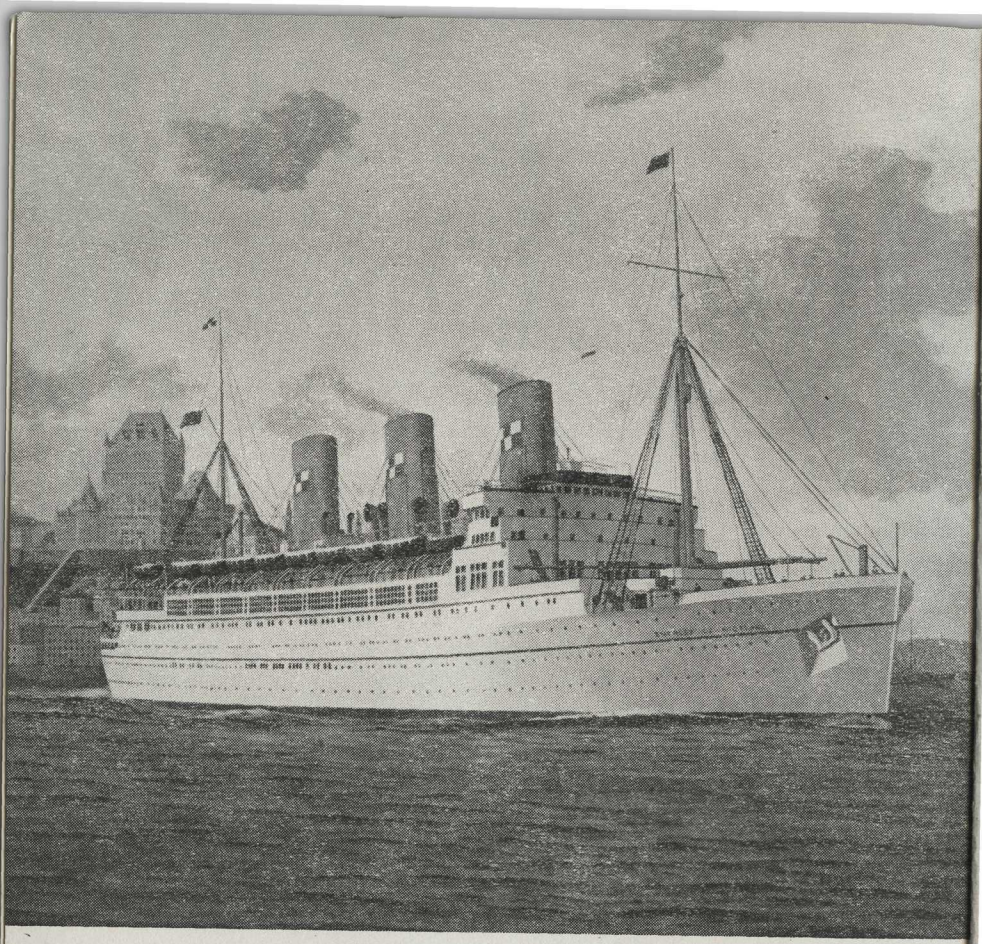
Oct. 13, 1950

PASSENGER LIST

Canadian Pacific

Passenger List



Empress of Scotland passing the famous Chateau Frontenac at Quebec

ASK ABOUT OUR
EMPRESS OF SCOTLAND
WINTER CRUISES
TO THE WEST INDIES

EMPRESS OF SCOTLAND

26,000 Tons Gross Register

Captain:
S. W. KEAY, O.B.E.

Staff Commander.....F. W. S. Roberts, R.D., R.N.R.
Chief Officer.....N. W. Duck, D.S.C., R.D., R.N.R.
Chief Engineer.....J. N. Thomson
Surgeon.....F. K. Beaumont, M.B., Ch.B.
Purser.....A. W. M. Stark
Second Purser ..... F. C. Talbert
Chief Steward.....W. Parr
Second Steward.....E. Griffiths
Rail Traffic Representatives.....H. W. Scott
A. G. Murray

From Quebec

FRIDAY, OCTOBER 13th, 1950

To Greenock and Liverpool

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

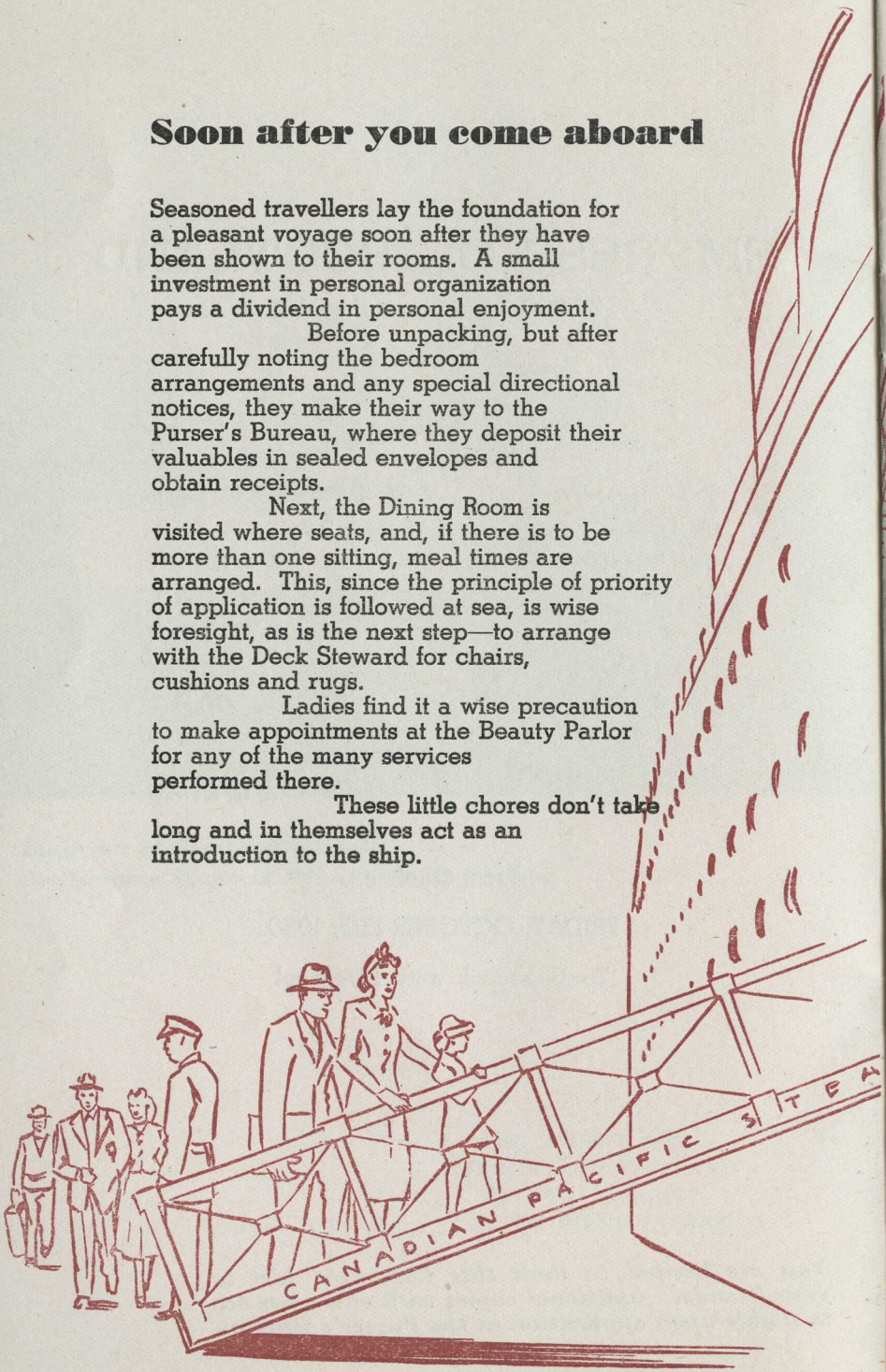
Seasoned travellers lay the foundation for a pleasant voyage soon after they have been shown to their rooms. A small investment in personal organization pays a dividend in personal enjoyment.

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.

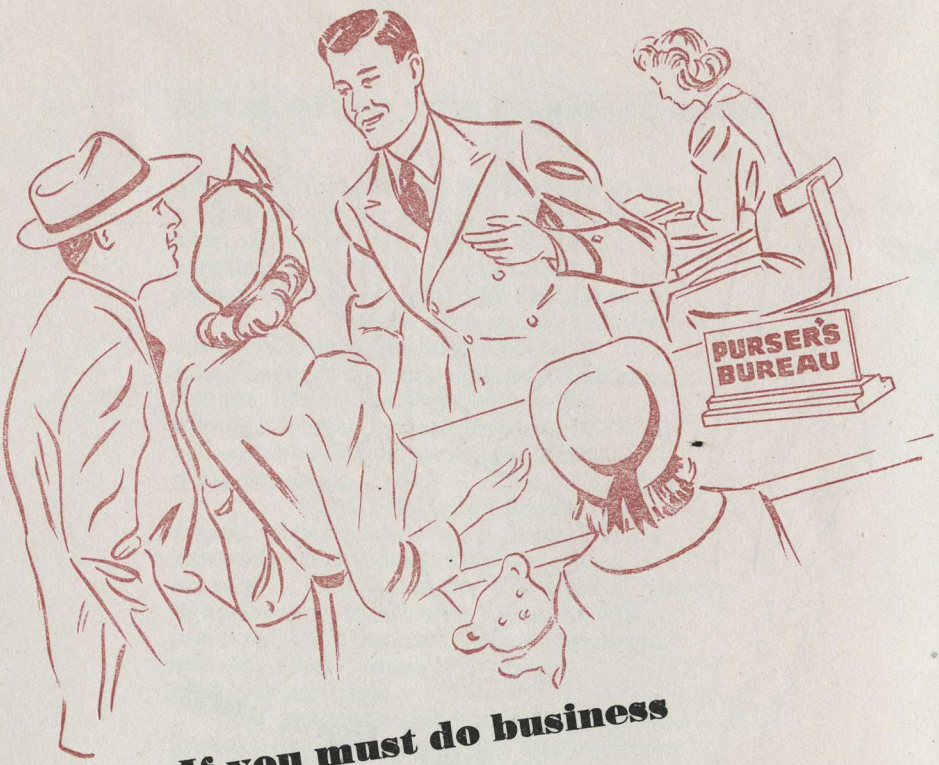


When good-byes have been said

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.

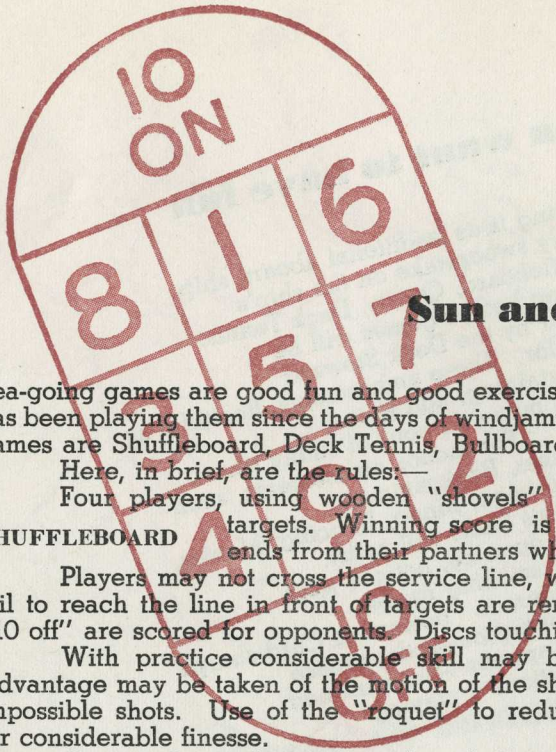
Baggage not required in the bedroom is available at stated hours in the Baggage Room situated on Deck C.

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.

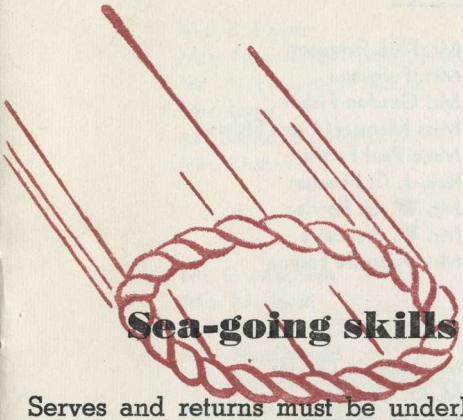
DECK TENNIS

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.

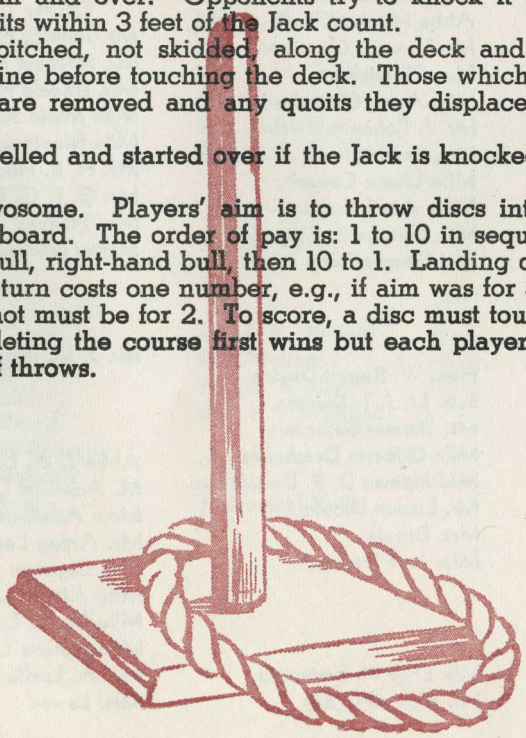
DECK QUOITS

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



FIRST CLASS

M. Jean Allaire
Mr. William Archibald
Mr. Robert Armstrong
Mr. F. E. Austin
Mrs. Austin

Mme Louis D. Barry
Most Rev. Gerald Berry, D.D.
Mme Eliane Bouchard
Rev. Joseph Boutin
Mr. W. B. Bowden
Mr. V. H. Boyse, O.B.E.
Miss E. A. Bruce
Mme Charles L. Bussières

Miss G. Campo
Mr. J. S. Carr
Mrs. Carr
M. B. Champoux
Mme B. Champoux
Abbe Hermas Claude
Mr. Lorenzo Cloutier
Mrs. Cloutier
Miss Anne Clutterbuck
Mr. J. Cohen
Mrs. Cohen
Mlle Lisane Coupal
Mme Aimé Couture
Mrs. George S. Coward
Mr. Thomas Craig

Hon. W. Rupert Davies
Sub. Lt. J. T. Dawson
Mr. Thomas Dempster
Mlle Gilberte Deschenes
Midshipman D. R. Donaldson
Mr. Lucien Drouin
Mrs. Drouin
Miss Jane Durrant

Mrs. Elsie N. Eastwood
Mr. Richard C. Ely

Mr. Phil. Ferguson
Mrs. Ferguson
Mr. Gordon Fisher
Miss Margaret Cross Fisher
Mme Paul Fortin
Rev. J. C. Foucher
Mr. W. G. Fowler
Mr. W. Franceys
Mr. Marcelle Francq

Mr. Vittorio Gerosa
M. G. Girard
Mme G. Girard
Mlle Louise Godbout

Lieut. E. L. Hanington
Mrs. Hanington
Master Christopher Hanington
Miss Gilla Hanington
Mr. C. E. M. Hardie, O.B.E., F.C.A.
Mr. John E. Hillaby
Mr. Michael Hirst
Mrs. Donald Hobart
Mlle Marie Solanges Hone
Mlle Monique Hone
Mr. H. R. Hooper
Mr. G. F. G. Hughes
Mrs. Hughes
Master Michael W. Hughes

Mr. J. M. Ihme

Abbe J. A. Laberge
M. Adalbert Laberge
Mme Adalbert Laberge
Mr. Arthur Lagueux
Mrs. Lagueux
Mlle Aimée Lambert
Mlle Louise Larocque
Mlle Hélène Larocque
Mr. A. Leslie Lawes, C.B.E.
Mrs. Lawes

FIRST CLASS

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Mlle Marguerite Marie Léveillé
Mr. A. H. Levy, F.R.C.S.
Mrs. Levy
Mr. Rudolph Louis Lion
Mrs. Lion

Mr. C. Macbeth
Mrs. Macbeth
Dr. Donald MacDonald
Mrs. MacDonald
Mr. Reginald Harold Manning
M. Victor Morency
Mme Victor Morency
Rev. J. M. Morin, O.F.M.
Most Rev. Gerald C. Murray, C.S.S.R., R.D.

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Mr. A. C. Naylor
Mrs. Janet Niven

Rev. W. J. O'Leary

Mr. B. A. Parkes
Dr. J. H. Phillips
Mrs. Phillips
Mme Olive Picard
M. Phillipe Picard
Mme Phillipe Picard
Mr. M. Pleydell-Bouverie
Mrs. Pleydell-Bouverie
Mr. M. D. J. Poirier

Mr. P. Rhodes
Mr. André Robichaud
Mrs. Robichaud
Mlle Eva Robitaille
Miss E. Robson
M. Lucien Rondeau
Mme Lucien Rondeau
Mr. Gerald Russell
Mrs. Russell

Mr. E. E. Sayers
Mr. R. A. Scase
Mr. S. Scott
Major K. H. Stevens
Mrs. Stevens
Mrs. Herbert Stott

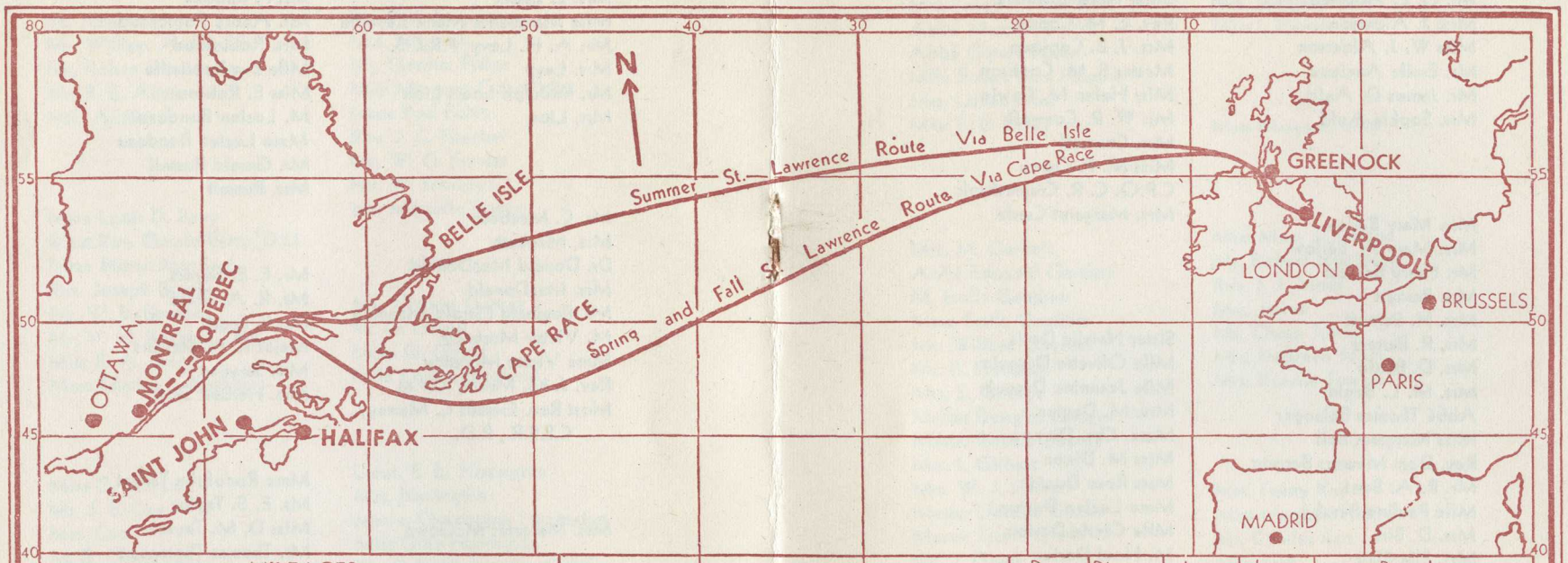
Mme Rodolphe Talbot
Mr. E. S. Taylor
Miss D. M. Taylor
Mr. Thomas Thompson
Mrs. Thompson
Mr. A. N. Thomson
Mrs. Thomson
Mrs. B. M. Treadwell
Mr. P. Tudor-Hart
Mrs. Tudor-Hart
Sub. Lt. E. M. Turner

Mr. A. Varga

Mr. J. A. Walford
Mrs. Walford
F/Lt. L. Wallace
Mrs. L. S. Webster

Mrs. Isabel Yuill

Canadian Pacific picturesque short routes to and from Europe



MILEAGES	
Quebec-Father Point	158
Quebec-Cape Race	825
Quebec-Belle Isle	719
Quebec-Liverpool via Belle Isle and Greenock	2,714
Quebec-Greenock via Belle Isle	2,526
Quebec-Liverpool via Cape Race and Greenock	2,890
Quebec-Greenock via Cape Race	2,602
Greenock-Bar Lightship	188
Bar Lightship-Liverpool	13

Date	Distance	Lat.	Long.	Remarks

The Canadian Pacific 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 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 is flown between Montreal, Quebec and Liverpool by Empress of Canada and Empress of France—between Quebec, Greenock and Liverpool by Empress of Scotland, in the summer; between Liverpool and Halifax-Saint John, N.B. by Empress of Canada and Empress of France, in winter—the "7-day comfort way" by the picturesque St. Lawrence route from April to November, the sheltered Bay of Fundy route, December to March.

The St. Lawrence estuary follows a great circle course sheltered by the river's banks and the lee of Newfoundland. From both sides of the Atlantic, almost as soon as open sea is reached your Empress is in the warm waters of the Gulf Stream. The winter route, as a glance at the map will show, also has the advantage of a great circle.

TOURIST

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Miss J. Alderson
Miss W. J. Alderson
Mr. Emile Anciaux
Mr. James D. Auld
Mrs. Sophia Auld

Mrs. Mary Bailey
Mrs. Mary A. Barlow
Mr. Harry Barnett
Mrs. Barnett
Mrs. H. Barnett
Mrs. R. Barrass
Mrs. D. Battle
Mrs. M. L. Begin
Abbé Thomas Bélanger
Miss Margaret Bell
Rev. Dom Maurers Benson
Mr. R. A. Bent
Mlle Pauline Bérubé
Mrs. D. Birt
Mrs. Ella Blair
Master Ian Blair
Master Ramsay Blair
Mrs. E. Blamey
Sister Lucille Bonie
Mlle Ghislaine Bouchard
Miss C. M. Boulter
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Mrs. Breillat
Miss Bernice Breillat
Miss Beryl Breillat
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Mrs. Mary Broadfoot
Mr. William Broadhead
Mrs. Broadhead
Mr. Thos. Brown
Mr. David J. Burke

Mrs. C. D. Castle
Miss Alexandria Castle
Mlle Thérèse Charest
Miss M. Clarke
P/O Adam Cochrane
Mrs. Cochrane
Master Larry Cochrane
Master Michael Cochrane

Sister Nora Commins
Rev. E. M. Cooke
Mrs. J. B. Cookson
Master S. M. Cookson
Miss Helen M. Cowie
Mr. W. R. Coxwell
Mrs. Coxwell
Miss M. F. Crowe
C.P.O. C. R. Cruickshank
Mrs. Margaret Currie

Sister Natalie Davis
Mlle Olivette Dérouin
Mlle Jeannine Dérouin
Mrs. M. Devine
Mme. Chs. Dionne
Miss M. Dixon
Miss Rose Donis
Mme Lucien Dorion
Mlle Cécile Dorion
M. Noel Dorion
M. L'Abbé Jacques Dorval
Abbé Fernand Doyon
Mlle Marie-Jeanne Dugal
Mr. J. B. Duncan
Miss Helen Duncan
Miss L. J. Duncan
Mr. R. Duncan
Mrs. Duncan
Miss Constance Duncan
Miss Elizabeth Duncan
Miss Elsie Duncan
Mr. Robert Duncan
Mlle Anna Duval

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Master Archibald Ewing
Miss Helen Ewing

Mrs. Mary Fisher
Mrs. Frances Fleming
Mr. James C. Forbes

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Abbé Maurice Fortier
Abbé Gérard Fortin
Mlle Rose-Anna Fournier
Mrs. Lillian Frost
Miss E. B. Fuller

Mrs. M. Garbett
Abbé Edouard Gariépy
M. Emile Gauthier
Mme Emile Gauthier
Mr. William Gaylee
Mr. R. Gemmell
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Master Robert George
Mrs. I. Gilbert
Mrs. W. J. Glenn
Master Gordon Glenn
Master James Glenn
Mr. J. Goad
Mrs. Goad
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Mrs. Graves
Miss Diana Graves
Miss Jeanne Graves
Miss Agnes F. Gray

Master David Hanington
Mr. T. Hanrahan
Mrs. Betty Hayman
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Mr. Philip Hiseman
Mrs. Hiseman
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Mrs. Holroyd
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Mr. Roy Hopkins
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Mr. R. W. Huggett

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Miss I. Hunter

Miss Margaret Irwin

Miss Mary Johnstone
Mr. Robert Johnstone
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Mrs. Jones
Mr. Owen Jones
Mrs. Kathleen Jones
Mrs. Rosalie Joseph

Mrs. Fanny Kay
Miss Margaret Keir
Mr. Charles Kerr
Mrs. Kerr
Miss Patricia Kerr
Miss M. M. King
Dr. C. Kruger

Mme Blandine D Laflamme
Rév. Ovilia Laplante
Mr. George Larden
Mrs. (Dr.) Larochelle
Miss J. M. M. Law
Mr. Gilbert Lear
Mlle Gertrude Leduc
Sister Margaret Lee
Mme Henriette B. Lepage
Mr. Arsène Létourneau
Mrs. A. Lewis
Mr. John J. Lewis
Miss E. M. Lloyd
Mrs. L. Long
Master Arthur Longley
Mrs. A. Lowenstein
Miss T. Lowenstein
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Master Edward Luhtala
Miss Doreen Luhtala

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Mrs. MacBean
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M. Jean-Baptiste Martel
Sister Evelyn Massie
Mr. A. Masterton
Miss Janet Matthew
Rev. J. F. Maxwell
Mr. James Meikle
Mrs. Margaret Miller
Mr. A. Morrison
Mrs. Morrison
Master R. Morrison
Mr. Wallace Morton
Mrs. Morton
Mr. A. J. Mulder
Mr. Andrew Mungall
Mrs. Mungall

Mrs. Sarah McAulay
Miss Agnes McAulay
Mrs. Helen McCauley
Miss M. J. McCrory
Mrs. Helen McDonagh
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Mrs. Mary Ann McDougall
Mrs. George McElheron
Master John McElheron
Miss Violet Ann McElheron
Miss E. McFadyen
Mr. George McIntyre
Mrs. McIntyre
Mr. William McKendry
Mrs. McKendry
Mr. James McKinney
Mrs. McKinney
Master David McKinney
Master James McKinney
Miss Catherine McKinney
Mrs. Mabel McMillen
Mrs. W. McPherson
Miss Margaret C. McTavish

Miss Margaret Nairn
Miss M. E. Nevitt
Mr. Leonard J. Norman

Mrs. F. M. Olley
Miss Winnifred O'Sullivan
Mr. F. Owens

M. Joseph Pagé
Mme Joseph Pagé
Rev. Theophile Pageot
Mr. Aime Pageot
M. G. O. Paradis
Mme G. O. Paradis
Miss K. M. Partridge
Mrs. Margaret Peaire
Miss Mildred E. Pearce
Abbé Noel Perron
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Miss Mabel Petrie
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Mrs. Piatowski
Mr. W. Pink
Mrs. Catherine Priestly

Mr. J. Radley
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Miss B. C. Rainsford
Miss D. I. Rainsford
Miss M. L. Rainsford
Mrs. C. Ralston
Mrs. C. T. Ramsay
Mrs. I. Ramsay
Dr. E. Goodwin Rawlinson
Mrs. Rawlinson
Mrs. M. Rennie
Miss Margaret Rielly
Miss Margaret Robertson
Mrs. Alice M. Ross
Mrs. Agnes Ruud
Miss Helen Ruud
Mrs. Ann J. Russell

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Miss Elizabeth J. Salamon
Mr. Anton Schoen

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Mr. Robert Sexton
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Mrs. Shovlin
Mr. Peter W. Simpson
Mrs. M. C. Slape
Mr. Angus N. Smith
Mrs. E. M. Smith
C.P.O G. B. Smith
Mrs. J. O. Smith
Miss Peggy Smith
Mr. W. Snaddon
Mrs. Snaddon
Mrs. E. Spicer
Mrs. J. Stanners
Master John Stanners

Mr. William Taylor
Mrs. Taylor
Miss W. D. Taylor
Miss Jessie Thom
Miss Jean H. M. T. Thompson
Miss A. Thomson
Miss E. Thomson
Mr. Neil Thomson
Mr. Ernest A. Thorbes
Miss Ann Tod
M. Joseph-Emile Tremblay

Mlle. Béatrice Vachon

Mr. Victor Waldron
Mrs. Waldron
Mrs. Agnes Watson Walker
Miss Wilma Walsh
Mr. Christopher A. Wanklyn
Mr. W. J. Warder
Mrs. Warder
Mrs. Grace Waugh
Mrs. Harriett Westcott
Mr. Tom White
Mrs. A. B. Whitefield
Miss Isabel Whitton
Miss Elizabeth Wilkinson
Mr. Jack Williams
Mrs. Williams
Mrs. Rose Willis
Mr. A. B. Wilson
Mrs. A. B. Wilson
Master Allan J. S. Wilson
Miss M. T. Wilson
Miss Mary Wilson
Miss Rosemary W. Wilson
Miss Roslyn I. Y. Wilson
Miss Margaret Wood
Miss Mary Wood
Mr. James Wyllie

Mrs. L. H. Yarkie

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:

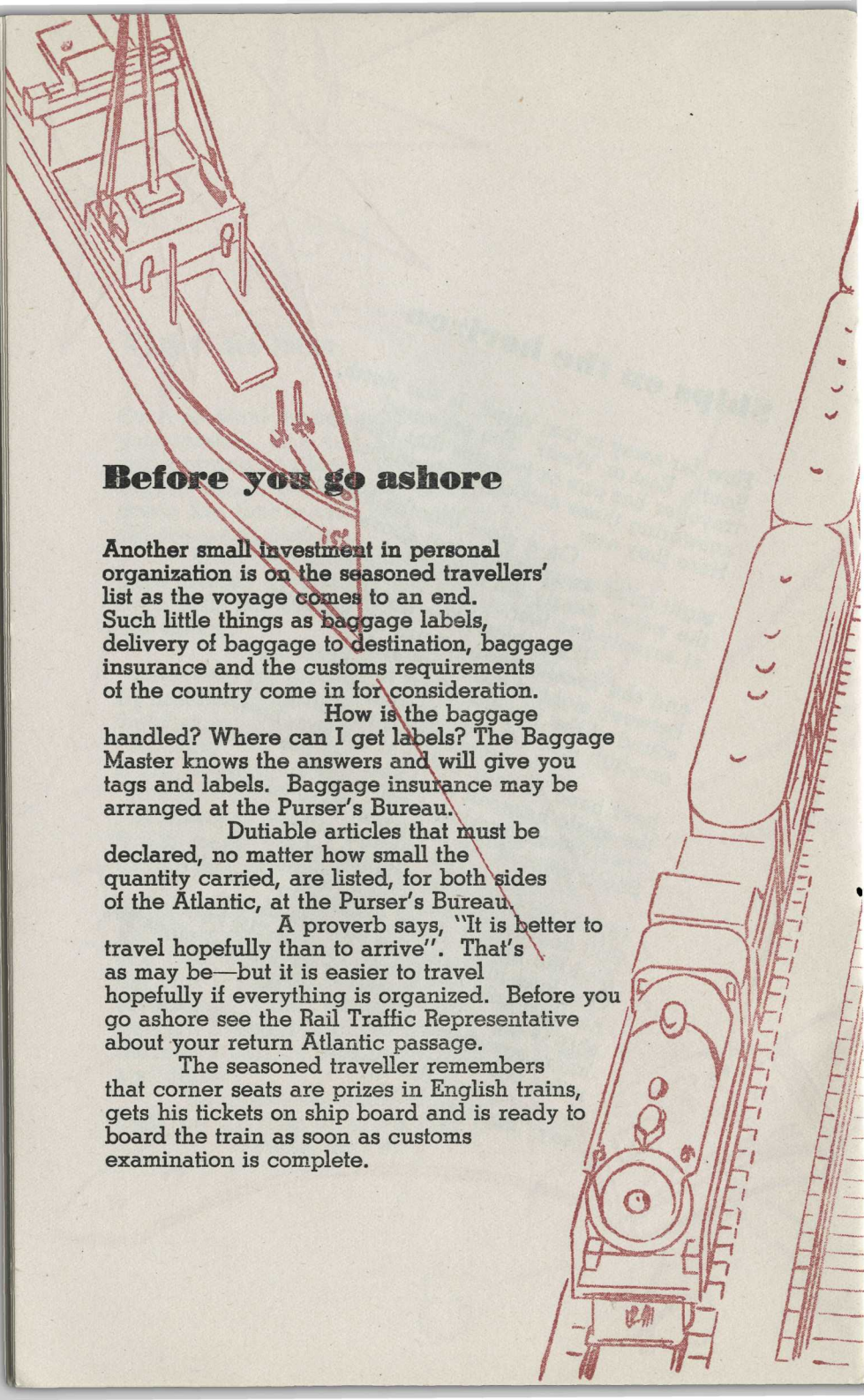
On a clear day the horizon is eight miles away at fifty feet above the water, nearly ten miles at seventy-five feet.

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 corner seats are prizes in English trains, gets his tickets 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.
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*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.

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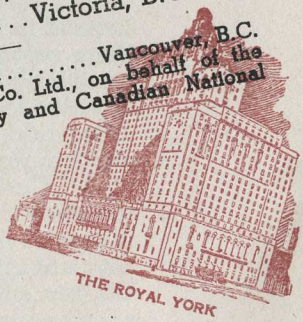

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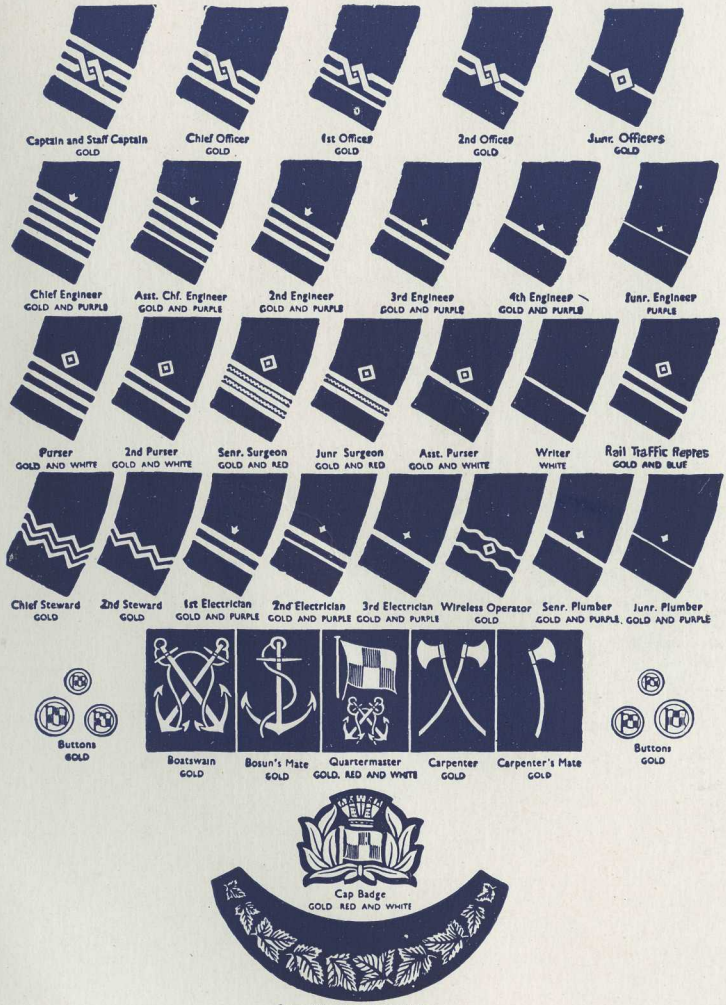

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