100

CANADIAN PACIFIC RAILWAY

AT THE WORLD'S FAIR

CHICAGO

1893

TRANSPORTATION BVILDING

TRANSPORTATION BUILDING

COLUMBIAN EXPOSITION

In which are displayed models of the Canadian Pacific Trans-Pacific Steamships, a Canadian Pacific Standard Passenger Train, and a collection of Oil Paintings of scenery on their Transcontinental Route.

Canadian Pacific Scenery.

THE following is not intended to be a full description of the views of the CANADIAN PACIFIC scenery which appear on the overhead bridge in the center of the Transportation Building, but is more intended as a catalogue. These views are a few of a thousand, and give but a very imperfect idea of the many varied scenes which present themselves to passengers on the CANADIAN PACIFIC TRANSCONTINENTAL ROUTE. On the north side of the bridge, beginning at the left, we have

Mount Stephen The monarch of the Canadian Rockies, towering over 8,000 feet above the track, which winds around the side of the mountain, high above the Kicking Horse River, into the valley of which Mount Stephen unburdens itself of the glacier which is ever resting on and obtruding beyond its shoulder. To the right is Field Peak, opposite Field Station, where one of the Company Chalet hotels affords accommodations for tourists.

Hermit Range In the Selkirks, which lie immediately west of the Rockies, is as seen from near the Company's hotel at Glacier Station, within ten minutes' walk of the great glacier of the Selkirks. In the distance to the right is Hermit Mountain. The peak on the left is Mount Cheops, the slope on the right is the base of Sir Donald, the highest peak in the Selkirks. The slope to the left is that of Ross Peak.

Mount Begbie Is in the Gold Range, or third west. This view of Begbie's snowy head is from the Selkirks across the valley of the Columbia. It is only one of the many stately peaks in the vicinity.

Castle Mountain Affords many diversified pictures in the changing views that are presented as for ten miles the railway skirts its base. Hardly any other point on the journey has the same kaleidoscopic character, yet every view retains the idea of which the mountain owes its name. For one and all there is some suggestion of the donjon and the battlements of the ruined fortress.

Lake Louise There are two views of this romantic sheet of water, one on each side of the bridge. The view as here presented is from the railway company's chalet, about one thousand feet above Laggan Station. The lake from west to east is about two miles in length, and the foot of the glacier, which looks as if it formed the eastern boundary, is really about four miles further east.

Bow Valley Is here seen from the outlet of Lake Agnes, about 3,000 feet above the valley and line of the railway at Laggan Station. Mirror Lake, 1,000 feet below, is shown in the foreground, and 1,000 feet further down is Lake Louise. These "Lakes in the Clouds," Louise, Mirror, and Agnes, can be visited from Laggan Station with ease in from six to eight hours.

Mount Stephen Another view is here given of this stupendous mountain. The view shows Field Station, with its chalet hotel, at the base of the mountain, and, in the distance, one of the most picturesque of the Rocky monsters, Cathedral Peak.

The Three Sisters Canmore Are on the eastern slope of the Rockies, rising from the broad and beautiful valley of the Bow River. The three peaks afford a striking picture, and are seen to best advantage from the railway.

On the south side of the overhead bridge there are:

Ross Peak An imposing peak of the Selkirks which attracts the attention of all travellers who pass it. In the cleft to the left the railway circles around towards the Great Glacier, a magnificent view of which is to be found in the Canadian section of the Gallery of Fine Arts. Leaving the glacier, the line descends to the valley of the Illecillewaet by a series of loops at the foot of Ross Peak. To see this mountain and its surroundings, travellers should stop over at the Glacier House.

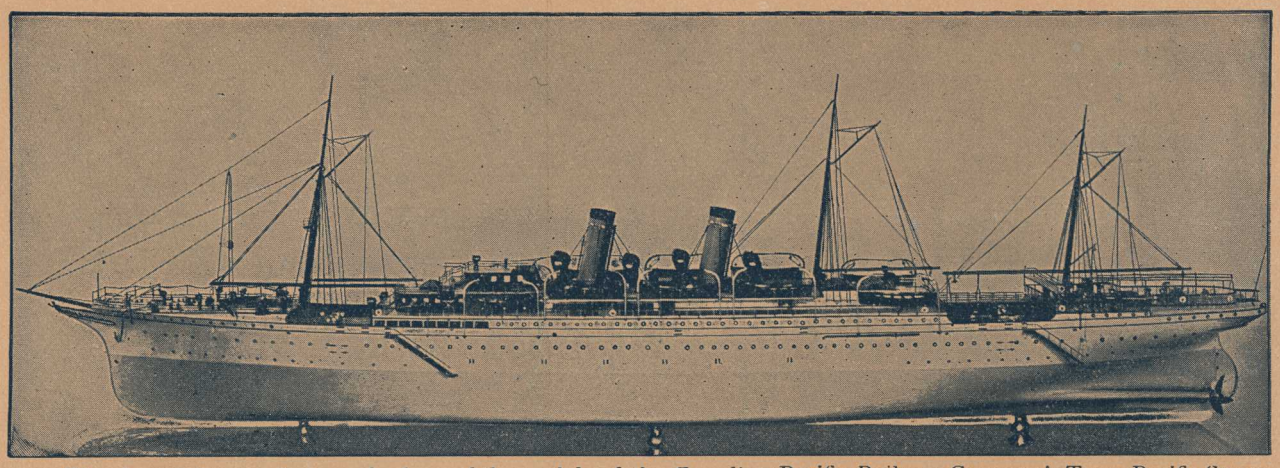
Mount Baker Is in the State of Washington, but is perhaps better seen from the CANADIAN PACIFIC R'Y on the bank of the Fraser River in British Columbia than from any other point. It is about sixty miles distant from the point of view, and towers about 14,000 feet above the river. Once seen, it is never forgotten.

Cattle Ranching On the Bow River, Alberta. This scene is near Calgary, in the heart of the greatest ranching country on the continent. In the exhibit of the Canadian Government in the Agricultural Building may be seen two pictures representing horse and sheep ranching.

Farm Scene Near Brandon, Manitoba. Brandon is 130 miles west of Winnipeg in the great Canadian north-west wheat belt, and this scene is a fair representation of the whole of this vast prairie country.

Banff The spacious building in the foreground is the famous Banff Hotel, in the immediate vicinity of some hot sulphur springs. The hotel is owned and operated by the CANADIAN PACIFIC RAILWAY COMPANY, and is open from May until October, inclusive. It is charmingly situated in the Canadian National Park, overlooking the valley of the Bow River. Immediately below the hotel the Spray joins the Bow with a rush over a series of tumultuous rapids. The sulphur range of mountains faces the hotel, and the peaks shown beyond to the right are those of Rundle Mountain. In the far distance is Inglismandie and to the left is Tunnel Mountain, round which the railway circles, and over which there are numerous carriage drives and bridle paths.

The "Around the World Maps" On both sides of the overhead bridge, show the Northern Hemisphere, and the CANADIAN PACIFIC route around the world. At first sight the map may appear a little strange to those unaccustomed to see the world only on Mercator's distorted projection, but this is the only correct plan, and a glance will show how great a distance is saved by the CANADIAN PACIFIC route between Europe and Japan and other points in the Pacific. The study of our world on this map is made easy.



The above is from a photograph of one of the models of the Canadian Pacific Railway Company's Trans-Pacific Steamships, which forms part of their exhibit in the Transportation Building.

The Canadian Pacific Trans-Pacific Fleet consists of the now famous Empress Steamships, the "Empress of India," "Empress of Japan," and "Empress of China." The following particulars of the Steamships may be of interest: 6,000 tons; length, 485 feet; breadth, 51 feet 2 inches; depth, 36 feet 10 inches: twin screws; two sets triple-expansion engines, 10,000 horse power; speed, 19 knots; cross and longitudinal water-tight bulkheads; double bottoms. They are fitted throughout with all modern improvements for speed, safety and comfort.

THEIR PORTS OF CALL ARE

VANCOUVER and VICTORIA, B. C.; YOKOHAMA, KOBE, and NAGASAKI, JAPAN; SHANGHAI, CHINA, and HONG KONG.

SAILINGS ARE THREE WEEKLY.

FAST MAIL RECORD.

It was by the Steamship "Empress of Japan," the Canadian Pacific Railway, and the Steamship "City of New York," that the Royal Mails were carried from Yokohama, Japan, to London, England, in twenty-one days, a distance of 10,463 miles.

Around the World.

A JOURNEY Around the World not many years ago was considered the voyage of a lifetime; nowadays it is lightly undertaken, and many people make the tour annually.

The CANADIAN PACIFIC RAILWAY COMPANY, by means of their unrivalled system of railway and their magnificent Empress Steamers on the Pacific, are enabled to offer this tour on very advantageous terms. Their trains, similar to that one on exhibition in the Transportation Building, and illustrated hereon, cross the American Continent from ocean to ocean, and their steamers, a model of which is similarly exhibited and illustrated, traverse the Pacific from British Columbia to Japan and China, connecting at Hong Kong with the well-known Peninsular and Oriental steamers. By means of this connection the traveller proceeds on his journey via India and Egypt to London and Liverpool, where he takes one of the ocean greyhounds of the Atlantic. This tour round the world can be made for ..... **$610.00 gold, or £125**

On June 14th, 1893, a new and superb steamship service to Australia and New Zealand, via Honolulu, was inaugurated; the trip occupies twenty-one days each way between Vancouver and Sydney.

Those who do not wish to go round the world, but desire to make the fashionable trip to the "Land of the Rising Sun," **JAPAN**, can proceed from Chicago to Yokohama for $259.50 and can procure a return ticket, good for four months, for $400,— or good for twelve months for $450.

A less extended tour from Chicago to **ALASKA** can be made for $195; or a ticket from Chicago to **THE PACIFIC COAST** (Vancouver, Victoria, Seattle, Tacoma, or Portland), and return, for $100, with corresponding reduced rates from other points.

These rates may be reduced somewhat during World's Fair.

For tickets, berth reservations, descriptive pamphlets, and all particulars, apply to 232 South Clark Street, Chicago, or at any other office of the CANADIAN PACIFIC RAILWAY.

PUBLICATIONS

Relating to the CANADIAN PACIFIC RAILWAY and its interests to be had on application at 232 South Clark Street, Chicago.

The New Highway to the Orient. (Illustrated.) Descriptive of the Transcontinental Route.

Westward to the Far East. (Illustrated.) By E. R. Scidmore. Descriptive of Japan and the principal cities in China and the route thereto.

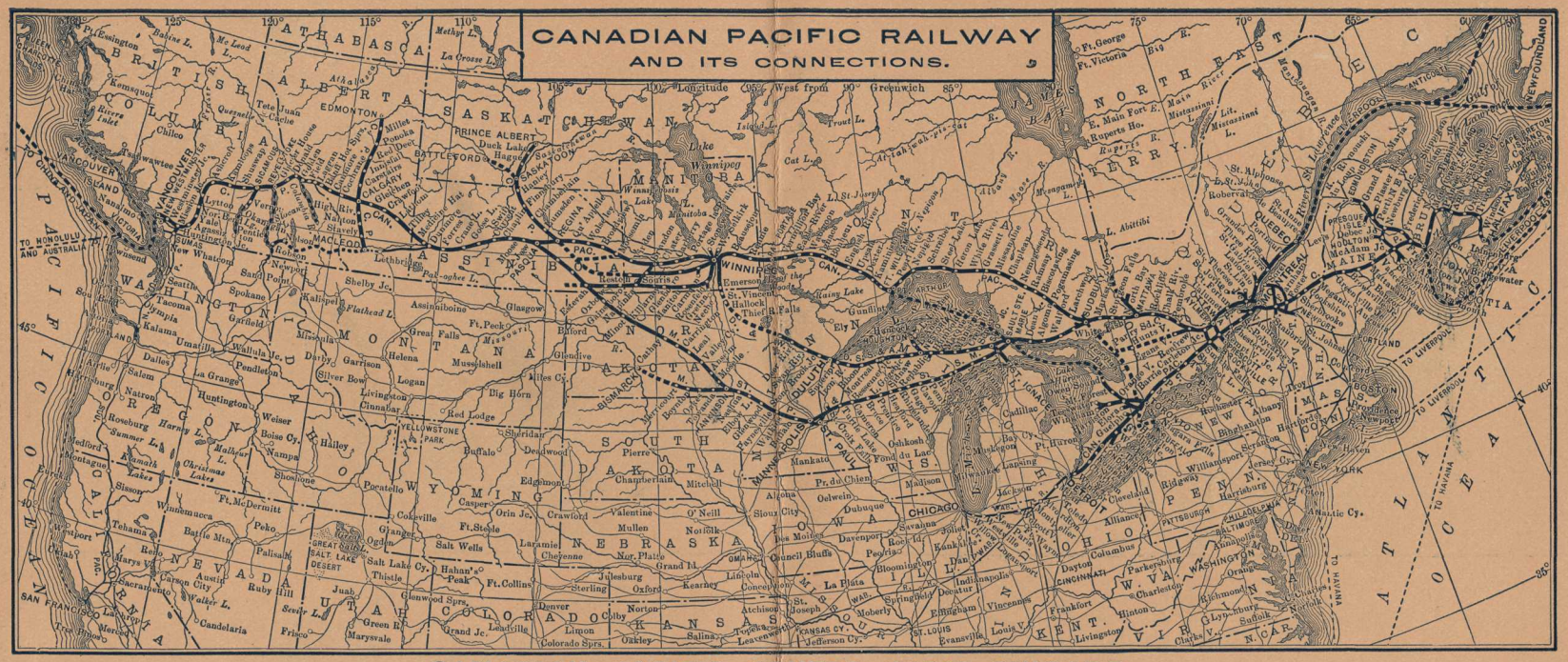
Around the World, giving advices as to how that journey should be made, price, route, railways, etc.

Western Canada. Description of the vast wheat fields and ranching countries of Canada.

British Columbia, telling of the mining and farming interests of that wonderful country.

Timetable Folders, giving the complete train service of the longest railway in the world under one management.

Views of Scenery along the line of railway, in sets of 12, size 10 x 12 inches, in handsome portfolios, are on sale at all principal offices. Price, - - $1.50 Or, in rolls in sets of 3, size 22 x 28 inches, suitable for framing. Price, - $1.00



CANADIAN PACIFIC ROUTES FROM CHICAGO.

TO THE PACIFIC COAST.

Lv. Chicago,	C., M. & St. P. Ry	* 6.00 PM	*10.30 PM
" Chicago,	C. & N.-W.	* 6.00 PM	*10.30 "
" Chicago,	C. G. W.	8.30 AM	* 6.00 "
" Chicago,	C., R. I. & P.	‡10.30 PM	*12.50 "
" Chicago,	Burlington	* 6.15 "	‡11.20 "
" Chicago,	Wis. Cent.	* 5.47 PM	*10.45 "
" St. Paul,			* 6.33 "
" Minneapolis,	Gt. Nor.		* 7.10 "
" Winnipeg,	C. P. R.		* 7.00
" Portage La Prairie,	"		* 8.37
" Brandon,	"		*11.00
" Broadview,	"		*14.10
" Regina,	"		*17.38
" Medicine Hat,	"		* 3.23
" Calgary,	"		* 8.50
" Banff Hot Springs,	"		*12.10
" Laggan,	"		*13.35
" Field,	"		*14.45
" Glacier,	"		*18.50
" Revelstoke,	"		*21.20
" North Bend,	"		* 9.30
Ar. Mission Jc.,	"		*13.16
Ar. N.Whatcom,	B.B.& B.C.Ry.		* 3.05 PM
" Seattle,	Steamer		* 7.00
" Tacoma,	Steamer		* 9.00
" Portland, Ore.,	N.P.R.R.		* 5.35 PM
Ar. San Francisco,	So. Pac. Rd.		* 8.15 AM
Ar. New Westminster, B. C.			*15.00
Ar. Vancouver, B. C.			*15.05
Ar. Victoria, B. C.			*21.30
Ar. San Francisco,	P.C.S.S. Co.		6.00 AM

24-hour time is in use between Winnipeg and Victoria, B. C.

TO ONTARIO AND QUEBEC.

Lv. Chicago,	Wabash Rd.	* 2.30 PM	*10.30 PM
Lv. Detroit, (Fort St.)		*11.05 PM	*12.10 "
Central Time.			
Ar. Chatham,	C. P. Ry.	* 1.56 AM	3.03 "
" London,	"	3.45 "	4.45 "
" Woodstock,	"	4.42 "	5.45 "
" Ayr,	"	5.21 "	6.25 "
Ar. Galt,	"	* 5.42 AM	* 6.48 PM
Ar. Guelph,	C. P. Ry.	9.20 AM	8.10 PM
Ar. Milton,	C. P. Ry.	6.40 AM	7.43 PM
Ar. Toronto,	"	* 8.10 AM	8.55 PM
Ar. Orangeville,	C. P. Ry.	10.05 AM	
" Mt. Forest,	"	11.55 AM	
" Harriston	"	12.22 PM	
Ar. Owen Sound,	"	1.00 PM	
Ar. Peterboro,	C. P. Ry.	*11.08 AM	*11.43 PM
Ar. Kingston,	K. & P. Ry.	4.40 PM	* 5.00 AM
Ar. Renfrew,	"	5.22 PM	2.25 PM
Ar. Smith's Falls,	C. P. Ry.	* 3.20 PM	* 4.05 AM
Ar. Brockville,	C. P. Ry.	*10.10 PM	1.15 PM
Ar. Ottawa,	C. P. Ry.	5.15 PM	* 5.45 AM
Ar. Winchester,	C. P. Ry.	4.29 PM	* 5.08 AM
Ar. Montreal,	"	7.20 PM	* 7.40 AM
Ar. St. Johns, P.Q.,	C. P. Ry.	* 9.22 PM	10.02 AM
" Farnham,	"	* 9.50 "	10.30 "
Ar. Cowansville,	"	*10.13 PM	10.53 AM
Ar. Sherbrooke,	C. P. Ry.	‡12.07 AM	12.45 PM
Ar. Megantic,	"	† 2.45 AM	
Ar. Joliette,	C. P. Ry.		* 7.50 PM
Ar. Three Rivers,	C. P. Ry.	¶ 2.50 AM	*10.55 AM
Ar. Quebec,	"	¶ 6.30 AM	* 1.15 PM

TO THE MARITIME PROVINCES.

Lv. Chicago,	Wabash Rd.	*10.30 PM	* 2.30 PM
Lv. Detroit, (Fort St.)	C.P.R.	12.10 "	*11.05 PM
Central Time.			
Lv. London,	C. P. R.	4.50 "	* 3.45 AM
Ar. Toronto,	"	8.55 "	* 8.10 "
" Smith's Falls,	"	* 4.05 AM	3.20 PM
" Montreal,	"	* 7.40 AM	7.20 PM
" Sherbrooke,	"		†12.07 AM
" Megantic,	"		2.45 "
" Greenville,	"		5.27 "
Ar. Vanceboro,	"		10.10 AM
Ar. Woodstock, N. B.,	C. P. R.		12.35 PM
Ar. St. Andrews,	C. P. R		12.50 PM
Ar. St. Stephen,	C. P. R.		11.55 AM
Ar. Fredericton,	C. P. R.		1.15 PM
Ar. St. John, N. B.,	C. P. Ry.		1.20 PM
Ar. Sussex,	I. C. Ry.		2.52 PM
" Petitcodiac,	"		3.32 "
Ar. Moncton,	"		4.15 PM
Ar. Pt du Chene,	I. C. Ry.		9.30 PM
Ar. Summerside,	P.E.I.Nav. Co.		1.00 PM
Ar. Charlottetown,	P. E. I. Ry.		3.00 PM
Ar. Sackville,	I. C. Ry.		5.51 PM
" Amherst,	"		6.16 "
" Londonderry,	"		8.25 "
Ar. Truro,	"		9.00 PM
Ar. Picton,	I. C. Ry.		12.05 PM
" New Glasgow,	"		11.30 AM
" Mulgrave,	"		3.15 PM
Ar. North Sidney,	"		7.32 PM
Ar. Halifax,	I. C. Ry.		11.00 PM

TO NEW ENGLAND.

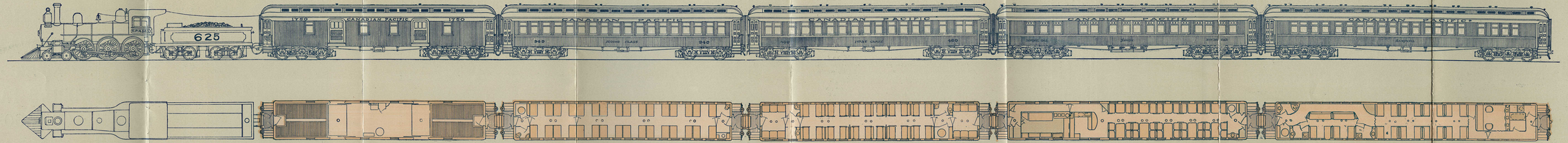
Lv. Chicago,	Wabash Rd.	* 2.30 PM	*10.30 PM
Lv. Detroit (Fort St.)	C.P.R.	* 1.05 PM	12.10 "
Central Time.			
Lv. London,	C. P. R.	* 3.45 AM	4.50 "
Ar. Toronto,	"	* 8.10 AM	8.55 PM
" Montreal,	"	† 7.20 PM	* 7.40 AM
" Richford, Vt.,	"	*10.55 PM	11.34 AM
" Newport, Vt.,	"	*12.00Mt	12.40 PM
" Lyndonville,	B. & M. Rd.	* 1.18 AM	2.06 "
Ar. St. Johnsbury,	"	* 1.35 AM	2.25 PM
Ar. Fabyans,	Me. Ctl. Rd.	4.43 AM	4.35 PM
" Portland, Me.,	"	8.25 "	8.10 "
Ar. Old Orchard,	B. & M. Rd.	* 9.12 AM	8.58 PM
Ar. Augusta,	Me. Ctl. Rd	12.37 PM	* 2.10 AM
Ar. Wells River,	B. & M. Rd	* 2.20 AM	3.09 PM
" Holyoke,	"	* 7.10 "	
" Springfield,	"	* 7.25 "	
Ar. Hartford,	N.Y.,N.H.&H.Rd	* 8.29 AM	
Ar. Plymouth,	C. & M. Rd.	* 3.56 AM	4.35 PM
" Concord,	"	* 5.40 "	6.30 "
Ar. Manchester,	"	* 6.19 AM	7.06 PM
Ar. Portsmouth,	C. & M. Rd.	10.10 AM	
Ar. Nashua Jct.,	C. & M. Rd	* 6.50 AM	7.35 PM
Ar. Worcester,	B. & M. Rd.	* 9.22 AM	
Ar. Providence,	N.Y.,P.& B. Rd.	11.02 AM	
Ar. Lowell,	B. & M. Rd.	* 7.19 AM	8.05 PM
Ar. Lawrence,	B. & M. Rd.	* 9.10 AM	
Ar. Salem,	"	* 8.49 AM	
Ar. Boston,	B. & M. Rd.	* 8.05 AM	8.55 PM
Ar. Fall River,	O. C. Rd.	10.25 AM	12.45 AM
Ar. Newport, R.I.,	F. R. L.	11.05 AM	

Trains not otherwise marked run week days only. * Daily, Sundays included. † Daily, except Sunday. ‡ Daily, except Saturday. ¶ Daily, except Monday.

TICKET OFFICES IN PRINCIPAL CITIES: CHICAGO, 232 So. Clark St. ST. PAUL, 183 East 3d St. MINNEAPOLIS, G'ty Loan Blg. DETROIT, 11 Fort St., West. TORONTO, 1 King St., E. OTTAWA, 42 Sparks St. MONTREAL, 129 St. James St. ST. JOHN, N. B., Chubb's Cor. BOSTON, 197 Washington St. NEW YORK, 353 Broadway. SEATTLE, Star-Boyd Blg. Front St. TACOMA, 901 Pacific Avenue. PORTLAND, ORE., 146 First St. SAN FRANCISCO, 648 Market St. LONDON, 67, King William St., E. C.

There are also ticket offices in Vancouver, B. C.; Victoria, B. C.; Yokohama, Japan; Shanghai, China; Hong Kong; Bombay, India; Calcutta, India; Sydney, Australia; Auckland, New Zealand, etc.

THE CANADIAN PACIFIC RAILWAY COMPANY'S STANDARD TRAIN AS EXHIBITED AT THE WORLD'S FAIR, CHICAGO, 1893



THE above is no fancy sketch but an accurate representation of the CANADIAN PACIFIC standard train as it appears in the Transportation Building. A more elaborate train could have been prepared, but the desire of the Company is to show those who have not travelled on the Canadian Pacific Railway what accommodations they may expect when they do travel. Every part of this train was constructed in the Company's erecting shops at Montreal, on the high standard adopted for all their Passenger equipment.

The Train is vestibuled throughout and measures 400 feet in length, 10 feet 3½ inches in width and 14 feet 8 inches in height. It is lighted by electricity, can be heated by steam from the locomotive, and is fitted with double windows, and all the latest improvements in signals, brakes, couplers, steel axles and wheels, etc., etc. The exterior finish of train is in Honduras mahogany, with old brass trimmings. The interior of the Coaches, Dining and Sleeping Cars are from special designs by E. Colonna, Architect, Montreal.

LOCOMOTIVE 625 is of the modern and powerful 10-wheeled passenger type. The length of engine and tender is 59 feet 8 inches, weight when loaded, 213,000 lbs. Drivers, 69 inches in diameter. Cylinders, 19 inches diameter, 24 inches stroke. Tender capacity, 3000 gallons. It is capable of hauling a train of 10 cars, or 420 gross tons, at a speed of 60 miles per hour.

BAGGAGE CAR 1750 is of the standard pattern, 63 feet 8 inches in length, 59,600 lbs. in weight.

SECOND CLASS CAR 940 is 64 feet 4 inches in length and 65,300 lbs. in weight, and has seating capacity for 64 passengers. It is upholstered in leather and is at night converted into a sleeping car. It is fitted with smoking compartments, lavatory and separate closets.

FIRST CLASS CAR 460 is 64 feet 4 inches in length and 65,300 lbs. in weight and has seating capacity for 56 passengers. The style of the interior is early Italian Renaissance. The wood work in main room is white mohogany, plush copper-red in color, and the smoking room old oak and olive corduroy. The seats are of the Forney pattern, and most comfortable. There are separate lavatories for men and women.

DINING CAR "SAVOY" is 70 feet 10 inches in length, 85,000 lbs. in weight and six-wheeled trucked. Style of interior, Italian Renaissance. It is upholstered in yellow brown leather and carpeted in old India rug pattern. The wood work in main room is white mahogany, in passages old oak. It is capable of seating 30 passengers; the tables on one side being suited for 4 persons each and on other side of aisle for 2 each. The kitchen and pantry are of modern and convenient design; the table ware is of special pattern, and the car is furnished throughout in the most handsome manner.

SLEEPING CAR "SATSUMA" is 77 feet 2 inches in length, 94,000 lbs. in weight, and six-wheeled trucked. Style of interior, Spanish Renaissance. Plush, sage green; woodwork, white mahogany or "prima vera;" metal work, old bronze; panelled ceiling. It has seating capacity for 44 passengers, eight up-per and eight lower berths and two staterooms *en suite*, each having an upper, lower and sofa berth. There are separate lavatories and closets for ladies and gentlemen, and for each staterooms also a bath room, and a large and airy smoking room. The car must be seen to be appreciated.

ATTENDANCE. The train while on exhibition will have conductors and train hands in attendance, same as when in service, to show visitors through the cars and answer all enquiries.