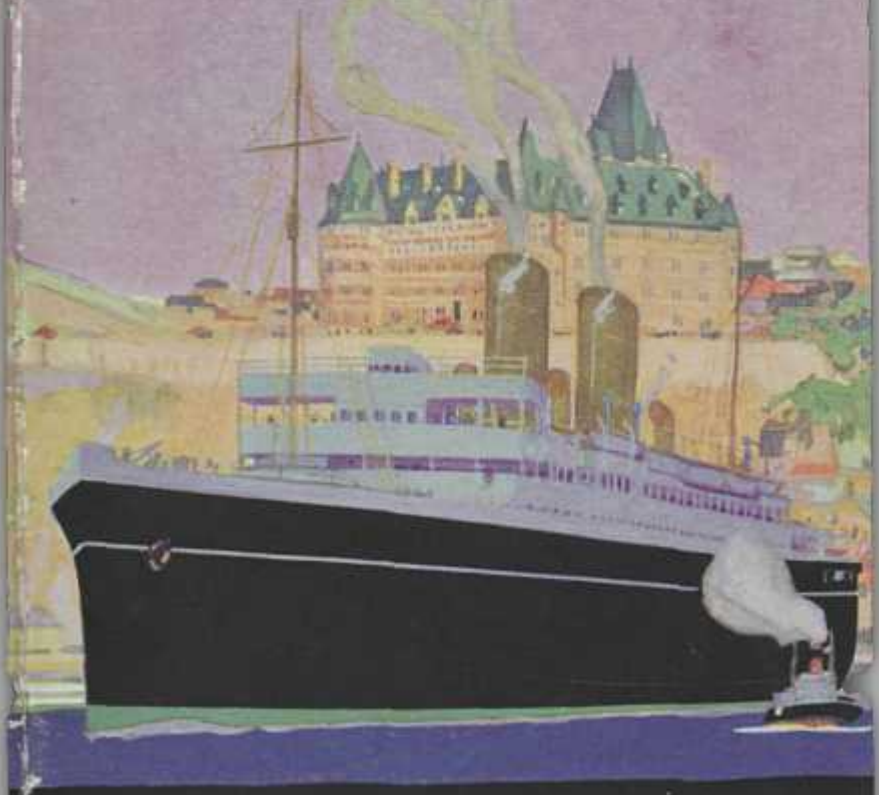
1922

The St. Lawrence Route to Europe



Canadian Pacific

THE ST. LAWRENCE ROUTE

THE MANY ATTRACTIONS OF THIS GREAT WATERWAY

MONTREAL

1. Windsor Street Station, Headquarters of the Canadian Pacific
2. Place Viger Hotel
3. The Chateau de Ramezay

The St. Lawrence route is the most delightful route from the North American Continent to Europe. The voyage down the majestic river by Canadian Pacific steamship provides two days on the sheltered waters of the river and gulf, and an inland fresh-water journey merges so gradually into an ocean salt-water one that the change is almost imperceptible.

The Canadian Pacific has six services to Europe by the St. Lawrence route—two "Empress Express" services from Quebec, and four "Monoclass" cabin services from Montreal. The "Empress Express" services are to Cherbourg, Southampton, Hamburg, and to Liverpool. The "Monoclass" cabin services run to Liverpool, Glasgow, Southampton, Antwerp and Italy. For list of steamships on different routes, see page 6.

The voyage down this river is most interesting; numerous historical places are passed, peaceful homesteads, quaint villages, splendid churches, the whole presenting a scene of pastoral simplicity, piety and peace. The St. Lawrence was the highway for the fleets of pioneer French explorers, whose names are venerated throughout the continent of America—Cartier, Champlain, Frontenac, La Salle, Laval, Du Lhut, D'Iberville and Montcalm. These illustrious heroes linked, by lines of military communication, the St. Lawrence with the Gulf of Mexico. They were the flower of France's chivalry, and have impressed indelibly the features of their nationality on this country of Canada. Then later, up their river came the fleets of Britain and the immortal Wolfe, who, on the Plains of Abraham at Quebec, won an empire for his country.

Montreal is the largest city of Canada, the second largest port of America, and the largest inland port of the world. It is the headquarters of the great world-wide Canadian Pacific system, and railway lines converge here from all parts of Canada, and from many parts of the United States. Nearly a thousand miles inland, it is 150 miles above tide water, but is 315 miles nearer to Liverpool than is New York.

Although so busy a city, Montreal has a lighter and picturesque side; and the ocean traveller arriving there to begin his voyage down the St. Lawrence could with advantage arrive a day earlier than sailing day. He could climb Mount Royal, the "mountain" that dominates the whole city, and from which an interesting panorama view of the St. Lawrence valley with the mountains of New York State in the distance is obtained. In the shelter of Mount Royal nestles McGill University, one of the most famous educational institutions of this continent. There are beautiful shops, large theatres, and charming suburbs.

Or the traveller might, again, dive into the older section that lies a little east of Place d'Armes. Here was the historic

THE ST. LAWRENCE ROUTE

QUEBEC—THE "OLD WORLD CITY" OF THE AMERICAN CONTINENT

QUEBEC

1. Dufferin Terrace and the St. Lawrence, from the Citadel
2. Montmorenci Falls, near Quebec
3. Chateau Frontenac—the Canadian Pacific Hotel

centre of Montreal before the richer citizens moved uptown; here stands the City Hall, the Law Courts, the Chateau de Ramezay (official residence of the Governor of Montreal under the French regime), the Place Viger Hotel, and the quaint old sailor's church, Notre Dame de Bonsecours. It must not be forgotten that at least three-fifths of Montreal's 800,000 population speak French as their mother tongue—Montreal is, in fact, the fifth largest French-speaking city of the world.

Of the numerous handsome buildings scattered throughout the city and maintained by religious bodies, such as churches, convents and hospitals, the traveller may find time to visit Notre Dame Church, which stands on Place d'Armes facing the General Post Office and the passenger office of the Canadian Pacific. It has accommodation for ten thousand worshippers. The steamship docks are very close. From Place d'Armes, through which innumerable street car lines pass, it is only a short walk down narrow St. Sulpice Street, to the harbor front, with the giant elevator of the Harbor Commissioners as a beacon.

Leaving Montreal by one of the "Monoclass" cabin steamships, for many hours we run gently between rich, fertile meadowlands, and the long, narrow strips of tilled farm land that are so typical of French-Canadian agriculture. At frequent intervals are villages clustering at the water's edge, villages characteristically French-Canadian in their whitewashed walls, high roofs, and handsome churches. Around lunch time we pass Trois-Rivières (Three Rivers), a prosperous city at the triple mouth of the St. Maurice River. At about dusk we reach Quebec.

There is not a spot in all America richer in historic treasure, or more lavishly endowed by Nature in the beauty, grandeur, and splendor of its surroundings, than the quaint old walled city of Quebec, which, guarding the portal of the great inland waters of the continent, has not inaptly been termed the "Sentinel City of the St. Lawrence." Historically it stands pre-eminent.

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 or 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. 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

THE ST. LAWRENCE ROUTE

AN "OCEAN BOULEVARD"

Quebec—Canadian Pacific Station

St. John, N. B., Winter Port of the Canadian Pacific

teems with history. There the intrepid French voyageur, Jacques Cartier, the discoverer of Canada, landed in 1534. The real founder of Quebec, however, was Samuel de Champlain, who, in 1608 had been sent out by France to open up trade with the Indians.

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

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.

Only once since this period has Quebec been the scene of war, during the year 1775, when the United States Generals Montgomery and Arnold laid siege 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.

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

The four "Empress" steamships of the Canadian Pacific start their journey across the Atlantic from Quebec.

After Quebec the St. Lawrence River begins to widen out into the broad expanse of the gulf. The riverside changes somewhat, flat farm lands giving place to rockier shores rolling back to distant mountains, meadows superseded by primeval forests. Now and then we pass fishing schooners winging their way to the salmon grounds. But still, even though at lengthening periods, white villages and towns are to be seen on either side. Suddenly on the left the mighty Saguenay River rushes in from the north, joining the St. Lawrence between two mighty twin capes that bear the names of Trinity and Eternity.

At Father Point we slacken to drop the pilot—the last time we shall stop until we slacken again to pick up another pilot as we near the British Isles. But even yet we are a long way from the Atlantic. We shall run for another day, past Anticosti Island, past the Magdalens, past Cape Breton Island, before we slip quietly by Cape Race, at the southern end of Newfoundland, or through the straits of Belle Isle to the north of Newfoundland into the open ocean.

During the winter season steamships of the Canadian Pacific use the port of St. John, New Brunswick. St. John (which is reached from Montreal by a fast Canadian Pacific railway service) *is the largest city of the province;* beautifully situated on the northern shore of the Bay of Fundy, it is essentially a maritime city, the winter terminus of fourteen lines of ocean steamships operating to all parts of the world.

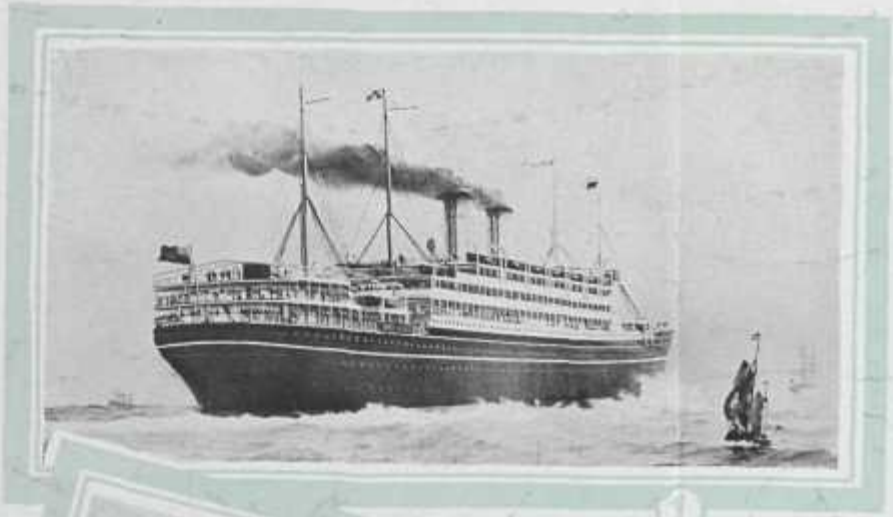
St. John was founded early in the seventeenth century by the French, but its growth dates really from 1783, when some *five thousand "United Empire Loyalists"* fled here from the United States because they wished to remain under the British flag. They settled here, prospered, and became the nucleus of a progressive province.

Across the harbor is West St. John, reached by a steam ferry, or by street car. At West St. John are the Canadian Pacific docks.

The steamships of the Canadian Pacific fleet are well built and luxurious, with charming social rooms, an excellent dining-room cuisine, comfortable stateroom accommodation, and a courteous and efficient steward service. The "Empress"

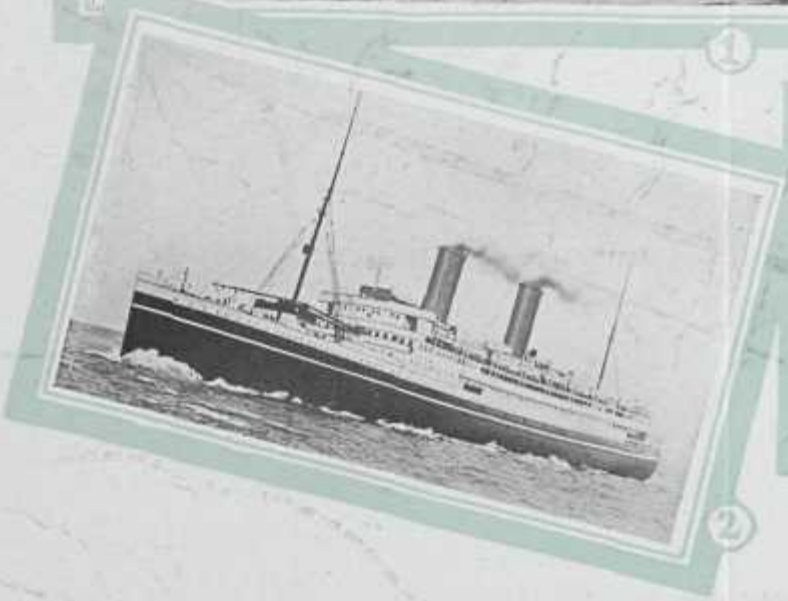
EMPRESS EXPRESS SERVICE

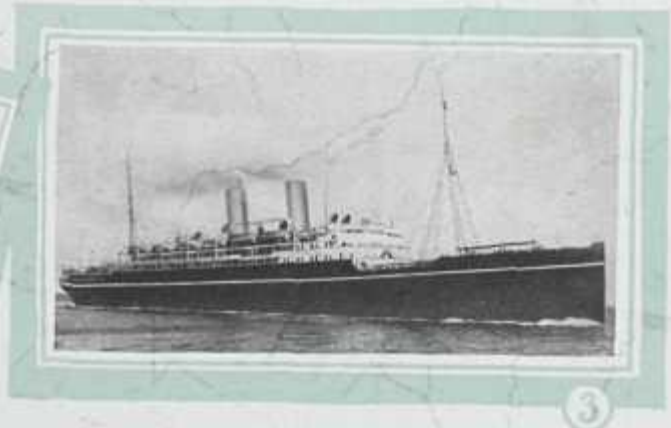
1. Empress of France—The Lounge
2. Empress of Scotland—Ballroom
3. Empress of Scotland—Dining Room
4. Empress of Scotland—Palm Garden
5. Empress of France—Bedroom of Suite



EMPRESS EXPRESS SERVICE

1. Empress of Scotland 25,000 tons
2. Empress of France 18,500 tons
3. Empress of Britain 15,850 tons





steamships carry first, second and third-class passengers; the "Monoclass" cabin steamships, cabin and third class.

Separate publications can be obtained from Canadian Pacific agencies regarding the different services and the different classes of accommodation.

The Canadian Pacific steamships are operated in connection with the Canadian Pacific Railway, the greatest transportation system in the world.

It owns or controls 19,600 miles of railway in Canada and the United States, and has direct connections to Montreal and Quebec from all parts of Eastern and Western Canada, New York, Boston, Detroit, Chicago, St. Paul, Minneapolis, and many other parts of the United States.

It has thirteen magnificent hotels from the Atlantic Ocean to the Pacific, its own telegraph system, and its own express system (Dominion Express) for forwarding merchandise, or transmitting money.

On the Pacific Ocean, the Canadian Pacific has four splendid steamships sailing from Vancouver, via Victoria, to Japan, China and the Philippines.

EMPRESS OF CANADA	22,000 tons
EMPRESS OF AUSTRALIA	21,000 tons
EMPRESS OF RUSSIA	17,000 tons
EMPRESS OF ASIA	17,000 tons

EMPRESS EXPRESS SERVICE

Quebec to Cherbourg, Southampton and Hamburg

EMPRESS OF SCOTLAND	25,000 tons*
EMPRESS OF FRANCE	18,500 tons

Quebec to Liverpool

EMPRESS OF BRITAIN	15,850 tons*
EMPRESS OF INDIA	17,100 tons

MONOCLASS CABIN SERVICE

Montreal to Liverpool

MONTCALM	16,400 tons*
MONTROSE	16,400 tons
MONTCLARE	16,400 tons
VICTORIAN	10,850 tons

Montreal to Glasgow

METAGAMA	12,450 tons*
CORSICAN	11,450 tons
TUNISIAN	10,600 tons
SCOTIAN	10,350 tons

Montreal to Southampton and Antwerp

MINNEDOSA	14,000 tons*
MELITA	14,000 tons
SCANDINAVIAN	12,100 tons

Montreal to Italy

MONTREAL	9,500 tons*

* Gross register in each case.

MONOCLASS CABIN SERVICE

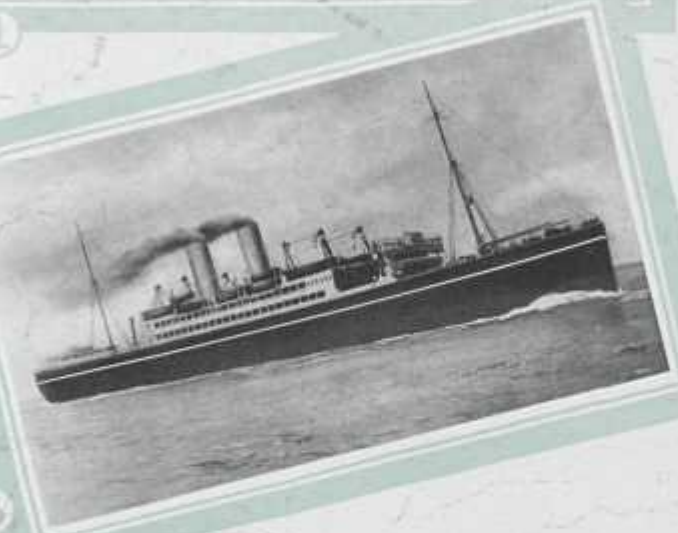
1. Montcalm—16,400 tons
Montrose and Montclare—Sister Ships

2. Metagama—12,450 tons

3. Minnedosa—14,000 tons
Melita—A Sister Ship

1

2



3

CANADIAN PACIFIC RAILWAY

STEAMSHIP TRAFFIC DEPARTMENT—PRINCIPAL PASSENGER AGENCIES

Antwerp, Belgium	W. D. Grosset . . . . 25 Quai Jordaens
Atlanta, Ga.	E. G. Chesbrough, 49 N. Forsyth St.
Boston, Mass.	L. R. Hart . . . . . 405 Boylston St.
Buffalo, N. Y.	D. R. Kennedy . . . . . 160 Pearl St.
Chicago, Ill.	R. S. Elworthy, 40 No. Dearborn St.
Cincinnati, Ohio	M. E. Malone . . . . . 430 Walnut St.
Cleveland, Ohio	G. B. Burpee . . . 1040 Prospect Ave.
Detroit, Mich.	G. G. McKay . . . . 1239 Griswold St.
Dunedin, N. Z.	Union S.S. Co. of New Zealand, Ltd.
Glasgow, Scotland	M. L. Duffy, Agent, 25 Bothwell St.
Hamburg, Germany	C.F.A.Flugge,Agent,Alsterdamm 24
Hong Kong, China	T. R. Percy . . . . . Gen'l Agent
Kobe, Japan	A. M. Parker, Pass'r Agent, 1 Bund
Liverpool, England	Thos. McNeil, Royal Liver Bldg., Pier Head
London, England	H. G. Dring, European Pass'r Mgr., 62-65 Charing Cross, S.W.-1.
Los Angeles, Cal.	W. McIlroy . . . 605 South Spring St.
Manila, P. I.	J. R. Shaw, Agent, 203 Roxas Bldg.
Minneapolis, Minn.	H. MTait, . . 611 Second Ave., South
Montreal, Quebec	J. E. Parker . . . . . 141 St. James St.
Nelson, B. C.	J. S. Carter . . . District Pass'r Agent
New York, N.Y.	E. T. Stebbing, Canadian Pacific Building, Madison Ave., at 44th St.
Ottawa, Ont.	J.A.McGill,Gen'lAgent,83SparksSt.
Paris, France	A. V. Clark . . . . . 7 Rue Scribe
Philadelphia, Pa.	R. C. Clayton . . . . . 629 Chestnut St.
Pittsburgh, Pa.	C. L. Williams . . . . . 340 Sixth Ave.
Portland, Ore.	W. H. Deacon . . . . . 55 Third St.
St. John, N.B.	N. R. DesBrisay, District Pass'r Agt.
St. Louis, Mo.	E. L. Sheehan . . . . . 420 Locust St.
San Francisco, Cal.	F. L. Nason . . . . . 675 Market St.
Seattle, Wash.	E. F. L. Sturdee . . 608 Second Ave.
Shanghai, China	A. H. Tessier . . . . . Gen'l Agent
Southampton, England	D. Drummond . . . . . 7 Canute Road
Sydney, Australia	Union S.S. Co. of New Zealand
Tacoma, Wash.	D. C. O'Keefe . . . . 1113 Pacific Ave.
Toronto, Ont.	H. B. Beaumont . . . 1 King St., East
Vancouver, B.C.	J. J. Forster, Gen'l Agent, C.P.R. Sta.
Washington, D.C.	C. E. Phelps, 1419 New York Ave.
Winnipeg, Man.	W. C. Casey, Gen'l Agt., 364 Main St.
Yokohama, Japan	G. E. Costello, Gen'l Agent, 14 Bund

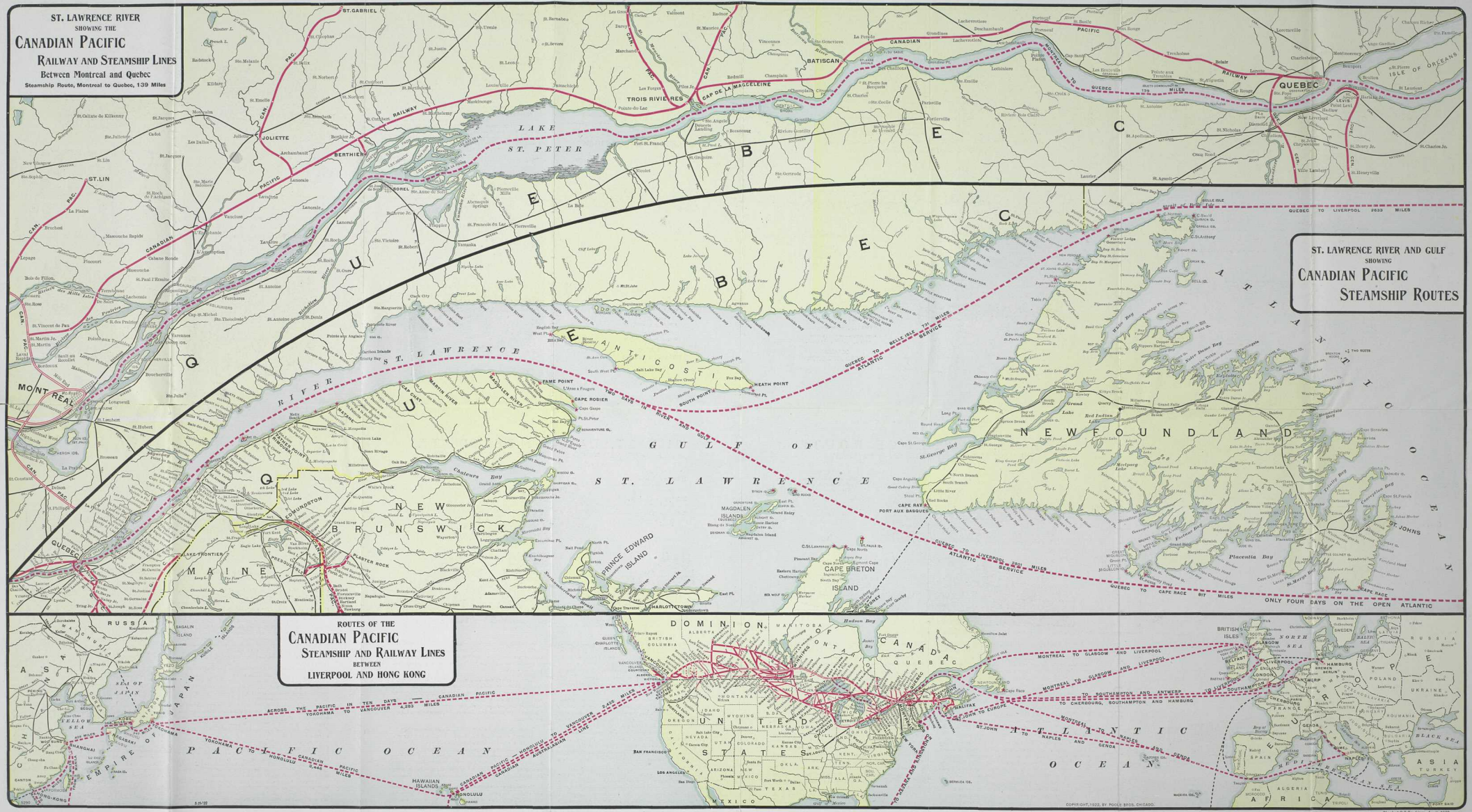
H. M. MacCALLUM	WM. BALLANTYNE	W. G. ANNABLE	C. E. E. USSHER
Asst. Gen'l Pass'r Agt., Montreal	Gen'l Pass'r Agt., Montreal	Asst. Pass'r Traffic Mgr., Montreal	Pass'r Traffic Mgr., Montreal

CANADIAN PACIFIC AGENCIES ALL OVER THE WORLD

PRINTED IN U. S. A.

MONOCLASS CABIN STEAMSHIPS

1. Montrose—The Dining Room
2. Montcalm—The Lounge
3. Minnedosa—The Smoke Room
4. Melita—The Drawing-Room
5. A Two-Berth Stateroom


ST. LAWRENCE RIVER
SHOWING THE
CANADIAN PACIFIC
RAILWAY AND STEAMSHIP LINES
Between Montreal and Quebec
Steamship Route, Montreal to Quebec, 139 Miles
ST. LAWRENCE RIVER AND GULF
SHOWING
CANADIAN PACIFIC
STEAMSHIP ROUTES
QUEBEC TO LIVERPOOL 2633 MILES
QUEBEC TO BELLE ISLE 711 MILES
QUEBEC TO ATLANTIC SERVICE
QUEBEC TO LIVERPOOL 2901 MILES
ATLANTIC SERVICE
QUEBEC TO CAPE RACE 817 MILES
ONLY FOUR DAYS ON THE OPEN ATLANTIC
MONTREAL TO QUEBEC 139 MILES
MONTREAL TO GLASGOW AND LIVERPOOL
MONTREAL TO SOUTHAMPTON AND ANTWERP
TO CHERBOURG, SOUTHAMPTON AND HAMBURG
ST. JOHN TO EUROPE
ST. JOHN TO NAPLES AND GENOA
ACROSS THE PACIFIC IN TEN DAYS
YOKOHAMA TO VANCOUVER 4,323 MILES
YOKOHAMA TO HONOLULU 3,445 MILES
VANCOUVER TO SYDNEY 5,455 MILES
ROUTES OF THE
CANADIAN PACIFIC
STEAMSHIP AND RAILWAY LINES
BETWEEN
LIVERPOOL AND HONG KONG
LAKE ST. PETER
GULF OF ST. LAWRENCE
ST. LAWRENCE RIVER
QUEBEC
MONTREAL
TROIS RIVIERES
BATISCAN
CAP DE LA MAGDELEINE
JOLIETTE
BERTHIER
ST. LIN
ST. GABRIEL
ANTICOSTI
FAME POINT
CAPE ROSIER
HEATH POINT
SOUTH POINT
MAGDALEN ISLANDS
PRINCE EDWARD ISLAND
CHARLOTTETOWN
CAPE BRETON ISLAND
NEW BRUNSWICK
MAINE
NEWFOUNDLAND
ST. JOHNS
CAPE RAY
PORT AUX BASQUES
CAPE RACE
Placentia Bay
BELLE ISLE
ISLE OF ORLEANS
DOMINION OF CANADA
UNITED STATES
MEXICO
PACIFIC OCEAN
ATLANTIC OCEAN
HAWAIIAN ISLANDS
HONOLULU
VANCOUVER
SAN FRANCISCO
LOS ANGELES
HALIFAX
ST. JOHN
ASIA
RUSSIA
JAPAN
YOKOHAMA
KOBE
SHANGHAI
HONG KONG
EUROPE
BRITISH ISLES
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The St. Lawrence Route to Europe

Canadian Pacific