The "Empresses" of the Atlantic

#3000

2 pp ago
n.d.
(circa 1907?)

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIPS

EMPRESS of BRITAIN
EMPRESS of IRELAND

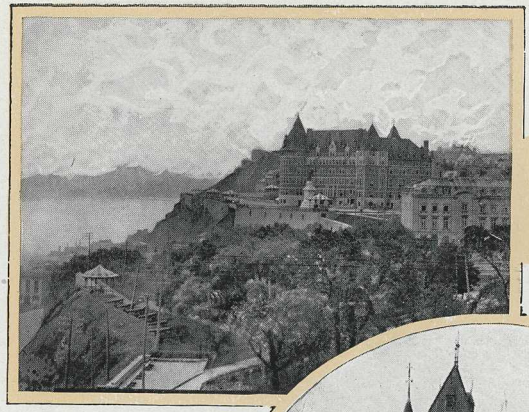
HISTORICAL QUEBEC

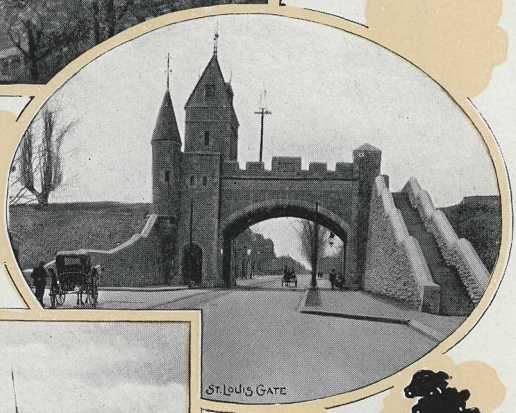
The "Old-World" City of the American Continent

QUEBEC in the grandeur of its site and surroundings, in the strength of its fortifications, in the extent and romance of its history stands unique among the cities of North America; and no visitor from Europe nor from the United States can be said to have seen Canada—nor, indeed, this continent—who has not visited this old capital of New France. It is truly said that to have seen Quebec, and to have experienced the delights of a sail on the St. Lawrence River is alone worth a visit to Canada.

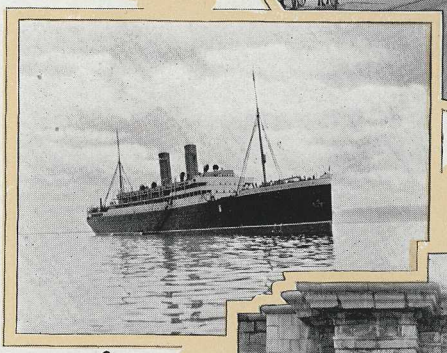
Six times have the walls of Quebec been assailed by armies, and without its gates fell military heroes of three different nations. Every acre of ground about the Ancient Capital teems with history. It was there that the intrepid French voyageur, Jacques Cartier, the discoverer of Canada, landed in 1534—nearly four centuries ago—and visited the Indian Chief Donnacona, who, from his village of Stadacona standing where now Quebec is situated, received the first white man with friendly welcome. The real founder of Quebec, however, was Samuel de Champlain, a man of great courage and high moral quality, who in 1608 had been sent out by a company of noblemen of France to open up trade with the Indians.

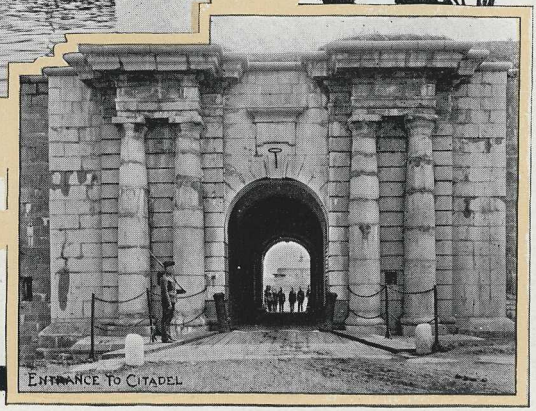
In 1629, twenty-one years after Champlain had founded Quebec,



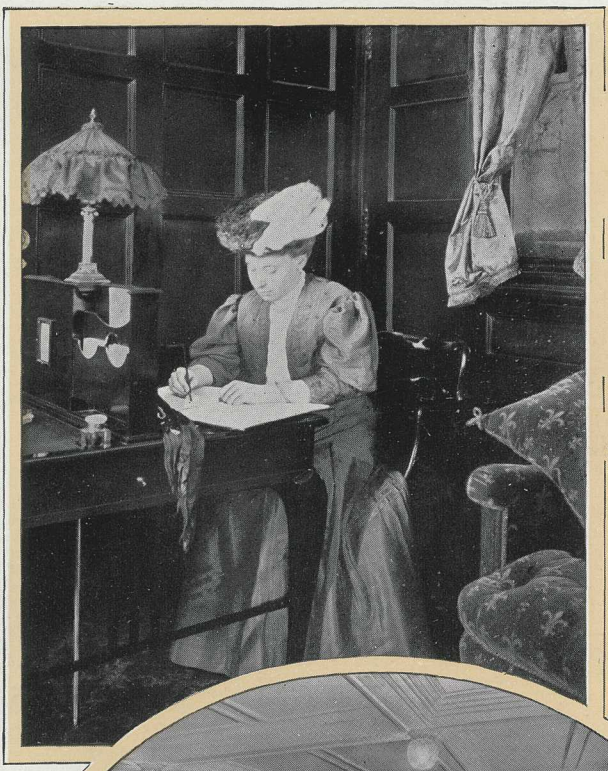


ST. LOUIS GATE





ENTRANCE TO CITADEL



LIBRARY

Sir David Kirk appeared up the river with his fleet, compelled its surrender, and Champlain and his followers were taken to England as prisoners. The city was restored to France by the Treaty of St. Germain, and Champlain was restored as Governor of the colony.

Again in 1690, when the proud Frontenac ruled, an English fleet under Sir William Phipps appeared before the city and summoned it to surrender, but Frontenac answered with defiance, and the fleet retired.

In 1711 a combined land and sea expedition was sent against Quebec by the British, but it failed, with the loss of 800. The fleet being almost destroyed by a storm.

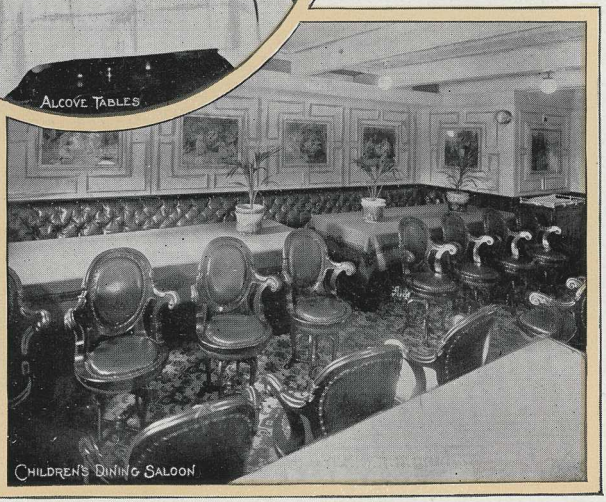
Again in 1759, an English fleet and army sailed up the St. Lawrence against the city, and the subsequent capture of the wonderful stronghold by that fleet and army was the most important event in that long struggle which left the British masters of the North American continent. How after two months of manœuvering and preparation, the British, under Wolfe, floated up past the city at night on the crest of the inflowing tide, and effected a landing at a place now known as Wolfe's Cove, scaled the precipitous height, and by morning were drawn up on the Plains of Abraham to the number of 8,000, how Montcalm, disdaining to seek shelter behind his impregnable defences, marched out to meet Wolfe in the open field, and how both Generals fell upon the battle plain, the one dying where he fell, the other passing away a few hours later within the confines of the city which he had given his life to defend, are outlines in a story that makes the most glorious page in the history of the cities of this continent.

Only once since this period has Quebec been the scene of war, and that was during the year 1775, when the United States Generals Montgomery and Arnold laid seige to it. Montgomery being killed while scaling the precipice in front of the Citadel, and Arnold being wounded. The battlefields of Quebec are now preserved as a National Park.

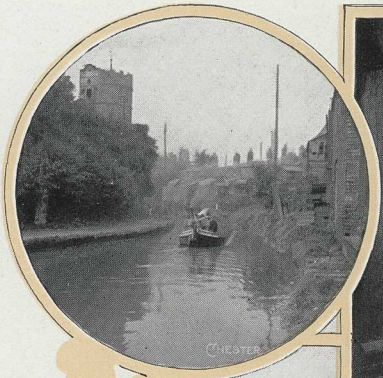
The ancient Citadel, but little changed since the earlier times,

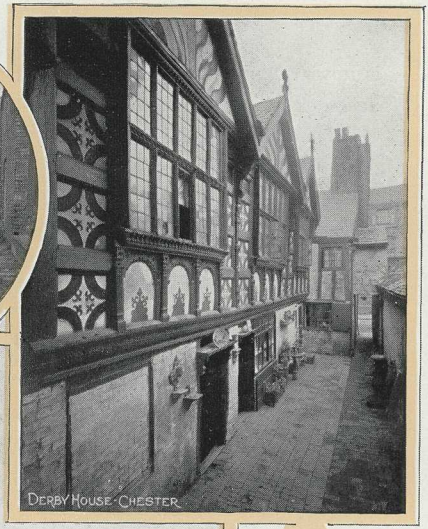
MAIN DINING SALOON

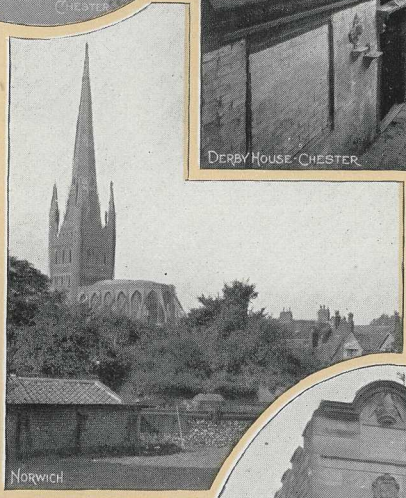
ALCOVE TABLES

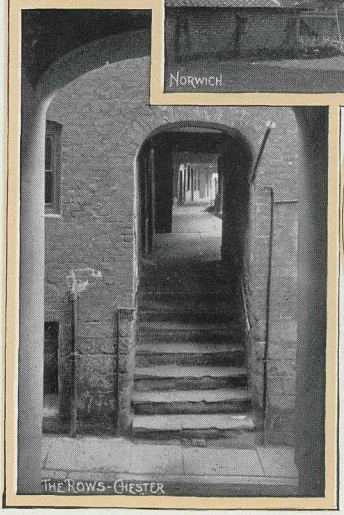


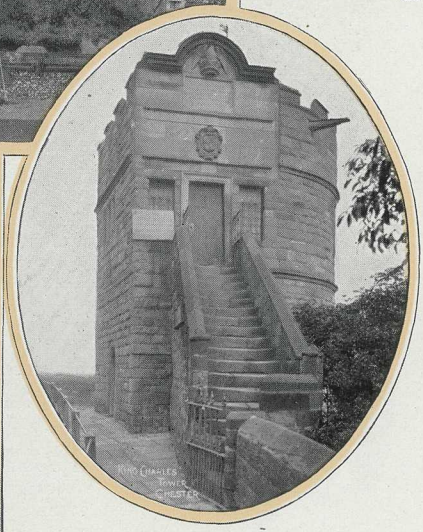
CHILDREN'S DINING SALOON


CHESTER


DERBY HOUSE-CHESTER


NORWICH


THE ROWS-CHESTER


KING CHARLES
TOWER
CHESTER

is now occupied by a Canadian Regiment. Visitors readily obtain access to all points of interest.

On the site of the "Chateau St. Louis" the Vice Regal residence of the early French Governors of Canada, the Canadian Pacific Railway Company has erected and operates the hotel "Chateau Frontenac" which is now recognized to be one of the most attractive and restful resorts on the continent. Being situated on the Dufferin Terrace adjoining the Citadel and commanding a view of the River St. Lawrence and surrounding country its site is unrivalled.

The "Empresses" of the Atlantic

The Royal Mail Steamships, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND" built at Glasgow, Scotland, in 1906, were first put in commission in June of that year. They are constructed on exactly similar lines, in accordance with the latest designs in naval architecture and embrace every advantage that constructive genius and operative experience can suggest or devise. Manned by officers and crews, thoroughly trained and reliable, they attain the maximum of safety and service.

Dimensions and Appointments

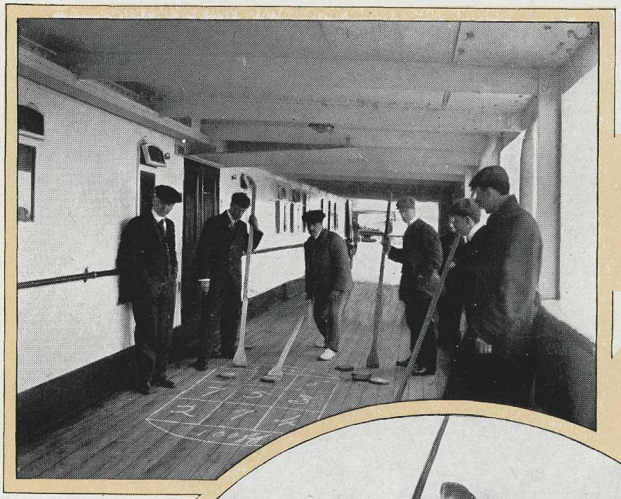
Length, 570 feet; breadth, 65 feet 6 inches.

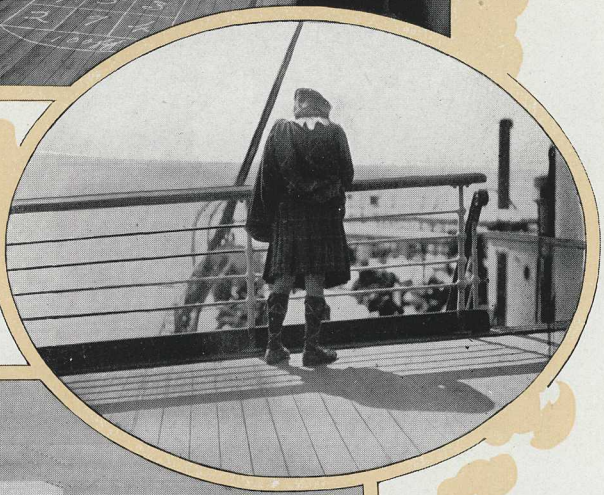
They accommodate comfortably 350 first cabin, 350 second cabin and 1000 third-class passengers.

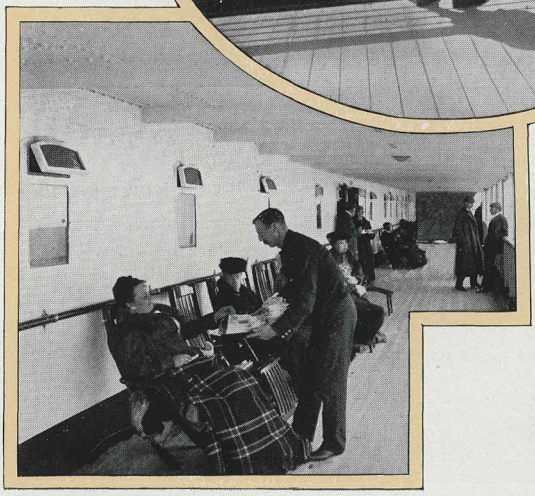
They are of 14,500 tons register, and 18,000 Indicated Horse Power. Without driving they have a sea speed easily establishing their right to the title Express Steamships.

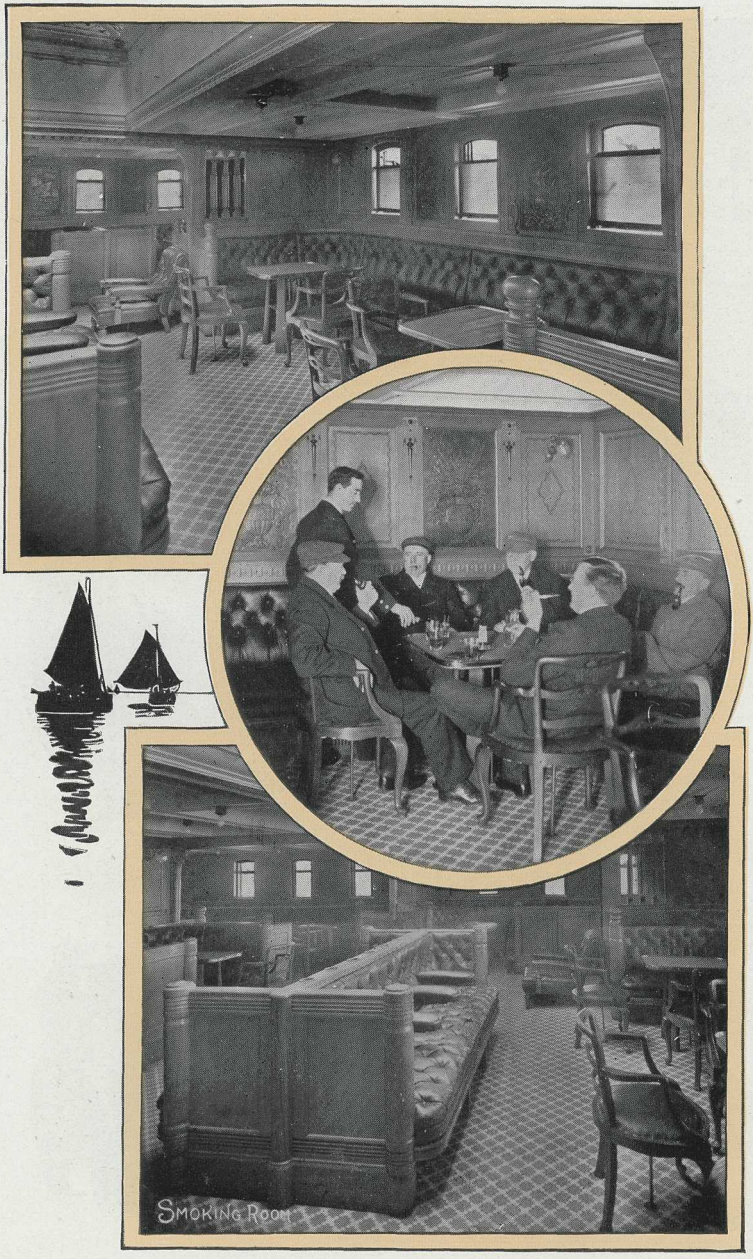
The cabins throughout are roomy and luxuriously furnished. The ventilation, a special feature, is scientifically complete in every detail.

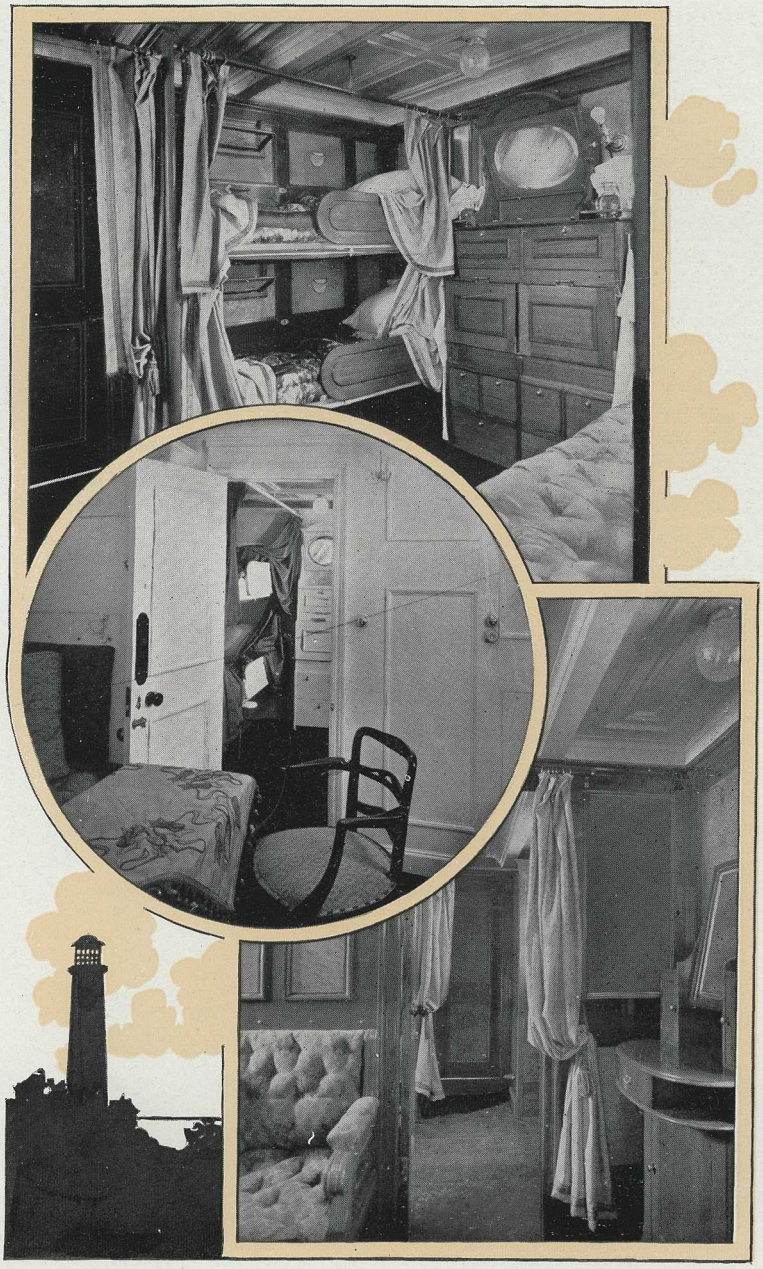
On the Upper and Lower Promenade Decks are a number of








SMOKING ROOM



special rooms, single and en suite, with or without private baths.

The spacious dining saloon at one sitting, accommodates the entire complement of passengers. An attractive feature is the arrangement of small round tables in alcoves. They are usually assigned to families or parties traveling together.

The Cafe situated on the Lower Promenade Deck, is sumptuously appointed, in keeping with its practical purpose, which is to supply light refreshments at any time during the day.

The Music Room on the Upper Promenade Deck, with its original decorations, cheery open fireplace and many cozy nooks and corners, is the acme of comfort and luxury.

The Smoking Room, Library and other public rooms are in every respect in keeping with the high standard maintained throughout the ships.

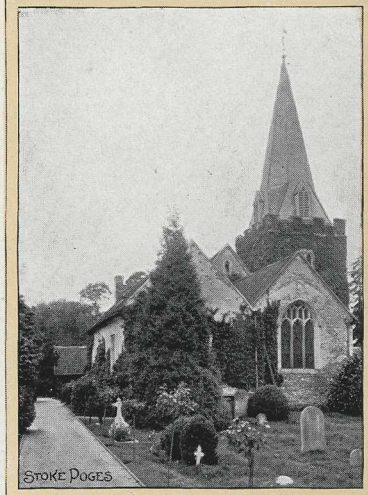
In short, to quote from a Marine Journal—"From stem to stern and from keel to truck, these ships are the very last word in ship building."

They are designed for safety and comfort and make the voyage from Quebec to Liverpool in about six days; the first two days of the voyage are delightfully passed on the placid waters of the St. Lawrence, America's most picturesque inland water-way; thus the actual time on the open sea is reduced to less than four days, as against six days when traveling via New York and other Atlantic ports.

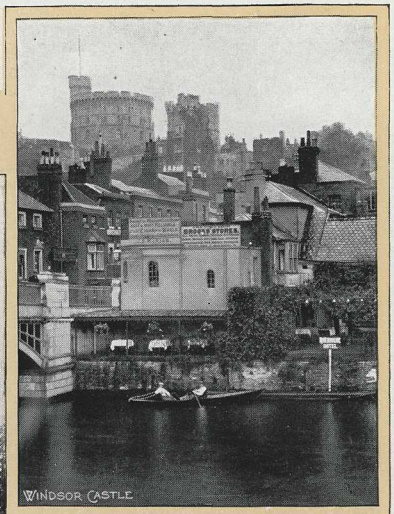
Probably the most noticeable features of the "Empresses of the Atlantic" are their remarkable steadiness at sea and the absence of vibration, even with engines at full speed.

Second Cabin Accommodation

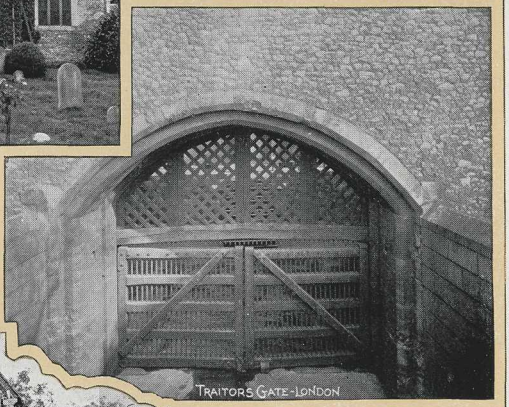
Some views contained herein give an idea of the second cabin accommodation on these ships. The same high standard that marks the first cabin is maintained throughout the ship. Ample,



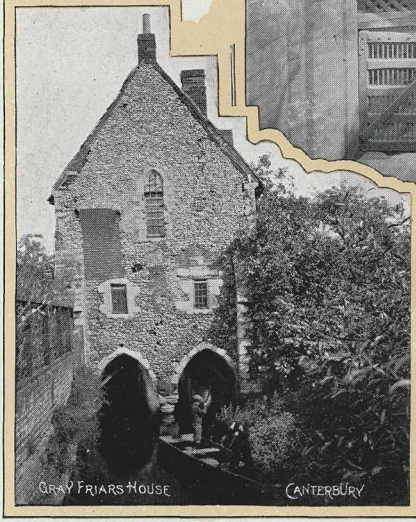
STOKE POGES



WINDSOR CASTLE



TRAITORS GATE-LONDON



GRAY FRIARS HOUSE CANTERBURY

CAFE

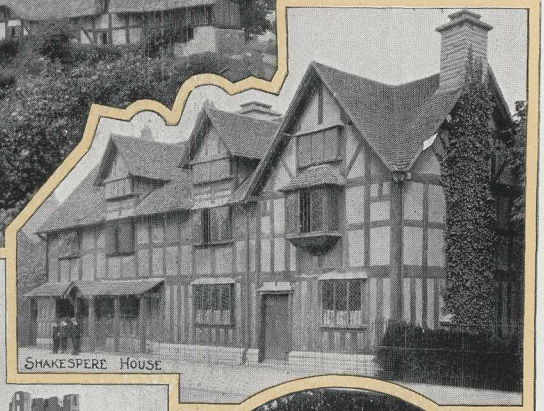
enclosed and open promenade deck space is provided for second cabin passengers, and the Dining Saloon, Music Room, Library and Smoking Room are commodious and well situated.

Baggage Arrangements

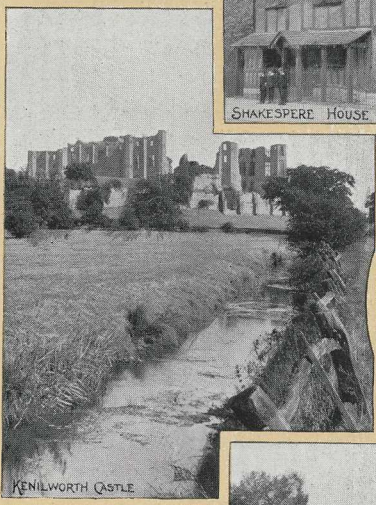
The system inaugurated with the advent of the "Empresses" of checking passengers' baggage from inland points through to Liverpool has proved a boon to travellers by the Canadian Pacific Railway Atlantic S.S. Lines. All baggage, whether wanted or not wanted on the voyage, is checked through to Liverpool, that labelled for the "Stateroom" being placed directly therein, and that labelled for the "Baggage Room" or "Hold" being delivered accordingly on the ship, passengers not being required to attend to this troublesome detail at the ship's side. Baggage may be checked through to Liverpool from many points in the United States and from all points in Canada. If baggage is not checked beyond the port of sailing but is properly labelled for the ship, it is attended to as above, but the checking through to Liverpool assures beyond doubt its transfer at the port of sailing, and delivery to the ship. The baggage officer on board keeps a complete record of all baggage. This system is in effect on all the company's steamships in the Liverpool service.

Likewise on the westbound journeys of the "Empresses," will be found a system of much benefit to the passengers. A staff of baggage checkers and customs officers board the "Empresses" at Rimouski, a short distance below Quebec, so that before Quebec is reached all baggage is passed customs and checked through to destinations, thereby permitting passengers to proceed by trains in waiting without delay, and avoiding the otherwise tedious task of attending to this detail on the wharf.

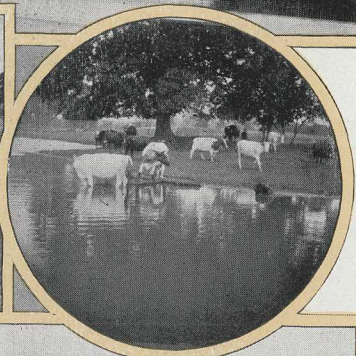
ANN HATHAWAYS COTTAGE

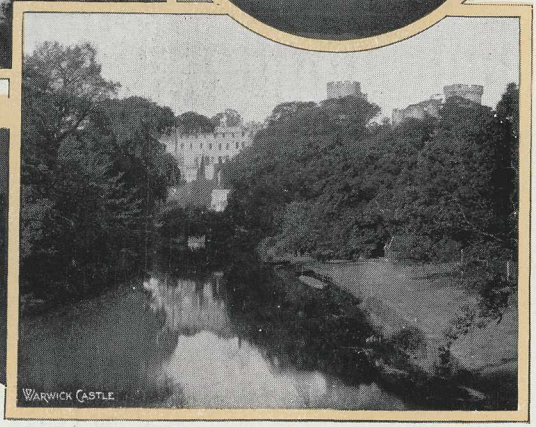


SHAKESPERE HOUSE

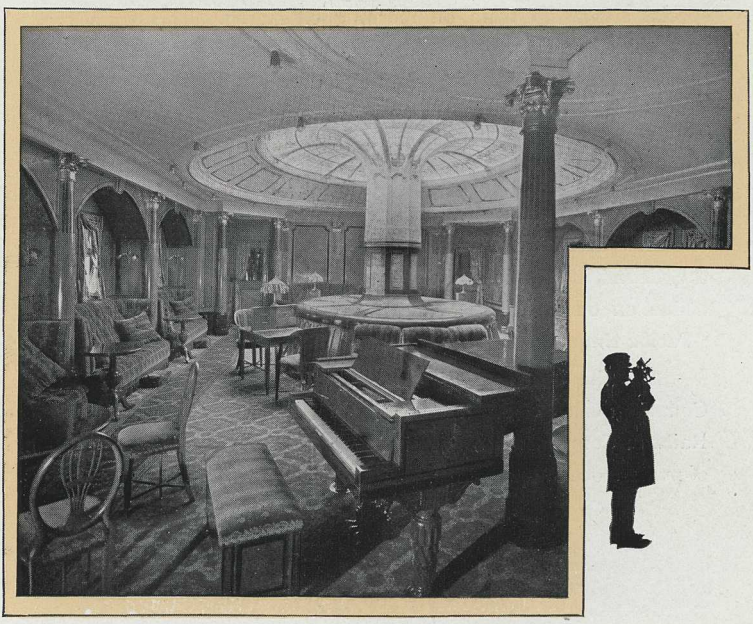


KENILWORTH CASTLE





WARWICK CASTLE



Ports of Departure

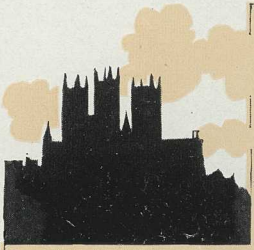
During the summer the "Empresses" sail from Quebec for Liverpool, the other ships of the line from Montreal. During the winter St. John, N. B. is the port of departure for all ships of the fleet.

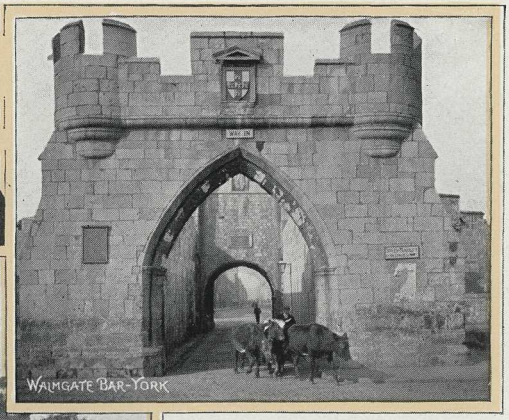
The Railway provides an excellent and up-to-date train service connecting with all sailings. Passengers by this line are looked after by officials of the Company (rail or steamship), practically from the time they leave their homes until their ship arrives at Liverpool. After reaching the other side, communications addressed to any of the Company's steamship or numerous agencies throughout Great Britain and Europe will receive prompt and intelligent attention.

Passengers for the ships from Montreal go on board the evening before sailing. Those taking passage on the "Empresses" may leave Montreal (Windsor Street depot) by the Canadian Pacific special steamship train on morning of sailing. This train runs alongside the ship and passengers go on board immediately. But the unique attractions of Quebec and the excellent hotel accommodation afforded by the "Chateau Frontenac," make it well worth while for the traveller to arrange to spend a day or two in this "Old-World City."

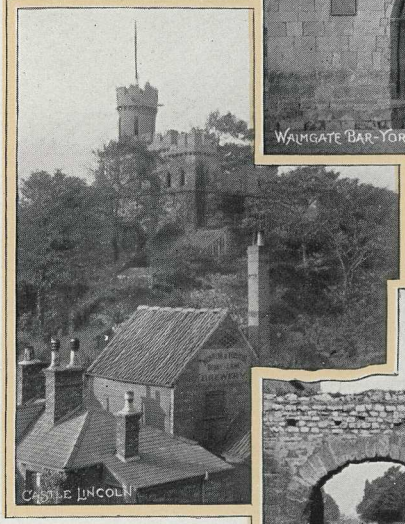
Travellers to the Orient will find the same courteous and relentless attention and unsurpassed service if taking passage via the Canadian Pacific Railway to Vancouver, thence to Japan or China on one of the Royal Mail Steamships of the Company's "Pacific Empress Line."

Also the most attractive route between the Continent and the Commonwealth of Australia is provided by the Canadian Pacific Railway Company in connection with the Canadian Australia Line of modern ocean steamships, sailing between Vancouver and Sydney.

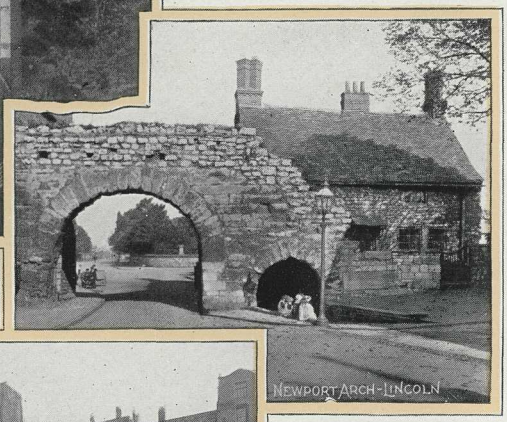




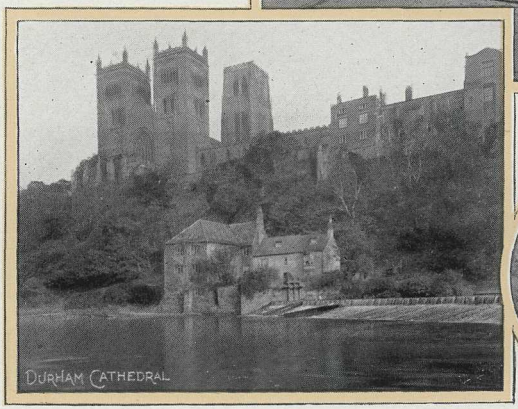
WALMGATE BAR-YORK



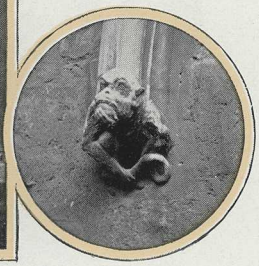
CASTLE LINCOLN

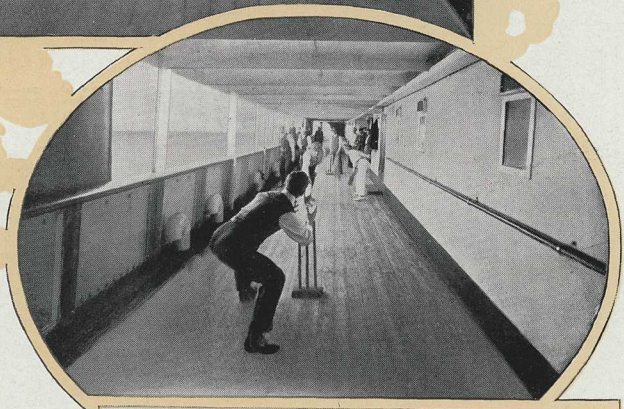


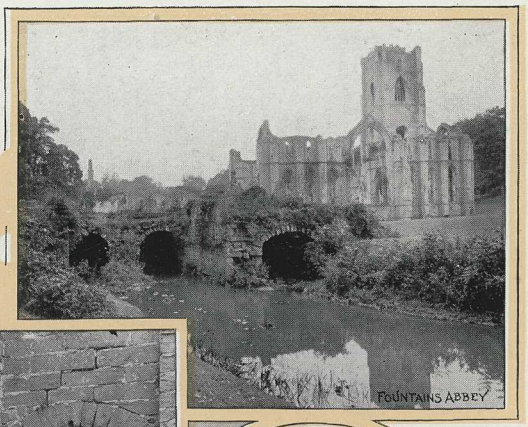
NEWPORT ARCH-LINCOLN

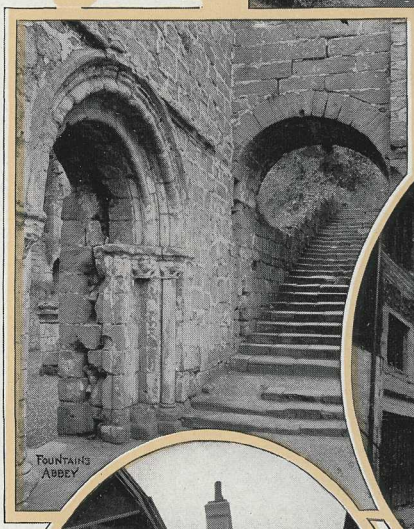


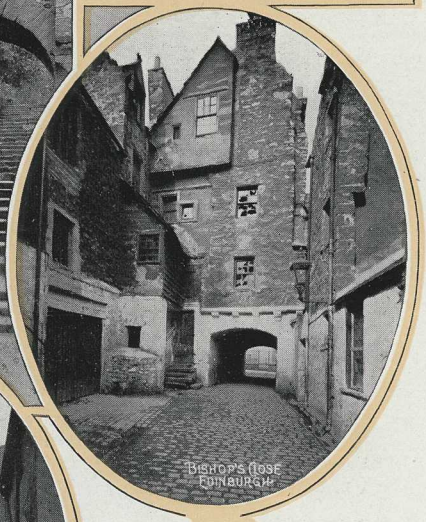
DURHAM CATHEDRAL

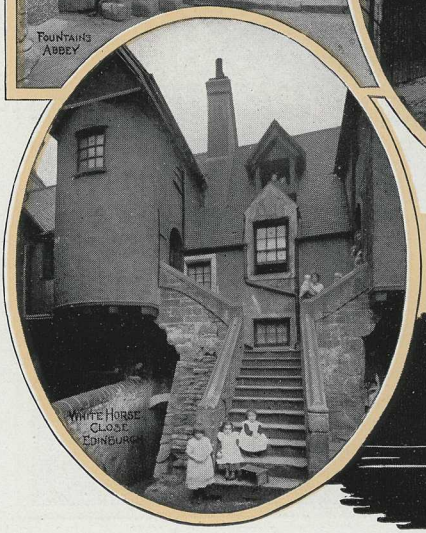




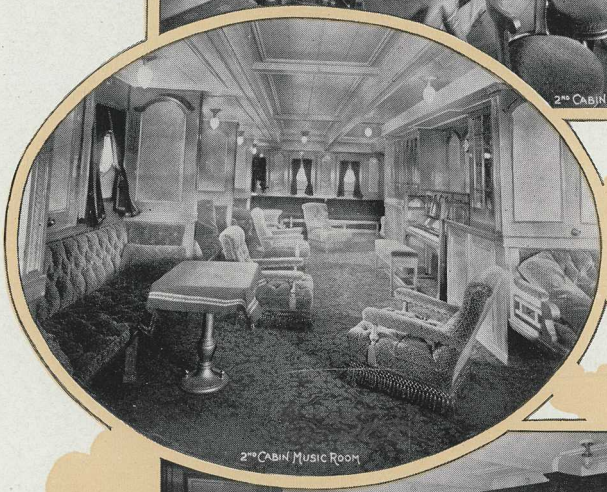

FOUNTAINS ABBEY


FOUNTAINS ABBEY

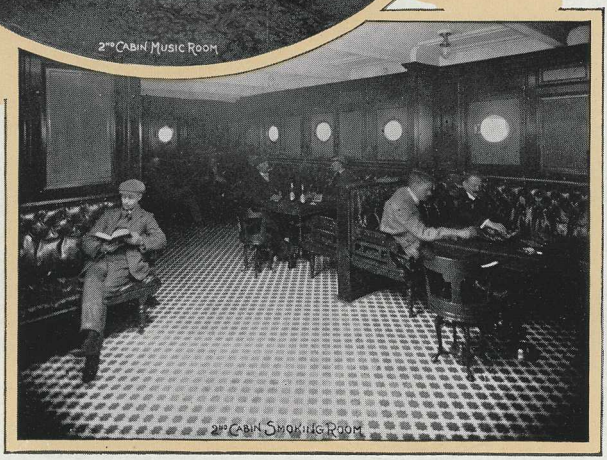

BISHOP'S CLOSE
EDINBURGH


WHITE HORSE
CLOSE
EDINBURGH

2nd Cabin Dining Saloon



2nd Cabin Music Room



2nd Cabin Smoking Room

The St. Lawrence Route

The two-day trip to the sea on the River and Gulf of St. Lawrence, that mighty stream of such grandeur and historic interest, shortens the actual Ocean Voyage on the "Empresses" to four days.

Of the St. Lawrence River it is impossible to write adequately in limited space. Every foot along the banks of this great American waterway is of historic interest. Passing down the river to the sea, and gazing at the peaceful homesteads with their ribbon-like farms, and at the many quaint and ancient villages which dot the banks, one finds it difficult to realize that for nearly two centuries Indian hordes, and contesting armies, fought here for the possession of a continent.

At Rimouski, a French-Canadian village a short distance below Quebec, the mails are brought on board.

The record voyages of the "Empresses" between this point and Liverpool were:

Eastbound to Liverpool	5 days, 15 hours.
Westbound from Liverpool	5 days, 14 hours, 40 minutes.

Two days of which were passed

On the Sheltered Waters of the "Mighty St. Lawrence"

Ask your nearest Agent for all information, (sailings, rates, etc.) concerning the

Canadian Pacific Ry's Royal Mail Steamship Lines

or apply to any of the Agents whose names appear in list on next page

AGENCIES

UNITED STATES

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