

tioned "rhomb" and "great circle" mysteries of the pilot house, were confined to this—preserving the glamour of captain and mate in the eyes of an ignorant crew—the clearing up of this puzzle would not concern us so seriously. But the trouble is, that these navigation fancies—which are by no means abandoned, or can be so, as long as Mer-

The way to a rational reform, to the casting aside of these time honored "geographic blinds," is a more common use of the globes, and the construction and publication of route charts and maps. Every ship should have a sea-globe, together with route charts for fixed lines, or contemplated trips. This would do away with "great circles and "rhomb

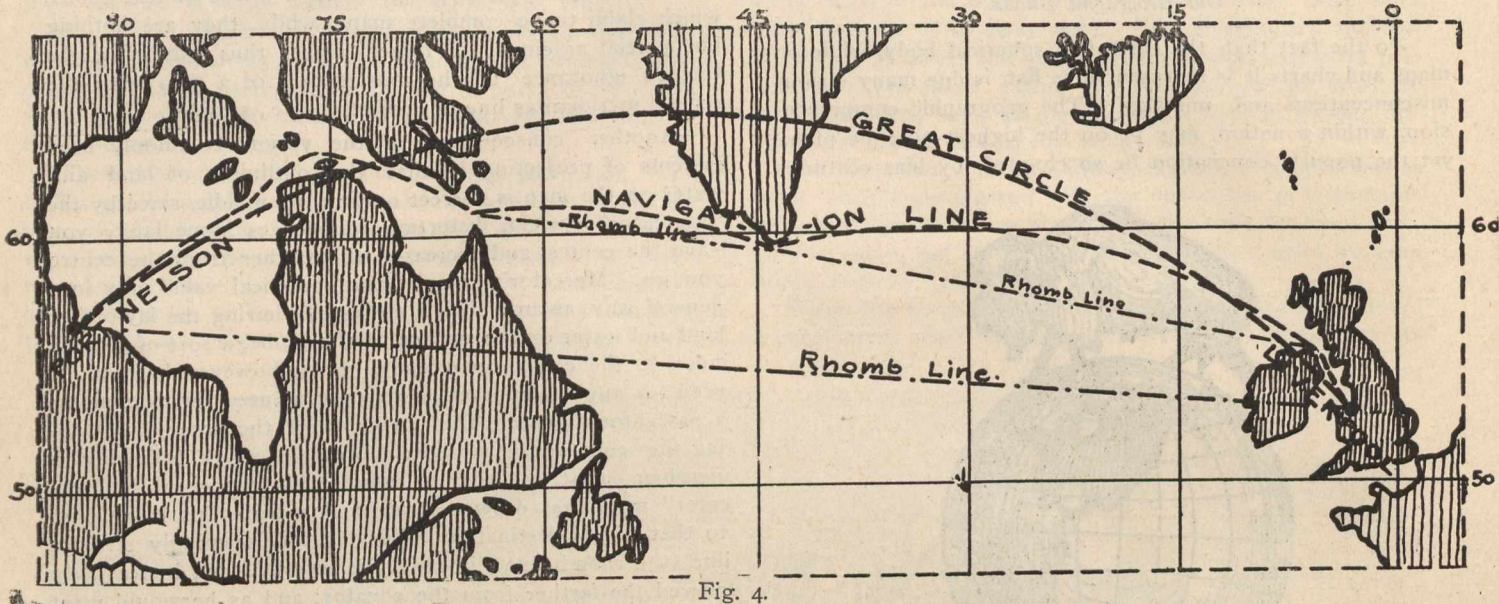


Fig. 4.

MAP SKETCH, MERCATOR'S PROJECTION; NAVIGATION LINE, PORT NELSON TO LIVERPOOL.

(Compare this sketch with Fig. 4 where the actual lines are shown. Is it a wonder if the seaman gets rattled by these "great circle" and "rhomb line" hieroglyphics? Nearly everything is wrong on this sketch, due to the projection system; curved lines mean straight ones, and straight, curved ones. Proportions of land and water are wrong and the outlines distorted.)

cator's projection is guiding the sailor—have so completely pervaded the public mind, that it is next to impossible to make even well educated persons comprehend the errors of basing practical enterprises on graduation systems, which, though they are of paramount importance to the map designer, seem almost ephemeral to the practical business mind.

lines" and thus relieve navigation of its cumbersome medieval appendix. If this is done, the general public will, as a matter of course, gradually follow suit, and take more sensible views with regard to transportation lines and settlement problems.

(Continued.)

## "EMPRESS OF BRITAIN"

The Canadian Pacific Railway on the World's Highway.

"Some twenty-seven years ago, at the inception of their great enterprise, someone unmindful of Josh Billings' injunction 'never prophesy until you know,' had the temerity to predict that the Canadian Pacific Railway could not earn enough to pay for the grease on its wheels—not being an engineer we presumed he meant axles. Well, the Canadian Pacific Railway had paid for that grease; they had paid liberal dividends to its shareholders, picked up such trifles as an Atlantic fleet of fourteen vessels, and in addition they would soon have two magnificent passenger steamers, one of which they had the pleasure of seeing launched that day. It would, he hoped, prove to be the nucleus of a world-wide fleet from which to bring grist to the Canadian Pacific mill."

[From a speech by Mr. Archer Baker, European manager of the C. P. R. at the launching of the S. S. "Empress of Britain" on the Clyde, November 11th, 1905.]

We are indebted to our able and enterprising contemporary, "The Canadian Gazette," for the following graphic description of the new twin-screw steamer "Empress of Britain," which will next season take up her station in the Atlantic service of the Canadian Pacific Railway.

The world's most experienced travellers are readiest to admit that what the Canadian Pacific Railway does, it does well; and the advent of these ships can hardly fail to be among the events of the year. New and wonderful ships are, of course, no novelty; they are constantly claiming our attention. One no sooner drops into the background as yesterday's news than another claims notice under the latest intelligence. Yet there are substantial reasons why the coming of these "Empresses" should be expected to mark an epoch in world travel. A modern steamship of the first class is at any time an astounding creation, and it would seem practically impossible to carry forethought, in the provision of appliances for comfort and safety, a single step beyond what has already been done. But money rules, and the one with the longest purse—or, what comes to the same

thing, the one who is prepared to dip most deeply into his purse—has the last word, or, to put it otherwise, can always go a step further. And in connection with its North Atlantic steamship service the Canadian Pacific Railway is exceptionally circumstanced. It has other and greater interests to consider, among them the paramount need of upholding the Canadian Pacific Railway name for providing something rather better than the best. Hence the expenditure of a few tens of thousands, or even hundreds of thousands, sterling on its North Atlantic fleet is of relatively trifling consequence when weighed in the balance against the maintenance of the Imperial status which the system has now acquired in Europe, America, the Far East, and Australasia.

### The C.P.R. as Shipowners.

It is not generally remarked that the Canadian Pacific Railway owns a considerable amount of tonnage in the form of river and lake steamers, steamers performing coastal services on the Pacific and the original "Empresses" running between Vancouver and the Far East. That the company is no amateur in ship owning and management is evidenced by the reputation of its trans-Pacific service. On the Pacific the field was, so to say, unoccupied. The Canadian Pacific Railway merely stepped in, unleashing its beautiful "Empresses" and establishing a service of the highest known efficiency between Occident and Orient. On the North Atlantic the conditions were utterly dissimilar. Here, long established, were some of the premier steamship services of the world, redoubtable rivals not to be easily outshone. Why should the Canadian Pacific Railway have wished to take up a position among them, seeing how well the traffic