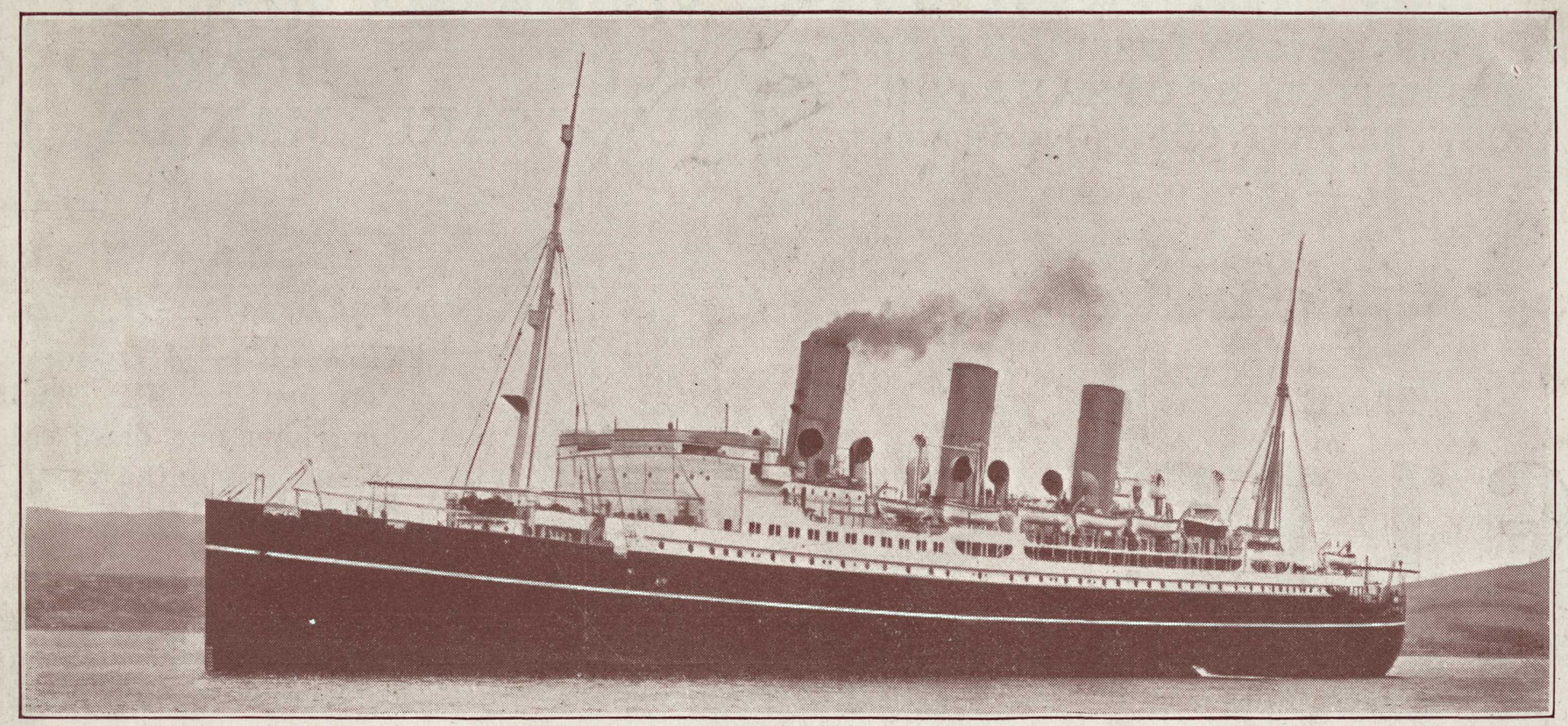
CANADIAN PACIFIC

EMPRESS EXPRESS SERVICE

famed for Luxury and Elegance.
:: :: Comfort and Cuisine :: ::



EMPRESS OF CANADA.

FIRST CLASS FARE FROM EUROPEAN PORT OF EMBARKATION.

£120

To

YOKOHAMA NAGASAKI HONG KONG
KOBE SHANGHAI MANILA

Fare includes—

ATLANTIC.—First class accommodation by Canadian Pacific Atlantic Empresses to the value of £44 [redacted]s. at which rate excellent accommodation is provided.

RAIL.—First class overland transportation with privilege of travel via any Canadian Pacific regular optional route.
Meals and sleeping berth charges extra.

PACIFIC.—Minimum rate first class accommodation by any Canadian Pacific Empress Steamer.

JAPAN ISN'T FAR AWAY.

You have always wanted to travel—you said it hundreds of times.

But the East has seemed as far away as Mars.

It isn't, you know! It's just ten days from Vancouver by the Canadian Pacific Steamships, the finest, fastest, and largest boats that make the trip.

CANADIAN PACIFIC

Monoclass Cabin Atlantic Service.

Empress Pacific Service.

CABIN CLASS ATLANTIC TRAVEL, AND FIRST CLASS BEYOND. THROUGH FARE FROM LIVERPOOL, SOUTHAMPTON, GLASGOW, BELFAST, COBH (Queenstown).

To YOKOHAMA SHANGHAI KOBE HONG KONG NAGASAKI MANILA

FARE

£112

The fare includes—

ATLANTIC.—Accommodation by Canadian Pacific luxurious one class cabin steamships to the value of [redacted] £31

RAIL.—First class overland transportation, including privilege of travel by any Canadian Pacific regular optional route. Meals and sleeping berth charges additional.

PACIFIC.—First class minimum rate accommodation by any of the Canadian Pacific Empresses of the Pacific.

LONG GALLERY, EMPRESS OF CANADA

1st CLASS LOUNGE, EMPRESS OF AUSTRALIA

1st CLASS DINING SALOON, EMPRESS OF AUSTRALIA

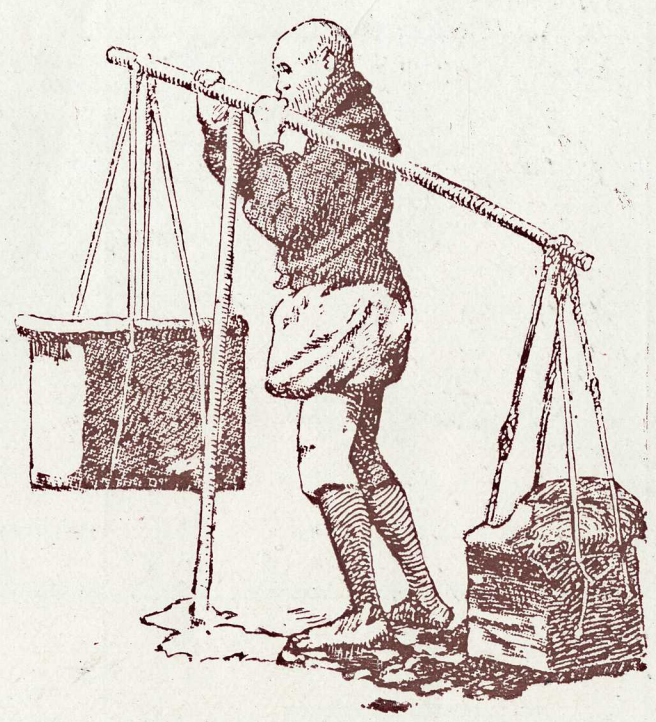
Do You know SHANGHAI?

Do you know the city with two souls—the city where you can live in all the comfort and safety of the West, with the sound and the colour of the East around the corner ?

CANADIAN PACIFIC

Fast Luxurious Trains Across Canada. Numerous Optional Routes.

SECOND CLASS ATLANTIC TRAVEL AND FIRST CLASS BEYOND. THROUGH FARE FROM LIVERPOOL, SOUTHAMPTON, GLASGOW, BELFAST, COBH (QUEENSTOWN).



To

YOKOHAMA KOBE
NAGASAKI
SHANGHAI
HONG KONG
MANILA

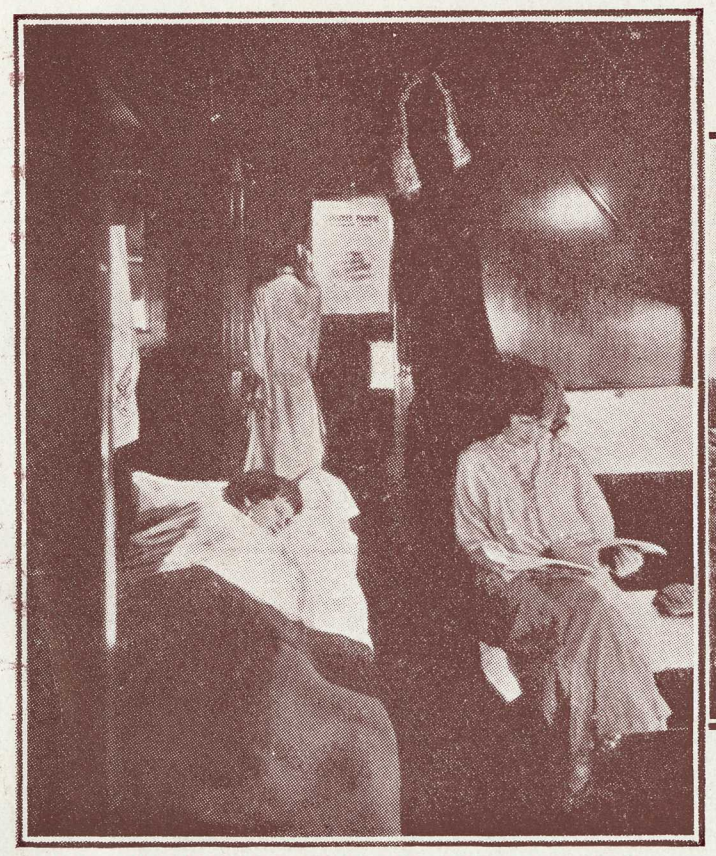
£110

Above fare includes—

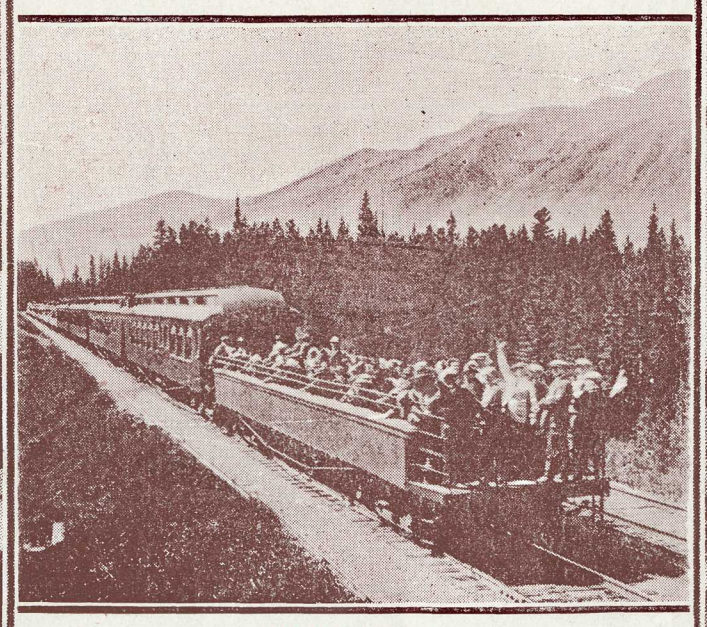
ATLANTIC.—Accommodation, value ~~£30~~ £28, either second class or cabin class.

RAIL.—First class overland transportation, including privilege of travel by any Canadian Pacific regular optional route. Meals and sleeping berth charges additional.

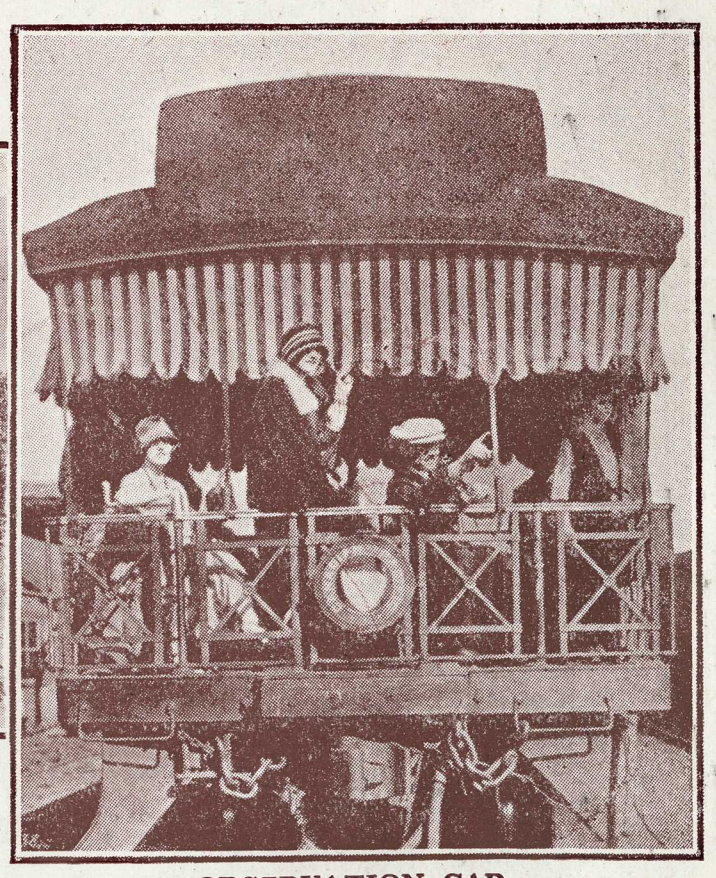
PACIFIC.—First class minimum rate accommodation by any of the Canadian Pacific Empresses of the Pacific.



DRAWING ROOM, STANDARD SLEEPER



OPEN TOP OBSERVATION CAR.



OBSERVATION CAR.

KOREA.

There are a great many reasons for wanting to go to Korea, but the two strongest lie embalmed in the names by which the country has been so long known on our side of the world, "The Hermit Kingdom" and the "Land of the Morning Calm."

CANADIAN PACIFIC

CANADIAN PACIFIC RAILWAY AND STEAMSHIPS
SPAN THE WORLD

CANADIAN PACIFIC

SPANS THE WORLD

EMPRESSES of the PACIFIC.

EMPRESS OF CANADA.
EMPRESS OF AUSTRALIA.
EMPRESS OF RUSSIA.
EMPRESS OF ASIA.

LARGEST, FINEST & FASTEST STEAMERS ON THE PACIFIC OCEAN.

E/ Australia Arr. July 1928
Left Pacific Nov. 1, 1928

SPANS THE WORLD

SPANS THE WORLD

CANADIAN PACIFIC

CANADIAN PACIFIC

CANADIAN PACIFIC

EMPRESS OF CANADA holds the Blue Riband for the Record Trip Yokohama to Victoria 8 days 10 hrs. 55 mins. Jun 1923

SECOND CLASS ON BOTH ATLANTIC AND PACIFIC WITH FIRST CLASS OVERLAND TRAVEL FROM—

LIVERPOOL, GLASGOW, SOUTHAMPTON, BELFAST AND COBH (QUEENSTOWN).

To

YOKOHAMA
KOBE
NAGASAKI

SHANGHAI
HONG KONG
MANILA

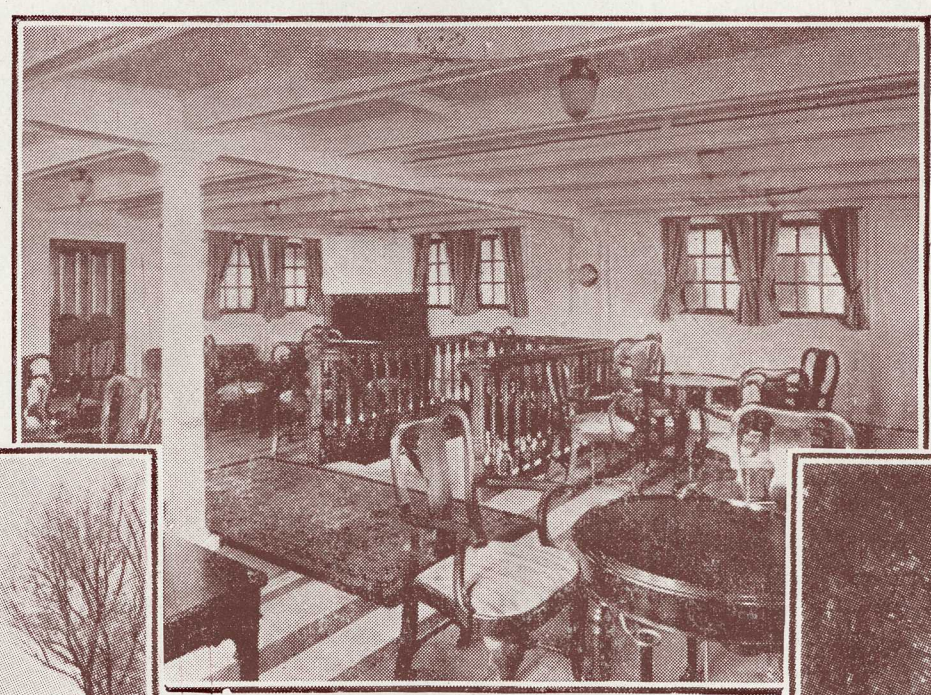
£80

Above fare includes—

ATLANTIC.—Accommodation second class or cabin class, value ~~£30.~~ £28

RAIL.—First class overland transportation with privilege of travel by any Canadian Pacific regular optional route. Meals and sleeping berth fares additional.

PACIFIC.—Minimum rate second class berth by any Canadian Pacific Empress Steamship.



2nd CLASS SOCIAL ROOM, EMPRESS OF CANADA

PEKIN
CAMEL BACK BRIDGE, SUMMER PALACE

NIKKO
SHINTO TENYOLE OF FULA-AVA JINJA

AROUND THE INLAND SEA.

". . . Out beyond the rail, the sea is hazy azure with the sun on it, smooth as a cat. You'd go to sleep, there in the faint sunlight, if it weren't for the Islands."

CANADIAN PACIFIC
SETS THE STANDARD.

RETURN FARES

Double the one-way fares quoted herein.

CHILDREN'S FARES

12 years of age and over	Full fare.
10 „ „ but under 12	Half fare on rail, Full fare on steamships.
5 „ „ „ „ 10	Half fare throughout.
Under 5 years of age	Proportionate fare according to age and destination.

Exact fares applicable according to age of child quoted on application.

THERE IS A CHILDREN'S PLAYROOM AND NURSERY IN CHARGE OF A FULLY QUALIFIED NURSE ON ALL CANADIAN PACIFIC STEAMSHIPS.

SERVANTS' FARES

Special fares quoted for servants, either European or Oriental, accompanying Passengers travelling first class.

Servants are berthed at the Company's discretion, but may wait upon their employers as and when required

REDUCED FARES—MISSIONARIES

Bona-fide Missionaries proceeding to Japan and China FIRST CLASS on Pacific Steamships are granted certain reductions on presentation of a certificate of identification. Such reduced rates quoted on application.

SUPERIOR ACCOMMODATION

Excellent accommodation is provided at fares quoted herein, but Passengers desiring and selecting superior accommodation pay the additional charges at time of booking.

THIRD CLASS FARES

Will be quoted on application to any Canadian Pacific Office.

CONTINUATION FARE

Fares quoted herein apply to all ports in the Orient and Passengers should ensure that tickets read to their final destination as same cannot be extended to read to point beyond that shewn on ticket after journey has been commenced.

Passengers desiring to proceed beyond final destination shown on ticket will be required to pay local fares from port to port.

ALL FARES QUOTED HEREIN SUBJECT TO CHANGE.

HONG KONG.

It sheers up out of the water—a huge rock, green to the top, where it isn't stone-grey with streets and houses. Great Britain's other Rock Gibraltar may be more impressive, but Hong Kong stands at the cross-roads of the East.

CANADIAN PACIFIC

Only four days open Atlantic Ocean Passage.

Quick easy transfers at Atlantic and Pacific Ports.

INFORMATION REGARDING THE JOURNEY ACROSS CANADA.

TRANS-CONTINENTAL DAILY SERVICES

BETWEEN MONTREAL AND VANCOUVER, B.C.

WESTBOUND	EASTBOUND.
10.15 p.m., Train No. 1, "THE IMPERIAL."	9.00 p.m., Train No. 2, "THE IMPERIAL."
*6.00 p.m., Train No. 5, "THE TRANS-CANADA, LTD."	*5.00 p.m., Train No. 6. "THE TRANS-CANADA, LTD."

BETWEEN TORONTO AND VANCOUVER, B.C.

9.00 p.m., Train No. 3, "THE VANCOUVER EXPRESS."	8.45 a.m., Train No. 4, "THE TORONTO EXPRESS."
*9.00 p.m., Train No. 7, "THE TRANS-CANADA, LTD."	*4.00 p.m., Train No. 8, "THE TRANS-CANADA, LTD."

BETWEEN CHICAGO AND VANCOUVER, B.C.

§ 10.05 p.m., Train No. 13, "SOO-PACIFIC EXPRESS."	§ 7.45 p.m., Train No. 14. "SOO-PACIFIC EXPRESS."

(Two trains a day each way between Chicago and Montreal *via* Toronto.)

* In operation May 15th (approx.) until October each year.

§ During the winter season a through sleeper from Chicago connects at Moose Jaw with train No. 1. Similarly Eastbound Chicago through sleeper is operated to Moose Jaw on train No. 2.

OPTIONAL ROUTES ACROSS CANADA

Passengers have choice of following Routes overland to Vancouver:—

1. C.P.R. Main Line, via Ottawa, Fort William and Winnipeg.
2. C.P.R. "Muskoka" Route, via Toronto, Sudbury and Main Line.
3. C.P.R. "Soo Line" Route, via Sault Ste. Marie, St. Paul and Portal, or
4. C.P.R. "Soo Line" Route, via Sault Ste. Marie, St. Paul, and Winnipeg.

Passengers have also the option of travel by C.P.R. Great Lakes, Steamship Service (Summer only) between Port McNicol and Fort William. A charge of $10.00 is made to cover cost of meals and berth while on board Great Lakes steamer.

In addition to the above, passengers have following choice of routes West of Winnipeg without extra charge.

Between Winnipeg and Calgary, via Saskatoon and Edmonton or Moose Jaw and Outlook.

Between Medicine Hat and Revelstoke, via Crow's Nest Pass Route through Nelson, West Robson and Arrow Lakes.

Between Medicine Hat and Hope, via Nelson, Midway, Penticton, Okanagan Lake and Sicamous, or Nelson, Midway, Penticton, and Kettle Valley Line.

There are numerous other routes available between Atlantic and Pacific with and without extra charge ; particulars on application.

NIAGARA FALLS

Passengers landing at Quebec, Montreal, Halifax, N.S., or St. John, N.B., and travelling VIA TORONTO AND CANADIAN PACIFIC ROUTE, will be given, without charge, an application to Canadian Pacific Ticket Agent at Union Station, Toronto, a ticket for side trip, Toronto to Niagara Falls and return, by rail in winter and lake steamer in summer.

Passengers landing at Boston or New York and travelling via Montreal and Toronto may obtain ticket for this side trip on payment of $5.50 (via rail) or $3.30 (via steamer, summer only) at Toronto.

Passengers from New York via direct lines to Toronto (omitting Montreal) pass Niagara Falls en route, where the journey may be broken.

STOP-OVER PRIVILEGES

STOP-OVER on rail journey is allowed at any station en route on the Canadian Pacific Railway, but passengers travelling over other lines are subject to the local regulations of the respective Railway Companies.

SLEEPING CARS

Sleeping and Parlour Cars are owned and operated by the Canadian Pacific Railway Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their beautiful fittings, are beyond comparison. The curtains, blankets, and linen, made expressly for the Company, are of the finest quality. Writing paper and envelopes are furnished free to Sleeping Car passengers on transcontinental trains on application to the porter ; and, to keep travellers informed on current events, a summary of the news of the world is daily bulletined in the Sleeping Cars and the Company's hotels in the mountains.

First Class Sleeping Cars are run on all through trains, and are accessible only to those holding First Class railway tickets, on payment of the following charges per lower double berth :—

Montreal to Vancouver	$25.60
Quebec to Vancouver	$28.10
St. John, N.B., to Vancouver	$29.95
Halifax to Vancouver	$31.55
Toronto to Vancouver	$24.05

The charges for upper berths are eighty per cent. (80%) of those for lower berths.

Tourist Sleeping Cars fitted with Mattresses, curtains, blankets, pillows, etc., and in charge of porters, are also operated between Montreal, Toronto, and Vancouver. These cars are accessible to passengers holding first or second class rail tickets on payment of berth fare. The charge for berths in these cars is approximately one-half the berth rate in first class sleeping cars, as shown above.

Drawing Rooms in Sleeping Cars—Each first class Sleeping Car has at least one private drawing room, containing a double lower berth, a double upper berth, and a single sofa section (capable of accommodating five persons in all, if two to a double berth), besides a separate toilet annexe.

The charges for private drawing rooms are :—

Montreal to Vancouver	$90.00
Toronto to Vancouver	$85.00

Compartment Cars and Compartment Observation Cars—The transcontinental Expresses between Montreal and Vancouver and Toronto and Vancouver respectively, in addition to the regular first class Sleeping Car with one drawing room, carry Compartment and/or Compartment Observation Cars. The compartments on these cars contain a double lower and double upper berth with toilet facilities. In addition. the latter cars have an observation room, a library of well selected volumes, a buffet, and an observation platform. The charges for Compartments are :—

Montreal to Vancouver	$72.00
Toronto to Vancouver	$67.50

During the Summer months open-top observation cars are also attached to certain trains in the Rocky Mountain districts. All first class Sleeping Car passengers on the train may occupy seats in same or in observation room of observation car without extra charge.

Dining and Cafe or Buffet Cars are operated on the trains where necessary, and meals are served therein a la carte. On certain trains attendants visit the coaches and tourist sleepers for the sale of light refreshments.

Restaurants are located at convenient stations, at which ample time is allowed for meals. Dining halls and luncheon counters are marked on time-table thus ||.

Canadian Revenue Tax.—Passengers purchasing sleeper or parlour car seat accommodation in Canada are charged a Tax of 10% of the amount paid.