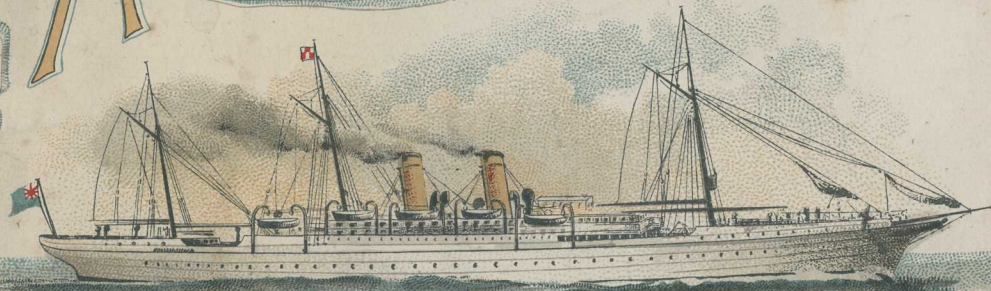


A MARVELLOUS JOURNEY



Yokohama to London



67-68
KING WILLIAM ST.
LONDON
E.C.

In twenty-one days



A Marvellous Journey

With the Mails from YOKOHAMA to LONDON.

WHAT THE NEWSPAPERS SAY:

The "TIMES."—"THE DELIVERY OF MAILS IN LONDON WITHIN TWENTY-ONE DAYS OF THEIR LEAVING YOKOHAMA is a feat never before accomplished, sufficiently remarkable in itself, and pregnant with untold issues for the future of the British Empire."

"TIMES" Cable Account of the Marvellous Journey.—"NEW YORK, SEPT 2.—The race with the mails from JAPAN to LONDON has been watched here with great interest, and, up to the present, the record breaking has been as satisfactory as the CANADIAN PACIFIC RAILWAY could desire. By catching the Inman steamer City of New York, this morning, the time between YOKOHAMA and LONDON will probably not exceed twenty-one days. The record of the trip up to the present is as follows:—The Empress of Japan left Yokohama at 8.45 a.m. on August 19, and arrived at the Royal Roads, Victoria, at 4.24 a.m. on August 29. The mails were immediately taken off and sent to Vancouver, where they arrived at noon on the same day. A special

New York Herald Sept 3, 1891

train on the CANADIAN PACIFIC RAILWAY was in readiness, and without delay the bags were placed in the mail car, the train leaving at 1.8 p.m. It arrived at Brockville, Ontario, at 9.3 p.m. yesterday, having made the run from Vancouver, 2,802 miles, in 76 hours 55 minutes, allowing three hours for the difference in time. The transfer across the river at Brockville occupied 38 minutes, and the New York Central Railway then took the train from that point to New York, 300 miles, in 7 hours 2 minutes, reaching the Grand Central Station at 4.43 a.m. this morning. The Inman steamship City of New York was timed to sail at 6.45 a.m., and the mails were on board at 5.10 a.m. They should be in London on the evening of the 8th, thus verifying the prophecy of Mr. Van Horne, President of the CANADIAN PACIFIC RAILWAY, that the time between Japan and London would be reduced to twenty-one days."

Sept 12, 1891

The "TIMES," commenting on the run, says:—"In this fact lies the significance of the organization of the new route to the East *via* Vancouver. The reduction of the transit between London and Yokohama from forty-three days to twenty-one, though a great achievement in itself, would, perhaps, hardly justify, on purely commercial grounds, the payment of a subsidy to the Canadian Pacific steamers. But the Canadian Pacific Railway and its line of steamers afford us an alternative route to the East, no longer in time than that of the Suez Canal to Hong Kong, and shorter than the

Cape of Good Hope route to all our more important eastern and southern possessions. This route lies, if necessary, entirely through British territory on land, and it traverses those parts of the two oceans in which the British sea power must assert its predominance in time of war with a maritime power."

The "DAILY TELEGRAPH."—"YOKOHAMA to MONTREAL in 14 days ! Those who know the routes eastward and westward from the ports of Japan would be inclined to cry impossible. Yet the feat has been done—achieved ! It is added in the report of this very significant piece of travelling that the performance of the Canadian Pacific train is considered a marvellous achievement on the part of the railway company. In a word, the new line is opened, and most successfully opened, which is to link Great Britain with China and the East, *via* her Canadian dominions and the wide Pacific. Not the least satisfactory and surprising part of the achievement is the run across the Pacific from Yokohama to Vancouver. The Empress of Japan, and her sister ship, the Empress of India, and also the Empress of China, have been constructed expressly for the Canada-Japan route, with large tonnage, ample engine power, and all recent improvements. Thus the report of the marvellous journey is a double satisfaction. It shews an immense saving of time as compared with the doings of the previous steamers running between Yokohama and Vancouver. The next highly satisfactory point of the feat is the

good speed made by the Canadian Pacific Railway from Vancouver to Montreal. It takes about five days, five nights, and five hours to cross from Boston to San Francisco by the main American line, called the Central Pacific ; and now it appears the Dominion Railway can better this performance. It runs all the way, be it noted, on British territory ; and to have to accomplish 2,900 miles of distance in ninety hours shews conclusively that the permanent way is in good order. Such a fact is of the highest interest, of course, to travellers and business people bound to and fro between the Land of the Rising Sun and Great Britain. It promises, also, the quickest way to China, for at Yokohama one may take train to Kobe, reached in less than a day, and thence there are steamers sailing to Shanghai in three days and Hong Kong in five. Consequently China is, by this newly-opened route, not more than a calendar month from London. It is a famous achievement, however, as it stands, all round, and well calculated to make more than one great company "sit up."

The "**BLUE PETER**," a journal devoted to travel, says:—"It would seem that, notwithstanding the immense amount of publicity it has lately received, the Canadian Pacific Railway and its connections are still too gigantic a fact for the majority of people to apprehend. The rapid transits of mails and passengers over prodigious distances which are rendered possible by the perfect manner in which the Canadian Pacific

Railway was constructed, by the excellence of its rolling stock, and by an admirable system of management, have, to a surprising extent, given rise to two equally erroneous opinions : on the one hand, the shortness of the time occupied in covering the distance causes the mileage to be imagined much less than it is ; on the other hand, people perfectly acquainted with the real extent of the journey are fain to conclude that to convey mails and passengers between Yokohama and London in twenty-one days is a feat to be wondered at rather than a sober fact on which henceforth it is possible to calculate. To travellers and tourists, however, mileage is uninteresting. It is little or nothing to them how long a journey should take, judging by the distance. The real question is—In what time and under what conditions it can be performed ? It will be sufficient answer to those who are led to underrate the mileage to remark in passing that Canada nearly equals in extent all Europe, and is quite thirty times the size of the United Kingdom ; and that the distance across the Pacific, from Vancouver to Japan, is greater by some thirteen hundred miles than that across the North Atlantic from Queenstown or Southampton to New York. In reply to those who cannot bring themselves to believe that such an annihilation of space can be a regular performance—who regard Yokohama to London in twenty-one days as a feat rather than an established fact—it is only necessary to mention the three splendid factors in the journey :—First, the Atlantic is crossed in one of the world-renowned Transatlantic Liners, at a speed averaging in some cases twenty-four-and-a-half

land miles an hour ; then the Canadian Continent is traversed—some three thousand miles—as fast as the most perfect engineering skill has rendered possible ; finally, the last stage, the passage across the Pacific, is accomplished in one of the Company's magnificent nineteen-knot steamers, built expressly to bridge this last span as quickly and luxuriously as it is practicable. The regularity of the journey might be a matter of doubt if fast steamers were scarce on the Atlantic, or if the service on the Pacific were performed by vessels of different capabilities in point of speed, but the three Empresses are sister ships and alike in every respect. As was pointed out by the *Times*, in the Post Office Guide the approximate time occupied in course of post between London and Yokohama is estimated at thirty days *via* Vancouver and forty-three days *via* Suez. These figures, says the *Times*, must now be revised—as far at least as concerns the Vancouver route. Letters for Yokohama, in fact, will henceforth be delivered *via* Vancouver in very little more than half the time occupied in their transit *via* Suez. Thus, in the case of Japan, and, so far as time is concerned, the pre-eminent and unapproachable superiority of the Canadian Pacific Railway Company's route is placed beyond question. To Hong Kong the Vancouver route is on a level as regards time with the Suez route, so that, even for the hurried passenger to this important port, the Canadian service is at least as expeditious, leaving all other considerations out of the question—considerations which, it will be seen, weigh heavily in favour of the Trans-Continental route. The nature of the Trans-Atlantic

passage is too well known to need emphasizing. What may be unknown, or be overlooked, is the fact that the cars—drawing-room, dining, and sleeping—of the Canadian Pacific Railway are the finest on the American Continent, where luxurious railway travel is carried to the highest pitch. The line is of recent birth; everything is, so to speak, new, and certainly of the most improved description. The Company have spared no pains nor expense, either in the construction of their track or in the fittings and appointments of their rolling-stock—the passenger accommodation in the cars being equal to the utmost demands of modern requirements. Thus they are able to send their trains through at a speed which causes astonishment, and the traveller passes over the stupendous extent of their system surrounded by unlooked for ease and comfort. And, as regards the scenery unrolled before the traveller, the *Standard*—comparing the different lines across the American Continent—says:—‘The tourist who chooses the Canadian Pacific for his journey across the Continent will have better reason to be content with his introduction to the New World.’ All this, however, applies more particularly to the traveller posting through in hot haste. For the leisurely traveller, the tourist, and the sportsman, the Canadian Pacific Railway Company’s route offers many exceptional attractions besides those of rapid and luxurious transit. The splendid sights of radiant, rugged, majestic and awful Nature, the limitless fishing and shooting, are all, as it were, placed at the passenger’s disposition by the admirable arrangements of the Company. As the *Financial Times* puts it: ‘The

enterprise of the Company startles red-tape people out of their propriety. Even the Americans have been taken aback by the Canadian Pacific. And here, *apropos* of sport, we have a good illustration of the Company's thorough and go-ahead way of doing things. For the convenience of parties visiting the famous Kootenay district, the Company have built camps about a mile apart, on the line of the Columbia and Kootenay Railway. These camps have been erected solely for this purpose. The houses are well and neatly built of wood, and have a verandah overlooking the river. They are fitted with bunks, cooking stoves, &c. ; and parties not wishing to be encumbered with an outfit can hire anything and everything from the Company's agent at a small cost. And all this for two dollars for five days or less, with an extra charge of twenty-five cents per day a head, if blankets, cooking utensils, and what not are supplied.' "



The Run across the Canadian Continent,

— CONDENSED FROM —

"The New Highway to the Orient."

WE may choose between a Canadian and a New York steamship. The former will take us in summer directly up the noble St. Lawrence river, to the old and picturesque city of Quebec, "the Gibraltar of America," and the most interesting of all the cities of the New World. Here we find the Canadian Pacific Railway, and one of its trains will take us, in a few hours, along the north bank of the St. Lawrence to Montreal, the commercial capital of the Dominion. In the winter the Canadian steamship will land us at the old city of Halifax. Here, too, a Canadian Pacific train will be found ready to carry us westward to Montreal. Had we chosen a New York steamship, our route would have brought us from the American metropolis northward, by railway, along the banks of the far-famed Hudson river, to Albany, and thence, through Saratoga, and along the shores of Lake George and Lake Champlain, to Montreal—a day or a night from New York. Whichever way we came, Montreal should be regarded as the initial point of our

Trans-Continental journey ; for it is the principal eastern terminus of the Canadian Pacific Railway. From here, for a thousand miles, we have the choice of two routes. We may go through the farms and orchards of Ontario to Toronto, the second city of Canada in importance, visit in a few hours Niagara, and then, resuming our journey by one of the Canadian Pacific lines to Owen Sound, on Georgian Bay, take one of the trim, Clyde-built new steamers of the Company across Lake Huron and Lake Superior to Port Arthur, on Thunder Bay, where the western section of the Canadian Pacific Railway begins ; or, we may start from Montreal by the main line of railway. By the latter route, on leaving Montreal, for a time we are still among the old French settlements, and soon we are nearing Ottawa, the capital of the Dominion. Leaving Ottawa, we also leave the French country. The farms we now see are larger, the towns are larger, and there are more manufactories. As we advance further westward, the towns again become smaller, and the farms more scattered ; and, on the second morning from Montreal, we catch glimpses of Lake Superior, away to our left, and are soon running along its precipitous shore. For many hours we look out upon the lake, then we cross Nepigon river—famed for its five-pound trout—run down the shore of Thunder Bay, and stop at the station at Port Arthur, a thousand miles from Montreal ! This place and Fort William constitute together the Lake Terminus of the western section of the railway. The scenery here is more diversified and beautiful than any we have yet seen. We leave the lake, and again

move westward, and for a night and part of the following day we are in a wild, strange country ; but, wild and rough as it is, this country is full of natural wealth. Right in the heart of this wilderness we come upon saw-mills, an immense granite flour mill, and a cluster of grain elevators and warehouses.

We now enter the level valley of Red River, and in a little while we cross the river on a long iron bridge and enter the magic city of Winnipeg. It will be well worth your while to stop here for a day. Notwithstanding all you have been told about it, you can hardly be prepared to find the frontier trading post of yesterday transformed into a city of thirty thousand inhabitants, with miles of imposing structures, and with all the evidences of wealth, comfort, and cultivation to be found in cities of a century's growth.

And now for the last stage of our journey. The Rocky Mountains are still nearly a thousand miles away. A few years ago this was a six weeks' journey under the most favourable circumstances. Leaving Winnipeg, we strike out at once upon a broad plain, as level as a billiard table, extending to the north and west apparently without limit ; but this is not yet the prairie. Fifty-five miles from Winnipeg we reach Portage-la-Prairie—another city of a day's growth. One hundred and thirty miles from Winnipeg we cross the Assiniboine River, and reach Brandon, next to Winnipeg the largest town in the

Canadian north-west. Leaving Brandon, we have fairly reached the first of the great prairie steppes that rise one after another, at long intervals, to the Rocky Mountains—not the monotonous, uninteresting plain your imagination has pictured, but a great billowy ocean of grass and flowers. The horizon only limits the view ; and, as far as the eye can reach, the prairie is dotted with newly-made farms, with great black squares where the sod has just been turned by the plough, and with herds of cattle. We pass station after station. Every minute or two we see coveys of prairie chickens rising from the grass, startled by the passing train. Ducks of many kinds are about the frequent ponds, together with wild geese, and cranes, and occasionally great white pelicans.

Three hundred miles from Winnipeg we pass through the famous Bell farm, embracing one hundred square miles of land. Soon we reach Regina, the capital of the North-West Territory. The buildings here have more of a frontier look, but it is a busy place, an important centre of trade, and one of the cities of the future. Leaving Regina, we soon pass Moosejaw, four hundred miles from Winnipeg, and commence the ascent of another prairie steppe. The country, while retaining the chief characteristics of the prairie, becomes more broken. Suddenly there is a flutter of excitement among the passengers, and a rush to the windows—"Antelope !" We shall see them often enough now. We are entering a very paradise for sportsmen. The lakes become more frequent. Wild

geese, cranes, ducks—a dozen varieties—snipe, plover, and curlew, all common enough throughout the prairies, are found in myriads here. Water fowl blacken the surface of the lakes and ponds; long white lines of pelicans disport themselves along the shores; and we hear the notes of many strange birds whose names I cannot tell you. Prairie chickens are abundant on the high ground, and antelopes are common in the hills.

At Maple Creek we see the red coats of the mounted police, who are looking after a large encampment of Indians near by. Two hours later we descend into the valley of the South Saskatchewan, and soon arrive at Medicine Hat—a thousand miles from Lake Superior!

As we approach Crowfoot Station all are alive for the first view of the Rocky Mountains, yet more than a hundred miles away. As we speed on, peak rises behind peak; then dark bands of forest that reach up to the snow-line come into view. The snow fields and glaciers glisten in the sunlight, and, over the rolling tops of the foot-hills, the passes are seen cleft deep into the heart of the mountains. We are now in the country of the once-dreaded Blackfeet, the handsomest and most warlike of all the Indian tribes, now peacefully settled on a reservation near by. At the base of the Rocky Mountains—2,264 miles from Montreal, and 3,416 feet above the ocean—is the new city of Calgary.

Stretching away 150 miles to the United States' boundary southward, and indefinitely northward, is the Ranch Country. You may be sure of a cordial welcome if you visit the ranch-men, and it will be worth your while to do so. The ranch-men—who are fine fellows from the best families in the East and in England—live here in lordly style. Admirable horsemen, with abundant leisure, and unlimited opportunities for sport, their intense love for this country is no matter for wonder ; nor is it surprising that every day brings more young men of the best class to join in this free and joyous life.

Three hours after leaving Calgary we pass the famous anthracite mines near the base of Cascade Mountain, and soon after stop at the Station at Banff, famous for its hot springs, which possess wonderful curative powers, and which have already attracted thousands of people, many of them from long distances. The district for miles has been reserved by the Canadian Government as a national park. Everybody stops here for a day or two at least, and finds luxurious quarters in a large and handsomely-appointed hotel, perched on a hill overlooking the beautiful valley of Bow River. Resuming our journey, we are soon reminded by the increasing nearness of the fields of snow and ice on the mountain slopes that we are reaching a great elevation, and, two hours from Banff, our train stops at a little station, and we are told that this is the summit of the Rocky Mountains—just a mile above the sea ! Ten miles below the summit we round the base

of Mount Stephen, a stupendous mountain rising directly from the railway, to a height of more than eight thousand feet, and holding on one of its shoulders a glacier five hundred feet thick. Two hours from the summit, and three thousand feet below it, the gorge suddenly expands, and we see before us, high up against the sky, a jagged line of snow peaks of new forms and colours. A wide, deep, forest-covered valley intervenes, holding a broad and rapid river. This is Columbia. The new mountains before us are the Selkirks, and we have now crossed the Rockies.

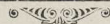
Here is the new town of Golden, with smelting works, river steamers, and choice corner lots. This is the neighbourhood for ambitious sportsmen, who are seeking mountain goat, or caribou, or mountain sheep—the famous “big-horn”—an occasional black or cinnamon bear, or perchance a grizzly. Crossing the Columbia, and ascending to the summit of the Selkirks, and then descending, we reach in a few minutes the “**GLACIER HOUSE**,” a delightful hotel, situated almost in the face of the Great Glacier, and at the foot of the grandest of all the peaks of the Selkirks, Sir Donald—an acute pyramid of naked rock shooting up nearly eight thousand feet above us.

At Revelstoke it will be well worth while to turn aside for a few days and visit the Kootenay country; but, if we continue our journey to the Pacific, we are at once

confronted by the Golden Range, another grand snow-clad series of mountains, but broken directly across, and offering no obstacle to the railway. Then come the beautiful Shuswap Lakes, the South Thompson River, Kamloops, and the Fraser River. The view has changed from the grand to the terrible. Hundreds of feet above the river is the railway, notched in the face of the cliffs, but so well made and so well protected that we feel no sense of danger. At Yale we see Chinamen washing gold on the sand bars and Indians herding cattle in the meadows, and before long our train rolls into the station at Vancouver, the western terminus of the Canadian Pacific Railway.



The C. P. R. Hotels.



BANFF SPRINGS HOTEL.

To accommodate an ever-increasing tourist patronage, and furnish comfortable quarters for those wishing to enjoy the marvels of mountain scenery in the five great ranges traversed by the road, the CANADIAN PACIFIC RAILWAY COMPANY has erected hotels at the most interesting points.

The first and most easterly of these is the well-known BANFF SPRINGS HOTEL, situated upon a mountain promontory in the Canadian National Park, and elevated 4,500 feet above the level of the sea. The park occupies a tract twenty-six miles long by ten wide, lying about twenty miles within the Rockies, and embraces portions of the valleys of the Bow, Spray, and Cascade rivers. No portion of the noble range presents such a variety of imposing views, for mountain monarchs tower on every hand within and about it, and nowhere else are the finer points of view and features of special interest so easily

accessible. There are ample means of amusement for all. Those fond of the rifle generally devote most of their time to the pursuit of mountain sheep and other big game, while patrons of the gentle art find rare sport fly-fishing for mountain trout, plentiful in all the rivers, or trolling for the great lake-trout of Devil's Lake, and all within easy reach of the hotel. Duck shooting is also very good on the Vermilion Lakes during the proper season.

The magnificent scenery, the opportunities for sport with rifle and rod, and provision for bathing in the healing waters—together with the superb accommodation furnished by the BANFF SPRINGS HOTEL—combine to make it the *beau ideal* of a tourist's resort. Terms, 12/- to 18/- per day, according to room.

MOUNT STEPHEN HOUSE.

ABOUT fifty miles west of Banff, in Kicking-Horse Canon, at the base of Mount Stephen, is the picturesque, chalet-like MOUNT STEPHEN HOUSE, a model of its kind. Mountain sheep and goats abound in the neighbourhood, and excellent fly-fishing for trout can be had on the lake close at hand. Mount Stephen (altitude 8,000 feet) is the crowning glory of the Rockies, and the imposing Ottertail and Van Horne ranges are in full view. Terms, 12/- per day.



BANFF SPRINGS HOTEL.

GLACIER HOUSE.

Situated in the heart of the stately Selkirks, at the base of Mount Sir Donald, within a few minutes' walk of the forefoot of the celebrated Great Glacier, is the GLACIER HOUSE, also built upon the plan of a chalet ; and no tourist should pass this spot without devoting a day at least to a study of the marvellous surroundings. Sheep (the Big-horn) and goats haunt the adjacent hills, and several mountain streams, within easy reach, are well stocked with trout. Terms, 12/- per day.

FRASER CANON HOUSE.

Among the mountains at North Bend, upon a site most happily chosen, is the FRASER CANON HOUSE, of similar style, and as well managed and comfortable as the two just noted. Travellers desiring to explore the Fraser Canon, and the tumultuous river of that name, cannot do better than make this their head-quarters. The artist, the explorer, and the sportsman, will here find fascinating occupation without end. Terms, 12/- per day.



GLACIER HOUSE.

HOTEL VANCOUVER.

At Vancouver—the Pacific terminus of the Railway—accommodation unsurpassed by the great city hotels of the East, will be found at the HOTEL VANCOUVER, justly famous for the elegance of its appointments and the excellence of its *cuisine*. It is electric-lighted throughout. The glorious scenery, the wonderful climate, and thorough comfort enjoyed at Vancouver, will make the visitor sorry to leave when the holiday is done. Terms from 12/- to 18/- per day.

From Vancouver the new Royal Mail Steamships of the Canadian Pacific Railway—*Empress of India*, *Empress of Japan*, and *Empress of China*—leave at regular intervals for Yokohama and Hong Kong.

Steamers leave Vancouver daily, except Mondays, for Victoria, a run of about five hours, through a beautiful archipelago across the Straits of Georgia. The Olympian Range and snow-capped Mount Baker are seen in the distance. On Mondays and Thursdays steamer leaves Vancouver direct for Puget Sound ports. At Victoria there are several excellent hotels.



HOTEL VANCOUVER.

—✧— General Information. —✧—

YOKOHAMA, SHANGHAI, AND HONG KONG —The route from Europe is by Atlantic steamer of any line to Quebec, Montreal, Boston, New York, &c.; thence by Canadian Pacific Railway to Vancouver, B.C., *via* Niagara and Toronto, or Montreal. First-class fare (allowing 20-guinea accommodation on Atlantic steamer), £69 3s. 7d.; second-class fare, £35 9s. 7d. Special rates to missionaries and civil servants.

ROUND-THE-WORLD TOURS. —Arrangements have been concluded between the Canadian Pacific Railway Company, the P. & O. Steam Navigation Company, and the various Atlantic Steamship Companies for Round-the-World Tours, passengers being at liberty to break the journey at any point *en route*, and to travel outward or homeward in either direction, as follows:—

OUTWARD from Liverpool or Southampton, by Atlantic steamer of any line, to Quebec, Montreal, Boston, or New York; thence by Canadian Pacific Railway to Vancouver, B.C., *via* Niagara and Toronto, or Montreal, in either case with option of using the steamers plying between Owen Sound and Port Arthur during season of lake navigation; from Vancouver to Yokohama or Hong Kong by one of the Canadian Pacific Railway Company's magnificent Royal Mail Steamships.

HOMEWARD from Yokohama, Shanghai, or Hong Kong, by P. & O. Steamship Company, *via* Colombo and Suez direct, or *via* Colombo, Calcutta, and Bombay (in the latter case passengers paying their own rail fare, Calcutta to Bombay. *via* Jubbulpore. £9 16s extra).

Price for the Round Trip, £125.

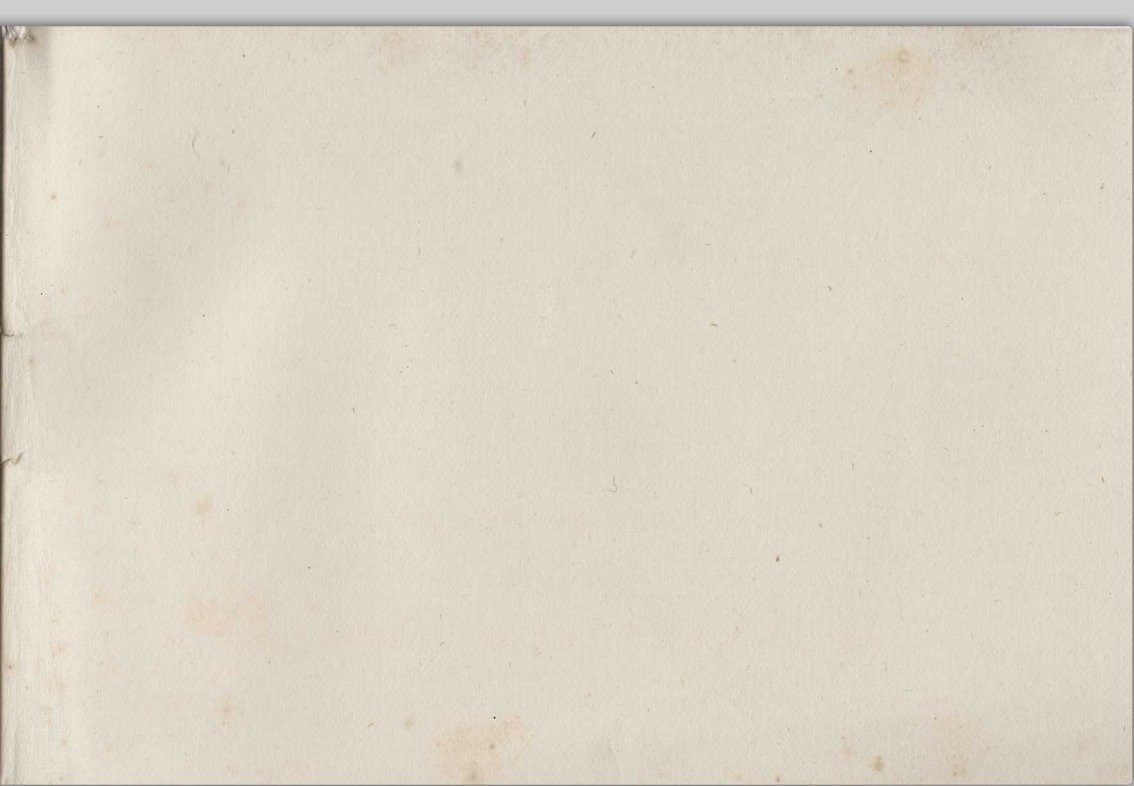
Meals and Sleeping Berths on railway journey between Atlantic and Pacific Oceans (occupying about five or six days), extra, but may be included by payment of £6 3s. 4d. in addition to Round-Trip fare.

For free Descriptive Hand-books and Tickets, apply to

CANADIAN PACIFIC RAILWAY COMPANY.

67 and 68, King William Street, LONDON, E.C.;

7, James Street, Liverpool; 105, Market Street, Manchester; 25, Gordon Street, Glasgow.





LONDON AGENCY.