

CANADIAN PACIFIC ADDS TO FLEET

Four Duchess Steamers to Ply St. Lawrence Route and Winter Cruising Lanes Largest Vessels to Reach Montreal

The addition of the new "Duchess" class to the "Empress," "Princess" and "Mont" series steamships already numbered in the Canadian Pacific's passenger fleet, and in the arrival at Montreal of the first of the new vessels, the Duchess of Bedford, another link of the greatest national and Imperial importance is forged across the Atlantic by this empire-binding transportation organization.

In supplementing the St. Lawrence freight and ocean passenger service in this fashion, great faith in the forth-coming prosperity of Canada and a desire to benefit the Canadian Pacific Steamships. Already the company's schedule of sailing for the summer season of 1928 has been increased, the three great "Empress" being speeded in their terminal turn-arounds from four-weekly to three-weekly spells, and the new ships will add greatly to this. The "Duchess of Bedford" will be steadily in the St. Lawrence service from the time of her arrival throughout the balance of the summer, as will the "Duchess of Athol" after her expected arrival in July. The two other sister ships, the "Duchess of Richmond" and the "Duchess of Cornwall" will leave the ship-building yards on the Clyde for ocean service very shortly. These four vessels are built on the same plan exactly.

The freight capacities of the new boats will be of considerable interest to merchants and shippers and will increase greatly the facilities now available. The Canadian Pacific already maintain an exclusively freight service by the five vessels of the "Beavers" class, which makes the crossing between Canada and the British Isles and Europe in as good and as frequent and regular service as any passenger liners.

The St. Lawrence route is rapidly increasing the popularity with the travelling public of Canada and the United States. The scenic attractions of the river, the short distance between Montreal and Quebec and Europe, the shelter in the river and Gulf from the rigors of the ocean sea, the accessibility of Montreal by direct train service and short lines between points throughout the central west and west of Canada and the United States, all combine to make the St. Lawrence route a popular "water boulevard" to Europe.

CABIN CLASS SERVICE

The "Duchess of Bedford" represents not only a marine-engineering but also an economic achievement by the Canadian Pacific. The mighty 20,000-ton liner, the largest ever to ascend the St. Lawrence to Montreal is not only one of the outstanding vessels serving the St. Lawrence route, but is also one of the finest of her class, "Cabin Class," afloat on the Atlantic.

It is remarkable that for the popular and inexpensive Cabin Class service a ship of such magnitude is commercially possible. The Cabin Class accommodation on the "Duchess of Bedford" is infinitely superior to anything obtainable a few years ago, while Tourists Third Cabin is better than old First Class and Third Class on the "Duchess" very little below it.

The vessel is the first of four similar liners, three others now being under construction on the Clyde for the Canadian Pacific's service between Liverpool and Montreal, and also for cruise purposes. The others are the "Duchess of Athol," the "Duchess of Richmond," and "Duchess of Cornwall."

The first of the "Duchesses" represents the size of her sisters, as

the new fleet are of equal dimensions, proportions and equipment. The "Bedford" is 600 feet long, 75 feet broad, 53 feet deep to the bridge deck, has a lead draft of 27 feet, carries 6,750 tons deadweight, and has a service speed of 17½ knots. Seven decks are used for the accommodation of passengers, of which 60 Cabin Class, 500 Tourist Class, and 500 Third Class, totaling 1,600, are provided for.

BEDS A FEATURE

Beds rather than berths are the outstanding permanent feature of the main Cabin accommodation. While beds are usual in first-class ships such as those of the Empress type, they are innovations in the Cabin Class vessel. Every Cabin bed, too, has a reading lamp. On the four new ships there are 144 rooms with private bath.

The Cabin passengers' public rooms are dining saloon, lounge and smoking room, children's room, card and writing room, and gymnasium. The Tourists Third accommodation in the after part of the ship includes

and furniture and the handsome blue upholstery. The marble mantel-piece is surrounded by an inset tapestry panel and the shuttered windows are paneled with needlework. The oak smoking room, with its octagonal columns and bronze lanterns set in octagonal ceiling panels, and Persian rugs on the oak floor, and old gold and blue curtains draping the long windows, is a fine room.

The fireplace recess at one end and the wall opposite have mirror panels in a bronze frame—a genial scheme of dignity that must appeal to all tastes. The same is true of the Long Gallery, likewise on the Promenade Deck. It is in reality another lounge in bleached and natural mahogany, with a profusion of heavily cushioned settees and easy chairs, the coloring of curtains and furnishings being a rich wine and old gold.

SALOON SEATS 300

The Dining Saloon on the Upper Deck, large enough to seat 300 pas-

sengers at one sitting, is in grey oak, framing red leather panels studded with bronze nails of Spanish type, and with furniture to match. The "Duchess" Dining Saloon has a high, octagonal central dome with a well of ivory and gold enrichments, with a richly carved gilt electric pendant light in the centre. Tapestry hangings make an attractive wall-treatment for the sides of the well, while red brocade curtains give an added splash of color, enhanced by mirror effects and the effects of a most elaborate system of lighting. Small tables are arranged for from two to six diners.

Tourists Third accommodation in the after part of the ship is particularly spacious and comfortable. The staterooms are situated on the shelter-deck of old gold, apricot and grey. In the card and writing room a new wood appears in the four panels, namely, paroba, of a golden mahogany hue, which blends beautifully with the walnut of the frames

space at the disposal of the passengers. It is ample on both Bridge and Shelter Decks, the covered-in promenade on the latter having steel side screens and large square windows.

Third Class accommodation is in the aft and forward end of the vessel on Upper, Main and Lower Decks. The staterooms with wardrobes, washbasins, etc., are to hold from two to four passengers, or six in the case of families. The Lounge is paneled in light oak with furniture to match, and the blue and biscuit-colored linoleum. It is comfortable with settees, easy chairs upholstered in blue striped moquette. Mirror panels encase the central mast, the sash windows are curtained, and the ceiling is picked colors, which gave a gay appearance to the ensemble. The Smoking Room is framed in teak, the furniture being of light oak, upholstered golden brown. Cigars is the leading characteristic, as it is also of the large Dining Saloon capable of seating 250 passengers at one sitting, the tables being laid for four, six and eight people. Red and white birch and teak are the woods employed in walls and ceiling, the furniture being of oak, with blue pegamoid seats to the chairs. A bar is open in the Smoking Room and passengers have besides a Barber's establishment, an Enquiry Bureau, a Railway Ticket office and a shop.

The propelling machinery of the "Duchess of Bedford" consists of two sets of steam turbines of the latest Parsons' type, driving twin screws through single production helical gearing, and will develop 20,000 S. H. P. Steam is provided by six water-tube boilers of the Yarrow type suitable for working at 370 lbs. pressure.

COMPANY'S OWN DESIGN

The vessel's hull and machinery have been built to the design of Mr. J. Johnson, Chief Superintendent Engineer of the Canadian Pacific Steamships, Limited, and Mr. Hugh MacDonald, the Company's Naval Architect. Dr. C. S. Douglas, of Messrs. C. S. Douglas and Company, Glasgow, has acted as Consulting Naval Architect to the Owners in connection with the design and supervision of the hull. The vessel successfully passed her speed tests before sailing from Europe, on the famous measured mile at Skelmorlie-on-the-Clyde, where all the great merchant and war ships are officially put through their paces. The usual series of progressive tests were held, during which the "Duchess of Bedford" developed her contract speed without difficulty, part of the tests being held with the engine in reverse and the vessel steaming full speed astern. To test the efficiency of the steering gear and rudder, the helm was also worked from "hard-a-port" to "hard-a-starboard" when going both full speed ahead and astern. Following these tests, the boat proceeded on a twelve-hour trial at sea.

A FEW FACTS ABOUT THE "DUCHESS" STEAMSHIPS

The "Duchess" are oil-burning and carry 2,725 tons of oil in 30 tanks.

All cooking, heating, etc., is done by electricity, not a shovelful of coal need be shipped on board.

There are six 44-ton high pressure boilers for driving the turbines.

There are, besides, two 58-ton Scotch boilers for auxiliary purposes working under a 200 lbs. pressure without superheat.

The 2,000 revolutions per minute

of the turbines have to be reduced to 120 revolutions per minute of the propeller.

The two gear-cases complete with wheels and pinions weigh 110 tons each and were slung bodily by means of powerful cranes from shore into the engine room. The two main gear wheels (it took a month of day and night machining to cut the gears) are 14 ft. in diameter and weigh 58 tons each.

The two condensers contain each 5,000 tubes and weigh 35 tons each. They are the first big liners to be fitted with boilers of the water-tube type working under a pressure of 375 lbs. with superheat.

Each of the twin propellers weighs 16½ tons and is connected to engine by means of a steel shaft (in sections of approximately 31 ft. each), measuring 186 ft. and weighing approximately 108 tons.

Approximate weight of steel hull, metal fittings, etc., at time of launch, 10,000 tons.

The rudder, upper and lower sections combined, weighs 34 tons.

The two bow anchors weigh 6½ tons each.

The weight of the masts is 12-13 tons each.

The greatest diameter of the funnels (above top deck) is 21 ft., and the smallest 14½ ft. A lorry could easily drive through them.

About 150,000 lineal feet of timber are used to cover the deck floors.

A rough estimate of the number of rivets used in the construction of a "Duchess" boat is 2,000,000, or approximately 1,000 tons. Some plates have as many as 650 or more rivets each.

Powerful exhaust fans change the ship's air eight times an hour.

USE FLY-TOX

End Mosquito Torment

In a few minutes' time the entire home can be freed of mosquitoes.

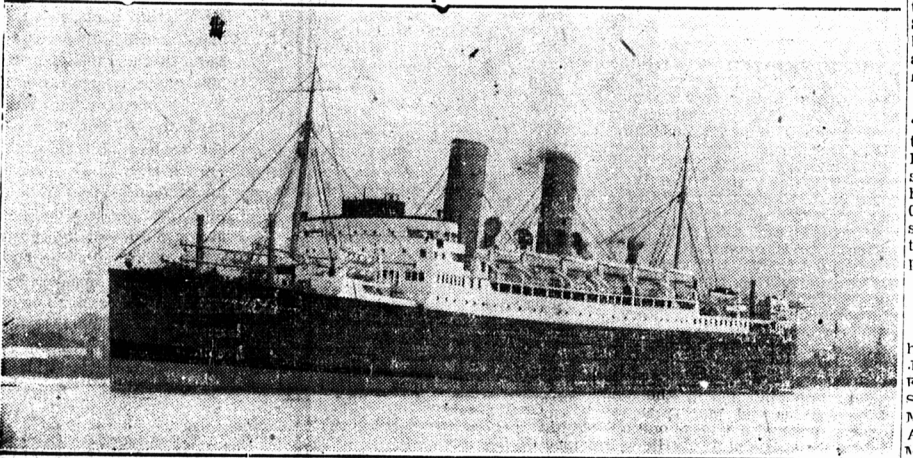
With an improved FLY-TOX Hand Sprayer, spray FLY-TOX directly upwards through the ceiling, also on the drapes, in the closets, and on the screens. It will not leave a stain on the most delicate of wallpapers, hangings or fabrics. Spray upwards until all parts of the room are filled with the finely atomized spray.

Within a few minutes all the mosquitoes in the room will be dead, regardless of whether the windows and doors are open or closed. In addition to being stainless, FLY-TOX is fragrant, is absolutely harmless to people but sure death to all household insects. Every bottle guaranteed.

MONTHLY REPORT OF WOMEN'S INSTITUTES

"QUEEN MARY"—Murray Harbor Institute meeting met at the tea room of the Hall with thirty members present. The Ode and Creed opened the meeting, and these were followed by the Roll Call, responded to by the members telling their favorite amusement. Minutes. Plans were made for the annual picnic. It was decided to enter an exhibit in the W. I. Booth at the Provincial Exhibition. Members were in favor of contributing towards the Memorial Hall at Stony Creek. A paper, "Responsibility of Members" was read by Mrs. Hugh. A solo by Miss Edith Prowse was much enjoyed and the meeting closed with the National Anthem.

A man could learn a great many things if he didn't think that he already knew them.



The fast maiden voyage of the Canadian Pacific liner "Duchess of Bedford" just put into the service Friday and in Montreal the following Friday—a unique service for the first of a quartette of 20,000 ton Canadian Pacific steamers has called wide attention to the increased popularity of the St. Lawrence route. In addition to the "Duchess of Bedford" three other "Duchess" will shortly be commissioned and this fleet of Cabin Class steamers will constitute the largest ships to call at Montreal. Their time schedule is so arranged that it is now possible to breakfast in Liverpool on one day and to reach Montreal on the following Friday—a unique service for the first of a quartette of 20,000 ton Canadian Pacific steamers has called wide attention to the increased popularity of the St. Lawrence route. In addition to the "Duchess of Bedford" three other "Duchess" will shortly be commissioned and this fleet of Cabin Class steamers will constitute the largest ships to call at Montreal. 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