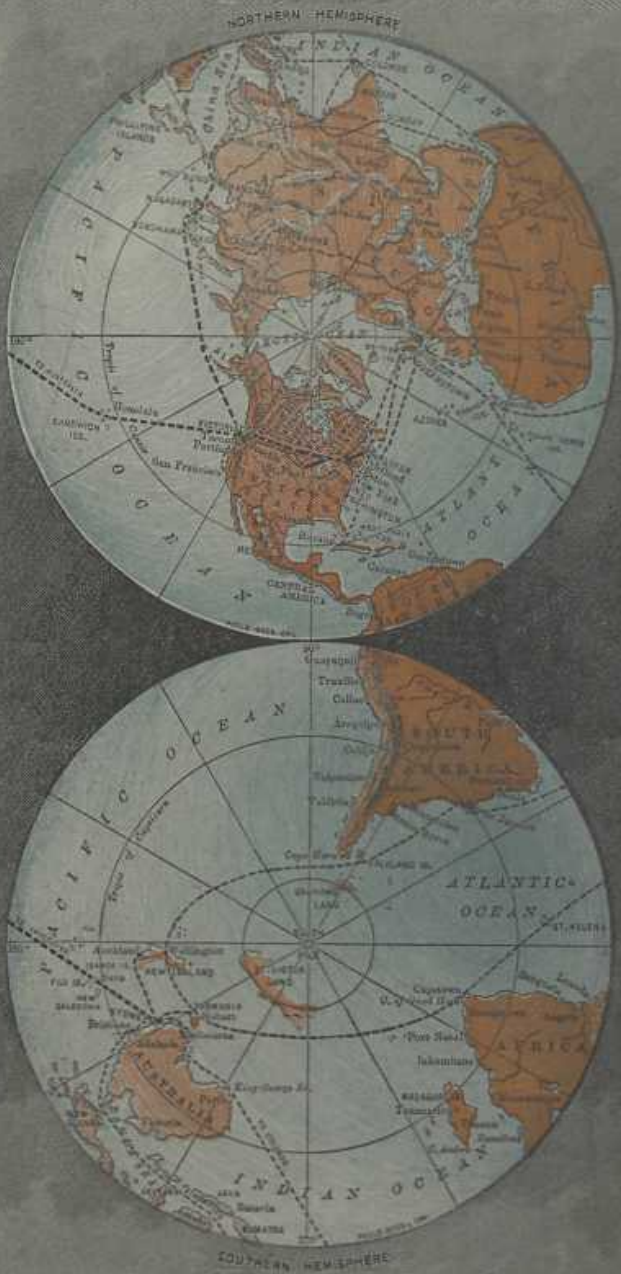
MAY, 1894.

AROUND THE WORLD



CANADIAN PACIFIC ROUTE

C. E. E. USSHER,
ASS'T GEN'L PASSENGER AGENT,

D. McNICOLL,
GEN'L PASSENGER AGENT,

MONTREAL.

AROUND THE WORLD
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, Halifax 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 unequalled 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 an hour's drive 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 mementoes of the early wars between the French and English, and subsequently between the Canadians and their neighbors of the New England States. If he desires to remain over for a day or two, he will find several hotels to choose from. 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, is 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 train at Toronto.

MONTREAL.

At Montreal, the traveller will hardly fail to stay for a short time. It 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 centre, invest Montreal with more than a passing interest.

At Montreal the Canadian Pacific Railway's transcontinental route to Vancouver may, in one sense, be said to begin, and for four and one-half days in summer and five and one-half days in winter, 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.

AROUND THE WORLD
BY THE
CANADIAN PACIFIC ROUTE

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 commanding 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 saw-mills 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, a junction where passengers from Toronto and Niagara Falls 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 Kaministiqua. 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 newly opened 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 now 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, three times each week, 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 parts of great mineral richness. 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 32,000, and is destined to become the most important city of Western Canada. 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, pass through St. Paul and Minneapolis, and travelling by the Soo Pacific Railway join the main line of the Canadian Pacific Railway. From a little east 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, the hunting grounds of the Cree and Blackfoot Indians.

SIDE TRIPS.

At several points—Portage La Prairie, Brandon, Regina 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. 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. The importance which this place once possessed in the buffalo-hunting period of the country has been replaced by that derived from the great agricultural value of the millions of acres within reach of it. From Calgary the tourist may take train for the south, and visit the great ranching districts and the coal mines 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 points, as well as the verdure-clad, snow-capped titans of the Selkirks, with their precipices and glaciers, silent of all life, except that of mountain game, but overlooking the jumping, splashing, roaring Illecillewaet and Beaver Rivers, tearing in and out of the valleys below as if the salvation of man depended on their reaching the sea without half a moment's delay; these and the multitude of their kind must be viewed, not described, for no man ever has or probably ever will describe them to the satisfaction of him who sees them for himself, sees them in their varying colour and realizes their grandeur fashioned by his own mind.

AT BANFF.

But the tourist should stop over at Banff, in the Canadian Rockies, a station eighteen miles west of "The Gap." Here is a luxurious 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. Many have written about them, but all agree that they must be seen. And as the trip either from Banff or the comfortable hotel at the Great Glacier is easily arranged and is a most agreeable one, tourists halting by the way should make a point of seeing the "Lakes in the Clouds." The Canadian Pacific Railway publishes a short guide-book to these lakes, 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 giants 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 marvellous 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 can be explored. The newly discovered rich mining regions of the Kootenay can also be easily reached from Revelstoke, a station on the main line on the western edge of the Selkirk Range. The mountains being passed, the tourist soon reaches

AROUND THE WORLD
BY THE
CANADIAN PACIFIC ROUTE

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? And before starting on his trip the tourist should also procure from one of the company's agents a charmingly written little guide called "Westward to the Far East," which will tell him just what he requires to know about Japan and China. As a means of shortly, but accurately, recording his journey acoss the continent he will find a copy of the company's Annotated Time Table invaluable, and it 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 south-west to Honolulu, H. I. and Suva, Fiji, and from 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 steamers, Empress of India, Empress of China and Empress of Japan, superior to anything that has ever sailed the Pacific, have given a new charm to this voyage. 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 the book already mentioned, "Westward to the Far East." He will find it a guide and friend; 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 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 Teintsin, 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'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 AND MACAO.

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.

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 Singapore and 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 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.

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. Recent events have shown the political or commercial importance of the Hawaiian Islands, 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. From Honolulu the route is continued to Suva, Fiji, on one of the largest of the group of 225 islands, of which eighty are inhabited. This was the home of cannibalism until a comparatively few years ago. The landscape of the principal islands is grand—hill and valley, peak and precipice, nearly all clothed with beautiful and luxuriant vegetation, assuming romantic forms. From Suva the tourist proceeds to Sydney, the capital of New South Wales. The

world's interest in these colonies has of late years been largely increased by the development of their commerce as well as by their political growth and aspirations. Sydney and Melbourne are now only two of the important cities instead of being, as they 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 distingulshed 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.

NEW ZEALAND.

Not the least interesting in the Australasian group are the beautiful islands of New Zealand. 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 celebrated "pink and white terraces," 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. New Zealand never fails to evoke the enthusiasm of artists and tourists.

From Sydney or Melbourne the "Around the World" tourist proceeds across the Indian Ocean to Colombo, where those taking the Japan-China route are met. Here both have the option of continuing the journey straight to Aden, or deviating to Bombay or to Calcutta and through Hindostan to the Arabian Sea.

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

AROUND THE WORLD
BY THE
CANADIAN PACIFIC ROUTE

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 receptacle of the dead. From Bombay the steamer crosses the Arabian Sea to Aden and thence up the Red Sea to Ismalia, where passengers intending to visit Egypt, disembark.

EGYPT.

From Ismalia, 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 Pharoahs, climb the pyramids under which they are buried, investigate the Sphynx, 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 Ismalia and selects the route by which he will travel to England. There are several at his option. 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 birth-place of Columbus; or he may disembark at Brindisi 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 Picadilly 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, China, Japan and America each in the pleasantest season.

A NEW ROUTE: 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 line from London or Plymouth to Santa Cruz, the port of Teneriffe (Canary Islands), famous for its "Peak" and rich in British naval and Spanish 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, 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 Fiji, or via Canada, Japan and China, thence to Sydney, and re-embarking at Hobart, Tasmania or Wellington, New Zealand, on the Shaw Savill & Albion Company's steamers, the traveller doubles Cape Horn, gets an insight of South American life at Rio de Janeiro, with its magnificent harbour and wonderful Botanical gardens, touches at Teneriffe and thence sails direct to Plymouth and London.

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

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 steamships, but not on railways. 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.

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 at Cape Town £7 4s 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, Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal 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.

Peninsular & Oriental Steam Navigation Company's Steamship Line 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.

Railway, London to Liverpool or Southampton.

*Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal, or Halifax, or direct rail lines from Boston or New York to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian-Australian Steamship Line, Vancouver to Honolulu, H. I., Suva, Fiji, and Sydney, Australia.

Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, King George's Sound, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 3—£155, OR $755 GOLD.

(COMBINATION OF ROUTES 1 AND 2.)

Route 1, London to Hong Kong, or Route 2, London to Sydney, China Navigation Company's, or Eastern & Australian Steamship Company's, Steamships Hong Kong to Sydney, Australia, or *vice-versa*, through Torres Straits.

Route 1, Hong Kong to London, or Route 2, Sydney to London.

ROUTE 4—£125, OR $610 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Railway, London to Liverpool or Southampton.

*Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal or Halifax, or direct rail lines from Boston or New York to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian-Australian Steamship Line to Sydney.

Connecting Steamer to Hobart, Tasmania, or Wellington, N. Z.

Shaw Savill & Albion Company's (Limited) Steamships via Cape Horn, Rio de Janeiro and Teneriffe to Plymouth.

Railway or Steamship to London.

ROUTE 5—£155, OR $755 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Railway, London to Liverpool or Southampton.

*Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal or Halifax, or direct rail lines from Boston or New York 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 to Sydney, Australia, via Torres Straits.

Connecting Steamer to Hobart, Tasmania, or Wellington, N. Z.

*See note on page 11.

Shaw Savill & Albion Company's (Limited) Steamships via Cape Horn, Rio de Janeiro and Teneriffe to Plymouth.

Railway or Steamship to London.

ROUTE 6—£125, OR $610 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Railway or Shaw Savill & Albion Company's (Limited) Steamships, London to Plymouth.

Shaw Savill & Albion Company's (Limited) Steamships via Teneriffe and Cape Town to Hobart, Tasmania.

Connecting Steamer to Sydney, Australia.

Canadian-Australian Steamship Line to Suva, Fiji, Honolulu and Vancouver.

Canadian Pacific Railway direct route to Montreal, Quebec 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 7—£155, OR $755 GOLD.

(THIS ROUTE IS NOT REVERSIBLE.)

Railway or Shaw Savill & Albion Company's (Limited) Steamships, London to Plymouth.

Shaw Savill & Albion Company's (Limited) Steamships via Teneriffe and Cape Town to Hobart, Tasmania.

Connecting Steamer 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 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.

*See note on page 11.

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 Line in Sydney, at the offices of the Peninsular & Oriental Steam Navigation Company at London, Eng., Hong Kong or Sydney, or at the offices of the Shaw Savill & Albion Company (Limited) at London, Hobart or Wellington.

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

From Montreal to Vancouver, via C. P. Railway to Toronto, North Bay 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 Steamships.

Peninsular & Oriental Steamers from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong, instead of C. P. Ry. Co.'s Steamships.

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

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 P. & O. S. N. 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) £3. 0. 0, or $15.00 gold.

From Atlantic Port of Landing to Vancouver, via direct rail lines to Chicago, St. Paul and Winnipeg, £5. 0. 0, or $25.00 gold.

From Atlantic Port of Landing to Vancouver, via North Bay, Sault Ste. Marie, St. Paul and Winnipeg, £2. 0. 0, or $10.00 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.

Toronto to Montreal, via St. Lawrence River and Rapids, £1 13s, or $8.00.

From Colombo to Aden, via Peninsular & Oriental Steamships to Calcutta, thence railway direct, via Jubbulpore to Bombay, thence Peninsular & Oriental Steamship Navigation Company's Steamers, £7, or $34.10 gold.

From Colombo to Aden, via Peninsular & Oriental Steamships to Calcutta, thence railway, via Northwest Provinces, Jeypoor, Delhi, Agra, Cawnpore, Lucknow and Benares to Bombay, thence Peninsular & Oriental Steamers, £8 14s 3d, or $42.40 gold.

From Sydney by rail to Melbourne, £2 14s 0d, or $13.15 gold; to Adelaide, £5 4s 0d, or $25.30 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, or $48.70 gold.

From Brindisi to London, by overland route (including sleeping car on rail journey) £11 14s 3d, or $57.00 gold.

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

If passenger provides his own Trans-Atlantic passage, allowance of £10 6s, or $50.00, 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 if redemption is required in whole or in part, same will be made on return of unused portion of tickets less the regular fare for the distance used and 5 per cent. on the balance of the amount paid.

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 steamships but not on railways unless specially so stated thereon.

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, Peninsular & Oriental and Shaw Savill & Albion Steamships.

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. Across European continent, Brindisi to London, the French railways allow only 56 pounds free. The Italian railways make no free allowance, charging about 4s 4d per 20 pounds on all baggage.

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 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 Steamship Line

Consists at present of the Steamship Warrimoo and Steamship Arawa, the former 357 feet in length and 3,500 tons register, with a speed of seventeen knots, and the latter 440 feet in length and 5,000 tons register, with a speed of fifteen knots. The steamships are new, and fitted with all the latest appliances for speed, safety and comfort. The saloons are amidships and capable of seating 100. The staterooms are large and handsomely furnished.

The Peninsular & Oriental Steamers

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

Transatlantic Steamers.

The best of the Transatlantic Steamers, with a few exceptions, being available for travellers on this Around-the-World trip, and a passenger *being at liberty to select for himself, he cannot fail to satisfy himself from* amongst the ocean palaces.

SHAW SAVILL & ALBION CO. (LIMITED.)

The fleet of this company is composed of magnificent, full-powered vessels.

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 60 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.

→1894←

JUNE							JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	..	1	2	1	2	3	4	5	6	7	..	..	..	1	2	3	4	..	..	..	..	..	..	1
3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	29	30	31	..	..	..	..	26	27	28	29	30	31	..	23	24	25	26	27	28	29
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..

OCTOBER							NOVEMBER							DECEMBER							JANUARY, 1895.						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	1	2	3	4	5	6	..	..	..	..	1	2	3	..	..	..	..	..	..	1	..	..	1	2	3	4	5
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
28	29	30	31	..	..	..	25	26	27	28	29	30	..	23	24	25	26	27	28	29	27	28	29	30	31	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	31	..	..	..	..	..	..	..	..	..	..	..	..

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.—An illustrated pamphlet describing the route across the American continent by the Canadian Pacific Railway. To be had without charge on application to any Canadian Pacific Railway agent.

WESTWARD TO THE FAR EAST.—An interesting and convenient guide book across the Pacific and to the principal cities of Japan and China, written in excellent style by an experienced traveller. This book is also given on application free of charge.

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.)

THE PENINSULAR & ORIENTAL POCKET GUIDE.—*Descriptive of the Peninsular & Oriental Steamship routes, to be obtained at any of the Peninsular & Oriental Steam Navigation Company's offices. Price, 2s 6d.*

SHAW SAVILL & ALBION COMPANY'S (Limited) HAND BOOK OF INFORMATION.—Descriptive of the routes taken by Shaw Savill & Albion Company's Steamships, to be obtained at any office of that company.

DISTANCE TABLE.

	MILES
London to Liverpool	201
Liverpool to Quebec	2661
Liverpool to Montreal	2799
Liverpool to Halifax	2480
Liverpool to Portland	2785
Liverpool to Boston	2856
Liverpool to New York	3130
Quebec to Montreal	172
Halifax to Montreal	756
Portland to Montreal	286
Boston to Montreal	342
New York to Montreal	383
New York to Toronto	546
Montreal to Toronto	344
Toronto to Owen Sound	121
Owen Sound to Fort William	554
Montreal to Vancouver	2906
Toronto to Vancouver, via Rail	2769
Vancouver to Yokohama	4283
Yokohama to Shanghai, via Inland Sea	1186
Shanghai to Hong Kong	810
Hong Kong to Colombo	3096
Vancouver to Honolulu	2435
Honolulu to Fiji	2780
Fiji to Sydney	1770
Sydney to Colombo	5442
Sydney to Hong Kong	4900
Colombo to Calcutta	1264
Colombo to Bombay	875
Colombo to Port Said	3488
Bombay to Port Said	3059
Port Said to Brindisi	930
Port Said to London, sea route	3215
Port Said to London, via Brindisi	3570
Plymouth to Hobart, via Cape of Good Hope	11681
Wellington to Plymouth, via Cape Horn	11655

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 hand-books 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 about noon; east-bound in evenings. Time about twenty-seven hours.

Quebec for Montreal, noon and evenings; east-bound mornings and evenings. Summer, west and east-bound mornings, noon and evenings. Time about seven hours.

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

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

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

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIPS.

WEST-BOUND.

STEAMSHIPS.	Vancouver. Leave	Yokohama Ar. about	Kobe.	Nagasaki.	Shanghai, Woosung. Ar. about	Hong Kong Arrive about
Emp's of China	May 14, '94	May 28	Usually one day after reaching Yokohama.	Usually three days after reaching Yokohama.	June 1	June 5, '94
Emp's of India.	June 4, '94	June 18			June 22	June 26, '94
Emp's of Japan	June 25, '94	July 9			July 13	July 17, '94
Emp's of China	July 16, '94	July 30			Aug. 3	Aug. 7, '94
Emp's of India.	Aug. 6, '94	Aug. 20			Aug. 24	Aug. 28, '94
Emp's of Japan	Aug. 27, '94	Sept. 10			Sept. 14	Sept. 18, '94
Emp's of China	Sept. 17, '94	Oct. 1			Oct. 5	Oct. 9, '94
Emp's of China	Oct. 15, '94	Oct. 29			Nov. 2	Nov. 6, '94

And every four weeks thereafter.

EAST-BOUND.

STEAMSHIPS.	Hong Kong. Leave	Shanghai (Woosung) Ar. About	Nagasaki.	Kobe.	Yokohama Ar. about	Vancouver. Arrive about
Emp's of China	June 13, '94	June 15	Usually three days after reaching Shanghai.	Usually four days after reaching Shanghai.	June 21	July 4, '94
Emp's of India.	July 4, '94	July 6			July 12	July 25, '94
Emp's of Japan	July 25, '94	July 27			Aug. 2	Aug. 15, '94
Emp's of China	Aug. 15, '94	Aug. 17			Aug. 23	Sept. 5, '94
Emp's of India.	Sept. 5, '94	Sept. 7			Sept. 13	Sept. 26, '94
Emp's of Japan	Oct. 3, '94	Oct. 5			Oct. 11	Oct. 24, '94
Emp's of China	Oct. 31, '94	Nov. 2			Nov. 8	Nov. 21, '94
Emp's of India.	Nov. 28, '94	Nov. 30			Dec. 6	Dec. 19, '94

And every four weeks thereafter.

CANADIAN-AUSTRALIAN STEAMSHIP LINE.

WEST-BOUND.

STEAMSHIPS.	VANCOUVER. Leave	HONOLULU. Arrive about	SUVA, Fiji. Arrive about	SYDNEY. Arrive about
Warrimoo.....	May 16, '94	May 23, '94	June 1, '94	June 9, '94
Arawa.....	June 16, '94	June 23, '94	July 1, '94	July 9, '94
Warrimoo.....	July 16, '94	July 23, '94	Aug. 1, '94	Aug. 9, '94
Arawa.....	Aug. 16, '94	Aug. 23, '94	Sept. 1, '94	Sept. 9, '94

And monthly thereafter.

EAST-BOUND.

STEAMSHIPS.	SYDNEY. Leave.	SUVA, Fiji. Arrive about	HONOLULU. Arrive about	VANCOUVER. Arrive about
Warrimoo.....	June 18, '94	June 24, '94	July 2, '94	July 11, '94
Arawa.....	July 18, '94	July 24, '94	Aug. 2, '94	Aug. 11, '94
Warrimoo....	Aug. 18, '94	Aug. 24, '94	Sept. 2, '94	Sept. 11, '94
Arawa.....	Sept. 18, '94	Sept. 24, '94	Oct. 2, '94	Oct. 11, '94

And monthly thereafter.

PENINSULAR & ORIENTAL STEAMSHIPS

WEST-BOUND.

Leave Hong Kong for Singapore, Penang and Colombo, May 24, 1894, and every alternate Thursday, at noon, arriving at Colombo in about thirteen days.

Leave Sydney for Colombo, Monday, May 28, 1894, and every alternate Monday, arriving in about twenty-four days. Steamers leave Melbourne five days, and Adelaide nine days after leaving Sydney, calling at King George's Sound.

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 three days; Aden, seven days; Port Said, twelve days; Brindisi, fifteen days; London, overland from Brindisi, eighteen days, and via Malta and Gibraltar about twenty-six days.

Leave Calcutta May 31, 1894, and every alternate Thursday, for Colombo.

Leave Bombay for Aden, Port Said, Brindisi, Plymouth and London, every Friday at 5.00 p. m., May 25, 1894, to September 14, inclusive, and commencing September 22, 1894, every Saturday at 2.00 p. m., taking about one day less for journey than from Colombo.

EAST-BOUND.

Leave London for Gibraltar, Malta, Brindisi, Port Said, Aden and Bombay every Thursday or Friday at noon, and for Colombo and Sydney May 10, 1894, and every alternate Thursday at noon, arriving Brindisi in ten days, Port Said fourteen days, Aden nineteen days, Bombay twenty-five days, Colombo twenty-six days and Sydney forty-eight days. Overland Special, London to Brindisi, leaves Friday in week following departure of steamers, overtaking them at Brindisi.

Leave Bombay for Colombo May 17, 1894, and every alternate Thursday.

Leave Colombo for Calcutta May 24, 1894, and every alternate Thursday, and for Singapore and Hong Kong, May 23, 1894 and usually every alternate Wednesday, a few hours after arrival of the mail steamer from London.

Leave Colombo for Sydney, May 23, 1894, and every alternate Wednesday, arriving Adelaide in about sixteen days, Melbourne about eighteen days and Sydney about twenty-one days.

CHINA NAVIGATION CO. & EASTERN & AUSTRALIAN S. S. CO.

Steamers of above named lines leave Hong Kong for Sydney and Sydney for Hong Hong, about once a fortnight, via Torres Straits, calling at Port Darwin, Thursday Island, Cooktown, Brisbane, etc. Time, about twenty-five days.

SHAW SAVILL & ALBION CO. (LIMITED) STEAMSHIPS

Leave London every fourth Thursday and Plymouth on Saturday following, arriving at Teneriffe in about five days, Cape Town about twenty days and Hobart about thirty-eight days from Plymouth.

Leave New Zealand May 3, 1894, and every fourth Thursday, arriving at Rio de Janeiro in about twenty-two days, Teneriffe about thirty-four days, Plymouth about thirty-nine days and London about forty days from New Zealand.

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

Adelaide, Australia, Geo. Wills & Co.
Auckland, New Zealand, L. D. Nathan & Co.; Thos. Cook & Son.
Bombay, India, Ewart, Latham & Co.; Thomas Cook & Son, 13 Rampart Row.
Boston, Mass., H. J. Colvin, New England Passenger Agt., 197 Washington St.
Brisbane, Queensland, Burns Philp & Co.
Buffalo, N. Y., E. P. Allen, Freight and Passenger Agent, 14 Exchange St.
Calcutta, India, Gillanders, Arbuthnot & Co.; Thomas Cook & Son, 11 Old Court House St.
Chicago, Ill., J. Francis Lee, District Freight and Pass. Agt., 232 S. Clark St.
Colombo, Ceylon, Bois Brothers; Thomas Cook & Son (E. B. Creasey).
Detroit, Mich., C. Sheehy, District Passenger Agent, 11 Fort St. West.
Glasgow, Scotland, Archer Baker, European Traffic Agent, 67 St. Vincent St.
Halifax, N. S., C. S. Philps, Ticket Agent, 126 Hollis St.
Hong Kong, D. E. Brown, General Agent China, Japan, etc.
Honolulu, H. I., Theo. H. Davies & Co.
Kobe, Japan, Frazar & Co.
Liverpool, Eng., Archer Baker, European Traffic Agent, 7 James St.
London, Eng., " " " " } 67, 68 King William St., E.C. and 30 Corkspur St., S. W.
Malta, Turnbull, Jr., & Somerville, correspondents.
Manchester, Eng., Archer Baker, European Traffic Agent, 105 Market St.
Melbourne, Australia, Huddart, Parker & Co.; Thos. Cook & Son.
Minneapolis, Minn., C. B. Hibbard, Gen'l Pass'r Agent, Soo-Pacific Route.
Montreal, Que., Wm. F. Egg, City Passenger Agent, 129 St. James St.
New York, N. Y., E. V. Skinner, General Eastern Agent, 353 Broadway.
Paris, France, Hernu, Peron & Co., Ticket Agents, 61 Boulevard Haussman.
Philadelphia, Pa., H. McMurtrie, Fr. & Pass. Agt., cor. Third & Chestnut Sts.
Quebec, Que., Geo. Duncan, Freight and Passenger Agent, 4 Fabrique St.
St. John, N. B., C. E. McPherson, Asst. Gen'l Pass. Agent, Chubb's Corner.
San Francisco, Cal., M. M. Stern, Dist. Frt. & Pass'r Agt., Chronicle Bldg.
Shanghai, China, Jardine, Matheson & Co.
Sydney, Australia, Burns Philp & Co.
Toronto, Ont., W. R. Callaway, District Passenger Agent, 1 King St., East.
Vancouver, B. C., G. McL. Brown, District Passenger Agent.
Victoria, B. C., G. L. Courtney, Freight and Pass'r Agent, Government St.
Winnipeg, Man., W. M. McLeod, City Ticket Agent, 471 Main St.
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Messrs. Thomas Cook & Son are agents for the Canadian Pacific Railway Company in all parts of the world.

The **International** Sleeping Car Co. are also agents for the Canadian Pacific Railway Company in the principal cities of Continental Europe.

D. McNICOLL, GENERAL PASSENGER AGENT, MONTREAL.
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LONGITUDE EAST 75 FROM GREENWICH
LONGITUDE WEST 105 FROM GREENWICH
AROUND THE WORLD
BY
CANADIAN PACIFIC
ROUTE
INDIAN OCEAN
PACIFIC OCEAN
ATLANTIC OCEAN
ARCTIC OCEAN
ARABIAN SEA
BAY OF BENGAL
CHINA SEA
BEHRING SEA
SEA OF OKHOTSK
YELLOW SEA
GULF OF ALASKA
HUDSON BAY
BAFFIN BAY
GULF OF MEXICO
CARIBBEAN SEA
NORTH SEA
BALTIC SEA
GULF OF ADEN
GULF OF SIAM
GULF OF TONKIN
GULF OF PERSIA
GREENLAND
DOMINION OF CANADA
UNITED STATES OF AMERICA
MEXICO
CENTRAL AMERICA
WEST INDIES
BRITISH ISLES
EUROPE
ASIA
AFRICA
AUSTRALIA
SUMATRA
JAVA
BORNEO
PHILIPPINE IDS.
HAWAIIAN OR SANDWICH IDS.
AZORES OR WESTERN IDS.
MAHE ARCHIPELAGO OR SEYCHELLES IDS.
NORTH POLE
EQUATOR
TROPIC OF CANCER
TROPIC OF CAPRICORN
"Eastbound" one day is gained, "Westbound" one day is lost.
"Vancouver to Honolulu 2410 miles; to Sydney 6824 miles."
"Penang to Colombo 1274 miles."
"Colombo to Aden 2092 miles."
Port Said 3370 miles.
COLOMBO
SINGAPORE
PENANG
MADRAS
CALCUTTA
BOMBAY
RANGOON
HONG KONG
CANTON
SHANGHAI
YOKOHAMA
TOKYO
VICTORIA
SAN FRANCISCO
NEW YORK
BOSTON
LONDON
ADEN
CAIRO
PYRAMIDS
TEHERAN
MECCA
KARTOOM
TRIPOLI
MADRID
VIENNA
ST. PETERSBURG
TIFLIS
ORENBURG
TASHKENT
SAMARKAND
KIEL
HAMBURG
PARIS
ROME
ATHENS
CONSTANTINOPLE
ALGIERS
ALEXANDRIA
ZANZIBAR
MOMBASA
ABYSSINIA
SOMALI LAND
GALLA COUNTRY
LIBYAN DESERT
TRIPOLI
BELUCHISTAN
PERSIA
ARABIA
ARABIAN DESERT
HADRAMAUT
SIBERIA
MANCHOORIA
MONGOLIA
TIBET
INDO-CHINA
SIAM
BURMAH
INDIA
CEYLON
MALDIVE ISLANDS
LACCADIVE ISLANDS
ANDAMAN ISLANDS
NICOBAR ISLANDS
NOVA ZEMBLA
FRANZ JOSEF LAND
SPITZBERGEN
ICELAND
JAN MAYEN I.
NEW SIBERIA
KURILE ISLANDS
SEYCHELLES
ALBIANTE IDS.
MAURITIUS
MADAGASCAR
CAPE TOWN
CAPE VERDE IDS.
CANARY IDS.
MADEIRA
GALAPAGOS ISLAND
COCOS IS.
CLIPPERTON I.
GALLEGO ID.
DUNCAN I.
SOCOTRA
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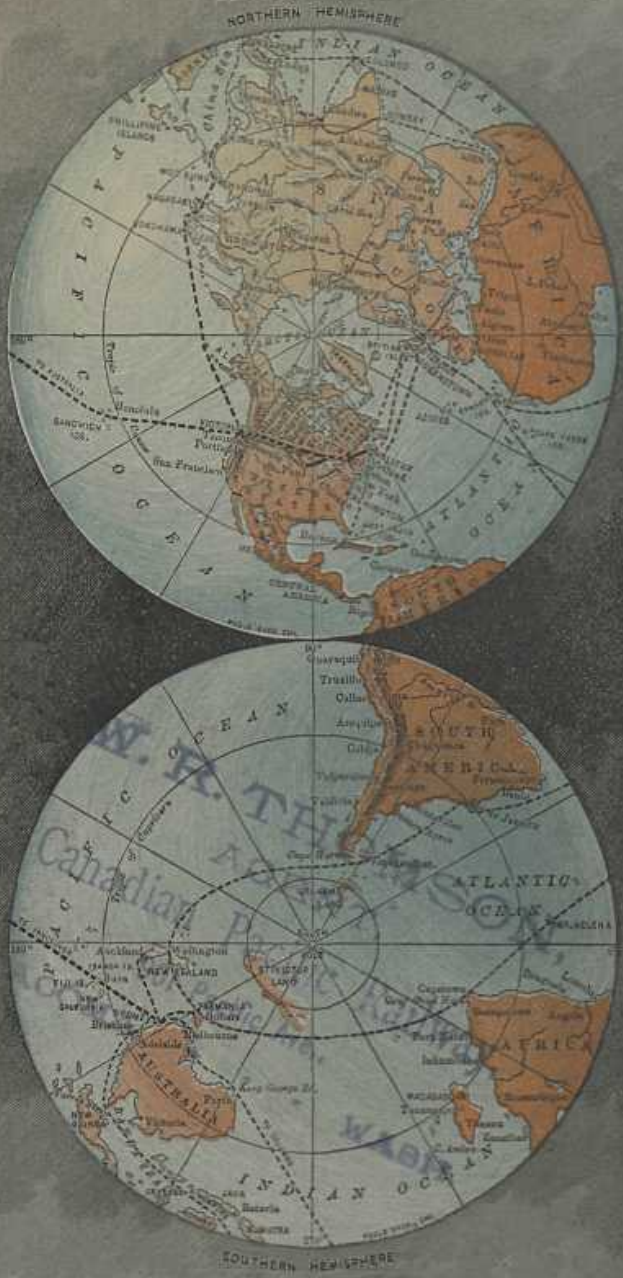
MAY, 1894.

AROUND THE WORLD



CANADIAN PACIFIC ROUTE

C. E. E. USSHER,
ASS'T GEN'L PASSENGER AGENT,

D. McNICOLL,
GEN'L PASSENGER AGENT,

MONTREAL.