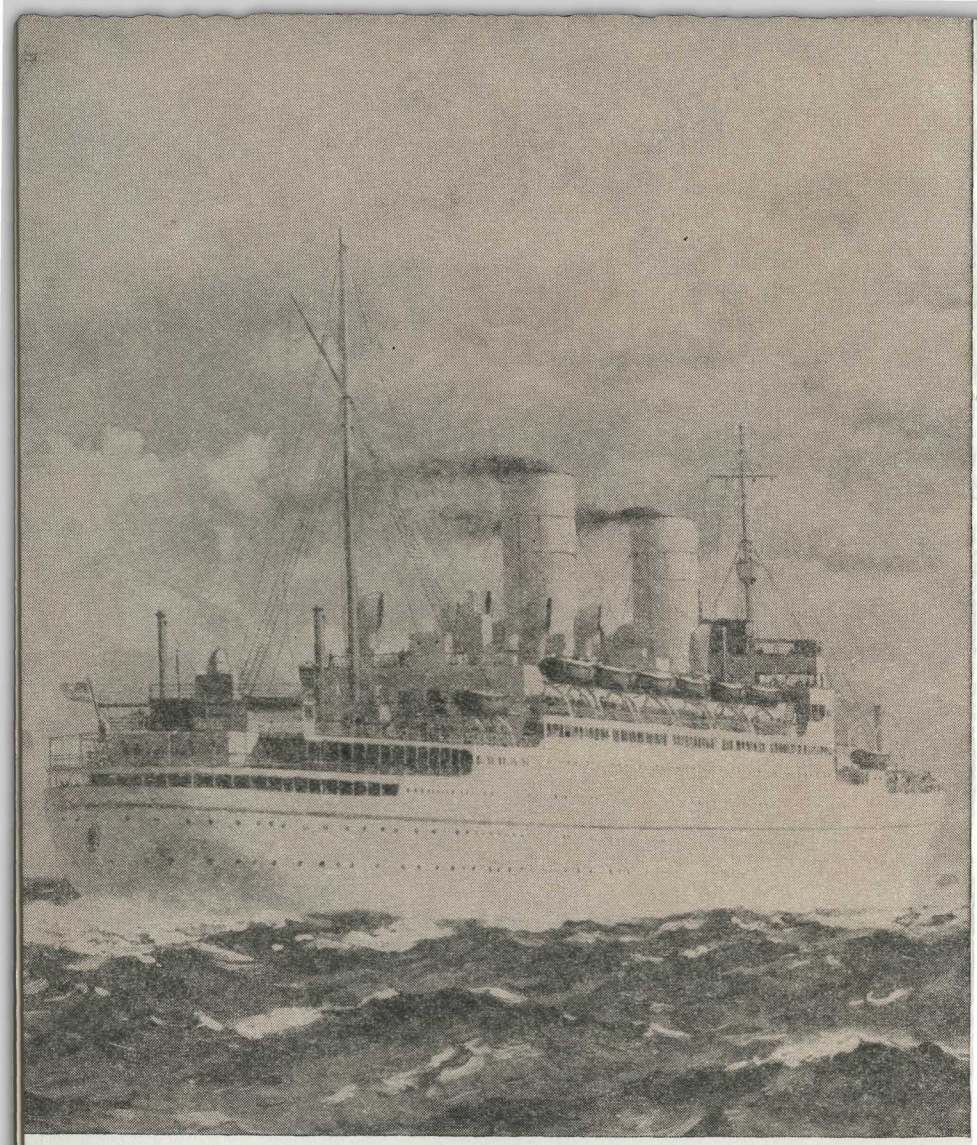
PASSENGER LIST

E/Canada II 2000

Canadian Pacific

Passenger List



You are invited to mail this Passenger List to your friends. Additional copies with envelopes are available upon application at the Purser's Bureau.

EMPRESS OF CANADA

20,000 Tons Gross Register

Captain:

J. P. DOBSON, D.S.C., R.D., R.N.R.

Chief Officer.....W. R. Thorburn
Chief Engineer.....J. Borland
Surgeon.....M. Bowen, M.B., Ch.B.
Purser.....H. F. Norman-Hill
Second Purser.....A. E. Potter
Chief Steward.....A. F. Meers
Second Steward.....F. Benson
Rail Traffic Representative.....K. G. Howard

From Liverpool

TUESDAY, OCTOBER 17th, 1950

To Quebec and Montreal

Soon after you come aboard

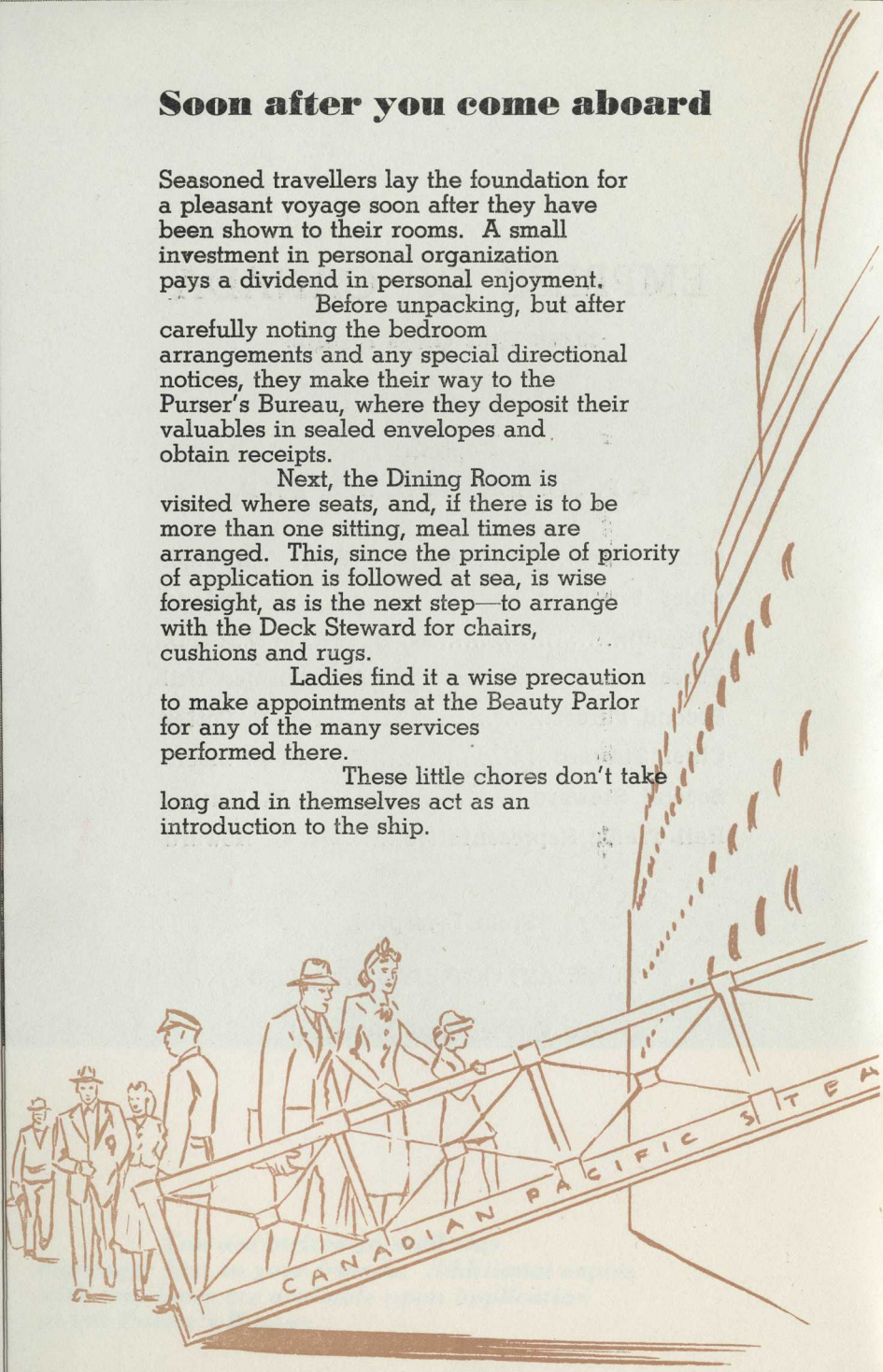
Seasoned travellers lay the foundation for a pleasant voyage soon after they have been shown to their rooms. A small investment in personal organization pays a dividend in personal enjoyment.

Before unpacking, but after carefully noting the bedroom arrangements and any special directional notices, they make their way to the Purser's Bureau, where they deposit their valuables in sealed envelopes and obtain receipts.

Next, the Dining Room is visited where seats, and, if there is to be more than one sitting, meal times are arranged. This, since the principle of priority of application is followed at sea, is wise foresight, as is the next step—to arrange with the Deck Steward for chairs, cushions and rugs.

Ladies find it a wise precaution to make appointments at the Beauty Parlor for any of the many services performed there.

These little chores don't take long and in themselves act as an introduction to the ship.



When good-byes have been said

Now is an opportune time to make the acquaintance of your bedroom steward or stewardess. A brief lesson in the handling of equipment saves embarrassment when the first deck drill is held.

At the same time the seasoned traveller checks up such matters as electric razors, irons, radios. Do they need special adapters? The steward or stewardess will arrange.

Call in the morning, or breakfast in bed? Arrange with the steward or stewardess. At this same session the subject of bath hours and temperatures can be disposed of, too.

If you must do business

Our sea-going organization concentrates on an easy, comfortable trip for our passengers but there is efficient provision for those who have business to do.

The Entrance Hall is the business centre where the Purser's Bureau and Rail Traffic Representative are located.

Such matters as telegrams, cables and wireless messages, baggage insurance and forwarding of mail are dealt with at the Purser's Bureau

The Rail Traffic Representative is at your service for railway tickets on British or Canadian Railways, Air Lines information, return Atlantic passage.

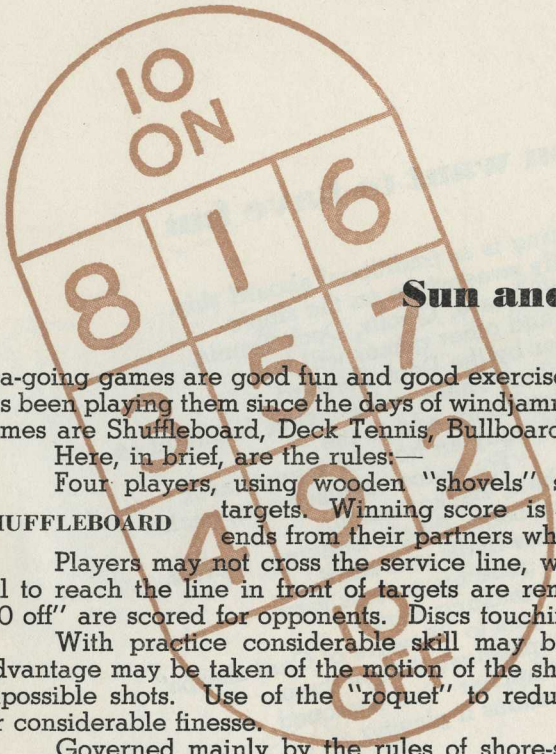
Baggage not required in the bedroom is available at stated hours in the Baggage Room situated on Deck E.

If you want to have fun

Horse-racing is as traditional aboard ship as the daily sweepstake on the ship's run. Shuffleboard, Quoits, Deck Tennis, Bullboard and other games will be arranged for by the Deck Steward or Deck Sailor. These amusements, healthful as well as entertaining, add to the enjoyment of many an hour of sunny travel.

For indoor amusements, such as Bridge, Chess, Backgammon, Dominoes, Cribbage, Bingo, Dancing, Movies, the Public Rooms Staffs will assist.

In years gone by, notices were posted in ships' smoking rooms warning passengers to "Beware of Card-sharps" In these more sophisticated days these warnings do not appear—but seasoned travellers are cautious if playing for stakes.



Sun and games

Sea-going games are good fun and good exercise. The seasoned traveller has been playing them since the days of windjammers. Principal shipboard games are Shuffleboard, Deck Tennis, Bullboard, Quoits.

Here, in brief, are the rules:—

SHUFFLEBOARD

Four players, using wooden "shovels" slide discs on numbered targets. Winning score is 51. Players take opposite ends from their partners whom they may skip.

Players may not cross the service line, when shooting. Discs that fail to reach the line in front of targets are removed. Discs falling into "10 off" are scored for opponents. Discs touching lines do not count.

With practice considerable skill may be developed by players. Advantage may be taken of the motion of the ship to bring off apparently impossible shots. Use of the "roquet" to reduce opponents score calls for considerable finesse.

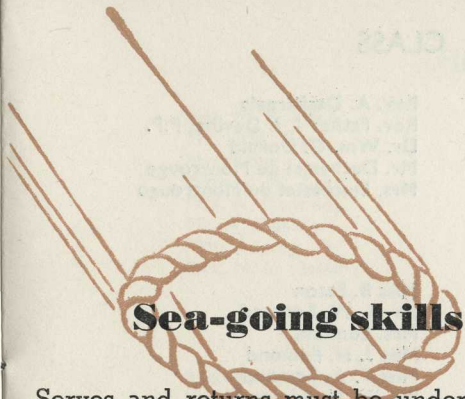
DECK TENNIS

Governed mainly by the rules of shore-side Tennis, this game is popular with players and spectators. A rubber quoit replaces the conventional ball and a badminton type net is used.

Players toss for choice of ends, changing after 1st, 3rd and 5th games. Loser of toss serves first—in the same order as in Tennis—from behind the back line into the Court diagonally opposite.

Two smooth, underhand serves are allowed. A net-touching but otherwise good serve is a "let" and may be played over.

Receiver must stand on back line but may advance as quoit leaves server's hand. Catch must be one-handed, quoit may not touch any obstruction, and return shall be immediate, and from where caught.



Sea-going skills

Serves and returns must be underhand (hand no higher than shoulder) and quoit must rise at least 6 inches when free. Cuts and spins are legal.

A "net" return within court boundaries is good. Players may not reach over net. Dead area below net is out of bounds and quoits landing there are "out".

Quoits impossible to receive because of obstructions near court boundaries are counted as "lets".

Two quoit games are popular at sea, "Ring" and "Jack". The Jack game, less familiar than the simple ringing over a peg, uses a "running Jack" as in bowling. Object of the game is to get a good quoit in and over. Opponents try to knock it away. Score is 21 and only quoits within 3 feet of the Jack count.

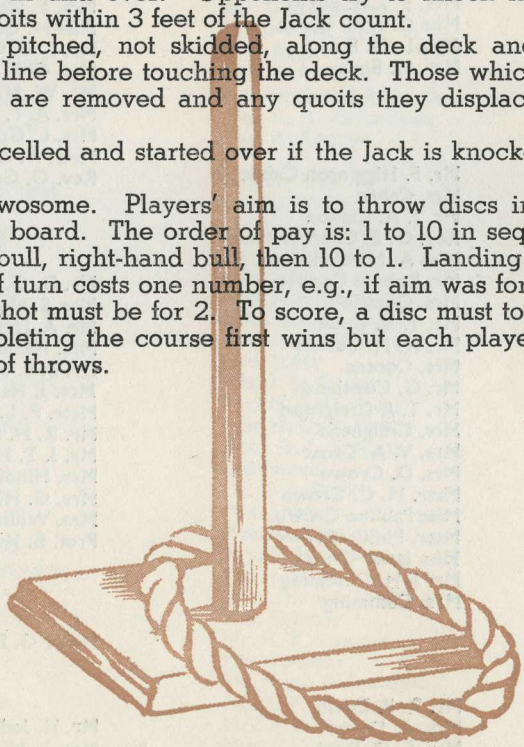
DECK QUOITS

Quoits must be pitched, not skidded, along the deck and must pass clear of a halfway line before touching the deck. Those which drop short or touch the line are removed and any quoits they displaced are replaced.

The game is cancelled and started over if the Jack is knocked into an unplayable position.

Bullboard is a twosome. Players' aim is to throw discs into the squares on the inclined board. The order of pay is: 1 to 10 in sequence, left-hand bull, right-hand bull, then 10 to 1. Landing on the bull out of turn costs one number, e.g., if aim was for 3 and bull was covered next shot must be for 2. To score, a disc must touch no lines. The player completing the course first wins but each player must have an equal number of throws.

BULLBOARD



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Miss C. Angell
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Mrs. Craighead
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Miss Pauline Crowe
Mstr. Phillip Crowe
Miss Janet Crowe
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Mrs. Cumming

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Mrs. A. Davis
Mrs. S. C. Dent

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Mrs. Duchastel de Montrouge

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Mrs. Edmond

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Mstr. A. Greenidge
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Mrs. Healey
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Mrs. J. Heilpern
Mstr. P. L. Heilpern
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Mrs. Hindle
Mrs. G. Hirst
Mrs. William Hoskins
Prof. B. Hutt

Major G. E. Illashevitch

Mr. H. Jedeloo
Mrs. E. M. Johnston

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Mrs. Keay
Mstr. R. N. Keay
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Mrs. Koenig
Mrs. N. L. Kusters

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Mrs. L. Lank
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Mr. M. Linggi
Mrs. M. Lippens

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Miss L. A. McAleese
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Mrs. McCrea
Mrs. F. McCutchen
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Mrs. McDonald
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Mrs. Mills
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Mrs. Mullett
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Miss D. O'Brien
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Mrs. Ogilvy

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Miss E. Parn
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Mstr. I. K. Patterson
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Mstr. G. A. Plunkett
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Miss C. Pouliot
Mr. A. Pownall
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Miss A. P. Price
Mr. B. Pugh
Mrs. Pugh
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Mr. Fred Ramsdale
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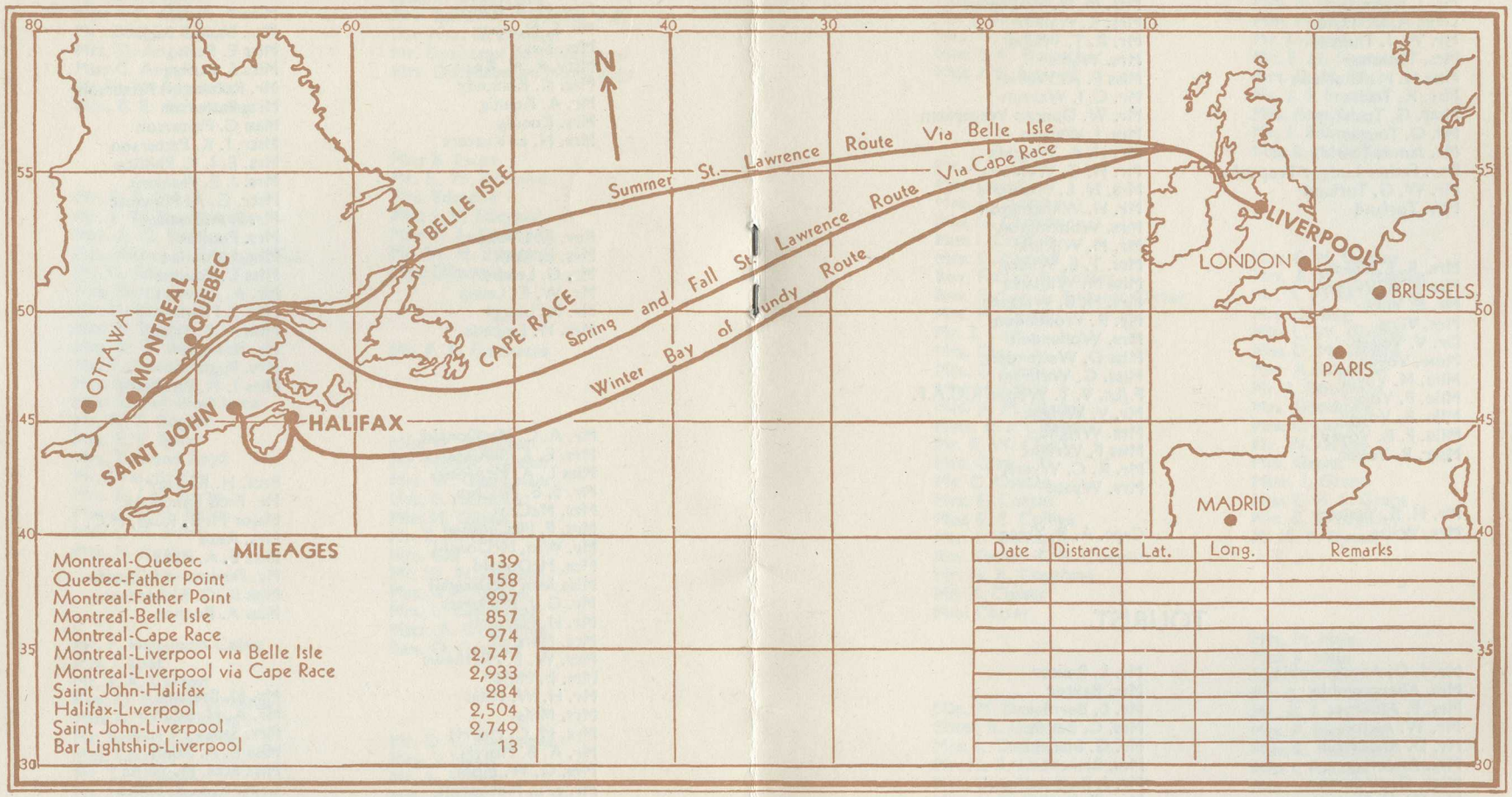
Mrs. Read
Miss E. A. Read
Mr. Ferdinand Richards
Miss K. C. Richardson
Miss A. Rochon

Mr. H. Saelems
Mr. A. H. Saleh
Mrs. Saleh
Miss E. A. Saleh
Miss Etta. M. Saults
Capt. R. L. B. Scott
Mrs. Scott
Miss J. E. C. Scott
Miss H. E. D. Scott
Miss H. C. R. Scott
Mstr. R. J. C. Scott
and Nurse
Dr. E. F. Scott
Mrs. Scott
Miss N. Scott
Mrs. E. Sharrock
Mrs. J. Shaw
Mr. L. E. Skinner
Mrs. Skinner
Mr. R. B. Spencer
Mrs. Spencer
Mr. Frank B. Stevenson
Mr. A. F. Sturdy
Mrs. Sturdy
Mrs. J. D. Sturrock
Mr. W. H. Sulis

Canadian Pacific picturesque short routes to and from Europe



MILEAGES

Montreal-Quebec	139
Quebec-Father Point	158
Montreal-Father Point	297
Montreal-Belle Isle	857
Montreal-Cape Race	974
Montreal-Liverpool via Belle Isle	2,747
Montreal-Liverpool via Cape Race	2,933
Saint John-Halifax	284
Halifax-Liverpool	2,504
Saint John-Liverpool	2,749
Bar Lightship-Liverpool	13

Date	Distance	Lat.	Long.	Remarks

An advertising writer thought up "spans the world" as a slogan for the Canadian Pacific. He was right, his phrase was apt—literally as well as figuratively. The red and white checkered flag has flown in every important world port— and many little-known places that beckon to the adventurous. Canadian Pacific locomotive whistles are heard in Canada from coast to coast. A chain of Canadian Pacific hotels extends from Atlantic to Pacific. Messages flash with the speed of light across the company's communications system. Canadian Pacific Express Travellers Cheques are safer than currency the world over. Canadian Pacific Airlines serve Canada, span the Pacific.

On the Atlantic the checkered flag has been flown by many famous ships—between Montreal, Quebec and Liverpool in the summer season; between Liverpool and Halifax—Saint John, N.B. in the winter months. Choice of these ports made possible the coining of another slogan "the seven-day comfort way". Montreal and Quebec, respectively 1000 and 850 miles from the open sea, head the picturesque St. Lawrence River route.

The great circle course plotted between Liverpool and Montreal takes advantage of the warm waters of the Gulf Stream, the lee of Newfoundland and for the final two days the sheltering banks of the estuary of the St. Lawrence.

Saint John, N.B., winter port for Canadian Pacific steamships, enjoys the shelter of the Bay of Fundy. The winter route, as a glance at the map will show, also has the advantage of a great circle.

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Mrs. Thatcher
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Mstr. G. Tosh
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Mr. James Towler
Rev. Father Ludger Trepanier
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Mrs. Turland

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Miss J. A. Veysey
Mr. E. Viira
Mrs. Viira
Dr. V. Voyer
Mme. Voyer
Mlle. M. Voyer
Mlle. P. Voyer
Mlle. R. Voyer
Mlle. F. R. Voyer
Mstr. R. Voyer

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Mrs. Waite
Mrs. M. M. Wakeman
Mrs. K. Walker
Mr. R. T. Wallis
Mrs. Wallis
Miss P. A. Wallis
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Mrs. Wolfenden
Miss D. Wolfenden
Miss. G. Wolfram
F./Lt. V. T. Woods R.C.A.F.
Mr. V. Wright
Mrs. Wright
Miss F. Wright
Mr. R. C. Wyatt,
Mrs. Wyatt

Capt. A. B. Yates

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Mrs. Anderson
Mstr. G. Anderson
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Mrs. Andrews
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Miss B. Bright
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Miss Niaa S. Brown
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Miss I. Carlson
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Rev. Father G. Emmett Carter
Mrs. M. Carter
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Mrs. Cass
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Mrs. Clay
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Mrs. E. Coates
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Mrs. Cosser

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Sister R. DeBay
Mrs. L. DeLano
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Mrs. Dick
Miss A. K. Dick
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Mrs. M. Draffin
Miss E. Dudley

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Mstr. A. R. Emerson

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Miss P. J. Fellows
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Mrs. A. Ferguson
Miss D. Ferguson
Miss B. Ferguson

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Mrs. Francis
Mr. J. Francis
Miss E. A. Fraser

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Mr. A. F. W. Girling
Mrs. Girling
Miss L. W. Girling
Miss D. M. Gittins
Mrs. A. Glennie
Mr. J. Goodman
Mrs. Goodman
Miss L. Gorby
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Mrs. Grant
Mstr. J. Grant
Miss E. H. S. Grant
Mrs. L. Greagsbey
Mr. S. F. Gyton

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Miss S. Hale
Mstr. L. Hale
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Miss K. Hamilton
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Mrs. H. Haylett
Mstr. P. D. Haylett
Mstr. L. A. Haylett
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Mrs. Hirsch
Miss U. Hirsch
Mr. H. Hirsch
Mrs. Ethel Hodgess
Mrs. H. Holland
Miss B. Holland
Miss V. Holland
Miss C. Holland
Mstr. D. Holland
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Mr. C. F. Howell
Mrs. Howell
Mrs. P. J. Hunt Taylor
Mrs. C. E. Hutchins

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Mrs. Jögis
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Mrs. Johnston
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Mstr. M. Johnston
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Mr. P. W. Joyner

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Miss H. Kasak
Mstr. A. Kasak
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Mr. A. Ketta
Mr. I. Kingdon
Mrs. Kingdon
Mrs. U. Kinnebro
Mstr. U. Kinnebro
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Mrs. Kivisild
Miss M. L. Kivisild
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Mrs. Klaassen
Miss E. Klaassen
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Mstr. A. Krebs
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Miss H. N. Krebs
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Mrs. Kurrusk
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Mrs. Laniel
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Mrs. Lazenbatt
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Mrs. Levac
Dr. Thérèse Levac

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Mrs. Lewington
Mr. P. W. Lewington
Miss E. E. Lewington
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Mrs. Liikane
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Miss M. Lillico
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Mrs. Lovejoy
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Mrs. Lunney

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Mrs. McDonald
Mr. W. McDonald
Mrs. McDonald
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Miss J. C. M. McEwan
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Mstr. A. McGhee
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Mrs. Mae
Miss M. Mae
Miss R. Mae
Miss H. Mang-Roos
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Mr. E. Martignet
Miss E. J. Martin
Mr. A. Mason
Miss O. Matt
Mr. E. Maurer
Mr. D. A. Mellon
Mrs. H. Meoma
Mr. K. D. Mephan
Mrs. S. Merilo
Mr. K. Merten
Mrs. Merten
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Mrs. G. Mitchell
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Mr. E. Mueller

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Mrs. O'Brien
Miss S. O'Connel
Mr. M. Odzgan

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Miss M. O'Niel
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Mrs. Olving
Miss I. Olving
Miss S. Orton
Mrs. E. Ots

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Mrs. Parn
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Mstr. J. Ranniste
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Mrs. Reader
Mrs. R. Reeveer
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Mrs. Ross
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Miss M. Sanderson
Miss O. Sanderson
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Mrs. Sarglepp
Mrs. H. Scott
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Mrs. Sieman
Miss I. Sieman
Mr. D. G. Shackell

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Miss V. A. Shaddick
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Mrs. Shaddick
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Mrs. Sudders
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Mrs. Sund
Mstr. M. Sund
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Miss M. Thompson
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Mrs. Thornton
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Mrs. F. B. Tretheway

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Mr. N. F. Vizor-Collett

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Mrs. Weedon
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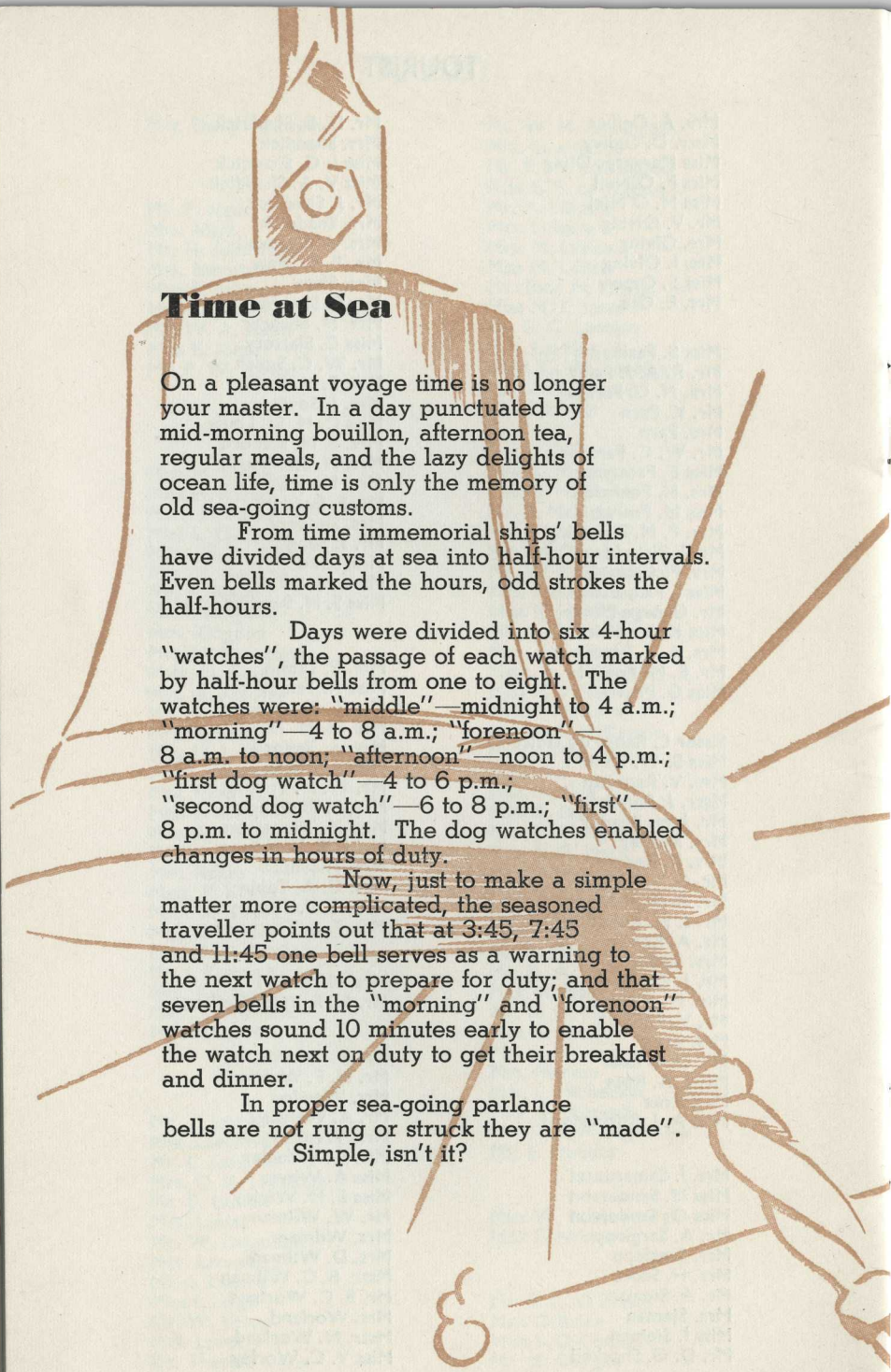
Mrs. Wensley
Miss G. Wheeler
Miss A. Whyte
Miss E. M. Wigley
Mr. W. Wilman
Mrs. Wilman
Mrs. D. Wilman
Mstr. B. C. Wilman
Mr. E. C. Worland
Mrs. Worland
Mstr. M. Worland
Miss V. C. Worley



Time at Sea

On a pleasant voyage time is no longer your master. In a day punctuated by mid-morning bouillon, afternoon tea, regular meals, and the lazy delights of ocean life, time is only the memory of old sea-going customs.

From time immemorial ships' bells have divided days at sea into half-hour intervals. Even bells marked the hours, odd strokes the half-hours.

Days were divided into six 4-hour "watches", the passage of each watch marked by half-hour bells from one to eight. The watches were: "middle"—midnight to 4 a.m.; "morning"—4 to 8 a.m.; "forenoon"—8 a.m. to noon; "afternoon"—noon to 4 p.m.; "first dog watch"—4 to 6 p.m.; "second dog watch"—6 to 8 p.m.; "first"—8 p.m. to midnight. The dog watches enabled changes in hours of duty.

Now, just to make a simple matter more complicated, the seasoned traveller points out that at 3:45, 7:45 and 11:45 one bell serves as a warning to the next watch to prepare for duty; and that seven bells in the "morning" and "forenoon" watches sound 10 minutes early to enable the watch next on duty to get their breakfast and dinner.

In proper sea-going parlance bells are not rung or struck they are "made".

Simple, isn't it?

Ships on the horizon

How far away is that ship? Is she North, South, East or West? The seasoned traveller has one or two tips that help in answering these and other questions. Here they are:

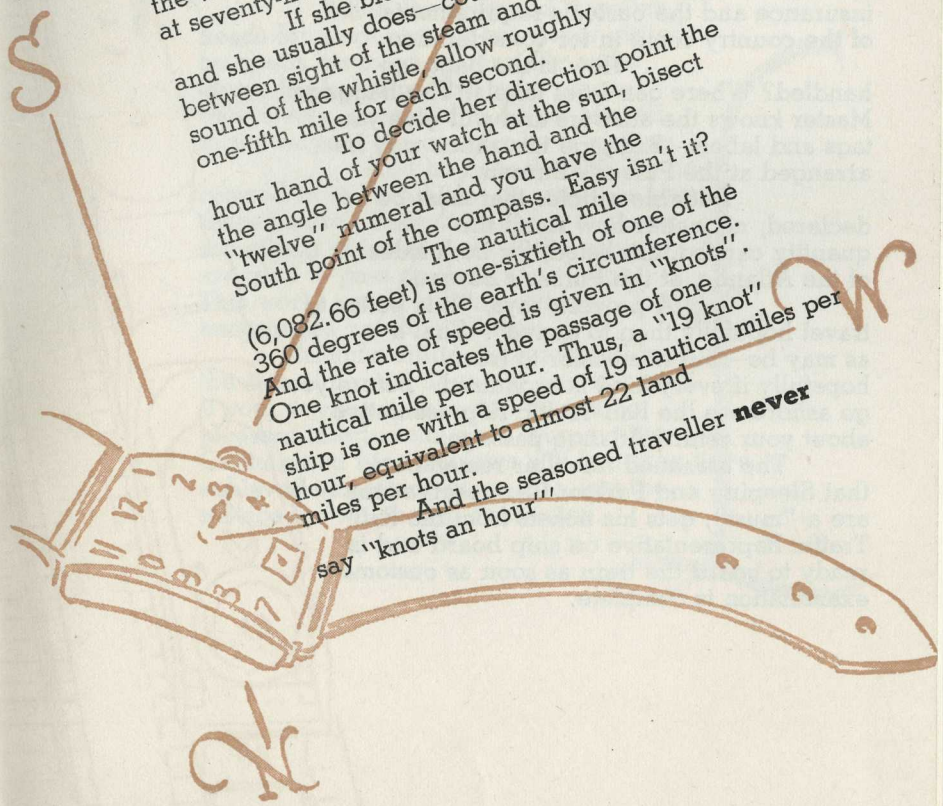
On a clear day the horizon is eight miles away at fifty feet above the water, nearly ten miles at seventy-five feet.

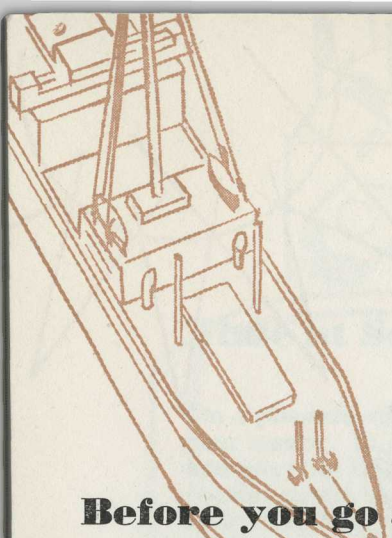
If she blows her whistle—and she usually does—count the seconds between sight of the steam and sound of the whistle, allow roughly one-fifth mile for each second.

To decide her direction point the hour hand of your watch at the sun, bisect the angle between the hand and the "twelve" numeral and you have the South point of the compass. Easy isn't it?

The nautical mile (6,082.66 feet) is one-sixtieth of one of the 360 degrees of the earth's circumference. And the rate of speed is given in "knots". One knot indicates the passage of one nautical mile per hour. Thus, a "19 knot" ship is one with a speed of 19 nautical miles per hour, equivalent to almost 22 land miles per hour.

And the seasoned traveller **never** say "knots an hour"





Before you go ashore

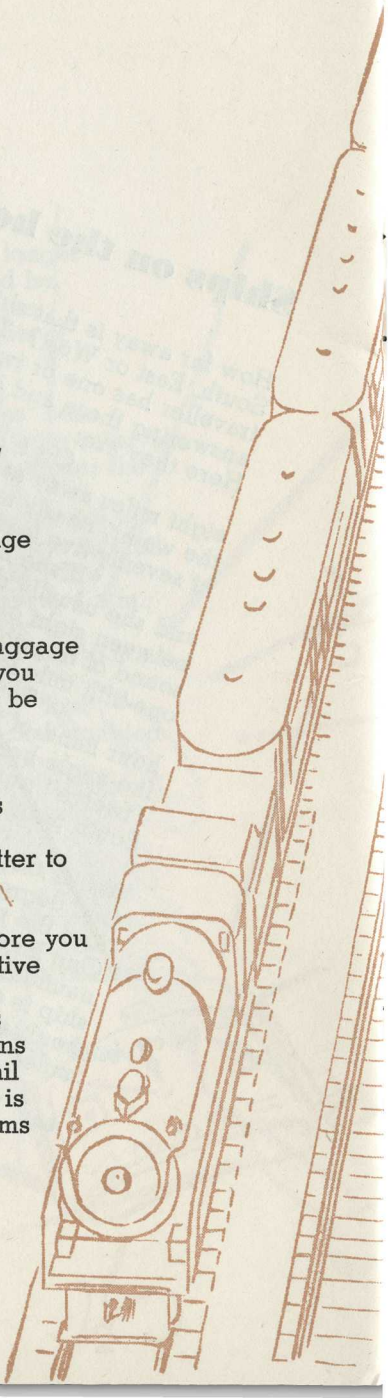
Another small investment in personal organization is on the seasoned travellers' list as the voyage comes to an end. Such little things as baggage labels, delivery of baggage to destination, baggage insurance and the customs requirements of the country come in for consideration.

How is the baggage handled? Where can I get labels? The Baggage Master knows the answers and will give you tags and labels. Baggage insurance may be arranged at the Purser's Bureau.

Dutiable articles that must be declared, no matter how small the quantity carried, are listed, for both sides of the Atlantic, at the Purser's Bureau.

A proverb says, "It is better to travel hopefully than to arrive". That's as may be—but it is easier to travel hopefully if everything is organized. Before you go ashore see the Rail Traffic Representative about your return Atlantic passage.

The seasoned traveller remembers that Sleeping and Parlour Car reservations are a "must", gets his tickets from the Rail Traffic Representative on ship board and is ready to board the train as soon as customs examination is complete.



"Strange faces, other minds"

A dollar bill? A pound note? A string of cash? It all depends where you are. If you spend dollars you do things the way North Americans do them. If you change your Canadian Pacific Express Travellers' Cheques into pounds you conform to English ways. In China although the traveller seldom carries cash on a string, he expects to adapt himself to Oriental customs.

So, as Tennyson wrote in the words of Sir Bedivere, it is at the end of every journey; " . . . strange faces, other minds".

When the seasoned traveller heads for a country he has never visited he opens his mind as carefully as he closes his luggage. He goes ashore receptively, prepared to adjust himself to the ways of the country he is visiting.

And he uses the ship he has crossed in to help him. Its crew has been there before. Each member of it knows something of interest about the country. All are glad to pass on their knowledge. This world needs neighbourliness. Travel encourages neighbourliness.

Customs differ, good fellowship is the same in any tongue, by any standard. If your voyage in this ship proves a pleasant interlude in your journey, the Captain and his associates will feel they have achieved something more than just the service for which you contracted.

Where to stay in Canada

Holiday or business trip, it doesn't matter. Every detail can be arranged by your own travel agent or the nearest Canadian Pacific Office.

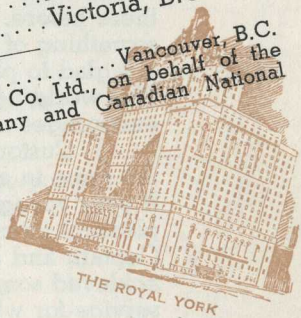
And that means every detail of your comfort in Canada as well as at sea. Reservations on trains and in Canadian Pacific hotels can be attended to before you start—or by Rail Traffic Representative—aboard ship.

You will enjoy staying at:

*The Digby Pines	Digby, N.S.
*Lakeside Inn	Yarmouth, N.S.
Cornwallis Inn	Kentville, N.S.
*The Algonquin	St. Andrews by-the-Sea, N.B.
McAdam Hotel	McAdam, N.B.
Chateau Frontenac	Quebec, Que.
Royal York Hotel	Toronto, Ont.
*Devil's Gap Lodge	Kenora, Ont.
Royal Alexandra Hotel	Winnipeg, Man.
Hotel Saskatchewan	Regina, Sask.
Hotel Palliser	Calgary, Alta.
*Banff Springs Hotel	Banff, Alta.
*Chateau Lake Louise	Lake Louise, Alta.
*Emerald Lake Chalet	Field, B.C.
Empress Hotel	Victoria, B.C.
Hotel Vancouver (operated by the Vancouver Hotel Co. Ltd., on behalf of the Canadian Pacific Railway Company and Canadian National Railways.)	Vancouver, B.C.

*Open in Summer only.

THE EMPRESS



THE ROYAL YORK

CHATEAU FRONTENAC

Wire ahead - cable home?

That's easy. Uniformed representatives of Canadian Pacific Telegraphs are on board at all Canadian ports to look after telegrams and cables for you.

Fly?

Canadian Pacific Airlines—the smartest distance between two points—serves many interesting areas in Canada. Four-engined Canadian Pacific airliners span the Pacific to and from Australia; to and from Japan and China.

Canadian Australasian Line

Sailings every nine weeks by R.M.S. Aorangi between Vancouver – Victoria and Honolulu, Suva, Auckland, Sydney, link the Antipodes and Canada.

The Beaver Fleet

Modern fast freighters, the famous Canadian Pacific "Beaver" class, provide fast transatlantic services between Canadian ports and London, Liverpool, Antwerp, Bremerhaven.

Transcontinental Trains

Fast, comfortable, Canadian Pacific trains link east and west, take you to business and holiday centres, pierce the fabulous Canadian Rockies. Fast freight trains speed Canadian business.

Canadian Pacific Express

Safeguards your travel funds by traveller's cheques; forwards merchandise or packages all over the world.

For more complete information see the Rail Traffic Representative on "A" Deck square.

Canadian Pacific

PRINCIPAL OFFICES

Passengers are invited to make Canadian Pacific offices their mail and telegraph headquarters.

CANADA and UNITED STATES

Atlanta 3	Georgia	L. P. Dooley	1317 C.&S. National Bank Bldg.
Boston	Massachusetts	G. P. Carbrey	80 Boylston Street
Buffalo	New York	D. W. Allan	422 Main Street
Chicago	Illinois	H. W. Eagle	71 E. Jackson Blvd.
Cincinnati	Ohio	W. A. Shackelford	111 Dixie Terminal Bldg.
Cleveland	Ohio	E. A. Kenney	1012 Arcade-Union Commerce Bldg.
Dallas	Texas	B. A. Spencer	1607 Kirby Bldg.
Detroit	Michigan	M. E. Malone	1231 Washington Blvd.
Edmonton	Alberta	G. R. Swalwell	Canadian Pacific Bldg.
Halifax	Nova Scotia	A. C. MacDonald	381 Barrington Street
Kansas City	Missouri	H. C. Jacob	608 Waldheim Bldg.
Los Angeles	California	A. D. Macdonald	513 West Sixth Street
Minneapolis	Minnesota	B. A. Anderson	708 Second Avenue South
Montreal	Quebec	J. E. Parker	201 St. James Street West
New York	New York	F. L. McCloskey	581 Fifth Avenue
Ottawa	Ontario	A. L. Sauve	83 Sparks Street
Philadelphia	Pennsylvania	G. T. Young	123 South Broad Street
Pittsburgh	Pennsylvania	J. J. Trainor	Koppers Bldg., 444 7th Ave.
Portland	Oregon	E. J. Dahlberg	207 American Bank Bldg.
Quebec	Quebec	L. P. St. Hilaire	Palais Station
Saint John	New Brunswick	H. Newton	40 King Street
St. Louis	Missouri	F. F. Hardy	Room 803, Boatman's Bank Building, 314 North Broadway
San Francisco	California	E. W. Travis	675 Market Street
Saskatoon	Saskatchewan	W. H. Dalton	Canadian Pacific Bldg.
Seattle	Washington	W. W. Gosnell	1320 Fourth Ave.
Spokane	Washington	O. Richter	Old National Bank Bldg.
Toronto	Ontario	J. R. Ross	Corner King and Yonge Streets
Vancouver	British Columbia	E. Hospes	Canadian Pacific Station
Victoria	British Columbia	R. J. Burland	1102 Government Street
Washington	Dist. of Columbia	C. L. Burpee	726, 14th Street, N.W.
Winnipeg	Manitoba	R. W. Greene	Corner Main & Portage

Port Offices
- **Montreal,** W. R. Buckberrough, General Agent Atlantic Ports, 201, St. James Street, West
- Quebec, W. R. Buckberrough, General Agent Atlantic Ports, 140, St. Peter Street

E. F. Thompson, Assistant Steamship General Passenger Agent Montreal.
E. Hospes, Steamship General Passenger Agent, Vancouver.
R. W. Greene, Steamship General Passenger Agent, Winnipeg.

ORIENT, AUSTRALIA, NEW ZEALAND

Auckland	New Zealand	A. W. Essex	32-34 Quay Street
Hong Kong	China	G. E. Costello	Opposite Blake Pier
Melbourne	Victoria	H. F. Boyer	59 William Street
Shanghai	China	A. M. Parker	27 Chung Shan Road (Eastern 1)
Sydney	New South Wales	N. R. McMorran	Union House, George Street
Wellington	New Zealand	E. S. Prentice	11 Johnston Street

EUROPE

Antwerp	Belgium	G. Hyna	Place de Meir, 42
Belfast	Ireland	D. O. Beaton	43, Arthur Street
Birmingham	England	Herbert Jones	4, Victoria Square
Bristol	England	P. Spilsbury	18, St. Augustine's Parade
Copenhagen	Denmark	M. Holmgren	Vestervoldgade 17
Dundee	Scotland	John Dunne	88, Commercial Street
Glasgow	Scotland	C. L. Crowe	159/161, St. Vincent Street
Liverpool	England	C. C. F. Young	Pier Head
London	England	R. J. Harden	Trafalgar Square
London	England	S. Scott	103, Leadenhall Street
Manchester	England	L. Callaghan	43, Cross Street
Paris	France	N. E. Spencer	24, Boulevard des Capucines
Prague	Czecho-slovakia	British Lines Shipping Agency Ltd.	21, Revolucni
Rotterdam	Holland	T. Plomp	Coolsingel 102
Southampton	England	J. J. Goodwin	Brazil Road, Old Docks

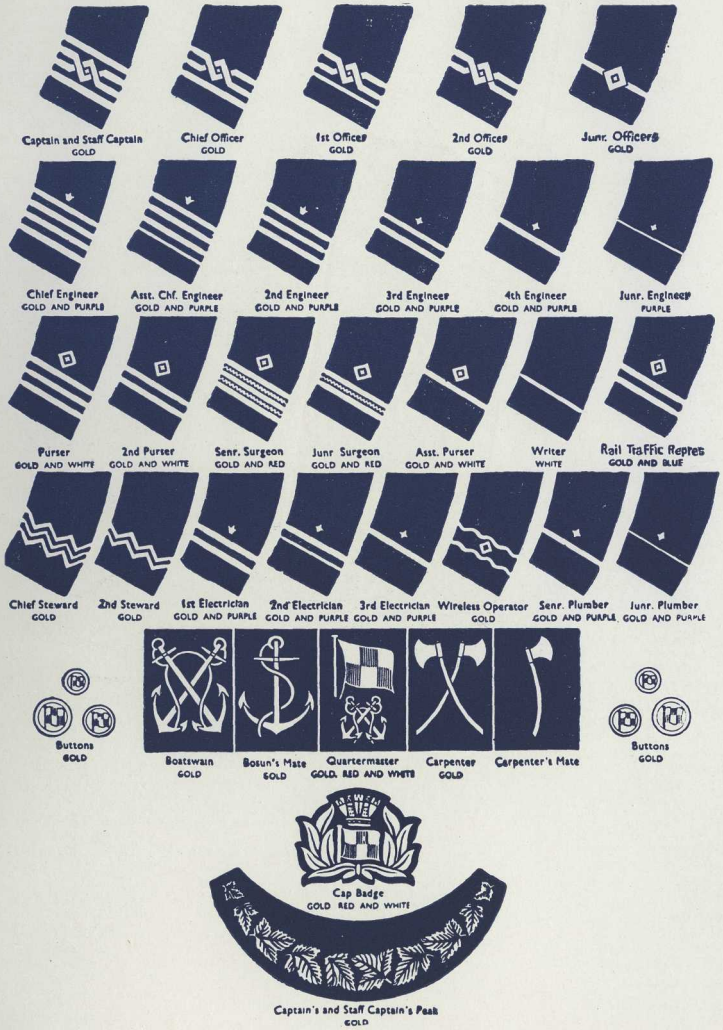
E. S. SPACKMAN,
General Passenger Agent
Trafalgar Square, London, W.C.2.

G. A. HOBBS,
European Passenger Manager
Trafalgar Square, London, W.C.2
Cable Address : Naganalf.

G. T. FRAYNE,
Steamship General Passenger Agent,
215 St. James Street W., Montreal
Cable Address : Capafrayn.

H. B. BEAUMONT,
Steamship Passenger Traffic Manager.
215 St. James Street W., Montreal
Cable Address : Capabeau.

Uniform Regulations



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Pacific
STEAMSHIPS

CANADIAN PACIFIC STEAMSHIPS LIMITED

s.s. "Empress of Canada"

(Captain J. P. DOBSON, D.S.C., R.D., R.N.R.)

ABSTRACT OF LOG

Sailed from Montreal July 14th, 1950, via Quebec for Liverpool

Date	Distance	Lat. N.	Long. W.	Wind	Beaufort Scale	REMARKS
July 14	139	Montrea l to Que bec				Left Montreal 12-01 p.m. Anchored off Quebec 9-01 p.m.
15	158	Qubec to Fathe r Point				Left Father Point 7-48 a.m.
15	82	49.13	66.41	W.S.W.	4	Moderate sea. Fine and clear.
16	426	51.28	56.33	W.N.W.	5	Mod. sea. Fine & clear. 08.22 a.m. passed Empress of Scotland.
17	414	54.13	46.04	N.	5	Moderate to rough sea. Moderate swell. Cloudy and Clear.
18	396	55.53	34.53	NE. x N.	6	Rough sea. Mod. to heavy swell. Overcast with occasional misty patches.
19	409	56.29	22.39	E.	4	Mod. sea and confused swell. Overcast and clear. Rain.
20	420	55.50	10.10	S. x W.	6	Rough sea and moderate swell. Cloudy and clear.
21	306	to	Liverpo ol			Arrive Liverpool.
Total.....	2,750					

Beaufort Scale : 1-3—Light winds. 4—Moderate breeze. 5—Fresh breeze. 6—Strong wind.
7—Moderate gale. 8—Fresh gale. 9—Strong gale. 10—Whole gale. 11-12—Hurricane.