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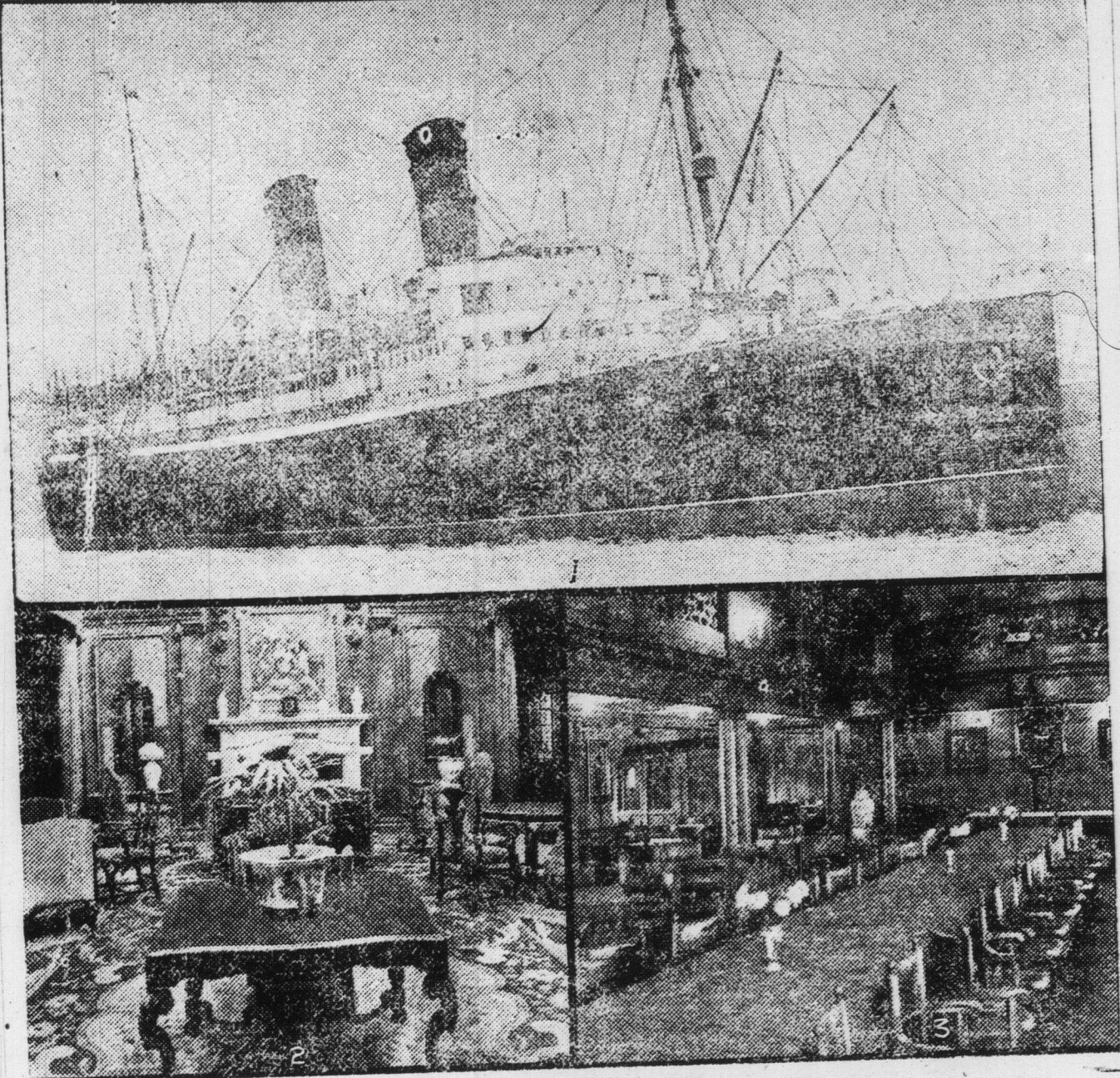
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(1) C. P. O. S. Empress of France. (2) The First Class Lounge. (3) The First Class Dining Saloon.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsatian" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconditioned since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 600 ft., beam 72 ft., depth (to D deck) 54 ft. 6 in., and a tonnage of 18,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsatian" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 6th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-9 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty, sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission.

From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keightley Feuch, under whose flag she terminated her commission as an Armed Cruiser.

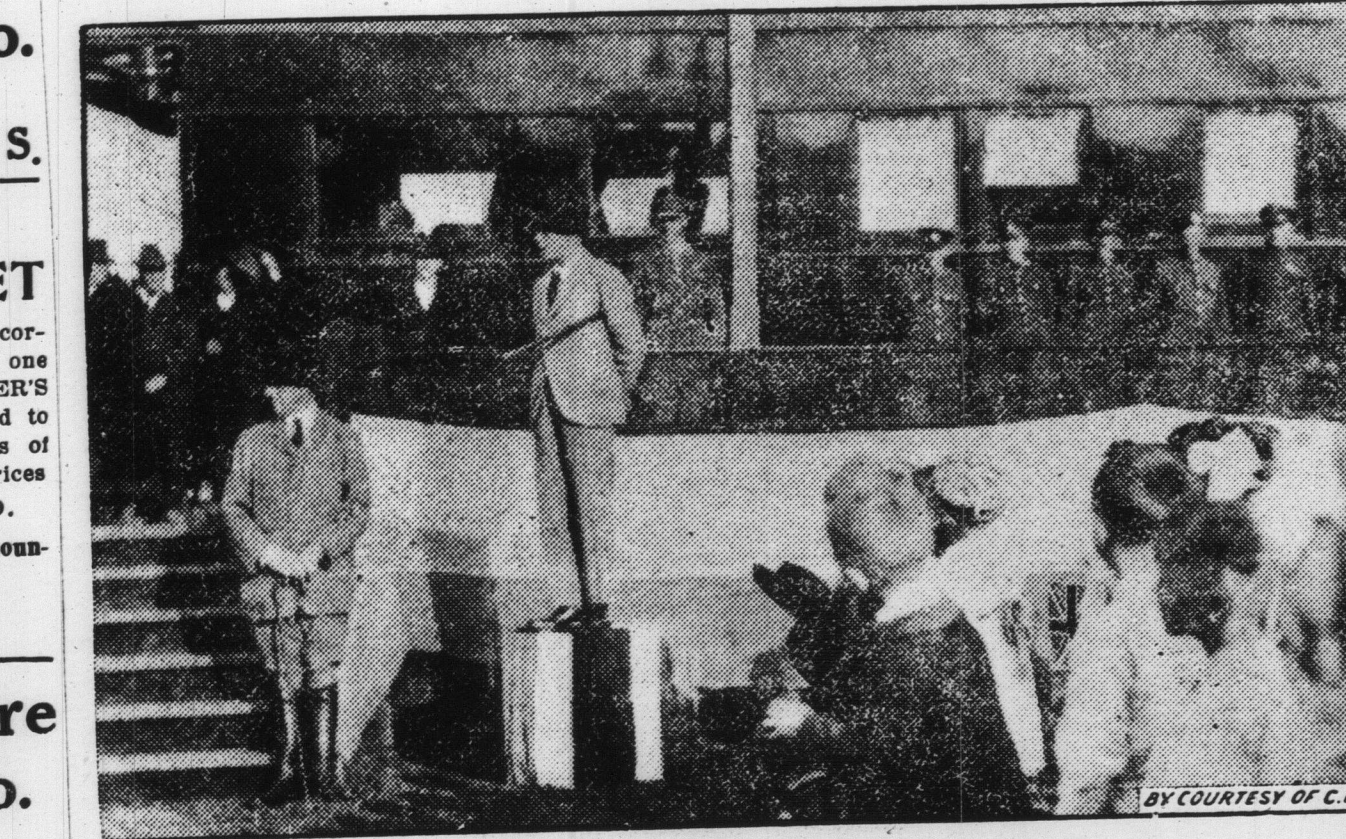
The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed, Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer was placed in charge and they were taken into a United Kingdom port for closer examination. This simple application to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests.

In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection Duty, the "Alsatian" signified amongst the number and being stationed on the North Atlantic route in such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 30,000, principally Americans.

While engaged on Convoy Escort duties the "Alsatian" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 14th, and re-docked at that port on December 11th, 1918, having steamed a total distance on Government Service of 266,741 miles and consumed 170,571 tons of coal.

On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty for reconditioning, being re-delivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 27th.

Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the D.S.O. for services rendered, being succeeded by Captain Cook at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keightley Feuch, Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and new commands the vessel.



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