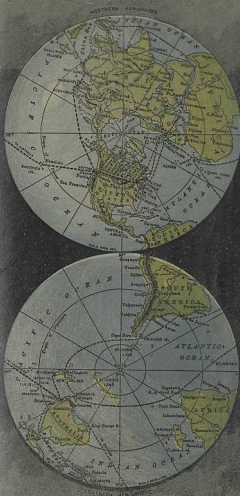


MAY, 1903.

AROUND THE WORLD



CANADIAN PACIFIC ROUTE

C. E. McPHERSON,

GENERAL PASSENGER AGENT WESTERN LINES,
WINNIPEG.

C. E. E. USSHER,

GENERAL PASSENGER AGENT EASTERN LINES,
MONTREAL.

ROBERT KERR, PASSENGER TRAFFIC MANAGER, MONTREAL.

AROUND THE WORLD

BY THE

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STARTING FROM LONDON

FROM Euston Square or St. Pancras Station the passenger leaves London for Liverpool or Waterloo Station for Southampton for his trip around the world by the Canadian Pacific Railway Company's globe-trotting routes. At Liverpool or Southampton he embarks on one or other of a selected number of the finest transatlantic steamers afloat, and is landed at Montreal, Quebec, St. John, N.B., Halifax, Boston or New York, according to the vessel he has chosen. And so marked have been the improvements in the great passenger lines, both in speed and safety, as well as in convenience and luxury, so zealous have been the efforts to make the short voyage a veritable pleasure trip for the ever-increasing number of people who are no longer content to limit their travels to Europe and the fringe of the Mediterranean, that the passage across the Atlantic, once a drudgery to extended travel, has now become one of the inducements. During the greater part of the year it is tantamount to enjoying the seaside in the society of a party of friends who, bent on enjoying themselves, contribute to the enjoyment of others. Pleasant acquaintanceship, and sometimes valuable and life-long friendships, are made during a voyage which is generally admitted to have been spent with unexpected pleasure.

Should the traveller choose one of the Canadian liners bringing him direct from Liverpool to Montreal or Quebec, he will find the passage of the St. Lawrence not the least attractive and interesting portion of his route. During the last two days of his Atlantic journey he will be within sight of land on both sides of his ship, passing scenes of historical interest, made memorable by Jacques Cartier, Champlain, and other early French adventurers who discovered Canada and penetrated its wilderness, and passing scenery which, of its kind, is unequalled by that of any other sea-going route in the world, until the vessel stops at Quebec, where a stay of a few hours is made.

QUEBEC

The tourist, however, may disembark here and spend such time as he pleases in visiting the Plains of Abraham, the scene of Wolfe's last victory, which changed the nationality of Canada; the beautiful falls of Montmorency, which are reached after a short railway run through a pretty and distinctly French-Canadian settlement, and in inspecting the ancient and unique city of Quebec, so unlike any other on the North American Continent, with its semi-military, semi-eccelesiastical appearance, and its memories of the early wars between the French and English, and subsequently between the Canadians and their neighbors of the New England States. If he desires to remain over for a day or two, he will find the Canadian Pacific hotel, Chateau Frontenac, in the centre of the upper town, commanding a perfect view of the St. Lawrence and neighboring country, one of the finest hotels on the continent. He can then take the train, and in a few hours is in Montreal. Should New York be his landing-place, he will proceed to Montreal by train, which can be varied in summer season by boat up the beautiful Hudson River for a considerable portion of the way, or he may go by Niagara Falls, joining the Canadian Pacific's transcontinental train at North Bay from Toronto.

MONTREAL

At Montreal the traveller will hardly fail to stay for a short time, finding comfortable quarters in the elegant new fire-proof hotel which is combined with the Place Viger passenger station of the Canadian Pacific Railway Co., and convenient to the ocean steamer docks. Montreal is the chief commercial city of the Dominion of Canada, and has much to interest a stranger. Its beautiful position at the foot of Mount Royal, its handsome residences nestling among marble, height and hazy tree-lined streets, and the grand prospect which it enjoys overlooking the broad St. Lawrence, with the Laurentian Hills, oldest of the world's mountains, closing the view in the distance, always evoke the admiration of those who come from the less favored places. Its mountain park is an adjunct such as is possessed by no other city on the continent. The evidences of Montreal's wealth and commercial activity, as seen in the shipping and business quarters, the double nationality of its people, and the growing importance of the city as a mercantile centre, invest Montreal with more than a passing interest.

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CROSSING THE CONTINENT

At Montreal the Canadian Pacific Railway's transcontinental route to Vancouver may, in one sense, be said to begin, and for four days, unless he desires to stop by the way, the tourist will find a comfortable home in one of the Canadian Pacific Railway Company's luxurious carriages, which, constructed on a somewhat different model from the older plans, are now recognized as being the most comfortable of all cars—by day a drawing-room, by night a comfortable bedroom, with smoking-room attached. Dining cars are run on all transcontinental trains.

Three hours' journey takes him to Ottawa, the capital of the Dominion. It is remarkable for its beautiful Parliament Buildings, library and departmental edifices. Situated on a hill, it commands a view of the Ottawa River and the romantic Chaudière Falls, so intimately connected with the French and Indian wars of the seventeenth century, and now the power which runs the great sawmills that make Ottawa the chief lumbering centre of the world.

From Ottawa westward the route lies through country rich in timber and in game, but as yet only sparsely settled. Lake Nipissing, formerly a highway to the great Lakes for the Montreal voyageurs to the west, is touched at North Bay (where passengers from Toronto join the transcontinental train), and on the second day out Lake Superior is reached. Passing within sight, for much of the time, of the clear waters and picturesque islands of this greatest of fresh-water seas, the passenger is carried through and over marvels of engineering work which of themselves explain the prophesy—happily falsified—which predicted that a railway neither would nor could be built through such a country, until he reaches Port William, on the Kaministiquia. The transcontinental train may be left at Sudbury, celebrated for its rich nickel mines, and passing through Michigan, Wisconsin, Minnesota (chief cities, St. Paul and Minneapolis) and North Dakota in the United States, via the Soo-Pacific line, be rejoined at Moose Jaw in the Canadian Northwest.

THUNDER BAY AND FORT WILLIAM

The charms of Thunder Bay and the frequent discovery of minerals in this district, combine to make the enormous grain shipments from the prairie, combine to make Fort William a place of great and growing importance. Passengers from the East frequently make part of the journey via Toronto and the Great Lakes. The Railway Company has a line of handsome Clyde-built steamers, which run in summer from Owen Sound to Fort William, where connection is made with the transcontinental trains. This break in the railway journey is a pleasant and a very popular route. Leaving Fort William, the line proceeds through wild and rugged country, which nevertheless has attracted some settlement and is drawing more, though it is not without its value to sportsmen, and is, in the Lake-of-the-Woods region of great mineral richness, which is inviting the attention of mining men. These gold fields are reached from Wabigoon and Rat Portage. But when the train crosses the Red River into the city of Winnipeg an entirely new kind of country begins.

WINNIPEG

The tourist is now on the edge of the world's great wheatfields of the future, which even in their infancy have for several years raised a large surplus of the finest wheat, besides other grain. The traveller will probably stop over for a short time at Winnipeg and inspect the city, which a few years ago was merely a hamlet of Indian traders gathered around a Hudson's Bay Company's post, but now has a population of about 50,000, and is destined to become the most important city of Western Canada. It is an important railway centre, from which lines radiate in all directions. In the proper season he will, if a sportsman, be able to secure such prairie grouse and wildfowl shooting as is difficult to obtain elsewhere, and it really deserves to take advantage of this opportunity he will find many other sportsmen of the place willing to instruct him as to methods and places. He will find at the office of the Canadian Pacific Railway, or of the Dominion Government, officials who will be glad to give him trustworthy information concerning the farming and ranching lands of Western Canada.

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ON THE PRAIRIES

Leaving Winnipeg, the train passes through a number of small towns and thriving settlements—a few years ago all unvisited prairie—for four hundred miles, when it reaches the "The Gap." From a little west of this point to Calgary, near the Rocky Mountains, about another four hundred miles, and stretching away south to the boundary of the United States and for some distance north, the railway line, is the finest country in the great western territory of Canada, not so many years ago the roaming grounds of vast herds of buffalo and the hunting grounds of the Cree and Blackfoot Indians.

SIDE TRIPS

At several points—Portage-la-Pré, Brandon, Regina, Medicine Hat and Calgary—the tourist is enabled to journey north or south of the main line on one or other of the branch lines whose junctions are at these points. A stop-over of a few days at Regina enables him to take another train and visit the prosperous settlement of Prince Albert, on the north branch of the Saskatchewan, and other points of a district on the great highway of the Hudson's Bay Company's business. From Medicine Hat the Crown's West Pass line leads off past the Lethbridge colonies and Macleod, the headquarters of the ranching industry in Southern Alberta, through the Crown's West Pass of the Rocky Mountains, forming a short route to the principal mining camps of West Kootenay, in the great mineral belt of Southern British Columbia. A fast service on this route has been inaugurated, connecting with the excellent steamboat system of the Canadian Pacific Railway company, whose magnificent fleet of steamers operates on the principal waters of this region. At Calgary another diversion may be made and the train taken for Edmonton, formerly the chief commercial centre of the province, and now of Saskatchewan, forming, now a growing town, the centre of one of the most fertile mixed farming districts of the West. From Calgary the tourist may take train for the north, and visit the great ranching districts and the coal mines along the Crown's West Pass line, which are making Southern Alberta famous.

THE ROCKY MOUNTAINS

Leaving Calgary, the principal city of the plains, the Rocky Mountains are plainly in sight, and in about three hours' time the train enters "The Gap," which is the beginning of five hundred miles of the wildest and most picturesque scenery on the continent, that has been described by Whymper, the conqueror of the Matterhorn, as "fifty or sixty Swiss Alps rolled into one," and whose scenic magnificence was termed "matchless" by H.B.H. the Prince of Wales. It is not the intention to attempt in the limited space of this publication any description of even the chief points in the several ranges of mountains through which the tourist passes between the prairie and the sea. The rugged, bare, fantastic masses of the Rocky Mountains, of which the Three Sisters of Cammore, Cathedral Mountain, Mount Stephen, at the summit, and the Ottertail Range are the chief features, form marvellous pictures of grandeur and beauty.

AT BANFF

But the tourist should stop at Banff, in the Canadian Rockies, a station eighteen miles west of "The Gap." Here is an excellent hotel built by the railway company, some hot sulphur springs of rare curative properties, and for many miles around is the National Park, a picturesque district set apart by the Dominion Government and preserved for the pleasure of tourists. To live like a scholar, where, until recently, the footsteps of the wandering Indian alone disturbed the solitude of the mountains, and to ride and drive with comfort amid the grandest mountain scenery in America, are the pleasures made for the Banff Hotel. Naturally enough, under these circumstances, the hotel during the season is always well occupied with pleasant family parties and leisurely parties. A short distance west of Banff is Lagasse station, at which the tourist stops to visit Lake Louise, the neighboring glaciers and the other "Lakes in the Clouds," where provision is made for the traveller's comfort in picturesque chalets. No written description can adequately convey their beauty to the mind's eye of the reader. Even more beautiful is the lake described by the poet, which is the source of the Field station and chalet. Surrounded by some of the loftiest peaks of the northern Rockies, and the birthplace of the North Park Kicking Horse River, this is one of the grandest inland parks in the chain. Its most prominent attraction is doubtless the great Takahaw Falls, 1,300 feet high, fully the height of Niagara. At Lake Louise, all these points of interest are fully explained by the tourist season, who will accompany parties to interesting places in each locality. The Canadian Pacific Railway publishes guides to these resorts, which may be had without charge on application to any of the Company's agents.

THE SELKIRK RANGE

Up to the mountains the tourist has breakfasted, lunched and dined in a sumptuous dining car attached to the train, but in the mountains he takes his meals, and excellent ones they are, at the charming little chalet

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hotels which the railway company has established. The "Mount Stephen House" at Field Station, from which the newly discovered wonderful glaciers, lofty cascades and winnowed lakes of the Rockies can be viewed at leisure; the "Glacier House" at the shadow of the snow-capped peaks of the Selkirk, "Sir Donald," and at the foot of the Great Glacier, that marvellous river of ice, and within easy distance of several others; and the "Fraser House" at Burrard Inlet, from which the tourist can view the canons of the Fraser River may be explored. The wonderfully rich gold and silver regions of the Kootenay and the Selkirk ranges, the Selkirk stoke, a station on the main line on the western edge of the Selkirk Range, by branch line to the upper Arrow Lake, which with the Columbia forms a beautiful water route to the vastus west, the centres of the Canadian Pacific's elegantly furnished and speedy steamers ply on these waters.

The famed Cariboo gold fields are reached by stage from Ashcroft. The mountains being passed, the tourist soon reaches Vancouver on Burrard Inlet, and, if the steamer is not about to sail immediately, goes to the Hotel Vancouver, owned and operated by the Canadian Pacific Railway Company, noted as one of the best in America for those qualities which go to make the sum of a traveller's comfort. Best, concerning those and many other things on the transcontinental journey, are they not written in the book of "The New Highway to the Orient," which may be obtained gratuitously from any of the Canadian Pacific Railway Company's agents.

Before starting on his trip the tourist should have two books from one of the Company's agents: a copy of a charmingly written little guide called "Westward to the Far East," which will tell him just what he requires to know about Japan and China, and how these interesting countries may be reached, and as a means of briefly, but accurately, recording his journey across the Pacific, the "Itinerary" will be of the Company's Annotated Time Table invaluable, and they will cost him nothing. Steamers run daily across the straits to Victoria, on Vancouver Island, the capital of the province, and from there to the great trans-Pacific steamers stop at the harbor-mouth of Victoria, enabling passengers to embark from Vancouver the routes across the Pacific Ocean, that of the Canadian liner to Japan, and the Japanese liner to China being nearly due west, while that of the Canadian-Australian line is nearly due east. The routes to Japan, via Fiji, Brisbane, and thence to Sydney, around the World passengers by these two routes will meet again at Colombo, Ceylon. These intending to visit both Japan and Australia will meet at Sydney.

We will first follow the Empress route via Japan and China as far as Colombo.

ON THE PACIFIC

There is a charm in sailing the Pacific to which everyone yields. The Summer Sea, as Lord Dufferin calls it, has its own pleasant advantages, and it is redolent of the most romantic maritime history that has been written. In person you are on board a triumph of the shipbuilding art, with surroundings that fastidious people are compelled to praise; in spirit you are with Drake and Froisher and the daring buccanniers of gold Queen Beak time, who robbed the Spanish galleons in the secret name and with the same cheerful religious zeal with which the Spaniards had plundered the Incas and other Indians of South America. A sail in the Pacific suggests a golden age of seafaring; a sea and one, a buccannier in chase. The steamer traversing the Pacific Ocean, the Empress of India, Empress of China and Empress of Japan and the Tartar and Athenian are superior to any other ships in the world, and they have ever sailed the Pacific, and have given a new charm to this voyage. They take a specified northern course between Vancouver and Yokohama, which is the shortest trans-Pacific route by three hundred miles, and which also usually enjoys the most pleasant weather. On such an ocean in such a ship it is impossible not to enjoy the trip from Vancouver to Japan. And there is much of novelty; the ways of the Pacific liners are not those of the Pacific. There is an Eastern air in the latter which will be new to many. The travellers will not call the "stiffs," but "boys"; they are not black-jacketed Europeans, but white-frocked Celestials. There is no luncheon on board, but there is luxurious "tiffin," and so on.

YOKOHAMA

In about ten days after leaving the shores of British Columbia the steamship is in Japanese waters, the first port reached being Yokohama. Unless in a very great hurry indeed, the tourist will here leave the steamer and take a little time to see Japan. There is so much to be seen, and so much of which it is to be seen depending on the time of year, that for a detailed information a tourist must turn either to the "Itinerary" mentioned, "Westward to the Far East," or he can obtain a "Murray's Guide to Japan" or "Japan on My Way." On the train, with one or other of these can regulate his daily programme with the greatest economy of time and money and the maximum amount of sight-seeing.

Japan has lately become the centre of all who travel in the East, and who, jaded with the Old World and the American Continent, desire to see a phase of Eastern civilization unlike that to be met elsewhere. The descriptions of it written by Arnold, Griffis, Oliphant and others, and the literary reputation have fired the desire of the accustomed traveller to visit the land of the cherry blossom, the rice, the geisha, and the tea. He has regretted the trip. A country which, during the recent generation, was a sealed book to foreigners, with which they could trade only across

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a bridge and under a julian watch, suddenly overthrew the chief officer of state, reverting to one of still more ancient regimes, and at the same time opened its ports, purchased steamships, built railways, adopted European costume and European customs. Japan is generally accepted as the most extensive peaceful revolution that the world has ever seen. Japan is now in that condition in which the two systems are working side by side—the one developing, the other decaying. It is therefore a most interesting time to visit the country while yet most of the old life remains, and ancient domestic customs and traditions surprise and delight the European stranger.

OTHER CITIES OF JAPAN

The temples of Nikko, the bazars of Osaka, the commerce of Nagasaki and the antiquities of Kioto can be seen as easily and conveniently as if they were all in the neighborhood of London or New York. By consulting the guide to which reference has been made, it will be seen that there are a number of trips to be made in Japan, taking Yokohama as a starting point. Tokio, Nikko, Kioto, Nagasaki, Fujiyama, the sacred mount, whose general appearance a thousand Japanese artists have made familiar to the world; the several points on the Inland Sea, and even Hakodate, a very characteristic Japanese city in the north, may be visited. There are railways to the chief cities, and a Japanese company has steamers plying between Yokohama and the ports. Guides, when required, and servants are always to be had without delay; there is a regular scale of payment on a moderate basis for every service the tourist requires, and everything can be found at, or ordered from, his hotel. A home-the-world tourist, having twelve months in which to complete his tour, can well afford to linger in Japan, even if his so doing should necessitate hurried visits to other places. By waiting a few days in Japan, he can be assured that by which he arrived, he will have three weeks or a month in Japan, besides ample time to see the most interesting places in China, Australia and India, as well as in Egypt and the Mediterranean. From Yokohama the steamer proceeds to Kobe, the two cities being also connected by rail.

THE INLAND SEA

Most of the leading foreign firms doing business in Japan are represented at Kobe. It is the starting point for Osaka, one of the brightest, and most attractive of Japanese cities, and also for Kioto, as well as for other interesting points. From Kobe the steamer route lies through the Inland Sea and on to Nagasaki. The passage of this smooth, island-dotted water will suggest to the American and Canadian traveller the Thousand Islands of the St. Lawrence removed to Japan and peopled with the polite little people with whom samurai take the place of canoes. Nagasaki is one of the most interesting cities of Japan. It was the first city, and for about two centuries the only one at which foreigners were permitted to trade. During a great part of that time the Dutch at one time and the Portuguese at another traded from the Island of Desima, which is connected with Nagasaki by a bridge, and European trade with Japan was carried through them. But even the most sketchy description of what the traveller will find in Japan to interest and delight him is out of the question within the prescribed bounds of this publication.

SHANGHAI

A run of about four hundred miles from Nagasaki brings the tourist to the Wusung River, on which Shanghai is situated. There is a Chinese town at Wusung, where passengers are transferred to the French steamer for Shanghai, and about a dozen miles up the river the great mercantile centre of Northern China is reached. As it is approached, after passing the last of the little Chinese towns, the traveller sees in the folds of the forest of masts and the presence of European men-of-war under various flags, evidences of Shanghai's importance. It is the chief seat of trade of the Yangtze-Kiang River and the northern parts of China, it being the most northern of the five treaty ports open to foreign trade. Besides the Chinese town, there are French settlements, the English, American and French. The English and American form one municipality, while the French have laws and regulations for themselves. There is no hint of social intermingling and amusement amongst the residents. In each of the settlements is a good hotel, and there is an excellent club in each town and another in the city. The hotels are superb, and the members. With a proper introduction, the traveller will find time pleasantly enough at Shanghai. In the season there is excellent shooting in the lower delta of the river. If time permits, the tourist can take steamer to Hankow, the great tea port, on the road to which he will pass Nankin, one of the most celebrated of the cities of China, but one which, not being a treaty port, is closed to foreign trade. From Shanghai connecting steamers run to Tientsin, the port of Peking, and other northern cities. The greatest part of the journey is made in the steamer, which continues his journey in one of the Canadian Pacific Railway Co's steamers, and next anchors at Hong Kong.

HONG KONG

This is an island lying off Kwang-tung, of which province Canton is the capital. It is a British Colony, a city and indeed the only city of which is Victoria, though generally referred to in conversation as Hong Kong. It has a beautiful bay, a healthy climate, a large fleet of merchant vessels of all nations, numerous junks, innumerable sampans, or

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native boats, and usually several men-of-war. There are good hotels here, and a well managed casino. Steamer arrivals are brought to the quay introduced by friends of the residents, and in the autumn and winter the climate is pleasant enough. The wet season, which is the least favorable in which to visit Hong Kong, commences in May and continues until August.

CANTON, MACAO AND MANILA

From Hong Kong steamers ply to Macao and Canton, respectively forty and ninety-five miles distant. Macao is an old Portuguese settlement, and is well worth a visit. Canton, however, is the city which a tourist reaching Hong Kong will naturally be most anxious to see. It is the capital of the Kwang-tung province, and was inaccessible to Europeans until it fell before the combined English and French attacks in 1842. Prior to this Europeans visited only an outer portion of the city separated from the main city by wall and water, and devoted to the shops and residences of the foreign merchants. Now, however, the palaces, yamuns and extraordinary streets of Canton may be traversed by foreigners. It is a city alive with population, and its principal streets are well filled with curio shops.

There are several steamers which run regularly between Hong Kong and Manila in the Philippines, a distance of between 600 and 700 miles, and sometimes they call at Amoy en route.

HONG KONG TO AUSTRALIA

Tourists desiring to see Australia, as well as Japan and China, can at Hong Kong take passage by a steamship of the "China Navigation Company," or of the "Eastern & Australian Steamship Company," and proceed via Torres Straits to Sydney, calling at several points on the way. At Sydney the direct Australian "Around the World" Route, presently to be described, is again joined.

SINGAPORE

From Hong Kong, the tourist continues his globe-trotting trip in one of the "Peninsular & Oriental" or "Lloyd's" steamers through the China Sea to Singapore, about five days' voyage. Singapore is a very busy and important place, and a rendezvous and calling station of the British East India Squadron. Large trade being done with the Malay Peninsula. Its population comprises men of every Eastern race and there are a number of interesting places visited outside the town. It is famous for its flowers and fruits. From Singapore the route to Europe is continued through the Straits of Malacca, via Penang to Colombo, where tourists from Australia join the main route.

COLOMBO

In Ceylon's spicy isle, is one of the most interesting points on the route. There are some good hotels in Colombo, and it is noted for the beauty of the drives in its vicinity. It is a great place for jewellery of all descriptions unseen in shops at home, as well as for precious stones, imitation ones, and other curios. Some of the finest jewels seen in the shops of London, Paris and New York are purchased at Colombo. Kandiy, the capital, is reached by rail by a picturesque route.

AUSTRALIAN ROUTE FROM VANCOUVER

We will now return to the alternate "Around the World" Route. The first part of call on this route after leaving Vancouver and Victoria, B. C. is Honolulu, the capital of Hawaii, which is reached by steamer after a run of about seven days. Steamers as a rule arrive in Honolulu early in the morning, and usually their stay is from eight to thirty hours. The acquisition by the United States of the Hawaiian Islands has given them greater political and commercial importance, but to the tourist they possess other interesting characteristics. The scenery of the chain of islands is the most attractive of its kind; the views obtained, both of land and sea, the fiery brilliancy of the Kilauea Volcano, the drives and rides through luxuriant growth, and a soft gentle climate, and the customs and occupations of one of the most interesting of Southern races, combine to make a short stay in the mid-Pacific isle a pleasant experience. Excellent arrangements exist for the accommodation of both while stopping and travelling, of tourists visiting all the islands. From Honolulu the route is continued to Suva, Fiji, on one of the most fertile of the green islands. The landscape is grand—hill and valley being clothed with beautiful and luxuriant vegetation. There are many curious sights to be seen in this fortunate island of cannibals. The steamer proceeds direct from Suva to Brisbane, Queensland, the youngest of Australia's capitals, and thence to Sydney, New South Wales. The world's interest in the Australian Commonwealth has of late years been increased by the enormous increase in its commerce as well as by its political growth and aspirations. Sydney and Melbourne are not only two of the most important cities instead of being as they once were, the only two of the continent. Brisbane and Perth are to the front of Southern cities, and personal observation, while satisfying those who desire to understand the possibilities of the future of Great Britain in the south sea, is made an agreeable task in a country where Europeans and Americans find so many natural conditions reversed, and where the luxuriance of semi-tropical growth surrounds the cities, customs and manners of Northern Europe. The construction of railways in

Canadian Pacific Railway meal coupons will be good for meals only while in transit, and will not be received in payment for additional meals or rooms while stopping over at hotels. To provide for various routes which are different in time, etc., more than one coupon is generally required and supplied, and the Company therefore, will not refund on unused coupons at end of journey, but expect them to be returned to the Company.

The routes as detailed herein for transients and from and to London, Eng., but the rates quoted will apply from any intermediate point, except that passengers commencing the journey at Rio de Janeiro, will be charged 210 lbs. extra, and the journey, with its numerous variations, unless when otherwise stated, can be arranged in either direction at option of passenger when tickets are purchased. In all cases return to the starting point of ticket is included.

ROUTE 1—£130, OR \$632.70 GOLD

Railway, London to Liverpool or Southampton.

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

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

Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki and Shanghai or Hong Kong.

Peninsular & Oriental Steam Navigation Company's Steamship Line Yokohama, Kobe, Shanghai or Hong Kong to Singapore, Colombo, Aden, Suez, Port Said, Brindisi, Malta, Gibraltar and London, or Port Said, Marseilles and London.

ROUTE 2—£130, OR \$632.70 GOLD

Same as Route 1 to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.

North-German (Norddeutscher) Lloyd Steamship Co.'s Line, Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Singapore, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and rail to London.

ROUTE 3—£130, OR \$632.70 GOLD

Same as Route 1 to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.

Messageries Maritimes (French Mail Line) Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Saigon, Singapore, Colombo, Aden, Suez, Port Said, Marseilles, Paris, Calais, Boulogne and London.

ROUTE 4—£130, OR \$632.70 GOLD

Railway, London to Liverpool or Southampton.

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

Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from New York or New York to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian-Australian Royal Mail Steamship Line, Vancouver to Honolulu, H.L., Suva, Fiji, Brisbane and Sydney.

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

ROUTE 5—£130, OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

North-German (Norddeutscher) Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and rail to London.

ROUTE 6—£130, OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

Orient-Pacific Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar and London (Tilbury).

ROUTE 7—£130, OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne) and London.

ROUTE 8—£117.10, OR \$573 GOLD

Same as Route 4 to Sydney, Australia.

Aberdeen Line Steamship Line to Melbourne, 4 Port Natal, Cape Town, Teneriffe, Plymouth and London.

ROUTE 9—£115, OR \$560.30 GOLD

Same as Route 8 to Sydney, Australia.

Lund's Blue Anchor Line Steamers to Melbourne, 4 Port Natal, Cape Town, Las Palmas and London.

ROUTE 10—£157, OR \$764 GOLD

Railway, London to Liverpool or Southampton.

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

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

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.

China Navigation Company's Eastern & Australian Steamship Co.'s Steamships, Hong Kong to Sydney, Australia, through Torres Straits.

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

ROUTE 11—£157, OR \$764 GOLD

Same as Route 10 to Sydney, Australia.

North-German (Norddeutscher) Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and rail to London.

ROUTE 12—£157, OR \$764 GOLD

Same as Route 10 to Sydney, Australia.

Orient-Pacific Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar, and London (Tilbury).

ROUTE 13—£157, OR \$764 GOLD

Same as Route 9 to Sydney, Australia.

Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne) and London.

ROUTE 14—£144.10, OR \$704 GOLD

Same as Route 9 to Sydney, Australia.

Aberdeen Line Steamship Line to Melbourne, 4 Port Natal, Cape Town, Teneriffe, Plymouth and London.

ROUTE 15—£142, OR \$691.85 GOLD

Same as Route 9 to Sydney, Australia.

Lund's Blue Anchor Line Steamers to Melbourne, 4 Port Natal, Cape Town, Las Palmas, and London.

ROUTE 16—£130, OR \$632.70 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 4 to Sydney, Australia.

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

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

Railway or steamship to London.

ROUTE 17—£157, OR \$764 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 10 to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.

China Navigation Company's Eastern & Australian Steamship Company's Steamships to Sydney, Australia, via Torres Straits.

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

Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Co.'s (Limited) Steamships via Cape Horn, Montevideo or Rio de Janeiro and Teneriffe to Plymouth.

Railway or steamship to London.

ROUTE 18—£130, OR \$632.70 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Railway or Steamship to Sydney, Australia, via (Limited), or New Zealand Shipping Company's (Limited) Steamships, London to Plymouth.

Shaw, Savill & Albion Co.'s (Limited), or New Zealand Shipping Co.'s (Limited) Steamships via Cape Town to Hobart, Tasmania.

Connecting steamer to Sydney, Australia.

Canadian-Australian Royal Mail Steamship Line to Brisbane, Suva (Fiji), Hong Kong and Vancouver.

Canadian Pacific Ry. direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.

* Choice of Transatlantic S. S. Lines to Liverpool or Southampton.

Railway to London.

ROUTE 19—£157, OR \$764 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 16 to Sydney, Australia.

China Navigation Company's or Eastern & Australian Steamship Company's Steamships to Hong Kong.

Canadian Pacific Railway Company's Royal Mail Steamship Line via Shanghai, Nagasaki, Kobe and Yokohama to Vancouver.

Canadian Pacific Railway direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.

* Choice of Transatlantic S. S. Lines to Liverpool or Southampton.

Railway to London.

ROUTE 20—£165, OR \$804.50 GOLD

Same as Route 2 to Hong Kong.

North-German Lloyd S. S. Line, Hong Kong to Singapore, Batavia, Macassar, German, New Guinea and Queensland ports to Sydney, Australia.

Same as Route 5 to starting point.

VARIATIONS WITHOUT CHARGE

The following variations in routes in either direction will be allowed without extra charge, provided application for same is made at time of purchase of ticket or at the offices of the Canadian-Australian Royal Mail Line in Sydney, at the office of the Peninsular & Oriental Steam Navigation Company or North-German (Norddeutscher) Lloyd Steamship Company or the Messageries Maritimes at London, Eng., Hong Kong or Sydney, or at the offices of the Shaw, Savill & Albion Company (Limited), or New Zealand Shipping Company (Limited) at London, Hobart or Wellington or at the offices of the Orient-Pacific Line, or Aberdeen Line, or Lund's Blue Anchor Line, in London or Sydney.

From New York to Malta or Naples via North-German Lloyd S. S. Co., via Hamburg-American Line, from Boston to Gibraltar, Genoa or Naples via Despatch Line, thence via Peninsular & Oriental Steam Navigation Co.'s Line from Gibraltar or Malta or North-German Steamship Co.'s Line from Genoa or Naples.

From New York to Vancouver, via direct line to Niagara Falls, Toronto and Port William.

From Montreal to Vancouver, via Canadian Pacific Railway to Toronto and Port William.

From New York to Vancouver, in summer (May 10th to October 31st), via direct line to Niagara Falls, Toronto and Owen Sound, thence C. P. Lake Steamship Line to Port William.

From Montreal to Vancouver, in summer, via C. P. Ry., Toronto, Owen Sound, and C. P. Lake Steamship Line to Port William.

From Montreal to Vancouver, in summer, via C. P. Ry., to Sault Ste. Marie and C. P. Lake Steamship Line to Port William.

From Montreal or Toronto to Vancouver, via North Bay, Sault Ste. Marie, St. Paul, Minneapolis and Moose Jaw (See Pacific Route).

From Montreal or Toronto to Vancouver, 15th May to 31st October, via Owen Sound and C. P. Lake Steamship Line to Sault Ste. Marie, thence rail via St. Paul, Minneapolis and Moose Jaw (See Pacific Route).

* When noted "Transatlantic Steamships," (see 11).

Aberdeen and Lund's Line Steamships go and sail at port Natal eastward.

Vancouver to Yokohama, via Can. Pac. Nav. Co.'s Steamers to Victoria, B.C., thence Can. Pac. Royal Mail Steamships.

Vancouver to Sydney, via Can. Pac. Nav. Co.'s Steamers to Victoria, B.C., thence Canadian-Australian Royal Mail Steamships.

Fremantle to Oriental Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong, instead of C. P. Ry. Co.'s Steamships, when route of passengers is by Peninsular & Oriental Steamships beyond Hong Kong.

North-German (Norddeutscher) Lloyd Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong, instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by North-German (Norddeutscher) Lloyd Line beyond Hong Kong.

Messageries Maritimes Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong, instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by Messageries Maritimes beyond Hong Kong.

London to Cape Town, via Shaw, Savill & Albion Company's Line, thence via New Zealand Shipping Company's Line to Hobart, Tasmania, or London to Cape Town via Shaw, Savill & Albion Company's Line to Hobart, Tasmania, thence via Shaw, Savill & Albion Company's Line to Hobart, Tasmania.

VARIATIONS ON EXTRA PAYMENT

The following variations in route in either direction (unless otherwise stated) will be allowed on payment of the additional amounts herein stated, at time of purchase of tickets or on application to agent of the C. P. Ry. at London, Eng., New York, Montreal, Vancouver, Hong Kong or Sydney, or agent of the Steamship Co. at London, Colombo, Hong Kong or Sydney, when variation is arranged:

From Atlantic port of landing to Vancouver, via direct rail line to Chicago, St. Paul and Moose Jaw (Soo-Pacific Route), \$23.00, or \$10.00 gold.

From Atlantic port of landing to Vancouver, via direct rail line to Chicago, St. Paul and Winnipeg, \$23.00, or \$10.00 gold.

From Atlantic port of landing to Vancouver, via direct rail lines to North Bay, Sault Ste. Marie, St. Paul and Winnipeg, \$11.00, or \$5.00 gold.

NOTE—If passenger provides his own passage between Atlantic port of landing and Vancouver or Victoria, an allowance of \$10.00, or \$5.00 will be made.

If passenger provides his own transatlantic passage, an allowance of \$20.00, or \$10.00 will be made.

If passenger provides his own transatlantic passage and also passage between Atlantic port of landing and Vancouver or Victoria, an allowance of \$30.00, or \$15.00 will be made.

Toronto to Montreal, via St. Lawrence River and Rapids (meals and berths extra), \$1.25, or \$8.00.

Passengers by the P. & O. from Sydney or Hong Kong to London, can proceed via India on payment of an additional sum of \$9 (\$24.30), for which they will be furnished with one passage from Colombo to Bombay and thence to Aden, or from Aden to Colombo, when they take their passage to Aden, but will have to pay their own railway fare across India from Calcutta to Bombay, if they take that route. The P. & O. Co. do not guarantee connection between their various India, China and Australian steamers at Colombo.

Passengers by P. & O. from London to Hong Kong or Sydney can proceed via India on payment of an additional sum of \$9 (\$24.30), for which they will be carried by steamer from Aden to Bombay and from Bombay to Hong Kong or Sydney if there is room in P. & O. steamer leaving at a suitable date, but will have to pay their detention expenses and rail fare in India, Bombay to Calcutta, and local steamer fare Calcutta to Colombo, if they take that route.

Passengers by Messageries Maritimes between Sydney or Hong Kong and London, will be carried via Bombay between Aden and Colombo on payment of an additional sum of \$9 (\$24.30), but if they travel by rail across India and by local steamer between Calcutta and Colombo, they will have to pay their rail fare in India and the local steamer fare between Calcutta and Colombo, as well as the local rail fare \$24.30.

From Hong Kong to Manila, Philippines, and return, \$7 Ba. 10d., or (\$38.00) gold.

From Batavia by rail to Singapore, \$2.25, or \$12.00 gold.

From Sydney by rail to Melbourne, \$2.25, or \$13.35 gold; to Adelaide, \$3.25, or \$19.00 gold. These rates can be obtained only on presentation at railway ticket office of certificate from purser of steamship.

From Sydney to Auckland, N.Z., and return, \$10 0s. 0d., or \$48.65 gold.

From Sydney to Suva, Fiji, via Auckland, instead of direct, \$2.25, or \$13.35 gold.

From Sydney to Suva, Fiji, via Auckland and Wellington, instead of direct, \$4.00 gold, or \$21.70 gold.

From Hong Kong or Sydney by North-German (Norddeutscher) Lloyd Steamships to Aden, thence Deutsche Ost Africa Line (German East Africa Line) to Zanzibar, Dar-es-Salaam, Zanzibar, Mozambique or via Mombasa, Kilwa, Lindi, Mikindani and Ilo to Mozambique), Beira, Delagoa Bay, Durban, East London, Port Elizabeth, Port Natal, Natal, La Paz, Lima, Lisbon and Flushing to London, \$20, or \$146.00 gold.

From Port Said to Marseille via Beyrout, Smyrna, Constantinople, Piræus (Athens) and Naples, instead of direct, when through tickets read via Messageries Maritimes, \$29.00, or (\$83.80) gold.

From Port Said to Marseille via Beyrout, Syrian ports, Smyrna, Constantinople, Piræus (Athens) and Naples, instead of direct, when through tickets read via Messageries Maritimes, \$14.00, or (\$83.80) gold.

From Bradford to London, by Peninsular & Oriental Steamships, express (including sleeping car on rail journey), \$12.25, or \$50.40 gold.

From Marseille to London, by Peninsular & Oriental overland express (including sleeping car on rail journey), \$6.25, or \$25.00 gold.

NOTE—If passenger provides for his own transit, Bradford, Naples, Genoa or Marseille to London, an allowance of \$2, or \$8.00 will be made.

Should passengers desire to arrange other variations in the route they are requested to communicate with the agents of the Canadian Pacific Railway Company.

TICKET CONDITIONS

The following are the conditions on which the tickets will be issued—That they are not transferable, and that they are not valid for return. That they will be good for passage within two years (24 months) from date of issue.

That they will be used in the direction in which issued.

That they will include meals and berths on ocean steamships and on Canadian Pacific Lake Steamships between Owen Sound and Port William, but not on railways or other steamers.

That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway.

In other respects the regular rates of the various companies interested will apply, and passages are issued only on the conditions stated in the passage tickets and handbooks.

BAGGAGE

The Canadian Pacific Railway Company will, on its railway and steamship lines, allow 300 pounds of baggage free for each adult ticket, proportionately for half and quarter fares.

The same allowance will be made for Canadian-Australian, Shaw, Savill & Albion and New Zealand Shipping Co.'s Steamships.

The Peninsular & Oriental S. N. Co., and the Messageries Maritimes (French Mail Line) allow 300 pounds free for each adult passenger.

The North-German Lloyd Steamship Company between Southampton and Sydney, Hong Kong or Shanghai, and the Orient, Aberdeen and Lond's Blue Anchor Lines will allow 40 cubic feet measurement.

The Transatlantic S. S. Lines will allow 30 cubic feet measurement.

In all cases of these weights will be charged for at regular rates.

The free baggage allowance on the English and Indian railways is only 112 pounds, and on the French railways 60 pounds; across European countries, besides to London by means of British express, 60 pounds per adult.

Baggage for steamship cabin should not exceed 3 feet in length, 1 foot 6 inches in width, and 1 foot 3 inches in depth.

All baggage should be marked with owner's name and address in paint. All baggage is entirely at owner's risk unless insured.

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE TO JAPAN AND CHINA

Consists of the Steamships Empress of India, Empress of Japan and Empress of China, each 485 feet in length and 6,900 tons gross register, and the Tartar and Athenian. The Empresses have made some remarkable records on the Trans-Pacific Route, having crossed the route in twenty-one days of London and Fourteen days of New York and Boston. They are fitted with twin-screws and have all the modern improvements and latest appliances known to marine art, and are fitted with engines of 10,000 horse power, the hulls are of steel, with double bottoms extending the full length of the vessel, and are divided into numerous watertight compartments, and are practically unsinkable. The engines (10,000 horse power) have developed a speed of over nineteen knots per hour. The saloons, library and staterooms are marvels of beauty and luxury. They are lighted throughout by electricity, are thoroughly well ventilated, and for comfort equal anything afloat. The Tartar and Athenian are respectively 445 and 388 tons gross register, and are well equipped steamships with excellent passenger accommodation.

THE CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP COMPANY'S LINE

Consists at present of the steamships *Moana* (550 feet in length, 4000 tons gross register), *Miwera* (560 feet in length and 3,900 tons gross register), and the steamship *Aotearoa* (580 feet in length and 4,250 tons gross register), with a speed of seventeen knots. The steamships are fitted with all the latest appliances for speed, safety and comfort. The staterooms are large and handsomely furnished.

THE PENINSULAR AND ORIENTAL STEAMSHIPS

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

TRANSATLANTIC STEAMERS

Around-the-World passengers are entitled to transatlantic accommodation usually rated at from £18 to £20 between European ports and New York, Boston, Halifax, St. John, N.B., Quebec and Montreal, provided berths at the rates named are vacant. If accommodation at such rates is not available by any particular steamer, or if accommodation is desired for which a higher rate is usually charged at that season of the year by the Steamship Line, the additional charge will require to be paid by the passenger.

SHAW, SAVILL & ALBION CO. (LTD.) NEW ZEALAND SHIPPING CO. (LTD.), ORIENT-PAKIFIC LINE.

NORTH-GERMAN (NORDDEUTSCHER) LLOYD STEAMSHIP COMPANY, MESSAGERIES MARITIMES (FRENCH MAIL LINE), ABERDEEN LINE AND LINDSAY LINE.

The fleets of these companies are composed of magnificent, full-powered steamships.

THE CANADIAN PACIFIC RAILWAY

The longest continuous railway in the world under one management, extending from the Atlantic to the Pacific, and for 3,000 miles of unbroken track, has been so thoroughly well described in other publications that it is here only necessary to say that it is the most comfortable, interesting, shortest and cheapest route between the western continent, its and railway travel is made a pleasure instead of, as heretofore, a weariness. The greatest natural wonders on the continent are on the line of the sleeping and dining cars surpass all others in elegance and service. Canadian Pacific Railway.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIPS

The Canadian Pacific Railway Company also issues several pamphlets—"Quebec," "Montreal," "Western Canada," "British Columbia," "Summer Tours," "Fishing and Shooting," "Climates of Canada," "Trans-Pacific Handbook," "The New Route to Australia," "St. Andrews-by-the-Sea," "Glaciers," "Banff," "Yoho Valley," etc., some of which are handsomely illustrated, contain a great deal of useful information, and are distributed gratis.

		WEST-BOUND					
STEAMSHIPS	DEPARTURE	Yokohama	Kobe	Nagasaki	Shanghai (Woo-son)	Hong Kong	
Express of Japan	June 13	15	19	23	27	31	
Express of China	June 15	17	21	25	29	July 3	
Express of India	June 17	19	23	27	31	July 5	
Express of Japan	June 19	21	25	29	July 3	July 7	
Express of China	June 21	23	27	31	July 5	July 9	
Express of India	June 23	25	29	July 3	July 7	July 11	
Express of Japan	June 25	27	31	July 5	July 9	July 13	
Express of China	June 27	29	July 3	July 7	July 11	July 15	
Express of India	June 29	July 1	July 5	July 9	July 13	July 17	
Express of Japan	July 1	3	7	11	15	July 19	
Express of China	July 3	5	9	13	17	July 21	
Express of India	July 5	7	11	15	19	July 23	
Express of Japan	July 7	9	13	17	21	July 25	
Express of China	July 9	11	15	19	23	July 27	
Express of India	July 11	13	17	21	25	July 29	
Express of Japan	July 13	15	19	23	27	Aug. 1	
Express of China	July 15	17	21	25	29	Aug. 3	
Express of India	July 17	19	23	27	31	Aug. 5	
Express of Japan	July 19	21	25	29	July 31	Aug. 7	
Express of China	July 21	23	27	31	Aug. 4	Aug. 8	
Express of India	July 23	25	29	Aug. 2	Aug. 6	Aug. 10	
Express of Japan	July 25	27	31	Aug. 4	Aug. 8	Aug. 12	
Express of China	July 27	29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	
Express of India	July 29	31	Aug. 4	Aug. 8	Aug. 12	Aug. 16	
Express of Japan	July 31	Aug. 3	Aug. 7	Aug. 11	Aug. 15	Aug. 19	
Express of China	Aug. 2	4	8	12	16	Aug. 20	
Express of India	Aug. 4	6	10	14	18	Aug. 22	
Express of Japan	Aug. 6	8	12	16	20	Aug. 24	
Express of China	Aug. 8	10	14	18	22	Aug. 26	
Express of India	Aug. 10	12	16	20	24	Aug. 28	
Express of Japan	Aug. 12	14	18	22	26	Aug. 30	
Express of China	Aug. 14	16	20	24	28	Sept. 1	
Express of India	Aug. 16	18	22	26	30	Sept. 3	
Express of Japan	Aug. 18	20	24	28	Sept. 1	Sept. 5	
Express of China	Aug. 20	22	26	30	Sept. 3	Sept. 7	
Express of India	Aug. 22	24	28	Sept. 1	Sept. 5	Sept. 9	
Express of Japan	Aug. 24	26	30	Sept. 3	Sept. 7	Sept. 11	
Express of China	Aug. 26	28	Sept. 1	Sept. 5	Sept. 9	Sept. 13	
Express of India	Aug. 28	30	Sept. 3	Sept. 7	Sept. 11	Sept. 15	
Express of Japan	Aug. 30	Sept. 1	Sept. 5	Sept. 9	Sept. 13	Sept. 17	
Express of China	Sept. 1	3	7	11	15	Sept. 19	
Express of India	Sept. 3	5	9	13	17	Sept. 21	
Express of Japan	Sept. 5	7	11	15	19	Sept. 23	
Express of China	Sept. 7	9	13	17	21	Sept. 25	
Express of India	Sept. 9	11	15	19	23	Sept. 27	
Express of Japan	Sept. 11	13	17	21	25	Sept. 29	
Express of China	Sept. 13	15	19	23	27	Sept. 31	
Express of India	Sept. 15	17	21	25	29	Oct. 3	
Express of Japan	Sept. 17	19	23	27	31	Oct. 5	
Express of China	Sept. 19	21	25	29	Oct. 3	Oct. 7	
Express of India	Sept. 21	23	27	31	Oct. 5	Oct. 9	
Express of Japan	Sept. 23	25	29	Oct. 3	Oct. 7	Oct. 11	
Express of China	Sept. 25	27	31	Oct. 5	Oct. 9	Oct. 13	
Express of India	Sept. 27	29	Oct. 3	Oct. 7	Oct. 11	Oct. 15	
Express of Japan	Sept. 29	Oct. 1	Oct. 5	Oct. 9	Oct. 13	Oct. 17	
Express of China	Sept. 31	Oct. 3	Oct. 7	Oct. 11	Oct. 15	Oct. 19	

Passengers by this line transfer at Hong Kong to Manila steamers

STEAMSHIPS	Hong Kong	Shanghai (Woo-sung)	Nagasaki	Kobe	Yokohama	Vancouver
	DP	ARR.	ARR.	ARR.	DP	ARR.
	1903	1903	1903	1903	1903	1903
Empress of China	June 3	June 5	June 5	June 9	June 12	June 14
Empress of India	June 24	June 26	June 26	June 30	July 3	July 5
Empress of Japan	June 15	July 17	July 20	July 21	July 24	Aug. 5
Tartar	July 12	July 25	July 27	July 29	Aug. 1	Aug. 15
Empress of China	Aug. 5	Aug. 7	Aug. 10	Aug. 11	Aug. 14	Aug. 26
Athenian	Aug. 12	Aug. 15	Aug. 17	Aug. 18	Aug. 21	Sept. 5
Empress of India	Aug. 19	Aug. 21	Aug. 23	Sept. 1	Sept. 3	Sept. 5
Empress of Japan	Sept. 23	Sept. 25	Sept. 28	Sept. 29	Oct. 1	Oct. 15

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NORTHBOUND									
STEAMERS	Sydney	Brisbane	Sval, Suva,	Hono-lulu, H.I.	Vancouver	Union A.S. Co of N.Z. Steamship Co's agent at Suva			
	Leave	Arrive	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive
Moonah	1907 1907	1907 1907							
Misenera	May 18	May 20	May 21	May 24	June 1	May 21	May 24	May 24	May 24
Misenera	June 15	June 17	June 18	June 22	July 1	June 15	June 18	June 18	June 21
Misenera	July 13	July 15	July 16	July 20	Aug. 2	July 13	July 16	July 16	July 19
Misenera	Aug. 10	Aug. 12	Aug. 13	Aug. 17	Aug. 26	Aug. 10	Aug. 13	Aug. 13	Aug. 16
Misenera	Sept. 7	Sept. 9	Sept. 10	Sept. 14	Sept. 23	Sept. 7	Sept. 10	Sept. 10	Sept. 13
Misenera	Oct. 5	Oct. 7	Oct. 8	Oct. 12	Oct. 21	Oct. 5	Oct. 8	Oct. 8	Oct. 11
Misenera	Nov. 2	Nov. 4	Nov. 5	Nov. 9	Nov. 18	Nov. 2	Nov. 5	Nov. 5	Nov. 8

PENINSULAR & ORIENTAL STEAM NAV. CO

[illegible]

TRAINS LEAVE

Montreal and Toronto to Winnipeg and Vancouver, mornings; eastbound from Vancouver about noon. Time four days in summer, five days in winter.

WESTBOUND

Leave Hong Kong for Singapore, Penang and Colombo, May 2nd, 1906, and every alternate Saturday at 1.00 p.m., arriving Colombo in about 12 days.

Leave Sydney for Colombo, May 20th, 1906, and every alternate Saturday, arriving in about 12 days, usually leaving Melbourne 3 days, Adelaide 4 days, and Fremantle 9 days after leaving Sydney.

Leave Colombo for Bombay and Colombo for Aden (direct), Port Said, Brindisi and London, about 14 hours each, and usually leave Melbourne 3 days, Adelaide 4 days, and Fremantle 9 days after leaving Sydney, arriving Bombay in about 3 days, Aden 7 days, Port Said 12 days, Brindisi 16 days, London, overland from Brindisi, 17 days, and via Gibraltar about 28 days.

Leave Colombo for Aden, Port Said, Brindisi, Liverpool and London, every Saturday at 1.00 p.m., taking about one day less for journey than to Port Colombo.

SYNOPSIS.

FROM MONTRÉAL, 1963.

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ing previous any time after 8 o'clock, and from Quebec about 3 p.m., shortly after the arrival of the C.P.R. and G.T.R. trains from the West. Passengers

from the Lower Provinces make close connection with the steamers by the I.C.N. train arriving at Quebec Thursday at 11.55 a.m.

(Subject to Change without Notice.)

CHINA NAVIGATION CO. AND EASTERN & AUSTRALIAN S.S. CO.
Steamers leave Hong Kong for Sydney, and Sydney for Hong Kong, about once every three weeks, via Torres Straits, calling at Port Darwin, Thursday Island, Cooktown, Brisbane, etc. Time, about 15 days. Steamers usually call at Manila also.

SHAW, SAVILL & ALBION CO. (LIMITED)
Steamers leave London for New Zealand about once every 4 weeks via Plymouth, arriving
Tasmania in about 5 days, Capetown about 22 days, Hobart about 43 days, and New Zealand
about 43 days from Plymouth.

Steamers leave New Zealand for London about every 4 weeks.

Steamers leave London for New Zealand via S. 4th Thursday and Plymouth on Saturday following, arriving Teneriffe in about 5 days, Capetown about 22 days, Hobart about 43 days and New Zealand about 69 days from Plymouth.
Steamers to a New Zealand & London leave 4th Thursday.

15

EASTBOUND - Leave London (Tilbury) every second Friday, calling at Plymouth, Gibraltar, Barcelona, Naples, Port Said, Suez, Colombo, Fremantle, Adelaide and Melbourne and arriving at Sydney in about 41 days.

WESTBOUND - Leave Sydney every second Saturday, calling at Melbourne, Adelaide, Fremantle, Colombo, Suez, Port Said, Naples, Marseilles, Gibraltar, Plymouth, and arriving at London (Tilbury) in about 44 days.

NORTH-GERMAN (NORDDEUTSCHER) LLOYD STEAMSHIP CO.

EASTBOUND—Leave Southampton June 2, 1949, and alternate Tuesdays thereafter, for Shanghai, calling at Gibraltar, Genoa, Naples, E. Sicily, Biz., Aden, Colombo, Penang, Singapore and reaching Hong Kong in about 35 days, Seixun in 41 days, and Yokohama in about 47 days.

Leave Southampton May 23, 1865, and every third Monday thereafter, for Sydney, calling at Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide and Melbourne, and arriving at Sydney in about 42 days.

WESTBOUND—Leave Yokohama May 30, 1968, and alternate Saturdays thereafter, calling at Kobe, Nagasaki, Shanghai, Hong Kong, Singapore, Penang, Colombo, Aden, Suez, Port Said, Naples, Genoa, Gibraltar, and reaching Southampton in about 47 days.

Leave Sydney May 4, 1900, and every third Saturday thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Aden, Socatra, Port Said, Naples, Genoa, and reaching Southampton in about 4 weeks.

SERIES MARITIMES (French Mail Line)

EAST
log at Port
Levee

Suez, Djibouti, Yokohama and day thereafter

WESTERL
calling at Melbourne,
Marseille in about

Leave Yokohama - 7 22, 1933, and every fourth Friday thereafter, calling at Kobe, Shanghai, Hong Kong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, and arriving Marseilles in about 30 days. Steamer also leaves Yokohama June 2, 1933, and every fourth Friday

ABERDEEN LINE

Expected to leave London May 19, 1903, and every third Tuesday thereafter, for Sydney, calling at Plymouth, Tenerife, Cape Town and Melbourne, and arriving Sydney in about 48 days.
Expected to leave Sydney May 22, 1903, and every third Friday thereafter, for London, via

LUNDS' BLUE ANCHOR LINE

LUNDS' BLUE ANCHOR LINE

Expected to leave London June 2nd, 1935, and every 4th Tuesday thereafter for Sydney, calling at Las Palmas, Cape Town, Adelaide and Melbourne, arriving Sydney about 32 days.
Expected to leave Sydney on June 4th and every 4th Saturday thereafter for London, via

Full Particulars Can Be Obtained From Any of the Following Agencies:
Adelaide, Australasia, Aust. H. S. Co. (Ltd.), 100, Queen St., S. A.
Adelaide, Australasia, Aust. H. S. Co. (Ltd.), 100, Queen St., S. A.

Full Particulars Can Be Obtained From Any of the Following Agencies :

Adelaide, Australia, Aust. Un. S.N. Co. (Ltd.); Thos. Cook & Son.

Amsterdam, Holland, Linscoe & Zoon, Sirgel No. 130; Thos. Cook & Son, 33 Damrak.
 Antwerp, Belgium, } H. Debenham, Continental Traffic Agent, 3 Quai Taverniers.
 } Saydt & Co., No. 1 Rue au Sucre.
 Richard Heene, 122 Avenue de l'Industrie.

Auckland, New Zealand. Union S. S. Co. of N.Z. (Ltd.); Thos. Cook & Son.
Baltimore, Md., J. H. Thompson, Freight and Pass' Agent, 129 E. Baltimore Street.
Hoflin, Germany. Carl Stenzen, Friedrichstrasse 77; International Sleeping Car Co. (H)

Bombay, India. Ewart, Latham & Co.; Thos. Cook & Son, 13 Esplanade Road.

Boston, Mass., U. S. Cables, District Passenger Agent, 92 Washington Street.
Brisbane, Queensland, British India & Queensland Agency Co. (Ltd).
Brussels, Belgium, International Sleeping Car Co., Nord Station, Theo. Cook & Son, 41
rue de la Madeleine.

Buda Pesth, Hungary, International Sleeping Car Co., Grand Hotel Hungaria.
Huffalo, N. Y., A. J. Shulman, City Passenger and Freight Agent, 223 Main Street.
Cairo, Egypt, Inter. Sleeping Car Co., Maison Dehbone, Ioue Habel Haded, Correspondents

Chicago, Ill., A. C. Shaw, General Agent Passenger Department, 128 South Clark St.

Colombo, Ceylon, Thea Brothers & Co.; Thos. Cook & Son.
Constantinople, Turkey, International Sleeping Car Co., Pera Palace Hotel; Thos.

Copenhagen, Denmark. Joachim Prahl, 12 Ostergade.
Detroit, Mich., A. E. Edmonds, City Passenger Agent, 7 Fort Street West.

Frankfurt, Germany, International Sleeping Car Co., 1 Kaiserstrasse.
Glasgow, Scotland, Archer Baker, European Traffic Manager, 67-71 Vineyard Street.
Halifax, N.S., J. D. Chipman, City Passenger and Freight Agents, 100½ and 103 Hollis St.

Hamburg, Germany, Thos. Cook & Son, 25 Abchurch Lane.
Havre, France, Herra Peron & Co. (Ld.), Tippet Agents, 4 Place du Commerce.
Homburg, Germany, International Sleeping Car Co., 68 Lombard St.

Hong Kong, China, D. E. Brown, General Agent, China, Japan, etc.
Honolulu, H.I., Theo. H. Davies & Co. (1881).
Kobe, Japan, G. Millward, 14 A, Maru-Nishi.
Kobe, Japan, G. Millward, 14 A, Maru-Nishi.

Liverpool, Eng., Archer Baker, European Traffic Manager, 9 James St.
London, England, Archer Baker, European Traffic Manager.
67 and 68 King William St., E.C.4, and 50 Cockspur St., S.W.
*Masthead Address: International Shipping Co. Ltd., 25 Abchurch Lane, London, E.C.4.

Madrid, Spain, International Sleeping Car Co., 18 Calle de Alcalá; Thos. Cook & Son
5 Carrera de S. Seráfica.
Malta, Tumbull, Jr., & Sommerville, Correspondence,
Malta, Tumbull, Jr., & Sommerville, Correspondence,
Malta, Tumbull, Jr., & Sommerville, Correspondence,

Marquette, Mich., George W. Hibbard, G.P.A., D., S.S. & A. Ry.
Melbourne, Australia, Union S.S. Co. of N.Z. Ltd.; Ties, Cook & Son.
Minneapolis, Minn., W. H. Callaway, General Passenger Agent, San-Pacific Route.
Montevideo, Uruguay, Elders, Delano, Bate, and Callaghan, the Grand Hotel, Esplanade.

Monte Carlo, Monaco, Riviera Palace Hotel and Galerie du Grand Hotel, International Sleeping Car Co.
 Montreal, Que., Robert Kerr, Pass. Traffic Mgr.; C. E. E. Umher, Gen. Pass. Agent.
 Moscow, Russia, Inter. Sleeping Car Co., Major Tschibischoff, Russian Agent.

Nice, France. International Sleeping Car Co., 2 Avenue Massena; Thos. Cook & Son.

New York, N. Y., E. V. Skinner, General Eastern Agent, 353 Broadway.
(T. Cook & Son, 1 Place de l'Opera.)

Paris, France, { J. Cook & Son, 1 Place de l'Opera.
International Sleeping Car Co., 2 Place de l'Opera.
Herna, Feron & Co., 61 Boulevard Haussmann.
L. Desbois, 2 Rue de Rome.

Philadelphia, Pa., H. McMurry, Freight and Passenger Agent, 623-631 Chestnut Street.
Quebec, Que., E. H. Croan, City Passenger Agent, opposite Post Office.
Rome, Italy, International Sleeping Car Co., 21 and 22 Via Condotti; Thos. Cook & Son.

Rotterdam, Holland, B. Karlsberg & Co.
St. John, N.B., C. E. Foster, District Passenger Agent.

St. Paul, Minn., W. & Thore, Assistant General Passenger Agent, Soo-Pacific Route.
St. Petersburg, Russia, International Sleeping Car Co., 3 Prospektive Newsky.
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Toronto, Ont., A. H. Notman, Assistant General Passenger Agent, 1 King Street East.
Vancouver, B.C., E. J. Coyne, Assistant General Passenger Agent, Pacific Division.

Victoria, B. C., H. H. Abbott, Freight and Passenger Agent, 86 Government Street.
Vienna, Austria, International Sleeping Car Co., 15 Karntner Ring, Schenker & Co.
Warsaw, Russia, International Sleeping Car Co., 2 Rue Kotzebue.
Washington, D. C., H. H. Abbott, Freight and Passenger Agent, 86 Government Street.

Washington, D.C., W. W. Merkle, Freight and Passenger Agent, 1229 Pennsylvania Av.
Wiesbaden, Germany, International Sleeping Car Co., 36 & 38 Theater Colonnade.
Winnipeg, Man., C. E. McPherson, General Passenger Agent, Western Lines
Yokohama, Japan, Messrs. T. Brown, General Freight and Passenger Agents, Messrs. McLeod

Hokokanama, Japan, Wm. T. Payne, General Traffic Agent for Japan, 14 Bond.
Messrs. Thomas Cook & Son are Agents for the Canadian Pacific Railway Company
in all parts of the world.

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