CANADIAN PACIFIC

TO

JAPAN

10 DAYS

HONGKONG

17 DAYS

QUICKEST TIME ACROSS THE PACIFIC

CABIN FARES

T-P 34, FEBRUARY 15, 1924

CANCELLING T-P 33

CANADIAN PACIFIC

TO

SHANGHAI

14 DAYS

MANILA

21 DAYS

QUICKEST TIME ACROSS THE PACIFIC

CABIN FARES

T-P 34, FEBRUARY 15, 1924

CANCELLING T-P 33

First Class Fares—Empress of Canada

BETWEEN VANCOUVER OR VICTORIA AND ☞	Capacity	YOKOHAMA For 1 in Room	YOKOHAMA For 1½ in Room	YOKOHAMA For 2 in Room	YOKOHAMA Berth Rate	KOBE For 1 in Room	KOBE For 1½ in Room	KOBE For 2 in Room	KOBE Berth Rate	SHANGHAI For 1 in Room	SHANGHAI For 1½ in Room	SHANGHAI For 2 in Room	SHANGHAI Berth Rate	MANILA HONGKONG For 1 in Room	MANILA HONGKONG For 1½ in Room	MANILA HONGKONG For 2 in Room	MANILA HONGKONG Berth Rate
Deck B																	
		$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1, 2, 3, 4, 7, 8, 9, 10, 44, 45, 76, 77, 84, 85, 94, 95, 108, 109, 110, 111, 112, 114, 115, 117, 119, 121	3	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
5, 6, 22, 23, 46, 47, 48, 49, 78, 79, 80, 81 with bath ①	3	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
11, 12, 14, 15, 18, 19, 24, 25, 28, 29, 32, 33, 38, 39, 42, 43, 50, 51, 54, 55, 58, 59, 62, 63, 68, 69, 72, 73, 74, 75, 82, 83, 86, 87, 92, 93, 96, 97, 100, 101, 102, 103, 106, 107	2	400	450	600	300	411	466	622	311	450	519	692	346	485	563	750	375
16, 17, 20, 21, 26, 27, 30, 31, 34, 35, 52, 53, 56, 57, 60, 61, 64, 65, 98, 99, 104, 105 with private toilet ①	3	525	525	700	350	545	545	726	363	606	606	808	404	657	657	876	438
36-40, 37-41, 66-70, 67-71, 88-90, 89-91, Suites, bedroom, sitting room, bathroom ①	5	1320	1320	1320	②	1342	1342	1342	②	1472	1472	1472	②	1566	1566	1566	②
36, 37, 66, 67, 90, 91, with bath ①	3	720	870	1020	②	731	886	1042	②	796	969	1142	②	843	1030	1218	②
40, 41, 70, 71, 88, 89	2	600	750	900	②	611	766	922	②	676	849	1022	②	723	910	1098	②
Deck C																	
200, 204, 206, 210, 214, 218, 228, 232, 236, 240, 244, 248, 252, 256, 260, 264, 268, 272, 276, 280, 284	4	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
202, 208, 212, 216, 220, 230, 234, 238, 242, 246, 250, 254, 258, 262, 266, 270, 274, 278, 282, 286	3	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
222, 224, 226	1	400	....	....	....	411	....	....	....	450	....	....	....	485	....	....	....

① Fares based on two in a room. Charge minimum fare for each additional passenger.

② Separate berths will not be sold.

Children: Two years and under ten, berthed in room with parent or guardian, half minimum fare, except as provided for in table of fares.

Infants under two years, when not requiring separate berth, ten per cent of minimum fare. If berth desired, half fare

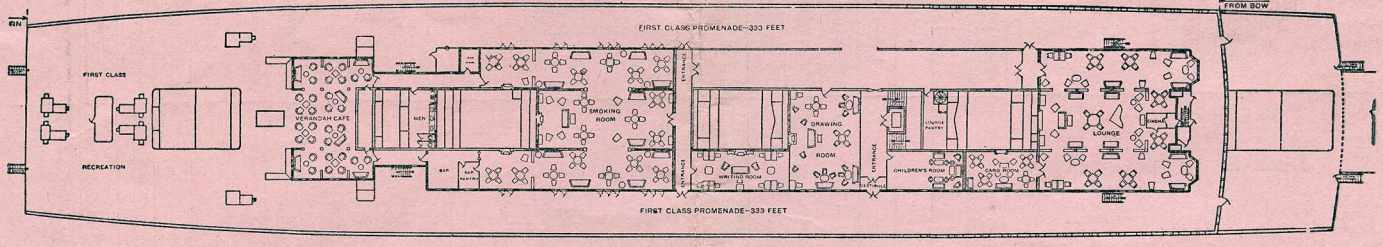
Second Class, Third Class, Asiatic Steerage and Servants' Fares on page 12.

Empress of Canada

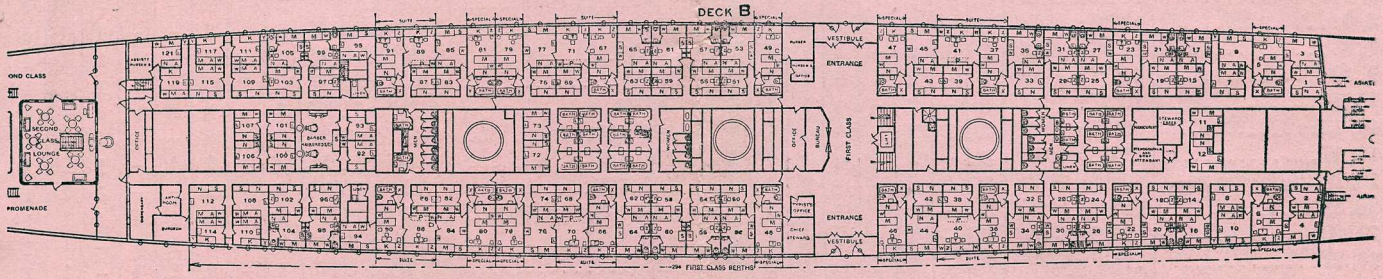
Geared Turbine—Twin Screws

Gross Register, 21,500 tons, Length, 644 feet; Breadth, 77½ feet

DECK A



DECK B



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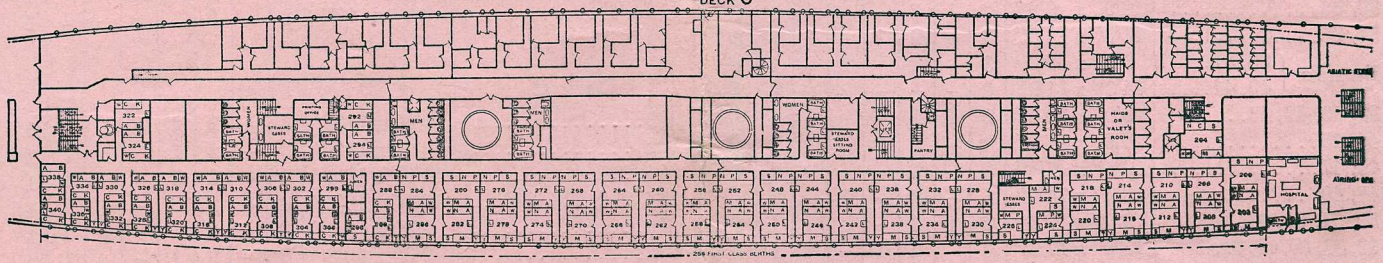

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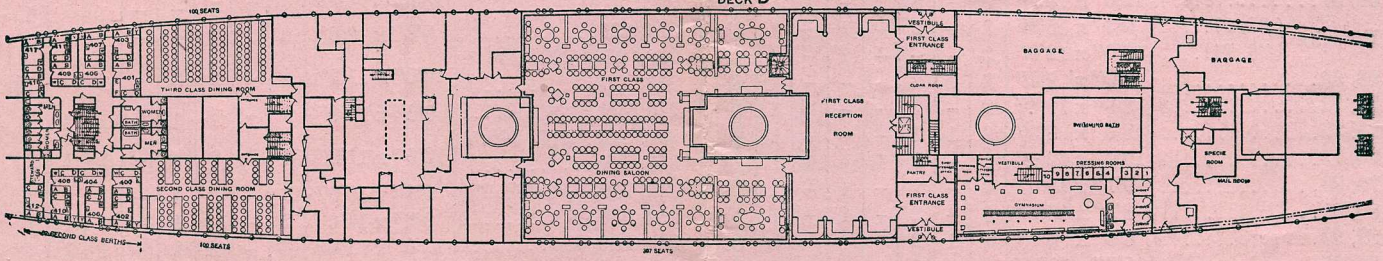
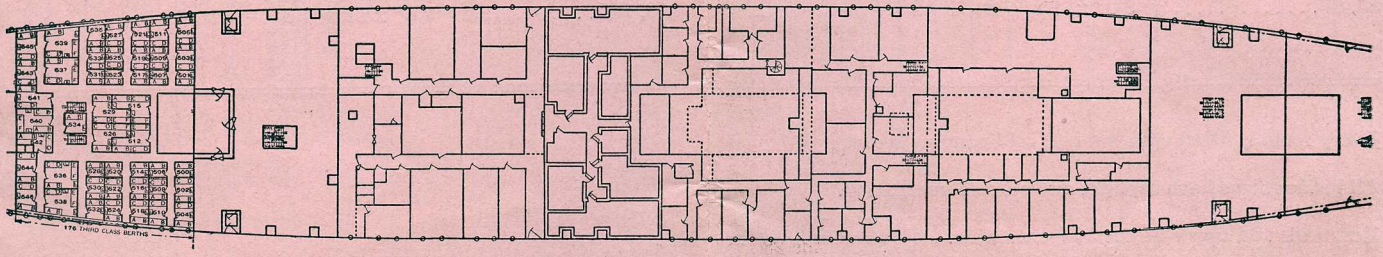


DECK E



A, C, E——Uppers	M, N——Bedstead	L——Lavatory	W——Wardrobe
B, D, F——Lowers	P——Extra Berth—Fitted if Required	T——Table	Y——Drawer
K——Sofa Berth	S——Sofa Seat	X——Trunk Space	Z——Dressing Table

All Inside Cabins on Deck B have Skylight and Outside Ventilation

〰〰——Portiere

Particulars of Rooms—Empress of Canada

Room	Size	Ordinary Capacity	Fitting for Additional Berths	Bedstead	Upper Berths	Sofa Berths	Sofa Seat	Wash-basin	Wardrobe
Deck B									
1, 2	10′3″ x 9′0″	3	–	2	1	–	1	1	1
3, 4	11′9″ x 10′0″	3	–	2	1	–	1	1	1
5, 6	10′3″ x 13′3″	3	–	2	–	1	–	1	1
7, 8	11′3″ x 9′0″	3	1	2	–	1	1	1	1†
9, 10	11′3″ x 11′0″	3	–	2	1	–	1	1	2
11, 12	10′3″ x 10′0″	2	–	2	–	–	1	1	1
14, 15	9′0″ x 10′3″	2	1	2	–	–	1	1	1
16, 17	11′6″ x 10′0″	3	–	2	1	–	1	1*	2
18, 19, 24, 25, 28, 29	9′3″ x 10′3″	2	1	2	–	–	1	1	1
20, 21	11′6″ x 10′3″	3	–	2	1	–	1	1*	2
22, 23	9′0″ x 14′6″	3	–	2	–	1	–	1	1
26, 27	11′6″ x 10′9″	3	–	2	1	–	1	1*	2
30, 31	11′6″ x 11′0″	3	–	2	1	–	1	1*	2
32, 33	8′9″ x 9′9″	2	1	2	–	–	1	1	1
34, 35	11′3″ x 11′6″	3	–	2	1	–	1	1*	2
En suite 36, 37	9′3″ x 15′3″	3	–	2	–	1	–	1	1
En suite 40, 41	14′3″ x 11′9″	2	–	–	–	2	–	1	2
38, 39, 42, 43	9′9″ x 10′0″	2	1	2	–	–	1	1	1
44, 45	10′6″ x 11′9″	3	–	2	1	–	1	1	1
46, 47	10′5″ x 15′3″	3	–	2	–	1	–	1	1
48, 49	8′9″ x 14′9″	3	–	2	–	1	–	1	1
50, 51, 62, 63	9′0″ x 9′3″	2	1	2	–	–	1	1	1
52, 53, 60, 61, 64, 65	11′6″ x 12′3″	3	–	2	1	–	1	1*	1
54, 55, 58, 59	10′6″ x 9′3″	2	1	2	–	–	1	1	1
56, 57	12′0″ x 12′3″	3	–	2	1	–	1	1*	2
En suite 66, 67	9′3″ x 15′3″	3	–	2	–	1	–	1	1
En suite 70, 71	10′9″ x 12′6″	2	–	–	–	2	–	1	1
68, 69	8′3″ x 9′3″	2	1	2	–	–	–	1	2
72, 73	8′9″ x 10′3″	2	–	2	–	–	–	1	1
74, 75	8′3″ x 9′3″	2	1	2	–	–	–	1	2
76, 77	10′9″ x 12′6″	3	–	2	1	–	1	1	1
78, 79	9′1″ x 15′6″	3	–	2	–	1	–	1	1
80, 81	8′7″ x 15′6″	3	–	2	–	1	–	1	1
82, 83	8′0″ x 9′0″	2	1	2	–	–	–	1	2
84, 85	10′9″ x 12′3″	3	–	2	1	–	1	1	1
86, 87	8′0″ x 9′3″	2	1	2	–	–	–	1	2

Room	Size	Ordinary Capacity	Fitting for Additional Berths	Bedstead	Upper Berths	Sofa Berths	Sofa Seat	Wash-basin	Wardrobe
Deck B—Cont'd									
En suite 88, 89	10′6″ x 12′0″	2	–	–	–	2	–	1	1
En suite 90, 91	9′3″ x 14′9″	3	–	2	–	1	–	1	1
92, 93, 100, 101	9′0″ x 10′0″	2	–	2	–	–	1	1	1
94, 95	11′6″ x 8′6″	3	–	2	1	–	1	1	1
96, 97	10′3″ x 9′6″	2	1	2	–	–	1	1	1
98, 99	11′9″ x 11′3″	3	–	2	1	–	1	1*	2
102, 103	10′6″ x 9′6″	2	1	2	–	–	1	1	1
104, 105	11′9″ x 11′0″	3	–	2	1	–	1	1*	2
106, 107	8′6″ x 10′0″	2	–	2	–	–	1	1	1
108, 109, 112, 115	12′0″ x 10′9″	3	1	2	1	–	1	1	1†
110, 111	9′3″ x 9′3″	3	–	2	1	–	–	1	1
114, 117	9′3″ x 8′6″	3	–	1	1	1	–	1	1
119	9′3″ x 9′9″	3	–	1	1	1	–	1	1†
121	9′0″ x 9′0″	3	–	2	1	–	–	1	1
Deck C									
200	11′6″ x 11′0″	4	–	2	2	–	1	1	1†
202	9′0″ x 11′3″	3	–	2	1	–	1	1	1
204	14′0″ x 12′3″	4	–	2	2	–	1	1	1
206, 210, 214, 218	12′0″ x 10′3″	4	–	2	2	–	1	1	1†
208	9′3″ x 9′9″	3	–	2	1	–	1	1	1
212	9′6″ x 10′3″	3	–	2	1	–	1	1	1
216, 220	9′3″ x 11′0″	3	–	2	1	–	1	1	1
222	10′6″ x 8′6″	1	1	1	–	–	1	1	1
224, 226	8′3″ x 8′0″	1	1	1	–	–	1	1	1
228, 240, 260, 264, 268, 272	12′0″ x 11′3″	4	–	2	2	–	1	1	1†
230, 234, 238, 242	9′6″ x 10′6″	3	–	2	1	–	1	1	1
232, 236, 244, 248, 252, 256	12′0″ x 11′6″	4	–	2	2	–	1	1	1†
246, 250, 254, 258, 266	9′6″ x 10′9″	3	–	2	1	–	1	1	1
262, 270, 274	9′6″ x 11′0″	3	–	2	1	–	1	1	1
276, 280, 284	12′0″ x 11′0″	4	–	2	2	–	1	1	1†
278	9′6″ x 11′6″	3	–	2	1	–	1	1	1
282, 286	9′6″ x 11′3″	3	–	2	1	–	1	1	1

Every room is fitted with hot and cold running water.

All inside rooms have skylight and outside ventilation.

Bedsteads and upper berths 30 inches wide. Sofa berths 28 inches wide.

*Private lavatory and W.C. connected with the cabin.

†These rooms have passage 2′6″ wide fitted with drawers, running from cabin to porthole.

First Class Fares—Empress of Australia

BETWEEN VANCOUVER OR VICTORIA AND	Capacity	YOKOHAMA For 1 in Room	YOKOHAMA For 1½ in Room	YOKOHAMA For 2 in Room	YOKOHAMA Berth Rate	KOBE For 1 in Room	KOBE For 1½ in Room	KOBE For 2 in Room	KOBE Berth Rate	SHANGHAI For 1 in Room	SHANGHAI For 1½ in Room	SHANGHAI For 2 in Room	SHANGHAI Berth Rate	MANILA HONGKONG For 1 in Room	MANILA HONGKONG For 1½ in Room	MANILA HONGKONG For 2 in Room	MANILA HONGKONG Berth Rate
		$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Deck A																	
1, 2, with bath ①	3	675	675	900	②	692	692	922	②	767	767	1022	②	825	825	1100	②
Deck B																	
100, 101, 157, 161, with bath	2	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
102, 103, 138, 141	1	400	....	....	....	411	....	....	....	450	....	....	....	500	....	....	....
106, 107 ①	3	525	525	700	350	542	542	722	361	594	594	792	396	638	638	850	425
108, 109	1	450	....	....	....	466	....	....	....	519	....	....	....	562	....	....	....
108, 109 with bath	1	600	....	....	....	622	....	....	....	692	....	....	....	750	....	....	....
110, 111	2	525	525	700	350	542	542	722	361	594	594	792	396	638	638	850	425
110, 111 with bath	2	675	675	900	②	692	692	922	②	767	767	1022	②	825	825	1100	②
104, 105, 112, 114, 115, 116, 117, 119, 136, 139, 144, 149, 152, 156, 157, 159, 161	2	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
118, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 135, 160, 163	1	400	....	....	....	411	....	....	....	450	....	....	....	500	....	....	....
134, 137 ①	3	495	495	660	330	512	512	682	341	564	564	752	376	608	608	810	405
140-142-146; 145-147-151—Suites, bed-room, sitting-room, dining-room, bath-room, trunk-room	2	1620	1620	1620	②	1642	1642	1642	②	1772	1772	1772	②	1866	1866	1866	②
143, 154, 158	1	330	....	....	....	336	....	....	....	380	....	....	....	415	....	....	....
150, 155 ①	3	495	495	660	330	512	512	682	341	564	564	752	376	608	608	810	405
148, 153 with bath ①	3	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
Deck C																	
200, 201, 204, 205	2	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
202, 203	1	350	....	....	....	361	....	....	....	400	....	....	....	435	....	....	....
202, 203 with bath	1	500	....	....	....	511	....	....	....	575	....	....	....	620	....	....	....
204, 205 with bath	2	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
206, 207, 210, 211 212, 215, 220, 223, 224, 227, 229 ①	3	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
206, 207, 210, 211 with bath ①	3	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
208, 209, 226, 228	2	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
214, 217 ①	3	480	480	640	320	497	497	662	331	549	549	732	366	593	593	790	395
216-218, 219-221 — Suites, bed-room, sitting-room, bath-room, trunk-room ①③	3	1320	1320	1320	②	1342	1342	1342	②	1472	1472	1472	②	1566	1566	1566	②
222, 225, 231	1	350	....	....	....	361	....	....	....	400	....	....	....	450	....	....	....
Deck D																	
300, 304, 305, 309, 310, 317 with bath	2	550	550	750	②	570	570	780	②	645	645	875	②	710	710	900	②
300, 301, 302, 304, 305, 306, 307, 308, 309, 311, 312, 315, 319, 320, 322, 324, 327, 328, 329, 331, 334, 341	2	450	450	600	300	466	466	622	311	519	519	642	346	563	563	750	375
303, 336, 343 ①	3	465	465	620	310	482	482	642	321	534	534	712	356	578	578	770	385
337 with bath ①	3	600	600	800	②	622	622	830	②	692	692	922	②	750	750	1000	②
314, 318, 321, 325, 339	2	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
316, 323, 326, 330, 333 ①	3	495	578	660	330	512	597	682	341	564	658	752	376	608	709	810	405
332	1	400	....	....	....	411	....	....	....	450	....	....	....	500	....	....	....
335	1	350	....	....	....	361	....	....	....	400	....	....	....	450	....	....	....
Deck E																	
400, 401, 450, 453, 469, 470, 473, 474, 477, 481	1	330	....	....	....	341	....	....	....	380	....	....	....	415	....	....	....
402, 403, 404, 405, 406, 407, 408, 409, 412, 414, 415, 417, 418, 421, 424, 426, 427, 428, 429, 431, 432, 435, 436, 438, 439, 441, 442, 445, 446, 448, 449, 451, 452, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 465, 466, 471, 472, 475, 476, 478, 479, 483, 485	2	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
410, 411 430, 433, 434, 437, 444, 447, 480, 487	1	375	....	....	....	386	....	....	....	430	....	....	....	480	....	....	....
420, 422, 423, 425, 440, 443, 464, 467	3	450	450	600	300	466	466	622	311	519	519	692	346	563	563	750	375
468 with bath	2	550	550	750	②	570	570	780	②	645	645	875	②	710	710	900	②

① Fare based on two in a room. Charge minimum for each additional passenger.
② Separate berths will not be sold.
③ Suite includes single-berth servant's room, for which, if occupied by servant, add regular servant's fare to the above rate.

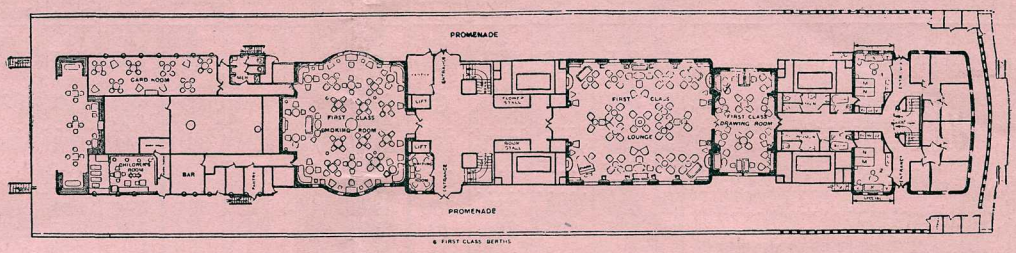
Children: Two years and under ten, berthed in room with parent or guardian, half minimum fare, except as provided for in table of fares.
Infants under two years, when not requiring separate berth, ten per cent. of minimum fare. If berth desired, half fare.
Second Class, Third Class, Asiatic Steerage and Servants' Fares, shown on page 12.

Empress of Australia

Geared Turbine—Twin Screws

Gross Register, 21,850 tons, Length, 588 feet; Breadth, 75 feet

DECK A



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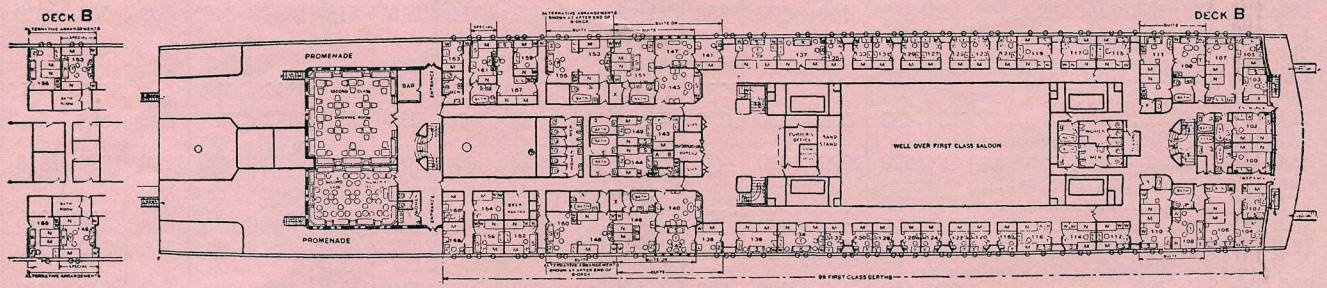

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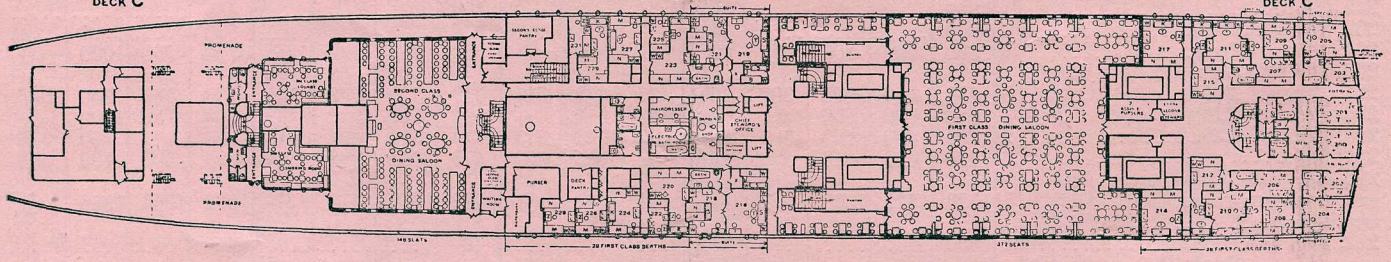

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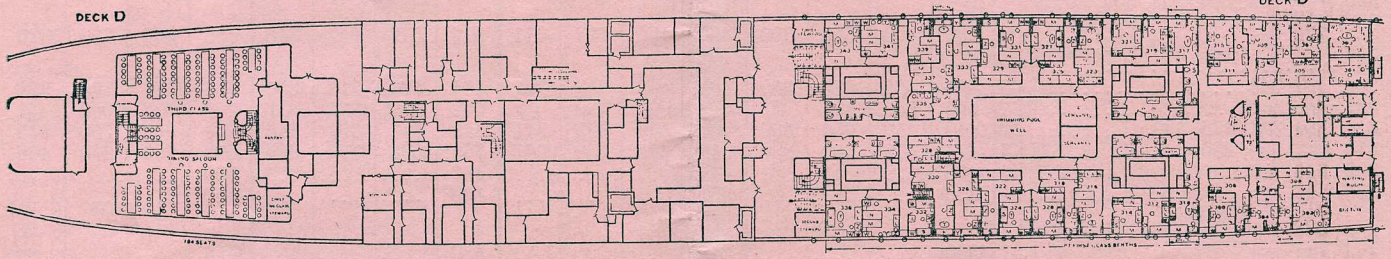
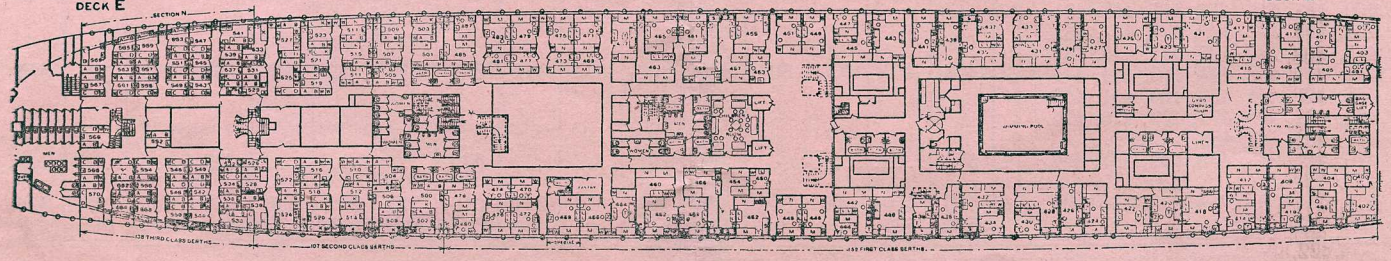


DECK E



A, C, E——Uppers	M, N——Bedstead	T——Table	Y——Drawer
B, D, F——Lowers	S——Sofa Seat	X——Trunk Space	Z——Dressing Table
K——Sofa Berth	L——Lavatory	W——Wardrobe	

Particulars of Rooms—Empress of Australia

Room	Size	Capacity	Bedsteads	Sofa Berths	Sofa Seats	Wash-basin	Wardrobe
Deck A							
1, 2	12′ 9″ x 19′ 0″	3	2	1	–	2	3
Deck B							
100, 101	12′ 11″ x 8′ 11″	2	2	–	1	1	2
102, 103	8′ 6″ x 10′ 11″	1	1	–	1	1	1
104, 105	9′ 5″ x 9′ 6″	2	1	1	–	1	1
106, 107	10′ 0″ x 21′ 0″	3	2	1	–	2	2
108, 109	11′ 1″ x 12′ 9″	1	1	–	–	1	2
110, 111	10′ 2″ x 19′ 1″	2	2	–	1	1	2
112, 114, 115, 116, 117, 119	11′ 1″ x 10′ 1″	2	2	–	1	2	1
118, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 135	6′ 7″ x 10′ 1″	1	1	–	–	1	1
134, 137	16′ 2″ x 10′ 1″	3	2	1	–	2	2
136, 139	13′ 6″ x 10′ 1″	2	2	–	1	2	2
138, 141	8′ 1″ x 10′ 1″	1	1	–	–	1	1
Suite 140	15′ 6″ x 10′ 2″	1	1	–	–	1	2
Suite 142	15′ 6″ x 10′ 2″	–	–	–	1	–	–
Suite 146	14′ 0″ x 14′ 2″	2	2	–	1	1	2
143	8′ 1″ x 10′ 11″	1	1	–	–	1	1
144	12′ 10″ x 9′ 9″	2	2	–	1	2	2
Suite 145	15′ 6″ x 10′ 1″	1	1	–	–	–	2
Suite 147	13′ 0″ x 10′ 6″	–	–	–	1	–	–
Suite 151	14′ 3″ x 14′ 8″	2	2	–	1	1	2
148	11′ 6″ x 14′ 4″	3	2	1	–	2	2
149	12′ 9″ x 9′ 9″	2	2	–	1	2	2
150	11′ 0″ x 14′ 4″	3	2	1	–	2	1
152	11′ 3″ x 11′ 4″	2	2	–	–	2	1
153	11′ 6″ x 14′ 5″	3	2	1	–	2	2
154	10′ 3″ x 9′ 8″	1	1	–	–	1	1
155	11′ 2″ x 14′ 5″	3	2	1	–	2	1
156	10′ 4″ x 11′ 6″	2	2	–	1	2	1
157	13′ 4″ x 8′ 7″	2	2	–	1	2	1
158, 160	7′ 5″ x 10′ 6″	1	1	–	–	1	1
159	8′ 0″ x 12′ 6″	2	2	–	–	2	2
161	9′ 0″ x 14′ 6″	2	2	–	1	1	2
163	6′ 6″ x 9′ 10″	1	1	–	–	1	1
Deck C							
200, 201	13′ 0″ x 9′ 0″	2	2	–	–	2	1
202, 203	9′ 8″ x 8′ 0″	1	1	–	1	1	1
204, 205	13′ 8″ x 11′ 3″	2	2	–	1	2	2
206, 207	13′ 1″ x 8′ 11″	3	2	1	–	2	1
208, 209	10′ 5″ x 11′ 8″	2	2	–	–	2	1
210, 211	13′ 11″ x 14′ 3″	3	2	1	–	2	2
212, 215	11′ 2″ x 10′ 7″	3	2	1	–	2	1
214, 217	13′ 4″ x 14′ 8″	3	2	1	–	2	2
Suite 216	14′ 4″ x 14′ 6″	1	1	–	–	1	2
Suite 218	12′ 3″ x 14′ 4″	2	2	–	1	1	2
Suite 219	14′ 4″ x 14′ 6″	1	1	–	–	1	2
Suite 221	12′ 3″ x 14′ 9″	2	2	–	1	1	1
220	13′ 1″ x 10′ 6″	3	2	–	1	2	1
222	6′ 7″ x 11′ 8″	1	1	–	–	1	1
223	13′ 1″ x 10′ 6″	3	2	1	–	2	1
224	10′ 10″ x 14′ 7″	3	2	1	–	2	1
225	6′ 7″ x 11′ 6″	1	1	–	–	1	1
226	10′ 11″ x 11′ 7″	2	2	–	–	2	1
227	11′ 1″ x 14′ 7″	3	2	1	–	2	1
228	10′ 4″ x 11′ 6″	2	2	–	–	2	1
229	10′ 0″ x 9′ 9″	3	2	1	–	2	1
231	7′ 11″ x 11′ 6″	1	1	–	–	1	1
Deck D							
300	11′ 7″ x 9′ 0″	2	–	1	–	2	1
301	13′ 7″ x 8′ 2″	2	2	–	–	2	2
302	12′ 8″ x 11′ 10″	2	2	–	1	2	1
303	13′ 8″ x 11′ 3″	3	2	–	1	2	2
304	9′ 6″ x 13′ 2″	2	2	–	–	2	1
305	13′ 9″ x 9′ 0″	2	2	–	1	2	1
306	13′ 4″ x 7′ 9″	2	2	–	1	2	1
307	9′ 2″ x 11′ 10″	2	2	–	–	2	2
308	8′ 7″ x 13′ 9″	2	2	–	–	2	2
309	9′ 5″ x 13′ 2″	2	2	–	–	2	1
310	10′ 2″ x 15′ 0″	2	2	–	2	1	2
311	13′ 3″ x 7′ 9″	2	2	–	1	2	1
312	9′ 4″ x 15′ 1″	2	2	–	1	2	2
314	9′ 10″ x 12′ 5″	2	2	–	1	2	1
315	8′ 7″ x 13′ 9″	2	2	–	–	2	2
316	8′ 0″ x 21′ 6″	3	2	1	–	2	2
317	10′ 2″ x 15′ 0″	2	2	–	1	1	2
318	13′ 3″ x 7′ 9″	2	2	–	1	2	1
Deck D—Cont'd							
319	9′ 4″ x 15′ 1″	2	2	–	1	2	2
320	10′ 7″ x 13′ 9″	2	2	–	1	2	1
321	9′ 10″ x 12′ 5″	2	2	–	1	2	1
322	13′ 5″ x 7′ 10″	2	2	–	1	2	1
323	8′ 0″ x 21′ 6″	3	2	1	–	2	2
324	10′ 7″ x 13′ 8″	2	2	–	1	2	1
325	13′ 4″ x 7′ 9″	2	2	–	1	2	1
326, 333	9′ 6″ x 21′ 6″	3	2	1	–	2	2
327	10′ 10″ x 13′ 8″	2	2	–	1	2	1
328	17′ 1″ x 8′ 11″	2	2	–	–	2	1
329	13′ 5″ x 7′ 6″	2	2	–	1	2	1
330	14′ 1″ x 9′ 2″	3	2	1	–	2	1
331	10′ 7″ x 13′ 9″	2	2	–	1	2	1
332	7′ 10″ x 11′ 5″	1	–	–	1	1	2
333	9′ 6″ x 21′ 6″	3	2	1	–	2	2
334	12′ 10″ x 12′ 5″	2	2	–	–	2	2
335	8′ 3″ x 8′ 9″	1	1	–	–	1	1
336	11′ 2″ x 15′ 2″	3	2	1	–	2	1
337	14′ 3″ x 11′ 0″	3	2	1	–	2	2
339	14′ 5″ x 14′ 5″	2	2	–	1	2	1
341	12′ 10″ x 12′ 4″	2	2	–	–	2	2
343	11′ 3″ x 15′ 3″	3	2	1	–	2	1
Deck E							
400, 401	7′ 11″ x 6′ 7″	1	1	–	–	1	1
402	8′ 6″ x 13′ 7″	2	2	–	–	2	1
403	9′ 2″ x 13′ 4″	2	2	–	–	2	1
404	10′ 9″ x 8′ 9″	2	2	–	1	2	1
405	10′ 6″ x 8′ 9″	2	2	–	1	2	1
406	8′ 3″ x 12′ 4″	2	2	–	–	2	2
407	8′ 3″ x 12′ 0″	2	2	–	–	2	2
408, 409	10′ 0″ x 10′ 10″	2	2	–	1	2	1
410, 411	6′ 10″ x 10′ 6″	1	1	–	–	1	1
412	13′ 0″ x 8′ 6″	2	2	–	1	2	1
414	9′ 0″ x 13′ 0″	2	2	–	–	1	2
415	13′ 1″ x 8′ 9″	2	2	–	1	2	1
417	9′ 3″ x 13′ 4″	2	2	–	–	1	2
418	12′ 6″ x 15′ 0″	2	2	–	–	2	3
420	10′ 3″ x 15′ 3″	3	2	1	–	2	1
421	12′ 6″ x 15′ 0″	2	2	–	–	2	3
422	12′ 0″ x 12′ 6″	3	2	1	–	2	2
423	9′ 6″ x 15′ 0″	3	2	1	–	2	2
424	8′ 5″ x 17′ 0″	2	2	–	–	2	2
425	12′ 1″ x 12′ 9″	3	2	1	–	2	2
426	7′ 5″ x 17′ 0″	2	2	–	–	2	2
427	7′ 9″ x 17′ 0″	2	2	–	–	2	2
428	14′ 2″ x 8′ 9″	2	2	–	1	2	1
429, 436	7′ 6″ x 17′ 0″	2	2	–	–	2	2
430, 433	8′ 6″ x 8′ 3″	1	1	–	–	1	1
431	14′ 2″ x 8′ 8″	2	2	–	1	2	1
432, 435	14′ 4″ x 8′ 9″	2	2	–	1	2	1
434, 437	8′ 9″ x 8′ 2″	1	–	–	–	1	1
438	6′ 8″ x 11′ 10″	2	1	1	–	1	1
439	7′ 4″ x 17′ 0″	2	2	–	–	2	2
440	10′ 3″ x 15′ 8″	3	2	1	–	2	1
441	7′ 9″ x 17′ 0″	2	2	–	–	2	2
442, 445	13′ 2″ x 8′ 7″	2	2	–	1	2	2
443	10′ 2″ x 15′ 7″	3	2	1	–	2	1
444, 447	8′ 3″ x 6′ 10″	1	1	–	–	1	1
446	7′ 7″ x 12′ 6″	2	2	–	–	2	2
448, 451	7′ 11″ x 12′ 4″	2	2	–	–	2	2
449	7′ 6″ x 12′ 3″	2	2	–	–	2	2
450	6′ 11″ x 9′ 5″	1	1	–	–	1	1
452	11′ 0″ x 12′ 9″	2	2	–	1	2	1
453	6′ 11″ x 9′ 5″	1	1	–	–	1	1
454, 457	9′ 7″ x 9′ 4″	2	2	–	1	2	1
455	11′ 2″ x 12′ 9″	2	2	–	1	2	1
456	12′ 2″ x 9′ 3″	2	2	–	1	2	1
458	10′ 2″ x 12′ 9″	2	2	–	–	2	1
459	12′ 3″ x 9′ 4″	2	2	–	1	2	1
460, 463	13′ 0″ x 9′ 4″	2	2	–	1	2	1
461, 462, 465	10′ 3″ x 12′ 10″	2	2	–	–	2	1
464	8′ 7″ x 15′ 6″	3	2	1	–	2	2
466	10′ 6″ x 13′ 2″	2	2	–	–	2	1
467	8′ 4″ x 15′ 6″	3	2	1	–	2	1
468	10′ 7″ x 13′ 2″	2	2	–	–	2	1
469, 470	9′ 3″ x 6′ 11″	1	1	–	–	1	1
471, 475	9′ 3″ x 12′ 6″	2	2	–	–	2	2
472	9′ 3″ x 12′ 3″	2	2	–	–	2	2
473, 477, 481	9′ 4″ x 6′ 10″	1	1	–	–	1	1
474	9′ 3″ x 6′ 7″	1	1	–	–	1	1
476, 479, 483	9′ 4″ x 12′ 3″	2	2	–	–	2	2
478, 485	10′ 7″ x 8′ 7″	2	2	–	1	2	1
480, 487	6′ 9″ x 8′ 3″	1	1	–	–	1	1

First Class Fares—Empress of Russia and Empress of Asia

BETWEEN VANCOUVER OR VICTORIA AND	Capacity	YOKOHAMA						KOBE						NAGASAKI					
		For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate
Upper Promenade A		$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1, 2, 7, 8	2	450	450	600	....	....	300	466	466	622	....	....	311	501	501	668	....	....	334
3, 4, 5, 6	1	400	....	....	....	....	....	410	....	....	....	....	....	435	....	....	....	....	....
9, 10	3	480	480	640	790	940	320	495	495	660	815	971	330	530	530	708	875	1042	354
9, 10 with bath	3	600	600	800	950	1100	②	622	622	830	985	1141	②	650	650	868	1035	1202	②
11 with bath	1	600	....	....	....	....	....	622	....	....	....	....	....	650	....	....	....	....	....
12 with bath	2	600	600	800	....	....	....	622	622	830	....	....	....	650	650	868	....	....	....
16-18 suite with bath	3	1320	1320	1320	1470	1620	②	1342	1342	1342	1497	1653	②	1388	1388	1388	1555	1722	②
23-25 suite with bath	3	1320	1320	1320	1470	1620	②	1342	1342	1342	1497	1653	②	1388	1388	1388	1555	1722	②
16, 23 with bath	2	720	870	1020	....	....	②	731	886	1042	....	....	②	754	921	1088	....	....	②
14, 15	2	480	480	640	....	....	320	495	495	662	....	....	331	530	530	708	....	....	354
18, 25	1	600	....	....	....	....	....	611	....	....	....	....	....	634	....	....	....	....	....
20, 27	3	480	560	640	790	940	320	495	580	660	815	971	330	530	619	708	875	1042	354
17, 19, 21, 22, 24, 26, 28, 29, 30, 31, 33, 35, 37	3	450	525	600	750	900	300	466	544	622	777	933	311	501	585	668	835	1002	334
Lower Promenade B																			
100, 101, 106, 107	2	450	450	600	....	....	300	466	466	622	....	....	311	501	501	668	....	....	334
102, 103, 104, 105, 110, 111, 112, 114, 115, 116, 117, 118, 119, 121, 122, 124, 125, 127, 132, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 155	3	450	525	600	750	900	300	466	544	622	777	933	311	501	585	668	835	1002	334
109, 120, 123, 130, 133	3	480	560	640	790	940	320	495	580	660	815	971	330	530	619	708	875	1042	354
126-128 suite with bath ①	4	1320	1320	1320	1470	1620	②	1342	1342	1342	1497	1653	②	1388	1388	1388	1555	1722	②
129-131 suite with bath ①	4	1320	1320	1320	1470	1620	②	1342	1342	1342	1497	1653	②	1388	1388	1388	1555	1722	②
126, 129 with bath	2	720	870	1020	....	....	②	731	886	1042	....	....	②	754	921	1088	....	....	②
128, 131	2	600	750	900	....	....	②	611	766	922	....	....	②	634	801	968	....	....	②
146, 148, 149, 151 with bath	3	600	600	800	950	1100	②	622	622	830	986	1141	②	663	663	885	1052	1219	②
Saloon Deck C																			
200, 201, 206, 207	4	450	450	600	750	900	300	466	466	622	777	933	311	501	501	668	835	1002	334
202, 203, 204, 205, 209	3	450	450	600	750	900	300	466	466	622	777	933	311	501	501	668	835	1002	334
Upper Deck D																			
302, 304, 308, 310, 312, 316, 318, 324, 326, 328, 332, 334, 340, 342, 348, 350	3	450	450	600	750	900	300	466	466	622	777	933	311	501	501	668	835	1002	334
306, 314, 320, 322, 330, 336, 338, 344, 346, 352	4	450	450	600	750	900	300	466	466	622	777	933	311	501	501	668	835	1002	334

① Fares based on two in a room. Charge minimum fare for each additional passenger.
② Separate berths will not be sold.
Children: two years and under ten, berthed in room with parent or guardian, half minimum fare, except as provided for in table of fares.
Infants under two years, when not requiring separate berth, ten per cent. of minimum fare. If berth desired, half fare.
Second Class, Third Class, Asiatic Steerage and Servants' Fares on page 12.

First Class Fares—Empress of Russia and Empress of Asia

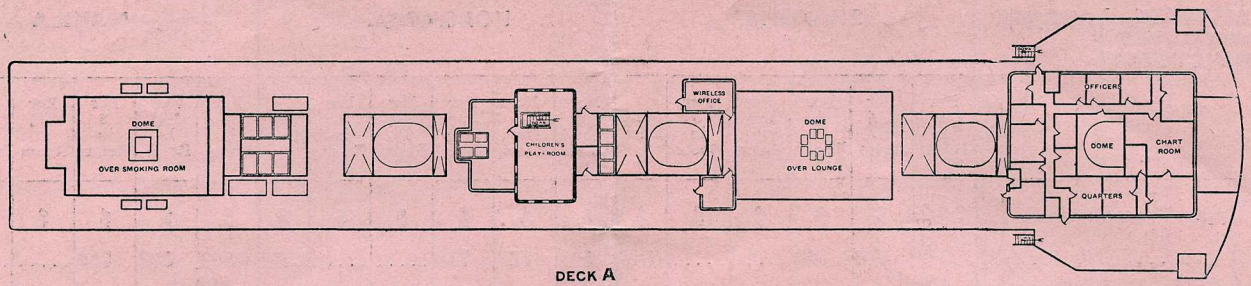
BETWEEN VANCOUVER OR VICTORIA AND	Capacity	SHANGHAI						HONGKONG						MANILA					
		For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	For 3 in Room	Berth Rate
Upper Promenade A		$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1, 2, 7, 8	2	519	519	692	....	....	346	563	563	750	....	....	375	563	563	750	....	....	375
3, 4, 5, 6	1	450	....	....	....	....	....	485	....	....	....	....	....	485	....	....	....	....	....
9, 10	3	555	555	740	913	1086	370	608	608	810	987	1185	405	608	608	810	987	1185	405
9-10 with bath	3	692	692	922	1095	1268	②	750	750	1000	1188	1375	②	750	750	1000	1188	1375	②
11 with bath	1	692	....	....	....	....	....	750	....	....	....	....	....	750	....	....	....	....	....
12 with bath	2	692	692	922	....	....	....	750	750	1000	....	....	....	750	750	1000	....	....	....
16-18 suite with bath	3	1472	1472	1472	1645	1818	②	1566	1566	1566	1753	1941	②	1566	1566	1566	1753	1941	②
23-25 suite with bath	3	1472	1472	1472	1645	1818	②	1566	1566	1566	1753	1941	②	1566	1566	1566	1753	1941	②
16, 23 with bath	2	796	969	1142	....	....	②	843	1030	1218	....	....	②	843	1030	1218	....	....	②
14, 15	2	555	555	740	....	....	370	608	608	810	....	....	405	608	608	810	....	....	405
18, 25	1	676	....	....	....	....	....	723	....	....	....	....	....	723	....	....	....	....	....
20, 27	3	555	555	740	913	1086	370	608	608	810	987	1185	405	608	608	810	987	1185	405
17, 19, 21, 22, 24, 26, 28, 29, 30, 31, 33, 35, 37	3	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375
Lower Promenade B																			
100, 101, 106, 107	2	519	519	692	....	....	346	563	563	750	....	....	375	563	563	750	....	....	375
102, 103, 104, 105, 110, 111, 112, 114, 115, 116, 117, 118, 119, 121, 122, 124, 125, 127, 132, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 155.	3	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375
109, 120, 123, 130, 133	3	555	555	740	913	1086	370	608	608	810	987	1185	405	608	608	810	987	1185	405
126-128 suite with bath ①	4	1472	1472	1472	1645	1818	②	1566	1566	1566	1753	1941	②	1566	1566	1566	1753	1941	②
129-131 suite with bath ①	4	1472	1472	1472	1645	1818	②	1566	1566	1566	1753	1941	②	1566	1566	1566	1753	1941	②
126, 129 with bath	2	796	969	1142	....	....	②	843	1030	1218	....	....	②	843	1030	1218	....	....	②
128, 131	2	676	849	1022	....	....	②	723	910	1098	....	....	②	723	910	1098	....	....	②
146, 148, 149, 151 with bath	3	692	692	922	1095	1268	②	750	750	1000	1188	1375	②	750	750	1000	1188	1375	②
Saloon Deck C																			
200, 201, 206, 207	4	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375
202, 203, 204, 205, 209	3	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375
Upper Deck D																			
302, 304, 308, 310, 312, 316, 318, 324, 326, 328, 332, 334, 340, 342, 348, 350	3	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375
306, 314, 320, 322, 330, 336, 338, 344, 346, 352.	4	519	519	692	865	1038	346	563	563	750	937	1125	375	563	563	750	937	1125	375

① Fares based on two in a room. Charge minimum fare for each additional passenger.
② Separate berths will not be sold.
Children: two years and under ten, berthed in room with parent or guardian, half minimum fare, except as provided for in table of fares.
Infants under two years, when not requiring separate berth, ten per cent. of minimum fare. If berth desired, half fare.
Second Class, Third Class, Asiatic Steerage and Servants' Fares on page 12.

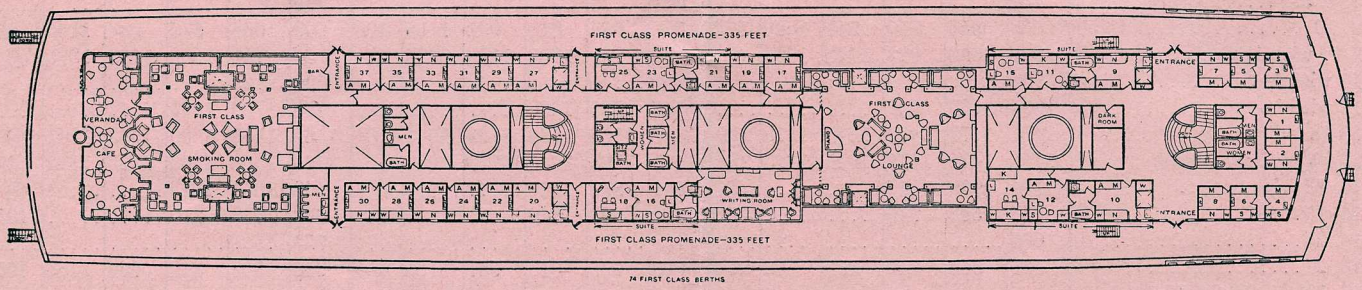
Empress of Russia and Empress of Asia

Turbine Engines Quadruple Screws

Gross Register, 16,850 tons; Length, 590 feet; Breadth, 68 feet



DECK A



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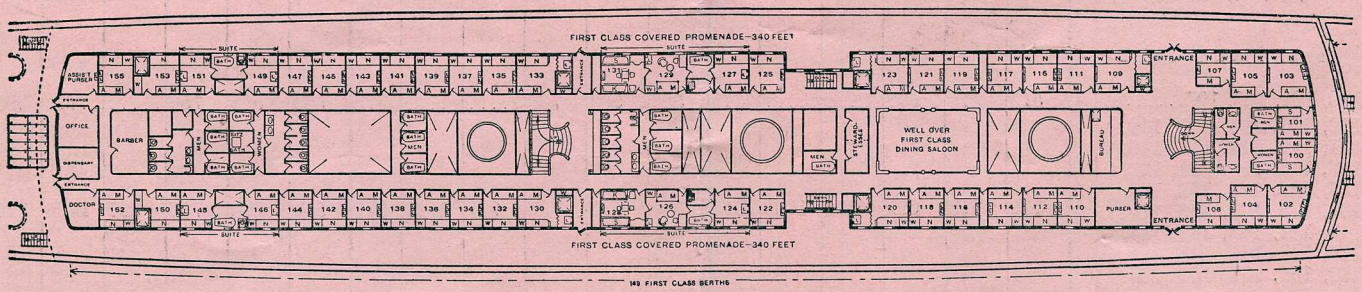

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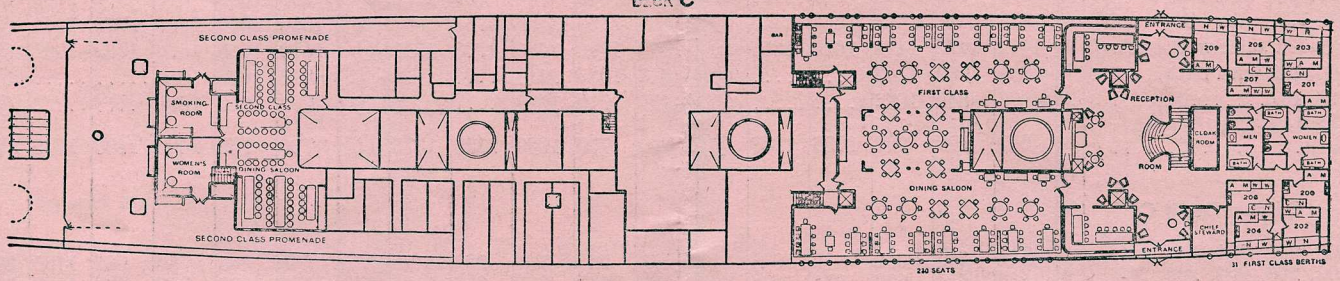

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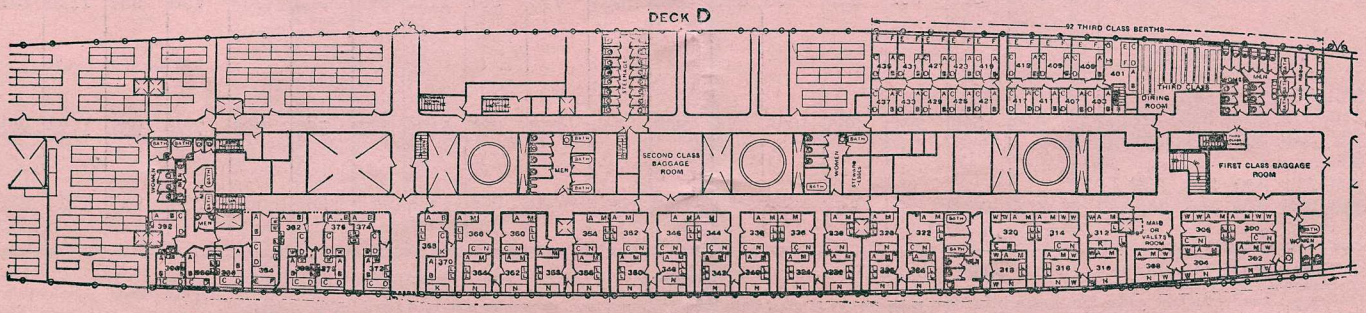

A-C—Folding Upper Berth
Odd Numbers on Port Side

M. N.—Bedstead Berth

K—Sofa Berth

Particulars of Rooms—Empress of Russia and Empress of Asia

Room	Size	Capacity	Bedstead	Upper Berth	Sofa Berth	Wardrobe	Wash Stand
Upper Promenade A							
1, 2	9′ 2″ x 8′ 1″	2	2	–	–	1	1 Single
3, 4	6′ 6″ x 8′ 4″	1	1	–	–	1	1 Single
5, 6	6′ 9″ x 8′ 4″	1	1	–	–	1	1 Single
7, 8	9′ 5″ x 8′ 4″	2	2	–	–	1	1 Single
9, 10 ①	10′ 9″ x 8′ 7″	3	2	1	–	2	1 Cabinet
En Suite 11	9′10″ x 8′ 7″	1	–	–	1	1	1 Cabinet
En Suite 15	9′10″ x 8′ 7″	2	1	1	–	2	1 Cabinet
En Suite 12	9′10″ x 10′ 3″	2	1	1	–	1	1 Cabinet
En Suite 14	9′10″ x 12′ 9″	2	–	2	1	1	1 Cabinet
En Suite 16	11′ 2″ x 9′ 0″	2	1	1	–	1	1 Cabinet
En Suite 18	10′ 0″ x 9′ 0″	1	–	–	1	–	
17, 19, 26, 28, 29, 30, 31, 33, 35, 37	9′ 1″ x 9′ 2″	3	2	1	–	1	1 Double
20, 27 ①	10′ 9″ x 9′ 0″	3	2	1	–	2	1 Cabinet
21	8′10″ x 9′ 0″	3	2	1	–	1	1 Cabinet
22, 24	9′ 0″ x 9′ 0″	3	2	1	–	1	1 Double
En Suite 23	11′ 1″ x 9′ 0″	2	1	1	–	1	1 Cabinet
En Suite 25	10′ 0″ x 9′ 0″	1	–	–	1	–	
Lower Promenade B							
100, 101	9′ 8″ x 8′ 2″	2	1	1	–	1	1 Double
102, 103	10′ 0″ x 11′ 2″	3	2	1	–	1	1 Double
104, 105	9′ 4″ x 11′ 2″	3	2	1	–	1	1 Double
106, 107	9′ 7″ x 8′ 7″	2	2	–	–	1	1 Single
109 ①	10′ 0″ x 10′ 0″	3	2	1	–	2	1 Cabinet
110, 111, 112, 114, 115, 116, 117, 118, 119, 121	9′ 3″ x 10′ 0″	3	2	1	–	1	1 Double
120, 123 ①	10′10″ x 10′ 0″	3	2	1	–	1	1 Cabinet
122, 125	9′ 0″ x 10′ 0″	3	2	1	–	1	1 Double
124, 127	9′ 0″ x 10′ 0″	3	2	1	–	1	1 Cabinet
En Suite 126	12′ 0″ x 10′ 0″	2	1	1	–	1	1 Cabinet
En Suite 128	12′ 0″ x 10′ 0″	2	–	–	2	–	
En Suite 129	12′ 0″ x 10′ 0″	2	1	1	–	1	1 Cabinet
En Suite 131	12′ 0″ x 10′ 0″	2	–	–	2	–	
130, 133 ①	11′ 0″ x 10′ 0″	3	2	1	–	1	1 Cabinet
132, 134, 135, 136, 137, 139, 140, 142, 144, 145, 147, 152, 155	9′ 3″ x 10′ 0″	3	2	1	–	1	1 Double
Lower Promenade B—Cont'd							
143, 150, 153	9′ 0″ x 10′ 0″	3	2	1	–	1	1 Double
138, 141	9′ 6″ x 10′ 0″	3	2	1	–	1	1 Double
En Suite 146	8′ 3″ x 10′ 0″	3	2	1	–	1	1 Cabinet
En Suite 148	8′ 3″ x 10′ 0″	3	2	1	–	1	1 Cabinet
En Suite 149	8′ 3″ x 10′ 0″	3	2	1	–	1	1 Cabinet
En Suite 151	8′ 6″ x 10′ 0″	3	2	1	–	1	1 Cabinet
Saloon Deck C							
200, 201	12′ 3″ x 8′ 9″	4	2	2	–	2	1 Double
202, 203	9′ 9″ x 9′ 9″	3	2	1	–	2	1 Double
204, 205	10′ 0″ x 9′ 6″	3	2	1	–	2	1 Double
206, 207	12′ 6″ x 8′ 9″	4	2	2	–	2	1 Double
209	10′10″ x 9′ 9″	3	2	1	–	1	1 Double
Upper Deck D							
300	12′ 6″ x 8′ 0″	4	2	2	–	2	1 Double
302, 304	10′ 0″ x 8′ 6″	3	2	1	–	2	1 Double
306	12′ 6″ x 9′ 0″	4	2	2	–	2	1 Double
308	9′ 3″ x 9′ 3″	3	2	1	–	2	1 Double
310	9′ 0″ x 9′ 9″	3	2	1	–	2	1 Double
312	9′ 0″ x 9′ 6″	3	1	1	1	1	2 Single
314, 320	12′ 4″ x 9′10″	4	2	2	–	2	1 Double
316, 318	9′10″ x 9′10″	3	2	1	–	2	1 Double
324, 326	7′ 4″ x 10′ 0″	3	2	1	–	1	1 Double
322	8′ 6″ x 10′ 0″	4	2	2	–	1	1 Double
328	8′ 6″ x 10′ 0″	3	2	1	–	1	1 Double
330, 336, 338, 344, 346, 352	10′ 0″ x 10′ 3″	4	2	2	–	1	1 Double
332	7′ 6″ x 8′ 9″	3	2	1	–	1	1 Double
334, 342, 348, 350	7′ 6″ x 10′ 1″	3	2	1	–	1	1 Double
340	7′ 6″ x 10′ 3″	3	2	1	–	1	1 Double

FURTHER PARTICULARS OF EN SUITE ROOMS

9	Bedroom:	Two Bedsteads and Upper Berth Alcove 4′ x 3′. Hot and cold Water Private Bath connecting rooms 9 and 11
11	Parlor or Bedroom:	Sofa Berth
15	Bedroom:	Bedstead and Upper Berth
10	Bedroom:	Two Bedsteads and Upper Berth Alcove 4′ x 3′. Hot and Cold Water. Private Bath connecting Rooms 10 and 12
12	Bedroom:	Bedstead and Upper Berth
14	Parlor or Bedroom:	Two Sofa Berths
16	Bedroom:	Bedstead and Upper Berth Private Bath connecting Rooms 16 and 18
18	Parlor:	Sofa Berth
21	Bedroom:	Two Bedsteads and Upper Berth Private Bath connecting Rooms 21 and 23
23	Bedroom:	Bedstead and Upper Berth
25	Parlor:	Sofa Berth
124	Bedroom:	Two Bedsteads and Upper Berth Private Bath connecting Rooms 124 and126
126	Bedroom:	Bedstead and Upper Berth
128	Parlor:	Two Sofa Berths
127	Bedroom:	Two Bedsteads and Upper Berth Private Bath connecting Rooms 127 and 129
129	Bedroom:	Bedstead and Upper Berth
131	Parlor:	Two Sofa Berths
146	Bedroom:	Two Bedsteads and Upper Berth Private Bath connecting Rooms 146 and 148
148	Bedroom:	Two Bedsteads and Upper Berth
149	Bedroom:	Two Bedsteads and Upper Berth Private Bath connecting Rooms 149 and 151
151	Bedroom:	Two Bedsteads and Upper Berth

Lower Berths are Bedsteads. All Upper Berths may be closed up as in a sleeping car.

① Large rooms with two windows: contain Alcove 4 feet wide by from 3 to 5 feet deep; hot and cold running water in Dressing Cabinet. Bedsteads and Upper Berths 33 inches wide; Sofa Berths 28 inches.

IMPORTANT—Passengers cannot embark without passports.

Minimum Fares

BETWEEN VANCOUVER OR VICTORIA AND	First Class	Servants Accompanying Passenger		⑤ Second Class		① Third Class		Westbound ① Asiatic Steerage For Men Only
		European	Asiatic	Empress of Canada	Empress of Russia	Empress of Canada	Empress of Russia	
	By all Steamers	By all Steamers	By all Steamers	Empress of Australia	Empress of Asia	Empress of Australia	Empress of Asia	By all Steamers
Yokohama	$300	$200	$55	$200	$175	$125	$100	$55
Kobe	311	208	57	205	180	130	105	55
Nagasaki	334	223	④ 60	...	190	...	110	④ 60
Shanghai	346	231	65	220	195	140	115	65
Manila②	375	250	④ 65	...	210	...	125	④ 65
Hongkong	375	250	65	235	210	145	125	65

① Third Class and Asiatic steerage fares apply to and from Seattle, via Vancouver. ② Chinese must not be ticketed to Manila. ③ From Manila, $140. ④ Empress of Russia and Empress of Asia only. ⑤ Married couples are given exclusive use of any second class room on deck "D" of Empress of Canada, on deck "F" of Empress of Australia, and any room aft of 366 on deck "D" of Empress of Russia and Empress of Asia.

INTERCHANGE ARRANGEMENT

First Class tickets of the Canadian Pacific, Admiral Oriental, Toyo Kisen Kaisha and Pacific Mail are interchangeable at all ports.

Second and Third Class tickets are not interchangeable.

Lay-over checks will be issued by pursers covering the ports of call of the steamer for which the ticket is sold. The coupons will be honored on steamers of any of the lines when stamped by agent.

Tickets issued for the Empress of Canada, Empress of Australia, Empress of Russia or Empress of Asia are good on any steamer of the Admiral Oriental, Toyo Kisen Kaisha or the Pacific Mail.

Reservations made will be endorsed on back of lay-over checks, and when so endorsed the lay-over checks or tickets will not be accepted for passage on any other line, unless authorized by the agent of the line on which the reservation was made.

Passengers holding tickets to Manila on steamers sailing from Shanghai to Hongkong direct, will, if desired, be forwarded to Manila, by steamers of the Canadian Pacific, Admiral Oriental, or Pacific Mail.

Passengers holding tickets with destination Manila, who lay over, will be forwarded by steamships of the Canadian Pacific, Admiral Oriental, or Pacific Mail.

Through passengers originating at Manila will be forwarded to Hongkong by steamship of the Canadian Pacific, Admiral Oriental, or Pacific Mail.

JAPAN-CHINA OVERLAND TOURS AT REDUCED FARES

Tokyo—Yokohama—Kyoto—Fusan—Seoul—Mukden—Tientsin—Peking—Nanking—Shanghai, or vice versa, $65.
Optional route via Hankow and Yangtze River, $80.

The Canadian Pacific has arranged with the Government Railways of Japan and China for the sale of overland tickets, in connection with its ocean tickets, between Yokohama and Shanghai, in either direction, to enable passengers to visit the principal points of historical and scenic interest in Japan, Korea and China.

Upon payment of $65 gold and the surrender of lay-over check coupons, passengers holding first class tickets on any Canadian Pacific steamship covering voyage between Yokohama and Shanghai, in either direction, who desire to travel overland, will be furnished with first class tickets via Tokyo, Kyoto, Shimonoseki (Japan), Fusan, Seoul (Korea), Mukden (Manchuria), Tientsin, Peking and Nanking (China). Those desiring to vary the route between Peking and Shanghai, travelling by rail between Peking and Hankow, thence by steamer to Shanghai, will be issued ticket for $80 gold.

Tickets are limited to ninety days, allow stop-overs, include express train charges and transit duty. Meals and berths extra, except on steamers between Hankow and Shanghai. Tickets include side trips from Yokohama to Tokyo, Kizu to Nara, and Miyajima to Miyajima Island. Baggage may be forwarded by Canadian Pacific steamship, between Yokohama and Shanghai, if desired, without charge.

Children four years of age and under twelve, half fare.

Side-trip ticket to Nikko from Tokyo may be procured at Canadian Pacific office, Yokohama, for $4.50 gold.

No refund will be made on unused steamer transportation between Yokohama and Shanghai.

BAGGAGE ALLOWANCE

Imperial Government Railways of Japan

First class free allowance, 160 pounds. Excess rates are based on sliding scale, ranging from Sen 87 for 100 kin for 50 miles and under to Yen 4.23 for 100 kin for over 700 miles.

Chinese Government Railways

First class free allowance, 160 pounds. Excess rates 1 cent Mexican per picul per mile; 100 catties=1 picul=133½ pounds.

GENERAL INFORMATION

Sailings, other lines' fares and hotel rates subject to change.

All quotations herein are on gold basis, except where otherwise stated.

	Gross Registered Tonnage	Passenger Capacity First Class	Second Class	Third Class	Steerage
Empress of Canada	21,500	444	168	176	924
Empress of Australia	21,850	404	165	270	674
Empress of Russia	16,850	324	76	92	728
Empress of Asia	16,850	324	76	92	728

	Miles	Time	Total	Total
Vancouver to Yokohama	4,283	10 days	....	.....
Yokohama to Kobe	346	19 hours	4,629	11 days
Kobe to Nagasaki	396	22 hours	5,025	13 days
Nagasaki to Shanghai	458	1 day	5,483	14 days
Shanghai to Hongkong	852	3 days	6,335	18 days
Hongkong to Manila	631	1½ days	6,966	21 days
Yokohama to Honolulu	3,394	9 days	....	.....
Honolulu to San Francisco	2,091	6 days	....	.....

Sailing Hours—Vancouver, 11.00 a.m.; Victoria, 5.00 p.m. same day.

Eastbound—Hongkong, noon; Yokohama, noon.

Ships usually remain in Oriental ports from six to twelve hours.

Manila—Empress of Asia and Empress of Russia call at Manila.

Fares—Except those for single cabins are applied on a two-in-the-room basis but the company reserves the right to berth each room to its full capacity.

Deposit of 25 per cent. of the steamship fare is required to be paid on securing reservation, the balance on delivery of ticket or upon demand of Company's agent, but not later than three weeks prior to sailing date. No accommodation will be considered as engaged until such deposit has been made.

Transfer to Later Sailing—If passenger is prevented from availing himself of a passage at the period for which it is taken, a transfer of the passage to a subsequent steamer of this Company may be effected, on notice of not less than three weeks being given prior to the departure of the steamer for which passage was booked, without forfeiture of the deposit made, and accommodation will be allotted as similar as circumstances permit.

Homeward Reservations—Must be paid for in full at the time outward tickets are issued.

Cancellations—If reservation is cancelled after Deposit Receipt, Passage Order or Ticket has been issued, the accommodation will be placed on sale for the account of the passenger, and if resold, refund will be made of amount paid, less expenses incurred.

Refunds will be made to original purchaser only and cannot be made until particulars have been obtained from Agency that issued original ticket. Refunds are subject to FIVE per cent. cancellation fee.

Children—Two years and under ten, half minimum fare (except as provided for in table of fares) when berthed in room with parent or guardian. Two children desiring exclusive use of room will be charged the one-in-room fare. The charge is based on the number of fares, not persons. Two halves equal one whole.

Infants—Under two years, when not requiring separate berth, ten per cent. of minimum fare, all classes. If separate berth required, charge half fare.

Servants accompanying employers will be charged fares quoted without regard to age or sex and will be berthed and served with meals according to ship's regulations.

Chinese Servants—Certain Canadian and United States immigration regulations must be complied with in respect to Chinese servants. Every assistance will be given passengers.

Limits—First Class tickets are limited to twelve months from date of issue; Second Class, Third Class and Steerage to continuous journey.

Stop-overs are permitted at all ports on first class tickets only; but passengers must reach their destination within final limit of ticket.

Continuation Fare—Passengers desiring to proceed to a point beyond that named on their ticket will be required to pay the local fare from that point to final destination instead of difference between the two through fares.

Passengers purchasing exclusive use of rooms, and intending to stop over en route, will be required to pay the premium on such accommodation from port to port.

Connecting Lines—In selling tickets or passage orders for transportation by connecting lines, this Company acts only as Agents for said lines, and will in no event be liable for their acts, default or neglect.

Baggage—Free allowance on Trans-Pacific Steamships: First and second class, 350 pounds; servants, 250; third class and steerage, 175. Proportionate quantities for children.

On the Canadian Pacific Railway 350 pounds is allowed free to each adult Trans-Pacific passenger, all classes, holding through ticket. Same allowance is usually made by other railways on the North American continent for first and second class Trans-Pacific passengers.

Personal baggage consists of wearing apparel, toilet articles and similar effects for actual use while traveling. Large packing cases, crates or barrels, nailed, cleated or roped, will not be accepted as baggage, but must be shipped by freight or express.

Excess—Between Vancouver and all Canadian Pacific ports in the Orient, $3.00 per 100 pounds.

Bicycles and baby carriages must be crated, and are carried as baggage at owner's risk. Only one bicycle or baby carriage is included in free allowance for each passenger.

Birds, Cats and Dogs—When accompanying passenger, the charge between Vancouver and all Canadian Pacific ports in the Orient for each ordinary cage of birds or cats is $5.00 and for each dog $12.50, both exclusive of food and attendance. Four pups in one receptacle will be carried at the charge for one dog. Birds or dogs are not allowed in staterooms, but must be placed in charge of the proper officer and are carried at owner's risk.

Labels are supplied for baggage, showing whether it is WANTED on voyage or NOT WANTED. Wanted baggage will be placed in passenger's stateroom if small enough to go under the bed; otherwise it will be placed in the baggage-room which is accessible to passengers during the voyage.

Trunks for staterooms should not be over 36 inches long, 21 inches wide or 17 inches deep.

Baggage may be checked from any point in the United States to Vancouver in bond, and it will not be inspected unless required at Vancouver. No storage charge will be made at Vancouver.

Eastbound passengers may have their baggage examined on board the ship immediately after leaving Victoria and checked through to any point in the United States or Canada.

Children's Playroom on all steamers.

Photography—Dark room for photographers on all steamers.

Rent for Deck Chairs and Steamer Rugs

DECK CHAIRS FROM TO ☞	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hongkong	Manila
Vancouver	.....	$1.00	$1.00	$1.00	$1.50	$1.50	$1.50
Yokohama	$1.00	.....	.50	.50	.50	.50	1.00
Kobe	1.00	.50	.....	.50	.50	.50	.75
Nagasaki	1.00	.50	.50	.....	.50	.50	.75
Shanghai	1.50	.50	.50	.50	.....	.50	.75
Hongkong	1.50	.50	.50	.50	.50	.....	.50
Manila	1.50	.50	.50	.50	.50	.50	.....

STEAMER RUGS FROM TO ☞	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hongkong	Manila
Vancouver	.....	$2.00	$2.00	$2.00	$3.00	$3.00	$3.00
Yokohama	$2.00	.....	1.00	1.00	1.00	1.00	1.50
Kobe	2.00	1.00	.....	1.00	1.00	1.00	1.50
Nagasaki	2.00	1.00	1.00	.....	1.00	1.00	1.50
Shanghai	3.00	1.00	1.00	1.00	.....	1.00	1.50
Hongkong	3.00	1.00	1.00	1.00	1.00	.....	1.00
Manila	3.00	1.00	1.00	1.00	1.00	1.00	.....

Rugs are dry cleaned and placed in sanitary packages after each voyage.

Passports—Passengers cannot embark without passports.

United States passports are issued to native and naturalized citizens of the United States. Application blanks may be secured from the clerk of a Federal or District court, or from an agent of the Department of State, or by writing direct to the Department of State at Washington, D.C.

Canadian passports are issued to native and naturalized citizens of Canada by the Under Secretary of State for External Affairs at Ottawa, Ont., who will supply application blanks.

Subjects of other countries residing in the United States or Canada should make application for passport to nearest Consul.

VISES

Japan—Japanese Consul's vise is necessary. Passengers are not allowed ashore unless vise has been obtained.

China—Chinese Consul's vise should be obtained by passengers who desire to travel in China.

Manila—All passengers, except U.S. Citizens destined to Manila, must have their passports vised by U.S. Consul.

Hongkong—British Consul's vise necessary for all passengers except British subjects and passengers in transit.

Passengers should obtain vises before leaving home, but if this is not possible same may be obtained in Vancouver (not Victoria) from:

Japanese Consul, K. Saito, Yorkshire Building, 525 Seymour Street. Office hours: 10.00 a.m. to 12.30 p.m., and 2.00 p.m. to 4.30 p.m.; Saturdays 10.00 a.m. to 12.00 noon. Vise charge $2.00.

Chinese Consul, M. Koliang Yih, Standard Bank Building, 510 Hastings Street W. Office hours: 10.00 a.m. to 12.00 noon, and 2.00 p.m. to 4.00 p.m.; Saturdays 10.00 a.m. to 12.00 noon. Vise charge $2.00.

U.S. Consul, Mr. F. M. Ryder, Pacific Building, 744 Hastings Street W. Office hours: 9.00 a.m. to 4.00 p.m.; Saturdays 9.00 a.m. to 1 p.m. Vise charge $10.00 U.S. Currency.

British, Mr. A. L. Jolliffe, Canadian Commissioner of Immigration, Immigration Building, foot Burrard St. Office hours: 9.00 a.m. to 5.00 p.m.; Saturdays 9.00 a.m. to 1.00 p.m. Vise charge, $2.00.

REVENUE TAX ON STEAMSHIP TICKETS

Agents in Canada must collect from each passenger, in addition to fare, a tax of $5.00 for each fare over $65; $3.00 each $65 and over $40; and $1.00 each $40 and under. The amount of the tax must be collected on full steamship fare when deposit receipt is issued for reservation, and receipt should be endorsed accordingly. Stamps not required. Endorse tickets "War tax collected $...." and include in remittance.

Agents in United States must collect from each passenger, in addition to fare, a tax of $5.00 for each fare over $60; $3.00 each $60 and over $30; and $1.00 each $30 and under. Stamps to cover tax must be affixed to the ticket by the issuing agent and then cancelled by writing or stamping across the face his initials and date. Tickets to Manila are subject to tax.

The names of two or more passengers may be placed on the same ticket, but each passenger must pay a separate tax; for example, when one ticket is issued calling for transportation of man and wife, the fare for each being $250, the amount of tax to be collected would be $5.00 for each passenger, or a total of $10 for the ticket.

JAPAN

Customs—Careful examination of all baggage is made at the Customs Pier. Liquors and most other articles, except ordinary personal effects, are liable to duty. Fifty cigars or one hundred cigarettes or four ounces of tobacco admitted free.

Currency—Yen and Sen. A yen equals about fifty cents gold, and a sen, about one-half cent.

Station signs in Japan are written in both English and Japanese. English is the commercial language of the Orient and is spoken at all resorts frequented by American and British tourists.

Detailed information of a few of the show places, resorts and principal sights is given here, but there are many more equally attractive.

One can easily spend a month touring Japan without finding an idle moment.

Any Canadian Pacific office will secure competent guides for passengers on request. Guides are not licensed until they have passed an examination in English

The carrying of firearms is strictly forbidden in Japan.

RAILROAD TICKETS IN JAPAN AT REDUCED RATES

Passengers desiring to travel overland through Japan can, on surrender of steamship coupons to the Purser of the ship, or at the Canadian Pacific offices in Yokohama, Kobe or Nagasaki, obtain tickets as follows:

BETWEEN	FARE	VALIDITY
Yokohama and Kobe	$ 6.00	20 days
Yokohama and Nagasaki	11.50	25 days
Kobe and Nagasaki	7.50	15 days

These fares include transit duty, and stopover is allowed at any point en route within validity of ticket. Free baggage allowance, 160 lbs.

YOKOHAMA

Canadian Pacific Office, Ishikawa-gumi Building.

Ships use Customs Pier.

Yokohama was destroyed by earthquake and fire during the first days of September, 1923

Temporary buildings are being erected, and later, it is anticipated, the city and sport will be rebuilt with earthquake-proof buildings.

Railway Station—Twenty-five minutes from dock; jinrikisha fare, 30 cents.

POINTS REACHED FROM YOKOHAMA

	MILES	TIME	FARE	BERTH	SERVICE
Tokyo	18	40 minutes	$0.54		Hourly
Tokyo (electric cars)	19	50 mnutes	.34	....	15 minutes
Kamakura	13	45 minutes	.41	....	Hourly
Kozu (for Miyanoshita)	29	1¼ hours	.85	....	Hourly
Nikko	109	5 hours	2.80	....	Five daily
Tsuruga	297	13 hours	5.85	$3.50	Five daily
Kyoto	311	12 hours	6.05	3.50	Five daily
Kobe	358	12 hours	6.55	3.50	Five daily
Miyajima	561	20 hours	8.80	3.50	10.06 a.m. daily Limited Express from Yokohama
Shimonoseki	687	25 hours	10.15	3.50	
Nagasaki	861	35 hours	12.13	5.00	
Seoul	1090	58 hours	22.95	....	

TOKYO (Pop. 2,300,000)

Capital of Japan.

Hotels—*American plan, minimum rates, gold. Imperial, $7.50; within one mile of station. Jinrikisha fare, 20 cents. Tokyo Station Hotel, at Central Station, $6.00.*

Canadian Pacific Office, c/o Japan Tourist Bureau, Imperial Hotel.

A large area in the center of the city was burned out, but plans are being proceeded with to erect modern fireproof buildings, to widen streets, and to make Tokyo an up-to-date capital.

Points of Interest—Shiba and Uyeno Parks; Kwannon Temple, at Asakusa Park; Museum of Arts; Tombs of Forty-Seven Ronins. Tokyo has many large theatres, where wonderful histrionic performances may be enjoyed. A motor or carriage drive around the Palace grounds, including the various embassies, Government buildings, etc., is an enjoyable way to spend an afternoon. Conveyances: motor cars, $2.50 per hour; carriages, $2.25; jinrikishas, 50 cents.

NIKKO (Pop. 13,250)

Hotels—*American plan, minimum rates, gold. Kanaya, $6.50, Nikko, $5.00; both within thirty minutes of station. Jinrikisha fare, 25 cents. Electric cars from station pass both hotels.*

Points of Interest—Beautiful mountain scenery, cascades, monumental forest tree, and the most gorgeous and perfect assemblage of shrines in Japan, picturesque old Japanese bridges, including the old sacred Red Lacquered Bridge. Conveyances: jinrikishas, 35 cents per hour; riding horse, $2.00 per day, within distance of twenty miles.

CHUZENJI

Chuzenji is one of the most popular summer resorts in Japan. It is eight miles from Nikko and is noted for its extremely beautiful lake, 4,375 feet above sea-level, under the shadow of the stately Nan-tai-san. On the way a visit is made to the beautiful Kegon Falls, 250 feet high. *There is a first-class hotel, the Lakeside, where luncheon may be obtained or accommodation by the day, $4.50.* Several small temples add to the picturesqueness of Lake Chuzenji. Conveyances: jinrikishas, 35 cents per hour; horse and carriage, $2.00 per day, for distance within twenty miles.

KAMAKURA (Pop. 11,000)

This fishing port was badly damaged by the earthquake. The Daibutsu or Great Buddha still stands intact, also several of the temples and shrines.

The Kaihin Hotel was badly shaken and is now being replaced with a larger and more modern hotel.

MIYANOSHITA (Pop. 1,500)

Hotels—*American plan; minimum rate, gold. Fujiya, $7.00 (one of the best hotels in Japan; has open-air swimming pool).*

Up to the time of the earthquake in September, 1923, Miyanoshita was one of the prettiest and most popular resorts in Japan.

The village and surroundings were badly shaken by the earthquake, but not totally destroyed. The roads are being repaired, the hotels rebuilt and the resort opened again to receive visitors.

KYOTO (Pop. 508,000)

Hotels—*American plan, minimum rates, gold. Miyako, $6.00; Kyoto, $6.00; both within twenty minutes of station. Taxi, 75 cents. Jinrikisha, 50 cents.*

Points of Interest—Kyoto was the metropolis of the Empire and the residence of all the Emperors until 1868, when the Imperial Court was removed to Tokyo. Kyoto is noted for its various temples and types of architecture of ancient days. Centre for arts and crafts of Japan—silks, embroideries, porcelain, metal works, inlays, etc. An especially interesting feature of Kyoto is the Geisha School. Conveyances: jinrikishas, 40 cents per hour.

Side Trip—Nara, twenty-six miles, two hours· fare, 80 cents. One of the most picturesque spots in Japan. Was the seat of the Imperial Government in the Eighth Century. Colossal image of Buddha and many temples, including the oldest temple in Japan.

KOBE (Pop. 440,000)

Canadian Pacific Office, 1 Bund.

Hotels—*American plan; minimum rates, gold. Oriental, $7.50; Tor, $7.50; Pleasanton, $5.00. Canadian Pacific ships use the New Piers, one mile from hotels. Jinrikisha fare, 20 cents.*

Points of Interest—The Shinto Temple of Ikuta stands in a wood of cryptomerias and camphor trees, within a few minutes' walk from the hotels. The electric cars run to Hyogo, where there is a great bronze Buddha, forty-eight feet high, with a three-foot eye. Passengers may change at Hyogo to a direct line to the favorite seaside resorts, Suma and Shioya. The electric railway continues to Osaka, the fare being only 15 cents. Conveyances: motor cars, $3.50 per hour; jinrikishas, 35 cents.

MIYAJIMA (Pop. 3,000)

Hotel—*American plan; minimum rate, gold. Miyajima, $5.00; situated on the island of Miyajima, one and one-half miles from railway station by motor launch. Fare, 40 cents.*

The island of Miyajima is known as one of Japan's "Three Chief Sights," the other two being Matsushima and Ama-no-Hashidate. The Temple of Miyajima is built out in the sea on piles and enjoys great celebrity. The surrounding country, as well as the inland sea, is noted for its picturesque beauty.

KOREA

SEOUL (KEIJYO) (Pop. 300,000)

Hotel—*American plan; minimum rate, gold. Chosen, $5.50; Motor bus from hotel meets all trains.*

Seoul, founded more than five hundred years ago, is the Capital of Korea, being the largest and most important city. The city is surrounded with a wall twenty feet high, extending in some places up on the mountain sides, each of eight great gates being surmounted by a two-story structure with heavy projecting roofs of imposing and picturesque aspect.

Points of Interest—The Old Palace, Queen's Tomb, The White Buddha, Temple of Heaven, Nansan Hill, Pagoda Park and the Big Bell. The street life in the city is most interesting. There are many old palaces in Seoul. One of them is pointed out as the scene of the murder of the Empress of Korea after the China-Japan war.

MANCHURIA

MUKDEN (Pop. 175,000)

Hotel—*Minimum rate, gold. Yamato (European plan), $2.50; at station.*

Points of Interest—Chinese Old Palace, North Mausoleum, Chinese native town, West Pagoda, War Monument. The Imperial Palace may be visited by obtaining a permit from the authorities.

CHINA

PEKING (Pop. 1,000,000)

Hotels—*American plan, minimum rates, Mex. Grand Hotel des Wagon Lits, $9.00; Hotel de Peking, $8.00; both within ten minutes of station. Jinrikisha fare, 15 cents.*

Points of Interest—The Forbidden City, Museum, Summer Palace, White Marble Bridge, Marble Barge, Temple and Altar of Heaven, Lama Temple, Temple of Confucius, Hall of Classics, Drum and Bell Towers, Lu-li-Chang, the great curio street. Conveyances: jinrikishas, 50 cents Mex. per hour; carriages, Mex. $5.00 to $10.00 per day; motor cars, Mex. $6.00 per hour.

Peking is the modern capital of ancient China. The present city stands on a site which has served from 1,200 years prior to the birth of Christ for many a former capital.

HANKOW (Pop. 800,000)

Hotel—*American plan; minimum rate, Mex. Terminus, $8.00.*

Hankow owes its great prosperity largely to its many facilities of communication. It is connected by rail with North China, but owes its greatest debt to the Yangtze River. There is no other important city in the world so far inland, about 600 miles from the sea, which can be reached by the large ocean liners.

Points of Interest—Tortoise Hill, Chingtswanko Tower, Hwangholou Tower, Pautungsz Temple.

NANKING (Pop. 350,000)

Hotels—*American plan; minimum rates, Mex. Bridge, $8.00; one-quarter mile from station. Jinrikisha fare, 15 cents. Yangtze Villa, $8.00; one mile from station. Jinrikisha fare, 30 cents.*

Points of Interest—The Ming Tombs, Government Palace, The Mint, Observatory, The Battlefields, The Ancient Caves, The Dream Tower.

Nanking is famous for its manufacture of crepe, satin, silk, paper, artificial flowers, cannon and other materials of war, and the well-known "Nankeen" cotton cloth. Conveyances: jinrikishas, 50 cents Mex. per hour; Mex. $2.00 per day; carriages, Mex. $3.00 per hour.

SHANGHAI (Pop. 1,200,000)

Canadian Pacific Office, Palace Hotel Bldg., 19 Bund.

The Empresses anchor at Woosung, where passengers are transferred by tender to Shanghai, a distance of fourteen miles, requiring one and one-half hours. The steamers usually remain at Woosung from six to twelve hours, giving passengers an opportunity to visit Shanghai.

Customs—Personal effects are admitted free.

Currency—The Mexican dollar is equal to about 50 cents gold.

Hotels—*American plan; minimum rates, Mex. Astor House, $10.00; Palace, $10.00; Kalee, $8.00; all within half-mile of landing. Jinrikisha fare, 25 cents Mex. Burlington, $8.00; two and one-half miles from landing. Jinrikisha fare, 50 cents Mex.*

Points of Interest—Loongwha Pagoda, Kiangnan Arsenal, Bubbling Well, Li Hung Chang's Gardens and The Bund; also Foo Chow Road, which should be visited at night. It is known throughout the empire as the "Paris of China." Famous for its eating houses, tea houses and shops, where almost everything foreign or native can be purchased. Also the finest appointed theatres in China, with the latest methods of producing old plays. Conveyances: motor cars, Mex. $4.00 to $6.00 per hour; carriages, one-half day, Mex $4.00; whole day, Mex. $6.00; jinrikishas, 50 cents Mex per hour; one-half day 90 cents Mex.; whole day, Mex. $1.50.

MANILA (Pop. 300,000)

Canadian Pacific Office, 203 Roxas Building.

The Empress of Russia and Empress of Asia call at Manila on westbound voyage. Passengers holding tickets to Hongkong, or beyond, may stop over at Manila and proceed to Hongkong on a later sailing of the Empress of Russia or Empress of Asia, or any steamer of the Toyo Kison Kaisha or Pacific Mail.

Hotels—*American plan; minimum rates, gold. Manila, $5.00; Delmonico, $4.00; Manhattan, $4.00; all within mile of steamship landing. Transfer charge, $1.00, including baggage.*

Currency—Peso, equal to about 50 cents gold, and centavo, one-half cent gold.

Customs—Personal effects admitted free. Alcohol beverages subject to duty. Fifty cigars or 300 cigarettes admitted free.

Points of Interest—Old Spanish City; Fort Santiago; Fort McKinley; Government Offices and Marble Hall; Bilibid, the largest reformatory prison in the world; Taal Volcano. Conveyances: calesas (seats two), 90 cents per hour; victorias (seats four), $1.50 per hour; motor cars, $3.00 to $6.00 per hour.

Manila is the capital of the Philippine Islands, which were annexed by the United States in 1898. Since that time many improvements and developments have been made in every possible direction, until it is to-day the most up-to-date and healthiest city in the Far East, with an excellent modern hotel.

HONGKONG (Pop. 500,000)

Canadian Pacific Office, opposite Blake Pier.

Ships dock at Kowloon on the opposite side of harbor. Passengers are transferred to Hongkong (Blake Pier) by hotel launches or ferry which leaves every ten minutes.

Customs—Hongkong being practically a free port, there are few customs formalities. Wines, liquors, cigars, cigarettes, tobacco, arms and ammunition, subject to duty.

Hotels—*American plan; minimum rates, gold. Hongkong, $5.00; King Edward, $4.50; St. George's House; $4.00; Astor House, $4.00; Grand Carlton, $3.50; all within five minutes of Blake Pier. Peak, $5.00; 15 minutes by Peak Tram.*

Points of Interest—Victoria Peak, City Hall, Museum, Botanical Gardens, Happy Valley. Conveyances: jinrikishas, 30 cents per hour; coolie chairs, 35 cents per hour; motor cars, $4.00 to $5.00 per hour.

Hongkong is a mountainous island with an area of twenty-nine square miles. It is a British Colony, having been ceded to Great Britain by the Treaty of Canton, 1841. The Capital, and indeed the only city on the island, is Victoria, though generally spoken of as Hongkong. It has a beautiful harbor, which is always crowded with native craft, merchant vessels and warships of Great Britain and other nations. For natural beauty the island of Hongkong and city of Victoria have few rivals.

Splendid roads on both island and mainland for motoring.

Side Trips from Hongkong—Canton, Macao and West River.

CANTON (Pop. 2,000,000)

Hotel—*American plan; minimum rate, gold. Victoria, $5.00; ten minutes from steamer. Sedan chair, 15 cents.*

Canton, ninety miles from Hongkong, is the great commercial capital of South China. It is a typical Chinese city, many of its streets being not more than eight feet wide. It is a huge bazaar from one end to the other, and is the most mysterious city in the world.

Points of Interest—Temples and Monasteries, Gate of Virtue, Flowery Pagoda, Old Embroidery Shops, The Bund. Conveyances: drop chairs, $1.50 per day. Arrangements can be made at the C. P. O. S. office, Hongkong, for chairs and guides to meet passengers on arrival at Canton,

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Rail Service between Hongkong and Canton

Ten Minutes' Ferry Service—Hongkong-Kowloon

7.55 a.m.	2.45 p.m.	Lv. . . . . Kowloon . . . . . Ar	11.10 a.m.	7.20 p.m.
11.50 a.m.	6.40 p.m.	Ar. . . . . Canton Lv	7.30 a.m.	3.30 p.m.

Fare, $2.00 one way; $3.35 round trip.

Steamship Service between Hongkong and Canton

Day Steamers except Sunday—Night Steamers Daily

8.00 a.m.	10.00 p.m.	Lv. . . . . Hongkong . . . . . Ar	3.00 p.m.	11.30 p.m.
3.00 p.m.	5.00 a.m.	Ar. . . . . Canton Lv	8.00 a.m.	4.00 p.m.

Round-trip fare: day steamer, $4.00; night steamer, $5.00.

MACAO (Pop. 80,000)

Hotel—*American plan; minimum rate, gold. Macao, $4.00; ten minutes from steamer. Jinrikisha fare, 15 cents.*

Macao, forty miles from Hongkong by steamer, is a picturesque Portuguese colony, with interesting ruins, temples, churches, and factories of opium, tobacco and firecrackers. Conveyances: jinrikishas, 20 cents per hour; $1.50 per day.

Service from Hongkong is twice daily (Sundays excepted), the trip requiring three hours. Round-trip fare, $3.50.

The most convenient way to carry funds. Dominion Express cheques, issued at any Canadian Pacific office.

AGENCIES—CANADA AND UNITED STATES

Passengers are cordially invited to make The Canadian Pacific Offices their headquarters. Mail may be addressed in our care.

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Nelson, B.C.	J. S. Carter, Corner Baker and Ward Streets
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St. John	G. Bruce Burpee, 40 King Street
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Vancouver	J. J. Forster, Canadian Pacific Railway Station
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Boston, Mass	L. R. Hart, 405 Boylston Street
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Detroit, Mich	G. G. McKay, 1239 Griswold Street
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Kansas City, Mo	R. G. Norris, 614 Railway Exchange Building
Los Angeles, Cal	W. McIlroy, 605 South Spring Street
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Tacoma, Wash	D. C. O'Keefe, 1113 Pacific Avenue
Washington, D.C	C. E. Phelps, 1419 New York Avenue

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Tokyo	G. E. Costello, c/o Japan Tourist Bureau, Imperial Hotel	Gacanpac
Kobe	A. M. Parker, 1 Bund	Gacanpac
Nagasaki	Holme, Ringer & Co	Gacanpac
Shanghai	Edward Stone, 12 Bund	Gacanpac
Manila	J. R. Shaw, 14-16 Calle David	Gacanpac
Hongkong	T. R. Percy, Opposite Blake Pier	Gacanpac

WM. BALLANTYNE, Steamship General Passenger Agent — **W. G. ANNABLE, Assistant Steamship Passenger Manager**

WALTER MAUGHAN, Steamship Passenger Manager

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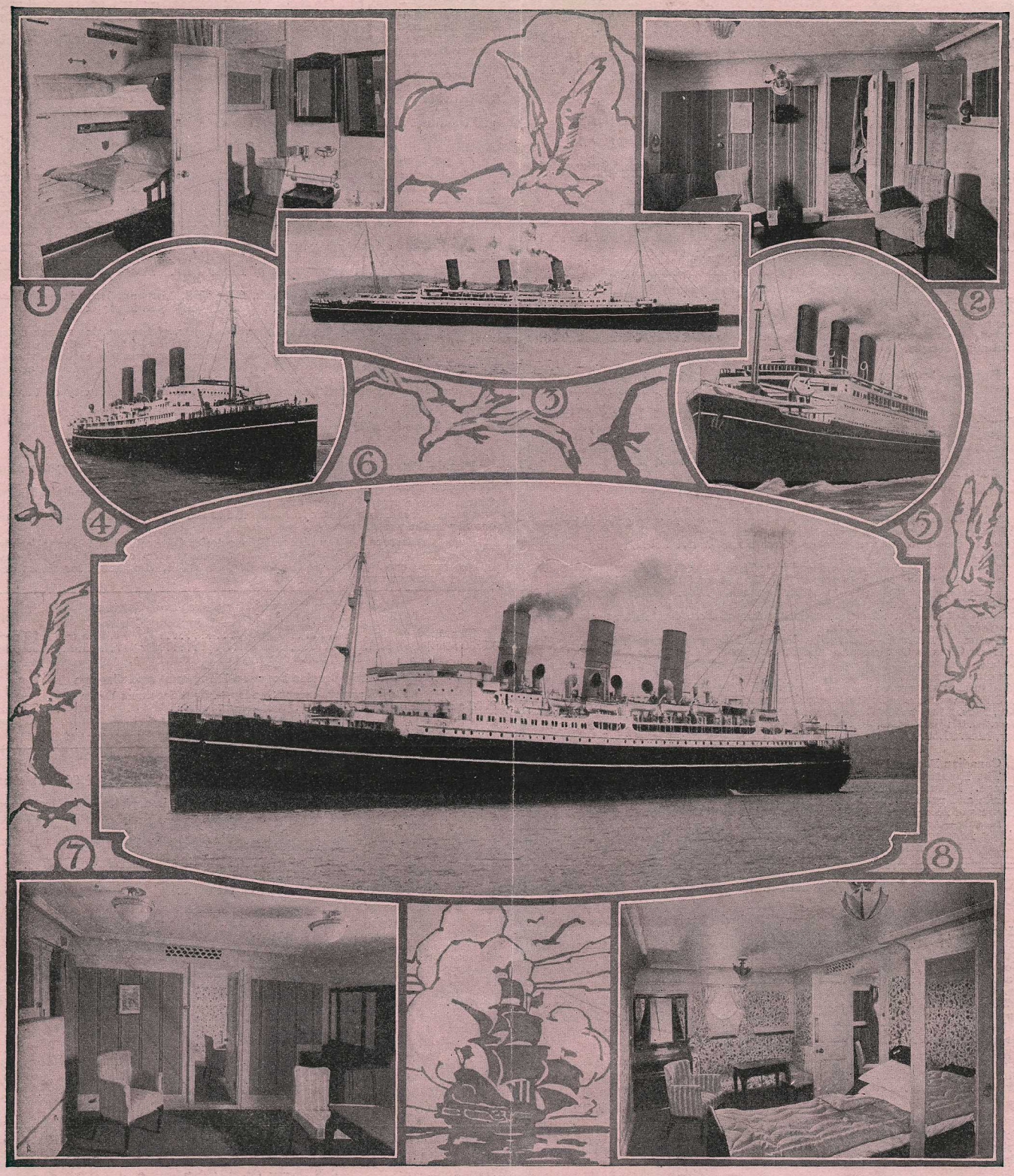

1. Bedroom of Suite
2. Sitting Room of Suite
3. Empress of Russia
4. Empress of Asia
5. Empress of Australia
6. Empress of Canada
7. Sitting Room of Suite
8. Bedroom of Suite

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