1894

ACROSS CANADA

TO

AUSTRALIA

AND THE

HAWAIIAN

AND

FIJIAN ISLANDS

BY THE

CANADIAN PACIFIC ROUTE

THE NEW ROUTE

TO

AUSTRALIA

VIA

HONOLULU, HAWAIIAN ISLANDS
AND SUVA, FIJI,

IN CONNECTION WITH THE

CANADIAN PACIFIC RAILWAY.

The recent establishment of the new route to Australia, via Canada, is rapidly revolutionizing the traffic of three continents, by opening up a shorter, cheaper and in every way more advantageous highway to the Southern Hemisphere. Traversing the Dominion of Canada, passing over the illimitable prairies of its fertile northwest, crossing the mighty Rockies and the Titanic mountain ranges beyond, sailing down the placid Pacific, and touching at the Hawaiian Islands—the paradise of sub-tropical seas—and historic Fiji, there is a never-ending change of scene and surroundings, and an entire absence of the discomforts and inconveniences which previously made a voyage to the Antipodes an unpleasant undertaking. With these, too, is an unsurpassed excellence in the equipment of the transportation lines utilized, whether by land or water, that materially enhances the enjoyment of the trip.

ACROSS CANADA.

The best and quickest route to the Pacific Ocean from the eastern portion of the American continent is by the Canadian Pacific Railway to Vancouver. The traveller from Europe leaving Liverpool or Southampton is landed at Quebec, Halifax or New York, from any of which cities it is a comparatively short run to Montreal, where, in a sense, the transcontinental journey actually begins. Passengers via New York may, however, visit the great cataract of Niagara, and, from Toronto, connect with the transcontinental train at North Bay. In either case a glimpse is had of the well-settled eastern provinces of the Dominion, and after rounding the north shore of Lake Superior, or sailing up the Great Lakes to Fort William in summer, the famed Red River Valley of Manitoba is reached. At Winnipeg a brief halt can be profitably made to see this bustling, go-ahead western metropolis, which a few years ago was but a mere fur-trading outpost of the Hudson's Bay Company. The

journey is continued four hundred miles through immense wheat fields to Moosejaw, the point of junction with the Soo-Pacific road running from the American cities of St. Paul and Minneapolis, and then on across the great buffalo plains of the the west, five hundred miles to Calgary, in the foot-hills of the Rockies, and to Banff, on their eastern slope—the great Canadian National Park—where Nature has created a wonderful sanitarium. For another five hundred miles, the route lies through scenes of matchless grandeur—the sublimity of the entrancing surroundings being accentuated by the sudden and wide contrast between the level verdure-clad prairies and the tumultuous masses of broken and serrated rocks whose summits pierce the clouds—to Vancouver, the western terminus of the Canadian Pacific Railway, from whose port the magnificent White Empress steamships of the Company cross the ocean to China and Japan. Vancouver, although of but yesterday's birth, is a handsomely built city with excellent hotels (chief among which is the Hotel Vancouver), and with many attractive points of interest in and around it. Steamer is taken here, or at Victoria (a few hour's sail across the Gulf of Georgia), which is also a city that will delight and charm the visitor.

ON THE PACIFIC.

The continent traversed, the next stage of the journey begins—a week to Honolulu and three weeks to Sydney, in Australia. The sister steamships Warrimoo and Miowera are models of modern marine architecture, and were especially constructed on a plan designed for the service of these waters. They have a length of 360 feet and 42-foot beam, with a registered tonnage of 3400 tons and 4500 horse-power, giving a speed of seventeen knots per hour. They are elaborately and luxuriantly furnished; the staterooms are spacious and fitted with every convenience, and there is an ample number of marble baths throughout the vessels. In every way the comfort of the passengers has been carefully considered. The Arawa—temporarily employed on this service—is another magnificent steamship of over 5000 tons burden, with a length of 420 feet and 48-foot beam, and 5000 horse-power. The saloons, like those of the Warrimoo and Miowera, are beautifully fitted and superbly furnished, and the state-rooms are airy and comfortable. All three are lighted by electricity. One of these steamers leaves Vancouver once a month—on the morning of the 16th, and Victoria the same day (passengers from the east should arrive at Vancouver the previous day) for Honolulu, H. I., Suva, Fiji, and Sydney, Australia, in reaching which the most temperate and pleasant part of the Pacific Ocean is traversed.

THE HAWAIIAN ISLANDS.

There is much to be seen in this charming group of islands that will excite the wonder and admiration of the visitors. The

combination of ocean, mountain, volcanoes, umbrageous valleys and luxuriant growth of innumerable tropical plants and trees, no less beautiful than they are strange to northern eyes, with a climate that is almost perfect, serves to make a short stay at Honolulu, the capital and chief city, one of the most pleasant experiences of a traveller's lifetime. One is not confined, however, to Honolulu or the island on which it nestles. In the group which constitute the Hawaiian world are eight inhabited islands, and several barren rocks and islets detached from the larger islands. Of the eight—Oahu, Hawaii, Maui, Kauai and Molokai—are well settled, and on them are the principal mercantile and industrial enterprises, Hawaii, from which the group takes its name, having the largest area and being perhaps the most interesting to the sight-seer. A tourist who is continuing his journey with the steamer in either direction—and whose stay is necessarily limited—can, however, find time and opportunity for several short excursions to points of absorbing interest about Honolulu. He can drive through the beautiful Nauanu Valley to the Pali, a precipice where the valley abruptly ends 1,300 feet above the sea, six miles from the city. This is an historic spot—the scene of the last great battle between King Kamehameha, the conqueror, and the Oahuans, in which thousands of natives were ruthlessly driven to their death over the steep cliff. A magnificent view from this point is obtainable of the lowlands stretching away for miles. This trip can be made in about three hours. A second trip is to the summit of Mt. Tantalus, (3,250 feet), the highest point near Honolulu, and from which there is a beautiful view. This will occupy another three hours. Another trip is to the Punchbowl, an elevation immediately behind the city. An excursion to the crest of this miniature mountain is very interesting and enjoyable, especially with a large party of Honoluluans, who make the outing one of perfect delight. This drive or ride occupies less than an hour, and may be taken with the other points already mentioned, if so desired, in less than four hours. A fourth short trip is to Waikiki Beach, a famous, safe and excellent bathing place, and from there to Kapiolana Park, where the annual race meetings are held. Including half an hour to enjoy a refreshing bath, the tourist could make this trip in one hour and a half. A more extended trip is over the Oahu Railway from Honolulu to Ewa (avah), passing through many rice, banana and pineapple plantations. The traveller has a good view, too, of the famed Pearl River lochs and the lately founded Pearl City. Opportunity is given at Ewa to inspect the working of the machinery of the largest sugar-producing mill on the island, and also to view the growing sugar-cane, all connected with the Ewa sugar plantation. This trip is, of course, regulated by time-table, trains only running between 8.45 a. m. and 6.00 p. m. The service is excellent, the rolling stock being most modern and the passenger coaches richly upholstered and comfortable. The road is eighteen miles

CANADIAN-AUSTRALIAN LINE

long and the fare is one dollar each way between Ewa and Honolulu, but trips to intermediate points can be made for fifty cents each way. Horses and carriages are easily obtainable at reasonable prices, and capital roads have been made to all the chief points of interest. Everything around is unfamiliar to the European or American. The clean dwellings of the natives, with their scented grass mats and hangings, the bevies of mounted Kanaka girls racing from point to point, the views combining the leafy valleys of the interior, the lava and coral shores of adjacent islands and the clear, calm waters of the Pacific interlacing the whole, combine to emphasize the novelty and augment the charms of loitering in Oahu. The tourist who has eight days at his disposal by reason of a "stop-over," there being that time between the arrival of the steamer *from* Vancouver and the departure of the next steamer *for* Vancouver, is given an excellent opportunity of making an easy tour of Oahu, and enabled to pay flying visits to the contiguous islands of Maiu or Kauai, on the last named of which are the curious "barking sands" and the largest sugar plantation in the world. It is advised, however, that, having only eight days to spare, the tourist should content himself with exploring Oahu. The sights and experiences are novel enough, but the more extraordinary ones are on the island of

HAWAII. At regular intervals a commodiously fitted steamer leaves Honolulu for the island of Hawaii, on which are the great peaks Mauna Loa (13,675 feet high), Mauna Kea (13,805) and Hualalai (8,275), as well as the crater of Kilauea. This marvellous island of living and extinct volcanoes cannot be described in a few sentences, but thoughtful arrangements have been made by which a tourist can see all its principal beauties in ten days, including the steamer's trip, the cost being $50, which covers all expenses. Most of the island is seen from the saddle or carriage, though portions of the ascents to the craters are on foot. The chief point of interest is the "House of Fire," as the great burning crater of Kilauea is called. A visitor to the crater describes one of its periodical eruptions as follows:

"The thin crust on the molten lakes was rent apart and there rolled out a blood-red wave whose incandescent crest swept on and broke in fiery spray against the massive wall. Other raging billows clashed together and tossed their mingled volumes of silver, gold and crimson high in the glowing air. The superheated, highly elastic gases tore through the liquid matter, carrying with them in their upward rush lava spun into fine filaments called "Pele's hair," and drove before them sulphur clouds through which the moon gleamed with a dull, livid light.

"In the midst of the lakes' brilliant confusion there played a fountain of blood-red lava, 'which did the tumultuous sea incarnadine,' filling the air with crimson light and tinging the beetling cliffs with rich color. The heat-wave whirled about the pit, now and then rushing over the brink and glowing about us, while the roar of escaping gases, the rumble of falling rocks about the lakes and the queer, spluttering cough of the belched-up lava filled our ears with strange sounds.

"This beautiful and awe-inspiring spectacle lasted for many minutes and then the light and heat subsided and the lakes' surface cooled again to sombre blackness. The moon came out again, and by its light and that of our lanterns we retraced our steps over the lava to where horses were in waiting to carry the ladies of the party up the hill again to the 'Volcano House.'"

There are many other strange and interesting places to be visited, and a perfect system has been adopted for the conveyance and housing of tourists at moderate prices.

CANADIAN-AUSTRALIAN LINE

MAUI is another island of the group—the one that contains the greatest extinct crater in the world, "Haleakala." The ascent is easy, and can be made on horseback. The view from the summit is indescribably grand. The crater is irregularly oval-shaped, several miles in width, twenty-five miles in circumference, and is backed by walls nearly 2,000 feet high, and broken by cones from 100 to 700 feet in height. The sides slope at a wide angle down which it is comparatively easy to clamber. There are two wide gaps in the walls of the crater, through which, centuries ago, streams of liquid lava poured down a league in breadth, 10,000 feet in the seven miles to the ocean below to form the iron-bound coast. The last eruption is believed to have occurred 2,000 years ago. Beautiful views of Mauna Loa and other points are seen from these heights, which possess the additional charm of being covered with fern and wild flowers. Excellent arrangements exist for the accommodation, both while stopping and travelling, of tourists visiting all the islands.

THE FIJIAN ISLANDS.

It is a pleasant seven or eight days' sail from Honolulu to Suva, the chief city of Vita Luvi, which is the largest of the group of 225 islands, constituting the Fijian archipelago. Of the whole group, only two are of any considerable size—Vita Luvi and Vauna Luvi, many of the others being merely coral islets. Eighty only are inhabited. There is a peculiar interest encircling the natives who, up to forty years ago, were cannibals; now every village has its church, and schools are numerous and well attended. Suva possesses a fine harbour from which a magnificent view is obtained. Hill and valley, peak and precipice, clothed almost always with brilliant and luxuriant tropical vegetation, assume picturesque and romantic form, some of the mountains which are extinct volcanoes rising to an altitude of 4000 to 5000 feet. There are numerous streams and rivers by which the interior can be reached. Fiji possesses many curious sights for Europeans and Americans, and where the 180th parallel cuts through the islands, a day is lost or gained as the traveller proceeds east or west.

AUSTRALIA.

About six days' run from Suva takes the traveller to

PORT JACKSON, one of the most beautiful harbours in the world. Entering the harbour through "The Heads" a vista opens that is admitted to be unrivalled except, perhaps, by Rio de Janeiro or the Bay of Naples.

SYDNEY, on this harbour, is the oldest and in some respects the chief city of Australia, and is distinguished by its importance as a commercial centre as well as by its beauty of position. The European or American traveller will here find the seasons, as he is accustomed to them, entirely disarranged. He will enjoy the pleasant, cool days of June, but may sometimes complain of the heat in December. Sydney is a great railway as well as steamship centre, and from here, either by rail or steamer, all parts of Australasia as well as Australia proper may be reached. Peopled by Englishmen, the traveller will find amidst the natural surroundings of a semi-tropical

CANADIAN-AUSTRALIAN LINE

country the active life both in business and sport that distinguishes the Anglo-Saxon in more northern countries, and all the conveniences and comforts which that race insist upon having about them. There are numerous side-trips to be made from the capital, both by land and water, and a visit may without difficulty be made to one or other of the great sheep or cattle runs, for which this colony is famous. From Sydney a tourist can proceed either by rail or boat to

MELBOURNE, the capital of Victoria, the second city of Australia, and perhaps even before Sydney in some particulars. Made largely by the gold discoveries it has pushed steadily on, and both in manufactures and exports is hard upon its elder sister. From Melbourne a number of railways run in all directions covering the several districts of Victoria, and connecting with the systems of the other colonies. The future importance to the commercial as well as to the political world of this rising empire in the southern ocean, the great opportunities that exist for opening or discovering new fields for commerce in countries so rich and yet so partially exploited, and the charm of travelling with European or northern associations through a semi-tropical country of the Southern Hemisphere, make the Australasian colonies a most inviting region for travel. The objection hitherto raised of a long voyage and inferior steamers has now been removed by the establishment of this new Canadian-Australian line with its call at Honolulu and Suva.

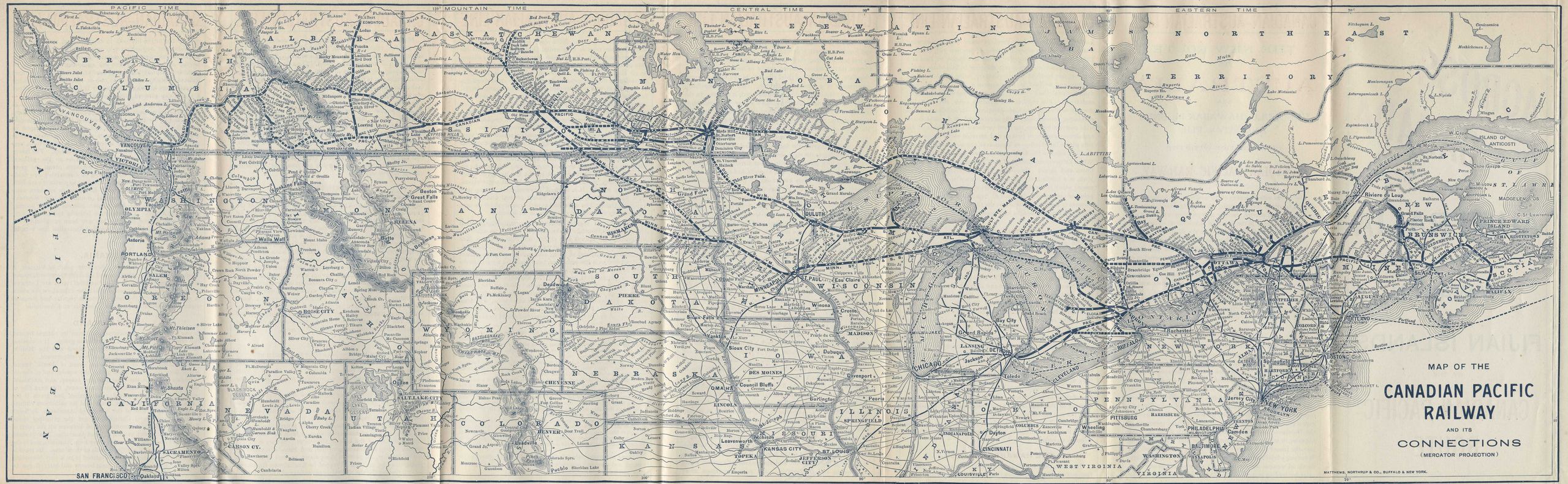
TASMANIA.

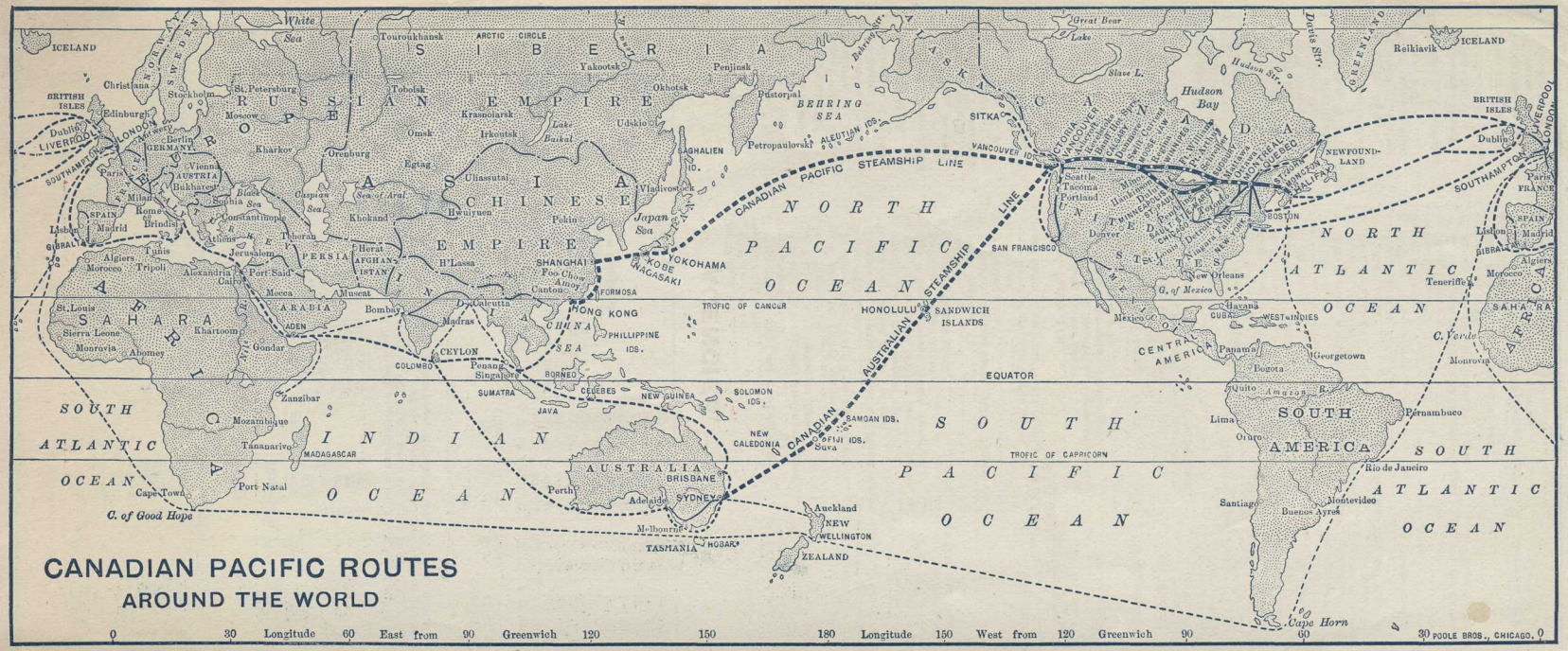
Across Bass' Straits, 120 miles wide, south of Victoria, is Tasmania, in climate, situation and salubrity the most favoured of the Australian colonies. The two chief towns are Launceston, on the north coast, and Hobart, the capital, on the south. A railway connects the two. There is regular and frequent steam communication between Tasmania and Australia.

NEW ZEALAND

is one of the most prosperous, and, from its natural beyaut, the most interesting of the Australasian group. It comprises three islands, but two only, North Island and the Middle, though called South Island, are of any importance.

WELLINGTON, at the extreme south of North Island, whose lake region has been called the wonderland of the inhabitable globe, is the capital of the colony, and Auckland, the former capital, on the northeast coast, the next city of importance, whose physical conformation has given it the name of the Corinth of the South, and its salubrious climate gained for it the title of the Naples of Maoriland. In South Island, Dunedin and Christchurch are the principal cities. There is regular intercommunication between all the ports of New Zealand, as well as with those of Australia. New Zealand differs in fauna, flora and other ways from Australia, and is the most picturesque of all the islands of these seas. Its trade is large and increasing, and it is destined to be a very flourishing country. Many side trips of great beauty and interest can be made on these islands.


PACIFIC TIME
MOUNTAIN TIME
CENTRAL TIME
EASTERN TIME
MAP OF THE
CANADIAN PACIFIC RAILWAY
AND ITS
CONNECTIONS
(MERCATOR PROJECTION)
MATTHEWS, NORTHRUP & CO., BUFFALO & NEW YORK.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
ISLAND OF ANTICOSTI
NORTH EAST TERRITORY
WASHINGTON
OREGON
CALIFORNIA
NEVADA
UTAH
COLORADO
WYOMING
MONTANA
IDAHO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
MINNESOTA
IOWA
MISSOURI
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
PENNSYLVANIA
NEW YORK
VERMONT
NEW HAMPSHIRE
MAINE
WEST VIRGINIA
VIRGINIA
MARYLAND
PACIFIC OCEAN
VANCOUVER
VICTORIA
SAN FRANCISCO
Oakland
SACRAMENTO
CARSON CY.
SALT LAKE CITY
OGDEN
CHEYENNE
DENVER
PUEBLO
Leadville
PORTLAND
Walla Walla
Spokane Falls
Benton
Great Falls
Butte
Helena
Grand Forks
Winnipeg
Brandon
Regina
Calgary
Edmonton
Deadwood
Sioux Falls
Yankton
Sioux City
Omaha
Council Bluffs
Lincoln
Topeka
Leavenworth
Kansas City
St. Joseph
St. Louis
Jefferson City
Springfield
Chicago
Milwaukee
Madison
Dubuque
Davenport
Peoria
Des Moines
Duluth
St. Paul
Minneapolis
Winona
La Crosse
Eau Claire
Detroit
Toledo
Cleveland
Buffalo
Rochester
Toronto
Ottawa
Montreal
Quebec
Boston
Portland
Halifax
St. John
Moncton
Cincinnati
Dayton
Columbus
Indianapolis
Louisville
Pittsburg
Harrisburg
Philadelphia
Trenton
Camden
Jersey City
New York
Baltimore
Washington
Annapolis
Richmond
Norfolk
Lansing
Jackson
Bay City
Grand Rapids
Winnipeg
Brandon
Regina
Calgary
Edmonton
Banff
Revelstoke
Kamloops
Vancouver
Victoria
Nanaimo
Cape Flattery
Port Arthur
Fort William
Sault Ste. Marie
Mattawa
Pembroke
Ottawa
Montreal
Quebec
Riviere du Loup
St. John
Halifax
Portland
Boston
Chicago
Milwaukee
Detroit
Toronto
Buffalo
Rochester
Albany
New York
Philadelphia
Baltimore
Washington
Cincinnati
Louisville
St. Louis
Kansas City
Denver
Salt Lake City
Portland
San Francisco
Sacramento
Winnipeg
Duluth
Minneapolis
St. Paul
Montreal
Quebec
Halifax
St. John
Boston
New York
Philadelphia
Baltimore
Washington
Cincinnati
Chicago
Detroit
Toronto
Ottawa


CANADIAN PACIFIC ROUTES
AROUND THE WORLD
CANADIAN PACIFIC STEAMSHIP LINE
AUSTRALIAN STEAMSHIP LINE
NORTH PACIFIC OCEAN
SOUTH PACIFIC OCEAN
NORTH ATLANTIC OCEAN
SOUTH ATLANTIC OCEAN
INDIAN OCEAN
EUROPE
ASIA
AFRICA
AUSTRALIA
SOUTH AMERICA
CENTRAL AMERICA
RUSSIAN EMPIRE
CHINESE EMPIRE
SIBERIA
CANADA
UNITED STATES
ICELAND
BRITISH ISLES
LONDON
LIVERPOOL
SOUTHAMPTON
Paris
FRANCE
SPAIN
Madrid
Lisbon
GIBRALTAR
Algiers
Tunis
Tripoli
Cairo
Alexandria
Port Said
Jerusalem
Athens
Constantinople
Vienna
Berlin
GERMANY
Stockholm
Christiania
Edinburgh
Dublin
Moscow
St. Petersburg
Kharkov
Orenburg
Tobolsk
Tomsk
Irkoutsk
Yakutsk
Okhotsk
Vladivostok
Pekin
Hwuiyuen
Shanghai
Hong Kong
Canton
Formosa
Kobe
Yokohama
Nagasaki
Manila
Bombay
Calcutta
Madras
Ceylon
Colombo
Penang
Singapore
Sumatra
Java
Borneo
Celebes
Philippine Ids.
Solomon Ids.
New Guinea
New Caledonia
Samoan Ids.
Fiji Ids.
Suva
Honolulu
Sandwich Islands
Sitka
Vancouver
Victoria
Seattle
Tacoma
Portland
San Francisco
Denver
New Orleans
Havana
Cuba
West Indies
Mexico
Panama
Georgetown
Bogota
Quito
Lima
Oruro
Santiago
Buenos Ayres
Montevideo
Rio de Janeiro
Pernambuco
Cape Horn
Hudson Bay
Great Bear Lake
Slave L.
Hudson Str.
Davis Str.
Reikiavik
Newfoundland
Boston
Tenerife
Monrovia
C. Verde
Cape Town
C. of Good Hope
Port Natal
Zanzibar
Mozambique
Tananarivo
Madagascar
Aden
Mecca
Muscat
Khartoum
Gondar
Sierra Leone
Monrovia
Alomey
St. Louis
Tangier
Morocco
Algiers
Tunis
Tripoli
Cairo
Jerusalem
Athens
Constantinople
Vienna
Berlin
Stockholm
Christiania
Edinburgh
Dublin
Paris
Madrid
Lisbon
Rome
Milan
Brindisi
Bucharest
Sofia
Kharkov
Moscow
St. Petersburg
Orenburg
Tobolsk
Tomsk
Irkoutsk
Yakutsk
Okhotsk
Vladivostok
Pekin
Hwuiyuen
Shanghai
Hong Kong
Canton
Formosa
Kobe
Yokohama
Nagasaki
Manila
Bombay
Calcutta
Madras
Ceylon
Colombo
Penang
Singapore
Sumatra
Java
Borneo
Celebes
Philippine Ids.
Solomon Ids.
New Guinea
New Caledonia
Samoan Ids.
Fiji Ids.
Suva
Honolulu
Sandwich Islands
Sitka
Vancouver
Victoria
Seattle
Tacoma
Portland
San Francisco
Denver
New Orleans
Havana
Cuba
West Indies
Mexico
Panama
Georgetown
Bogota
Quito
Lima
Oruro
Santiago
Buenos Ayres
Montevideo
Rio de Janeiro
Pernambuco
Cape Horn
Hudson Bay
Great Bear Lake
Slave L.
Hudson Str.
Davis Str.
Reikiavik
Newfoundland
Boston
Tenerife
Monrovia
C. Verde
Cape Town
C. of Good Hope
Port Natal
Zanzibar
Mozambique
Tananarivo
Madagascar
Aden
Mecca
Muscat
Khartoum
Gondar
Sierra Leone
Monrovia
Alomey
St. Louis
Tangier
Morocco
Algiers
Tunis
Tripoli
Cairo
Alexandria
Port Said

INTENDED SAILINGS—WEST-BOUND.

Name of Steamship.	Vancouver.	Honolulu, H. I.		Suva, Fiji.		Sydney, N.S.W.
	DEP.	ARR.	DEP.	ARR.	DEP.	ARR.
	7.00 a.m.	.....	.....	.....	.....	.....
	1894	1894		1894		1894
ARAWA	April 16	April 23	.....	May 1	.....	May 9
WARRIMOO	May 16	May 23	.....	June 1	.....	June 9
ARAWA	June 16	June 23	.....	July 1	.....	July 9
WARRIMOO	July 16	July 23	.....	Aug. 1	.....	Aug. 9

And monthly thereafter. Sailings shown are approximate only. Steamers call at Victoria, B. C.

INTENDED SAILINGS—EAST-BOUND.

Name of Steamship.	Sydney, N.S.W.	Suva, Fiji.		Honolulu, H. I.		Vancouver.
	DEP.	ARR.	DEP.	ARR.	DEP.	ARR.
	1894	1894		1894		1894
WARRIMOO	April 18	April 24	.....	May 2	.....	May 11
ARAWA	May 18	May 24	.....	June 2	.....	June 11
WARRIMOO	June 18	June 24	.....	July 2	.....	July 11
ARAWA	July 18	July 24	.....	Aug. 2	.....	Aug. 11

And monthly thereafter. Sailings shown are approximate only, and are subject to change without notice. From points west of Chicago, St. Paul and Fort William, berths can be secured from District Passenger Agent, Vancouver, and east of those points from the General Passenger Agent, Montreal, through any C. P. R. Agent.

FROM VANCOUVER.			Cabin. 1st Class.	Cabin. Round Trip.	Cabin. Servant.	Steerage.
Honolulu	Hawaiian Islands		$ 75.00	$125.00	$ 50.00	$ 25.00
Brisbane	Queensland		200.00	300.00	133.50	100.00
Rockhampton	"	via Brisbane.	230.00	360.00	151.00	117 50
Sydney	New South Wales		200.00	300.00	133.50	100.00
Melbourne	Victoria	via Sydney	212.50	325.00	139.75	106.25
Adelaide	South Australia	"	220.00	340.00	146.00	112.50
Hobart	Tasmania	"	215.00	330.00	141.00	107.50
Auckland	New Zealand	"	200.00	360.00	133.50	100.00
Wellington	"	"	216.25	392.50	143.50	110.00
Port Lyttleton (Christchurch),	"	"	222.50	405.00	146.00	112.50
Port Chalmers (Dunedin).	"	"	226.25	412.50	149.75	116.25
Suva	Fiji	"	200.00	330.00	133.50	100.00

AGENCIES.

Adelaide, Aus.....Geo. Wills & Co.

Auckland, N. Z.....L. D. Nathan & Co.
Thomas Cook & Son

Baltimore, Md.....H. McMurtrie, Freight and Passenger Agent.....203 East German St.

Bombay, India.....Thomas Cook & Son.....13 Rampart Row

Boston, Mass.....H. J. Colvin, New England Passenger Agent.....197 Washington St.
G. A. Titcomb, City Passenger Agent.....197 Washington St.

Brisbane, Qd.....Burns, Philp & Co.

Brockville, Ont.....Geo. E. McGlade, Ticket Agent.....145 Main St.

Buffalo, N. Y.....E. P. Allen, Freight and Passenger Agent.....14 Exchange St.

Calcutta, India.....Thomas Cook & Son.....11 Old Court House St.

Chicago, Ill.....J. Francis Lee, District Freight and Pass'r Agent..232 South Clark St.

Colombo, Ceylon.....Thomas Cook & Son (E. B. Creasey)

Detroit, Mich.....C. Sheehy, District Passenger Agent.....11 Fort St., W.
Geo. R. Van Norman, District Freight Agent.....11 Fort St., W.

Glasgow, Scotland.....Archer Baker, European Traffic Agent.....67 St. Vincent St.

Halifax, N. S.....C. S. Philps, Ticket Agent.....126 Hollis St.

Hamilton, Ont.....W. J. Grant, Ticket Agent.....8 James St. South

Hiogo, Japan.....Frazar & Co.

Hobart, Tasmania.....Huddart, Parker & Co.

Hong Kong.....D. E. Brown, General Agent, China, Japan, etc

Honolulu, H. I.....T. H. Davies & Co.

Kobe, Japan.....Frazar & Co.

Liverpool, Eng.....Archer Baker, European Traffic Agent.....7 James St.

London, Eng.....Archer Baker, European Traffic Agent.....67 & 68 King William St., E.C. and 30 Cockspur St., S. W.
Huddart, Parker & Co.....22 Billiter St., E. C.

London, Ont.....T. R. Parker, Ticket Agent.....161 Dundas St.

Malta.....Turnbull, Jr. & Somerville, Correspondents.

Manchester, Eng.....Archer Baker, European Traffic Agent.....105 Market St.

Melbourne, Aus.....Huddart, Parker & Co.
Thomas Cook & Son

Montreal, Que.....Wm. F. Egg, City Passenger Agent.....129 St. James St.

New Whatcom, Wash...H. O'Connor, Passenger Agent.

New York, N. Y.....E. V. Skinner, General Eastern Agent.....353 Broadway
J. Ottenheimer, Land and Emigration Agent.....1 Broadway
Everett Frazar, China & Japan Freight Agent.....69 Wall St.

Niagara Falls, N. Y.....D. Isaacs.....Prospect House

Niagara Falls, Ont.....Geo. M. Colburn.....Clifton House

Old Orchard Beach, Me.W. F. Fernald.....Boston & Maine Railroad Station

Ottawa, Ont.....J. E. Parker, City Passenger Agent.....42 Sparks St.

Paris, France.....Hernu, Peron & Co., Ticket Agents.....61 Boulevard Haussmann

Philadelphia, Pa.....H. McMurtrie, Freight and Pass'r Agent..Cor. Third and Chestnut Sts.

Portland, Me.....G. H. Thompson.....Maine Central Railroad Station

Portland, Ore.....Allan Cameron, Passenger Agent.....146 First St.

Pt. Townsend, Wash....J. R. Mason.....106 Taylor St.

Quebec, Que.....Geo. Duncan, Freight and Passenger Agent.....St. Louis Hotel

Sault Ste. Marie, Mich..T. R. Harvey.....Steamship Wharf

St. John, N. B.....C. E. McPherson, Assistant General Passenger Agent...Chubbs Corner

San Francisco, Cal.....M. M. Stern, District Freigt & Passenger Agent....Chronicle Building
Goodall, Perkins & Co., Agents P. C. SS. Co.....10 Market St.

Seattle, Wash.....E. W. MacGinnes.....Yesler Building, 609 Front St.

Shanghai, China.....Jardine, Matheson & Co.

Sherbrooke, Que.....E. H. Crean, Ticket Agent.....6 Commercial St.

Suva, Fiji.....Brown & Joske.

Sydney, Australia.....Burns, Philp & Co.
Huddart, Parker & Co.

Tacoma, Wash.....W. R. Thompson, Freight and Passenger Agent.....901 Pacific Ave.

Toronto, Ont.....W. R. Callaway, District Passenger Agent.....1 King St. East

Townsland, N. Q.....Burns, Philp & Co.

Vancouver, B. C.....G. McL. Brown, District Passenger Agent.
James Sclater, Ticket Agent.

Victoria, B. C.....G. L. Courtney, Freight and Passenger Agent.....Government St.

Winnipeg, Man.....W. M. McLeod, City Ticket Agent.....471 Main St.

Yokohama, Japan.....Frazar & Co., Agents for Japan.