# PASSENGER LIST

EMPRESS OF BRITAIN 25,500 Tons Gross Register

99692 $4.00

# Canadian Pacific

## Passenger List

# WHITE EMPRESS SAILINGS

| Leave Liverpool | Leave Greenock | Arrive Quebec | Arrive Montreal | Arrive St. John | Steamship | Leave Montreal | Leave St. John | Arrive Greenock | Arrive Liverpool |
|---|---|---|---|---|---|---|---|---|---|
| 1957 | 1957 | 1957 | 1957 | 1957 | | 1957 | 1957 | 1957 | 1957 |
| May 24 | May 25 | May 31 | May 31 | — | Empress of Scotland | June 4 | — | June 10 | June 11 |
| May 28 | — | June 4 | June 4 | — | Empress of France | June 7 | — | — | June 14 |
| May 31 | — | June 6 | June 7 | — | Empress of England | June 11 | — | — | June 17 |
| June 7 | — | June 13 | June 14 | — | Empress of Britain | June 18 | — | — | June 24 |
| June 14 | June 15 | June 20 | June 21 | — | Empress of Scotland | June 25 | — | July 1 | July 2 |
| June 18 | — | June 24 | June 25 | — | Empress of France | June 27 | — | — | July 4 |
| June 21 | — | June 26 | June 27 | — | Empress of England | July 2 | — | — | July 8 |
| June 28 | — | July 3 | July 4 | — | Empress of Britain | July 9 | — | — | July 15 |
| July 5 | July 6 | July 11 | July 12 | — | Empress of Scotland | July 16 | — | July 22 | July 23 |
| July 9 | — | July 15 | July 16 | — | Empress of France | July 18 | — | — | July 25 |
| July 12 | — | July 17 | July 18 | — | Empress of England | July 23 | — | — | July 29 |
| July 19 | — | July 24 | July 25 | — | Empress of Britain | July 30 | — | — | Aug. 5 |
| July 26 | July 27 | Aug. 1 | Aug 2 | — | Empress of Scotland | Aug. 6 | — | Aug. 12 | Aug. 13 |
| July 30 | — | Aug. 5 | Aug. 6 | — | Empress of France | Aug. 8 | — | — | Aug. 15 |
| Aug. 2 | — | Aug. 7 | Aug. 8 | — | Empress of England | Aug. 13 | — | — | Aug. 19 |
| Aug. 9 | — | Aug. 14 | Aug. 15 | — | Empress of Britain | Aug. 20 | — | — | Aug. 26 |
| Aug. 16 | Aug. 17 | Aug. 22 | Aug. 23 | — | Empress of Scotland | Aug. 27 | — | Sept. 2 | Sept. 3 |
| Aug. 20 | — | Aug. 26 | Aug. 27 | — | Empress of France | Aug. 29 | — | — | Sept. 5 |
| Aug. 23 | — | Aug. 28 | Aug. 29 | — | Empress of England | Sept. 3 | — | — | Sept. 9 |
| Aug. 30 | — | Sept. 4 | Sept. 5 | — | Empress of Britain | Sept. 10 | — | — | Sept. 16 |
| Sept. 6 | Sept. 7 | Sept. 12 | Sept. 13 | — | Empress of Scotland | *Sept. 17 | — | Sept. 23 | Sept. 24 |
| Sept. 10 | — | Sept. 16 | Sept. 17 | — | Empress of France | Sept. 19 | — | — | Sept. 26 |
| Sept. 13 | — | Sept. 18 | Sept. 19 | — | Empress of England | Sept. 24 | — | — | Sept. 30 |
| Sept. 20 | — | Sept. 25 | Sept. 26 | — | Empress of Britain | Oct. 1 | — | — | Oct. 7 |
| Sept. 27 | Sept. 28 | Oct. 3 | Oct. 4 | — | Empress of Scotland | *Oct. 8 | — | Oct. 14 | Oct. 15 |
| Oct. 1 | — | Oct. 7 | Oct. 8 | — | Empress of France | Oct. 10 | — | — | Oct. 17 |
| Oct. 4 | — | Oct. 9 | Oct. 10 | — | Empress of England | Oct. 15 | — | — | Oct. 21 |
| Oct. 11 | — | Oct. 16 | Oct. 17 | — | Empress of Britain | Oct. 22 | — | — | Oct. 28 |
| Oct. 18 | Oct. 19 | Oct. 24 | Oct. 25 | — | Empress of Scotland | *Oct. 29 | — | Nov. 4 | Nov. 5 |
| Oct. 22 | — | Oct. 28 | Oct. 29 | — | Empress of France | Oct. 31 | — | — | Nov. 7 |
| Oct. 25 | — | Oct. 30 | Oct. 31 | — | Empress of England | Nov. 5 | — | — | Nov. 11 |
| Nov. 1 | — | Nov. 6 | Nov. 7 | — | Empress of Britain | Nov. 12 | — | — | Nov. 18 |
| Nov. 8 | Nov. 9 | Nov. 14 | Nov. 15 | — | Empress of Scotland | *Nov. 19 | — | Nov. 25 | Nov. 26 |
| Nov. 12 | — | Nov. 18 | Nov. 19 | — | Empress of France | Nov. 21 | — | — | Nov. 28 |
| Nov. 15 | — | Nov. 20 | Nov. 21 | — | Empress of England | Nov. 26 | — | — | Dec. 2 |

*Sails at daybreak. Passengers embark previous evening, commencing 8-00 p.m.

Passenger Carrying Freighters—BEAVERBURN, BEAVERFORD and BEAVERLODGE
Large modern cargo ships with single berth rooms for 12 passengers
SAILINGS APPROXIMATELY TWICE MONTHLY — DATES ON REQUEST

# EMPRESS OF BRITAIN

25,500 Tons Gross Register

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Staff Commander:

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Chief Officer.....A. F. Miller

Chief Engineer.....J. Bennett

Surgeon.....B. M. Jensen, L.M.S.S.A.

Purser.....F. C. Talbert

Second Purser.....J. P. Barrett

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

Second Steward.....J. Rive

Chief Tourist Steward.....G. Crookham

Rail Traffic Representatives... { J. R. Love / J. W. Baribault

From Liverpool

FRIDAY, JUNE 7th, 1957

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.

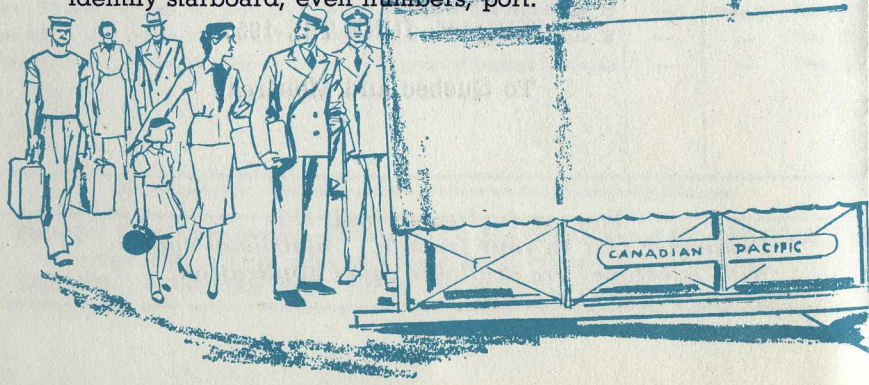
Before unpacking, but after carefully noting the bedroom arrangements and any special directional notices, they make their way to the Purser's Bureau, where they deposit their valuables in sealed envelopes and obtain receipts.

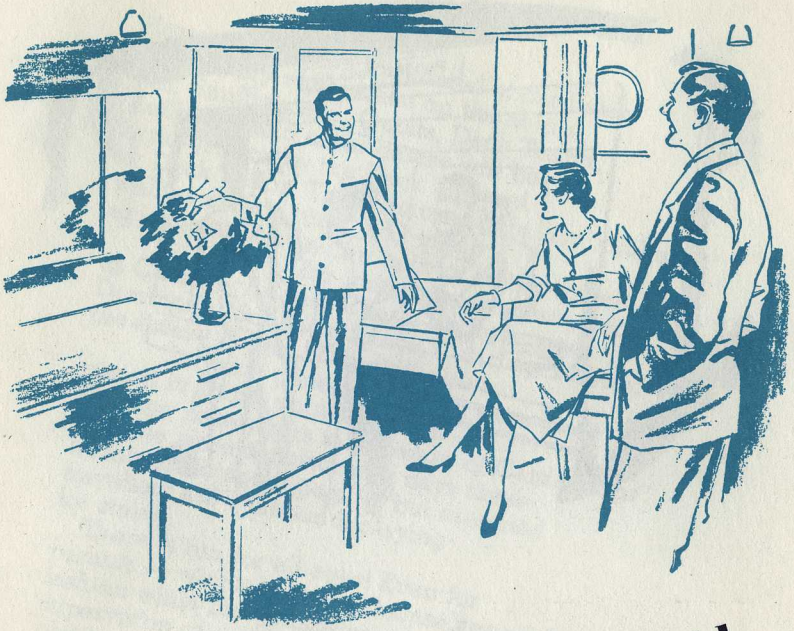
Next, the Dining Room is visited where seats, and, if there is to be more than one sitting, meal times are arranged. This, since the principle of priority of application is followed at sea, is wise foresight, as is the next step — to arrange with the Deck Steward for chairs, cushions and rugs.

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.

For a long time the right side of the ship (facing forward), marked at night by a green light on the wing of the bridge, has been called "starboard" and the left, red light, "port". Stairs are "companionways"; walls, "bulkheads"; ceilings, "deckheads". One goes "forward" to the bow; "aft" to the stern; "topside" is upstairs, "below" is downstairs. Below decks, odd room numbers identify starboard, even numbers, port.





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

Specialty Shops carry interesting and useful stocks.

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.

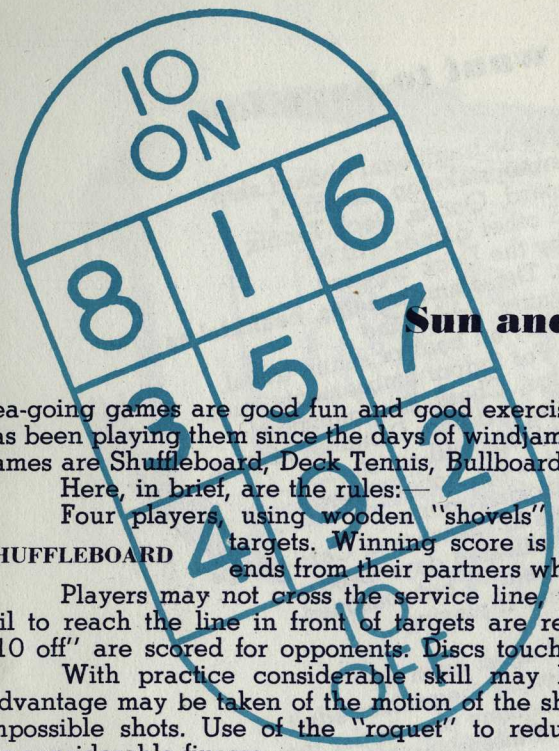
## If you want to have fun

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 Canasta, 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.

There is fun for all ages! Even for parents — who may enjoy themselves adult fashion while the youngsters play under the supervision of qualified attendants, in the children's rooms where, for the very young, there are cots for daytime snoozes!




## 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.

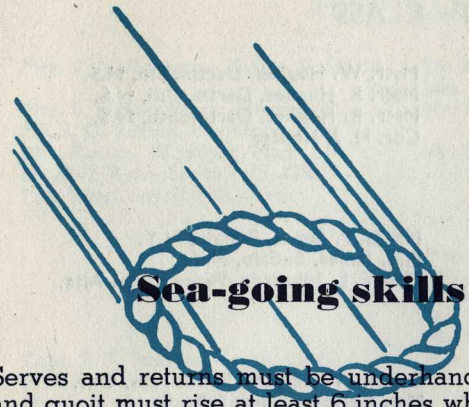
**DECK TENNIS**

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**

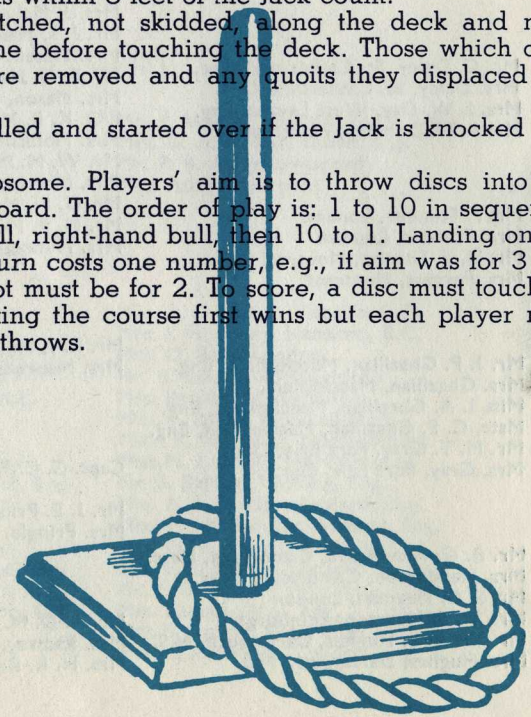
Two quoit games are popular at sea, "Ring" and "Jack". The Jack game, less familiar than the simple ringing over a peg, uses a "running Jack" as in bowling. Object of the game is to get a good quoit in and over. Opponents try to knock it away. Score is 21 and only quoits within 3 feet of the Jack count.

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.



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Mstr. B. Dodd, Wrexham, Wales
Miss P. Dodd, Wrexham, Wales
Mstr. B. Dodd, Wrexham, Wales
Mstr. W. Dodd, Wrexham, Wales
Miss D. Dodd, Wrexham, Wales
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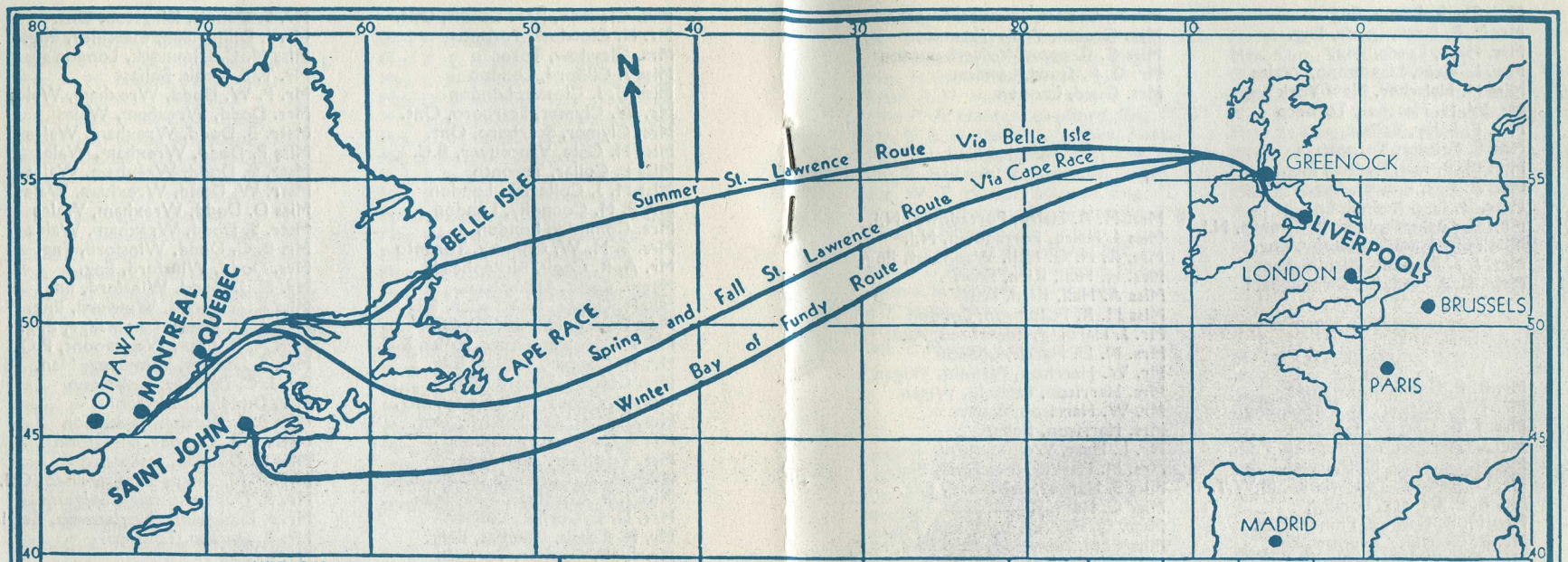
# Canadian Pacific picturesque short routes to and from Europe




| MILEAGES | |
|---|---|
| Montreal-Quebec | 139 |
| Quebec-Father Point | 158 |
| Montreal-Father Point | 297 |
| Montreal-Belle Isle | 857 |
| Montreal-Cape Race | 974 |
| Montreal-Liverpool via Belle Isle | 2,747 |
| Montreal-Greenock via Belle Isle | 2,666 |
| Montreal-Liverpool via Cape Race | 2,933 |
| Montreal-Greenock via Cape Race | 2,852 |
| 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 Atlantic and Pacific Oceans, link with South America.

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. Montreal, 1000 miles from the open sea, heads the picturesque St. Lawrence River route.

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

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

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Mr. O. Zgraggen, Goschenen, Switz.

## Time at Sea

On a pleasant voyage time is no longer your master. In a day punctuated by mid-morning bouillon, afternoon tea, the conviviality of the Cocktail Room, the Empress Room, the Tourist Smoking Room, 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.

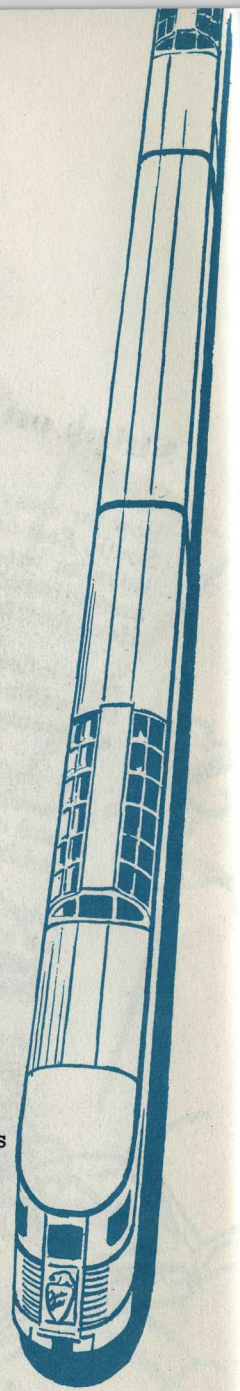
Dutiable articles that must be declared, no matter how small the quantity carried, are listed, for both sides of the Atlantic, at the Purser's Bureau.

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.

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

Travellers heading westward by the shining streamliner, "The Canadian" or "The Dominion" make their reservations aboard and go ashore ready to enjoy every minute of the world's longest "Dome" route.

Eastbound, travel prizes are corner seats in British trains. Tickets are obtained on shipboard so trains can be boarded right after customs formalities.



## "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 British 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.

Mar. 28/55

# Queen Elizabeth To Launch New Empress Liner

LONDON — The Queen will launch the new liner "Empress of Britain" now being built at Glasgow for the Canadian Pacific Steamship Company on June 22.

## Where to stay in Canada

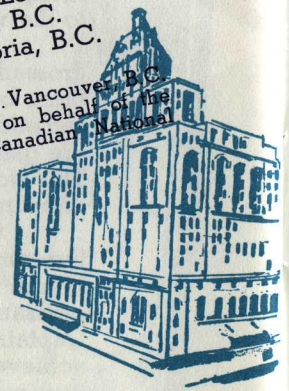
Holiday or business trip, it doesn't matter. Every detail can be arranged by your own travel agent or the nearest Canadian Pacific Office.

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:

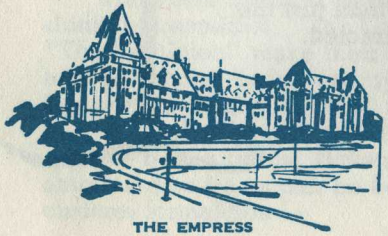
| | |
|---|---|
| *The Digby Pines | Digby, N.S. |
| *Lakeside Inn | Yarmouth, N.S. |
| Cornwallis Inn | Kentville, N.S. |
| *The Algonquin | St. Andrews by-the-Sea, N.B. |
| McAdam Hotel | McAdam, N.B. |
| Chateau Frontenac | Quebec, Que. |
| The Royal York | Toronto, Ont. |
| *Devil's Gap Lodge | Kenora,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

*Open in Summer only.



THE ROYAL YORK

CHATEAU FRONTENAC



THE EMPRESS

## Wire ahead - cable home?

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

## Fly?

Canadian Pacific Airlines links Canada with Europe, Hawaii, New Zealand, Australia, the Orient, Mexico and South America. C.P.A.'s Super DC 6B's wing swift, far shorter Great Circle routes. C.P.A. — "wings of the world's greatest travel system" serving five continents.

## Fast Freight Fleet

Modern freight liners, the famous Canadian Pacific "Beaver" and "Maple" class, provide fast, regular service between Eastern Canada, Great Britain and ports of continental Europe.

## Transcontinental Trains

"The Canadian" and "The Dominion," fast "Scenic Dome" 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.*

# Canadian Pacific

## PRINCIPAL OFFICES

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

### CANADA and UNITED STATES

| | | | |
|---|---|---|---|
| **Atlanta** | Georgia | H. F. Nelson | 870 C.&S., National Bank Building |
| **Boston** | Massachusetts | R. G. Williamson | 80 Boylston Street |
| **Buffalo** | New York | A. C. Nieman | 17 Court Street |
| **Chicago** | Illinois | R. Stetter | 39 South La Salle Street |
| **Cincinnati** | Ohio | L. P. Dooley | 203 Dixie Terminal Bldg. |
| **Cleveland** | Ohio | E. A. Kenney | 1038 Union Commerce Bldg. |
| **Dallas** | Texas | R. C. Snider | 1026 Kirby Bldg. |
| **Detroit** | Michigan | F. F. Hardy | 1249 Washington Blvd. |
| **Edmonton** | Alberta | G. R. Swalwell | Canadian Pacific Bldg. |
| **Fort William** | Ontario | W. E. Edwards | 108 So. May Street |
| **Halifax** | Nova Scotia | K. H. Ott | 381 Barrington Street |
| **Honolulu** | Hawaii | Theo. H. Davies & Co. | Davies Building |
| **Kansas City** | Missouri | G. R. Watson | 608 Waldheim Bldg. |
| **Los Angeles** | California | A. D. Macdonald | 530 West Sixth Street |
| **Minneapolis** | Minnesota | R. S. Henry | 708 Second Avenue South |
| **Montreal** | Quebec | R. Myers | 201 St. James Street West |
| **New York** | New York | F. L. McCloskey | 581 Fifth Avenue |
| **Ottawa** | Ontario | C. L. Burpee | 83 Sparks Street |
| **Philadelphia** | Pennsylvania | W. J. Holman | 123 South Broad Street |
| **Pittsburgh** | Pennsylvania | M. T. Jackson | 648 William Penn Place |
| **Portland** | Oregon | E. J Dahlberg | 207 American Bank Bldg. |
| **Quebec** | Quebec | L. P. St. Hilaire | Palais Station |
| **Saint John** | New Brunswick | G. Walsh | 40 King Street |
| **St. Louis** | Missouri | J. J. Brown | Room 803, Boatmen's Bank Building, 314, North Broadway |
| **San Francisco** | California | E. W. Travis | 185 Post Street |
| **Saskatoon** | Saskatchewan | W. H. Dalton | Canadian Pacific Bldg. |
| **Seattle** | Washington | P. H. S. Godden | 216, White Henry Stuart Building |
| **Sudbury** | Ontario | E. C. Puddington | Canadian Pacific Bldg. |
| **Toronto** | Ontario | S. R. Baker | Corner King and Yonge Streets |
| **Vancouver** | British Columbia | E. Hospes | Canadian Pacific Station |
| **Victoria** | British Columbia | H. Newton | 1102 Government Street |
| **Washington** | Dist. of Columbia | J. A. C. Blair | 1504, K. Street, N.W. |
| **Winnipeg** | Manitoba | W. R. Buckberrough | Corner Main & Portage |

**Port Offices** { **Quebec, P.Q.**, N. C. Strange, General Agent Atlantic Ports, 55 Henderson Street
**Montreal, P.Q.**, N. C. Strange, General Agent Atlantic Ports, Windsor Station

**Montreal :** P. J. Moriarty, Assistant Steamship General Passenger Agent
**Montreal :** N. L. Wiseman, Assistant Steamship General Passenger Agent.
**Toronto :** W. L. Cottrell, Steamship General Passenger Agent.
**Vancouver :** E. Hospes, Steamship General Passenger Agent, C.P.R. Station.
**Winnipeg :** W. R. Buckberrough, Steamship General Passenger Agent, Main and Portage

### ORIENT, AUSTRALIA, NEW ZEALAND

| | | | |
|---|---|---|---|
| **Auckland** | New Zealand | A. W. Essex | 32-34 Quay Street |
| **Hong Kong** | | D. C. Miller | Opposite Blake Pier |
| **Manila** | P.I. | Smith, Bell & Co. Ltd. | |
| **Melbourne** | Victoria | H. F. Boyer | 59 William Street |
| **Sydney** | New South Wales | N. R. McMorran | Union House, 247 George Street |
| **Wellington** | New Zealand | E. S. Prentice | 11 Johnston Street |

### EUROPE

| | | | |
|---|---|---|---|
| **Antwerp** | Belgium | G. L. M. Servais | Place de Meir, 42 |
| **Belfast** | N. Ireland | C. C. F. Young | 43, Arthur Street |
| **Birmingham** | England | Herbert Jones | 4, Victoria Square |
| **Bremen** | Germany | H. S. Richardson | Am Wall 102 |
| **Bristol** | England | W. E. Jury | 18, St. Augustine's Parade |
| **Copenhagen** | Denmark | M. Holmgren | Vesterbrogade 6D |
| **Dundee** | Scotland | S. E. Collins | 88, Commercial Street |
| **Geneva** | Switzerland | R. A. Leleu | 1-3 Rue Chantepoulet |
| **Glasgow** | Scotland | C. L. Crowe | 159/161, St. Vincent Street |
| **Hamburg** | Germany | Hapag-Lloyd Reiseburo | Ballindamm 25 |
| **Liverpool** | England | E. E. Sayers | Pier Head |
| **London** | England | R. J. Harden | Trafalgar Square |
| **London** | England | H. E. W. Chapman | 30/34 Mincing Lane |
| **Manchester** | England | W. Richardson | 43, Cross Street |
| **Paris** | France | N. E. Spencer | 24, Boulevarddes Capucines |
| **Prague** | Czecho-slovakia | Cedok | Na Prikope 18 |
| **Rome** | Italy | Henry Coe & Clerici | Via Campania, 31 |
| **Rotterdam** | Holland | I. L. Jones | Coolsingel 102 |
| **Southampton** | England | J. J. Goodwin | Brazil Road, Old Docks |

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**London, W.C.2.**

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**London, W.C.2.**

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**J. ROY ROSS,**
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**Windsor Station, Montreal**
Cable Address : Capaross

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Asst. Steamship Passenger Traffic Manager,
**Windsor Station, Montreal**
Cable Address : Capathom

**H. H. SCOTT,**
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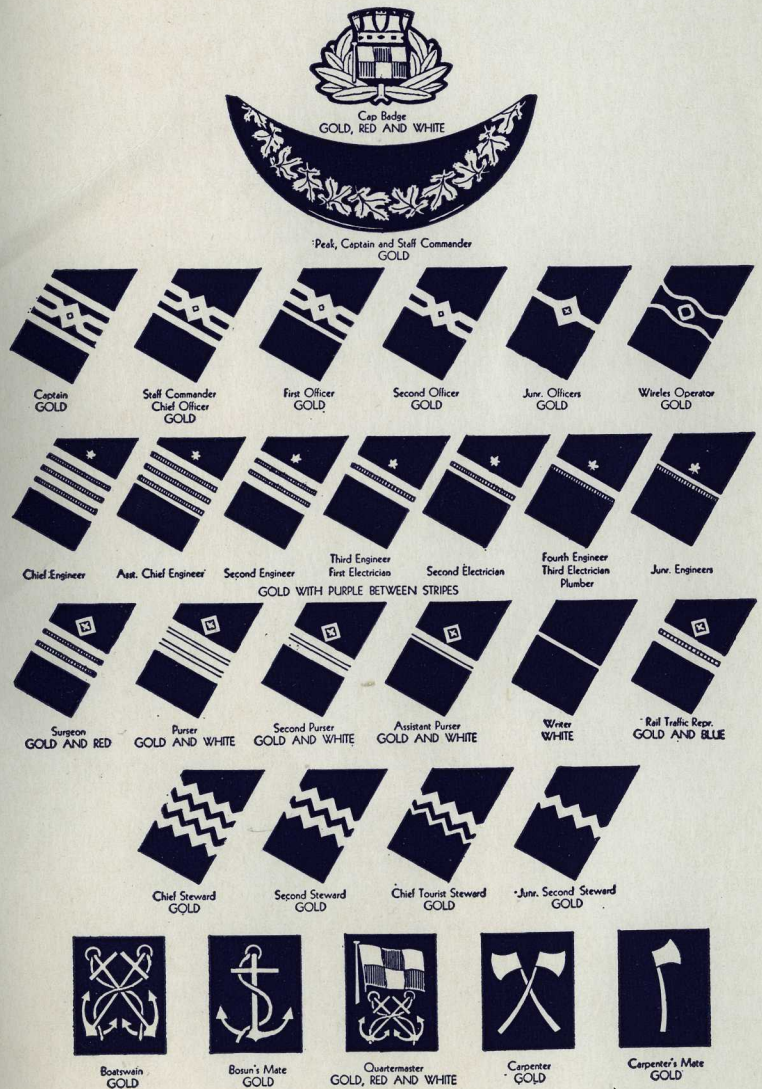
**Windsor Station, Montreal**
Cable Address : Capascott

# CANADIAN PACIFIC

## *UNIFORM INSIGNIA*

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