



THE EMPRESS OF RUSSIA, THE LARGEST SHIP EVER BROUGHT INTO VANCOUVER HARBOR

tons gross register, each one therefore being, in the matter of tonnage, rather more than two and a half times the size of its older contemporaries. What is more, they will be the fastest trans-pacific boats on any line, reducing the time taken in the voyage from Vancouver to Yokohama by fully a day, and effecting, of course, a still greater saving of time as compared with the duration of the voyage from any port further south.

But the most important change these new vessels will bring about is this: So far we have had an "Empress" sailing for the Orient once in four weeks, the Empress of Japan, the Empress of India and the Monteagle making the voyage in turns. Now, the two new leviathans will be added to the line, and from now onward there will be a fortnightly service, with the two new ships providing vastly more accommodation, both for passengers and freight, than the older ones.

It is not too much to say that the launching of these two new "Emperesses" on the Clyde in the latter part of last year was looked upon as amongst the most noteworthy events in a year remarkable for progress accomplished in the world of shipping. "The most magnificent and safest vessels afloat," was the description applied to them by a prominent official of the owning company, and probably this is

no over-statement of fact, though several bigger vessels exist on the Atlantic routes. They have been built with double bottoms and watertight compartments, the latter being numerous and closely placed. What used to be considered a reasonable margin of safety in the matter of watertight compartments has been greatly added to in vessels which have been completed since the Titanic disaster, and of this extra measure of caution the Empress of Russia and the Empress of Asia will have the advantage. Fortunately the aim was to provide that a ship with two compartments flooded would still be beyond danger of sinking, but here, if four compartments are flooded at the same time, the ships will still float. Other devices making for safety are an up-to-date wireless apparatus, search lights and submarine signals; while the members of the crews are fully trained in life-saving, fire and other drills.

Both the vessels, which have been built by the Fairfield Shipbuilding and Engineering Co., of Glasgow, at a cost of two and a half million dollars each, are 590 feet in length, 68 feet beam and 46 feet in depth. They represent a new departure by the C. P. R. in that for the first time the turbine system of propulsion has been adopted. They are propelled by four screws driven by four sets of Parsons' tur-