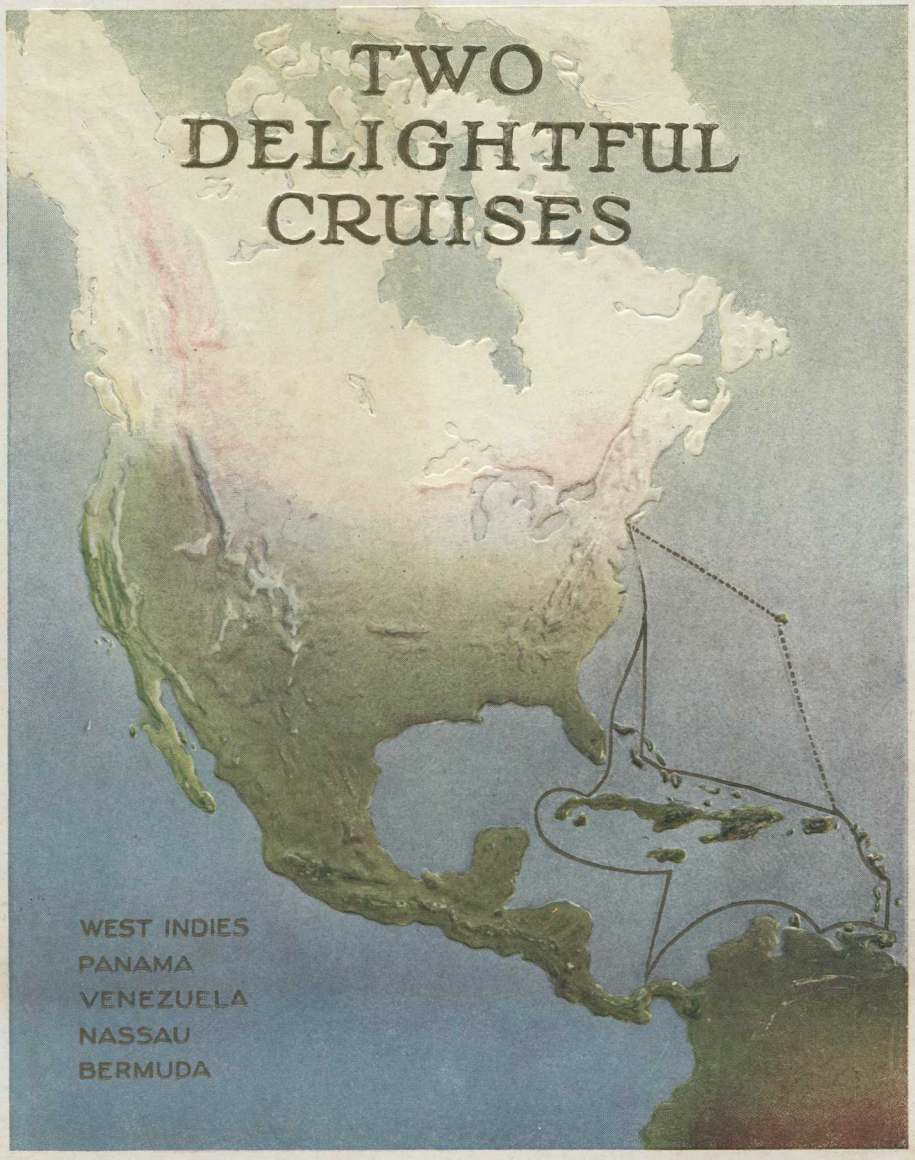
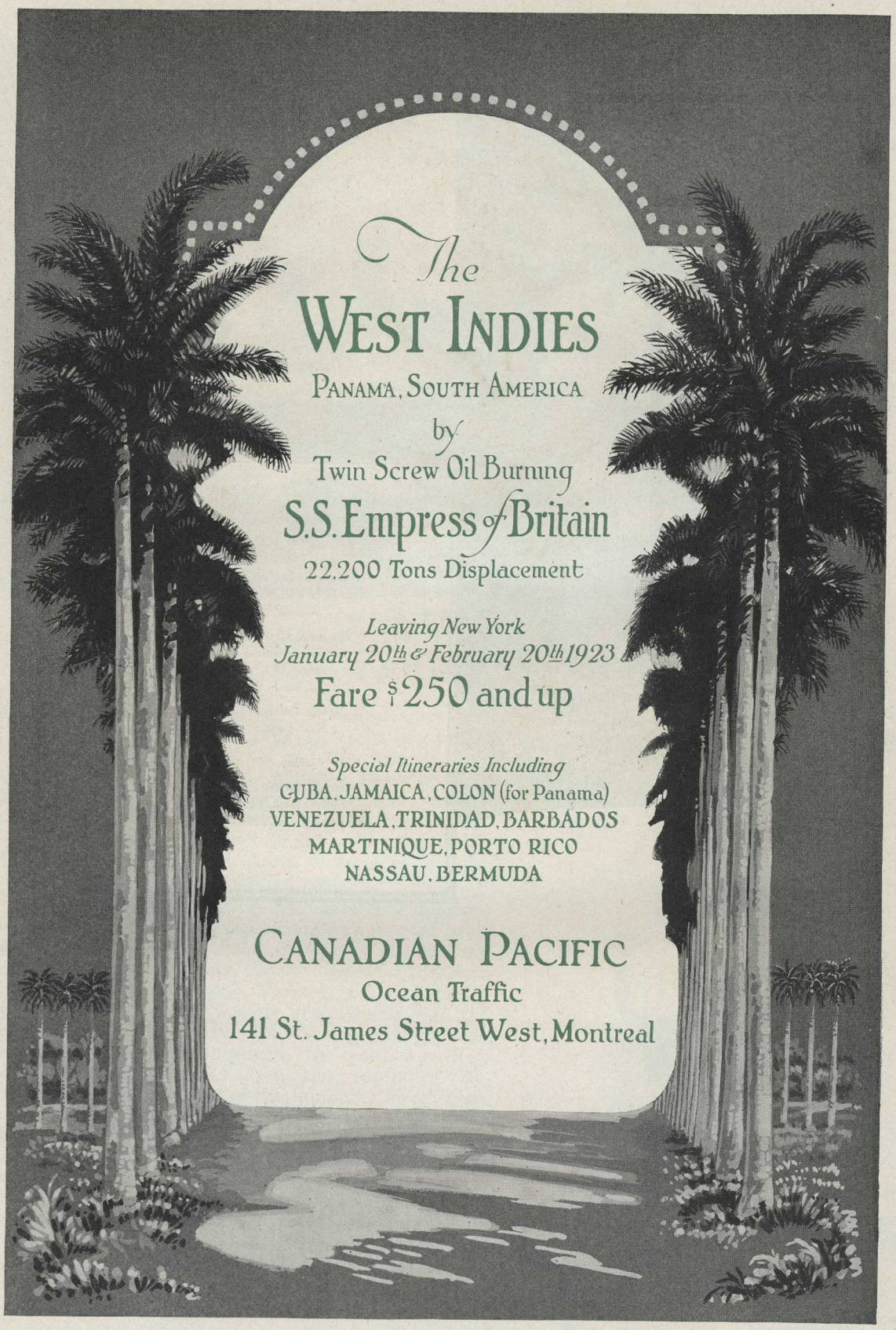
1923

J. Munson




# *from* WINTER SNOWS TO SUMMER SUNSHINE *by* CANADIAN PACIFIC

40



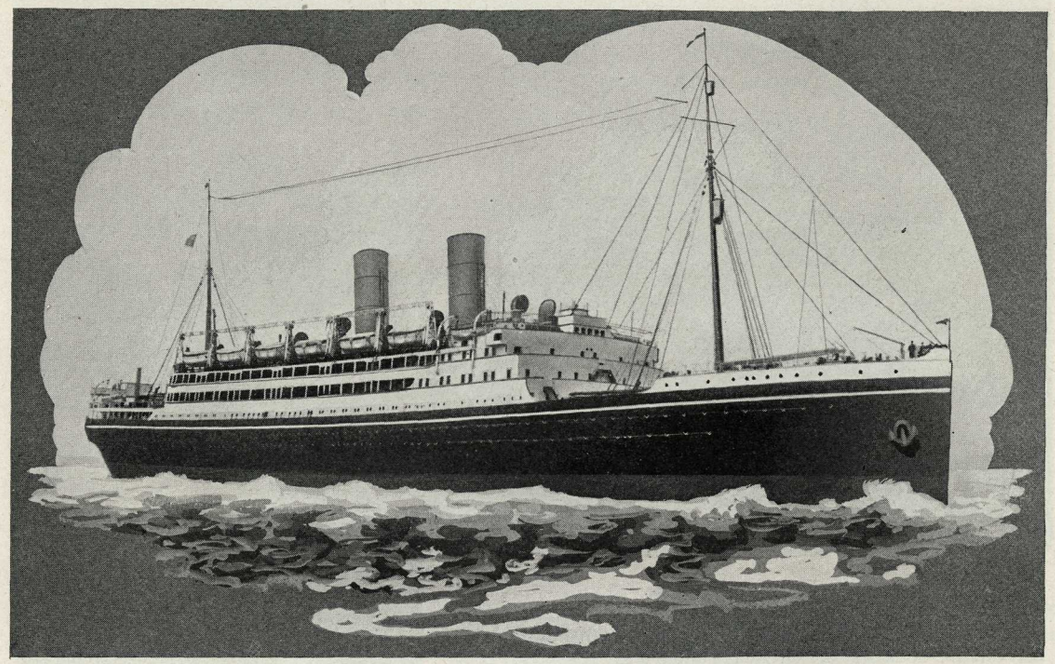

Aquila Books
Aug. 24/93

*Photographs copyrighted*
*by*
Publishers Photo Service
New York, N. Y.
pages 6, 7, 8, 9, 10, 11, 13

Brown & Dawson
Stamford, Conn.
page 12

Brown Brothers
New York
page 15

Charles K. Stokes & Co.
Philadelphia, Pa.
pages 2, 3, 4, 5, 7, 13, 15

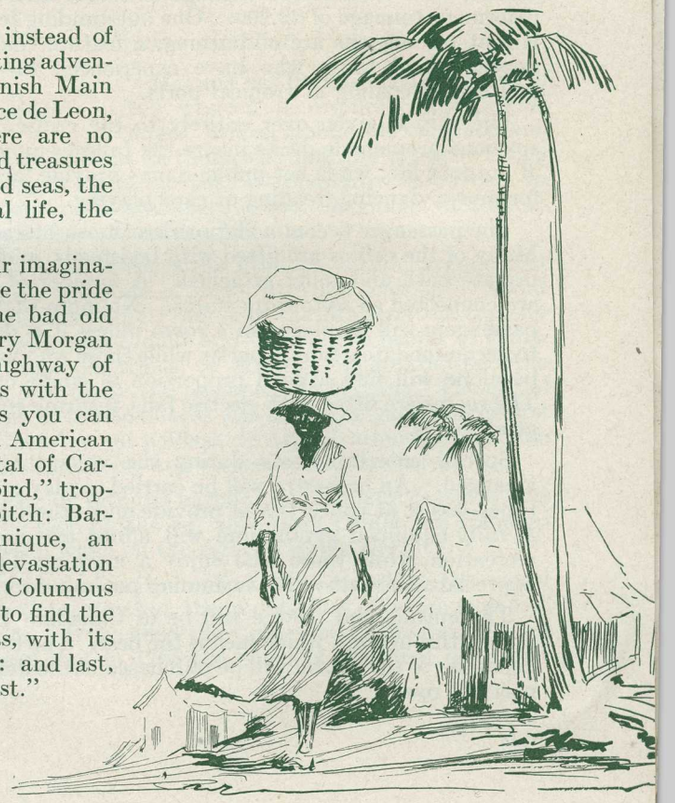


*EMPRESS OF BRITAIN*

## *Westward Ho! with a Rumbelow*
## *And Hurrah for the Spanish Main O!*

MAKE it "Southward ho!" nowadays instead of "Westward ho!"—and the old, fascinating adventure of the West Indies and the Spanish Main still tempts you as it tempted Columbus, Ponce de Leon, Drake, and a hundred others. True, there are no pirates now, no rich galleons to sack, no buried treasures to seek; but there is still the lure of sun-kissed seas, the beauty of coral isles, the charm of tropical life, the countless memories of the storied past.

Do not some of these names stimulate your imagination? Cuba, that lovely island that was once the pride of Spain? Or Jamaica, headquarters, in the bad old days, of famous buccaneers, the dreaded Henry Morgan among them? Or Panama, formerly the highway of Spanish treasure trains, latterly synonymous with the greatest canal of history? To these places you can cruise this winter; and to others—the South American land of Venezuela, with its sky-nestling capital of Caracas: Trinidad, "the land of the humming bird," tropical, luxurious, with its celebrated lake of pitch: Barbados, the beautiful coral island: Martinique, an outpost of France, remembered for the devastation wrought by Mont Pelée: Porto Rico, where Columbus rested and whence Ponce de Leon set forth to find the Fountain of Youth: Nassau, in the Bahamas, with its wonderful coral formations and sea-gardens: and last, but not least, Bermuda, the "Isles of the Blest."



To the West Indies is still a cruise—but under what different conditions from those which confronted the adventure-seekers of earlier centuries! Instead of a frail 150-ton barque, there is now a luxurious ocean liner of the most modern type. The "Empress of Britain" is the largest ship making the West Indian cruises, with a registered tonnage of 15,857 and a displacement tonnage of 22,200. One outstanding feature is that her engines are oil-burning, a feature that will appeal to all those who have experienced the dust and dirt of coaling at tropical ports.

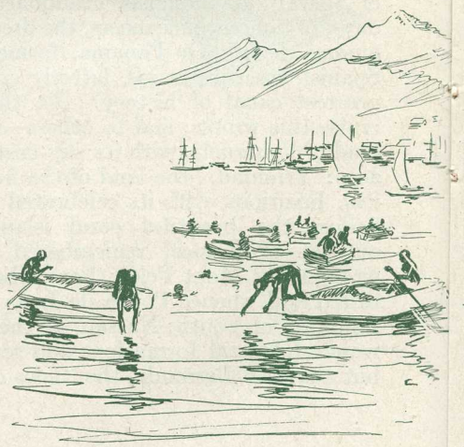
The ship is given over entirely to the cruise. Her spacious promenade decks insure the fullest enjoyment of outdoor life, while her public rooms provide facilities for music, dancing, reading or card playing.

The passenger accommodations are most attractive. Many of the cabins are fitted with bedsteads, and have private bath and toilet attached. A number of them are connected so as to form suites. No more than two passengers will be placed in a room unless it is desired to accommodate a family party, while those who wish to be alone will find a good proportion of single cabins. The rooms are fitted with electric fans, insuring comfort at all times.

Special entertainments during the voyage will be arranged. An orchestra will be carried to play at meal times, assist at concerts and provide music for dancing. A fully equipped gymnasium will afford exercise and recreation, while those who enjoy a morning dip will appreciate the salt-water swimming pool on deck.

The cuisine and service will be of Canadian Pacific service throughout, which means the best. The tropical delicacies of the season will be purchased at the different ports en route.

*EMPRESS OF BRITAIN*
*Left to right—Smoking Room, Two-bed Cabin, Dining Room, Palm Room*



*HAVANA*

Excursions on shore will be arranged by representatives of the Company, who will accompany the steamer for the entire cruise. Particulars of these shore trips will be found in a separate programme.

The previous experience of the Canadian Pacific in cruises to the West Indies ensures the best possible arrangements aboard ship and ashore.

## *Things Seen en Voyage*

### *Havana*

Havana has been termed the Paris of the western hemisphere. Its promenades, drives, public parks, clubs and cafes are filled at all times with gay and pleasure-loving crowds, living a life that is apparently care-free. In customs and in architecture, too, the Cuban metropolis is typically a Spanish city.

The finest street is the Prado, a central avenue that connects a system of parks with the seashore. About Central Park, the Prado and the Malecon the traveler can best study the life and ways of the people of Cuba. The Plaza de Armas, or Military Square, dating from 1519, was really the beginning of Havana. The genial custom of the Spaniards was to erect a gallows-tree first and then lay out a Plaza de Armas, around which rose the civil, military and ecclesiastical structures.

Steaming into the harbor, the dominant features that will be seen on the left are Morro Castle and Cabanas Fortress, while on the right stretches the city.

Havana is well supplied with churches, the oldest being the Cathedral, the foundations of which were laid in 1656. It is called the Columbus Cathedral, for it is claimed that in 1795 the bones of the great discoverer

were brought here from San Domingo. La Fuerza, an old fort, is the oldest structure in Havana. Built in 1538, it has walls 75 feet high, and from its roof a fine view of the city and harbor can be obtained.

The shopping district is in Obispo and O'Reilly Street, where Spanish fans, laces, mantillas, jewelry, etc., can be found. Havana cigars are so well known that a visit to one of the factories will be found most interesting.

JAMAICA

*Jamaica* Jamaica is, without doubt, the most fascinating of the West Indies—an island, indeed, "where every prospect pleases." Its natural scenery is wonderful. Its mountains rise to high altitudes, reaching, in Blue Mountain Peak, 7423 feet; from its green-clad hills pour down countless rivers and streams, breaking into beautiful cascades and waterfalls. It was on account of these falls that the Caribs called the island Xamayca, or "Land of Springs and Streams." The variety of climate given by the different altitudes of the island means that vegetation of almost every kind can be found.

Kingston, the capital, is very interesting in many ways. A visit to its markets, which contain supplies of tropical fruit, vegetables, souvenirs made from lace bark, and strings of red and brown beans, will serve as an ideal means to study the manners and customs of the Jamaicans, for these markets are the great gathering places of natives from the interior. Good roads connect Kingston with the interior villages, offering many fine opportunities for excursions.

At the entrance to Kingston Harbor is Port Royal, closely associated with the early history of Jamaica. It was at one time the most important place on the island. Here came the Spanish, followed later and conquered by the English. Afterwards Port Royal became the rendezvous of noted pirates and buccaneers, who brought such treasures as to make it one of

PANAMA

the richest places in the world. It was destroyed by an earthquake in 1692, at the height of its prosperity. Kingston was badly damaged by an earthquake in 1907.

*Panama* Panama is the most southerly point reached on the cruises. Dominating all other features, of course, is the Panama Canal, an engineering feature that has been so often described that it is not necessary to go into details here.

The port of Colon is connected with the old city of Panama by a railroad, from which views of the most prominent features of the canal may be obtained. It was across the Isthmus that the old Spanish gold trains of heavily laden mules made their way towards the Atlantic. Portions of this road still exist.

The city of Panama was founded in 1516. Here came the gold and silver from Peru for shipment to Spain. The city has an interesting Cathedral built in 1760; but probably the great attraction of the city is the Sea Wall, a part of the old fortification, the top of which now forms a promenade. Panama was destroyed in 1671 by the pirate Henry Morgan, but was rebuilt in 1673 about five miles west of the original site, where the ruins of old Panama may still be seen.

*Venezuela* The port of La Guayra is the landing place for Caracas, the capital of Venezuela. A magnificent view of the town can be obtained as the ship enters the roadstead. Towering above the harbor rises La Silla Mountain, three thousand feet up which nestles Caracas. The "air-line" distance between La Guayra and Caracas is only six miles—there is, in fact, a mule path, trodden for centuries, which is twelve miles in length—but it takes twenty-three miles of railway to connect the two places! This railway

journey is a wonderful one, through tunnels, along the brow of precipices, zigzagging, rising higher and higher, until at one point the traveler can look down from a height of three thousand feet.

Caracas was founded in 1567, and although it is within ten degrees of the equator, its elevation gives it a climate of perpetual spring. The Pantheon, Cathedral, and Palace are all well worth a visit. In the plaza is a magnificent statue of Bolivar, the Liberator of South America.

*Trinidad* Trinidad is the most southerly of the West Indies. Situated within ten degrees of the equator, it is truly tropical, with flowers and fruits in profusion. It is an island that was well known to the old explorers; both Columbus and Raleigh wrote of Trinidad and of "the oysters that grew on trees." The island produces cacao and copra in abundance, and coconut palms and plantations of cacao are on every side.

Port of Spain, the capital, lies on a semi-circular plain backed by beautiful hills. There is a large Savanna, Queen's Park, on one side of which stands the Governor's residence and on the other many fine residences, each with its own tropical setting. The Botanical Gardens are also very lovely. Near Port of Spain is the Coolie Village of St. James, well worth a visit, for it seems almost a transplanted section of Ceylon.

At La Brea Point is the source of much of Trinidad's wealth—the great "Pitch Lake," a lake of asphalt covering more than 100 acres and seemingly inexhaustible, for as fast as the bitumen is dug out the holes fill up.



*TRINIDAD*

*VENEZUELA*

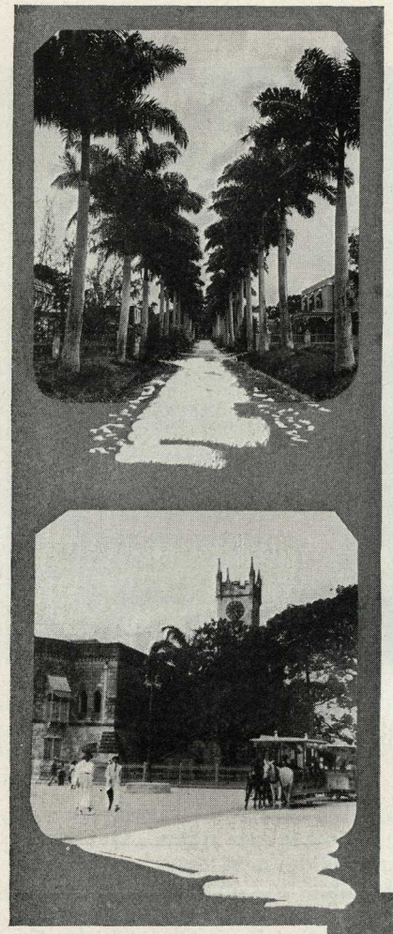
The steamer will call at La Brea to give passengers an opportunity of landing and viewing this natural phenomenon.

*Barbados* Barbados is a coral island, with an area of 166 square miles. Outside of China it is the most densely populated country of the world, supporting about 1180 people to the square mile. Barbados is the home of the flying fish, many of which are taken from its waters by the the natives, cured and offered for sale. Flowers made from the scales of fish and walking canes made from the vertebra of the shark are also sold.

Bridgetown, the chief port, might aptly be called a "little bit of old England," for it has a Trafalgar Square with a statue of Lord Nelson. It has also a fine library and other public buildings.

It is said that the only foreign journey made by George Washington was to Barbados, which he visited during the winter of 1751-52 with his brother Lawrence.

*Martinique* Martinique is a French colony, with an area of 380 square miles. The population is mainly colored, very few white people remaining on the island. Josephine, the first wife of Napoleon, was born at the Plantation La Pagerie, near the town of Trois Islets, and her statue adorns the Savanna at Fort de France. The principal town up to 1902 was St. Pierre, but in May of that year it was entirely obliterated by the eruption of Mont Pelée. Fort de France is now the chief city.





BARBADOS

The steamer proceeds to St. Pierre, and passengers have the opportunity of going ashore to visit the ruins of the once beautiful city, which was built in terraces on the sides of the mountain, with charming residences, public squares, a fine cathedral, and the bishop's palace. Streams of water from the hills flowed down the gutters of each side street, while others supplied the fountains in the public squares. All this, with its population of 45,000, was blotted out in the space of a few hours.

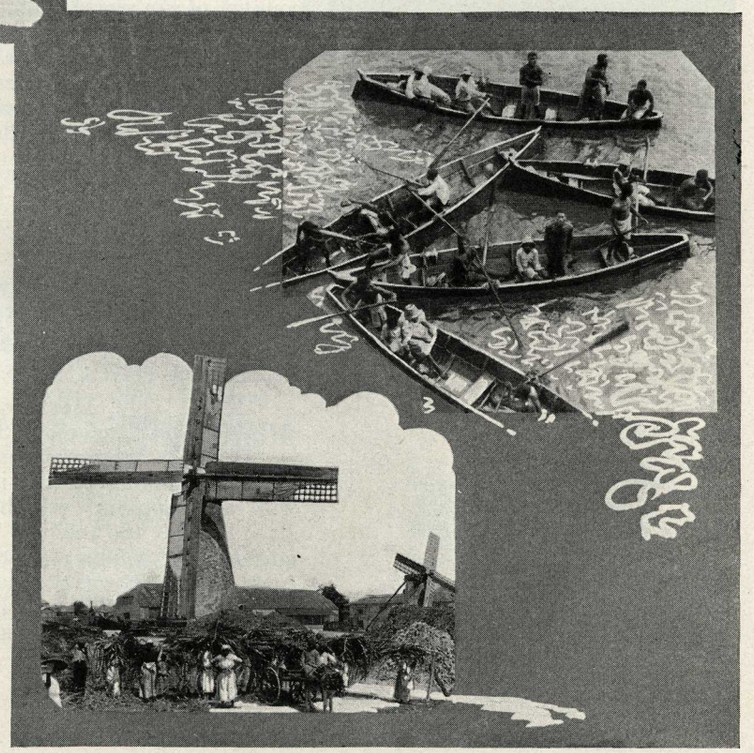
*Porto Rico*

Porto Rico was discovered by Columbus, who landed at Aguada in 1493 on his way to San Domingo. He did not revisit the island, but in 1508 Ponce de Leon went over from eastern San Domingo and established a settlement near the present capital, San Juan. It was from San Juan that he started on his search for the "fountain of youth."

The island had for long a stormy existence. For years it was harassed by pirates, and in 1595 it was attacked by Hawkins and Drake. But the former died when off the eastern end of the island, and the latter, after an unsuccessful engagement with the castle and forts of San Juan, sailed for the Spanish Main, where he died and where he was buried in Nombre Dios Bay.

During the seventeenth century Porto Rico was attacked by the fleets of England and Holland. The eighteenth and nineteenth centuries were comparatively peaceful, but in 1898, during the Spanish-American War, the island was captured by American troops under General Miles.

Owing to the beauty and fertility of its soil, Porto Rico has sometimes been called "the Garden of Eden."



San Juan, the capital, is a walled city situated on an island about three miles long by half a mile broad. It has a number of fortifications, the chief of which is Morro Castle, standing at the northwest end of the island. Inside the walls are the executive mansion and governmental headquarters (formerly the palace of the Captain-General), the Casa Blanca, or White House, the ancient castle of Ponce de Leon, and many other fine buildings, among which may be mentioned the Archbishop's Palace, the Jesuit College and the Cathedral.

There are several plazas, and here the population of San Juan gather to hear the band concerts which are given on certain evenings of the week.

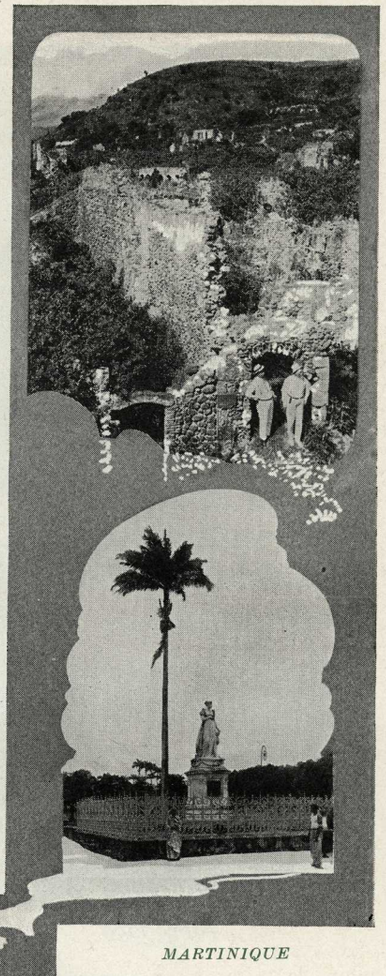
*Nassau*

Nassau, the capital of the Bahama Islands, is built upon coral, its white walls gleaming amongst coconut palms and silk cotton trees. Its perpetual sunshine and continuous fine weather make it a favorite winter resort for those who wish to escape the rigors of the northern winter.

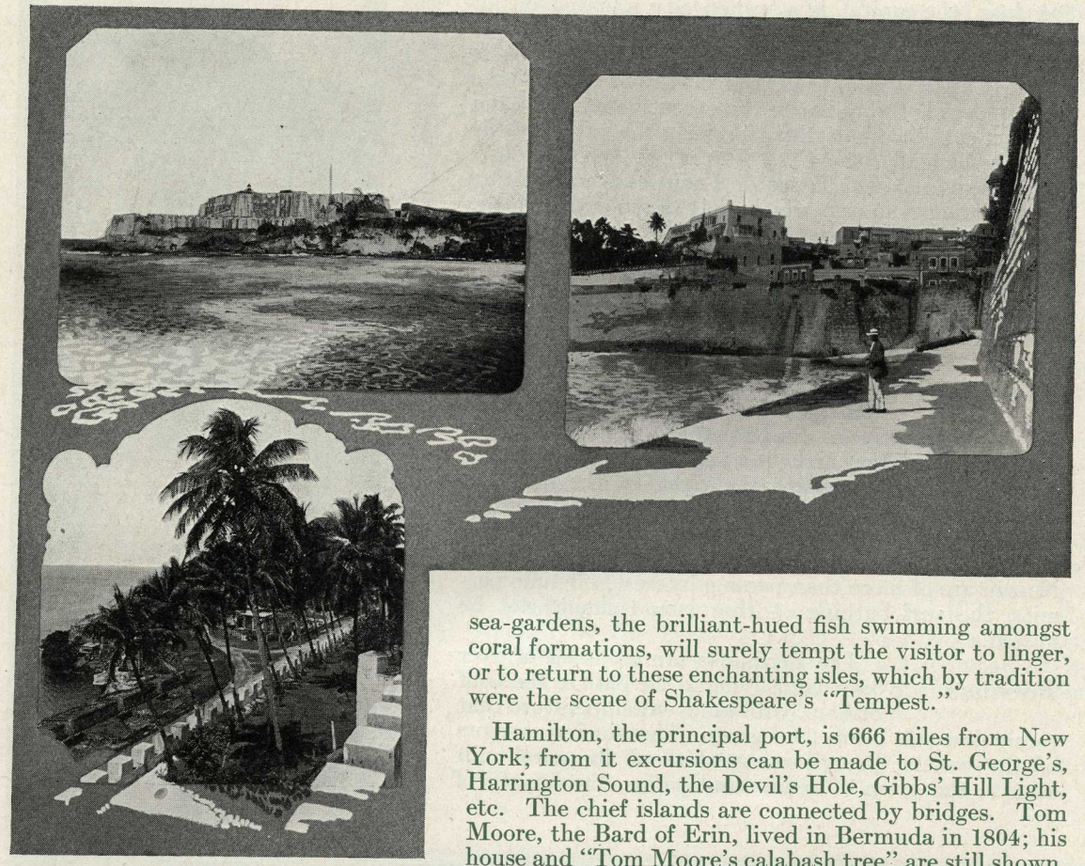
Some of the places that should be visited are the fish market and the sponge exchange. The sea gardens of Nassau are of more than passing interest. If time permits, the surf bathing at Hog Island should not be missed.

*Bermuda*

The Bermudas are a cluster of over 350 islands lying in the path of the Gulf Stream, with an even temperature that rarely descends below 60 degrees. The wonderful colors of the waters, the gleaming white of the coral-built houses, the green of cedars and palms, the beauty of



MARTINIQUE



sea-gardens, the brilliant-hued fish swimming amongst coral formations, will surely tempt the visitor to linger, or to return to these enchanting isles, which by tradition were the scene of Shakespeare's "Tempest."

Hamilton, the principal port, is 666 miles from New York; from it excursions can be made to St. George's, Harrington Sound, the Devil's Hole, Gibbs' Hill Light, etc. The chief islands are connected by bridges. Tom Moore, the Bard of Erin, lived in Bermuda in 1804; his house and "Tom Moore's calabash tree" are still shown. The islands were discovered by Juan Bermudez in 1515; the first settlement was established by Sir George Somers in the seventeenth century.

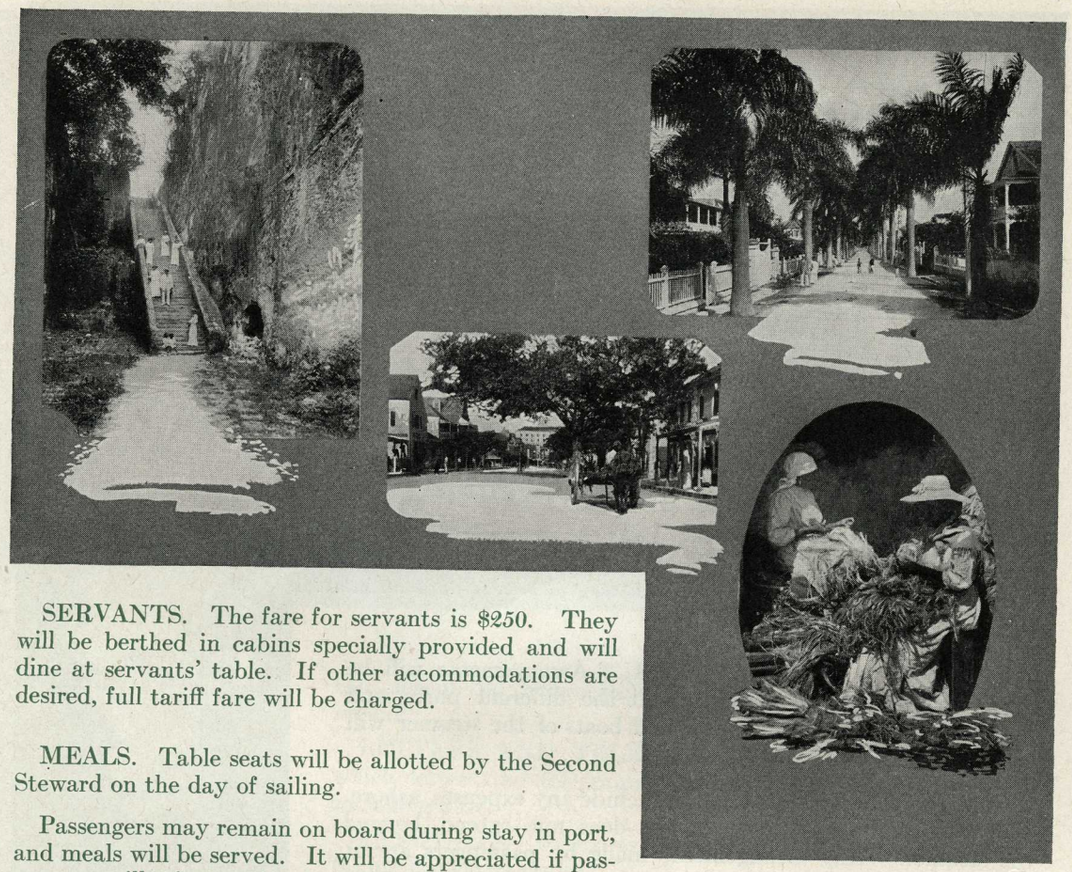
*PORTO RICO*

## GENERAL INFORMATION

RESERVATION OF ACCOMMODATION. To secure accommodation, a deposit of ten per cent. (10%) of the passage money is required. Balance of fare is payable three weeks before date of sailing.

CANCELLATION. Should accommodation be cancelled after deposit receipt, passage order, or ticket has been issued, the space will be placed on sale, and, if resold, a refund will be made of amount paid, less expenses incurred.

CHILDREN. Children under ten years of age, if occupying room with two adults, will be charged half minimum fare. In the case of an adult and a child, or two children occupying a room, two full fares will be charged. Children must dine at the children's table.



SERVANTS. The fare for servants is $250. They will be berthed in cabins specially provided and will dine at servants' table. If other accommodations are desired, full tariff fare will be charged.

MEALS. Table seats will be allotted by the Second Steward on the day of sailing.

Passengers may remain on board during stay in port, and meals will be served. It will be appreciated if passengers will give notice in advance to their Table Steward if they intend to remain on shore during meal hours.

In order to ensure perfect service and to avoid overcrowding, both dining rooms will be used. Passengers occupying the cabins forward on E deck and cabins 543 to 562 will dine in the aft dining room.

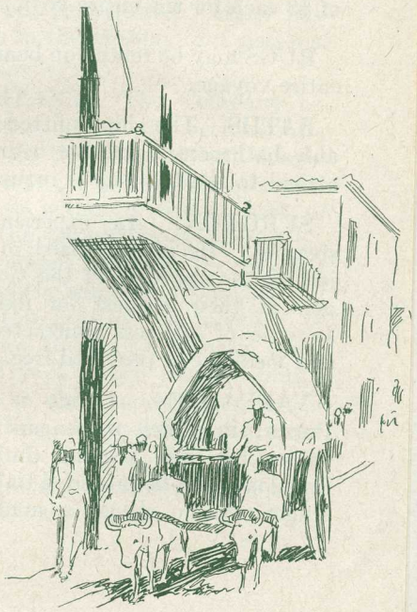
There will be no difference in the food or service, and passengers will appreciate the necessity of quick and efficient service, especially while the ship is in port.

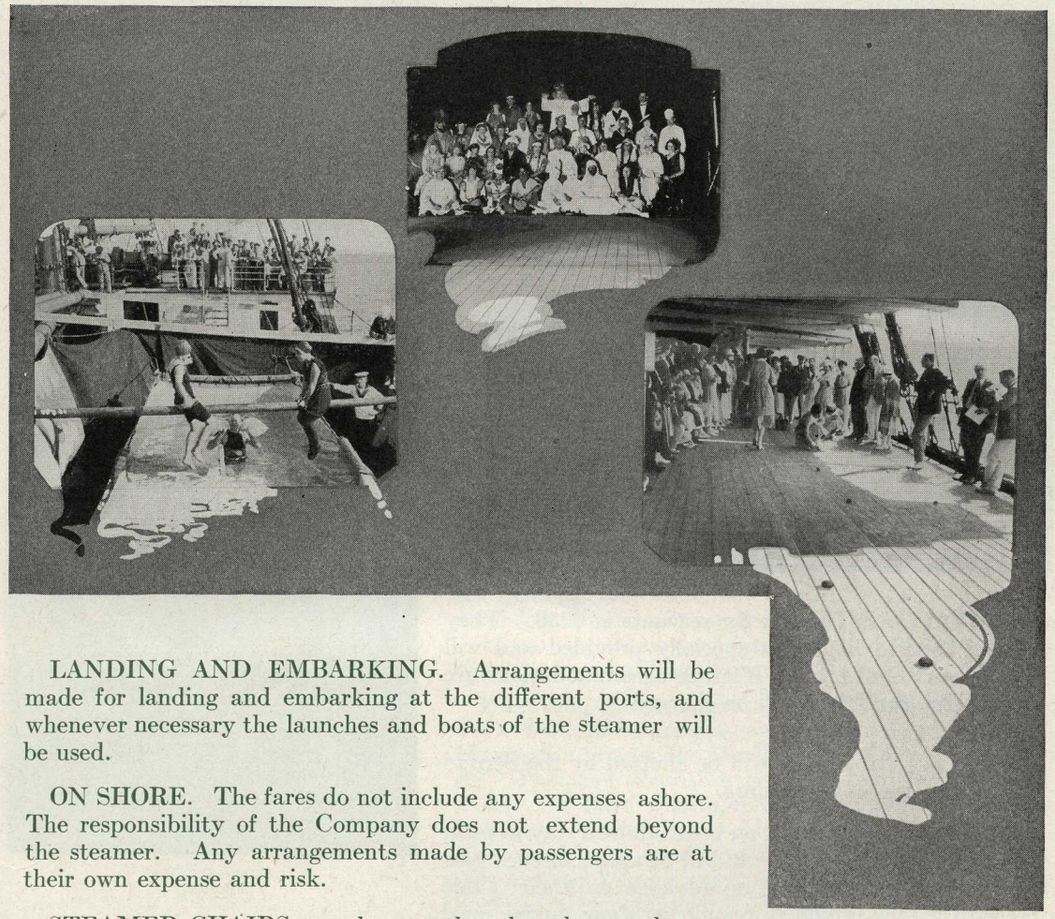
There will be two sittings in the forward dining room and one in the aft.

WHAT IS INCLUDED. The fares include accommodation on the steamer during the cruise and stay in ports, but do not provide for beer, wines, spirits or mineral waters, which may be purchased on board at reasonable rates.

No allowance will be made to passengers not completing the cruise.

*NASSAU*





SPORTS ON DECK

LANDING AND EMBARKING. Arrangements will be made for landing and embarking at the different ports, and whenever necessary the launches and boats of the steamer will be used.

ON SHORE. The fares do not include any expenses ashore. The responsibility of the Company does not extend beyond the steamer. Any arrangements made by passengers are at their own expense and risk.

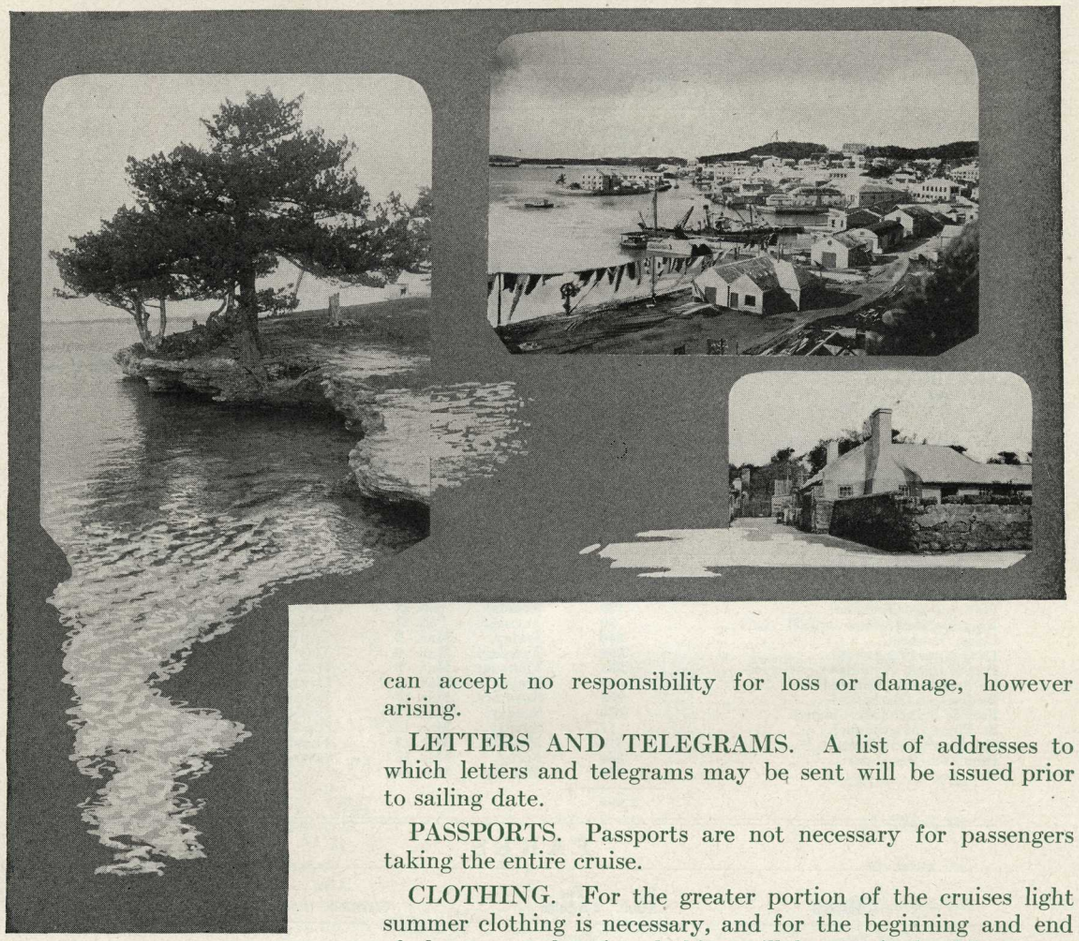
STEAMER CHAIRS may be rented on board at a charge of $3 each for the entire voyage.

RUGS may be rented on board at a charge of $3 each for the entire voyage.

BATHS. The ship is fitted with a large number of comfortable bathrooms, and the bedroom steward or stewardess will attend to the bath upon request.

SURGEON. An experienced surgeon accompanies the steamer. He is authorized to make customary charges, subject to the approval of the Commander, for attending passengers at their request for illness not originating on board. In case of sickness contracted on board no charge is made, and medicine is provided free.

VALUABLES. A safe is provided in the office of the Purser, in which passengers may deposit money and valuables for safe keeping during the voyage free of charge. Envelopes will be provided to be sealed and signed by the passenger. As no charge is made for this service, the Company



BERMUDA

can accept no responsibility for loss or damage, however arising.

LETTERS AND TELEGRAMS. A list of addresses to which letters and telegrams may be sent will be issued prior to sailing date.

PASSPORTS. Passports are not necessary for passengers taking the entire cruise.

CLOTHING. For the greater portion of the cruises light summer clothing is necessary, and for the beginning and end of the voyage heavier clothing will be required. Many passengers wear formal dinner dress in the evening, but personal inclination may be followed.

RESPONSIBILITY OF COMPANY. The Company assumes no liability for delays growing out of any accidents for which they are not responsible. In the event of such delays, they will do all in their power to arrange matters satisfactorily. Should it be considered desirable to withdraw one or both of the cruises on account of war, the imposition of quarantine, or for any other cause, the full amount paid will be returned to each person, and upon tendering the same the Company will be free of all liabilities. In the possible contingency of quarantine, any additional expenses, living or otherwise, must be defrayed by the individual. This is a very remote contingency, as arrangements are made to avoid ports where health conditions are in the least doubtful, and to substitute other ports of call.

DEVIATION OF ROUTE. The right is reserved to change the itinerary if circumstances render it necessary.

## FIRST CRUISE FROM NEW YORK, JANUARY 20, 1923

| Port of Call | Nautical Miles | Arrive | Leave | Stay about Hours |
|---|---|---|---|---|
| New York | | | Saturday, Jan. 20 | ..... |
| Havana (Cuba) | 1,165 | Tuesday, Jan. 23 | Thursday, Jan. 25 | 39 |
| Port Antonio (Jamaica) | 730 | Saturday, Jan. 27 | Saturday, Jan. 27 | 5 |
| Kingston (Jamaica) | 80 | Saturday, Jan. 27 | Sunday, Jan. 28 | 24 |
| Colon (Panama) | 550 | Tuesday, Jan. 30 | Wednesday, Jan. 31 | 32 |
| La Guayra (Venezuela) | 854 | Saturday, Feb. 3 | Saturday, Feb. 3 | 16 |
| Port of Spain (Trinidad) | 335 | Monday, Feb. 5 | Tuesday, Feb. 6 | 25 |
| La Brea Point (Trinidad) | 38 | Tuesday, Feb. 6 | Tuesday, Feb. 6 | 4 |
| Bridgetown (Barbados) | 203 | Wednesday, Feb. 7 | Wednesday, Feb. 7 | 13 |
| Fort de France (Martinique) | 134 | Thursday, Feb. 8 | Thursday, Feb. 8 | 5 |
| St. Pierre (Martinique) | 11 | Thursday, Feb. 8 | Thursday, Feb. 8 | 4 |
| San Juan (Porto Rico) | 374 | Friday, Feb. 9 | Saturday, Feb. 10 | 26 |
| Nassau (Bahamas) | 786 | Tuesday, Feb. 13 | Tuesday, Feb. 13 | 11 |
| New York | 966 | Friday, Feb. 16 | ..... | |
| | 6,226 | | | |

## SECOND CRUISE FROM NEW YORK, FEBRUARY 20, 1923

| Port of Call | Nautical Miles | Arrive | Leave | Stay about Hours |
|---|---|---|---|---|
| New York | | | Tuesday, Feb. 20 | ..... |
| Havana (Cuba) | 1,165 | Friday, Feb. 23 | Sunday, Feb. 25 | 39 |
| Port Antonio (Jamaica) | 730 | Tuesday, Feb. 27 | Tuesday, Feb. 27 | 5 |
| Kingston (Jamaica) | 80 | Tuesday, Feb. 27 | Wednesday, Feb. 28 | 24 |
| Colon (Panama) | 550 | Friday, Mar. 2 | Saturday, Mar. 3 | 32 |
| La Guayra (Venezuela) | 854 | Tuesday, Mar. 6 | Tuesday, Mar. 6 | 16 |
| Port of Spain (Trinidad) | 335 | Thursday Mar. 8 | Friday, Mar. 9 | 25 |
| La Brea Point (Trinidad) | 38 | Friday, Mar. 9 | Friday, Mar. 9 | 4 |
| Bridgetown (Barbados) | 203 | Saturday, Mar. 10 | Saturday, Mar. 10 | 13 |
| Fort de France (Martinique) | 134 | Sunday, Mar. 11 | Sunday, Mar. 11 | 5 |
| St. Pierre (Martinique) | 11 | Sunday, Mar. 11 | Sunday, Mar. 11 | 4 |
| San Juan (Porto Rico) | 374 | Monday, Mar. 12 | Tuesday, Mar. 13 | 26 |
| Hamilton (Bermuda) | 840 | Friday, Mar. 16 | Saturday, Mar. 17 | 26 |
| New York | 666 | Monday, Mar. 19 | ..... | |
| | 5,980 | | | |

## FARES

| CABINS | For 1 Adult | For 2 Adults |
|---|---|---|
| **DECK A** | | Entire Cabin |
| 1,2,5,6,7,8,14,15 with Bath and Toilet | ..... | $2,500 |
| 24, 25 with Bath and Toilet | ..... | 2,200 |
| | | Per Berth |
| 3, 4, 16, 17, 22, 23 | ..... | $700 |
| 9, 10 | $1,100 | ..... |
| 11, 12, 18, 19, 26, 27 | ..... | 750 |
| **DECK B** | | Entire Cabin |
| 112,115,130,136,137 with Bath and Toilet | ..... | $2,500 |
| 144,145,148,149,152,153 with Private Toilet | ..... | 1,800 |
| | | Per Berth |
| 100,101,102,103,108,109,110,111,114,117, 124,126,127,128,129,138,139,142,143,146, 147,150,151,154,157,158,161 | ..... | $750 |
| 106,107,118,121,122,125 | ..... | 650 |
| 131,132,133 | ..... | 800 |
| 134,135 | ..... | 700 |
| 155 | ..... | 600 |
| 156,159 | ..... | 650 |
| **DECK C** | | |
| 200,201,202,203,205,206,207,210,211,214 | ..... | 675 |
| 204,208 | 525 | ..... |
| 209,212,215,216 | ..... | 600 |
| 217,218 | ..... | 700 |

| CABINS | For 1 Adult | For 2 Adults |
|---|---|---|
| **DECK D** | | Per Berth |
| 302,304,306,308,312,314,318,320,324,326, 330,332,336,338,342,344 | $500 | ..... |
| 310,316,322,328,334,340,346,356,362,374, 382,386,390,394,398,402,406,410,414,418, 426,434 | ..... | $550 |
| 348,366,412,416,420,424,428,430,432,436, 438 | ..... | 500 |
| 350,376 | ..... | 590 |
| 368 | ..... | 525 |
| 352,354,358,360,364,370,372,378,380,384, 388,392,396,400,404,408 | 475 | ..... |
| **DECK E** | | |
| 501,504,505,509,510,514,515,518 | ..... | 475 |
| 508,519,522 | 470 | ..... |
| 503,506,507,511,512,516,517,520 | ..... | 500 |
| 521,524,527,528,531,532,535,536 | ..... | 450 |
| 523,526,529,530,533,534,537,538,541,542, 545,546 | ..... | 490 |
| 525,561,562 | ..... | 400 |
| 539,540,543,544,547,548 | ..... | 375 |
| 549,550,553,554,557,558 | ..... | 425 |
| 551,552 | ..... | 350 |
| 555,556,559,560 | ..... | 300 |
| 640,645 | ..... | 350 |
| 644,648,649,650,651,653,680 | ..... | 250 |
| 638,642,643,647,654,655,658,659,662,663, 666,667,670,671,674,675,678 | 350 | ..... |
| 656,657,660,661,664,665,668,669,672,673, 676,677 | ..... | 300 |

## FOR FURTHER PARTICULARS APPLY TO

ATLANTA, GA.
E. G. Chesbrough.....49 N. Forsyth St.
BOSTON, MASS.
L. R. Hart.....405 Boylston St.
BUFFALO, N. Y.
D. R. Kennedy.....160 Pearl St.
CHICAGO, ILL.
R. S. Elworthy.....40 North Dearborn St.
CINCINNATI, OHIO
M. E. Malone.....430 Walnut St.
CLEVELAND, OHIO
G. H. Griffin.....1040 Prospect Ave.
DETROIT, MICH.
G. G. McKay.....1239 Griswold St.
DULUTH, MINN.
D. Bertie.....Soo Line Depot
KANSAS CITY, MO.
R. G. Norris.....601 Railway Exchange Bldg.
LOS ANGELES, CAL.
Wm. McIlroy.....605 South Spring St.
MINNEAPOLIS, MINN.
H. M. Tait.....611 Second Ave. South
MONTREAL, QUE.
J. E. Parker.....141 St. James St.
T. G. Turnbull.....Windsor St. Station
NELSON, B. C.
J. S. Carter.....Cor. Baker and Ward Sts.
NEW YORK, N. Y.
E. T. Stebbing.....Madison Ave. at 44th St.
OTTAWA, ONT.
J. A. McGill.....83 Sparks St.
PHILADELPHIA, PA.
R. C. Clayton.....Locust at 15th St.
PITTSBURGH, PA.
C. L. Williams.....340 Sixth Ave.
PORTLAND, ORE.
W. H. Deacon.....55 Third St.
ST. JOHN, N. B.
G. B. Burpee.....40 King St.
ST. LOUIS, MO.
E. L. Sheehan.....420 Locust St.
SAN FRANCISCO, CAL.
F. L. Nason.....675 Market St.
SEATTLE, WASH.
E. F. L. Sturdee.....608 Second Ave.
TACOMA, WASH.
D. C. O'Keefe.....1113 Pacific Ave.
TORONTO, ONT.
H. B. Beaumont.....1 King St., East
VANCOUVER, B. C.
J. J. Forster.....Canadian Pacific Station
WASHINGTON, D. C.
C. E. Phelps.....1419 New York Ave.
WINNIPEG, MAN.
W. C. Casey.....364 Main St.

OR ANY AGENT

# CANADIAN PACIFIC RAILWAY

WM. WEBBER
General Agent, Atlantic Ports

H. M. McCALLUM
Assistant General Passenger Agent
(Ocean Traffic)

W. G. ANNABLE
Assistant
Passenger Traffic Manager

WM. BALLANTYNE
General Passenger Agent
(Ocean Traffic)

C. E. E. USSHER
General Passenger Traffic Manager
Montreal

Printed in U. S. A.