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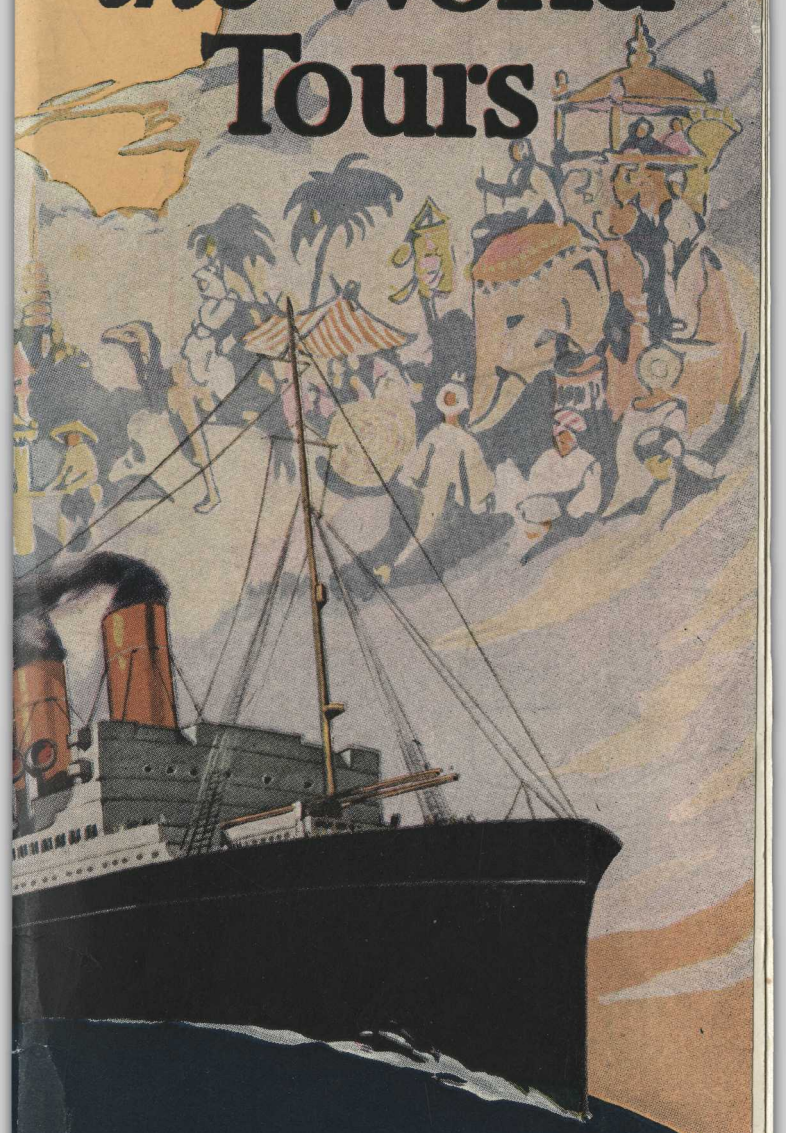
Round - the World Tours



CANADIAN PACIFIC

ROUND THE WORLD TOURS

(All Routes shown below are reversible except as indicated by Notes affecting individual Routes. All fares are subject to change without notice.) Fares in dollars and cents apply from points in Canada and United States; fares in sterling from points outside North America; see top of first column.

THE fares shown herein in dollars and cents are applicable from points in Canada and United States only and on the direct lines between New York, Boston, Montreal, Quebec, Saint John, N.B., Halifax, N.S., and Portland, Me., etc., on the Atlantic Coast and Vancouver, B.C., on the Pacific Coast (over which the regular one way first class fares apply) and are as shown in tariffs published and filed with the Interstate Commerce Commission and Canadian Railway Commission.

Fares from specific points and by specified routes between the Atlantic and Pacific ports will be quoted on application to any Canadian Pacific Ry. Agent.

Fares as quoted do not include Canadian War tax or United States Revenue tax ($5.00) which is payable in addition. On tickets sold in Canada there is also a War Tax of $1.10 on the rail portion.

The fares quoted herein in sterling are applicable from points outside North America on the route of the tours described.

Note.—For lack of room, some Routes published in Canadian Pacific tariffs are omitted from this folder, they being variations of those which are printed herein and which have same designating numbers as printed in tariff; particulars of same can be obtained from any Canadian Pacific Agent.

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, AND THENCE DIRECT VIA SUEZ CANAL

ROUTE 2—$1,080.65 or £220

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Peninsular & Oriental S.N. Co., Hongkong to Singapore, Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 3—$1,075.80 or £219

Same as Route 2 to Hongkong.

Messageries Maritimes (French Mail Line), Hongkong to Saigon, Singapore, Penang, Colombo, Djibouti, Port Said and Marseilles.

(Passengers make their own way between Marseilles and London or European port of embarkation.)

Same as Route 2 to starting point.

Note.—This Route omits rail journey between Marseilles and London or European port of embarkation.

ROUTE 4—$1,051.45 or £214

Same as Route 2 to Hongkong.

Blue Funnel Line Hongkong to London via Singapore and Suez Canal.

Same as Route 2 to starting point.

Note.—Blue Funnel Steamships, westbound, usually disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool. "A" class steamships call at Marseilles westbound only.

ROUTE 5—$1,080.65 or £220

Same as Route 2 to Hongkong.

Nippon Yusen Kaisha, Hongkong to Singapore, Penang, Colombo, Suez, Port Said, Marseilles and London.

Same as Route 2 to starting point.

ROUTE 6—$1,104.95 or £225

Same as Route 2 to Hongkong.

Choice of connecting Steamship Lines Hongkong to Singapore.

Nederland Royal Mail Line, Singapore to Sabang, Colombo, Port Said, Genoa, Algiers and Southampton.

Same as Route 2 to starting point.

Note.—By this route, side trip may be included on payment of $138.70 additional at time of purchase of Round the World ticket—from Singapore by Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line) to Batavia—60-day rail ticket through Java, and return from Sourabaya to Singapore by Royal Packet Navigation Co.

ROUTE 7—$1,104.95 or £225

Same as Route 6 to Hongkong and thence to Singapore.

Rotterdam Lloyd Steamship Singapore to Belewan, Sabang, Colombo, Suez Canal, Marseilles and Tangier to Southampton.

Same as Route 2 to starting point.

ROUTE 8—$1,070.90 or £218

Same as Route 2 to Hongkong.

British India S.N. Co., Hongkong to Calcutta via Singapore, Penang and Rangoon. (Passengers make their own way between Calcutta and Bombay.)

Anchor Line Bombay to Liverpool via Suez, Port Said, Marseilles and Gibraltar.

Same as Route 2 to starting point.

Notes.—(1) Anchor Line Steamships call at Marseilles westbound only; in the opposite direction (i.e. eastbound) they do not call at that port.

(2) This Route omits rail journey across India.

ROUTE 9—$1,070.90 or £218

Same as Route 2 to Hongkong.

British India S.N. Co., Hongkong to Rangoon, Burma, via Singapore and Penang.

Bibby Line Rangoon, Burma, to London via Colombo, Suez, Port Said and Marseilles.

Same as Route 2 to starting point.

Note.—Bibby Line Steamships, westbound, disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool.

ROUTE 10—$1,073.35 or £218.10

Same as Route 2 to Hongkong.

British India S.N. Co., Hongkong to Rangoon, Burma, via Singapore and Penang.

Henderson Line Rangoon, Burma, to Great Britain via Port Sudan, Port Said and Oran.

Same as Route 2 to starting point.

Note.—Henderson Line Steamships, westbound, usually disembark passengers at Liverpool or Glasgow and in the opposite direction (i.e. eastbound) sail from Liverpool. Some of the steamships call, westbound only, at Colombo and Algiers.

ROUTE 13—$1,100.10 or £224

Same as Route 2 to Hongkong.

British India S.N. Co., Hongkong to Calcutta via Singapore, Penang and Rangoon.

(Passengers make their own way between Calcutta and Bombay.)

Lloyd Triestino from Bombay to Venice or Trieste, via Aden, Suez, Port Said and Brindisi——or

Marittima Italiana from Bombay to Genoa, Italy, via Aden, Suez, Port Said, Catania and Naples.

(Passengers make their own way between Venice or Trieste or Genoa and London, cost of same varying with route travelled.)

Same as Route 2 to starting point.

Notes.—(1) Lloyd Triestino and Marittima Italiana Steamships usually call westbound at Karachi, India, after departure from Bombay.

(2) This Route omits rail journey across India and rail journey across Europe.

ROUTE 14—$1,134.20 or £231

Same as Route 13 except that journey by direct rail between Venice or Genoa and London is included.

Note.—This Route omits rail journey across India.

ROUTE 16—$1,022.25 or £208

Same as Route 2 to Hongkong.

Ellerman & Bucknall SS. Co. Ltd., Hongkong to Southampton, Eng., via Singapore, Colombo and Port Said.

Same as Route 2 to starting point.

Note.—Ellerman Line Steamships usually call at Marseilles westbound (i.e. on homeward journey) but not regularly in the opposite direction.

ROUTE 17—$1,075.80 or £219

Same as Route 2 to Hongkong.

Ellerman & Bucknall SS. Co. Ltd., Hongkong to Colombo via Singapore.

(over)

*Value of Atlantic berth not to exceed £44 westbound or $205 eastbound. Passenger requires to provide his own transportation between ports of landing and embarkation in Europe, for example between London and Liverpool or Southampton.

ROUND THE WORLD TOURS

(All Routes shown below are reversible except as indicated by Notes affecting individual Routes. All fares are subject to change without notice.) Fares in dollars and cents apply from points in Canada and United States; fares in sterling from points outside North America; see top of first column, page 1.

Route 17—Continued

Indian Railways, Colombo to Bombay via Talaimannar, Dhanushkodi, Madras and Raichur—or Coasting Steamer Colombo to Bombay.

Ellerman's City and Hall Lines Bombay to Birkenhead (Liverpool), Eng., via Suez Canal.

Same as Route 2 to starting point.

Note.—Ellerman Line Steamships usually call at Marseilles westbound (i.e. on homeward journey) but not regularly in the opposite direction

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, MANILA, TORRES STRAITS, AUSTRALIA AND SUEZ CANAL

ROUTE 21—$1,477.25 or £301.10

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Eastern & Australian Steamship Company or (b) Nippon Yusen Kaisha, or (c) Australian-Oriental Line, Hongkong to Sydney via Manila, Sandakan (E. & A. only) or Davao (N.Y.K. only), Torres Straits, Thursday Island, Townsville and Brisbane.

Peninsular & Oriental S.N. Co., Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 22—$1,477.25 or £301.10

Same as Route 21 to Sydney via Hongkong.

Orient Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez Canal, Naples, Toulon, Gibraltar and London.

Same as Route 21 to starting point.

ROUTE 23—$1,465.05 or £299

Same as Route 21 to Sydney via Hongkong.

Coastal Service Sydney to Fremantle.

Blue Funnel Local Line Fremantle to Singapore.

Blue Funnel Line Singapore to London via Suez Canal.

Same as Route 21 to starting point.

Note.—Blue Funnel Steamships, westbound, usually disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool. "A" class steamships call at Marseilles westbound only.

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, MANILA, TORRES STRAITS, AUSTRALIA AND CAPE TOWN

ROUTE 25—$1,272.85 or £259.10

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Eastern & Australian SS. Co. or (b) Nippon Yusen Kaisha or (c) Australian-Oriental Line, Hongkong to Sydney via Manila, Sandakan (E. & A. only) or Davao (N.Y.K. only), Torres Straits, Thursday Island, Townsville and Brisbane.

Blue Funnel Line Sydney to Melbourne, Adelaide, Fremantle, Durban (Natal), Cape Town, Las Palmas (Canary Islands) and Liverpool.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston and New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

Note.—Free rail transportation between London and Liverpool is provided for Blue Funnel passengers for or from Australia if they travel by train arranged for by Blue Funnel Line.

Steamships usually call westbound, at both Durban and Cape Town and at Albany, W.A.; in opposite direction (i.e. eastbound) Durban is omitted usually and Fremantle touched at, instead of Albany.

ROUTE 26—$1,272.85 or £259.10

Same as Route 25 to Sydney.

Aberdeen Line Sydney to Southampton, Eng., via Melbourne, Fremantle, Durban, Cape Town and Tenerife.

Same as Route 25 to starting point.

Note.—Aberdeen Line Steamships in the reverse direction sail from London and call at Plymouth, Tenerife, Cape Town, Albany and Melbourne, omitting Durban and Fremantle. Free rail transportation Southampton to London is provided if passengers travel by train arranged for by Aberdeen Line.

ROUTE 27—$1,126.85 or £229.10

Same as Route 25 to Sydney.

White Star Line (Australian Service) Sydney to Southampton, Eng., via Melbourne, Adelaide, Fremantle, Durban, Cape Town and Tenerife.

Same as Route 25 from England to starting point.

Note.—White Star Line Steamships, westbound, call at Fremantle and Durban and land passengers at Southampton, Eng., but in opposite direction (i.e. eastbound) they sail from Liverpool, omit call at Durban and call at Albany, West Australia, instead of Fremantle. Fares quoted include £62 accommodation which is minimum rate on ships other than the "Ceramic"

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, MANILA, TORRES STRAITS, AUSTRALIA, NEW ZEALAND AND PANAMA CANAL

ROUTE 29—$1,360.45 or £277.10

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Eastern & Australian SS. Co. or (b) Nippon Yusen Kaisha, or (c) Australian-Oriental Line, Hongkong to Sydney via Manila, Sandakan (E. & A. only) or Davao (N.Y.K. only), Torres Straits, Thursday Island, Townsville and Brisbane.

Shaw Savill & Albion Co. Ltd., Sydney to Southampton, Eng., via New Zealand ports and thence usually via the Panama Canal, but occasionally via South American ports.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 30—$1,360.45 or £277.10

Same as Route 29 to Sydney, Australia.

New Zealand Shipping Co. Ltd., Sydney to Southampton, Eng., via New Zealand ports and the Panama Canal.

Same as Route 29 to starting point.

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, SINGAPORE, JAVA PORTS, TORRES STRAITS, AUSTRALIA AND SUEZ CANAL

ROUTE 31—$1,533.20 or £313

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Peninsular & Oriental S.N. Co. or (b) Blue Funnel Line or (c) Ellerman & Bucknall SS. Co. Ltd. or (d) Nippon Yusen Kaisha or (e) ② Messageries Maritimes or (f) British India S.N. Co.—Apcar Line or (g) Royal Packet Nav. Co. (Dutch Line), Hongkong to Singapore.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line), Singapore to Sydney via Batavia and other Java Ports, Torres Straits and Brisbane.

Peninsular & Oriental S.N. Co., Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

(over)

*Value of Atlantic berth not to exceed £44 westbound or $205 eastbound. Passenger requires to provide his own transportation between ports of landing and embarkation in Europe, for example between London and Liverpool or Southampton.

②If ticket is routed via Messageries Maritimes between Hongkong and Singapore, it will be good only on M.M. "B" class steamship, and, if passenger travels on "A" class steamship, £4 additional will be collected at port of embarkation.

ROUND THE WORLD TOURS

(All Routes shown below are reversible except as indicated by Notes affecting individual Routes. All fares are subject to change without notice.) Fares in dollars and cents apply from points in Canada and United States; fares in sterling from points outside North America; see top of first column, page 1.

ROUTE 32—$1,533.20 or £313

Same as Route 31 to Sydney, Australia.

Orient Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez Canal, Naples, Toulon, Gibraltar and London.

Same as Route 31 to starting point.

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, SINGAPORE, JAVA PORTS, TORRES STRAITS, AUSTRALIA AND CAPE TOWN

ROUTE 34—$1,328.80 or £271

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Peninsular & Oriental S.N. Co. or (b) Blue Funnel Line or (c) Ellerman & Bucknall SS. Co. Ltd. or (d) Nippon Yusen Kaisha or (e) ② Messageries Maritimes or (f) British India S.N. Co.—Apcar Line, or (g) Royal Packet Nav. Co. (Dutch Line), Hongkong to Singapore.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line), Singapore to Sydney via Batavia and other Java Ports, Torres Straits and Brisbane.

Blue Funnel Line Sydney to Melbourne, Adelaide, Fremantle, Durban (Natal), Cape Town, Las Palmas (Canary Islands) and Liverpool.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

Note.—Free rail transportation between London and Liverpool is provided for Blue Funnel Line passengers for or from Australia if they travel by train arranged for by Blue Funnel Line.

Steamships usually call, westbound, at both Durban and Cape Town, and at Albany, W.A.; in opposite direction (i.e. eastbound) Durban is omitted usually and Fremantle touched at instead of Albany.

ROUTE 35—$1,328.80 or £271

Same as Route 34 to Sydney.

Aberdeen Line Sydney to Southampton, Eng., via Melbourne, Fremantle, Durban, Cape Town, and Tenerife.

Same as Route 34 to starting point.

Note.—Aberdeen Line Steamships in the reverse direction sail from London and call at Plymouth, Tenerife, Cape Town, Albany, and Melbourne, omitting Durban and Fremantle. Free rail transportation Southampton to London is provided if passengers travel on train arranged for by Aberdeen Line.

ROUTE 36—$1,182.85 or £241

Same as Route 34 to Sydney, Australia.

White Star Line (Australian Service), Sydney to Southampton, Eng., via Melbourne, Adelaide, Fremantle, Durban, Cape Town and Tenerife.

Same as Route 34 from England to starting point.

Note.—White Star Line Steamships, westbound, call at Fremantle and Durban and land passengers at Southampton, Eng., but in opposite direction (i.e. eastbound) they sail from Liverpool, omit call at Durban and call at Albany, West Australia, instead of at Fremantle. Fares quoted include £62 accommodation which is minimum rate on ships other than the "Ceramic."

ROUTES VIA CANADIAN PACIFIC STEAMSHIPS, LTD., HONGKONG, SINGAPORE, JAVA PORTS, TORRES STRAITS, AUSTRALIA, NEW ZEALAND AND THE PANAMA CANAL

ROUTE 37—$1,416.40 or £289

Canadian Pacific Ry. starting point to Vancouver.

Canadian Pacific SS. Ltd., Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

Choice of (a) Peninsular & Oriental S.N. Co. or (b) Blue Funnel Line or (c) Ellerman & Bucknall SS. Co. Ltd. or (d) Nippon Yusen Kaisha or (e) ② Messageries Maritimes or (f) British India S.N. Co.—Apcar Line, or (g) Royal Packet Nav. Co. (Dutch Line), Hongkong to Singapore.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line), Singapore to Sydney via Batavia and other Java Ports, Torres Straits and Brisbane.

Shaw Savill & Albion Co. Ltd., Sydney to Southampton, Eng., via New Zealand ports and thence usually via the Panama Canal but occasionally via South American ports.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 38—$1,416.40 or £289

Same as Route 37 to Sydney, Australia.

New Zealand Shipping Co. Ltd., Sydney to Southampton, Eng., via New Zealand ports and Panama Canal.

Same as Route 37 Europe to starting point.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, AUCKLAND, NEW ZEALAND AND PANAMA CANAL

ROUTE 39—$1,046.60 or £193.15

Canadian Pacific Ry. starting point to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z.

Shaw Savill & Albion Co. Ltd., Auckland to Southampton, Eng., via Panama Canal.

Same as Route 37 Europe to starting point.

N.B.—This Route omits Australia.

ROUTE 40—$1,046.60 or £193.15

Same as Route 39 to Auckland, N.Z.

New Zealand Shpg. Co., Auckland to Southampton via Panama Canal.

Same as Route 37 Europe to starting point.

N.B.—This Route omits Australia.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY, AUSTRALIA AND SUEZ CANAL

ROUTE 42—$1,270.40 or £236.5

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Peninsular & Oriental S.N. Co., Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 43—$1,270.40 or £236.5

Same as Route 42 to Sydney, Australia.

Orient Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez Canal, Naples, Toulon, Gibraltar and London.

Same as Route 42 to starting point.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY AND CAPE TOWN

ROUTE 45—$1,066.05 or £199.5

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Blue Funnel Line, Sydney to Melbourne, Adelaide, Durban (Natal), Fremantle, Cape Town, Las Palmas (Canary Islands) and Liverpool.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

*Value of Atlantic berth not to exceed £44 westbound or $205 eastbound. Passenger requires to provide his own transportation between European ports of landing and embarkation, for example between London and Liverpool or Southampton.

②If ticket is routed via Messageries Maritimes between Hongkong and Singapore, it will be good only on M.M. "B" class steamship, and, if passenger travels on "A" class steamship, £4 additional will be collected at port of embarkation.

ROUND THE WORLD TOURS

(All Routes shown below are reversible except as indicated by Notes affecting individual Routes. All fares are subject to change without notice.) Fares in dollars and cents apply from points in Canada and United States; fares in sterling from points outside North America; see top of first column, page 1.

Route 45—Continued

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

Note.—Free rail transportation between London and Liverpool is provided for Blue Funnel Line passengers for or from Australia if they travel by train arranged for by Blue Funnel Line.

Steamships usually call, westbound, at both Durban and Cape Town and at Albany, W.A.; in opposite direction (i.e. eastbound), Durban is omitted usually and Fremantle touched at instead of Albany.

ROUTE 46—$1,066.05 or £199. 5

Same as Route 45 to Sydney.

Aberdeen Line, Sydney to Southampton, Eng., via Melbourne, Fremantle, Durban, Cape Town and Tenerife.

Same as Route 45 to starting point.

Note.—Aberdeen Line Steamships in the reverse direction sail from London and call at Plymouth, Tenerife, Cape Town, Albany and Melbourne, omitting Durban and Fremantle.

Free rail transportation Southampton to London is provided if passengers travel on train arranged for by Aberdeen Line.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY, AUSTRALIA AND PANAMA CANAL

ROUTE 48—$1,153.65 or £218.15

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Local Steamship Line Sydney to New Zealand Port.

Shaw Savill & Albion Co. Ltd., New Zealand to Southampton, Eng., via the Panama Canal.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

ROUTE 49—$1,153.65 or £218.15

Same as Route 48 to Sydney, Australia.

Local Steamship Line Sydney to New Zealand port.

New Zealand Shipping Co. Ltd., New Zealand to Southampton, Eng., via Panama Canal.

Same as Route 48 Europe to starting point.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY, AUSTRALIA, TORRES STRAITS, MANILA, HONGKONG AND SUEZ CANAL

ROUTE 50—$1,336.15 or £266.5

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Eastern & Australian SS. Co. or Australian-Oriental Line, Sydney to Hongkong via Brisbane, Townsville, Thursday Island, Torres Straits, Sandakan and Manila.

Peninsular & Oriental S.N. Co., Hongkong to Singapore, Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

Note.—This Route is confined to the "E. & A." or Australian-Oriental Line between Sydney and Hongkong, when tickets are sold outside North America—but when sold in North America the Nippon Yusen Kaisha may be used between those points if desired.

ROUTE 51—$1,331.25 or £271.10

Same as Route 50 to Sydney.

Choice of (a) Eastern & Australian SS. Co. or (b) Nippon Yusen Kaisha or (c) Australian-Oriental Line, Sydney to Hongkong via Brisbane, Townsville, Thursday Island, Torres Straits, Sandakan (E. & A. only) or Davao (N.Y.K. only) and Manila.

Messageries Maritimes (French Mail Line), Hongkong to Saigon, Singapore, Penang, Colombo, Djibouti, Port Said and Marseilles.

Route 51—Continued

(Passengers make their own way between Marseilles and London or European port of embarkation.)

Same as Route 50 to starting point.

Note.—This Route omits rail journey between Marseilles and London or European port of embarkation.

ROUTE 52—$1,307.00 or £266.10

Same as Route 51 to Sydney and thence to Hongkong.

Blue Funnel Steamships, Hongkong to London via Singapore and Port Said.

Same as Route 50 to starting point.

Note.—Blue Funnel Steamships, westbound, usually disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool. "A" class steamships call at Marseilles westbound only.

ROUTE 53—$1,277.75 or £260.10

Same as Route 51 to Sydney and thence to Hongkong.

Ellerman & Bucknall SS. Co. Ltd., Hongkong to Southampton, Eng., via Singapore, Colombo and Port Said.

Same as Route 50 to starting point.

Note.—Ellerman Line Steamships usually call at Marseilles westbound (i.e. on homeward journey) but not regularly in opposite direction.

ROUTE 54—$1,336.15 or £260

Same as Route 51 to Sydney and thence to Hongkong.

Nippon Yusen Kaisha, Hongkong to London via Singapore, Colombo, Suez Canal and Marseilles.

Same as Route 50 to starting point.

ROUTE 55—$1,326.45 or £270.10

Same as Route 51 to Sydney and thence to Hongkong.

British India S.N. Co., Hongkong to Calcutta via Singapore, Penang and Rangoon.

(Passengers make their own way between Calcutta and Bombay.)

Anchor Line, Bombay to Liverpool via Suez, Port Said, Marseilles and Gibraltar.

Same as Route 50 to starting point.

Notes.—(1) Anchor Line Steamships call at Marseilles westbound only, in the opposite direction (i.e. eastbound) they do not call at that port.

(2) This Route omits rail journey across India.

ROUTE 56—$1,326.45 or £270.10

Same as Route 51 to Sydney and thence to Hongkong.

British India S.N. Co., Hongkong to Rangoon, Burma, via Singapore and Penang.

Bibby Line, Rangoon, Burma, to London via Colombo, Suez, Port Said and Marseilles.

Same as Route 50 to starting point.

Note.—Bibby Line Steamships, westbound, disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool.

ROUTE 57—$1,328.90 or £271

Same as Route 56 to Sydney and thence to Rangoon, Burma.

Henderson Line Rangoon, Burma, to Great Britain via Port Sudan, Port Said and Oran.

Same as Route 50 to starting point.

Note.—Henderson Line Steamships, westbound, usually disembark passengers at Liverpool or Glasgow, and in the opposite direction (i.e. eastbound) sail from Liverpool. Some of the steamships call, westbound only, at Colombo and Algiers.

ROUTE 58—$1,355.60 or £276.10

Same as Route 55 to Sydney and thence to Calcutta.

(Passengers make their own way between Calcutta and Bombay.)

Lloyd Triestino from Bombay to Venice or Trieste, via Aden, Suez, Port Said and Brindisi——or

Marittima Italiana from Bombay to Genoa, Italy, via Aden, Suez, Port Said, Catania and Naples.

(Passengers make their own way between Venice or Trieste or Genoa and London, cost of same varying with route travelled.)

Same as Route 50 to starting point.

Notes.—(1) Lloyd Triestino and Marittima Italiana Steamships usually call, westbound, at Karachi, India, after departure from Bombay.

(2) This Route omits rail journey across India and rail journey across Europe. (over)

*Value of Atlantic berth not to exceed £44 westbound or $205 eastbound. Passenger requires to provide his own transportation between ports of landing and embarkation in Europe, for example between London and Liverpool or Southampton.

ROUND THE WORLD TOURS

(All Routes shown below are reversible except as indicated by Notes affecting individual Routes. All fares are subject to change without notice.) Fares in dollars and cents apply from points in Canada and United States; fares in sterling from points outside North America; see top of first column, page 1.

ROUTE 59—$1,389. 65 or £283.10

Same as Route 58, except that journey by direct rail between Venice or Genoa and London is included.

Note.—This Route omits rail journey across India.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY, AUSTRALIA, TORRES STRAITS, JAVA PORTS, SINGAPORE, HONG-KONG AND SUEZ CANAL

ROUTE 61—$1,392.15 or £277.15

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Burns Philp & Co.'s Steamships, Sydney to Singapore via Brisbane, Torres Straits, Batavia and other Java ports.

Peninsular & Oriental S.N. Co. exclusively, Singapore to Hongkong. (See Note)

Peninsular & Oriental S.N. Co., Hongkong to Singapore, Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American Atlantic landing port, named in preceding paragraph, to starting point.

Note.—Route 61 is confined to Burns Philp & Co. between Sydney and Singapore and to the P. & O. between Singapore and Hongkong when tickets are sold outside North America—but when sold in North America they may read by choice of lines between Sydney and Singapore and Singapore and Hongkong, same as on Route 62.

ROUTE 62—$1,387.25 or £283

Same as Route 61 to Sydney, Australia.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line), Sydney to Singapore via Brisbane, Torres Straits, Batavia and other Java ports.

Choice of (a) Peninsular & Oriental S.N. Co. or (b) Blue Funnel Line or (c) Ellerman & Bucknall SS. Co. Ltd. or (d) Nippon Yusen Kaisha or (e) ② Messageries Maritimes or (f) British India S.N. Co.—Apcar Line, or (g) Royal Packet Nav. Co. (Dutch Line), Singapore to Hongkong.

Messageries Maritimes (French Mail Line), Hongkong to Saigon, Singapore, Penang, Colombo, Djibouti, Port Said and Marseilles.

(Passengers make their own way between Marseilles and London or European port of embarkation.)

Same as Route 61 to starting point.

Note.—This Route omits rail journey between Marseilles and London or European port of embarkation.

ROUTE 63—$1,363.00 or £278

Same as Route 62 to Sydney and thence to Hongkong via Singapore.

Blue Funnel Steamships Hongkong to London via Singapore and Port Said.

Same as Route 61 to starting point.

Note.—Blue Funnel Steamships, westbound, usually disembark passengers at London; in opposite direction (i.e. eastbound) steamships sail from Liverpool. "A" class steamships call at Marseilles westbound only.

ROUTE 64—$1,392.15 or £271.10

Same as Route 62 to Sydney and thence to Hongkong via Singapore.

Nippon Yusen Kaisha, Hongkong to London via Singapore, Colombo, Suez Canal and Marseilles.

Same as Route 61 to starting point.

ROUTES VIA CANADIAN-AUSTRALASIAN LINE, SYDNEY, AUSTRALIA, TORRES STRAITS, JAVA PORTS, SINGAPORE AND SUEZ CANAL

(N.B.—These Routes do not include Hongkong)

ROUTE 70—$1,294.80 or £257.15

Canadian Pacific Ry. to Vancouver.

Canadian-Australasian SS. Line, Vancouver to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, Australia.

Burns Philp & Co.'s Steamships, Sydney to Singapore via Brisbane, Batavia and other Java ports.

Peninsular & Oriental S.N. Co., Singapore to Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar and London.

*Choice of Trans-Atlantic Steamship Lines from European port of embarkation to Quebec, Montreal, Saint John, N.B., Halifax, Portland, Me., Boston or New York.

Direct rail from North American landing port, named in preceding paragraph, to starting point.

Note.—Route 70 is confined to Burns Philp & Co. between Sydney and Singapore when tickets are sold outside North America, but when sold in North America they may read by choice of lines same as on Route 74.

ROUTE 72—$1,289.95 or £263

Same as Route 70 to Sydney, Australia.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke, Paketvaart, Maatschappij—Dutch Line), Sydney to Sourabaya or Batavia, Java, via Brisbane and Torres Straits (or by rail between Sourabaya and Batavia).

Nederland Royal Mail Line Sourabaya or Batavia to Singapore, Belawan, Sabang, Colombo, Port Said, Genoa, Algiers and Southampton, Eng.

Same as Route 70 to starting point.

ROUTE 73—$1,289.95 or £263

Same as Route 72, but using Rotterdam Lloyd instead of Nederland Line between Java and England.

ROUTE 74—$1,275.30 or £260

Same as Route 70 to Sydney, Australia.

Choice of (a) Burns Philp & Co.'s Steamships or (b) Royal Packet Navigation Co. (Koninklijke Paketvaart Maatschappij—Dutch Line), Sydney to Singapore via Brisbane, Torres Straits, Batavia and other Java ports.

Messageries Maritimes (French Mail Line), Singapore to Penang, Colombo, Djibouti, Port Said and Marseilles.

(Passengers make their own way between Marseilles and London or European port of embarkation for North America.)

Same as Route 70 Europe to starting point.

Note.—This Route omits rail journey between Marseilles and London or European port of embarkation.

ROUTE 75—$1,119.60 or £228

Same as Route 70 to Sydney.

Ellerman & Bucknall SS. Co. Ltd., Sydney to Southampton, Eng., via Melbourne, Adelaide, Fremantle, Java ports, Singapore, Colombo and Port Said.

Same as Route 70 to starting point.

Note.—Ellerman Line Steamships usually call at Marseilles westbound (i.e. on home ward journey) but not regularly in opposite direction.

ROUTE 76—$1,275.30 or £252

Same as Route 74 to Sydney and thence to Singapore.

Nippon Yusen Kaisha, Singapore to London via Colombo, Suez Canal and Marseilles.

Same as Route 70 to starting point.

(over)

*Value of Atlantic berth not to exceed £44 westbound or $205 eastbound. Passenger requires to provide his own transportation between ports of landing and embarkation in Europe, for example between Liverpool or Southampton and London.

②If ticket is routed via Messageries Maritimes between Singapore and Hongkong, it will be good only on M.M. "B" class steamship, and if passenger travels on "A" class steamship, M. M. purser will collect £4 additional.

Variations without charge

The following variations in route will be allowed without extra charge, provided application for same is made at time of purchase of ticket or at the office of the Canadian Pacific Railway at Montreal, Vancouver, Yokohama, Hongkong or London, Eng.; at the office of the Canadian-Australasian Line in Auckland or Wellington, N.Z., or Sydney, Australia; at the office of the Peninsular & Oriental Steam Navigation Company in Hongkong or Sydney, Australia, or London, Eng.; at the office of the Messageries Maritimes in London, Paris or Hongkong; or at the office of the Nippon Yusen Kaisha in Hongkong or London (except where stated otherwise below); or to agent of the connecting steamship company when the variation is arranged for.

1. Between Vancouver and Victoria by Canadian Pacific Local Steamships—B.C. Coast Service—instead of by Canadian Pacific Steamships—Trans-Pacific Service. Meals and berth not included on Local Steamship.

2. Between Yokohama, Kobe, Nagasaki or Shanghai and Hongkong via Peninsular & Oriental Steam Navigation Co., instead of via Canadian Pacific Steamships, when route between Hongkong and Europe is via Peninsular & Oriental Steam Navigation Co. (Route No. 2 in this folder).

3. Between Yokohama or Shanghai and Hongkong via Messageries Maritimes instead of Canadian Pacific Steamships when route between Hongkong and Europe is via Messageries Maritimes (Route No. 3 in this folder).

4. Between Yokohama, Kobe, Nagasaki or Shanghai and Hongkong via Nippon Yusen Kaisha (San Francisco-Hongkong service) instead of by Canadian Pacific Steamship, on application to purser or to agent at port of interchange.

5. Between Port Said and Marseilles by Messageries Maritimes via Alexandria instead of direct.

6. Between Hongkong and London via Nippon Yusen Kaisha (Routes 5 and 54 in this folder) passenger may use the N.Y.K. local steamer or British India S.N. Co. or Indo-China S.N. Co. between Hongkong and Calcutta, make their own way between Calcutta and Colombo and use N.Y.K. European Line Steamship between Colombo and London.

7. Tickets routed by the Blue Funnel Line between Sydney and Liverpool or by the Aberdeen Line between Sydney and London or Southampton are interchangeable at Cape Town. In other words passengers can transfer from the Blue Funnel Line to the Aberdeen Line or vice versa without extra charge, on application to the Cape Town office of the line by which the ticket reads.

8. From Suva, Fiji, to Auckland, N.Z., or Sydney, Australia—or from Auckland to Sydney—by local steamer instead of by Canadian-Australasian Mail Steamship.

Passengers may also use local steamer between Wellington, N.Z., and Sydney instead of between Auckland, N.Z., and Sydney, but will require to make their own way between Auckland and Wellington, N.Z.

Variations in Route Requiring Extra Payment

The following variations in route will be allowed on payment of the additional amounts herein shown at time of purchase of ticket, or on application to Agent of Canadian Pacific Ry. at Montreal, Vancouver, Yokohama, Hongkong or London, Eng., or to Agent of the connecting steamship company when the variation is arranged for:—

1. From Yokohama to Shanghai, or vice versa, via Tokyo, Kyoto and Shimonoseki (Japan); Fusan and Seoul (Korea); Mukden (Manchuria); Tientsin, Peking and Nanking, China . . . . . $70.00 gold.

—Or by rail between Peking and Hankow, steamer between Hankow and Shanghai (meals and berth included on steamer) . . $90.00 gold.

This includes also side trips to Nara and Miyajima Island, Japan. A further side trip Tokyo to Nikko, Japan, may be obtained on payment of $4.50 gold additional at Canadian Pacific Yokohama office.

2. Between Hongkong and London via Singapore and Rangoon to Calcutta (instead of from Singapore to Colombo) and then from Bombay or Colombo to London, or vice versa. In this case an extra charge of £15, or about $73.05 gold, will be made by the Peninsular & Oriental Steam Navigation Co., and passengers require to make their own way between Calcutta and Bombay or Colombo.

3. Between Hongkong and London by Peninsular & Oriental S.N. Co., via Bombay instead of direct from Colombo to Aden, including journey by P. & O. ship between Colombo and Calcutta or between Colombo and Bombay on payment of £10 ($48.70) gold additional, which charge will be made whether or not the ship is used between Colombo and Calcutta or Bombay. If passenger travels via Calcutta he will be required to make his own way between Calcutta and Bombay.

4. Between Sydney and London via Peninsular & Oriental Steam Navigation Co. via Bombay, on payment of £10 ($48.70) additional, whether passenger uses the steamship between Colombo and Bombay or not.

5. Side trip from Singapore to Batavia via Royal Packet Navigation Co.; 60-day rail ticket through Java to Sourabaya and back to Singapore via Royal Packet Navigation Co. on payment of £28.10 ($138.70) additional.

7. From Suva, Fiji, to Tonga and Samoa and back to Suva $85.00 or £17.

8. **P. & O. Overland Express Service between Marseilles and London.** Passengers travelling by the P. & O. Express Service between Marseilles and London will be charged an amount of £13. 10, equivalent to about $65.70 gold, payable at Marseilles or London. This includes sleeping car accommodation. See below for allowances made off the through fare, when passengers do not use the steamship between Marseilles and London.

9. Between Port Said and Marseilles by Messageries Maritimes via Beyrout and Constantinople (with trans-shipment at Beyrout) on payment of £18.6.5 ($89.10 gold) additional.

Allowances if Passenger Travels by Rail between Marseilles or Toulon and London instead of by Steamship and Provides his own Transportation

If passengers desire to travel by European rail between Marseilles (or Toulon) and London, Eng. (in either direction), on Routes which include both Marseilles (or Toulon) and London, an allowance will be made, particulars of which can be obtained from ticket agent.

If passengers by Routes 16 or 17 make their own way between Marseilles and English port instead of using the steamship, a refund of £4 will be made on application to Ellerman Line head office, 104-105 Leadenhall St., London, Eng.

N.B.—Routes 3, 51, 62 and 74 omit the rail journey between Marseilles and London.

Allowances if Passenger Makes his own Way between Hongkong and Singapore

If, on routes reading via Singapore and Java ports enumerated below, passengers prefer to make their own way between Hongkong and Singapore instead of their tickets including Steamship between those points, the following amount should be deducted from the fares quoted herein for:—

Routes 31, 32, 34, 35, 36, 37, 38, *61, 62, 63, 64 . . . $68.10 or £14.

In such cases order must call for transportation only between Singapore and Australia or Europe (as case may be) instead of between Hongkong and Australia or Europe (as case may be).

*Not applicable if ticket sold outside North America.

Railway Fares in India

The current first-class fares across India are as follows:

BETWEEN	AND	VIA	FIRST-CLASS FARE Rupees	Annas
Calcutta	Bombay	Nagpur	133	7½
"	"	Jubbulpore	141	7½
"	"	Delhi	183	1½
Colombo	"	Madras and Raichur	183	15½

The rupee fluctuates in value and may be considered as worth about 40 cents Canadian or U.S. money. There are 16 annas in a rupee.

(over)

Ticket Conditions

The following are the conditions on which Tickets will be issued:—

(a) That they will not be transferred.

(b) That they will be good for passage for two years (24 months) from date of issue.

(c) That they will be used in the direction in which issued.

(d) That they will include meals and berths on Trans-Atlantic and Trans-Pacific ocean steamships, but not meals and sleeping car berths on the Canadian Pacific Railway or other railways or steamers except on extra payment.

(e) That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway and connecting Canadian and United States railways.

Exception: The Aberdeen Line allows only one stop-over on the Australian Coast and one in South Africa (i.e. passenger cannot stop at both Durban and Cape Town).

(f) In other respects the regular rules of the various Companies interested will apply, and passages are issued only on the conditions stated in the passage tickets and handbooks of the various Companies.

(g) **Canadian War Tax or U.S. Revenue Tax of $5.00** is payable in addition to fares quoted herein and on tickets sold in Canada there is also a War Tax of $1.10 on the rail portion.

(h) **Refund on partially used tickets.** If a partially used Around-the-World ticket is surrendered, refund will be made of the difference, if any, between the amount paid and the value of service performed.

Baggage

Railways in Canada and United States, also Canadian Pacific Steamships Ltd.—Trans-Pacific Lines—allow 350 pounds free on each adult ticket; other steamship companies over whose lines the fares are quoted, allow from 20 to 40 cubic feet. English railways usually allow 150 pounds for first-class passengers; French railways, 66 pounds, and on Italian railways there is no free allowance, except for a limited quantity of hand baggage.

Children's and Servants' fares will be quoted on application.

Accommodation on Steamships

1. **Trans-Atlantic Lines.** Through fares quoted herein include first-class accommodation on Trans-Atlantic Lines not exceeding in value £44 westbound or $205 eastbound. If berths at this price are not available or if passage is desired on a steamship having a higher minimum rate, the difference in fares must be paid by the passenger. If passenger travels on the Atlantic on a Monoclass Cabin steamship or occupies second-class accommodation on a ship having both first and second-class accommodation, an allowance will be made, the amount depending on the class of accommodation occupied; particulars can be obtained from Canadian Pacific agents.

2. On **Peninsular & Oriental Steam Navigation Company's Line** and the **Orient Line** fares quoted herein call for best available first-class berths, except that the P. & O. S.N. Co. will make an extra charge of £10 (or $48.70) for all single berth cabins between London and Bombay and between London and Straits Settlements or China ports on China steamers eastbound or outward from London, Sept. 1 to Feb. 28, and westbound or homeward from January 1 to June 30.

3. On **Messageries Maritimes (French Mail Line) Oriental Service** (i.e. between Hongkong or Singapore and Marseilles) fares quoted herein call for accommodation in "A" class steamships and orders should read accordingly. If passengers travel by Messageries Maritimes "B" class steamships, an allowance will be made, provided passenger using "B" class steamship obtains from purser a certificate showing particulars of the voyage actually made on "B" class steamship, which certificate requires to be forwarded the Messageries Maritimes head office with request for refund. This can be done through Canadian Pacific Ry. representative.

N.B.—There is no such arrangement on Messageries Maritimes Australian Service, the vessels employed being all of one class.

☛ Where Messageries Maritimes are shown herein only between Hongkong and Singapore, the fare quoted provides only for accommodation on Messageries "B" class steamship, and if passenger travels by "A" class steamship M.M. agent at port of embarkation will collect £4, about $19.50, additional.

4. On **Blue Funnel Line** between Hongkong or Singapore and European port, fares quoted herein include accommodation on "A" class steamship. Passengers who travel on "C" class steamship will be made a refund by the Blue Funnel Line at the port of embarkation in the case of passenger using "C" class steamship throughout the journey or at port of interchange in the case of his using "C" class steamship for a section of the journey only; such refund will not be made on board the ship. "C" class ships are cargo steamers fitted with limited passenger accommodation.

5. On **Ellerman Lines** between Hongkong, Calcutta, Bombay and European ports the fares quoted herein call for minimum rate on "A" class steamship, and if passenger travels on "B" class steamship a refund will be made on application to the Ellerman Lines head office, 104-105 Leadenhall St., London, E.C.3, Eng.

6. On **Lloyd Triestino** or **Marittima Italiana** if passengers travel between Bombay and Venice, Trieste, Naples or Genoa during the "off season," i.e., from Bombay between June 1 and Jany. 31 (or in the opposite direction between Jan. 1 and Aug. 31), a refund of approximately £9.10 will be made on application to the head office of the Lloyd Triestino at Trieste, Italy, or of the Marittima Italiana at Genoa, Italy (according to which line is used).

7. On **Nippon Yusen Kaisha (Oriental-European Line)** between Hongkong or Singapore and European ports, the fares quoted herein call for the best available accommodation of "A" rate and orders should read accordingly. If passengers occupy lower rate ("B" grade) accommodation, an allowance may be made on application to the steamship purser or to the Nippon Yusen Kaisha London office.

8. On **White Star Line (Australian Service)** fares include accommodation valued at £62 between Sydney and British ports.

9. On other Steamship Lines, including **Canadian Pacific Steamships Ltd.** (Trans-Pacific Service) and **Canadian-Australasian Line,** the fares quoted herein provide for minimum rate first-class accommodation only.

TABLE OF DISTANCES AND APPROXIMATE TIMES

		Miles
Europe—Hongkong	Canadian Pacific all the way	12 864
Europe—Manila	do do	13.495
Europe—Sydney	Canadian Pacific and Canadian-Australasian Line all the way	14 160
Round the World	Via Canada, Hongkong and Suez	22.976
do	Via Canada, Sydney and Suez	26.715
do	Via Canada, Sydney and Cape Town	27.020

BETWEEN	AND	Approx. Time Days	Miles
Trans-Pacific—Japan—China			
Vancouver	Yokohama	10	4,283
do	Shanghai	14	5,483
do	Hongkong	17	6,335
do	Manila	21	6,966
Trans-Pacific—New Zealand—Australia			
Vancouver	Auckland, N.Z.	18	6,350
do	Sydney, Australia	23	7,631
Honolulu	Auckland, N.Z.	11	3,920
do	Sydney, Australia	16	5,201
San Francisco	Wellington, N.Z.	18	6,000
do	Sydney, Australia	23	7,239
Via Suez Lines			
Hongkong	Singapore	6	1.440
do	Rangoon	13	2,580
do	Calcutta, via Rangoon	17	3,367
do	Colombo	12	3,113
do	Marseilles	28	8,109
do	London, via Marseilles	35	10,112
Sydney	Colombo	21	5,556
do	Marseilles	36	10,552
do	London, via Marseilles	41 to 44	12,555
Bombay	Liverpool	20 to 25	6,221

(over)

		Days	Miles
Via South Africa			
Sydney	London, Liverpool or Southampton, Eng.	44 to 53	12,860
do	Cape Town (So. Africa)	24 to 33	6,643
Cape Town	London, Liverpool or Southampton, Eng.	20	6,181
Via Torres Straits			
Hongkong	via Sydney, Manila	22	4,497
do	do via Singapore	29	5,734
Via Panama Canal			
Sydney	Southampton, Eng.	43	11,665
Auckland, N.Z.	do	38	10,384
San Francisco	New York	15 to 33	5,262
Trans-Atlantic			
Montreal	Southampton Eng.	8	3,123
Quebec	do	7	2,985
Saint John, N.B.	do	8	2,755
Montreal	Liverpool, via Belle Isle	7	2,771
Quebec	Liverpool via Belle Isle	7	2,633
Saint John, N.B.	do via Cape Race	7	2,755
New York	Southampton	..	3,210
do	Liverpool	..	3,066
Overland across North America			
Montreal	Vancouver	3¾ to 4½	2,886
Quebec	do	4 to 5	3,059
Saint John, N.B.	do	5 to 6	3,368

Climatic Conditions

Questions are asked sometimes as to the best season of the year for visiting various countries; the following supplies the information:—

Japan. Each month and season has its own attractions. In January the New Year's festivities extending over five days make the greatest holiday of the year. During that month and February winter sports are enjoyed at many points. In February with the blossoming of the plum begins the annual cycle of blossoms—the peach and pear in March, followed by the world-famed cherry blossoms in April and the azaleas, wistarias, peonies and other plants in May, and these floral displays attract visitors from all parts of the world. In summer the seaside, mountain and hot spring resorts are at their best and mountain climbers find exhilaration in the ascent of superb Mt. Fuji (Fujiyama) and the peaks of the Japanese Alps. In autumn, the gorgeous foliage of the maples and other trees, the wonderful bloom of the chrysanthemums and the clear air are constant out-door lures, though the famous landscape parks may be visited at all seasons. Tokyo is the best place to see the "mums," while Kyoto is especially famous for the coloring of the autumn leaves. Generally speaking the best time to visit Japan is either the spring or the autumn.

Chosen or Korea. Climate is similar to that of Japan.

China. The winters are bracing and enjoyable, dry and sunny in the North, with extreme cold, less cold but clear in Central China, while Hongkong and the South must be termed cool only relatively to the climatic conditions of a sub-tropical country. Summer is the period of greater humidity, and this, with the attendant rise in temperature, makes this season of the year enervating and trying to Europeans. As a whole, the climate of China may be said to compare favourably with that of any other part of the world, lying between the same parallels of latitude. Spring and Autumn are the best seasons for Northern and Central China. October is considered the best month for Peking, November to May the most suitable months for Hongkong and Canton.

The Philippines being in the tropics, have warm weather all the time. December, January, February and March have an ideal climate and during the hottest months, April and May, cool breezes temper the heat in many parts of the islands. Showers are frequent during the rest of the year, but the rains seldom extend over long periods. It is usually cool and agreeable in the late afternoon, night and early morning.

Java has no particular season for tourists. Some prefer the dry season which extends from April to October and others the rainy months (November to March), the latter being the cool season, though there is really not much difference in temperature. In the towns on the coast the daytime temperature is about 80°, but in the hills, it is much like Europe and America during spring.

India and Burma. The cold weather in India extends from November to mid March. In Bombay it is generally quite cool from early December to the end of February, and in Calcutta it is sometimes quite cold about the same time. In Rangoon (Burma), there are occasional cold snaps about the end of December and early January. The climate in Central and Upper India is very extreme. It is very cold during the cold weather—December, January and February, and very hot from May till October. Colombo (Ceylon) has practically no cold weather, but a short railway journey takes one into an altitude of 6,000 to 7,000 feet, with a cold, bracing atmosphere. Throughout Upper Burma and Northern India, the nights are fairly cool.

Egypt. The Nile season extends from November to March inclusive, it being generally considered that, as at that time the river is high, November and December are the two best months. April also is usually found a pleasant month in Lower Egypt (i.e., the portion near the mouth of the Nile, including Cairo, the pyramids, etc.).

Australia being in the southern hemisphere, of course, the seasons are just the reverse of those in North America, the summer months being December, January and February, during which time the temperature is sometimes very high in Melbourne, Adelaide and other cities. The climate of Sydney is not very unlike that of Naples, Italy; from December to the end of February, the heat in the daytime is tempered by sea breezes and the nights are always cool; September to November are the spring months with warm, pleasant days and cool nights; the autumn months, March to May, are mild, and the winter months, June to August, with cool, crisp mornings and bright, sunny days may be said to have a perfect climate; frost is seldom seen in the vicinity of Sydney and there is no regular rainy or bad weather season.

New Zealand's climate is variable, but rarely very cold or very hot, generally invigorating and always fit for outdoor life. The mean annual temperature of the North Island is 57° Fahr., of the South or Middle Island 52°, as against England 49°5′, Scotland 47°5′, Ireland, 50°, Paris 51°2′, and Rome 59°. With regard to the relative values of climate for recreation or for health's sake, each island can claim something that the others fail to have, and while some visitors may receive more benefit in the North, others will find it in the South. Like Australia, the summer and winter seasons are the reverse of those in northern latitudes. The tourist season commences in November and extends to March in the South or Middle Island; in the North Island it commences in October and may be extended to April. During these months, the weather is said to be as nearly perfect as can be found anywhere—the days being full of light sunshine, with pleasant breezes, and the nights cool.

South Africa. During the South African summer, corresponding to the North American winter, the whole of the elevated tableland which forms the interior is warm in the daytime and mild to fresh during the night, and on the broken slopes between this tableland and the coast one can choose his climate to suit almost any taste. If he likes it really hot he can get it without finding the warmth unduly oppressive. Even in Durban, the summer heat is tempered by refreshing breezes, and farther up country in Natal, as between Pietermaritzburg and Charlestown, it is sometimes quite cold even in January.

PRINCIPAL CANADIAN PACIFIC AGENCIES THROUGHOUT THE WORLD

CANADA

Calgary, Alta	G. D. Brophy, R. W. Greene — Canadian Pacific Station
Halifax, N.S	A. C. MacDonald, 117 Hollis St.
Hamilton, Ont	A. Craig, Corner King and James
Montreal, Que	D. R. Kennedy, 141 St. James Street; R. G. Amiot, Windsor Station
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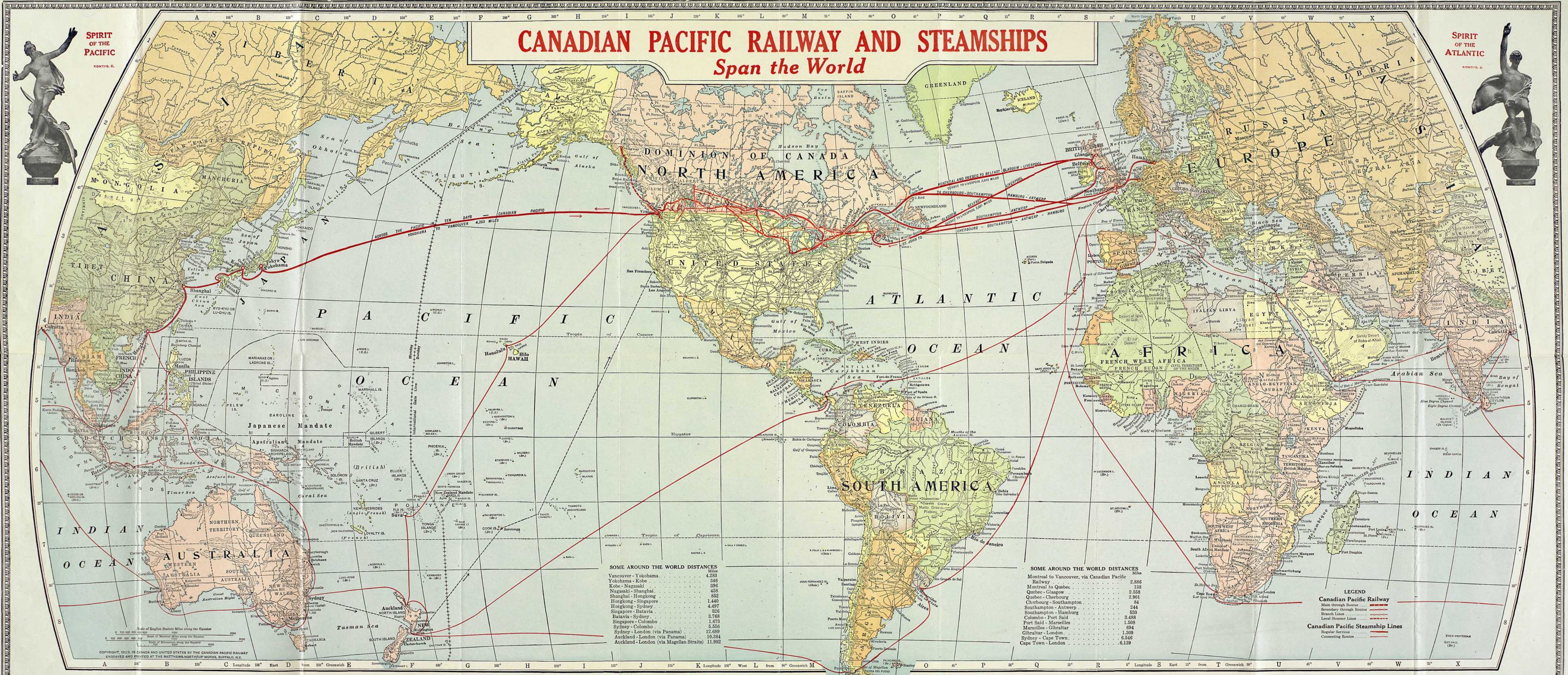

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