ADVANCE COPY.

20.00

Canadian Pacific Railway Steam-ships.

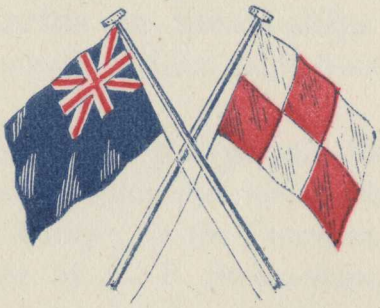
CHINA AND JAPAN LINE.

THE NEW SHORT ROUTE
FROM EUROPE
TO THE FAR EAST.

Hand-book of Information and Passenger Tariff.

1891.

CANADIAN PACIFIC RAILWAY STEAM-SHIPS.



CHINA AND JAPAN LINE.

THE NEW SHORT ROUTE FROM EUROPE TO THE FAR EAST.

"Empress of India," "Empress of Japan," "Empress of China"

Hand-book of Information AND Passenger Rates from Europe.

IN EFFECT 1st MARCH, 1891. SUBJECT TO CHANGE.

GEO. OLDS, GENERAL TRAFFIC MANAGER - - - - - - MONTREAL.
ADAMSON, BELL & CO., AGENTS FOR CHINA - - - HONG KONG.
G. B. DODWELL, GENERAL AGENT, CHINA & JAPAN, SHANGHAI, CHINA.
D. McNICOLL, GENERAL PASSENGER AGENT - - - - - MONTREAL.
FRAZAR & CO., AGENTS FOR JAPAN, YOKOHAMA - - - - JAPAN.

ARCHER BAKER,
EUROPEAN TRAFFIC AGENT,
- 67 & 68, KING WILLIAM ST., LONDON, E.C.
- 7, JAMES STREET - - - - LIVERPOOL.
- 105, MARKET STREET - - MANCHESTER.
- 25, GORDON STREET - - - - GLASGOW.

GENERAL INFORMATION.

Meals and Berths on Steam-ships are included in rates, except on connecting steam-ships from Hong Kong to Canton and Macao.

Meals and Berths on Railways.—Rates are exclusive of berths in First-Class Sleeping Cars, and of Meals on Railways, but passengers from Europe, via the Canadian Pacific Railway to Vancouver, thence by C. P. Steam-ships, on payment of £6 3s. 4d. ($30.00) at the London or Liverpool Offices of the Company, will receive ticket for berth in Sleeping Car, and meals on railway journey to Vancouver.

Rates from Liverpool are as follows :—

To YOKOHAMA, ,, HONG KONG, ,, SHANGHAI,	*from* £61 7s. 5d. *to* £69 3s. 7d.	According to Atlantic Line and accommodation selected.

Special, Return and Second Class Rates to above Points, and Rates to Yokohama, Kobe, Nagasaki, Hokodate, Fusan, Jinsen, Gensan, Wladiwostock, Chefoo, Tientsin, Shanghai, Neuchwang, Ningpo, Wenchow, Foo Chow, Chinkiang, Kinkiang, Hankow, Hong Kong, Swatow, Amoy, Canton, Macao, Taiwanfoo, Tamsin, Hoihow, Pakhoi, Haip Long, Manila, Saigon, Bangkok, Singapore, Penang, Batavia, Samarang, Sourabaya, Thursday Island, Port Darwin, Townsville, Cooktown, Brisbane, Sydney, Melbourne, Adelaide, Colombo, Calcutta, Bombay, will be quoted and complete Tariffs viâ all Atlantic Lines furnished on application to any of the Company's Agencies.

Return Tickets.—Time limit on Four Months Return Ticket is reckoned from the date of issue till the date of re-embarkation at Hong-Kong, Shanghai, or Yokohama, but on Twelve Month Return Tickets, the journey to and from Europe must be completed within the twelve months.

First-Class Passengers not holding return tickets, but who have travelled Westward by the Canadian Pacific Railway and Steam-ships, and who re-embark for return journey, over same route, at Hong-Kong, Shanghai, or Yokohama, within twelve months of date of issue of Westward ticket, will be allowed 10 per cent. off the fare for the return passage.

For return rates for Asiatic servants, double the one way rate will be charged.

Special Cabin Rates are only granted to members of the Naval, Military, Diplomatic and Civil Services, to European Officials in Service of China or Japan, and to Government Officials. Passengers claiming these special rates will in every case be required to produce proper credentials from their respective authorities, on purchase of ticket, and to Purser on steam-ship. No return tickets granted at special rates.

Missionary Rates will be granted to Missionaries and their families only on presentation to Booking Agent of proper certificates bearing the seal of their respective Societies, and on surrender of same to Ticket Agent, Vancouver.

Special Accommodation.—First-class fares are for the usual First-class accommodation on the main deck. For berths in the rooms on the upper and promenade decks an extra charge is made, particulars of which can be obtained from the Agents.

The Company's Agents will also furnish particulars of the extra charge made to Passengers desirous of additional accommodation being reserved for them during the voyage. Extra accommodation will not however be granted to the exclusion of other passengers.

It is to be understood that a passenger occupying a Cabin of two or more berths, on the departure of the vessel (unless he shall have paid an additional sum for its exclusive occupation), is liable to have the vacant berth or berths filled at the intermediate Ports.

Children (when accompanied) will be charged for as follows:—

Under 12 years and over five years ...	Half-Fare.
Under 5 years	Free.

Servants (European) accompanying families travelling First Cabin or Special Cabin will be booked at Second-class rates, and will be entitled to Second-class rating. They will have access to First-class Cabin on Steam-ships, and also to First-class Cars on railway, provided their rail passage is First-class.

CONDITIONS OF PASSAGE AND GENERAL INFORMATION.

Tickets are issued subject to the following Conditions and Regulations;

TICKETS ARE NOT TRANSFERABLE.

Passengers are carried subject to the USUAL REGULATIONS of this and the various connecting lines over which tickets read.

Time Tables will be issued as occasion requires, and the sailing dates regularly advertised in newspapers. The dates for Mail Service are fixed under the Contract with the Imperial Government, but passengers are requested to note that the steam-ships may leave the intermediate Ports (Yokohama and Shanghai) in advance of the dates given in the time table, and they are recommended to enquire of the Local Agents at these Ports as to the actual date and hour of departure.

Passengers on arrival at Vancouver should present their orders at the ticket office of the Company for exchange before embarkation on steam-ship.

Deposit of 25 per cent. of the passage money is required to be paid on securing passage, and the balance on delivery of ticket or one week before embarkation on Atlantic steam-ship. Passengers not embarking on Canadian Pacific steam-ship after engaging passage will forfeit the deposit of 25 per cent. of the passage money. If Passenger is unavoidably prevented from availing himself of a passage at the period for which it was taken, a transfer of the passage to a subsequent Steamer can be effected, on sufficient notice being given, without forfeiture of any portion of the deposit paid, and accommodation will be allotted as similar as circumstances will permit.

If a Passenger desires to cancel his ticket at an intermediate point, no refund, if allowable, can be made until reference has been made to the Agency issuing the original ticket.

Passengers will have to defray their own expenses for Hotels, in the event of any detention; and in all cases in which the Company's Steam-ships may be placed in Quarantine, First Saloon Passengers will be charged 10s. 4d. ($2.50,) and Second Saloon Passengers 6s. 2d. ($1.50) per day for their maintenance on board during detention of the Ship.

Passengers wishing to communicate by Telegraph with the Canadian Pacific Railway Company, should use the Telegraphic Addresses mentioned on page showing list of Agencies.

Rates are exclusive of Aerated Water, Beer, Wines, and Spirits, which may be purchased on board steam-ships and paid for in Gold Dollars at exchange of 75 cents. for One Mexican Dollar.

Bedding, linen and all requisite furniture are provided in the Steamers at the Company's expense for 1st and 2nd class passengers, together with the attendance of experienced male and female servants.

Servants soliciting gratuities will be dismissed from the Company's service.

Passengers are requested not to bring steam-ship deck chairs on board, as the Company supply same free of charge to all cabin passengers.

Stop overs.—Provided the application be made when booking passage, *stop overs* in Yokohama and Shanghai will be allowed to holders of 1st and 2nd Class Tickets (one way), for a period not exceeding 3 months. Stop overs will also be granted on Return Tickets within their time limits, provided notice of

stop over is given to the Company's Agent at Port of embarkation. Passengers availing themselves of this privilege must give at least a week's notice to the Agents of the Company of their intention to go forward by the next steamer, when accommodation similar to that called for by ticket will be reserved, if available ; but the Company will not be responsible for any delay arising from want of accommodation, and will only guarantee to forward Passengers by steamers of their own Line. Passengers are not allowed to break the journey at these Ports excepting with the permission of the Company or their Agents.

Routes and Connections.—The fixed Ports of Call are Vancouver, Yokohama, Shanghai and Hong Kong. Occasionally the steamers call at Kobe, proceeding through the far-famed inland sea of Japan. The steam-ships take a specified northern course between Vancouver and Yokohama, experience having demonstrated that better weather prevails in the northern latitudes than in the more southerly courses taken by other steamer lines. This northerly course is about 300 miles shorter than any other route.

Connections are made at Yokohama with steamers to and from all parts of Japan and Corea ; at Shanghai for North China, Mid-China and the Yangtsze River Ports ; and at Hong Kong for South China, Tongkin, Manila, the Straits Settlements, Australia, India and Europe, via Suez.

Each of the Steam-ships carries a qualified Surgeon.

Passengers must comply with the Regulations established on board the Steamers for the general safety and comfort.

The Ship to be allowed to deviate for any purpose, in any manner and to any extent.

If, by reason of disease, bodily or mental, any Passenger is pronounced, on the written certificate of the Ship's Surgeon, to

be unfit to proceed, or likely to endanger the general health or safety on board, the Company shall have the absolute right to re-land such Passenger, or to disembark him at any intermediate Port at his sole cost, the Company engaging to convey him to his destination after convalescence.

The Company give notice that where Passengers are booked to or from a destination off the Company's lines, they act only as agents for such connecting lines, and will not be responsible for any failure of the vessels or trains of the Company by which any portion of the journey may be performed to connect with the Company's steamers, and that the C.P.R. Company are not responsible for the acts, default, neglect, or the consequences of such, of any other line than their own. Passengers must also comply with, and be bound by, the general regulations for the time being in force of such other Companies as above-mentioned, and also as to any Ports called at where they might wish to disembark. Passengers cannot break the journey except with the permission of the Company particularly concerned.

The Company do not undertake the conveyance of Dogs or other animals by their Steamers, unless under special contract, and the charge for Dogs would then be, exclusive of food, £5 2s. 9d. ($25) from Vancouver to Yokohama, Shanghai or Hong Kong. The rate from the Atlantic Seaboard to Vancouver is £1 10s. 10d. ($7.50) each. In all cases they must be placed in charge of the butcher on board, and are at the owner's risk.

NOTICE.—The Company will not be responsible for, and shall be exempt from, all liability in respect of any detention or delay to Passengers arising from any circumstances whatever, and the Company will not be responsible for and shall be exempt from all liability in respect of any detention, loss, damage or injury whatsoever of or to the person, or of or to any luggage, property, goods, effects, articles, matters or things belonging to, or carried by or with any Passenger, whether the same shall arise from or be occasioned by civil commotion, strikes, or from

combinations of workmen, the act of God, of the Queen's enemies, dangers of the seas, rivers or navigation, collision, fire, thefts or robberies, whether by persons in the employment of the Company, or by others, accidents to or by machinery, boilers or steam, accidents by sea or land, unskilful, improper or careless navigation, or any other acts, defaults or negligence of the Company's Agents or servants of any kind whatsoever, or from the restrictions of quarantine wheresoever imposed.

BAGGAGE.

The attention of Passengers is respectfully requested to the undermentioned Regulations in reference to Baggage: much trouble and loss are occasionally caused by their neglect or non-observance.

On the Canadian Pacific Steam-ships and Railway 350 lbs. of Baggage (wearing apparel) are carried free for each full first-class fare, and 250 lbs. for each full second-class fare, with proportionate quantities for children. Excess is charged 12s. 4d. ($3) per 100 lbs. on Pacific Steamers and £1 10s. 10d. ($7.50) per 100 lbs. on Canadian Pacific Railway from Atlantic Ports to Vancouver.

On Railways other than the Canadian Pacific Railway the weight of baggage carried free is less than above—generally from 150 lbs. to 250 lbs. for each full first-class fare.

On the Atlantic Steamer Lines 20 cubic feet are allowed each first-class and 15 cubic feet each second-class Passenger.

The Baggage of Passengers must contain only their personal effects. Packages containing Jewellery, Plate, and other valuables must be specially declared and registered prior to shipment, and Freight paid thereon. Any infringement of these regulations will subject the Packages to detention for Freight by the Company's Agents at port of destination.

Baggage for Cabin use should not exceed 3 ft. in length, 1 ft. 9 in. in width, and 1 ft. 3in. in depth.

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All Baggage should be packed in Leather Portmanteaux or Trunks, marked in full, with the Owner's Name and Port of destination, in paint, and fastened securely with case locks, as padlocks and leather straps are liable to damage.

In order to facilitate the shipment and stowing of Baggage, Passengers are requested to have their packages distinctly marked "Wanted," or "Not wanted," as the case may be. Labels for this purpose can be obtained from the Company's Agents.

Baggage "not wanted" will be checked on board Canadian Pacific Steam-ships, and can occasionally be had up from the Baggage Room during the voyage, by application to the Fourth Officer, to whom all enquiries respecting Baggage should be made. All Baggage must be claimed on board Company's Steam-ships at Destination or Port of Exchange to connecting Steam-ships.

Passengers who may miss any package of Baggage on arrival at their destination are recommended to apply, *without delay*, to the Company's Agent, giving full particulars, *in writing*, when enquiry will at once be made.

Customs Regulations.—Baggage not required by the Passenger while passing through Canada and the U.S.A., need not be examined at Atlantic Port of Landing, but can be bonded through to Vancouver.

ALL BAGGAGE IS AT PASSENGER'S RISK ON STEAM-SHIPS UNLESS INSURED. Insurance may be effected at the Agencies at low rates.

CANADIAN PACIFIC RAILWAY.

Passengers on arrival at Atlantic Seaboard Ports should present their tickets or orders at the Office of the Company for exchange if necessary. All information and possible assistance will be there furnished.

Routes Overland.—Passengers have choice of following routes overland to Vancouver, the rates varying slightly by some of them :—

1. The Canadian "all rail" route via Ottawa, Port Arthur and Winnipeg.
2. The Canadian Pacific "Lake" route either via rail to Owen Sound or Sault Ste. Marie (10th May to 1st November).

   NOTE.—The Lake routes include Meals and Berths on the Railway Company's Clyde-built Lake Steam-ships to Port Arthur.
3. The "Soo" route, via Sault Ste. Marie, St. Paul and Winnipeg.
4. The "Ontario" route, via Toronto, North Bay, and the Canadian Pacific Trans-Continental Line.
5. The "Chicago" route. via Chicago, St. Paul, and Winnipeg.

Toronto is within 30 miles Lake, 80 miles Rail of Niagara Falls

The Pacific Express leaves Montreal daily, except Sunday, and arrives Vancouver daily, except Saturday.

The Railway journey to Vancouver occupies about 5½ days, and is through the grandest scenery in the world. During the summer months observation cars are attached to the trains whilst crossing the mountains, and passengers are thereby enabled to view without interruption or inconvenience the magnificent panorama before them.

Stop Overs.—Stop-over is permitted on all Overland Tickets at any point on the Canadian Pacific Railway for any period within the time limit of Ticket; application must be made to Conductor or Guard of Train.

Dining Cars in which meals of the best description will be served at 3s. (75c.) each, are attached to the Pacific Express. Through the Mountains, where Dining Cars are not run, meals will be served at same rate at the Company's Hotels at North Field, Glacier and North Bend.

Sleeping Cars, First Class, are run on all through trains and are accessible only to those holding First-class tickets on Railway. The Canadian Pacific Sleeping Cars surpass any in the world, and are supplied with bath rooms and all toilet requisites. Accommodation in them is sold only to holders of First-class Railway Tickets. The charges per double berth to Vancouver are: From Atlantic ports, £4 2s. 2d. ($20.00.) to £4 18s 8d. ($24.00.); from Ottawa, £4 2s. 2d. ($20.00); from Toronto, £3 16s. 1d. ($18.50); from Port Arthur, £3 1s. 8d. ($15.00); from Winnipeg, £2 9s. 4d. ($12.00).

Sleeping Cars, Second Class.—Passengers holding Second-class Railway Tickets are entitled to Second-class Sleeping Car accommodation (not upholstered), free of charge, on the Canadian Pacific Railway.

Descriptive Time Tables and Illustrated Guide Books of the Railway Route are furnished to all passengers; these can be obtained on the trains, or from any Ticket Agent of the Company free of charge.

STEAM-SHIPS.

The Royal Mail Service between Canada and China and Japan is performed by the Company's Steam-ships:—

	Captain.	Tons.	Horse-power.
Empress of India ...	O. P. Marshall..	5,900	10,000
Empress of Japan ..	George A. Lee...	5,900	10,000
Empress of China ..	Alex. Tillett ...	5,900	10,000

These three Steam-ships have just been built by the Naval Construction and Armament Co., at Barrow-in-Furness, England, and the following particulars of their dimensions and construction, &c., will doubtless be of much interest to Passengers.

Under the Contract with the Imperial Government for the Mail Service, the speed of the vessels was to be 17½ knots on the measured mile, and 16 knots at sea. The Company however, determined to more than live up to these requirements, and they therefore contracted with the Builders, for a speed of 18 knots on the measured mile, and 16½ knots on a 400 miles sea trip, which has been more than realized on the trial trips already made.

In the design of these vessels the greatest possible attention has been paid to strength, sub-division, and general means of safety, no expense being spared by the Canadian Pacific Railway Company to make them in every respect equal to the very finest vessels afloat. Their engines indicate 10,000 horse-power, and they are propelled by twin-screws, the engine room being divided by a fore-and-aft bulkhead, and the propeller or tail-end shafts being carried within the structure of the hull to the very extremity, thus doing away with the external support known as the " A " bracket principle. The hull, which is built of the best Siemens-Martins Steel, with a double bottom extending the full length, is sub-divided by twelve tranverse water-tight bulk-heads, and is practically unsinkable. Of these, three forward and two aft are without doors of any kind, while the remaining seven have specially constructed water-tight doors, and all sluice doors in the bunkers are provided with screens to prevent falling coal blocking the doors. The four boilers (32 furnaces) supplying the engines with steam, are placed in two compartments divided by a cross bunker, and are fully protected by wing bulk-head and side bunkers.

The dimensions of the vessels are:—Length over all, 485 feet; between perpendiculars, 440 feet; breadth, moulded, 51 feet; depth, moulded, 36 feet; tonnage, 5,900 tons, gross. They are lightly rigged with pole masts and fore-and-aft canvas, and their form, both under and above water, is of such symmetry and fineness as to insure their easily attaining the high speed required. The steam steering gear, which is of the best and strongest make, is connected with a drum working on the rudder head, which is again controlled by a patent hydraulic brake.

The arrangements and fittings for Passengers are of the most complete and luxurious kind. On the promenade deck aft, is a large smoking-room, and forward, the library and special state-rooms, all panelled in hardwood. Above the promenade deck are carried 10 lifeboats and two collapsible boats, all fitted with patent lowering and dis-engaging gear. At the forward end of this deck are the Captain's quarters, chart-room, and wheel-house. On the upper deck is a large dining saloon, with galleys and pantries attached, and on one side are some dozen special state-rooms, while on the other are the quarters of the officers and engineers. Further aft is the second-class smoking-room, and various other quarters. The remainder of the first and second-class passenger accommodation consisting of unusually large state rooms, is upon the main deck. Superb accommodation is afforded for 170 Saloon Passengers. The saloons, library and state-rooms, are marvels of beauty, convenience and luxury. Wherever possible artistic skill and taste is given full license, and these ships can fairly claim to excel anything afloat. The vessels are lighted throughout with electricity, and are thoroughly ventilated by a series of electric fans, each of three feet in diameter, and delivering about 400,000 cubic feet of air per hour. The vessels will carry, in addition to their large complement of passengers about 4,000 tons of cargo, and have been specially designed with side ports and side hatches, arranged with a view to the speedy reception and delivery of same.

The utmost care has been taken throughout to keep to the high standard established by the Canadian Pacific Railway Company in all its trains, and other equipments, and everything that could conduce to the comfort and safety of the passengers has been carried out in the construction of the vessels, which are commanded by the best officers of the Merchant Service, all of whom are members of the Royal Naval Reserve.

TABLE OF DISTANCES (DIRECT.)

	Hong Kong	Amoy	Woosung (Shanghai)	Nagasaki	Kobe (via Inland Sea)	Yokohama	Vancouver
Hong Kong		280	811	1067	1367	1591	.....
Amoy			552	810	1120	1340	.....
Woosung (Shanghai)				448	765	1030	.....
Nagasaki					384	710	.....
Kobe (via Inland Sea)						346	.....
Yokohama							4300

Montreal to Vancouver	2906 miles		Halifax to Montreal	758 miles	
Quebec ,, Montreal	172	,,	Liverpool ,, Halifax	2480	,,
Liverpool ,, Quebec	2660	,,	New York ,, Montreal	384	,,
Boston ,, Montreal	340	,,	Liverpool ,, New York	3180	,,

PARCELS

Are received at the Company's Agencies at London, Liverpool, Manchester, and Glasgow, and are forwarded by the "Dominion Express Company." Charges are in all cases to be prepaid. The contents and value of each parcel must be declared, and the name and full address plainly marked on the package.

CAUTION.

DANGEROUS GOODS.

The attention of Shippers and Passengers is specially directed to the following clauses in the "Merchant Shipping Act, 1873," relative to articles of this description :—

"*If any person sends or attempts to send by or not being the "master or owner of the vessel carries or attempts to carry in any "vessel, British or foreign, any dangerous goods ; (that is to say), "aquafortis, vitriol, naptha, benzine, gunpowder, lucifer matches, "nitro-glycerine, petroleum, or any other goods of a dangerous "nature, without distinctly marking their nature on the outside of "the package containing the same, and giving written notice of the "nature of such goods and of the name and address of the sender "or carrier thereof to the master or owner of the vessel at or before "the time of sending the same to be shipped or taking the same on "board the vessel, he shall for every such offence incur a penalty "not exceeding* one hundred pounds sterling.

"*If any person knowingly sends or attempts to send by, or "carries or attempts to carry in any vessel, British or foreign, "any dangerous goods or goods of a dangerous nature, under a "false description, or falsely describes the sender or carrier "thereof, he shall incur a penalty not exceeding* five hundred pounds sterling."

List of Principal Agencies.

*Amoy ..... Boyd & Co.
Baltimore ..... H. McMurtrie, 203 East German Street.
Bangkok ..... Windsor, Rose, & Co.
Batavia ..... Maclaine, Watson & Co.
Bombay ..... Ewart, Latham & Co.
Boston ..... C. E. McPherson, 211 Washington Street.
*Calcutta ..... Gillanders, Arbuthnot & Co.
Canton ..... Deacon & Co.
Chefoo ..... Cornabe & Co.
Chicago, Ill ..... J. F. Lee, 232 South Clark Street.
Colombo ..... Alston, Scott & Co.
Detroit, Mich ..... C. Sheehy, 11 Fort Street West.
*Foochow ..... Adamson, Bell & Co.
Glasgow ..... Archer Baker, 25 Gordon Street.
Registered Cable Address, "Roxburghs."
Halifax, N.S ..... C. R. Barry, 126 Hollis Street, and Steamship Wharf.
Hamilton, Ont ..... W. J. Grant, 8 James Street South.
*Hankow ..... Adamson, Bell & Co
*Hong Kong ..... " "
*Kobe ..... Frazar & Co. (Browne & Co.)
Liverpool ..... Archer Baker, 7 James Street.
Registered Cable Address, "Thecan."
London, Eng ..... Archer Baker, 67 and 68 King William Street, E.C.
Registered Cable Address, "Deltona."
London, Ont ..... E. M. Peel, 1 Masonic Temple.
Madras ..... Arbuthnot & Co.
Manchester, Eng .. Archer Baker, 105 Market Street.
Registered Cable Address, "Canpac."
Manila ..... Smith, Bell & Co.
*Montreal, Que ..... D. McNicoll, General Passenger Agent.
" " ..... C. E. E. Ussher, Assistant General Passenger Agent.
" " ..... W. F. Egg, District Passenger Agent.
" " ..... A. B. Chaffee, Jun., 266 St. James Street, Ticket Agent.
*Nagasaki ..... Frazar & Co. (Holme, Ringer & Co.)
New York ..... Everett Frazar (Frt. Dept., China & Japan), 124 Water St.
* " " ..... E. V. Skinner, General Eastern Agent, 353 Broadway.

Ottawa, Ont	J. E. Parker, 42 Sparks Street.
Penang	Boustead & Co.
Philadelphia, Pa	H. McMurtrie, Corner Third and Chestnut Streets.
Portland, Ore	W. S. Hineline, 146 First Street.
Port Townsend, Wash	James Jones, 90 Taylor Street.
Quebec	J. W. Ryder, St. Louis Hotel.
Rangoon	Gillanders, Arbuthnot & Co.
Saigon	William G. Hale & Co.
San Francisco, Cal	M. M. Stern, Chronicle Building.
Seattle, Wash	E. W. McGinnis, Star-Boyd Building, Front Street.
***Shanghai**	Adamson, Bell & Co.
Singapore	Boustead & Co.
St. John, N.B	C. E. McPherson, Assistant General Passenger Agent.
St. Paul, Minn	G. M. Kenyon, 195 East Third Street.
Swatow	Bradley & Co.
Tacoma, Wash	W. R. Thompson, 901 Pacific Avenue.
Tientsin	William Forbes & Co.
Toronto, Ont	W. R. Callaway, 118 King Street West.
***Vancouver, B.C**	D. E. Brown, Asst. General Freight & Passenger Agent.
" "	George McL. Brown, Ticket Agent.
Victoria, B.C	Allan Cameron, Government Street.
Winnipeg, Man	W. M. McLeod, 471 Main Street, Ticket Agent.
" "	Robert Kerr, General Freight and Passenger Agent.
***Yokohama**	Frazar & Co.

Or any Office of the Canadian Pacific Railway Company.

Messrs. Thomas Cook & Sons, Tourist Agents, with offices in all parts of the world, are also Agents of the Canadian Pacific Railway, and can supply tickets and information.

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* The Registered Telegraphic Address for any of the Agencies marked with an asterisk is "Citamprag." Messages must be signed by the senders.