1896

NEW ROUTE

TO

AUSTRALIA

THE

HAWAIIAN

AND

FIJIAN ISLANDS

BY THE

CANADIAN PACIFIC RAILWAY

AND THE

CANADIAN-AUSTRALIAN S. S. LINE

CANADIAN-AUSTRALIAN LINE

THE NEW ROUTE TO AUSTRALIA VIA HONOLULU, HAWAIIAN ISLANDS AND SUVA, FIJI,

IN CONNECTION WITH THE

CANADIAN PACIFIC RAILWAY.

The establishment of a new route to Australia, via Canada, is rapidly revolutionizing the traffic of three continents, by opening up a shorter, cheaper, and in every way more advantageous highway to the Southern Hemisphere. The passage from Europe by any of the magnificent Atlantic liners is now merely a pleasure trip, so marked have been the recent improvements in the steamships, both as to speed and safety, and in comfort and luxury; and the tourist traversing the Dominion of Canada, passing over the illimitable prairies of its fertile northwest, crossing the mighty Rockies and the Titanic mountain ranges beyond, sailing down the placid Pacific, and touching at the Hawaiian Islands—the paradise of sub-tropical seas—and historic Fiji, finds an never-ending change of scene and surroundings, and an entire absence of the discomforts and inconveniences which previously made a voyage to the Antipodes an unpleasant undertaking. With these, too, is an unsurpassed excellence in the equipment of the transportation lines utilized, whether by land or water, that materially enhances the enjoyment of the trip.

ACROSS CANADA.

The best and quickest route to the Pacific Ocean, from the eastern portion of the American continent, is by the Canadian Pacific Railway to Vancouver. The traveller from Europe, leaving Liverpool or Southampton, is landed at Quebec, St. John, N. B., Halifax or New York, from any of which cities it is a comparatively short run to Montreal, where, in a sense, the transcontinental journey actually begins. Passengers via New York may, however, visit the great cataract of Niagara, and, from Toronto, connect with the transcontinental train at North Bay. In either case a glimpse is had of the well-settled eastern provinces of the Dominion, and after rounding the north shore of Lake Superior, or sailing up the Great Lakes to Fort William in summer, the famed Red River Valley of Manitoba is reached. At Winnipeg a brief halt can be profitably made to see this bustling, go-ahead western metropolis, which a few years ago was but a mere fur-trading outpost of the Hudson's Bay Company. The journey is continued four hundred miles through immense wheat fields to Moose Jaw, the point of junction with the Soo-Pacific road running from the American cities of St. Paul and Minneapolis, and then on across the buffalo plains of the west, five hundred miles to Calgary, in the foot-hills of the Rockies, and to Banff, on their eastern slope—the great Canadian National Park—where Nature has created a wonderful sanitarium. For over another five hundred miles, the route lies through scenes of matchless grandeur—the sublimity of the entrancing surroundings being accentuated by the sudden and wide contrast between the level verdure-clad prairies and the tumultuous masses of broken and serrated rocks whose summits pierce the clouds—to Vancouver, the western terminus of the Canadian Pacific Railway, from whose port the magnificent White Empress steamships of that Company cross the ocean to China and Japan, and the steamships of the Canadian-Australian Line, the "Warrimoo" and "Miowera," to

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Australia, calling at Honolulu and Suva, in the Hawaiian and Fijian groups. Vancouver, although of but yesterday's birth, is a handsomely built city with excellent hotels (chief among which is the Hotel Vancouver), and with many attractive points of interest in and around it. Steamer is taken here, or at Victoria (a few hours sail across the Gulf of Georgia), which is also a city that will delight and charm the visitor.

ON THE PACIFIC.

A voyage in the South Seas! A sail among the coral islands of the Pacific! Three weeks of life in the tropics! All that these thoughts suggest, all that tales of adventure and travel bring back to our minds, all that is implied in a visit to the most charming spots of earth—may now be realized, under circumstances of special comfort and convenience, by passengers via the Canadian-Australian Line of steamers between Vancouver and Sydney. It may be assumed, without argument, that when a traveller visits Europe or America he comes in contact with a people much like himself, and a civilization that varies only as it bears the marks of time and local customs from that in which he has lived; but when he leaves the snow-capped mountains of the Pacific slope, in Canada, and sails away towards the Southern Cross, he enters a new and wonderfully fascinating region. This new world is full of strange sights and sounds, full of beauty and full of much that is weird and curious. The people, the birds, the animals and the vegetation are all new and marvellous. Here the student of human life, the naturalist and the wonder-seeker, find their deepest problems and their richest specimens, and no part of the globe, within reach of travellers, is more inviting.

Passing through the sublime scenery of the Straits of Georgia and San Juan de Fuca, the tourist soon realizes that he is afloat on an ocean that rightly deserves its name. Whether moved by the long and easy swells of the Northern Pacific, or gliding swiftly over the placid surface of the equatorial sea, he has the pleasant assurance that sudden storms will not disturb his sleep, nor boisterous waves fill the day with the agonies of *mal de mer*. It may be truthfully said that cases of sea-sickness on this route are rare and mild, which is quite natural on an ocean so peaceful, and during a voyage in which, over its entire course, the passengers may spend all their waking hours on the broad decks of the steamers. It is the exception when a single passenger is missed from his or her place in the dining saloon.

THE HAWAIIAN ISLANDS.

Eight days out from Vancouver finds the steamer in sight of Honolulu, the capital of the Hawaiian Republic, a spot which has been fittingly designated "The Paradise of the Pacific." Honolulu has a population of about 22,000, or one-fifth that of the Hawaiian group. It is a well-kept city, abounding in cozy villas and pretty gardens, and its delightful environments serve to make a short stay one of the most pleasant experiences of a traveller's lifetime.

Here one comes, for the first time, in contact with the native life of the Pacific, and whatever may be said of the good characteristics of other islanders, it may be safely assumed that the Hawaiians are at once the handsomest, brightest and happiest of all the children of these coral homes. They are a wonderfully interesting people, with a wonderful history. Any one who has read Lady Brassey's "Voyage in the Sunbeam," will remember in what seemingly extravagant language that gifted lady of our own time has written of these charming natives, their symmetrical forms, their love of music and their rythmic dances. If, however, the tourist finds the people interesting, he will be equally charmed by the great beauty of their mid-ocean home. Nature has smiled upon it. Here perpetual summer reigns and the fragrance of flowers never passes out of the balmy

breezes that fan the hills and valleys of this loveliest of lands. These words may seem more poetical than truthful, but they are written advisedly. The official records of last year show the maximum temperature to have been 88° Fahr., and the minimum 58°, an extreme variation of but 30°. The wealth of tropical vegetation, the abundance of fruit, the waving palms, the wide acres of sugar cane, the happy natives and the sea breaking in long rolling waves over the coral reefs, backed by the volcanic hills—all these make up a picture that can never fade from memory and combine to emphasize the novelty and augment the charms of loitering in Oahu. This is not only the tourists' paradise, but it is unquestionably one of the best spots in the world in which to seek health and recuperation. The steamer's stay at Honolulu varies according to the hour of arrival, but while she lies in the harbor the visitor may choose many forms of diversion. He may ramble about the streets, buy curios and photos in the shops, look into the Chinese quarter, inspect the parliament buildings and palace, occupied until recently by royalty, or he may take any one of the following excursions, horses and carriages being easily obtainable at reasonable prices, and capital roads having been made to all the chief points of interest:

1. To Nuuanu Pali (precipice), six miles from town, an historical spot, being the scene of the last battle between King Kamehameha, the Conqueror, and the Oahuans, in which thousands of natives were forced over the steep precipice to death below. A striking and beautiful view is had from this point of miles of lowlands beneath. The time occupied in going to Pali and return to steamer is, in all, about three hours.

2. To summit of Mount Tantalus, the highest point close to the city of Honolulu, an elevation of about 3,250 feet, a beautiful view may be had from here. Almost the same time is occupied as in the ride to and from Pali.

3. To Punch Bowl Hill, an elevation back of the city, and from which an excellent view of Honolulu can be had. The drive occupies less than an hour. This location may be taken in with the other points above mentioned, if the tourist so desires, but little over three hours being occupied in the total drive.

4. To Waikiki Beach, a famous, excellent and safe bathing place. The water maintains an even temperature of about 75°, and is so buoyant that one may float in it without the slightest exertion. It is a great treat. From thence to Kapiolani Park, containing a race track, where the annual races are held. The total time occupied in the trip, including half an hour in bathing, would be about one and a half hours.

5. A trip may be taken over the Oahu Railway from Honolulu to Eva (*a-vah*), passing en route numerous rice, banana and pine-apple plantations. The traveller has also a good view of the famous Pearl River locks, and the lately founded Pearl City. At Eva, opportunity is given to inspect the working of the machinery of the largest sugar-producing mill on the island, and also to view the growing sugar cane, all connected with the Eva sugar plantation. The trip is regulated by time-table, trains only running in the daytime. The road is about eighteen miles long.

The tourist who has eight days at his disposal by reason of a "stop-over," there being that time between the arrival of the steamer *from* Vancouver and the departure of the next steamer *for* Vancouver, is given an excellent opportunity of making an easy tour of Oahu, and enabled to pay flying visits to the contiguous islands of Maui or Kauai, on the last named of which are the curious "barking sands" and the largest sugar plantation in the world. It is advised, however, that, having only eight days to spare, the tourist should content himself with exploring Oahu. The sights and experiences are novel enough, but the most extraordinary ones are on the island of

HAWAII. At regular intervals commodious, modernly-appointed steamers leave Honolulu for the island of Hawaii, on which are the great peaks, Mauna Loa (13,675 feet high), Mauna Kea (13,805) and Hualalai (8,275), as well as the crater of Kilauea, there being a choice of two routes, one being by Maui and around the northern coast of Hawaii to Hilo, and the other along Maui and the southern coast of Hawaii to Punuluu. This marvelous island of living and extinct volcanoes cannot be described in a few sentences, but thoughtful arrangements have been made by which a tourist can see all its principal beauties in ten days, including the steamer's trip, the cost being $50, which covers all expenses. Most of the island is seen from the saddle or carriage, though portions of the ascents to the craters are on foot. The chief point of

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interest is the "House of Fire," as the great burning crater of Kilauea is called. A visitor to the crater describes one of its periodical eruptions as follows:

"The thin crust on the molten lakes was rent apart and there rolled out a blood-red wave whose incandescent crest swept on and broke in fiery spray against the massive wall. Other raging billows clashed together and tossed their mingled volumes of silver, gold and crimson high in the glowing air. The superheated, highly elastic gasses tore through the liquid matter, carrying with them in their upward rush lava spun into fine filaments called 'Pele's hair,' and drove before them sulphur clouds, through which the moon gleamed with a dull, livid light.

"In the midst of the lakes' brilliant confusion there played a fountain of blood-red lava, 'which did the tumultuous sea incarnadine,' filling the air with crimson light and tingeing the beetling cliffs with rich color. The heat-wave whirled about the pit, now and then rushing over the brink and glowing about us, while the roar of escaping gasses, the rumble of falling rocks about the lakes and the queer, spluttering cough of the belched-up lava filled our ears with strange sounds.

"This beautiful and awe-inspiring spectacle lasted for many minutes and then the light and heat subsided and the lakes' surface cooled again to sombre blackness. The moon came out again, and by its light and that of our lanterns we retraced our steps over the lava to where horses were in waiting to carry the ladies of the party up the hill again to the 'Volcano House.'"

On this island are the most interesting remains of ancient temples and cities of refuge, and monuments of ancient idolatry, which, from some unknown cause, were spared from the general destruction of idols that followed the abolition of the *ia tabu* in 1873. There are many other strange and interesting places to be visited, and a perfect system has been adopted for the conveyance and housing of tourists at moderate prices.

MAUI is another island of the group—the one that contains the greatest extinct crater in the world "Haleakala." The ascent is easy, and can be made on horseback. The view from the summit is indescribably grand. The crater is irregularly oval-shaped, several miles in width, twenty-five miles in circumference, and is backed by walls nearly 2,000 feet high, and broken by cones from 100 to 700 feet in height. The sides slope at a wide angle, down which it is comparatively easy to clamber. There are two wide gaps in the walls of the crater, through which, centuries ago, streams of liquid lava poured down a league in breadth, 10,000 feet in the seven miles to the ocean below to form the iron-bound coast. The last eruption is believed to have occurred 2,000 years ago. Beautiful views of Mauna Loa and other points are seen from these heights, which possess the additional charm of being covered with fern and wild flowers. Excellent arrangements exist for the accommodation, both while stopping and travelling, of tourists visiting all the islands.

THE FIJIAN ISLANDS.

Leaving Hawaii, with pleasant recollections of its many beauties and salubrious climate, the tourist may enjoy the sensation, three days later, of crossing the equator. His passage through the tropics will involve no discomforts by night or by day; on the contrary, he can at all times, on the ships specially designed for such a voyage, be perfectly contented. He now sees myriads of those curious creatures of the deep—the flying fishes—while over his head strange and beautiful marine birds begin to fly. Without difficulty, he can obtain excellent specimens of the flying fish. He discovers, about the same time, that the polar star has disappeared below the northern horizon and that the nadir of his accustomed zenith presents constellations which are as novel as interesting. He then drifts into a sea area that is dotted everywhere with the homes of savage tribes, some of whom have not yet been won from the fiercest cannibalism. This is particularly true of parts of the New Hebrides, southeast of Fiji, which are passed within one hundred miles.

Eight days out from Honolulu the serrated crests of the Fijian Mountains break in upon his southeastern horizon. Every passenger will be on deck, with glasses levelled at the shore and higher landscape, for everyone feels that it is a privilege to visit the historic colony of Fiji, where but few

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men have found their way by the roundabout route heretofore open to the traveller. Although it was in 1875 that old Thakambau gave up his blood-stained bludgeon to the representative of Her Britannic Majesty, it seems but yesterday that the name of that cannibal king was spoken of in association with all that is barbaric and bloodthirsty. Now he is dead and his kingdom is in the possession of the peaceful missionary and the planter. But his people survive, and with but few changes in their habits of life and ancient customs. A fact of considerable interest to the tourist is that these stalwart natives are the most conservative of any in the Pacific. They care but little how Europeans dress; they go about very much as they did when the baking ovens seldom grew cold and the faces of white men were unknown. Their dress suits their climate, their history, their habits, their statuesque proportions, and their surroundings.

The Fijian group comprises upwards of two hundred islands, about eighty of which are inhabited. The natives number about 110,000, and are now a tractable and hospitable people. The steamer puts in at Suva, the capital, a small town nestling among the hills of Viti Levu. It is a pretty spot, and thoroughly typical of South Sea life. The luxuriance of vegetation is almost beyond belief, and a sensuous fragrance fills the gentle trade winds that blow across the islands the year through. The fibre huts of the natives are snugly embowered amid long nodding banana leaves, cocoa palms and spreading oleanders, while along the picturesque shore line great banks of crystal surf glisten in the sunlight. Once the ship is made fast at the dock, the passengers are free to go where they will, the stay here generally being five or six hours. Many will soon be found moving among the homes of the ever-interesting natives, or buying war clubs and shells in the curio shops. Those who are concerned about natural history will find much to engage their attention in the gardens, orchards and fields near by. All sorts of spices and medicinal barks, in addition to many novel varieties of fruit, will be found in abundance. Birds of rich plumage flit from tree to tree, and strange insects buzz beneath the foliage. Flowers grow everywhere in forms of rare beauty, the much-prized orchid finding here its natural habitat. Here, too, the tourist may safely spend a month and continue his journey by the following steamer, or, better, three weeks visit, returning by the next steamer from Sydney. He will meet with the most cordial hospitality everywhere, and if he should have a camera with him he will find no end of interesting subjects and charming views. The stay may be made at low cost and with considerable comfort.

Just beyond Suva, the 180° or ante-prime meridian is crossed. On the voyage to Vancouver, the mariner, in order to keep his time correct, finds it necessary to double up the day he crosses this meridian—which is precisely opposite Greenwich—and this he does by having two Mondays or two Tuesdays, or two some other days, in the same week. If he is going toward Australia, he drops a day completely. If this point, for example, be reached on Monday, the next day will be Wednesday—Tuesday, and the day it represents, being absorbed into Monday.

AUSTRALIA.

The steamer passes near to the Solomon group, and skirts the famous French penal colony of New Caledonia. These are places of which much has been written in tale and history, and lie in latitudes that may be regarded as the centre of the tropical south seas.

The sailing into Sydney harbor is one of the most impressive sights that can be seen in the world, and Sydney itself is the gateway to a land of captivating interest. The vast wealth of Australia and the hospitality of her people are proverbial. Sydney and Melbourne are two great cities, each having a population of about 500,000, in which the traveller may find all the conveniences and enjoyments of the highest

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civilization. It is a sunny land, blessed with enormous pastoral wealth and literally underlaid with gold. Railways run everywhere, and excellent steamers ply to points along the coast. Great sheep stations spread over the land and fill the seaports with enormous warehouses. As the outcome of this vast wealth, the horse racing and out-door sports of Australia are beyond question better than those of any other country, not excepting England or the United States. Here, too, the traveller may engage in a kangaroo hunt, may see the black fellows throw the boomerang, or find in their native fastness those birds and animals which live nowhere else than on this great island continent. The future importance to the commercial as well as to the political world of this rising empire in the southern ocean, the great opportunities that exist for opening or discovering new fields for commerce in countries so rich and yet so partially exploited, and the charm of travelling with European or northern associations through a semi-tropical country of the Southern Hemisphere, make the Australian colonies a most inviting region for travel, and in a land so pleasant, and presenting such varied features, the tourist may spend a practically unlimited time in unbroken comfort, with a fresh experience for each day.

TASMANIA.

Across Bass' Straits, 120 miles wide, south of Victoria, is Tasmania, in climate, situation and salubrity the most favoured of the Australian colonies. The two chief towns are Launceston, on the north coast, and Hobart, the capital, on the south. A railway connects the two. There is regular and frequent steam communication between Tasmania and Australia.

NEW ZEALAND.

is one of the most prosperous, and, from its natural beauty, the most interesting of the Australasian group. It comprises three islands, but two only, North Island and the Middle, though called South Island, are of any importance.

WELLINGTON, at the extreme south of North Island, whose lake region has been called the wonderland of the inhabitable globe, is the capital of the colony, and Auckland, the former capital, on the northeast coast, whose physical conformation has given it the name of the Corinth of the South, and its salubrious climate gained for it the title of the Naples of Maoriland, is another important commercial centre. In South Island, Dunedin and Christchurch are the principal cities. There is regular intercommunication between all the ports of New Zealand, as well as with those of Australia. New Zealand differs in fauna, flora and other ways from Australia, and is the most picturesque of all the islands of these seas. Its trade is large and increasing, and it is destined to be a very flourishing country. Many side trips of great beauty and interest can be made on these islands.

THE CANADIAN-AUSTRALIAN STEAMSHIPS.

The objection hitherto raised of a long voyage and inferior steamers has now been removed by the establishment of this new Canadian-Australian line. The sister steamships Warrimoo and Miowera are models of modern marine architecture, and were especially constructed on a plan designed for the service of these waters. They have a length of 360 feet and 42 foot beam, with a registered tonnage of 3500 tons and 4500 horse-power, giving a speed of seventeen knots per hour. They are elaborately and luxuriantly furnished, and lighted by electricity. The dining saloons are magnificent apartments, extending the full width of the vessels, and a choice cuisine is provided. The social, ladies', music and smoking-rooms are spacious and pleasantly situated; and the state-rooms, which are on the upper deck, are exceptionally large, well ventilated and fitted with every convenience, and there is an ample number of marble baths. The promenade decks are of unusual length and area. In every way the comfort of the passengers has been carefully considered. One of these steamers leaves Vancouver once a month—at daybreak on the 16th, and Victoria the same day (passengers from the east should arrive at Vancouver the previous day) for Honolulu, H. I., Suva, Fiji, and Sydney, Australia, in reaching which the most temperate and pleasant part of the Pacific Ocean is traversed.

INTENDED SAILINGS—WEST-BOUND.

NAME OF STEAMSHIP.	Vancouver. DEP. Daybreak	Honolulu, H. I. ARR.	Honolulu, H. I. DEP.	Suva, Fiji. ARR.	Suva, Fiji. DEP.	Sydney, N.S.W. ARR.
WARRIMOO	May 30, 1896	June 7, 1896		June17, 1896		June23, 1896
MIOWERA	June30, 1896	July 8, 1896		July 18, 1896		July 24, 1896
WARRIMOO	July 30, 1896	Aug. 7, 1896		Aug. 17, 1896		Aug. 23, 1896
MIOWERA	Aug. 30, 1896	Sept. 7, 1896		Sept. 17, 1896		Sept. 23, 1896
WARRIMOO	Sept.30, 1896	Oct. 8, 1896		Oct. 18, 1896		Oct. 24, 1896

And monthly thereafter. Sailings shown are approximate only. Steamers call at Victoria, B. C.

INTENDED SAILINGS—EAST-BOUND.

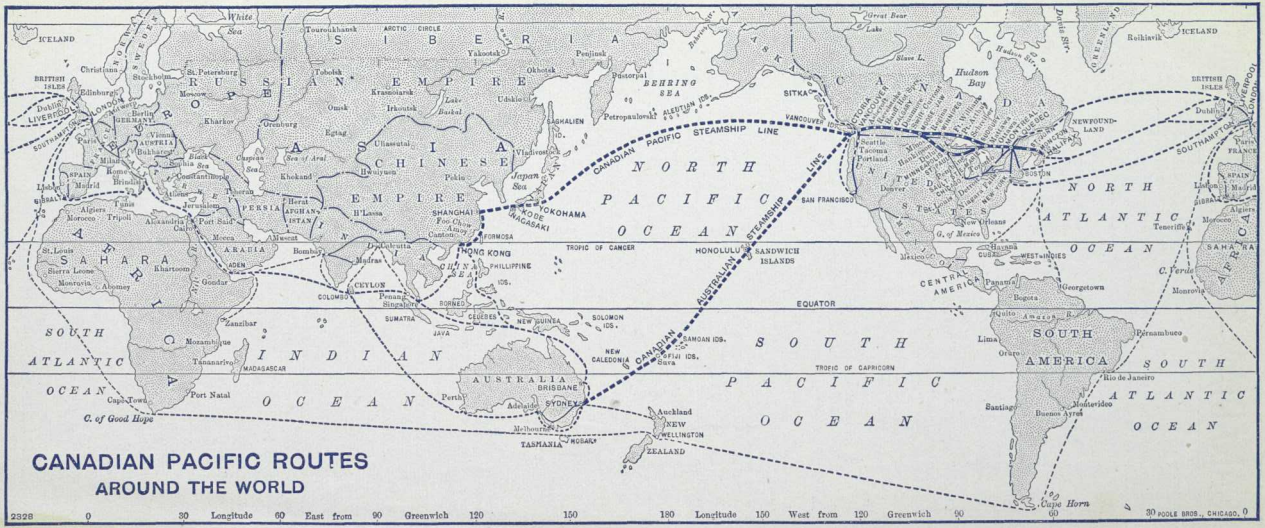
NAME OF STEAMSHIP.	Sydney, N.S.W. DEP.	Suva, Fiji. ARR.	Suva, Fiji. DEP.	Honolulu, H. I. ARR.	Honolulu, H. I. DEP.	Vancouver. ARR.
MIOWERA	June 1, 1896	June 7, 1896		June15, 1896		June24, 1896
WARRIMOO	July 1, 1896	July 7, 1896		July 15, 1896		July 24, 1896
MIOWERA	Aug. 1, 1896	Aug. 7, 1896		Aug. 15, 1896		Aug. 24, 1896
WARRIMOO	Sept. 1, 1896	Sept. 7, 1896		Sept.15, 1896		Sept.24, 1896

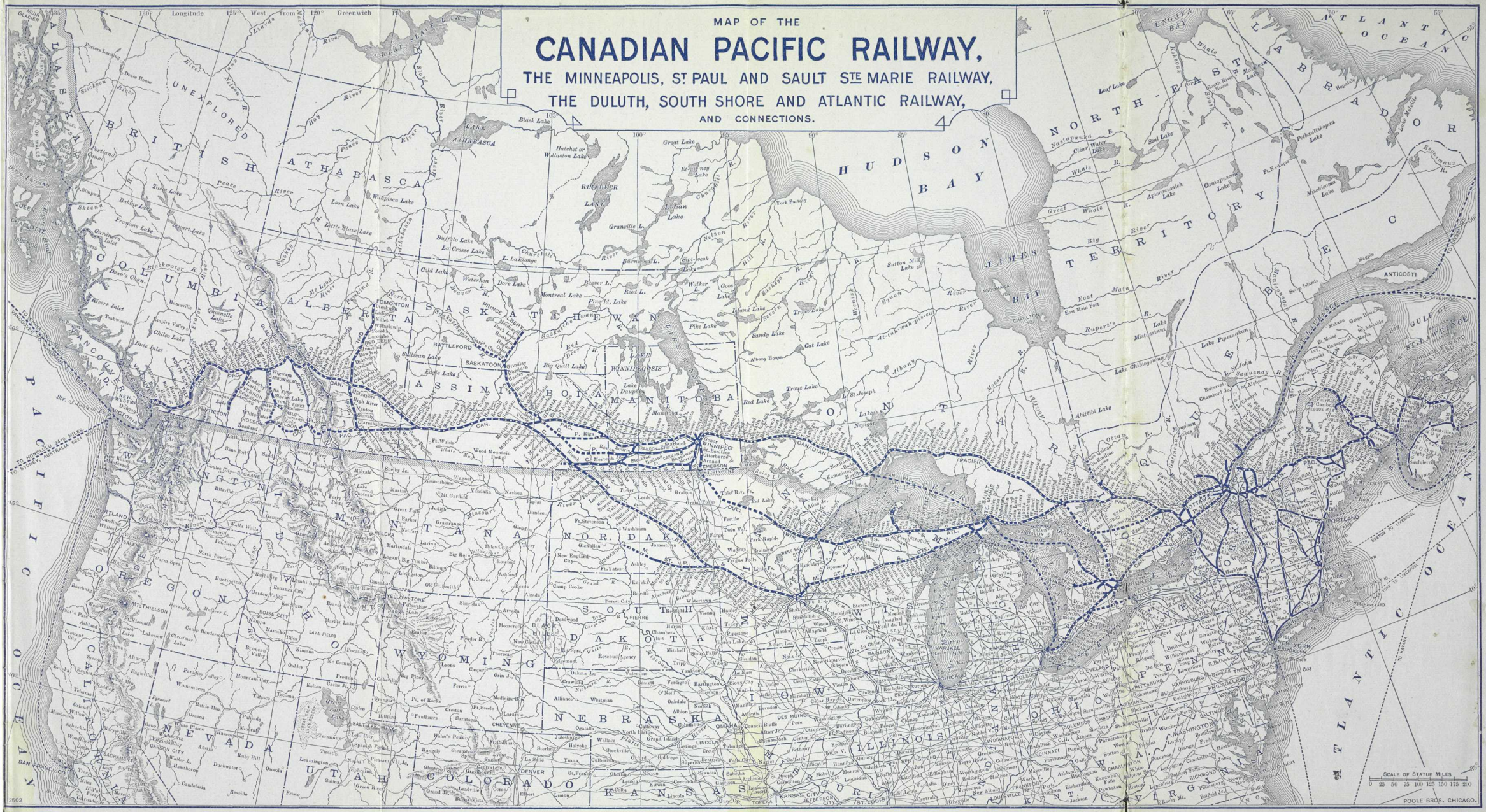
And monthly thereafter. Sailings shown are approximate only, and are subject to change without notice. From points west of Chicago, St. Paul and Fort William, berths can be secured from District Passenger Agent, Vancouver, and east of those points from the Passenger Traffic Manager, Montreal, through any C. P. R. Agent.

FROM VANCOUVER.	1st CABIN. One Way.	Round Trip. 4 mos.	Round Trip. 12 mos	Servant one way	2d Cabin
Honolulu, Hawaiian Islands	$ 75.00	$125.00		$ 50.00	$ 35.00
Suva, Fiji	175.00	300.00	$315.00	117.00	85.00
Sydney, New South Wales	200.00	300.00	360.00	133.50	100.00
Brisbane, Queensland via Sydney and Rail	217.00	334.00	394.00	143.50	110.00
" " " and Steamer	220.00	320.00	380.00	138.50	105.00
Rockhampton " "	225.00	345.00	405.00	148.50	115.00
Melbourne, Victoria " and Rail	213.50	327.00	387.00	143.50	110.00
" " and Steamer	212.50	320.00	380.00	138.50	105.00
Adelaide, South Australia, " and Rail	226.00	352.00	412.00	151.50	118.00
" " " and Steamer	215.00	330.00	390.00	143.50	110.00
Hobart, Tasmania " "	212.50	317.50	377.50	138.50	105.00
Auckland, New Zealand " "	200.00	300.00	360.00	133.50	100.00
Wellington, " "	216.25	332.50	392.50	143.50	110.00
Port Lyttleton (Christchurch), " "	222.50	345.00	405.00	146.00	112.50
Port Chalmers (Dunedin), " "	226.25	352.50	412.50	149.75	116.25
Fremantle (for Coolgardie Gold Fields), W. Australia " "	240.00	370.00	430.00	153.50	120.00
Cape Town, South Africa, " via Cape Town	310.00				145.00
London, England " via Cape Town	420.00				200.00
" " " via Suez	460.00				205.00

AGENCIES.

Adelaide, South Aus. ... Geo. Wills & Co.
Auckland, N. Z. ... L. D. Nathan & Co. / Thomas Cook & Son
Baltimore, Md. ... H. McMurtrie, Freight and Passenger Agent ... 203 East German St.
Bombay, India ... Thomas Cook & Son ... 13 Rampart Row
Boston, Mass. ... H. J. Colvin, District Passenger Agent ... 197 Washington St. / W. Benson, City Passenger Agent ... 197 Washington St.
Brisbane, Qd. ... Burns, Philp & Co., Ltd.
Brockville, Ont. ... Geo. E. McGlade, Ticket Agent ... Cor. King St. and Court House Ave.
Buffalo, N. Y. ... J. B. Roberts, Ticket Agent ... 14 Exchange St.
Calcutta, India ... Sydney Haywood ... 30 Dalhousie Sq. / Thomas Cook & Son ... 11 and 60d Court House St.
Chicago, Ill. ... J. Francis Lee, General Agent ... 232 South Clark St.
Colombo, Ceylon ... Thomas Cook & Son (E. B. Creasey)
Detroit, Mich. ... C. Sheehy, District Passenger Agent ... 11 Fort St., W. / W. A. Kittermaster, District Freight Agent ... 11 Fort St., W.
Glasgow, Scotland ... Archer Baker, European Traffic Agent ... 67 St. Vincent St.
Halifax, N. S. ... C. S. Philps, Ticket Agent ... 126 Hollis St.
Hamilton, Ont. ... W. J. Grant, Ticket Agent ... 8 James St., South
Hobart, Tasmania ... Huddart, Parker & Co., Ltd.
Hong Kong ... D. E. Brown, General Agent, China, Japan, etc.
Honolulu, H. I. ... T. H. Davies & Co., Ltd.
Kobe, Japan ... Frazar & Co.
Liverpool, Eng. ... Archer Baker, European Traffic Agent ... 7 James St.
London, Eng. ... Archer Baker, European Traffic Agent (67 & 68 King William St., E.C. and 30 Cockspur St., S. W.) / James Huddart ... 32 Billiter St., E. C.
London, Ont. ... T. R. Parker, Ticket Agent ... 161 Dundas St.
Malta ... Turnbull, Jr., & Somerville, Correspondents.
Marquette ... G. W. Hibbard, Acting General Passenger Agent, South Shore Line.
Melbourne, Aus. ... Huddart, Parker & Co., Ltd
Minneapolis, Minn. ... W. R. Callaway, General Passenger Agent, Soo Pacific Line.
Montreal, Que. ... Wm. F. Egg, City Passenger Agent ... 129 St. James St.
New Whatcom, Wash. ... Jno. McNicoll, Passenger Agent ... 1478 Holly St. / E. V. Skinner, General Eastern Agent ... 353 Broadway
New York, N. Y. ... Land and Immigration Office ... 1 Broadway / Everett Frazar, China and Japan Freight Agent ... 63, 65 Wall St.
Niagara Falls, N. Y. ... D. Isaacs ... Prospect House
Ottawa, Ont. ... J. E. Parker, City Passenger Agent ... 42 Sparks St.
Paris, France ... Hernu, Peron & Co., Ticket Agents (61 Boulevard Haussmann and 95 Rue des Marais St. Martin) / International Sleeping Car Co. ... 3 Place de l'Opera
Philadelphia, Pa. ... H. McMurtrie, Freight and Pass'r Agent, Cor. Third and Chestnut Sts.
Portland, Me. ... G. H. Thompson, Ticket Agent ... Maine Central Union Station
Portland, Ore. ... Allan Cameron, Passenger Agent ... 146 Third St.
Pt. Townsend, Wash. ... Jno. Adams ... 106 Taylor St.
Quebec, Que. ... Geo. Duncan, Passenger Agent ... Opposite Post Office
Sault Ste. Marie, Mich. ... T. R. Harvey, Ticket Agent ... Steamship Wharf / A. H. Notman, District Passenger Agent
St. John, N. B. ... W. H. C. Mackay, City Ticket Agent ... Chubb's Corner
St. Paul, Minn. ... W. S Thorn, Asst. General Passenger Agent, Soo Pacific Line.
San Francisco, Cal. ... M. M. Stern, District Passenger and Passenger Agent, Chronicle Building / Goodall, Perkins & Co., Agents P. C. S. S. Co. ... 10 Market St.
Seattle, Wash. ... E. W. MacGinnes ... Yesler Building, 609 Front St.
Shanghai, China ... Jardine, Matheson & Co.
Sherbrooke, Que. ... E. H. Crean, Ticket Agent ... 6 Commercial St.
Suva, Fiji ... Brown & Jeske
Sydney, Aus. ... Huddart, Parker & Co., Ltd. ... 63 Pitt St.
Tacoma, Wash. ... W. R. Thompson, Freight and Passenger Agent ... 1023 Pacific Ave.
Toronto, Ont. ... C. E. McPherson, Assistant General Passenger Agent ... 1 King St. East
Townsville, Q'la.d. ... Burns, Philp & Co., Ltd.
Vancouver, B. C. ... G. McL. Brown, District Passenger Agent. / James Sclater, Ticket Agent.
Victoria, B. C. ... G. L. Courtney, Freight and Passenger Agent ... Government St.
Winnipeg, Man. ... W. M. McLeod, City Ticket Agent ... 417 Main St.
Yokohama, Japan ... Wm. T. Payne, General Traffic Agent for Japan ... 14 Bund


CANADIAN PACIFIC ROUTES
AROUND THE WORLD
CANADIAN PACIFIC STEAMSHIP LINE
AUSTRALIAN STEAMSHIP LINES
CANADIAN AUSTRALIAN STEAMSHIP LINE
NORTH PACIFIC OCEAN
SOUTH PACIFIC OCEAN
NORTH ATLANTIC OCEAN
SOUTH ATLANTIC OCEAN
INDIAN OCEAN
ARCTIC OCEAN
EUROPE
RUSSIAN EMPIRE
SIBERIA
CHINESE EMPIRE
ASIA
AFRICA
SAHARA
CANADA
UNITED STATES
SOUTH AMERICA
CENTRAL AMERICA
AUSTRALIA
EQUATOR
TROPIC OF CANCER
TROPIC OF CAPRICORN
YOKOHAMA
HONG KONG
SHANGHAI
SAN FRANCISCO
HONOLULU
SANDWICH ISLANDS
SITKA
VANCOUVER
BERING SEA
ALEUTIAN ISLANDS
PHILIPPINE IDS.
FORMOSA
SOLOMON IDS.
SAMOAN IDS.
NEW CALEDONIA
FIJI IDS.
NEW ZEALAND
TASMANIA
C. of Good Hope
Cape Horn
2328 0 30 Longitude 60 East from 90 Greenwich 120 150 180 Longitude 150 West from 120 Greenwich 90 60 30 POOLE BROS., CHICAGO. 0


MAP OF THE
CANADIAN PACIFIC RAILWAY,
THE MINNEAPOLIS, ST PAUL AND SAULT STE MARIE RAILWAY,
THE DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY,
AND CONNECTIONS.
HUDSON BAY
JAMES BAY
ATLANTIC OCEAN
PACIFIC OCEAN
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
QUEBEC
NORTH-EAST TERRITORY
LABRADOR
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
COLORADO
NEBRASKA
KANSAS
SOUTH DAKOTA
NOR. DAK.
IOWA
ILLINOIS
MISSOURI
WISCONSIN
MICHIGAN
OHIO
PENN.
NEW YORK
VIRGINIA
KENT.
ALASKA
ATHABASCA
ASSINIBOIA
WINNIPEG
ANTICOSTI
SCALE OF STATUE MILES
0 25 50 75 100 125 150 175 200
POOLE BROS. CHICAGO.

1896

NEW ROUTE

TO

AUSTRALIA

THE

HAWAIIAN

AND

FIJIAN ISLANDS

BY THE

CANADIAN PACIFIC RAILWAY

AND THE

CANADIAN-AUSTRALIAN S. S. LINE