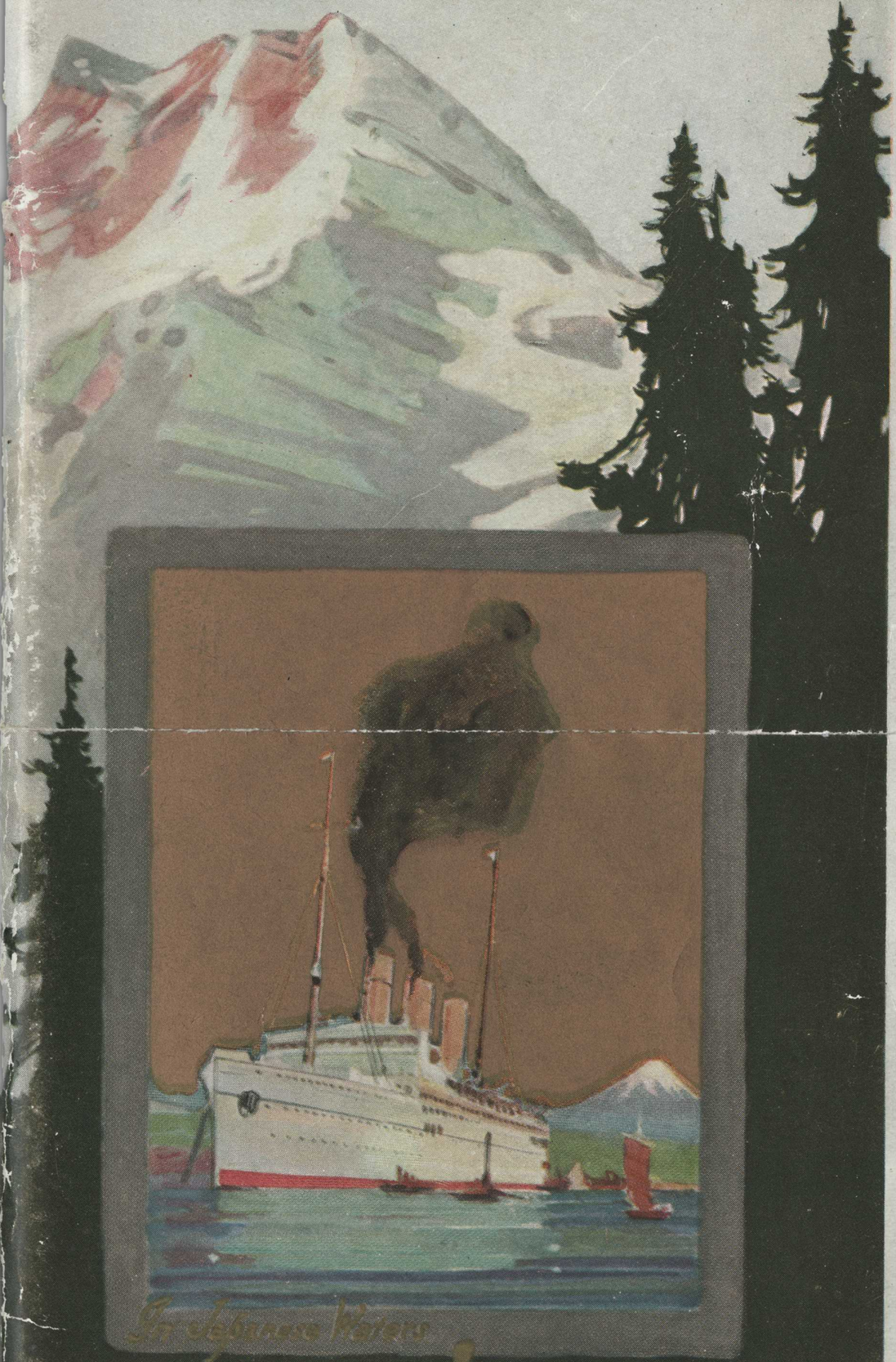
1915

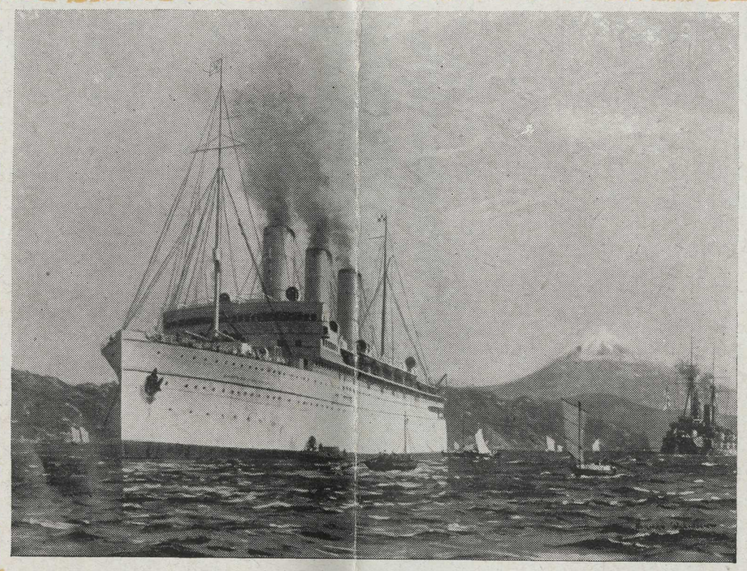
The CANADIAN PACIFIC ROUTE



Via Vancouver

The CANADIAN PACIFIC

"Imperial Limited" at Glacier, B.C.



Empress of Russia in Japanese Waters

ROUTE

The Canadian Pacific to Canada, United States and Europe

QUICKEST TIME ACROSS THE PACIFIC

Hong Kong to Vancouver in 17 days
Shanghai to Vancouver in 14 days
Yokohama to Vancouver in 9 days
} **Add one day for Antipodes Day**

THIS remarkably fast time is made by the Canadian Pacific quadruple screw steamships *Empress of Russia* and *Empress of Asia*.

In addition to the great saving of time, these Empresses also bring Pacific Ocean travellers luxuriousness and completeness of equipment never before enjoyed.

Single as well as two-berth rooms have been provided; also a number of luxurious suites and rooms with bath.

At Vancouver, there is a magnificent Canadian Pacific Hotel, while for those to whom time is limited immediate connection is made with the Canadian Pacific limited trains, composed of modern equipment, including compartment sleeping cars, dining cars and observation cars, which carry the traveller across the continent through the most marvellous scenery in the world—the Canadian Pacific Rockies. Deep canyons, dashing rivers, beautiful lakes, snow-capped mountains and even glacier fields may be viewed from the car window. Mountain hotels have been constructed in the centre of the most beautiful districts where stop-overs may be made.

If time is an important factor, the limited trains from Vancouver enable the traveler to reach Winnipeg in 2½ days; Montreal, 4½ days; Chicago, 3½ days; New York, Boston, Philadelphia or Washington, 5 days.

The Canadian Pacific steamers across the Atlantic make the voyage in about seven days.

PHILIPPINES

MANILA (Pop. 300,000)

The *Empress of Russia* and *Empress of Asia* call at Manila on westbound voyage going direct to the pier. Passengers holding tickets to Hong Kong, or beyond, may stop over at Manila and proceed to Hong Kong on a later sailing of the *Empress of Russia* or *Empress of Asia;* or will be forwarded from Manila to Hong Kong by Toyo Kisen Kaisha or Pacific Mail steamer, upon application to our Manila agents, Smith, Bell & Co.

Through passengers originating at Manila will be forwarded to Hong Kong by steamer of the Canadian Pacific, Toyo Kisen Kaisha, Pacific Mail or local lines to connect with Canadian Pacific steamer at Hong Kong.

HOTELS—*American plan; minimum rates, gold.*
Manila, $4.00; Delmonico, $2.50; Manhattan, $2.50, all within half mile of steamship landing. Transfer charge, $1.00, including baggage.

CURRENCY—Peso, equal to 50 cents gold, and centavo, one-half cent gold.

POINTS OF INTEREST—Old Spanish City; Fort Santiago; Fort McKinley; Government offices and Marble Hall; Bilibid, the largest reformatory prison in the world; Taal Volcano.

Conveyances: Calesas (seats two), 75 cents per hour; victorias (seats four), $1.25 per hour; motor cars, $2.50 to $5.00 per hour.

Manila is the capital of the Philippine Islands, which were annexed by the United States in 1898. Since that time many improvements and developments have been made in every possible direction, until it is to-day the most up-to-date and healthiest city in the Far East, with an excellent modern hotel.

CHINA

HONG KONG (Pop. 500,000)

The hotel launches carry passengers between steamer and shore, landing at Blake Pier.

Canadian Pacific Office opposite Blake Pier.

CUSTOMS—Personal effects are admitted free.

CURRENCY—The Mexican dollar is used in China, equivalent to about 50 cents gold.

HOTELS—*American plan; minimum rates, gold.*
Hong Kong, $4.00; King Edward, $3.50; St. George's House, $3.00; Astor House, $3.00; Grand Carlton, $3.00; all within five minutes of landing.

POINTS OF INTEREST—Victoria Peak; City Hall; Museum; Botanical Gardens; Happy Valley.

Conveyances: Jinrikishas 20 cents per hour; coolie chairs, 25 cents per hour; motor cars, $3.50 to $4.00 per hour.

Hong Kong is a mountainous island with an area of twenty-nine square miles. It is a British Colony, having been ceded to Great Britain by the Treaty of Canton, 1841. The capital, and indeed the only city on the island, is Victoria, though generally spoken of as Hong Kong. It has a beautiful harbor, which is always crowded with native craft, merchant vessels and warships of Great Britain and other nations. For natural beauty, the island of Hong Kong and city of Victoria have few rivals.

SIDE TRIPS—Canton, Macao and West River.

SHANGHAI (Pop. 1,200,000)

Canadian Pacific Office, Peking and Yuen-Ming Yuen Roads.

The ships anchor at Woosung, where passengers are transferred by launch to Shanghai, a distance of fourteen miles, requiring one and one-half hours. The steamers remain at Woosung from six to twelve hours, giving passengers an opportunity to visit many points of interest in Shanghai.

EASTBOUND—All steamers call at Shanghai (Woosung).

WESTBOUND—The *Empress of Japan* and *Monteagle* call at Shanghai (Woosung). *Empress of Russia* and *Empress of Asia* are due to arrive Nagasaki 7.00 a.m., Thursday, and passengers holding tickets with Shanghai destination will be forwarded

by Nippon Yusen Kaisha steamer sailing same day or by steamer of the Toyo Kisen Kaisha or Pacific Mail. Through tickets to Manila or Hong Kong will be honored to Shanghai on steamers of Canadian Pacific, Toyo Kisen Kaisha or Pacific Mail only.

HOTELS—*American plan; minimum rates, gold.*
Astor House, $3.50; Palace, $4.00; Kalee, $3.00; Hotel des Colonies, $2.00; all within half-mile of landing. Jinrikisha fare, 10 cents. Burlington, $3.50; two and one-half miles from landing. Jinrikisha fare, 20 cents.

POINTS OF INTEREST—Loongwha Pagoda, Kiangnan Arsenal, Li Hung Chang's Gardens and The Bund; also Foo Chow Road, which should be visited at night. It is known throughout the empire as the "Paris of China." Famous for its eating houses and tea houses, opium dens and shops, where almost everything foreign or native can be purchased. Also the finest appointed theatres in China, with the latest methods of producing old plays. Conveyances: Carriages, one-half day, $2.00; whole day, $2.50; jinrikishas, 20 cents per hour; one-half day, 40 cents; whole day, 70 cents.

JAPAN-CHINA OVERLAND TOUR

SHANGHAI TO PEKING AND YOKOHAMA

MILES									
0	Lv Shanghai	*11.00pm	1st	day	* 1.05pm				Chinese Gov. Ry.
193	Ar Nanking	* 7.00am	2d	day	* 7.00pm				
	Ferry								
196	Lv Pukow	* 9.45am	2d	day					
824	Ar Tienstin	* 3.02pm	3rd	day					
...	Lv Tientsin	* 3.58pm	3rd	day	* 8.20am				
908	Ar Peking	* 6.55pm	3rd	day	*11.00am				
0	Lv Peking	* 8.30am	1st	day	9.45pm	Mo.Fr.	9.45pm	We	Chinese Gov. Ry
84	Ar Tientsin	*11.25am	1st	day	12.56am	Tu.Sa.	12.56am	Th	
...	Lv Tientsin	*11.35am	1st	day	1.00am	Tu.Sa.	1.00am	Th	
260	Ar Shanhaikuan*	6.35pm	1st	day	8.48am	Tu.Sa.	8.59am	Th	
...	Lv Shanhaikuan*	8.55am	2d	day	8.55am	Tu.Sa.	9.20am	Th	
518	Ar Mukden	* 7.07pm	2d	day	7.07pm	Tu.Sa.	8.36pm	Th	
...	Lv Mukden	* 9.40am	3rd	day	* 8.50pm	.....	1.25am	Fr	South Manch. Ry
688	Ar Antung	* 5.15pm	3rd	day	* 6.40am	.....	8.25am	Fr	
...	Lv Antung	* 7.30pm	3rd	day	* 8.20am	.....	10.45am	Fr	
997	Ar Seoul	* 8.00am	4th	day	* 7.30pm	.....	8.50pm	Fr	Chosen Railway
...	Lv Seoul	* 8.30am	4th	day	* 7.50pm	.....	9.10pm	Fr	
1272	Ar Fusan	* 7.00pm	4th	day	* 5.40am	.....	6.10am	Sa	
....	Lv Fusan	* 8.30pm	4th	day	* 6.40am	.....	* 6.40am		Imperial Gov. Str.
1422	Ar Shimonoseki*	7.30am	5th	day	* 5.40pm	.....	* 5.40pm		
....	Lv Shimonoseki*	9.50am	5th	day	* 7.10pm	*10.15am	* 8.05pm		Imperial Gov. Ry.
1548	Lv Miyajima	* 2.27pm	5th	day	*11.41pm	* 5.12pm	* 2.00am		
1751	Lv Kobe	*10.34pm	5th	day	* 7.40am	* 5.00am	*12.25pm		
1771	Lv Osaka	*11.32pm	5th	day	* 8.28am	* 5.55am	* 1.34pm		
1798	Lv Kyoto	*12.34am	6th	day	* 9.24am	* 6.55am	* 2.56pm		
1893	Lv Nagoya	* 4.31am	6th	day	*12.47pm	*11.42am	* 8.12pm		
2109	Ar Yohohama	* 1.01pm	6th	day	* 7.51pm	*10.10pm	* 6.10am		

*Daily.

The Canadian Pacific has just completed arrangements with the Japan and China Government railways for the sale of overland tickets, in connection with its ocean tickets, between Shanghai and Yokohama, in either direction, at the remarkably low fare of $60 gold. This new arrangement opens up to the tourist a territory of exceptional historical interest hitherto considered inaccessible. Peking, the wonderful capital of China, with its Great Wall, Temples, Pagodas, quaint streets, Summer Palace and above all the Forbidden City and famous Museum, now open to the public, is without doubt the most interesting of ancient capitals, and is alone well worth the visit to the Orient. The Japan-China Overland Tour ticket also includes side trips to Japan's most celebrated show places.

NANKING (Pop. 350,000)

HOTELS—*American plan; minimum rates, gold.*
Bridge, $3.50; one-quarter mile from station. Jinrikisha fare, 5 cents. Yangtze Villa, $3.50; one mile from station. Jinrikisha fare, 10 cents.

POINTS OF INTEREST—The Ming Tombs; Government Palace; The Mint; Observatory; The Battlefields; The Ancient Caves; The Drum Tower.

Nanking is famous for its manufacture of crepe, satin, silk, paper, artificial flowers, cannon and other materials of war, and the well-known "Nankeen" cotton cloth.

Conveyances: Jinrikishas, 20 cents per hour; 75 cents per day; carriages, $1.25 per hour.

PEKING (Pop. 1,000,000)

Capital of China

HOTELS—*American plan; minimum rates, gold.*
Hotel de Peking, $3.50; Grand Hotel des Wagon Lits, $4.00; both within ten minutes of station. Jinrikisha fare, 10 cents.

POINTS OF INTEREST—Museum and surrounding Court Yards in ancient Forbidden City; Temple of Heaven; Lama Temple; Temple of Confucius; Hall of Classics; Temple of Eighteen Hells; Cloisonne Emporiums on Hatamen Street; Great Curio Street and Bazaars outside Chien Gate; Observatory; view from Tartar Wall and from Drum Tower; excursions to Summer Palace, the Great Wall of China and the Ming Tombs.

Conveyances: Jinrikishas, 20 cents per hour; carriages, $3.50 per day; motor car (four persons), $3.00 first hour, $1.50 subsequent hours.

The modern city of Peking, consisting of two parts—the Imperial and Forbidden cities enclosed one within the other, most of which are now open to the public—is perhaps the most interesting ancient city in the world. It stands on a site which has served as the capital of China since 1200 years before Christ. The city is surrounded by two massive walls, the inner one being thirty-seven feet high, and the outer one twenty-one feet, which present a highly imposing appearance. Many of the beautiful palaces, temples and towers distributed throughout, date back to the twelfth century.

The Central Station is situated quite near the huge southern wall of the Tartar City, and one begins to experience a sensation of curious wonderment the moment you step from the train, which feeling continues for days as you visit the many points of interest. There is an attractive blending of colors; vermilion, purple, rice-green, orange and ultramarine, all in massive gold setting, used for the gaudy scroll and flower decorations of the towering square pagoda which surmounts the great archway. The view from this archway, overlooking the hurry-scurry life in the streets below, is most interesting and impressive. The peculiar costumes and antique methods of transportation, street sprinkling, and general life, which have been in vogue for many centuries, excite wonder and amazement. Nowhere in the world can there be found anything that will equal it.

MANCHURIA

MUKDEN (Pop. 175,000)

HOTEL—*Minimum rate, gold.*
Yamato (European plan), $1.50; at station.

POINTS OF INTEREST—Chinese Old Palace, North Mausoleum, Chinese native town, West Pagado, War Monument.

KOREA

SEOUL (KEIJYO) (Pop. 300,000)

HOTEL—*American plan; minimum rate, gold. Chosen, $3.25.*

Seoul, founded more than five hundred years ago, is the capital of Korea, being its largest and most important city. The city is surrounded with a wall twenty feet high, extending in some places up on the mountain sides, each of eight great gates being surmounted by a two-story structure with heavy projecting roofs of imposing and picturesque aspect.

POINTS OF INTEREST—The Old Palace, Queen's Tomb; The White Buddha, Temple of Heaven; Nansan Hill; Pagoda Park and the Big Bell. The street life in the city is most interesting. There are many old palaces in Seoul.

JAPAN

CUSTOMS—Careful examination of all baggage is made at the Custom House. Tobacco, liquors and most other articles, except ordinary personal effects, are liable to duty. Each person is allowed to take ashore fifty cigars or one hundred cigarettes.

CURRENCY—Yen and sen. A yen equals about fifty cents gold, and a sen, one-half cent.

HOTELS—The hotel rates shown are for minimum accommodation on the American plan. During the busy season the hotels occasionally make slight advances in rates.

Station signs in Japan are written in both English and Japanese. English is the commercial language of the Orient and is spoken at all resorts frequented by American and British tourists.

Detailed information of a few of the show places, resorts and principal sights is given here, but there are many more equally attractive.

One can easily spend a month touring Japan without finding an idle moment.

Any Canadian Pacific office will secure competent guides for passengers on request. Guides are not licensed until they have passed an examination in English.

NAGASAKI (Pop. 160,000)

The Company's launch will carry passengers between steamer and shore.

HOTELS—*American plan; minimum rates, gold.*
Cliff House, $2.25; Japan, $2.25; fifteen minutes from station or steamship. Jinrikisha fare, 25 cents.

The most interesting feature at Nagasaki is the coaling of the ship by men, women and young girls, who pass small baskets of coal with amazing rapidity. Photographing and

sketching are not permitted, as Nagasaki and vicinity are included in the fortified district.

SIDE TRIPS—Michinoo Hot Springs; Obana, the seaside resort; Unzen Hot Springs and Takeo Hot Springs, at fares varying from $1.00 to $5.00.

INLAND SEA

The Inland Sea, one of the most beautiful attractions of Japan, extends for about 240 miles along the Pacific side of Main Island from Shimonoseki on the west to Osaka on the east. The width varies from 40 miles to, at one particular point, only room for two ships to pass abreast. It is dotted with islands, many of which are terraced to their summits and covered with paddy fields or pine groves. The shores are lined with villages and the waters are a mass of trading junks and fishing boats. The smoothness of the water and the continuously varying and picturesque scenery is a source of pleasure to the traveller throughout its entire length.

MIYAJIMA (Pop. 3,000)

HOTEL—*American plan; minimum rate, gold.*
Miyajima, $3.00; situated on the Island of Miyajima, mile and half from railway station by launch. Fare, 30 cents.

The Island of Miyajima is known as one of Japan's "Three Chief Sights," the other two being Matsushima and Ama-no-Hashidate. The Temple of Miyajima is built out in the sea on piles and enjoys great celebrity. The surrounding country, as well as the inland sea, is noted for its picturesque beauty.

KOBE (Pop. 440,000)

The Company's launch will carry passengers between steamer and shore. The Canadian Pacific office No. 1 Bund is right on the landing.

HOTELS—*American plan; minimum rates, gold.*
Oriental, $4.00; Tor, $3.50; Mikado, $2.50; Pleasanton, $2.50; five to fifteen minutes from station. Jinrikisha fare, 15 cents.

POINTS OF INTEREST—The Shinto Temple of Ikuta stands in a wood of cryptomerias and camphor trees, within a few minutes' walk from the hotels. The electric tram cars run to Hyogo, where there is a great bronze Buddha, forty-eight feet high, with a three-foot eye. Passengers may change at Hyogo to a direct line to the favorite seaside resorts, Suma and Shioya. The electric railway continues to Osaka, the fare being only 11 cents. Conveyances: Motor cars, $2.50 per hour; jinrikishas, 25 cents.

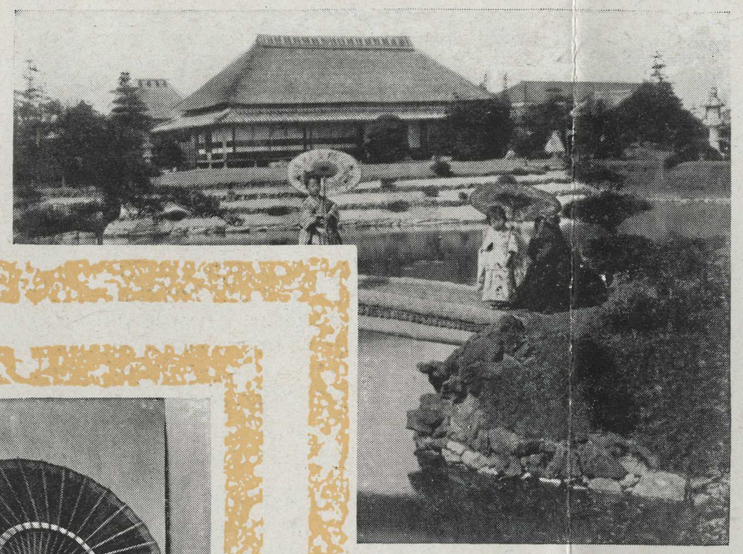
KYOTO (Pop. 508,000)

HOTELS—*American plan; minimum rates, gold.*
Miyako, $4.00; Kyoto, $4.00; both within half-hour of station. Jinrikisha fare, 15 cents.

POINTS OF INTEREST—Kyoto was the metropolis of the Empire and the residence of all the Emperors until 1868, when the Imperial Court was removed to Tokyo. Kyoto is noted for its various temples and types of architecture of ancient days. Centre for arts and crafts of Japan—silks, embroideries, porcelain, metal works, inlays, etc. An especially interesting feature of Kyoto is the Geisha School.

Conveyances: Jinrikishas, 30 cents per hour.

Japanese Tea Garden



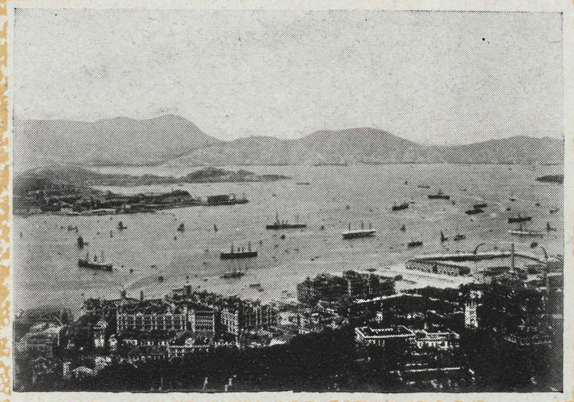
Garden at Tsurmi

Japanese Girl

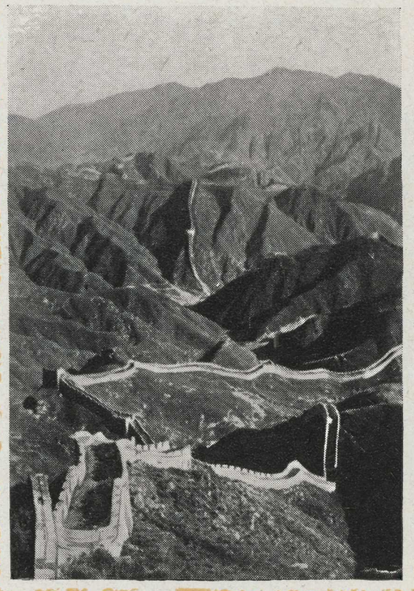
Mount Fujiyama

Torii, at Miyajima

Hong Kong Harbor

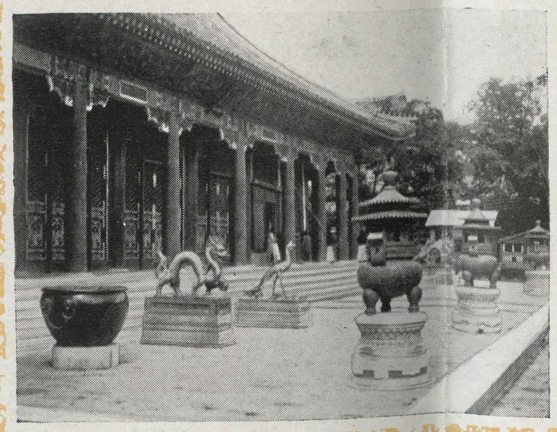


Railway Station at Shanghai

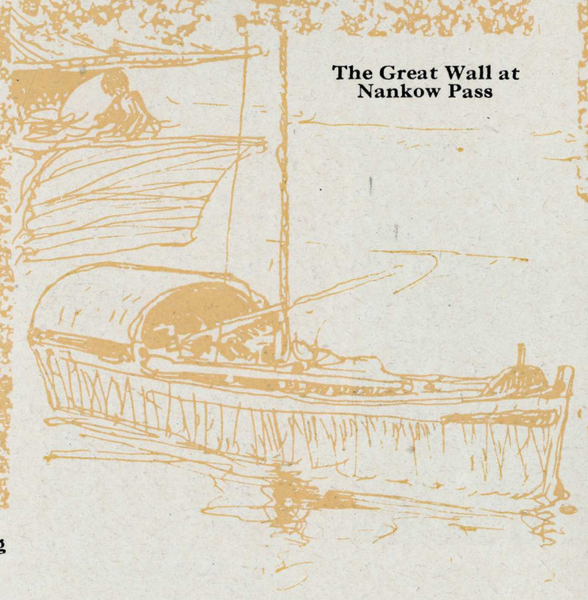


The Great Wall at Nankow Pass

Southwest Blockhouse, Peking

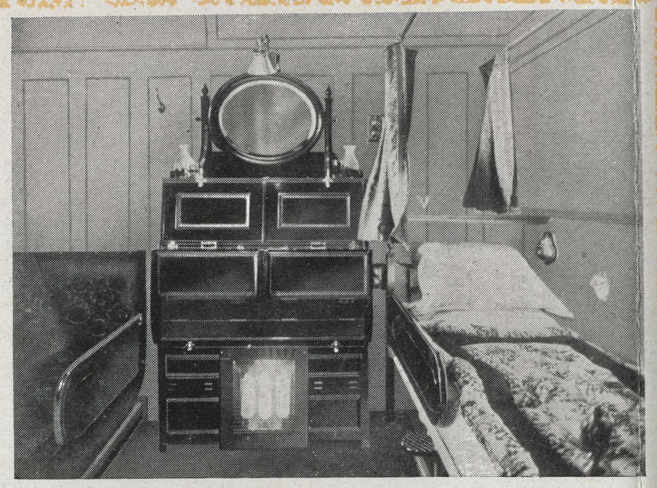


In the Forbidden City, Peking

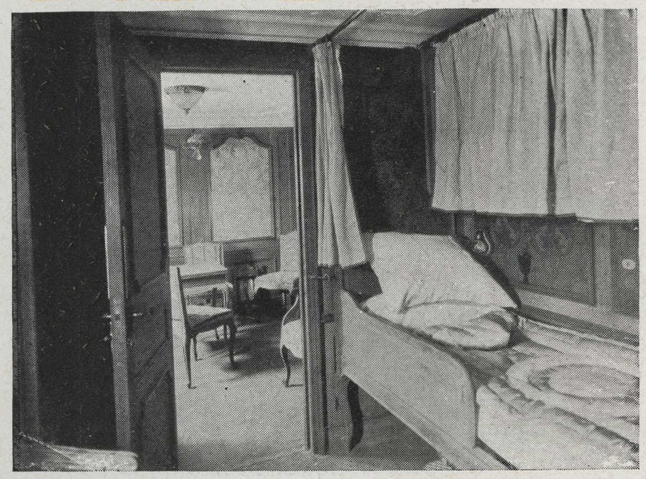


The Luxurious Main Dining Room, Empress of Russia and Empress of Asia

Smoking Room, Empress of Asia



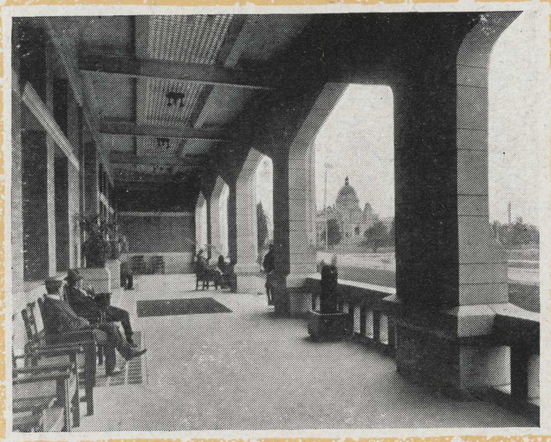
Minimum Rate Room, Empress of Russia and Empress of Asia



One of the Suites, Empress of Asia and Empress of Russia

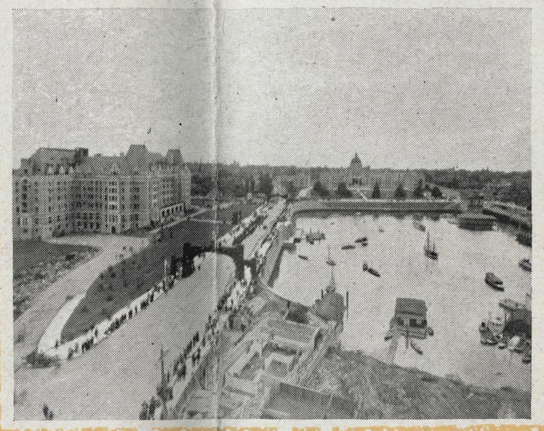
Drawing Room, Empress of Russia

Waterfront, Vancouver



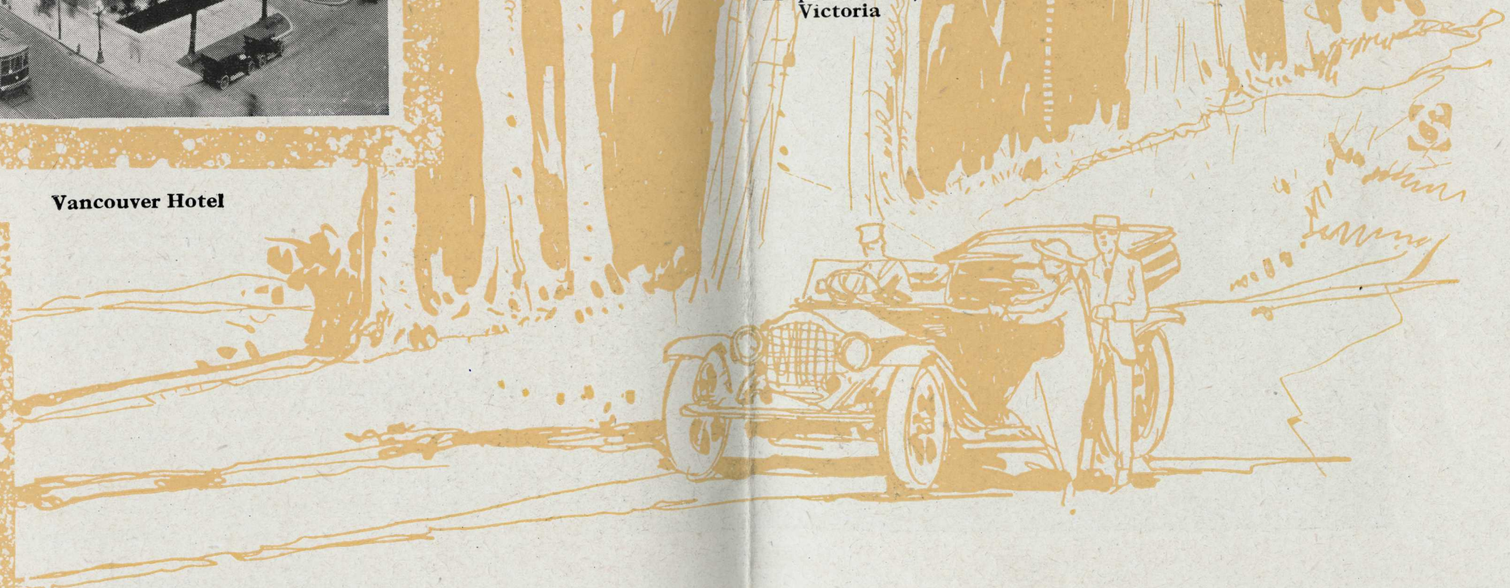
Empress Hotel and Parliament Buildings, Victoria, B.C.

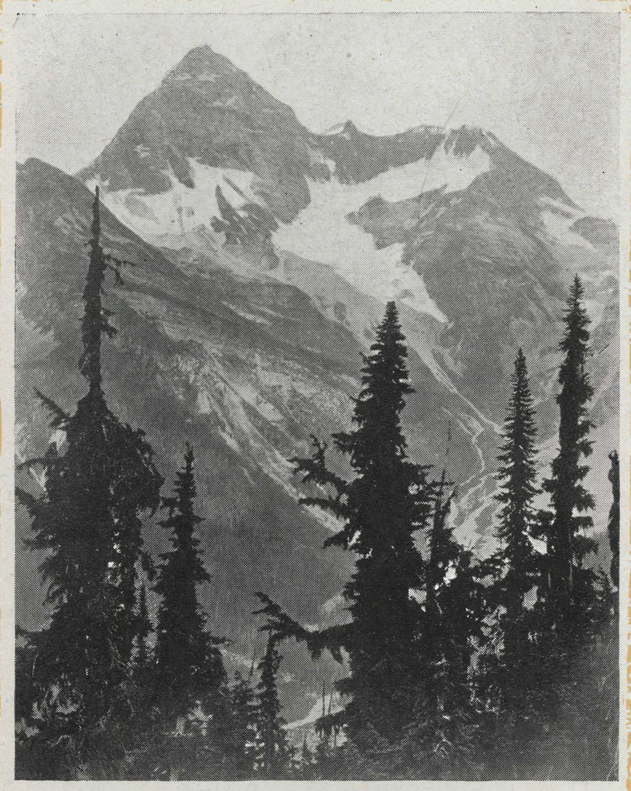
Vancouver Hotel



Empress Hotel, Victoria

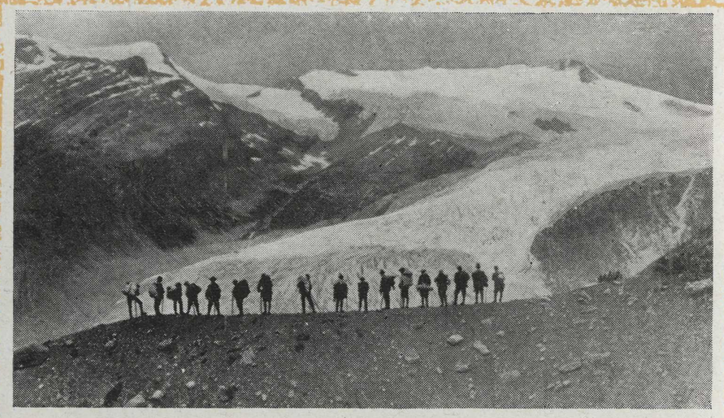
C.P.R. Docks, Victoria





Mt. Sir Donald, Glacier, B.C.

Sicamous Hotel, Sicamous, B.C.



Alpine Party, Canadian Rockies

Ice Pinnacles, Great Glacier
of the Illicillewaet,
Glacier, B.C.

NARA (Pop. 32,000)

Twenty-six miles from Kyoto: Fare 60 cents.

HOTELS—*American plan; minimum rates, gold.*

Nara Hotel $3.00 owned by Imperial Government Railway.

POINTS OF INTEREST—Daibutsu-den (748 A.D.). Imperial museum and many famous old temples. Nara was the capital of Japan in the eighth century and the whole city is kept like a public garden. The shrines, temples and even the deer are sacred.

Conveyance: Jinrikishas 20 cents per hour.

MIYANOSHITA (Pop 1,500)

HOTELS—*American plan; minimum rates, gold.*

Fujiya, $4.00 (one of the best hotels in Japan; contains open-air swimming pool); Hakone, $2.50.

Miyanoshita is one of the most popular resorts in Japan on account of its natural hot springs. The route is by rail to Kozu, thence by tram car to Yumoto, ten miles, and from Yumoto the distance is three miles, a very pretty walk, or jinrikishas are available, if you desire. Owing to the steep climb two *riksha* men are required for lady or light-weight gentleman, and three for heavy-weight. From Yokohama this trip may be made by motor car, the rate being $25 for the round trip, if made in one day.

YOKOHAMA (Pop. 397,000)

Canadian Pacific steamships use the new Customs dock.

Canadian Pacific office No. 14 Bund.

HOTELS—*American plan; minimum rates, gold.*

Grand, $4.00; Oriental Palace, $3.00; Pleasanton, $2.50; Club, $3.00; Royal, $2.00. All within ten minutes' jinrikisha ride from dock—fare ten cents.

POINTS OF INTEREST—This is the chief commercial port of Japan. The native town, with its curio shops, its street stalls and its theatrical and other shows, is full of color and interest.

Conveyances for sight-seeing and shopping: motor cars, $2.50 per hour; carriages, $1.75; jinrikishas, 30 cents. Motor car trips can be made to a number of interesting points in the vicinity, among which are Kamakura and return, three hours; Miyanoshita and return, nine hours; Hachioji and reutrn, ten hours; also to Nikko.

Railway Station—twenty minutes from hotels—jinrikisha fare, 20 cents.

KAMAKURA (Pop. 11,000)

Thirteen miles from Yokohama; service hourly; fare 35 cts.

HOTEL—*American plan; minimum rate, gold.*

Kaihin-in, $3.50. One mile from station. Jinrikisha fare, 10 cents.

POINTS OF INTEREST—Temples and famous bronze image of Daibutsu. In the summer excellent sea bathing and fishing. Conveyances: Carriages, 40 cents per hour; jinrikishas, 25 cents.

SIDE TRIPS—Enoshima, a picturesque island where a fine view of sea and mountain may be enjoyed. Distance, four miles by electric tramcar.

YOKOHAMA TO PEKING AND SHANGHAI

MILES								
0	Lv Yokohama..	* 9.08am	1st day	* 7.19am		* 4.52pm	*11.59pm	Imperial Gov. Ry.
216	Lv Nagoya....	* 4.14pm	1st day	* 6.06pm		* 1.26am	*10.00am	
311	Lv Kyoto.....	* 7.38pm	1st day	*11.02pm		* 5.35am	* 2.47pm	
338	Lv Osaka.....	* 8.33pm	1st day	*11.59pm		* 6.38am	* 3.56pm	
358	Lv Kobe.....	* 9.22pm	1st day	*12.54am		* 7.32am	* 4.58pm	
561	Lv Miyajima...	* 5.10am	2d day	*12.21pm		* 3.39pm	* 2.55am	
687	Ar Shimonoseki*	9.38am	2d day	* 7.45pm		* 8.24pm	* 8.40am	
...	Lv Shimonoseki*	10.10am	2d day	* 9.30pm		* 9.30pm	*10.10am	Imperial Gov. Str.
837	Ar Fusan.....	* 9.40pm	2d day	* 9.00am		* 9.00am	* 9.40pm	
...	Lv Fusan.....	*11.00pm	2d day	9.50pm	We	*10.30am	*11.00pm	
1112	Ar Seoul.....	* 8.50am	3rd day	6.50am	Th	* 9.00pm	* 8.50am	Chosen Railway
...	Lv Seoul.....	* 9.10am	3rd day	7.10am	Th	* 9.40pm	* 9.10am	
1421	Ar Antung.....	* 8.30pm	3rd day	4.10pm	Th	*10.40am	* 8.30pm	
...	Lv Antung.....	* 8.30pm	3rd day	4.40pm	Th	*10.40am	* 8.30pm	South Manch. Ry.
1591	Ar Mukden....	* 6.55am	4th day	11.10pm	Th	* 6.35pm	* 6.55am	
...	Lv Mukden....	*10.00am	4th day	1.30am	Fr	.....	*10.00am	
1849	Ar Shanhaikuan*	8.20pm	4th day	11.45am	Fr	.....	* 8.20pm	
....	Lv Shanhaikuan*	9.00am	5th day	12.00n'n	Fr	Su.We.	8.40pm	Chinese Gov. Ry.
2025	Ar Tientsin....	* 3.35pm	5th day	6.27pm	Fr	Mo.Th.	4.45am	
....	Lv Tientsin....	* 3.58pm	5th day	6.47pm	Fr	Mo.Th.	4.55am	
2109	Ar Peking.....	* 6.55pm	5th day	9.43pm	Fr	Mo.Th.	8.44am	
0	Lv Peking.....	* 8.30am	1st day	* 4.35pm		.....		Chinese Gov. Ry.
84	Ar Tientsin....	*11.25am	1st day	* 7.10pm		.....		
....	Lv Tientsin....	* 1.00pm	1st day	.....		.....		
712	Ar Pukow.....	* 6.23pm	2d day	.....		.....		
	Ferry							
715	Lv Nanking....	*11.00pm	2d day	*11.00pm		* 1.20pm	7.30am	
908	Ar Shanghai...	* 7.00am	3rd day	* 7.00am		* 7.35pm	2.50pm	

*Daily.

TOKYO (Pop. 2,100,000)

Capital of Japan.

Forty-five minutes from Yokohama by electric cars; service every fifteen minutes; distance, 18 miles.

HOTELS—*American plan; minimum rates, gold.*

Imperial, $4.00; Seiyoken, $3.50; Central, $2.50; all within one mile of station. Jinrikisha fare, 10 cents.

POINTS OF INTEREST—Shiba and Uyeno Parks, Kwannon Temple, at Asakusa Park; Museum of Arts; Tombs of Forty-seven Ronins. Tokyo has many large theatres, where wonderful histrionic performances may be enjoyed. A motor or carriage drive around the Palace grounds, including the various embassies, government buildings, etc., is an enjoyable way to spend an afternoon. The Empire Club, a Japanese tea house, provides typical Japanese dinners and dances. Conveyances: Motor cars, $2,60 per hour; carriages, $1.75; jinrikishas, 30 cts.

NIKKO (Pop. 13,250)

Ninety-one miles from Tokyo; four and one half hours; six trains daily; fare $1.80.

HOTELS—*American plan; minimum rates, gold.*

Kanaya, $3.50; Nikko, $3.00; both within thirty minutes of station. Jinrikisha fare, 25 cents.

POINTS OF INTEREST—Beautiful mountain scenery, cascades, monumental forest trees, and the most gorgeous and perfect assemblage of shrines in Japan. Picturesque old Japanese bridges, including the old sacred Red Lacquered Bridge. Conveyances: Jinrikishas, 25 cents per hour; riding horse, $1.50 per day, within distance of twenty miles.

TICKET INTERCHANGE ARRANGEMENT

All first-class single and round trip tickets of the Canadian Pacific, Toyo Kisen Kaisha and Pacific Mail are interchangeable between all ports upon application to the agent of line desired, thus greatly facilitating the movements of passengers from port to port. Tickets reading between San Francisco and Yokohama will be honored between Vancouver and Yokohama or vice versa.

GENERAL INFORMATION

All quotations herein are on gold basis

(Sailings, Other Lines' Fares and Hotel Rates, Subject to Change)

	GROSS REGISTERED TONNAGE	DISPLACEMENT TONNAGE	PASSENGER FIRST CLASS	PASSENGER SECOND CLASS	CAPACITY STEERAGE
Empress of Russia.....	16,850	30,625	296	84	800
Empress of Asia.....	16,850	30,625	296	84	800
Empress of Japan.....	6,000	11,750	154	44	585
Monteagle.....	6,163	12,720	97	64	288

	MILES	TIME
Hong Kong to Shanghai.....	859	2 days
Shanghai to Nagasaki.....	426	30 hours
Nagasaki to Kobe.....	389	22 hours
Kobe to Yokohana.....	330	19 hours
Yokohama to Vancouver.....	4,283	9 days
Manila to Hong Kong.....	628	1 ½ days
Yokohama to Honolulu.....	3,440	10 days
Honolulu to San Francisco.....	2,080	6 days

SAILING HOURS—Hong Kong, noon; Yokohama, 3.00 p.m. Ships remain in the Oriental ports from six to twelve hours.

FREE RAIL TICKETS IN JAPAN—Through passengers holding first-class tickets, who desire to travel between Japanese ports by rail, will, on application to the purser or Company's agents, be given free railway ticket for passage between Yokohama, Kobe, Moji and Nagasaki, or vice versa, including side trips from Kizu to Nara and Kameyama to Yamada.

FREE RAIL tickets DO NOT INCLUDE Transit Duty, Express Train Charges, Sleeping Car or Meals.

Transit Day—25 cents for 200 miles or more; proportionate charge for shorter distances.

Express Train Charge—For limited express trains; under 400 miles, $1.50; 400 miles or over, $2.50. For ordinary express trains, 75 cents, irrespective of distance. Special ticket required obtainable at railway station ticket office.

Sleeping cars on all express trains; average charge, $2.00 per night.

Dining cars on all express trains; service a la carte.

BAGGAGE may be checked from Vancouver to any point in the United States in bond, and it will not be inspected unless required at Vancouver.

Labels are supplied for baggage, showing whether it is for STATEROOM, BAGGAGE-ROOM or HOLD. The baggage room is accessible to passengers during the voyage.

Trunks for staterooms should not be over 3 feet long, 21 inches wide, or 15 inches high.

Passengers arriving on the Empresses may have their baggage examined on board the ship immediately after leaving Victoria and checked through to any point in the United States or Canada.

FREE ALLOWANCE—350 pounds on Canadian Pacific Railway and Trans-Pacific steamships.

LAUNDRY on the *Empress of Russia* and *Empress of Asia.*

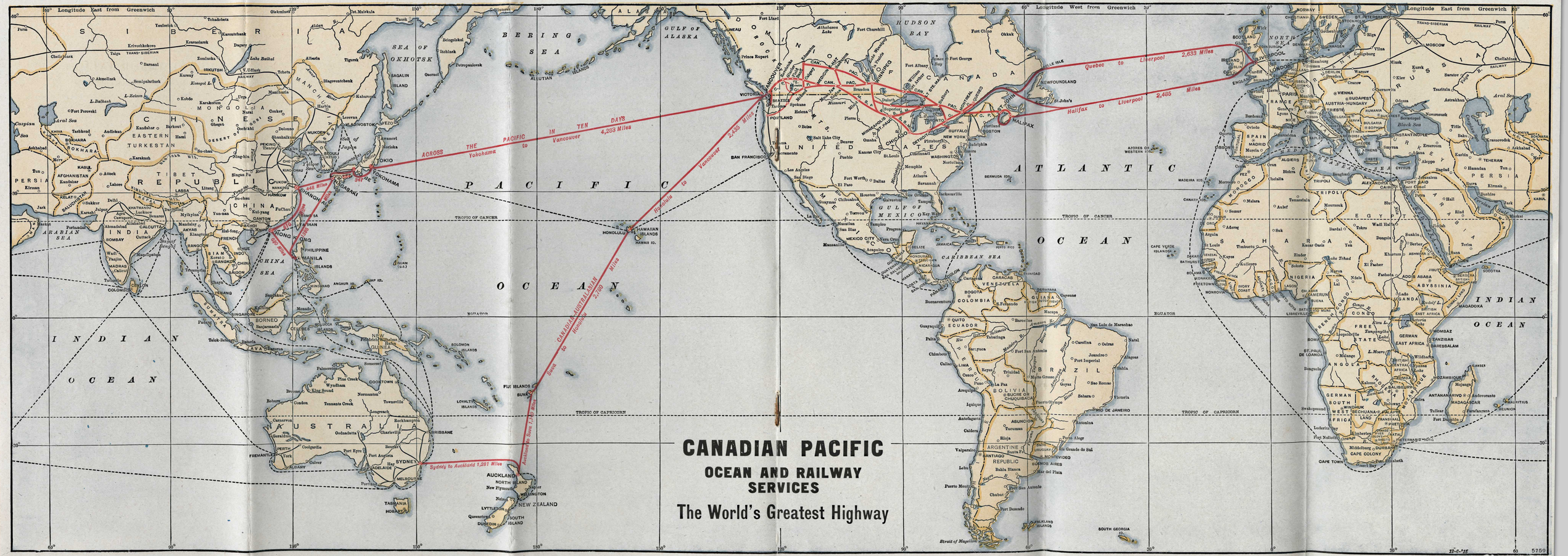
DECK CHAIRS are furnished free.

STEAMER RUGS are not provided.

GYMNASIUM fully equipped on the *Empress of Russia* and *Empress of Asia.*

AMATEUR PHOTOGRAPHY—Dark room provided for amateur photographers on *Empress of Russia* and *Empress of Asia.*

PASSPORTS are required.


CANADIAN PACIFIC
OCEAN AND RAILWAY SERVICES
The World's Greatest Highway
ACROSS THE PACIFIC IN TEN DAYS
Yokohama to Vancouver 4,283 Miles
Vancouver to Quebec 2,635 Miles
Quebec to Liverpool 2,633 Miles
Halifax to Liverpool 2,485 Miles
Hongkong to Shanghai 1,000 Miles
Shanghai to Yokohama 448 Miles
Honolulu to Vancouver 2,100 Miles
CANADIAN-AUSTRALASIAN ROUTE
Suva to Honolulu 2,700 Miles
Auckland to Suva 1,100 Miles
Sydney to Auckland 1,281 Miles
Longitude East from Greenwich
Longitude West from Greenwich
TROPIC OF CANCER
EQUATOR
TROPIC OF CAPRICORN
PACIFIC OCEAN
ATLANTIC OCEAN
INDIAN OCEAN
BERING SEA
SEA OF OKHOTSK
GULF OF ALASKA
HUDSON BAY
GULF OF MEXICO
CARIBBEAN SEA
CHINA SEA
ARABIAN SEA
CANADA
UNITED STATES
MEXICO
CHINA
INDIA
AUSTRALIA
NEW ZEALAND
BRAZIL
ARGENTINE REPUBLIC
SOUTH AFRICA
EGYPT
SAHARA
VANCOUVER
VICTORIA
SEATTLE
PORTLAND
SAN FRANCISCO
HONOLULU
HAWAIIAN ISLANDS
YOKOHAMA
TOKIO
OSAKA
SHANGHAI
HONGKONG
MANILA
SUVA
AUCKLAND
SYDNEY
MELBOURNE
PERTH
FREMANTLE
CALCUTTA
BOMBAY
COLOMBO
SINGAPORE
CAPE TOWN
PORT ELIZABETH
DURBAN
LIVERPOOL
LONDON
PARIS
HALIFAX
ST. JOHN'S
NEW YORK
BOSTON
WASHINGTON
CHICAGO
MONTREAL
TORONTO
WINNIPEG
CALGARY
EDMONTON
VANCOUVER
RIO DE JANEIRO
SAO PAULO
BUENOS AIRES
MONTEVIDEO
SANTIAGO
LIMA
BOGOTA
CARACAS
HAVANA
MEXICO CITY
ALGIERS
TRIPOLI
CAIRO
ALEXANDRIA
ADDIS ABABA
NAIROBI
LAGOS
DAKAR
LISBON
MADRID
ROME
VIENNA
BERLIN
MOSCOW
ST. PETERSBURG
STOCKHOLM
CHRISTIANIA
COPENHAGEN
ISTANBUL
ATHENS
BAGDAD
TEHERAN
KABUL
TASHKENT
BOMBAY
MADRAS
RANGOON
BANGKOK
SAIGON
HONG KONG
SHANGHAI
PEKING
TOKYO
OSAKA
VLADIVOSTOK
HARBIN
MUKDEN
TIENTSIN
SHANGHAI
CANTON
HONOLULU
SUVA
AUCKLAND
SYDNEY
MELBOURNE
PERTH
FREMANTLE
ADELAIDE
BRISBANE
TASMANIA
HOBART
NEW ZEALAND
NORTH ISLAND
SOUTH ISLAND
WELLINGTON
DUNEDIN
LYTTELTON
Strait of Magellan
SOUTH GEORGIA IS.
FALKLAND ISLANDS
BERMUDA IDS.
AZORES OR WESTERN IS.
CAPE VERDE ISLANDS
MADEIRA IDS.
CANARY IDS.
5759

CANADA

VICTORIA (Pop. 50,000)

CHARMINGLY situated on Vancouver Island, overlooking the Straits of Juan de Fuca, Victoria has been aptly described as being a transported section of Old England. It is distinctly a home city, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks, and her public buildings. The parliament buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, first of the chain of Canadian Pacific hostelries, gives the guest attention and service equalled only by the best in the land. It overlooks the inner harbour and is within a stone's throw of the Parliament buildings.

From Victoria delightful excursions may be made into the interior of Vancouver Island either by automobile or by the Esquimalt & Nanaimo Railway. The Malahat Drive is one of the most picturesque motor roads in America. Excellent hotels are to be found at Shawinigan Lake and Qualicum Beach and a delightful little chalet at Cameron Lake. Mount Arrowsmith proves one of the best climbs and Qualicum Beach has a good, sporting golf course. There is no better fishing on the Pacific Coast than that which one finds on the Campbell River, reached by motor from Courtenay, the northern terminus of the Esquimalt & Nanaimo Railway. The immense Douglas fir forests on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

VANCOUVER (Pop. 207,000)

THE terminal of the Canadian Pacific's transcontinental rail lines and its Trans-Pacific steamship routes, is the largest commercial center in British Columbia.

Vancouver rests on the shores of Burrard Inlet and has an excellent harbour nearly land-locked and fully sheltered. It faces a beautiful range of mountains that are tipped with snow the year round. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbour.

In and around Vancouver are immense lumber and shingle mills, having big payrolls and tremendous outputs. Mining, lumbering, farming and shipping form the bulwark of the city's phenomenal growth and prosperity.

All kinds of water sports are possible at Vancouver, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. Stanley Park, one of the largest natural parks in the world, is excellently maintained by the city.

Hotel Vancouver, of the Canadian Pacific Hotel System, is second to none on the Pacific Coast, and has a high reputation for the excellency of its service. Wonderful views can be had from the roof of this great hotel.

From Vancouver the Company's famous "Princess" steamships offer splendid service to Victoria, Seattle, northern British Columbia, and Alaska; the "White Empresses" cross the Pacific to Japan and China. The Canadian-Australasian Line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand and Australia.

WINDING along for 500 continuous miles east of Vancouver the main line of the Canadian Pacific leads through scenery such as can be found nowhere else on earth. But a few miles out of Vancouver the steel trail begins to twist and turn its way through a gigantic fairyland of unbelievable beauty and magnificence. The stupendous masses of rock, piled literally to the sky, crowned with scintillating snow which reflects back the sunlight in all the colors of the spectrum, are only a part of the panorama unreeled, mile by mile, as the train proceeds.

Hope is the junction for the Kettle Valley Railway, a new branch line to the orchards of the southern Okanagan Valley and the Kootenays, the mining districts of southern British Columbia, and the prairies of southern Alberta, thus providing an interesting alternative route to the main line.

North Bend is situated in the heart of the Fraser Canyon, amid awe-inspiring surroundings. The Canyon of the Thompson is entered beyond Ashcroft. Its angry waters rush along in a perfect maelstrom. After the junction with the Fraser, at Lytton, the scenery assumes still wilder aspect.

At Sicamous the traveller may board the branch line train to Vernon and other points in the Okanagan Valley. At Sicamous the Canadian Pacific Railway has a splendid hotel, which forms an excellent headquarters for those who wish to stay over to shoot, fish or make a daylight trip through the mountains.

From Revelstoke (see page 48 for alternative route) the line passes through Twin Butte to Albert Canyon. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up hundreds of feet on both sides to wooded crags, above which sharp distant peaks cut the sky. The most impressive of these canyons is the Albert, where the river is seen nearly one hundred and fifty feet below the railway, compressed into a boiling flume scarcely twenty feet wide.

GLACIER A CLIMBING CENTER

NEAR the summit of the Selkirk Range lies Glacier, in the midst of a region of mighty peaks and glaciers, woods and waterfalls. Seeming but a few hundred feet away, but in reality more than two miles, heap up the massive ice pile, of the great Illicillewaet Glacier. To its left towers the monolith of Mount Sir Donald to a height of a mile and a quarter above the railway. Another of the Canadian Pacific's mountain hotels, here, affords an opportinity for a delightful sojourn.

Leading from the station a good trail follows the turbulent course of the Illicillewaet River to the Great Illicillewaet Glacier and valley; other trails branch off in all directions, inviting and leading the mountain-climber, explorer and lover of nature to scenes of marvellous grandeur and enchanting beauty. Glacier Crest, Lake Marion and Observation

Point are among the shorter and easier ascents. Mount Abbot is a day's climb, but not a difficult one. From its summit an exceptionally fine view is obtained of the Asulkan Valley. Easy trails also lead up to the summits of Eagle Peak and Mount Avalanche. The ascent of Mount Sir Donald is more difficult, but with the assistance of experienced guides may readily be accomplished.

An excellent trail leads to the Asulkan Glacier, through scenes of Alpine splendor, and the recently discovered Caves of Nakimu are only distant about seven miles from Glacier House by a good bridle path. These wonderful caverns have been formed by the action of water for ages upon the solid rock, and form a series of chambers with large entrances, polished rock ceilings, and walls which sparkle with quartz crystals and reflect myriads of miniature lights.

Over Selkirk Summit, through Rogers' Pass, the train passes through a marvellous district of wooded mountains, deep ravines and tempestuous streams. From the train one can see the ends of the great tunnel now being pierced through the mountains.

FIELD AND THE YOHO VALLEY

A STOP-OVER for the night at the Mount Stephen House at Field, another of the Canadian Pacific's mountain hotels, gives one the opportunity of seeing one of the most picturesque districts in the Canadian Rockies.

Drives and Pony Trips

Emerald Lake, seven miles distant, is reached by a good carriage road down the bank of the Kicking Horse River and thence around the base of Mount Burgess. On the wooded shore of this beautiful lake the Company has built a picturesque Swiss chalet.

It is an extremely beautiful fourteen-mile drive to the celebrated Takakkaw Falls, of the Yoho Valley, a silver thread of glacial origin dropping 1,200 feet into a still and mighty-treed valley. A trail continues up the valley, past Laughing Falls, and the great Wapta Glacier to the curious Twin Falls, two immense jets of spray that unite in mid-air. The trail leads to a point above the falls from which a wonderful view may be obtained. Other pleasant excursions from Field may be made to points of interest within a short distance of Field—such as the Fossil Beds, Aerial Silver Mines, Natural Bridge and Monarch Mine Cabins.

Between Field and Hector, near the summit of the Rockies, one of the greatest engineering feats of the century has been accomplished. To reduce the steep grade of the western slope of the Rockies, the line has been lengthened, and two immense spiral tunnels have been driven through the solid rock, each tunnel with approaches making a complete loop of track.

LAKE LOUISE, PEARL OF THE ROCKIES

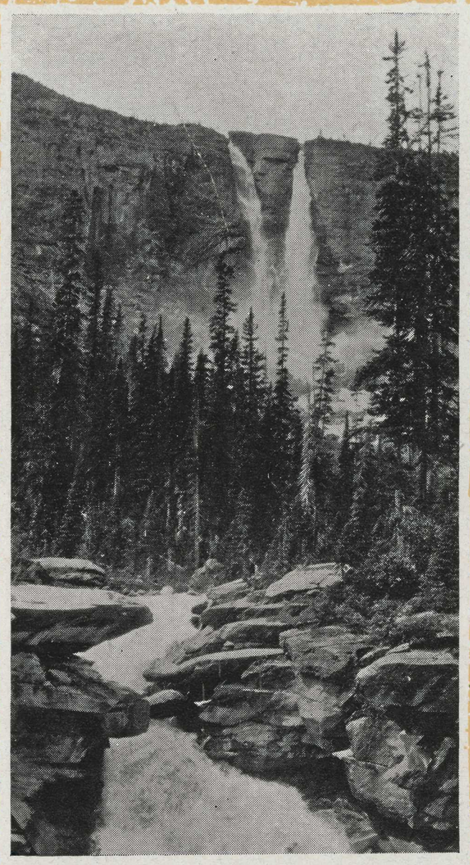
IT is three miles by narrow-gauge motor line from the Canadian Pacific Railway station to Lake Louise.

The *Chicago Evening Post* says:

"Such glory of light and color, such a sparkling mirror water, such magnificence of evergreen mountains and rocky steeps, and snow and ice and clouds, may exist in other variations, but nowhere in the world can they be surpassed.

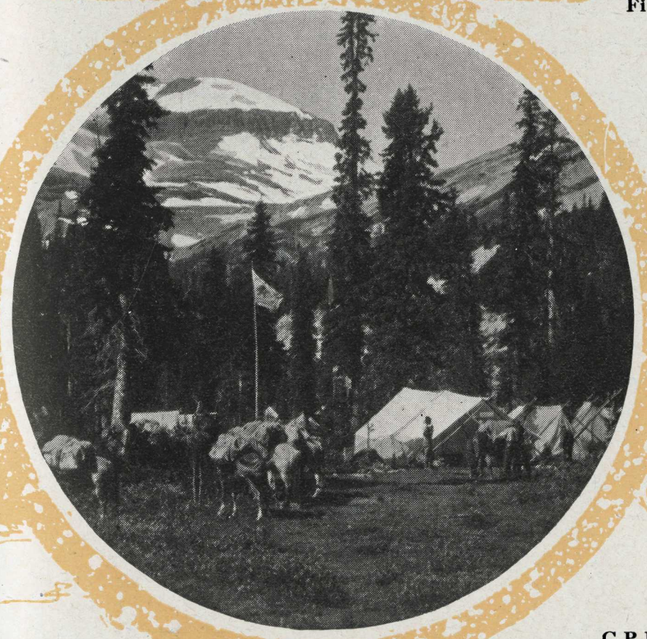
Mt. Stephen and Field, B.C.

Yoho Glacier, Field, B.C.

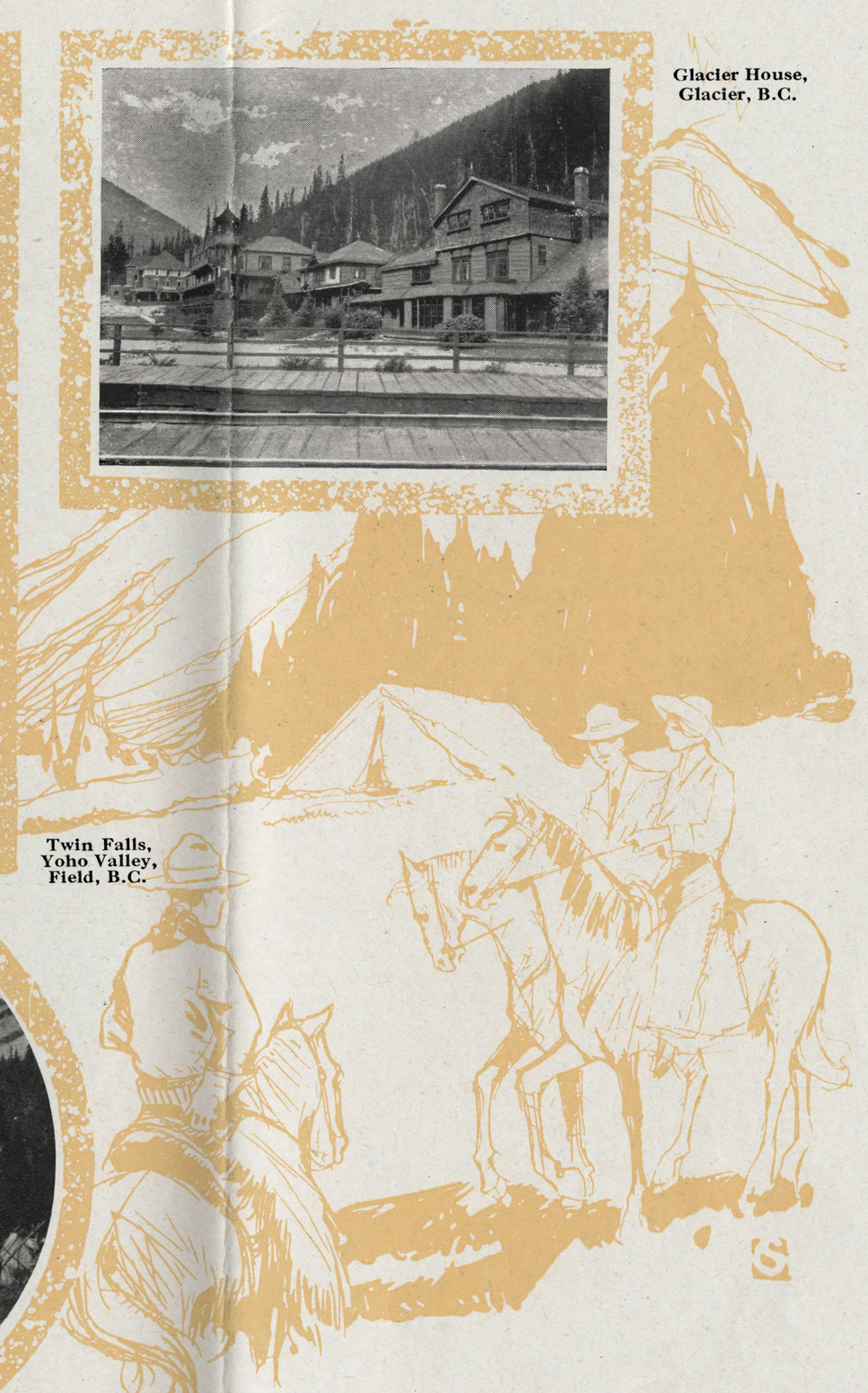


Twin Falls,
Yoho Valley,
Field, B.C.

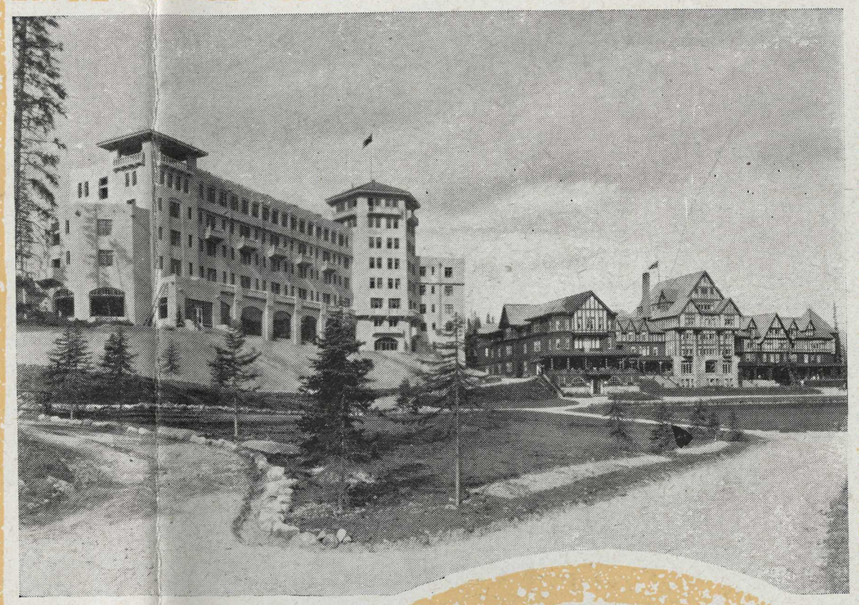
Glacier House,
Glacier, B.C.



C.P.R. Camp,
Yoho Valley,
Field, B.C.

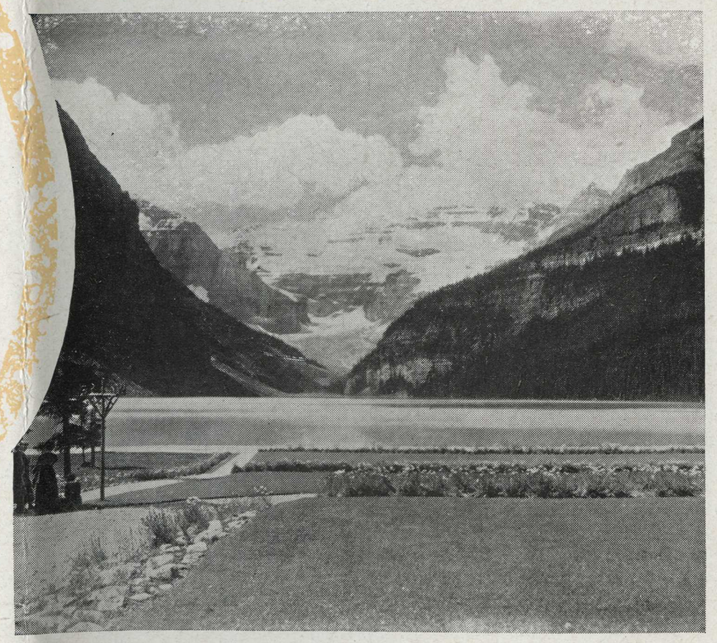


Chateau Lake Louise
at Lake Louise

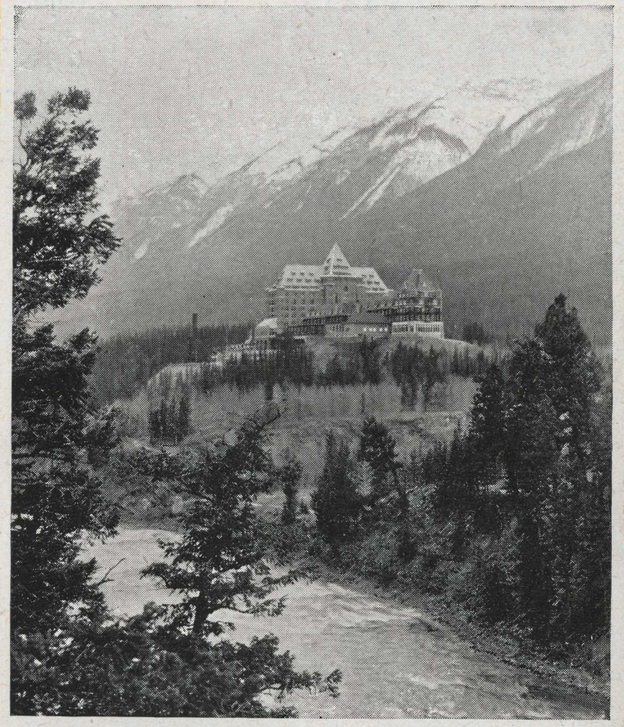


Moraine Lake, Valley of Ten Peaks, Lake Louise

Tourists on Ponies,
Lake Louise



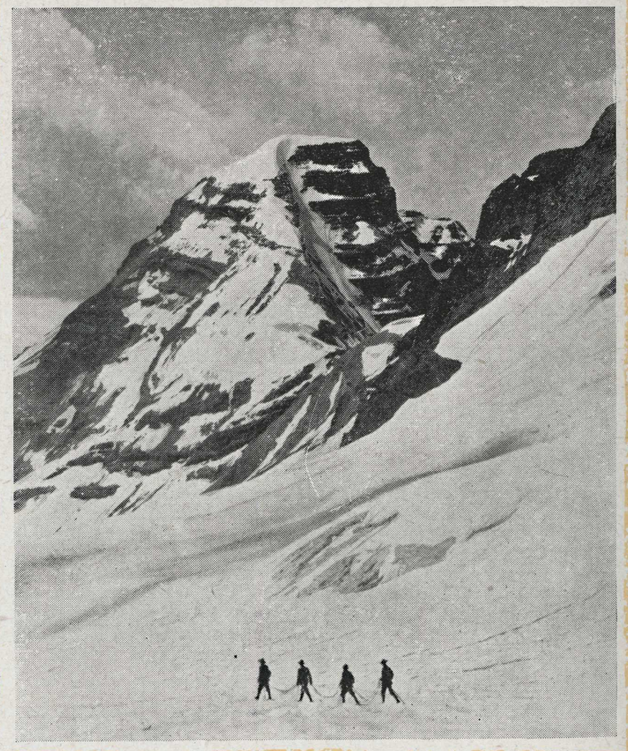
Lake Louise



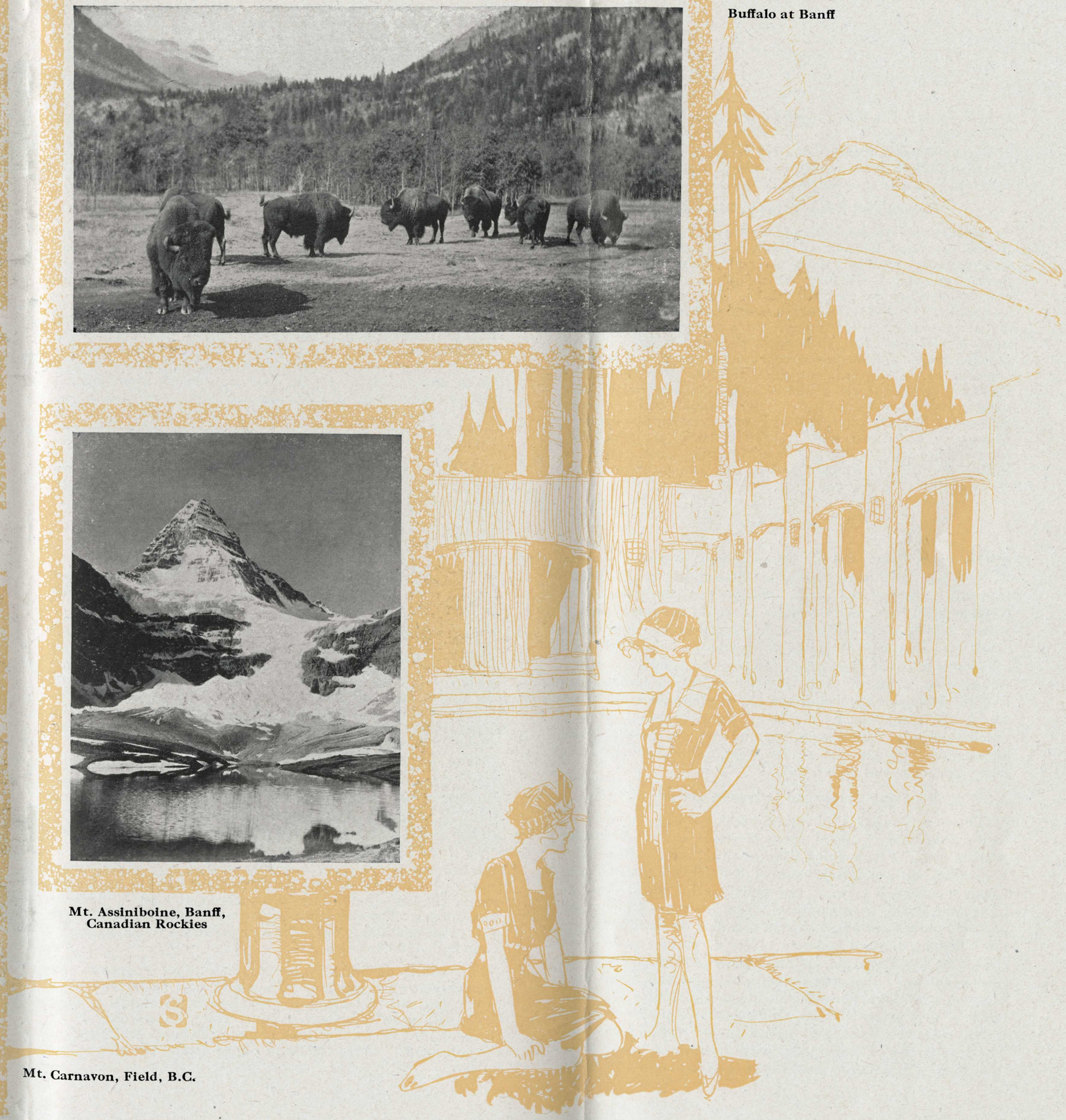
Banff Springs Hotel

Buffalo at Banff

Mt. Assiniboine, Banff,
Canadian Rockies



Mt. Carnavon, Field, B.C.



Lake Louise is the gem for which the Canadian Rockies are the setting."

Picturesquely situated on the verge of the lake is the Chateau Lake Louise, one of the finest of the Canadian Pacific hotels, where excellent accommodation is afforded.

Drives and Pony Trips at Lake Louise

From Lake Louise (altitude 5,645 feet) good trails lead to the principal features of interest in the vicinity, It is an easy ascent to Mirror Lake (altitude, 6,550 feet) and Lake Agnes (altitude, 6,820 feet) which literally nestle amid the clouds, encircled by majestic peaks. It is a three-mile trip to Saddleback Mountain, which commands an inspiring view of the famous Paradise Valley. At a distance of about ten miles is Moraine Lake, situated at the head of the valley of the Ten Peaks, and reached over a good carriage road recently constructed. Good camping facilities are afforded on the shore of the lake in the midst of scenic surroundings of surpassing beauty and grandeur. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid surroundings of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes are among the notable spots well worthy of a visit.

BANFF

FOR many years Banff, the gateway to the Canadian National Park, has attracted tourists and lovers of nature from all corners of the earth. Situated in the heart of the Canadian Rockies in the midst of primeval surroundings with a wilderness of untrodden crags and peaks radiating in every direction and abounding in game of large and small variety, it bids the sportsman, the naturalist, and the mountain-climber welcome. The traveller seeking a holiday can find all his wants supplied at the finest mountain hotel in the world, the Canadian Pacific Banff Springs Hotel, recently much enlarged. Sulphur springs and bathing pools, also an excellent golf course and tennis court, form another of the many attractions at this resort.

Pony Trips and Drives at Banff

There are many interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the animal paddocks and Sun Dance Canyon, a deep and curious cleft in the mountain. At a distance of nine miles is Lake Minnewanka, a pretty sheet of water, extremely deep, and walled in by tremendous cliffs. The lake is sixteen miles long, with a width of from one to two miles. Two steam launches make the round trip daily.

CALGARY (Pop. 81,000)

SOON after leaving Banff the country changes in character, and instead of viewing a sea of mountain peaks and snow-capped ranges, prosperous ranches and farms are spread out on either side of the tracks. Calgary enjoys the distinction of being the largest city in the immense Province of Alberta.

Calgary is the headquarters of the great irrigation system of the Canadian Pacific Railway. This is the largest undertaking of its kind in America and is well worth a visit. From Calgary a branch line runs to Edmonton, the enterprising capital of Alberta.

At Calgary the Canadian Pacific Railway has completed another immense hotel, The Hotel Palliser, undoubtedly the most imposing structure in Calgary. Externally the building is French Renaissance. It comprises ten floors, with a roof garden and sun parlor on the roof from which a magnificent view of the snow-capped Rockies can be had. There are no "inside rooms" in the Palliser, it being so built that every rooms gets sufficient light. A magnificent ball-room and palm-room are other attractive features.

Medicine Hat, called by Kipling "the town that was born lucky," is lighted with natural gas, the low price of which has attracted many industries to this city.

THE SOO LINE AND CHICAGO

AT Moose Jaw the man who is bound for Chicago leaves the main line of the Canadian Pacific Railway to take the Soo Line via Minneapolis and St. Paul.

Fort Dearborn, where Chicago now stands, was not established until 1803, and the city which sprang up on its site has had a history chequered with three panics and a two-million dollar fire, yet today Chicago has a population of two and a half millions, real estate valued at nearly three billions, scattered over an area of 325 square miles, and the reputation of being the most representatively American city on the map.

"The Loop" is a tensely active skyscraper business district, with an occupational population of nearly three hundred thousand. Chicago is also the headquarters of the packing industry and one of the world's greatest grain centres.

But Chicago doesn't punch out all its activities on a time clock. Michigan Avenue rivals Fifth Avenue, New York. Chicago hotels compare favorably in cost and gayety with those of the older town and the forty-eight miles of boulevard within the city limits carry a continuous chain of flashing automobiles. The city has a park area of 4646 acres, Lincoln Park alone containing 699 acres with 9 miles of boulevards and a zoo with 1800 denizens.

The stores on State St. are a never-failing magnet to the voguishly-gowned woman. For those who prefer the head to the hat, art is Chicago's specialty with its chief temple the Institute on Michigan Avenue, which houses one of the three or four best collections of paintings and sculpture on the continent. Three thousand pupils attend the classes annually.

ALTERNATIVE TRIP FROM REVELSTOKE TO MEDICINE HAT

THOSE who leave the main line of the Canadian Pacific at Revelstoke, find a delightful and fascinating alternative route to Medicine Hat, via Arrowhead, at the head of the beautiful Arrowhead Lakes, by steamer to West Robson, thence by rail to Nelson, where steamer is again taken on the charming Kootenay River to Balfour, one hour's run, where the Canadian Pacific Railway has recently erected a very comfortable hotel, with magnificent views of lake and mountain.

BALFOUR

SITUATED on the west arm of Kootenay Lake, midway between Nelson and Kootenay Landing, and directly opposite Proctor, Balfour is a delightful spot in the center of the Kootenay Country of lower British Columbia. It nestles amid snow-capped mountains in a country full of lakes and streams. The Canadian Pacific Railway has an excellent hotel, where the tourist or sportsman can enjoy out-of-door life in his or her own particular way. There are five excellent tennis courts, and the annual tournaments draw visitors from all British Columbia. Fast boats, excellently furnished, ply Kootenay Lake and give easy connections with Nelson and Kootenay Landing.

From Balfour one takes the Canadian Pacific Railway steamer to Kootenay Landing. From Kootenay Landing to Medicine Hat the route leads through the rich mining regions of the Kootenay and the vast agricultural districts of southern Alberta, via the Crowsnest Branch of the Canadian Pacific Railway. At Medicine Hat the main line of the Canadian Pacific is again resumed.

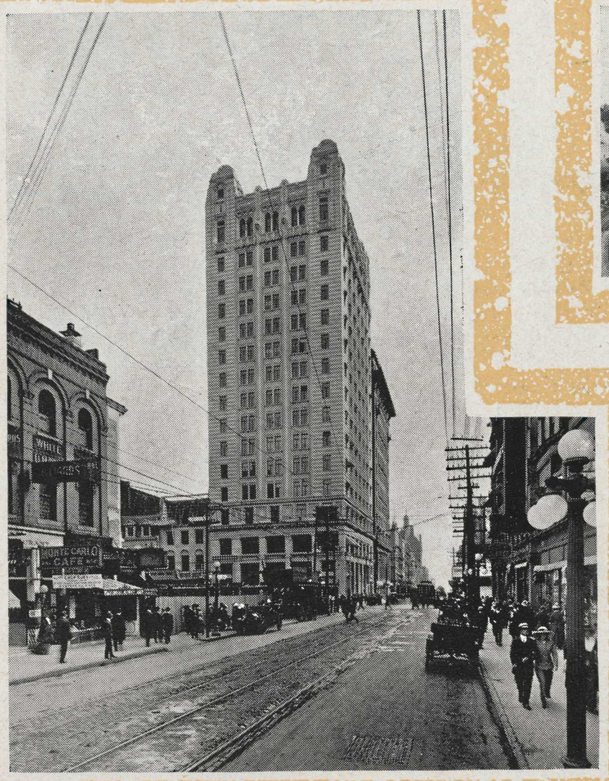
KOOTENAY CENTRAL RAILWAY

A NEW alternative route of exceptional beauty leaves the main line at Golden and goes south through the valley lying between the Rockies and the Selkirk mountains to join the Crowsnest Branch at Colvalli. The Windermere district is a centre in this valley for excursions up Toby Creek and Horse Thief Creek to the great glaciers of the Selkirks, and has a comfortable tourist hotel at Invermere near Athalmer.

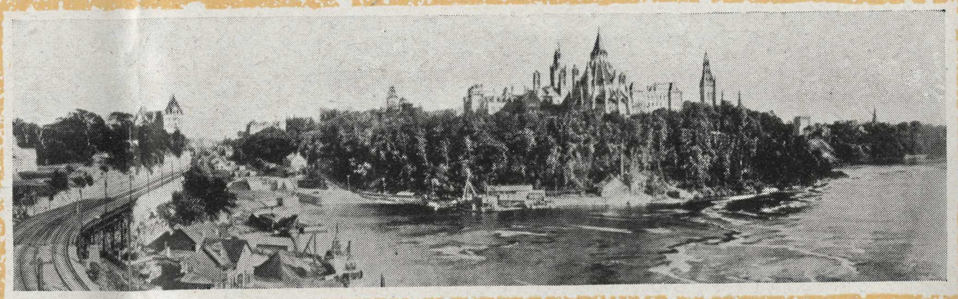
CONTINUING our journey across the prairies from Medicine Hat, the most important towns passed on the way to Winnipeg are Swift Current, Moose Jaw, Regina, Indian Head, Brandon and Portage la Prairie. Regina is the headquarters of the Royal Northwest Mounted Police.

WINNIPEG (Pop. 265,000)

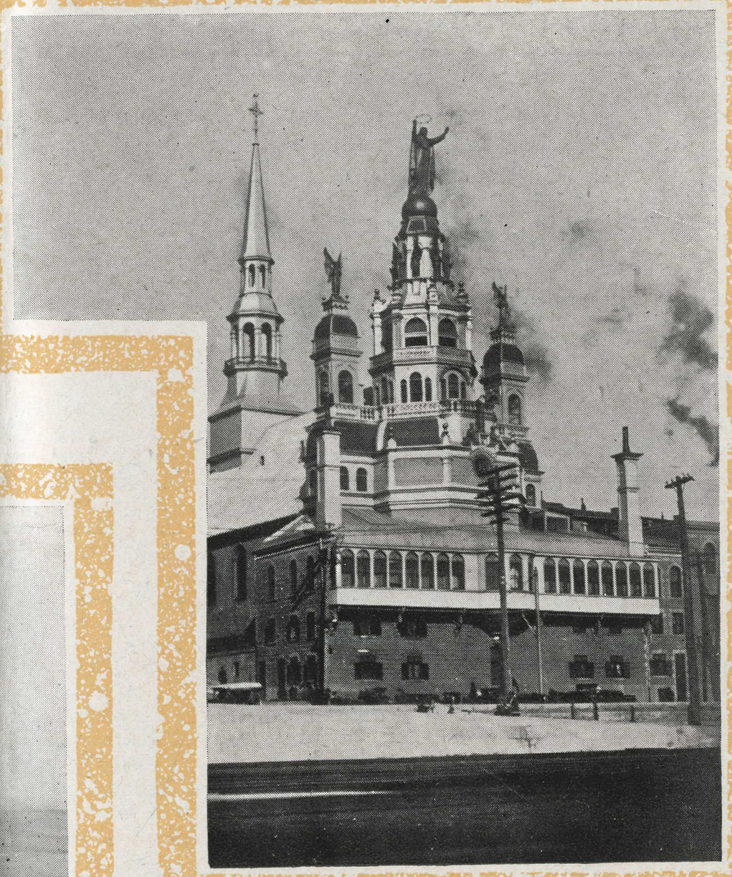
SITUATED at the confluence of the Red and the Assiniboine rivers, both navigable by steamers. Winnipeg handles more wheat than any other port on the North American continent. It is the capital of the Province of Manitoba. Formerly it was the Hudson's Bay Company's chief trading post, Fort Garry. A network of rail lines connect Winnipeg with all parts of the continent in much the same way as



C.P.R. Building, Toronto



Parliament Buildings, Ottawa



Bonsecours Church,
Montreal

Chateau Frontenac and
Dufferin Terrace

Chicago is linked to all parts of North America. Here the Canadian Pacific Railway has the largest individual railway yards in the world, having more than 130 miles of trackage. The Canadian Pacific Railway has a magnificent hotel at Winnipeg, the Royal Alexandra.

From Winnipeg a branch line of the Canadian Pacific Railway runs south, connecting at Emerson with the train service of the Soo Line to Minneapolis, St. Paul and Chicago. A through train is operated between Winnipeg and the Twin Cities.

Leaving Winnipeg and Manitoba at Ingolf, the Lake of the Woods district in Ontario is entered, where flour mills, pulp mills and sawmills are in operation day and night. The prairies are left behind and the traveller passes through a picturesque region of forests, lakes, rivers, rocks and ravines to Fort William and Port Arthur, at the head of the Great Lakes. Fort William is situated at the mouth of the Kaministikwia River, a broad, deep stream, with firm banks, affording extraordinary advantages for lake traffic. The fine steel lake steamships of the Canadian Pacific Railway Company ply between here and Port McNicoll, thus giving the tourist practically a water route to Toronto. Conveniences to be found only on trans-oceanic steamers are to be had on these magnificent passenger steamships.

GREAT LAKES TRIP

BY BOARDING a Canadian Pacific Railway steamer at Fort William, the traveller may travel down the Kaministikwia River, passing Port Arthur on Thunder Bay, thence across the bay and rounding Thunder Cape, directly across Lake Superior to Sault Ste. Marie, a large manufacturing city. From here the route followed is down St. Mary's River, through the new channel of Hay Lake and across Lake Huron and Georgian Bay to Port McNicoll, where a transfer from boat to train is made, and the traveller reaches Toronto.

NIPIGON AND SUDBURY

FOLLOWING on by the main line, at Nipigon, situated at the mouth of the Nipigon River, fishermen from many, many miles gather yearly to capture the speckled trout for which this neighbourhood is renowned.

Sudbury is the junction point, where the main line of the Canadian Pacific to Toronto leaves the main line to Montreal. This gives the third optional route from Winnipeg to Montreal, viz., one lake and one rail, via Toronto, and one direct via the Sudbury-Montreal main line. Within a few miles of Sudbury (population, 7,061) and reached to two short lines of railway, are the most extensive copper and nickel deposits known in the world.

TORONTO (Pop. 400,000)

WITH over 400,000 inhabitants, Toronto holds second place among the cities of Canada and is growing rapidly in populat on, wealth and ndustry. It is noted for its beautiful residential districts, its high buildings, its well-lighted and paved streets, spacious parks, excellent boulevards and

splendid educational system. The Canadian Pacific Railway's new office building, here, is one of the landmarks of the city.

From Toronto there are many short and very interesting trips to pleasure resorts and places of picturesque and historical interest.

NIAGARA FALLS

Unmatched Niagara is but eighty miles by rail, and thirty miles by water, away from Toronto. The Canadian Pacific gives a free trip to the Falls and return to all passengers over the Canadian Pacific Railway from Winnipeg or points west of points in the United States south or east of Sherbrooke, Que., Newport or Swanton, Vt., or Rouses Point, N.Y. Also to passengers en route to Europe holding transportation via the Canadian ports.

OTTAWA (Pop. 100,000)

THE capital of the Dominion is picturesquely situated at the junction of the Rideau and Ottawa rivers. The residence of the Governor-General, H.R.H. Duke of Connaught—Rideau Hall—is within the city limits.

MONTREAL (Pop. 672,000)

FAST trains connect Toronto, Ottawa and Montreal, the largest city of Canada. Montreal has a population of over half-a-million and is the headquarters for the Canadian Pacific Railway. From Mount Royal, after which the city was named, Montreal appears spread out like an immense relief map. One may spend hours on the summit of this mountain gazing on the magnificent panorama. The Canadian Pacific Place Viger Hotel is one of the city's best.

QUEBEC (Pop. 87,000)

FROM Montreal it is but a few hours' ride over the Canadian Pacific Railway to Quebec, which, with its old-time walled city, its Chateau Frontenac (the excellent Canadian Pacific hotel), its French-speaking population, crooked streets, curious vehicles, and its enchanting atmosphere, is easily the most romantic place in Canada. The Chateau Frontenac, built on the site of the old Chateau St. Louis, is a modern hotel built on the pattern of an old chateau, with all of the charm and none of the inconveniences.

ST. JOHN—HALIFAX

SCENERY through delightful hills, well-kept farming districts and country filled with bits of lakes, brooks, and streams is to be seen on both sides of the track in travelling from Montreal to St. John and Halifax, or any of the other pretty cities or towns of the maritime provinces. St. Andrews-by-the-Sea is one of the most attractive seaside resorts in Canada. Here the Canadian Pacific has built a charming summer hotel, the Algonquin, much frequented by Americans as well as by the leaders in Canadian society. St. John and

Halifax are both busy, progressive seaports. In Nova Scotia, along the Dominion Atlantic Railway, "Evangeline Land" and Acadia attract thousands every year; for time has been lenient in its treatment of these places, which have been themes for historians and poets for two hundred years.

Three routes from Montreal to New York present themselves: The tourist may continue by way of Lakes Champlain and George and by the Hudson River, or via the all-rail routes through the Adirondacks, through the State of Vermont, or along the shore of Lake Champlain.

Those en route to Portland, Me., or Boston, Mass., may travel through the interesting White and Green Mountains to their destination on the Atlantic Coast reached by the Canadian Pacific and its connections from Montreal.

From Montreal, trains go to New York by three different routes, any one of them beautiful, though that via the Adirondacks including the Hudson River boat trip in summer is the most fascinating for the man who has the time. There is also splendid Canadian Pacific service to Boston.

NEW YORK

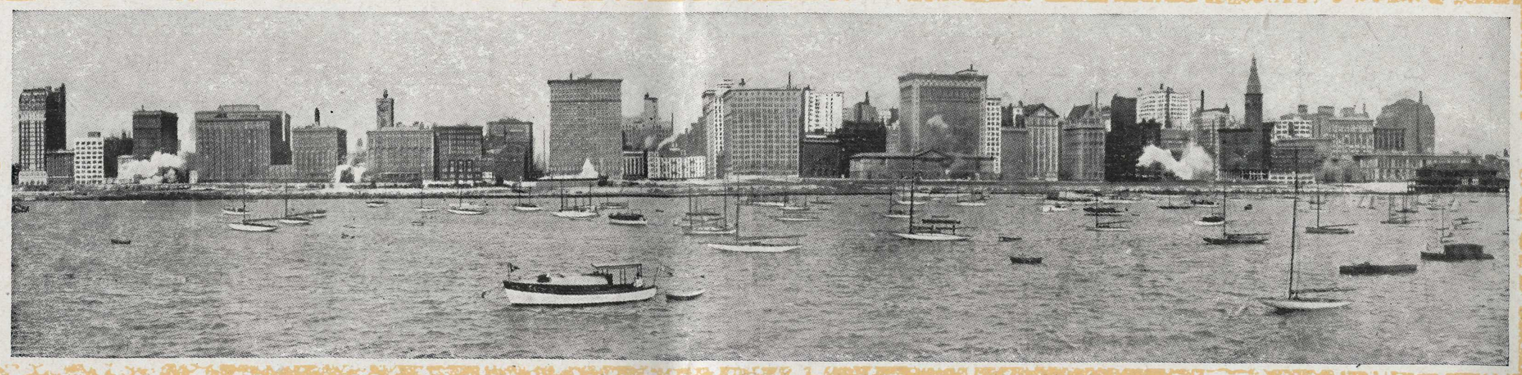
NEW YORK is the most kaleidoscopically cosmopolitan city in the world—the most spectacularly lit at night, the most amazingly tireless throughout a twenty-four hour day. It bears an exotic relation to the rest of America. In point of sophistication, wealth, culture and self-esteem it is in a class all by itself.

In 1524, Jean Verrazani entered New York Harbor, but there were no twentieth century marvels of restauranthood to detain him and he sailed away. The Dutch followed; the English added their touch to the growing village which still possessed a beautiful freshwater pond where today the Tombs rears its forbidding bulk. Central Park with its 843 acres, 185 of them under water, is an attempt to coax back the fairies of yesterday despite the fact that the city now covers its nearly 350 square miles with a population of approximately six million people and real estate valued at over eight billion dollars.

The Port of New York now leads the world. Its imports are second to those of London but its exports more than make up the difference. The city is also the headquarters for American luxury production, and 30% of all women over the age of ten are wage-earners, largely in these and allied trades.

In the number, beauty and convenience of its theatres, New York leads the world, from the Hippodrome, seating 5200 people, the largest place of amusement of its kind, to the Metropolitan Opera House where seats and boxes are leased by the year, one hundred thousand dollars being paid for the choicest of the latter. The Metropolitan Art Museum in Central Park contains America's finest collection of paintings.

But after all, the biggest and most fascinating spectacle is just New York itself—the gay stream of Fifth Avenue, the flaring call of the Great White Way, the no less interesting precincts of the Bowery, Little Italy, Chinatown and, most thrilling of all to the man of imagination, the drama of Ellis Island where the questing hearts of all Europe knock at the gates of hope.



Waterfront, Chicago

Brooklyn Bridge and East River, New York

Woolworth Building,
New York

Municipal Buildings,
New York

BOSTON

BOSTON is the antithesis of New York, and even less representatively American. Boston is conservative in dress, in finance, but there is no close season for thought, since Boston is sublimated brains.

Six years after the first log hut was erected by the stern Puritans, Harvard University was founded, in 1636. The first American newspaper was the *Boston News Letter*. It was from the Old South Meeting House that the Boston Teaparty started in 1773; the Unitarian movement, most coldly intellectual of creeds, began in Boston in 1785 and the fiercest philippics of the nineteenth century were delivered in Faneuil Hall at the time of the Abolitionist Crusade.

To be sure Commonwealth Avenue is one of the finest residential streets in the world and a Beacon Street address will carry a debutante anywhere; to be sure Boston is now the third city in American commerce and finance, the fifth in population, with steamer lines to Europe and a splendid coastwise traffic. But the heart of Boston still beats on Boston Common; and Harvard, Boston University, the Massachusetts Institute of Technology together with Radcliffe, Simmons, and Wellesley Colleges for women, are the best expressions of its outlook on life.

EVANGELINE LAND, NOVA SCOTIA

ACROSS the Bay of Fundy from St. John, New Brunswick, lies the historic coast of Nova Scotia, so full of romance so beautiful to the eye that the hearts of those who visit it are kept in one perpetual enchantment. Digby and the little fishing villages on this coast of giant tides, Annapolis Royal, with memories of Champlain and the first adventurous explorers from Old France, the orchard and dairy land of the Annapolis Valley, Evangeline's country of Grand Pré and Blomidon and Minas Basin, the scene of the Great Banishment of the Acadians—these have a charm that well might draw the traveler across the continent from the Pacific.

Cool, picturesque, hospitable and entirely unconventional, the "Land of Evangeline" is just the place where the average man who loves to bathe in salt water or angle in fresh water; who likes boating that is exciting, but not too hazardous; hill-climbing that is not too sternuous; hotel life that is not too fashionable, and farmhouse hospitality that is typically Canadian, can find his or her heart's desire.

This ocean-washed, breeze-caressed peninsula, that is almost an island, is big enough to accommodate ten million summer visitors without over-crowding. It is difficult to get away from the sight or smell of the salt water in any part of it. Even the atmosphere of the orchard-filled, blossom-scented valleys is tinctured with it. Nowhere is there ozone with the same subtle qualities.

And bathing, boating and fishing are by no means the whole story of Nova Scotia summer vacation life. The continent affords no finer facilities for driving, "camping-out," golfing and hunting, nor is there a better place on the "footstool" for the enjoyment of that simplest and most satisfying of all forms of summer "loafing," life on a farm.

HOTEL SYSTEM

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CANADIAN PACIFIC RAILWAY

Name of Hotel, Plan, Distance from Station and Transfer Charge		Altitude	Season	No. Rooms	Rate per Day	Single Meals
Victoria, B.C.						
Empress Hotel— 100 yards, 25 cents	E	Sea Level	All year	320	$2.00 up	a la carte
Vancouver, B.C.						
Hotel Vancouver— ½ mile—25 cents	E	100	All year	650	2.00 up	a la carte
Cameron Lake, B.C.						
Cameron Lake Chalet—Vancouver Island	A		May 1-Sept. 30		3.50	
Penticton, B.C.						
Hotel Incola— Near Steamer Wharf	A		All year	62	3.00 up	$ .75
Sicamous, B.C.						
Hotel Sicamous— At Station	A	1146	All year	60	3.50 up	B. .75 L. .75 D. 1.00
Balfour, B.C.						
Kootenay Lake Hotel—¼ mile	A	1700	June 15-Sept. 15	55	3.50 up	B. .75 L. .75 D. 1.00
Glacier, B.C.						
Glacier House— At Station	A	4086	May 15-Oct. 15	90	4.00 up	1.00
Emerald Lake (near Field, B.C.						
Emerald Lake Chalet—7 miles—$1.00	A	4066	June 15-Sept. 30	16	4.00 up	1.00
Field, B.C.						
Mt. Stephen House— At Station	A	4066	All year	65	4.00 up	1.00
Yoho Valley Camp			July 1-Sept. 15		4.00 up	1.00
Lake Louise, Alta.						
Chateau Lake Louise—2½ miles—50 cents Narrow Gauge Railway	A	5670	June 1-Oct. 15	365	5.00 up	B. 1.00 L. 1.00 D. 1.50
Banff, Alta.						
Banff Springs Hotel—1¼ miles—25 cents	A	4625	May 15-Oct. 15	350	4.00 up	B. 1.00 L. 1.00 D. 1.50
Calgary, Alta.						
Palliser— At Station	A E	3425	All year	315	4.00 2.00 up	B. 1.00 L. 1.00 D. 1.25 also a la carte
Winnipeg, Man.						
The Royal Alexandra— At Station	E	760	All year	475	2 00 up	a la carte
Montreal, Que.						
Place Viger Hotel— At Place Viger Station	A	57	All year	125	3.50 up	B. .75 L. .75 D. 1.00
1½ miles from Windsor Station—50 cents	E				1.50 up	also a la carte
Quebec, Que.						
Chateau Frontenac— 1 mile—50 cents.	A	300	All year	375	5.00 up	B. 1.00 L. 1.00 D. 1.50
McAdam, N. B.						
McAdam Sta. Hotel— At Station.	A	445	All year	16	3.00 up	B. .50 L. .75 D. .75
St. Andrews, N.B.						
The Algonquin— 1 mile—25 cents.	A	150	June 20-Sept. 30	200	5.00 up	B. 1.00 L. 1.25 D. 1.50

A—American. E—European. Rates subject to alteration

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Aug/99

The CANADIAN PACIFIC ROUTE

Via Vancouver