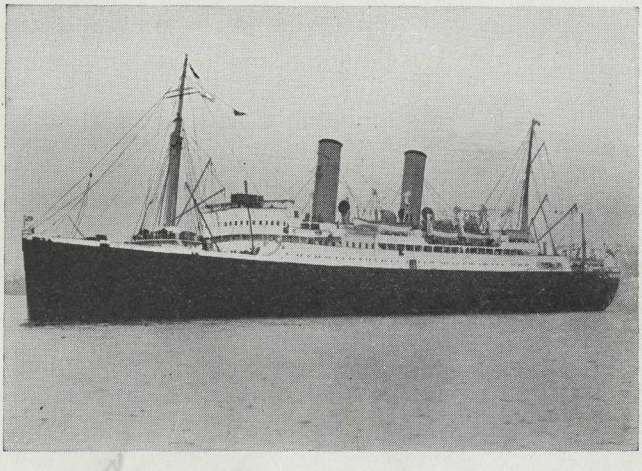
CANADIAN PACIFIC
ACL

1929 NBP wnt. $28.50

Steamship MONTCLARE 16400 Gross Tons



A-57427
57426

FROM MONTREAL

THURSDAY, MAY 1, 1930

TO

CHERBOURG, SOUTHAMPTON AND HAMBURG

Commander

J. N. GRIFFITHS

Chief Officer	R. PUGH
Chief Engineer	T. P. WHITMELL
Purser	A. W. M. STARK
Surgeon	W. E. L. LAWSON, M.SC., M.B., CH.B.
Chief Steward	D. FLETCHER
Conductress	MRS. BRUCE

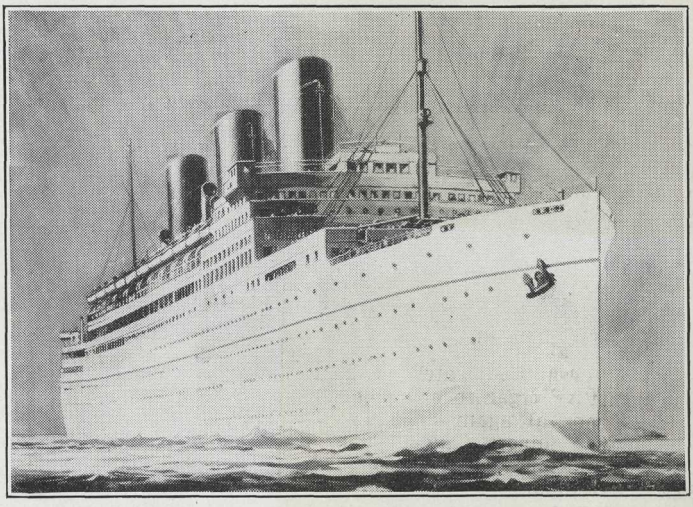
Rail Lines Ticket Agent, L. R. MCKENDRY
Office on A Deck, Entrance Hall

Fairlook Seattle
May 13, 1993

EMPRESS OF BRITAIN

FIVE DAY ATLANTIC GIANTESS

Tonnage 40000 - - - Speed 24 knots



The Canadian Pacific Steamships have in course of construction at Clydebank, near Glasgow, Scotland, a magnificent Steamship of 40000 tons, which will be engaged in service between Quebec, Southampton and Cherbourg during 1931

The new ship will have de luxe accommodation hitherto not available

The ship is expected to make the Atlantic crossing in 5 days and will be named

EMPRESS OF BRITAIN

SWISS UNEMPLOYMENT DOUBLES IN YEAR

GENEVA, Sunday. — Unemployment in Switzerland is said to be nearly twice as great as it was a year ago. Official returns just issued show that there were 9,545 registered applicants for work at the beginning of the present month, as against 8,791 at the beginning of last month and only 5,049, June 1, last year.

Although the situation is still far from critical, the authorities are concerned at the rapid rate at which unemployment is growing, particularly as it should under normal conditions tend to decrease at this season. Unemployment is most pronounced in the watch-making industry, the building and textile trades.

RAVEL SYSTEM
IOTELS TELEGRAPHS
AGEMENT .

C EXPRESS COMPANY

PE, CANADA, ORIENT—
NADIAN PACIFIC ALL THE WAY

ated by the Canadian Pacific
es of affiliated lines in the
nt industrial, commercial and
as many parts of the United
us historic spots, wonderful
me of the most magnificent

00 miles—67 steamships and
in service and building over
the Atlantic Ocean to Europe
and Manila. Connection at
an-Australasian Line to New
Inland and coastal steamships on the Great
Lakes, Pacific Coast and Atlantic Coast

ated from coast to coast.
uses at convenient locations

Round the World; to the

miles of wires and 248 miles
of railway and reaching as
m it

Swiss Organize Fight.

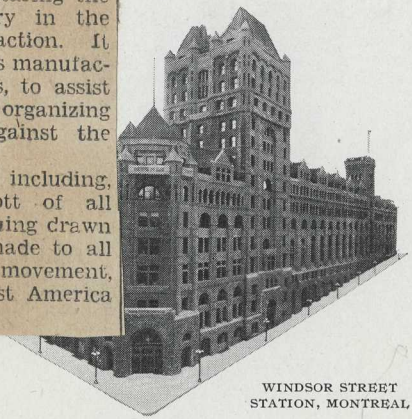
(By Special Despatch.)

GENEVA, Sunday.—The Swiss federation of clock and watch makers is attempting to organize effective measures of reprisal against the increase in American import duties.

The federation sees ruin staring the Swiss watchmaking industry in the face, owing to America's action. It therefore calls upon all Swiss manufacturers, of all kinds of goods, to assist morally and financially in organizing a system of retaliation against the United States.

A far-reaching program, including, it is understood, a boycott of all American products, is now being drawn up. An urgent appeal is made to all other countries to join the movement, so that the reprisals against America may become worldwide.

can secure from this department full information regarding sites for industries, available buildings, power rates, etc.



WINDSOR STREET STATION, MONTREAL

HEADQUARTERS OF CANADIAN PACIFIC

ROUND THE WORLD

EMPRESS OF AUSTRALIA *21850 Tons Gross Register*

From New York December 2, 1930—137 Days

MEDITERRANEAN

EMPRESS OF FRANCE *18450 Tons Gross Register*

From New York February 3, 1931—73 Days

4 *Delightful Cruises*

4 *Delightful Cruises*

Siamese Dancers

WEST INDIES-PANAMA

DUCHESS OF BEDFORD *20000 Tons Gross Register*

From New York, January 9, 1931—29 Days

From New York, February 11, 1931—29 Days

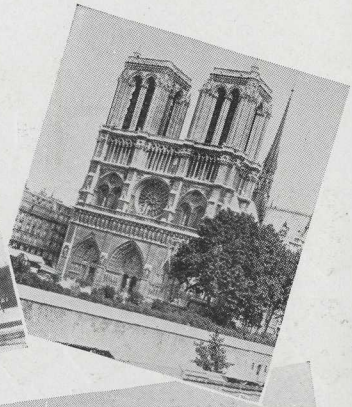
May we send you details?

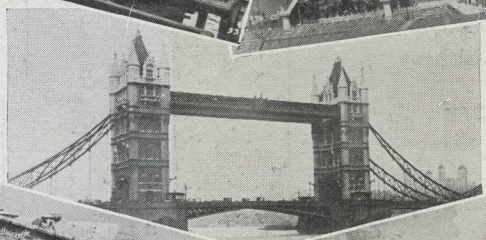
Ask any Canadian Pacific Agent.

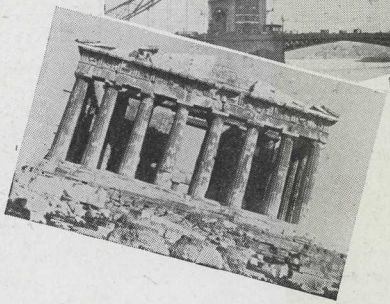
ONE MANAGEMENT - SHIP AND SHORE

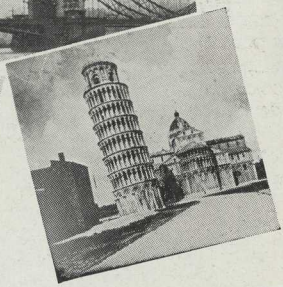
Uniform Regulations

A FEW WELL KNOWN EUROPEAN SCENES
CAN YOU IDENTIFY THEM?









WORLD WIDE FLEET

	Over-all Length	Breadth	Gross Registered Tonnage
EMPRESS OF BRITAIN, In Service 1931	755 ft.	97 ft. 6 ins.	40000
EMPRESS OF JAPAN	662 ft.	83 ft. 6 ins.	26000
EMPRESS OF SCOTLAND	700 ft.	77 ft. 3 ins.	25150
EMPRESS OF AUSTRALIA	612 ft.	75 ft. 0 ins.	21850
EMPRESS OF CANADA	653 ft.	77 ft. 6 ins.	21500
EMPRESS OF FRANCE	600 ft.	72 ft. 4 ins.	18350
EMPRESS OF ASIA	590 ft.	68 ft. 2 ins.	16900
EMPRESS OF RUSSIA	590 ft.	68 ft. 2 ins.	16800
DUCHESS OF ATHOLL	602 ft.	75 ft. 0 ins.	20000
DUCHESS OF BEDFORD	602 ft.	75 ft. 0 ins.	20000
DUCHESS OF RICHMOND	602 ft.	75 ft. 0 ins.	20000
DUCHESS OF YORK	602 ft.	75 ft. 0 ins.	20000
MONTCALM	580 ft.	70 ft. 3 ins.	16400
MONTROSE	580 ft.	70 ft. 3 ins.	16400
MONTCLARE	580 ft.	70 ft. 3 ins.	16400
MONTROYAL	569 ft.	66 ft. 0 ins.	15650
MELITA	544 ft.	67 ft. 2 ins.	15200
MINNEDOSA	544 ft.	67 ft. 2 ins.	15200
METAGAMA	520 ft.	64 ft. 0 ins.	12400
BEAVERHILL	512 ft.	61 ft. 6 ins.	10041
BEAVERFORD	512 ft.	61 ft. 6 ins.	10042
BEAVERDALE	512 ft.	61 ft. 6 ins.	9957
BEAVERBRAE	512 ft.	61 ft. 6 ins.	9956
BEAVERBURN	512 ft.	61 ft. 6 ins.	9874
BOTHWELL	425 ft.	55 ft. 2 ins.	6723
BOLINGBROKE	435 ft.	53 ft. 6 ins.	6608
	14907 ft.		437401

hips were placed end to end they

Zeppelin Started By Wind on Flight

(By United Press.)

HAMBURG, Sunday. — A sudden and severe gust of wind started the Graf Zeppelin on an involuntary voyage today a few hours after it had arrived here on a visit from Friedrichshafen. Captain Lehmann, the airship's commander, was left behind.

Captain Lehmann had just left the airship in company with the official welcoming delegation, when the wind suddenly changed and reached such a velocity that officers on board were forced to cast off to prevent the giant dirigible from being damaged.

Rising above the disturbance, the Zeppelin circled over the city and then headed for Berlin. Captain Lehmann later followed it by train.

LAWRENCE SEAWAY

INFORMATION

INFORMATION BUREAU—Information Bureau is provided for convenience of passengers

Nous avons cru plaire aux passagers en reproduisant à la fin de la Liste des Passagers les intéressants renseignements que nous donnons ici

MEALS—Meals will be served in the Dining Saloon at

8.30 am	Breakfast
1.00 pm	Luncheon
7.00 pm	Dinner

Breakfast is not served in Dining Saloon after 10 am. Breakfast bugle will not be sounded when only one sitting. Passengers should inform Bedroom Steward when they wish to be called

Smoking is permitted in the Dining Saloon 45 minutes after the commencement of luncheon and dinner, but not after breakfast

Bugle is sounded thirty minutes before dinner

LIGHTS extinguished in Dining Saloon at 11 pm, and in the Lounge and Smoking Room at midnight

BAR closes at 11 pm Eastbound and at midnight Westbound

SMOKING—For the general convenience of passengers, smoking should be confined to the Smoking Room, Lounge and Card Room. It is not permitted in the Drawing Room

DECK CHAIRS AND RUGS—Deck Chairs are rented at $1.00; Rugs at $1.50 each on application to Deck Steward

Deck Chair Cushions can also be secured from the Deck Steward at rate of $1.00 each

VALUABLES AND MONEY may be placed in the Purser's safe. Envelopes are provided which passengers will seal and sign. As no charge is made, the Company assumes no responsibility for loss or damage, however arising

BOOTS AND SHOES will be cleaned if left outside stateroom

BERTHING OF PASSENGERS—No changes made except on application to Purser

DECK GAMES AND AMUSEMENTS—Deck Quoits, Shuffleboard and other deck games will be furnished by the Steward

Chess, Draughts, Dominoes, etc., can be obtained from the Public Room Stewards

BOOKS OF FICTION AND REFERENCE are obtainable from the Library. Books lost by passengers must be paid for

STENOGRAPHER—An experienced stenographer is available to undertake work for passengers. Apply to Information Bureau for rates

LIFE BELTS are in all staterooms. Bedroom Steward will explain method of attachment

EMERGENCY STATIONS—Passengers are requested to consult plan and directions in alleyway

THE SHOP—A varied assortment of candies, cigars, cigarettes, tobacco, pipes, post-cards, magazines, toys and novelties is on sale in the Shop. Stamps are also on sale

DIVINE SERVICE is held on Sundays at 10.45 am
Altars are carried for the celebration of Holy Mass and Holy Communion

MONEY EXCHANGE—The Purser will exchange a limited amount of Currency

NURSES—Trained and qualified hospital nurses are carried on passenger ships. Their services, under the direction of the Surgeon, are at the passengers' disposal

SURGEON—No change is made for medical attendance or medicine, except for the treatment of ailments which existed prior to departure, when the Surgeon, by the Company's regulations, is permitted to render a bill, subject to the approval of the Commander. All drugs and other medical supplies, with the exception of certain proprietary articles sold at the Shop, are in charge of the Ship's Surgeon and can only be issued to passengers on his authority. Passengers are respectfully reminded that the Surgeon is under no obligation to issue particular drugs or remedies at the request of passengers, whether for self-treatment or otherwise, unless in the exercise of his professional responsibility he considers such issue expedient in the passengers' own interest

FRENCH-SPEAKING STAFF—For the convenience of French-speaking passengers, the ship's company includes stewards and stewardesses, who are conversant with the French language. These may be distinguished as follows:—

TABLE STEWARDS—Red collar on their uniform jackets instead of a blue collar

BEDROOM STEWARDS—Red collar fitted to their white jackets

STEWARDESSES—Red turn on cap

RAIL LINES TICKET AGENT sells tickets to London and Paris Railway time-tables available

LONDON STEAMSHIP SPECIAL TRAIN, Southern Railway, leaves Customs Shed, Southampton, about one and a half hours after landing. Running time to Waterloo Station, London, under two hours. Ask Baggagemaster for London labels. Passengers by this train should check baggage on board with Ship's Baggagemaster

BAGGAGE should bear label with owner's name and European address. All duplicate checks should be endorsed with owner's name and European address and handed to Baggagemaster. On arrival, baggage will be grouped alphabetically in Customs Shed. Passengers should attend personally to Customs examination

BAGGAGE INSURANCE—Passengers are recommended to insure their baggage, as the Company's liability is strictly limited in accordance with contract ticket. Baggage insurance can be arranged at any of the Company's offices or through the Ticket Agent on board

WARDROBE TRUNKS—There is a Baggage Room where trunks may be stored during the voyage. It is not always possible to have large wardrobe trunks placed in an accessible position in passenger staterooms

BRITISH CUSTOMS DUTY—On arrival at British ports passengers, including those in transit, are obliged to declare to the Customs Officials all dutiable articles however small the quantity. The following is a list of the principal articles which must be displayed: Tobacco, cigars, cigarettes; spirits, liqueurs, wine; scent and toilet waters; silk and artificial silk in all forms; lace and embroidery; clocks and watches; cameras; field and opera glasses; wireless valves; cinematograph films; magnetos and other parts of motor cars and motor cycles; musical instruments; gramophones and gramophone records; saccharin; fire-arms, ammunition, explovives; opium, cocaine, morphine, heroin; plumage

MAIL, CABLES AND WIRELESS TELEGRAMS—Passengers are requested to enquire for mail at the Information Bureau

Mail, cables and wireless messages are received at the Information Bureau for despatch. Cablegrams and telegrams should be handed in an hour before arrival at any port of call

None of the ship's employees, other than those on duty in the Information Bureau, are authorized to accept letters, cables and telegrams for despatch while the ship is at sea

Passengers are invited to leave their addresses at the Information Bureau so that all undelivered mail, telegrams, etc., may be forwarded. Mail matter may be sent in care of any Canadian Pacific office—see list at end

STAMPS are on sale in the Shop, and when the Shop is closed, may be obtained from the Library Steward. English or Canadian postage stamps may be used for mail posted at sea

RETURN ATLANTIC PASSAGE—The Ticket Agent is equipped to furnish full information concerning sailings and bookings on Canadian Pacific Steamships. Reservations should be secured from him and deposits to cover will be received

CROSS CHANNEL SERVICES—The Company operates frequent Liner Service between Cherbourg, Southampton, Havre, London, Antwerp, Hamburg and Cobh; also Belfast and Glasgow. For information apply to Ticket Agent

U.S. HEAD TAX—Provided temporary visitors to, or passengers in transit through, the United States of America, leave the U.S.A. within sixty days from date of entry, amount of Head Tax deposited with the Canadian Pacific will be refunded at the European office of the Company, upon presentation of alien in transit form 514, duly completed and certified

SUGGESTIONS—Passengers having any suggestions or complaints to make regarding service are requested to submit them to the Commander, Purser or Chief Steward promptly, so that immediate attention may be given

Achpise, Dr. Alex, M.D., L.M.C.C.
Achpise, Mrs.
Alloway, Miss I. M.
Austin, Mr. F. Britton

Bovey, Mrs. Wilfrid
Bovey, Miss Kathleen
Boyd, Mr. R.
Brown, Miss V.
Burbidge, Mrs. Charles O.

Cameron, Mr. A.
Candy, Mrs. R. M.
Candy, Master R.
Candy, Miss S.
Carpenter, Mr. C.
Carpenter, Mrs.
Carter, Mr. G. W.
Carter, Mrs.
Carter, Master D. C.
Carter, Master Leslie R.
Craven, Mrs. R. H.
and Infant

Dalton, Mr. H. J.
Dalton, Mrs.
David, Rev. F. Lucien
Denniston, Mr. K. R. F.
Denniston, Mrs.
Denniston, Miss J.
Denniston, Miss B.
Dixon, Dr. E. C.
Dixon, Mrs.
Dixon, Miss E. C.
Duncan, Mr. Lewis
Dunn, Mr. D. J.
Dunn, Mrs.
Dunn, Miss Alice
Dunn, Miss Betty

Ellis, Mrs. E. N.

Finchett, Mr. J.
Finchett, Mrs.
Finchett, Master
Fowler, Mr. William
Fowler, Mrs.
Franklin, Mr. George
Furse, Mr. C. F.

Garrod, Mr. A.
Garrod, Mrs.
Gillman, Miss Mary
Gissot, Mrs. O.
Grant, Mr. E. C.
Grant, Mrs.

Hamilton, Mr. H. J.
Hamilton, Mrs.
Hamilton, Miss M.
Harding, Rt. Rev. M. M.
Harding, Mrs.
Harding, Miss Kilby M.
Harding, Miss Mary E. G.
Harris, Miss Jean
Hartmann, Mr. G.
Harvey, Miss Florence
Hiam, Mrs. E. F.
Hickey, Mrs. Malcolm A.
Hill, Mr. S. E.
Hill, Mrs.
Hill, Mrs. C. F.
Hyde, Miss Dorothy

Jones, Mrs. L. A.
Jowett, Mrs. A.

Kennish, Mr. G. B.

Lang, Mrs. W. R.
Lang, Miss Margaret
Lang, Miss Vernon
Langton, Miss A. W.
Lawson, Mr. Wilfred S.
Leger, Dr. A.
Leger, Mrs.

Lewis, Major John T.
Lewis, Mrs.
Lewis, Miss Evva
Lippiatt, Mr. H. T.
Lippiatt, Mrs.
Long, Miss R. F.

Mann, Mrs. C. S.
Mayer, Mr. Howard G.
Mayer, Mrs.
McCarthy, Mrs. D. L.
McCarthy, Miss
McDonough, Mrs. W. J.
and Infant
McKechnie, Mr. J. B.
McKechnie, Mrs.
Montgomery, Mrs. George A.
Morgan, Mr. R.
Morgan, Mrs.
Murphy, Miss Bertie

Nicholson, Dr. T. F.
Norseworthy, Mrs. H.

Owens, Mr. A. E.

Palmer, Col. A. Z.
Palmer, Mrs.
Palmer, Mr. Hamilton
Palmer, Miss Enid
Palmer, Miss Vivien
Parkinson, Mr. M.
Parkinson, Mrs.
Parmalee, Mrs. J. G.
Pechkranz, Dr.
Pechkranz, Mrs.
Proctor, Mr. H.
Proctor, Mrs.
Purdy, Mr. C. E.
Purdy, Mrs.
Purser, Mr. G.
Purser, Mrs.

Ramsay, Mrs. Edith
Riddell, Lt.-Com. K. J.
Riddell, Mrs.
and Infant
Robert, Mr. W. H.
Robert, Miss F. M.

Scattergood, Mrs. Edith M.
Scott, Dr. W. A.
Scott, Mrs.
Sharing, Miss J.
Stannard, Mr. G. F.
Stannard, Miss Elizabeth
Sweatman, Mr. Travers
Sweatman, Mrs.
Sweatman, Mr. Fraser
Sweatman, Master Alan
Sweatman, Miss Janet

Taylor, Mrs. E. G.
Taylor, Master Edward W.
Thompson, Mrs. Bruce
Thompson, Miss Joan M.
Trapp, Mrs. M. C.

Van Der Byl, Mr. A.
Van Riemsdyk, Mrs. L. J. F.

Watson, Miss B.
Wellman, Mrs. A. L.
West, Mrs. John
Whitthall, Mrs. H. M.
Willys, Miss S. R.
Wilson, Mr. James
Wolstenholme, Mrs. M. E.
Woods, Mr. Herbert
Woods, Mrs.
Wright, Mrs. W. J.

Yewdall, Mrs. H. B.

Zeigler, Mrs. J.

TIME ON SHIPBOARD

Time is marked by the ship's bell being sounded as follows:—

Bells Struck	Hour	
1	12.30 am	Middle Watch Midnight to 4 am
2	1.00 am	
3	1.30 am	
4	2.00 am	
5	2.30 am	
6	3.00 am	
7	3.30 am	
8	4.00 am	
1	4.30 am	Morning Watch 4 to 8 am
2	5.00 am	
3	5.30 am	
4	6.00 am	
5	6.30 am	
6	7.00 am	
*7	7.30 am	
8	8.00 am	
1	8.30 am	Forenoon Watch 8 am to Noon
2	9.00 am	
3	9.30 am	
4	10.00 am	
5	10.30 am	
6	11.00 am	
*7	11.30 am	
8	Noon	

Bells Struck	Hour	
1	12.30 pm	Afternoon Watch Noon to 4 pm
2	1.00 pm	
3	1.30 pm	
4	2.00 pm	
5	2.30 pm	
6	3.00 pm	
7	3.30 pm	
8	4.00 pm	
1	4.30 pm	First Dog Watch 4 to 6 pm
2	5.00 pm	
3	5.30 pm	
4	6.00 pm	
1	6.30 pm	Second Dog Watch 6 to 8 pm
2	7.00 pm	
3	7.30 pm	
8	8.00 pm	
1	8.30 pm	First Watch 8 pm to Midnight
2	9.00 pm	
3	9.30 pm	
4	10.00 pm	
5	10.30 pm	
6	11.00 pm	
7	11.30 pm	
8	Midnight	

*NOTE—Seven bells in these two Watches are struck 10 minutes earlier to allow the Watch next for duty to have their breakfast and dinner respectively

One Bell is also struck at 3.45, 7.45, 11.45 am and pm as warning to Watch below—i.e., off duty to prepare to relieve the deck punctually at Eight Bells

The object of the Dog Watches is to change the hours on duty of the men, so that those who are on watch from 8 pm to midnight one day will shift to midnight to 4 am on the next

It will be noted that the hours have an even number of Bells and the half hours an odd number

DISTANCES VISIBLE AT SEA

At an elevation of 5 feet, one can see 2.6 nautical miles; at 20 feet, 5.1 miles; at 35 feet, 6.8 miles; at 50 feet, 8.2 miles; at 75 feet, 9.9 miles and at 100 feet, 11.5 miles.

DISTANCES MEASURED BY SOUND

If the steam from a ship's whistle is seen and ten seconds elapse before the sound is heard, she is just 2 1/10 miles off. If one second elapses, she is distant slightly more than one-fifth of a mile; if five seconds, a little more than one mile; if twenty seconds, 4 1/5 miles

WATCH AS A COMPASS

Point the hour hand of the watch to the sun, and south is exactly half way between the hour hand and the XII on the watch; *e.g.*, assuming it is 9 o'clock, point the hour hand (indicating nine) to the sun, and the point half-way between X and XI is due south; or assume that it is 4 o'clock, point the hour hand to the sun and the figures II indicate south.

KNOTS AND MILES

The statute mile is 5,280 feet

The nautical mile is 6,082.66 feet. The number of feet in a nautical mile is arrived at thus: The circumference of the earth is divided into 360 degrees, each degree containing 60 nautical miles; or 21,600 (360 x 60) nautical miles to the earth's circumference; 21,600 divided into 131,385,456—the number of feet in the earth's circumference—gives 6,082.66 feet—the length of a nautical mile

The "knot" is a rate of speed indicating 1 nautical mile per hour

6 feet—1 fathom	10 cables—1 nautical mile
600 feet—1 cable	1 nautical mile—1.15 statute miles

TONNAGE

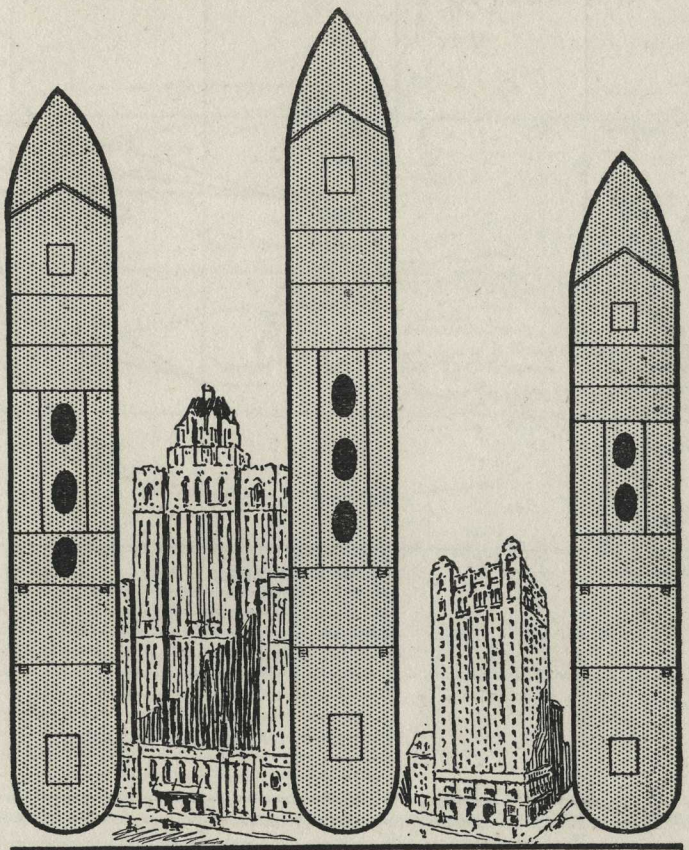
There are three kinds of measurements of ships by tonnage—GROSS tonnage, NET tonnage and DISPLACEMENT tonnage

GROSS tonnage is the total internal capacity below the upper deck, and also of all enclosed deck houses above it, measured in tons of 100 cubic feet. For example—2,500,000 cubic feet equal 25,000 gross tons

NET tonnage is obtained by subtracting from the GROSS tonnage all spaces used for the accommodation of the officers and crew, for gear necessary for the working of the ship, and for the machinery, including boilers and engines

DISPLACEMENT tonnage is the total weight of water displaced by a ship when loaded to its utmost capacity.

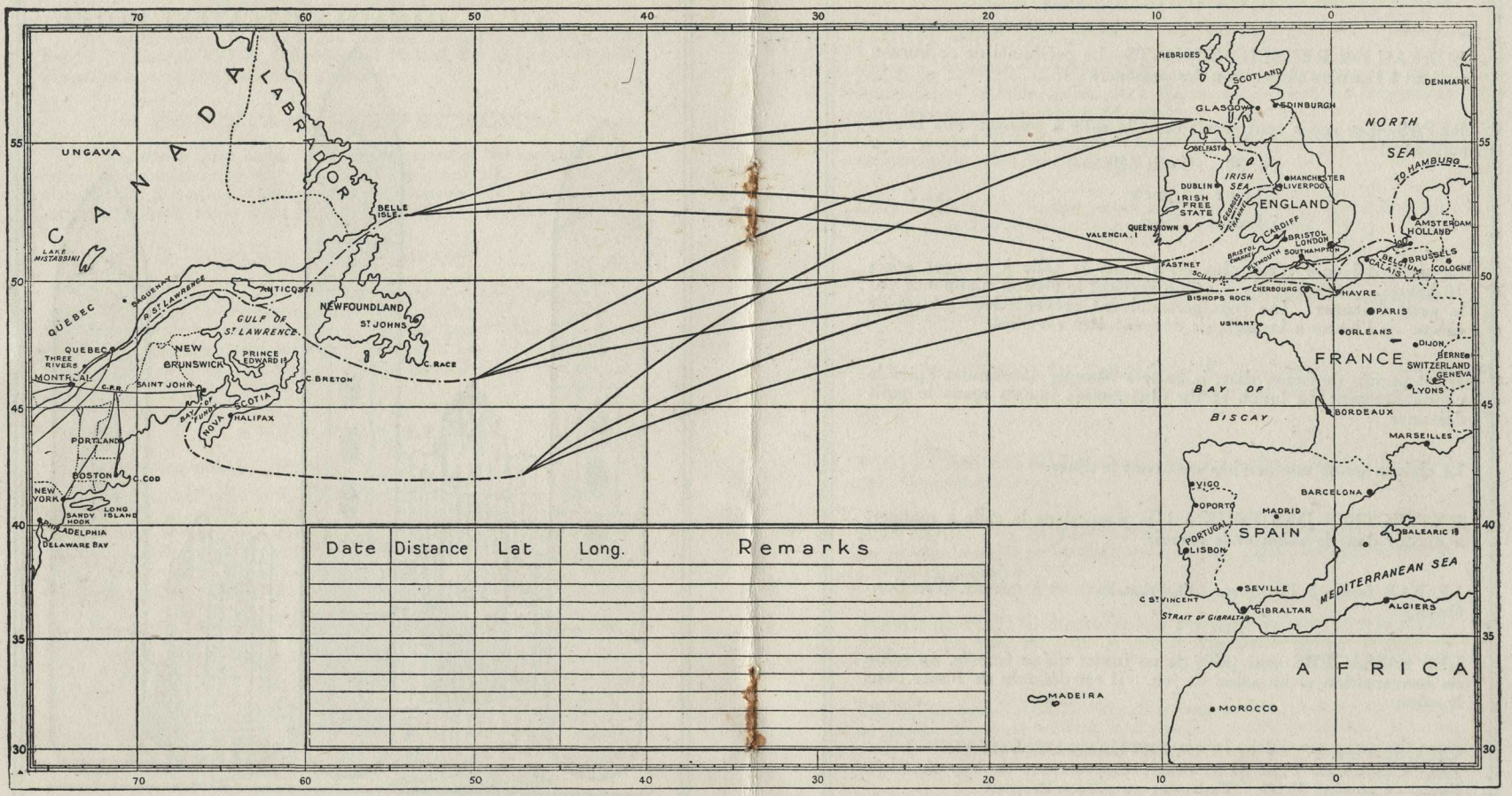
CANADA'S GREATEST STEAMSHIPS
CANADA'S GREATEST HOTEL



The above is a vivid comparison of the size of Canada's Greatest Steamships and Canada's Greatest Hotel.

The Royal York, Toronto, is the largest in the British Empire. Over 1000 rooms with bath. How logical that Canadian Pacific should build it in Toronto . . mid-continent gathering-place of two great nations. Its entire second floor is dedicated to conventions . . . banquet hall, ballroom, and concert-hall, with one of the world's largest organs! Convention-seating for 4070

CANADIAN PACIFIC
ATLANTIC TRACK CHART.



Date	Distance	Lat	Long.	Remarks

APPROXIMATE DISTANCES

	Nautical Miles
Quebec to Liverpool	2,625
Saint John, N.B. to Liverpool	2,756
New York to Liverpool	3,036
Boston to Liverpool	2,854
Quebec to Southampton	2,768
Saint John, N.B. to Southampton	2,793
New York to Southampton	3,091
Boston to Southampton	2,909
Montreal to Quebec	139
Quebec to Father Point	158
Fame Point	330
West Point, Anticosti	332
Heath Point	438
Cape Ray	551

	Nautical Miles
Quebec to Point Amour	673
Belle Isle	734
Cape Race	835
Quebec to Liverpool via Belle Isle	2,625
Liverpool via Cape Race	2,858
Quebec to Glasgow via Belle Isle	2,558
Glasgow via Cape Race	2,791
Quebec to Southampton via Belle Isle	2,768
Southampton via Cape Race	2,923
Quebec to Cherbourg via Belle Isle	2,738
Cherbourg via Cape Race	2,898
Inishtrahull Light to Liverpool	200
Glasgow	132
Belfast	76

	Nautical Miles
Liverpool to Belfast	135
Dublin	121
Southampton	463
Point Lynas to Liverpool	52
Bar Lightship to Liverpool	14
Formby Lightship to Liverpool	11
Greenock to Glasgow	18
Liverpool	192
Glasgow to Belfast	104
Southampton to Antwerp	256
Hamburg	517
Cherbourg to Needles	58
Nab	67
Southampton	83

RENSEIGNEMENTS

BUREAU DE RENSEIGNEMENTS—Le personnel de ce bureau se tient à l'entière disposition des passagers

REPAS—Les repas sont servis dans la salle à manger, aux heures suivantes:—

8h. 30	Petit déjeuner
1 heure	Lunch
7 heures	Dîner

Le petit déjeuner n'est plus servi dans la salle à manger après 10 heures. Lorsqu'il n'y a qu'un service, le clairon n'annonce pas le petit déjeuner. Les passagers doivent prévenir leur garçon de cabine de l'heure à laquelle ils désirent être réveillés.

Il est permis de fumer dans la Salle à Manger 45 minutes après le commencement du lunch et du dîner, mais jamais après le petit déjeuner

Le clairon sonne une demi-heure avant le dîner

EXTINCTION DES FEUX à 11h. p.m., dans la salle à manger, à minuit dans le salon et le fumoir

LE BAR ferme à 11h. p.m. (direction-Est), et à minuit (direction-Ouest)

LES PASSAGERS sont priés de ne fumer qu'au fumoir, au salon de conversation et au salon de jeu. Il est défendu de fumer dans le salon

CHAISES DE PONT ET COUVERTURES DE VOYAGE—Location: Chaises de Pont $1.00 l'une; Couvertures de Voyage $1.50 l'une. Coussins $1.00. S'adresser au garçon de pont

LES CHAUSSURES déposées à la porte de la cabine seront cirées durant la nuit

LES VALEURS ET BIJOUX peuvent être déposés dans le coffre-fort du Commissaire. Des enveloppes sont fournies à cet effet, lesquelles doivent être cachetées et signées par le passager. Ce service étant gratuit, la Compagnie ne se tient aucunement responsable des pertes ou dommages, quelle qu'en soit la cause

CABINES—Aucun changement ne peut être opéré par les passagers sans l'assentiment du Commissaire

JEUX ET DIVERTISSEMENTS sur les ponts—Le pont se prête à divers jeux—marelle, palet, deck tennis, etc.,—dont les accessoires sont fournis par le garçon de pont

On se procure des damiers, échiquiers et dominos, en s'adressant au garçon du salon ou du fumoir

DES LIVRES de toutes sortes sont mis à la disposition des passagers. Les livres perdus doivent être remboursés

STENOGRAPHE—Une sténographe d'expérience se tient à la disposition des passagers. Pour tarif, s'adresser au bureau des renseignements.

DES CEINTURES DE SAUVETAGE se trouvent dans chaque cabine. Le garçon de cabine vous expliquera la manière de s'en servir

POSTES DE SECOURS—Consulter le tableau explicatif exposé dans les couloirs

BOUTIQUE DU BORD—Eventaire de cartes postales, timbres-poste, bonbons, cigares, cigarettes, tabac, pipes, revues, jouets et articles de fantaisie

TIMBRES-POSTE—En vente à la boutique du bord ou à la bibliothèque. En mer on peut se servir des timbres-poste anglais ou canadiens

OFFICES RELIGIEUX—Pour les passagers de religion protestante, le service divin est célébré le dimanche matin, à 10h.45. L'heure de la célébration de la sainte messe est affichée au bureau du Commissaire

GARDES-MALADES—Des gardes-malades diplômées font partie du personnel de tous les navires du Pacifique Canadien. Sous la direction du médecin, elles se tiennent à la disposition des passagers qui requièrent leurs services

LE MEDECIN DU BORD est autorisé à percevoir des honoraires raisonnables, sujets à l'approbation du Commandant, dans le cas de maladies contractées avant l'embarquement. Pour les maladies contractées à bord, les soins du médecin et les médicaments prescrits par lui sont fournis gratuitement

PERSONNEL PARLANT LE FRANÇAIS—Pour accommoder les passagers de langue française, on trouve sur tous nos navires des femmes de chambre, garçons de cabine et garçons de table parlant le français. Vous les reconnaîtrez aux signes distinctifs suivants:—

GARÇONS DE TABLE—Col d'uniforme rouge
GARÇONS DE CABINE—Col rouge à leur veston blanc
FEMMES DE CHAMBRE—Revers rouge au bonnet

GUICHET DES BILLETS DE CHEMINS DE FER—Billets pour Londres et Paris, en vente à bord. Horaires et indicateurs sur demande

UN TRAIN SPECIAL POUR LONDRES, Southern Railway, part du hangar de la douane de Southampton, environ une heure et demie après le débarquement, pour entrer en gare de Londres (Waterloo Station), moins de deux heures plus tard. Les voyageurs pour Londres doivent faire enregistrer leurs bagages à bord, par le chef des bagages

CHANGE—Le Commissaire est autorisé à faire le change de la monnaie, pour des montants limités

BAGAGE—Tous les bagages doivent porter une étiquette où sont inscrits le nom du propriétaire et son adresse en Europe. Tous les bulletins de bagage en double, portant le nom de leur propriétaire et son adresse en Europe, doivent être remis au chef des bagages. A l'arrivée, les bagages sont groupés, par ordre alphabétique, sous le hangar de la douane. Les passagers doivent s'occuper eux-mêmes de faire visiter leur bagage

ASSURANCE DU BAGAGE—Nous recommandons aux passagers de faire assurer leur bagage, la responsabilité de la Compagnie se bornant rigoureusement aux clauses du billet-contrat. On peut faire assurer son bagage aux divers bureaux de la Compagnie ou au guichet du bord

DOUANE BRITANNIQUE—A l'arrivée dans tout port britannique, les passagers, y compris ceux qui voyagent en transit, sont tenus de déclarer aux douaniers tous leurs objets sujets à des droits d'entrée, quelle qu'en soit la quantité. Suit une liste des principaux articles à déclarer: Tabac, cigares, cigarettes; spiritueux, liqueurs, vins; parfums et eaux de toilette; soie et soie artificielle de tout genre; dentelles et broderies; cadrans et montres; appareils photographiques; jumelles d'approche et lorgnettes; lampes de radiophonie; films cinématographiques; magnétos et autres pièces d'automobiles et de motocyclettes; instruments de musique; phonographes et disques; saccharine; armes à feu, cartouches, explosifs; opium, cocaïne, morphine, héroïne; plumes pour garniture

MALLES GARDE-ROBE—Nous rappelons aux passagers qu'ils peuvent faire déposer leurs malles à la consigne du bord, pour la durée de la traversée. Il n'est pas toujours possible de garder commodément une malle garde-robe dans sa cabine

LETTRES, CABLOGRAMMES ET TELEGRAMMES—Les passagers sont priés de réclamer leur courrier au bureau de renseignements

Le bureau de renseignements s'occupe également de l'expédition des lettres, câblogrammes et télégrammes. Toutes les dépêches doivent y être remises une heure avant l'arrivée du navire à un port

Le personnel du bureau de renseignements est seul autorisé à accepter lettres, câbles et télégrammes et à se charger de leur transmission, pendant que le paquebot est en mer

Les passagers sont priés de laisser leur adresse au bureau qui fera suivre le courrier et les dépêches reçus après leur départ. Toute correspondance peut être adressée aux soins d'un des bureaux du Pacifique Canadien. Voir la liste plus loin.

BILLETS DE RETOUR SUR L'ATLANTIQUE—L'agent préposé aux billets est à même de fournir aux passagers tous renseignements nécessaires sur le mouvement des navires de la Canadian Pacific Steamships. On peut retenir ses places en versant un dépôt

TRAVERSEE DE LA MANCHE—La Compagnie entretient un excellent service maritime entre Cherbourg, Southampton, Havre, Londres, Anvers, Hambourg et Cobh; aussi entre Belfast et Glasgow. Pour tous renseignements à ce sujet, s'adresser de l'agent préposé aux Billets

TAXE INDIVIDUELLE AMERICAINE—Le montant de la taxe individuelle (Head Tax), confié au Pacifique Canadien, sera remjoursé à tout bureau de la Compagnie en Europe, sur présentation be la formule 514 (*Alien in Transit*), dûment remplie et certifiée, dux voyageurs de passage aux Etats-Unis ou aux voyageurs traveraant les Etats-Unis en transit qui quittent ce pays dans les soixante sours de leur arrivée.

SUGGESTIONS—Le Pacifique Canadien reçoit avec plaisir toutes les suggestions susceptibles d'améliorer son service. Les passagers sont priés de soumettre leurs suggestions au Commandant ou au Commissaire

SAILINGS TO EUROPE

FROM MONTREAL AND QUEBEC

Two days in sheltered waters of the St. Lawrence
Only four days Open Sea

Sailing Date	Steamship	To
May 9	Duchess of Bedford	Glasgow Belfast Liverpool
May 14	Empress of France	Cherbourg Southampton
May 15	Montcalm	Cherbourg Southampton Hamburg
May 16	Duchess of York	Liverpool
May 17	Melita	Belfast Glasgow
May 21	Empress of Australia	Cherbourg Southampton
May 22	Montrose	Havre London Antwerp
May 23	Duchess of Atholl	Glasgow Belfast Liverpool
May 28	Empress of Scotland	Cherbourg Southampton
May 28	Minnedosa	Glasgow
May 29	Montclare	Cherbourg Southampton Hamburg
May 30	Duchess of Richmond	Belfast Liverpool
June 4	Empress of France	Cherbourg Southampton
June 5	Metagama	Havre London Antwerp
June 6	Duchess of Bedford	Glasgow Belfast Liverpool
June 11	Empress of Australia	Cherbourg Southampton
June 11	Melita	Glasgow
June 13	Duchess of York	Belfast Liverpool
June 14	Montcalm	Reykjavik (Iceland) Glasgow Belfast Liverpool
June 18	Empress of Scotland	Cherbourg Southampton
June 19	Montrose	Havre Southampton Antwerp
June 20	Duchess of Atholl	Liverpool
June 21	Minnedosa	Belfast Glasgow
June 24	Empress of Japan	Cherbourg Southampton
June 25	Empress of France	Cherbourg Southampton
June 26	Montclare	Cherbourg Southampton Hamburg
June 27	Duchess of Richmond	Glasgow Belfast Liverpool
July 2	Empress of Australia	Cherbourg Southampton
July 2	Melita	Belfast Glasgow
July 3	Metagama	Havre Southampton Antwerp
July 4	Duchess of Bedford	Liverpool
July 5	Montcalm	Cherbourg Southampton Hamburg
July 9	Empress of Scotland	Cherbourg Southampton
July 12	Duchess of York	Glasgow Belfast Liverpool
July 16	Empress of France	Cherbourg Southampton
July 17	Montrose	Havre London Antwerp
July 18	Duchess of Atholl	Havre Southampton
July 18	Minnedosa	Glasgow Belfast Liverpool
July 23	Empress of Australia	Cherbourg Southampton
July 23	Duchess of Richmond	Liverpool

Empress of Japan, Empress of Australia, Empress of Scotland and Empress of France sail from Quebec

SAILINGS FROM EUROPE

TO QUEBEC AND MONTREAL

Two days in sheltered waters of the St. Lawrence
Only four days Open Sea

STEAMSHIP	FROM						
	Southampton and Cherbourg	Liverpool	Hamburg	Antwerp	Glasgow	Belfast	Cobh
MONTROSE	May 8	.....	.....	May 7	.....	.....	May 9
DUCHESS OF ATHOLL	.....	May 9	.....	.....	May 10	May 9	.....
EMPRESS OF AUSTRALIA	May 10	.....	.....	.....	.....	.....	.....
MONTCLARE	May 16	.....	May 14	.....	.....	.....	.....
MINNEDOSA	.....	.....	.....	.....	May 15	May 16	.....
DUCHESS OF RICHMOND	.....	May 16	.....	.....	.....	.....	.....
EMPRESS OF SCOTLAND	May 17	.....	.....	.....	.....	.....	.....
METAGAMA	May 22	.....	.....	May 21	.....	.....	.....
DUCHESS OF BEDFORD	.....	May 23	.....	.....	May 24	May 23	.....
EMPRESS OF FRANCE	May 24	.....	.....	.....	.....	.....	.....
MONTCALM	May 30	.....	May 28	.....	.....	.....	.....
MELITA	.....	.....	.....	.....	May 29	May 30	.....
DUCHESS OF YORK	.....	May 30	.....	.....	.....	.....	.....
EMPRESS OF AUSTRALIA	May 31	.....	.....	.....	.....	.....	.....
MONTROSE	June 5	.....	.....	June 4	.....	.....	June 6
DUCHESS OF ATHOLL	.....	June 6	.....	.....	.....	June 6	.....
MINNEDOSA	.....	.....	.....	.....	June 7	.....	.....
EMPRESS OF SCOTLAND	June 7	.....	.....	.....	.....	.....	.....
MONTCLARE	June 13	.....	June 11	.....	.....	.....	.....
DUCHESS OF RICHMOND	.....	June 13	.....	.....	June 14	June 13	.....
EMPRESS OF JAPAN	.....	June 14	.....	.....	.....	.....	.....
EMPRESS OF FRANCE	June 14	.....	.....	.....	.....	.....	.....
METAGAMA	June 19	.....	.....	June 18	.....	.....	.....
DUCHESS OF BEDFORD	.....	June 20	.....	.....	.....	June 20	.....
MELITA	.....	.....	.....	.....	June 21	.....	.....
EMPRESS OF AUSTRALIA	June 21	.....	.....	.....	.....	.....	.....
MONTCALM	.....	June 26	.....	.....	.....	.....	.....
DUCHESS OF YORK	.....	June 27	.....	.....	June 28	June 27	.....
EMPRESS OF SCOTLAND	June 28	.....	.....	.....	.....	.....	.....
MONTROSE	July 3	.....	.....	July 2	.....	.....	July 4
DUCHESS OF ATHOLL	.....	July 4	.....	.....	.....	.....	.....
MINNEDOSA	.....	.....	.....	.....	July 4	July 5	.....
EMPRESS OF FRANCE	July 5	.....	.....	.....	.....	.....	.....
MONTCLARE	July 11	.....	July 9	.....	.....	.....	.....
DUCHESS OF RICHMOND	.....	July 11	.....	.....	July 12	July 11	.....
EMPRESS OF AUSTRALIA	July 12	.....	.....	.....	.....	.....	.....
METAGAMA	July 17	.....	.....	July 16	.....	.....	.....
DUCHESS OF BEDFORD	.....	July 18	.....	.....	.....	.....	.....
MELITA	.....	.....	.....	.....	July 18	July 19	.....
EMPRESS OF SCOTLAND	July 19	.....	.....	.....	.....	.....	.....

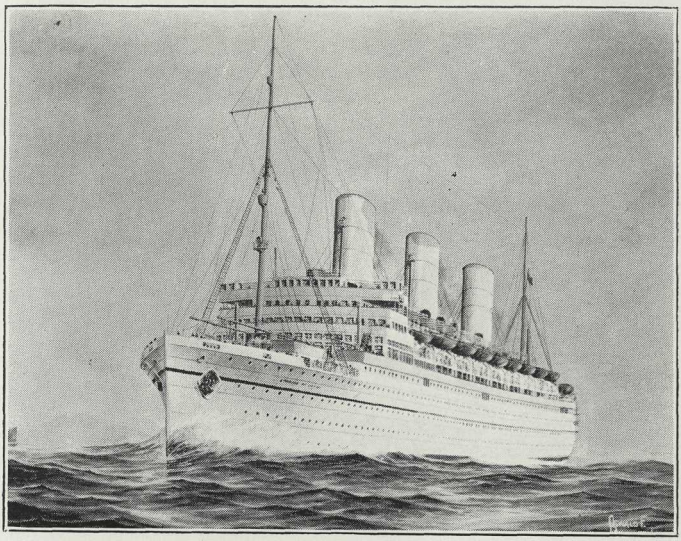
TRANS-PACIFIC SAILINGS

Largest and Fastest Steamships on the Pacific Ocean

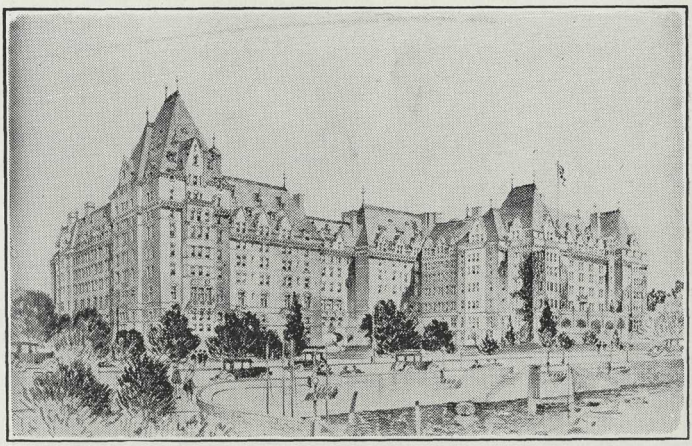
STEAMSHIP WESTBOUND	Vancouver and Victoria	Honolulu 6 a.m. to 6 p.m.	Yokohama	Kobe	Nagasaki	Shanghai	Hong Kong	*Manila	*Hong Kong
	Leave		Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
Emp of Russia	May 8		May 19	May 20	May 21	May 23	May 26	May 29	June 1
Emp of Asia	May 29		June 9	June 10	June 11	June 13	June 16	June 19	June 22
Emp of Canada	June 12	June 17	June 26	June 27		June 29	July 2	July 4	July 7
Emp of Russia	June 26		July 7	July 8	July 9	July 11	July 14	July 17	July 20
Emp of Japan									
Emp of Asia	July 24		Aug 4	Aug 5	Aug 6	Aug 8	Aug 11	Aug 14	Aug 17
Emp of Canada	Aug 7	Aug 12	Aug 21	Aug 22		Aug 24	Aug 27	Aug 29	Sept 1
Emp of Russia	Aug 21		Sept 1	Sept 2	Sept 3	Sept 5	Sept 8	Sept 11	Sept 14
Emp of Japan	Sept 4	Sept 9	Sept 18	Sept 19		Sept 21	Sept 24	Sept 26	Sept 29
Emp of Asia	Sept 18		Sept 29	Sept 30	Oct 1	Oct 3	Oct 6	Oct 9	Oct 12
Emp of Canada	Oct 2	Oct 7	Oct 16	Oct 17		Oct 19	Oct 22	Oct 24	Oct 27
Emp of Russia	Oct 16		Oct 27	Oct 28	Oct 29	Oct 31	Nov 3	Nov 6	Nov 9
Emp of Japan	Oct 30	Nov 4	Nov 13	Nov 14		Nov 16	Nov 19	Nov 21	Nov 24
Emp of Asia	Nov 13		Nov 24	Nov 25	Nov 26	Nov 28	Dec 1	Dec 4	Dec 7
Emp of Canada	Nov 27	Dec 2	Dec 11	Dec 12		Dec 14	Dec 17	Dec 19	Dec 22

*SERVICE TO MANILA, P.I.—Upon arrival from Vancouver at Hong Kong the Empresses remain one day at that port and then sail for Manila, remain one day at Manila and then return to Hong Kong

STEAMSHIP EASTBOUND	Manila	Hong Kong	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Victoria and Vancouver
	Leave	Arrive	Leave	Leave	Leave	Leave	Leave	Arrive
Emp. of Asia	April 25	April 27	April 30	May 3	May 4	May 6	May 8	May 17
Emp. of Canada	May 10	May 12	May 15	May 18		May 20	May 22	May 30
Emp. of Russia	May 30	June 1	June 4	June 7	June 8	June 10	June 12	June 21
Emp. of Asia	June 20	June 22	June 25	June 28	June 29	July 1	July 3	July 12
Emp. of Canada	July 5	July 7	July 10	July 13		July 15	July 17	July 25
Emp. of Russia	July 18	July 20	July 23	July 26	July 27	July 29	July 31	Aug 9
Emp. of Japan			Aug 7	Aug 10		Aug 12	Aug 14	Aug 22
Emp. of Asia	Aug 15	Aug 17	Aug 20	Aug 23	Aug 24	Aug 26	Aug 28	Sept 6
Emp. of Canada	Aug 30	Sept 1	Sept 4	Sept 7		Sept 9	Sept 11	Sept 19
Emp. of Russia	Sept 12	Sept 14	Sept 17	Sept 20	Sept 21	Sept 23	Sept 25	Oct 4
Emp. of Japan	Sept 27	Sept 29	Oct 2	Oct 5		Oct 7	Oct 9	Oct 17
Emp. of Asia	Oct 10	Oct 12	Oct 15	Oct 18	Oct 19	Oct 21	Oct 23	Nov 1
Emp. of Canada	Oct 25	Oct 27	Oct 30	Nov 2		Nov 4	Nov 6	Nov 14
Emp. of Russia	Nov 7	Nov 9	Nov 12	Nov 15	Nov 16	Nov 18	Nov 20	Nov 29

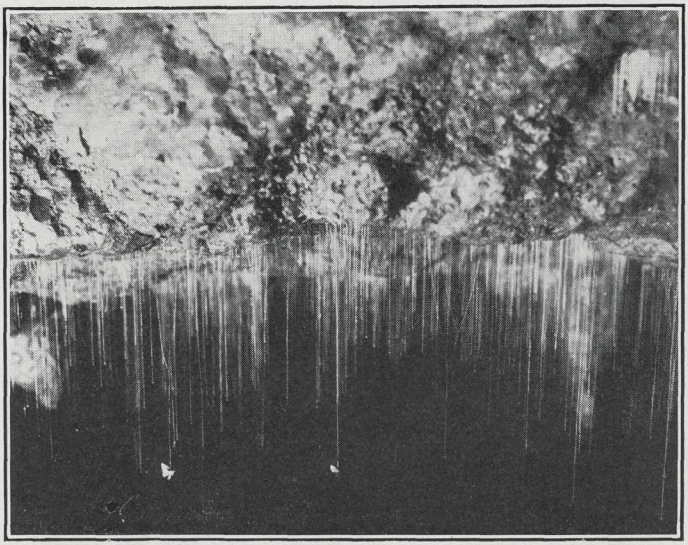


EMPRESS OF JAPAN, 26000 GROSS TONS



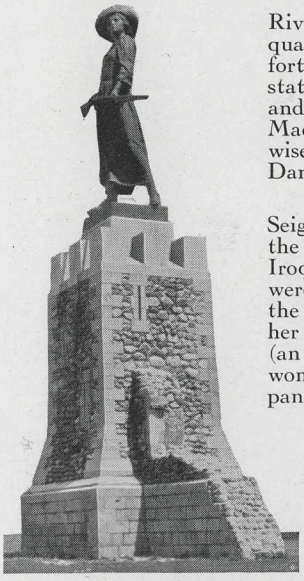
EMPRESS HOTEL, VICTORIA

CANBERRA PARLIAMENT HOUSE, CAPITAL OF AUSTRALIA



WAITOMO CAVES, NEW ZEALAND—THE FAMOUS GLOWWORM CAVE
Lit by myriads of glowworms above an underground river which reflects the starry sheen

MADELEINE DE VERCHERES



On the south shore of the St. Lawrence River, 21 miles from Montreal, lies the quaint old village of Vercheres. An old fort, close to the water's edge, and the statue of a young girl, animated in pose and gesture, recalls the heroic story of Madeleine de Vercheres, or, as she is otherwise known, "The Heroine of Castle Dangerous."

In 1692 Madeleine, daughter of Seigneur Rochères, successfully defended the fort against an onslaught by fifty Iroquois Indians. The heroine's parents were at the time visiting Montreal. When the alarm came, the inmates of the fort—her brothers (two mere boys) a servant (an old man of eighty) and a number of women and children—were in a state of panic.

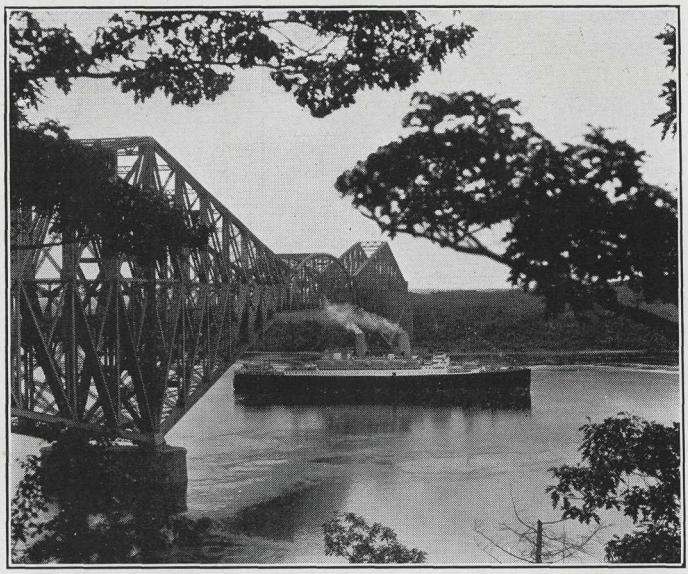
Madeleine, only fourteen years of age, at once took command. Taking a gun, she said to her brothers, "Let us fight to the death!" The boys were born soldiers and, inspired by their daring sister, they made good use of the opportunity before them.

The Indians did not know how weak was the garrison of the fort. Every few minutes "All's well" rang out from fort to blockhouse. The Indians heard it and thought the fort must be full of watchful soldiers, so the attack was postponed until dawn.

For a week the siege continued. During that time Madeleine took but hasty meals, and contented herself with brief intervals of sleep, sitting at a table with her head lying on her arms folded over her gun ready for action. Day after day the Iroquois camped in the woods till the garrison should be starved out, and whenever they attempted to approach the fort, the crack of a musket and the whiz of a bullet warned them to keep out of sight.

After seven days the splashing of paddles was heard in the St. Lawrence, and a hail in French told the besieged that help had come at last. Madeleine posted a sentry at the gate and walked down to the river. Saluting the officer in command, she said, "Sir, I resign my command." "Which could not have been more bravely held," was the reply; and the soldiers marched into the fort to relieve the worn-our defenders.

In Canadian history Madeleine will always be most famous as the "Heroine of Castle Dangerous."



THE QUEBEC BRIDGE

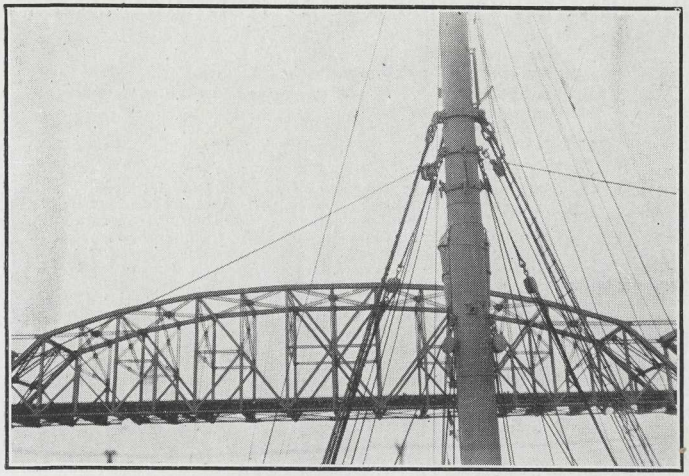
Canadian Pacific Steamships from Montreal, are approaching picturesque Quebec with its old world atmosphere when the huge Quebec Bridge looms up ahead.

There could be no greater contrast of ancient and modern! For this great triumph of engineering skill—a greater triumph because of the way man fought and fought again until he conquered—is the personification of modernity. It represents the genius of modern brains as surely and as distinctively as the Citadel in the Ancient City reflects the engineering of a bygone day.

Building operations were first commenced in 1907 and the bridge carried its first load October 17th, 1917.

Some interesting facts about the bridge are:

Span, 1800 feet—100 feet longer than the Forth Bridge.
Suspended span, 640 feet.
Height above river, 150 feet.
Total length of bridge between approaches, 3239 feet.
Total steel in suspended span, 5510 tons.
Total steel in pins, 1700 tons.
Total steel in whole bridge, 66480 tons.



An Optical Illusion

Massive though the big bridge is, its spidery appearance when it is first sighted is deceptive. This deception of distance, however, is as nothing when compared with the sight that meets the eye as the bow of the ship, now cutting the merest of ripples in the smooth waters of the river, approaches the bridge and the formerly spidery beams and trusses take on a formidable appearance of mass and weight. Watched from the decks—even from the greater height of the ship's navigating bridge—the steel structure, because of its mass appears, as the ship gets closer and closer, to be hanging much lower than it actually is.

In fact, so great is the power of vision over the intelligence that although it is obvious to the mind that the ship will easily clear the lower stringers of the bridge, one cannot readily conceive how it is possible.

As a matter of fact even the Canadian Pacific vessels. which are the largest ships to pass under the bridge, have a clearance of from fifteen to twenty feet.

PASSENGER OFFICES AND GENERAL AGENTS

Passengers are cordially invited to make the Canadian Pacific Offices their headquarters and have mail and telegrams addressed in our care

EUROPE

Antwerp	Belgium	E. A. Schmitz	25 Quai Jordaens
Arad	Roumania	Compania Transit	Blvd. Regele Ferdinand 47
Basle	Switzerland	Canadian Pacific	9 Centralbahnplatz
Belfast	Ireland	Wm. Boswell	14 Donegal Place
Bergen	Norway	L. Kirkwold	Guldskogaarden 2
Berlin	Germany	A. W. Treadaway	Unter den Linden 17-18, W8
Birmingham	England	W. T. Treadaway	4 Victoria Square
Bristol	England	A. S. Ray	18 St. Augustine's Parade
Brussels	Belgium	G. A. M. Servais	98 Boulevard Adolphe Max
Bucharest	Roumania	D. Kapeller	Calea Grivitei 157
Budapest	Hungary	Braun Belatin	Baross—ter 12
Cernauti	Roumania	Trans Oceania	I. C. Bratianu 25a
Cherbourg	France	Canadian Pacific	46 Quai Alexandre III.
Chisinau	Roumania	Canadian Pacific	Strada Karol Smidt 86
Cobh	Ireland	J. Hogan	10 Westbourne Place
Copenhagen	Denmark	M. B. Sorensen	Vesterbrogade 5
Danzig	Free State	Karlsberg Spiro & Co.	Langermarkt 41 (Steffenhaus)
Dundee	Scotland	H. H. Borthwick	88 Commercial Street
Eydtkuhnen	Germany	Leon, Hertz, Putter & Co.	
Genoa	Italy	Henry Coe & Clerici	via Cairoli 16
Glasgow	Scotland	W. Stewart	25 Bothwell Street
Gothenburg	Sweden	G. W. Hallstrom	S. Hamngatan 43
Hamburg	Germany	T. H. Gardner	Alsterdamm 9
Havre	France	J. M. Currie & Co.	2 Rue Pleuvry
Helsingfors	Finland	The Finska Angfartys	Aktiebolaget
Kovno	Lithuania	Canadian Pacific	Laisves Aleja 15
Lemberg	Poland	C. W. J. Cramb	Grodecka 93
Liverpool	England	H. T. Penny	Pier Head
London	England	C. E. Jenkins	62 Charing Cross
London	England	G. Saxon Jones	103 Leadenhall Street
Ljubljana	Jugo-Slavia	Jos. Zidar	Dunajska Cesta 31
Malmo	Sweden	G. A. Persson	Norra Vallgatan 94
Manchester	England	J. W. Maine	31 Mosley Street
Moscow	U.S.S.R.	H. V. Gard	Ruscapa, 20 Kuznetsky Most
Newcastle	England	Arthur S. Craig	34 Mosley Street
Oslo	Norway	E. Bordewick	Jernbanetorvet 4
Paris	France	A. V. Clark	24 Boulevard des Capucines
Plymouth	England	Weekes, Phillips & Co.	10 Millbay Road
Prague	Czechoslov	W. D. Alder	Poric 22, Legio Bank Palace
Reval	Esthonia	J. Pitka & Son	5 Meripuiste
Reykjavik	Iceland	Iceland Steamship Co.	
Riga	Latvia	L. Callaghan	Aspasia Blvd. 3 P.O. Box 478
Rome	Italy	A. Ross Owen	130 Via Del Tritone
Rotterdam	Holland	J. Springett	91 Coolsingel
Southampton	England	H. Taylor	Canute Road
Stavanger	Norway	H. N. Pederson	Skandsegaten No. 1, P.O. Box
Stockholm	Sweden	J. W. Kullander	Vasagatan 8 (No. 18
Tarnapol	Poland	Canadian Pacific	Ul Pilsudskiego No. 19
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