About 1914

JAPAN

Trans-Pacific Service

CANADIAN PACIFIC RAILWAY

Use Canadian Pacific service

BECAUSE: The Canadian Pacific steamships make the QUICKEST TIME ACROSS THE PACIFIC:—

10 days to Japan.
15 days to Shanghai.
18 days to Hong Kong.
21 days to Manila via Hong Kong.

BECAUSE: The Canadian Pacific operates the most luxurious and comfortable ships on the Pacific.

BECAUSE: The Empress of Russia and Empress of Asia are the largest ships on the Pacific on regular monthly service.

BECAUSE: The ships are officered by members of the Royal Navy Reserve.

BECAUSE: The passenger passes through the most beautiful mountain scenery in the world enroute to or from Vancouver.

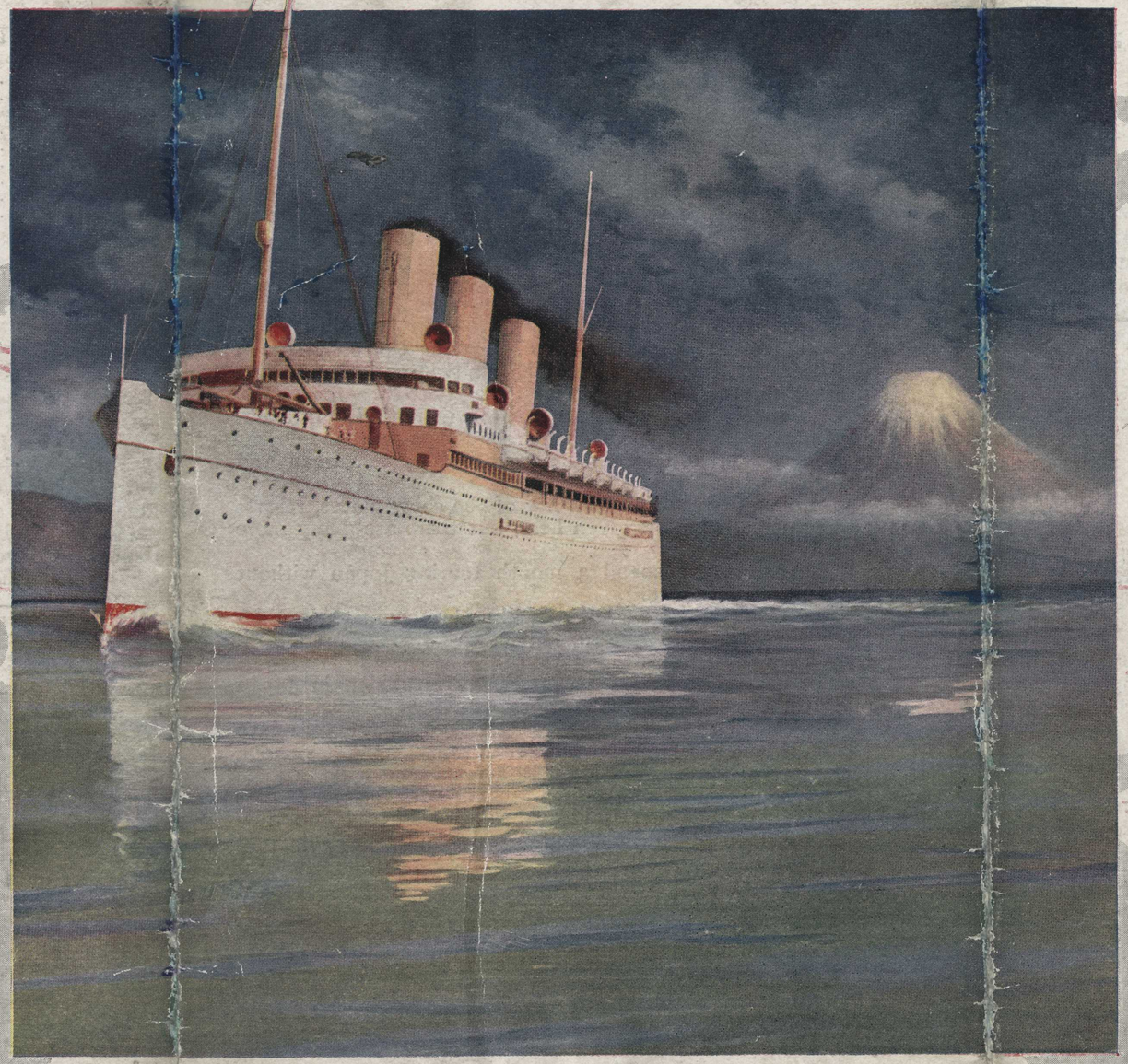
BECAUSE: The Canadian Pacific Railway maintains offices at the various ports, with salaried employees, who meet the ships and look after its passengers, procuring guides and furnishing detailed information.

BECAUSE: The recognized standing of the Canadian Pacific Railway Company in the Orient enables its representatives to perfect most satisfactory arrangements for the care of its passengers.

BECAUSE: "Canada" means the land of opportunity, the last best West in the World's eyes, and it is an education to obtain at least a rapid survey of an important part of it from the train, even if the passenger is unable to stop over.

BECAUSE: The Canadian Pacific Railway Company is the greatest transportation system in the world. It owns and operates hotels, telegraph service, sleeping cars, Trans-Atlantic steamships, trans-continental railway, as well as Trans-Pacific steamships. Its representatives are prepared and qualified to arrange all details of a trip in connection with any point in the United States or Canada to or from the Orient or around the world.

CANADIAN PACIFIC RAILWAY'S TRANS-PACIFIC SERVICE



Canadian Pacific Liner "EMPRESS OF ASIA" in Japanese Waters

JAPAN IN 10 DAYS	"EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"	CHINA IN 15 DAYS

Gross registered tonnage, 16850.
Displacement tonnage (loaded), 30625.
Quadruple screws. Turbine engines.
Sea speed, 20 knots.
Length, 590 feet; width, 68 feet.
Smoking rooms unparalleled on any ocean.
Attractive drawing-rooms and writing rooms.
Magnificent main saloon, 74 feet long, 65 feet wide.
Luxurious suites: parlor, bedroom and bath room.
Single and two-berth rooms.
Electric fans and berth lights. Electric heaters.
Enclosed promenade, 240 feet long.
Gymnasium. Library. Laundry.
Dark room for amateur photographers.
Marconi wireless telegraphy.
Music — Filipino Band.

CANADIAN PACIFIC RAILWAY'S TRANS-PACIFIC SERVICE

By Canadian Pacific to Japan and China

ALWAYS a route of intense interest to the traveller, with its majestic panoramas of river and forest, of prairie and of towering mountain, the Canadian Pacific Railway has a particular claim on the traveller who desires to visit the fair islands of the Rising Sun or the shores of ancient China.

Two magnificent new steamers, the "Empress of Russia" and the "Empress of Asia," have just been placed on the Vancouver-Yokohama-Hong Kong Service of the Canadian Pacific Railway. With a gross register of no less than 16,850 tons and a speed of 20 knots, and a passenger equipment which knows no equal on the Pacific, these vessels should appeal particularly to those who desire a speedy, safe and comfortable voyage between the continent of North America and the great continent of Asia. They are, however, only typical of the luxurious equipment on the entire Canadian Pacific Route.

Times and Seasons

The question "What is the best time to visit Japan?" has to be considered as much from the point of view of the visitor's intentions as from that of the climate. Late spring and early winter are usually recommended. People coming from temperate climes would find the heat of the *doyo*, or Japanese dog-days, too trying if they purposed remaining in the vicinity of the treaty-ports and great cities. On the other hand, nothing could be more agreeable than to spend the same burning days in the mountain districts—three, four or five thousand feet above sea-level. But these very districts, with their romantic scenery and the precious boon of mineral springs, are for the most part inaccessible—or at any rate unpleasantly cold—in mid-April or November. Outside of them, Japan, essentially a land of flowers and foliage, looks her best in the first weeks of April, when the *sakura* (cherry trees) are in full bloom, and "all the world" goes forth to see them. Perhaps the most settled and generally agreeable season of the year is the latter part of October. Bright sunshine out of a clear sky atones for the inclosing days, and the crimson tints of the fading maple-leaf turn many a mountain-side into a blaze of vivid red.

Until recent years only the ports of China were known to the average tourist, but now the interior is being opened up by railways, and it is possible to make very delightful tours in perfect comfort to cities where the Orient is still untouched by European influence.

In the following pages the information is essentially practical, and has been secured from the most reliable sources available. There are many excellent publications dealing with the Orient, but the traveller naturally desires to have the practical details of costs and conveniences in a handy form, and that want is what this pamphlet endeavors to fill.

(*All rates, etc., quoted are subject to change.*)

JAPAN

The arrival at Yokohama, after a ten-day voyage from Vancouver on one of the Empresses, is always full of interest. The view on entering the harbor on a clear day, with Fujiyama in the distance, and the quaint Japanese sampans and Oriental colors everywhere to be seen, is one never to be forgotten.

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.

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

All quotations herein are on gold basis.

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. At the best hotels in the Orient it is customary to dress for dinner.

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.

The carrying of firearms is strictly forbidden in Japan and Russia.

Passengers desiring to take their own motor cars into Russia should communicate with their Consul at Vladivostock at least two months ahead, in order that he may arrange the necessary formalities. Facilities for carrying motor cars on the Trans-Siberian Railway are very limited and they have to be shipped by freight, which is very slow and uncertain. On the other hand, motor cars can be arranged for locally at reasonable rates.

YOKOHAMA (Pop. 359,862)

Canadian Pacific steamships use the new Customs dock.

Hotels—*American plan; minimum rates, gold. Grand, $4.00; Oriental Palace, $3.00; Pleasanton, $2.50; Club, $2.50; Royal, $2.00. All within ten minutes' jinrikisha ride from dock—fare, 10 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 return, ten hours; also to Nikko.

Railway Stations—Trains leave Yokohama Station for Tokyo, Kamakura and Nikko—ten minutes from hotels. Jinrikisha fare, 10 cents. From Hiranuma Station for Kyoto and Kobe—twenty minutes from hotels—jinrikisha fare, 20 cents.

POINTS REACHED FROM YOKOHAMA

	MILES	TIME	FARE	BERTH	SERVICE
Tokyo	18	30 minutes	$ .40	....	Hourly
Kamakura	13	45 minutes	.35	....	Hourly
Kozu (for Miyanoshita)	29	1¼ hours	.65	....	Hourly
Tsuruga	297	13 hours	4.35	$2.00	Five daily
Kyoto	311	12 hours	4.45	2.00	Five daily
Kobe	359	12 hours	4.90	2.00	Five daily
Miyajima	561	20 hours	6.65	2.00	*9.08 a.m.
Shimonoseki	687	25 hours	7.75	2.00	Limited Express
Nagasaki	861	35 hours	9.30	3.50	from Yokohama

TOKYO (Pop. 2,000,000)

Capital of Japan.

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, $2.50 per hour; carriages, $1.75; jinrikishas, 30 cents.

Side Trip—Nikko, ninety-one miles; four and one-half hours; fare, $1.80; six trains daily.

NIKKO

Hotels—*American plan; minimum rates, gold. Kanaya, $2.50; Nikko, $2.50; 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.

CHUZENJI

Chuzenji is one of the most popular summer resorts in Japan. It is eight miles from Nikko and is noted for its extremely beautiful lake, 4,375 feet above sea-level, under the shadow of the stately Nan-tai-san. On the way, a visit is made to the beautiful Kegon Falls, 250 feet high. *There is a first-class hotel the Lakeside where luncheon may be obtained or accommodations by the day, $2.50.* Several small temples add to the picturesqueness of Lake Chuzenji. Conveyances: jinrikisha, 25 cents per hour; horse and carriage, $1.50 per day, for distance within twenty miles.

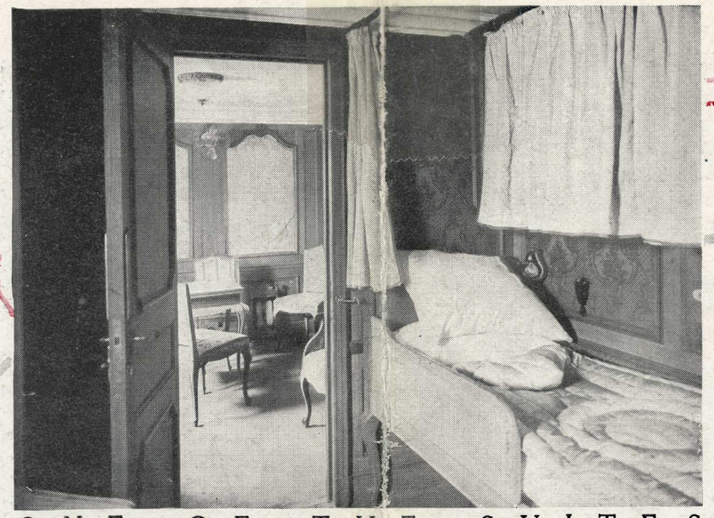
KAMAKURA

One hour from Yokohama.

Hotel—*American plan; minimum rate, gold. Kaihin-in, $2.50. 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: carriage, 40 cents per hour; jinrikishas, 25 cents.

MINIMUM RATE STATE-ROOM
"Empress of Russia" and "Empress of Asia"



ONE OF THE SUITES
"Empress of Russia" and "Empress of Asia"

SMOKING-ROOM
"Empress of Asia"

VERANDAH CAFE
"Empress of Asia"

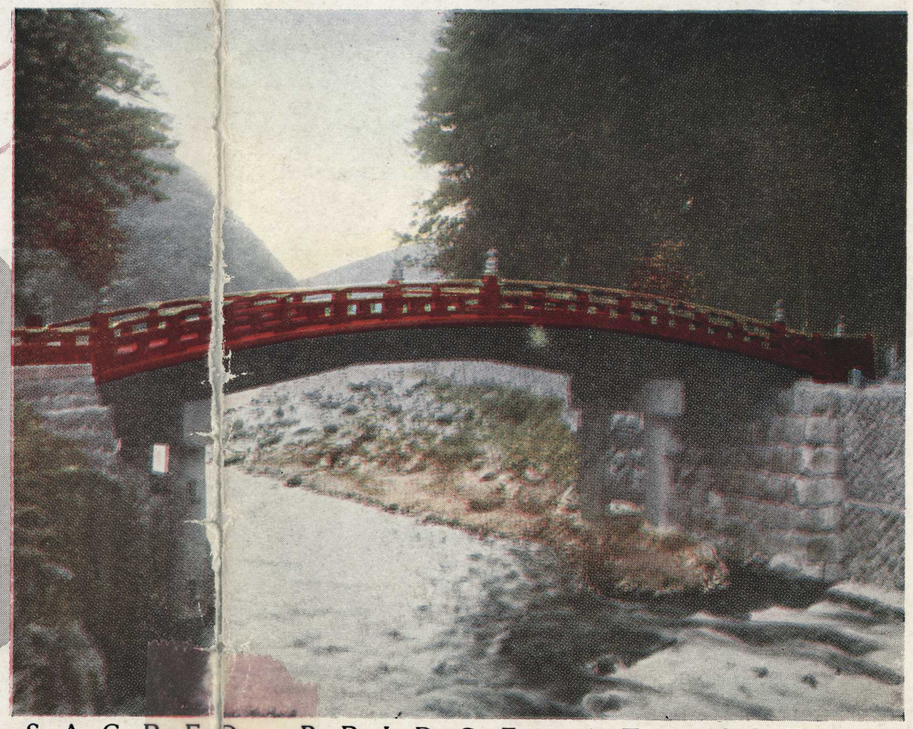
DRAWING-ROOM
"Empress of Russia"

THE LUXURIOUS MAIN DINING SALOON
"Empress of Russia"

DAIBUTSU AT KAMAKURA

CHERRY BLOSSOMS

GARDEN AT TSURUMI



SACRED BRIDGE AT NIKKO

Picturesque Scenes in Japan: From colored photographs by Japanese photographers

Side Trips—Enoshima, a picturesque island where a fine view of sea and mountain may be enjoyed. Distance, four miles by electric tram car.

MIYANOSHITA

Hotels—*American plan; minimum rates, gold. Fujiya, $3.25 (one of the best hotels in Japan; contains open-air swimming pool); Hakone, $2.00.*

Miyanoshita is one of the most popular resorts in Japan on account of its natural hot springs. The route from Yokohama is by rail to Kozu, twenty-nine miles, 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.

Points of Interest—A pleasant trip is to Lake Hakone, where in clear weather a fine view of Mount Fujiyama is obtained. In the early morning and evening a reflection of Mount Fujiyama, in the lake, is very beautiful. Fishing, boating and bathing may be indulged in at Lake Hakone. Good use of cameras can be made at Miyanoshita. Conveyances: jinrikishas, 25 cents per hour.

KYOTO (Pop. 381,000)

Hotels—*American plan; minimum rates, gold. Miyako, $3.50; Kyoto, $3.00; 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.

Side Trip—Nara, twenty-six miles, two hours; fare, 60 cents. One of the most picturesque spots in Japan. Was the seat of the Imperial Government in the Eighth Century. Colossal image of Buddha and many temples, including the oldest temple in Japan.

OSAKA (Pop. 1,000,000)

Chief industrial centre of Japan.

Hotel—*American plan; minimum rate, gold. Osaka, $3.00, fifteen minutes from station. Jinrikisha fare, 15 cents.*

Points of Interest—The Imperial Mint and the Osaka Castle. Jinrikishas, 30 cents per hour.

KOBE (Pop. 285,000)

The Company's launch will carry passengers between steamship and shore. The Canadian Pacific office 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.

MIYAJIMA

Hotel—*American plan; minimum rate, gold. Miyajima, $3.00; situated on the Island of Miyajima, one and one-half miles from railway station by motor 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.

SHIMONOSEKI

Hotel—*American plan; minimum rate, gold. Sanyo, at railway station, $2.25; half-mile from steamship landing. Jinrikisha fare, 15 cents.*

Passengers embark here for Fusan, en route to Seoul, Mukden, Harbin and points on the Trans-Siberian Railway.

MOJI (Pop. 38,000)

Hotel—*American plan; minimum rate, gold. Moji, $3.00.*

Moji is directly across the strait from Shimonoseki; ferry service every fifteen minutes. These cities are twin ports and both are fortified.

NAGASAKI (Pop. 170,000)

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

Hotels—*American plan; minimum rates gold. Cliff House, $2.00; Japan, $1.75; 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 one to five dollars.

TSURUGA

Hotel—*American plan; minimum rate, gold. Tsuruga, $2.50; ten minutes from station. Jinrikisha fare, 15 cents.*

Tsuruga is typically oriental, but has no special attractions for a long stay. It is the port of departure for Vladivostock and points on the Trans-Siberian Railway.

SEOUL (KEIJO) (Pop. 200,000)

Hotel—*American plan; minimum rate, gold. Santag, $3.50.*

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. One of them is pointed out as the scene of the murder of the Empress of Korea after the China-Japan war.

MUKDEN (Pop. 200,000)

Hotel—*Minimum rate, gold. Yamato (European plan), $1.50; in station building.*

Points of Interest—Chinese Old Palace, North Mausoleum, Chinese native town, West Pagoda, War Monument. The Imperial Palace and its valuable treasures may be visited by obtaining a permit from the authorities.

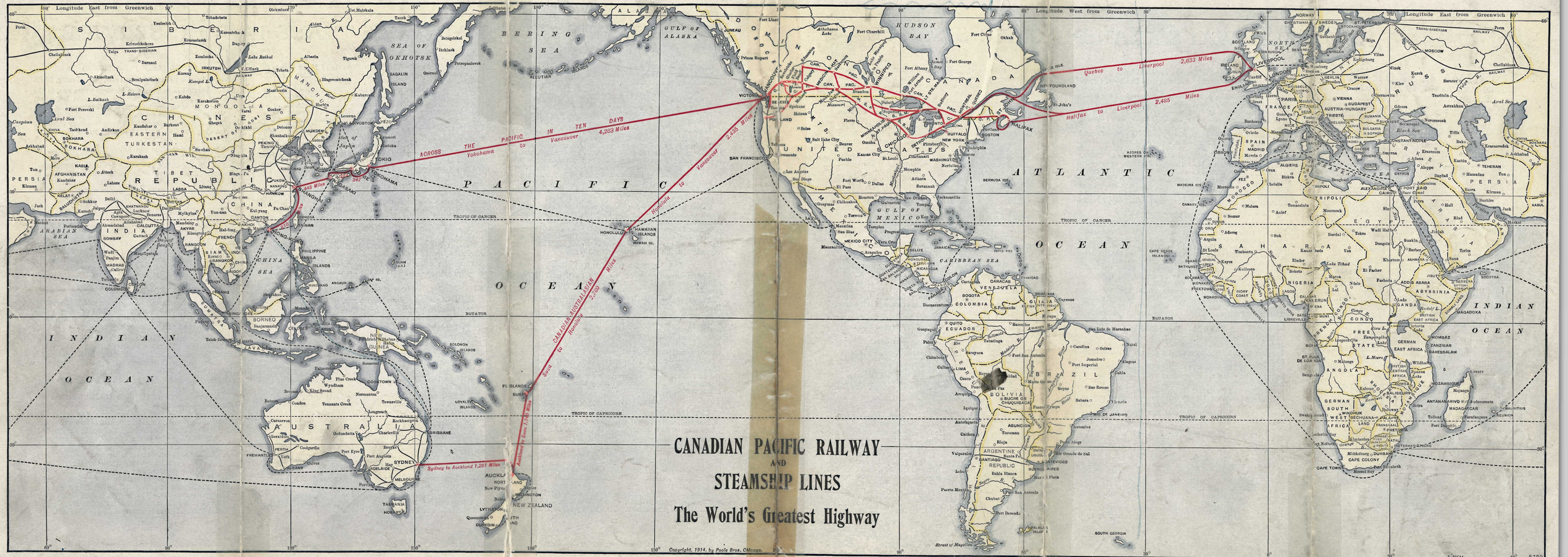
PEKING (Pop. 1,300,000)

Hotels—*American plan; minimum rates, gold. International Sleeping Car Company's hotel, Grand Hotel des Wagon Lits, $5.00; Hotel de Peking, $3.00; both within ten minutes of station. Jinrikisha fare, 10 cents.*

Points of Interest—Temple of Heaven; Zoölogical and Botanical Gardens; Roman Catholic Cathedral; Observatory Bazaars; Temple of the Great Buddha; Lu-li-Chang; The Great Curio Street. Conveyances: jinrikishas, 20 cents per hour; carriages, $2.00 to $5.00 per day.

Peking is the modern capital of the ancient Empire of China. The present city stands on a site which has served from 1,200 years prior to the birth of Christ for many a former capital.

The city is divided into four sections. The first, called The Tartar City, covers an area of ten square miles, surrounded by a wall forty feet high. The second, The Imperial City, stands in the center of the Tartar City, and covers an area of two square miles, surrounded by a wall twenty feet high. This is the select quarter where many officials live. The third, The Forbidden City, stands in the center of The Imperial City, covering an area of one-half square mile, surrounded by a thirty-foot wall, pink in color. Within are many royal palaces, private residences of the nobility, and Government offices. The fourth, The Chinese City, little worthy of special mention, is situated to the south of The Tartar City. It also is surrounded by a high wall.


CANADIAN PACIFIC RAILWAY
AND
STEAMSHIP LINES
The World's Greatest Highway
ACROSS THE PACIFIC IN TEN DAYS
Yokohama to Vancouver 4,283 Miles
Honolulu to Vancouver 2,455 Miles
CANADIAN-AUSTRALIAN Suva to Honolulu 2,400 Miles
Auckland to Suva 1,795 Miles
Sydney to Auckland 1,287 Miles
Quebec to Liverpool 2,633 Miles
Halifax to Liverpool 2,495 Miles
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CANADIAN PACIFIC RAILWAY'S TRANS-PACIFIC SERVICE

CHINA and KOREA

YOKOHAMA TO PEKING AND SHANGHAI

(Rates and times subject to change.)

	Miles	†Fare				
Lv Yokohama	...	.....	* 9.08 am	Limited Express.		Imp. Gov. Ry.
Ar Shimonoseki	688	$7.74	9.38 am	next day		
Lv Shimonoseki	...	.....	*10.40 am	.....		Imp. Gov. Str.
Ar Fusan	150	12.50	9.10 pm	.....		
Lv Fusan	...	.....	9.50 pm	Su.Tu.Fr.	*11.00 pm	Chosen Railway
Ar Seoul	274	19.40	6.50 am	Mo.We.Sa.	8.50 am	
Lv Seoul	...	.....	7.10 am	Mo.We.Sa.	* 9.10 am	
Ar Antung	307	27.30	5.00 pm	Mo.We.Sa.	8.30 pm	
		CHANGE TIME				
Lv Antung	...	.....	4.40 pm	Mo.We.Sa.	*10.40 am	South Manch. Railway
Ar Mukden	170	32.33	11.10 pm	Mo.We.Sa.	6.50 pm	
Remain Mukden over night.						
Lv Mukden	...	.....	* 9.00 am	.....		Chinese Gov. Ry.
Ar Sanhaikuan	259	40.16	7.45 pm	.....		
Remain Shanhaikuan over night.						
Lv Shanhaikuan	...	.....	* 9.00 am	.....		Chinese Gov. Ry.
Ar Tientsin	175	45.44	3.35 pm	.....		
Lv Tientsin	...	.....	* 3.45 pm	.....		
Ar Peking	87	48.04	6.55 pm	.....		
†Fare from Yokohama.						
Lv Peking	...	.....	* 8.30 am	* 1.40 pm	* 4.35 pm	Chinese Gov. Ry.
Ar Tientsin	87	$23.65 S. C. 2.50	11.45 am	6.40 pm	7.25 pm	
Lv Tientsin	...		11.48 am	Sa.	* 9.40 am	
Ar Pukow	628		1.13 pm	Su.	4.41 pm	
Transfer by launch to Nanking, 15 minutes.						
Lv Nanking		4.20	* 1.20 pm	* 7.30 am	*11.00 pm	Chinese Gov. Ry.
Ar Shanghai	193	S.C.1 00	7.35 pm	2.52 pm	7.00 am	
Lv Peking	...	$47.70, including sleeper; also meals and berth on steamer.		10.00 pm	Mo.	* 8.00 am
Ar Hankow	754			8.30 am	We.	6.10 pm
Lv Hankow	...					next day
Ar Shanghai	600			Steamer service daily.		
* Daily						
Steamer requires two days Hankow to Nanking; four days to Shanghai.						

SHANGHAI TO PEKING AND YOKOHAMA

	Miles	Fare			
Lv Shanghai	...	.....	* 7.10 am	* 1.05 pm	*11.00 pm
Ar Nanking	193	$4.20	2.00 pm	7.00 pm	7.00 am
Transfer by launch to Pukow, 15 minutes.					
Lv Pukow	...	$23.65 S. C. 2.50	1.45 pm	Mo.	* 9.40 am
Ar Tientsin	628		2.33 pm	Tu.	4.15 pm
Lv Tientsin	...		* 3.45 pm	* 2.20 pm	* 8.05 am
Ar Peking	87		6.55 pm	6.30 pm	11.00 am
Lv Shanghai	...	$47.70 including sleeper; also meals and berth on steamer	Steamer service daily.		
Ar Hankow	600				
Lv Hankow	...		* 8.00 am	10.00 pm	Fr.
Ar Peking	754		6.00 pm next day.	8.35 am	Su.
Steamer requires two days Shanghai to Nanking; four days to Hankow.					
Lv Peking	...	.....	* 8.30 am		
Ar Tientsin	87	$2.60	11.35 am		
Lv Tientsin	...	.....	*11.55 am		
Ar Shanhaikuan	175	5.28	6.20 pm		
Remain Shanhaikuan over night.					
Lv Shanhaikuan	...	.....	* 7.35 am		
Ar Mukden	259	7.85	6.17 pm		
Lv Mukden	...	.....	* 9.40 am	2.40 pm	Mo.We.Fr.
Ar Antung	170	5.15	5.15 pm	9.40 pm	Mo.We.Fr.
Lv Antung	...	.....	* 8.20 am	10.50 pm	Mo.We.Fr.
Ar Seoul	307	7.80	7.30 pm	10.30 am	Tu.Th.Sa.
Lv Seoul	...	.....	.....	10.50 am	Tu.Th.Sa.
Ar Fusan	274	6.90	.....	7.50 pm	Tu.Th.Sa.
Lv Fusan	...	.....	* 9.00 pm		
Ar Shimonoseki	150	5.00	8.00 am		
Lv Shimonoeski	...	7.74	* 9.50 am		
Ar Yokohama	688	.....	1.00 pm		
* Daily					

The express trains between Pukow and Tientsin make connections at Tientsin, east, with train de luxe of Peking-Mukden Line to and from Siberia.

At Tientsin Central with mail trains of Peking-Mukden Line to and from Peking.

At Tsinanfu with express trains of Schangtung-Eisenbahn Line to and from Tsingtau.

At Nanking with the Special Day Express of Shanghai-Nanking Railway to and from Shanghai.

SHANGHAI

The Empresses 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.

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. Astor House, $3.00; Palace, $3.00; Kalee, $3.00; Hotel des Colonies, $2.00; all within half-mile of landing. Jinrikisha fare, 10 cents. Burlington, $3.00; two and one-half miles from landing. Jinrikisha fare, 20 cents.*

Points of Interest—Loongwha Pagoda, Kiangnan Arsenal, Bubbling Well, 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: carriage, one-half day, $2.00; whole day, $2.50; jinrikisha, 20 cents per hour; one-half day, 40 cents; whole day, 70 cents.

THE YANGTSZE RIVER

The Yangtsze River is estimated to be 3,475 miles in length. Next to the Amazon it is navigable for a greater distance than any other river in the world. In the summer the largest ships in the world can travel as far as Hankow, a distance of 600 miles from the mouth of the river. Ocean liners are frequently to be seen steaming up and down the Yangtsze, and men-of-war lie anchored along its shores. Large freighters ply as far as Ichang, 1,000 miles from Shanghai, at all seasons of the year.

Well-appointed river steamers make the trip from Shanghai to Hankow in about four days. Travelers usually board the steamers at Nanking, from which point Hankow is two days distant. Details of this service are shown on page 22.

NANKING (Pop. 350,000)

Hotels—*American plan; minimum rates, gold. Bridge, $3.50; one-quarter mile from station. Jinrikisha fare, 5 cents. Yangtsze 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 Dream 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: jinrikisha, 20 cents per hour; 75 cents per day; carriages, $1.25 per hour.

HANKOW (Pop. 800,000)

Hotels—*American plan, minimum rates, gold. Terminus, $3.50; Boehmers, $3.50; Hankow, $2.00; all within ten minutes of steamer landing. Jinrikisha fare, 15 cents.*

As a general rule, travelers prefer to stay on board the steamship by which they arrive for the short time they are in Hankow, the usual charge being $2.50 per day.

There are no particular points of interest at Hankow, it being the point of connection for Peking by rail; also for Ichang by steamer, where arrangements can be made for the journey through the gorges of the Yangtsze. These trips consume from three to thirty days, according to the amount of time at the traveler's disposal. Small three-roomed houseboats are available for these trips. They are quite comfortable, being equipped with table linen, clean bedding and reliable crews.

HONG KONG (Pop. 300,000)

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

Hotels—*American plan; minimum rates, gold. King Edward, $4.00; Hong Kong, $3.50; St. George's House, $3.00; Astor House, $2.50; Grand Carlton, $2.50; all within five minutes of steamer 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.

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 from Hong Kong—Canton, Macao and West River

CANTON

Hotel—*American plan; minimum rate, gold. Victoria, $4.00; ten minutes from steamer. Sedan chair, 10 cents.*

Canton, ninety miles from Hong Kong, is the great commercial capital of South China. It is a typical Chinese city, its streets being seldom more than eight feet wide. It is a huge bazaar from one end to the other, and is the most mysterious city in the world.

Points of Interest—Temples and Monasteries; Gate of Virtue; Flowery Pagoda; Old Embroidery Shops; The Bund. Conveyances: sedan chairs, $1.00 per day.

Rail Service between Hong Kong and Canton

Ten Minutes' Ferry Service—Hong Kong-Kowloon

3.00 p.m.	7.15 a.m.	Leave..Kowloon..Arrive	10.43 a.m.	6.54 p.m.
5.41 p.m.	11.00 a.m.	Arrive...Canton...Leave	7.00 a.m.	3.15 p.m.

Fare, $2.50 one way; $3.75 round trip.

Steamship Service between Hong Kong and Canton

Day steamers except Sunday—Night steamers except Saturday

9.00 p.m.	8.00 a.m.	Leave. Hong Kong. Arrive	3.00 p.m.	1.00 a.m.
5.00 a.m.	3.00 p.m.	Arrive...Canton...Leave	8.00 a.m.	5.00 p.m.

Round-trip fare, $8.00.

(Rates and times subject to change.)

MACAO

Hotel—*American plan; minimum rate, gold. Macao, $3.00; ten minutes from steamship. Jinrikisha fare, 10 cents.*

Macao, forty miles from Hong Kong by steamship, is a picturesque Portuguese colony, with interesting ruins, temples, churches and factories of opium, tobacco and firecrackers. Conveyances: jinrikisha, 15 cents per hour; $1.00 per day.

Service from Hong Kong is twice daily (Sundays excepted), the trip requiring three hours. Round-trip fare, $4.00.

West River Trip to Wuchow—A most enjoyable river excursion of five days can be made from Hong Kong to Wuchow, up the West River, penetrating the real interior of South China. Steamers leave Hong Kong twice weekly. Round-trip fare from Hong Kong, going via Canton, and returning via Macao, is $20.50.

MOUNT FUJIYAMA

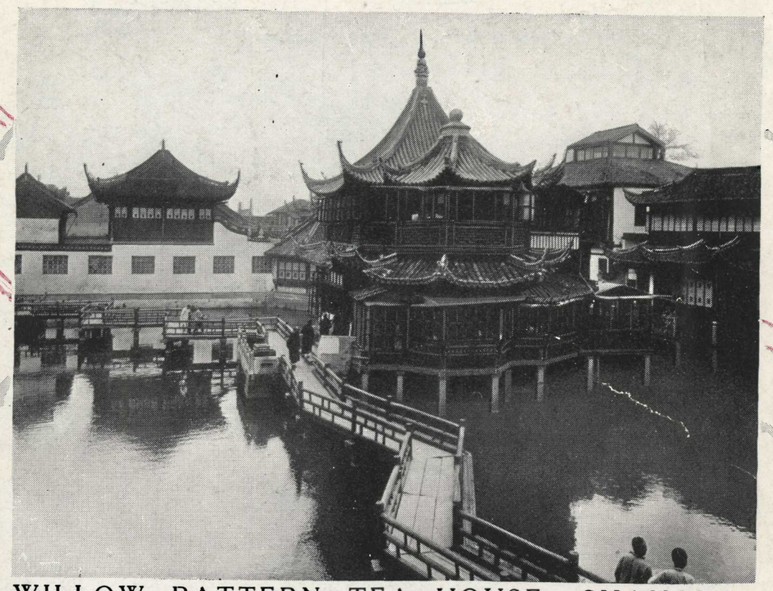
GIESHA GIRL PLAYING THE KOTO

SAMPAN IN INLAND SEAS

TORII GATE OF MIYAJIMA, INLAND SEAS

Picturesque Scenes in Japan: From colored photographs by Japanese photographers

ANCIENT PAVILIONS AT SINGEN, KOREA



WILLOW PATTERN TEA HOUSE, SHANGHAI

Burr Photo Co.

CITY GATE, CANTON

Burr Photo Co.

SUMMER PALACE, PEKING

Photo by Camera Craft Co.

BRIDGE IN SUMMER PALACE, PEKING

Photo by Camera Craft Co.

YOUNG CHINA, PEKING

Photo by Camera Craft Co.

MANILA

Hotels—*American plan; minimum rates, gold. Manila, $5.00; Metropole, $2.50; both 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.

The trip from Hong Kong, 642 miles, can be made in sixty hours or less, according to steamship. Round-trip fare, $32.50 to $40, according to line used. Passengers holding Around-the-World tickets, via Hong Kong and Australia, are granted stop-over at Manila.

GENERAL INFORMATION

	Gross Registered Tonnage	Displacement Tonnage	Passenger Capacity First Class	Asiatic Second Class	Asiatic Third Class
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
Empress of India	6,000	11,750	154	44	585
Monteagle (*Intermediate)	6,163	12,720	*97	44	288

NOTE—The Empress of Russia and Empress of Asia are the largest ships on the Pacific performing a regular service each month. Gross registered tonnage is the correct indicator of size of ship.

	Miles	Time	Total	Total
Vancouver to Yokohama	4,283	10 days	4,283	10 days
Yokohama to Kobe	347	19 hours	4,630	11 days
Kobe to Nagasaki	384	22 hours	5,014	13 days
Nagasaki to Shanghai	448	25 hours	5,462	15 days
Shanghai to Hong Kong	810	45 hours	6,272	18 days
Hong Kong to Manila	642	60 hours	.....	.....
Yokohama to Honolulu	3,440	10 days	.....	.....
Honolulu to San Francisco	2,080	6 days	.....	.....

Sailing Hours—Vancouver, 11.00 a.m.; Victoria, 5.00 p.m.
Eastbound—Hong Kong, noon; Yokohama, 3.00 p.m.
Ships remain in the Oriental ports from six to twelve hours.
(Subject to change.)

Free Rail Tickets in Japan—Through passengers holding first-class or intermediate tickets, who desire to travel between Japanese ports by rail, will be given free railway ticket, on application to the Company's agents, for passage between Yokohama, Kobe, Moji and Nagasaki, or vice versa.

Free rail tickets **do not include** Transit Tax, Express Train Ticket, Sleeping Car or Meals.

Transit Tax—On the Imperial Government Railways of Japan a Transit Tax of 50 sen (25 cents, gold) is charged

for 200 miles or more. This tax will be collected from passenger at the time of issuing rail ticket.

Express Train Charge—Passengers traveling by express trains will require to provide themselves with a special ticket for this purpose. The charges for the limited express trains are: under 400 miles, $1.50; 400 miles or over, $2.50. The charge for ordinary express trains is 75 cents, irrespective of distance. These special tickets are obtainable at the railway station ticket offices.

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

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

Baggage—350 pounds is allowed on American rail as well as steamship.

Baggage may be checked from any point in the United States to Vancouver in bond and it will not be inspected unless required at Vancouver; no storage charge will be made 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.

Eastbound 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 on Other Lines:

Aberdeen & Blue Funnel	40 cu. ft.	Nederland R. M. Line	36 cu. ft.
Atlantic Ocean Steamers	20 cu. ft.	New Zealand Shipping Co.	40 cu. ft.
Austrian-Lloyd	300 lbs.	Nippon Yusen Kaisha	350 lbs.
China Navigation Co.	350 lbs.	North German Lloyd (Pac.)	40 cu. ft.
Eastern & Australian	350 lbs.	Orient Line	40 cu. ft.
English & Indian Railways	112 lbs.	Peninsular & Oriental	336 lbs.
French Railways	56 lbs.	Rotterdam-Lloyd	36 cu. ft.
Italian Railways	None	Shaw, Savill & Albion	40 cu. ft.
Imperial Railways of Japan	133 lbs.	Trans-Siberian Railway	56 lbs.
Messageries Maritimes	330 lbs.		

TICKETS INTERCHANGEABLE WITH SAN FRANCISCO LINES.

The round-trip fares to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong (not Manila) will apply for tickets returning to San Francisco by the Pacific Mail or T. K. K. ships of corresponding class; or the return portion of tickets, reading via the Canadian Pacific steamships, will be honored on application to the agent of the Pacific Mail or T. K. K. at Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong, according to destination of ticket, back to San Francisco by either line.

There is a similar arrangement in the opposite direction whereby round-trip tickets will be sold going from San Francisco by the Pacific Mail or T. K. K. to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong (not Manila), and returning to Vancouver by the Canadian Pacific steamships; or the return portion of tickets reading to San Francisco, by the Pacific Mail or T. K. K., will be honored to Vancouver by the Canadian Pacific steamships.

Tickets will be good only for steamers of the San Francisco lines taking the same rate as the Canadian Pacific steamships by which the ticket reads, or vice versa—except on extra payment.

Canadian Pacific tickets are interchangeable with the Pacific Mail and T. K. K. only at destination of ticket.

Pacific Mail and T. K. K. tickets are interchangeable at all ports.

Steamship lines operating between Hong Kong and Manila. Sailings every two or three days.

	Time	One Way	Round Trip
Philippines S. S. Co.	60 hours	$25.00	$40.00
China Nav. Co.	60 hours	20.00	32.50
Indo-China S. N. Co.	60 hours	20.00	32.50

(Rates, etc., subject to change.)

Pacific Mail, T. K. K., North German (Norddeutscher) Lloyd, Australian-Oriental Line, Eastern and Australian, and Nippon Yusen Kaisha steamships also call at Manila.

Laundry on the Empress of Asia and Empress of Russia.

Deck Chairs are furnished free.

Steamer Rugs are not provided.

Married Couples will be given the exclusive use of any room which takes the minimum rate for two or three in room. If married couples desire a suite, room with bath or alcove dressing-room, they are required to pay the two-in-room rate.

Rooms with Alcove Dressing-Rooms are much larger than regular three-berth rooms, having two windows and a small alcove, which contains dressing cabinet with hot and cold running water.

Missionaries are entitled to any berth on the ship taking the minimum rate. If they desire a suite, room with bath or alcove dressing-room, they are required to pay the difference between the minimum fare and the price of the accommodation used, in addition to the missionary fare.

Deposit of 25 per cent of ocean fare to first point of stop-over is required when reservation is made; balance of passage money to be paid two weeks prior to date of departure.

Passports are absolutely necessary when traveling in Russia and must be properly viséed. They are also valuable as a means of identification in the interior of Japan and China, although not necessary when visiting only the usual ports of call.

United States passports are issued by the Secretary of State at Washington, D. C., to native and naturalized citizens of the United States. Printed forms of application will be supplied by the Secretary of State, or they may be purchased at stationery stores. The application must be signed and witnessed before a person authorized to administer oaths.

Canadian passports are issued to native and naturalized citizens of Canada by the Under-Secretary of State for External Affairs at Ottawa, who will supply printed application forms. The application must be signed and verified by a Mayor, Magistrate, Justice of the Peace, Minister of Religion, Barrister-at-Law, Physician, Surgeon or Notary, giving professional or business address.

Longitude East from Greenwich
EASTERN TURKESTAN
MONGOLIA
DESERT OF SHAMO
TIBET
CHINA
INDIA
FRENCH INDO CHINA
SIAM
MANCHURIA
KOREA
JAPAN
YEZO
SIBERIA
YELLOW SEA
EAST CHINA SEA
PACIFIC OCEAN
BAY OF BENGAL
GULF OF TONGKING
HONG KONG
CANTON
SHANGHAI
NAGASAKI
TAI-WAN
FORMOSA
MANILA
LUZON
PHILIPPINE ISLANDS
448 Miles
347 Miles
870 Miles
To Vancouver 4,283 Miles
TO HONOLULU
TO BANGKOK
TO SINGAPORE, CALCUTTA AND COLUMBO
5758
1-2-'14
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May 23, 1991

Dr. Walter B. Chung
4773 Belmont Avenue
Vancouver, B.C.
V6C 1A8

Dear Dr. Chung:

Thank you for your letter of May 16th indicating your interest in accepting the old CP Steamship brochure. Although it is not in the greatest condition, I'm happy to send it to you knowing that it will be in your care.

I know that Mr. Iwata would have been very pleased to have his brochure included in your valuable collection.

Yours truly,

JTB International (Canada) Ltd.

Joe Ohori
Director of Sales

JO:ls
encl.