PASSENGER LIST

EMPRESS OF CANADA and EMPRESS OF FRANCE *20,000 Tons Gross Register*

Canadian Pacific

Passenger List

Ed Charlesworth
7/23/86

WHITE EMPRESS SAILINGS

Leave Liverpool	Leave Greenock	Arrive Quebec	Arrive Montreal	Arrive St. John	Steamship	Leave Montreal	Leave St. John	Arrive Greenock	Liverpool Arrive
1952	1952	1952	1952	1952		1952	1952	1952	1952
Sept. 2	—	Sept. 8	Sept. 9	—	Empress of Canada	Sept. 12	—	—	Sept. 19
Sept. 9	—	Sept. 15	Sept. 16	—	Empress of France	Sept. 19	—	—	Sept. 26
Sept. 16	Sept. 17	Sept. 22	Sept. 23	—	Empress of Scotland	Sept. 26	—	Oct. 2	Oct. 3
Sept. 23	—	Sept. 29	Sept. 30	—	Empress of Canada	Oct. 3	—	—	Oct. 10
Sept. 30	—	Oct. 6	Oct. 7	—	Empress of France	Oct. 10	—	—	Oct. 17
Oct. 7	Oct. 8	Oct. 13	Oct. 14	—	Empress of Scotland	Oct. 17	—	Oct. 23	Oct. 24
Oct. 14	—	Oct. 20	Oct. 21	—	Empress of Canada	Oct. 24	—	—	Oct. 31
Oct. 21	—	Oct. 27	Oct. 28	—	Empress of France	Oct. 31	—	—	Nov. 7
Oct. 28	Oct. 29	Nov. 3	Nov. 4	—	Empress of Scotland	Nov. 7	—	Nov. 13	Nov. 14
Nov. 4	—	Nov. 10	Nov. 11	—	Empress of Canada	Nov. 14	—	—	Nov. 21
Nov. 11	—	Nov. 17	Nov. 18	—	Empress of France	Nov. 21	—	—	Nov. 28
Nov. 26	—	—	—	Dec. 3	Empress of Canada	—	Dec. 10	—	Dec. 17
							1953		1953
Dec. 23	—	—	—	Dec. 30	Empress of Canada	—	Jan. 3	—	Jan. 10
	1953			1953					
Dec. 31	Jan. 1	—	—	Jan. 8	Empress of France	—	Jan. 14	—	Jan. 21
1953								1953	
Jan. 28	—	—	—	Feb. 4	Empress of France	—	Feb. 11	Feb. 18	Feb. 19
Leave Southampton Jan. 21 to New York via Cherbourg and Halifax					Empress of Scotland	—	—	—	—
Feb. 11	—	—	—	Feb. 18	Empress of Canada	—	Feb. 25	—	Mar. 4
Feb. 25	—	—	—	Mar. 4	Empress of France	—	Mar. 11	—	Mar. 18
Mar. 11	—	—	—	Mar. 18	Empress of Canada	—	Mar. 25	—	Apr. 1
—	—	—	—	—	Empress of Scotland	Leave New York Mar. 27 direct to Liverpool			
Mar. 25	—	—	—	Apr. 1	Empress of France	—	Apr. 8	—	Apr. 15

PASSENGER CARRYING FREIGHTERS — BEAVERBURN and BEAVERFORD
Large modern cargo ships with single berth rooms for 12 passengers
SAILINGS APPROXIMATELY TWICE MONTHLY — DATES ON REQUEST

EMPRESS OF CANADA

20,000 Tons Gross Register

Captain:

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

Chief Officer.....F. W. S. Roberts, R.D., R.N.R.

Chief Engineer.....D. Watson

Surgeon.....M. Bowen, M.B., Ch.B.

Purser.....H. M. Taylor

Second Purser.....S. Byars

Chief Steward.....F. C. Benson

Second Steward.....H. Harrison

Rail Traffic Representative.....R. F. Austin

From Liverpool

TUESDAY, SEPTEMBER 2nd, 1952

To Quebec and Montreal

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

Soon after you come aboard

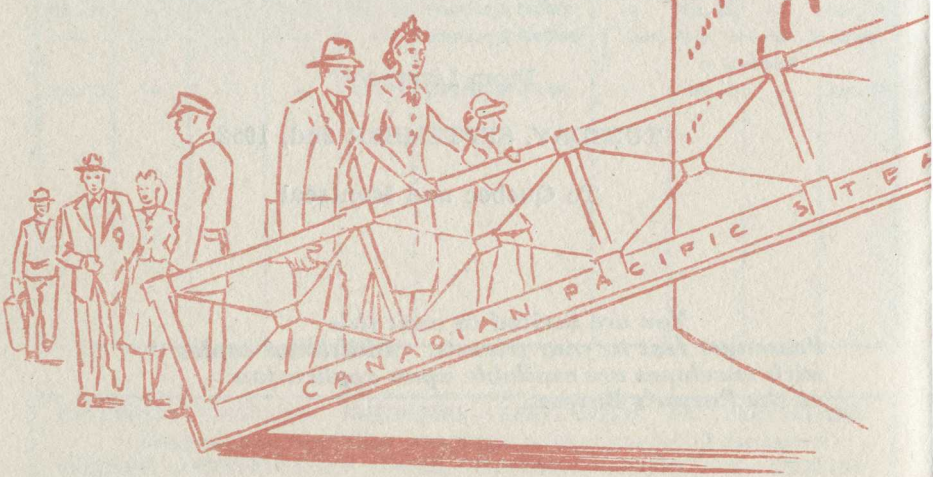
Seasoned travellers lay the foundation for a pleasant voyage soon after they have been shown to their rooms. A small investment in personal organization pays a dividend in personal enjoyment.

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.

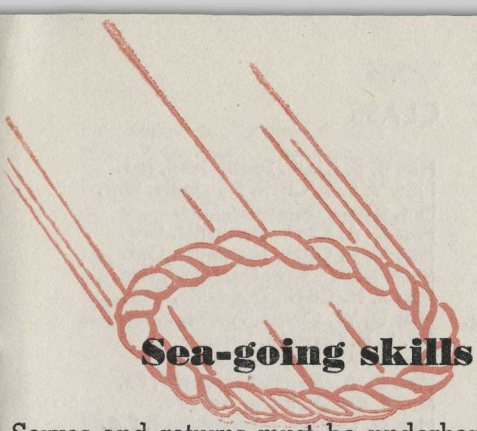
DECK TENNIS

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".

DECK QUOITS

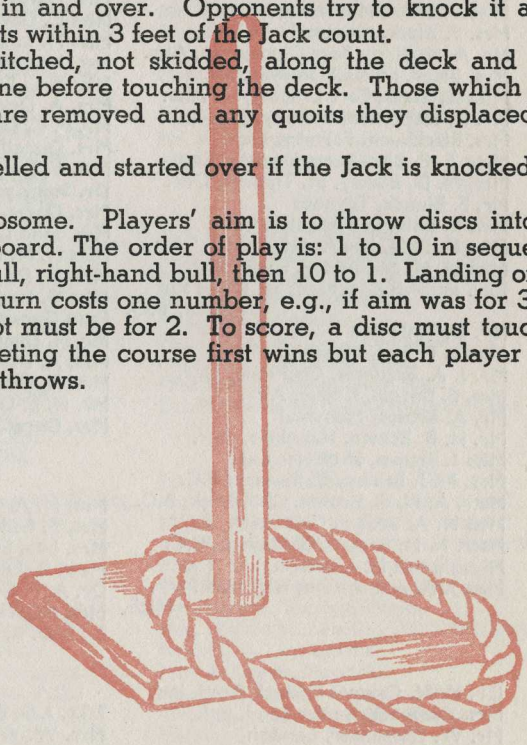
Two quoit games are popular at sea, "Ring" and "Jack". The Jack game, less familiar than the simple ringing over a peg, uses a "running Jack" as in bowling. Object of the game is to get a good quoit in and over. Opponents try to knock it away. Score is 21 and only quoits within 3 feet of the Jack count.

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

Bullboard is a twosome. Players' aim is to throw discs into the squares on the inclined board. The order of play 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.



FIRST CLASS

Mr. W. H. Adams, Pittsford, Vt.
Mrs. Adams, Pittsford, Vt.
Miss A. Anderson
Mr. S. Andrews, St. Catharines, Ont.
2/Lt. D. G. M. Anglin
Mrs. A. Armstrong, Monkseaton, Eng.
Miss J. Armstrong, Monkseaton, Eng.
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Mrs. Austin, Blackheath, Eng.

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Mrs. Bailey, Henley-on-Thames, Eng.
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Mrs. Baker, Toronto
Miss E. Ball, Columbus, Ohio
Mr. W. A. Banfield
Mrs. Banfield
Mr. A. Barton, Detroit, Mich.
Mrs. F. Beacher, Hull
Miss F. Bechard, Winnipeg
Mrs. M. Bernstein, Montreal
Mrs. E. W. Berry, Ottawa, Ont.
Miss V. Birks, Montreal
Mrs. E. Black, Montreal
Mr. A. K. Black, Fort Chipewyan, Alta.
Mrs. Black, Fort Chipewyan, Alta.
Miss G. Black, Fort Chipewyan, Alta.
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Mrs. Blackburn, Formby, Eng.
Mstr. S. P. Blackburn, Formby, Eng.
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Miss M. Bole, Los Angeles, Cal.
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Miss L. F. Box, Montreal
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Mrs. E. Brodie, Killam, Alta.
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Miss J. Brown, Sheffield, Eng.
Mrs. M. J. Brown, Chilliwack, B.C.
Mstr. A. N. C. Brown, Chilliwack, B.C.
Miss H. A. Brown, Chilliwack, B.C.
Mstr. R. M. Brown, Chilliwack, B.C.
Midshipman H. J. Brown
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Mrs. Campbell, South Bend, Ind.
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Dr. Tien-Hsi Cheng, London
Mme. Cheng, London

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Mrs. Clark, Dunnville, Ont.
Miss C. A. Clark, Dunnville, Ont.
Miss N. P. Clark, Dunnville, Ont.
Mstr. K. R. Clark, Dunnville, Ont.
Miss S. M. Clark, Dunnville, Ont.
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Mr. R. Couch, Pittsburgh, Pa.
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Mrs. Crews, Chicago, Ill.
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Lt. V. J. Cunningham

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Mrs. Davey, Montreal
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Miss M. L. Davidson, London
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Mrs. Dobell, Toronto, Ont.
Mrs. L. Doig, Chicago, Ill.
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Mrs. Dorst, Cincinnati, Ohio
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Miss H. M. Doumit, Cathlamet, Wash.
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Miss C. Downie, Peebles, Scot.
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Mrs. Dunstan, Saudi Arabia

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Mrs. E. Eddolls, Sarnia
Mrs. Leo. Eder, Saskatoon
Mstr. R. Eder, Saskatoon
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Mrs. Edgelow, Springfield, Mass.
2/Lt. D. R. Evans

2/Lt. J. B. Fay
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Mrs. M. E. Fields, Calgary
Mr. T. Finlay, St. Andrews, Scot.

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Mrs. Fox, Oak Park, Ill.
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Mrs. Fraser, Ville St. Laurent, P.Q.
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Mrs. Fraser, Glasgow
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Mrs. Godfrey, Toronto, Ont.
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Mrs. Goldfine, Kingston, B.W.I.
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Mrs. Graves, Montreal
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Miss J. Gray, Shreveport, La.
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Miss M. Gribben, Middlesbrough
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Miss Cecily A. Gunn, Winnipeg

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Mr. A. H. Hamer, London
Mr. Hamilton
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Mrs. Hannen, London
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Mrs. Hatch, Welland, Ont.
Miss K. Hatch, Welland, Ont.
Miss L. Hatch, Welland, Ont.
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Miss E. M. Headrick, Perth, Scot.
2/Lt. J. A. Hester
Miss R. High, Columbus, Ohio
Mr. C. S. S. Higham, London
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Mrs. I. Hooper, Cathlamet, Wash.
Mrs. M. Hopper, Killam, Alta.
Mr. G. W. Horsnell, Chateauguay, P.Q.
Mrs. Horsnell, Chateauguay, P.Q.
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Mstr. S. Hoskin, Nelson, B.C.

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Mrs. Howat, Slough, Eng.
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Mrs. Humphrey, Toronto
Miss V. Humphrey, Toronto
Miss S. Humphrey, Toronto
Miss J. Humphrey, Toronto
Col. W. S. Hushar, Aldershot
Mrs. Hushar, Aldershot
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Miss A. Huxley, Shrewsbury
Mr. Nelson Hyland, Toronto
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Mrs. Janson, Montreal
Mstr. T. H. Janson, Montreal
Mstr. J. F. Janson, Montreal
Mstr. H. A. Janson, Montreal
Mstr. P. S. Janson, Montreal
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Mrs. Jensen, Standard, Alta.
Mrs. J. Jensen, Standard, Alta.
Mrs. Maxwell W. Jessup, O.B.E., Camp Borden, Ont.
Mr. H. Johnson, Detroit, Mich.
Mr. R. Johnston, Toronto
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Mrs. M. Kennedy, Dungannon, N. Ire.
Mrs. Joseph Kerr, St. Catharines, Ont.
Dr. J. A. Key, Newcastle
Mrs. Key, Newcastle
Mstr. G. A. M. Key, Newcastle
Mstr. C. J. Key, Newcastle
Miss Shirley, Klein, New York
Dr. M. Kozakiewicz, Porthcawl, Wales

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Mr. H. C. A. Lambert, Auckland, N.Z.
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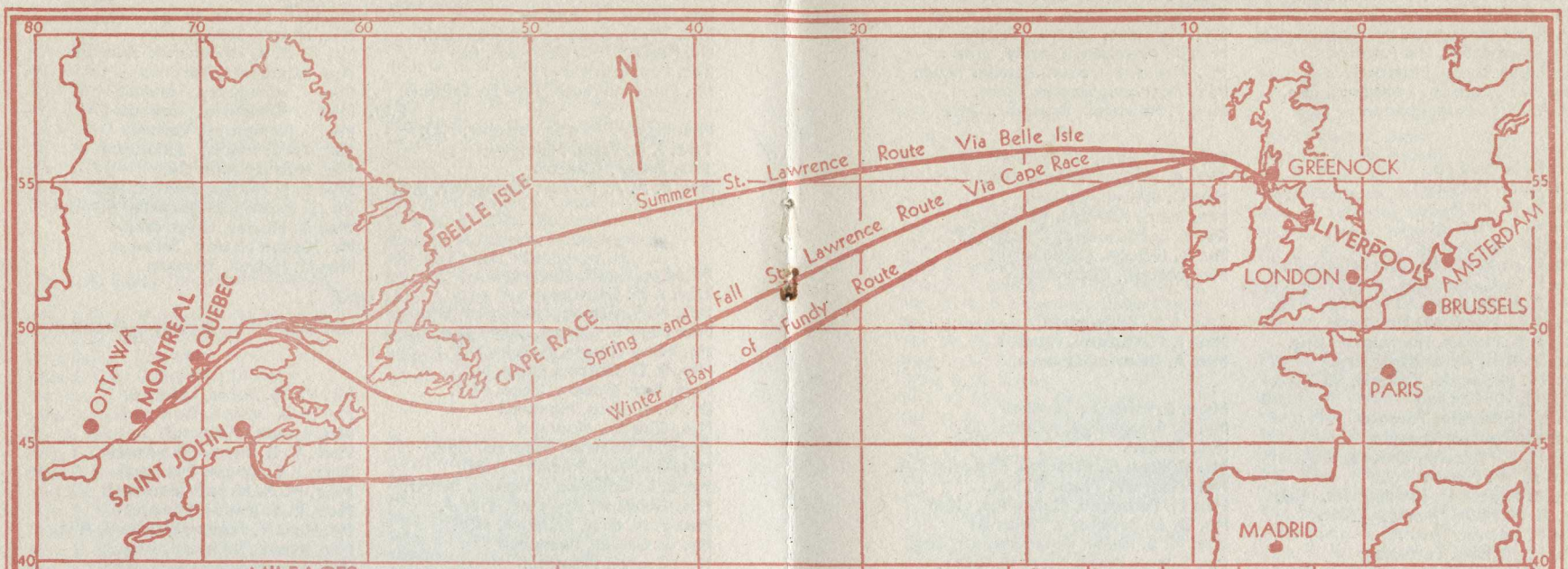
Mr. R. I. G. Landori-Hoffman, Montreal
Miss J. Langmack, Compton, Cal.
Mr. E. M. Larsen, Tacoma, Wash.
Mrs. Larsen, Tacoma, Wash.
Mrs. Harold H. Leather, Hamilton, Ont.
Mrs. D. H. Lee, London
Miss A. Legris, Montreal
Mr. Alex. Leslie, Hamilton, Ont.
Mr. H. L. Levin, Chicago, Illinois
Miss P. G. Lewis, Toronto

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
Quebec - Liverpool via Belle Isle	2,608
Montreal - Liverpool via Cape Race	2,933
Quebec - Liverpool via Cape Race	2,794
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, Greenock and Liverpool in the summer season; between Liverpool and 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, 1000 miles from the open sea, heads 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.

FIRST CLASS

Mr. James Limbert, Thorold, Ont.
Mrs. Limbert, Thorold, Ont.
Mr. E. L. Lloyd-Jones, Los Angeles, Cal.
Mrs. Lloyd-Jones, Los Angeles, Cal.
Miss H. D. Locke, Montreal
Miss M. R. Loudon, Southport, Eng.
Mr. A. H. Ludwig, London

Maj. R. F. MacKay
Mrs. C. H. MacKay
Miss R. M. MacKay
Miss A. L. MacKay
2/Lt. W. A. MacKay
Mrs. P. H. MacLeod, Weybridge, Eng.
Miss S. G. C. MacLeod, Weybridge, Eng.
Miss J. A. MacLeod, Weybridge, Eng.
Dr. H. C. MacNabb, Montreal
Maj. J. A. McKee, Heronsgate, Eng.
Mrs. McKee, Heronsgate, Eng.
Mrs. M. McKenzie, Victoria, B.C.
2/Lt. D. W. McLeod
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Mrs. McPherson, Toronto
Miss M. F. Macmain, Oxford, Eng.
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Miss M. Malone, Toronto
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Mr. I. Margaronis, Montreal
Mr. P. Margaronis, Montreal
Mrs. Margaronis, Montreal
Mstr. I. Margaronis, Montreal
and Maid
Mr. L. E. Marshall, Montreal
Mrs. Marshall, Montreal
Miss L. Marshall, Montreal
Mstr. S. Marshall, Montreal
Mstr. W. Martin, Toronto
Mr. Walter R. Marvin, Columbus, Ohio
Mrs. Marvin, Columbus, Ohio
Miss M. Marvin, Columbus, Ohio
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Mrs. C. Masson, Toronto
Mr. J. Mayworth, Tampa, Fla.
Mrs. Mayworth, Tampa, Fla.
Miss E. Brink Mayworth, Tampa, Fla.
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Mrs. Mellor, Lytham St. Annes, Eng.
Mr. R. G. Millin, Windsor, Ont.
Mrs. Millin, Windsor, Ont.
Mr. E. C. Milner, Adelaide, Australia
Mrs. Milner, Adelaide, Australia
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Mrs. Minett, Seaforth, Ont.
Mr. Stuart W. T. Mitchelmore, Ottawa
Mrs. Mitchelmore, Ottawa
Miss R. M. Mitchelmore, Ottawa
Mstr. C. S. Mitchelmore, Ottawa
Mr. E. S. G. Moody, Eastleigh, Eng.

Miss A. L. Morris, Columbus, Ohio
Mr. Leslie Morrison, Tacoma, Wash.
Mrs. Morrison, Tacoma, Wash.
Miss M. Morrison, Tacoma, Wash.
Mr. Wm. J. Morrison, Seattle, Wash.
Mrs. Morrison, Seattle, Wash.
Mrs. P. Muirhead, Windsor, Ont.

Miss D. Nelson, Ulverston
Mrs. A. Nesbitt, Beloit, Wis.
Miss C. Newell, London
Mrs. James Newson, Vancouver
Dr. R. L. Nicholson, Chicago, Ill.
Mr. R. Nilsson, Copenhagen
Mrs. Nilsson, Copenhagen

2/Lt. J. V. O'Donnell
Mrs. J. C. Outram, Ottawa
Miss A. Outram, Ottawa

Mme. E. Pantazzi, Toronto
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Mrs. Parker
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Mrs. Paterson, Pretoria, S.A.
Miss M. Patterson, Columbus, Ohio
Mr. D. D. Patterson, Montreal
Mrs. M. E. Payne, Bournemouth, Eng.
Mr. Gilbert Peart, Ferry Hill, Eng.
Mrs. Peart, Ferry Hill, Eng.
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Mrs. E. Perry, Montreal
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Miss S. Perry, Estevan, Sask.
Mstr. R. Perry, Estevan, Sask.
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Mr. Hugh Pick, Gravelbourg, Sask.
Mrs. E. E. Place, Edmonton
Mr. T. C. Poole, Fayetteville, Ark.
2/Lt. W. G. Pridham
Miss M. E. Putman, Montreal

Mr. S. F. Rae, Ottawa
Mrs. Rae, Ottawa
Miss V. H. Rae, Ottawa
Mstr. V. A. Rae, Ottawa
Mstr. R. K. Rae, Ottawa
Mrs. A. Reesman, Beloit, Wis.
Mrs. L. Reeve, Toronto
Mr. A. M. Richardson, Buffalo, N.Y.
2/Lt. K. W. Ridge
Mrs. C. Robb, Disley, Eng.
Miss M. P. Robb, Disley, Eng.
Dr. C. L. Rodgers, Toronto
Mrs. Rodgers, Toronto
Mrs. L. G. Rogers, London
Mstr. P. R. Rogers, London
Miss A. J. Rogers, London
Mstr. A. M. Rogers, London

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Mrs. Ryder, Toronto
Miss J. M. Ryder, Toronto
Mr. T. N. Ryder, Toronto
Mr. A. Ryder, Toronto

Dr. J. G. Sandrey, London
Mrs. Sandrey, London
Miss S. Savage, Belfast
Mrs. E. Schickel, Beloit, Wis.
Mrs. F. F. Schock, Los Angeles, Cal.
Mr. O. V. E. Sehested, Copenhagen
Mrs. Sehested, Copenhagen
Mr. W. G. Shipman, Toronto
Mrs. V. G. Simmons, Coventry
2/Lt. R. A. Simon
Mrs. M. Skorpak, Edmonton
Mr. G. P. Sladen, Toronto
Mrs. Sladen, Toronto
Miss K. Sladen, Toronto
Mr. David E. Smith, Blundellsands, Eng.
Mr. A. C. Smith, Ashford, Eng.
Mrs. Smith, Ashford, Eng.
Mrs. L. W. Smith, Hamilton, Ont.
Mrs. M. Smith, Toronto
Mrs. A. P. Snaddon, San Francisco, Cal.
Mr. John Soye, Detroit, Mich.
Dr. Max Stern, Ph.D., Montreal
Mrs. Stern, Montreal
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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.

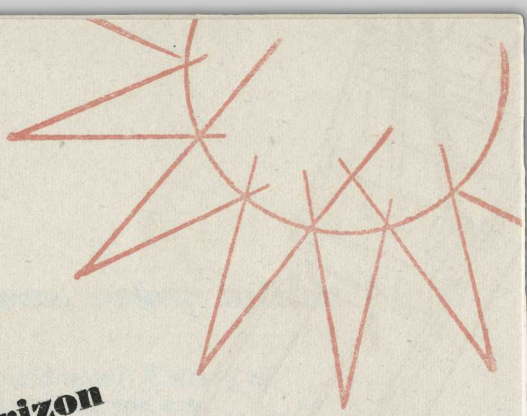
From time immemorial ships' bells have divided days at sea into half-hour intervals. Even bells marked the hours, odd strokes the half-hours.

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:

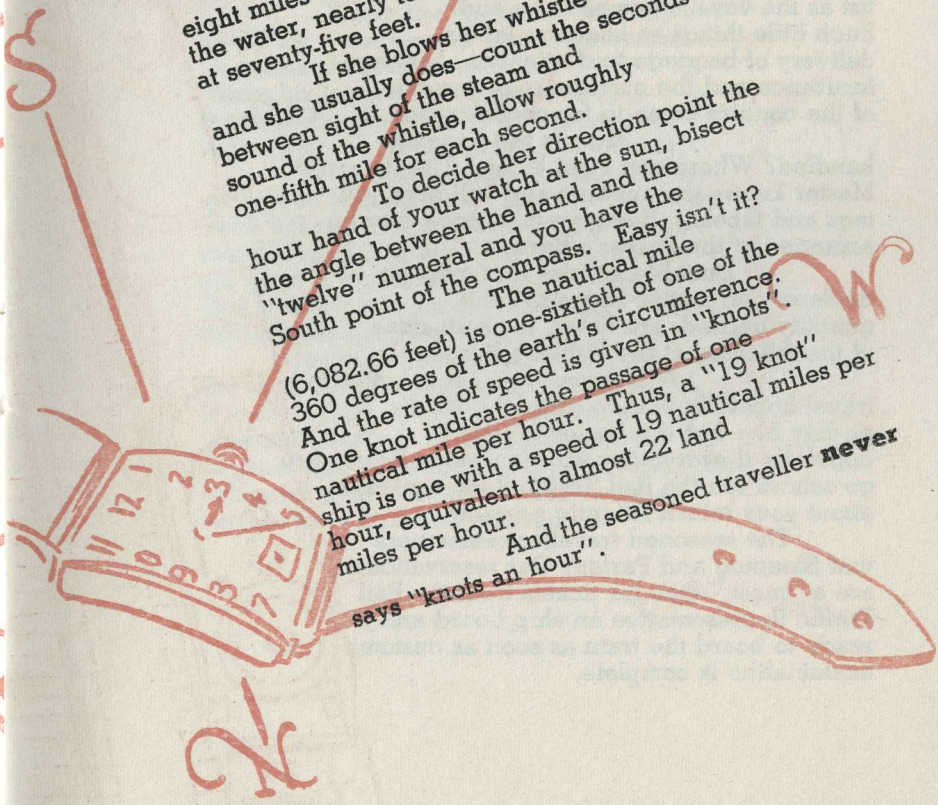
On a clear day the horizon is eight miles away at fifty feet above the water, nearly ten miles at seventy-five feet.

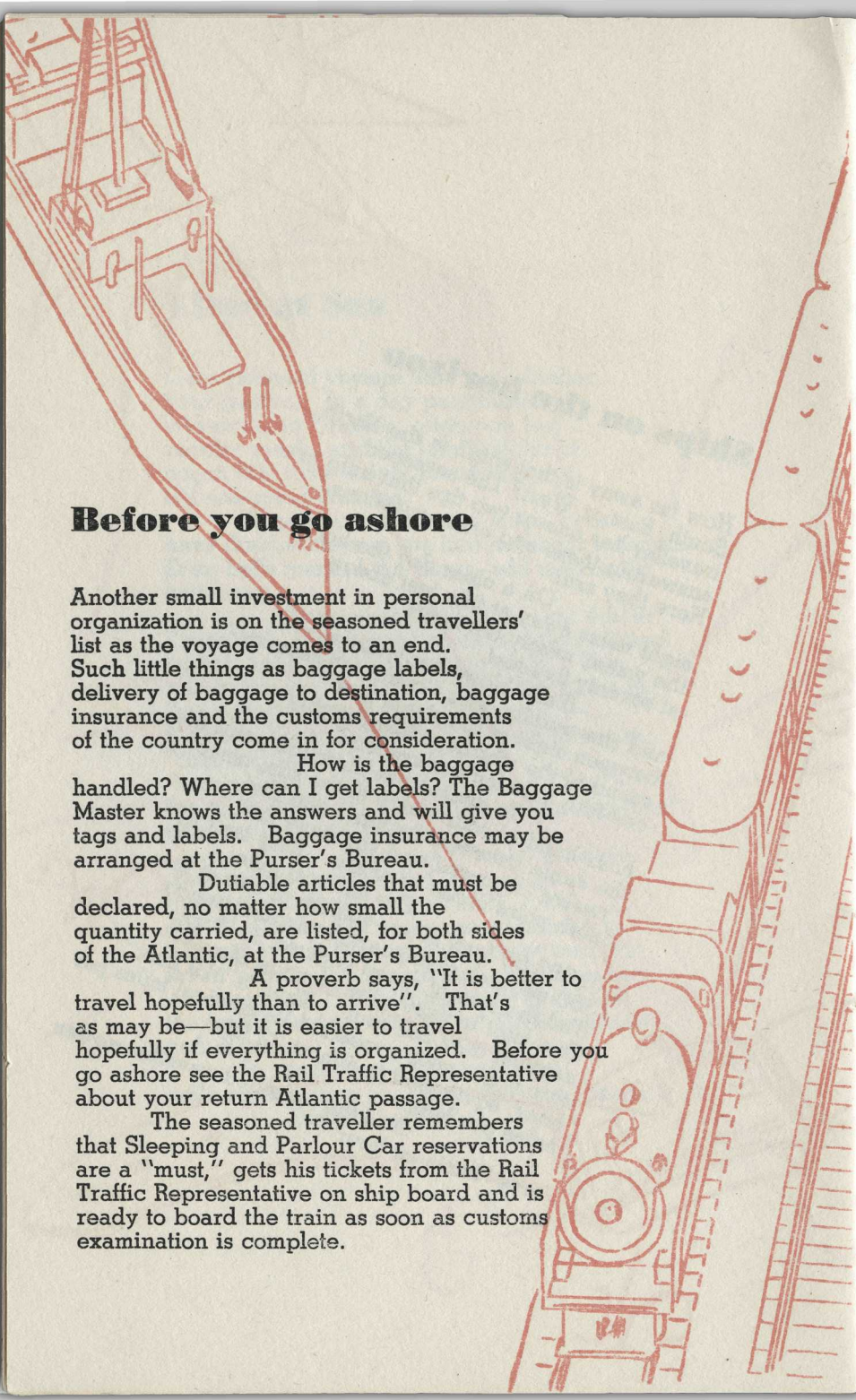
If she blows her whistle—and she usually does—count the seconds between sight of the steam and sound of the whistle, allow roughly one-fifth mile for each second.

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** says "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:

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

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

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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.

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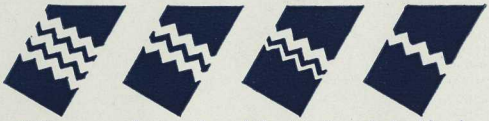

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