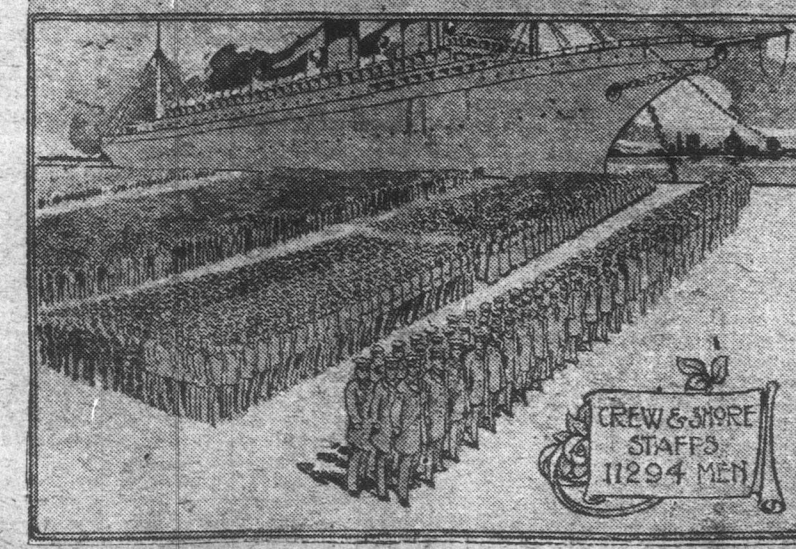


A detailed black and white illustration of a large naval fleet. In the foreground, two large battleships or cruisers with multiple funnels and masts are prominent. Behind them, numerous other ships of various sizes are arranged in neat, parallel rows, stretching far into the distance. The ships are sailing on a dark sea with white-capped waves. The overall impression is one of a powerful and organized maritime force.

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 EMPRESS OF JAPAN
 EMPRESS OF CHINA
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with remarkable regularity. The Pacific Railway bought from the Elder Dempster & Co. fifteen of their largest and best steamships, and the Atlantic service was extended to Liverpool, Bristol (Avonmouth), and London. The following year the London service was extended to include the port of Antwerp, and the company's fleet was increased to include a later port, both in cargo and passengers.

The year 1906 marked the establishment of the service between the United States and the "tropical" or "tropic" "tropical" and "British," which have been much a strong factor in popularizing the service. The Lawrence route, not only to the United States, but also to the United States, especially those of the middle and western United States, and the service was extended to include passengers of all classes, and sailing once a fortnight, since their advent to the St. Lawrence route, have created so much interest in the service, that the company, the Canadian Pacific and their competitors, have experienced no falling off in business.

The "Montesque" was transferred from the Atlantic to the Pacific service in 1906, on which occasion the son of Sir James G. B. Fraser, the Canadian Pacific Railway, with his tutor, travelled eastward from Montreal, clear around the globe on a Canadian Pacific ticket, and were the first to make the trip. The service is now a "round the world" journey, which may have been a prediction of what the future may have in store in the extension of this Company's service.

