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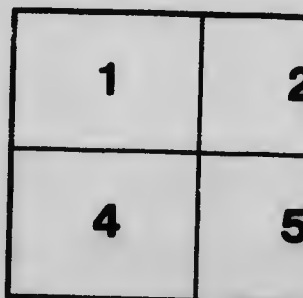
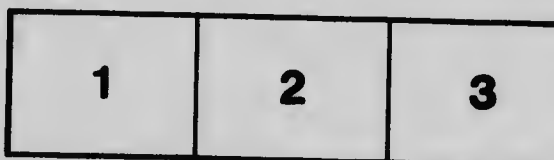
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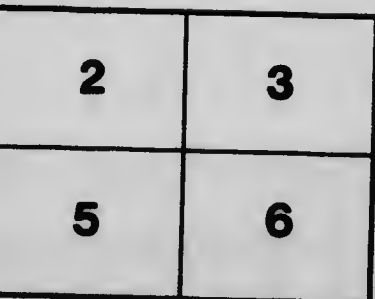
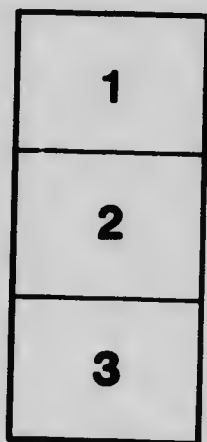
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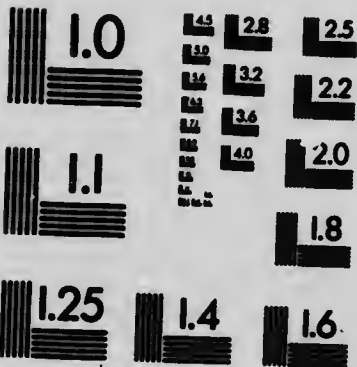
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*an.  
Part. Canadian Pacific Railway*

# ACROSS CANADA

TO HAWAII  
FIJI  
NEW ZEALAND  
AND AUSTRALIA



AVENUE OF ROYAL PALMS, HONOLULU

BY THE

Canadian Pacific Railway

AND

Canadian-Australian

S.S. Line

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**CANADIAN PACIFIC RAILWAY  
AND CONNECTIONS.**

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# Across Canada to Australia

VIA

## HAWAII AND FIJI

**T**HE establishment of the Canadian-Australian Royal Mail Line of Steamships between Canada and Australia has created a shorter, cheaper and in every way more advantageous highway to the Antipodes, and made possible the most delightful of extended sea excursions to the Hawaiian Islands.

This new route proffers a never-ending change of scene and surroundings, and an entire absence of the discomforts and inconveniences which previously made a voyage through the sub-tropical seas an unpleasant undertaking. With these, too, is an unsurpassed excellence in the equipment of the transportation lines utilized, whether by land or water, that materially enhances the enjoyment of the trip.

The acquisition of the Hawaiian Islands by the United States has opened to pleasure and health-seeking tourists a delightful semi-tropical country of virgin beauty and unrivalled attractiveness—a new world to Americans and Europeans, in which the resources of modern civilization contribute materially to an easy and pleasurable exploration. The climatic conditions render this lovely mid-ocean group of islands a charming resort at all seasons of the year, but especially during our winter month it offers an incomparable retreat for the delicately constituted.

### Across Canada

The quickest and most interesting route to the Pacific Ocean, from the eastern portion of the American continent, is by the Canadian Pacific Railway to Vancouver. The traveller from Europe, leaving Liverpool or Southampton, now finds the passage of the Atlantic merely a pleasure trip, so marked have been the improvements in the steamships both as to speed and safety, and in comfort and luxury is landed at Quebec, St. John, N. B., Halifax or New York, from any of which cities it is a comparatively short run to Montreal, where, in a sense, the transcontinental journey actually begins. Passengers via New York may, however, visit



MOUNT STEPHEN HOUSE,  
CANADIAN ROCKIES

the great cataract of Niagara, and via Toronto connect with the transcontinental trains at North Bay on Lake Nipissing. In either case a glimpse is had of a well settled eastern portion of the Dominion, and after rounding the north shore of Lake Superior, or sailing up the Great Lakes to Fort William in summer, and penetrating the gold belt of the Lake of the Woods, the famed Red River Valley of Manitoba is reached. Winnipeg is a bustling, go-ahead western metropolis of about 50,000 people, which a few years ago was but a mere fur-trading outpost of the Hudson's Bay Company. The journey is continued four hundred miles through immense wheat fields to Moose Jaw, the point of junction with the Soo-Pacific road running from the American cities of St. Paul and Minneapolis, and then on across the buffalo plains of the west, five hundred miles to the foothills of the Rockies. For another five hundred



BANFF HOTEL,  
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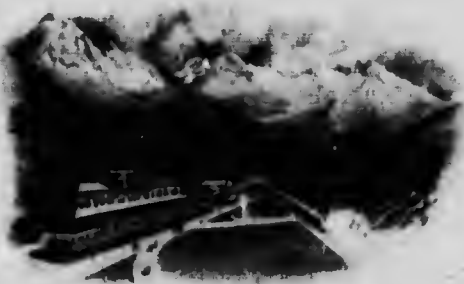
miles the route lies through scenes of matchless grandeur—the sublimity of the entrancing surroundings being accentuated by the sudden and wide contrast between the level verdure-clad prairies and the tumultuous masses of broken and serrated rocks whose summits pierce the clouds. The Cariboo gold fields lie north of the railway, and the rich mining regions of the Kootenay on the south, the latter being directly reached from Medicine Hat on the Plains by the Crow's Nest Pass Railway. In the mountains, the Railway Company has established a series of elegantly appointed hotels at very attractive points—at Banff, in the Canadian National Park; Louise, the lowest of the lovely Lakes in the Clonds; Field, near the summit of the Rockies, the portal of the newly discovered Yoho Valley, a region of rare magnificence; Glacier, at the foot of the Great Glacier of the Selkirks; Revelstoke, on the Columbia River, the western entrance to the Great Kootenay mining region; Sicamous, on the winsome Shuswap Lake, from which the famed Okanagan Valley is reached; and at North Bend, in the wonderful canons of the Fraser—at any of which a day or longer can be delightfully spent amongst the most sublime of

Nature's marvels. During the summer, Swiss guides are stationed at the Lakes in the Clouds, Field, and the Great Glacier.

From Vancouver, the western terminus of the Canadian Pacific Railway, the fine steamships of the Royal Mail Canadian-Australian Line, the "Moana," "Aorangi," and "Mlowera" call for Honolulu, Hawaii, Suva, Fiji, Brisbane, Queensland, and Sydney, New South Wales.

It is also the port from which the magnificent White Empress twin-screw steamships of the Canadian Pacific Railway Company cross the ocean to Japan and China by the shortest and most

pleasant route. Vancouver, although having an existence for a comparatively few years, is a handsomely and substantially built city with excellent hotels (chief among which is the Hotel Vancouver) and with many attractive points of interest about it. Steamer is taken here, or at Victoria (a five hours' sail across the Straits of Georgia), which is also a city that will delight and charm the visitor.



GLACIER HOUSE, GLACIER, B.C.

### On the Pacific

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

Passing through the sublime scenery of the Straits of Georgia and Juan de Fuca, the tourist soon realizes that he is afloat on an ocean that rightly deserves its name. Whether

moved by the long and easy swells of the Northern Pacific, gliding swiftly over the placid surface of the equatorial sea, has the pleasant assurance that sudden storms will not disturb his sleep, nor boisterous waves fill the day with the agonies of *mal de mer*. It may be truthfully said that cases of seasickness on this route are rare and mild, which is quite natural on an ocean so peaceful, and during a voyage in which, over its entire



COCOANUT GROVE—"OLD PLANTATION"

course, the passengers may spend all their waking hours on the broad decks of the steamers. It is the exception when a single passenger is missed from his or her place in the dining saloon.

### The Hawaiian Islands

Eight days out from Vancouver finds the steamer in sight of Honolulu, the capital of Hawaii, a spot which has been fittingly designated "The Paradise of the Pacific." Honolulu has a population of over 40,000, or over one-fourth that of the Hawaiian group. It is a well-kept city, abounding in cozy villas

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and pretty gardens, and its delightful environments serve to make a short stay one of the most pleasant experiences of a traveller's lifetime. Honolulu has excellent hotels, a good electric street car system, water works and electric lights, etc.

Here one comes, for the first time, in contact with the native life of the Pacific, and whatever may be said of the good characteristics of other Islanders, it may be safely assumed that the Hawaiians are at once the handsomest, brightest and

COCONUT GROVE—"OLD PLANTATION"



BULLOCK RIDING, HAWAII

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happiest of all the children of these coral homes. They are a wonderfully interesting people, with a wonderful history. If, however, the tourist finds the people interesting, he will be equally charmed by the great beauty of their mid-ocean home. Nature has smiled upon it. Here perpetual summer reigns, and the fragrance of flowers never passes out of the balmy breezes that fan the hills and valleys of this loveliest of lands. These words may seem more poetical than truthful, but they are written advisedly. The official records of recent years show the daily average temperature of Honolulu for July was 76.4°.

and for December 70.7°. The mean daily range anywhere in the Islands is 10 to 12 degrees. The wealth of tropical vegetation, the abundance of fruit, the waving palms, the wide acres of sugar cane, the happy natives, and the sea breaking in long rolling waves over the coral reefs, backed by the volcanic hills—all these make up a picture that can never fade from memory, and combine to emphasize the novelty and augment the charms of loitering in Oahu. This is not only the tourists' paradise, but it is unquestionably one of the best spots in the world in which to seek health and recuperation. The steamer's stay at



KAMEHAMEHA STATUE, HONOLULU

Honolulu varies according to the hour of arrival, but is usually from daylight to three or four o'clock in the afternoon, and while she lies in the harbor the visitor who is continuing the ocean voyage may choose many forms of diversion. He may ramble about the streets, buy curios and photos in the shops, look into the Chinese, Portuguese and Japanese quarters, the latter being the prettiest part of the city, inspect the Parliament buildings and palace once occupied by royalty, visit the Kamehameha Institute in the western part, whose site and buildings cost \$1,000,000, and the colleges, schools and museum, in which

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are many rare and valuable curios, and the city market near the wharf; or he may take any one of the following excursions, either by street car or horse and carriage, which are easily obtainable at reasonable prices, and capital roads having been made to all the chief points of interest:

To Nuuanu Pali (precipice), six miles from town, an historical spot, being the scene of the last battle between King



COAST AT ONOMEA, HAWAII

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Kamehameha, the Conqueror, and the Oalmans, in which thousands of natives were forced over the steep precipice to death below. A striking and beautiful view is had from this point of miles of lowlands beneath. The time occupied in going to Pali and return to steamer is, in all, about three hours.

To Punch Bowl Hill, an elevation back of the city, and from which an excellent view of Honolulu can be had. The

drive occupies less than an hour. This location may be taken in with the other points mentioned, if the tourist so desires.

To summit of Mount Tantalus, behind the Punch Bowl, the highest point close to the city of Honolulu, an elevation of about 2,013 feet. A beautiful view may be had from here. Almost the same time is occupied as in the ride to and from Pali.

To Pacific Heights, situated in the range of hills just behind the city and connected thereto by an electric railway running to an altitude of over 900 feet up the heights. The line at night is illuminated its entire length by a chain of incandescent lights, which to the tourist approaching the city after dark appears as a huge golden serpent in the air. Near the reservoir, 730 feet above the sea level, there is a typical Japanese tea garden.

To Waikiki Beach, a famous, excellent and safe bathing place. The water maintains an even temperature of about 75°, and is so buoyant that one may float in it without the slightest



OAHU PRISON

exertion. It is a great treat. From thence to Kapiolani Park, containing a race track, where the annual races are held. The total time occupied in the trip, including half an hour in bathing, would be about one and a half hours.

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

The tourist who intends making a stay there is enabled to return by the next following steamer, usually giving him between three or four weeks to leisurely explore the whole island of Oahu and visit the contiguous islands of Maui or Kauai, on



the last named of which are the curious "barking sands" and the largest sugar plantation in the world. The sights and experiences are novel enough, but the most extraordinary ones are on the island of

### Hawaii

At regular intervals commodious, modernly appointed steamers leave Honolulu for the island of Hawaii, on which are



VOLCANO OF KILAUEA

the great peaks Mauna Loa (13,675 feet high), Mauna Kea (13,805) and Hualalai (8,275), as well as the crater of Kilauea, the "House of Fire." This marvellous island of living and extinct volcanoes cannot be described in a few sentences, but thoughtful arrangements have been made by which a tourist can see all its principal beauties, including the steamer's trip, at a cost of from \$40 to \$60, which covers all expenses. By the Hilo route the round trip is made from Honolulu in four days. Rail is taken from Hilo twenty-two miles, thence stage eight miles to the Volcano House.

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



NATIVE, WITH SURF BOARD

**Maui** is another island of the group—the one that contains the grandest extinct crater in the world, “Haleakala.” The ascent is easy, and can be made on horseback. The view from the summit is indescribably grand. The crater is irregularly oval-shaped, several miles in width, twenty-five miles in circumference, and is backed by walls nearly 2,000 feet high, and broken by cones from 100 to 700 feet in height. The sides slope at a wide angle, down which it is comparatively easy to clamber. There are two wide gaps in the walls of the crater, through which, centuries ago, streams of liquid lava poured down a league in breadth, 10,000 feet in the seven miles to the ocean

below to form the iron-bound coast. The last eruption is believed to have occurred 2,000 years ago. Beautiful views of Mauna Loa and other points are seen from these heights, which possess the additional charm of being covered with ferns and wild flowers. The round trip occupies four and a-half days, and the total expense is about \$50. Excellent arrangements exist for the accommodation, both while stopping and traveling, of tourists visiting all the islands, and these will be augmented and improved to meet the anticipated increased travel.

### Crossing the Equator

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

### The Fijian Islands

Eight days out from Honolulu the serrated crests of the Fijian Mountains break in upon the south-eastern horizon.

The Fijian group comprises upwards of two hundred islands, about eighty of which are inhabited. The natives number about 110,000, and are now a tractable and hospitable people. The steamer puts in at Suva, the capital, a small town nestling among the hills of Viti Levu. It is a pretty spot, and thoroughly typical of South Sea life. The luxuriance of vegetation is almost beyond belief, and a sensuous fragrance fills the gentle trade winds that blow across the islands throughout the year. The fibre huts of the natives are snugly embowered amid long nodding banana leaves, cocoa palms and spreading oleanders, while along the picturesque shore line great banks of crystal surf glisten in the sunlight. Once the ship is at anchor the passengers are free to go where they will, the stay here generally being five or six hours. Many will soon be found moving among the homes of the ever-interesting natives, or buying war clubs and shells in the curio shops. Those who are concerned about natural history will find much to engage their attention in the gardens, orchards and fields near by. All

sorts of spices and medicinal barks, in addition to many novel varieties of fruit will be found in abundance. Birds of rich plumage flit from tree to tree, and strange insects buzz beneath the foliage. Flowers grow everywhere in forms of rare beauty, the much prized orchid finding here its natural habitat. Here, too, the tourist may safely spend a month and continue his journey by the following steamer, or, if he intends returning by the next steamer from Sydney, a week is at his disposal in which to exploit the country. He will meet with the most



FIJIAN SOLDIERS ON PARADE

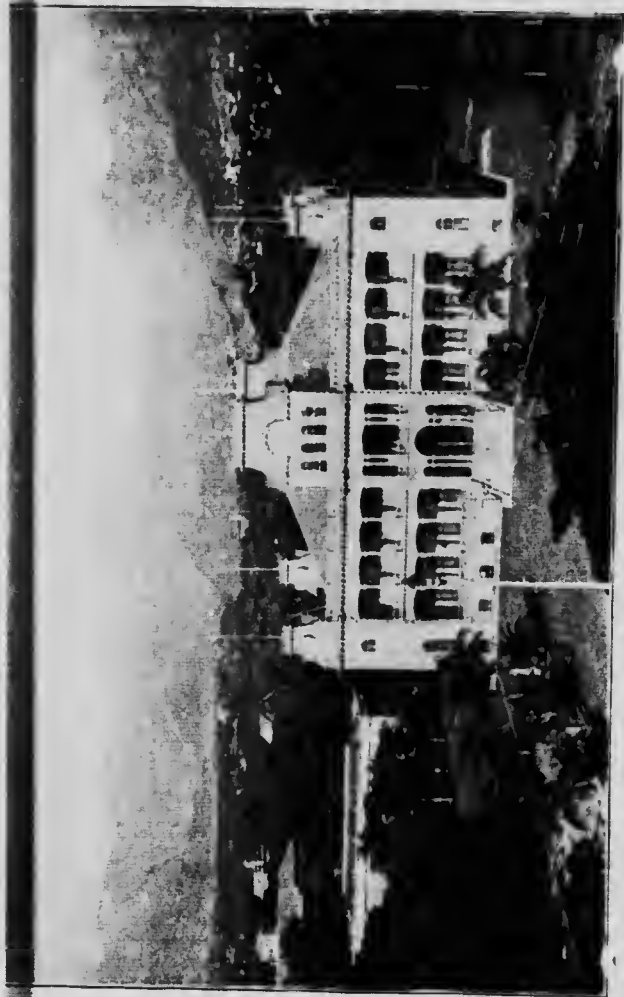
cordial hospitality everywhere, and if he should have a camera with him, he will find no end of interesting subjects and charming views. The stay may be made at low cost and with considerable comfort.

Approaching Suva, the 180° or anti-prime meridian is crossed. On the voyage from Vancouver, the mariner, in order to keep his time correct, finds it necessary to drop the day he crosses this meridian — which is precisely opposite Greenwich. If this point, for example, be reached on Monday.

the next day will be Wednesday—Tuesday, and the day it presents, being absorbed into Monday. If he is going towards Vancouver he doubles up the day he crosses, and this does by having two Mondays or two Tuesdays, or two some other days, in the same week.

Here, he continues his turning proposal in the most

FIJIAN SOLDIERS ON PARADE



EXECUTIVE BUILDING, HONOLULU

## New Zealand

From Suva, New Zealand, one of the most prosperous, and from its natural beauty perhaps the most interesting of the Australasian group, can be reached by the steamers of the Union Steamship Company, which run direct to Auckland. There is a regular steamship service between New Zealand and Australia, and intercommunication between the different ports of New Zealand. These three islands, comprising the group which stretches for 1,100 miles between the 34th and 47th parallels of south latitude, possess many of the world's greatest

natural attractions in the marvellous Fiordland of the southern coast, the Alpine region of the South Island, which stretches in an almost unbroken line from land's end to land's end, the unrivalled lake region and the wonderful volcanic country which are embraced magnificent water stretches, huge mountain peaks, glistening glaciers, great cataracts and living geysers. Differing in fauna, flora and in other ways from Australia, New Zealand is in many respects the most interesting of the islands in these southern seas. The various regions where Nature



NATIVES MAKING POI

been most prodigal in bestowing her wealth of scenic grandeur and loveliness are accessible either by road, rail or steamer without inconvenience and at comparatively light expense. The immense sheep and cattle runs are objects of interest to every stranger, who has not "done" New Zealand without visiting one or more of these stock farms and seeing the magnificent scale on which operations are conducted.

## Australia

The steamships of the Canadian-Australian line proceed direct from Suva, to Brisbane, Queensland. The course skirts near to the Solomon group, and skirts the famous penal coast of New Caledonia. The first port of call is Brisbane, with a population of about 50,000, picturesquely located ten miles from the Brisbane River, which flows into Moreton Bay. Brisbane itself is an interesting city with botanical gardens, Acclimatization Society's grounds, Parliament buildings, etc., and delightful surroundings. The steamer usually remains in port for twenty-four hours, the mails being forwarded to Sydney by railway, by which passengers can also travel. From Brisbane the steamer coasts down to Sydney, New South Wales, so

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

Australia is a sunny land, blessed with enormous pastoral wealth and literally underlaid with gold. Railways



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n everywhere, and excellent steamers ply to points along the coast. Great sheep stations spread over the land and the seaports with enormous warehouses. As the outcome of this vast wealth, the horse racing and out-door sports of Australia are beyond question better than those of any other country, not excepting England or the United States. Here, too the traveller may engage in a kangaroo hunt, may see the black fellows throw the boomerang, or find their native fastness those birds and animals which live

nowhere else than on this great island continent. The full importance to the commercial as well as to the political world of this rising empire in the southern ocean, the great opportunities that exist for opening or discovering new fields of commerce in countries so rich and yet so partially explored, and the charm of travelling with European or northern associations through a semi-tropical country of the Southern Hemisphere, make the Australian Commonwealth a most inviting region for travel, and in a land so pleasant, and presenting such varied features, the tourist may spend practically unlimited time in unbroken comfort, with a full experience for each day.

### Tasmania

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

### The Canadian-Australian R. M. Steamships

The objection hitherto raised of a long voyage and inferior steamers has been removed by the establishment of the Canadian-Australian Line. The steamships *Moana*, *Miowera* and *Aorangi* are models of modern marine architecture, and were specially constructed on a plan designed for the service on these waters. The vessels are elaborately and luxuriantly furnished, and lighted by electricity. The dining rooms and magnificent apartments, extending the full width of the vessels, and a choice cuisine is provided. The social, ladies' music and smoking rooms are spacious and pleasantly situated, and the staterooms, which are on the upper deck, are exceptionally large, well ventilated and fitted with every convenience, and there is an ample number of marble bath-tubs. The promenade decks are of unusual length and area. In every way the comfort of the passengers has been carefully considered. One of these steamers leaves Vancouver on arrival of westbound transcontinental train every fourth Friday, and reaches Victoria the same day, for Honolulu, H. I., Suva, Fiji, Brisbane, Queensland, and Sydney, New South Wales, in reaching which the most temperate and pleasant part of the Pacific Ocean is traversed. These vessels are capable of maintaining a high rate of speed, their trial speed on the measured mile having been 17 knots per hour.

Ample provision is made for second class and also for steerage. Special attention has been given to the comfort of second class passengers, who are provided with bedding, linen, and a first class cuisine and table service. There are also separate bathrooms for ladies and gentlemen, and good promenade space on deck.



The management of the vessels in Sydney is in the hands of the Union Steamship Company of New Zealand, whose steamers are well known by the travelling public throughout the colonies for their capital arrangements and high class cuisine.

### Intended Sailings—Southbound

NAME OF STEAMSHIP	Van-couver		Hono-lulu, H.I.		Suva, Fiji		Brisbane Queensland		Sydney, N.S.W.
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Arr. a.m.
	1905	1905	1905	1905	1905	1905	1905	1905	1905
AORANGI . . .	Mar. 6	Mar. 11	Mar. 21	Mar. 29	Mar. 29	Mar. 30	Mar. 30	Mar. 31	Mar. 31
MOANA . . .	Apl. 3	Apl. 11	Apl. 21	Apl. 29	Apl. 29	Apl. 30	Apl. 30	Apl. 31	Apl. 31
MOEWERA . . .	May 1	May 9	May 19	May 27	May 27	May 28	May 28	May 29	May 29
AORANGI . . .	May 29	June 6	June 16	June 24	June 24	June 25	June 25	June 26	June 26
MOANA . . .	June 26	July 4	July 11	July 19	July 19	July 20	July 20	July 21	July 21
MOEWERA . . .	July 21	Aug. 1	Aug. 11	Aug. 19	Aug. 19	Aug. 20	Aug. 20	Aug. 21	Aug. 21
AORANGI . . .	Aug. 21	Aug. 29	Sept. 8	Sept. 16	Sept. 16	Sept. 17	Sept. 17	Sept. 18	Sept. 18

And about every four weeks thereafter.

Union S. S. Co. of New Zealand (Ltd.) steamer leaves Suva ten days after arrival of Southbound Canadian-Australian Line Steamships, for Auckland, N.Z., direct. Passengers for New Zealand so desiring may travel via this route, instead of via Sydney.

### Intended Sailings—Northbound

NAME OF STEAMSHIP	Sydney, N.S.W.	Brisbane, Queensland		Suva, Fiji	Hono-lulu, H.I.	Van-couver
	Dep. a.m.	Arr. a.m.	Dep. a.m.	Dep.	Dep.	Arr.
	1905	1905	1905	1905	1905	1905
MOANA . . .	Feb. 23	Feb. 25	Feb. 26	Mar. 3	Mar. 11	Mar. 19
MOEWERA . . .	Mar. 23	Mar. 25	Mar. 26	Mar. 31	Apl. 8	Apl. 16
AORANGI . . .	Apl. 20	Apl. 22	Apl. 23	Apl. 28	May 6	May 14
MOANA . . .	May 18	May 20	May 21	May 26	June 3	June 11
MOEWERA . . .	June 15	June 17	June 18	June 23	July 1	July 9
AORANGI . . .	July 13	July 15	July 16	July 21	July 29	Aug. 6
MOANA . . .	Aug. 10	Aug. 12	Aug. 13	Aug. 18	Aug. 26	Sept. 3

And about every four weeks thereafter.

Union S. S. Co. of New Zealand (Ltd.) steamer leaves Auckland, N. Z., for Suva same days Canadian-Australian Line steamships arrive Brisbane, and is due to reach Suva the day previous to arrival of Northbound Canadian-Australian Line steamships.

Dates of arrival at intermediate ports are subject to variation. Passengers can ascertain from commanders of ships the time allowed in port at Honolulu and Suva (it averages about ten hours) and at Brisbane.

From points west of Chicago, St. Paul and Port Arthur, berths on steamships of above lines can be secured from Assistant General Passenger Agent, Vancouver, and east of those points from General Passenger Agent, Montreal, through any C.P.R. Agent.

## Rates of Passage

(Subject to change)

FROM VANCIEVER (Subject to change)	1st CABIN			2nd Cabin †	Steer- age 1 way	
	One Way	Round Trip				
		4 mos	12 mos	serv- vant 1 way		
Honolulu, Hawaiian Islands . . . . .	\$ 75 00	\$135 00	.....	\$ 50 00	\$ 40 00	\$ 25 00
Suva, Fiji . . . . .	200 00	300 00	320 00	133 50	100 00	80 00
Brisbane, Queensland . . . . .	200 00	300 00	300 00	133 50	100 00	80 00
Sydney, New South Wales . . . . .	200 00	300 00	300 00	133 50	100 00	80 00
Rockhampton, Queensland, via } Brisbane . . . . .	217 00	320 50	300 50	142 00	108 50	88 50
Melbourne, Victoria, via Syd- ney and Rail . . . . .	213 50	320 00	300 00	141 50	110 00	90 00
Melbourne, Victoria, via Syd- ney and Steamer . . . . .	212 50	320 00	300 00	138 50	105 00	85 00
Adelaide, South Australia, via } Sydney and Rail . . . . .	219 50	325 50	300 50	140 00	113 10	93 10
Adelaide, South Australia, via } Sydney and Steamer . . . . .	215 00	320 50	300 50	143 50	110 00	90 00
Hobart, Tasmania, via Sydney } and Steamer . . . . .	211 25	317 50	300 50	138 50	105 00	85 00
Auckland, N.Z., via Sydney } and Steamer . . . . .	200 00	300 00	300 00	133 50	100 00	80 00
Wellington, N.Z., via Sydney } and Steamer . . . . .	213 50	322 50	302 50	141 35	107 85	87 85
Pt. Lyttleton (Christchurch), } N.Z., via Sydney and Steamer } } . . . . .	218 00	320 25	300 25	145 35	111 25	91 25
Port Chalmers (Dunedin), } N.Z., via Sydney and Steamer } } . . . . .	222 50	336 00	306 00	148 35	113 50	93 50
Fremantle (for Coolgardie Gold Fields), West Australia, via Sydney and Steamer . . . . .	245 00	377 50	437 50	156 00	122 50	102 50
Cape Town, South Africa, via } Sydney and Steamer . . . . .	333 10	.....	.....	.....	.....	.....
London, Eng., via Sydney, via } Cape Town . . . . .	475 00	.....	.....	.....	.....	.....
London, Eng., via Sydney, via } Suez . . . . .	520 00	.....	.....	.....	.....	.....

† Rates entitle passengers to steerage accommodation only on steamers beyond Sydney or Brisbane, and to second-class accommodation only on rail lines beyond Sydney, when ticketed to points in Australia, and to steerage accommodations only on steamers beyond Auckland when ticketed to points in New Zealand.



# AGENCIES

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South Aus	Australian United Steam Nav. Co., Ltd.
N.Z.	Union S.S. Co. of New Zealand, Ltd.; Thomas Cook & Son
Canada	J. H. Thompson, Freight and Pass'r Agt., 129 East Baltimore St.
Germany	International Sleeping Car Co., 69 Unter den Linden
Denmark	Kwart, Latham & Co.; Thomas Cook & Son, 13 Espianade Road
France	H. J. Colvin, District Passenger Agent, 364 Washington St.
India	The British India and Queensland Agency Co., Ltd.
Belgium	International Sleeping Car Co., the Sleeping Car Agency, Northern Station
Hungary	International Sleeping Car Co., Grand Hotel Hungaria, A. J. Shulman, City Freight and Passenger Agent, 233 Main St.
Italy	Thomas Cook & Son, 9 Old Court House St., Gillanders, Arbuthnot & Co.
Japan	Jardine, Matheson & Co., A. C. Shaw, Gen. Agent Passenger Dept., 228 South Clark St.
Germany	International Sleeping Car Co., Care Centrale Sleeping Car Agency, Thomas Cook & Son, 1 Bonihaf
London	Bois Brothers; Thomas Cook & Son
Spain, Turkey	Intern'l Sleeping Car Co., Pera Palace Hotel and 12 Rue Cabristan
France	A. R. Edmonds, City Passenger Agent, 7 Port St. W.
Germany	International Sleeping Car Co., Kaiserstrasse
Holland	Archer Baker, European Traffic Manager, 67 St. Vincent St.
China	J. D. Chipman, Ticket Agent, 107 Hollis St.
France	W. J. Grant, Commercial Agent, Cor. King and James Sts.
Germany	Union S.S. Co. of New Zealand, Ltd.; Thomas Cook & Son
Germany	International Sleeping Car Co., 68 Lousenstrasse
China	D. R. Brown, General Agent, China, Japan, etc.
France	Theo. H. Duycka & Co., Ltd., G. Millward, 14A, Maye Machi
England	Archer Baker, European Traffic Manager, 9 James St.
France	Archer Baker, European Traffic Manager, 67 and 68 King
France	William St., R.T., and 30 Cockspur St., S.W.
France	W. Fulton, City Passenger Agent, 161 Dunias St.
France	International Sleeping Car Co., 38 Rue de Alcalá Reputable Bldg.)
Michigan	G. W. Hubbard, Gen'l Pass'r Agt., Duluth, So. Shore & Atlantic Ry.
Vietnam	Union S.S. Co. of New Zealand, Ltd.; Thomas Cook & Son
Minnesota	W. R. Callaway, General Passenger Agent, 800 Pacific Line
Monaco	International Sleeping Car Co., Riviera Palace Hotel
France	Wm. F. Egg, City Passenger Agent, 129 St. James St.
France	International Sleeping Car Co., Boulevard Strasnoy, Malson
France	Tschischoff, International Sleeping Car Co., 85 Corso Re d'Italia
France	Thomas Cook & Son, Piazza del Marti
France	E. V. Skinner, General Eastern Agent, 353 Broadway
France	Land and Emigration Office, 1 Broadway
France	D. Isaacs, Prospect House
France	International Sleeping Car Co., 16 Avenue Marseenn
France	(Open winter Season)
France	Geo. Duncan, City Passenger Agent, 42 Sparks St.
France	Herm. Peron & Co., Ltd., Ticket Agents, 61 Boulevard Haussman
France	International Sleeping Car Co., 3 Place de l'Opera
France	Thomas Cook & Son, 1 Place de l'Opera
France	H. McMurtree, Freight and Pass'r Agent, 67-631 Chestnut St.
France	G. H. Thompson, Ticket Agt., Maine Central Rd., Union Station
France	F. R. Johnson, Freight and Passenger Agent, 142 Third St.
France	E. H. Crean, City Passenger Agent, Opposite Post Office
France	International Sleeping Car Co., 31 and 33 Via Condotti
France	E. E. Ketchum, Depot Ticket Agent, 8 King Street
France	C. R. Foster, District Passenger Agent, 800 Pacific Line
France	W. S. Thorne, Ass't General Passenger Agent, 800 Pacific Line
France	International Sleeping Car Co., 10 Canal Catherine
France	M. M. Stern, District Freight and Passenger Agent, 627 Market
France	Street, Palace Hotel Building, 10 Market Street
France	J. F. Lawless, Manager P.C.S.S. Co., Mutual Life Building, 600 First Avenue
France	W. R. Thomson
France	Jardine, Matheson & Co.
France	Union S.S. Co. of New Zealand (Ltd.)
France	Union S.S. Co. of New Zealand (Ltd.); Thos. Cook & Son
France	Wm. Stitt, Gen'l Passenger Agent, Australian S.S. Line
France	Joseph W. Draper, Freight & Pass'r Agent, 1023 Pacific Ave.
France	W. Maughan, City Ticket Agent, 1 King St. East
France	E. J. Coyle, Asst. Gen'l Pass'r Agt.; Jas. Seater, Ticket Agt.
France	H. H. Abbott, Freight and Passenger Agent, 86 Government St.
France	International Sleeping Car Co., 15 Karuthner King
France	Schenker & Co., 2 Rue Kotzebue
France	International Sleeping Car Co., 1229 Pennsylvania Ave.
France	W. W. Merkle, Freight and Pass'r Agt., 1229 Pennsylvania Ave.
France	W. H. Gordon, Ticket Agent, 1225 Dock St.
France	International Sleeping Car Co., 36 and 37 Theatre Colonnade
France	W. M. McLeod, City Ticket Agt., cor. Main St. & McD. not Ave.
France	Wm. T. Payne, General Traffic Agent for Japan, 14 Buid

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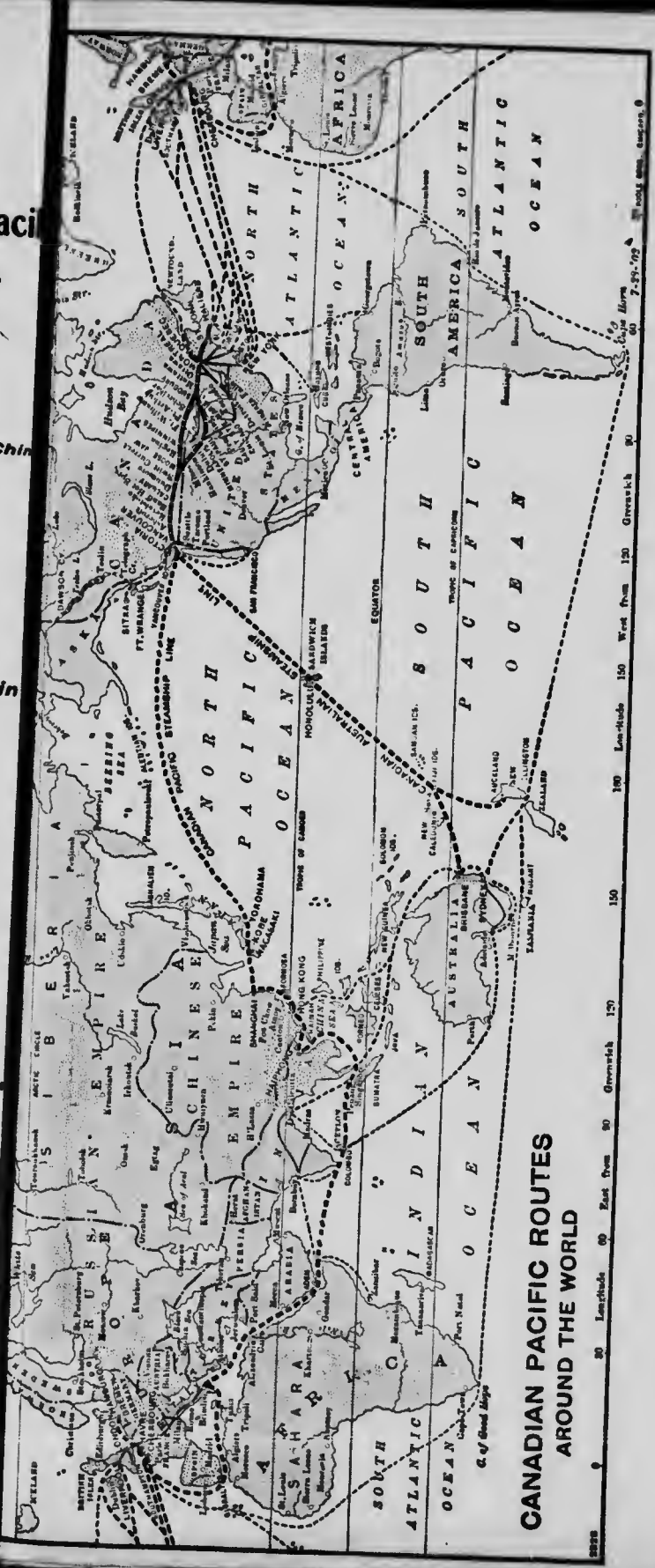
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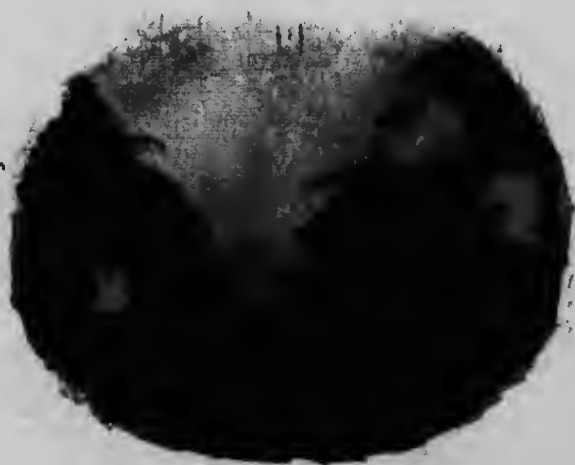


**CANADIAN PACIFIC ROUTES  
AROUND THE WORLD**

Scale 1:100,000,000  
7-29-1912

# ACROSS CANADA

TO HAWAII  
FIJI  
NEW ZEALAND  
AND AUSTRALIA



AVENUE OF ROYAL PALMS, HONOLULU

BY THE

Canadian Pacific Railway

AND

Canadian-Australian

S.S. Line

1903

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