ATLANTIC
ROYAL MAIL SERVICE
"THE EMPRESSES"

CANADIAN PACIFIC RAILWAY Co's.
ROYAL MAIL STEAMSHIP LINES
ATLANTIC SERVICE

A BRIEF DESCRIPTION

(With a few Illustrations)

OF THE

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIPS

THE "EMPRESSES"

EMPRESS OF BRITAIN		EMPRESS OF IRELAND
14,500 TONS	18½ KNOTS	18,000 I.H.P.

COMPLETED IN 1906

ST. LAWRENCE ROUTE

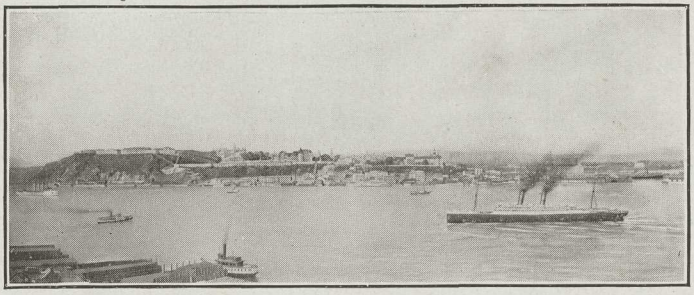
A COMPLETE AND FULLY ILLUSTRATED PAMPHLET IS NOW IN PROCESS OF PUBLICATION

Fabes
Mar. 1994

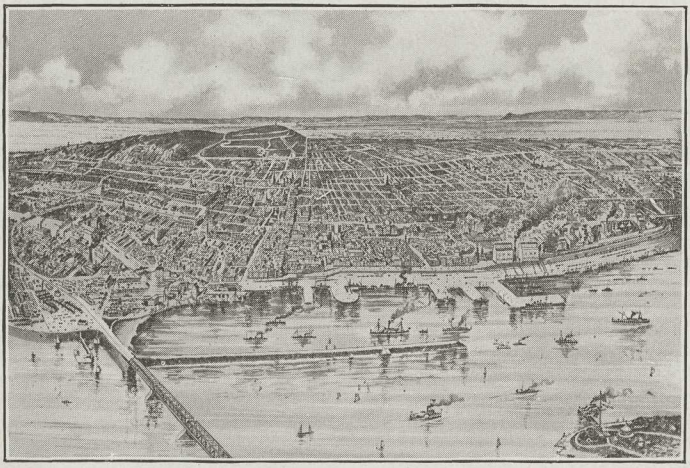
QUEBEC AND MONTREAL

TWO OF THE MOST
CHARMING CITIES OF AMERICA

ST. LAWRENCE ROUTE



QUEBEC FROM THE ST. LAWRENCE RIVER
Showing the Ancient and Historic Citadel and the Chateau Frontenac.



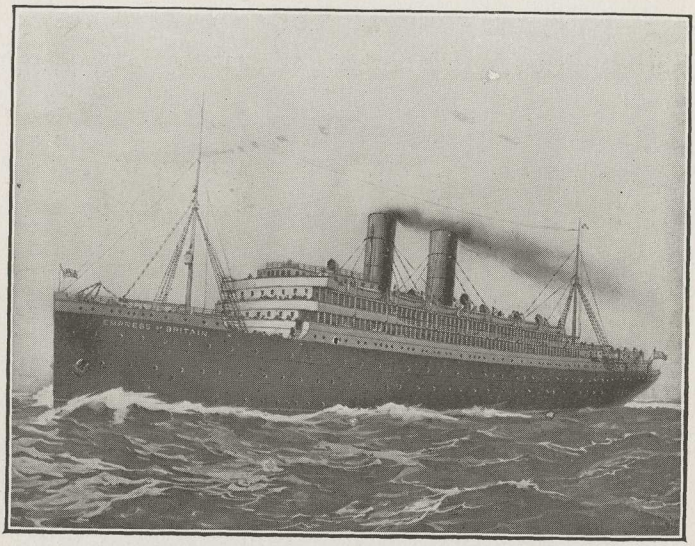
MONTREAL, THE METROPOLIS OF CANADA.

THE ST. LAWRENCE ROUTE.

—o—

THE two-day trip to the sea on the River and Gulf of St. Lawrence, that mighty stream of such grandeur and historic interest, so shortens the actual Ocean Voyage, as to enable travellers, on the "Empresses" to figure on about four days from land to land.

THE NEW "EMPRESS" STEAMSHIPS OF THE ATLANTIC



SS. "EMPRESS OF BRITAIN"

THE illustrated pamphlet showing the interior views of the magnificent Royal Mail steamships "Empress of Britain" and "Empress of Ireland," not yet being ready for publication, the following brief description, introducing a few of these views, is designed to give some idea of the ships.

"The Empresses" were built at the Fairfield Ship-building Coy's Works, Glasgow, 1906, and are the first of the fleet destined to provide the Canadian Pacific Railway Company's Fast Atlantic Service.

Every known proven device to insure safety, speed, comfort and luxury, has been introduced in their construction and appointments.

The Glasgow correspondent of a British Journal, in closing a recent report to his paper on the Empresses, said: "From stem to stern and from keel to truck, these ships are the very last word in shipbuilding."

They are constructed on exactly similar lines, the length being 570 feet, breadth 65 feet 6 inches.

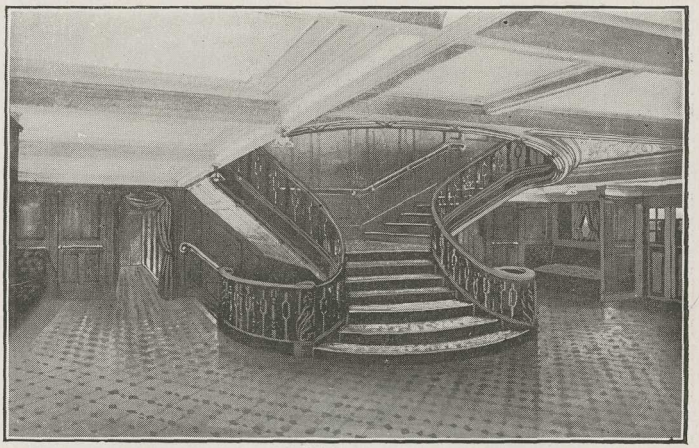
They accommodate comfortably 350 first cabin, 350 second cabin, and 1,000 third-class passengers.

They are of 14,500 tons register, about 20,000 tons displacement, and 18,000 Indicated Horse Power. Without driving they have a sea speed easily establishing their right to the title Express Steamships.

THE UPPER PROMENADE DECK LANDING

There are five passenger decks, and above them the **Boat Deck,** on which last are situated the Navigating Bridge, the Wheel House, the Chart Room, the Captain's quarters and those of the other navigating officers.

The Upper Promenade deck, immediately below the Boat deck, affords a walk of about 1/8 of a mile, and its deck house is constructed so as to form recesses providing sheltered nooks for deck chairs. On this deck is arranged a series of delightful outside rooms, single and en suite, with their own baths and lavatories. Amidships is the music-room.



LOWER PROMENADE DECK LANDING AND GRAND STAIRCASE

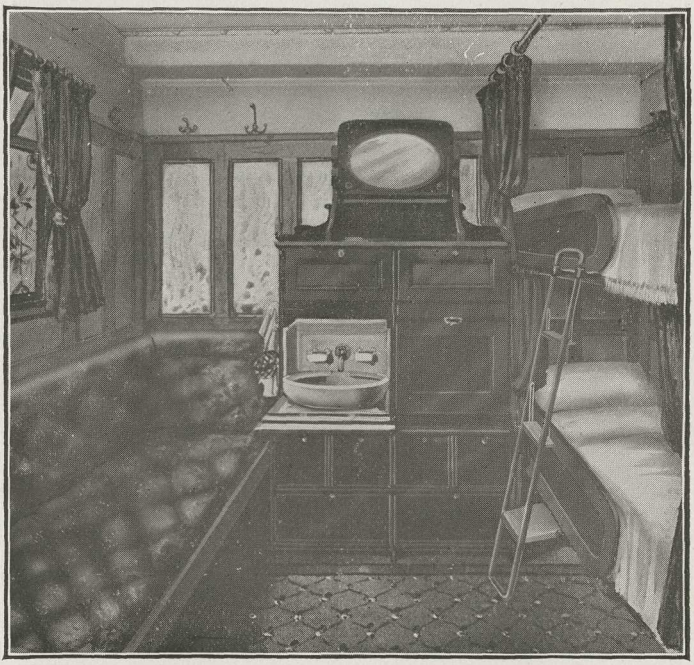
ON THE LOWER PROMENADE DECK

The Lower Promenade deck extends to the stern of the ship, providing a promenade of about 1-6 of a mile; and here protected recesses for deck chairs have been arranged as on the deck above.

The Library is situated at the forward end of the deck house; amidships is the Cafe, and at the after end, 170 feet from the stern, is the first-class Smoking Room. Only outside cabins, single and en suite, are provided on this deck. They are of like excellence to those on the deck above.

The Saloon Deck, next below the Lower Promenade, contains the First Cabin Dining Saloon; and the Social Hall, Smoking Room, and Dining Saloon of the Second Cabin. It also provides one of the promenades for second cabin passengers.

Forward of the First Cabin Dining Saloon is a group of 24 large and excellently situated first cabin state-rooms. Twelve of these are so called inside rooms, but by a novel and ingenious contrivance they are provided with outside light and ventilation.



PROMENADE DECK, TWO-BERTH CABIN

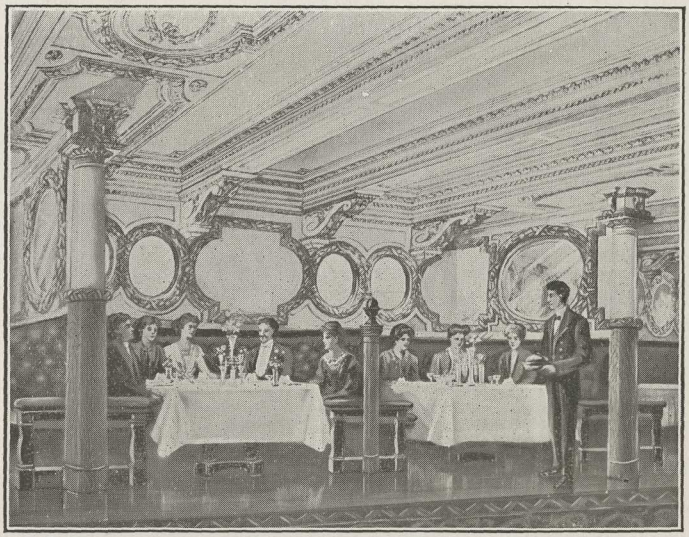
FIRST CABIN SMOKING ROOM

Below the Saloon Deck is the **Upper Deck,** part of which is devoted to First Cabin accommodation, and the remainder to Second Cabin state-rooms.

The better portion of the **Main Deck** is occupied by Second Cabin state-rooms, all of which are large, well ventilated, and excellently furnished.

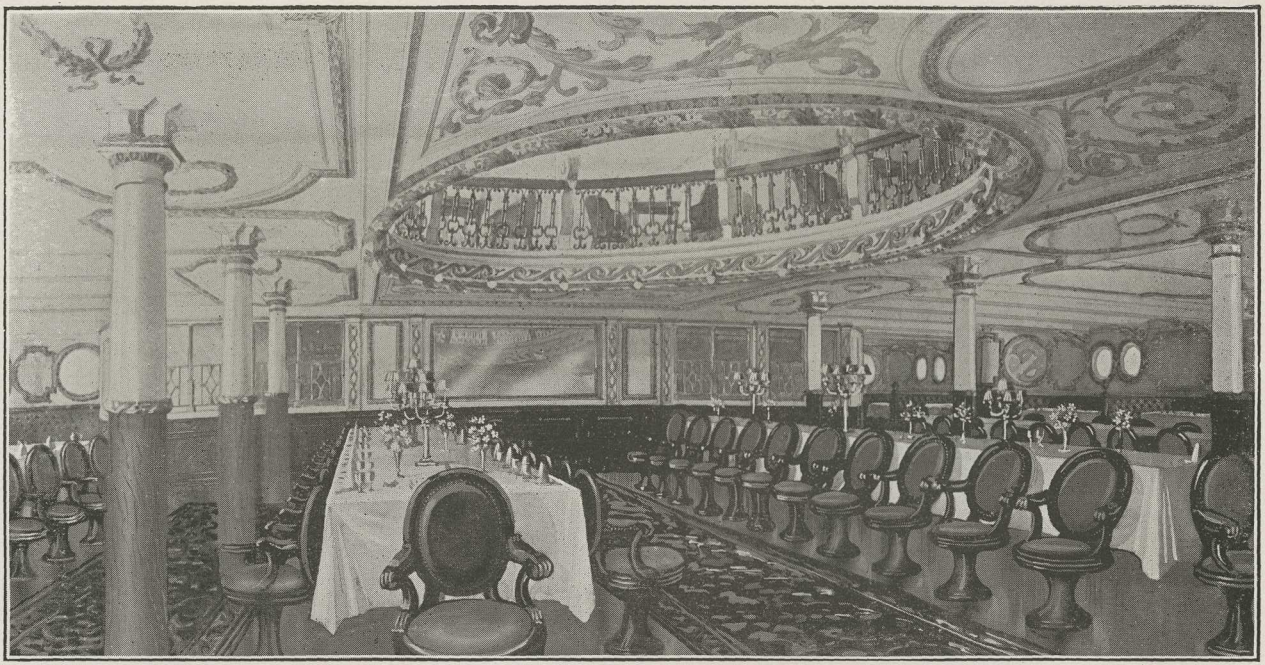
This deck also contains the Third Class Dining room, forward of which are the third class cabins.

There are a number of bath rooms and lavatories on every deck, so arranged that the occupants of each cabin have but a step or two to their bath.

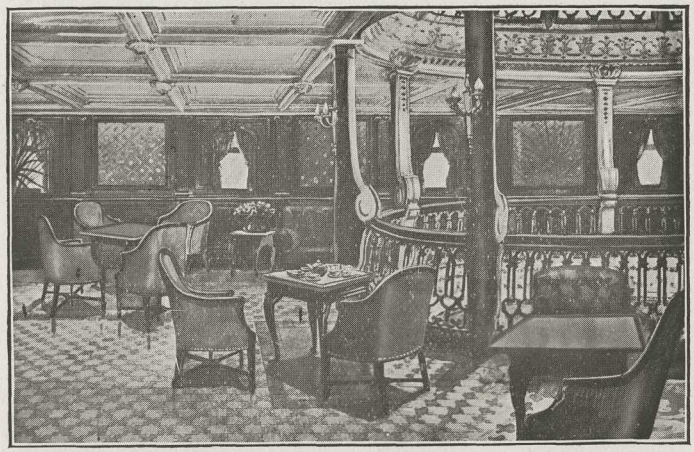


ALCOVE TABLES, FIRST CABIN DINING ROOM

The First Cabin Dining Saloon is 58 feet long, the full width of the ship, and will seat some 300 persons. The panelling is in mahogany, with carving in dull gold, and the upholstering in crimson leather. A special feature of the furnishing is a number of horseshoe-shaped tables for small parties, arranged in alcoves at the sides of the Saloon. Four long tables running fore and aft occupy the centre space, and six short tables athwart ship in the recesses by the entrance. In the centre of the ceiling is a large oval opening into the cafe on the deck above.

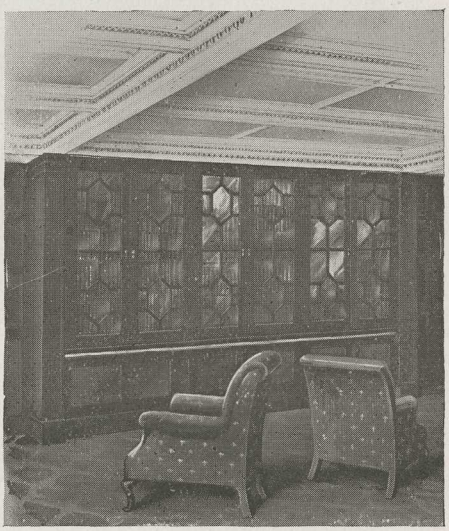


FIRST CABIN DINING SALOON, WITH GLIMPSE OF CAFE ABOVE



A VIEW OF THE CAFE

The Cafe, panelled in waxed Italian walnut, is sumptuously appointed, in keeping with its practical purpose which is to supply light refreshments at any time during the day.

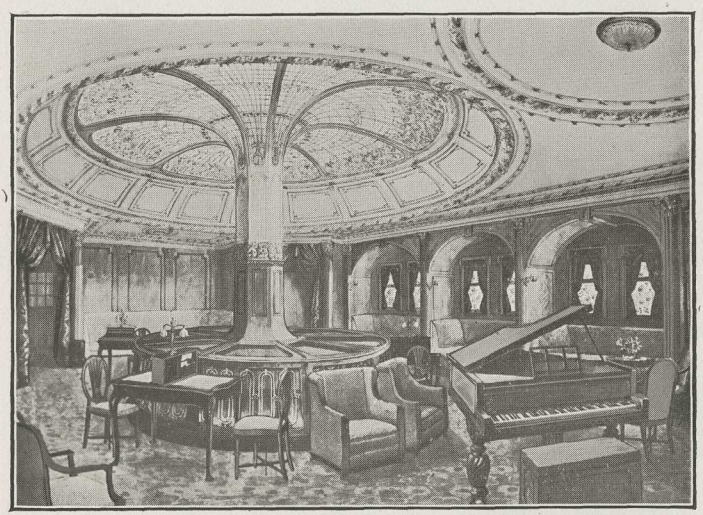


IN THE LIBRARY

The Music Room, with its very fine dome springing from the great central ventilating column, its cosy corners and cheery fireplace, is in accordance with every idea of daintiness and comfort. The decorations are original and artistic.

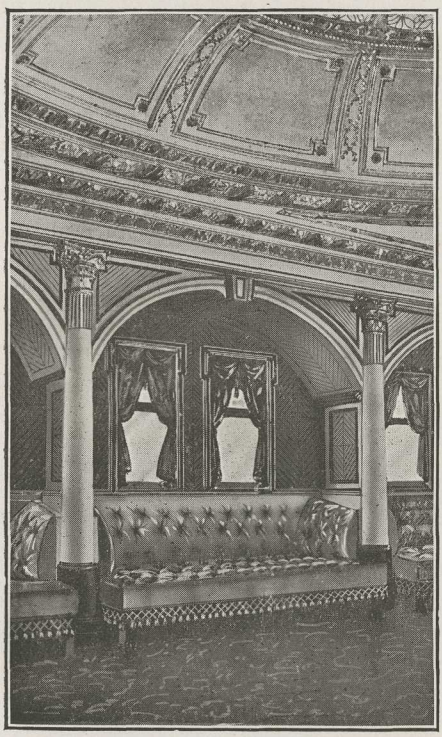
In the all-important matter of **Ventilation** the "Empresses" leave nothing to be desired. The Thermo tank, on the "Stewart" principle, has been adopted, as the most efficient method of distributing the air equally throughout.

It will probably be more intelligible to say, that if in heavy weather, it should be impossible to open a port-hole, the atmosphere can be changed constantly in any cabin in the ship.



A VIEW OF THE MUSIC ROOM

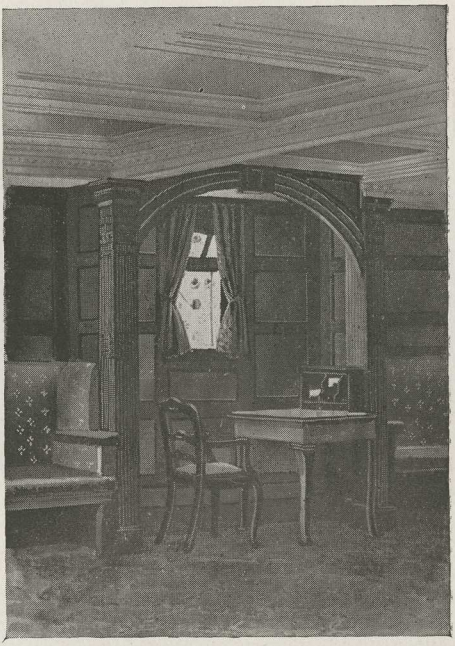
This is accomplished by drawing air from the open into the Thermo tanks, where it is brought to any desired temperature, and then forced along pipes to the state-rooms, in each of which there is an opening, under the control of the occupant. This system insures a comfortable temperature and a perfectly fresh atmosphere everywhere. Another result is that the decks are entirely free from obstruction in the shape of cowls and ventilators.



A CORNER IN DRAWING ROOM

The First-Class Smoking Room is finished in slightly fumed oak, with appropriate decorations. Special attention has been paid to ventilation.

The Library is finished in mahogany; its easy chairs and cushioned nooks, its convenient writing tables and collection of choice literature, tend to give it a most home-like and attractive appearance.

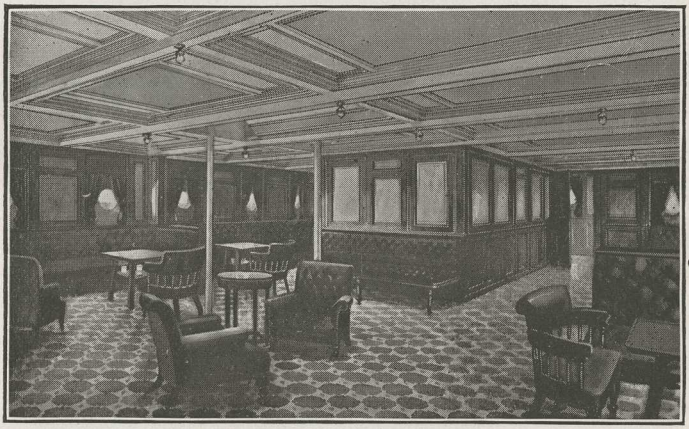


A LIBRARY NOOK

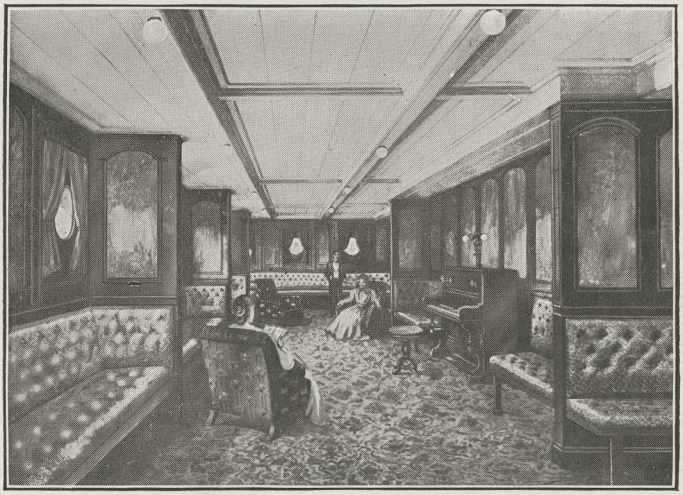
The Grand Staircase is of polished teak, lighted overhead by a magnificent glass dome.

The Second Cabin Dining Saloon is a fine apartment, finished in mahogany and capable of seating 300 persons. Swing-doors, at the after end of this Saloon, communicate with the second cabin Social Hall.

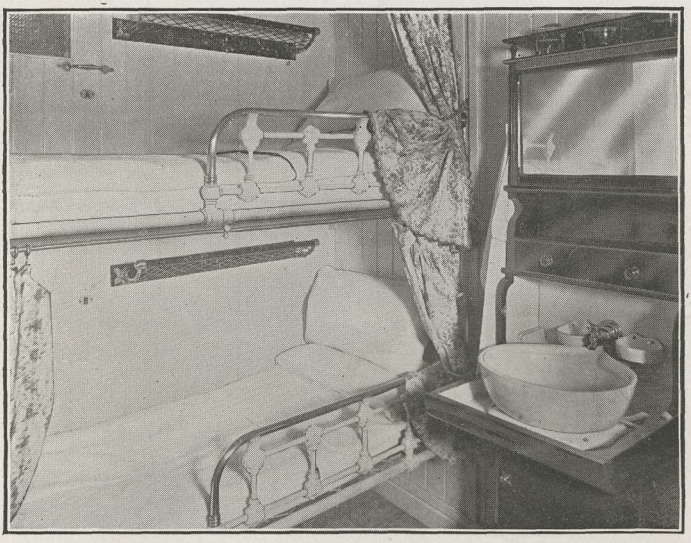
The Second Cabin Social Hall and Smoking Room are in every respect in keeping with the standard maintained throughout the ship.



SECOND CABIN SMOKING ROOM



SECOND CABIN—SOCIAL HALL



SECOND CABIN—TWO-BERTH ROOM

THIRD CLASS SOCIAL HALL

. . . SAFETY . . .

To ensure "Safety" the hulls are divided into ten water-tight compartments, any two of which might be flooded and the ship yet remain afloat. A double cellular bottom extends from stem to stern.

They are equipped with the latest and most approved system of Wireless Telegraphy. Deep Sea Telephones are also introduced, concerning the use of which a "Marine Journal" publishes the following:—

> "The principle of the submarine telephone is the fact that sound vibrations travel at more than four times the rate of speed in the water than they do in the air, or 4,712 feet a second, as compared with 1,100 feet a second. Every ship's hull becomes a sort of drum, on which the sound waves of the water beat their steady tattoo. Without any apparatus whatever, the sailors working in the hold of a vessel may detect the sound made by the screws of a liner two or three miles away. All that the submarine telephone does, therefore, is to collect the sound waves as they strike the ship's hull and then convey them to the officer on the bridge. The electric transmitters which do this are attached to the hull by being placed in a small tank filled with a chemical solution denser than water, which is fastened to the ship's inner side.

"The submarine bell by which the warnings are given is sometimes hung in the water from a light-ship and operated at will by machinery, or it may be suspended from a buoy and run automatically or connected by an electric cable to a light-house or other station on shore. In sending signals from a ship in motion the bell is on the inside of the hull of the vessel, and is operated either by machinery or by hand.

"A peculiarity of sound vibrations under water is that they will not travel around a corner, but move in straight lines, so the receiver in the pilot house of the steamer through which the sound of the bell comes will indicate on which side of the vessel is the point of danger."

Schedule of rates, plans, particulars of sailings, tickets, and all other information can be obtained on application to any of the Agencies shown on last page herein, or to any steamship or railroad Agent in the United States or Canada.

CANADIAN PACIFIC RAILWAY COMPANY'S ATLANTIC STEAMSHIP LINES

No. 3, 4 & 5 Board of Trade Building, Entrances St. Peter Street and St. Sacrament Street, MONTREAL

G. A. RINGLAND,
Ass't Gen'l Passenger Agent

G. McL. BROWN,
General Passenger Agent.

ROBERT KERR, Passenger Traffic Manager.

Historical Quebec

THE OLD-WORLD CITY OF THE AMERICAN CONTINENT

QUEBEC in the grandeur of its site and surroundings, in the strength of its fortifications, in the extent and romance of its history, stands unique among the cities of North America ; and no visitor from Europe or from the United States can be said to have seen Canada—or, indeed, this continent—who has not seen this old Capital of New France. It is truly said that to experience the sail up the St. Lawrence to Quebec is alone worth a voyage to Canada.

Six times have the walls of Quebec been assailed by armies, and without its gates fell military heroes of three different nations. Every acre of ground about the Ancient Capital teems with history. It was there that the intrepid French voyageur, Jacques Cartier, the discoverer of Canada, landed in 1534—over 370 years ago—and visited the Indian Chief Donnacona, who, from his village of Stadacona, standing where now Quebec is situated, received the first white man with a friendly welcome. The real founder of Quebec, however, was Samuel de Champlain, a man of great courage and high moral quality, who had been sent out by a company of noblemen of France to open up trade with the Indians.

In 1629, twenty-one years after Champlain had founded Quebec, Sir David Kirk appeared up the river with his fleet, compelled its surrender, and Champlain and his followers were taken to England as prisoners. The city

was restored to France by the Treaty of St. Germain, and Champlain was restored as Governor of the colony.

Again, in 1690, when the proud Frontenac ruled, an English fleet under Sir William Phipps appeared before the city and summoned it to surrender, but Frontenac answered with defiance, and the fleet retired

In 1711 a combined land and sea expedition was sent against Quebec by the British, but it failed, with the loss of 800. The fleet being almost destroyed by a storm.

Again in 1759, an English fleet and army sailed up the St. Lawrence against the city, and the subsequent capture of the wonderful stronghold by that fleet and army was the most important event in that long struggle which left the British masters of the North American continent. How after two months of manœuvering and preparation, the British, under Wolfe, floated up past the city at night on the crest of the inflowing tide, and effected a landing at a place now known as Wolfe's Cove, scaled the precipitous height, and by morning were drawn up on the Plains of Abraham to the number of 8,000 ; how Montcalm, disdaining to seek shelter behind his impregnable defences, marched out to meet Wolfe in the open field, and how both Generals fell upon the battle plain, the one dying where he fell, the other passing away a few hours later within the confines of the city which he had given his life to defend ; are outlines in a story that makes the most glorious page in the history of the cities of this continent.

Only once since this period has Quebec been the scene of war, and that was in 1775, when the United States Generals Montgomery and Arnold laid siege to it. Montgomery being killed while scaling the precipice in front of the Citadel, and Arnold being wounded.

AGENCIES

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NEW YORK,	N.Y.	E. V. Skinner, Assistant Traffic Manager, Nos. 1 and 458 Broad'y
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