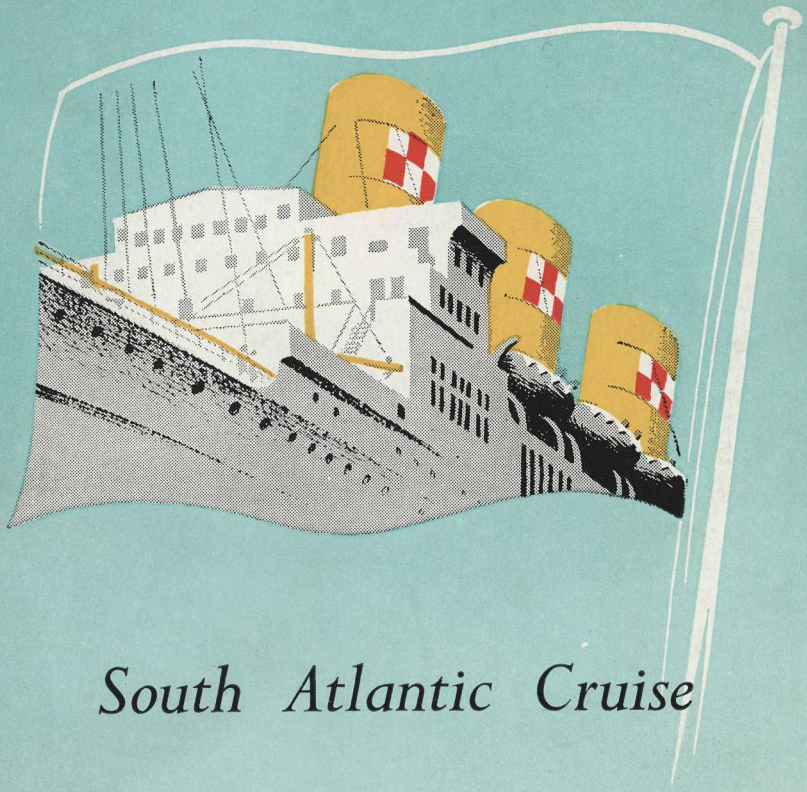
Shore Programme



South Atlantic Cruise

EMPRESS OF SCOTLAND

1953—1954

Foreword . . .

The shore arrangements outlined in this programme have been planned to afford Cruise members an opportunity of seeing the places of interest in and around the ports of call.

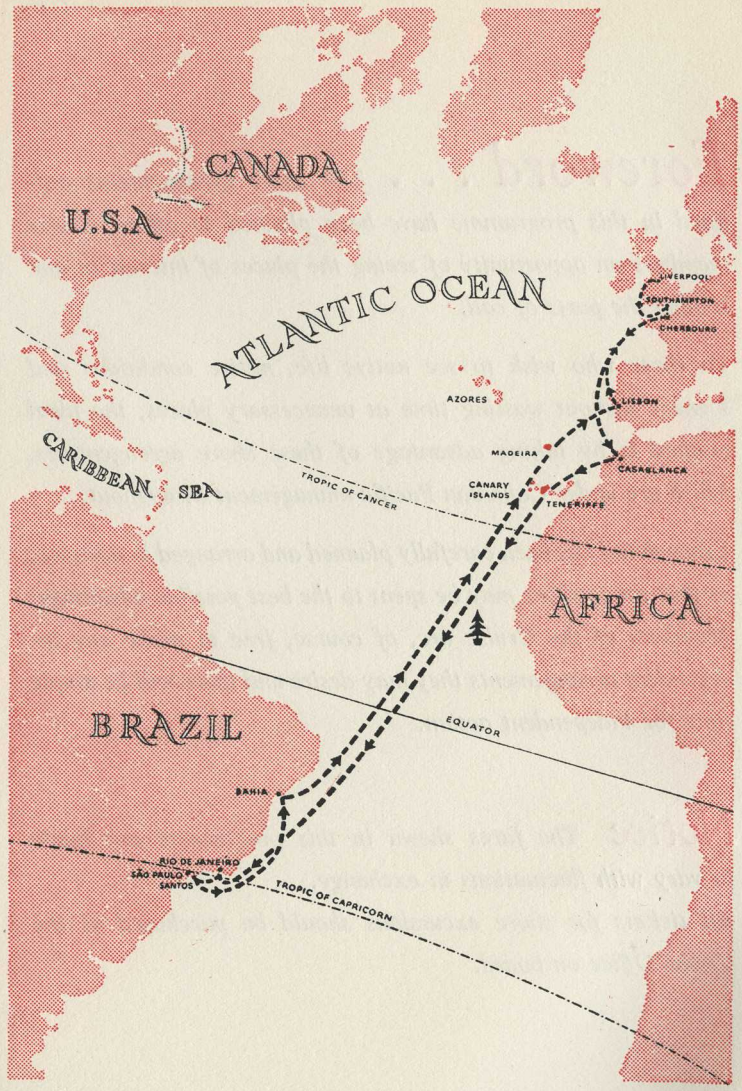
To those who wish to see native life, native conditions and scenery without wasting time at unnecessary places, the ideal method is by taking advantage of these shore arrangements, which are under Canadian Pacific management throughout.

Every detail has been carefully planned and arranged in advance, so that time ashore may be spent to the best possible advantage. Members of the Cruise are, of course, free to make any independent arrangements they may desire and there will be ample time for independent action.

Notice

The fares shewn in this programme are liable to vary with fluctuations in exchange.

All tickets for shore excursions should be purchased at the Cruise Office on board.


CANADA
U.S.A
ATLANTIC OCEAN
LIVERPOOL
SOUTHAMPTON
CHERBOURG
AZORES
LISBON
MADEIRA
CASABLANCA
CANARY ISLANDS
TENERIFFE
CARIBBEAN SEA
TROPIC OF CANCER
AFRICA
BRAZIL
EQUATOR
BAHIA
RIO DE JANEIRO
SÃO PAULO
SANTOS
TROPIC OF CAPRICORN

THE ITINERARY

Port	Miles	Arrive	Leave	In port D	In port H
Liverpool			2.00 p.m. Tues. Dec. 15		
Southampton	458	3.00 p.m. Wed. Dec. 16	1.00 p.m. Thur. Dec. 17	–	22
Cherbourg	84	8.00 p.m. Thur. Dec. 17	9.00 p.m. Thur. Dec. 17	–	1
Casablanca	1,118	8.00 a.m. Sun. Dec. 20	4.00 a.m. Mon. Dec. 21	–	20
Teneriffe	526	9.00 a.m. Tues. Dec. 22	6.00 p.m. Tues. Dec. 22	–	9
Rio de Janeiro	3,540	10.00 a.m. Wed. Dec. 30	7.00 p.m. Fri. Jan. 1	2	9
Santos	210	8.00 a.m. Sat. Jan. 2	8.00 p.m. Sat. Jan. 2	–	12
Bahia (Salvador)	934	8.00 a.m. Tues. Jan. 5	1.00 a.m. Wed. Jan. 6	–	17
Madeira	3,035	8.00 a.m. Wed. Jan. 13	2.00 a.m. Thur. Jan. 14	–	18
Lisbon	528	8.00 a.m. Fri. Jan. 15	3.00 a.m. Sat. Jan. 16	–	19
Cherbourg	839	6.00 a.m. Mon. Jan. 18	7.00 a.m. Mon. Jan. 18	–	1
Southampton	84	1.00 p.m. Mon. Jan. 18			
	11,356				

important points

1 Port Regulations—Arrival Landing at ports is prohibited until after the ship has been passed by the Health, Immigration and Police authorities. Due notice will be given regarding attendance of Cruise Members, and delay and discomfort to all will be avoided by prompt attention to these important formalities.

2 Disembarkation Members will best study their own comfort and convenience by avoiding crowding in the corridors or at the gangway. Prior to disembarkation at each port a gong will be sounded throughout the ship. Members should remain on deck or other convenient place pending such notification.

3 Motor Cars In filling motor cars for shore excursions, the Cruise Management work, wherever possible, on the rule of placing, dependent on size of car, three or four persons in each car, in addition to the driver. To avoid congestion and confusion and to ensure their own comfort, Cruise Members are requested to make up their own parties of three or four and register their requirements at time of booking. An additional charge will be made to members who desire exclusive use of motor car at less than capacity—details at Cruise Office.

Conveyances cannot be held for those arriving late, as the common comfort and convenience of all must be studied by the Management.

The co-operation of Members of the Cruise is earnestly solicited by the Management, looking to the comfort and pleasure of all concerned.

4 Shore Excursions Members wishing to participate in the excursions are urged to lodge their applications at the Cruise Office as early as possible.

5 Meals on Board Two sittings will be arranged for meals on board ship, to be served at fixed hours. Necessary alterations in meal hours to conform with shore excursion arrangements will be notified on ship's Bulletin Boards. Where a continuous or running meal is notified, Cruise Members should take any seat available and not wait until their own becomes vacant.

Regular meal hours on board will be as follows:

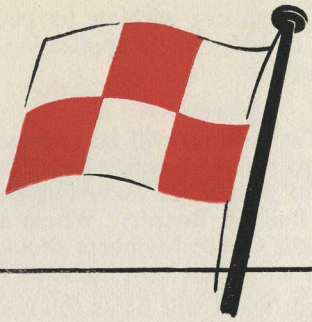
	1st sitting	*2nd sitting*
Breakfast	8.00 a.m.	9.00 a.m.
Luncheon	12.15 p.m.	1.15 p.m.
Dinner	6.30 p.m.	7.45 p.m.

6 Port Departures Cruise Members are requested *to advise their Room Stewards of their re-embarkation on the ship preparatory to its sailing.* Sailing date and departure hour from each port will be conspicuously posted. The ship will sail promptly at the hour advertised to meet tidal or other urgent reasons of operation and the Company cannot accept any responsibility for members failing to rejoin the ship.

7 Cruise Office The Cruise Office will be open daily from 9.00 a.m. to 12.30 p.m., 4.15 p.m. to 6.15 p.m., and 8.30 p.m. to 9.30 p.m., except while the ship is in port, when the Staff is engaged with Shore excursion duties.

FIREARMS ARE PROHIBITED EVERYWHERE.

Please watch the ship's Bulletin Boards for any alterations in shore programmes and for other matters essential to the comfort of members and general conduct of the cruise.



Watch for the Canadian Pacific House Flag on all our Conveyances ashore

Please remember the number of your conveyance

Casablanca, Morocco

THE HISTORY of Casablanca—the ancient Anfa—is obscure, but it probably was a Phoenician trading station established by Hanno on his journey from Carthage to Liberia. Its later history dates from the capture of the town by Abu Yusuf in the thirteenth century. In 1468, however, it was destroyed by the Portuguese as a reprisal for piracy. Muhammad Ben Abd Allah (d. 1789) made some effort to repopulate and restore the ruined city, and to the new settlement gave the name of Dar el Beida (The White House), translated by the Spanish into Casa Blanca when they entered a few years later under a trading agreement. Following the 1907 revolt, the town was practically destroyed by French forces.

Modern Casablanca has grown like a mushroom—but without many of the unsightly characteristics of a mushroom town. Because it was developed as the main port for the whole of Morocco, the department of Public Works was able to plan a port and city unhindered by existing buildings. Huge warehouses and silos line the wharves. Attracted by the harbour facilities, factories have sprung up in the 'Roches-Noires' area to handle the raw materials of the hinterland. But in spite of this commercial activity, the modern town achieves an air of spaciousness. The bold avenues have suffered no encroachment, while there is ample evidence of the people's love of small orchards of figs, almonds, oranges or pomegranates.

Casablanca, the fourth largest town in Africa, with a population of some 600,000, is a cosmopolitan city. A strange conglomeration of races make up the population; their headwear enough to betray their country of origin, from turbans and tarbooshes to berets, caps and felt hats.

RABAT

Rabat and the town of Salé, which stands across the Bou-Regreg, were for many centuries rivals—in piracy. Salé was the older of the two, established on the site of an old Roman camp. Rabat was not built until the 12th century by the Almohades, who maintained a large garrison there. Subsequently it fell into decay despite an effort by the Merindes to restore its fortunes in the 13th century. Apparently the pirates of Salé were more successful than those of Rabat. During the 18th century the Alonites built mosques and further fortifications. It is only since the French occupation in 1912 that Rabat has established its precedence and is now the home of the Resident-General.

Rabat gains its charms from its old buildings. The walls of the Kasbah of Oudaya have weathered with age until they appear part of the tawny rocks on which the fort stands. Within those walls now flourishes a garden as cool and inviting as the garden of the Residency itself. The Hassan Tower is reminiscent of the donjons of Norman castles. Built to rival the Koutoubia of Marrakesh and the Giralda of Seville, it now stands headless but still 180 feet high. In the same vein, the mosque of Al Mansur, which was once the largest in the world, has now lost that title, though it is still a most imposing building.

Hotel: El Mansur, 27 Avenue de la Republique, Casablanca

Currency: Moroccan franc

Canadian Pacific Agents: L. Barber Limited,
119 Avenue General Drude,
Casablanca

EXCURSIONS FROM CASABLANCA

Casablanca Town December 20

Conveyances will leave the quay at 9.30 a.m. for the Sultan's Palace via the modern business quarter and the new native quarter. After a visit to the Mahakma (Native Law Courts) the drive will continue via the Place Administrative, Lyautey Park, Boulevards Moulay Youssef and d'Anfa, the cycle stadium and Anfa Hill where the Allied Conference was held in 1943.

After a visit to Ain-Diab, the Lido and the old native town, members return in time for luncheon on board the ship.

Fare: By coach **14s. 0d.***

Rabat December 20

Members land at 9.00 a.m. and proceed via the attractive bathing resort of Fedala to Rabat, from which the town of Salé and its Souks will be visited on foot. The drive then continues via Bab Fes to the Sultan's Palace with its gardens, the Residency, Marshal Lyautey's Mausoleum and Hassan Tower.
After luncheon at first class restaurants, the Souks of Rabat will be visited on foot and the conveyances then proceed to the gardens of the Oudayia, the Museum and the Moorish Tea Room where mint tea will be served. Members then return to the ship via Fedala in time for dinner on board.

Fares, including luncheon:

By coach **£3 . 17 . 0*** *By motor-car* **£6 . 10 . 0***

** Payable by travellers' cheques encashable in French territory*

Teneriffe, Canary Islands

TENERIFFE, the largest of the Canary Islands, is dominated by the Pico de Teide, which rises to over 12,000 feet. This peak, clothed in perpetual snow, is your landmark in the south-west, though you may often lose sight of it for a moment as you twist along the mountain roads, or as trees obscure your view. For it is the mountains and luxuriant vegetation which give Teneriffe its character, either the two together as in the amazing Valley of Orotava, or the flowers alone which can be seen brimming over the sellers' baskets in Santa Cruz.

Before the Spanish occupation of Teneriffe in 1496, the inhabitants were a dark-skinned race called the Guanches. They were divided into two castes, the secular nobles and their vassals, and the priests who specialised in mummifying the dead. They became extinct in the 16th century and little trace of them remains, though in the local museum, an old Franciscan monastery, you may see some of their cooking utensils, tools and mummies.

Santa Cruz, the capital, now contains over 100,000 inhabitants about a third of the population of the island. The remainder, mostly fruit-farmers and agricultural workers, live in the smaller country towns. La Laguna, $5\frac{1}{2}$ miles from Santa Cruz, is the oldest town in the island, many of the houses being built by Spanish grandees. Although the cathedral is a modern building, it houses the tomb of Fernandez de Lugo, who annexed the island for Spain. Nearby is the famous dragon tree, reputed to be over 1,000 years old.

Currency: Peseta

Canadian Pacific Agents: Messrs. Hamilton & Co.

Apartado 102, *Santa Cruz, Teneriffe*

TENERIFFE EXCURSION

Valley of Orotava December 22

Motor-cars will leave the quay at 9.30 in the morning for the old city of La Laguna, where the cathedral with its remarkable museum and the " Alta of Los Remedios " will be visited. From the Valley of Aguere, surrounded by very picturesque countryside, the drive continues past the airport at Los Rodeos and the golf course, through the villages of Tacoronte and Sauzal to La Beranda, where a short stop will be made. Here you have a splendid panoramic view of the coast and the Peak of Teneriffe. By way of La Matanza, La Victoria and Santa Ursula you come to the Valley of Orotava, famous for its exuberant vegetation and enormous banana plantations, and considered by many the most attractive spot in the Canary Islands. Before having luncheon at the Grand Hotel Taoro, a visit is made to the banana packing sheds.

After luncheon a stop is made to see the botanical gardens at Port Orotava, which contain a wonderful collection of plants from every part of the world. The return journey is made direct to Santa Cruz, where the cars will arrive on the quay at about 16.00 hours.

Fare, including luncheon **£2 . 17 . 0**

Payable by travellers' cheques encashable in Spanish territory.

Rio de Janeiro

WORLD travellers sometimes compare Rio de Janeiro with the Bay of Naples or San Francisco, and the effect is somewhat the same, for each is an aquatic amphitheatre too full of detail for the eye to grasp from afar. But Rio is the only port of the three which fully sustains the visitors' distant impressions, for here there are no slums wedged between the city and the sea. The Empress parks (the word docks hardly applies) alongside the shady glades of Praça Maua.

In countless ways the city authorities of Rio have worked to enhance the natural beauty of its surroundings. At one time, for instance, the sea breezes were deflected from the town by a hill called the Morro do Castello. City engineers set to work to remove the offending obstruction and sink it piecemeal in the bay. As a result, downtown Rio is now cooler by five degrees. The Santos Dumont airport, named after the famous Brazilian aviator, has been built on the debris of the hill and projects into Guanabara Bay. Air travel is far more attractive if the airport lies within a mile of the centre of the capital city.

The bay and the hills—the hall-marks of Rio de Janeiro—are hard to separate; they are complementary to one another. As the Empress steams through the narrow entrance to Guanabara Bay, only some of the attractions of the Bay can unfold themselves to you. For it is eighteen miles in length from north to south and twelve miles in width at its widest extent from east to west. Within that area are more than one hundred islands, some immediately apparent, others indistinguishable from the hills which rise behind them, or concealed in hidden bays. At least this first glimpse will whet your appetite for more.

The hills, however, impress themselves on you from every side, a dozen in a single glance. In the distance they reach a height of 6,000 feet, but in front of them the mountain of Corcovado

(Hunchback) stands out 2,326 feet high, with an impressive statue of Christ on its summit. You can reach the top either by means of a narrow gauge railway, or by car which climbs a winding road flanked on each side by dense tropical vegetation. In the foreground, of course, is the Sugar Loaf (Pão de Açucar) which rises starkly from the hill of Urca on the port side as you enter the harbour. The ascent is a simple matter by means of a cable-car.

On one side, the view from the Sugar Loaf looks over Copacabana. Some thirty years ago this beach facing the Atlantic was almost deserted, only a few houses lined the shore. Now it is the fabulous Copacabana, a city in itself, connected with Rio by three tunnels. The inhabitants have all their amenities at hand—they scarcely need to travel to Rio—in fact, it is usually the ' Cariocas ' (the inhabitants of Rio) who go to Copacabana for their entertainment. A word of warning however if you bathe there—make sure a blue flag is flying from the lifeguard stations.

From the other side of the Sugar Loaf you look over the suburbs of Botafogo and Flamengo, with their magnificent sea-shore boulevard. Beyond them lies the heart of Rio; the Avenida Rio Branco, which lies directly in front of the Praça Maua, where you disembark. Across the Avenida Rio Branco run the Avenida Presidente Vargas and the Rua do Ouvidor, the main shopping street. Most of the architecture here is imposingly modern but you will find several civic buildings, such as the Municipal Theatre, in a flamboyant nineteenth-century style, reminiscent of the Opera in Paris.

Hotels: Copacabana Palace (5 miles from Harbour)
Hotel Gloria

Banks: Bank of London and South America
Royal Bank of Canada
Currency: Cruzeiro

Canadian Pacific Agents: Lamport & Holt Navegacao
Sociedade Anonima
Av. Rio Branco 21-27
Caixa No. 969, *Rio de Janeiro*

EXCURSION FROM RIO DE JANEIRO

The City, Beaches and Sugar Loaf December 30

Leaving the quayside at 2 p.m., the drive is by motor car; first along the Avenida Rio Branco and then into the Avenida Presidente Vargas, one of Rio's most impressive thoroughfares, $2\frac{3}{4}$ miles long and almost 100 yards broad. After driving through the business and government quarters of the city you reach the Quinta da Boa Vista, now a public park and national museum, but formerly the Emperor's palace. The drive continues through the residential districts and, by way of the tunnel of Rio Comprido and the shore of Botafogo Bay, you arrive at the Botanical Gardens. A short visit is made to these lovely gardens, which include the famous avenue of king palms. After leaving the Jardim Botanico, the cars go to the Jockey Club where a short stop is made. On the way back to the Sugar Loaf, you pass the famous beaches at Ipanema and Copacabana. The ascent of the Sugar Loaf is made in two stages; the first from the lower cable-car station to Urca (500 feet high) in about four minutes, and then on to the top of the famous granite cone known as the Sugar Loaf (1,230 feet high) in another five minutes. From here you may admire the fascinating views of the city, the bay, the beaches and the surrounding mountains. From the lower cable-car station return to the quayside by way of Botafogo Bay.

Fare **£4 . 0 . 0**

Payable by travellers' cheques encashable in Brazilian territory

Santos

SANTOS is the coffee port of the world. Everyone talks of coffee, the port smells of coffee. The docks, which can berth 50 ships at a time, extend along the river bank for four miles. The rat-proof concrete warehouses can store five million sacks of coffee. The Bolsa Oficial do Café, the Coffee Exchange, is an impressive building—more suggestive of a cathedral than anything else, with its high dome, marble floors, fine furniture and stained-glass windows.

As with all busy ports, too concerned with commerce to make concessions to the sightseer, you must go to the suburbs of the town for fine views, pleasant beaches and verdant gardens. The hill of Monteserrat, 500 feet high, which you can reach by funicular from the heart of the city, allows you to survey the scene. The beaches, including the Praia Grande the longest beach in the State, are the pride of Santos; they have sand so firm that you can drive a car along them. The Jardim Indigena contains the largest private collection of orchids in the world and includes every known specimen of orchid obtainable (you can buy both plants and flowers here). São Vicente, just outside Santos, was the first Portuguese settlement in South Brazil.

Hotel: Atlantico

Currency: Cruzeiro

Canadian Pacific Agents:
Cia Expresso Mercantil
Rue 15 *de Novembro* 182, *Santos*

SÃO PAULO

SÃO PAULO, centre of the coffee trade, is gaining added importance as the industrial heart of Brazil. Brazil is very short of coal, but São Paulo has abundant water-power close at hand. On the way up from Santos you climb the Serra do Mar, on which most of the rain falls. This is collected in large reservoirs before being used to generate electricity. The largest of these reservoirs, at Santo Amaro, provides a miniature seaside resort for the ' Paulistas '. At Ipiranga, now a suburb of São Paulo, the palace of the former emperors has been turned into a museum and is surrounded by beautifully laid-out parks. In the middle of these is an oddly incongruous building: the mud hut where, in September 1822, Dom Pedro spent the night before he made his speech—the famous ' Cry of Ipiranga '—which was the signal for Brazil's independence.

Although São Paulo was founded in the middle of the 16th century, it is primarily a modern town. The growth of the coffee trade at the end of the 19th century attracted many settlers, mainly Italian, to the province of São Paulo. From a population of some 250,000 in 1900 the town has developed into the third largest city in South America, with a population of over two million.

One of the curiosities of São Paulo is the Butantan snake farm. It has been established to extract poison from venomous snakes, after which serums are prepared as antidotes to the bites of those very snakes themselves. The snakes are kept on a moated and walled lawn; they live in small white-domed huts about 2 feet high. To secure a snake, the attendant pins its head to the ground by means of a stick with a wire hook at the end and then picks it up by the back of the neck. In that way the snake is unable to bite him; the venom is then collected on a small glass plate. There is another enclosure where non-poisonous snakes are kept. Visitors are allowed to pick these up—if they have any desire to do so.

EXCURSIONS FROM SANTOS

Santos—Town Drive January 2

Leaving the quayside at 9 a.m. by coach, first visit the Coffee Exchange and then drive through the city to Monteserrat, from which a panoramic view of the town is obtained. The summit (approx. 500 feet) is reached by a funicular railway. The excursion is then continued to the Orchid Garden, São Vicente and Praia Grande (Long Beach). Returning to Santos via a succession of lovely beaches, then visit the aquarium at Ponta de Praia. The drive is continued to the Villa dos Passaros (Bird Farm), before returning to the quayside in time for luncheon on board.

Fare by Coach: **£2 . 10 . 0***

São Paulo January 2

Coaches leave the quayside at 9.30 a.m., proceed through the city of Santos and then through several miles of banana plantations to the foot of the ' Serra.' The ascent is then made along a fine new highway to the top of the ' Serra,' from which point wonderful views of the surrounding country can be enjoyed. Then passing several artificial lakes and the Ipiranga Monument (of independence) and Gardens, São Paulo is reached at about 11.30 a.m. Luncheon is provided at the Hotel Esplanada. After lunch visit the Pacaembu (State-owned football stadium), and then continue to the Snake Farm at Butantan, passing on the way the imposing buildings of the Government Hospital. At Butantan a demonstration of poison extraction will be made. Afterwards drive through the principal residential districts of São Paulo before adjourning for tea. After tea, the return journey to Santos will be commenced, arriving at the quayside at about 7. p.m.

Fare: **£7 . 14 . 0***

(*Including lunch and tea*)

* *Payable by travellers' cheques encashable in Brazilian territory*

Bahia

BAHIA or São Salvador, to give the town its proper name, is one of the most picturesque of Brazilian towns. One of the earliest Portuguese settlements in Brazil, it was the capital of the country until 1763. Rich nobles vied with one another to build fine houses or to endow churches. These churches, most of them built in the 17th and 18th centuries, are virtually museums in themselves; all you need do is look round them and at the ornate decorations inside them. With 102 churches in the town, religious celebrations and processions are a regular affair. You will be able to see the preparations for the most colourful of them, which takes place at the church of Our Lord of Bomfim (Good Fortune). On the Feast of Epiphany innumerable pilgrims make their way to this little church on the Itapagipe peninsula, their boats and canoes adorned with garlands and streamers of flowers.

The inhabitants are even more colourful than their surroundings. Many of them are descendants of the negro slaves who worked in the sugar plantations and they have retained the Africans' love of bright colours. The exotic clothes and headdress of Carmen Miranda would excite little attention among these natives—there are too many similar ones already. The best place to see them is in the market near Praça Cairu, in the lower town (Baxia). Most of the official buildings are in the upper town (Alta). This is a position more fit for a fort than a city; so abrupt is the cliff below, that pedestrians use a lift when coming from the Baxia to the Alta.

Hotel: Grand

Currency: Cruzeiro

Canadian Pacific Agents: Cia Navegacao das Lagoas
Edificio Martina Rua da Espanha
Caixa Postal 959, *Bahia*

BAHIA EXCURSION

The City and Beaches January 5

From the quayside in the lower city, first a visit to the Cocoa Institute, then through the lower town and up a steep slope into the upper town, passing through the most impressive streets of the city to the Church of São Francisco, where a stop is made to see the magnificent interior with its profusion of sculpture and gilding. On leaving the church, drive past the Governor's Palace, then out to the Avenida Oceanica which runs alongside the seashore past Ondina Beach to the suburb of Rio Vermelho, which, in earlier days, was an important Indian village, and now a fishing settlement. Then passing Amaralina and Pituba with their fine beaches, arrive at Chega Negro. This is one of the most charming beaches of Northern Brazil in a setting of luxuriant vegetation. A stop is made here for half an hour for the enjoyment of coconut milk straight from the nut and a programme of typical Brazilian music and dancing. Leaving this delightful spot, drive back via Avenida Oceanica, the San Antonio Lighthouse, British Cemetery and Yacht Club, and then past the lovely gardens of Vitoria to the fine modern Hotel de Bahia, where a stop of 10 minutes is made before returning to the quayside.

Fare by Coach: **£3 . 9 . 0**

Payable by travellers' cheques encashable in Brazilian territory

Funchal, Madeira

MADEIRA belongs to Portugal and is the largest and only important island of a small archipelago which includes, in addition to Madeira, Porto Santo, the Desertas, and the Salvages. Discovered by the Portuguese navigator João Gonçales Zarco in 1419, it is regarded as part of the mainland of Portugal and is represented in the National Assembly by two Deputies.

A more romantic story ascribes its discovery to an Englishman, Robert Machin. In 1344 he and his love, Anna Arfet, were eloping on a ship from Bristol and bound for West Africa. A storm drove their ship on to the island where they landed. However, while they were ashore, the ship dragged her anchors and was driven out to sea again. Anna died from the shock of the disaster. Whatever truth there is in the story, the town of Machico, on the east of the island, is supposed to have derived its name from Robert's surname.

Vines were introduced to the island during the 16th century but achieved their greatest importance at the end of the 18th century. Practically all the wine produced on the island was exported to Britain, its popularity enhanced by the preferential duties it received. During the 19th century, phylloxera attacked the vines, cutting down the quantity of wine available, though not the quality. Madeira is a fortified wine; that is, a blend of different wines strengthened by the addition, usually, of cane-brandy. In the olden days, ships used to pick up the casks of wine on their outward journey and carry them to the East or West Indies before returning to England. This voyage gave the wine the time and the heat necessary for it to mature. It was then known as ' Vinhos de Road '—the wine of the round trip.

More lately the British have discovered an equally attractive feature about the island—its mild climate and magnificent scenery. In the path of the Gulf Stream, Madeira has equable temperatures the whole year round. The blue water-lily which at Kew can only be grown in a hot-house, flowers freely anywhere on the island below 1,000 feet. Bananas, mangoes, paw-paws and avocados all grow on the lower slopes too. The whole island is thickly wooded—indeed, the name Madeira comes from the Portuguese ' timber '.

Above Funchal, the capital and main town, you get a chance to see something of this scenery from the Terreiro da Luta (the fighting terrace), where inappropriately there is a monument erected to Peace. From the Terreiro there is a novel means of descent—by toboggan. However these " carros do Monte ", having never seen the snow, run down over cobbled stones and are restrained by two stalwart attendants who walk beside them.

In recent years Madeira has been exporting large quantities of bananas and this industry now plays an important part in the economy of the country. The banana grown for export is of the Chinese variety and is said to contain food value many times that of an equal bulk of wheat. Incidentally, it is usual to obtain three crops of potatoes from the same ground each year.

In 1856 a Scottish lady, Mrs. Phelps, introduced embroidery to the islanders. This is now a major industry, giving direct employment to 45,000 people, the great majority of them women.

Note.—Silk scarves, amber necklaces, corals, etc., are imported and are not recommended.

Hotels: Reid's Palace, Savoy, New Avenue, Bella Vista, etc.

Currency: Portuguese Escudo

Canadian Pacific Agents:

Blandy Bros. and Co. Lda.

Funchal, Madeira

MADEIRA EXCURSION

Terreiro da Luta January 13

Members leave the quay by motor-car and after visiting the wine lodges will ascend via the Circular Road to Monte where a visit to Monte Church will be made, continuing via Babosas to Terreiro da Luta (3,285 feet above sea level) from which a magnificent panoramic view is obtained.

Luncheon will be served at the Esplanade Chalet Restaurant after which the descent to Pombal Terminus will be made by the famous toboggan sleds which provide a safe and thrilling experience.

Members return from Pombal Terminus to the town centre or quay by bullock ' carros ' or motor-cars at their option.

Fare, including luncheon: **£3 . 3 . 0***

(*limited to* 230 *members*)

** Payable by travellers' cheques encashable in Portuguese territory*

N.B.—Members are advised to take a light coat with them for this mountain excursion.

Lisbon

THE HISTORY of Lisbon has one great turning-point. The disastrous First of November, 1755, when an earthquake struck the town. Many of the buildings fell at the first shock, but worse was to follow. A tidal wave sank the ships in the Tagus and swamped the quays. Fires broke out among the tightly packed houses and completed the work of destruction. It is estimated that some 20,000 people lost their lives.

One part of the city, the Alfama, escaped serious damage. This now represents Roman and Moorish Lisbon; the whole area, honeycombed by small streets, is surmounted by the Castello de São Jorge, the Moorish citadel, which is now a fort and barracks. West of the Alfama is the district most severely hit by the earthquake. The Marquis of Pombal, who was responsible for rebuilding Lisbon, decreed that all the streets should run straight inland from the harbour, with others crossing them at right-angles. As a result, all the roads run straight from the harbour to the Rocio, in medieval times the meat market, and now the Piccadilly Circus of Lisbon.

Just outside Lisbon, on the coast, are two buildings founded to mark Vasco da Gama's voyage round Africa to India in 1497. The first of these, the Convento dos Jeronymos, built in 1499, now houses the Royal Coach Museum, and is one of the finest examples of ecclesiastical architecture in Portugal. The other is the Torre de Belem, a fine tower built in 1520 as a fort to guard the shipping which thronged the Tagus.

Bank : Bank of London and South America

Currency: Escudos

Canadian Pacific Agents: James Rawes and Co. Ltd.,
47 Rua Bernardino Costa, (P.O.Box 122) *Lisbon*

EXCURSIONS FROM LISBON

Town Drive January 15

Morning drive round Lisbon. Leave the quayside at 9 a.m., visiting various places of interest; including Jeronimos' Monastery and the Royal Coach Museum at Belem, the Monsanto Park and Miradouro at Montes Claros, the Tropical Fernery in Edward VII Park (so named in memory of his visit in 1903), the Bullring, the Cathedral (the Sé, which was badly damaged in the 1755 earthquake) and the Miradouro at Santa Luzia. The return drive is along the boulevards, arriving at the ship in time for lunch.

Fare: By motor-car **£1 . 5 . 0***

Queluz, Cintra and Estoril January 15

This excursion begins with a drive along the boulevards of Lisbon before proceeding to Queluz, where a visit is made to the Royal Palace, built in 1758 and known as the Versailles of Portugal.

Luncheon is taken at Cintra, a charming old town set among the mountains. Here visits are made to the Royal Palace, parts of which date back to the 12th century, and to Pena Castle, formerly the summer residence of the Portuguese kings. The return journey is made via the Montserrat Road to Colares, a small seaside town at Cascais, the famous resort at Estoril, and then along the coast road back to Lisbon.

Fare, including luncheon:

By motor-car **£3 . 4 . 0***

* *Payable by travellers' cheques encashable in Portuguese territory*

Health Hints

So that the utmost benefit may be derived from the Cruise and Shore Excursions the following health hints and warnings are given, and are especially intended for the guidance of those making their first visit to foreign ports and sub-tropical regions.

The Sun.—Owing to the more direct incidence of the solar rays, and the clarity of the atmosphere in Southern latitudes, the action of the sun is more powerful than is usually the case at home, and must be guarded against.

The head and neck should invariably be protected in strong sunlight in order to avoid the possibility of sunstroke or nervous prostration, to which blondes are more liable than dark haired people.

Sun Bathing.—For those who desire to acquire a sun-tan the process must proceed gradually, and only short daily exposures are advisable of skin usually kept covered—otherwise sunburn will inevitably follow and require medical treatment.

Avoid falling asleep when lying in the sun clad only in a bathing costume — otherwise sunburn and heat prostration are likely to ensue.

If sunburn has occurred, free applications of calamine lotion or of lead lotion—allowed to dry on—are the best treatment, and no further sun bathing should be indulged in. For severe sunburn the Ship's Surgeon should be consulted, as other treatment may be necessary.

Sunglare Glasses are a great comfort and protection against eye-strain and headaches in strong sunlight, and minimise the glare of the sun—direct or mirrored from the surface of the sea, or reflected from the painted structure or decks of the ship.

Smoke-tinted sunglare glasses are preferable to those of other colour in that with them the scenery is viewed in its natural colouring.

After Sundown and during the night the temperature drops considerably in Southern latitudes, necessitating warmer clothing during the evening, especially if sitting out on deck.

It is advisable to wipe perspiration from the throat with a handkerchief to avoid the contraction of chills, sore throats, etc.

At Night passengers are warned that it is inadvisable to sleep in a draught insufficiently covered. Electric fans should not be allowed to play directly on one whilst asleep or colic pains and digestive disturbances may result. The abdomen particularly should be well covered at night.

Food, Fruit and Liquid Refreshment bought ashore.—The partaking of food or liquid refreshment purchased in the street by passengers merits particular attention, as food, fruit, etc., exposed for sale on street stalls or in open markets is very liable to contamination in hot climates by flies, dust, and handling, and may quickly become unsound and dangerous to health.

Many mineral waters of local manufacture may be made under bad conditions from water of doubtful purity. Aeration does not make these safe. Keep to brands which are well known to you.

It is advisable to confine the consumption of food, fruit, or liquid refreshment to that procured from or furnished at high class shops or hotels.

Thick skinned fruits, such as oranges or bananas, are safe if in sound condition.

Thin skinned or soft fruits (particularly fresh dates or figs) may be dangerous, and are better left alone.

The following should be rigidly avoided :

Fruit the least bit damaged or decayed, or already cut up and sold in slices, such as melon or pineapple.

Any uncooked food.

Unboiled water; unboiled cow's or goat's milk, or cheese made from goat's milk; native coloured drinks; native sweets.

Failure to observe such hints regarding chills and food or drink may result in the contraction of such troubles as tropical, climatic, or summer diarrhoea, dysentery, or typhoid fever. These troubles are not, of course, uncommon at home during periods of hot and sultry weather.

Iced Water and Iced Drinks.—The tendency to indulge in the copious drinking of iced water, either ashore or on board, should be avoided when overheated. Iced drinks, if taken, should be sipped slowly after allowing the body to rest and cool down if overheated, but they should be avoided altogether if the bowels are out of order.

Constipation should be guarded against

Mosquito bites or other insect bites or abrasions of the skin should not be neglected, but should be painted with Tincture of Iodine immediately and medical advice sought as soon as possible. Mosquitoes commence to bite about sundown. Should it be necessary to sleep ashore for a night or so, sleep under a mosquito net (keeping arms away from contact with net) and before retiring see that no mosquitoes are inside the net. If visiting bazaars or native quarters where there are crowds, avoid physical contact—as many poor-class natives may be verminous, and such vermin may carry and transmit certain infectious diseases.

The foregoing simple health rules are usually observed by experienced travellers, and by those living in semi-tropical and tropical climates, and their observance is strongly recommended to all 'newcomers', in order that they may obtain the utmost benefit, and disembark at the conclusion of the Cruise rejuvenated, and with the feeling of complete well-being which is the natural result of such a holiday.

Medical Items obtainable at the shop on board

Antiseptics: Dettol, Listerine, Glyco Thymolene, T.C.P.
Anadin, Aspro, Aspirin, Disprin Tablets.
Alka-Seltzer.
Bromo Seltzer.
Belts, Modess.
Beecham Pills.
Calamine Lotion.
Cascara Tablets.
Cotton Wool.
Dressings: 'Bandaid' and 'Dalmas'.
Digestive Tablets and various powders
Eye Lotion.
Frozocologne.
Germolene.
Glasses, Sunglare.
Iodine Pencils.
Kleenex Tissues.
Karsodrine Inhaler.
Milk of Magnesia.
Noxema Cream.
Paraffin, liquid.
Salts: Andrew's, Eno's, Kruschen.
Smelling Salts.
Suntan Oil.
Towels, various.
Throat Pastilles.
Vapour Rub.
Vaseline.
Vegetable Lax.

General Conditions

1. All bookings and contracts with passengers are subject to the conditions on the Company's passenger tickets. No agent or employee of the Company has authority to vary the conditions.

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

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

4. All fares for Optional Tours shown in this programme are subject to change without notice.

5. Every reasonable care is taken for safe custody of baggage, but it is at 'owner's risk' throughout the tour(s). Small articles, coats, wraps, umbrellas and other hand baggage are entirely under the care of the passenger, who is cautioned against the risk attached to these being left in conveyances when sightseeing. Passengers are recommended to protect themselves fully against possible loss, damage or pilferage, by insuring their baggage.

6. Children will be charged full rates for Optional Tours.

7. Fares do not include beverages not ordinarily served at hotels without charge, conveyances or guides specially ordered by members on individual trips and not ordered by the Cruise Director.

CANCELLATION OF OPTIONAL TOURS

The Canadian Pacific make arrangements in advance for the Optional Tours and are required to pay for all facilities ordered; therefore no cancellations or alterations may be made in connection with such tours after the books are closed, the date for which will be duly announced.

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