EMPRESSES OF THE PACIFIC

CANADIAN PACIFIC

ACROSS The PACIFIC

On a PALATIAL CANADIAN
PACIFIC EMPRESS STEAMSHIP
Built Especially for Oriental Travel

Empress of Canada
Empress of Australia
Empress of Russia
Empress of Asia

THE CANADIAN PACIFIC ROUTE TO THE ORIENT

To the Orient

WHEN one thinks of a trip to the Orient, the Empresses of the Pacific come to mind—the Empress of Canada, the Empress of Australia, the Empress of Russia and the Empress of Asia—for these are the ships that have made the trip to the Orient attractive and convenient. These magnificent steamships are the acme of luxury and refinement, and very proudly do they bear the name "Empress," for in their design, their appointments, and their service they partake of the regality of that title.

The Empresses are also the quickest steamships across the Pacific Ocean, forming the shortest route between the American Continent and Asia. They provide a ten-day service from Vancouver to Yokohama, sailing in each direction on a fortnightly schedule. Because of their speed and comfort they provide the favorite travel-route for those visiting the Orient for either business or pleasure.

Beyond Yokohama, the Empress of Canada and the Empress of Australia call at Kobe, Shanghai, and Hong Kong, while the Empress of Russia and the Empress of Asia call at Kobe, Nagasaki, Shanghai, Manila and Hong Kong. On the return voyage Manila is omitted.

The Empresses of the Pacific are a link in the great transportation chain provided by the Canadian Pacific. To or from Vancouver fast Canadian Pacific trains carry the traveller across Canada; and Canadian Pacific hotels in the larger cities or in the beautiful resorts in the Canadian Rockies offer him hospitality. To Europe there are the Empresses of the Atlantic. Connecting with the sailings of Empress steamships from Vancouver are the Trans-Canada Limited (summer only), which crosses the continent in 92 hours, and three other daily trains from Montreal, Toronto, and Chicago.

VANCOUVER HARBOR, SHOWING ALSO THE STATION AND THE VANCOUVER HOTEL

VANCOUVER is Canada's gateway port for the Orient. Here the Canadian Pacific transcontinental railway terminates, and here its trans-Pacific steamship service commences. Here, too, is the magnificent Canadian Pacific Hotel Vancouver—a worthy link in so notable a chain of travel, and the finest hotel in the Pacific Northwest.

Vancouver, the largest commercial centre of British Columbia, stands on an excellent landlocked harbor, guarded by imposing mountains whose densely wooded slopes run down into Burrard Inlet. Surrounding it are environs of varied and beautiful character, where every form of recreation is encouraged by a mild climate.

VICTORIA, four hours sail from Vancouver across the Juan de Fuca straits, is charmingly situated at the southern end of Vancouver Island. It is the capital of British Columbia, and is also the Garden City of Canada, with a delightfully mild climate that has made it a favorite resort for both summer and winter. Its fine boulevards, beautiful homes, well-kept parks, public buildings, semi-tropical flowers and magnificent surroundings give to it an atmosphere through which runs a touch of old-world leisure that is possessed by hardly any other city of this continent.

In the Inner Harbor, facing the provincial Parliament Buildings, is the handsome ivy-covered Empress Hotel—last in the chain of Canadian Pacific hotels that spans Canada.

VICTORIA—EMPRESS HOTEL ON THE LEFT, PARLIAMENT BUILDINGS AT RIGHT

Empresses of the Pacific

THESE four Empresses are of most modern type of steamship, the Empress of Canada and the Empress of Australia being placed in commission for the first time in 1922. Due regard has been paid to the requirements of the Oriental climates. Rooms, both public and private, are large, airy and well ventilated. Extensive promenade space runs round the entire ship.

	Registered Tonnage	Displacement Tonnage	Length Feet	Capacity 1st Class	2nd Class
Empress of Canada...	22,000	33,000	653	550	62
Empress of Australia..	21,500	31,000	588	398	165
Empress of Asia.....	16,850	25,000	570	378	62
Empress of Russia....	16,850	25,000	570	378	62

Beautifully furnished staterooms provide sleeping quarters for one, two and (in some instances) three persons. Bedsteads have been substituted for the old-time berths. On each ship there are also private suites, varying in size. On the Empress of Canada and Empress of Australia suites can be obtained approximating in size to a private apartment.

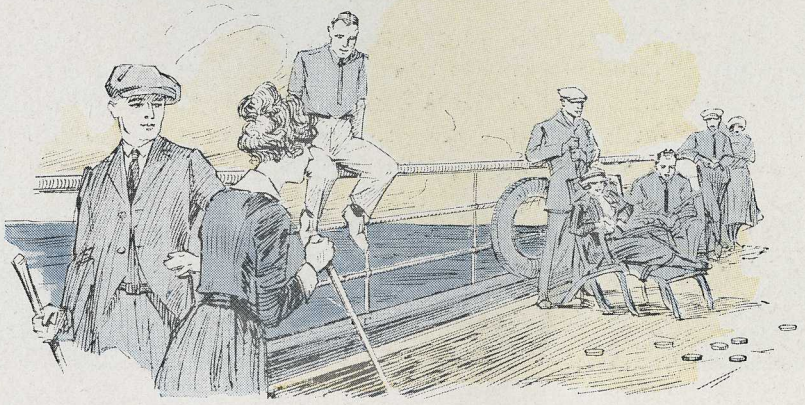
The public rooms of these magnificent Empresses—lounge, drawing-room, long gallery, reception room, card room, writing

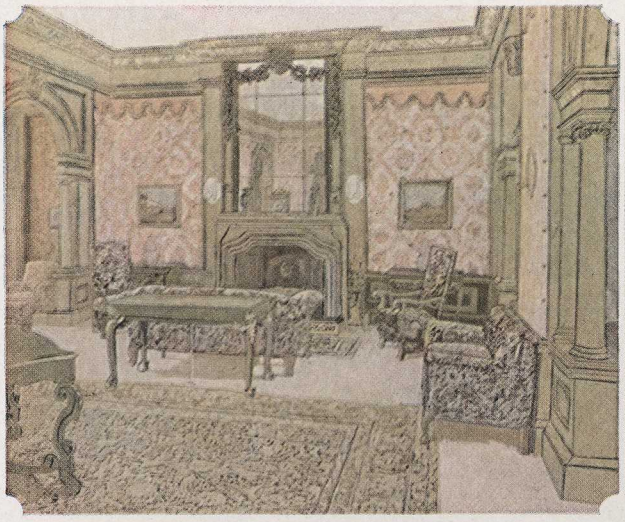
room, smoking room and dining room — are all furnished with charm and grace, a background of taste and beauty to a delightful ocean journey.

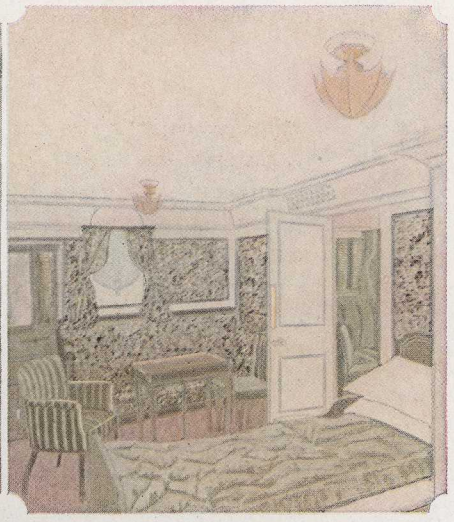
Each ship has also a verandah cafe and a children's room. The Empress of Canada and Empress of Australia have swimming pools and gymnasiums.

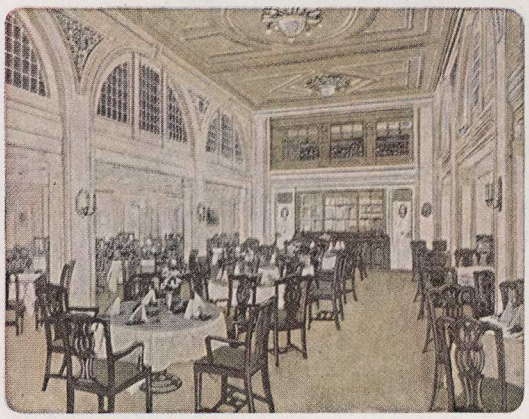
The personal service on these Canadian Pacific steamships is courteous, efficient and unobtrusive, both white and Asiatic stewards being employed.

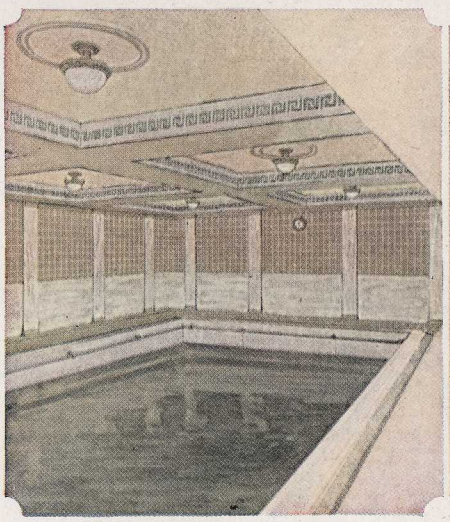
The steamships are equipped with the latest devices for safety purposes. The Empress of Canada and Empress of Australia burn oil fuel, the Empress of Russia and Empress of Asia coal.







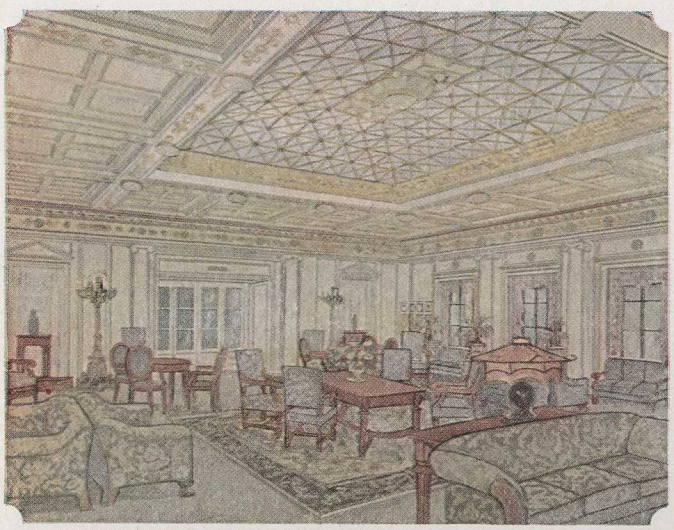


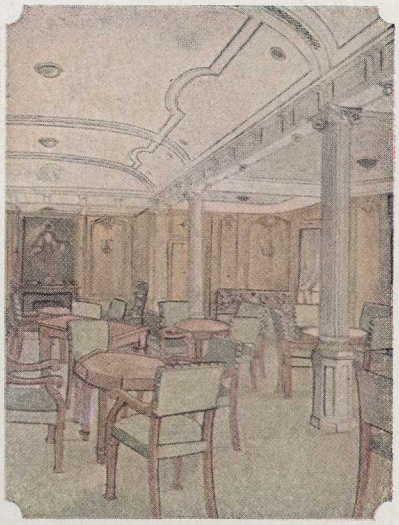


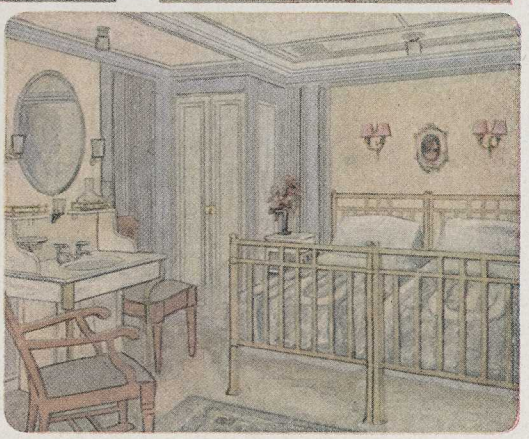
EMPRESS OF CANADA

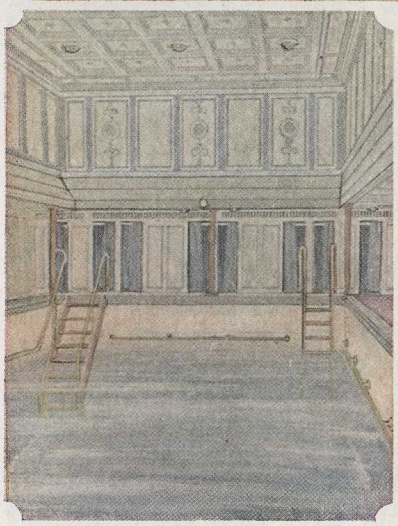
Top .... THE LOUNGE — A PRIVATE SUITE
Middle . DINING SALOON — THE LONG GALLERY
Bottom . SWIMMING POOL — THE SMOKING ROOM

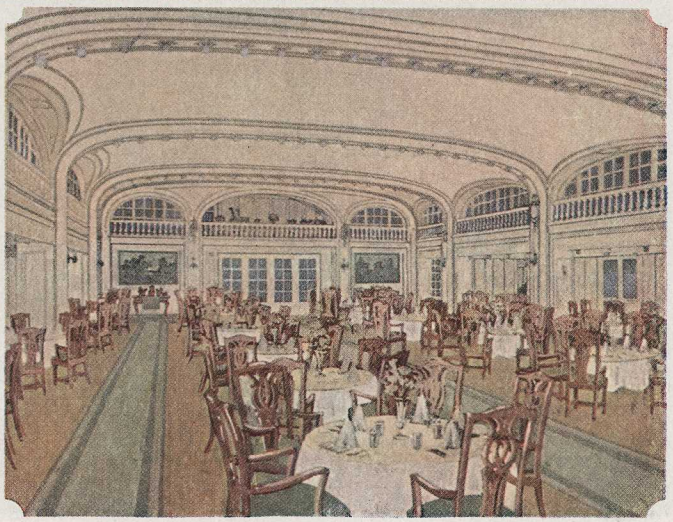
EMPRESS OF CANADA









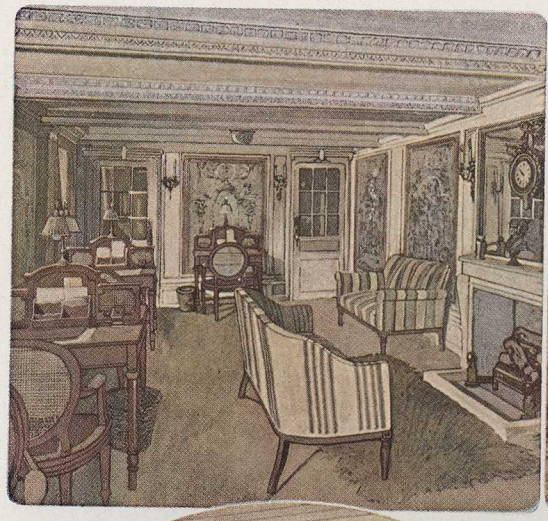


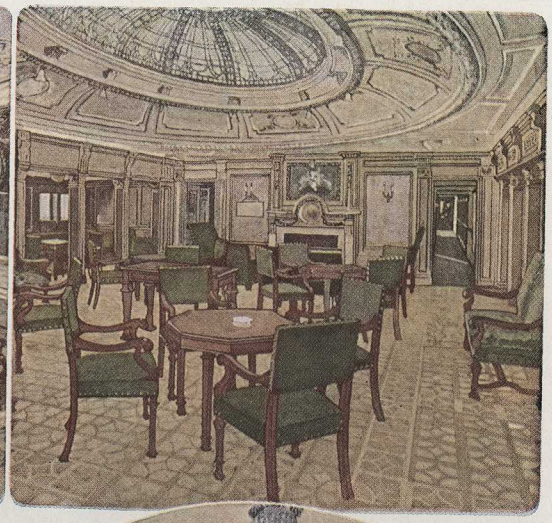
EMPRESS OF AUSTRALIA

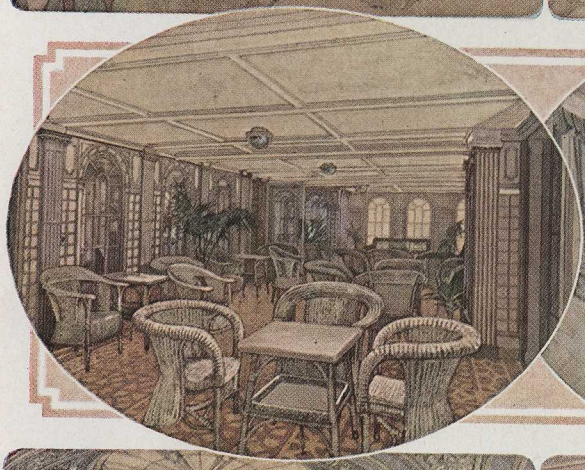
Top .... THE LOUNGE
Middle . THE DRAWING-ROOM
Bottom . SWIMMING POOL

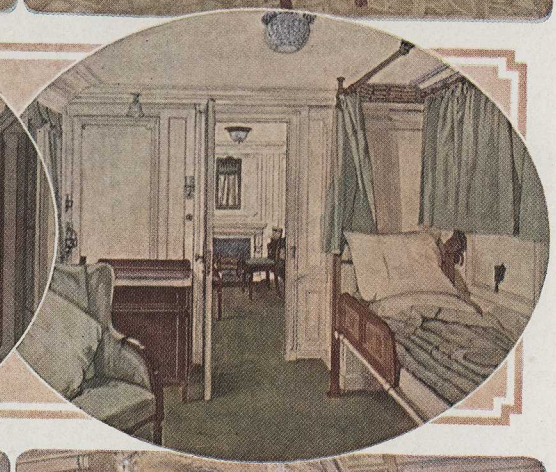
THE SMOKING ROOM
A PRIVATE SUITE
DINING SALOON

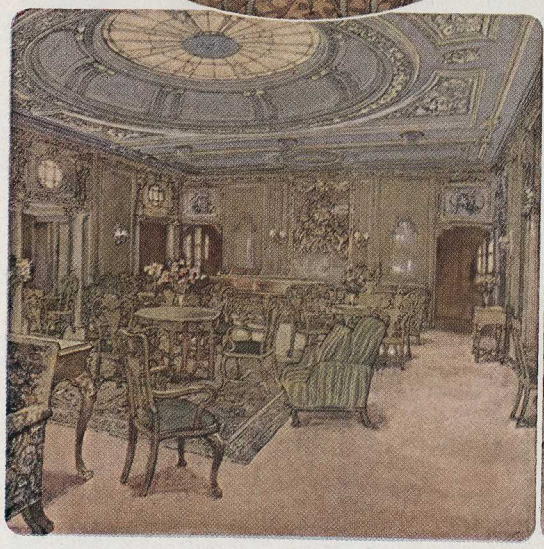
EMPRESS OF AUSTRALIA

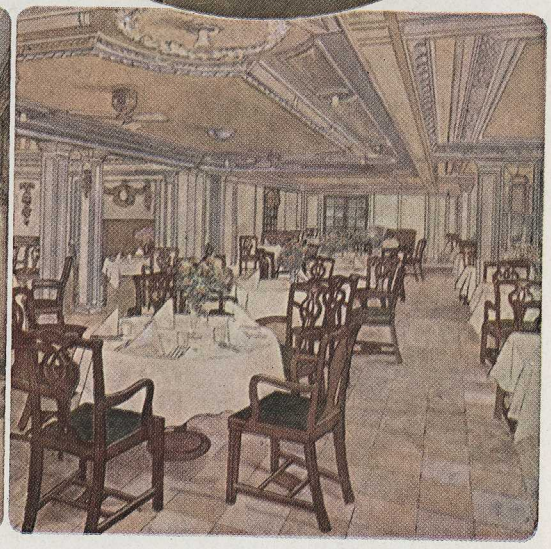








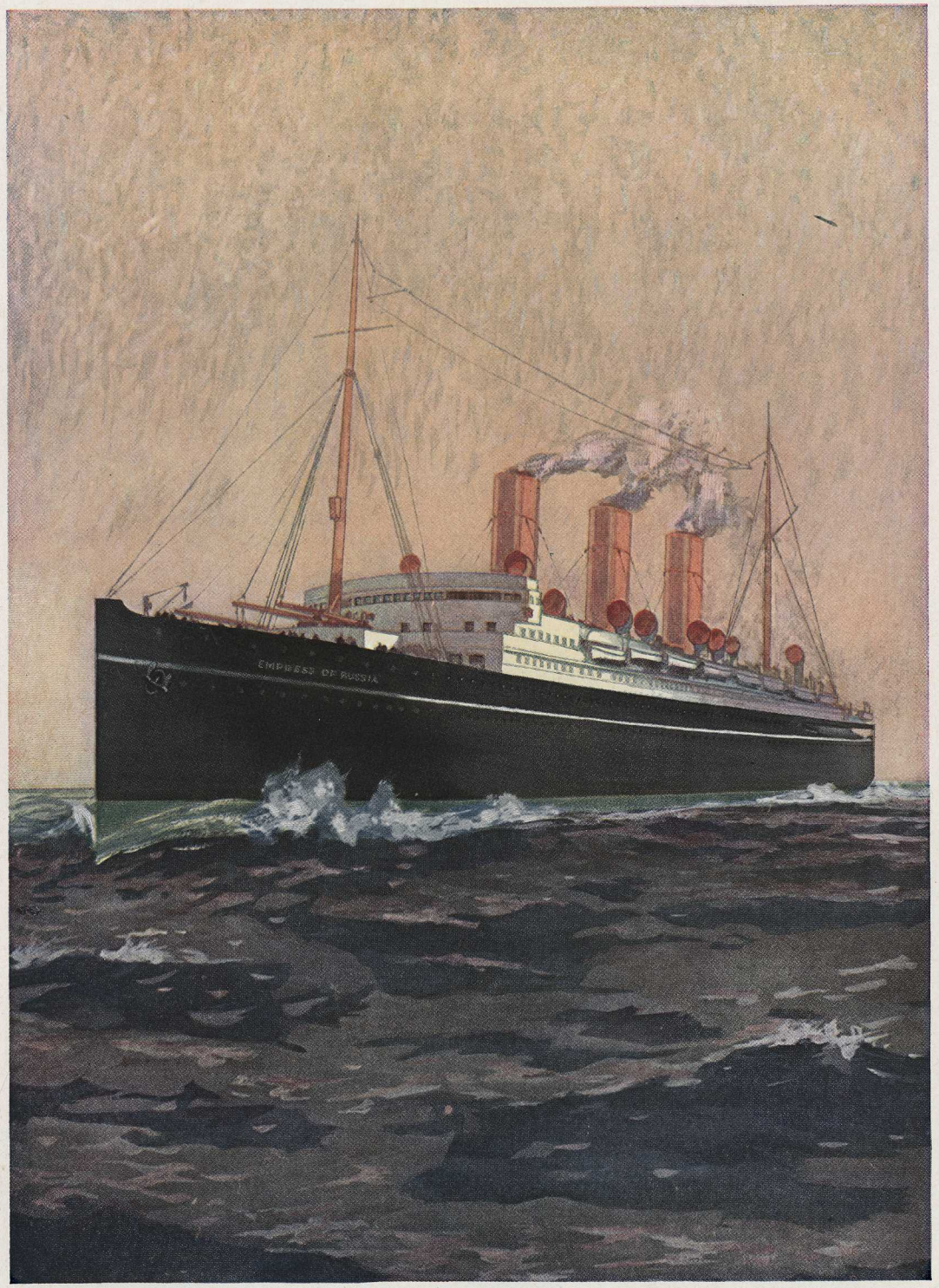




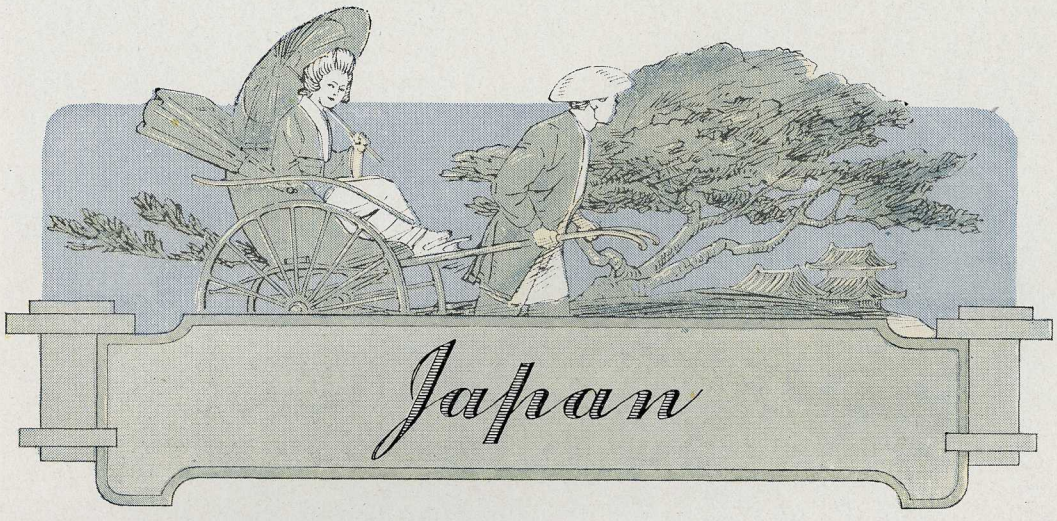
EMPRESS OF ASIA — EMPRESS OF RUSSIA

Top .... THE WRITING ROOM
Middle. VERANDAH CAFE
Bottom. THE MUSIC ROOM

THE SMOKING ROOM
A PRIVATE SUITE
DINING SALOON



EMPRESS OF RUSSIA—EMPRESS OF ASIA



Japan

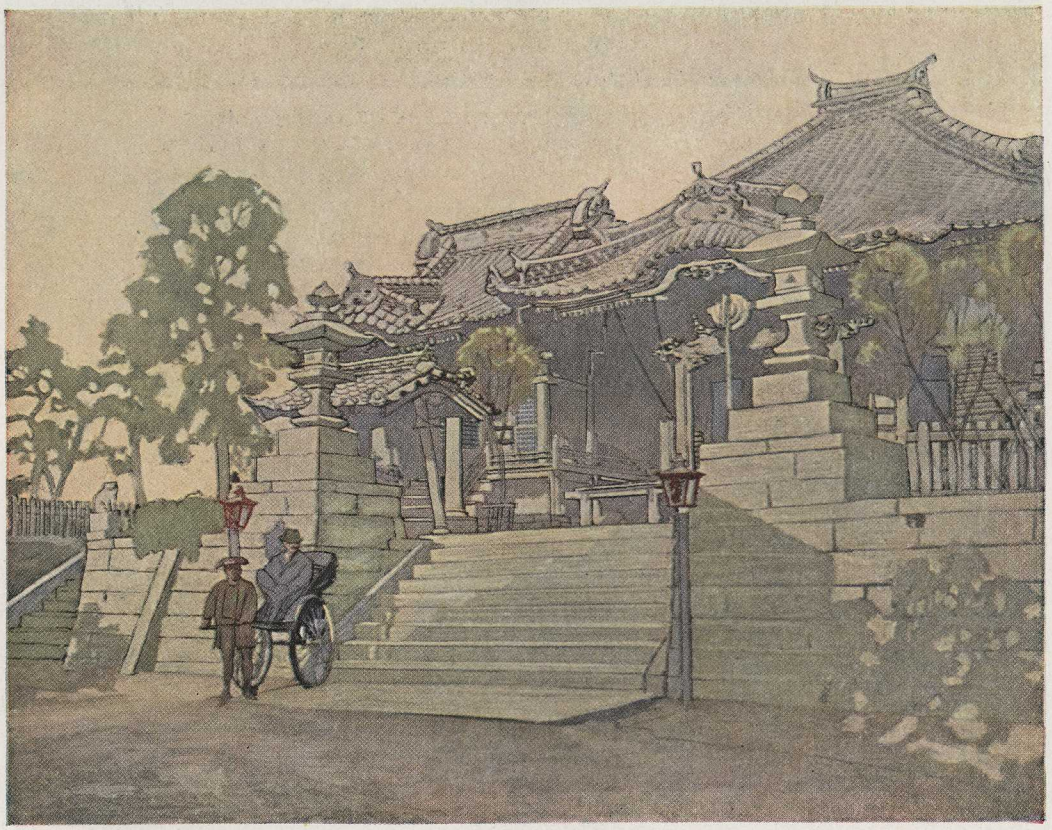
JAPAN—the Land of the Rising Sun—Chrysanthemum Land—what a fascination is there in its very name! A country situated geographically at the cross-roads of world traffic, and intellectually at the cross-roads of two civilizations—a country, on the one hand, of picturesque quaintness, of kimonos, tea houses, cherry blossoms, geishas, wistaria, and joyous festivals; on the other hand, of a remodeled national life that embraces a great industrial development, an enlightened government, and a remarkable educational movement.

Any time is a good time to visit Japan, but especially the delicious spring season, with its national cherry blossom celebrations, or the autumn, when the chrysanthemums are in flower. Against a beautiful natural background of mountains, sea-coast, inland lakes, rivers, forests, and fertile fields are to be found great cities, famous Shinto shrines, Buddhist temples, ancient palaces, and a characteristic school of art that is one of the glories of the Orient. Above Japan towers the sacred mount, Fujiyama (or Fuji-San), a land-mark, a beacon, a weather-sign, and above all a symbol of manifold and fadeless charm.

The Empire of Japan consists of about six hundred islands. The main island, Hondo, and the two closely adjacent islands of Kyushu and Hokkaido (Yezo) are traversed from end to end by

an excellent railway system. Good hotels of American standard are to be found in all the principal cities.

Yokohama, the principal port, is our first contact with Japan. Less than an hour's railway journey lies densely populated Tokyo, capital of the Empire, residence of the Emperor, seat of government, and most important railway centre. Its intensely interesting streets and shops, Hibiya Park, Shiba Park, Ueno Park, the Tombs of the 47 Ronins, its native theatres and wrestling schools, and its countless other sights, hold infinite charm for the foreign visitor.



ONE OF NIPPON'S MANY SHRINES—A TEMPLE AT YOKOHAMA

KASUGA PARK, NARA, IN THE HEART OF OLD JAPAN

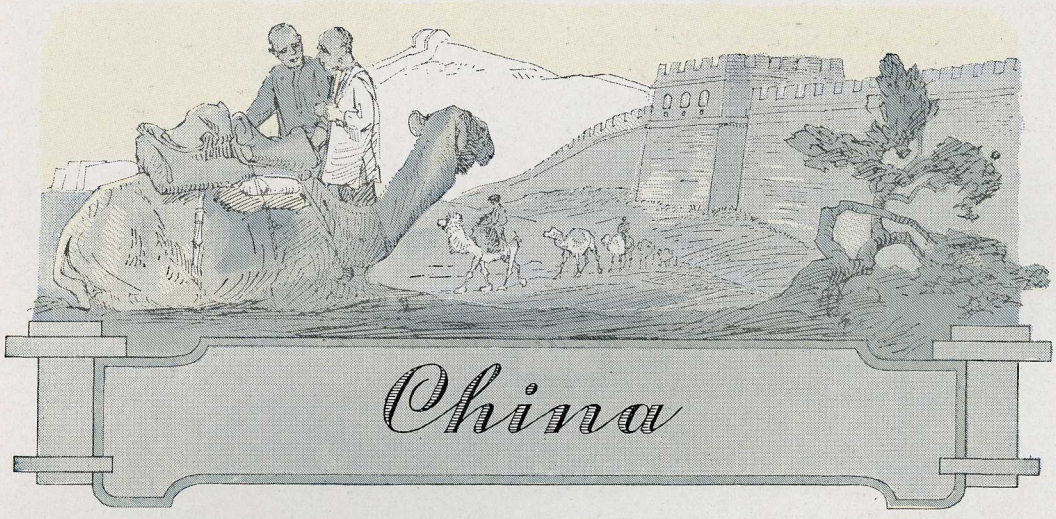
Within easy railway reach of Tokyo are the delightful mountain resorts of Karuizawa, Chuzenji, and Nikko—the last named world-famous for its temples, its sacred bridge, and its fine cryptomeria groves. Up the east coast, at a longer distance, is Matsushima, one of the "Three Most Beautiful Sights." Westward from Tokyo and Yokohama, and still within easy reach, are Kamakura, with its colossal Daibutsu (Buddha) statue; Hakone, with its hot springs; Fuji, the sacred mountain, which can be climbed fairly easily; and Shizuoka, on the charming Bay of Suruga.

The steamship journey being resumed from Yokohama, a 19-hour sail along the south coast and then north into the Bay of Osaka brings one to Kobe, the great trading port of the West. A few miles away is Osaka, Japan's busiest manufacturing centre; and then a little farther is Kyoto, ancient capital of Japan, the

site of many fine shrines and temples, and still the fine art centre of the Empire. To the south of Kyoto is Nara, cradle of Japanese art and the repository of some of its rarest remains.

A beautiful voyage from Kobe through the Inland Sea (a fairyland of bays and islands), past Miyajima, through Shimonoseki Strait and round the coast of Kyushu Island, brings one in 22 hours to Nagasaki, westernmost of the ports of Japan. From here the steamship sails across the Tung Hai (Eastern Sea) to China.

THE BEAUTIFUL INLAND SEA AT MIYAJIMA, WITH ITS FAMILIAR TORII IN THE BACKGROUND



China

THE fascination of China is that of an ancient door slowly opening, a door behind which is the oldest civilization in the world, a culture that was vigorous before Rome was born.

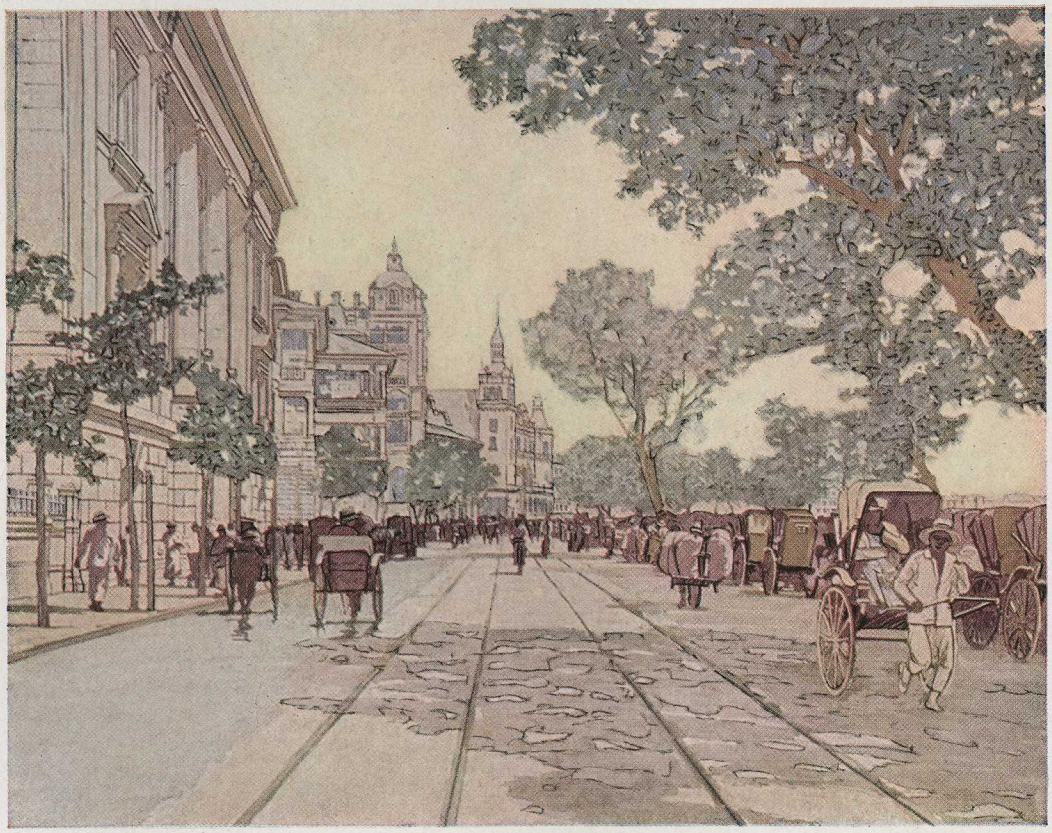
There are a thousand things to see, a thousand places to visit, in China—vast rivers dotted with junks, camel caravans, temples, huge images, forbidden cities, ancient walls that surround cities and even countries, monuments so old the human mind can hardly go back to their origin, dynastic tombs, flowery pagodas, memorial arches to ancestors, altars where worship today is the same as it was in the days of the Hebrew patriarchs.

And today one may travel among these historic memorials in the greatest comfort, for the door has swung wide enough to let in the railway train and the European hotel.

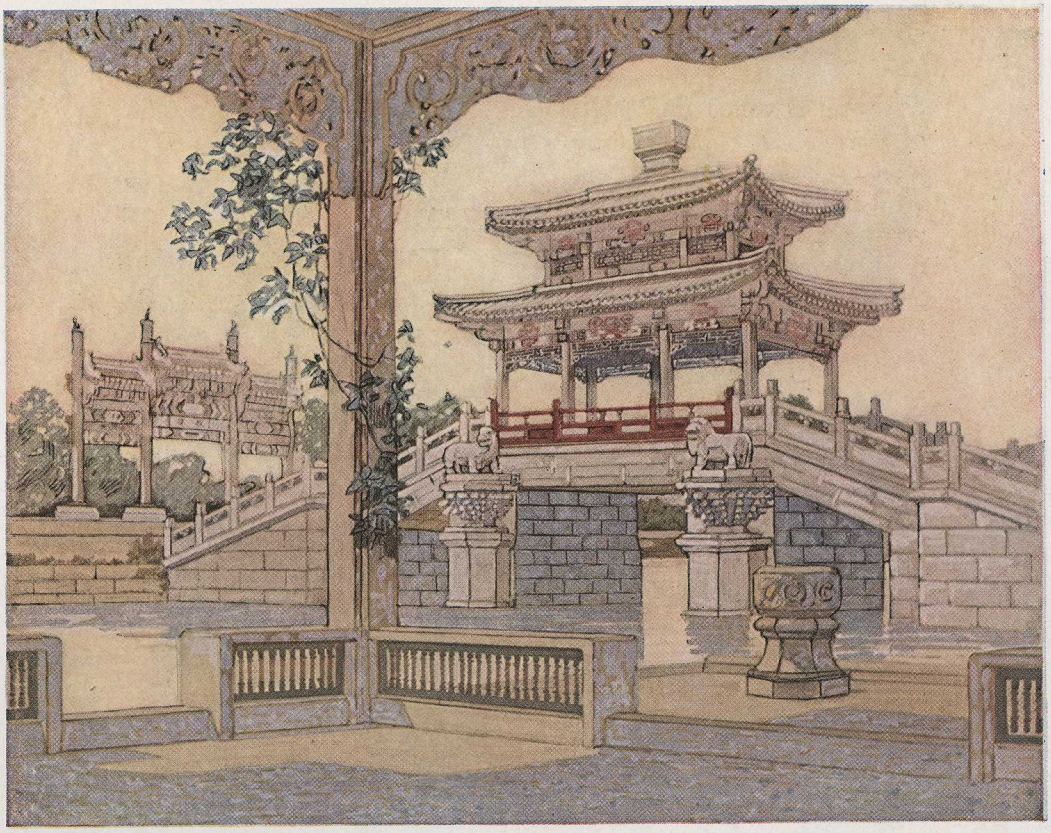
Shanghai, the first port of call in China, has amongst other interesting sights the original Willow Pattern Tea House. The commercial capital of this vast country, Shanghai, is, with its handsome modern buildings and fine streets, an epitome of the New China that is arising out of the enthusiasm of the younger generation; yet the native life, the eating houses, tea shops and Chinese theatres supply so distinctive a note that sometimes

Shanghai is called the "Paris of China." A short railway journey brings one to the ancient walled city of Nanking on the Yang-Tse River, formerly the capital of China and the home of the celebrated Ming Dynasty.

The ferry can be taken across the river to Pukow. From here the railway journey is resumed to Tientsin, the most important commercial city of North China, and to Peking, the capital. Peking, with a history pre-dating the Christian era by centuries, is the one



THE BUND, SHANGHAI



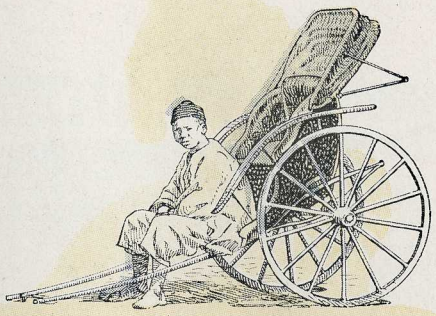
AMONG THE SHRINES AND TEMPLES OF PEKING

city of China where the visitor will see native life and customs untouched by foreign influences and yet live in modern comfort.

The Forbidden City, the Winter Palace, the Temple of Heaven, the Lama Temple of the Living Buddha, the Temple of Confucius, the Jade Fountain—these are some of the principal sights of Peking, which was, indeed, practically closed to white people until comparatively recently.

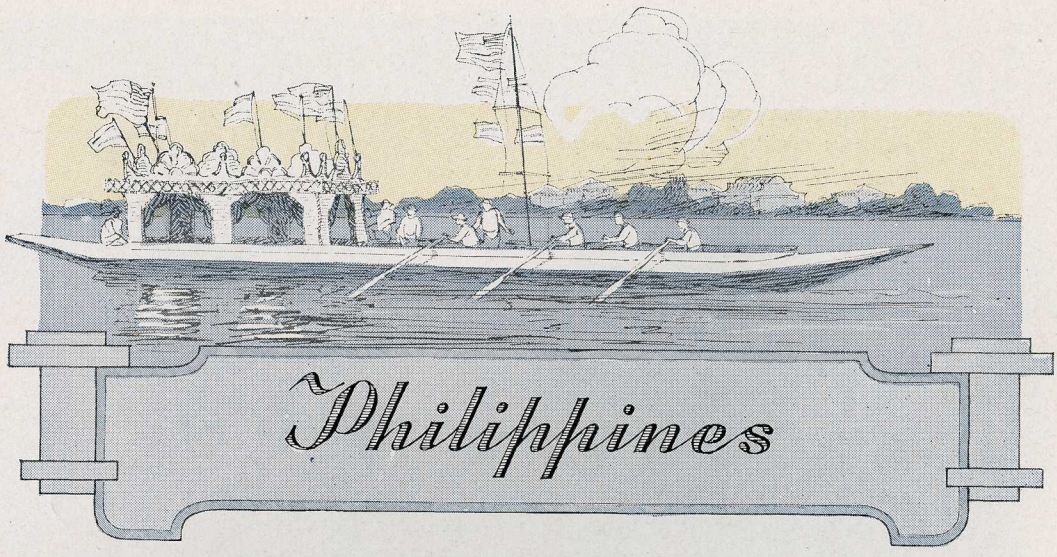
From Peking the railway journey can be continued to Mukden, seat of the old Manchu Dynasty, and thence through Korea (Chosen) to Fusan, where a short steamer journey lands one in Japan. This route from Shanghai to Japan can be followed in the reverse direction.

In a southern direction a railway connects Peking and Hankow, on the great Yang-Tse River.



Hong Kong, farthest east of Canadian Pacific ports, is reached after the ship has visited Manila from Shanghai. A mountainous island over which the British flag waves, its beautiful harbor, always crowded with native craft, merchant vessels and warships, is truly the meeting place of all nations. Its climate makes Hong Kong an ideal winter resort. Side trips can be made from Hong Kong to Canton, Macao and West River.

OVERLOOKING THE HARBOR, HONG KONG



Philippines

THE Spanish discoverers called the Philippines the "Pearl of the Orient." Magellan, the heroic and ill-fated explorer, set foot on these islands in 1521. Twenty years later they were named for Philip, Prince of Asturias, afterwards Philip II of Spain. In 1570 the first permanent settlement was made and Manila founded.

Spanish the islands remained for over three hundred years, until in 1898, after the Spanish-American War, they passed into the possession of the United States. Today they form an interesting object lesson in what twenty years of American efficiency can make out of the effects of three centuries of misgovernment.

The archipelago (which comprises some thirty islands) is hilly and mountainous. Two-thirds of its land surface is covered with forests; gutta percha, India rubber, and other gum-yielding trees abound. The climate, more salubrious than most tropical climates, varies little throughout the year. Agriculture is the principal industry.

Manila, on Luzon Island, the capital of the group, with a population of about 300,000, has a deep and safe harbor with an enormous commerce, and is the largest hemp market in the world. It has many fine streets and buildings, good hotels, and two golf courses.

East and West meet in Manila. The harbor is full of strange craft, the streets of people of every race and tribe. Among the points of interest in the city are the world-famous Luneta, the ancient walled city, the aquarium, the Bilabid prison, and the native factories. Up in the mountains, 185 miles away, is Baguio, a beautiful resort with an excellent golf course, 5,000 feet above the sea, reached by the splendid and beautiful Benquit motor road which zigzags up the ascent.

PARIAN GATE IN ANCIENT WALL AND CATHEDRAL, MANILA

CANADIAN PACIFIC

PASSENGER TRAFFIC DEPARTMENT—PRINCIPAL AGENCIES

CANADA AND UNITED STATES

MONTREAL, QUE.	J. E. Parker	141 St. James Street
ST. JOHN, N. B.	G. Bruce Burpee	40 King Street
TORONTO, ONT.	H. B. Beaumont	1 King Street, East
WINNIPEG, MAN.	W. C. Casey	364 Main Street
VANCOUVER, B. C.	J. J. Forster	Canadian Pacific Railway Station
ATLANTA, GA.	E. G. Chesbrough	49 North Forsyth Street
BOSTON, MASS.	L. R. Hart	405 Boylston Street
BUFFALO, N. Y.	D. R. Kennedy	160 Pearl Street
CHICAGO, ILL.	R. S. Elworthy	40 North Dearborn Street
CINCINNATI, OHIO	M. E. Malone	430 Walnut Street
CLEVELAND, OHIO	G. H. Griffin	1040 Prospect Avenue
DETROIT, MICH.	G. G. McKay	1239 Griswold Street
DULUTH, MINN.	David Bertie	Soo Line Depot
HONOLULU, T. H.	Theo. H. Davies & Co.	
KANSAS CITY, MO.	R. G. Norris	601 Railway Exchange Building
LOS ANGELES, CAL.	W. McIlroy	605 South Spring Street
MINNEAPOLIS, MINN.	H. M. Tait	611 Second Avenue, South
NEW YORK, N. Y.	E. T. Stebbing	Madison Avenue at 44th St.
PHILADELPHIA, PA.	R. C. Clayton	629 Chestnut Street
PITTSBURGH, PA.	C. L. Williams	340 Sixth Avenue
PORTLAND, ORE.	W. H. Deacon	55 Third Street
ST. LOUIS, MO.	E. L. Sheehan	420 Locust Street
SAN FRANCISCO, CAL.	F. L. Nason	675 Market Street
SEATTLE, WASH.	E. F. L. Sturdee	608 Second Avenue
TACOMA, WASH.	D. C. O'Keefe	1113 Pacific Avenue
WASHINGTON, D. C.	C. E. Phelps	1419 New York Avenue

EUROPE

ANTWERP, BELGIUM.	W. D. Grosset	25 Quai Jordaens
BELFAST, IRELAND.	Wm. McCalla	41 Victoria Street
BIRMINGHAM, ENGLAND.	W. T. Treadaway	4 Victoria Square
BRISTOL, ENGLAND.	A. S. Ray	18 St. Augustine's Parade
BRUSSELS, BELGIUM.	C. De Mey	98 Boulevard Adolphe-Max
BUCHAREST, ROUMANIA.	D. Kapeller	Transit, Caleo Grivitei 153
CHERBOURG, FRANCE.	Canadian Pacific	4-6 Quai Alexandre III
CHRISTIANIA, NORWAY.	Elvind Bordewick	Jernbanetorvet 4
CZERNOWITZ, ROUMANIA.	Trans-Oceania	Rudolphplatz No. 1
DUNDEE, SCOTLAND.	H. H. Borthwick	88 Commercial Street
EYDTKUHNEN, GERMANY.	Bernheim & Co.	
GLASGOW, SCOTLAND.	M. L. Duffy	25 Bothwell Street
HAMBURG, GERMANY.	Flugge & Co.	Alsterdamm 24
KISHENEFF, ROUMANIA.	Hersberg, Vaingurt & Co.	Alesandrovscopa St. 110
KOVNO, LITHUANIA.	H. V. Gard	Laiswes Aleja 43
LIBAU, LATVIA.	A. W. Bradshaw	9 Grossestrasse
LIVERPOOL, ENGLAND.	T. McNeil	Pier Head
LONDON, ENGLAND.	H. G. Dring	62-65 Charing Cross, S. W. 1
LONDON, ENGLAND.	G. Saxon Jones	103 Leadenhall Street, E. C. 3
MANCHESTER, ENGLAND.	J. W. Maine	31 Mosley Street
MOSCOW, RUSSIA.	A. Ross Owen	Arbat Serebrianny, Pereulok 4, Apartment 3
PARIS, FRANCE.	A. V. Clark	7 Rue Scribe
PRAGUE, CZECHO-SLOVAKIA.	Karlik & Spol.	11 Havlickovo Namesti Palâc Cukerni
REVAL, ESTHONIA.	J. Pitka & Son.	Uus Taenav 14
RIGA, LATVIA.	Canadian Pacific	17 Wall Strasse
ROME, ITALY.	B. T. Padgett	143a Via Quattro Fontane
ROTTERDAM, HOLLAND.	J. S. Springett	42 Coolsingel
SOFIA, BULGARIA.	Damionoff Freres.	
SOUTHAMPTON, ENGLAND.	D. Drummond	7 Canute Road
VIENNA, AUSTRIA.	A. W. Treadaway	6 Kartnerring
WARSAW, POLAND.	H. J. Wyatt	117 Marszalkowska
ZAGREB, JUGO SLAVIA.	Dr. Ivan Shvegel	Jurisiceva 30

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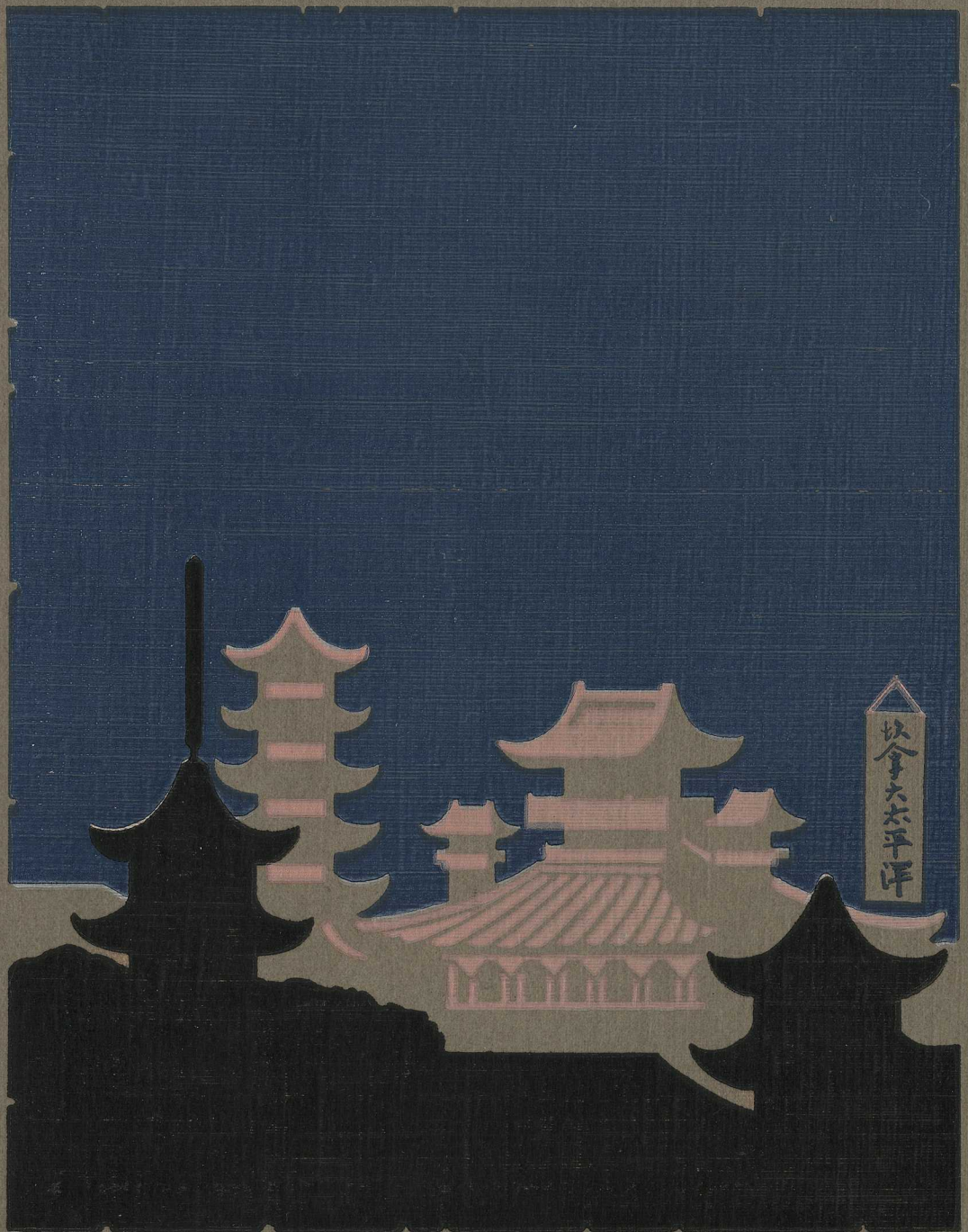

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