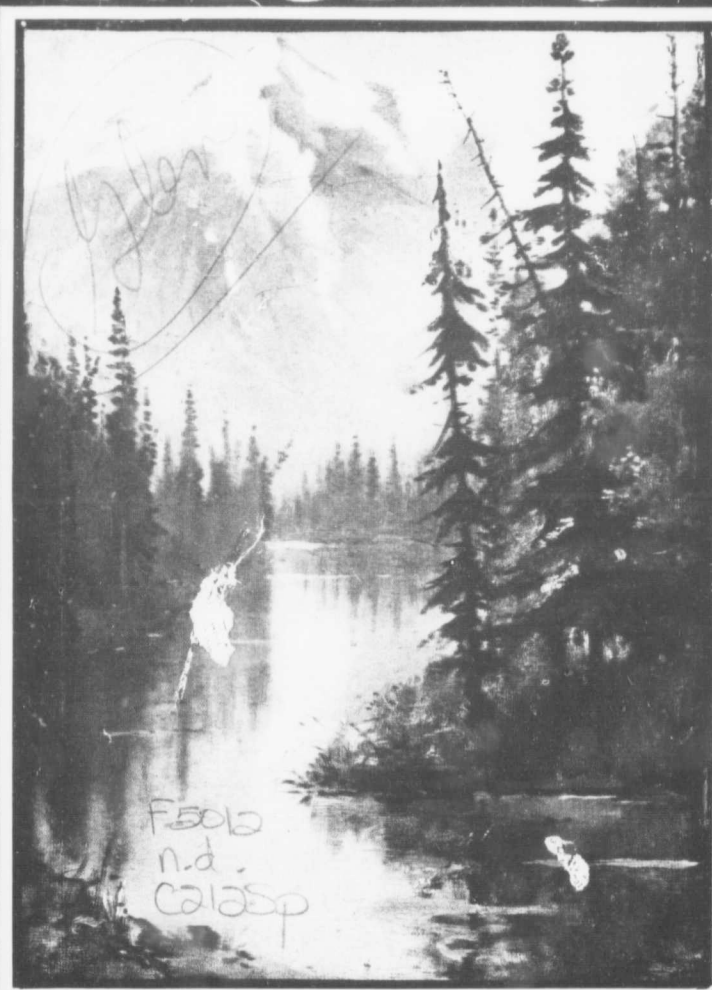
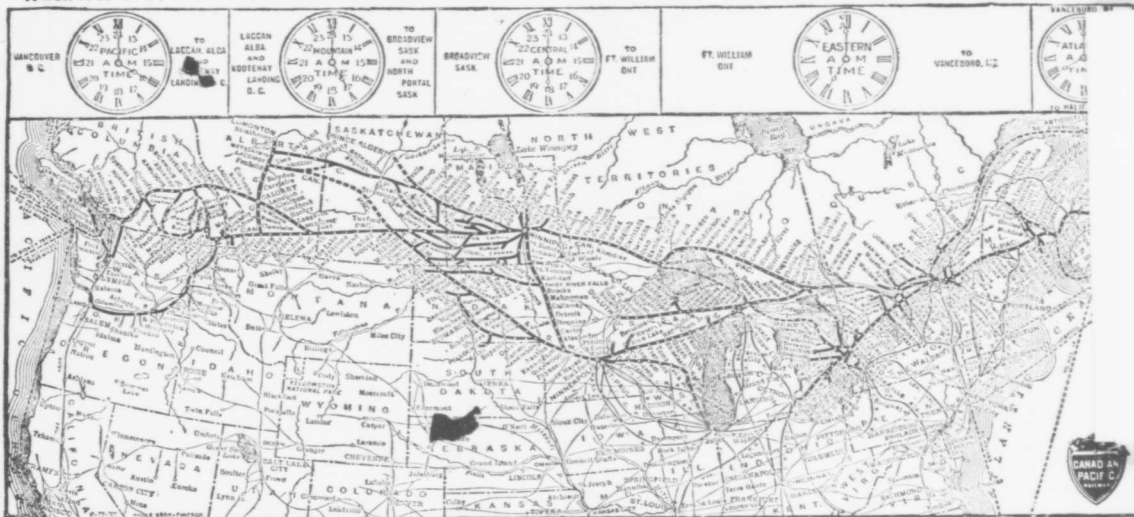


# CANADIAN PACIFIC



Special Tours.

When it is 8.00 a.m. at St. John, N.B., Atlantic Time, it is 4.00 o'clock (4.00 a.m.) at Vancouver, B.C., Pacific Time.



To convert p.m. time into 24-hour system, add twelve, thus: 3.00 p.m. is 12+3=15 o'clock.

HOW TIME FLIES ON THE CANADIAN PACIFIC.

*Scotian July-29-Deposit: 1 £ Bal*

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## Canadian Pacific.

*"I inhale great draughts of space,  
The east and the west are mine, and the north and the south are mine."*

WALT WHITMAN.

CANADA is a country of such varied scenery that it offers the traveller an endless choice—he has his pick of plains or precipices, forests or vast fields of wheat, quiet rivers or foaming torrents, the busy life of towns like Montreal, Toronto, Winnipeg, or Vancouver, or the waters of some placid lake remote from the hum of cities. In the Rockies and the Selkirks he is face to face with a panorama of such majesty that the world acquires for him a new significance.

TO those whose hearts are swayed by the romance of history, the rails that link Atlantic with Pacific carry a peculiar charm. The main track of the Canadian Pacific runs parallel with the route of the old French pioneers, up the valleys of the St. Lawrence, the Ottawa, and the Mattawa to Lake Nipissing. From that point it was itself the pioneer, the builder of that Canada which has become the lodestar of the Nations.

THE modern railroad is more than a double line of steel. It builds hotels at which the traveller can rest. It offers him on the car itself the luxuries and niceties of life which he

302837

Section July-29-Deposit: 1 E Bal

# CANADIAN PACIFIC

may find at home—a little more than the “jug of wine and loaf of bread” which satisfied the Persian poet. London and Paris have no more beautiful hotels than the Château Frontenac at Quebec, the Place Viger at Montreal, the Royal Alexandra at Winnipeg, the Banff Springs Hotel in the Canadian Rockies, the exquisitely situated Châlet at Lake Louise near Laggan, the spacious palaces of the Canadian Pacific at Vancouver and Victoria. A chain of comfort links Vancouver with Quebec.

**T**HE Canadian Pacific reaches every spot of interest in Canada. Its arms stretch upward to the far North-West, and downwards to the orchards of the Okanagan and the Kootenays. But the Canadian Pacific does more than traverse Canada. It feeds the railway systems of the whole American Continent, providing the swiftest route to the Western points of the United States.

**T**O the sportsman this railway offers unparalleled facilities. It traverses the wild and romantic country north of Lake Huron; it reaches in the Rockies and in the forests of British Columbia such hunting grounds as the Old World only dreamed of in primæval ages. For the Alpine climber it provides Swiss guides. Anglers are located in a world of teeming rivers.

**T**HE fastest route to the East is by the Canadian Pacific. The fastest route round the world is half way on the Canadian Pacific.

*“Allons! the road is before us?*

*It is safe—I have tried it—my own feet have tried it well—be not detain'd!*

*Let the paper remain in the desk unwritten, and the book on the shelf unopened!*

*Let the tools remain in the workshop! let the money remain unearn'd!*

*Let the school stand! mind not the cry of the teacher!*

*Let the preacher preach in his pulpit! let the lawyer plead in the court, and*

*the judge expound the law.”—WALT WHITMAN.*



# CANADIAN PACIFIC



MOUNT MASSIVE AND BOURGEOU RANGE, NEAR BANFF.

## Special Tours.

*N.B.—All Fares quoted on this and the following pages are subject to alteration.*

**T**O meet the rapidly growing interest manifested in Canada the Canadian Pacific is quoting for Passengers **BOOKED IN EUROPE** low first-class rail fares single and return (exclusive of sleeping berth and meals on trains), as follows:—

### The All-Red Tour.

**T**HIS Tour enables the traveller to cross from Atlantic to Pacific and back by two different routes on Canadian soil. It traverses Old French Canada, touches all the political, historic, commercial, industrial, and agricultural centres, the sporting districts, and the tourist resorts. It passes through the great wheatfields of the West, and the orchards and mining districts of British Columbia. It unfolds a panorama of scenery unrivalled in the world.

**T**HE route is Quebec, Montreal, Ottawa, Fort William, Winnipeg, Calgary (side trip, Calgary to Edmonton, £2 4s. 2d.), the Rockies and Selkirks, Vancouver, Victoria, Revelstoke, the Arrowhead Lakes (by Canadian Pacific Steamer), West Robson, Crow's Nest Pass, Winnipeg, the Great Lakes (by Canadian Pacific Steamer through the Soo Canal), Toronto (for Niagara and the Muskoka Lakes—side trip from Toronto, all round Muskoka Lakes, £1 11s. 6d., May to November), Montreal, and Quebec.

**Fare for Passengers booked in Europe:—£27 17s. 6d.**

# CANADIAN PACIFIC

## PACIFIC COAST.

### RETURN TICKETS.

Limited to Nine Months.

FROM	TO	RETURNING TO	Return Fare £ s. d.
Quebec or Montreal	Vancouver, Victoria, B.C., Bellingham, Everett, Seattle, Tacoma, Wash. Portland, Or.	Quebec or Montreal	27 17 6
Do.		Halifax, N.S., St. John, N.B., or Portland, Me.	29 8 9
Do.		New York ... ..	29 18 9
Do.	Do.	Boston ... ..	29 12 1
Halifax, N.S., St. John, N.B., or Portland, Me.	Do.	Quebec or Mon- treal	29 8 9
Do.	Do.	Halifax, N.S., St. John, N.B., or Portland, Me., or Boston, Mass.	29 12 1
Do.	Do.	New York ... ..	29 18 9
New York ... ..	Do.	New York, Boston, Quebec, Montreal, Halifax, St. John, N.B., or Portland, Me.	29 18 9
Boston ... ..	Do.	Boston, Quebec, Montreal, Hali- fax, St. John, N.B., or Portland, Me.	29 12 1
Boston ... ..	Do.	New York ... ..	29 18 9
Quebec or Mon- treal	San Francisco ...	Quebec or Mon- treal	32 8 2
Do.	Do.	Halifax, St. John, N.B., Portland or Boston	33 15 5
Do.	Do.	New York ... ..	34 2 1
New York ... ..	Do.	New York, Boston, Quebec, Montreal, Halifax, St. John, N.B., or Portland, Me.	34 2 1
Boston ... ..	Do.	Boston, Quebec, Montreal, Hali- fax, St. John, N.B. or Portland, Me.	33 15 5
Boston ... ..	Do.	New York ... ..	34 2 1

Rates shown above for return tickets to San Francisco allow passengers to travel by any of the optional routes to Victoria or Portland, Ore. (set forth on page 6), continuing thence by rail, and returning by any direct route across U.S.A. Variations can be arranged, on payment of extra charges, as follows:—

#### TO SAN FRANCISCO—

Going via authorized direct routes to Portland, Ore., thence via Southern Pacific Railway, returning same route. } £8 6s. 8d. higher than fare quoted to Portland, Ore.

Going via authorized direct routes to Victoria, B.C., or Seattle, Wash., thence Pacific Coast S.S. Co., or Portland, Ore., and San Francisco and Portland S.S. Co., returning same route to Portland or Victoria as used on going journey, or going via either steamer route, returning the other. } £6 5s. higher than fare quoted to Portland, Ore.

Going via authorized direct routes to Victoria, B.C., or Seattle, Wash., thence Pacific Coast S.S. Co., or Portland, Ore., and San Francisco and Portland S.S. Co., returning via Southern Pacific Co., and Portland Ore., or vice versa. } £7 5s. 10d. higher than fare quoted to Portland, Ore.

# CANADIAN PACIFIC

## TO LOS ANGELES—

Going via authorized direct route to Portland, Ore., thence } £11 9s. 2d. higher  
Southern Pacific Co., returning same. } than fare quoted to  
Portland, Ore.

Going via authorized direct routes to Victoria, B.C., or } £12 10s. higher  
Seattle, Wash., thence Pacific Coast S.S. Co., or Portland, } than fares quoted to  
Ore., and San Francisco and Portland S.S. Co., to San Fran- } Portland, Ore.  
cisco, thence Southern Pacific Co., returning via S. P. R., }  
and Portland, Ore., or *vice versa*.

Going via authorized direct routes to Portland, Ore., thence } £2 1s. 8d. higher  
Southern Pacific Co., returning via Southern Pacific Co., } than fares quoted to  
and Ogden, or *vice versa*. } San Francisco.

Tickets to San Diego can be issued at £1 7s. 1d. higher than above fares to Los Angeles. Cheaper rates are in effect during the summer months (about June to October). Rates on application.

## SLEEPING BERTHS AND MEALS.

*Tickets (first-class) via the Lake Route, include Meals and Berths on the Company's Clyde-built Steel Steamships, but an extra charge is made for meals and first-class sleeping berth on train: all meals in Dining-Car are served à la carte.*

### FIRST-CLASS SLEEPING BERTH FARE:—

		(Lower Berths)
Between Quebec and Montreal ...	\$1.50	£0 0s. 2d.
" Halifax and Montreal ...	\$4.00	£0 16s. 5d.
" Montreal and Winnipeg ...	\$8.50	£1 15s. 0d.
" Montreal and Vancouver ...	\$17.00	£3 9s. 11d.
" New York and Montreal ...	\$2.00	£0 8s. 3d.

*Passengers occupying upper berths are allowed reduction of 20% on these rates 150 pounds personal baggage free per adult on the Canadian Pacific Railway.*

## SINGLE TICKETS.

FROM	TO	FARE
MONTREAL	{ Vancouver, Victoria or New Westminster, B.C. } £ s. d.	15 3 2
	{ 6 months limit ... .. } 15 3 2	
	{ Seattle or Tacoma, Washington, 30 days limit... } 15 3 2	
	{ Portland, Oregon, 30 days limit ... .. } 15 3 2	
QUEBEC, ST. JOHN, N.B., or HALIFAX	{ Vancouver, Victoria or New Westminster, B.C. } 15 5 8	
	{ 6 months limit ... .. } 15 5 8	
	{ Seattle or Tacoma, Washington, 30 days limit... } 15 5 8	
	{ Portland, Oregon, 30 days limit ... .. } 15 5 8	
NEW YORK	{ Vancouver, Victoria or New Westminster, B.C. } 15 7 11	
	{ 6 months limit ... .. } 15 7 11	
	{ Seattle or Tacoma, Washington, 30 days limit... } 15 7 11	
	{ Portland, Oregon, 30 days limit ... .. } 15 7 11	
BOSTON	{ Vancouver, Victoria, or New Westminster, B.C. } 15 12 1	
	{ 6 months limit ... .. } 15 12 1	
	{ Seattle or Tacoma, Washington, 30 days limit... } 15 12 1	
	{ Portland, Oregon, 30 days limit ... .. } 15 12 1	
	{ San Francisco, Limited ... .. } 15 4 0	
	{ " " 30 days limit ... .. } 15 5 8	

*Fares by any Atlantic Steamship Line will be quoted upon application.*

### TIME LIMITS.

Tickets other than those sold at fares designated as "Limited" are good for travel within the time limit stated from date of arrival at Trans-Atlantic port of landing, and allow break of journey at any point on the Canadian Pacific Railway. The West-bound journey of return tickets must be completed within ninety days from date of landing. "Limited" Tickets are only good for continuous travel.

# CANADIAN PACIFIC

## ROUTES.

Passengers have the following choice of routes (going or returning):—

1. Main line via Montreal and Fort William.
- \*2. Via Toronto, Owen Sound, Canadian Pacific Steamship Line to Fort William and main line thence.
3. Via Toronto, Sudbury, "Muskoka Route," and main line.
- \*4. Via main line and Sudbury or Toronto and Sudbury "Muskoka Route" to Sault Ste. Marie, Canadian Pacific Steamship Line to Fort William, main line thence.
- \*5. Via main line and Sudbury or Toronto, Owen Sound and Canadian Pacific Steamship Line to Sault Ste. Marie, thence via St. Paul, Moose Jaw and main line, or Winnipeg and main line.
6. "Crow's Nest Pass" Route (from Dunmore Junction via Nelson and West Robson to Revelstoke, B.C., or vice-versa).

Passengers holding return tickets to Vancouver, Victoria, B.C., Bellingham, Everett, Seattle, Tacoma, Washington, also have the option of travelling one way via Chicago, St. Paul and Pasqua, or Ogden and Chicago, without extra charge.

\*Lake routes only available during season of lake navigation, about  
May 1st to Nov. 30th.

Passengers landing at New York join the Canadian Pacific Railway either at Montreal or Toronto (Toronto Route is via Niagara Falls, where journey may be broken); those landing at Boston join it at Montreal, and those landing at Halifax or St. John travel by the Short Route via McAdam Junction, thereby saving several hours on the journey to Montreal.

## MANITOBA, THE ROCKIES, &c.

FOR the convenience of tourists or others who wish to visit Western Canada or British Columbia to inspect land with a view to permanent settlement, the Company now quotes for passengers booked in Europe the following low first-class return rates (exclusive of sleeping berth and meals on trains):—

From QUEBEC or MONTREAL	To Winnipeg, Manitoba, and Return .. .. .	£12 10s. 0d.
	To Calgary or Edmonton, Alberta, and Return ..	£18 15s. 0d.
	To Banff Hot Springs and Return .. .. .	£18 15s. 0d.
	To Laggan, B.C. (for Lakes in the Clouds) and Return ..	£19 4s. 10d.
	To Vernon, B.C., and Return (for Okanagan Valley) ..	£26 8s. 2d.
From ST. JOHN, N.B. HALIFAX, N.S., or PORTLAND, M.E.	To Nelson, B.C., and Return .. .. .	£25 2s. 4d.
	To Spokane, Wash., and Return .. .. .	£25 2s. 4d.
	To Winnipeg, Manitoba, and Return .. .. .	£15 2s. 1d.
	To Calgary or Edmonton, Alberta, and Return ..	£21 7s. 1d.
	To Banff Hot Springs and Return .. .. .	£21 7s. 1d.
From NEW YORK	To Laggan, B.C. (for Lakes in the Clouds) and Return ..	£21 16s. 11d.
	To Vernon, B.C., and Return (for Okanagan Valley) ..	£29 0s. 3d.
	To Nelson, B.C., and Return .. .. .	£27 14s. 5d.
	To Spokane, Wash., and Return .. .. .	£27 14s. 5d.
	To Winnipeg, Manitoba, and Return .. .. .	£16 15s. 10d.
From BOSTON, ME.	To Calgary or Edmonton, Alberta, and Return ..	£22 2s. 11d.
	To Banff Hot Springs and Return .. .. .	£22 2s. 11d.
	To Laggan, B.C. (for Lakes in the Clouds) and Return ..	£22 2s. 11d.
	To Vernon, B.C., and Return (for Okanagan Valley) ..	£28 2s. 1d.
	To Nelson, B.C., and Return .. .. .	£26 16s. 3d.
From BOSTON, ME.	To Spokane, Wash., and Return .. .. .	£26 16s. 3d.
	To Winnipeg, Manitoba, and Return .. .. .	£16 2s. 1d.
	To Calgary or Edmonton, Alberta, and Return ..	£20 19s. 9d.
	To Banff Hot Springs and Return .. .. .	£20 19s. 9d.
	To Laggan, B.C. (for Lakes in the Clouds) and Return ..	£20 19s. 9d.
West thereof.	To Vernon, B.C., and Return (for Okanagan Valley) ..	£27 15s. 5d.
	To Nelson, B.C., and Return .. .. .	£26 9s. 7d.
	To Spokane, Wash., and Return .. .. .	£26 9s. 7d.

Summer Fares by any Atlantic Line will be quoted on application.

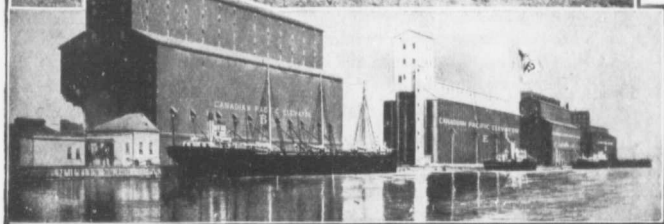
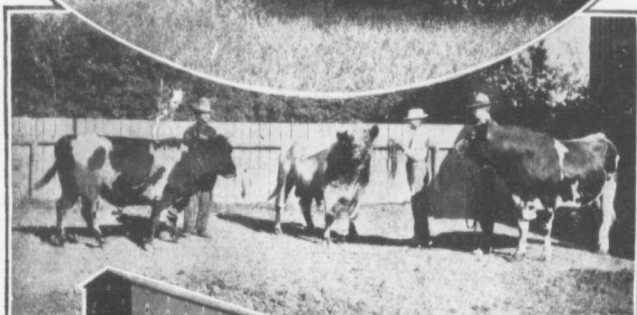
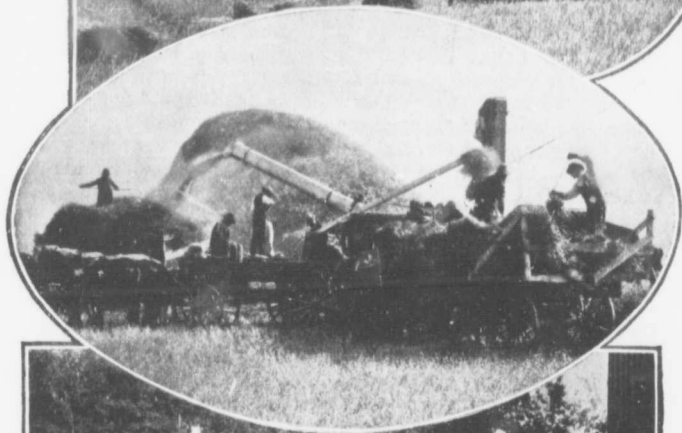
Tickets are good for six months from date of arrival at port of landing, and permit passengers to break journey at any point on the Canadian Pacific Railway. The following choice of routes is allowed going and returning:—

- To WINNIPEG  
To CALGARY  
and points  
West  
thereof.
1. C.P.R. main line via Port Arthur.
  2. C.P.R. Muskoka Route via Toronto, Sudbury, and main line.
  3. C.P.R. main line via Port Arthur.
  1. C.P.R. main line via Port Arthur.
  2. C.P.R. Muskoka Route via Toronto, Sudbury, and main line.
  3. C.P.R. Lake Route (Owen Sound to Fort William) about  
MAY 1st to November 30th.

Passengers to Winnipeg desiring to travel via Lake Route in either or both directions, may do so on payment of £1 0 10 additional.



# CANADIAN PACIFIC



OF INTEREST TO INTENDING SETTLERS. SCENES FROM THE GOLDEN WEST—  
REAPING, THRESHING, STOCK, AND ELEVATORS.

# CANADIAN PACIFIC

## Summer Tours in Canada.

**B**ELOW are given a few suggested routes for tourists visiting Canada. Tickets at fares quoted may be purchased for travel from June 1st to September 30th, and (unless otherwise noted) will bear final limit of October 31st, by which date journey must be completed. Stopovers will be allowed anywhere in Canada *en route*. To assist those whose time for touring in Canada is limited, the tours are designated "one week," "two weeks," etc., though, as mentioned above, passengers may extend the time for any tour as desired, provided same is completed within the authorised final time limit.

### ONE WEEK TOURS.

- |   |  |         |
|---|--|---------|
| 1 | From Quebec or Montreal to Niagara Falls and return, all rail <i>via</i> Ottawa and Toronto .. ..  | £3 13 4 |
| 2 | From Quebec or Montreal to Niagara Falls and return, going <i>via</i> Ottawa to Toronto, thence choice of rail or steamer route to Niagara Falls, returning <i>via</i> Toronto or Kingston and Thousand Islands, river trip to Montreal, rail to Quebec .. | £3 13 4 |
| 3 | Same as 2, but returning steamer to Quebec ..  | £4 13 9 |

### TWO WEEK TOURS.

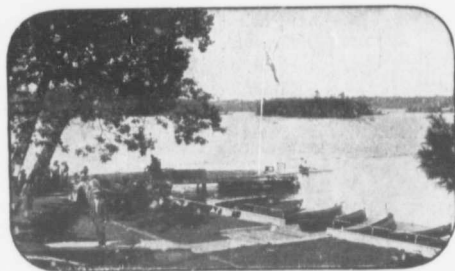
- |   |   |         |
|---|---|---------|
| 4 | From Quebec or Montreal to Niagara Falls and return, going by C.P.R. through Ottawa and North Bay to Sudbury, thence to Toronto <i>via</i> French and Pickerel (for fishing resorts on French River), Point au Baril (for 30,000 Islands of Georgian Bay), Parry Sound, Bala (for Muskoka Lakes), Toronto, choice of rail or steamer route to Niagara Falls, returning <i>via</i> Hamilton, Toronto, Peterboro, etc., to Montreal or Quebec .. .. | £5 1 11 |
| 5 | Same as 4, but returning by steamer from Toronto or Kingston <i>via</i> Thousand Islands river trip to Montreal, thence rail to Quebec .. ..  | £5 13 7 |
| 6 | Same as 4 or 5, but returning steamer Montreal to Quebec .. ..  | £6 14 0 |

# CANADIAN PACIFIC



NIAGARA FALLS.

(Still the most wonderful natural phenomenon on the American Continent.)

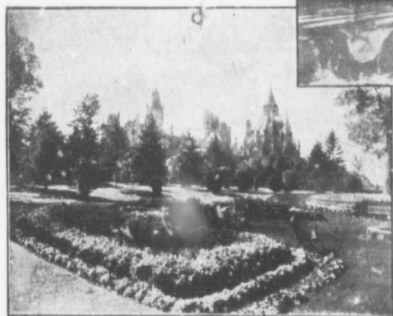


BALA: MUSKOKA LAKE DISTRICT.  
(A convenient starting-point for tours in this lovely district.)



CANOEING IS A FAVOURITE SPORT WITH BOTH SEXES.

(Practical details as to this typically Canadian form of out-door exercise are contained in the C.P.R. pamphlet "Camping and Canoeing.")



OTTAWA: PARLIAMENT BUILDINGS.

PICTURESQUE SCENES IN CANADA  
ONLY SEVEN DAYS FROM ENGLAND

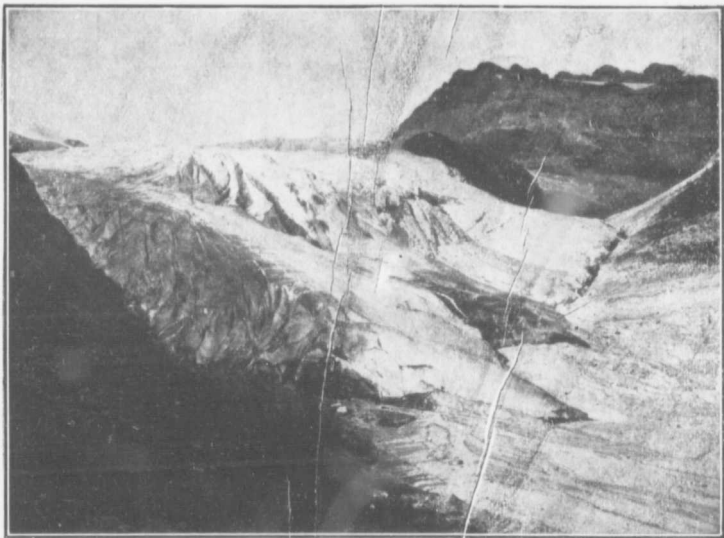
# CANADIAN PACIFIC

- |           |  |          |
|-----------|--|----------|
| <b>7</b>  | From Quebec or Montreal to Detroit, Michigan, and return, going rail <i>via</i> Ottawa and Toronto, returning rail to Toronto or Kingston, thence Thousand Islands river trip to Montreal, rail to Quebec ..   | £5 10 5  |
| <b>8</b>  | Same as 7, but returning steamer Montreal to Quebec.. .. .   | £6 9 2   |
| <b>9</b>  | Same as 7, including side trip Toronto to Niagara Falls and return, going and returning by steamer route or going steamer route, returning rail, or <i>vice versa</i> .. .. .  | £5 10 5  |
| <b>10</b> | Quebec or Montreal to Chicago and return, going by C.P.R. and connections to Chicago, thence by standard rail lines to New York through Niagara Falls, rail New York to Montreal, or steamer on Hudson River to Albany, rail to Montreal. Stopovers allowed at Detroit, Toledo, Cleveland, Buffalo, Niagara Falls, and Albany in the United States .. .. . | £10 1 3  |
| <b>11</b> | Quebec or Montreal to Fort William and return, going by C.P.R. through Ottawa, North Bay, Sudbury, etc., returning by C.P.R. S.S. line to Owen Sound (meals and berth included on steamer), rail to Toronto, rail to Quebec.. ..   | £12 1 1  |
| <b>12</b> | Same as 11, including side trip Toronto to Niagara Falls by steamer route .. .. .  | £12 4 10 |

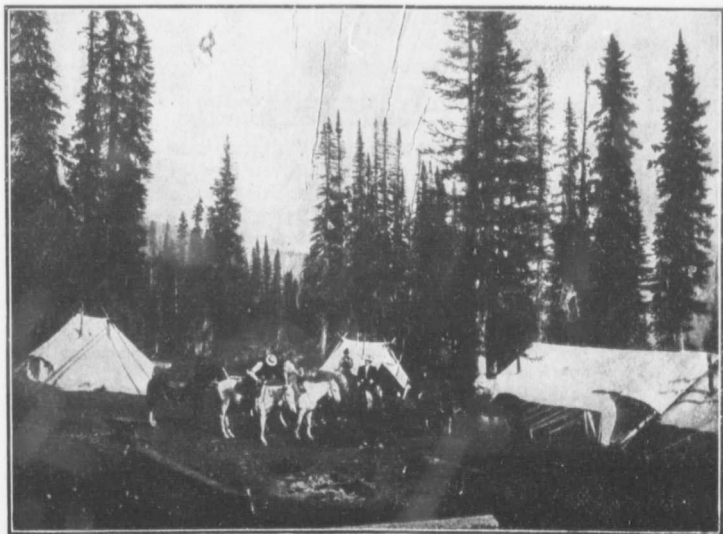
## THREE OR MORE WEEK TOURS.

- |           |  |           |
|-----------|--|-----------|
| <b>13</b> | Same as 1 to 12.   |           |
| <b>14</b> | Quebec or Montreal to Winnipeg, and return, going rail <i>via</i> Port Arthur or Chicago and St. Paul, returning same route—limit 6 months. Stopovers within limit in Canada and at Detroit, Chicago, and St. Paul in the United States.. .. . | £12 10 0  |
| <b>15</b> | Same as 14 going, returning <i>via</i> Fort William and C.P.R. S.S. Line to Owen Sound (meals and berth included on steamship), thence rail. This tour may be reversed .. .. .   | £13 10 10 |
| <b>16</b> | Same as 15 except that return may be made to Boston for £15 10 3, or to New York, instead of Montreal or Quebec.. .. .   | £15 13 9  |
| <b>17</b> | Quebec or Montreal to Winnipeg and return, going <i>via</i> Owen Sound and C.P.R. S.S. Line and Fort William, returning same route (meals and berth included on steamship) .. .. .   | £13 10 10 |

# CANADIAN PACIFIC



THE YOHO GLACIER, CANADIAN ROCKIES, NEAR FIELD, B.C.



C.P.R. CAMP IN THE YOHO VALLEY, CANADIAN ROCKIES.

# CANADIAN PACIFIC

- |           |  |                 |
|-----------|--|-----------------|
| <b>18</b> | Same as 17, except that return may be made to Boston for <b>£15 10 3</b> , or to New York, instead of to Montreal or Quebec .. .. .  | <b>£15 13 9</b> |
| <b>19</b> | Quebec or Montreal to Banff, Calgary or Edmonton and return, going either all rail <i>via</i> Port Arthur or <i>via</i> Owen Sound and C.P.R. S.S. Line and Fort William (meals and berth included on steamship) returning either of above routes—limit six months, <b>£18 15 0</b> or to Laggan B.C. for Lakes in the Clouds.. .. . | <b>£19 4 10</b> |
| <b>20</b> | Quebec or Montreal to Vernon B.C. and return. Same routes as 19—limit six months .. .. .   | <b>£26 8 2</b>  |
| <b>21</b> | Quebec or Montreal to Nelson B.C. and return. Same routes as 19—limit six months .. .. .   | <b>£25 2 4</b>  |
| <b>22</b> | Quebec or Montreal to Spokane, Wash., and return. Same routes as 19—limit six months .. .. .   | <b>£25 2 4</b>  |

## ONE WAY TRIPS.

- |          |  |                |
|----------|--|----------------|
| <b>1</b> | Quebec or Montreal to New York <i>via</i> Toronto and Niagara Falls. Stopovers allowed .. .. .                                   | <b>£3 17 9</b> |
| <b>2</b> | Quebec or Montreal to New York <i>via</i> Niagara Falls, Albany, thence Hudson River Day Line Steamer. Stopovers allowed .. .. . | <b>£3 18 4</b> |
| <b>3</b> | Quebec or Montreal to New York <i>via</i> Niagara Falls, Albany, thence People's Line (night) Steamer. Stopovers allowed .. .. . | <b>£3 16 3</b> |
| <b>4</b> | Quebec or Montreal to Boston <i>via</i> Toronto and Niagara Falls. Stopovers allowed .. .. .                                     | <b>£4 8 9</b>  |

## GENERAL INFORMATION.

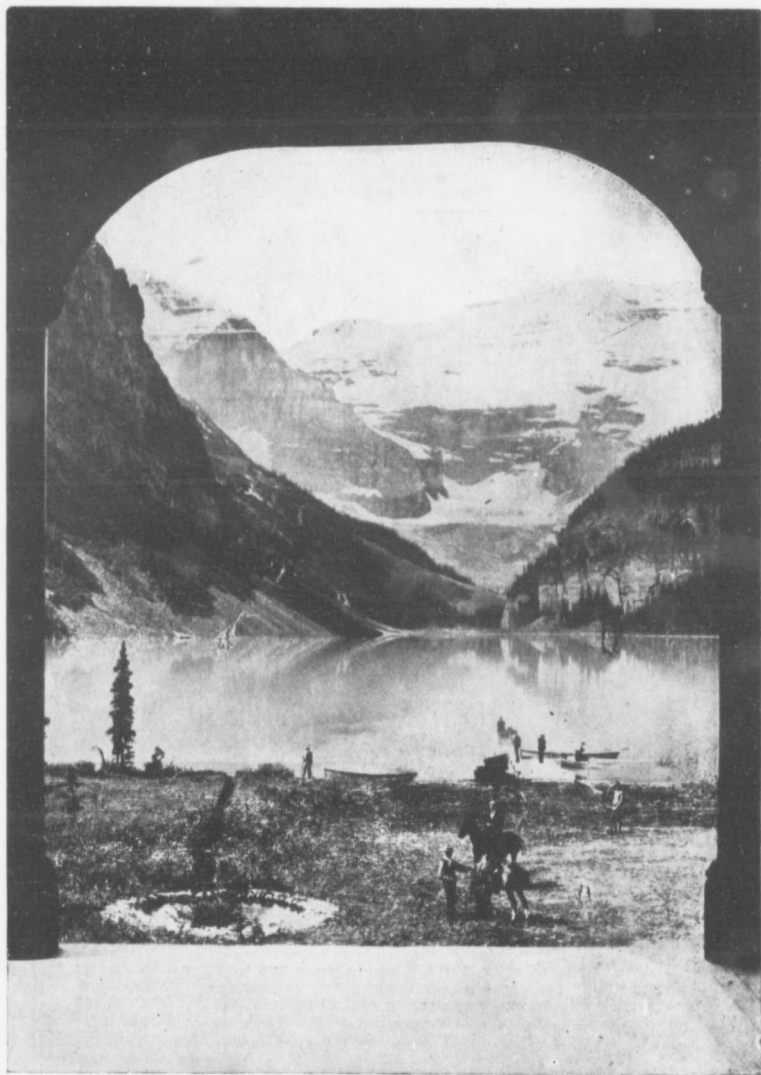
Sleeping and parlour car fares are not included in above.

Sleeping car lower berth rate for night run between Quebec and Montreal is 6/2, between Montreal and Ottawa 6/2, between Montreal or Ottawa and Toronto 6/2. Parlour car seat rate for day run between Quebec and Montreal is 3/2, between Montreal and Ottawa 2/1, between Montreal and Toronto 4/2. Berths and seat fares between other points are in proportion, particulars of which may be obtained on application.

Steamer berth rates between Toronto and Montreal are 8/3 inside and 12/5 in outside rooms; between Montreal and Quebec 4/1 inside and 6/2 in outside rooms.

Hotel expenses in the various cities run from 12/6 to 20/- per day and upwards according to location of room. Travellers should satisfy themselves as to selection at time of securing accommodation.

CANADIAN PACIFIC

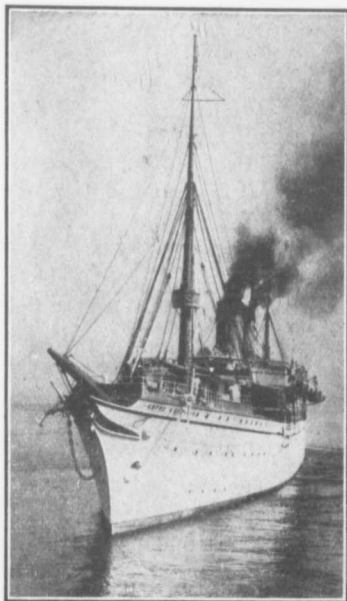


LAKE LOUISE, NEAR LAGGAN.—VIEW FROM THE VERANDAH OF THE C.P.R. HOTEL.

# CANADIAN PACIFIC

## JAPAN, CHINA, AUSTRALIA, NEW ZEALAND.

		Six Months.	Two Years.
From LONDON, LIVERPOOL, SOUTHAMPTON or BRISTOL.	To Yokohama, Kobe or Nagasaki, Japan, and Return ... ..	£120	£125
	To Shanghai or Hong Kong, China, and Return ... ..	including Meals and Sleeper across Canada each way.	
	To Brisbane, Queensland, Sydney, New South Wales or Melbourne, Victoria, and Return ... ..	—	£115 10s.



NOTE.—Meals and Sleeping Berths on Canadian Pacific Railway between Atlantic and Pacific Ocean (occupying on the one-way trip about four to five days), extra, except where otherwise stated, but may be included by payment in Europe of £6 for going journey and £6 for returning.

### NEW FAST ROYAL MAIL SERVICE to JAPAN and CHINA (via Vancouver).

The Through Service from England to Japan and China—via Quebec (in Summer) and St. John, N.B. (in Winter), and Vancouver—is performed in connection with Atlantic Steamers, by special express trains across Canada to Vancouver, and the favourite Royal Mail Steamers "Empress of India," "Empress of China," and "Empress of Japan," thence.

For further particulars see "Trans-Pacific Handbook," free on application.

### Routes.

Passengers have, time permitting, choice of the following routes, amongst others, overland to Vancouver:—

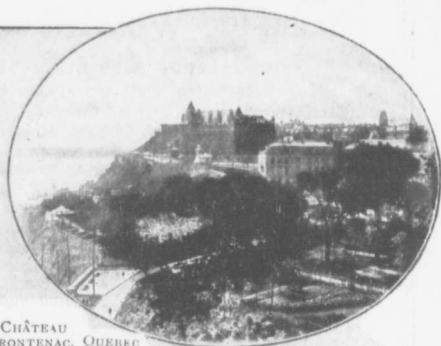
1. The Canadian "All-Rail" Route via Ottawa, Fort William, and Winnipeg.
  2. The Canadian Pacific "Lake" Route (about 1st May to about 30th November), either via Owen Sound, Sault Ste. Marie and Fort William, or Rail to Sault Ste. Marie, thence Steamer to Fort William.
- The "Lake Routes" include Meals and Berths on the Railway Company's Clyde-built Lake Steamships to Fort William.*
3. The "Soo-Pacific" Route, via Sault Ste. Marie, St. Paul, and Portai.
  4. The "Soo-Winnipeg" Route, via Sault Ste. Marie, St. Paul, and Winnipeg.
  5. The "Muskoka" Route, via Toronto, Sudbury, and the Canadian Pacific Trans-continental Line.



# CANADIAN PACIFIC



MOUNT SIR DONALD, BRITISH COLUMBIA



CHÂTEAU  
FRONTENAC, QUEBEC



ON THE VERANDAH  
AT EMERALD LAKE,  
NEAR FIELD, BRITISH  
COLUMBIA



BANFF HOT SPRINGS HOTEL,  
BANFF, ALBERTA

The Canadian Pacific Railway has erected a series of palatial hotels in the chief towns through which it passes. These hotels form a chain of comfort from Atlantic to Pacific.—For particulars see page 18.

# CANADIAN PACIFIC

## Round-the-World Tours.

### Tour A:—£137 10s. 0d.

Including Meals and Sleeper across Canada.

**Outward** from London, Liverpool, Southampton or Bristol by Atlantic Steamer to either Quebec, Montreal, Halifax, St. John, N.B., New York or Boston; thence by Canadian Pacific Railway to Vancouver, B.C.; from Vancouver to Yokohama, Shanghai or Hong Kong by one of the Canadian Pacific Railway Company's magnificent Royal Mail twin-screw Steamships, **finest on the Pacific Ocean.**

**Homeward** from Yokohama, Shanghai or Hong Kong, by P. and O., Messageries Maritimes or Norddeutscher Lloyd, via Colombo and Suez Canal, or *vice versa*.

### Tour B:—£143 0s. 0d.

**Outward** from London, Liverpool, Southampton or Bristol by Atlantic Steamer to either Quebec, Montreal, Halifax, St. John, N.B., New York or Boston; thence by Canadian Pacific Railway to Vancouver, B.C.; from Vancouver to Sydney via Victoria, B.C., Honolulu, Suva (Fiji), and Brisbane, by favourite Steamers of the Canadian-Australian Line.

**Homeward** from Sydney by P. and O., Messageries Maritimes or Orient-Pacific, via Colombo and Suez Canal, or *vice versa*.

### Tour C:—£131 10s. 0d.

**Outward.**—As per Tour B.

**Homeward** from Sydney by Norddeutscher Lloyd, via Colombo or Suez Canal, or *vice versa*.

### Tour D:—£176 5s. 0d.

Including Meals and Sleeper across Canada.

**Outward.**—Same route as Tour A to Hong Kong; thence Norddeutscher Lloyd S.S. Co., China Navigation Co., Eastern and Australian S.S. Co., or Nippon Yusen Kaisha S.S. Co. to Sydney.

**Homeward** by P. and O., Messageries Maritimes, or Orient-Pacific, via Colombo and Suez Canal or *vice versa*.

### Tour E:—£164 15s. 0d.

Including Meals and Sleeper across Canada.

Same as Tour D to Sydney. Homeward from Sydney by Norddeutscher Lloyd, via Colombo and Suez Canal.

### Tour F:—£136 10s. 0d.

**Outward** from London, Liverpool, Southampton or Bristol by Atlantic Steamer to either Quebec, Montreal, Halifax, St. John, N.B., New York or Boston; thence by Canadian Pacific Railway to Vancouver, B.C.; from Vancouver to Sydney, New South Wales, via Victoria, B.C., Honolulu, Suva (Fiji), and Brisbane, by favourite steamers of the Canadian-Australian Line.

**Homeward** from Sydney, N.S.W., by New Zealand Shipping Co., or Shaw, Savill, and Albion Line, via Wellington, N.Z., Rio de Janeiro, Teneriffe and Plymouth.

# CANADIAN PACIFIC

## Tour G:—£136 10s. 0d.

**Outward** from London by New Zealand Shipping Co., or Shaw, Savill, and Albion Line, via Plymouth, Teneriffe, Cape Town, and Hobart, Tasmania.

**Homeward** from Sydney by Canadian-Australian Line, Canadian Pacific Railway, and Atlantic Ocean steamer, via Brisbane, Suva (Fiji), Honolulu, Victoria, B.C., Vancouver, B.C., New York or Boston, or Quebec or St. John, N.B., and Liverpool or Southampton.

## Tour H:—£116 18s. 7d.

Including Meals and Sleeper across Canada.

**Outward** from London, Liverpool, Southampton or Bristol by Atlantic Steamer to either Quebec, Montreal, Halifax, St. John, N.B., New York or Boston; thence by Canadian Pacific Railway to Vancouver, B.C.; from Vancouver to Yokohama, Shanghai or Hong Kong by one of the Canadian Pacific Railway Company's magnificent Royal Mail twin-screw Steamships, **finest on the Pacific Ocean.**

**Homeward** from Hong Kong by Austrian-Lloyd to Trieste and thence overland via Austrian State Railways to London. Sailings from Hong Kong to Trieste monthly.

NOTE.—Meals and Sleeping Berths on Canadian Pacific Railway extra, except where otherwise stated, but may be included by payment in Europe of £5.

N.B.—All fares quoted are subject to alteration, in view of the frequent change in tariffs of Steamship Lines.

*"AROUND-THE-WORLD FOLDER," free on application, describes very comprehensively the privileges attaching to the tickets, variations allowed without extra charge, variations by extra payment, &c.*

## Passengers may Cable by Canadian Pacific Code.

Travellers to the Far East and Australasia (including those holding our Round-the-World Tour tickets, proceeding outwards by the Suez route), whose arrangements permit of their naming date of return from China, Japan, or Australasia, can have their accommodation on Pacific steamer to Vancouver secured by letter or cable before starting from Europe. This precaution should be taken to avoid disappointment, as during certain seasons the accommodation is booked up some time in advance of sailing. The cost of cabling can be considerably reduced by using the Canadian Pacific Railway Company's private code.

Passengers by the P. and O. FROM SYDNEY OR HONG KONG TO LONDON or vice versa can proceed via India on payment at time of booking of an additional sum of £11, which is the additional charge for the detour via India, and it will cover (if the passenger desires it) one voyage from Bombay to Colombo, or Calcutta to Colombo, or vice versa if there is room in a P. and O. steamer leaving at a suitable date, but the P. and O. Company do not guarantee connection between their India, China and Australian Steamers. Passengers will have to pay their own railway across India from Calcutta to Bombay if they take that route, but can also at the time of purchasing Round-the-World tickets purchase vouchers upon surrender of which at the P. and O. Company's Bombay or Calcutta office first-class rail tickets will be issued for travel between Bombay and Calcutta or Calcutta and Bombay either via North-West Provinces, price £9 14s. 0d., or the direct route via Jubbulpore, price £6 12s. 1d.

# CANADIAN PACIFIC

## Canadian Pacific Hotels.

While the perfect sleeping and dining car services of the Canadian Pacific Railway provide every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide hotel accommodation at points of interest among the mountains and elsewhere.

### THE CHATEAU FRONTENAC—QUEBEC,

in the quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being unrivalled.

Rates, \$4.00 (16/-) per day and upwards, with special arrangements for large parties and those making prolonged visits. American plan.

### PLACE VIGER HOTEL—MONTREAL,

a handsome structure immediately opposite the Viger Square, is most elaborately furnished and modernly appointed, the general style and elegance characterizing the Château Frontenac at Quebec being followed.

Rates, \$3.50 (14/-) per day and upwards, with special arrangements for large parties and those making prolonged visits. American plan.

### THE ALGONQUIN—ST. ANDREW'S, N.B.

(Open June to September)

has recently been thoroughly renovated and much enlarged. Best natural golf links in Canada.

Rates, \$3.50 (14/-) per day and upwards, with special inducements for those making prolonged stays. Also The Inn at \$2.50 (10/-) per day and upwards. American plan.

### McADAM STATION HOTEL—McADAM JUNCTION, N.B.

is especially convenient for commercial and other travellers owing to its location at the point of junction of the main line and the Company's branch lines intersecting New Brunswick.

Rates, \$2.50 (10/-) per day and upwards. American plan.

### CALEDONIA SPRINGS HOTEL—CALEDONIA SPRINGS, ONT.

is situated at the famous Caledonia Springs, so well known all over the American Continent.

Low weekly rates upon application. Lessee: Caledonia Springs Company.

### THE ROYAL ALEXANDRA—WINNIPEG, MAN.

a newly completed 300-room house situated at the Railway Station, furnished with every modern convenience, including Café and Grill Room. European plan.

### NEW HOTEL AT CALGARY, ALTA.

The Company has decided to build a hotel at Calgary, construction to be commenced during 1911. The plan and general arrangements of the other hotels of the Company will be followed and every known modern convenience will be installed.

### BANFF HOTEL—BANFF, ALTA.

(Open from May to October)

in the Canadian National Park, on the eastern slope of the Rocky Mountains, is 4,500 feet above sea level, at the confluence of the Bow and Spray Rivers. It is a large and handsome structure with every convenience that modern ingenuity can suggest, costing half a million dollars.

Rates, \$3.50 (14/-) per day and upwards, according to the rooms. American plan.

### CHATEAU LAKE LOUISE—LAGGAN, ALTA.

(Open from June to October)

is a quiet resting-place in the mountains situated by Lake Louise, two and a half miles from the station at Laggan, from which there is a good carriage drive. A convenient base from which to explore the Lakes in the Clouds.

Rates, \$3.50 (14/-) per day and upwards. American plan.

# CANADIAN PACIFIC

## MOUNT STEPHEN HOUSE—FIELD, B.C.

a Châlet hotel, fifty miles west of Banff, at the base of Mount Stephen, which towers 8,000 feet above. This is a favourite place for tourists, mountain climbers and artists. The lovely Yoho Valley is reached by way of Field.

Rates, \$3.50 (14/-) per day and upwards. American plan.

## EMERALD LAKE CHALET—NEAR FIELD, B.C.

(Open from June to October)

a most romantically situated Swiss Châlet hotel with accommodation for forty guests. The gateway to Yoho Valley.

Rates, \$3.50 (14/-) per day and upwards. American plan.

## GLACIER HOUSE—GLACIER, B.C.

in the heart of the Selkirks, within forty-five minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles. The hotel has recently been enlarged to accommodate the ever-increasing travel.

Rates, \$3.50 (14/-) per day and upwards. American plan.

## HOTEL REVELSTOKE—REVELSTOKE B.C.

at the gateway to the West Kootenay Gold Fields and the Arrow Lakes. This fine structure, located between the Selkirk and Gold Ranges, is complete in all details.

Rates, \$3.00 (12/-) per day and upwards. American plan.

A. J. MACDONELL, Lessee.

## HOTEL SICAMOUS—SICAMOUS, B.C.

a fine structure, built on the shores of the Shuswap Lakes, where the Okanagan branch of the Canadian Pacific Railway begins. The hotel has all modern appointments and conveniences. Junction for the Okanagan Valley.

Rates, \$3.00 (12/-) per day and upwards. American plan.

## KOOTENAY HOTEL.

A tourist hotel will be built at or near Proctor, B.C., and it is expected to be ready for the season of 1911.

## HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is a magnificent hotel designed to serve the large commercial business of the city, as well as the tourists who find it profitable and interesting to stop a day or longer.

Rates, \$4.00 (16/-) per day and upwards. American plan.

## EMPRESS HOTEL, VICTORIA, B.C.

Newly completed; one hundred and seventy-five rooms; one of the Finest Hotels on the American continent, and furnished with every known modern convenience. Situated a short distance from boat landing.

European plan.



MOOSE HUNT AT LAKE KIPAWA: THE RETURN.

# CANADIAN PACIFIC

## Hints to Travellers.

**T**HE latest edition of Baedeker (1907) states that travelling expenses in Canada are much the same as in Europe, and considerably less than in the United States. If one stays any length of time at one place expenses are considerably reduced. Canadian hotels, as a rule, charge an inclusive price for room and board (*see previous pages*). Even if one is doing a tour of the whole of Canada, it is well to rest for four days or a week at some resort in the Rockies, as constant travelling is apt to tax one's strength. The Canadian Pacific hotels reduce charges for lengthened stays or for parties. As, however, they are very full in summer, one should book well in advance. These hotels have good doctors attached to the staff.

**CLOTHES.**—Canada in summer is fairly hot, so that the summer traveller should *leave his fur coat behind*. For convenience in travel it is well to have as few packages as possible, retaining the essential changes in a suit-case or "grip," and replenishing from one's trunk.

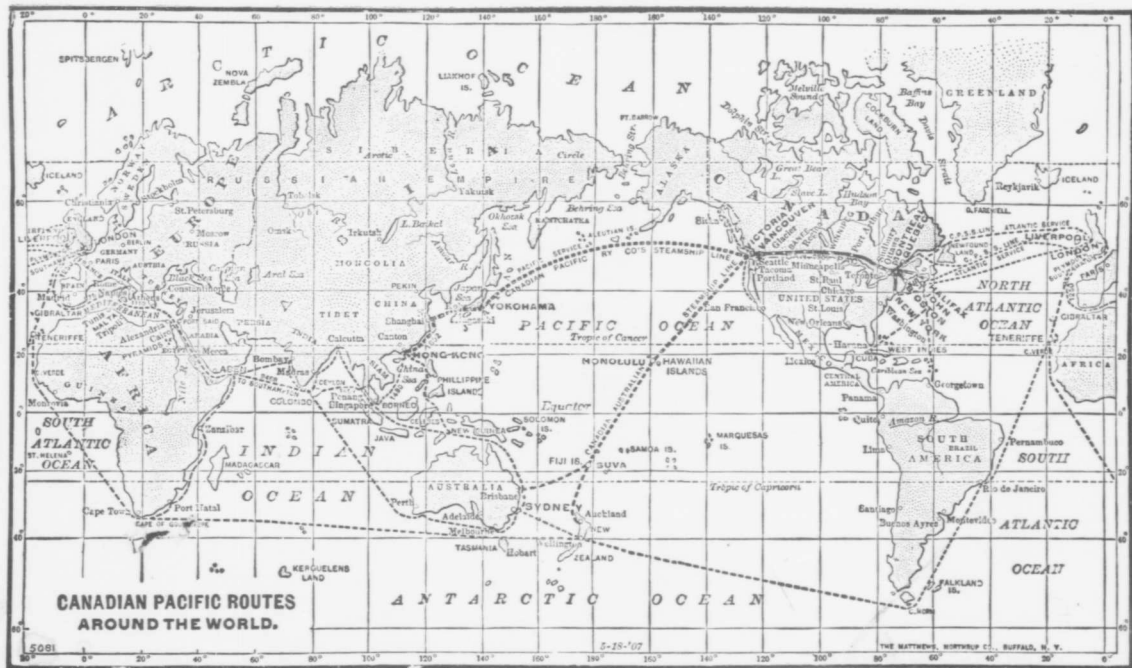
**SPORT.**—Parties of sportsmen desiring practical advice and information should communicate with the Colonisation and Tourist Agent of the Canadian Pacific at Montreal, who can give the latest information as to local conditions and prospects.

**The Sleeping and Parlour Cars** are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their rich carvings and beautiful fittings, are beyond comparison. The berths are wider, higher, and longer than in other sleeping cars. The curtains, blankets, and linen, made expressly for the Company, are of the finest quality. Writing paper and envelopes are furnished free to first-class sleeping car passengers on transcontinental trains on application to the porter; and to keep travellers somewhat informed upon current events, a summary of the news of the world is daily bulletined in the sleepers and at the Company's hotels in the mountains.

**Compartment Buffet Library Observation Sleeping Cars**, finished in the most luxurious style and fitted with every convenience, are run on transcontinental trains. These cars, known as the Glen Series ("Glenannan," "Glen Atha," "Glenbow," etc., etc.) and the Mount Series ("Mount Abbott," "Mount Begbie," "Mount Cheop," etc.), have been built within the last few months, and are absolutely new, with the very latest improvements that skill and experience can suggest. The "Glen" Series contain besides one drawing-room (similar to the drawing-room in a standard sleeper), one compartment (containing one lower and one upper berth and toilet facilities), a buffet capable of serving light refreshments, a well-selected library, a writing desk, a large smoking-room, a large observation room fitted with easy chairs, and an observation platform at the rear end; they are lighted by electricity. The "Mount" Series differ from the "Glen" in that they each have a drawing-room and three compartments and no smoking-room.

GEO. McL. BROWN, *European Manager.*

H. S. CARMICHAEL, *General Passenger Agent.* T. J. SMITH, *General Freight Agent.*

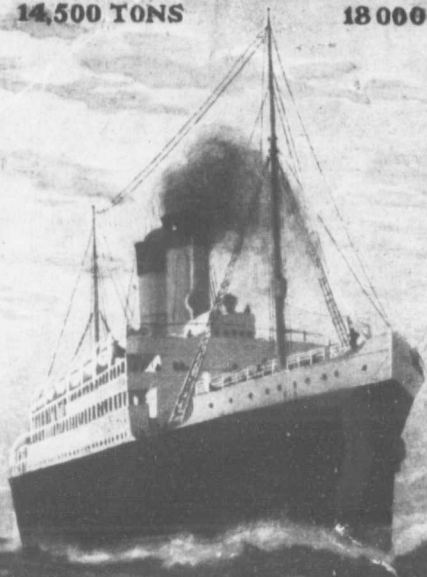


# CANADIAN PACIFIC

## "EMPRESS" STEAMERS

14,500 TONS

18 000 HP



### FINEST & FASTEST TO CANADA

*For all further particulars apply Passenger Department,  
Canadian Pacific Railway:*

**LONDON.**— { 62-65, Charing Cross, S.W.  
                  { 67-68, King William Street, E.C.

**LIVERPOOL**—24, James Street.

**BRISTOL**—18, St. Augustine's Parade.

**GLASGOW**—120, St. Vincent Street.

**BELFAST**—41, Victoria Street.

**HAMBURG**—Alsterdamm 8.

**ANTWERP**—25, Quai Jordaens.

**VIENNA**—Kaerntnerring 7.

**ROTTERDAM**—Willemskade 2.

**PARIS.**—1, Rue Scribe, & 61, Boulevard Haussmann.

**GENOA**—Vico Mele 2.