ranged in tiers in a sheltered bay, was once a Roman colony. Since 1580 it has been a colony of Spain, and has become a model town in which little of its antiquity remains.

The majority of visitors will use it as the gateway to Tetuan—an old walled Moorish city about thirty miles in the interior. Either by railway or good motor road the approach can be made, through orchards and well-watered gardens; and the first sight of Tetuan, with its minarets, domed tombs and tall citadel, is never to be forgotten.

With its white walls, its veiled women, its beautifully tiled buildings, and its long lances of brilliant sunshine piercing the shade of narrow cobbled streets, Tetuan is a real desert gem. Here in the native "souks," where artisans are at work in their dark little booths, where conjurers pop round corners to amuse you with tricks, where donkeys dash out of side alleys, where you peer into schools and see children squatting on the floor yelling out their lessons at the top of their voices, you see Africa as it really is.



Cruise 4

DUCHESS OF RICHMOND

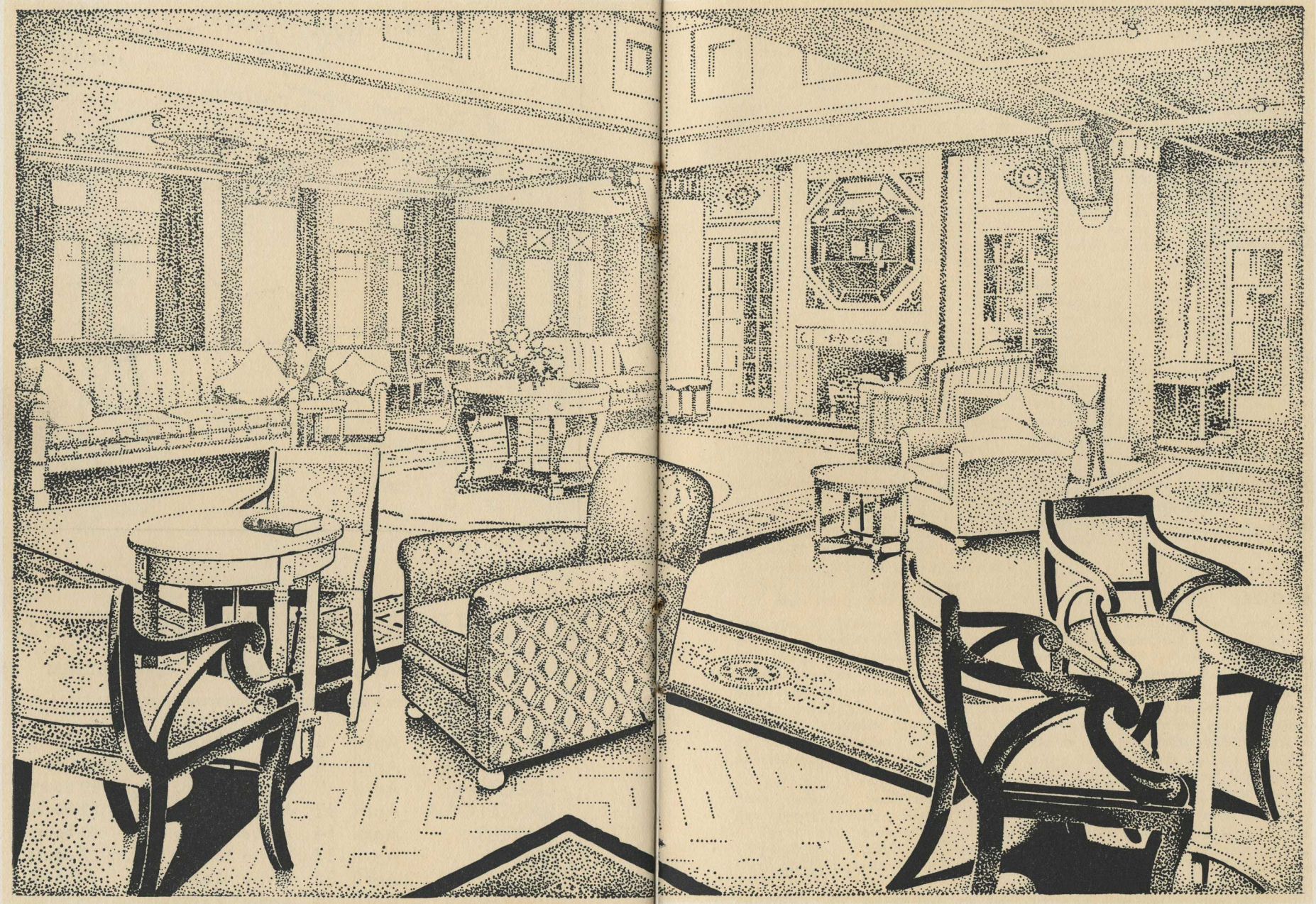
Sailing April 6th 18 days 4,966 miles

Visiting the Western and Central Mediterranean and Corunna

LIVERPOOL	April	6	Sail	5 p.m.		
CORUNNA	April	8	Arrive	12 noon	In port	7 hours
LISBON	April	9	Arrive	3 p.m.	,,	10 hours
BARCELONA	April	12	Arrive	8 a.m.	,,	22 hours
NAPLES	April	14	Arrive	7 p.m.	,,	43 hours
MALTA	April	17	Arrive	12 noon	,,	7 hours
CEUTA	April	20	Arrive	8 a.m.	,,	10 hours
LIVERPOOL	April	24	Arrive	9 a.m.		

Fares from 29 Guineas

For detailed plan of ship, and rates for each room, please see inset at end of booklet



The Beautiful LOUNGE of the sister DUCHESS ships — lofty and spacious, and tastefully furnished. This is used also as the BALLROOM: and there is another Lounge forward, the OBSERVATION - DRAWING ROOM.

NAPLES (Cruises 3, 4, 5)

Superb, indeed, is the situation of Naples, on the grand sweep of its Bay, with Vesuvius smoking suggestively in the distance ! And one thinks, somehow, of Caruso—and ice cream ! Largest city of Italy, and of considerable antiquity, Naples has embodied its beauty into a proverb. The city itself is perhaps rather less ethereal than its surroundings —although it rewards the visitors with countless treasures of art and religion, such as the San Gennaro Cathedral and the National Museum.

But we can go out to the partly disinterred ruins of Pompeii, to remember Lucullus, and Nero, and Bulwer Lytton's throbbing romance of early Christianity, and the story of the Roman sentry who perished at his post. To ascend Vesuvius too, is now easily possible. Or there is the lovely excursion to Amalfi and Sorrento, amidst their orange, lemon and olive groves—even on to the Blue Grotto'd little island of Capri.

ALGIERS (Cruises 1,5)

Algiers has been called the Paris of North Africa—a not inapt description, for there is a " zip " to life here that has made Algiers a popular winter resort. French it is, of course, by virtue of its conquest a hundred years ago. Terraced round the bay are villas and imposing blocks of flats ; the streets are rather hilly, but they are charming, with smart shops, and smart women, and little squares where you sit at open-air cafes.

But the palm trees that are everywhere are distinctly not Parisian. Algiers has, as a matter of fact, two sections—French and Arab. The latter is a maze of crooked, narrow streets, crowded with tiny shops built into the wall, inhabited by vendors of every commodity or luxury. Both old and new native architecture are represented. The Mosque de la Pêcherie, for example, looks almost like an Underground Railway station, whereas on the other hand the Catholic Cathedral of St. Philippe looks like a former mosque—and actually is.

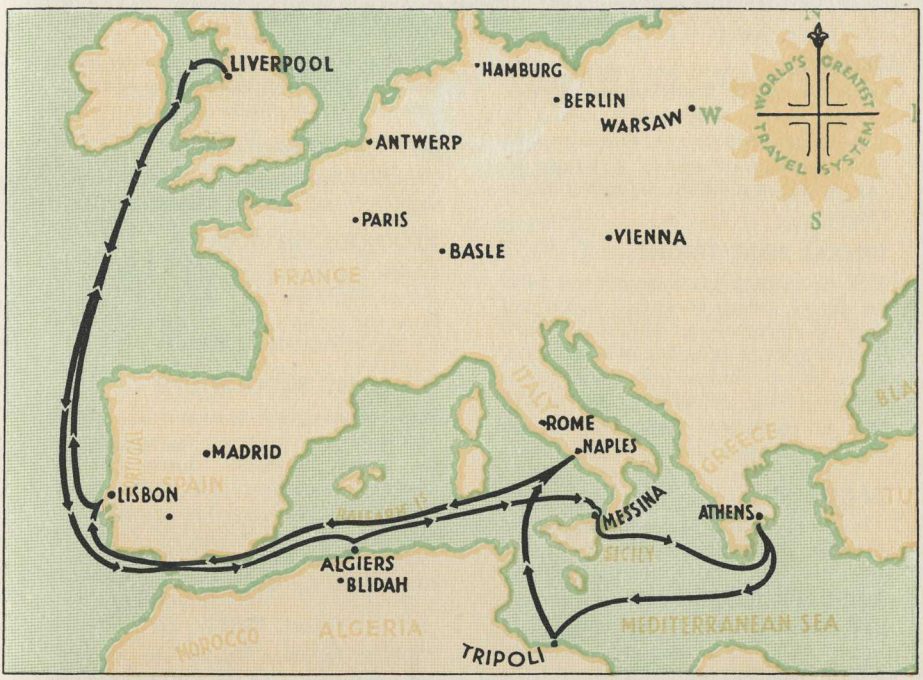
There is so much to see in Algiers that many will not leave it ; but those who do should certainly go to Blidah, an old Arab town high up in the hills, in the Gorges of the Chiffa. Here one can see the wonder working methods of French colonization which have turned this sterile country into a vast region of roses, olives and oranges.

TRIPOLI (Cruises 1, 5)

Tripoli (" in Barbary," so called to avoid confusion with the Syrian Tripoli) is an Italian colony that began life as a Phœnician settlement. Then it was known as Ola, and formed one of the principal gateways to the interior of Northern Africa. Here the Phœnician mariners met the caravan merchants of the desert : and the same caravan routes, it may be said, are still used.

A bewildering medley of race and colour gathers here. Native life, seen in the markets, bazaars and quaint old streets, will be the source of much interest. Here are camels laden with fruit, cereals, olive oil, leather goods, pottery, silks and brassware. The town itself offers a fascinating mixture of white dwellings, minarets, mosques and palm trees.

Excavations have revealed many Roman remains. Arabs, Norman and Spanish domination succeeded one another, until the Turks finally secured control. During the last period Tripoli attained a somewhat odious reputation as a pirate centre.



Cruise 5

DUCHESS OF ATHOLL

Sailing April 18th 20 days 6,197 miles

Visiting the Western and Central Mediterranean, Greece and Lisbon

LIVERPOOL	April	18	Sail	5 p.m.		
ALGIERS	April	22	Arrive	6 p.m.	In port	24 hours
MESSINA	April	25	Arrive	8 a.m.	,,	10 hours
ATHENS	April	27	Arrive	8 a.m.	,,	10 hours
TRIPOLI	April	29	Arrive	8 a.m.	,,	11 hours
NAPLES	May	1	Arrive	7 a.m.	,,	12 hours
LISBON	May	5	Arrive	8 a.m.	,,	11 hours
LIVERPOOL	May	8	Arrive	9 a.m.		

Fares from 34 Guineas

For detailed plan of ship, and rates for each room, please see inset at end of booklet

GENERAL INFORMATION

DEPOSIT

25 per cent. of fare—balance payable 14 days before sailing. No refund of any passage money can be allowed to passengers not completing a Cruise, or any portion of a Cruise, according to the itinerary.

SPECIAL BOAT TRAINS

Will be operated at a convenient hour on day of sailing between London and port of embarkation, with similar facilities at port of debarkation to London. Embarkation Notices giving full details of sailing hour, special train, etc., will be sent to passengers about three weeks prior to sailing.

BAGGAGE

There is no excess charges on baggage on Canadian Pacific Steamships.

BAGGAGE INSURANCE

and Travellers' Cheques—see Inset.

DECK CHAIRS

Deck chairs are free. Rugs and cushions may be hired on board at moderate charges.

SHORE EXCURSIONS

A programme of attractive Shore Excursions at all the ports visited has been arranged, and can be obtained either in advance or on board. Landing and Embarking Arrangements : a service between ship and shore will be maintained at all ports, free of charge, while the ship is in port.

PASSPORTS

Passengers making the 21st February, 1935, Duchess of Atholl Cruise must be in possession of a valid passport endorsed for the British Empire, Greece, Turkey, Egypt and Palestine. An Egyptian consular visa is also necessary. For the remaining Duchess Cruises no passports are necessary for British subjects.

FACILITIES

Duchess Steamships have every facility of the modern hotel—stenographer, barber, manicurist, novelty shops, etc. They are equipped with long-range radio capable of maintaining communication with land at all times.

MEDICAL STAFF

This includes surgeon, trained nurse, dispenser and hospital attendant.

RELIGIOUS SERVICES

Divine service will be held on Sundays, except when the ship is in port. Facilities are available on all cruising ships for the celebration of Mass.

CLOTHING SUGGESTIONS

Light clothing will be required ; waterproofs or wraps should be kept handy for use at sundown. Sports clothes, bathing costumes, and appropriate costumes for the fancy dress parties which will be given aboard ship will be found useful. Rubber shoes for deck wear stout shoes for walking ashore.

THE Canadian Pacific acts for the passenger only in the capacity of agent in all matters relating to travel away from their ships, whether by steamship, railway, automobile, or by any other means, and as such holds itself free from 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 programme, 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 expense, living or otherwise, must be defrayed by the passenger.

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

TRANS-ATLANTIC

The most direct, most scenic, shortest route to Canada and U.S.A. Fully two days cut from open ocean, and spent in the sheltered waters of the St. Lawrence.

Frequent sailings from Liverpool, Southampton, Glasgow, Belfast, etc., to Quebec and Montreal. "All in" conducted tours to Canada and U.S.A.

TRANS-CANADA

The Canadian Pacific has 22,000 miles of railway serving all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. It reaches large cities, famous historic spots, wonderful vacation and sporting resorts, and some of the most magnificent scenery in the world. Also a chain of 16 Hotels from coast to coast, and 9 delightful Chalet Bungalow Camps.

TRANS-PACIFIC

Regular sailings from Vancouver and Victoria to Honolulu, Japan, China and the Philippines by large and famous "Empress" steamers.

Also Canadian-Australasian Line fast modern liners to Honolulu, Fiji, New Zealand and Australia.

CRUISES

Comprehensive programme of cruises from British, American and Canadian ports—Round the World, South Africa-South America, West Indies, Mediterranean, Norway, etc.

Passenger Offices

LONDON ...	... Cruise Department, 62-65, Charing Cross, S.W.1*
„ ...	... 103, Leadenhall Street, E.C.3†
BELFAST ...	... 24, Donegall Place
BIRMINGHAM	... 4, Victoria Square
BRISTOL ...	... 18, St. Augustine's Parade
DUBLIN ...	... 44, Dawson Street, C.2
DUNDEE ...	... 88, Commercial Street
GLASGOW	... 25, Bothwell Street, C.2
LIVERPOOL	... Royal Liver Building, Pier Head
MANCHESTER	... 31, Mosley Street
NEWCASTLE	... 34, Mosley Street
SOUTHAMPTON	... Canute Road

Also offices or agencies in the following cities on the Continent:

ANTWERP	BUCHAREST	GENOA	MADRID	ROME
BARCELONA	BUDAPEST	GOTHENBURG	MARSEILLES	ROTTERDAM
BASLE	CHERBOURG	HAMBURG	NAPLES	STOCKHOLM
BERGEN	COPENHAGEN	HAVRE	OSLO	VIENNA
BERLIN	DANZIG	HELSINGFORS	PARIS	WARSAW
BERNE	FLORENCE	ISTANBUL	PRAGUE	ZAGREB
BRUSSELS	GENEVA	LUCERNE	RIGA	ZURICH

**TELEGRAPHIC ADDRESS. The telegraphic address of all Canadian Pacific offices in Europe is GACANPAC (followed by name of city). Except *—which is CRUCANPAC—and †, which is SEEPERAICO.*

WM. H. POWELL
Special Representative, Cruise Dept.

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General Passenger Agent

P. J. CHADWELL
General Passenger Agent

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General Passenger Agent

H. G. DRING
European Passenger Manager

Sir GEO. McLAREN BROWN
European General Manager

LIFT THIS

For a plan of the two ships and rates for every room

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