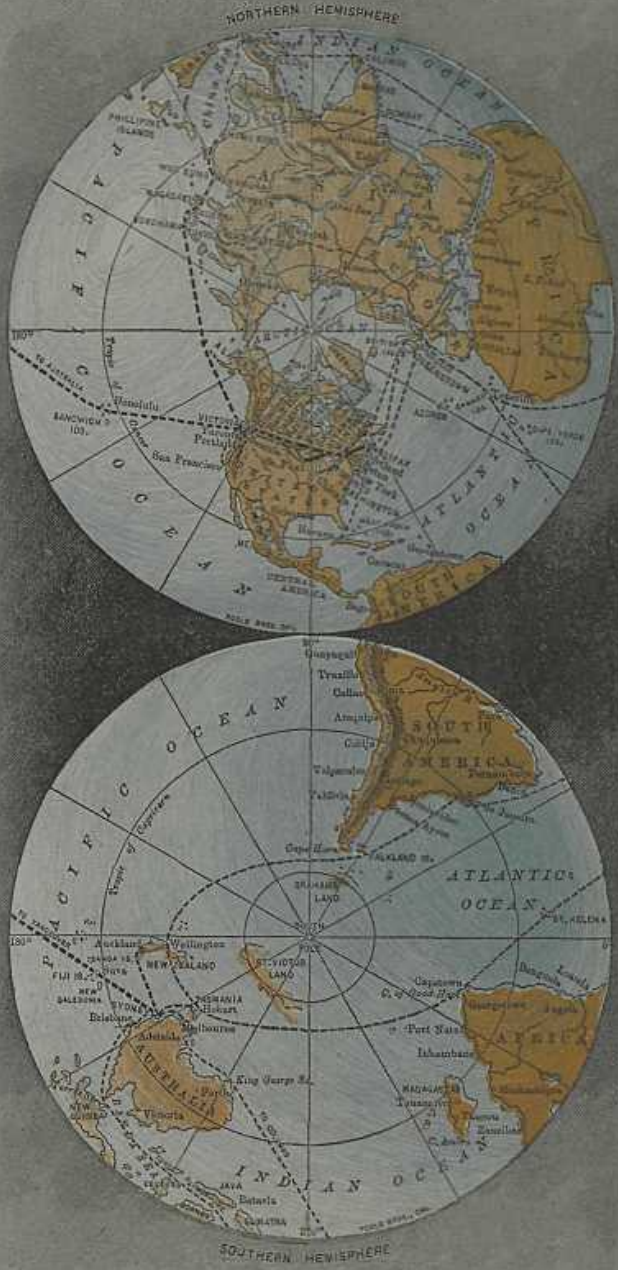
SEPTEMBER 1, 1901.

AROUND THE WORLD



CANADIAN PACIFIC ROUTE

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WINNIPEG.

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MONTREAL.

ROBT. KERR, PASS'R TRAFFIC MANAGER, MONTREAL.

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BY THE
CANADIAN PACIFIC ROUTE

STARTING FROM LONDON.

FROM Euston Square or St. Pancras Station the passenger leaves London for Liverpool or Waterloo station for Southampton for his trip around the world by the Canadian Pacific Railway Company's globe-circling routes. At Liverpool or Southampton he embarks on one or other of a selected number of the finest transatlantic steamers afloat, and is landed at Montreal, Quebec, St. John, N. B., Halifax, Boston or New York, according to the vessel he has chosen. And so marked have been the improvements in the great passenger lines, both in speed and safety, as well as in convenience and luxury, so zealous have been the efforts to make the short voyage a veritable pleasure trip for the ever-increasing number of people who are no longer content to limit their travels to Europe and the fringe of the Mediterranean, that the passage across the Atlantic, once a drawback to extended travel, has now become one of the inducements. During the greater part of the year it is tantamount to enjoying the seaside in the society of a party of friends who, bent on enjoying themselves, contribute to the enjoyment of others. Pleasant acquaintanceship, and sometimes valuable and life-long friendships, are made during a voyage which is generally admitted to have been spent with unexpected pleasure.

Should the traveller choose one of the Canadian liners bringing him direct from Liverpool to Montreal or Quebec, he will find the passage of the St. Lawrence not the least attractive and interesting portion of his route. During the last two days of his Atlantic journey he will be within sight of land on both sides of his ship, passing scenes of historical interest, made memorable by Jacques Cartier, Champlain, and other early French adventurers who discovered Canada and penetrated its wilderness, and passing scenery, which, of its kind, is unequaled by that of any other sea-going route in the world, until the vessel stops at Quebec, where a stay of a few hours is made.

QUEBEC.

The tourist, however, may disembark here and spend such time as he pleases in visiting the Plains of Abraham, the scene of Wolfe's last victory, which changed the nationality of Canada; the beautiful falls of Montmorency, which are reached after a short railway run through a pretty and distinctly French-Canadian settlement, and in inspecting the ancient and unique city of Quebec, so unlike any other on the North American continent, with its semi-military, semi-ecclesiastical appearance, and its mementos of the early wars between the French and English, and subsequently between the Canadians and their neighbours of the New England States. If he desires to remain over for a day or two, he will find the new Canadian Pacific hotel, Chateau Frontenac, in the centre of the upper town, commanding a perfect view of the St. Lawrence and neighbouring country, one of the finest hotels on the continent. He can then take the train, and in a few hours is in Montreal. Should New York be his landing-place, he will proceed to Montreal by train, which can be varied in summer season by boat up the beautiful Hudson River for a considerable portion of the way; or he may go by Niagara Falls, joining the Canadian Pacific's Imperial Limited transcontinental train at North Bay from Toronto.

MONTREAL.

At Montreal the traveller will hardly fail to stay for a short time, finding comfortable quarters in the elegant new fire-proof hotel which is combined with the Place Viger passenger station of the Canadian Pacific Railway Co., and convenient to the ocean steamer docks. Montreal is the chief commercial city of the Dominion of Canada, and has much to interest a stranger. Its beautiful position at the foot of Mount Royal, its handsome residences nestling among maples, bright and busy tree-lined streets, and the grand prospect which it enjoys overlooking the broad St. Lawrence, with the Laurentian Hills closing the view in the distance, always evokes the admiration of those who come from the less favored places. Its mountain park is an adjunct such as is possessed by no other city on the continent. The evidences of Montreal's wealth and commercial activity, as seen in the shipping and business quarters, the double nationality of its people and the growing importance of the city as a mercantile center, invest Montreal with more than a passing interest.

CROSSING THE CONTINENT.

At Montreal the Canadian Pacific Railway's transcontinental route to Vancouver may, in one sense, be said to begin, and for four days, unless he desires to stop by the way, the tourist will find a comfortable home in one of the Canadian Pacific Railway Company's luxurious carriages, which, constructed on a somewhat different model from the older plans, are now recognized as being the most comfortable of all cars—by day a drawing-room, by night a comfortable bed-room, with smoking-room attached. Dining cars are run on all transcontinental trains.

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Four hours' journey takes him to Ottawa, the capital of the Dominion. It is remarkable for its beautiful Parliament buildings, library and departmental edifices. Situated on a hill, it commands a view of the Ottawa River and the romantic Chaudiere Falls, so intimately connected with the French and Indian wars of the seventeenth century, and now the power which runs the great sawmills that make Ottawa the chief lumbering centre of the world.

From Ottawa westward the route lies through country rich in timber and in game, but as yet only sparsely settled. Lake Nipissing, formerly a highway to the great lakes for the Montreal voyageurs to the west, is touched at North Bay (where passengers from Toronto join the transcontinental train), and on the second day out Lake Superior is reached. Passing within sight, for much of the time, of the clear waters and picturesque islands of this greatest of fresh-water seas, the passenger is carried through and over marvels of engineering work which of themselves explain the prophecy—happily falsified—which predicted that a railway neither would nor could be built through such a country, until he reaches Fort William, on the Kaministiquia. The transcontinental train may be left at Sudbury, celebrated for its rich nickel mines, and passing through Michigan, Wisconsin, Minnesota (chief cities, St. Paul and Minneapolis) and North Dakota in the United States, via the Soo-Pacific line, be rejoined at *Moose Jaw in the Canadian Northwest.*

THUNDER BAY AND FORT WILLIAM.

The charms of Thunder Bay, and the frequent discovery of minerals in this district, together with the enormous grain shipments from the prairies, combine to make Fort William a place of great and growing importance. It is the Lake and Prairie terminus of the Canadian Pacific Railway and a city of growing importance. Passengers from the East frequently make part of the journey via Toronto and the Great Lakes. The Railway Company has a line of handsome Clyde-built steamers which run, in summer, from Owen Sound to Fort William, where connection is made with the transcontinental trains. This break in the railway journey is a pleasant and a very popular route. Leaving Fort William the route proceeds through wild and rugged country, which nevertheless has attracted some settlement and is drawing more, though it is not without its value to sportsmen, and is, in the vicinity of the Lake of the Woods and in the Seine River and Rainy Lake regions to the south, of great mineral richness, which is now inviting the attention of mining men. These gold fields are reached from Wabigoon and Rat Portage. But when the train crosses the Red River into the city of Winnipeg an entirely new kind of country begins.

WINNIPEG.

The tourist is now on the edge of the world's great wheat fields of the future, which even in their infancy have for several years raised a large surplus of the finest wheat besides other grain. The traveller will probably stop over for a short time at Winnipeg, and inspect the city, which a few years ago was merely a hamlet of Indian traders gathered around a Hudson's Bay Company's post, but now has a population of about 47,000, and is destined to become the most important city of Western Canada. It is an important railway centre from which lines radiate in all directions. In the *proper season, he will, if a sportsman, be able to secure such prairie grouse* and wild-fowl shooting as is difficult to obtain elsewhere; and if really desirous to take advantage of this opportunity he will find many other sportsmen of the place willing to instruct him as to methods and places. He will find at the offices of the Canadian Pacific Railway, or of the Dominion Government, officials who will be glad to give him trustworthy information concerning the farming and ranching lands of Western Canada.

ON THE PRAIRIES.

Leaving Winnipeg the train passes through a number of small towns and thriving settlements—a few years ago all uncultivated prairie—for four hundred miles, when what are known as "The Plains" begin. At Moose Jaw tourists from the Middle States passing through St. Paul and Minneapolis, and travelling by the "Soo Pacific Route" join the main line of the Canadian Pacific Railway. From a little west of this point to Calgary, near the Rocky Mountains, about another four hundred miles, and stretching away south to the boundary of the United States, and for some distance north of the railway line, is the ranching country of the great western territory of Canada, not so many years ago the roaming grounds of vast herds of buffalo and the hunting grounds of the Cree and Blackfoot Indians.

SIDE TRIPS.

At several points—Portage La Prairie, Brandon, Regina, Medicine Hat and Calgary—the tourist is enabled to journey north or south of the main line on one or other of the branch lines whose junctions are at these points. A stop-over of a few days at Regina enables him to take another train and visit the prosperous settlement at Prince Albert, on the north branch of the

Saskatchewan, and other points of a district once the great highway of the Hudson's Bay Company's business. From Medicine Hat the Crow's Nest Pass Railway leads off past the Lethbridge collieries and Macleod, the headquarters of the ranching industry in Southern Alberta, through the Crow's Nest Pass of the Rocky Mountains, forming a new short route to the principal mining centres of East and West Kootenay, in the great mineral belt of Southern British Columbia. A fast service by this route has been inaugurated, connecting with the excellent steamboat system of the Canadian Pacific Railway Company, whose magnificent fleet of steamers operate on the principal waters of this region. At Calgary another diversion may be made and the train taken for Edmonton, formerly the chief emporium of the Hudson's Bay Company in the Saskatchewan Country, now a growing town, the centre of one of the most fertile mixed farming districts of the West. From Calgary the tourist may also take train for the south, and visit the great ranching districts and the coal mines along the Crow's Nest Pass Railway which are making Southern Alberta famous.

THE ROCKY MOUNTAINS.

Leaving Calgary, the principal city of the plains, the Rocky Mountains are plainly in sight, and in about three hours' time the train enters "The Gap," which is the beginning of five hundred miles of the wildest and most picturesque scenery on the continent. It is not the intention to attempt in the limited space of this publication, any description of even the chief points in the several ranges of mountains through which the tourist passes between the prairie and the sea. The rugged, bare, fantastic monsters of the Rocky Mountains, of which the Three Sisters of Canmore, Cathedral Peak, Mount Stephen, at the summit, and the Ottertail Range, are the chief features, form marvelous pictures of grandeur and beauty.

AT BANFF.

But the tourist should stop over at Banff, in the Canadian Rockies, a station eighteen miles west of "The Gap." Here is an excellent hotel built by the railway company at some hot sulphur springs of rare curative properties, and for many miles around is the National Park, a picturesque district set apart by the Dominion Government, and preserved for the pleasure of tourists and sportsmen. To live like a sybarite where, until recently, the footsteps of the wandering Indian alone disturbed the solitude of the mountains, and to ride and drive with comfort amidst the grandest mountain scenery in America is at the option of the guest at the Banff Hotel. Naturally enough, under these circumstances, the hotel during the season is always well occupied with pleasant family parties and leisurely globe-trotters. A short distance west of Banff is Laggan station, at which the tourist stops to visit Lake Louise, the neighbouring glaciers, and the other "Lakes in the Clouds," where provision is also made for the traveller's comfort in picturesque chalets. No written description can adequately convey their beauty to the mind's-eye of the reader. Even more beautiful is the lately discovered Yoho Valley, within easy reach of Field station and chalet. Surrounded by some of the loftiest peaks of the northern Rockies, and the birthplace of the North Fork Kicking Horse River, this is one of the grandest upland parks in the chain. Its most prominent attraction is doubtless the great Takakka Fall, 1,400 feet high, fully the equal of anything in the Yosemite. At all these points experienced Swiss guides are stationed during the tourist season who will accompany parties to interesting places in each locality. The Canadian Pacific Railway publishes a short guide-book to these resorts, which may be had without charge on application to any of the company's agents.

THE SELKIRK RANGE.

Up to the mountains the tourist has breakfasted, lunched and dined in a sumptuous dining car attached to the train, but in the mountains he takes his meals, and excellent ones they are, at the charming little chalet hotels which the railway company has established: The "Mount Stephen House," at Field station, from which the newly discovered wonderful glaciers, lofty cataracts, and winsome lakes of the Rockies can be visited at leisure; the "Glacier House," under the shadow of that highest peak of the Selkirks, "Sir Donald," and at the foot of the Great Glacier, that marvelous river of ice, and within easy distance of several others; and the "Fraser Cañon House," at North Bend station, where the fearsome cañons of the Fraser River may be explored. The wonderfully rich gold and silver regions of the Kootenay can also be easily reached from Revelstoke, a station on

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the main line on the western edge of the Selkirk Range, by branch line to the upper Arrow Lake, which with the Columbia river forms a delightful water route to the various mining centres. The Canadian Pacific's elegantly furnished and speedy steamers ply on these waters. The famed Cariboo gold fields are reached by stage from Ashcroft. The mountains being passed, the tourist soon reaches Vancouver on Burrard Inlet and, if the steamer is not about to sail immediately, goes to the Hotel Vancouver, owned and operated by the Canadian Pacific Railway Company, noted as one of the best in America for those qualities which go to make the sum of a traveller's comfort. But concerning these and many other things on the transcontinental journey, are they not written in the book of "The New Highway to the Orient," which may be obtained gratuitously from any of the Canadian Pacific Railway Company's agents? Before starting on his trip the tourist should also procure from one of the company's agents one or other of charmingly written little guides called "Westward to the Far East," and "East to the West," which will tell him just what he requires to know about Japan and China, and how those interesting countries may be reached by routes which lie through the west or through eastern lands and waters, and as a means of briefly, but accurately, recording his journey across the continent he will find a copy of the company's Annotated Time Table invaluable, and they will cost him nothing. A steamer runs daily across the straits to Victoria, on Vancouver Island, the capital of the province and a city well worth a visit. All trans-Pacific steamers stop at the harbour-mouth of Victoria, enabling passengers to embark. From Vancouver the routes across the Pacific diverge, that of the Canadian Pacific's Empress steamship line to Japan and China being nearly due west, while that of the new Canadian-Australian line lies southwest to Honolulu, H. I., Brisbane, and thence to Sydney. Around-the-World passengers by these two routes would meet again at Colombo, Ceylon. Those intending to visit both Japan and Australia would meet at Sydney.

We will first follow the Empress route via Japan and China as far as Colombo.

ON THE PACIFIC.

There is a charm in sailing the Pacific to which everyone yields. The Summer Sea, as Lord Dufferin calls it, has its own pleasant advantages, and it is redolent of the most romantic maritime history that has been written. In person you are on board a triumph of the ship-building art, with surroundings that fastidiousness itself is compelled to praise; in spirit you are with Drake and Frobisher and the daring buccaneers of good Queen Bess' time, who robbed the Spanish galleons in the sacred name and with the same cheerful religious zeal with which the Spaniards had plundered the Incas and other Indians of South America. A sail in sight on the Pacific suggests a galleon escaping; a second one, a buccaneer in chase. The steamers traversing the Pacific Ocean have been inferior to those of the Atlantic lines hitherto, but the three Canadian Pacific twin-screw steamers, Empress of India, Empress of China and Empress of Japan, superior in speed, safety and luxury to anything that has ever sailed the Pacific, have given a new charm to this voyage. The Empresses take a specified northern course between Vancouver and Yokohama which is the shortest transpacific route by about three hundred miles, and which also usually enjoys the most pleasant weather. On such an ocean in such a ship it is impossible not to enjoy the trip from Vancouver to Japan. And there is much of novelty; the ways of the Atlantic liners are not those of the Pacific. There is an eastern air in the latter which will be new to many. The servants are not called "stewards," but "boys;" they are not black-jacketed Europeans, but white-frocked Celestials. There is no luncheon on board, but there is luxurious "tiffin," and so on.

YOKOHAMA.

In about ten days after leaving the shores of British Columbia the steamship is in Japanese waters, the first port reached being Yokohama. Unless in a very great hurry indeed, the tourist will here leave the steamer and take a little time to see Japan. There is so much to be seen, and much of what is to be seen depending on the time of year, that for detailed information a tourist must turn to either of the books already mentioned, "Westward to the Far East," or "East to the West," or he can obtain a "Murray's Guide to Japan" or "Japan as We Saw It" on the train, and with one or other of these can regulate his daily program with the greatest economy of time and money and the maximum amount of sight-seeing.

Japan has lately become the desired goal of all who travel for pleasure, and who, jaded with the Old World and the American continent, desire to see a phase of eastern civilization unlike that to be met elsewhere. The

descriptions of it written by Arnold, Griffis, Oliphant and other men of literary reputation have fired the desire of the accustomed traveller to visit the land of the cherry blossom and the chrysanthemum, and none have regretted the trip. A country which, during the present generation, was a sealed book to foreigners, with which they could trade only across a bridge and under a jealous watch, suddenly overthrew the chief officer of state, reverting to one of still more ancient regime, and at the same time opened its ports, purchased steamships, built railways, adopted European costume and European arms, and generally effected the most extensive peaceful revolution that the world has ever seen. Japan is now in that condition in which the two systems are working side by side—the one developing, the other dying. It is therefore a most interesting time to visit the country while yet most of the old life remains, and ancient domestic customs and traditions surprise and delight the European stranger.

OTHER CITIES OF JAPAN.

The temples of Nikko, the bazaars of Osaka, the commerce of Nagasaki, and the antiquities of Kioto can be seen as easily and conveniently as if they were all in the neighbourhood of London or New York. By consulting the guide, to which reference has been made, it will be seen that there are a number of trips to be made in Japan, taking Yokohama as a starting point. Tokio, Nikko, Kioto, Nagasaki, Fujiyama, the sacred mount whose general appearance a thousand Japanese artists have made familiar to the world; the several points on the Inland Sea, and even Hakodate, a very characteristic Japanese seaport in the north, may be seen in a short time. There are railways to the chief cities, and a Japanese company has steamers plying between Yokohama and the ports. Guides, when required, and servants are always to be had without delay; there is a regular scale of payment, on a moderate basis, for every service the tourist requires, and everything can be found at, or ordered from his hotel. A round-the-world tourist, having twelve months in which to complete his tour, can well afford to linger in Japan, even if his so doing should necessitate hurry in other places; but by waiting over for the next steamer following that by which he arrived, he will have three weeks or a month in Japan, besides ample time to see the most interesting places in China, Australia and India, as well as in Egypt and the Mediterranean. From Yokohama the steamer proceeds to Kobe, the two cities being also connected by rail.

THE INLAND SEA.

Most of the leading foreign firms doing business in Japan are represented at Kobe. It is the starting point for Osaka, one of the brightest and most attractive of Japanese cities, and also for Kioto, as well as for other interesting points. From Kobe the steamer route lies through the Inland Sea and on to Nagasaki. The passage of this smooth, island-dotted water will suggest to the American and Canadian travellers the Thousand Islands of the St. Lawrence removed to Japan and peopled with the polite little people with whom sampans take the place of canoes. Nagasaki is one of the most interesting cities of Japan. It was the first city, and for about two centuries, the only one at which foreigners were permitted to trade. During a great part of that time, the Dutch at one time and the Portuguese at another, traded from the Island of Desima, which is connected with Nagasaki by a bridge, and European trade with Japan was carried on through them. But even the most sketchy description of what the traveller will find in Japan to interest and delight him is out of the question within the prescribed bounds of this publication.

SHANGHAI.

A run of about four hundred miles from Nagasaki brings the tourist to the Woosung River, on which Shanghai is situated. There is a Chinese town at Woosung, where passengers are transferred into smaller steamers for Shanghai, and about a dozen miles up the river the great mercantile center of Northern China is reached. As it is approached, after passing the bar a little above Woosung, the traveller sees in the fleet of junks, the forest of masts and the presence of European men-of-war under various flags, evidences of Shanghai's commercial importance. It is the chief seat of trade of the Yang-tse-Kiang River, and the northern parts of China, it being the most northern of the five treaty ports open to foreign trade. Besides the Chinese town, there are three foreign settlements, the English, American and French. The English and American form one municipality, while the French have laws and regulations for themselves. There is no want of social intermingling and amusement amongst the residents. In each of the settlements is a good hotel, and there is an excellent club in the town and another in the country to which ladies are admitted as members. With a proper introduction, the traveller will find time pass pleasantly enough at Shanghai. In the season there is excellent shooting in the lower flats of the river. If time permits, the tourist can take

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a steamer to Hankow, the great tea port, on the road to which he will pass Nankin, one of the most celebrated of the cities of China, but one which, not being a treaty port, is closed to foreign trade. From Shanghai, connecting steamers run to Tientsin, the port of Pekin, and other northern Chinese ports the greater part of the year. Southward the traveller continues his journey in one of the Canadian Pacific Railway Co.'s steamers, and next anchors at Hong Kong.

HONG KONG.

This is an island lying off Kwang-tung, of which province Canton is the capital. It is a British Colony, the capital and indeed the only city of which is Victoria, though generally referred to in conversation as Hong Kong. It has a beautiful harbour, which is generally crowded with merchant vessels of all nations, numerous junks, innumerable sampans, or native boats, and usually several men-of-war. There are good hotels here, and a well managed club. Strangers are hospitably received when introduced by friends of the residents, and in the autumn and winter the climate is pleasant enough. The wet season, which is the least inviting time in which to visit Hong Kong, commences in May and continues until August.

CANTON, MACAO AND MANILA.

From Hong Kong steamers ply to Macao and Canton, respectively forty and ninety-five miles distant. Macao is an old Portuguese settlement, and is well worth a visit. Canton, however, is the city which a tourist reaching Hong Kong will naturally be most anxious to see. It is the capital of the Kwang-tung province, and was inaccessible to Europeans until it fell before the combined English and French attack in 1858. Prior to this Europeans visited only an outer portion of the city separated from the main city by wall and water, and devoted to the hongs and residences of the foreign merchants. Now, however, the pagodas, yamens and extraordinary streets of Canton may be traversed by foreigners. It is a city alive with population, and its principal streets are well filled with curio shops.

There are several steamers which run regularly between Hong Kong and Manila in the Philippines, a distance of between 600 and 700 miles, and sometimes they call at Amoy en route.

HONG KONG TO AUSTRALIA.

Tourists desiring to see Australia, as well as Japan and China, can at Hong Kong take passage by a steamship of the "China Navigation Company," or of the "Eastern & Australian Steamship Company" and proceed via Torres Straits to Sydney, calling at several points on the way. At Sydney the direct Australian "Around the World" Route, presently to be described, is again joined.

SINGAPORE.

From Hong Kong, the tourist continues his globe-circling trip in one of the Peninsular & Oriental or North German Lloyd steamers through the China Sea to Singapore, about five days' voyage. Singapore is a very busy and important place, and a rendezvous and coaling station of the British East India Squadron, a large trade being done with the Malay Peninsula. Its population comprises men of every eastern race, and there are a number of interesting places to visit outside the town. It is famous for its flowers and fruits. From Singapore the route to Europe is continued through the Straits of Malacca, via Penang to Colombo, where tourists from Australia join the main route.

COLOMBO,

In Ceylon's spicy isle, is one of the most interesting points on the route. There are some good hotels in Colombo, and it is noted for the beauty of the drives in its vicinity. It is a great place for jewellery of all descriptions unseen in shops at home, as well as for precious stones, imitation ones and other curios. Some of the finest jewels seen in the shops of London, Paris and New York are purchased at Colombo. Kandy, the capital, is reached by rail by a picturesque route.

AUSTRALIAN ROUTE FROM VANCOUVER.

We will now return to the alternate "Around the World" Route. The first port of call on this route after leaving Vancouver and Victoria, B. C., is Honolulu, the capital of the Hawaiian Islands, which is reached after a run of about seven days. Steamers as a rule arrive in Honolulu early in the morning, and usually their stay is from eight to thirty hours. The recent acquisition by the United States of the Hawaiian Islands has given them greater political and commercial importance, but to the tourist they possess other interesting characteristics. The scenery of the chief island is the most attractive of its kind; the views obtained, both of land and sea, the fiery brilliance of the Kilauea Volcano, the drives and rides through luxuriant growth, and in a soft genial climate, and the customs and occupations of one of the most interesting of Southern races, combine to make a short stay in the Kanaka Kingdom a pleasant experience. Excellent arrangements exist for the accommodation, both while stopping and travelling, of tourists visiting all the Islands. From Honolulu the route is

continued to Brisbane, Queensland, the youngest of Australia's capitals, and thence the tourist proceeds to Sydney, New South Wales. The world's interest in the Australian commonwealth has of late years been largely increased by the development of its commerce as well as by its political growth and aspirations. Sydney and Melbourne are now only two of the important cities instead of being, as they once were, the only two. Adelaide, Brisbane and others are rushing to the front of southern cities, and personal observation, while satisfying those who desire to understand the present and possible future of Great Britain in the south seas, is made an agreeable task in a country where Europeans and Americans find so many natural conditions reversed, and where the luxuriance of semi-tropical growth surrounds the ideas, customs and manners of Northern Europe. The construction of railways in Australia has made easy of reach the great wool-raising plains, the rich gold fields that helped so much to make Australia famous, and has enabled tourists to visit one colony after another easily, and in a short time. Sydney is famous for its beautiful harbour, and its early existence as the headquarters of government and centre of business in the first half of the century, has given it a pre-eminent distinction. In the proper season it is a delightful centre from which to make excursions through the beautiful country and waters of the neighbourhood. Melbourne, though younger than Sydney, is distinguished by its rapid strides in growth and commercial importance since the discovery of gold. There are numerous pleasant towns within rail communication of Melbourne, along the shores of Hobson's Bay—St. Kilda, Brighton, Geelong, etc. From Melbourne and from Sydney there is steamship communication with Tasmania, the two chief cities of which are Launceston and Hobart.

From Sydney, New Zealand—perhaps the most interesting island in the Australasian group is reached. These gems of the southern seas, which England conquered almost foot by foot from the Maoris, the finest and most intelligent of all natives of these latitudes, have acquired celebrity both from the commercial value of their industries and from the peculiar beauty of their scenery and luxuriousness of climate. Their mountains, lakes and cascades, their geysers, of which travellers have spoken in such enthusiastic strain, are *sui generis*, because the latitude and climate make these vistas unlike corresponding freaks of nature in northern climes. Wellington and Auckland on North Island, and Duncain and Christchurch on South Island are the principal cities.

From Sydney or Melbourne the "Around the World" tourist crosses the Indian Ocean to Colombo, where those taking the Japan-China route are met. Here those travelling via the Peninsular & Oriental S. N. Co's Line have the option of continuing the journey straight to Aden, or deviating to Bombay or to Calcutta and through Hindostan to the Arabian Sea; those travelling by the Orient Line, the North German Lloyd or Messageries Maritimes proceed direct across the Arabian and Red Seas.

INDIA.

Should the latter route be chosen, the tourist is transferred to another Peninsular & Oriental steamer, and in about four days reaches the Hooghly, on which Calcutta is built, about ninety miles from the sea. Calcutta is the seat of the supreme government of India, the capital of the commerce of Bengal, and from its handsome buildings has been called "The City of Palaces." Its history is almost the history of the British in India. It was founded by the establishment of a small trading post in 1690, and remained in that insignificance for nearly a century, until Clive, in avenging the iniquity of the "Black Hole" of Calcutta, deposed Surajah Dowlah and commenced the operations—military, political and commercial—that resulted in the present Indian Empire. Calcutta is the solidity of Europe grafted on the barbaric splendour of the East. The fashions and manners of London jostle the customs and traditions of the Mogul Empire. It is associated with the names of England's greatest soldiers and statesmen, and its history is a story of the most marvellous triumph of western over eastern civilization that the world has ever read. Calcutta has a number of good hotels and other conveniences for the comfort of travellers, and every information can readily be obtained as to the several routes into the interior. There is rail to Cawnpore, Lucknow, Agra, Delhi and other places made famous in the Sepoy mutiny and re-conquest of India in 1858. The beautiful city of Agra, which in its own way is without a rival, is a little to the north of the main route to Bombay. Here is the celebrated Taj, which Sir Edwin Arnold declares to be the crown of all the triumphs of Mogul art. The imperial tomb, built of white marble, cost three million sterling and occupied twenty thousand workmen for seventeen years. A little beyond Agra is Delhi, the city of Aurungzebe and the capital of the Mogul Empire, the capture of which, with the seizure of the king, was the crowning victory of the British arms in the great mutiny. Bombay, on the Arabian Sea, is perhaps the pleasantest and most beautiful of the English cities in India. It is on an island connected by bridges with the mainland, and is divided into a native and a European town, the former being especially interesting from the bazaars and native manufactures there carried on, as well as

from the motley nature of its Indian population. The European portion is remarkable for the handsome residences of the merchants, in which art and science have been employed to provide the comforts and luxuries of eastern life. Near Bombay are the celebrated towers for the reception of the dead. From Bombay the steamer crosses the Arabian Sea to Aden and thence up the Red Sea to Ismailia, where passengers intending to visit Egypt disembark.

EGYPT.

From Ismailia there is rail communication to Cairo and Alexandria, from either of which points the tourist can take passage in one of the much-written-about Nile Dahabeahs and leisurely examine the land of the Pharaohs, climb the pyramids under which they are buried, investigate the Sphinx, and if he desires visit some of the battlefields in the recent wars against Arabi Pasha and the Mahdi. From October till May is the season for doing Egypt and the Nile. After that the weather becomes warmer than is agreeable to the majority of European and American travellers, and one service of boats specially designed for such tourists is discontinued.

THE MEDITERRANEAN.

Then at his leisure, always remembering that his ticket is good for twelve months from the date of issue, the tourist returns to Ismailia and selects the route by which he will travel to England. There are several at his option, varying somewhat by the different lines. He can go by the all-sea route through the Mediterranean, calling at Brindisi and Malta, and passing Gibraltar on to London; or by Marseilles and Straits of Gibraltar; or from Alexandria to Brindisi or Naples and Genoa, the birthplace of Columbus; or he may disembark at Brindisi, Naples, Genoa or Marseilles and continue his journey overland through Europe. By the time he reaches London the Canadian Pacific Railway Company's globe-circling tourist will have had an opportunity to see the latest and the oldest civilizations in the world. The frontiers of the far west have been succeeded by the double civilizations of the Japanese, and the ancient and unchanging methods and customs of the Chinese. The novelty of Australian life has closely followed the wondrous beauty of the sub-tropical isles of the Pacific. The Hindoo traditions have jostled those of the Moslem, where the fashions of Piccadilly are side by side with the remnants of Aurungzebe's Empire, and the evidences of Egypt's antiquity and the monuments of forty centuries have been observed from the deck of a London tourist organizer's boat. Not only will the tourist have experienced the pleasure derived from the strange and beautiful sights which he has seen, but he will have gained an insight into the trade and economy of those eastern and western peoples whose easy intercommunication is so rapidly influencing the trade and political relations of the world.

The tourist may invert the order of his journey, and by leaving England in the early winter may visit the cities of the continent, the points of interest in Egypt, India, Java, China, Japan and America each in the pleasantest season.

CAPE OF GOOD HOPE—CAPE HORN.

While interest in South Africa is so predominant, it may be the desire of the traveller to visit the Dark Continent. He is enabled to follow his inclination by taking the Shaw Savill & Albion or the New Zealand Shipping Company's lines (which run alternately) from London or Plymouth to Santa Cruz, the port of Teneriffe (Canary Islands), famous for its "Peak" and rich in British and Spanish naval associations, sail down the West African coast to Cape Town, where Table Mountain and Table Bay and the interesting English colony are to be seen, thence across the Indian Ocean to Hobart, Tasmania, where steamer connection is made with Sydney, from which point the voyage can be continued by the Canadian-Australian line to Vancouver, or by way of China and Japan to Hong Kong, where one of the white Empresses of the Canadian Pacific Railway Company is taken to Vancouver, the North American continent traversed by the Canadian Pacific Railway and England reached by one of the Atlantic liners from Montreal, Quebec, St. John, N. B. Halifax, Boston or New York.

Cape Horn and Brazil may also be visited in another tour by proceeding from London to Sydney, via Canada, Hawaii and New Zealand, or via Canada, Japan and China, thence to Sydney, and re-embarking at Hobart, Tasmania or Wellington, New Zealand, on the Shaw Savill & Albion or New Zealand Shipping Company's steamers, the traveller doubles Cape Horn, gets an insight of South American life at Monte Video or at Rio de Janeiro, with its magnificent harbour and wonderful Botanical gardens, touches at Teneriffe and thence sails direct to Plymouth and London.

A NEW ALTERNATIVE ROUTE—VIA CHINA AND INDIA.

Travellers now have the option of taking the North German Lloyd Steamships from Shanghai or Hong Kong via Singapore, Colombo, the Suez, Naples and Genoa to Southampton, thence by rail to London, or the Messageries Maritimes Steamships from Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to London via Colombo, the Suez and Marseilles, provided they so decide at the time of booking passage.

THE success of the Canadian Pacific Railway Company's globe-circling excursions has been so marked that the Company has arranged not only to continue them, but with its growing system and ever-increasing connections, to offer the travelling public additional privileges and new and attractive routes.

Tickets for the tours hereinafter described can be obtained at the rates named, and numerous variations and side trips may be made either free of charge or at slight additional cost.

Sterling payment, as named, or its equivalent, will be required in all countries except on the American Continent, where gold, as named, or its equivalent, must be paid.

Twelve months will be allowed as the time during which the tickets may be used, and stop-over privileges will be given at all points of interest.

The tickets are first-class throughout, and include meals and berths on ocean and Canadian Pacific lake steamships between Owen Sound and Fort William, but not on railways or other steamers. Tickets for meals and sleeping car berths on the Canadian Pacific Railway, *when travelling* between the Atlantic and Pacific Oceans via their main line and Toronto or Montreal, can be obtained by holders of Round-the-World Tickets for £6, or $30.00 gold.

Canadian Pacific Railway meal coupons will be good for meals only while in transit and will not be received in payment for additional meals or rooms while stopping over at hotels. To provide for various routes which are different in time, etc., more coupons than are generally required are supplied, and the Company will not therefore refund on unused coupons, at end of journey, but expect them to be returned to the Company.

The routes as detailed herein for convenience read from and to London, Eng., but the rates quoted will apply from any intermediate point, except that passengers commencing the journey at Rio de Janeiro, will be charged £16 13s extra, and the journey, with its numerous variations, unless when otherwise stated, can be arranged in either direction at option of passenger when tickets are purchased. In all cases return to the starting point of ticket is included.

ROUTE 1—£125, OR $610 GOLD.

Railway, London to Liverpool or Southampton.
*Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N. B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N. B., or Halifax, or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Railway to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki and Shanghai or Hong Kong.
Peninsular & Oriental Steam Navigation Company's Steamship Line Shanghai or Hong Kong to Singapore, Penang, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 2—£125, OR $610 GOLD.

Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.
North German Lloyd Steamship Company's Line Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Singapore, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton and rail to London.

ROUTE 3—£125, OR $610 GOLD.

Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.
Messageries Maritimes Steamships, Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Saigon, Singapore, Colombo, Suez Canal, Marseilles, Paris, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 4—£130, OR $635 GOLD.

Railway, London to Liverpool or Southampton.
*Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, St. John, N. B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N. B., or Halifax, or direct rail lines from Boston or New York to Montreal, thence Canadian Pacific Railway to Vancouver.
Canadian-Australian Royal Mail Steamship Line, Vancouver to Honolulu, H. I., Brisbane and Sydney, Australia.
Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 5—£125, OR $610 GOLD.

Same as Route 4 to Sydney, Australia.
North German Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton and rail to London.

ROUTE 6—£130, OR $635 GOLD.

Same as Route 4 to Sydney, Australia.
Orient Steamship Company's Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar and London (Tilbury).

ROUTE 7—£130, OR $635 GOLD.

Same as Route 4 to Sydney, Australia.
Messageries Maritimes (French Mail Line), Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez Canal, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 8—£115, OR $560 GOLD.

Same as Route 4 to Sydney, Australia.
Aberdeen Line Steamships† to Melbourne, †Durban, Cape Town, Teneriffe, Plymouth and London.

* See note headed "Transatlantic Steamers," page 12.
† Aberdeen Line Steamships do not call at Durban east-bound.

ROUTE 9—£157.10, OR $766.50 GOLD.

Railway, London to Liverpool or Southampton.
*Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N. B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N. B., or Halifax, or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Railway to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
China Navigation Company's, or Eastern & Australian Steamship Company's, Steamships Hong Kong to Sydney, Australia, through Torres Straits.
Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 10—£152.10, OR $741.50 GOLD.

Same as Route 9 to Sydney, Australia.
North German Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton and rail to London.

ROUTE 11—£157.10, OR $766.50 GOLD.

Same as Route 9 to Sydney, Australia.
Orient Steamship Company's Line to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar and London (Tilbury).

ROUTE 12—£157.10, OR $766.50 GOLD.

Same as Route 9 to Sydney, Australia.
Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez Canal, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 13—£142.10, OR $693.50 GOLD.

Same as Route 9 to Sydney, Australia.
Aberdeen Line Steamships to Melbourne, †Durban, Cape Town, Teneriffe, Plymouth and London.

ROUTE 14—£135, OR $635 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Same as Route 9 to Sydney, Australia.
Connecting Steamer to Hobart, Tasmania, or Wellington, N. Z.
Shaw Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Monte Video or Rio de Janeiro and Teneriffe to Plymouth.
Railway or Steamship to London.

ROUTE 15—£155, OR $754.35 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
China Navigation Company's, or Eastern & Australian Steamship Company's, Steamships to Sydney, Australia, via Torres Straits.
Connecting Steamer to Hobart, Tasmania, or Wellington, N. Z.
Shaw Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Monte Video or Rio de Janeiro and Teneriffe to Plymouth.
Railway or Steamship to London.

ROUTE 16—£130, OR $635 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Railway or Shaw Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships, London to Plymouth.
Shaw Savill & Albion Company's (Limited), or New Zealand Shipping Company's Steamships via Teneriffe and Cape Town to Hobart, Tasmania.
Connecting Steamer to Sydney, Australia.
Canadian-Australian Royal Mail Steamship Line to Brisbane, Honolulu and Vancouver.
Canadian Pacific Railway direct route to Montreal, Quebec, St. John, N. B., or Halifax, or to Boston or New York via Montreal and direct lines.
*Choice of Transatlantic Steamship Lines to Liverpool or Southampton.
Railway to London.

ROUTE 17—£155, OR $754.35 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Same as Route 16 to Sydney, Australia.
China Navigation Company's, or Eastern & Australian Steamship Company's, Steamships to Hong Kong.
Canadian Pacific Railway Company's Royal Mail Steamship Line via Shanghai, Nagasaki, Kobe and Yokohama to Vancouver.
Canadian Pacific Railway direct route to Montreal, Quebec, St. John, N. B., or Halifax, or to Boston or New York via Montreal and direct lines.
*Choice of Transatlantic Steamship Lines to Liverpool or Southampton.
Railway to London.

VARIATIONS WITHOUT CHARGE.

The following variations in route in either direction will be allowed without extra charge, provided application for same is made at time of purchase of ticket or at the offices of the Canadian Pacific Railway at London, Eng., Liverpool, Eng., New York, Montreal, Vancouver, Yokohama or Hong Kong, at the office of the Canadian-Australian Royal Mail Line in Sydney, at the offices of the Peninsular & Oriental Steam Navigation Company or North German Lloyd Steamship Company at London, Eng.,

* See note headed "Transatlantic Steamers," page 12.
† Aberdeen Line Steamships do not call at Durban east-bound.

ADDING O BECOMPANIES OF COMPUTING THE FOLLOWING
ROUTES MORE PRICE OF COAL, THE RATES
BEING PRESENT BE MADE ON
ROUTES 6, 7, 8, 9, 10, 11 and 12, $60.00 or $32.00 Gold
ROUTES 13, 14 and 17, $35.00 or $25.00 Gold

Hong Kong or Sydney, or at the offices of the Shaw Savill & Albion Company (Limited) or New Zealand Shipping Company (Limited) at London, Hobart or Wellington, or at the offices of the Messageries Maritimes, Orient Line or Aberdeen Line in London or Sydney.

From New York to Gibraltar, Malta or Naples via North German Lloyd S. S. Co., or from New York to Gibraltar or Naples via Hamburg-American Line (during winter season only); thence via Peninsular & Oriental Steam Navigation Co.'s Line or North German Lloyd Steamship Co.'s Line from Naples.

From New York to Vancouver, via direct line to Niagara Falls, Toronto and Fort William.

From Montreal to Vancouver, via Canadian Pacific Railway to Toronto and Fort William.

From New York to Vancouver, in summer (May 15th to October 31st,) via direct line to Niagara Falls, Toronto and Owen Sound, thence C. P. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, via C. P. Ry. Toronto, Owen Sound and C. P. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, via C. P. Ry. to Sault Ste. Marie and C. P. Lake Steamship Line to Fort William.

From Montreal or Toronto to Vancouver, via North Bay, Sault Ste. Marie, St. Paul, Minneapolis and Moose Jaw (Soo-Pacific Route).

From Montreal or Toronto to Vancouver, 15th May to 31st October, via Owen Sound and C. P. Lake Steamship Line to Sault Ste. Marie, thence rail via St. Paul, Minneapolis and Moose Jaw (Soo-Pacific Route).

Vancouver to Yokohama, via Can. Pac. Nav. Co.'s Steamers to Victoria, B. C., thence Can. Pac. Royal Mail Steamships.

Vancouver to Sydney, via Can. Pac. Nav. Co.'s Steamers to Victoria, B. C., thence Canadian-Australian Royal Mail Steamships.

Peninsular & Oriental Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong, instead of C. P. Ry. Co.'s Steamships, when route of passengers is by Peninsular & Oriental Steamships beyond Hong Kong.

Peninsular & Oriental Steamships from Colombo to Aden via Bombay, instead of direct.

North German Lloyd Steamships from Yokohama to Shanghai or Hong Kong instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by North German Lloyd Line beyond Hong Kong.

Messageries Maritimes Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by Messageries Maritimes beyond Hong Kong.

London to Capetown via Shaw Savill & Albion Company's Line, thence via New Zealand Shipping Company's Line to Hobart, Tasmania, or London to Capetown via New Zealand Shipping Company's Line, thence via Shaw Savill & Albion Company's Line to Hobart, Tasmania.

VARIATIONS ON EXTRA PAYMENT.

The following variations in route in either direction will be allowed on payment of the *additional* amounts herein stated, at time of purchase of tickets, or on application to agent of the C. P. Ry. at London, Eng., New York, Montreal, Vancouver, Hong Kong or Sydney, or agent of the Steamship Co. at London, Colombo, Hong Kong or Sydney, when variation is arranged.

From Atlantic Port of Landing to Vancouver, via direct rail lines to Chicago, St. Paul and Moose Jaw (Soo-Pacific Route) £2. 0. 0, or $10.00 gold.

From Atlantic Port of Landing to Vancouver, via direct rail lines to Chicago, St. Paul and Winnipeg, £3. 0. 0, or $15.00 gold.

From Atlantic Port of Landing to Vancouver, via direct lines to North Bay, Sault Ste. Marie, St. Paul and Winnipeg, £1. 0. 0, or $5.00 gold.

NOTE.—If passenger provides his own passage between Atlantic Port of Landing and Vancouver or Victoria, an allowance of £10 6s, or $50.00, will be made.

If passenger provides his own transatlantic passage, an allowance of £10 6s, or $50.00, will be made.

If passenger provides his own transatlantic passage, and also passage between Atlantic Port of Landing and Vancouver or Victoria, an allowance of £15 8s 3d, or $75.00 will be made.

Toronto to Montreal, via St. Lawrence River and Rapids (meals and berths extra), £1 13s, or $8.00.

From Colombo to Aden, via Peninsular & Oriental Steamships to Calcutta, thence railway direct, via Allahabad and Jubbulpoor to Bombay, thence Peninsular & Oriental Steam Navigation Company's Steamers, £6, or $29.20 gold.

From Colombo to Aden, via Peninsular & Oriental Steamships to Calcutta, thence railway, via Northwest Provinces, through Benares, Lucknow, Cawnpore, Agra, Delhi, Jeypoor and Ahmedabad to Bombay, thence Peninsular & Oriental Steamers, £9 5s, or $45.00 gold.

From Brisbane by rail to Sydney, £2 13s or $12.90 gold.

From Sydney by rail to Melbourne, £2 14s 0d, or $13.15 gold; to Adelaide, £3 18s 0d, or $19.00 gold. These rates can be obtained only on presentation at railway ticket office of certificate from purser of steamship.

From Sydney to Auckland, N. Z., and return, £10. 0. 0, or $48.65 gold.

From Brindisi to London, by Peninsular & Oriental overland express (including sleeping car on rail journey) £11 11s 8d, or $56.40 gold.

From Marseilles to London, by Peninsular & Oriental overland express (including sleeping car on rail journey) £2 15s, or $12.40 gold.

NOTE.—If passenger provides for his own transit, Brindisi, Naples, Genoa or Marseilles to London, an allowance of £5, or $24.30, will be made.

Should passengers desire to arrange other variations in the route they are requested to communicate with the agents of the Canadian Pacific Railway Company.

TICKET CONDITIONS.

The following are the conditions on which the tickets will be issued:

That they will not be transferred.

That they will be good for passage within twelve months from date of issue.

That they will be used in the direction in which issued.

That they will include meals and berths on ocean steamships and on Canadian Pacific lake steamships between Owen Sound or Windsor and Fort William, but not on railways or other steamers.

That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway or points of interest on Indian railways.

In other respects the regular rules of the various companies interested will apply, and passages are issued only on the conditions stated in the passage tickets and hand books.

BAGGAGE.

The Canadian Pacific Railway Company will, on its railway and steamship lines, allow 350 pounds of baggage free for each adult ticket, proportionately for half and quarter fares.

The same allowance will be made on Canadian-Australian, Shaw Savill & Albion and New Zealand Shipping Co.'s Steamships.

The Peninsular & Oriental S. N. Co. allow 336 and the Messageries Maritimes (French Mail Line) allow 336 pounds free for each adult passenger.

The North German Lloyd Steamship Company between Southampton and Sydney, Hong Kong or Shanghai, and the Orient and Aberdeen Lines will allow 40 cubic feet measurement.

The Transatlantic Steamship Lines will allow 20 cubic feet measurement.

All in excess of these weights will be charged for at regular rates.

The free baggage allowance on the English and Indian railways is only 112 pounds and on the French railways 60 pounds; across European continent, Brindisi to London by Peninsular & Oriental express, 66 pounds per adult.

Baggage for steamship cabins should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth.

All baggage should be marked with owner's name and address in paint.

All baggage is entirely at owner's risk unless insured.

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE TO JAPAN AND CHINA

Consists of the Steamships Empress of India, Empress of Japan and Empress of China, each 485 feet in length and 6,000 tons gross register. They were launched in the Spring of 1891, and have already made some remarkable records on the Transpacific Route, bringing Yokohama within twenty-one days of London and fourteen days of New York and Boston. They are the only twin-screw steamships on any Pacific line, and they have all the modern improvements and latest appliances known to marine architects to insure speed, safety and comfort. The hulls are of steel, with double bottoms extending the full length of the vessel, and are divided into numerous watertight compartments, rendering them practically unsinkable. The engines (10,000 horse power) have developed a speed of over nineteen knots, per hour. The saloons, library and staterooms are marvels of beauty and luxury. They are lighted throughout by electricity, are thoroughly well ventilated and for comfort excel anything afloat.

THE CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP COMPANY'S LINE

Consists at present of the Steamships **Moana** (350 feet in length, 3,915 tons gross register), **Miowera** (360 feet in length and 3,500 tons gross register), with a speed of seventeen knots, and the Steamship Aorangi (389 feet in length and 4,250 tons gross register), with a speed of sixteen knots. The steamships are fitted with all the latest appliances for speed, safety and comfort. The staterooms are large and handsomely furnished.

THE PENINSULAR & ORIENTAL STEAMSHIPS

Are also of modern type and are furnished and operated in the thoroughly efficient manner well known to Indian travellers.

TRANSATLANTIC STEAMERS.

Around-the-World passengers are entitled to Transatlantic accommodation, usually rated at from £18 to £20 between European ports and New York, Boston, Halifax, St. John, N. B., Quebec and Montreal, provided berths at the rates named are vacant. If accommodation at such rates is not available by any particular steamer, or if accommodation is desired for which a higher rate is usually charged at that season of the year by the Steamship Line, the additional charge will require to be paid by the passenger.

SHAW SAVILL & ALBION CO. (Ltd.), NEW ZEALAND SHIPPING CO. (Ltd.), ORIENT LINE, NORTH GERMAN LLOYD STEAMSHIP COMPANY, MESSAGERIES MARITIMES (FRENCH MAIL LINE) AND ABERDEEN LINE.

The fleets of these companies are composed of magnificent, full-powered steamships.

THE CANADIAN PACIFIC RAILWAY,

The longest continuous railway in the world under one management, extending from the Atlantic to the Pacific over **3,000** miles of uninterrupted line, has been so thoroughly well described in other publications that it is here only necessary to say that it is the most comfortable, interesting, shortest and cheapest route across the western continent. Its sleeping and dining cars surpass all others in elegance and convenience, and railway travel is made a pleasure instead of, as heretofore, a weariness. The greatest natural wonders on the continent are on the line of the Canadian Pacific Railway.

MAP.

SPECIAL attention is directed to the Map on the inside of this Folder. It is not the intention to turn the old world upside down, but only to properly show the course as well as the advantages of the Canadian Pacific Routes around the world. We are so accustomed to view the picture of the world on Mercator's projection that we are apt to forget that the world is round, and that a degree of longitude at 50° north latitude does not measure the same as at the equator. At the equator it is 60 miles to a degree, while at latitude 50° north, only 38.6 miles. **THE CANADIAN PACIFIC, JAPAN AND CHINA ROUTE IS THE SHORTEST** around the world. The world can be circled by those who travel by the Canadian Pacific Route in less than 70 days, by continuous travel. They should see **JAPAN** before it is modernized, **CHINA** with its four hundred million population, **INDIA** with its historic cities and Hindoo mysteries, **AUSTRALASIA** in the infancy of a magnificent future, **EGYPT** and its antiquities antedating all written history, **EUROPE** with its treasures of art and science, and the **WESTERN WORLD** before it has too far lost its own attractive peculiarities.

DESCRIPTIVE PAMPHLETS.

Intending passengers desirous of informing themselves concerning the countries and places through which they are to pass, or may visit, should obtain the following publications:

"THE NEW HIGHWAY TO THE ORIENT," "WESTWARD TO THE FAR EAST," and "EAST TO THE WEST," which are to be had free of charge on application to any Canadian Pacific Railway agent.

MURRAY'S GUIDE.—This well-known publication, which deals exhaustively with the route taken by the Canadian Pacific Railway tourist, can be obtained in the Canadian Pacific Railway trains or steamships, or at any of the hotels, for $3.50 (about 14s. 6d.).

Handbooks of information issued by the various steamship lines connecting with Canadian Pacific Railway to be obtained on application to their respective agents.

The Canadian Pacific Railway Company also issues several pamphlets—"Quebec," "Montreal," "Western Canada," "British Columbia," "Summer Tours," "Fishing and Shooting," "Hawaii," "Climates of Canada," Trans-Pacific Handbook, "The New Route to Australia," "St. Andrew's-by-the-Sea," "Glaciers," "Banff," etc., some of which are handsomely illustrated, contain a great deal of useful information, and are distributed gratis.

DISTANCE TABLE.

	MILES		MILES
London to Liverpool	201	Yokohama to Shanghai, via Inland Sea	1178
Liverpool to Quebec	2661	Shanghai to Hong Kong	810
Liverpool to Montreal	2833	Hong Kong to Colombo	3096
Liverpool to St. John, N. B.	2721	Vancouver to Honolulu	2485
Liverpool to Halifax	2342	Honolulu to Brisbane, Qd	4320
Liverpool to Boston	2997	Brisbane to Sydney	510
Liverpool to New York	3130	Sydney to Colombo	5442
Southampton to New York	3101	Sydney to Hong Kong, via Torres Strait	4900
Quebec to Montreal	172	Colombo to Calcutta	1264
St. John to Montreal	481	Colombo to Bombay	875
Halifax to Montreal	756	Colombo to Port Said	3488
Boston to Montreal	341	Bombay to Port Said	3059
New York to Montreal	384	Port Said to Brindisi	930
New York to Toronto	538	Port Said to London, sea route	3215
Montreal to Toronto	338	Port Said to London, via Brindisi	3570
Toronto to Owen Sound	122	Plymouth to Hobart, via Cape of Good Hope	11630
Owen Sound to Fort William	554	Wellington to Plymouth, via Cape Horn	11830
Montreal to Vancouver	2906		
Toronto to Vancouver, via Rail	2769		
Vancouver to Yokohama	4283		

DISTANCES BY SEA ARE IN NAUTICAL MILES; BY LAND IN STATUTE MILES.

CONDENSED TIME TABLES.

The time by railway or steamship given herein is not guaranteed, as it is subject to change. Steamers may leave ahead of time shown at intermediate ports. It is given for information of passengers to assist them in mapping out their trip. Close connections between trains and steamships, or between steamships at ports of change, although they can generally be depended on, are not guaranteed. For full and latest particulars the current time tables and handbooks of information published by the different companies are recommended.

EUROPE.

Trains leave London for Liverpool, Southampton or Plymouth, and vice versa, by the various railways almost hourly.

Transatlantic steamers leave Liverpool for Canadian and Liverpool and Southampton for United States ports, and vice versa, almost daily.

NORTH AMERICAN CONTINENT

TRAINS LEAVE

New York for Montreal, and vice versa, mornings and evenings. Time about twelve hours.

New York for Toronto, via Niagara Falls, and vice versa, mornings and evenings. Time about sixteen hours.

Halifax for Montreal mornings; east-bound in evenings. Time about twenty-seven hours.

Quebec for Montreal, mornings, noons and evenings; east-bound mornings, afternoons and evenings. Time about four and a half hours.

Montreal for Toronto, and vice versa, mornings and evenings. Time about nine hours.

Toronto for Owen Sound and Fort William via Lake Route in summer three times a week, as advertised in current time table; east-bound from Fort William, ditto. Time about forty-six hours.

Montreal and Toronto to Winnipeg and Vancouver, mornings; east-bound from Vancouver about noon. Time four days in summer, five days in winter.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIPS.

WEST-BOUND.

STEAMSHIPS.	Vancouver Leave 13.10	Yokohama Ar. about	Kobe Ar. about	Nagasaki Ar. about	Shanghai (Woosung) Ar. about	Hong Kong Arrive about
Emp's of Japan	Aug. 19, 1901	Sept. 2	Sept. 3	Sept. 5	Sept. 7	Sept. 10, 1901
Emp's of China	Sept. 9, 1901	Sept. 23	Sept. 24	Sept. 26	Sept. 28	Oct. 1, 1901
Emp's of India	Oct. 7, 1901	Oct. 21	Oct. 22	Oct. 24	Oct. 26	Oct. 29, 1901
Emp's of Japan	Nov. 4, 1901	Nov. 18	Nov. 19	Nov. 21	Nov. 23	Nov. 26, 1901
Emp's of China	Dec. 2, 1901	Dec. 16	Dec. 17	Dec. 19	Dec. 21	Dec. 24, 1901
Emp's of India	Dec. 30, 1901	Jan. 13	Jan. 14	Jan. 16	Jan. 18	Jan. 21, 1902

EAST-BOUND.

STEAMSHIPS.	Hong Kong Leave	Shanghai (Woosung) Arrive	Nagasaki Arrive	Kobe Arrive	Yokohama Leave	Vancouver Arrive about
Emp's of India	Aug. 28, 1901	Aug. 30	Sept. 2	Sept. 3	Sept. 6	Sept. 18, 1901
Emp's of Japan	Sept. 5, 1901	Sept. 27	Sept. 30	Oct. 1	Oct. 4	Oct. 16, 1901
Emp's of China	Oct. 23, 1901	Oct. 25	Oct. 28	Oct. 29	Nov. 1	Nov. 13, 1901
Emp's of India	Nov. 20, 1901	Nov. 22	Nov. 25	Nov. 26	Nov. 29	Dec. 11, 1901
Emp's of Japan	Dec. 18, 1901	Dec. 20	Dec. 23	Dec. 24	Dec. 27	Jan. 8, 1902
Emp's of China	Jan. 15, 1902	Jan. 17	Jan. 20	Jan. 21	Jan. 24	Feb. 5, 1902

And about every three weeks thereafter.

CANADIAN-AUSTRALIAN STEAMSHIP LINE.

WEST-BOUND.

STEAMSHIPS.	Vancouver Leave 13.10	Honolulu Lv. about	Brisbane Arrive	Brisbane Leave	Sydney Arrive about	
Moana	Aug. 23, 1901	Aug. 31	Sept. 14	Sept. 16	Sept. 18, 1901	.....
Miowera	Sept. 20, 1901	Sept. 28	Oct. 12	Oct. 14	Oct. 16, 1901	.....
Aorangi	Oct. 18, 1901	Oct. 26	Nov. 9	Nov. 11	Nov. 13, 1901	.....
Moana	Nov. 15, 1901	Nov. 23	Dec. 7	Dec. 9	Dec. 11, 1901	.....
Miowera	Dec. 13, 1901	Dec. 21	Jan. 4	Jan. 6	Jan. 8, 1902	.....

EAST-BOUND.

STEAMSHIPS.	Sydney Leave	Brisbane Arrive	Brisbane Leave	Honolulu Leave	Vancouver Arrive	
Miowera	Aug. 12, 1901	Aug. 15	Aug. 16	Aug. 28	Sept. 5, 1901	.....
Aorangi	Sept. 9, 1901	Sept. 12	Sept. 13	Sept. 25	Oct. 3, 1901	.....
Moana	Oct. 7, 1901	Oct. 10	Oct. 11	Oct. 23	Oct. 31, 1901	.....
Miowera	Nov. 4, 1901	Nov. 7	Nov. 8	Nov. 20	Nov. 28, 1901	.....
Aorangi	Dec. 2, 1901	Dec. 5	Dec. 6	Dec. 18	Dec. 26, 1901	.....
Moana	Dec. 30, 1901	Jan. 2	Jan. 3	Jan. 15	Jan. 23, 1902	.....

And about every four weeks thereafter.

PENINSULAR AND ORIENTAL STEAMSHIPS.

EAST-BOUND.

Leave London for Brindisi, Port Said, Aden and Bombay every Thursday, usually calling at Gibraltar and Marseilles, and for Colombo and Sydney, September 5, 1901, and alternate Thursdays, arriving Brindisi in 10 days, Port Said 13 days, Aden 18 days, Bombay 23 days, Colombo 24 days and Sydney 44 days. Overland Special, London to Brindisi, leaves Friday in week following departure of steamers, overtaking them at Brindisi.

Leave Bombay for Colombo, September 10, 1901, and alternate Tuesdays.

Leave Colombo for Calcutta about September 11, 1901, and alternate Wednesdays; for Singapore and Hong Kong about September 16, 1901, and usually every alternate Monday, a few hours after arrival of the mail steamer from London.

Leave Colombo for Sydney about September 16, 1901, and alternate Mondays, arriving Fremantle in about 11 days, Adelaide 14 days, Melbourne 16 days, and Sydney about 19 days.

WEST-BOUND.

Leave Hong Kong for Singapore, Penang and Colombo, September 14, 1901, and every alternate Saturday, at 2.00 p.m., arriving Colombo in about 12 days.

Leave Sydney for Colombo, Saturday, September 21, 1901, and every alternate Saturday, arriving in about 19 days. Steamers leave Melbourne 3 days, Adelaide 5 days and Fremantle 9 days after leaving Sydney.

Leave Colombo for Bombay and Colombo for Aden (direct), Port Said, Brindisi and London about 24 hours after arrival from Hong Kong (steamers from Australia run through direct to Aden, etc.), arriving Bombay in about 3 days; Aden, 7 days; Port Said, 12 days; Brindisi, 15 days; London, overland from Brindisi, 17 days, and via Gibraltar about 24 days.

Leave Calcutta September 17, 1901, and alternate Tuesdays, for Colombo.

Leave Bombay for Aden, Port Said, Brindisi, Plymouth and London, every Saturday at 2.00 p. m., taking about one day less for journey than from Colombo.

CHINA NAVIGATION CO. AND EASTERN & AUSTRALIAN STEAMSHIP CO.

Steamers leave Hong Kong for Sydney, and Sydney for Hong Kong, about once every three weeks, via Torres Straits, calling at Port Darwin, Thursday Island, Cooktown, Brisbane, etc. Time, about 25 days. Steamers usually call at Manila also.

SHAW SAVILL & ALBION CO. (Limited) STEAMSHIPS.

Expected to leave London September 26, 1901, and every fourth Thursday thereafter (and Plymouth on Saturday following), arriving Teneriffe in about 5 days, Cape Town about 20 days, Hobart about 39 days, and New Zealand about 44 days from Plymouth.

Expected to leave New Zealand September 12, 1901, and every fourth Thursday thereafter, arriving at Rio de Janeiro in about 22 days, Teneriffe about 35 days, Plymouth about 40 days and London about 41 days from New Zealand.

Sometimes Teneriffe and Rio de Janeiro are omitted.

NEW ZEALAND SHIPPING COMPANY (Limited).

Expected to leave London September 12, 1901, and every fourth Thursday thereafter (and Plymouth on Saturday following), arriving Teneriffe in about 5 days, Cape Town about 23 days, Hobart about 44 days and New Zealand about 48 days from Plymouth. Expected to leave New Zealand September 12, 1901, and every fourth Thursday thereafter, arriving Monte Video in about 20 days, Teneriffe about 38 days, Plymouth about 44 days and London about 45 days from New Zealand.

ORIENT STEAMSHIP COMPANY'S LINE.

EAST-BOUND—Leave London (Tilbury), Sept. 13, 1901, and fortnightly thereafter, calling at Plymouth, Gibraltar, Marseilles, Naples, Port Said, Suez, Colombo, Fremantle, Adelaide and Melbourne and arriving at Sydney in about 43 days.

WEST-BOUND—Leave Sydney Sept. 14, 1901, and fortnightly thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Suez, Port Said, Naples, Marseilles, Gibraltar, Plymouth, and arriving at London (Tilbury) in about 44 days.

NORTH GERMAN LLOYD STEAMSHIPS.

EAST-BOUND—Leave Southampton Sept. 9, 1901, and alternate Mondays thereafter, for Shanghai, calling at Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, and reaching Hong Kong in about 36 days and Shanghai 40 days.

Leave Southampton Sept 16, Oct. 8, 1901, and every fourth Tuesday thereafter, for Sydney, calling at Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide and Melbourne, and arriving at Sydney in about 49 days.

WEST-BOUND—Leave Shanghai Sept. 28, Hong Kong Oct. 2, 1901, and fortnightly thereafter, calling at Singapore, Penang, Colombo, Aden, Suez, Port Said, Naples, Genoa, and reaching Southampton in about 37 days after departure from Hong Kong.

Leave Sydney Sept. 21, Oct. 19, Nov. 16, Dec. 8, 1901, and every fourth Sunday thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, and reaching Southampton in about 49 days after departure from Sydney.

MESSAGERIES MARITIMES (French Mail Line).

EAST-BOUND—Leave Marseilles Sept. 8, 1901, and every fourth Sunday thereafter, calling at Port Said, Suez, Colombo, Fremantle, Adelaide, Melbourne, and arriving at Sydney in about 33 days.

Leave Marseilles Sept. 22, 1901, and every fourth Sunday thereafter, calling at Port Said, Suez, Djibouti, Colombo, Singapore, Saigon, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe), and arriving Yokohama in about 38 days.

WEST-BOUND—Leave Sydney Sept. 30, 1901, and every fourth Monday thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Suez, Port Said, and arriving at Marseilles in about 35 days.

Leave Yokohama Sept. 12, 1901, and every fourth Thursday thereafter, calling at Kobe, Nagasaki, Shanghai, Hong Kong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, and arriving Marseilles in about 39 days.

ABERDEEN LINE.

Expected to leave London Sept. 17, 1901, and every third Tuesday thereafter, for Sydney, calling at Plymouth, Teneriffe, Cape Town and Melbourne, and arriving Sydney in about 48 days.

Expected to leave Sydney Sept. 20, 1901, and every third Friday thereafter, for London, via Melbourne, Durban, Cape Town, Teneriffe and Plymouth, and arriving London in about 50 days.

FULL PARTICULARS CAN BE OBTAINED FROM ANY OF THE FOLLOWING AGENCIES:

Adelaide, Australia, Aust. Un. S. N. Co. (Ltd.); Thos. Cook & Son.
Amsterdam, Holland, Lissone & Son, Singel No. 155, and Internat'l Sleeping Car Co.
Antwerp, Belgium, H. Debenham, Continental Traffic Agent, 3 Quai Taverniers.
Raydt & Co., No. 1 Rue au Sucre.
Richard Berns, 132 Avenue du Commerce.
Auckland, New Zealand, Union S. S. Co. of N. Z. (Ltd.) Thos. Cook & Son.
Baltimore, Md., J. H. Thompson, Freight and Pass'r Agent, 129 E. Baltimore Street.
Berlin, Germany, International Sleeping Car Co., 69 Unter den Linden.
Bombay, India, Ewart, Latham & Co.; Thos. Cook & Son, 13 Esplanade Road.
Boston, Mass., H. J. Colvin, District Passenger Agent, 197 Washington St.
Brisbane, Queensland, British India & Queensland Agency Co. (Ltd).
Brussels, Belgium, International Sleeping Car Co., 65 and 67 Rue de L'Ecuyer.
Buda Pesth, Hungary, International Sleeping Car Co., Grand Hotel Hungaria.
Buffalo, N. Y., A. J. Shulman, City Passenger and Freight Agent, 233 Main St.
Cairo, Egypt, Internat'al Sleeping Car Co., Ghesiréh Palace Hotel, correspondents.
Calcutta, India, Gillanders, Arbuthnot & Co.; Thos. Cook & Son, 9 Old Court House St.
Cape Town, South Africa, Wm. Anderson & Co.
Chicago, Ill., A. C. Shaw, General Agent Passenger Department, 228 S. Clark St.
Cologne, Germany, International Sleeping Car Co., Central Station.
Colombo, Ceylon, Bois Brothers; Thomas Cook & Son.
Constantinople, Turkey, International Sleeping Car Co., 130 Grande Rue de Pera.
Copenhagen, Denmark, Joachim Prahl, Correspondent.
Detroit, Mich., A. E. Edmonds, City Passenger Agent, 7 Fort Street West.
Frankfort, Germany, International Sleeping Car Co., 1 Kaiserstrasse.
Glasgow, Scotland, Archer Baker, European Traffic Manager, 67 St. Vincent Street.
Halifax, N. S., J. D. Chipman, City Pass'r and Freight Agt., 105½ and 107 Hollis St.
Hamburg, Germany, Wulkow & Cornelsen, Klosterstrasse 1; International Sleeping Car Co., Hamburger Hoff, No. 6 Grosse Bleichen.
Havre, France, Hernu, Peron & Co., Ticket Agents, 4 Place du Commerce; R. Odinet, 4 and 14 Rue Ed Larue.
Homburg, Germany, International Sleeping Car Co., 84 Louisenstrasse.
Hong Kong, China, D. E. Brown, General Agent, China, Japan, etc.
Honolulu, H. I., Theo. H. Davies & Co., Ltd.
Kobe, Japan, G. Millward, 14 A, Maye-Machi.
Liverpool, Eng., Archer Baker, European Traffic Manager, 9 James St.
London, Eng., Archer Baker, European Traffic Manager, 67 and 68 King William St., E. C., and 30 Cockspur St., S. W.
Madrid, Spain, International Sleeping Car Co., 18 Calle de Alcala.
Malta, Turnbull, Jr., & Somerville, correspondents.
Marquette, Mich., Geo. W. Hibbard, G. P. A., D., S. S. & A. Ry.
Melbourne, Australia, Union S. S. Co. of N. Z. (Ltd.); Thos. Cook & Son.
Minneapolis, Minn., W. R. Callaway, Gen'l Pass'r Agent, Soo-Pacific Route.
Monte Carlo, Monaco, International Sleeping Car Co., Hotel de Paris.
Montreal, Que., Robt. Kerr, Pass'r Traffic Mgr; C. E. E. Usher, Gen'l Pass'r Agent.
Moscow, Russia, Internat'l Sleep'g Car Co., Boulevard Strasnoy, Maison Tschishoff.
Naples, Italy, International Sleeping Car Co., 288 Via Riviera di Chiaia
Nice, France, International Sleeping Car Co., 2 Avenue Massena.
New York, N. Y., E. V. Skinner, General Eastern Agent, 353 Broadway.
Paris, France, International Sleeping Car Co., 3 Place de l'Opera.
Hernu, Peron & Co., 61 Boulevard Haussman, and 95 Rue des Marais St. Martin.
T. Cook & Son, 1 Place de l'Opera.
Pitt & Scott, 5 Rue Scribe and 47 Rue Cambon.
L. Desbois, 9 Rue de Rome.
Philadelphia, Pa., H. McMurtrie, Freight and Pass'r Agent, 629-631 Chestnut St.
Quebec, Que., E. H. Crean, City Passenger Agent, opposite Post Office.
Rome, Italy, International Sleeping Car Co., 31 and 32 Via Condotti.
Rotterdam, Holland, B. Karlsberg & Co.
St. John, N. B., A. J. Heath, District Passenger Agent.
St. Paul, Minn., W. S. Thorn, Ass't General Passenger Agent, Soo-Pacific Route.
St. Petersburg, Russia, International Sleeping Car Co., 2 Petite Morskaia.
San Francisco, Cal., M. M. Stern, Dist. Frt. and Pass. Agent, Palace Hotel Bldg.
Shanghai, China, Jardine, Matheson & Co.
Sydney, Australia, Union S. S. Co. of N. Z. (Ltd.); Thos. Cook & Son.
Toronto, Ont., A. H. Notman, Asst Gen'l Passenger Agent, 1 King St. East.
Vancouver, B. C., E. J. Coyle, Asst. Gen'l Pass'r Agent Pacific Division.
Victoria, B. C., B. W. Greer, Freight and Passenger Agent, Government St.
Vienna, Austria, International Sleeping Car Co., 15 Karnthner Ring; Schenker & Co.
Warsaw, Russia, International Sleeping Car Co., 2 Rue Kotzebue.
Washington, D. C., W. W. Merkle, Freight and Pass'r Agt., 1229 Pennsylvania Ave.
Wiesbaden, Germany, International Sleeping Car Co., 24 Wilhelmstrasse.
Winnipeg, Man., C. E. McPherson, General Passenger Agent, Western Lines.
Yokohama, Japan, Wm. T. Payne, General Traffic Agent for Japan, 14 Bund.
Messrs. Thomas Cook & Son are agents for the Canadian Pacific Railway Company in all parts of the world.

LONGITUDE EAST 75 FROM GREENWICH
AROUND THE WORLD
BY
CANADIAN PACIFIC
ROUTE
COPYRIGHTED 1892, BY POOLE BROS., CHICAGO.
POOLE BROS. ENGR'S, CHICAGO.
LONGITUDE WEST 105 FROM GREENWICH
SUNDA ISLANDS
INDIAN OCEAN
JAVA SEA
SINGAPORE
PENANG
COLOMBO
MADRAS
BOMBAY
CALCUTTA
BAY OF BENGAL
ARABIAN SEA
HONG KONG
CANTON
PHILIPPINE IDS.
SHANGHAI
YOKOHAMA
SEA OF OKHOTSK
BEHRING SEA
GULF OF ALASKA
ARCTIC OCEAN
GREENLAND
BAFFIN BAY
HUDSON BAY
BRITISH ISLES
NORTH SEA
CASPIAN SEA
BLACK SEA
ABYSSINIA
EGYPT
ADEN
MECCA
TEHERAN
TRIPOLI
ALGIERS
ALEXANDRIA
PYRAMIDS
HAWAIIAN OR SANDWICH IDS.
HONOLULU
SAN FRANCISCO
NEW ORLEANS
BOSTON
GULF OF MEXICO
WEST INDIES
CARIBBEAN SEA
CENTRAL AMERICA
PACIFIC OCEAN
NORTH ATLANTIC OCEAN
EQUATOR
TROPIC OF CANCER
TROPIC OF CAPRICORN
MAHE ARCHIPELAGO OR SEYCHELLES IDS.
MALDIVE ISLANDS
LACCADIVE ISLANDS
NICOBAR ISLANDS
ANDAMAN ISLANDS
AZORES OR WESTERN IDS.
"Pesang to Colombo 1274 miles"
"Colombo to Aden 2020 miles"
"Vancouver to Honolulu 2400 miles; to Sydney 6824 miles."
"Eastbound" one day is gained, "Westbound" one day is lost.
"Liverpool to Quebec 2661 miles"
"Liverpool to Halifax 2520 miles"
"Liverpool to New York 3130 miles"
"Liverpool to Montreal 2700 miles"
"Vancouver to Yokohama 4257 miles"
"Vancouver to Yokohama 4257 miles"
"Hong Kong to Sydney 5300 miles"
"Port Said to Aden 1937 miles"
"Port Said to Bombay 3370 miles"
"Port Said to Colombo 2700 miles"
"Port Said to Singapore 4500 miles"
"Port Said to Hong Kong 5500 miles"
"Port Said to Yokohama 6500 miles"
"Port Said to Sydney 7500 miles"
"Port Said to Vancouver 8500 miles"
"Port Said to Honolulu 8000 miles"
"Port Said to San Francisco 8500 miles"
"Port Said to New Orleans 9000 miles"
"Port Said to Boston 9500 miles"
"Port Said to Montreal 9000 miles"
"Port Said to Quebec 9500 miles"
"Port Said to Halifax 9000 miles"
"Port Said to Liverpool 10000 miles"
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"Port Said to Paris 10000 miles"
"Port Said to Berlin 10000 miles"
"Port Said to Vienna 10000 miles"
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"Port Said to Venice 10000 miles"
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"Port Said to Fiume 10000 miles"
"Port Said to Pola 10000 miles"
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"Port Said to Spalato 10000 miles"
"Port Said to Ragusa 10000 miles"
"Port Said to Cattaro 10000 miles"
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"Port Said to Patras 10000 miles"
"Port Said to Athens 10000 miles"
"Port Said to Smyrna 10000 miles"
"Port Said to Constantinople 10000 miles"
"Port Said to Odessa 10000 miles"
"Port Said to Sebastopol 10000 miles"
"Port Said to Kertch 10000 miles"
"Port Said to Taganrog 10000 miles"
"Port Said to Rostoff 10000 miles"
"Port Said to Astrakhan 10000 miles"
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