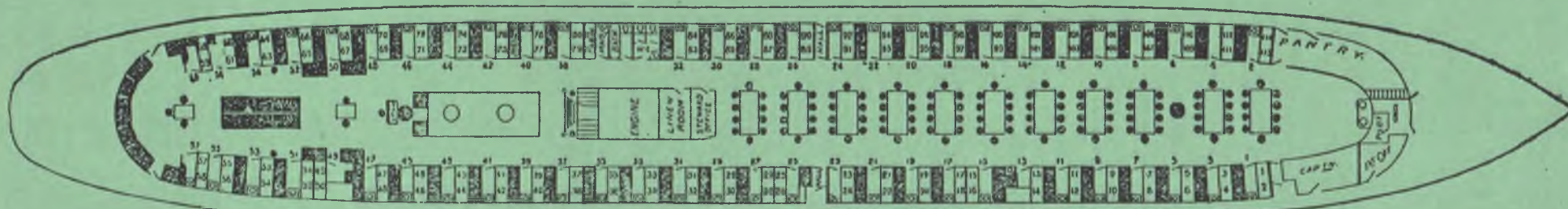


# CANADIAN PACIFIC UPPER LAKES STEAMSHIPS

(MAY TO NOVEMBER ONLY)

## "ALBERTA," "ATHABASCA" AND "MANITOBA"

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS "ALBERTA" AND "ATHABASCA"



THE STEAMSHIP "MANITOBA" BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

For further particulars see pages 67 and 68 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted with every modern appliance for speed, comfort and safety, and are unrivaled on the lakes, being more like Ocean Greyhounds than the usual lake steamship. The "Manitoba" is 300 feet, 2600 tons; the "Alberta" and "Athabasca" are 270 feet long, 2300 tons. The promenade deck is specially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., at the City Ticket Office, 1 King St., East, Toronto.

**First Class, Round Trip and Tourist Tickets include meals and berths ;**  
**Second Class, Colonist and Emigrant Tickets, deck passage only, for which no bedding is furnished.**

Meals at second table are served Second Class passengers at 30 cents each ; Canned Meats, etc., are also procurable.

ARTHUR PIERS, Manager of Steamship Lines, Montreal.

From the Annotated Time Table (Eastbound Edition) of the Canadian Pacific Railway for 1905, provided through the courtesy of member Don McCartney, comes the only printed deck plan we ever have seen for any of the early C.P.R. "sisterships". The illustration is of the cabin of ATHABASCA and ALBERTA; MANITOBA's cabin was generally similar although just a bit longer. The size of the individual staterooms can be judged by the fact that MANITOBA was only some thirty feet longer but had ten additional staterooms, presumably five on each side of the ship.