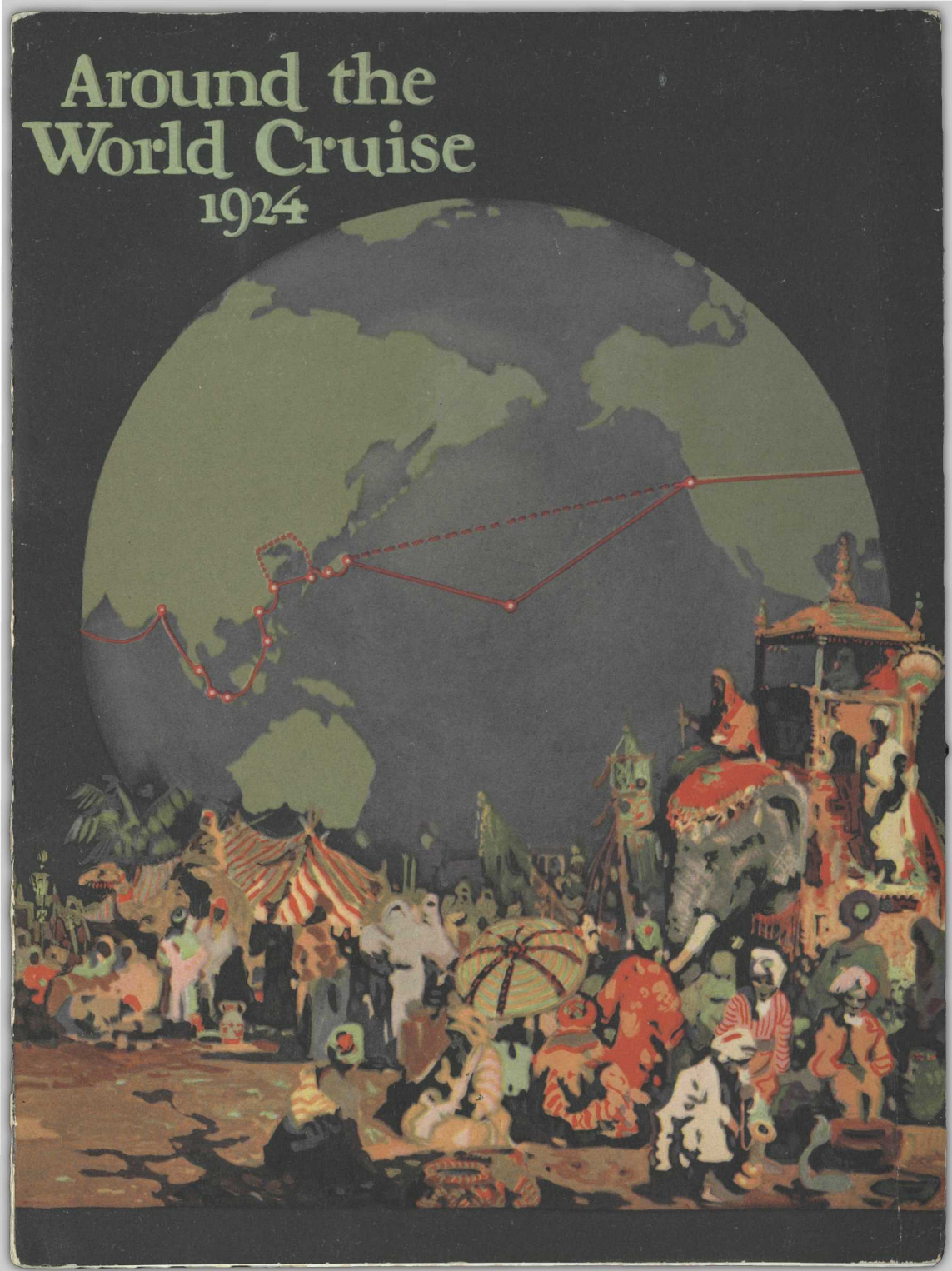
Around the World Cruise 1924



45

Around *the* World

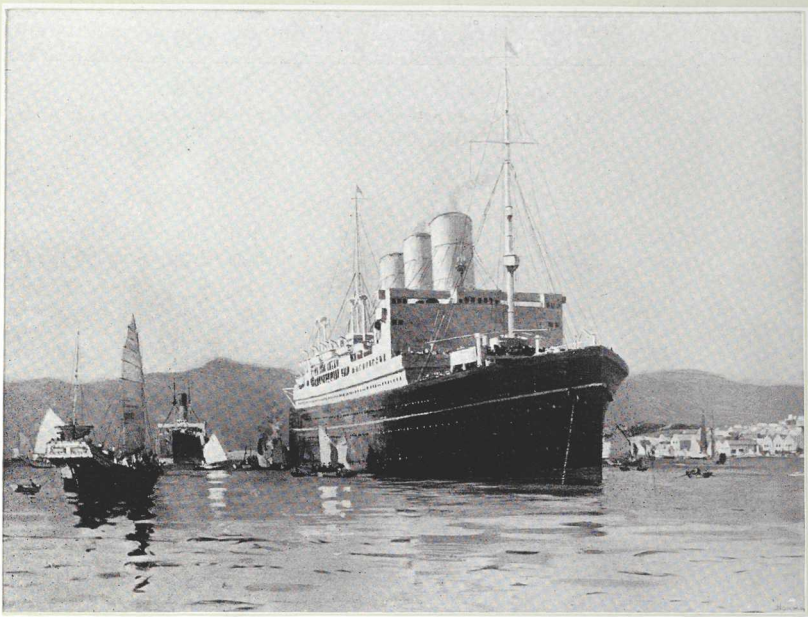
Four hundred years ago, the first vessel to sail round the world lifted anchor at Seville, and after three years of adventurous hardship, returned to her Spanish port. Only thirty-one of the two hundred and seventy who set out came back, and only the VITTORIA out of the original Armada of five sailing ships. The spirit of these seafarers is illustrated by the vow of Fernando Magellan, their Commander, as he set out from Tierra del Fuego across the Great South Sea, that 'he would push on, if they had to eat the leather of the rigging.' Magellan, himself, was killed in the Philippines, but as he had already reached that longitude on a previous voyage eastward from Spain, he is rightly credited with being the first to circumnavigate the globe.

Sixty years after the VITTORIA set out from Seville, Francis Drake 'with a fleet of five ships and barkes, and to the number of 164 men, gentlemen and sailors' sailed from Plymouth in THE GOLDEN HIND, and after a voyage round the world of three years, all but twelve days, returned with a rich loot of 'gold, silver, silk, pearls and precious stones' to replenish the coffers of Queen Elizabeth and receive a Knighthood on the deck of his sturdy craft. THE GOLDEN HIND, the only vessel of the five to complete the voyage, was ordered to be preserved as a monument to his own and his country's glory, and became the favourite resort of tourists on the Thames in the days of Shakespeare.

PRINTED IN CANADA

THE GOLDEN HIND, originally named 'The Pellican,' was a ship of 120 tons, whereas the EMPRESS OF CANADA, which sets out on a Round the World Cruise from New York on January 30th, 1924, registers no less than 21,500 tons. Instead of three years of privation and hardship, the voyage will occupy four months of luxurious comfort. The route will be shorter, as instead of rounding the Cape of Good Hope, the route taken is through the Suez Canal, and instead of traversing the stormy Straits of Magellan, the American Continent is finally crossed on the excellent roadbed of the Canadian Pacific Railway. But many of the points touched by Sir Francis Drake and Magellan will be visited on this Cruise Magnificent, for instance, Batavia, Sourabaya and the traverse of the Celebes Sea to the Philippines.

The Circumnavigators on the EMPRESS OF CANADA will return laden with the rich experiences and mental treasures gathered from visions of eighteen different countries and contact with the costumes, crafts and civilizations of fifty different races. It will be a tour to ports of a thousand romances, unfolding the pageant of the world from the cultured West to the barbaric splendour of the East. Shrines, mosques, temples, cathedrals, palaces, and the sacred treasures of the fabled Orient will be revealed to the gaze of these fortunate voyagers.



Empress of Canada

Canadian Pacific

FUNCHAL · GIBRALTAR

Leaving NEW YORK at a time when the inclement weather drives those who can afford to escape to more equable climes, the EMPRESS OF CANADA is due to reach nine days later the balmy shores of Madeira, an island of mountains thrown up as high as six thousand feet above the sea by volcanic action from the still unfathomed ocean bed. Precipitous slopes flank the island fluted with deep ravines, which give an almost architectural richness to the island's pedestal of cliff-bound shores. The rich and fruity wine produced from its abundant vineyards has given to Madeira a particular fame, remembered by those who enjoy the pleasures of the table. The port is FUNCHAL, up the steep streets of which the traveller may be borne in a litter carried by bearers or be hauled over the cobbles on the curious native sleds. There are also cable cars to Monte, commanding a marvelous view of the Bay. It was at Funchal that Christopher Columbus wooed and won his wife, and in the Rua Dereita a tablet marks the site of his home.

In one of the stories of John Russell's "Where the Pavement Ends" one reads of the charm and color of this Old World island town, 'lying like a flower wreath on a mailed breast, with its rioting gardens, its twisting streets, its grim basalt barriers and savage beaches.'

GIBRALTAR, reached on the morning of the twelfth day out, stands on guard like a rock-mounted policeman on an ocean trail. This famous fortress of the British Empire was originally named after a Moorish invader of the Eighth Century, whose castle still remains. Known to the ancients as one of the Pillars of Hercules, it was formerly considered as the Western extremity of the world. The legend runs that Hercules raised the crags on each side of the Straits while breaking through a channel between the Atlantic and the Mediterranean. The Rock itself is three miles long and from a half to three-quarters of a mile in breadth, its height reaching to 1,400 feet. Pitted with vast caverns, it reveals natural corridors of stalactites. Captured from Spain in 1704, Gibraltar survived a famous siege from 1779-1783.

"Mighty and threatening appeared the fortifications" wrote George Borrow, author of *The Bible in Spain*, in a memorable passage, "and doubtless viewed in any other situation would have occupied the mind and engrossed its wonder; but the hill, the wondrous hill, was everywhere about them, beneath them or above them, overpowering their effect as a spectacle—Tarik and the old giant (Hercules) may have built upon it; but not all the dark race of whom Tarik was one nor all the giants of old renown of whom the other was one, could have built up its crags or chiselled the enormous shape to its present mass."

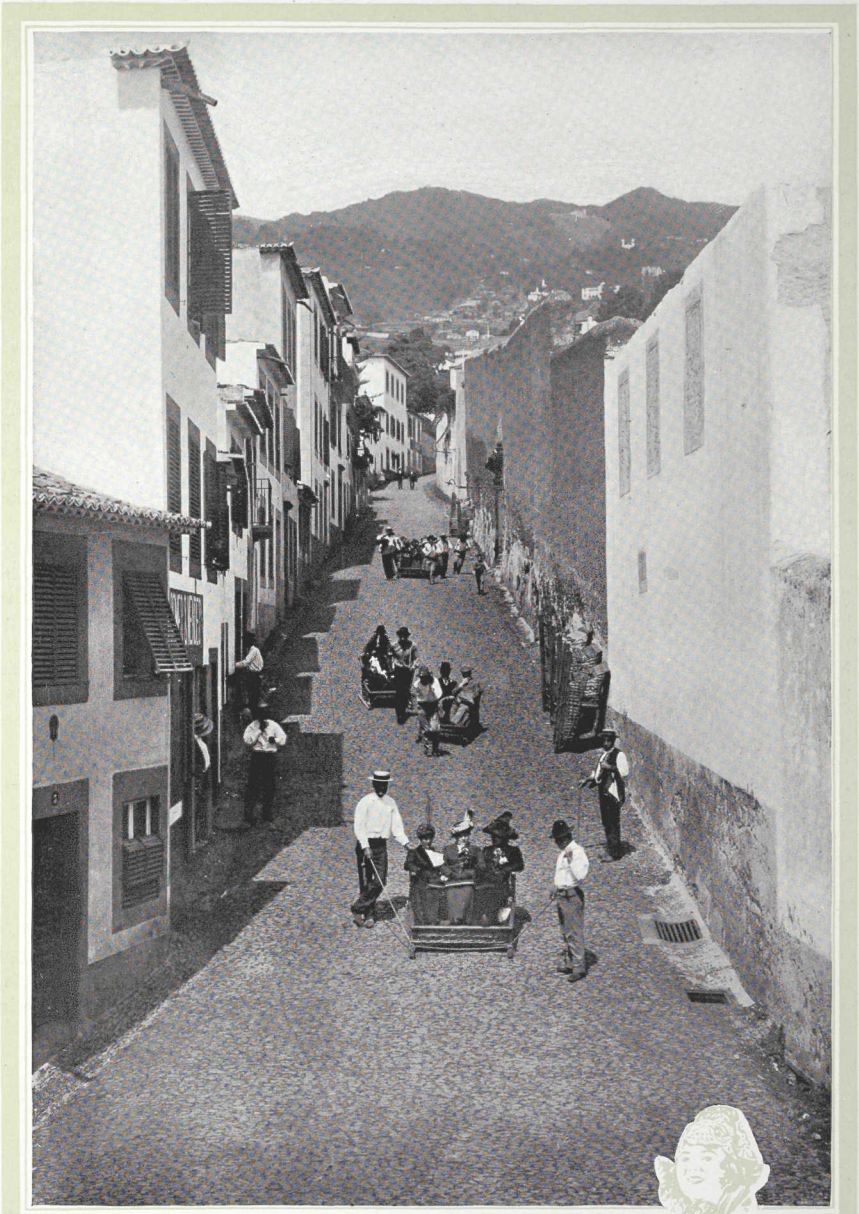
Passengers on the EMPRESS OF CANADA will be provided with carriages for a drive around the town to the Alameda Gardens and toward Europa Point. Algeciras, an Andalusian town across the Bay, noted for its oranges and bull-fights, will be visited on a local steamer.

CERTAIN RECORDS ROUND THE WORLD

Jules Verne's Phileas Fogg. 1872. London and return. Time: 80 days. Left Reform Club, London, October 2, 1872. Arrived Reform Club, London, December 21, 1872.

Nellie Bly. 1889-90. New York and return, via Mediterranean and Indian Ocean. Time: 72 days 6 hours 11 minutes. Left New York November 14, 1889. Arrived New York January 25, 1890.

John Henry Mears. 1913. New York and return, via Trans-Siberian route. Time 35 days 21 hours 35 minutes 4-5 second. Left Sun Building July 2, 1913. Arrived Sun Building August 6, 1913.



A Street in Funchal, Madeira.
(*Perestrelo*)

Already from the Straits of Gibraltar the ragged purple and green and orange and blue of the Atlas Mountains has cast the spell of Africa upon the voyager, and now at early morning of the fourteenth day the ship casts anchor in the harbour of ALGIERS, facing the ivory terraces and minarets of a still half-Arabian City. Here for 300 years was the stronghold of the Barbary pirates, until France took hold, and the Kasbah at the crest of the hill still recalls the rule of the once terrible Barbarossa and the Deys of Algiers. The Boulevard de la Republique, built over a hundred feet high wall of warehouses at a cost of over $40,000,000, fronts a harbour which Barbarossa built for his piratical galleys and which now gives shelter to over sixteen thousand ships a year. Parallel with this is the cosmopolitan shopping street of Bab-Azoun (Gate of Grief), where the veiled charmers from rich Algerian harems and the dusky beauties of the Sahara study the latest things from Paris through the alluring plate-glass windows. The city now is half Europeanized, but up the steep narrow streets of the native quarter, one finds oneself already in the world of the Arabian Nights.

Across the Mediterranean the ship now turns to MONACO, the high-stepping principality on the South-Eastern Coast of France, at which all the Puritan world shakes its finger. Within its tiny area more fortunes have been lost and won than lives have been squandered on the battlefields of Europe. The tables at the Monte Carlo Casino are forbidden to the twenty thousand local inhabitants, who, however, have the consolation of being exempt from taxes. Monaco is traversed by the splendid Corniche road. A drive has been arranged along this magnificent highway, with its vistas of lovely gardens and of cliffs surmounting the azure sea.

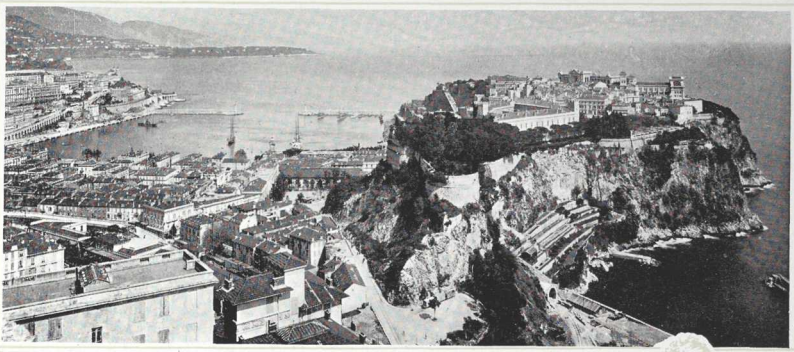
NAPLES is the next port of call, the largest, busiest and most populous port in Italy. Here opportunity is given to see the chief points of interest in the city and to visit POMPEII.

> "Nearly Seventeen Centuries had rolled away when the City of Pompeii was disinterred from its silent tomb, all vivid with undimmed hues; its walls fresh as if painted yesterday—not a hue faded on the rich mosaic of its floors—in its forum the half-finished columns as left by the workman's hand—in its gardens the sacrificial tripod—in its halls the chest of treasure,—in its baths the strigil —in its theatres the counter of admission—in its saloons the furniture and the lamp—in its triclinia the fragments of the last feast—in its cubicula the perfumes and the rouge of faded beauty—and everywhere the bones and skeletons of those who once moved the springs of that minute yet gorgeous machine of luxury and of life!" (*From Bulwer Lytton's "The Last Days of Pompeii."*)

At Naples the Farnese Sculptures and other priceless treasures, illustrating the life of the Roman Empire, from the buried cities of Pompeii and Herculaneum, are to be found in the National Museum. The Castel Nuovo, built six hundred years ago, is the dungeoned palace of the French Kings of Anjou and the Spanish Kings of Aragon. Of particularly human interest are the arches of the San Carlo Theatre, where the public scribes take down the love letters of the girls who cannot write.

Incidental Books to read—

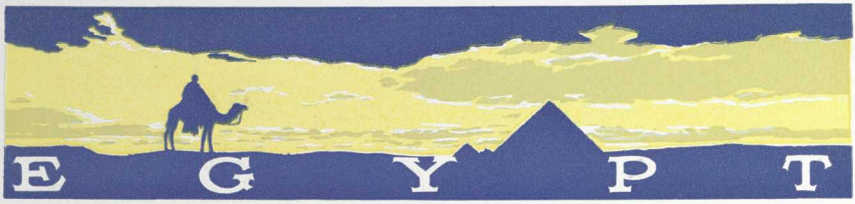
'The Sea Hawk' (Rafael Sabatini), 'Under Two Flags' (Ouida)
'Mary at Monte Carlo' (C. N. and A. M. Williamson), 'Daniel Deronda' (George Eliot)
'Last Days of Pompeii' (Bulwer Lytton), 'Italian Journeys' (W. D. Howells)



Monte Carlo.

Mosque at Algiers.

Naples and Vesuvius.



Three days after leaving Naples, the EMPRESS OF CANADA will reach PORT SAID, once known as the 'wickedest city in the world,' but now an orderly seaport where travellers entrain for CAIRO. While the steamer leisurely proceeds to Suez, its passengers have four days to spend in the Land of the Pharaohs. The Cruise is timed to hit Cairo at the height of the season.

Cairo itself, "The Mother of the World" according to the Arab phrase, is the largest City in Africa, with nearly a million inhabitants. Although itself founded only so late as the Tenth Century, its magnificent Museum contains the treasures of four thousand years of Pharaohs, and here the recently discovered marvels of the tomb of Tut-ankh-amen are to be displayed for public inspection. Among the buildings of exceptional interest are the Mosque of El Azhar, greatest of Mohammedan Universities, dating from the year 971, the Mosque of Amr, used for worship only once a year, the Domed Tombs of the Mameluke Sultans, the tall slender minarets of the Mosque and Fort of Mohammed Ali, in the centre of which is Joseph's Well, the Mosques of Tulun, Kalaun, Barbuk, Kait Bay and that of Sultan Hasan, dating from 1358. Very imposing are the three gates of the City.

In the streets of Cairo the snake charmer will make his cobras dance on the sidewalk for your entertainment. In the native bazaars you can buy exquisite gold and silver embroideries, hammered brass, inlaid furniture, the red and black glazed pottery from Assiout, silks, Egyptian mats or appliqué sail cloth. Here are the water-carriers you have seen in so many pictures, the red-aproned sellers of sherbet with their ornamental jars, the native mothers riding their babies on their shoulders.

On the majestic waters of the Nile, the feluccas glide underneath their lofty lateen sails.

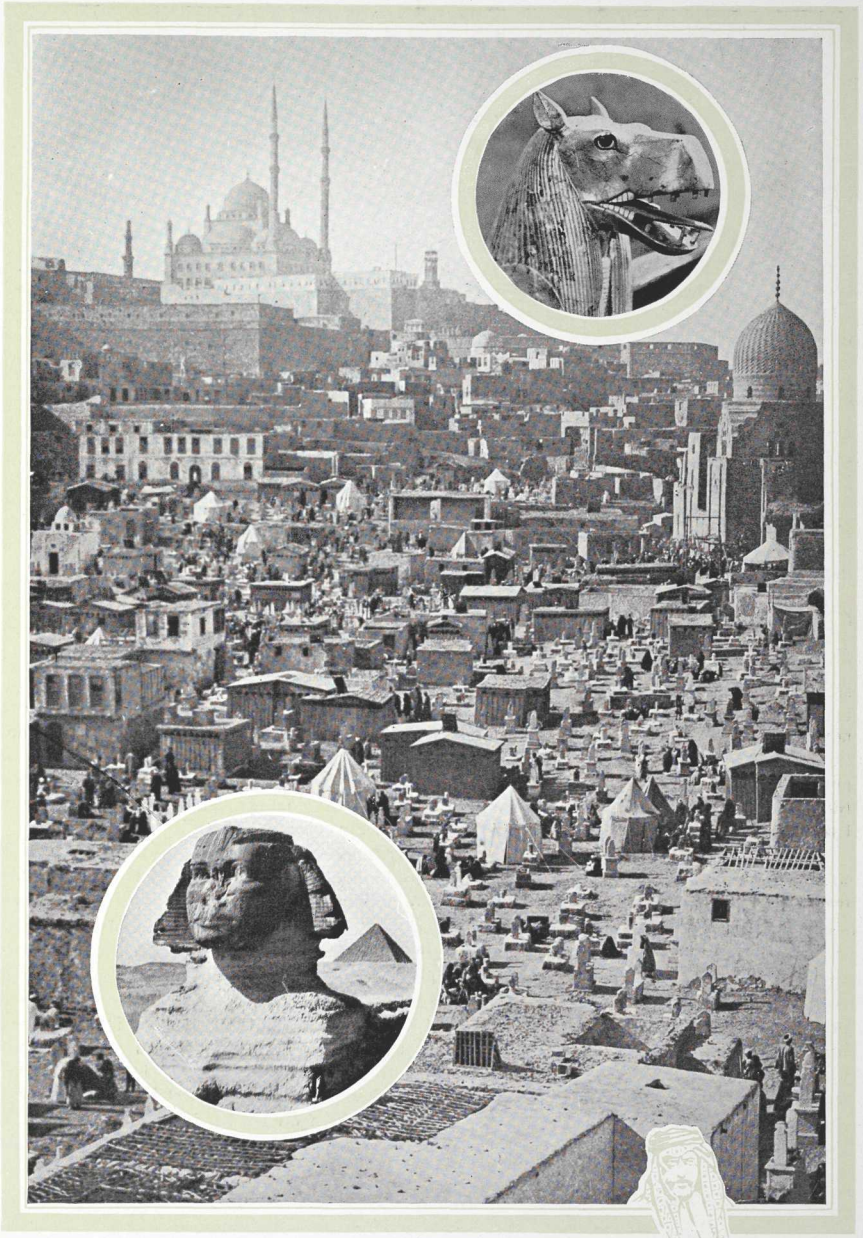
Automobiles, carriages and guides will be provided for a drive round this fascinating city, and an excursion is arranged for the Pyramids of Ghizeh and the Sphinx. This marvelous piece of sculpture, carved from a ridge of rock reinforced with masonry, guards the Cemetery of Memphis once the Metropolis of Egypt.

"As the wonder of the Sphinx takes possession of you gradually" says Robert Hichens, "so gradually do you learn to feel the Majesty of the Pryamids of Ghizeh—exquisite as they are as features of the drowsy golden landscape at the setting of the sun, I think they look most wonderful at night, when they are black beneath the stars—their profound calm, their classical simplicity are greatly emphasized when no detail can be seen, when they are but black shapes towering to the skies."

The train from Cairo to SUEZ passes through the Biblical Land of Goshen. Near Zazazig are the ruins of Bubastis, a city built by the Israelites. From the car windows one looks over the wide plains through which two thousand years ago Joseph and Mary fled from Palestine with the infant Jesus.

Incidental Books to read—

'Cleopatra' (Rider Haggard), 'One of Cleopatra's Nights' (Theophile Gautier)
'Donovan Pasha' (Gilbert Parker), 'Thais' (Anatole France), 'Anthony and Cleopatra' (Shakspere)
'Hypatia' (Charles Kingsley'), 'The White Prophet' (Hall Caine)
'Cairo' (Stanley Lane—Poole), 'Innocents Abroad' (Mark Twain)



The Sphinx.
(*Ewing Galloway*)

General View of Cairo.
(*Underwood & Underwood*)

Head of Typhonic Animal from the Royal Couch of King Tut-ankh-amen.
(*Copyright 1923—U.S.A., by the N.Y. Times*)

Down the Red Sea and past Aden, another outpost of the British Empire, across the Indian Ocean the EMPRESS OF CANADA steams to BOMBAY, one of the great seaports of the world, and now the largest port in India. First visited in 1509 by the Portuguese, who named it Bom Bahia or Good Bay, it passed into British possession as part of the marriage portion of the Infanta Catherine in 1662 and six years later was granted to the East India Company. During the American Civil War it became the chief cotton mart of the world, and now has a population of nearly a million.

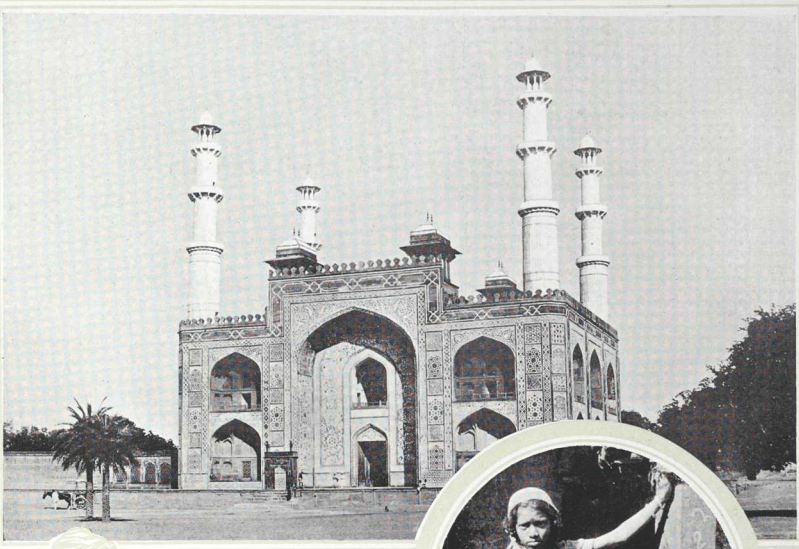
A stay of a week has been allowed at Bombay, so as to enable those who take this Cruise, not only to see the sights in this fascinating City of the Orient, thronged as it is with the peoples of a hundred races, but also to tour inland to see Delhi and the exquisitely beautiful Taj Mahal at Agra. In the Great Bazaar the native merchants offer their richly decorated wares and handicrafts. Not far off are the Hanging Gardens and the Towers of Silence, where the Parsee Worshippers of Fire dispose of their dead. The Victoria and Northbrook Gardens are set out with flowers in tropical profusion.

Gray-headed monkeys frisk about in the gardens surrounding the Chatris or Cenotaphs of the Maharajahs at JAIPUR, the walled capital of Rajputana with its seven gateways and its Tiger Fort perched on a lofty cliff overhanging the City. Elephants can walk up the inclined plane to the roof of the Palace of the Maharajah. The native craftsmen are skilled in the weaving of fine fabrics and in working enamelled gold wares.

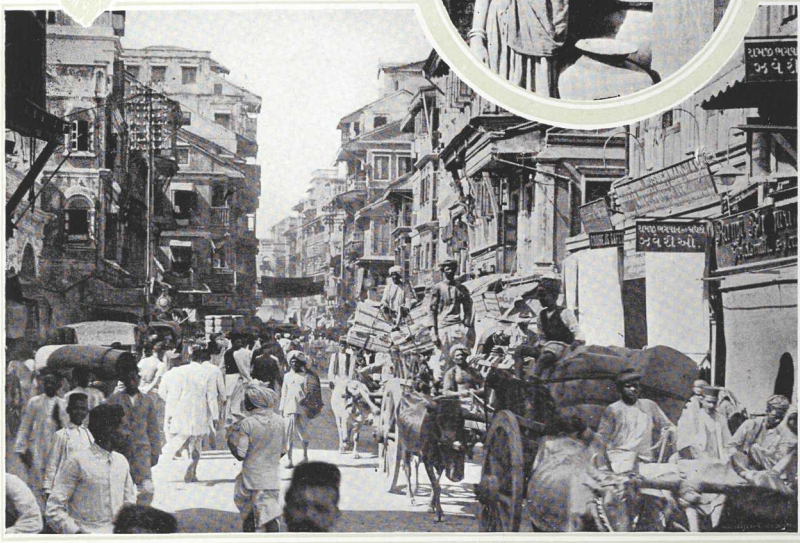
AGRA, another walled city, was the Capital of the Mogul rulers before it yielded place of honour to Delhi in 1658. Deeply interesting are the Fort with Shah Jehan's Glass Palace and the Pearl Mosque, the Anguri Bagh or Grape Garden, and the various palaces. But exquisite above all is the Taj Mahal or Peerless Crown, built for Queen Nur Jehan in 1630. Twenty thousand workmen took twenty-two years to build this marvelous structure—"all the wonderful tracery of its carving, all the witchery of its inlay work in precious stones."

"As the rose tinted light of evening replaces the revealing light of day, the arches, the scroll work, the jewelled colors are only a little softened, while the soaring dome and the whole white marble wonder became unreal, ethereal, a dream floating toward you in the air" (from a description by Albert R. Carman).

DELHI, 957 miles from Bombay, an ancient City walled on three sides, with its celebrated street, the Chandni Chauk, was the capital of the Afghan and Mohammedan Empires and is now the official Capital of British India. Here King George, accompanied by Queen Mary, was personally proclaimed Emperor of India in 1911. At a cost of $50,000,000 imposing new buildings for the Vice-Regal Government are under construction. Here is the Fort and Palace of Shah Jehan, the great Mogul ruler, superbly decorated with inlaid work and carving, notable for the Painted Palace of the chief Sultana, the Royal Baths, and the Audience Hall with its inscription "If there is a Heaven on Earth, it is this—it is this!" Here, too, is the Jama Masjid, claimed to be the finest mosque in India. Here too are

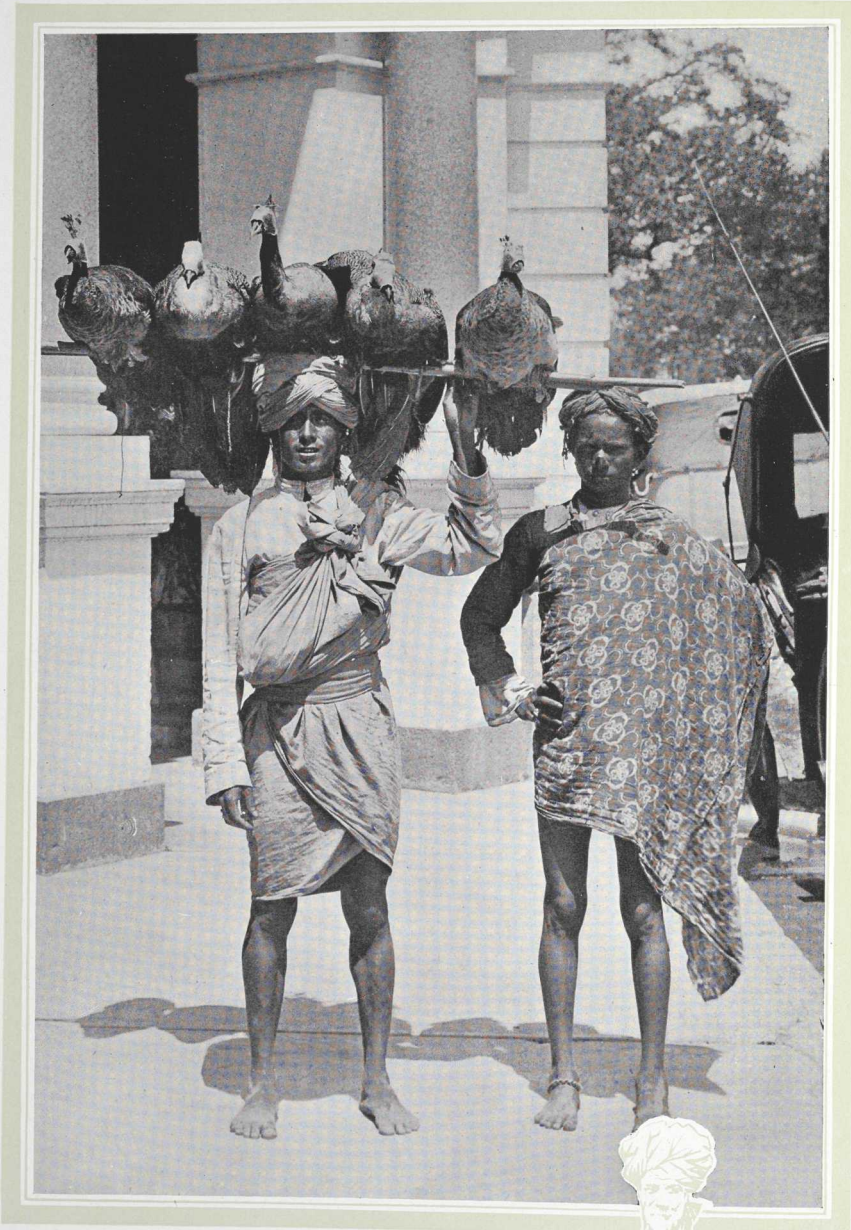


Mausoleum of Akbar
at Sakundra, Agra.

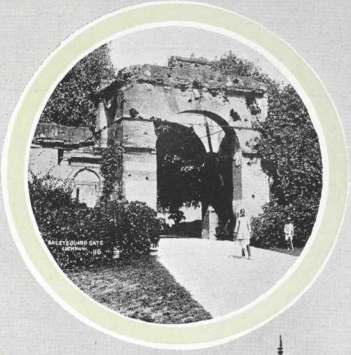


Bombay—A Street in the Native Quarter.
Publishers Photo Service

Native Girl at Bombay.
(Publishers Photo Service)



Peacock Pedlar at Bombay.
(Ewing Galloway)



Gate at Lucknow.

Ghats at Benares.
(Underwood & Underwood)

Imperial Tombs, the tomb of Sultana Razuja, the only Mohammedan Queen of India, and the 13th Century Kutab Minar or Tower of Victory. The battered walls of the Kashmere Gate recall the historic days of the Indian Mutiny.

CAWNPORE and LUCKNOW are names written with letters of blood in the tragic and yet glorious history of the Indian Mutiny. Cawnpore, the scene of the terrible massacre of the English by Nana Sahib, is now an important railroad junction. Lucknow, famous for the siege and relief of 1857, is now the fifth largest city in India, with notable production of embroideries, terra cotta, and iron inlaid with silver. Here is the Great Imambara, with its court of checkered marble, the harem of Chatr Manzil, the Kaiser Bagh or Caesar's Garden, the Mosque of Jama Masjid, the Musa Bagh with its wild beast arena, and of especial interest, the Presidency in which 3,000 British were besieged, the Kaiser Pasand in which the prisoners were shot, and the memorial to Sir Henry Lawrence.

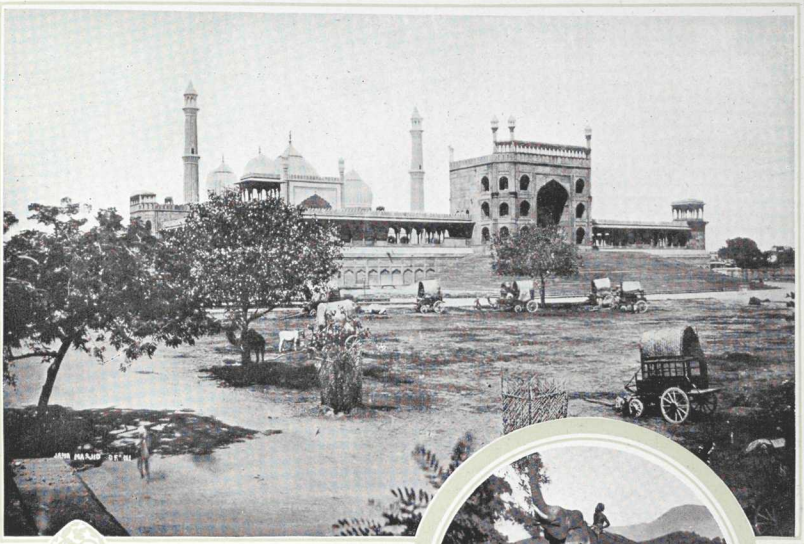
BENARES, the Holy City of the Hindoos and the Capital of Brahminism, has fifteen hundred temples and mosques and is visited by over a million pilgrims every year. Buddha himself came here about 520 B.C. to prepare himself for his mission to the world, finding his first disciples in the Woods of the Gazelles and preaching his gospel on the Chazipur Road. From the Ghats or bathing steps, the pious wash away their sins in the sacred waters of the Ganges. At the Burning Ghats the dead are burned and thrown into the river. Round the city is the sacred road of Panch-Kos, to traverse which is thought by the true believer to ensure safe entrance to Heaven. The Masjid of Aurungzebe, marked out by its two minarets, commands a notable view of this amazing City.

Most thrilling of all railroad trips is that to DARJEELING, the famous summer resort in the Himalayas. The train climbs up 7,000 feet in fifty miles, with glorious views of Mount Everest and Kinchinjunga. An optional excursion to Darjeeling by way of Benares has been arranged. It is twenty-four hours by rail from Calcutta.

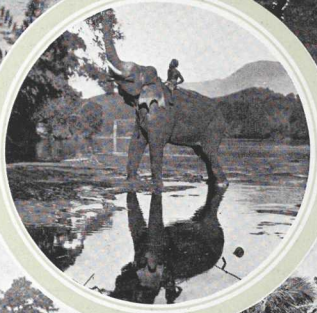
CALCUTTA, on the Hooghly, is a hundred miles inland from the Bay of Bengal, and has docks extending ten miles along the banks of the river. The splendid houses of the rich merchant princes vie with the palaces of the Indian potentates. Founded by traders of the East India Company, it became and remained till recently the political and commercial capital of British India. With its swarming population of a million and a quarter, Hindoo, Mohammedan and Christian, Calcutta offers endless fascination to the student of the human race. The present Post Office covers the spot once known as the Black Hole of Calcutta.

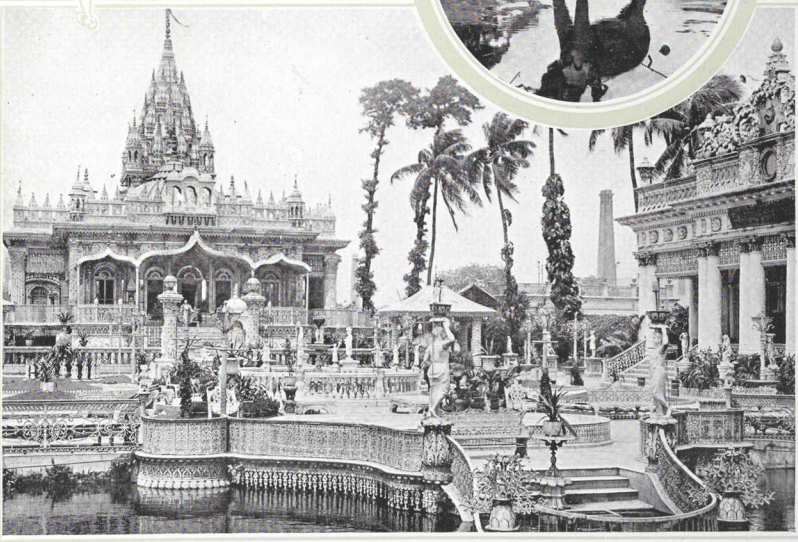
Incidental Books to read—

'Plain Tales from the Hills' (Kipling), 'Kim' (Kipling)
'Under the Deodars' (Kipling), 'The Nigger of the Narcissus' (Conrad)
'Mr. Isaacs' (F. Marion Crawford), 'Tales of the Punjaub' (Flora Annie Steele)
'The Anglo-Indians' (Alice Perrin), 'Hungry Stones' (Rabindranath Tagore)



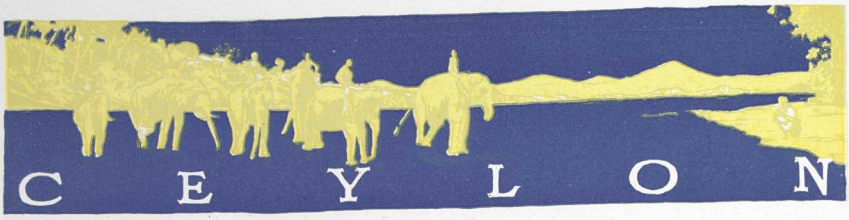
A Mosque at Delhi.





Jain Temple at Calcutta.
(Ewing Galloway)

Where Height Comes Handy.
(Underwood & Underwood)



The "spicy breezes" of Bishop Faber's hymn are inevitably recalled to the mind as the EMPRESS OF CANADA approaches Ceylon, for the fragrance of this tropical island is borne many hundred miles over the ocean. The poets of the Orient called it the Pearl Drop on India's Brow. Long before the rise of Imperial Rome, Ceylon had great cities with splendid palaces and temples, surrounded by a wealth of irrigated gardens. These cities, now in process of excavation, were deserted and overgrown by an immense jungle, so dense that troops of monkeys can travel three hundred miles from north to south without touching ground. As the steamer approaches COLOMBO, Adam's Peak looms in the background, famous for the titanic footprint which the Mohammedans say was made by Adam after his banishment from the Garden of Eden, when he stood on one foot for a hundred years by way of penance.

The harbor of Colombo is one square mile in size, protected by a splendid breakwater against which the wildest storms of the south-west Monsoon break themselves in vain. Colombo, by its very name, reminds us of adventurous voyage, for when the Portuguese took the City in 1517, they named it after Christopher Columbus. This was only a variation of the Arab name Kalamber, mentioned by a writer of 1346, who called it then the finest city in Serendib. Since 1795, Ceylon has been a Crown Colony in the British Empire. Today it is one of the great tea producing countries, and owing to the wealth of its pearl fisheries, is known as the 'pearl garden of the world.'

Nearly three days are scheduled for Ceylon. Drives are arranged to Victoria Park, on the site of the famous Cinnamon Gardens, through the Pettah or picturesque native quarter and through the luxuriant avenues of palms to Galle. The red roads, the brilliant vegetation and the gay costumes combine to make a picture of intensely vivid color. The mud-walled huts of the natives, thatched with cocoanut plaited cocoanut leaves over which trail pumpkin vines, have each their little garden growing sugarcane and cocoanut trees, pineapples and papayas. The streets are thronged with Singhalese, shaven Tamils from Southern India, Arabs, Parsees and white-capped Moormen. Highly picturesque are the bullock-bandies or two wheeled carts with hoods of cocoanut leaf drawn by yoked oxen.

> "Belted with a double girdle of golden sands and waving palm-groves, the interior is one vast green garden of nature, deliciously disposed into plain and high land, valley and peak, where almost everything grows known to the tropical world, under a sky glowing with an equatorial sun, yet tempered by the cool sea winds." *Edward Carpenter.*

A trip will be made to Mount Lavinia, and an excursion to KANDY, the ancient Capital, on the shores of a lovely lake, celebrated in particular for the temple containing Buddha's Tooth. The train into the interior from Colombo climbs from the plains through a succession of romantic gorges, and the trip provides an excellent opportunity to see the great plantations of tea, rubber and cinchona, the plant from which quinine is made. The island is rich in precious stones such as rubies, sapphires and moonstones, and the natives are skilful in the crafts of jewelry. At Kandy the botanical gardens of Peradeniya are particularly interesting, both to the botanist and to the lover of tropical flowers.

The Palm Fringed Shores of Ceylon.
(*Underwood & Underwood*)

'On the Road to Mandalay
Where the flying fishes play'—Kipling

Elephants can still be seen 'a-pilin' teak' in the lumberyards at RANGOON, the next port of call, the greatest rice port in the world, where two days are all too short a time for those who wish to see the shrines, pagodas, mosques and cathedrals of Burmah's sacred city. Dominating all is the golden-roofed pagoda of the Shwey Dagon, with its shimmering pillars of mirror mosaic, built two thousand five hundred years ago in honour of Buddha on a site that was already a place of pilgrimage. This glittering cone is 370 feet high, with a vane which sparkles with hundreds of diamonds and emeralds and over three thousand rubies. As the wind blows from the Irrawaddy, bells of gold and silver and bronze make the air musical. Another sacred shrine is the Sule Pagoda, with relics of the Great Buddha Gautama himself.

In the precincts of the pagodas, sellers of incense sticks, flowers and prayer flags display their wares, and you can tempt fortune with the dice on the chequered board of a professional gambler. Nuns robed in white hold out their platters for alms.

The Burmese are a gay and lively people, and their children are said to be the merriest in the world. In the bazaars one finds proof of their marvelous skill in woodcarving and silverwork. At the fish bazaar finny creatures of the weirdest shapes and colors fascinate those who are not too fastidious about odors. A pleasant drive is that to the Royal Lakes, where lovely lawns of green grass are set among pagoda trees, acacias and laburnums. Very picturesque are the craft one sees on the Irrawaddy—the rice barges with their gigantic sails, the teak rafts and river craft with high poops and carved steering chairs.

From Rangoon to SINGAPORE is over 1,100 miles, a voyage of more than usual interest, not only because of the strange craft met along the Straits of Malacca, but also because of the picturesque panorama of Sumatra's mountain ranges, running to peaks as high as 11,820 feet. Singapore, at the southern end of the Malay Peninsula, is the busy capital of the Federated Malay States, with a population of over 300,000, and a harbour which is the chief entrepôt for the East India trade. Tin and rubber, spices and gums, rattan and copra, are some of the exports of this Malaysian port. The population is a highly colored epitome of the Orient. In 1911 there were in the Straits Settlements 240,000 Malays, 370,000 Chinese and 82,000 natives of India. In the Tanglin Botanical Gardens part of the original jungle is enclosed. Particularly interesting are the tropical lilies in the lake. Native culture can be studied in the Malay Theatre. Fifteen miles from Singapore is Johore Bahru, capital of the State of Johore, known as the Oriental Monte Carlo and dominated by the splendid palace built by the Sultan Abubakur.

Incidental Books to read—

'The Further Side of Silence' (Hugh Clifford), *'Malayan Monochromes'* (Hugh Clifford), *'The End of the Tether'* (Conrad), *'Youth'* (Conrad)
'Where the Pavement Ends' (John Russell), *'The Hidden Force'* (Couperus)

The River at Singapore.
(Ewing Galloway)

Main Entrance to Shwey Dagon Pagoda, Rangoon.
(Ewing Galloway)

SOURABAYA · BATAVIA

Shortly after leaving Singapore, the EMPRESS OF CANADA crosses the Equator, for the next port is BATAVIA, Capital of the Dutch West Indies, on the island of Java. According to the geologists, this island is essentially volcanic, for volcanic forces made it, occasionally devastate it, and continue to fertilise it. No less than 125 volcanic centres are included in an area which is slightly less than that of New York State, and thirteen of these are still active. To the anthropologists Java is particularly interesting, as it was on this island that the *Pithecanthropus Erectus*, or so-called 'missing link' was discovered. The Botanical Gardens of Buitzenzorg are unrivalled for the study of tropical flora, and the island contains over 5,000 known species of plants, including 562 varieties of orchids. So luxuriant is the vegetation that even tall trees are found in blossom. The world-wide influence of religion is demonstrated by the size of the annual pilgrimage of Javanese to Mecca, over 5,000 travelling in a single year. The Hindoo temple of Borobudur is considered to be one of the architectural wonders of the world, with three miles of richly sculptured terraces. The Ethnological Museum at Batavia is of fascinating interest. Among the crafts for which the Javanese are noted, that of the decorated cloth, known as batik, appeals particularly to the artist.

"Old Batavia, the lower city, stands on a site near the sea and was built in old Dutch style intersected by canals and with narrow streets. Most of the buildings from olden times have gone, but a few like the Town Hall, the Portuguese Church and the mining department, show as yet the style of the building then in use. Old Batavia contains very few relics of the early days, but it is a quaint and delightful picturesque town, its canals adding much to its charm to the stranger.

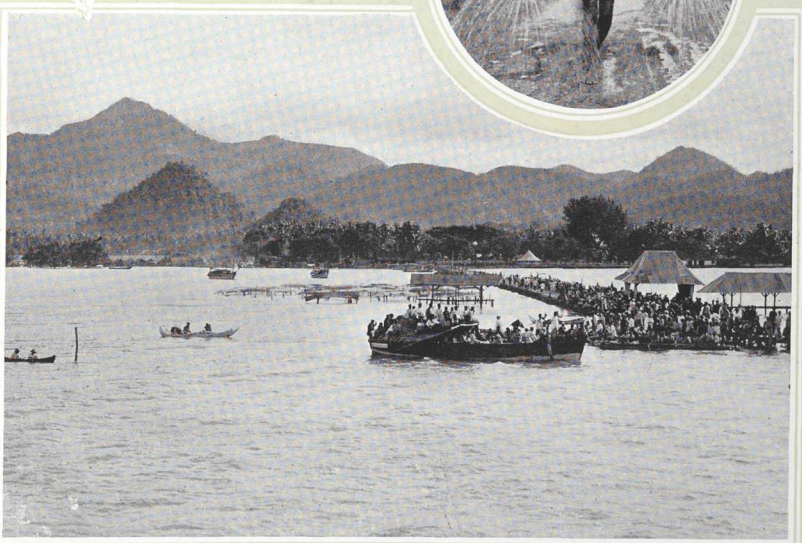
"Weltevreden, the upper town, is the modern half of Batavia. It is the district where most European residents live, and where Government offices, hotels, clubs and shops are found. It may aptly be called a garden city, with its broad streets, large squares, abundance of shade trees, large public buildings and hundreds of delightful houses and bungalows, built far back from the roads and surrounded by spacious gardens and lawns." —*From "Come to Java"*

The EMPRESS OF CANADA is scheduled to arrive at Batavia on the morning of Thursday, April 3rd, and after two days sightseeing in this Old Dutch City and its neighborhood, those who wish to do so may take the optional overland train trip over a picturesque mountain railway to the commercial port of SOURABAYA (population 200,000), where the passengers meet the steamer again and embark for Manila. The Java Government Railways consist of 2,629 miles of track, equipped with excellent passenger trains. The express and fast trains have restaurant cars. In addition to its large trade in coffee, rice, sugar and cotton, Sourabaya is the military headquarters for East Java. Sourabaya has a curious native market called the Pasar Glap, composed of covered stalls with a jumble of articles which are a joy to the bargain hunter.

JAVA is described in the Travels of Marco Polo as it was in 1295. In Hakluyt there is an entertaining description of Java at the time of Sir Francis Drake's Voyage Round the World in 1580.

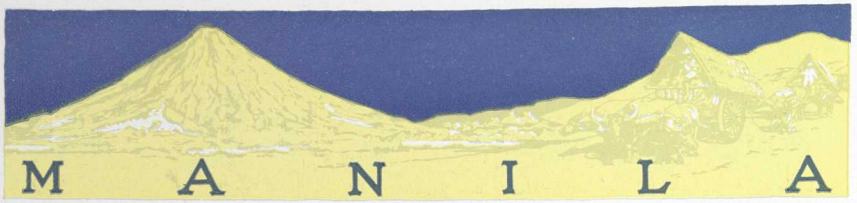
"This island is governed by five Kings, whom they call Rajah; as Rajah Donaw, and Rajah Mang Bange, and Rajah Cabuccapollo, which live as having one spirite, and one minde. Of these five we had foure a shipboord at once, and two or three often. They are wonderfully delighted in coloured clothes, as red and greene; their upper parts of their bodies are naked, save their heads, whereupon they weare a Turkish roll, as do the Maluccians; from the middle downward they weare a pintado of silk, trailing upon the ground, in colour as they best like."

Boro-Budur Temple, Java.
(*Ewing Galloway*)



Sourabaya.
(*Ewing Galloway*)

Java's One-man Sprinkler.
(*Underwood & Underwood*)



From Sourabaya, the EMPRESS OF CANADA once more crosses the Equator, returning to the northern hemisphere and calling first at MANILA, Capital of the Philippine Islands.

The Spanish discoverers called the Philippines the "Pearl of the Orient." Magellan, the heroic and ill-fated explorer, set foot on these islands in 1521. Twenty years later they were named for Philip, Prince of Asturias, afterwards Philip II of Spain. In 1570 the first permanent settlement was made and Manila founded.

Spanish the islands remained for over three hundred years, until in 1898, after the Spanish-American War, they passed into the possession of the United States. Today they form an interesting object lesson in what twenty years of American efficiency can make out of the effects of three centuries of misgovernment.

There are 1000 miles of first class roads, and irrigation plans are under way to water 1,000,000 acres. Modern Manila is being laid out under a town planning scheme designed by that distinguished architect, the late D. H. Burnham, so that it will be in time one of the most beautiful of American cities. Sanitary reforms have been introduced which have provided Manila with a pure water supply and have eradicated the bubonic plague, cholera and leprosy, and reduced malaria to a minimum. There are now 600 miles of railway.

The archipelago (which comprises over 3,000 distinct islands, of which 350 are over a mile square) is hilly and mountainous. Two-thirds of its land surface is covered with forests: gutta percha, India Rubber, and other gum-yielding trees abound. The climate more salubrious than most tropical climates, varies little throughout the year.

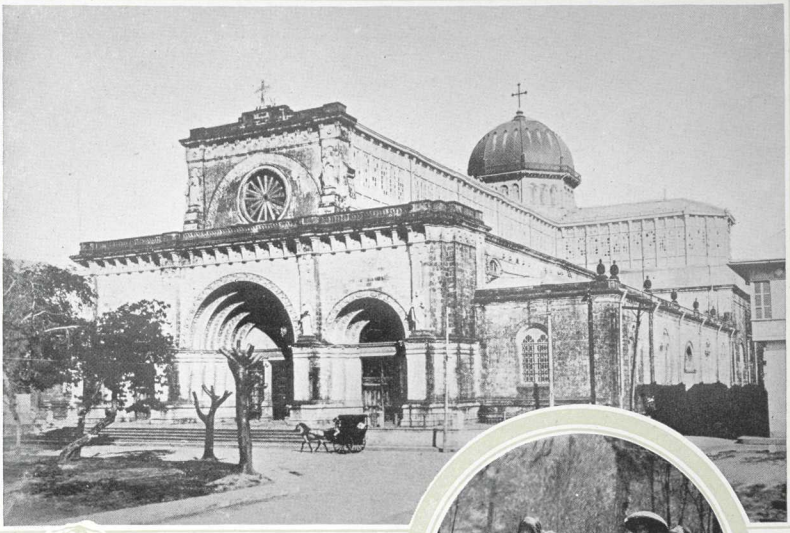
Manila, on Luzon Island, the capital of the group, with a population of about 300,000, has a deep and safe harbour with an enormous commerce, and is the largest hemp market in the world.

A fascinating description of the trade of Manila as it was in 1744 may be read in Anson's *Voyage Round the World*. The following is an extract:

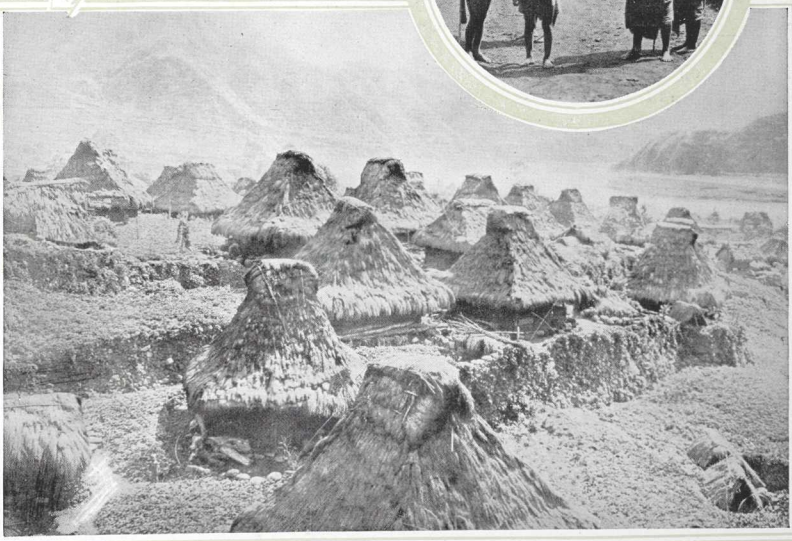
> "The trade carried on from this place to China and different parts of India is principally for such commodities as are intended to supply the kingdoms of Mexico and Peru. These are spices, all sorts of Chinese silks and manufactures, particularly silk stockings, of which I have heard that no less than fifty thousand pairs were the usual number shipped in each cargo; vast quantities of Indian stuffs as calicoes and chintz, which are much worn in America, together with other minuter articles, as goldsmith's work, etc., which is principally wrought at the city of Manila itself by the Chinese."

During the days spent in this interesting port, an automobile drive will be taken round the city along the Escolta, or main street, with its bazaars and European stores, to the Luneta, or fashionable driveway, and the old Spanish walled City with its convents, monasteries, palaces, mediæval moats and picturesque Spanish houses. The Carabao, or water buffalo, still shares the road with the high-powered motor car. Very impressive is the stately pile of the Cathedral.

Cockfighting, although prohibited in Manila, is still the chief sport of the natives, and "in the average country town the cockpit shares with the church the distinction of being the most conspicuous building in the place."



Cathedral at Manila



A Native Village in Manila.

Filipinos on the Baguio Road.

From Manila to HONG KONG is just a week end trip. Hong Kong, established as an outpost of the British Empire, is one of the great seaports of the world, swarming with steamers, sailing ships, junks and sampans. This is not surprising when one realizes that of cotton goods alone China has an annual consumption "which would carpet a roadway sixty feet wide from here to the moon." Founded in 1841, the City of Victoria has grown to be an amphitheatre of substantial edifices round one of the busiest harbours in the Orient. Hong Kong is a free port with a delightful freedom from customs formalities, and has its own currency. The curio shops maintain an inexhaustible fascination for the traveler, and the stores are rich in Canton blackwood furniture, Swatow lace and porcelain. A well built military road winding round the island on which Victoria is built offers a delightful motor trip. The Peak, 1,800 feet above the sea, commands a magnificent view, and no one should miss visiting the Flagstaff with its wide panorama of city and harbour.

CANTON, one of the most densely populated cities in the world, where, 2,000,000 people live on land and 200,000 on water-craft, is eighty miles from Hong Kong. Until 1841 all foreign trade in China went to Canton, which still is an important trading centre. In addition to the famous Canton furniture, the local wares include tortoise shell, lacquer, fans, pottery, ivory carving, lanterns, inlaid ware, ebony and silk. Most of the Chinese in America come from Canton. The Chinese city is a labyrinth of dark and narrow streets.

"The law allows no street to be less than seven feet in width, and some do not exceed it. Down these narrow lanes, with matted awnings overhead, between swinging black, gold and vermilion signboards, the people swarm. Two chairs can barely pass. To turn some sharp corners the poles are run far into the shops, and when a mandarin's chair or mounted escort appears, one is hustled into an open shop front, and is not safe then from the bumping and brushing of the train.

"He dreams afterwards, as a nightmare, of this city of Oriental riches and barbaric splendor, the city of the greatest wealth and the direst poverty, and he sees again the narrow, seething thoroughfares, the blaze of gold and vermilion, the glitter and glow of showy interiors, where if the Queen of Sheba did not live, she certainly went a-shopping."

Among the sights are the Temple of Honan, the Houses for sacred pigs and poultry, the Flowery Pagoda, the Temple of the Five Genii, and the Calamity Bell. Highly decorated barges known as Flower Boats, used as restaurants, add gaiety to the night.

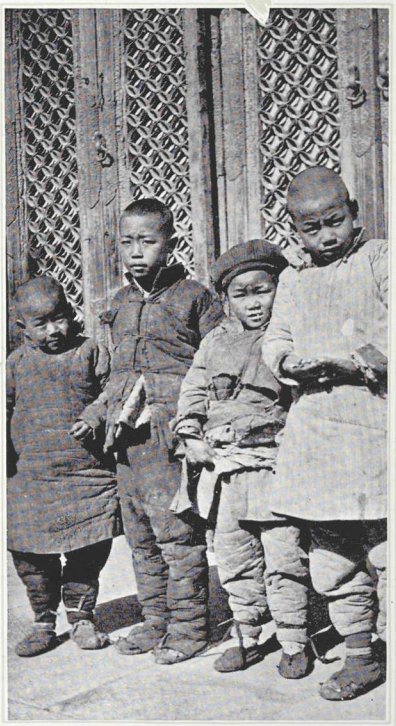
MACAO, three hours by steamer from Hong Kong, is the oldest foreign Colony in China, being established by the Portuguese in 1557. Its revenues are derived chiefly from Fan Tan gambling houses, and it is known as the Monte Carlo of the Far East. Fronting the sea is the Praia Grande, one of the most famous streets of the Orient. In the Casa Garden is the Grotto of Luiz de Camoens, author of the Lusiad, famous epic of Old Portugal.

Incidental Books to read—

'Travels of Marco Polo, the Venetian', 'Anson's Voyages', and Hakluyts' 'The Principal Voyages of the English Nation (Vol. VIII)'—all in the Everyman Library.

Harbour Front at Hong Kong.

Queen's Road West. Hong Kong.



A Chinese Quartet.

SHANGHAI, on the parallel of Cairo and New Orleans, is the commercial capital of North China, and the largest foreign settlement of the Orient. The French Settlement is a separate municipality, while the British and Americans are united in the International Settlement. Every nation in Europe and most of the nations of Asia are represented in this, the most cosmopolitan city in the world. Shanghai is built on a tributary of the Yangtse Kiang, and taps for its trade a population of 200,000,000 people. The Bund is a street consisting chiefly of modern six-storey buildings. Its most famous edifice is the Shanghai Club with the bar 110 feet long, said to be the longest in the world. Nangking Road is the great shopping street with Chinese department stores and amusement palaces. The Bubbling Well Road, famous in many a romance, is a continuation of this road, and leads to the Race Course. In the native city the Thieves' Market, is notable for its curios, although the best and most reliable curio shops are to be found in the International Settlement, and the Willow Pattern Tea House is the objective of every tourist in China. Shanghai is the dramatic capital of China, and the theatres are well worth a visit.

The EMPRESS OF CANADA now proceeds to Japan, but those who wish to make the Overland trip via Peking can arrange for an Optional Excursion visiting Nanking, Peking, Tientsin, Mukden in Manchuria and Seoul in Korea, and so by way of Shimonoseki through Japan to Yokohama.

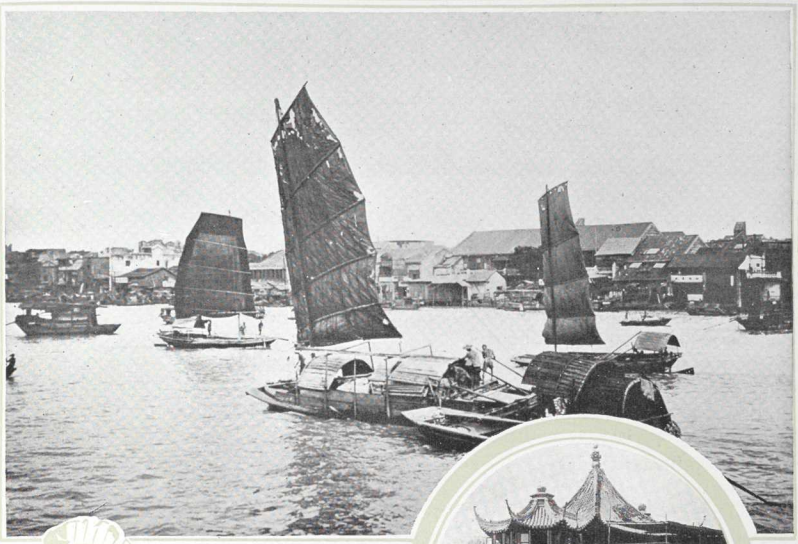
NANKING—Established as Capital of the Ming Emperors in 1368, and already 800 years older than the Mings, is one of the 1,500 walled Cities of China. Its own walls are 500 years old, 40-60 feet high, 22 miles long and 20-40 feet wide. The Porcelain Pagoda celebrated by Longfellow in his poem "Keranos" was destroyed by the Taipings, but the bronze cupola still remains.

> "In 1853, Nanking became the stronghold of the mighty Taiping Rebellion, which lasted fifteen years and shook the Empire to its foundations. During those terrible years, probably three times as many lives were lost as in the Great War in Europe. After a rapid and triumphant campaign down the Yangtze Valley, the Taiping Leader who at one time or another had absorbed some of the tenets of Christianity, captured the city and made it his capital, freeing the slaves, prohibiting prevalent vices—including foot-binding—and establishing a kingdom which he called the "Kingdom of the Great Peace." The Ten Commandments were expounded as Divine Law and adapted to current conditions by making the seventh read 'Thou shalt not commit adultery nor smoke opium.' "
>
> *Harold Speakman in "Beyond Shanghai"*

One can see here the Drum Tower visited by Marco Polo, the great Venetian, in 1274, and the famous tombs and Mausoleum of the first Ming Emperor, Wung Hu, with an avenue of animal statues. At Nanking Dr. Sun Yat Sen became first President of the Republic of China.

Incidental Books to read—

'The Golden Hours of Kai Lung' (Ernest Bramah), 'Messer Marco Polo' (Donn Byrne)
'On a Chinese Screen' (W. Somerset Maughan) , '170 Chinese Poems' (Arthur Waley)
'My Lady of the Chinese Courtyard' (Elizabeth Cooper)
'Chats on Oriental China' (J. F. Blacker), 'Fir Flower Tablets' (Amy Lowell)
'Peking' (Juliet Bredon), 'Chinese Characteristics' (A. H. Smith)



Junks and Sampans at Canton.

Panorama of Shanghai.

Willow Tea House at Shanghai.
(Publishers Photo Service)

PEKING has been the Capital of China for 900 years, and is on the same parallel of latitude as Madrid. The opening of the Forbidden City to the foreigner has made it one of the most fascinating tourist objectives in the world. The best view of the city is from Chien Men, the tower on the South Wall of the Tartar City from which one can look down on the gaily colored tile roofs of temples, pagodas and palaces, and also upon the swarm of human life. The springless mule-drawn Peking cart, the sedan chair, the ricksha, the double-humped Bacterian Camel, are still to be seen along with the automobile. Porcelains, silks, embroideries, cloisonné, lanterns, rugs, carvings and curios can be secured here as in no other Chinese City.

Peking really consists of four cities, the Chinese City, the Tartar City occupying the centre of which is the Imperial City, which in turn surrounds the reddish walls of the Forbidden City.

In the south of the Chinese City is the Temple of Heaven, containing the Palace of Abstinence, the blue tiled Temple of the Happy Year and the Altar of Heaven, the most sacred object in China. The Lama Temple or Monastery, with its avenues of ancient trees, has notable carvings and bronzes. The image of Maitreya, the Buddhist redeemer, nearly 200 feet high, was carved from a single tree trunk. The Temple of Confucius is in the grounds of the Kuo Tzu Chien, the National University of China.

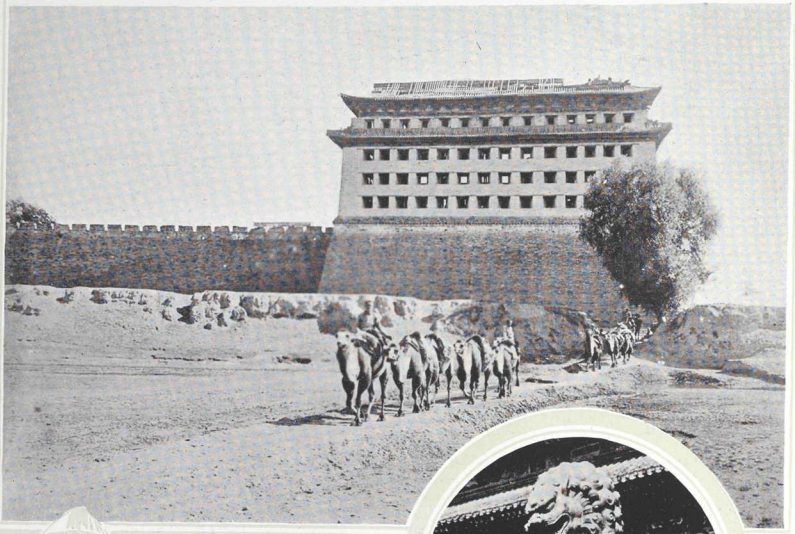
Eight miles from Peking is the famous Summer Palace with its beautiful grounds and halls with yellow-tiled roofs and brilliantly decorated eaves. The Ming Tombs are reached from Nankow, two hours journey by rail from Peking. Nankow also is the point of departure for the Great Wall of China and Nankow Pass.

TIENTSIN, the city from which Li Hung Chang ruled China, is a trading and educational centre, with modern streets and an extensive tramway system. From Tientsin starts the Grand Canal, commenced in 485 B.C., and completed a thousand years later, to Hangchow.

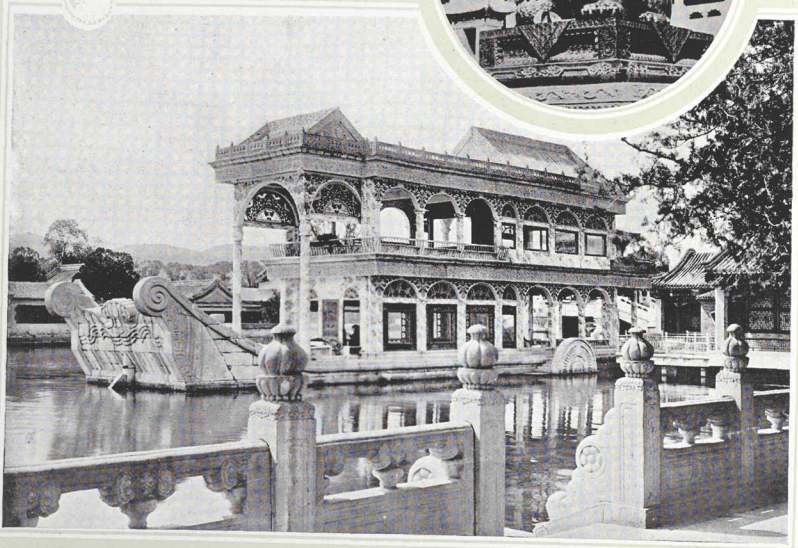
MUKDEN—Capital of Manchuria, was the birthplace of the Manchu dynasty. Its broad streets are notable for the brilliantly decorated signs above the stores. The old Imperial Palace is in the centre of the City, with throne room and summer pavilion. Landmarks are the Drum Tower and the Bell Tower. The North Tomb, outside the City, has beautiful grounds.

SEOUL, renamed by the Japanese Keijo, has in the Chosen Hotel a well equipped modern caravanserai with grounds occupying part of the old Temple of Heaven. This quaint and highly picturesque city is the capital of Korea, once known as the "Hermit Kingdom" and "Country of the Morning Calm," and now after a distinctly unhappy history, incorporated in the Japanese Empire. The gates still left in remaining walls have names which signify "Bright Amiability," "High Ceremony" and "Elevated Humanity." Such names are not out of place when one contemplates the costumes of the Korean gentlemen and ladies—the men with tall black hats of split bamboo surmounting long and spotlessly white coats, and the ladies with cloaks of brilliant green, white cuffs and scarlet ribbons. Japan is said to owe the best of her artistic tradition to the Korean craftsman,. The Great Bell of Chong No, the White Buddha, and the former Palace of the Emperor are the most notable sights of Seoul.

The Temple of Heaven, Peking.



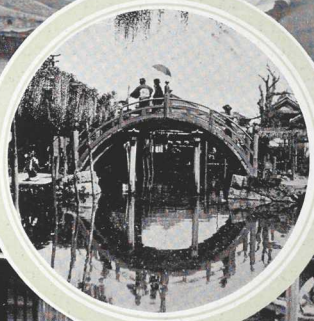
South West Tower, Peking.



Marble Barge, Summer Palace. Peking.

Bronze Lion, Forbidden City, Peking.

Geisha Girl Playing Koto.



A Japanese Fish Vendor

Camel Back Bridge near Tokyo.

DARUMA, the red-cloaked Buddhist Saint, came overseas to Japan on a rush leaf. The travellers on our World Cruise enjoy more commodious and less precarious accommodation. Kobe is the port first reached by those who elect to remain on the EMPRESS OF CANADA, while Shimonoseki is the port for those who take the optional overland route via Peking. Kobe is the climax of the entrancing voyage through the Inland Sea, and with its clean and yet busy streets, warm sunny climate, and Oriental atmosphere, forms an attractive centre for trips into the interior. With a population of over 600,000, Kobe has 1,500 manufacturing plants and 41 banks; it presents a typical picture of modern Japan, while at the same time the Buddhist temples and Shinto Shrines preserve the character of the old. The "ricsha" of China is in Japan known as the jinrickisha, but is always the same private portable throne. Excursions have been arranged to Osaka, Kyoto and Nara, and an optional trip overland can be taken covering Osaka, Kyoto, Nara, Miyanoshita, Kamakura, Tokyo and Nikko.

KYOTO.—This sacred city, for a thousand years the Capital of Japan, illustrates in its temples, shrines, museums and palaces the history and art of a fascinating people. Beautifully situated in an amphitheatre of mountains, its parks and gardens provide a calendar of floral festivals unrivalled anywhere in the world. April is the month of cherry blossoms, and already in April the azaleas, peonies and wistaria begin to flower. In April the Miyako Odori dance may be seen at the Kaburenjo Theatre. The skill of the Japanese excels in Kyoto silks, crepes, fans, porcelains, bronzes, lacquer carvings, damascene, cloisonne and embroideries. Teapot Hill has half a mile of curio shops, each with its fascinating treasures.

Of the 950 Buddhist temples and Shinto Shrines, it is hard to select those most worth a visit. Kiomidza Temple, thronged with pilgrims, has a platform 150 feet high from which jealous husbands used to throw their wives. The Hall of 33,000 Buddhas, Higashi Hongwangi, the largest temple in Japan with a rope made of the hair of 3,500 women, and the Nishi Hongwangi, said to be the most perfect example of Buddhist Art in Japan, and the Kurodani Temple in its setting of cryptomerias, pines and flowering trees are each world famous. The Mikado's Palace on its garden and Nijo Castle, the moated palace of the Shoguns, illustrate the historic past.

OSAKA, is an industrial city of 1,280,000 people. Six thousand plants manufacture here for export to the world. The imposing ruins of Osaka Castle, the old stronghold built in 1583 by Hideyoshi, is the most unique of Osaka's sights. At night the river with its lantern-lit pleasure boats and Theatre Street are particularly gay.

NARA, still more ancient capital of Japan than Kyoto, has been less influenced perhaps than any other of the cities by European culture. The Kasuga no Miya, a Shinto Shrine, founded in A.D. 710, the Ni-Gwatser-do or Second Moon Temple, with its roof of swinging lanterns, the Big Bell and the great bronze Daibutsu, are but a few of many relics of the Eighth Century. Wonderful sculptures are to be found in the Nara Museum.

MIYANOSHITA, is a mountain resort, the road to which commands many beautiful views of Fujiyama, the sacred mountain of Japan.

Fujiyama, the Sacred Mountain of Japan.

The Daibutsu of Kamakura.

KAMAKURA, once a military stronghold, surrounded by a city of 1,000,000 people, which was swept away by a tidal wave, is now little else than a fishing village. The huge Bronze Buddha, nearly 55 feet high, with eyes nearly four feet long, has stood for nearly a thousand years, the most impressive image of its kind.

YOKOHAMA, is not only the chief port of Japan, but is to the foreigner perhaps the most attractive shopping centre in the Orient. The streets known as Honchodori and Bentendori would tempt even a Scotchman to part with his proverbial "saxpence." Silks, brocades, kimonos, bronzes, porcelains, silverware, jewelry and carvings from burnt out temples are only a few of the many wares offered. Over the bridge from Bentendori is half a mile of theatres, side shows, curio and toy shops and all the fun of a Japanese fair. The city itself is netted with canals crossed by picturesque bridges. The foreign residential districts on The Bluff has many beautiful gardens. Most unique is the fish market with the strange, bizarre creatures found in Japanese waters.

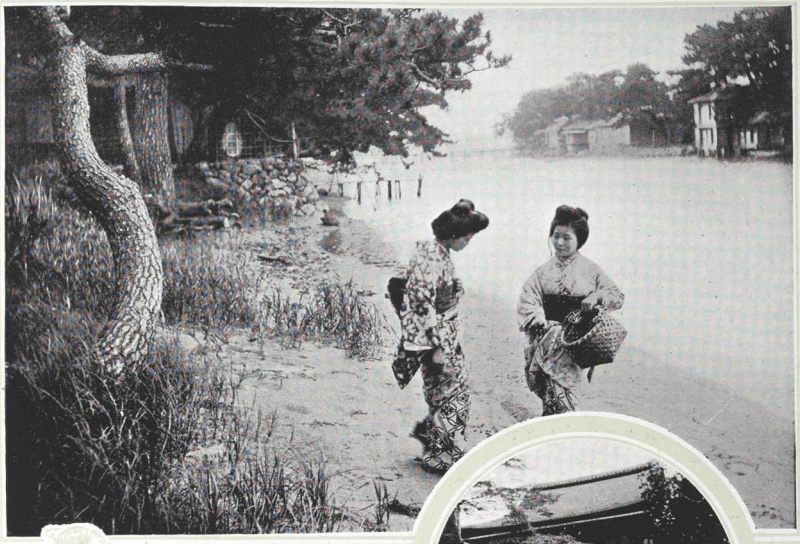
TOKYO—The commercial political and cultural Capital of Japan, with over 2,000,000 population, is just half an hour's ride by rail from Yokohama. The broad streets and the cultured influence of the large foreign colony give Tokyo a more cosmopolitan character than any other city in Japan, and yet in a while one realizes its essentially native character. Tokyo is a city of festivals, and two that fall in May are particularly picturesque—the Tang-Sekku or Festival of Flags for boys, and the Wistaria Festival at the Shinto Temple of Kameido. Magnificent indeed is the mortuary temple of the Tokugawa Shoguns at Shiba. At the Buddhist Temple Asakusa, there is usually a flower show and always a gay, amusing fair. Tokyo's shops rival those of Yokohama in interest for the foreigner.

"Every night different temple grounds and different streets glow with lanterns and torches, an outdoor fair is in full progress, and happy, laughing, chattering men, women and children enjoy it all."
—*E. R. Scidmore, 'Jinrickisha Days'*

NIKKO—Five hours from Tokyo by train, the marvelous shrines of Nikko—"Sunny Splendour"—are set in a semi-circle of towering mountains. Here are grouped the most richly decorated temples in Japan, and the tombs of two great Shoguns. The Sacred Red Lacquer Bridge spans a roaring torrent and the roads and mountain slopes are shaded with stately Cryptomerias. Broad stone steps, magnificently carved and gilded gates, spacious terraces, lanterned enclosures surrounded with walls of lacquer and gold, lofty roofs with carved gables and crested ridgepoles, panelled ceilings and a multitude of gilded images, silk bordered mats underfoot, the fragrance of incense, the resonant music of gongs and the clang of bells—these are a few of the imperishable memories carried away from a visit to the Mausoleums of Jegasu and Jemitsu.

Incidental Books to read—

'Japan—An Interpretation' (Lafcadio Hearn), 'Romances of Old Japan' (Ozaki)
'Madame Chrysantheme' (Pierre Loti), 'Kimono' (John Paris)
'Lady of the Decoration' (F. C. Macaulay), 'The Noble Plays of Japan' (Ezra Pound)
'Japanese Blossom' (Onoto Watanna), 'Key of Dreams' (L. Adams Beck)
'Mysterious Japan' (Julian Street), 'The Art of Iapan' (Louis Gonze)



Little Human Butterflies.

Theatre Street in Tokyo.

Temple at Kyoto.

HONOLULU—Fifteen volcanoes rising out of the Pacific to form islands, each with its necklace of coral reef have made the group known as Hawaii. When Captain Cook came here in 1777, he was worshipped as a God until the natives began to suspect he was not immortal and proved their case by killing him. Until Father Damien brought the gospel in 1820, they still were cannibals. Now they are the most affable of people, and are best known for their contribution to American music. The first Hawaiians arrived at Honolulu a thousand years ago from Samoa, speaking a language akin to that of the Maoris of New Zealand. The population now comprises all the races of the Pacific. Nearly half the population is Japanese, and there are ten thousand Koreans. Panahou Academy, formerly known as Oahu College, is the oldest school west of the Rockies. Honolulu, the Capital, with its avenues of royal palms, gives the impression of being garlanded with flowers and laden with luscious fruit. A splendid hotel and beautiful residences replace the primitive grass huts of Father Damien's day.

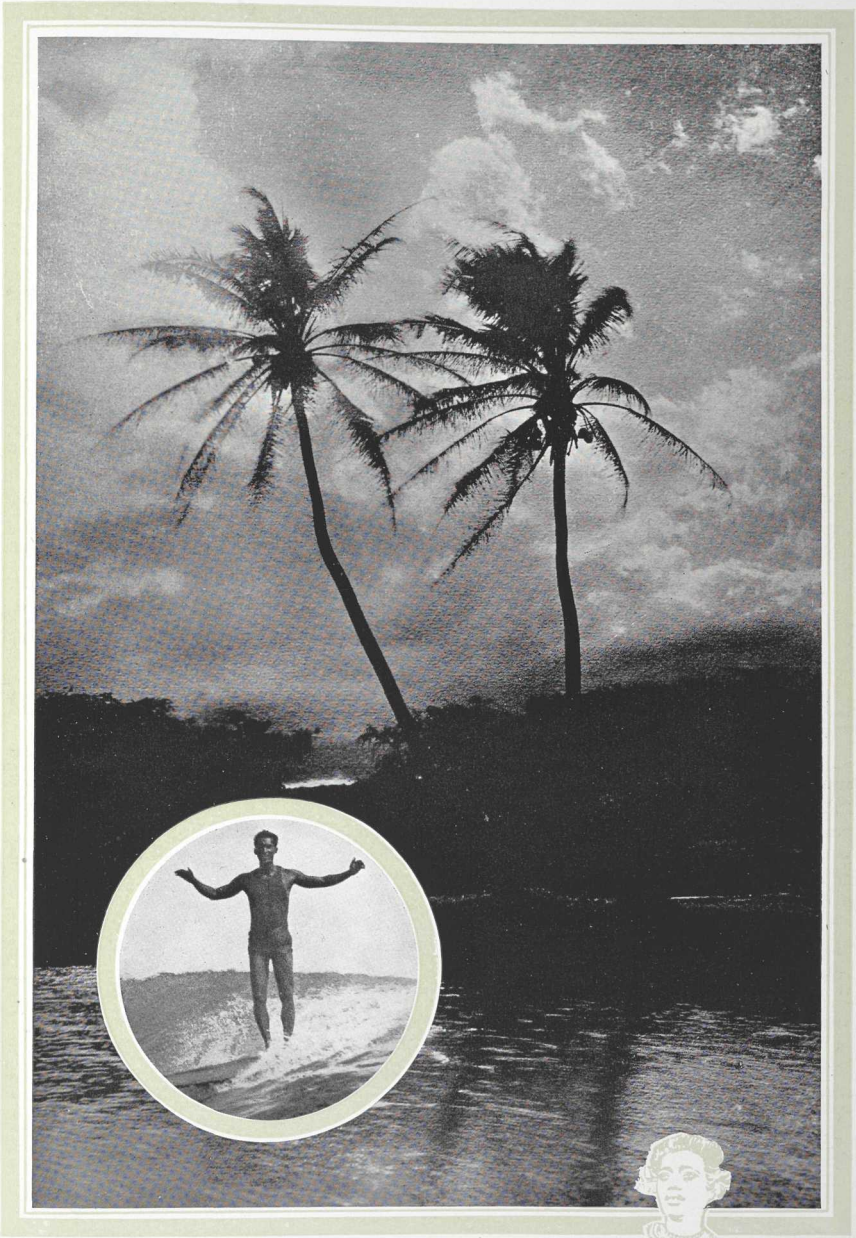
> "Along the streets crowd an unimaginable assortment of people. The Americans, ignoring the climate, wear black coats and high starched collars, straw hats, soft hats, and bowlers,. The Kanakas, pale brown with crisp hair, have nothing on but a shirt and a pair of trousers; but the half-breeds are very smart with flaring ties and patent leather boots. The Japanese, with their obsequious smile, are neat and trim in white duck, while their women walk a step or two behind them, in native dress, with a baby on their backs. The Japanese children, in bright coloured frocks, their little heads shaven, look like quaint dolls. Then there are the Chinese. The men fat and prosperous, wear their American clothes oddly, but the women are enchanting with their tightly-dressed black hair, so neat that you feel that it can never be disarranged, and they are very clean in their tunics and trousers, white, or powder blue, or black. Lastly there are the Filipinos, the men in huge straw hats, the women in bright yellow muslin with great puffed sleeves."
>
> *W. Somerset Maughan, in "The Trembling of a Leaf."*

At the unrivalled bathing beach of Waikiki, thousands ride the waves in surf canoes or on surf boards. An exciting sport is to sail in an outrigger canoe. Very impressive is the drive to the precipice of Pali, twelve hundred feet above the sea, down which King Oahu's warriors hurled themselves when defeated by Kamehameha.

The sugar industry produces a revenue of $50,000,000 a year. One plantation alone has an annual output of a quarter of a million tons of sugar.

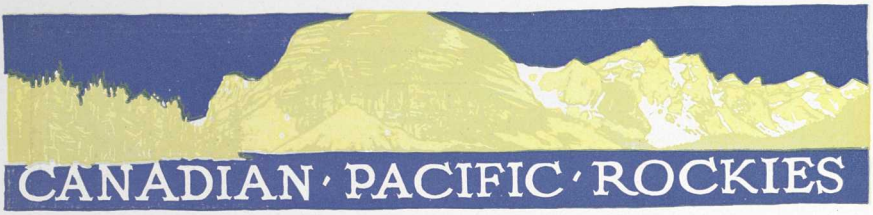
At Pearl Harbour is a thousand foot long dry dock.

Coasting along the cliff-bound shores, the EMPRESS OF CANADA steams on from Honolulu to HILO, the port from which an easy ascent can be made to the crater of the still active volcano, Kilauea, the largest lake of fire in the world. The road from Hilo to the crater is of tropical beauty flanked with titanic ferns and a rich profusion of exotic flowers. In the intervals between eruptions, the lava floor of the crater carries in shops a luxuriant vegetation, though the general impression is one of vast and desolate waste. The pit is three miles across. Towards the south is Halemaumau (House of Everlasting Fire), a lake of undying fire with walls of broken lava. Seen at night with its flaming waves and blazing geysers, and floating islands, a hundred feet high, this lake has indeed a thrilling fascination for the most world-weary traveller. Kilauea itself is only 4,000 feet above the sea, whereas Mauna Loa, the main volcano, rises to over 14,000 feet.



Surf Riding at Waikiki Beach.
(Publishers Photo Service)

A Palm-fringed Shore.



The discovery of a route for the Canadian Pacific Railway across the Rockies took twelve years, but never was labour better rewarded. The last spike connecting East and West was driven thirty-six years ago, on November 7, 1885, and the millions who have since travelled along this wonderful highway, cut out of the precipitous cliffs of the Fraser canyon, winding under the snow-capped peaks of three vast ranges, crossing and recrossing foaming torrents deep down below—these millions have one unanimous thought, that for sheer grandeur the route of the Canadian Pacific Railway is without rival.

It takes twenty-four consecutive hours on an express train to cross the Canadian Pacific Rockies. The wise man breaks his journey so that he can see it all by daylight, and to assist this praiseworthy intention the Canadian Pacific has constructed mountain hotels and rustic bungalow camps at convenient points along the line, where one may rest and perhaps spend some time exploring among the glaciers, riding on sure-footed ponies on the mountain trails, or climbing with experienced Swiss guides the peaks which challenge one's skill and courage. Sicamous is a halfway house between Vancouver and Calgary.

Winding along for 500 miles east of Vancouver, the main line of the Canadian Pacific leads through scenery such as can be found nowhere else on earth. Crossing at first a pleasant meadow-like country, a few miles out of Vancouver the steel trail begins to twist and turn its way through a gigantic fairyland of unbelievable beauty and magnificence. Stupendous masses of rock piled to the sky and crowned with snow, mark the beginning of the canyons.

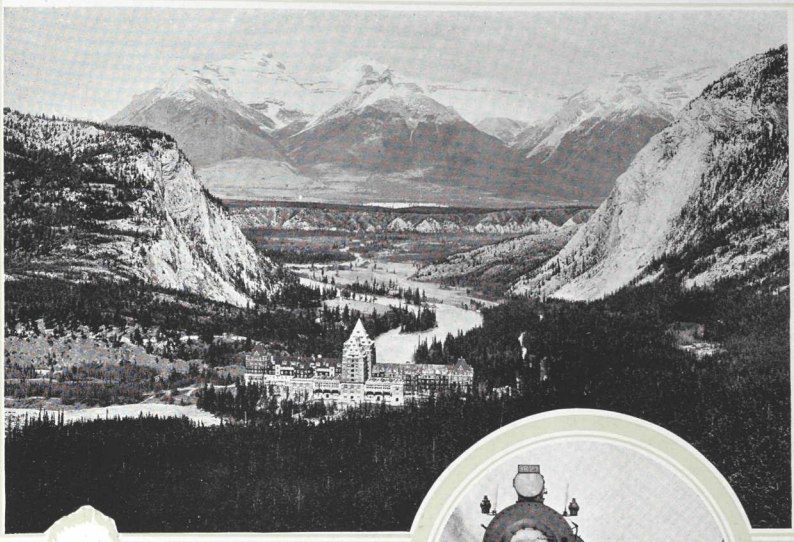
When we leave Hope we enter the canyons in earnest. The gorge draws together as the train winds along ledges cut on its face; tunnels penetrate the headlands, lofty bridges span the ravines, and below the Fraser River foams and roars. The track, following the River at often a considerable height above it and hewn from solid rock not only crosses from side to side in the canyon, but also tunnels through great rock spans.

Six miles before reaching Lake Louise is the Great Divide, at once the highest elevation of the Canadian Pacific, the boundary between British Columbia and Alberta, and the very backbone of the continent. Marked by a rustic arch, a stream of water divides, by one of those freaks by which Nature diverts herself into two little brooks that have vastly different fates. The waters that flow to the west eventually reach the Pacific Ocean; the rivulet that runs east adds its mite to the volume of the Atlantic.

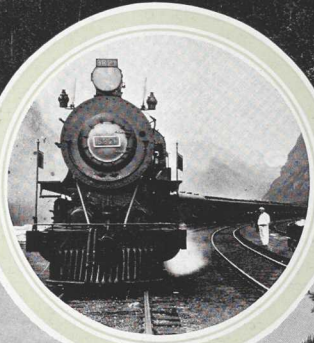
Lake Louise bears the liquid music, the soft color notes of its name, into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter "the big snow mountain above the Lake of Little Fishes," of which the wandering Stony Indians used to tell. Here, on the margin of this most perfect lake, the Canadian Pacific has placed its Chateau in one of those wonderful Alpine flower gardens in which the Rockies abound.

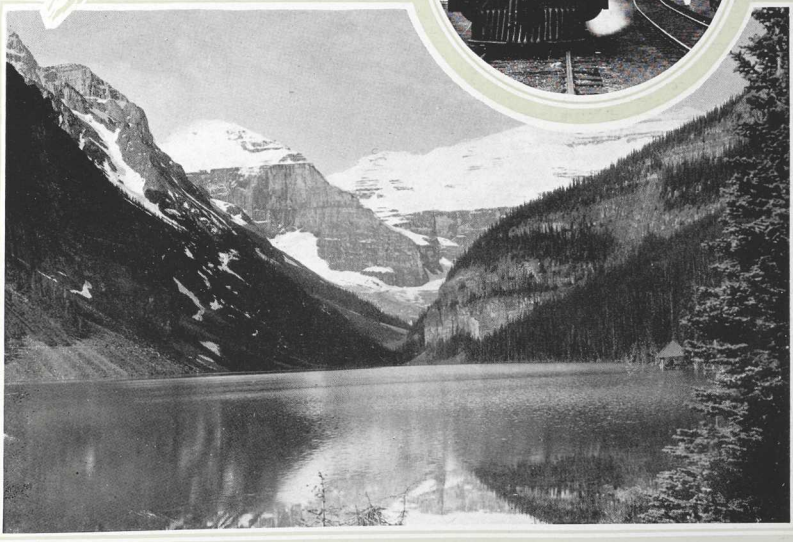
For many years Banff, the gateway to Rocky Mountains National Park, has attracted tourists and lovers of Nature from all corners of the earth. Situated in the heart of the Canadian Pacific Rockies, in the midst of primeval surroundings, with a wilderness of untrodden crags and peaks radiating in every direction and abounding in game of large and small variety, it bids the photographer, the naturalist, and the mountain-climber welcome. The traveller seeking a holiday can find all his wants supplied at the finest mountain hotel in the world, the Canadian Pacific Banff Springs Hotel, recently much enlarged. Sulphur springs and bathing pools, also an excellent golf course and tennis court, form some of the many attractions at this resort.

After the Rockies come 900 miles of prairie—fertile farming land, producing the finest milling wheat in the world. Then a thousand miles of romantic forest and stream and rock; or, if you choose to vary the rail journey, you can take ship at Fort William across the Great Lakes and pass through Sault Ste. Marie to Lake Huron and eastern Ontario. Toronto, within easy reach of Niagara Falls; Ottawa, the capital of the Dominion; Montreal, under the shadow of Mount Royal; Quebec, the fortress city commanding the St. Lawrence—these are surely not to be passed by too quickly. Here we are on historic ground of real interest to Americans as well as Canadians. For Quebec, in the old French Canadian days, and even later under the British flag, held sway over the great country south of the Great Lakes, with outposts on the Mississippi.



Banff Hot Springs.





Lake Louise in the Canadian Pacific Rockies.

The Trans-Canada Limited.

CANADIAN PACIFIC AGENCIES

THROUGHOUT THE WORLD

NORTH AMERICA

Atlanta.....Ga.—E. G. Chesbrough, Gen. Agt. Pass. Dept.....49 N. Forsyth St.
Banff.....Alta.—J. A. McDonald, District Passenger Agent.
Boston.....Mass.—L. R. Hart, Gen. Agt. Pass. Dept.....405 St. Boylston
Brandon.....Man.—R. Dawson, District Pass. Agt.....Smith Block
Buffalo.....N.Y.—D. R. Kennedy, Gen. Agt. Pass. Dept.....160 Pearl St.
Calgary.....Alta.—J. E. Proctor, District Pass. Agt.....C.P.R. Station
Chicago.....Ill.—R. S. Elwerthy, Gen. Agt. Ocean Traffic.40 North Dearborn St.
Cincinnati.....Ohio—M. E. Malone, Gen. Agt. Pass. Dept.....430 Walnut St.
Cleveland.....Ohio—G. H. Griffin, Gen. Agt. Pass. Dept.....1040 Prospect Ave.
Detroit.....Mich.—G. G. McKay, Gen. Agt. Pass. Dept.....1239 Griswold St.
Duluth.....Minn.—David Bertie, Trav. Passenger Agt.....Soo Line Depot
Edmonton.....Alta.—C. S. Fyfe, City Ticket Agent.....10012 Jasper Ave. East
Fort William...Ont.—A. J. Boreham, City Passenger Agt.....404 Victoria Ave.
Halifax.....N.S.—J. D. Chipman, City Passenger Agt.....117 Hollis St.
Hamilton.....Ont.—A. Craig, City Passenger Agent.....Cor. King and James St.
Havana.....Cuba—Santamaria y Ca., Passenger Agent.....San Ignacio 18
Juneau.....Alaska—J. L. McClosky, Agent.
Kansas City....Mo.—R. G. Norris, City Pass'r Agent...601 Railway Exchange Bldg.
Ketchikan...Alaska—F. E. Ryus, Agent.
Kingston.....Ont.—F. Conway, City Passenger Agent.....180 Wellington St.
Kingston....Jamaica—George and Branday, Agents.
London.....Ont.—H. J. McCallum, City Passenger Agent.....161 Dundas St.
Los Angeles....Cal.—W. McIlroy, Gen. Agt. Pass. Dept.....605 South Spring St.
Mexico City....Mex.—H. E. Bourchier, General Agent.....P.O. Box 1477
Milwaukee.....Wis.—F. T. Sansom, City Passenger Agent.....68 Wisconsin St.
Minneapolis...Minn.—H. M. Tait, Gen. Agt. Pass. Dept.....611 2nd Ave. South
Montreal.....Que.—J. E. Parker, Gen. Agent, Ocean Traffic.....141 St. James St.
Moosejaw.....Sask.—A. C. Harris, Ticket Agent.....Canadian Pacific Station
Nelson.....B.C.—J. S. Carter, District Pass. Agent.....Baker & Ward St.
New York.....N.Y.—E. T. Stebbing, Gen. Agt. Ocean Traffic, Madison Ave. at 44th St.
North Bay.....Ont.—L. Tremblay, District Pass. Agt.....87 Main Street W.
Ottawa.....Ont.—J. A. McGill, Gen. Agt. Pass. Dept.....83 Sparks St.
Philadelphia....Pa.—R. C. Clayton, City Pass. Agt.....Locust St. at 15th
Pittsburgh.....Pa.—C. L. Williams, Gen. Agent Pass. Dept.....340 Sixth Ave.
Portland.....Ore.—W. H. Deacon, Gen. Agt. Pass. Dept.....55 Third St.
Prince Rupert..B.C.—W. C. Orchard, General Agent.
Quebec.....Que.—C. A. Langevin, City Pass. Agent.....Palais Station
Regina.....Sask.—G. D. Brophy, District Pass. Agent...Canadian Pacific Station
St. John.....N.B.—G. B. Burpee, District Pass. Agent.....40 King St.
St. Louis.....Mo.—E. L. Sheehan, Gen. Agt. Pass. Dept.....420 Locust St.
St. Paul.....Minn.—B. E. Smeed, Gen. Agt. Soo Line.....Robert & Fourth St.
San Francisco...Cal.—F. L. Nason, Gen. Agt. Pass. Dept.....675 Market St.
Saskatoon.....Sask.—W. E. Lovelock, City Pass. Agent.....115 Second Ave.
Sault Ste. Marie.Ont.—J. O. Johnston, City Pass. Agent.
Seattle.....Wash.—E. F. L. Sturdee, Gen. Agt. Pass. Dept.....608 Second Ave.
Sherbrooke.....Que.—A. Metivier, City Pass. Agt.....74 Wellington St.
Skagway.....Alaska—L. H. Johnston, Agent.
Spokane.....Wash.—E. L. Cardle, Traffic Mgr. Spokane International Ry.
Tacoma.....Wash.—D. C. O'Keefe, City Passenger Agent.....1113 Pacific Ave.
Toronto.....Ont.—H. B. Beaumont, Gen. Agent, Ocean Traffic. Can. Pacific Bldg.
Vancouver.....B.C.—J. J. Forster, Gen. Agent Ocean Traffic....Can. Pacific Station
Victoria.....B.C.—L. D. Chetham, City Passenger Agent....1102 Government St.
Washington....D.C.—C. E. Phelps, City Passenger Agent.....1419 New York Ave.
Winnipeg.....Man.—W. C. Casey, Gen. Agent, Ocean Traffic.....364 Main St.

EUROPE

Antwerp.....Belgium—A. L. Rawlinson.....25 Quai Jordaens
Belfast.....Ireland—Wm. McCalla.....41 Victoria St.
Birmingham...Eng.—W. T. Treadaway.....4 Victoria Square
Bristol.....Eng.—A. S. Ray.....18 St. Augustine's Parade
Brussels.....Belgium—C. De Mey.....98 Blvd. Adolphe-Max
Glasgow.....Scotland—W. Stewart.....25 Bothwell St.
Hamburg...Germany—Carl Flugge.....Gansemarkt 3
Liverpool.....Eng.—Thos. McNeil.....Pier Head
London.....Eng. {C. E. Jenkins.....62-65 Charing Cross, S.W.1. {G. Saxon Jones.....103 Leadenhall St. E.C. 3
Manchester....Eng.—J. W. Maine.....31 Mosley Street
Paris.....France—A. V. Clark.....7 Rue Scribe
Rotterdam..Holland—J. Springett.....Coolsingel No. 42
Southampton..Eng.—J. H. Webb.....7 Canute Road

ASIA

Hong Kong....China—T. R. Percy, Gen'l Agt. Pass. Dept.
Kobe.....Japan—A. M. Parker, Passenger Agent.....1 Bund
Manila.....P.I.—J. R. Shaw, Agent.....14-16 Calle David, Roxas Bldg.
Shanghai.....China—A. H. Tessier, Gen. Agt. Pass. Dept.....Palace Hotel Bldg.
Yokohama....Japan—G. E. Costello, Gen. Agt. Pass. Dept.....14 Bund

AUSTRALASIA AND PACIFIC OCEAN

Adelaide.....S.A.—Macdonald, Hamilton & Co.
Auckland.....N.Z.—Union S.S. Co. of New Zealand (Ltd.)
Brisbane.....Qd.—Macdonald, Hamilton & Co.
Dunedin.....N.Z.—Union S.S. Co. of New Zealand (Ltd.)
Fremantle....W.A.—Macdonald, Hamilton & Co.
Honolulu.....T.H.—Theo. H. Davies & Co.
Melbourne.....Vic.—Union S.S. Co. of New Zealand (Ltd.), Thos. Cook & Son.
Perth.....W.A.—Macdonald, Hamilton & Co.
Suva.....Fiji—Union S.S. Co. of New Zealand (Ltd.)
Sydney.....N.S.W.—Union S.S. Co. of New Zealand (Ltd.)
Wellington.....N.Z.—Union S.S. Co. of New Zealand (Ltd.)

W. BALLANTYNE,
Steamship
General Passenger Agent,
MONTREAL.

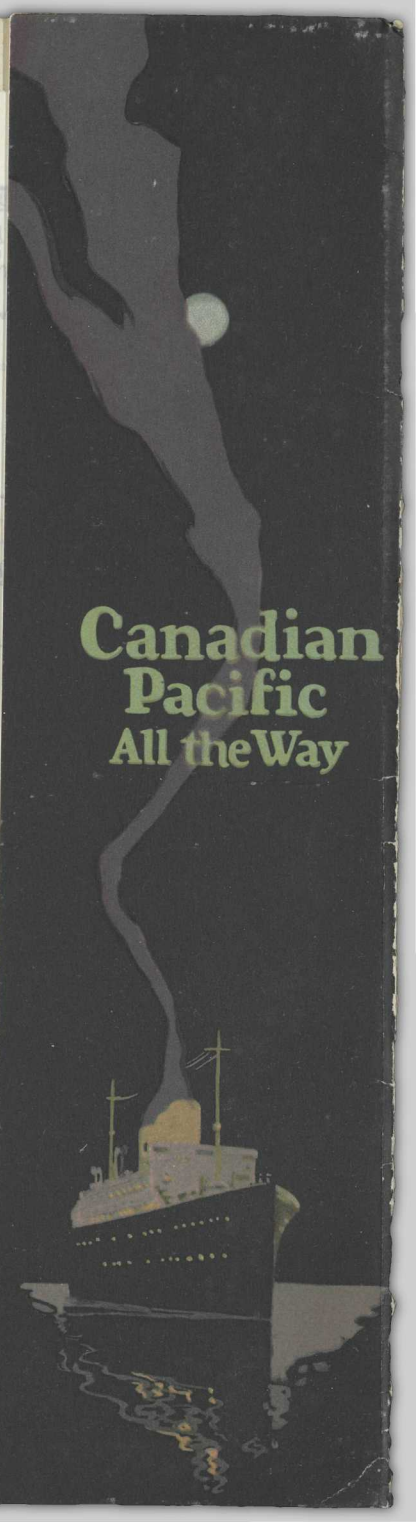
P. D. SUTHERLAND,
General Passenger Agent,
HONG KONG.

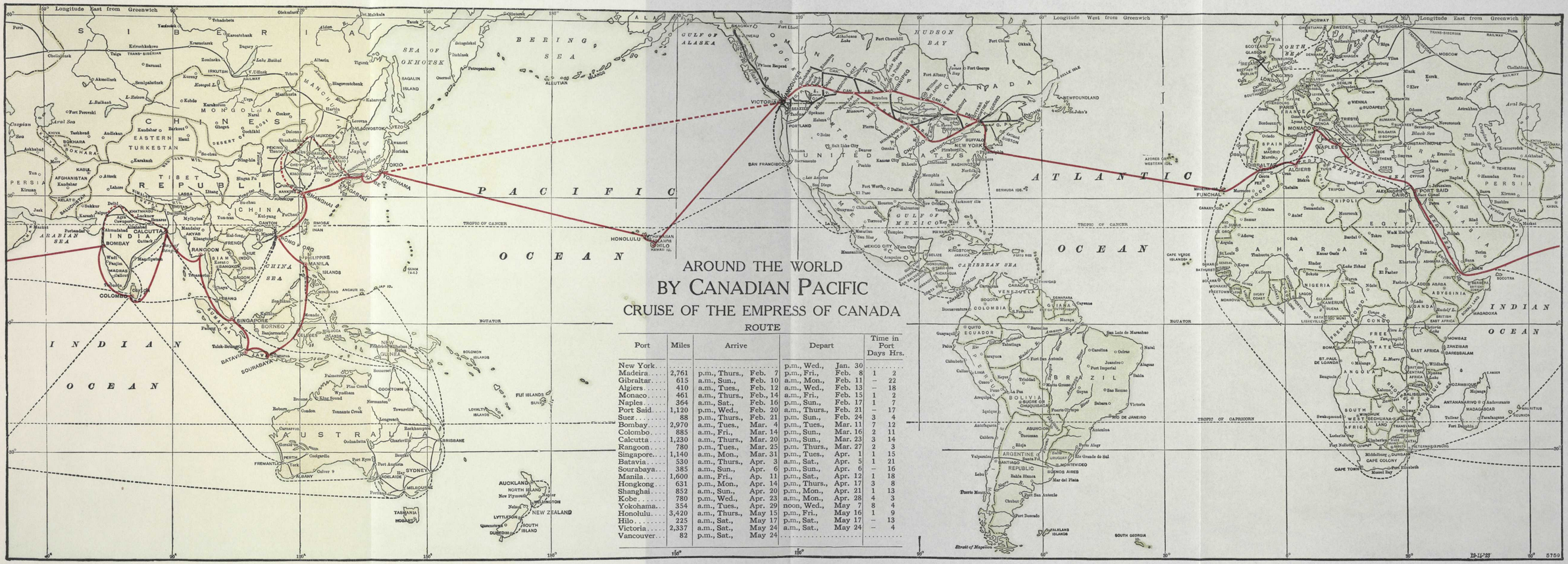
H. G. DRING,
European Passenger Manager.
LONDON.

W. G. ANNABLE,
Asst. Steamship Passenger Manager,
MONTREAL.

WALTER MAUGHAN,
Steamship Passenger Manager,
MONTREAL.

PRINTED BY
SOUTHAM PRESS LIMITED
TORONTO - MONTREAL


Canadian
Pacific
All the Way



AROUND THE WORLD
BY CANADIAN PACIFIC
CRUISE OF THE EMPRESS OF CANADA

ROUTE

Port	Miles	Arrive		Depart		Time in Port Days	Hrs.
New York	.....	.....		p.m., Wed.,	Jan. 30	.....	
Madeira	2,761	p.m., Thurs.,	Feb. 7	p.m., Fri.,	Feb. 8	1	2
Gibraltar	615	a.m., Sun.,	Feb. 10	a.m., Mon.,	Feb. 11	–	22
Algiers	410	a.m., Tues.,	Feb. 12	a.m., Wed.,	Feb. 13	–	18
Monaco	461	a.m., Thurs.,	Feb., 14	a.m., Fri.,	Feb. 15	1	2
Naples	364	a.m., Sat.,	Feb. 16	p.m., Sun.,	Feb. 17	1	7
Port Said	1,120	p.m., Wed.,	Feb. 20	a.m., Thurs.,	Feb. 21	–	17
Suez	88	p.m., Thurs.,	Feb. 21	p.m. Sun.,	Feb. 24	3	4
Bombay	2,970	a.m., Tues.,	Mar. 4	p.m., Tues.,	Mar. 11	7	12
Colombo	885	a.m., Fri.,	Mar. 14	p.m., Sun.,	Mar. 16	2	11
Calcutta	1,230	a.m., Thurs.,	Mar. 20	p.m., Sun.,	Mar. 23	3	14
Rangoon	780	p.m., Tues.,	Mar. 25	p.m. Thurs.,	Mar. 27	2	3
Singapore	1,140	a.m., Mon.,	Mar. 31	p.m., Tues.,	Apr. 1	1	15
Batavia	530	a.m., Thurs.,	Apr. 3	a.m., Sat.,	Apr. 5	1	21
Sourabaya	385	a.m., Sun.,	Apr. 6	p.m., Sun.,	Apr. 6	–	16
Manila	1,600	a.m., Fri.,	Ap. 11	p.m., Sat.,	Apr. 12	1	18
Hongkong	631	p.m., Mon.,	Apr. 14	p.m., Thurs.,	Apr. 17	3	8
Shanghai	852	a.m., Sun.,	Apr. 20	p.m., Mon.,	Apr. 21	1	13
Kobe	780	p.m., Wed.,	Apr. 23	a.m., Mon.,	Apr. 28	4	3
Yokohama	354	a.m., Tues.,	Apr. 29	noon, Wed.,	May 7	8	4
Honolulu	3,420	a.m., Thurs.,	May 15	p.m., Fri.,	May 16	1	9
Hilo	225	a.m., Sat.,	May 17	p.m., Sat.,	May 17	–	13
Victoria	2,337	a.m., Sat.,	May 24	a.m., Sat.,	May 24	–	4
Vancouver	82	p.m., Sat.,	May 24	.....		.....	