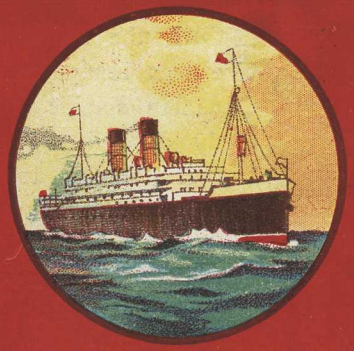
656.61(42:71)

C P R

TRAVEL BY THE CANADIAN PACIFIC TO CANADA



62 to 65 CHARING CROSS, TRAFALGAR SQUARE, S.W.,
67 & 68 KING WILLIAM ST., E.C., LONDON.
24 JAMES STREET, LIVERPOOL.
67 ST. VINCENT ST., GLASGOW.
18 ST. AUGUSTINE'S PARADE, BRISTOL.
92 CROSS STREET, MANCHESTER.
41 VICTORIA STREET, BELFAST.
33 QUAI JORDAENS, ANTWERP.

656.61(42:71)

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THE ALREADY ALL-RED ROUTE

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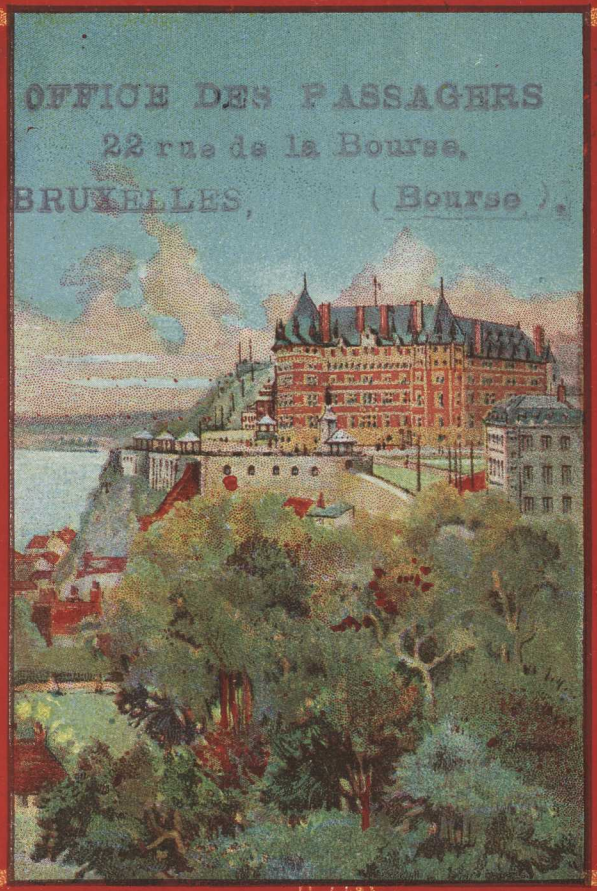
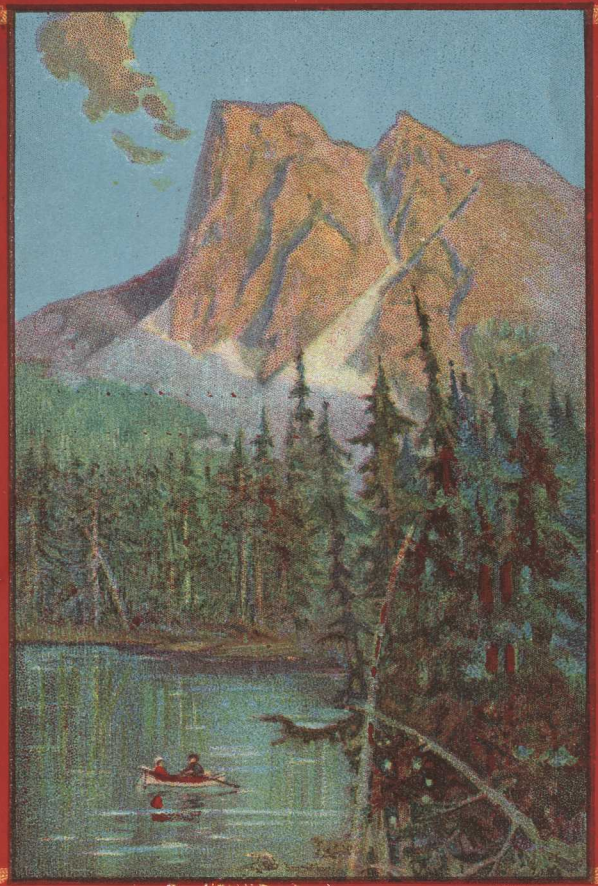


OVER THE ROCKIES TO AUSTRALASIA CHINA & JAPAN



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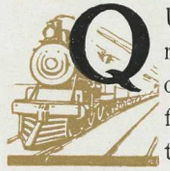
LIVERPOOL TO CANADA

THE last spike which made the Canadian Pacific a transcontinental railway was driven by Lord Strathcona (then the Hon. Donald A. Smith) on November 7, 1885. Until that historic day, Canada had no uniting link between her Atlantic and Pacific Provinces. That link was forged in the teeth of doubt and disparagement, but the fine enthusiasm of determined patriots swept aside all opposition and the rails were laid from Atlantic to Pacific five years ahead of contract time. The Imperial Highway through the great Dominion follows so far as the Great Lakes the route taken by the old French pioneers—up the St. Lawrence, the Ottawa and the Mattawa rivers to the picturesque region of the French River. From that point westward the Canadian Pacific was itself the pioneer. It opened up the fertile Western prairies, it cut a road through the stupendous passes of the Rockies and the Selkirks, and swept down the Fraser Canyon to the outposts of Empire on the Pacific coast.

TO & THRO' CANADA



QUEBEC, on the St. Lawrence, is the summer port of this great system, and from Quebec to Liverpool the Canadian Pacific has laid the bridge of its Atlantic steamship service, with those two "Empress" vessels, the "Empress of Ireland" and "Empress of Britain"—finest and fastest in the Canadian transatlantic trade, furnished with such taste and comfort, and operated with such skill and consideration that the traveller to Canada from Great Britain no longer has excuse to travel by New York. The Imperial Highway of these "Empress" vessels across the Atlantic is worthy of the Empire. Such is their speed that their passengers have only four days' open sea, the last two days being spent on the even tide of the St. Lawrence, America's most noble river. So to Quebec and the Château Frontenac, the most romantic of those splendid caravanseries which the Canadian Pacific has erected across the continent.

ACROSS THE PRAIRIES

FROM Quebec is only five hours' journey to Montreal, commercial capital of a prosperous country. Here still is French Canada, whereas Toronto is the first great stronghold of the British. Yet in these days the racial differences are forgotten; Quebec, Montreal and Toronto are one in loyalty to the British flag. Ottawa, on the main line of the Canadian Pacific, is perhaps the most picturesque seat of Government in the world. From Ottawa the "Imperial Limited" flies westward through the wild, rugged scenery north of Lake Superior to Fort William and Winnipeg, the wondrous city of the plains. At Winnipeg is another Canadian Pacific palace, the Royal Alexandra, "finest hotel in the world," as Kipling has called it. From Winnipeg westward stretch the vast golden prairies—the granary of Empire. Calgary, with its 3,000,000 acres of irrigated lands, smiles at the gateway to the Rockies.

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OVER THE ROCKIES

FOR four hundred and sixty miles the scenery along the line of the Canadian Pacific is one of romantic splendour. Until those daring engineers located the route to be taken by the rails, not one solitary human being passed this way. Now there are comfortable mountain hotels at Banff, at Lake Louise, at Field and Glacier, and the traveller is as safe as in a taxi-cab in Piccadilly. Under the shadow of snow-clad peaks, through precipitous gorges, clinging apparently to the face of tremendous cliffs, cleaving a path through the almost tropic verdure of the Selkirks and the Gold Range, the train slides down at last into the fair district round Vancouver, that noble city which, less than thirty years ago, was but a forest clearing. And so we can pass across the Straits to Victoria and Vancouver Island, delightful country with its Rivieran climate, its forests and its sports.

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TO AUSTRALIA AND NEW ZEALAND

FROM Vancouver the Canadian Australian Service Mail connects the Canadian Pacific with that other section of the British Empire in Southern Seas. The voyage is of varied interest. From Victoria, the first point of call is at the Hawaiian Islands—Honolulu, with its avenue of palms. Then across the Equator comes Suva, under the mountains of Fiji, where connection is made with the Union S.S. Company's steamers direct to Auckland and New Zealand. Those proceeding to Australia touch the continent first at Brisbane for Queensland, North Australia, or other points by rail. Sydney is the terminus — that splendid harbour depicted on the cover of this folder. The Canadian-Australian steamers provide delightful and comfortable travel, the fleet consisting of the steamships "Marama," "Aorangi," "Manuka," "Moana" and "Makura." These are all specially fitted out for long distance voyages, and for the varying climates of the Pacific.

TO JAPAN & CHINA

BEFORE the Atlantic Service was inaugurated the Canadian Pacific had already a well-established line of steamers to Yokohama, Shanghai and Hong Kong. Thus our Imperial Highway stretches in one continuous line 11,841 miles, or half-way round the world. The "Empress of India," "Empress of China" and "Empress of Japan" are the Three White Empresses ruling the Pacific on behalf of this Canadian system. Eleven days' steaming brings one to the Land of the Chrysanthemum, Fujiyama, Nikko, Nagasaki, Osaka, Tokyo, Kioto, Kobe. The British settlements at Shanghai and Hong Kong are the fitting Oriental terminals for an Imperial System which claims, not without reason, to be the Already All-Red Route.

ARCHER BAKER—European Manager (London).
G. M'L. BROWN—Gen. Traffic Agent (London).
H. S. CARMICHAEL—Gen. Passenger Agent (Liverpool).
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Tabes Sept/89
$20