Around the World by the Canadian Pacific Route

STARTING FROM LONDON

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

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

QUEBEC

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

MONTREAL

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

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ON THE PRAIRIES

Leaving Winnipeg, the train passes through a number of small towns and thriving settlements—a few years ago all uncultivated prairie—for four hundred miles, when what are known as "The Plains" begin. At Moose Jaw tourists from the Middle States passing through St. Paul and Minneapolis and travelling by the "Soo-Pacific Route" join the main line of the Canadian Pacific Railway. From a little west of this point to Calgary, near the Rocky Mountains, about another four hundred miles, and stretching away south to the boundary of the United States and for some distance north of the railway line, is the ranching country of the great western territory of Canada, not so many years ago the roaming grounds of vast herds of buffalo and the hunting grounds of the Cree and Blackfoot Indians.

SIDE TRIPS

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

THE ROCKY MOUNTAINS

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

AT BANFF

But the tourist should stop over at Banff, in the Canadian Rockies, a station eighteen miles west of "The Gap." Here is an excellent hotel built by the railway company at some hot sulphur springs of rare curative properties, and for many miles around is the National Park, a picturesque district set apart by the Dominion Government and preserved for the pleasure of tourists and sportsmen. To live like a sybarite where, until recently, the footsteps of the wandering Indian alone disturbed the solitude of the mountains, and to ride and drive with comfort amidst the grandest mountain scenery in America, is at the option of the guest at the Banff Hotel. Naturally enough, under these circumstances, the hotel during the season is always well occupied with pleasant family parties and leisurely globe-trotters. A short distance west of Banff is Laggan station, at which the tourist stops to visit Lake Louise, the neighboring glaciers and the other "Lakes in the Clouds," where provision is also made for the traveller's comfort in picturesque chalets. No written description can adequately convey their beauty to the mind's-eye of the reader. Even more beautiful is the lately discovered Yoho Valley, within easy reach of Field station and chalet. Surrounded by some of the loftiest peaks of the northern Rockies, and the birthplace of the North Fork Kicking Horse River, this is one of the grandest upland parks in the chain. Its most prominent attraction is doubtless the great Takakkaw Fall, 1,200 feet high, fully the equal of anything in the Yosemite. At all these points experienced Swiss guides are stationed during the tourist season, who will accompany parties to interesting places in each locality. The Canadian Pacific Railway publishes guide-books to these resorts, which may be had without charge on application to any of the Company's agents.

THE SELKIRK RANGE

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

Around the World by the Canadian Pacific Route

hotels which the railway company has established: The "Mount Stephen House" at Field Station, from which the newly discovered wonderful glaciers, lofty cataracts and winsome lakes of the Rockies can be visited at leisure; the "Glacier House," under the shadow of that highest peak of the Selkirks, "Sir Donald," and at the foot of the Great Glacier, that marvellous river of ice, and within easy distance of several others; and the "Fraser Canon House" at North Bend Station, where the fearsome canons of the Fraser River may be explored. The wonderfully rich gold and silver regions of the Kootenay can also be easily reached from Revelstoke, a station on the main line on the western edge of the Selkirk Range, by branch line to the upper Arrow Lake, which with the Columbia River forms a delightful water route to the various mining centres. The Canadian Pacific's elegantly furnished and speedy steamers ply on these waters. The famed Cariboo gold fields are reached by stage from Ashcroft. The mountains being passed, the tourist soon reaches Vancouver on Burrard Inlet, and, if the steamer is not about to sail immediately, goes to the Hotel Vancouver, owned and operated by the Canadian Pacific Railway Company, noted as one of the best in America for those qualities which go to make the sum of a traveller's comfort. But, concerning these and many other things on the transcontinental journey, are they not written in the book of "The New Highway to the Orient," which may be obtained gratuitously from any of the Canadian Pacific Railway Company's agents? Before starting on his trip the tourist should also procure from one of the company's agents a copy of a charmingly written little guide called "Westward to the Far East," which will tell him just what he requires to know about Japan and China, and how those interesting countries may be reached, and as a means of briefly, but accurately, recording his journey across the continent he will find a copy of the Company's Annotated Time Table invaluable, and they will cost him nothing. Steamers run daily across the straits to Victoria, on Vancouver Island, the capital of the province, and a city well worth a visit. All transpacific steamers stop at the harbor-mouth of Victoria, enabling passengers to embark. From Vancouver the routes across the Pacific diverge, that of the Canadian Pacific's Empress steamship line to Japan and China being nearly due west, while that of the Canadian-Australian line lies southwest to Honolulu, H.I., Suva, Fiji, Brisbane, and thence to Sydney. Around-the-World passengers by these two routes would meet again at Colombo, Ceylon. Those intending to visit both Japan and Australia would meet at Sydney.

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

ON THE PACIFIC

There is a charm in sailing the Pacific to which everyone yields. The Summer Sea, as Lord Dufferin calls it, has its own pleasant advantages, and it is redolent of the most romantic maritime history that has been written. In person you are on board a triumph of the shipbuilding art, with surroundings that fastidiousness itself is compelled to praise; in spirit you are with Drake and Frobisher and the daring buccaneers of good Queen Bess' time, who robbed the Spanish galleons in the sacred name and with the same cheerful religious zeal with which the Spaniards had plundered the Incas and other Indians of South America. A sail in sight on the Pacific suggests a galleon escaping; a second one, a buccaneer in chase. The steamers traversing the Pacific Ocean, the twin-screw steamers, Empress of India, Empress of China and Empress of Japan and the Tartar and Athenian are superior in speed, safety and luxury to anything that has ever sailed the Pacific, and have given a new charm to this voyage. They take a specified northern course between Vancouver and Yokohama, which is the shortest transpacific route by about three hundred miles, and which also usually enjoys the most pleasant weather. On such an ocean in such a ship it is impossible not to enjoy the trip from Vancouver to Japan. And there is much of novelty; the ways of the Atlantic liners are not those of the Pacific. There is an Eastern air in the latter which will be new to many. The servants are not called "stewards," but "boys"; they are not black-jacketed Europeans, but white-frocked Celestials. There is no luncheon on board, but there is luxurious "tiffin," and so on.

YOKOHAMA

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

Japan has lately become the desired goal of all who travel for pleasure, and who, jaded with the Old World and the American Continent, desire to see a phase of Eastern civilization unlike that to be met elsewhere. The descriptions of it written by Arnold, Griffis, Oliphant and other men of literary reputation have fired the desire of the accustomed traveller to visit the land of the cherry blossom and the chrysanthemum, and none have regretted the trip. A country which, during the present generation, was a sealed book to foreigners, with which they could trade only across

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

The routes as detailed herein for convenience read from and to London, Eng., but the rates quoted will apply from any intermediate point, except that passengers commencing the journey at Rio de Janeiro, will be charged £16 13s. extra, and the journey, with its numerous variations, unless when otherwise stated, can be arranged in either direction at option of passenger when tickets are purchased. In all cases return to the starting point of ticket is included.

ROUTE 1—£130, OR $632.70 GOLD
Railway, London to Liverpool or Southampton.
* Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Ry. to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki and Shanghai or Hong Kong.
Peninsular & Oriental Steam Navigation Company's Steamship Line Yokohama, Kobe, Shanghai or Hong Kong to Singapore, Penang, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta, Gibraltar and London, or Port Said, Marseilles and London.

ROUTE 2—£130, OR $632.70 GOLD
Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.
North-German (Norddeutscher) Lloyd Steamship Co.'s Line, Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Singapore, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton and rail to London.

ROUTE 3—£130, OR $632.70 GOLD
Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki Shanghai or Hong Kong.
Messageries Maritimes (French Mail Line), Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Saigon, Singapore, Colombo, Aden, Suez, Port Said, Marseilles, Paris, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 4—£130, OR $632.70 GOLD
Railway, London to Liverpool or Southampton.
* Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from Boston or New York to Montreal, thence Canadian Pacific Railway to Vancouver.
Canadian-Australian Royal Mail Steamship Line, Vancouver to Honolulu, H.I., Suva, Fiji, Brisbane and Sydney, Australia.
Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 5—£130, OR $632.70 GOLD
Same as Route 4 to Sydney, Australia.
North-German (Norddeutscher) Lloyd, Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and rail to London.

ROUTE 6—£130, OR $632.70 GOLD
Same as Route 4 to Sydney, Australia.
Orient-Pacific Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar and London (Tilbury).

ROUTE 7—£130, OR $632.70 GOLD
Same as Route 4 to Sydney, Australia.
Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 8—£117.10 OR $573 GOLD
Same as Route 4 to Sydney, Australia.
Aberdeen Line Steamships to Melbourne, †Port Natal, Cape Town, Teneriffe, Plymouth and London.

ROUTE 9—£115, OR $560.30 GOLD
Same as Route 4 to Sydney, Australia.
Lund's Blue Anchor Line Steamers to Melbourne, †Port Natal, Cape Town, Las Palmas and London.

ROUTE 10—£157, OR $764 GOLD
Railway, London to Liverpool or Southampton.
* Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.
Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Railway to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
China Navigation Company's, or Eastern & Australian Steamship Co.'s Steamships, Hong Kong to Sydney, Australia, through Torres Straits.
Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta and London, or Port Said, Marseilles and London.

ROUTE 11—£157, OR $764 GOLD
Same as Route 9 to Sydney, Australia.
North-German (Norddeutscher) Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton and rail to London.

ROUTE 12—£157, OR $764 GOLD
Same as Route 9 to Sydney, Australia.
Orient-Pacific Line to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar, and London (Tilbury)

ROUTE 13—£157 OR $764 GOLD
Same as Route 9 to Sydney, Australia.
Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 14—£144,10, OR $704 GOLD
Same as Route 9 to Sydney, Australia.
Aberdeen Line Steamships to Melbourne, †Port Natal, Cape Town, Teneriffe, Plymouth and London.

ROUTE 15—£142, OR $691.85 GOLD
Same as Route 9 to Sydney, Australia.
Lund's Blue Anchor Line steamers to Melbourne, †Port Natal, Cape Town, Las Palmas, and London.

ROUTE 16—£130, OR $632.70 GOLD
(THIS ROUTE IS NOT REVERSIBLE)
Same as Route 4 to Sydney, Australia.
Connecting Steamer to Hobart, Tasmania, or Wellington, N.Z.
Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Montevideo or Rio de Janeiro and Teneriffe to Plymouth.
Railway or steamship to London.

ROUTE 17—£157, OR $764 GOLD
(THIS ROUTE IS NOT REVERSIBLE)
Same as Route 1 to Vancouver.
Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
China Navigation Company's or Eastern & Australian Steamship Company's Steamships to Sydney, Australia, via Torres Straits.
Connecting Steamer to Hobart, Tasmania, or Wellington, N.Z.
Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Montevideo or Rio de Janeiro and Teneriffe to Plymouth.
Railway or steamship to London.

ROUTE 18—£130, OR $632.70 GOLD
(THIS ROUTE IS NOT REVERSIBLE)
Railway or Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships, London to Plymouth.
Shaw, Savill & Albion Co.'s (Limited), or New Zealand Shipping Co.'s (Limited) Steamships via Teneriffe and Cape Town to Hobart, Tasmania.
Connecting steamer to Sydney, Australia.
Canadian-Australian Royal Mail Steamship Line to Brisbane, Suva (Fiji), Honolulu and Vancouver.
Canadian Pacific Ry. direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.
*Choice of Transatlantic S. S. Lines to Liverpool or Southampton.
Railway to London.

ROUTE 19—£157 OR $764 GOLD
(THIS ROUTE IS NOT REVERSIBLE)
Same as Route 16 to Sydney, Australia.
China Navigation Company's or Eeastern & Australian Steamship Company's Steamships to Hong Kong.
Canadian Pacific Railway Company's Royal Mail Steamship Line via Shanghai, Nagasaki, Kobe and Yokohama to Vancouver.
Canadian Pacific Railway direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.
*Choice of Transatlantic S. S. Lines to Liverpool or Southampton.
Railway to London.

ROUTE 20—£165, OR $804.50 GOLD
Same as Route 2 to Hong Kong.
North-German Lloyd S. S. Line, Hong Kong to Singapore, Batavia, Macassar, German, New Guinea and Queensland ports to Sydney, Australia.
Same as Route 5 to starting point.

VARIATIONS WITHOUT CHARGE

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

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

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

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

From New York to Vancouver, in summer (May 15th to October 31st), via direct line to Niagara Falls, Toronto and Owen Sound, thence C. P. Lake Steamship Line to Fort William.

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

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

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

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

*See note headed "Transatlantic Steamers," page 12.
†Aberdeen and Lunds' Lines Steamships do not call at port Natal eastbound.

TICKET CONDITIONS

The following are the conditions on which the tickets will be issued:—
That they will not be transferred.
That they will be good for passage within two years (24 months) from date of issue.
That they will be used in the direction in which issued.
That they will include meals and berths on ocean steamships and on Canadian Pacific Lake Steamships between Owen Sound and Fort William, but not on railways or other steamers.
That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway.
In other respects the regular rules of the various companies interested will apply, and passages are issued only on the conditions stated in the passage tickets and handbooks.

BAGGAGE

The Canadian Pacific Railway Company will, on its railway and steamship lines, allow 350 pounds of baggage free for each adult ticket, proportionately for half and quarter fares.
The same allowance will be made on Canadian-Australian, Shaw, Savill & Albion and New Zealand Shipping Co.'s Steamships.
The Peninsular & Oriental S. N. Co., and the Messageries Maritimes (French Mail Line) allow 336 pounds free for each adult passenger.
The North-German Lloyd Steamship Company between Southampton and Sydney, Hong Kong or Shanghai, and the Orient, Aberdeen and Lund's Blue Anchor Lines will allow 40 cubic feet measurement.
The Transatlantic S. S. Lines will allow 20 cubic feet measurement.
All in excess of these weights will be charged for at regular rates.
The free baggage allowance on the English and Indian railways is only 112 pounds, and on the French railways 60 pounds; across European continent, Brindisi to London by Peninsular & Oriental express, 66 pounds per adult.
Baggage for steamship cabins should not exceed 3 feet in length, 1 feet 9 inches in width, and 1 foot 3 inches in depth.
All baggage should be marked with owner's name and address in paint.
All baggage is entirely at owner's risk unless insured.

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

Consists of the Steamships Empress of India, Empress of Japan and Empress of China, each 485 feet in length and 6,000 tons gross register, and the Tartar and Athenian. The Empresses have made some remarkable records on the Transpacific Route, bringing Yokohama within twenty-one days of London and Fourteen days of New York and Boston. They are fitted with twin-screws and have all the modern improvements and latest appliances known to marine architects to insure speed, safety and comfort. The hulls are of steel, with double bottoms extending the full length of the vessel, and are divided into numerous watertight compartments, rendering them practically unsinkable. The engines (10,000 horse power) have developed a speed of over nineteen knots per hour. The saloons, library and staterooms are marvels of beauty and luxury. They are lighted throughout by electricity, are thoroughly well ventilated, and for comfort excel anything afloat. The Tartar and Athenian are respectively 4425 and 3882 tons gross register, and are well equipped steamships with excellent passenger accommodation.

THE CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP COMPANY'S LINE

Consists at present of the steamships **Moana** (350 feet in length, 4000 tons gross register), **Miowera** (360 feet in length and 3,500 tons gross register), and the steamship **Aorangi** (389 feet in length and 4,250 tons gross register), with a speed of seventeen knots. The steamships are fitted with all the latest appliances for speed, safety and comfort. The staterooms are large and handsomely furnished.

THE PENINSULAR AND ORIENTAL STEAMSHIPS

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

TRANSATLANTIC STEAMERS

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

SHAW, SAVILL & ALBION CO. (Ltd.), NEW ZEALAND SHIPPING CO. (Ltd.), ORIENT-PACIFIC LINE, NORTH-GERMAN (NORDDEUTSCHER) LLOYD STEAMSHIP COMPANY, MESSAGERIES MARITIMES (FRENCH MAIL LINE), ABERDEEN LINE AND LUNDS' BLUE ANCHOR LINE

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

THE CANADIAN PACIFIC RAILWAY

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

DESCRIPTIVE PAMPHLETS

Intending passengers desirous of informing themselves concerning the countries and places through which they are to pass, or may visit, should obtain the following publications:—

"The New Highway to the Orient" and "Westward to the Far East," which are to be had free of charge on application to any Canadian Pacific Railway agent.

"Murray's Guide." — This well-known publication, which deals exhaustively with the route taken by the Canadian Pacific Railway tourist, can be obtained in the Canadian Pacific Railway trains or steamships, or at any of the hotels, for $3.50 (about 14s. 6d.).

Handbooks of information issued by the various steamship lines connecting with Canadian Pacific Railway to be obtained on application to their respective agents.

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

DISTANCE TABLE

	MILES		MILES
London to Liverpool	201	Shanghai to Hong Kong	810
Liverpool to Quebec	2,661	Hong Kong to Colombo	3,096
Liverpool to Montreal	2,833	Vancouver to Honolulu	2,435
Liverpool to St. John, N.B.	2,721	Honolulu to Suva, Fiji	2,780
Liverpool to Halifax	2,342	Suva to Brisbane, Qd.	1,540
Liverpool to Boston	2,997	Brisbane to Sydney	510
Liverpool to New York	3,130	Sydney to Colombo	5,442
Southampton to New York	3,101	Sydney to Hong Kong, via Torres Straits	4,900
Quebec to Montreal	172	Colombo to Calcutta	1,264
St. John to Montreal	481	Colombo to Bombay	875
Halifax to Montreal	756	Colombo to Port Said	3,488
Boston to Montreal	341	Bombay to Port Said	3,059
New York to Montreal	384	Port Said to Brindisi	930
New York to Toronto	558	Port Said to London, sea route	3,215
Montreal to Toronto	338	Port Said to London, via Brindisi	3,570
Toronto to Owen Sound	122	Plymouth to Hobart, via Cape of Good Hope	11,630
Owen Sound to Fort William	554	Wellington to Plymouth, via Cape Horn	11,830
Montreal to Vancouver	2,906		
Toronto to Vancouver, via rail	2,760		
Vancouver to Yokohama	4,283		
Yokohama to Shanghai, via Inland Sea	1,178		

DISTANCES BY SEA ARE IN NAUTICAL MILES; BY LAND IN STATUTE MILES.

CONDENSED TIME TABLES

The time by railway or steamship given herein is not guaranteed, as it is subject to change. Steamers may leave ahead of time shown at intermediate ports. It is given for information of passengers to assist them in mapping out their trip. Close connections between trains and steamships, or between steamships at ports of change, although they can generally be depended on, are not guaranteed. For full and latest particulars the current time tables and handbooks of information published by the different companies are recommended.

EUROPE

Trains leave London for Liverpool, Southampton or Plymouth, and *vice versa*, by the various railways almost hourly.

Transatlantic steamers leave Liverpool for Canadian, and Liverpool and Southampton for United States ports, and *vice versa*, almost daily.

NORTH AMERICAN CONTINENT

TRAINS LEAVE

New York for Montreal, and *vice versa*, mornings and evenings. Time about twelve hours.
New York for Toronto, via Niagara Falls, and *vice versa*, mornings and evenings. Time about sixteen hours.
Halifax for Montreal, mornings; eastbound in evenings. Time about twenty-five hours.
Quebec for Montreal, mornings, noons and evenings; eastbound mornings, afternoons and evenings. Time about four and a half hours.
Montreal for Toronto, and *vice versa*, mornings and evenings. Time about nine hours.
Toronto for Owen Sound and Fort William via Lake Route in summer, three times a week, as advertised in current time table; eastbound from Fort William, ditto. Time about forty-six hours.
Montreal and Toronto to Winnipeg and Vancouver, mornings; eastbound from Vancouver about noon. Time four days in summer, five days in winter.

CANADIAN PACIFIC RAILWAY COMPANY.
ATLANTIC STEAMSHIP LINES.

STEAMER.	FROM LIVERPOOL, 1903.				
Lake Champlain	May 19,	June 23,	July 28,	Sept. 1,	Oct. 6.
Lake Erie	June 2,	July 7,	Aug. 11,	Sept. 15,	Oct. 20.
Lake Manitoba	June 9,	July 14,	Aug. 18,	Sept. 22,	Oct. 27.
STEAMER.	**FROM MONTREAL, 1903.**				
Lake Champlain	June 4,	July 9,	Aug. 13,	Sept. 17,	Oct. 22.
Lake Erie	June 18,	July 23,	Aug. 27,	Oct. 1,	Nov. 5.
Lake Manitoba	June 25.	July 30,	Sept. 3,	Oct. 8,	Nov. 12

Steamers sail from Montreal at daybreak, passengers embarking the evening previous any time after 8 o'clock, and from Quebec about 3 p.m., shortly after the arrival of the C.P.R. and G.T.R. trains from the West. Passengers from the Lower Provinces make close connection with the steamers by the I.C.R. train arriving at Quebec Thursday at 11.55 a.m.

(Subject to Change without Notice.)

MAY, 1903.

AROUND THE WORLD

CANADIAN PACIFIC ROUTE

C. E. McPHERSON, General Passenger Agent Western Lines. WINNIPEG.
C. E. E. USSHER, General Passenger Agent Eastern Lines. MONTREAL.
ROBERT KERR, Passenger Traffic Manager, MONTREAL.

GORTON LOMBARD
242 TERRACE AVE.,
ARLINGTON, - R. I.

GORTON LOMBARD

AROUND THE WORLD By CANADIAN PACIFIC ROUTE

Special attention is directed to this Map. It is not My intention to turn the old world upside down, but only to properly show the course as well as the advantages of the Canadian Pacific Routes around the world. We are accustomed to view the picture of the world on Mercator's projection that we are apt to forget that the world is round, and that a degree of longitude at 60° north latitude does not measure the same as at the equator. At the equator it is 69 miles to a degree, while at latitude 60° north, only 34.6 miles. The Canadian Pacific Japan and China Route is the shortest around the world. The world can be circled by those who travel by the Canadian Pacific Route in less than 70 days, by continuous travel. They should see Japan before it is modern, and China with its four hundred million population, India with its historic cities and Hindoo mysteries, Australasia in the infancy of a magnificent future, Egypt and its antiquities antedating all written history, Europe with its treasures of art and science, and the Western World before it has too far lost its own attractive peculiarities.

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