27-

# THE AIRLINE ROUTE
# TO EUROPE
## ONLY 3 TO 4 DAYS OPEN OCEAN

# CANADIAN·PACIFIC

# Orient

**HONOLULU - - JAPAN**
**CHINA - - PHILIPPINES**

PLAN a trip to Honolulu and the Orient! Sail by the fast Canadian Pacific "White Empress" fleet, comprising the largest and fastest liners on the Pacific Ocean.

Choice of two routes:

(1) *Direct-Express* (The Pacific Speedway Route) Vancouver to Yokohama in 10 days flat! Sail by the *Empress of Asia* and *Empress of Russia*, the largest, fastest liners on this route. They offer new low fares.

(2) *Via beautiful Honolulu* (The Paradise Route) . . . Travel on the famous *Empress of Japan*, which holds all trans-Pacific speed records, or her running mate, *Empress of Canada*.

ALL "White Empresses" offer luxurious First Class accommodation designed to suit the most fastidious; also excellent Tourist Class with true "Empress" spaciousness and comfort, at correspondingly lower rates. Reduced round trip fares.

"Empresses" sail regularly from Vancouver and Victoria. Trains go direct to ship's side at Vancouver . . . baggage checked through to stateroom . . . avoiding delay and inconvenience of cross-town transfers.

A new way to see the World: independent World Tours. Choose from 215 itineraries . . . see the ancient lands of the East—the primeval wonders of the South Seas—island-continents of New Zealand and Australia—Mother India—mysterious Africa—storied Mediterranean ports—Europe, New and Old. Travel eastward or westward . . . stop-overs where and when desired. Fares surprisingly low.

# Canadian Pacific

from John Davies
Apr. 1983

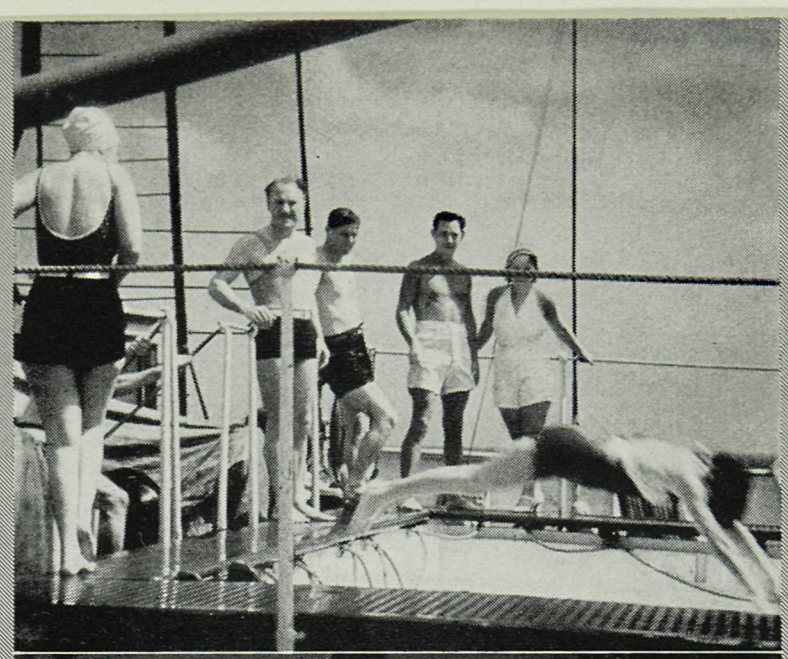
# The Airline Route to Europe

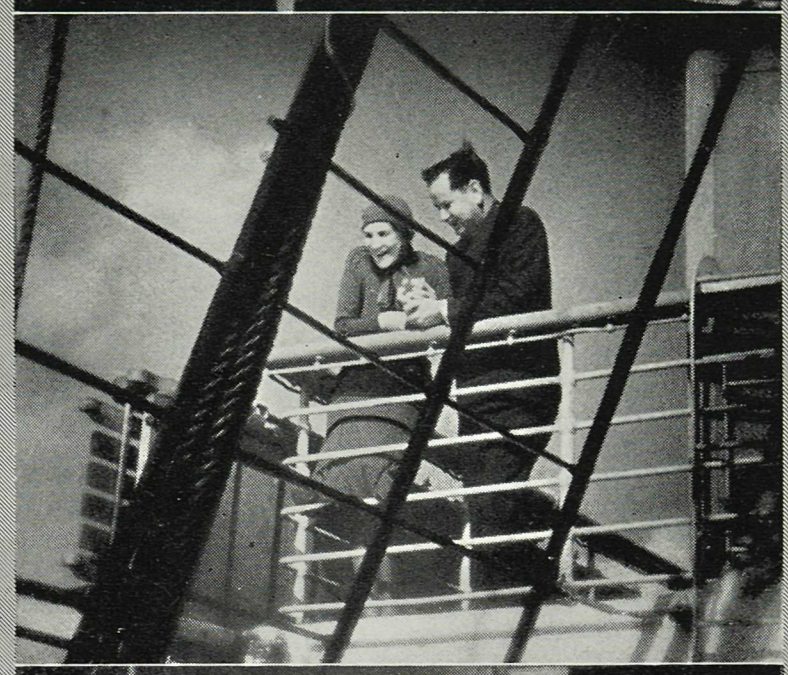
*by*

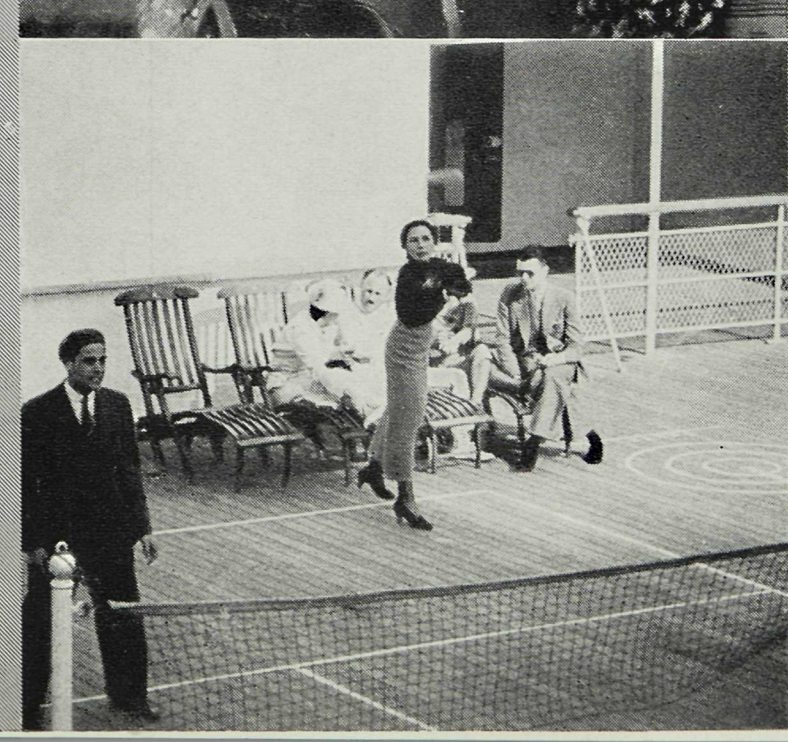
## Canadian Pacific

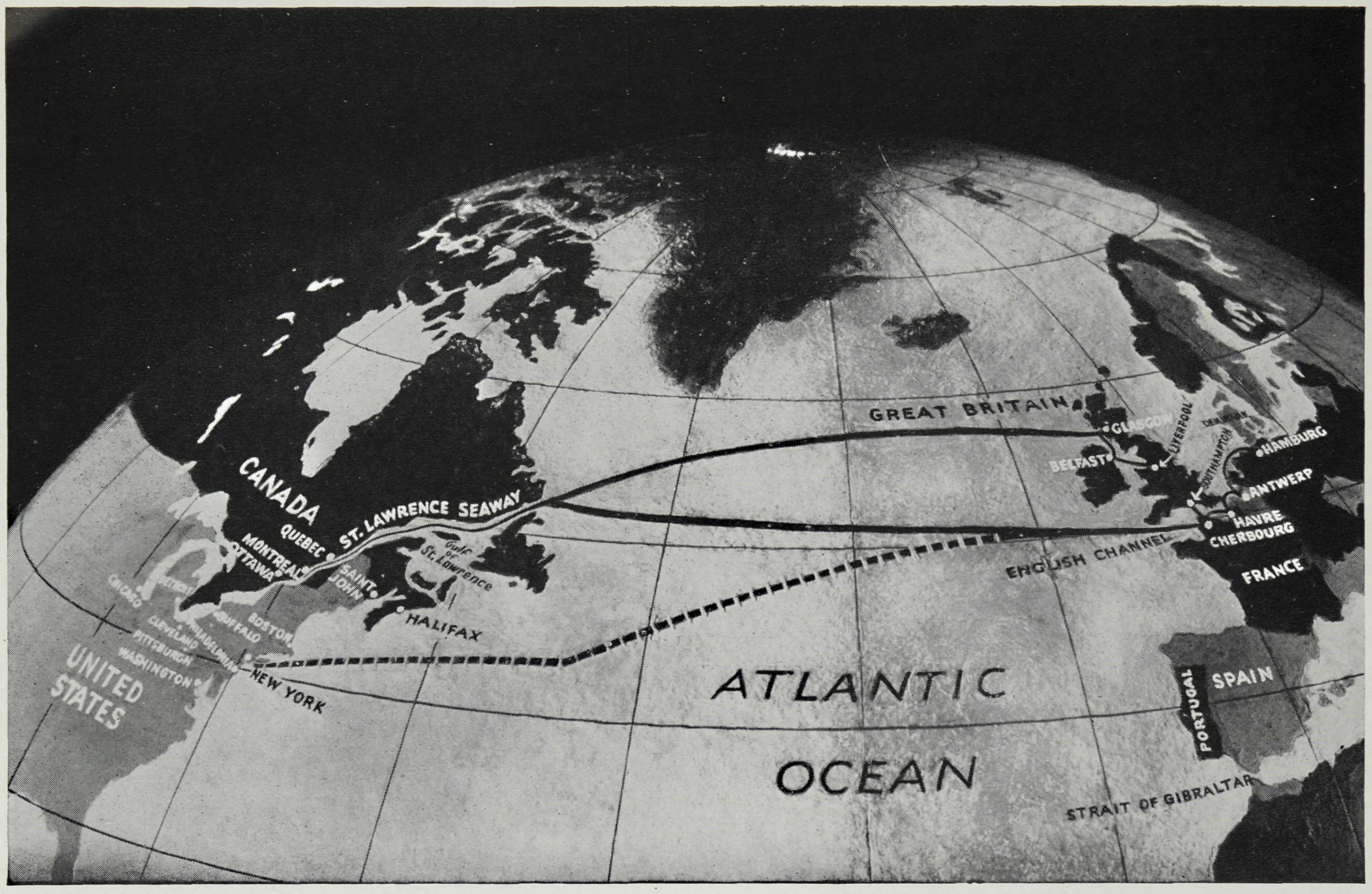
PRINTED IN CANADA, 1934

Associated Screen
News Photo










Photographed from globe
by Rand-McNally

*Compare the routes! Compare the distances!*

# sheltered waters

## St. Lawrence Seaway to Europe

OF all the shipping routes between America and Europe, the St. Lawrence Seaway is fast becoming the most popular. This esteem has been earned by the fact that it is the shortest, most direct route to Europe; that one-third of it is within sheltered waters and that these waters are enriched on either side by great natural scenic beauty.

The St. Lawrence route is shorter because globe-circling is shorter as you cross higher up. It is shorter, too, because Liverpool, Southampton and Cherbourg lie directly opposite the St. Lawrence Seaway, permitting of a course due East and West. Madrid, in Spain, 600 miles south of Cherbourg, lies directly opposite New York, as indicated in the route map on this page.

America-to-Europe speed records are held by ships operating via this route. A dock-to-dock record of 4 days 15 hours 35 minutes was established by the flagship of the Canadian Pacific fleet, the *Empress of Britain*.

In addition, the St. Lawrence route replaces two days of open ocean with two days of placid sailing between the protecting coastlines of this great, tidal, salt-water arm of the sea. As little as 3 days 1½ hours have been spent on the open Atlantic by the size-speed-SPACE marvel, *Empress of Britain*, during a crossing.

Thirdly, sailing by the St. Lawrence Seaway virtually adds another country to your trip. The two days in sheltered waters are passed in the heart of French Canada. You travel between coastlines clothed in green meadows, forests and farmlands. with little villages here and there at the foot of sloping hills, **with cattle lowing in the fields, children at play on the wharves, and with village church-bells ringing out the Angelus, calling the faithful to prayer.**

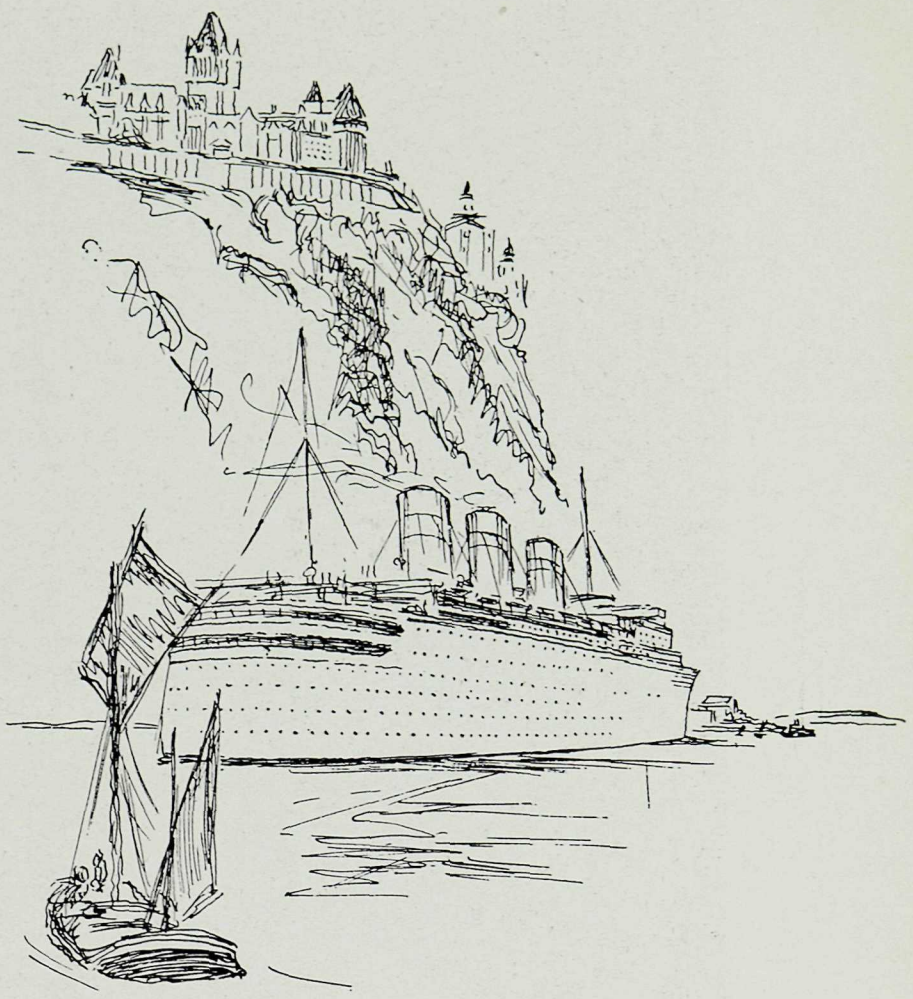
The St. Lawrence has its source and volume in the enormous freshwater reservoirs of the five Great Lakes. From Lake Ontario to Montreal it tumbles and dashes over several long, beautiful rapids. Then at Canada's metropolis it becomes a ship channel for the largest of ocean going ships.

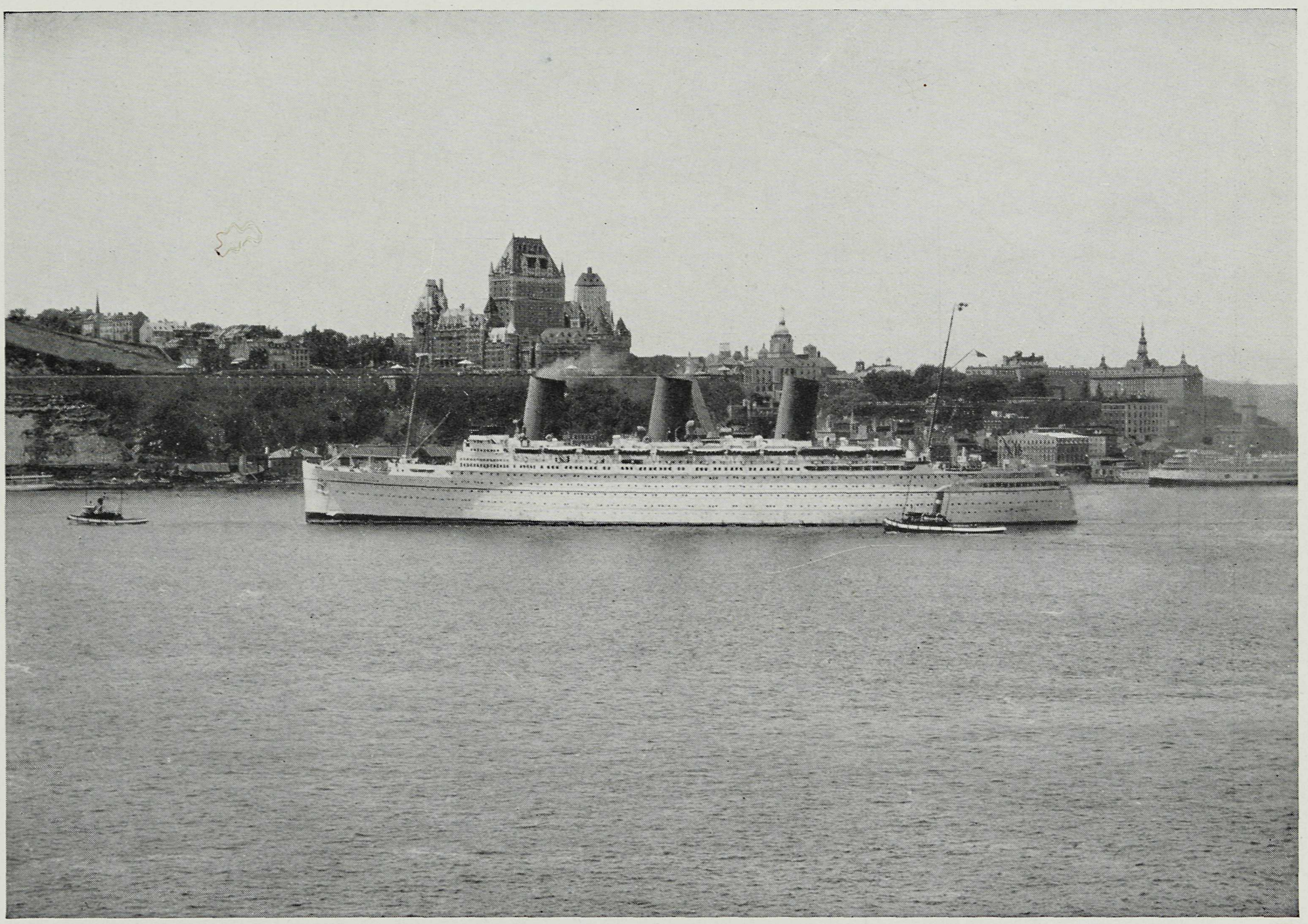
Eastward, between Montreal and Quebec, the scenery is typically riparian rather than grand. On the waterway are all types of ships, with here and there a rattling and groaning dredger chained, like a slave at his task, to its toil of clearing the depth of the ship channel.

At Quebec, the Gibraltar of America, the character of the scenery changes. Thence to the sea for hundreds of miles stretches the great Gulf with its ever widening expanse. The hills roll down to the water's edge on northern and southern coasts, the track for shipping following hard by the latter.

Passing on still farther there come into view the wooded shores of Anticosti Island. After passing Gaspé, there rise directly ahead the rugged, frowning capes and cliffs of Newfoundland, splendid in their wild, natural grandeur. On through the Gulf between Newfoundland and Labrador, shortly to enter and pass through the Straits of Belle Isle with only three to four days of open sea before reaching the European port of landing.

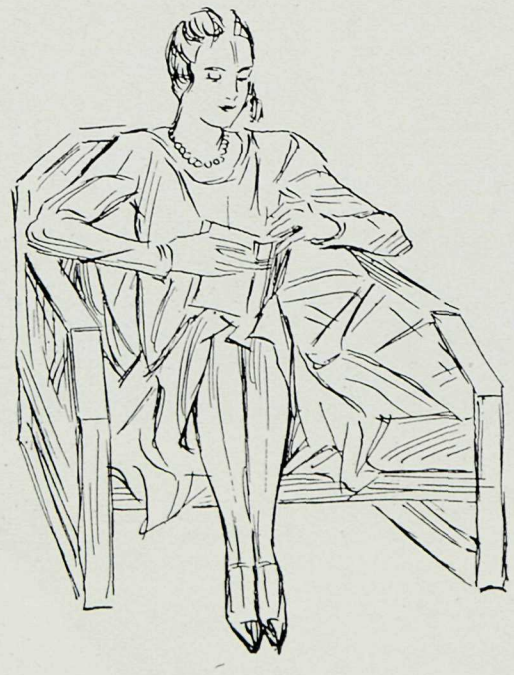
Europe is not so far away! Enjoyment of the voyage has been diversified by the splendid scenic beauties which have presented themselves along the way. Memory has been furnished with new, colorful sights, scenes of storied romance and pictures of one of nature's grandest panoramas—the great St. Lawrence Seaway, the summer route of the Canadian Pacific trans-Atlantic fleet. In winter (from December to April), Canadian Pacific ships sail from Saint John and Halifax.





*Empress of Britain passing the Chateau Frontenac, Quebec*

*"Au revoir"*



Who wouldn't rather sing out "au revoir" from the deck than "bon voyage" from the dock? Don't be left behind this year. See Europe. Whatever your travel budget, limited or unlimited, Canadian Pacific offers accommodation to suit your needs. The acme in luxury? Go "Empress". Luxurious economy? Take a regal "Duchess" liner. Solid comfort at low cost? Select one of the other popular Canadian Pacific cabin class liners ("Mont" ships). Your local travel agent, or any Canadian Pacific agent listed on the back page of this booklet, will offer helpful advice.

# travel trends

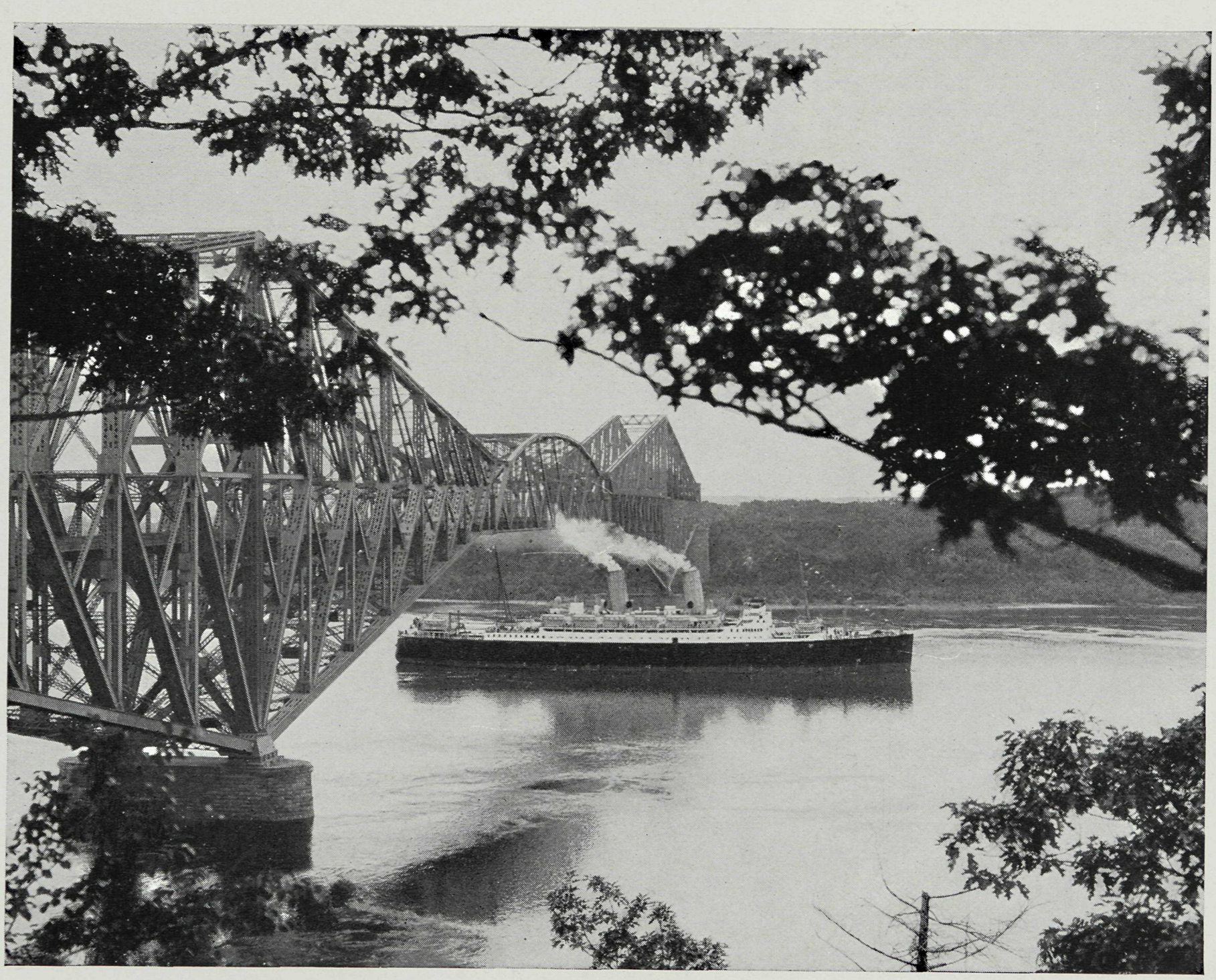
## on the Canadian Pacific fleet

**First Class** **Cabin Class**
**Tourist Class** **Third Class**

TRAVEL, like fashion, has various well-defined trends, and a few hints on the various types of accommodation offered by the Canadian Pacific fleet may prove of interest and help you in planning your overseas trip.

Speaking generally, ships are divided into two classes: First Class ships and Cabin Class ships. The First Class ships are the aristocrats of the seas. They excel in size, speed and luxurious appointments. While they are known as First Class ships, they also carry Tourist and Third classes, equipped on a standard corresponding with the First.

Cabin Class ships provide luxury with economy. The highest class on these ships is Cabin Class. Tourist and Third Class are also carried. Here it may be pointed out that Cabin Class ships in the Canadian Pacific fleet are *not* ships which "have seen



*A "Duchess" liner passing under Quebec Bridge*

Associated Screen
News Photo

better days" and are now degraded to a lower rating. Canadian Pacific Cabin Class ships were designed and built as such specifically to meet the needs of an important section of the public.

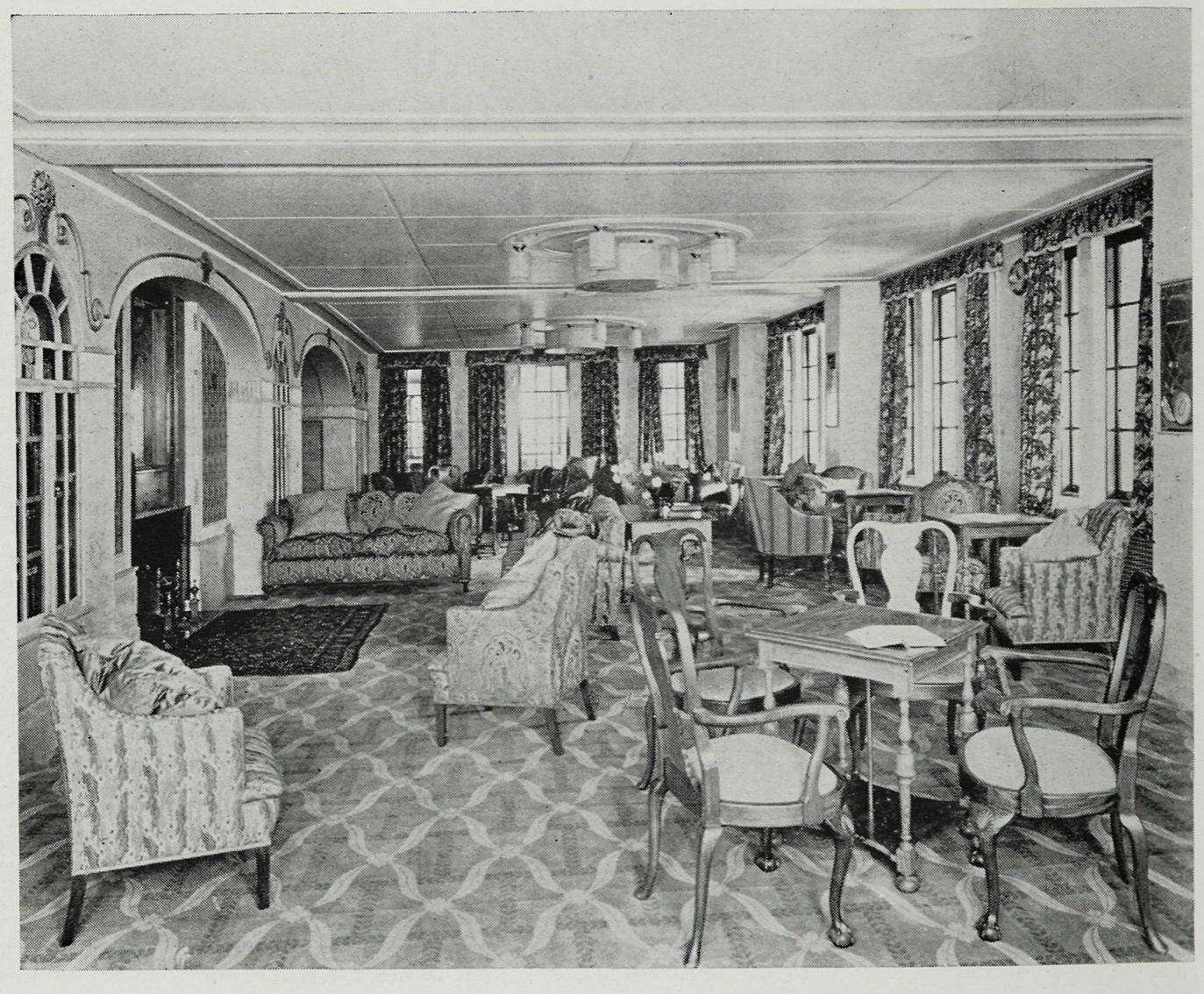
First Class in the Canadian Pacific fleet is provided by the "Empresses", the flagship of the fleet being the new size - speed - SPACE marvel, the *Empress of Britain*. The "Empresses" sail from Quebec (where trains go direct to the ship's side) to Cherbourg and Southampton and their passenger lists read like pages from an international "Who's Who".

Cabin Class is furnished by the regal "Duchesses" and lower cost "Mont" ships. The "Duchesses"—*Duchess of Atholl*, *Duchess of Bedford*, *Duchess of Richmond* and *Duchess of York*—are the largest and fastest liners sailing from Montreal. 20,000 gross tons each, and constructed on the Clyde, they were designed to set new standards in Cabin Class travel. The other lower-cost Cabin liners—the "Mont" ships—are no whit behind in solid comfort. They are old friends on the Atlantic, trusted and true, and with the "Duchesses" are the choice of many a celebrity.

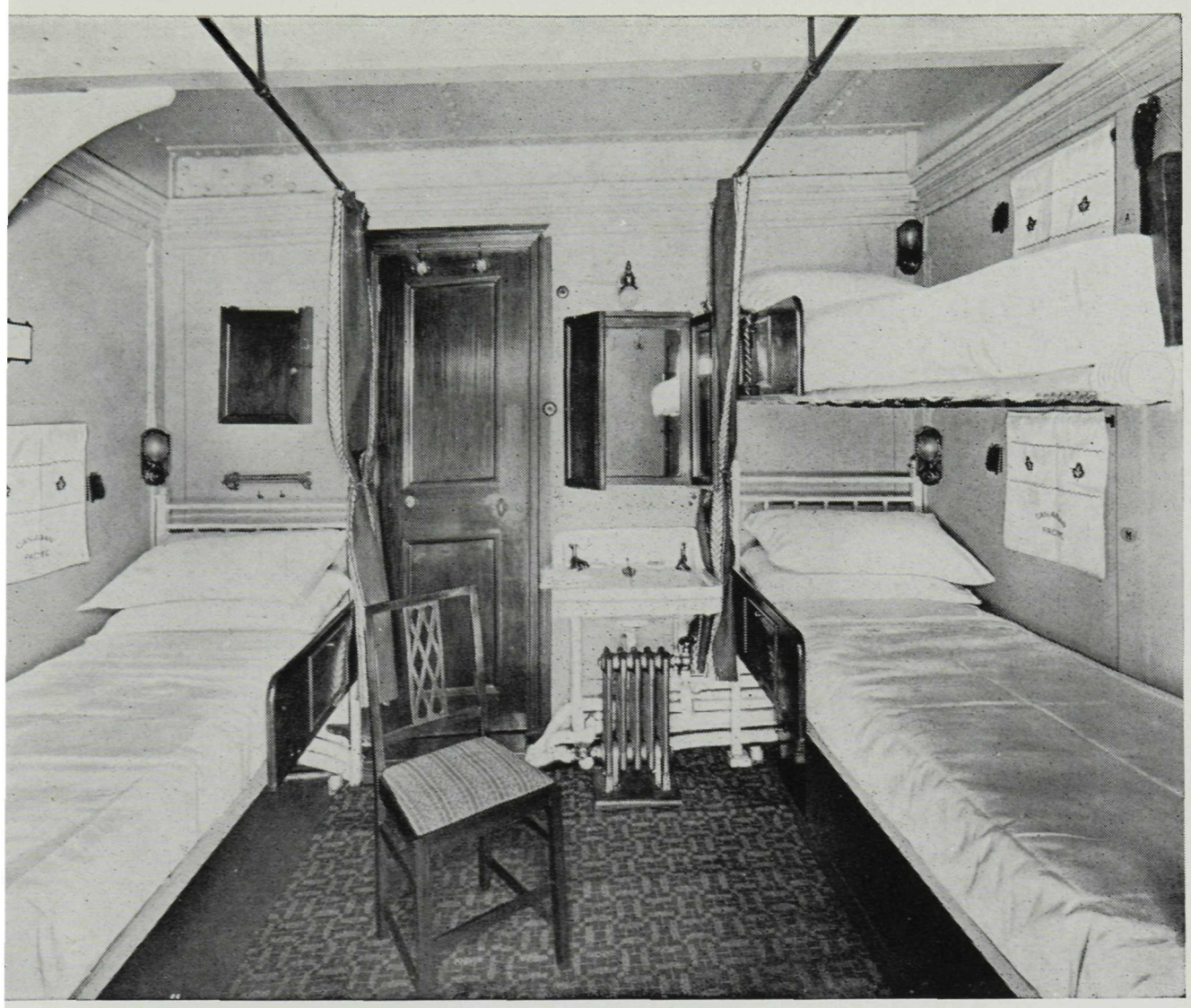
Tourist, Canadian Pacific, is a class by itself, unique in trans-Atlantic society.

One reason is because of its undergraduate popularity. Those tours that specialize in collegiate crowds show a preference for Canadian Pacific Tourist. Practically every sailing during the summer has its college band, its college sports leader, its irrepressible, light - hearted college spirit. Many's the sign that has had to be raised respectfully forbidding higher class passengers from crowding the peppy Tourist dances.

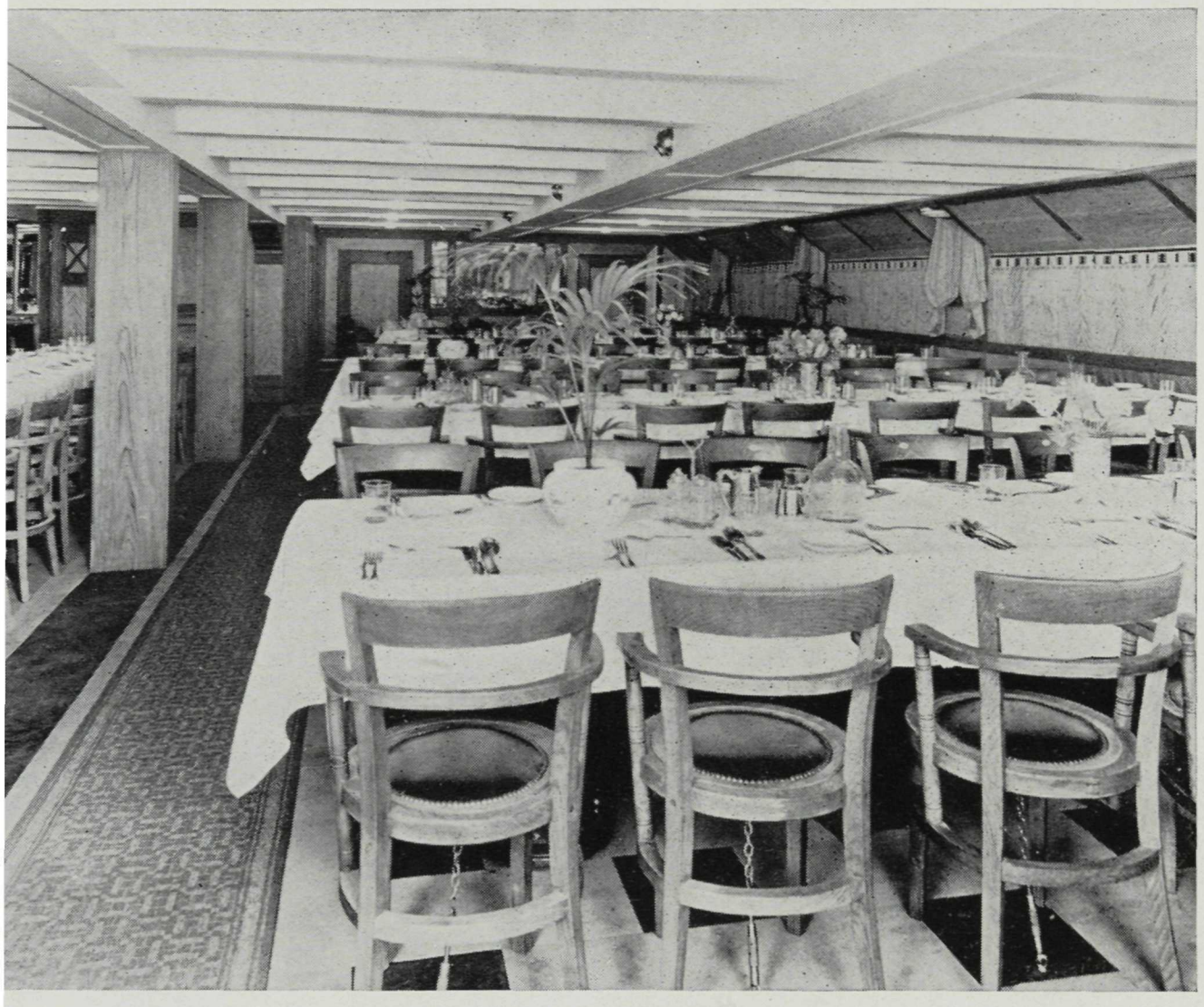
*Cabin Class Dining Room*



*A "Duchess" Observation Room*



*Cabin Class Stateroom*



*Third Class Dining Room*

Tourist is the secondary class on all Canadian Pacific liners, from the *Empress of Britain* down. It has its sun deck, its smoking rooms and lounges, its spacious cabins as comfortable as good hotel rooms, and its four- to six-course meals with fresh flowers at table ("Tourist," we're still talking about), with 11.00 a.m. bouillon, four o'clock tea, and 11.00 p.m. sandwiches in the midst of dancing . . . just as on the first deck.

In fact, so delightfully comfortable, well-fed, spacious and friendly is all Canadian Pacific ship life that now Tourist is overflowing into Third. "Nice people", business men and their wives, teachers and their wives, are beginning to go Third Class.

It's a trend in line with changed business conditions and the Canadian Pacific's newer-ship accommodations. And it has proved acceptable to well-bred people because of Canadian Pacific's high standards, even in Third . . . cozy, separate cabins reservable in advance, and the best of food.

Previous years' experimental Third Class tours were so successful that they are increasingly scheduled for this year, and the collegiate groups are turning them into gay affairs, as they did Tourist.

Nobody turns up the nose at Tourist, Canadian Pacific. And very few noses hoisted heavenward over Third, Canadian Pacific. So let your conscience be your guide . . . 'tis better to travel Third than not to travel at all.

*Empress of Britain at Quebec*

Fast Canadian Pacific boat trains connect with "Empress" departures and arrivals at Quebec. These trains go *direct to the ship's side.* You step from your train to the gang plank. No hurry. No delay. Just another convenience of the St. Lawrence Seaway to Europe.

# Empress of Britain

## Canada's Challenger

A challenge. A gage thrown down. And the contest? Mastery of the seas. The lists? The Atlantic Ocean, famed for years for the jousts of doughty champions. Thoroughbreds all—fast, graceful liners that have brought the Atlantic carrying trade to the notice of the world. Their steeds, like those of the knights of the Round Table, are great, powerful, blooded horses —thousands of them harnessed by the brain of man.

One of the mightiest, the *Empress of Britain*, bred upon the Clyde and sponsored by the royal hand of H.R.H. the Prince of Wales. Once, Canada's Challenger. Today, Canada's Champion! Sixty-four thousand horses united in a silent, apparently effortless co-ordination to drive 42,500 tons of ship from land to land in the shortest time man has yet known.

Land to Land—Bishop's Rock to Belle Isle—in three days, one hour, thirty minutes!

Pilot to Pilot—Father Point to Cherbourg—in four days, seven hours, thirty-two minutes!

Dock to Dock—Wolfe's Cove, Quebec, to Cherbourg—in four days, fifteen hours, thirty-five minutes!

*Spaciousness is a feature of the Empress of Britain*

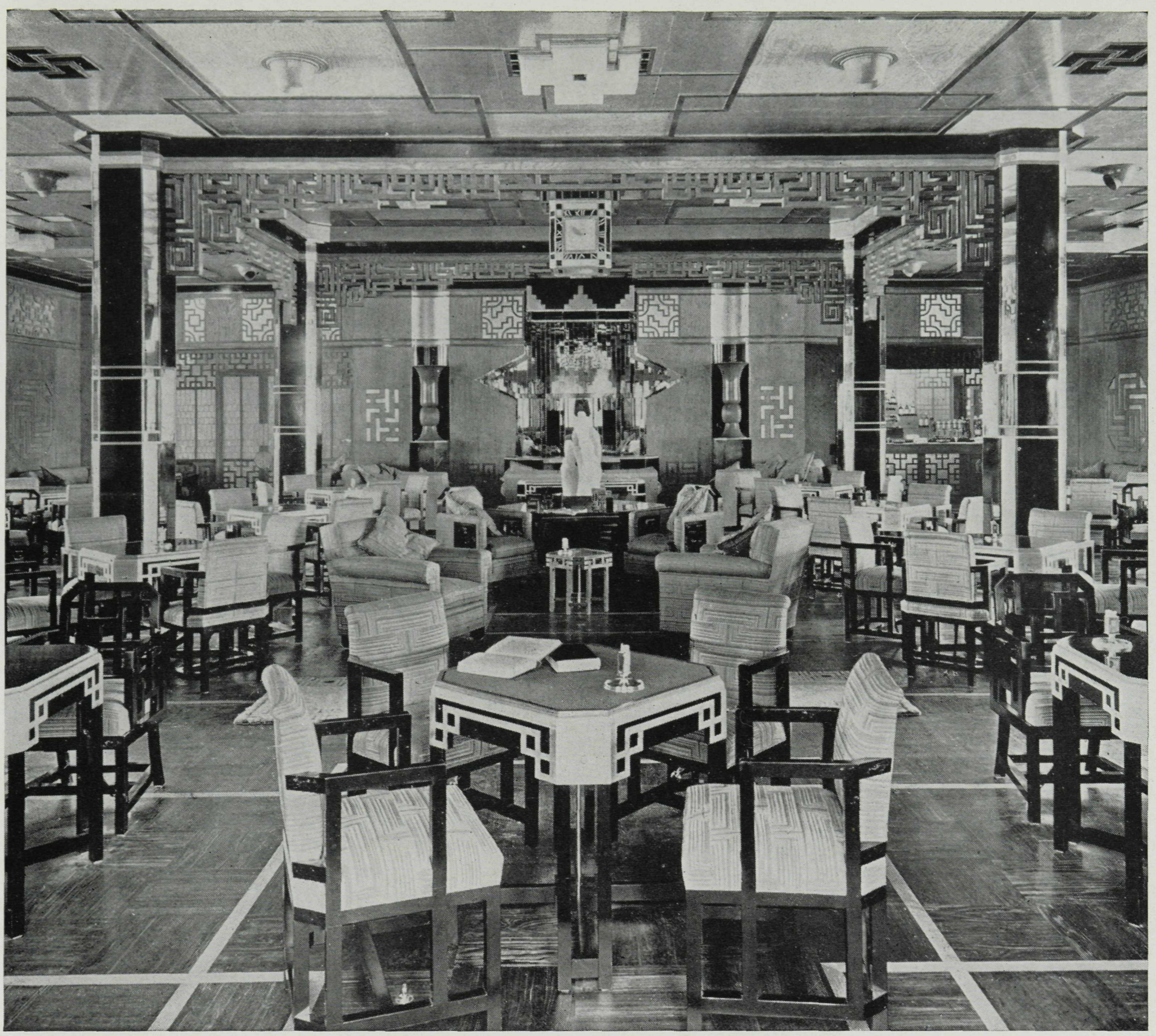
Anton Bruehl Photo

*Empress Ball Room, designed by Sir John Lavery*

*Empress of Britain?* Empress of the Seas! Prophetic in design. Leader in engineering practice. Largest and fastest world cruise liner. Flagship of a great fleet. *Empress of Britain.*

Details? Inexhaustible! The key note—*SPACE*—more square feet per individual first class passenger than any other liner afloat. Space to live. Gigantic Public Rooms designed by world-famous artists: The Empress Ball Room by Sir John Lavery, R.A., a symphony of coral pink, blue and silver; the dining room—Salle Jacques Cartier—the largest unpillared open space ever built into an ocean liner—a creation of Frank Brangwyn, R.A.; the Mayfair Lounge, in authentic Renaissance style, by Sir Charles Allom; the Cathay Lounge, a new conception of the old time "smoke room" and product of the genius of Edmund Dulac; Writing Room, of the William and Mary period, done in walnut and silver; Spanish style Card Room. the Mall. and that nook which typifies the "coziness of space", the Knickerbocker Bar, whose walls depict Heath Robinson's exaggerated but inimitable fancy—the Legend of the Cocktail Bird.

Space to live? Space also to play: the Olympian Swimming Pool, forty feet by twenty, complete with beach-side café for **spectators and bathers. Adjoining—a Gymnasium—Turkish and Electric Baths. Deck space? The Sun Deck is entirely given**

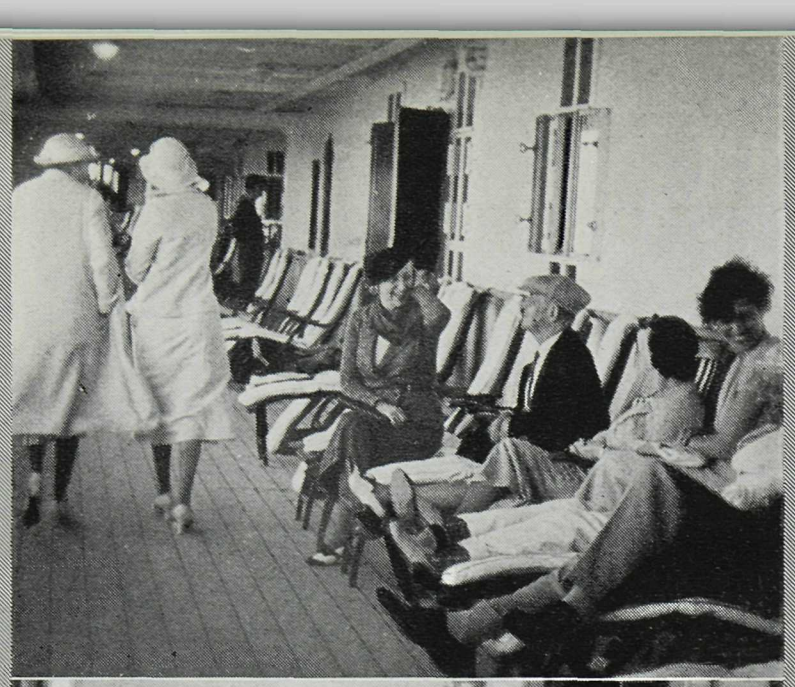


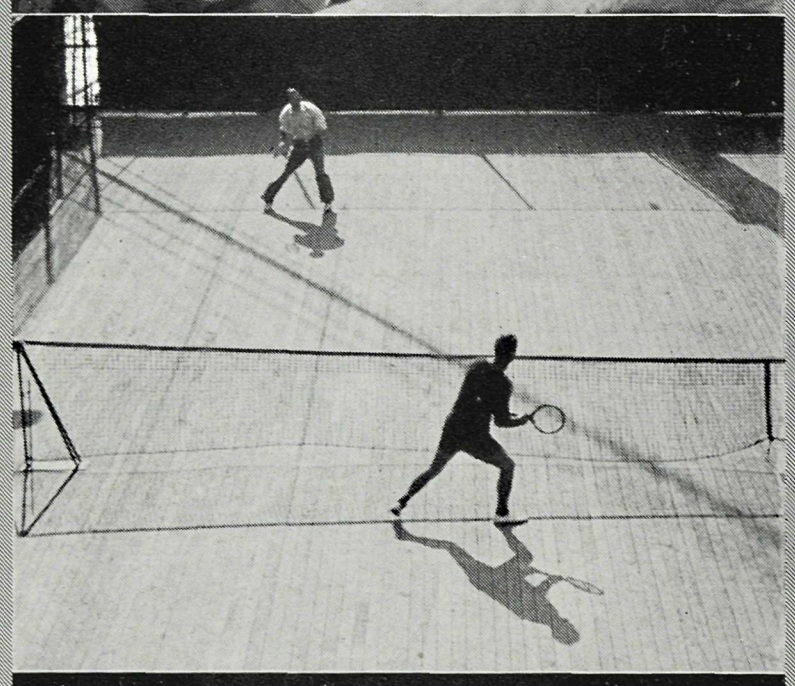
*Cathay Lounge, creation of Edmund Dulac*

over to recreation. A Sports Deck, too, with full-size doubles tennis court, café and spectators' gallery adjoining. Ample space for all at-sea diversions—regulation Squash Racquets Court, ship golf, bowls, deck tennis, horse racing. Then the Lounge Deck, stretching on both sides of the ship for approximately six hundred and fifty feet. Four times round and your daily mile is done! *Exclusive* of the Tennis Court and Sports Deck, the area of open, unobstructed promenade deck space totals twenty-six thousand square feet. Space!

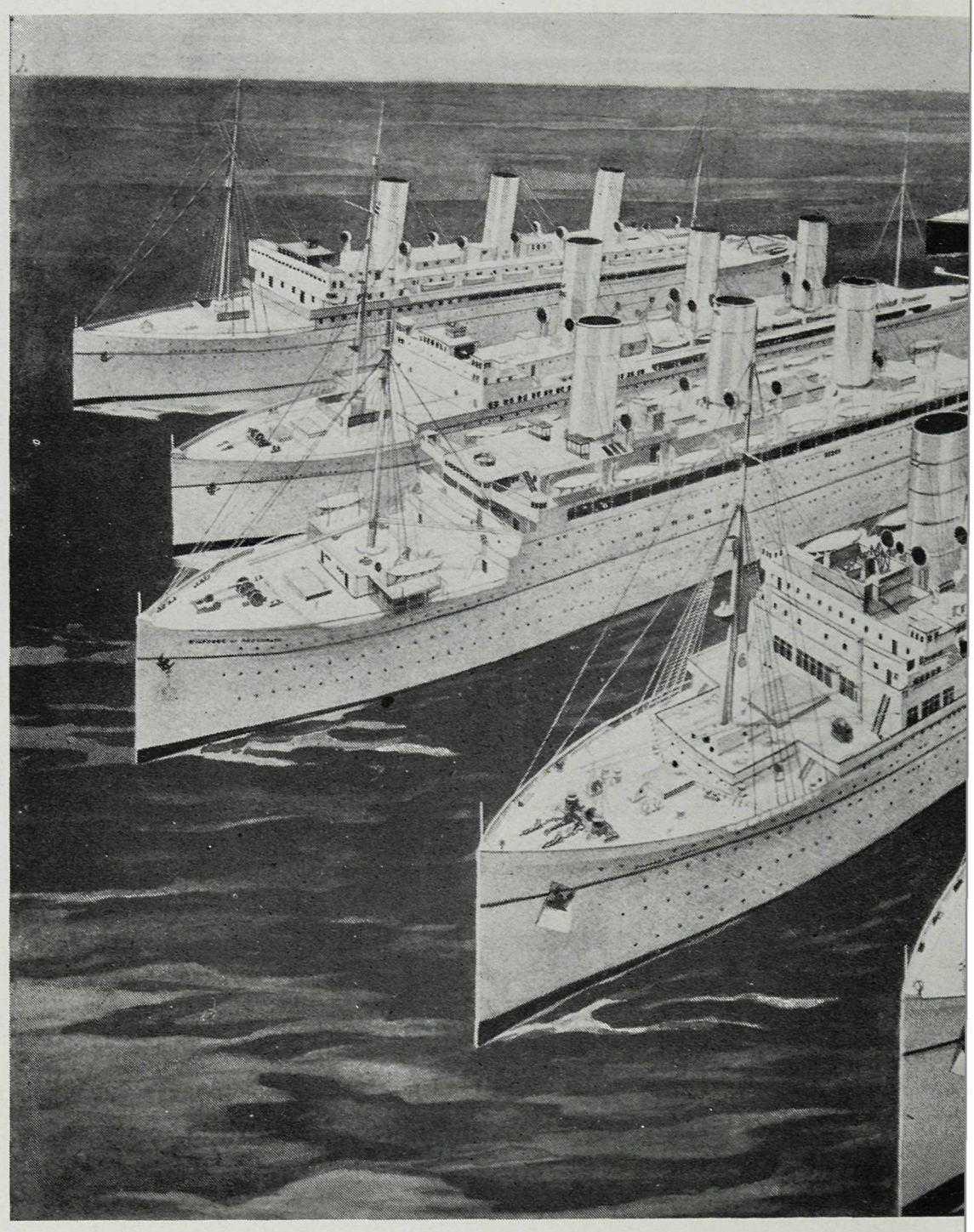
Your private living rooms are apartments—*not* cabins—twenty-seven feet long. Of the first class apartments, seventy per cent. have private baths. Add, too, the latest in those devices which ensure comfort: controllable ventilation; beds—*real* beds; extra lighting; ship-to-shore telephones. But why continue? The list is unending. *Empress of Britain?* Ship of the Moderns!

Her personnel? Smart officers, Royal Naval Reservists mostly; seamen trained in the traditions of the British Mercantile Marine; stewards and stewardesses whose ideal is Canadian Pacific Service. Proud they are. Proud to sail **under the red and white chequered house flag of the Canadian Pacific, to man the flagship of the Atlantic fleet, the size—speed—*SPACE* marvel, *Empress of Britain.***



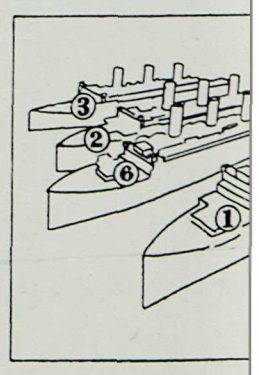


# Canadian Pacifi
## linking North America,
### also, Cruising the World, Mediterranea



SHIPS

1. *Empress of Japan*
   *(Blue-Ribbon Ship of the Pacific)*
2. *Empress of Canada*
3. *Empress of Russia*
4. *Empress of Asia*
5. *Empress of Britain*
   *(Blue-Ribbon Ship of the Atlantic)*
6. *Empress of Australia*
7. *Empress of France*
8. *Duchess of Atholl*
9. *Duchess of Bedford*
10. *Duchess of Richmond*
11. *Duchess of York*
12. *Montrose*
13. *Montcalm*
14. *Montclare*
15. *Melita*
16. *Minnedosa*

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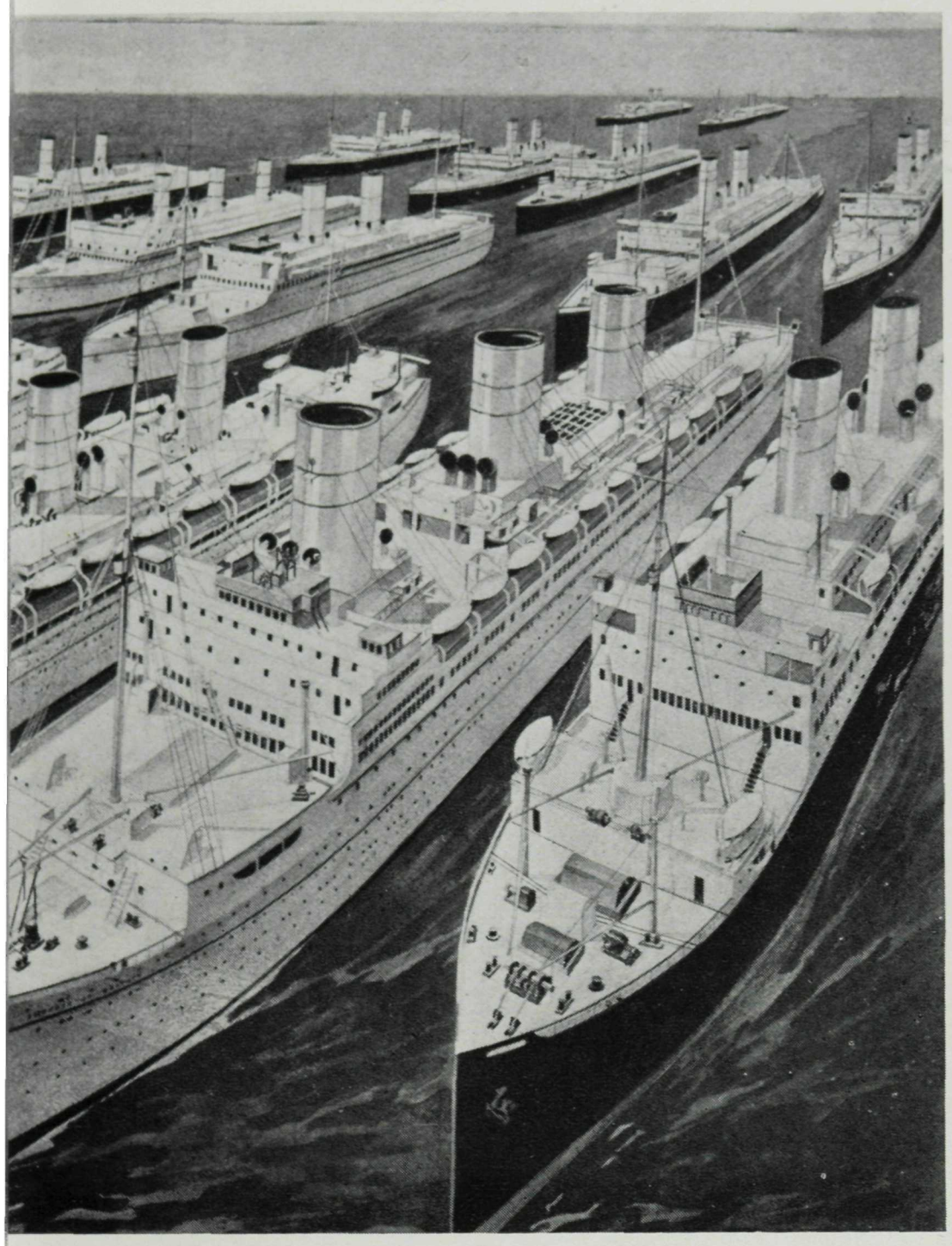
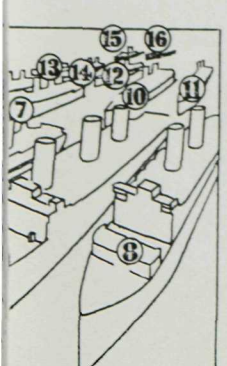
# Great Fleets
# urope and the Orient
## rica - South America - West Indies, etc.



| Gross Tonnage | Displacement Tonnage |
|---|---|
| 26,000 | 39,000 |
| 21,500 | 32,300 |
| 16,800 | 25,200 |
| 16,900 | 25,350 |
| 42,500 | 63,750 |
| 21,850 | 32,800 |
| 18,450 | 27,675 |
| 20,000 | 30,000 |
| 20,000 | 30,000 |
| 20,000 | 30,000 |
| 20,000 | 30,000 |
| 16,400 | 24,600 |
| 16,400 | 24,600 |
| 16,400 | 24,600 |
| 15,200 | 22,800 |
| 15,200 | 22,800 |



Associated Screen News Photo

*The Salle Jacques Cartier on the Empress of Britain* Anton Bruehl Photo

In a Dining Room, space is of paramount importance. The *Salle Jacques Cartier* is the largest unpillared open space ever built into an ocean liner. In every detail it bears the hall mark of Frank Brangwyn's creative genius.

# ship's biscuit

**Finest of foods procurable from the world's best markets. Prepared under the most hygienic conditions by famous chefs and unobtrusively served by skilful waiters trained in Canadian Pacific's own schools. Electric refrigeration — electric kitchens —all modern appliances.**

ONE of the distinctive things about cuisine on Canadian Pacific liners is its cosmopolitanism . . . it is not definitely national. English chefs, yes—though you'll see the traditional "saddle of mutton" but once a trip. French chefs also—anybody can hire them, though not everyone bows the knee to French cookery as a steady diet. American chefs, too, and Scandinavian chefs . . .

And every chef a specialist. One does only breads, another only roasts, his compeer only steaks and chops. There's a special chef for "sweets and savories", and a special *special* chef for *hors d'oeuvres* . . . it's worth the trip over just to see those gargantuan trays of magnificently landscaped and hand-embroidered canapes, pâte de foie gras, caviar, truffles, lobster, wheeled into lounges and smoking rooms at Cocktail Hour for you to pick and choose from freely.

Dining on a Canadian Pacific liner is a rite. Few hotels on earth present a menu so vast, so varied, so elaborately served. Each liner carries some six hundred different items of food; about three hundred tons of the world's choicest delicacies. All yours; not a price mark in sight. And should you pause bewildered by such choice your solicitous steward inquires if perhaps you would like something else specially prepared!

Service is excellent . . . and very English. Steak and chops arrive piping hot to your order from the silver grill. Order cheese, and all the fromages ever invented appear on a huge wooden tray for you to slice off a bit of this and cut a portion of that.

Each noon a truly wonderful Cold Table appears, attended by high-hatted, white-gloved chefs with gleaming knives. There will be famous Melton Mowbray Pie, the traditional Boar's Head, candied and glazed and frilled with medieval magnificence, tremendous pink jellied fish . . . handsomely decorated cold chicken . . . hams **unbelievably savory to the nostrils . . . salads dazzling to eye and appetite . . .**

*A peep behind the scenes*

*Knickerbocker Bar—Empress of Britain* Anton Bruehl Photo

An appropriate setting for the rites of the Cocktail hour. Heath Robinson designed this much frequented nook, depicting on the walls—with his whimsical, exaggerated fancy—the Legend of the Cocktail Bird. It's Heath Robinson at his best! It's unique!

Tourist cuisine comes out of the same kitchen as First or Cabin Class, although it is served less elaborately. Third Class has its own kitchens from which comes a surprising variety of food, wonderfully well cooked and seasoned, all that you can eat.

In the kitchens, everything that can be electric is electric. Which means that everything concerning the preparation of your food is the last word in cleanliness and freshness. And as a final precaution, travelling Canadian Pacific chefs "pop" aboard frequently to ascertain that service, variety and excellence are being kept up to Canadian Pacific's inviolable standards.

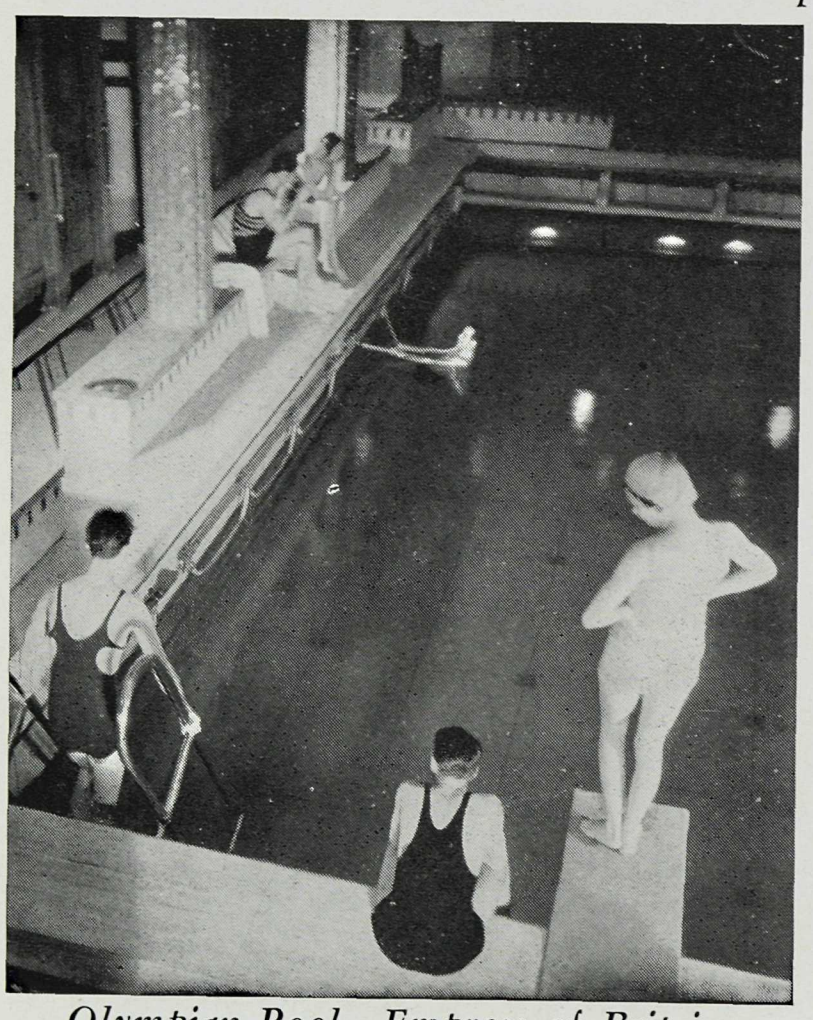
Breakfast in your cabin, if you wish . . . morning bouillon on deck . . . tea and cakes wherever they find you . . . after-dinner coffee and liqueurs in lounges and smoking rooms, with all the picturesque European ceremonial . . . special dinner parties and champagne suppers . . . refreshments in the card rooms or ball room . . . you never before dreamed that eating could be so delightful a ceremony or so continuously acceptable . . . for the famous sea appetite plays no favorites.

*Another view of the Salle Jacques Cartier*

# what's abo

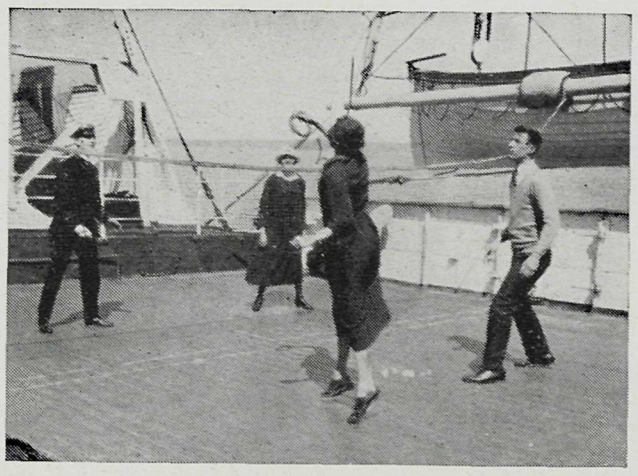
**dancing swimmin**
**shuffleboard hors**

*The Ball Room—Empress of Britain*



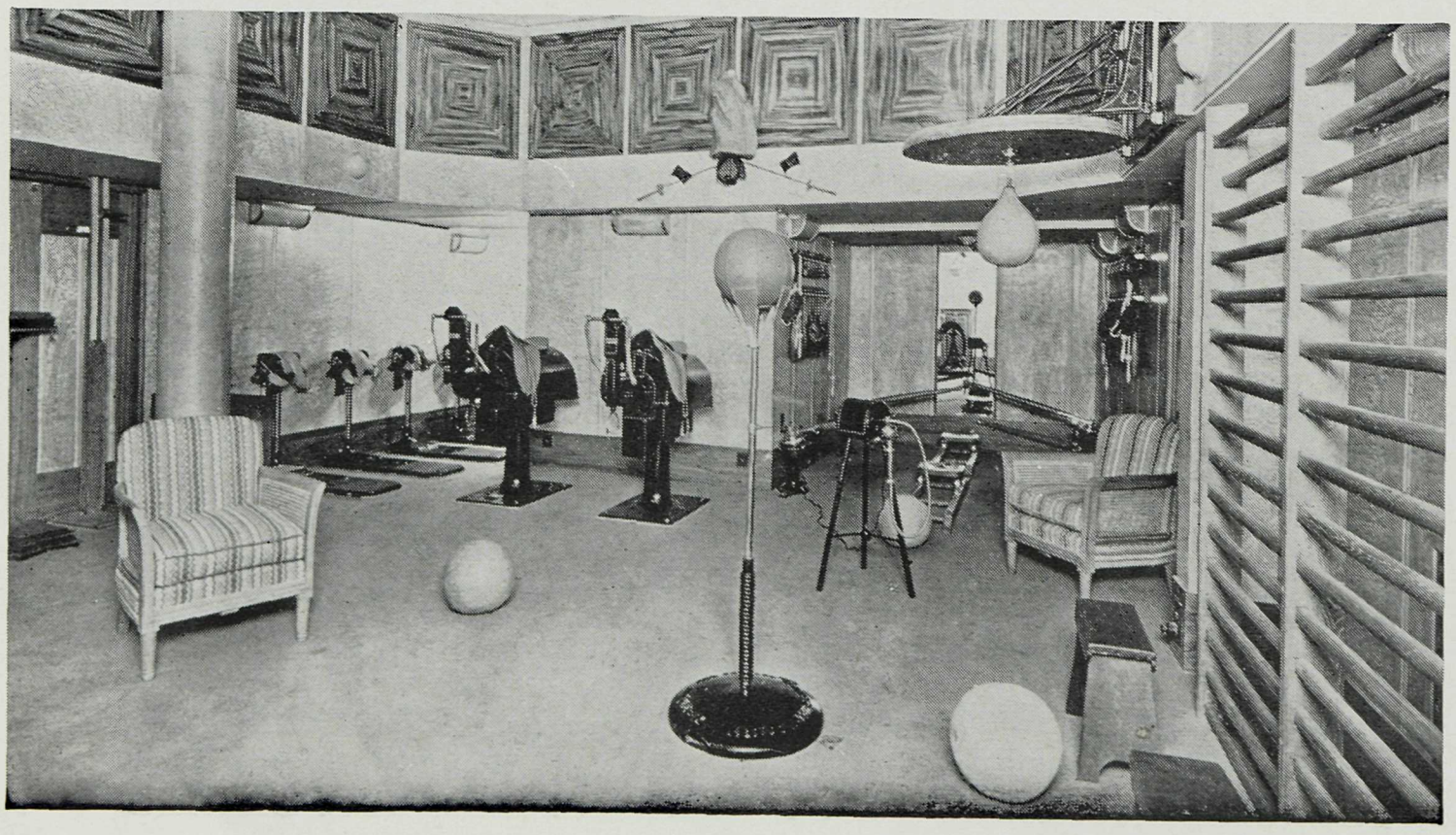
*Olympian Pool—Empress of Britain*

Anton Bruehl Photo

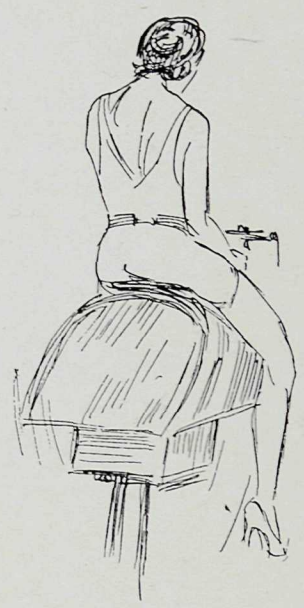


*Deck Tennis*

*Shuffleboard for young and old*



*Who wouldn't keep fit with gyms like these?*



# doing
# urd

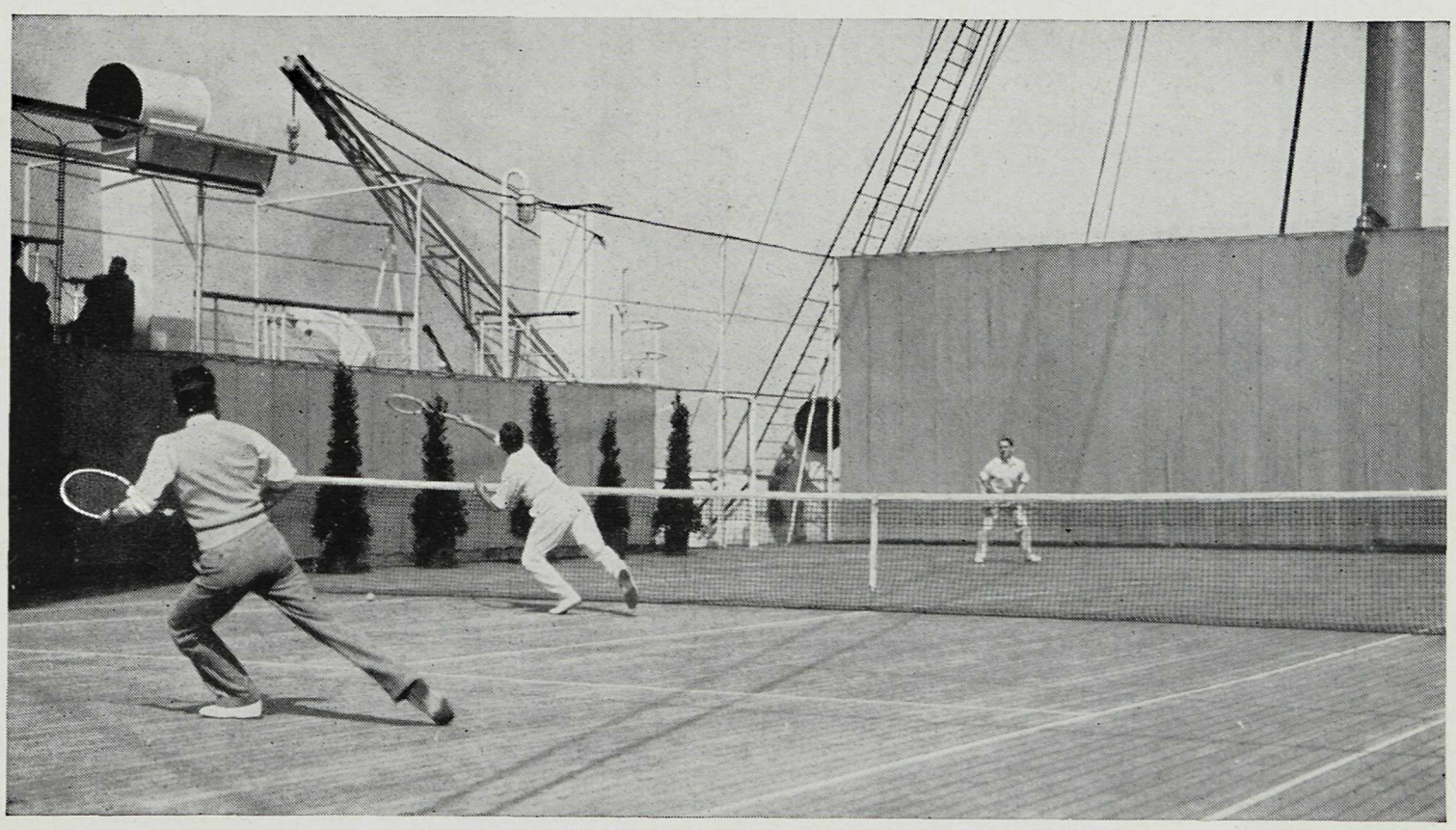
ennis gymnasium
acing walking

*Morning bouillon on deck*

*Agua Caliente—Ship Style*

*Souvenir problem solved*

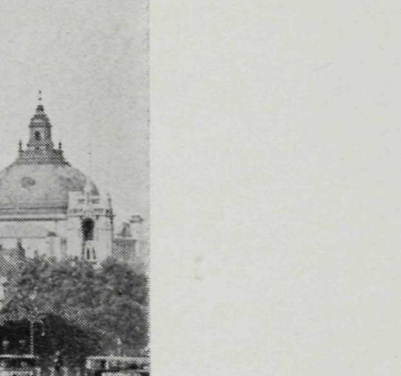
*Deck promenading*



*Full sized tennis court—Empress of Britain*

*The "Mother of Parliaments" on the banks of the Thames*

# European days



## Romance still lingers behind the Old World's gateways

YOUR Europe may be different from mine: but one thing it means to all of us—lovely names that have echoed down the corridors of time, to remind us of the age of romance and chivalry, of the divers races from whose loins we sprung, of their contributions to beauty, knowledge and history. Seville, Amalfi, Norwich, Harlech, Carcassonne, Derwentwater, Skye, Avoca, Stirling—Heidelberg, Jungfrau, Innsbruck, and even Whitechapel—names like these need no pictures. They *are* pictures.

England, for example—that curious little country which, despite its size, is always front page news. Past, present and future, it is compact of meaning. From Caxton to Faraday to Masefield, it has always meant something. It is a most unsortable mixture, of course—Oxford, Shakespeare, Brighton, East Anglia (whence came so many of America's forefathers), Birmingham, Lancashire, Devon, the Yorkshire moors, all are part of England. So are beer and barmaids, beef and "The Times", the Thames, and Dickens, and York, and the "Elegy in a Country Churchyard", and Windsor, and the beautiful Lake District, and the Peak country. And most of all London—sprawling, chaotic London, wherein the Strand brings its traffic to Charing Cross, and where Piccadilly Circus provides a continuous, three-ring performance of the pageant of humanity.

One could write a big book upon nothing else than the street names of London. It has often, in fact, been done: Cheapside, Leicester Square, Petticoat Lane, Whitehall, Downing Street, Threadneedle Street, Fleet Street, and so on. They have all acquired a permanent place in language, as meaning something definite. And from Buckingham Palace in the West End, where the King's guards march up and down in their busbies and scarlet tunics, to St. Clement Dane's by the Law Courts, where the "oranges and lemons" are still given away every year—or from the Crystal Palace in the south, which still resounds to huge band concerts or football games, to Highgate Hill in the north, where the boy Dick Whittington "turned again", London is immortal.

But England has partners. Gallant little Wales, for one—the land whose name is always that of the King's eldest son. Wales has a scenery, a history, a poetry—even a language—quite different from its neighbour. Its politicians and its musical people need no new advertisement. And north of the Tweed, of course, is that other partner which has produced more "exiles" and more chief engineers per square foot than any other country on earth.

What the world would have done without Scotland is a mystery. There wouldn't have been a railroad or a steamship or a sky scraper built anywhere, nor a Burns Nicht celebrated wi' pipers an' kilts an' haggis! We should never have had Scott, nor Burns, nor golf, nor Robert Louis Stevenson, nor porridge, nor heather.

Thank God it is still there! Edinburgh, where the tragic queen Mary, of Scotland, played her passionate part—Glasgow, where the big ships are built and launched into the Clyde's muddy waters!—Loch Lomond, and the Trossachs, and Gretna Green, and the Highlands which bred that fierce race which stole your ancestor's cattle or died for Bonny Prince Charlie—these are some of the things that pull not only exiles back to their homeland, but also *you*. And not the least attractive are those lonely islands that fringe Scotland's coast, from Shetland to the Hebrides and Iona.

Ireland, too, has its millions of advertisers abroad —its native sons and their descendants who have wandered far. Dear, dirty Dublin, on the banks of the Liffey, has never suffered from lack of advertisement, least of all since it took to running sweepstakes. Beautiful women, fine race horses, and a beauty that truly is "emerald" have always characterized Ireland, reputedly as far back as St. Patrick—certainly as far back as King Tara, through whose halls, you remember, the "harp that once . . . " You can visit Killarney and Cork, and Connemara—kiss the Blarney stone—or you can dash north to that other Ireland which is Ulster, and see the linen being made in Belfast. You can visit the mountains of Mourne that "roll down to the sea", and we daresay that when you have left your jaunting car in its garage you can find a shillelagh factory or a shamrock farm.

Cross the English Channel or the North Sea, and you are in the Continent—with a capital C. Paris, of course, is where everyone goes: and still she stands there, "la ville lumière", with Versailles at its postern gate. Up and down these magic boulevards you can wander many a day—many a night. You will probably not miss the Louvre, or Notre Dame, or the Bois de Boulogne, or the Madeleine—few do; still fewer, probably, miss the Folies Bergère or the cafés of Montmartre and Montparnasse.

But Paris, one discovers, is not the whole of France. At one end is the exquisite Riviera, with the Alps and the Pyrenees not very far off; at the other end are the enchanting coasts of Normandy and Brittany, studded with charming or far-famed resorts. Touring in France is not difficult; good railways and good roads make it easy to get away from Paris if only you make up your mind.

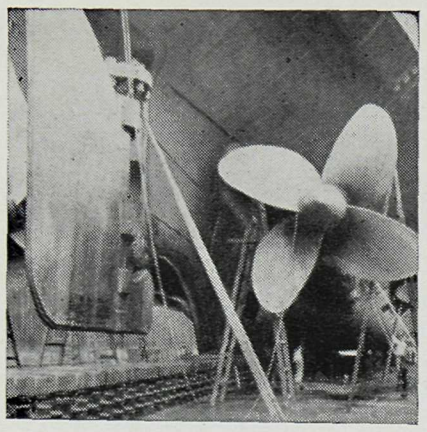
You can go by way of Switzerland—that country of mountains, mountaineers and freedom, where the Matterhorn lures the climber and Geneva lures the statesman—to Italy. Probably no other country has so many attractions! Rome, for example, with Julius Caesar in the past and the Pope and Mussolini in the present; or Venice, where you use gondolas instead of taxis—or Florence, the home of Dante and Michaelangelo—or Naples, with Vesuvius and Pompeii (and Caruso in the offing).

Seize the opportunity to visit Spain, with its Alhambra, Seville, Madrid, and Moorish magnificence, and do not miss Trujillo and Candelaria, dreaming in the sun.

Or you can turn north to Belgium, where Bruges beckons you from the past and Ypres and Ostend from the present; and to Holland, where Amsterdam cuts diamonds and the Zuyder Zee grows windmills. Germany is a remarkable country to see—a blend of ancient and modernistic that has no parallel. It is a big country; having not only the Rhine and the Black Forest, but also the cities of Hamburg, Cologne, Munich, Leipsig, and Frankfort.

And, as a postcript, take the train to those cities on the Blue Danube, Vienna and Budapest. Or, Russia—land of a thousand fascinations—awaits you . . . for a while inaccessible to the new world of tourists, the Soviet Union now invites travellers.

*Arc de Triomphe in Paris*



# quadruple screws

**Canadian Pacific engineers have revolutionized steam propulsion opening a new era in marine engineering**

HIDDEN deep under the water, pushing and thrusting thousands of tons of pulsing steel through green water, and gray-white spume, four bronze castings in unromantic fashion carry out the most important function of the ship.

"Unromantic?" At first blush that word seems well-chosen. But is it?

The coming of the turbine and revolutionary advances in the use of high-pressure steam for ship propulsion made by John Johnson, the talented Chief Superintendent Engineer, Steamship Services, of the Canadian Pacific—advances that have materially altered world-wide practice in marine engineering—seem to have shorn the liner's engine room of its romance.

Boyhood memories have long treasured time-blurred visions of shining masses of incredibly polished steel rising, falling, thrusting, retreating, thudding with a resonance that spelt power while dirty-faced engineers, their once khaki "monkey-suits" streaked and sodden with oil, leaned over the charging vitals of the ship and, with incredible deftness, unscrewed oil-caps and shot streams of thick, greenish-black lubricant into the racing grease cups.

A torrid atmosphere, its principal smell a mixture of steam and oil, the sounds of ringing shovels, the fall of tons of coal in the bunkers, the muffled voices of leading stokers rising through gratings from a mysterious inferno that was visited by only the braver spirits, lent a background of reality to the steady, rhythmic pulsing that was felt throughout the ship as, "come hell or high water", she pushed her way steadily against the angry opposition of the charging seas.

Stokers, stripped to the waist, their faces shining with grime and sweat, were picturesque as they appeared at doors in the fiddleys for a gasp or two of fresh air, and passengers lulled to sound sleep by the pulsing of the ship's giant heart stirred uneasily when their dormant minds sensed a break in the tempo.

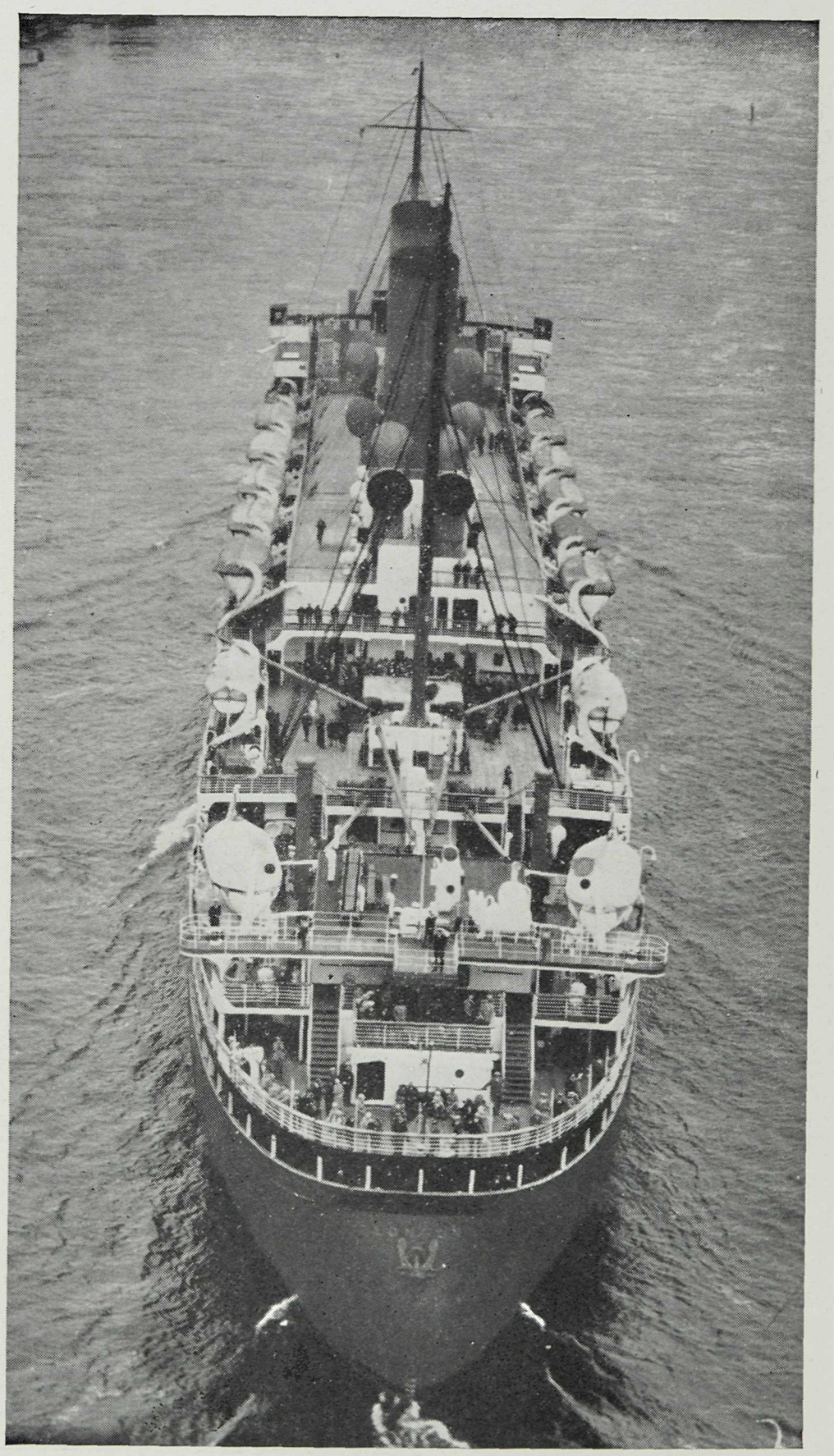
That was romance!

Quadruple screws. This, too, is romance. Romance twentieth century style. The romance of the radio, the aeroplane, the ship-to-shore telephone of the *Empress of Britain*, the wireless direction finder, the hundred and one other miracles we blindly groping literalists accept as casually as we accept bread and butter.

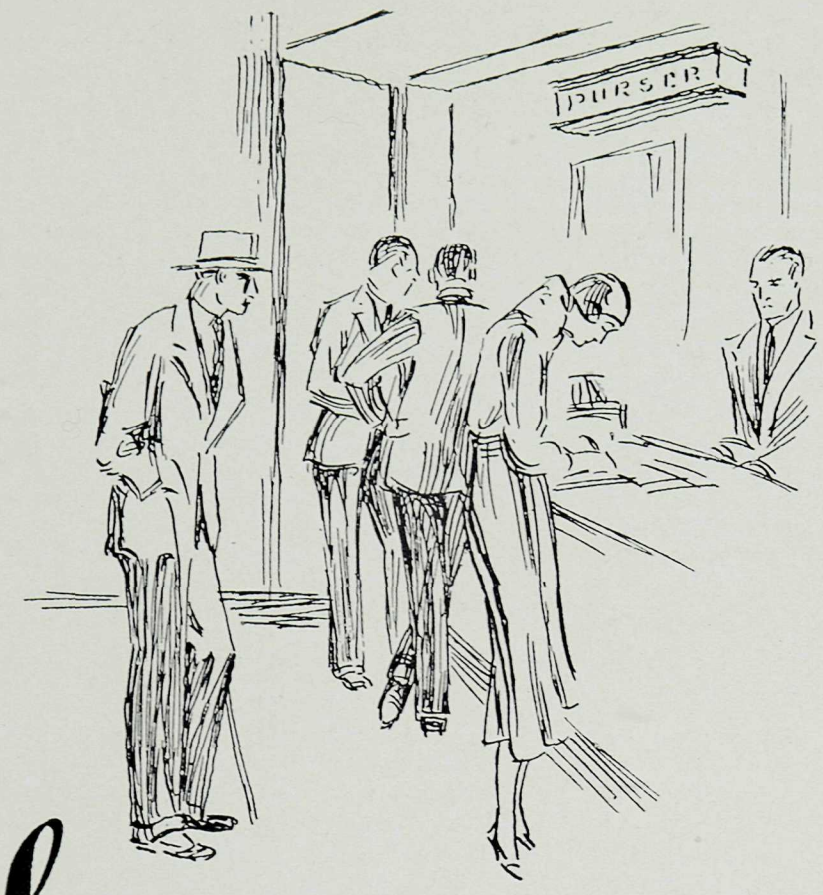
Gone is the clamor and the smell of the engine room. The oily overalls of the assistant engineer have gone the way of the dirty faces and grimy torsos that used to mark the toiling stoker. Engineers can walk straight from engine room to dining saloon and oilers tend their fires by turning taps.

Noiseless, invisible turbines—gigantic fans really—are spun around at incredible speeds by little jets of super-heated high-pressure steam; enormous reduction gear-wheels transform this speed into remorseless power, and four huge shafts, machined so truly that you cannot see them move, jut through a stream-lined hull to transmit the work of 32,000 plunging, snorting spans of powerful horses to—quadruple screws.

Great bronze screws, each huge propeller driven by its own engine, each counter-balancing the other until, despite the increase in power and speed that Canadian Pacific pioneering in design has brought about, at full speed the "Empresses" and "Duchesses" glide through the water so smoothly that your old-time traveller has to go on deck to find out if his liner is moving.



*A "Duchess" liner under way*




# ship and shore

CANADIAN PACIFIC—"World's Greatest Travel System". Have you ever given a moment's thought to the advantages of travelling under the aegis of a company which can, without fear of challenge, lay claim to such a title?

Canadian Pacific services are world-wide. In every important city in the world, and in many of lesser importance, you will find the company's agents or representatives, eager to render you efficient, courteous service—anxious that you should make their offices your headquarters while abroad. Educated in transportation since boyhood, these men have at their command a vast store of specialized knowledge which they consider it their privilege to place at your disposal.

Perhaps there is such an agent in your city. And perhaps you live in the Middle West or on the Pacific Coast where train and boat connections have to be considered. Leave these details to the nearest Canadian Pacific Agent. He will advise you on what to see and where to go. He will arrange your itinerary—from home back home if you wish—routing you to Montreal or Quebec by the most direct route, attending to your rail reservations, checking your baggage *through to your stateroom* at either Montreal or Quebec, and above all, for your safety, changing your Canadian or American dollars into "Canadian Pacific Express Travellers Cheques", which are accepted the world over.

The Canadian Pacific owns and operates 21,000 miles of railway in Canada and the Eastern United States, and has convenient connections with every important centre on the continent. It owns a chain of sixteen hotels from the Pacific Coast to Atlantic at which—should you wish to stop-over—you are assured of the highest standards of accommodation and service at reasonable cost. It owns its own telegraph and express service, and has cable connections with all parts of the world. Its ships will bring you from the Orient in record time. It will bring you from Australia and New Zealand on the fast ships of the Canadian Australasian Line.

In short, it takes the "ravelled" nerves out of "travel" for it promises advantages which can only be offered by the "World's Greatest Travel System".

*Trafalgar Square, London*

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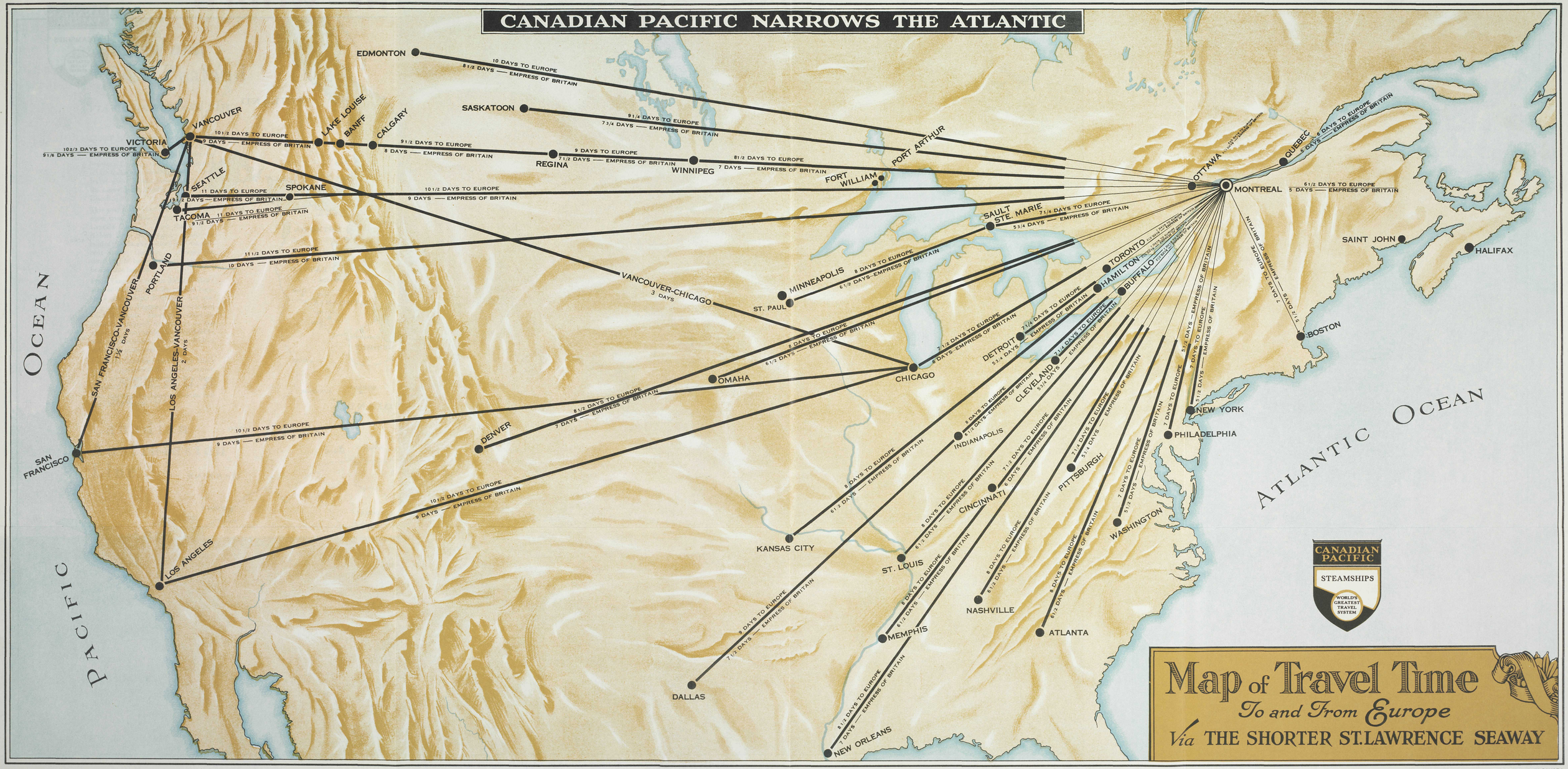
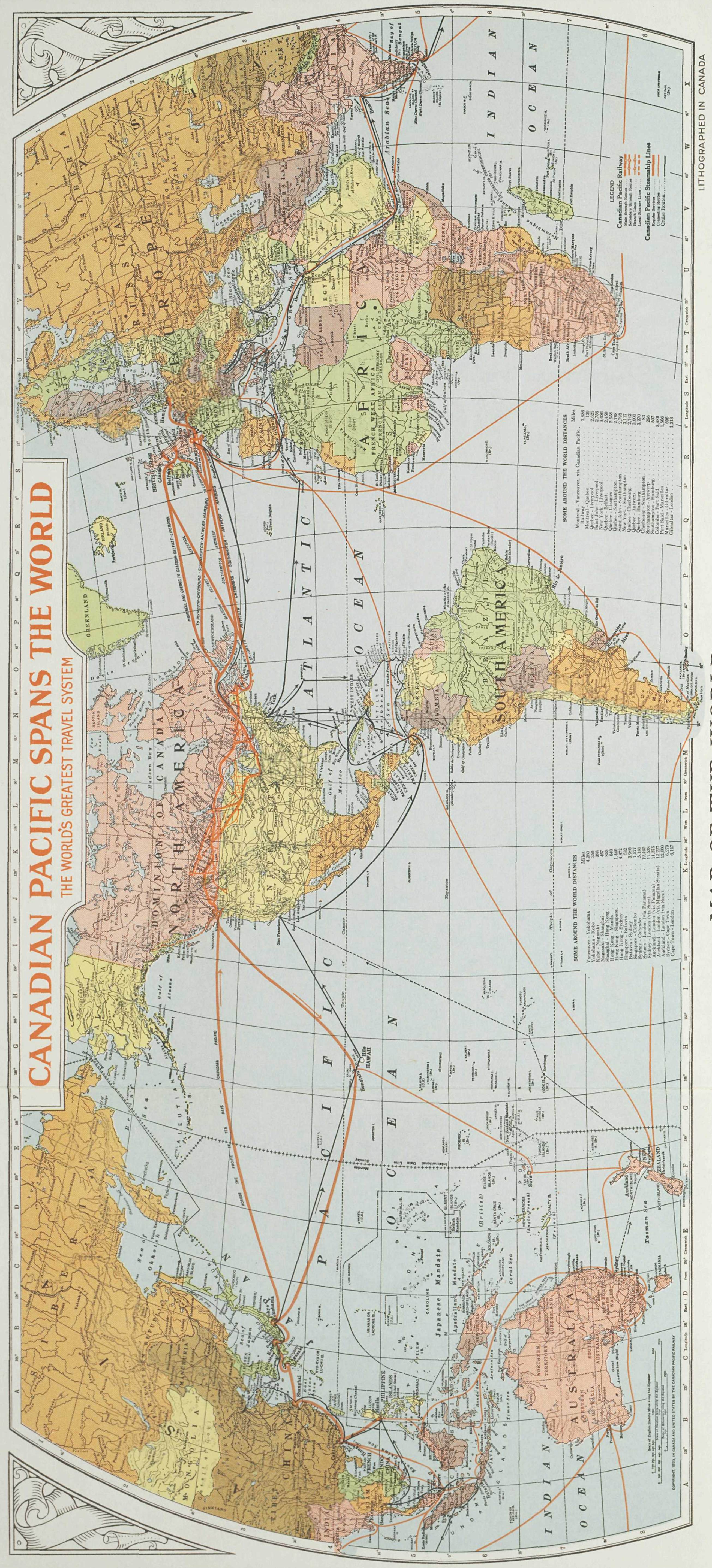
## CANADIAN PACIFIC EXPRESS TRAVELLERS' CHEQUES
### Good the World Over

# IAN PACIFIC SPANS T


CANADIAN PACIFIC NARROWS THE ATLANTIC
EDMONTON
10 DAYS TO EUROPE
8 1/2 DAYS — EMPRESS OF BRITAIN
SASKATOON
9 1/4 DAYS TO EUROPE
7 3/4 DAYS — EMPRESS OF BRITAIN
VANCOUVER
VICTORIA
10 2/3 DAYS TO EUROPE
9 1/6 DAYS — EMPRESS OF BRITAIN
10 1/2 DAYS TO EUROPE
9 DAYS — EMPRESS OF BRITAIN
LAKE LOUISE
BANFF
CALGARY
9 1/2 DAYS TO EUROPE
8 DAYS — EMPRESS OF BRITAIN
REGINA
9 DAYS TO EUROPE
7 1/2 DAYS — EMPRESS OF BRITAIN
WINNIPEG
8 1/2 DAYS TO EUROPE
7 DAYS — EMPRESS OF BRITAIN
FORT ARTHUR
FORT WILLIAM
SEATTLE
11 DAYS TO EUROPE
9 1/2 DAYS — EMPRESS OF BRITAIN
SPOKANE
10 1/2 DAYS TO EUROPE
9 DAYS — EMPRESS OF BRITAIN
TACOMA
11 DAYS TO EUROPE
9 1/2 DAYS — EMPRESS OF BRITAIN
PORTLAND
11 1/2 DAYS TO EUROPE
10 DAYS — EMPRESS OF BRITAIN
VANCOUVER-CHICAGO
3 DAYS
SAULT STE. MARIE
7 1/4 DAYS TO EUROPE
5 3/4 DAYS — EMPRESS OF BRITAIN
MINNEAPOLIS
ST. PAUL
8 DAYS TO EUROPE
6 1/2 DAYS — EMPRESS OF BRITAIN
OTTAWA
MONTREAL
6 1/2 DAYS TO EUROPE
5 DAYS — EMPRESS OF BRITAIN
QUEBEC
5 DAYS TO EUROPE
4 DAYS — EMPRESS OF BRITAIN
SAINT JOHN
HALIFAX
7 DAYS — EMPRESS OF BRITAIN
5 1/2 DAYS
TORONTO
HAMILTON
BUFFALO
DETROIT
5 3/4 DAYS
7 1/4 DAYS TO EUROPE
6 DAYS — EMPRESS OF BRITAIN
7 1/2 DAYS TO EUROPE
6 DAYS — EMPRESS OF BRITAIN
BOSTON
NEW YORK
PHILADELPHIA
7 DAYS TO EUROPE
5 1/2 DAYS — EMPRESS OF BRITAIN
OMAHA
CHICAGO
8 DAYS TO EUROPE
6 1/2 DAYS — EMPRESS OF BRITAIN
SAN FRANCISCO-VANCOUVER
1 1/2 DAYS
LOS ANGELES-VANCOUVER
2 DAYS
SAN FRANCISCO
10 1/2 DAYS TO EUROPE
9 DAYS — EMPRESS OF BRITAIN
LOS ANGELES
DENVER
8 1/2 DAYS TO EUROPE
7 DAYS — EMPRESS OF BRITAIN
INDIANAPOLIS
8 DAYS TO EUROPE
6 1/2 DAYS — EMPRESS OF BRITAIN
CLEVELAND
5 3/4 DAYS
7 1/4 DAYS TO EUROPE
6 DAYS — EMPRESS OF BRITAIN
KANSAS CITY
ST. LOUIS
CINCINNATI
7 1/2 DAYS TO EUROPE
6 DAYS — EMPRESS OF BRITAIN
PITTSBURGH
7 1/4 DAYS TO EUROPE
6 DAYS — EMPRESS OF BRITAIN
WASHINGTON
7 DAYS TO EUROPE
5 1/2 DAYS — EMPRESS OF BRITAIN
NASHVILLE
ATLANTA
8 DAYS TO EUROPE
6 1/2 DAYS — EMPRESS OF BRITAIN
MEMPHIS
8 DAYS TO EUROPE
6 1/2 DAYS — EMPRESS OF BRITAIN
DALLAS
9 DAYS TO EUROPE
7 1/2 DAYS — EMPRESS OF BRITAIN
NEW ORLEANS
8 1/2 DAYS TO EUROPE
7 DAYS — EMPRESS OF BRITAIN
PACIFIC OCEAN
ATLANTIC OCEAN
CANADIAN PACIFIC
STEAMSHIPS
WORLD'S GREATEST TRAVEL SYSTEM
Map of Travel Time
To and From Europe
Via THE SHORTER ST. LAWRENCE SEAWAY
LITHOGRAPHED IN CANADA




MAP OF THE WORLD

SHOWING CANADIAN PACIFIC RAILWAY AND STEAMSHIP ROUTES LINKING

CANADA, UNITED STATES, BRITISH ISLES, EUROPE, ASIA AND AUSTRALIA

LITHOGRAPHED IN CANADA

# CANADIAN PACIFIC SPANS THE WORLD

CANADIAN PACIFIC STEAMSHIPS WORLD'S GREATEST TRAVEL SYSTEM

MAP OF EUROPE—*Showing Canadian Pacific Steamship Routes and Ports of Call*

THE AIRLINE ROUTE

# TO EUROPE

ONLY 3 TO 4 DAYS OPEN OCEAN

GLASGOW
BELFAST
LIVERPOOL
SOUTHAMPTON
CHERBOURG
HAVRE
ANTWERP
HAMBURG

EMPRESSES
DUCHESSES

CANADIAN PACIFIC
STEAMSHIPS
WORLD'S GREATEST TRAVEL SYSTEM

AND "MONT" CLASS SHIPS

CANADIAN·PACIFIC