

menade 250 feet long. To diminish sea-sickness, you dine in a decorated saloon near the centre of the ship. Revolving arm chairs replace the benches; and electric lights, the candlesticks with their lashings. To allow you to enjoy a cigar after dinner, a luxurious smoking-room is provided; or, if you prefer to read or write, there is ready for you a pleasant reading room, with plenty of good books: the ladies have their own handsome boudoir, with a piano. As for the table, it is sufficient to say that it is provided by the C. P. R. Co. You can have wine or ale or toddy—all free of duty. Concerts, chess, drafts or whist, will enliven your evenings up to 11 p.m., and Divine service is held every Sunday morning.

Abundance of pure oxygen will refit you for the cares of city life: and the trip by land and sea is the best in the world to furnish that oxygen. You can step into a Sleeping car at Montreal, Toronto, Quebec, St. Johns, or Halifax, and land in Japan in fifteen days; and throughout the entire journey enjoy the best of food and attendance, and luxuriate in every comfort amid ever changing scenes of beauty. Or, if you have the time to spare, you can enjoy a trip around the globe for a very moderate sum. Leaving the snows of Canada, say about the beginning of a new year, and after visiting the most interesting, polite, and progressive people of the East, you will land by the Company's steamers, in Hong Kong—the most prosperous little island in the world—sixty years ago a barren rock; but now a great depot of trade, owning thousands of craft, and a bank with one hundred millions of assets. They will there transfer you to one of the splendid "P and O" ships, which will carry you, *via* Singapore and Penang, to the lovely island of Ceylon; thence *via* Aden to Egypt, where you can enjoy the finest of winter climates; then on to Brindisi, and by rail

through Naples, Rome, Venice, Milan, Turin, Paris, and London, or by sea to Malta, Gibraltar and London, and thence, *via* Liverpool, you will land at New York, Boston, Halifax, St. John, Quebec, Montreal, or Toronto, in the early spring and in time for the opening of navigation, and all with a safety and comfort far beyond what was known only a few years ago.

To show what can be done in the way of speed, it is sufficient to quote the great feat performed by the *Empress of Japan*. Leaving Yokohama on the 19th of August, 1891, she arrived at Victoria on the 29th, or in 9 days, 19 hours, and 39 minutes, thus making an average of $18\frac{1}{2}$ knots per hour, the distance being 4,374 knots. The mails left Vancouver by a special train at 1.08 p.m. and reached Brockville, 2,802 miles distant, on Sept. 1st, at 9.03 p.m. or in 76 hours and 55 minutes, and New York, 360 miles further on, at 4.43 a.m., on the 2nd, or in an additional 7 hours, 2 minutes. The mails left port by the *City of New York* at 5.10 a.m. and were delivered in London, to the astonishment of all England, on the morning of the 9th, only 21 days from Yokohama. The official time *via* Suez was 43 days.

Such, without exaggeration, are our noble Canadian Pacific Steamships. Long may they run in their peaceful career, the pride of Canadians, whose flag they carry. These steamers will carry the produce of our mills, and our farms to the far East (or west), and bring back the tea, the silk, the rice, and the artistic treasures of the Orient.

It only remains to add that the writer has no interest, directly or indirectly, in the company, and only writes to point out to Canadians and others, the facility with which they can now enjoy a most delightful trip in one of the noblest ships afloat.

SWEETSBURG, QUE.