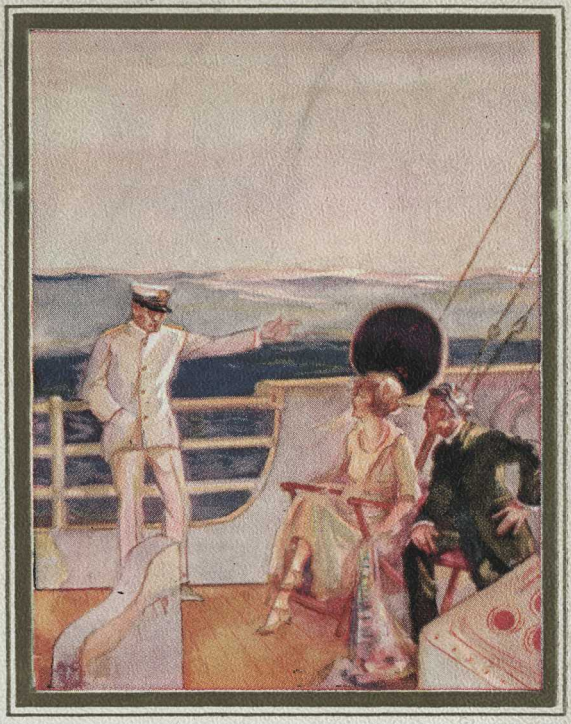
Jul. 27, 1927



CANADIAN PACIFIC

CANADIAN PACIFIC RAILWAY COMPANY

TRAFFIC AGENTS FOR

CANADIAN PACIFIC STEAMSHIPS
LIMITED

Bd 2nd

The Mighty Water Boulevard to Europe

LIST OF PASSENGERS

S.S. EMPRESS OF FRANCE

Gross Tonnage 18,350. Displacement Tonnage 27,500

Commander:
E. GRIFFITHS, R.N.R.

Staff Captain	W. G. BUSK-WOOD, R.D., R.N.R.
Chief Officer	A. C. HAGUE
Chief Engineer	J. R. NEILSON
Purser	P. C. OWEN-STANTON
Surgeon	W. P. PEAKE
Chief Steward	L. F. MOSS
Conductress	MISS PHENIX

Rail Lines Ticket Agent, C. A. PURDY
(Office on Deck "E"—Entrance Hall)

FROM QUEBEC
WEDNESDAY, JULY 27, 1927
TO CHERBOURG AND SOUTHAMPTON

CANADIAN PACIFIC

Schultz
Dec. 11, 1992

INFORMATION FOR PASSENGERS

(Subject to Change)

INFORMATION BUREAU—An Information Bureau has been provided for the convenience of passengers, and all enquiries for information of a general character should be made there. The Purser and Assistant Pursers are in attendance to deal with matters affecting the comfort or interest of passengers.

SEATS AT TABLE—Passengers should make reservations of seats at table through the Second Steward or Head Waiter in the Dining Saloon.

When the steamers sail with full lists, children under the age of ten years not paying the adult fare are provided with meals at separate sittings.

MEALS—Meals will be served in the Dining Saloon at the following hours:

	First Sitting	Second Sitting	When only One Sitting
Breakfast.....	8.00 a.m.	9.00 a.m.	8.30 a.m.
Luncheon.....	12.30 p.m.	1.30 p.m.	1.00 p.m.
Dinner.....	6.30 p.m.	7.30 p.m.	7.00 p.m.

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

Afternoon Tea is served at 4 p.m. on deck and in all public rooms.

Children served in the Dining Saloon.

Bugle is sounded thirty minutes before dinner.

Private Dinners can be arranged through the Chief Steward at $1.50 per cover.

LIGHTS are extinguished in the Dining Saloon at 11 p.m., and in the Lounge and Smoking Room at midnight.

BAR closes at 11 p.m. Eastbound and at midnight Westbound.

SMOKING—For the general convenience of passengers, smoking should be confined to the Smoking Rooms, Card Room and Lounge. It is not permitted in the Drawing Room, Library and Writing Room. In the Dining Saloon smoking is permitted after luncheon and dinner, but not after breaklast.

DECK CHAIRS AND RUGS rented at $1.50 each. Apply to Deck Steward.

BATHS—Passengers should arrange with Bedroom Steward for time desired.

BOOTS AND SHOES will be cleaned if left outside stateroom.

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.

BERTHING OF PASSENGERS—No changes can be made except through the Purser.

ORCHESTRA plays at luncheon, dinner, in the Lounge for Afternoon Tea, and in the evening for dancing.

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

Chess, Draughts, Dominoes, etc., can be obtained on application to the Lounge or Smoking Room Steward.

BOOKS of fiction and reference are obtainable from the Library on application to the Library Steward. Books lost by passengers must be paid for.

STENOGRAPHER—An experienced stenographer is prepared to undertake work for passengers. Schedule of rates on application to Information Bureau.

COTS—A limited number of cots are carried for the use of infants. Application should be made to the Chief Steward.

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

EMERGENCY STATIONS—Consult plan and directions in alleyway.

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 a.m. in the Dining Saloon.

Altars are carried for the celebration of Holy Mass and Holy Communion.

SURGEON—No charge 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.

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

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

STENOGRAPHERS—Red shoulder tabs on dress.

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 back on cap

RAILWAY TICKET OFFICE—Sells tickets to London and Paris. Railway time-tables are available.

LONDON 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.

MONEY EXCHANGE—The Purser will exchange a limited amount of English, Canadian, American, French and Belgian Currency.

BAGGAGE should bear initial label of surname to facilitate correct grouping in Customs Shed, also 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 are required to 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—The attention of passengers is called to the fact that the steamer has 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.

MAIL, CABLES AND WIRELESS TELEGRAMS—Passengers are urgently requested to enquire for mail, etc., 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 on last pages.

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 can be secured and deposits to cover will be received.

PUBLICATIONS—Following is a list of Canadian Pacific publications which may be obtained, free of charge, from the Ticket Agent:

Round the World Cruise
South America-Africa Cruise
Mediterranean Cruise
West Indies Cruises
China-Japan
Resorts in the Canadian Pacific Rockies
Pacific Coast Tours
Bungalow Camps in Rockies
French River Camp
Nipigon River Camp
Devil's Gap Camp, Kenora
Lake Windermere
Game Fish in Ontario
What to Wear in the Rockies
Australia and New Zealand
Can. Pacific Route—Australia
Alaska Folder
Vancouver Island
Great Lakes Folder
Resorts in Ontario
Resorts in Quebec
Atlantic Coast Resorts
Trans-Canada Limited
Open Seasons for Fishing
Open Seasons for Hunting
Hotels and Boarding Houses in Canada
Guide to the Old Country

also the following British publications:

Through Britain by the Flying Scotsman
Circular Tours by L. M. S.
London Hotel Guide
Devon — the Lovely Land of the Mayflower
Monuments of British History
Touring Britain
Shakespeare Land
Round Tours in Great Britain
Ireland: Gem of the Sea
Irish Travel
Cork and Killarney
Galway, Connemara & Donegal
Waterford and Tramore
Tralee, Limerick and Clare
Dublin and Wicklow
Scotland
The Home of Golf
Edinburgh and the Scottish Borderland
Oban and the Land of Lorne
Ayrshire: The Land of Burns
Dumfries and Galloway
From the Grampians to the North Sea Shores
Strathspey and the Moray Firth
Inverness and the Magic North
The Central Highlands
The Clyde Coast and Loch Lomond

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

SUGGESTIONS—Passengers are requested to make suggestions in connection with service or personnel to the Commander or Purser promptly, so that immediate attention may be given. They are also requested to report to the Commander or Purser any special attention shown by any member of the staff, as it is the wish of the management to recognize efficiency.

RENSEIGNEMENTS DIVERS À L'USAGE DE MM. LES PASSAGERS

(Sous Réserve de Modifications)

BUREAU DE RENSEIGNEMENTS—Un Bureau de Renseignements est à la disposition de MM. les Passagers, qui voudront bien s'y adresser touchant toutes questions de nature générale. Le Commissaire et ses Adjoints s'empresseront de mettre au point tout ce qui intéresse le bien-être des voyageurs.

PLACES À TABLE—On retient sa place à la Salle à Manger en s'adressant au Garçon en Second ou au Maître d'Hôtel.

Lorsque le nombre des passagers est à son maximum, les enfants âgés de moins de dix ans et non munis d'un billet d'adulte sont servis à part.

REPAS—Les repas sont servis dans la Salle à Manger aux heures suivantes:

	Première Séance	Deuxième Séance	Séance Unique
Petit Déjeuner....	8.00 a.m.	9.00 a.m.	8.30 a.m.
Déjeuner.....	12.30 p.m.	1.30 p.m.	1.00 p.m.
Dîner.....	6.30 p.m.	7.30 p.m.	7.00 p.m.

Le Petit Déjeuner ne sera pas servi dans la Salle à Manger après 10 a.m. Lorsqu'il n'y a qu'une séance, le trompette n'annonce pas le Petit Déjeuner. MM. les Passagers sont priés d'indiquer au Garçon de Cabine l'heure à laquelle ils désirent être éveillés.

Le thé est servi, à 4 p.m., sur le pont et dans toutes les salles communes. Le thé des enfants est servi dans la Salle à Manger.

Le trompette sonne une demi-heure avant le dîner.

MM. les Passagers qui désirent recevoir à dîner s'adresseront au Chef des Garçons. Couvert: $1.50 chacun.

EXTINCTION DES FEUX à 11 p.m. dans la Salle à Manger, et à minuit dans le Promenoir et le Fumoir.

FERMETURE DU BAR à 11 p.m. (direction-Est), et à minuit (direction-Ouest).

MM. LES PASSAGERS sont priés de ne fumer qu'au fumoir, au salon de jeu et au promenoir. Il est défendu de fumer dans le salon, la librairie et la salle d'écriture. Il n'est permis de fumer dans la Salle à Manger qu'après le déjeuner et le dîner, mais non après le petit déjeuner.

CHAISES DE PONT ET COUVERTURES DE VOYAGE—Location: $1.50 l'une. S'adresser au Garçon de Pont.

BAINS — MM. les Passagers indiqueront au Garçon de Cabine l'heure qui leur convient.

LES CHAUSSURES seront cirées si on les dépose dans la coursive, à la porte de la cabine.

LES ARGENTS ET VALEURS peuvent être déposés dans le coffre-fort du commissariat. Des enveloppes sont fournies à cet effet, lesquelles doivent être cachetées et signées par le passager. Ce service étant gratuit, la Compagnie n'assume aucune responsabilité touchant les perte ou dommage, quelle qu'en soit la cause.

DISPOSITION DES LITS DE BORD — Aucun changement ne peut être effectué à ce sujet par MM. les Passagers, sauf par l'entremise du Commissaire.

UN ORCHESTRE joue pendant le déjeuner et le dîner, ainsi qu'à l'heure du thé, dans le Promenoir, et pendant la sauterie de chaque soir.

JEUX ET DIVERTISSEMENTS, SUR LE PONT—Le pont se prête à plusieurs jeux—marelle, palet, etc.,—dont les accessoires seront fournis par le Garçon de Pont.

On se procure des dominos, des damiers et échiquiers en s'adressant au Garçon du Promenoir, du Fumoir ou de la Bibliothèque.

ON SE PROCURE DES LIVRES romans et renseignements en s'adressant au Garçon de la Bibliothèque. Les livres égarés par MM. les Passagers devront être payés.

LES SERVICES D'UNE STÉNO-DACTYLOGRAPHE expérimentée sont à la disposition de MM. les Passagers. S'adresser, quant aux prix, au Bureau de Renseignements.

COUCHETTES D'ENFANTS—Chaque paquebot en possède un nombre limité. S'adresser au Chef des Garçons.

IL Y A DES CEINTURES DE SAUVETAGE dans chaque cabine. Le Garçon de Cabine expliquera comment les endosser.

POSTES D'URGENCE—Consulter le plan et les renseignements affichés dans la coursive.

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

LES OFFICES RELIGIEUX ont lieu, le dimanche, dans la Salle à Manger.

Autels portatifs nécessaires à la célébration de la Messe sont à la disposition de MM. les Ecclésiastiques et de la sainte communion.

MÉDECIN DU BORD—Les remèdes et les soins du médecin du bord sont gratuits, sauf le traitement d'affections existant avant le départ. Le Médecin, en ce cas, est autorisé par les règlements de la Compagnie à demander des honoraires, sujets à l'approbation du Commandant. Sauf certains remèdes brevetés vendus à la boutique du bord, tous médicaments et autres fournitures médicales sont confiés au Médecin du Bord et ne peuvent être donnés à MM. les Passagers qu'avec sa permission. Nous rappelons respectueusement à MM. les Passagers que le Médecin n'est obligé de leur remettre, sur leur demande, aucun remède ou médicament, aux fins d'un traitement personnel ou autre, à moins qu'il ne juge, dans l'exercice de ses devoirs professionnels, que cette médication soit dans l'intérêt du passager.

DES INFIRMIÈRES diplômées font partie du personnel des paquebots. Leurs services, sous le contrôle du Médecin, sont à la disposition de MM. les Passagers.

MM. LES PASSAGERS DE LANGUE FRANÇAISE ont à leur disposition un personnel de sténo-dactylographes, garçons et femmes de chambre sachant parler français. On les reconnaît comme suit:—

STÉNO-DACTYLOGRAPHES—Pattes rouges à l'épaule.

GARÇONS DE TABLE—Collet de veste rouge (au lieu de bleu).

GARÇONS DE CABINE—Veste blanche garnie d'un collet rouge.

FEMMES DE CHAMBRE—Coiffe à retroussis rouge.

GUICHET DES BILLETS DE CHEMINS DE FER—Billets pour Londres et Paris seulement. Horaires et indicateurs.

UN TRAIN SPÉCIAL POUR LONDRES ("Southern Railway") quitte la Douane de Southampton une heure et demie environ après le débarquement de MM. les Passagers et entre en gare de Londres ("Waterloo Station") moins de deux heures après. On se procure les étiquettes de Londres à la consigne. Les Passagers de ce train doivent faire enregistrer leur colis à bord au chef des Bagages.

CHANGE—Le Commissaire fera le change de montants limités de monnaie anglaise, canadienne, américaine, française et belge.

BAGAGE.—Afin de faciliter le groupement congru du bagage à la Douane, les colis porteront une étiquette indiquant l'initiale du nom de famille de chaque passager, ainsi qu'une étiquette indiquant le nom de leur propriétaire et son adresse européenne. Tous bulletins de bagage en duplicata porteront au dos le nom du propriétaire et son adresse européenne et seront remis au Chef des Bagages. A l'arrivée, les colis seront groupés alphabétiquement à la Douane. MM. les Passagers sont priés de s'occuper en personne de la visite douanière.

ASSURANCE DU BAGAGE—Nous recommandons à MM. les Passagers d'assurer leur bagage, la responsabilité de la Compagnie se bornant rigoureusement aux termes du billet-contrat. L'assurance du bagage peut s'effectuer à tous les bureaux de la Compagnie ou, à bord, par l'entremise de l'Agent préposé aux Billets.

MALLES-GRAND MODÈLE—Nous rappelons à MM. les Passagers qu'il y a, à bord, un local où les malles peuvent être gardées pendant la traversée. Il n'est pas toujours possible de garder commodément une malle-grand modèle dans une cabine.

LETTRES, CÂBLOGRAMMES ET T.S.F—MM. les Passagers sont instamment priés de demander leur correspondance au Bureau de Renseignements.

Le Bureau de Renseignements s'occupe également de l'expédition des lettres, câblogrammes et "sans fil". On est prié d'y remettre câblogrammes et télégrammes une heure avant l'arrivée à toute escale.

Sauf les préposés au Bureau de Renseignements, aucun membre du personnel ou de l'équipage du paquebot n'est autorisé à accepter des lettres, câblogrammes ou télégrammes aux fins d'expédition, pendant que le paquebot est en mer.

MM. les Passagers sont priés de laisser leur adresse au Bureau de Renseignements afin que tous télégrammes et lettres non livrés leur soient expédiés. Toute correspondance peut être envoyée à l'un des bureaux du C. de F. Canadien du Pacifique. Voir la liste en dernières pages.

ON SE PROCURE DES TIMBRES-POSTE à la Boutique du Bord, et si elle est fermée, en s'adressant au Garçon de la Bibliothèque. La correspondance mise à la poste en mer peut être affranchie avec des timbres anglais ou canadiens.

TRAVERSÉE DE L'ATLANTIQUE — RETOUR — L'Agent des Billets peut donner des renseignements complets touchant les départs et billets des "Canadian Pacific Steamships". On peut réserver sa cabine par son entremise, et il est autorisé à recevoir les dépôts à cet effet.

PUBLICATIONS—Voici une liste des brochures publiées par le "Canadian Pacific". On les obtient, gratuitement, de l'Agent des Billets:

"Round the World Cruise,
South America-Africa Cruise,
Mediterranean Cruise,
West Indies Cruises,
China-Japan,
Resorts in the Canadian Pacific Rockies,
Pacific Coast Tours,
Bungalow Camps in Rockies,
French River Camp,
Nipigon River Camp,
Devil's Gap Camp, Kenora,
Lake Windermere,
Game Fish in Ontario
What to Wear in the Rockies
Australia and New Zealand
Can. Pacific Route—Australia
Alaska Folder,
Vancouver Island,
Great Lakes Folder,
Resorts in Ontario,
Resorts in Quebec,
Atlantic Coast Resorts,
Trans-Canada Limited,
Open Seasons for Fishing,
Open Seasons for Hunting,
Hotels and Boarding Houses in Canada,
Guide to the Old Country".

Citons encore les publications britanniques suivantes:

"Through Britain by the Flying Scotsman,
Circular Tours by L. M. S.
London Hotel Guide
Devon—the Lovely Land of the Mayflower,
Monuments of British History,
Touring Britain,
Shakespeare Land,
Round Tours in Great Britain
Ireland: Gem of the Sea,
Irish Travel
Cork and Killarney,
Galway, Connemara & Donegal,
Waterford and Tramore,
Tralee, Limerick and Clare,
Dublin and Wicklow,
Scotland,
The Home of Golf,
Edinburgh and the Scottish Borderland,
Oban and the Land of Lorne,
Ayrshire: The Land of Burns,
Dumfries and Galloway,
From the Grampians to the North Sea Shores,
Strathspey and the Moray Firth,
Inverness and the Magic North,
The Central Highlands,
The Clyde Coast and Loch Lomond".

TRAVERSÉE DE LA MANCHE—Les paquebots de la Compagnie font de fréquentes traversées entre Cherbourg, Southampton, Anvers et Hambourg; ainsi qu'entre Belfast et Glasgow. On se renseigne auprès du Commissaire.

SUGGESTIONS—MM. les Passagers sont priés de communiquer au Commandant ou au Commissaire toute suggestion touchant le service ou le personnel, afin qu'elle soit étudiée immédiatement. Ils sont également priés de rapporter au Commandant ou au Commissaire tous services particuliers rendus par le personnel, l'Administration ayant le désir de reconnaître le mérite de ses employés.

FIRST CLASS PASSENGERS

Ahlers, Mr. Carl
Ahlers, Mr. J. L.

Baker, Miss M.
Baldwin, Mrs. William
Bonbright, Mr. George D. B.
Bonbright, Mrs.
Bonbright, Miss Barbara
Bonbright, Mr. James C. H.
Bouvier, Miss Lydia K.

Cains, Mrs. George L.
and Maid
Campbell, Mrs. George H.
Chipman, Dr. W. W.
Chipman, Mrs.
and Maid
Cowans, Mr. Russell

Elliot, Mr. Albert H., Jr.
Elliot, Mrs.

Gibson, Mr. D. H.
Grayson, Mr. Sydney
Gregory, Mr. John H.

Hale, Mr. H. G.
Hale, Mrs.
Holt, Mr. P.
Holtz, Mr. Abram L.
Hope, Mr. H. A.
Hordern, Mrs. Anthony
and Maid

Ivey, Mr. W. J. T.

Jessel, Mr. George
Jessel, Mrs.

MacDermott, Miss Anna E.
Macklin, Mr. C. G.
Macklin, Mrs.
Macklin, Miss Mary
McCulloch, Mrs. J. B.
McCulloch, Miss M. L.
Moores, Mr. Charles H.
Mossner, Mr. O. E. F.

Osborne, Mr. Rockwell
Osborne, Mrs.
Osborne, Mr. W. L.

Rennie, Miss Agnes
Robeson, Mr. Irving S.
Robeson, Mrs.

Shenstone, Mr. F. W.
Shenstone, Mrs.
Sinclair, Mr. N. B.
Sligh, Senator Charles R.
Smart, Mr. C. D.
Smythe, Mr. E. W.
Stark, Mrs. Alice M.
Stearns, Mr. Charles H.
Stearns, Mrs.
Stearns, Mr. Charles H., Jr.

Weber, Col. F.
Weber, Mrs.

The Mighty Water Boulevard to Europe

MEMORANDA

CANADIAN PACIFIC

PASSENGERS' LOG

Date	Course	Distance	Latitude	Longitude	Remarks

LATITUDE AND LONGITUDE

Latitude means "distance north or south of the Equator," and longitude means distance from the meridian at Greenwich—near London. Both are recorded in degrees, minutes and seconds. At the Equator a minute of longitude is equal to a nautical mile, but as the meridian coverage after leaving the Equator, meeting at the Poles, the size of a degree becomes less. Sailing eastward a ship moves with the revolution of the earth; thus her course makes her gain time, while sailing westward against the movement of the earth lengthens her time. Thus, it is necessary to set forward one's watch going eastward and set it back going westward.

TIME ON SHIPBOARD

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

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

Bells Struck	Hour	
1	12.30 p.m.	Afternoon Watch Noon to 4 p.m.
2	1.00 "	
3	1.30 "	
4	2.00 "	
5	2.30 "	
6	3.00 "	
7	3.30 "	
8	4.00 "	
1	4.30 p.m.	First Dog Watch 4 to 6 p.m.
2	5.00 "	
3	5.30 "	
4	6.00 "	
1	6.30 p.m.	Second Dog Watch 6 to 8 p.m.
2	7.00 "	
3	7.30 "	
8	8.00 "	
1	8.30 p.m.	First Watch 8 p.m. to Midnight
2	9.00 "	
3	9.30 "	
4	10.00 "	
5	10.30 "	
6	11.00 "	
7	11.30 "	
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 a.m. and p.m. 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 p.m. to midnight one day will shift to midnight to 4 a.m. 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.

COMPARATIVE DISTANCES

	Nautical Miles
Quebec to Liverpool, Summer Season	2,625
Saint John, N.B. to Liverpool, Winter Season	2,756
New York to Liverpool, Summer Season	3,036
Boston to Liverpool, Summer Season	2,854
Quebec to Southampton, Summer Season	2,768
Saint John, N.B. to Southampton, Winter Season	2,793
New York to Southampton, Summer Season	3,091
Boston to Southampton, Summer Season	2,909

APPROXIMATE DISTANCES

Montreal to Quebec	139
Quebec to Father Point	158
Fame Point	330
West Point, Anticosti	332
Heath Point	438
Cape Ray	551
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
Liverpool to Belfast	135
Dublin	122
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
Flushing	190
Nab to Southampton	25
Cherbourg to Needle	58
Nab	67
Southampton	83

CANADIAN PACIFIC

World's Greatest Travel System of Railways Steamships, Hotels and Telegraphs Under One Management

Controls Canadian Pacific Express Company

Through Connections—Europe, Canada, Orient—over 12,500 miles straightaway—Canadian Pacific all the way

RAILWAY SERVICES—Mileage operated by the Canadian Pacific Railway—14,773—exclusive of mileage of affiliated lines in the United States. Serving all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. It reaches large cities, famous historic spots, wonderful vacation and sporting resorts, and some of the most magnificent scenery in the world.

STEAMSHIP SERVICES—Over 30,000 miles—78 steamships and 7 building. Gross tonnage of ocean-going vessels, over 400,000. Two passenger fleets—across the Atlantic Ocean to Europe and across the Pacific to China, Japan and Manila. Connection at Vancouver and Victoria with Canadian-Australasian Line to New Zealand and Australia. Inland and coastal steamships on the Great Lakes, Pacific Coast and Atlantic Coast.

HOTELS—Thirteen—coast to coast. Nineteen Bungalow Camps and Rest Houses at convenient locations for tourists and sportsmen.

CRUISE SERVICES—Annual Cruises Round the World; to South America—Africa; to the Mediterranean and to the West Indies.

TELEGRAPH SYSTEM—Over 125,000 miles, extending the entire length of the railway and reaching as well, every point of importance away from it.

EXPRESS SYSTEM — World-wide merchandise and financial service.

COLONIZATION—Canadian Pacific land-settlement policies coupled with the large acreage of fertile agricultural land still for sale in the West, are helping to develop a richer and bigger Canada.

INDUSTRIAL DEPARTMENT—Manufacturers, wholesalers and others who contemplate opening branch factories in Canada can secure from this department full information regarding sites for industries, available buildings, power rates, etc.

CANADIAN PACIFIC—IT SPANS THE WORLD

The Mighty Water Boulevard to Europe

The Mighty Water Boulevard to Europe

PASSENGER FLEET

TRANS-ATLANTIC AND TRANS-PACIFIC

Gross Registered Tonnage		Displacement Tonnage
25,150	EMPRESS OF SCOTLAND	37,700
21,850	EMPRESS OF AUSTRALIA	32,800
21,500	EMPRESS OF CANADA	32,300
18,350	EMPRESS OF FRANCE	27,500
18,000	NEW STEAMSHIP (Building)	27,000
18,000	NEW STEAMSHIP (Building)	27,000
17,300	MONTNAIRN	25,600
16,900	EMPRESS OF ASIA	25,400
16,800	EMPRESS OF RUSSIA	25,200
16,400	MONTCALM	24,600
16,400	MONTROSE	24,600
16,400	MONTCLARE	24,600
15,650	MONTROYAL	23,500
15,200	MELITA	22,800
15,200	MINNEDOSA	22,800
12,400	METAGAMA	18,200
10,750	MARBURN	16,100
10,700	MARLOCH	16,100
9,750	MONTREAL	14,600

TRANS-ATLANTIC SERVICES

BETWEEN

MONTREAL AND QUEBEC (SUMMER)
SAINT JOHN, N.B. (WINTER)

AND

LIVERPOOL, SOUTHAMPTON, GLASGOW, GREENOCK, BELFAST, COBH (Queenstown), CHERBOURG, ANTWERP AND HAMBURG

TRANS-PACIFIC SERVICES

BETWEEN

VANCOUVER AND VICTORIA

AND

YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND MANILA

Largest, newest and fastest steamships on the Pacific Ocean.

CANADIAN PACIFIC

CANADIAN PACIFIC

TO EUROPE

TWO DAYS IN SHELTERED WATERS OF THE ST. LAWRENCE

ONLY FOUR DAYS OPEN SEA

1,000 miles—one-third the way—on the St. Lawrence. Then about four days only of open sea. Empress Express steamships from QUEBEC to SOUTHAMPTON, CHERBOURG AND HAMBURG. Also One Class Cabin steamships from MONTREAL and QUEBEC to LIVERPOOL, SOUTHAMPTON, GLASGOW, GREENOCK, BELFAST, COBH (Queenstown), CHERBOURG and ANTWERP. Book now for choice accommodations. Also Tourist Third Cabin. Comfortable surroundings, congenial travel associates and — economical. The highest class of service maintained throughout all grades of accommodation.

TO THE ORIENT

JAPAN—11 DAYS, THEN CHINA AND MANILA

By giant Empress steamships—newest on the Pacific and foremost in size and speed. The choice of travellers who know the Orient. Regal suites, spacious staterooms, wide promenade decks, palatial public rooms—a famous cuisine and service.

ENQUIRE OF THE TICKET AGENT ON BOARD
OR ANY CANADIAN PACIFIC AGENT

The Mighty Water Boulevard to Europe

The Mighty Water Boulevard to Europe

SAILINGS TO EUROPE 1927

(SUBJECT TO CHANGE)

FROM MONTREAL AND QUEBEC

Two days in sheltered waters of the St. Lawrence
Only four (4) days Open Sea

Sailing Date	STEAMER	To
Aug. 10	†MONTNAIRN	Cherbourg, Southampton, Antwerp
Aug. 12	MONTCLARE	Liverpool
Aug. 16	MELITA	Belfast, Glasgow
Aug. 16	†EMPRESS OF SCOTLAND	Cherbourg, Southampton
Aug. 17	MARBURN	London
Aug. 18	†MONTROYAL	Cherbourg, Southampton, Antwerp
Aug 19	MONTROSE	Liverpool
Aug. 24	†EMPRESS OF FRANCE	Cherbourg, Southampton
Aug. 26	MONTCALM	Liverpool
Aug. 31	†EMPRESS OF AUSTRALIA	Cherbourg, Southampton
Sept. 1	METAGAMA	Belfast, Glasgow
Sept. 2	MINNEDOSA	Liverpool
Sept. 7	†EMPRESS OF SCOTLAND	Cherbourg, Southampton
Sept. 8	MELITA	Antwerp
Sept. 9	MONTCLARE	Liverpoo
Sept. 9	†MONTNAIRN	Antwerp
Sept. 9	†MONTROYAL	Antwerp
Sept. 10	MARLOCH	Glasgow
Sept. 14	†EMPRESS OF FRANCE	Cherbourg, Southampton, Hamburg
Sept. 16	MONTROSE	Greenock, Liverpool
Sept. 21	†EMPRESS OF AUSTRALIA	Cherbourg, Southampton
Sept. 23	MONTCALM	Liverpool
Sept. 28	†EMPRESS OF SCOTLAND	Cherbourg, Southampton, Hamburg
Sept. 29	METAGAMA	Belfast, Glasgow
Sept. 30	MINNEDOSA	Liverpool
Oct. 5	†MONTROYAL	Cherbourg, Southampton, Antwerp
Oct. 6	MELITA	Belfast Glasgow
Oct. 7	MONTCLARE	Liverpool
Oct. 12	†EMPRESS OF FRANCE	Cherbourg, Southampton, Hamburg
Oct. 14	MONTROSE	Liverpool
Oct. 19	†MONTNAIRN	Cherbourg, Southampton, Antwerp
Oct. 21	MONTCALM	Liverpool
Oct. 26	†EMPRESS OF SCOTLAND	Cherbourg, Southampton
Oct. 27	METAGAMA	Belfast, Glasgow
Oct. 28	MINNEDOSA	Liverpool
Nov. 2	†MONTROYAL	Cherbourg, Southampton, Antwerp

† Sails from Quebec

CANADIAN PACIFIC

CANADIAN PACIFIC

SAILINGS FROM EUROPE 1927

(SUBJECT TO CHANGE)

TO QUEBEC AND MONTREAL

Two days in sheltered waters of the St. Lawrence
Only four (4) days Open Sea

STEAMER	FROM							
	Liverpool	Hamburg	Antwerp	Southampton	Cherbourg	Cobh (Queenstown)	¶Glasgow or *Greenock	Belfast
	1927	1927	1927	1927	1927	1927	1927	1927
†MONTROYAL	.....	.....	Aug. 7	Aug. 8	Aug. 8	.....	.....	.....
MONTCALM	Aug. 12	.....	.....	.....	.....	.....	*Aug. 13	Aug. 13
†EMP. FRANCE	.....	.....	.....	Aug. 13	Aug. 13	.....	.....	.....
†EMP. AUSTRALIA	.....	Aug. 18	.....	Aug. 20	Aug. 20	.....	.....	.....
MINNEDOSA	Aug. 19	.....	.....	.....	.....	.....	.....	.....
METAGAMA	.....	.....	.....	.....	.....	.....	¶Aug. 19	Aug. 20
MARLOCH	.....	.....	Aug. 23	Aug. 24	.....	.....	.....	.....
†MONTNAIRN	.....	.....	Aug. 24	Aug. 25	Aug. 25	Aug. 26	.....	.....
MONTCLARE	Aug. 26	.....	.....	.....	.....	.....	.....	.....
MELITA	.....	.....	.....	.....	.....	.....	¶Aug. 27	Aug. 27
†EMP. SCOTLAND	.....	.....	.....	Aug. 27	Aug. 27	.....	.....	.....
†MONTROYAL	.....	.....	Aug. 29	Aug. 31	Aug. 31	.....	.....	.....
MONTROSE	Sept. 2	.....	.....	.....	.....	.....	*Sept. 3	Sep. 3
†EMP. FRANCE	.....	.....	.....	Sept. 3	Sept. 3	.....	.....	.....
MONTCALM	Sept. 9	.....	.....	.....	.....	.....	*Sept. 10	Sep. 10
†EMP. AUSTRALIA	.....	.....	.....	Sep. 10	Sep. 10	.....	.....	.....
METAGAMA	.....	.....	.....	.....	.....	.....	¶Sept. 16	Sep. 17
MINNEDOSA	Sep. 16	.....	.....	.....	.....	.....	.....	.....
†EMP. SCOTLAND	.....	.....	.....	Sep. 17	Sep. 17	.....	.....	.....
MELITA	.....	.....	Sep. 22	Sep. 23	Sep. 23	Sept. 24	.....	.....
MONTCLARE	Sep. 23	.....	.....	.....	.....	.....	*Sept. 24	Sep. 24
†MONTROYAL	.....	.....	Sep. 24	.....	Sep. 25	.....	.....	.....
†EMP. FRANCE	.....	Sep. 29	.....	Oct. 1	Oct. 1	.....	.....	.....
MONTROSE	Sep. 30	.....	.....	.....	.....	.....	*Oct. 1	Oct. 1
†MONTNAIRN	.....	.....	Oct. 5	Oct. 6	Oct. 6	Oct. 7	.....	.....
MONTCALM	Oct. 7	.....	.....	.....	.....	.....	*Oct. 8	Oct. 8
†EMP. SCOTLAND	.....	Oct. 13	.....	Oct. 15	Oct. 15	.....	.....	.....
MINNEDOSA	Oct. 14	.....	.....	.....	.....	.....	.....	.....
METAGAMA	.....	.....	.....	.....	.....	.....	¶Oct. 14	Oct. 15
†MONTROYAL	.....	.....	Oct. 19	Oct. 20	Oct. 20	Oct. 21	.....	.....
MONTCLARE	Oct. 21	.....	.....	.....	.....	.....	*Oct. 22	Oct. 22
†EMP. FRANCE	.....	Oct. 27	.....	Oct. 29	Oct. 29	.....	.....	.....
MELITA	.....	.....	.....	.....	.....	.....	¶Oct. 28	Oct. 29
MONTROSE	Oct. 28	.....	.....	.....	.....	.....	.....	.....
†MONTNAIRN	.....	.....	Nov. 2	Nov. 3	Nov. 3	Nov. 4	.....	.....

†To Quebec only

The Mighty Water Boulevard to Europe

The Mighty Water Boulevard to Europe

TRANS-PACIFIC SAILINGS 1927-1928

(SUBJECT TO CHANGE)

Largest, Newest, and Fastest Steamships on the Pacific Ocean

STEAMSHIP WESTBOUND	Vancouver Victoria	Yokohama	Kobe	Nagasaki	Shanghai	Hong Kong	*Manila	*Hong Kong
	Leave	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
	1927-28	1927-28	1927-28	1927-28	1927-28	1927-28	1927-28	1927-28
Emp. of Asia . . .	Aug. 11	Aug. 22	Aug. 23	Aug. 24	Aug. 26	Aug. 29	Sept. 1	Sept. 12
Emp. of Canada.	Sept. 1	Sept. 12	Sept. 13	. . . . .	Sept. 16	Sept. 19	Sept. 22	Oct. 3
Emp. of Russia .	Sept. 22	Oct. 3	Oct. 4	Oct. 5	Oct. 7	Oct. 10	Oct. 13	Oct. 24
Emp. of Asia . . .	Oct. 13	Oct. 24	Oct. 25	Oct. 26	Oct. 28	Oct. 31	Nov. 3	Nov. 14
Emp. of Canada.	Nov. 3	Nov. 14	Nov. 15	. . . . .	Nov. 18	Nov. 21	Nov. 24	Dec. 5
Emp. of Russia .	Nov. 19	Nov. 30	Dec. 1	Dec. 2	Dec. 4	Dec. 7	Dec. 10	Dec. 12
Emp. of Asia . . .	Dec. 10	Dec. 22	Dec. 23	Dec. 24	Dec. 26	Dec. 29	Jan. 1	Jan. 3
Emp. of Canada.	Dec. 31	Jan. 12	Jan. 13	. . . . .	Jan. 16	Jan. 19	Jan. 22	Jan. 24
Emp. of Russia .	Feb. 4	Feb. 16	Feb. 17	Feb. 18	Feb. 20	Feb. 23	Feb. 26	Mar. 5
Emp. of Asia . . .	Feb. 25	Mar. 8	Mar. 9	Mar. 10	Mar. 12	Mar. 15	Mar. 18	Mar. 26
Emp. of Canada.	Mar. 17	Mar. 29	Mar. 30	. . . . .	Apr. 2	Apr. 5	Apr. 8	Apr. 16

SERVICE TO MANILA, P.I.

*Upon arrival from Vancouver at Hong Kong the Empresses remain two days at that port and then sail for Manila, remain one day at Manila and then return to Hong Kong.

STEAMSHIP EASTBOUND	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Victoria Vancouver
	Leave	Leave	Leave	Leave	Leave	Arrive
	1927-28	1927-28	1927-28	1927-28	1927-28	1927-28
Empress of Canada.	Aug. 3	Aug. 6	. . . . .	Aug. 9	Aug. 12	Aug. 21
Empress of Russia . .	Aug. 24	Aug. 27	Aug. 28	Aug. 30	Sept. 2	Sept. 11
Empress of Asia	Sept. 14	Sept. 17	Sept. 18	Sept. 20	Sept. 23	Oct. 2
Empress of Canada.	Oct. 5	Oct. 8	. . . . .	Oct. 11	Oct. 14	Oct. 23
Empress of Russia . .	Oct. 26	Oct. 29	Oct. 30	Nov. 1	Nov. 4	Nov. 13
Empress of Asia	Nov. 16	Nov. 19	Nov. 20	Nov. 22	Nov. 25	Dec. 4
Empress of Canada.	Dec. 7	Dec. 10	. . . . .	Dec. 13	Dec. 16	Dec. 25
Empress of Russia . .	Jan. 4	Jan. 7	Jan. 8	Jan. 10	Jan. 13	Jan. 22
Empress of Asia	Jan. 25	Jan. 28	Jan. 29	Jan. 31	Feb. 3	Feb. 12
Empress of Canada.	Feb. 15	Feb. 18	. . . . .	Feb. 21	Feb. 24	Mar. 4
Empress of Russia . .	Mar. 7	Mar. 10	Mar. 11	Mar. 13	Mar. 16	Mar. 25
Empress of Asia	Mar. 28	Mar. 31	Apr. 1	Apr. 3	Apr. 6	Apr. 15

CANADIAN PACIFIC

CANADIAN PACIFIC

CANADIAN - AUSTRALASIAN LINE

BETWEEN

VANCOUVER AND VICTORIA

AND

HONOLULU, SUVA, FIJI, AUCKLAND AND SYDNEY

The smooth, short and enjoyable route to the Antipodes
Palatial Passenger Ships

AORANGI and NIAGARA

Motorship — Steamship

SAILINGS SUBJECT TO CHANGE

SOUTHBOUND	Vancouver, Victoria, B.C. Leave	Honolulu, T.H. Arrive	Suva, Fiji Arrive	Auckland, N.Z. Arrive	Sydney, Aust. Arrive
Leaves Vancouver at Noon	1927-28	1927-28	1927-28	1927-28	1927-28
NIAGARA	Aug. 24	Aug. 31	Sept. 9	Sept. 12	Sept. 17
AORANGI	Sept. 21	Sept. 28	Oct. 7	Oct. 10	Oct. 15
NIAGARA	Oct. 19	Oct. 26	Nov. 4	Nov. 7	Nov. 12
AORANGI	Nov. 16	Nov. 23	Dec. 2	Dec. 5	Dec. 10
NIAGARA	Dec. 14	Dec. 21	Dec. 30	Jan. 2	Jan. 7
AORANGI	Jan. 11	Jan. 18	Jan. 27	Jan. 30	Feb. 4

NORTHBOUND	Sydney, Aust. Leave	Auckland, N.Z. Leave	Suva, Fiji Leave	Honolulu, T.H. Leave	Victoria, Vancouver, B.C. Arrive
	1927	1927	1927	1927	1927-28
AORANGI	Aug. 25	Aug. 30	Sept. 2	Sept. 9	Sept. 16
NIAGARA	Sept. 22	Sept. 27	Sept. 30	Oct. 7	Oct. 14
AORANGI	Oct. 20	Oct. 25	Oct. 28	Nov. 4	Nov. 11
NIAGARA	Nov. 17	Nov. 22	Nov. 25	Dec. 2	Dec. 9
AORANGI	Dec. 15	Dec. 20	Dec. 23	Dec. 30	Jan. 6

Reservations and tickets at all Canadian Pacific agencies

The Mighty Water Boulevard to Europe

The Mighty Water Boulevard to Europe

SEASON 1927-1928

5 DELIGHTFUL CANADIAN PACIFIC CRUISES

ROUND THE WORLD

EMPRESS OF AUSTRALIA—*The Dream Ship of Cruises*

21,850 Tons Gross Register *32,800 Tons Displacement* *Oil Fuel*

FROM SOUTHAMPTON, NOVEMBER 12, 1927—164 DAYS
FROM NEW YORK, DECEMBER 2, 1927—133 DAYS

SOUTH AMERICA-AFRICA

EMPRESS OF FRANCE—*The Speed Queen of Cruises*

18,350 Tons Gross Register *27.500 Tons Displacement* *Oil Fuel*

FROM SOUTHAMPTON, JANUARY 7, 1928—110 DAYS
FROM NEW YORK, JANUARY 24, 1928—104 DAYS

WEST INDIES-PANAMA

MONTROYAL

15,650 Tons Gross Register *23,500 Tons Displacement* *Oil Fuel*

FROM NEW YORK, JANUARY 26, 1928,—29 DAYS

MEDITERRANEAN

EMPRESS OF SCOTLAND

25,150 Tons Gross Register *37,700 Tons Displacement* *Oil Fuel*

FROM SOUTHAMPTON, FEBRUARY 3, 1928 (connection via Maderia) 66 DAYS
FROM NEW YORK, FEBRUARY 4, 1928—73 DAYS

WEST INDIES-PANAMA

MONTROYAL

15,650 Tons Gross Register *23,500 Tons Displacement* *Oil Fuel*

FROM NEW YORK, FEBRUARY 29, 1928—29 DAYS

MAY WE SEND YOU DETAILS? ASK ANY CANADIAN PACIFIC AGENT

See List Back Pages

CANADIAN PACIFIC

C A N A D I A N P A C I F I C

CANADIAN PACIFIC EXPRESS COMPANY

FORWARDS MERCHANDISE, MONEY, VALUABLES, ETC., TO ALL PARTS OF THE WORLD

ISSUES MONEY ORDERS, FOREIGN CHEQUES AND TRAVELLERS' CHEQUES, PAYABLE EVERYWHERE

TRAVELLERS' CHEQUES

GOOD THE WORLD OVER

Canadian Pacific Express Travellers' Cheques are world-wide currency. They are issued in convenient denominations, so that you need only carry a limited amount of the actual currency of the country in which travelling, and are payable in the United States in United States dollars, in other countries at the current buying rate for bankers' cheques in New York. No personal identification required. Your counter-signature on the cheque identifies you.

They insure you against loss, are cashed by thousands of banks and all express companies, and accepted in payment of tickets and accounts by railway, steamship and sleeping-car companies, tourist agencies, first-class stores and hotels, wherever you happen to be, which insures you against delay and inconvenience.

THEY COST BUT 75c. PER $100.00
For sale by all Canadian Pacific Agents
and by Pursers on Shipboard

The Mighty Water Boulevard to Europe

The Mighty Water Boulevard to Europe

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

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Belfast, Ireland	Wm. McCalla	41-43 Victoria Street
Belgrade, Jugo-Slavia	Canadian Pacific	107 Wilsonov Trg.
Bergen, Norway	L. Kirkwold	Guldskogaarden 2
Berlin, Germany	P. Kayser	Unter den Linden 39
Birmingham, England	W. T. Treadaway	4 Victoria Square
Bristol, England	A. S. Ray	18 St. Augustine's Parade
Brussels, Belgium	L. H. R. Plummer	98 Boulevard Adolphe Max
Bucharest, Roumania	D. Kapeller	Calea Grivitei 157
Budapest VII, Hungary	Geza Von Braun Belatin	Baross . . ter 12
Cherbourg, France	Canadian Pacific	46 Quai Alexandre III.
Cobh, Ireland	J. Hogan	10 Westbourne Place
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Helsingfors, Finland	The Finska Angfartygs Aktiebolaget	
Kishineff, Roumania	Compania Transit	86 Strada Karol Shmidt
Kovno, Lithuania	The Agent, C.P.R	Laisves Aleja 15
Lemberg, Poland	F. Hyna	Grodecka 93
Libau, Latvia	L. Callaghan	9 Grosse Strasse
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London, England	C. E. Jenkins	62-65 Charing Cross, S.W.1
London, England	G. Saxon Jones	103 Leadenhall St. E.C. 3
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Oslo, Norway	E. Bordewick	Jernbanetorvet 4
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Stockholm, Sweden	J. H. Kullander	Drottninggatan 10 [No. 18
Tarnopol, Poland	Canadian Pacific	ul. Pilsudskiego No. 19
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Vladivostok, Siberia	Messrs. Bryner & Co.	
Warsaw, Poland	H. V. Gard	Canadian Pacific P.O. Box 454
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C A N A D I A N P A C I F I C

CANADIAN PACIFIC

ORIENT

Harbin, Manchuria	International Sleeping Car Co.	
Hong Kong, China	G. E. Costello	opp. Blake Pier
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Mukden, Manchuria	Messrs. Wm. Forbes & Co.	
Manila, P.I.	J. R. Shaw	14-16 Calle David
Nagasaki, Japan	Holme, Ringer & Co.	
Peking, China	C. M. Hall	
Shanghai, China	T. R. Percy	4 The Bund, Union Bldg.
Shimonoseki, Japan	Wurui Shokwai	
Tientsin, China	C. M. Hall	
Tokyo, Japan	W. R. Buckberrough	No. 1 Itchome, Yuraku-Cho Kojimachi-Ku
Yokohama, Japan	A. M. Parker	1 Bund

HAWAII

Honolulu, T.H.	Theo. H. Davies & Co., Ltd.	

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Adelaide, S.A.	Messrs. Macdonald, Hamilton & Co.	
Sydney, N.S.W.	J. Sclater	Union House
Auckland, N.Z.	A. W. Essex	
Christchurch, N.Z.	Union S.S. Co. of New Zealand, Ltd.	

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Cincinnati, Ohio	M. E. Malone	201 Dixie Terminal Building
Cleveland, Ohio	G. H. Griffin	1010 Chester Avenue
Detroit, Mich.	G. G. McKay	1231 Washington Blvd.
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