

12,000 registered tonnage. Their triple turbine engines can speed them, with a minimum of vibration, at over twenty knots an hour. They were built in Glasgow, and especially adapted for Canadian-European business, by the Fairfield Shipbuilding Company.

Imagine the most complete, the most nobly furnished hotel you have ever seen. Apply the conditions of its splendor to the limitations imposed on the cleverest shipbuilder, and you still have fallen short of the charm which fits the 'Royal George' and the 'Royal Edward' like a garment.

All the great eras in furniture-making and decorating have been laid under contribution to the enjoyment of the passengers. Whether you walk the spacious decks, sit in the secluded alcoves and watch the rolling waves, or occupy yourself in the public or private apartments, there is a pervading sense of elegant comfort and swift progress to "the other side."

The terminal port of the 'Royal George' and the 'Royal Edward' is Avonmouth Dock, Bristol, a few miles down the river, where there are the quickest conveniences for transfer to the Great Western special trains that await London-bound passengers.

Drawn up on the dock alongside the steamer stands a Great Western Railway passenger train labelled 'Canadian Northern Steamship Express' in big red letters. In a few minutes it is off to London with its load of passengers and their luggage. Travelling at the rate of a mile a minute all the way without a stop, the train reaches the Imperial capital in two hours, and discharges its burden at Paddington Station. Thus Bristol to London only takes half the time of the trip from Liverpool to the world's metropolis. Therefore the Canadian Northern route includes the shortest rail haul, as well as the shortest ocean passage between Montreal and London. In view of these facts it is not surprising that the 'Royal Line' holds the speed records and shares with a few other Atlantic greyhounds the carriage of the Canadian and British mails.