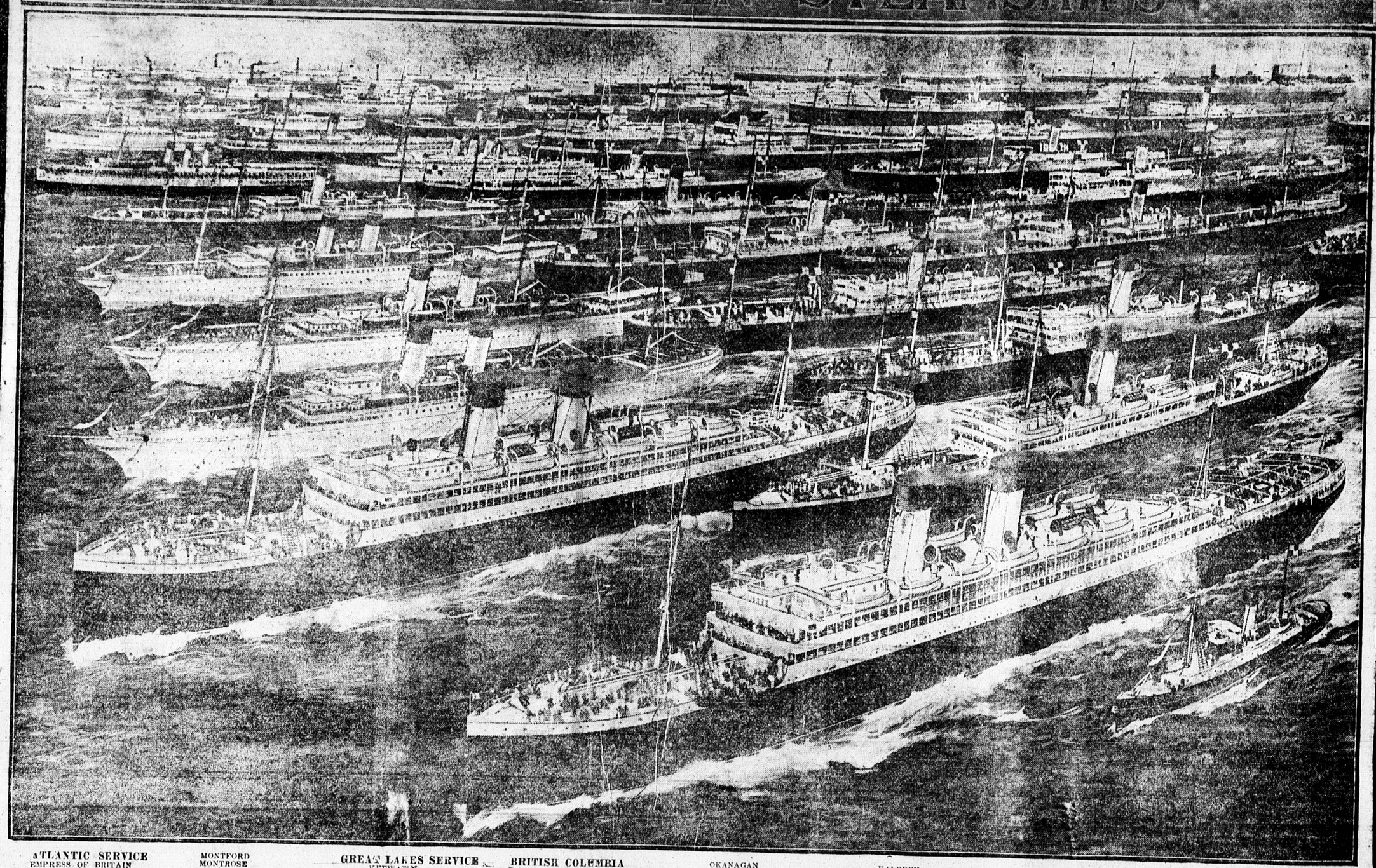
CANADA'S GREATEST COMMERCIAL FLEET
OF SIXTY SEVEN STEAMSHIPS



ATLANTIC SERVICE
EMPRESS OF BRITAIN
EMPRESS OF IRELAND
LAKE MANITOBA
LAKE ERIE
LAKE CHAMPLAIN
LAKE MICHIGAN
MOUNT ROYAL
MOUNT TEMPLE
MONTCALM
MONTFORD
MONTROSE
MONTEZUMA
MILWAUKEE
MONMOUTH
MONTREAL
CRUIZER.

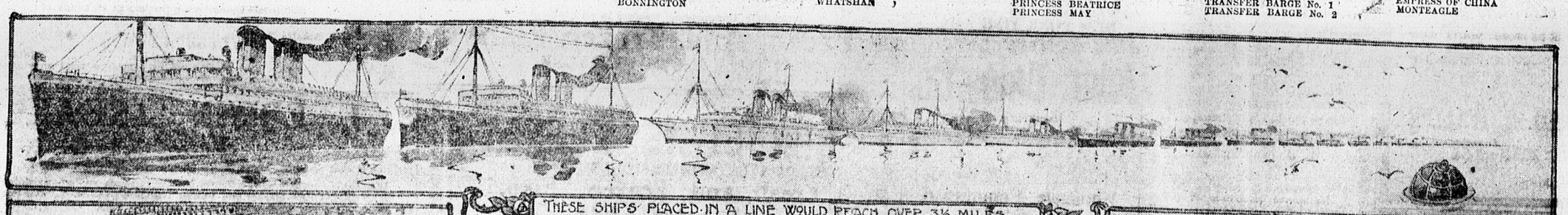
GREAT LAKES SERVICE
KEEWATIN
ASSINIBOIA
MANITOBA
ATHABASCA
ALBERTA.

FERRY SERVICE
ONTARIO
MICHIGAN

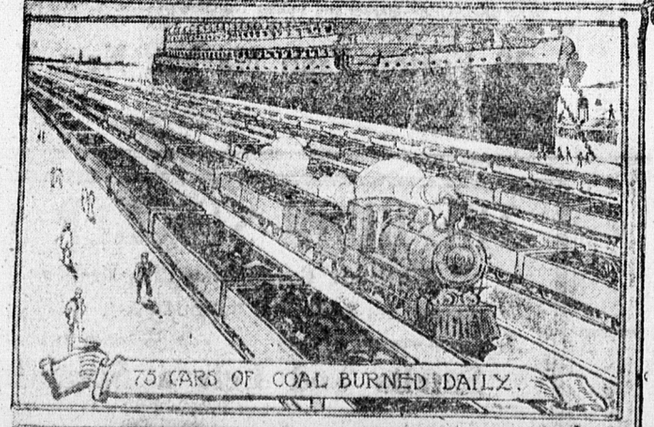
BRITISH COLUMBIA LAKE AND RIVER SERVICE
HOSMER
MINTO
SANDON
MOYIE
YMIR
KOKANEE
KUSKANOOK
BONNINGTON
OKANAGAN
KOOTENAY
ROSSLAND
ABERDEEN
SLOCAN
NELSON
COLUMBIA
PROCTOR
YORK
WHATSHAN
KALEDEN
VALHALLA

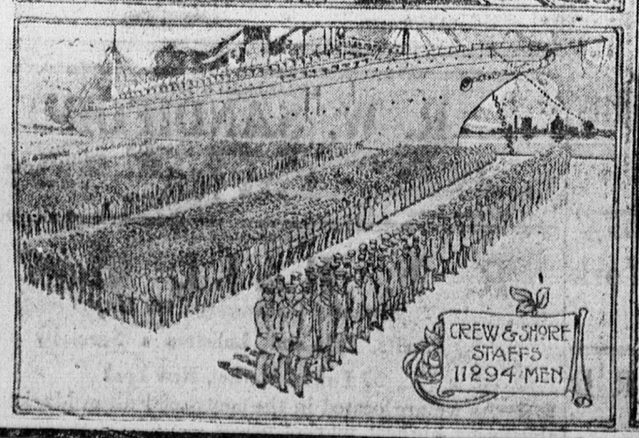
BRITISH COLUMBIA COAST SERVICE
PRINCESS CHARLOTTE
PRINCESS VICTORIA
PRINCESS MARY
PRINCESS ROYAL
PRINCESS BEATRICE
PRINCESS MAY
PRINCESS ADELAIDE
PRINCESS ENA
JOAN
CHARMER
AMUR
TEES
CZAR
NANOOSE
TRANSFER BARGE No. 1
TRANSFER BARGE No. 2
OTTER
QUEEN CITY
CITY OF NANAIMO
BEAVER

PACIFIC SERVICE
EMPRESS OF INDIA
EMPRESS OF JAPAN
EMPRESS OF CHINA
MONTEAGLE



THESE SHIPS PLACED IN A LINE WOULD REACH OVER 3½ MILES.





THE fleet of the Canadian Pacific Railway consists of sixty-seven steamships of twenty different types. If all these ships were placed in a single line they would extend for a distance of three and a half miles. Twelve thousand men are required as crews and shore staffs to care for the transportation of the immense amount of freight, and the large number of passengers which they carry.

The amount of coal burned per day by this fleet is 2,003 tons, which would require about five trains of fifteen cars each to transport. The total distance travelled by these ships on their ordinary schedules per year equals fifty-seven times around the world.

The supplies used on these ships per month are enormous, most of which are purchased in the Canadian market.

The history of the Canadian Pacific Railway Company, as steamship owners, dates back for more than a quarter of a century, for it was early in 1883 that the Company contracted on the Clyde for the construction of three steel screw steamships, the "Algoma," "Alberta," and the "Athabaska," for service on the Great Lakes, between Owen Sound, Port Arthur, and Fort William. This was made necessary by the difficulties encountered, and consequent delay entailed, in the completion of that scenic section of the main line, which stretches along the north shore of Lake Superior. The inauguration of this service across the Great Lakes, which is still one of the most popular and profitable of the many ramifications of the Canadian Pacific Railway—marked a distinct step towards the completion of that great highway across the Dominion, which has proved such an important factor in binding together the Canadian provinces as a nation. The "Algoma" was replaced in 1889 by the "Manitoba," and in 1907 were added to this service the magnificent Clyde built steamships the "Assiniboia" and "Keewatin."

Following the completion from ocean to ocean of the main line of the Canadian Pacific Railway in 1885, came the problem of finding eastbound traffic for the road, in order to avoid hauling empty cars over the mountain ranges lying between the Pacific coast and the already productive cattle ranges and wheat fields of Western Canada. The possibilities of attracting a portion of the traffic of China and Japan, from the Suez Canal to the Canadian Pacific route, appealed to the management, and resulted in the establishment, in 1887, of the trans-Pacific service with the chartered steamships "Batavia," "Parthia," and "Abyssinia." They remained on the route until 1891, and were replaced by the world-renowned "Empresses" of "India," "Japan," and "China," which at that time set a mark for comfort, safety, regularity of service, that has scarcely been equalled, and never surpassed in the history of ocean travel.

The car ferries "Ontario," and "Michigan," (very appropriately named), were built and put into service between Windsor, Ontario, and Detroit, Michigan, in 1890, at which time the Canadian Pacific Railway first became a factor in the great traffic between Chicago, the Western States, and the Atlantic seaboard.

The next move in the expansion of the Canadian Pacific Railway Company's steam navigation interests came in 1896, when the approaching completion of the Crow's Nest branch, and the growing traffic of the Kootenay, Columbia River, and Okanagan Districts, led to the acquisition of the Columbia and Kootenay Navigation Co., with its fleet of stern wheel steamers, tugs, and car barges. These have since been added to and improved until the British Columbia Lake and River service of the Canadian Pacific Railway is not only popular with the travelling public, but it is an alternative link in it's transcontinental chain. In 1897 came the Klondyke rush, and the urgent necessity for providing accomodation from Vancouver and Victoria up to Skagway, and the gold fields, for the rush of prospectors. To secure a portion of this business led to the purchase of the steamships "Tartar," and "Athenian," for this service. These two vessels were afterwards transferred to the trans-Pacific service, and were replaced by some of the vessels of the Canadian Pacific Navigation Company, a corporation which was acquired by the Canadian Pacific Railway Company, in 1903, and is now known as the British Columbia Coast Service. The ships of the fleet cover the coast from Seattle to Skagway, and are sometimes known as the "Princess" fleet. The best known of these ships are the "Princess Charlotte," and "Princess Victoria." These magnificent steamships perform a service that is without a parallel in the history of steam navigation; that is the triangular run between Vancouver, Victoria, and Seattle, and return every twenty-four hours, a distance of 339 miles, and making three stops of approximately two hours each. At each stop they take on board an entirely new set of passengers, and the ship is cleaned, coaled, watered, and provisioned, all in the short time between speeding the parting and welcoming the incoming guests. This exacting service they perform week after week, day in and day out, with remarkable regularity.

In 1903 the Canadian Pacific Railway bought from the Elder Dempster & Co. fifteen of their largest and best steamships, and established the Atlantic services to Liverpool, Bristol (Avonmouth), and London. The following year the London service was extended to include the port of Antwerp, resulting in the building up of a large trade with the latter port, both in cargo and passengers.

The year 1906 marked the establishment of the service between Quebec and Liverpool by the superb "Empresses" of "Ireland" and "Britain," which have been such a strong factor in popularizing the matchless St. Lawrence route, not only among Canadian but also among the people of the United States, especially those of the middle and western sections. These steamships, carrying a maximum of 1,500 passengers of all classes, and sailing once a fortnight, since their advent to the St. Lawrence route, have created so much new business, that the existing lines both the Canadian Pacific and their competitors, have experienced no falling off in their carryings.

The "Monteagle" was transferred from the Atlantic to the Pacific service in 1906, on which occasion the son of Sir Thomas Shaughnessy, the President of the Canadian Pacific Railway, with his tutor travelled eastward from Montreal clear around th globe on a Canadian Pacific ticket, and were on a Canadian Pacific train or ship the whole of their journey, which may have been a prediction of what the future may have in store in the extension of this Company's services.