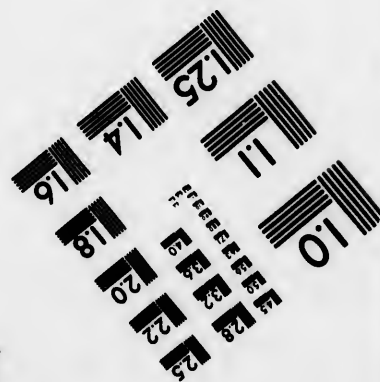
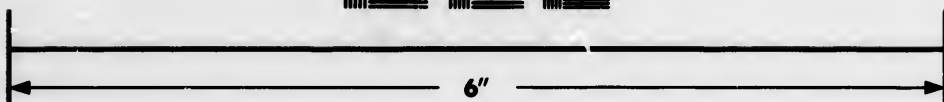
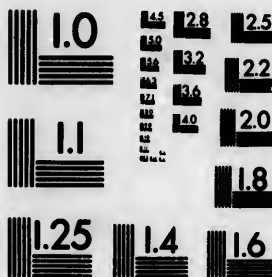


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

© 1985

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

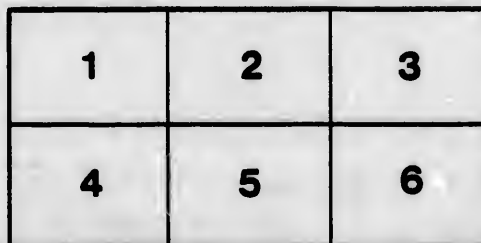
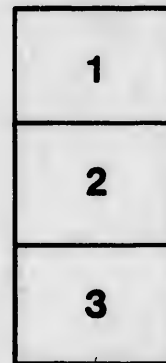
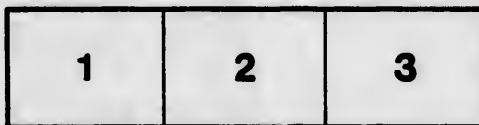
Seminary of Quebec
Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Séminaire de Québec
Bibliothèque

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

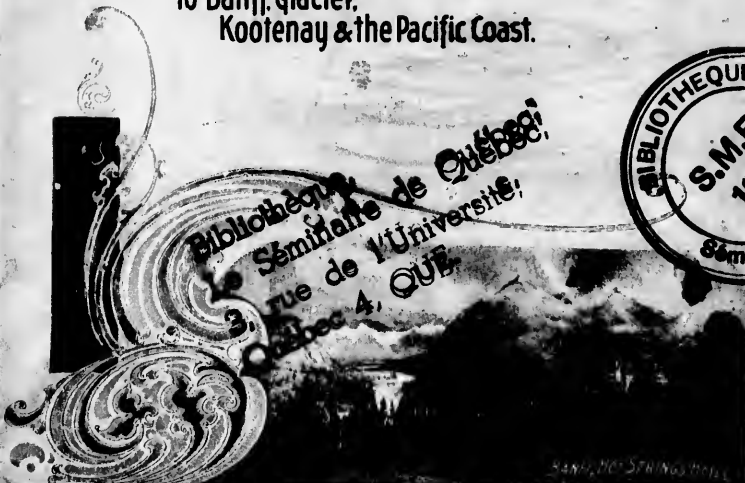
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

219 Guides Can. E. U. N° 10
SUMMER TOURS VIA

Canadian Pacific RAILWAY

Across the Continent
to Banff, Glacier,
Kootenay & the Pacific Coast.



Bibliothèque de Québec,
Le Séminaire de Québec,
3, rue de l'Université,
Québec 4, QUB.



A SENSIBLE ROAD

THE CANADIAN PACIFIC RAILWAY

Is the most Substantial and Perfectly Built Railway on the Continent of America, and superbly equipped with the finest rolling stock modern skill can produce. **Coaches, Dining and Sleeping Cars** are triumphs of luxurious elegance, and excel in Stability and Beauty of Finish any other in the world.

TOURISTS will find the New Route through Canada from the Atlantic to the Pacific unapproached for magnificence and variety of scenery by any other line of travel. The rugged wildness of the North Shore of Lake Superior, the picturesque Lake of the Woods gold region, the Billowy Prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirks and Gold Range, and the wondrous Beauty of the Pacific Coast are traversed by **The Great Dustless Route**. Being entirely controlled and managed by one Company, the **CANADIAN PACIFIC RAILWAY** offers special advantages to transcontinental travellers that cannot be given by any other line. It is the Best, the Safest and Fastest Route from Ocean to Ocean. The Company have spared no expense in providing for the wants and comfort of their patrons, as their line of Dining Cars and Mountain Hotels will at all times testify, being supplied with all that the most fastidious can desire. Through the Mountain Observation Cars are run in the Tourist Season.

THE ROYAL MAIL STEAMSHIPS

"EMPRESS OF INDIA" "EMPRESS OF JAPAN"
"EMPRESS OF CHINA"

Placed on the Pacific by the Canadian Pacific Railway Company, bring that wonderland, Japan, within the reach of all. Sixty days from New York will admit of one month's holiday in Japan.

C. P. R. PACIFIC COAST LINE

"TARTAR" and "ATHENIAN"

Make regular sailings between Vancouver and Victoria, and Alaskan ports, from which the Klondike gold fields are reached.

THE CANADIAN-AUSTRALIAN LINE

R. M. SS. "MOWERA" "WARRIMOO"
and "AORANGI"

Between Vancouver and Victoria, B.C., and Sydney, Australia, via Honolulu, Hawaiian Islands, Suva, Fiji, and Wellington, New Zealand, is the shortest and most attractive route to the Tropics and Antipodes.

Through Tickets from Halifax, St. John, N. B., Quebec, Montreal, Ottawa, Prescott, Brockville, Toronto, Hamilton, London, and all points in Canada; also from New York, Boston, and all points in the East, to Vancouver, Victoria, Wrangel, and other points in British Columbia and Alaska, and to Portland, Ore., Puget Sound Ports, San Francisco, Japan, China, Corea, Straits Settlements, India, Hawaiian and Fijian Islands, New Zealand, Australia, and Around the World.

**INSIST ON GETTING YOUR TICKETS VIA
THE CANADIAN PACIFIC RY.**

RATES ARE THE LOWEST

Canadian
Pacific
Railway



Summer Tours

VOLUME IV.—WESTERN TOURS.

Across the Continent.
Lake of the Woods.
Winnipeg and the Prairies.
The Rockies—Banff and Lakes in the Clouds.
The Selkirks—The Great Glacier and Kootenay.
Okanagan Lake.

The Pacific Coast—
Vancouver and Victoria.
Alaska and the Klondike.
Puget Sound.
California.

Trans-Pacific—
Honolulu.
Fiji.
New Zealand.
Australia.
China and Japan.
Around the World.

For particulars of other tours,
VOL. I. EASTERN TOURS
VOL. II. CENTRAL TOURS
VOL. III. UPPER LAKE TOURS } See page 3.

ISSUED BY THE
CANADIAN PACIFIC RAILWAY CO.
1898

Canadian Pacific Railway

HEAD OFFICE, MONTREAL, CANADA

SIR WM. C. VAN HORNE, K.C.M.G.	} President	Montreal.
T. G. SHAUGHNESSY	Vice-President	Montreal.
CHARLES DRINKWATER	Secretary	Montreal.
I. G. OGDEN	Comptroller	Montreal.
W. SUTHERLAND TAYLOR	Treasurer	Montreal.
JAMES OSBORNE	Assistant to Vice-President ..	Montreal.
THOS. TAIT	{ Manager, Lines East of Fort William	Montreal.
WM. WRYTE	{ Manager, Lines West of Fort William	Winnipeg.
D. MONICOLL	Passenger Traffic Manager ..	Montreal.
G. M. BOSWORTH	Freight Traffic Manager ..	Montreal.
J. A. SHEFFIELD	{ Supt. Sleeping, Dining and Parlor Cars and Hotels ..	Montreal.
ARTHUR PIERS	Supt. of Steamship Lines ..	Montreal.
C. R. HOSMER	Manager of Telegraphs	Montreal.
L. A. HAMILTON	Land Commissioner	Winnipeg.
C. E. E. USSHER	{ General Passenger Agent. Lines East of Port Arthur ..	Montreal.
ROBERT KERR	{ Traffic Manager, Lines West of Lake Superior	Winnipeg.
H. P. TIMMERMAN	{ General Superintendent, Atlantic Division	St. John, N.B.
J. W. LEONARD	{ General Superintendent, Ont. & Que. Division	Toronto.
C. W. SPENCER	{ General Superintendent, Eastern Division	Montreal.
R. MARPOLE	{ General Superintendent, Pacific Division	Vancouver.
C. E. MCPHERSON	{ Asst. General Passenger Agent	Toronto.
A. H. NOTMAN	{ Asst. General Passenger Agent	St. John, N.B.
J. N. SUTHERLAND	{ General Freight Agent, Atlantic Division	St. John, N.B.
W. B. BULLING, JR.	{ General Freight Agent Eastern Division, etc.	Montreal.
E. TIFFIN	{ General Freight Agent, Ontario Division	Toronto.
A. C. HENRY	Purchasing Agent	Montreal.
H. L. PENNY	Auditor of Disbursements ..	Montreal.
J. H. SHEARING	Auditor of Pass. Receipts ..	Montreal.
C. J. FLANAGAN	{ Auditor of Freight and Telegraph Receipts	Montreal.
J. R. STEELE	Freight Claims Auditor	Montreal.
G. S. CANTLIE	Superintendent Car Service ..	Montreal.
A. D. MAC TIER	General Baggage Agent	Montreal.
ARCHER BAKER	European Traffic Agent ..	{ 67 & 68 King William St., E.C., and 30 Cockspur Street, S.W. London, Eng.
D. E. BROWN	{ General Agent, China, Japan, etc	Hong Kong.
W. T. PAYNE	{ General Traffic Agent for Japan	Yokohama, Japan.
SYDNEY HAYWOOD	Eastern Travelling Agent ..	{ 30 Dalhousie Square, Calcutta, India.
E. V. SKINNER	General Eastern Agent ...	{ 363 Broadway, New York.
J. F. LEE	{ General Agent, Passenger Department	228 South Clark St., Chicago, Ill.
E. J. COYLE	District Passenger Agent ..	Vancouver, B.C.
H. J. COLVIN	District Passenger Agent ..	{ 197 Washington St., Boston, Mass.
M. M. STERN	District Passenger Agent ..	{ Chronicle Bldg., San Francisco, Cal.

SUMMER TOURS BY THE Canadian Pacific Railway

VOLUME I.—EASTERN TOURS.

Montreal and Vicinity.
The Laurentians.
Quebec and Lower St. Lawrence.
Maritime Provinces and Newfoundland.
The Atlantic Coast.
Maine Summer Resorts.
White Mountains.
Boston and New England.
The Adirondacks.

VOLUME II.—CENTRAL TOURS.

Niagara Falls.
Toronto and Western Ontario.
The St. Lawrence and 1000 Islands.
Ottawa, the Capital of Canada.
The Upper Ottawa Valley.

VOLUME III.—UPPER LAKE TOURS.

The Great Upper Lakes—
Lake Huron.
Georgian Bay.
The Islands of the North Shore.
Sault Ste. Marie River—
The Famous Soo Canals.
Lake Superior—
Thunder Bay.

VOLUME IV.—WESTERN TOURS.

Across the Continent.
Lake of the Woods.
Winnipeg and the Prairies.
The Rockies—Banff and Lakes in the Clouds.
The Selkirks—The Great Glacier and Kootenay.
Okanagan Lake.
The Pacific Coast—
Vancouver and Victoria.
Alaska and the Klondike.
Puget Sound.
California.
Trans-Pacific—
Honolulu.
Fiji.
New Zealand.
Australia.
China and Japan.
Around the World.

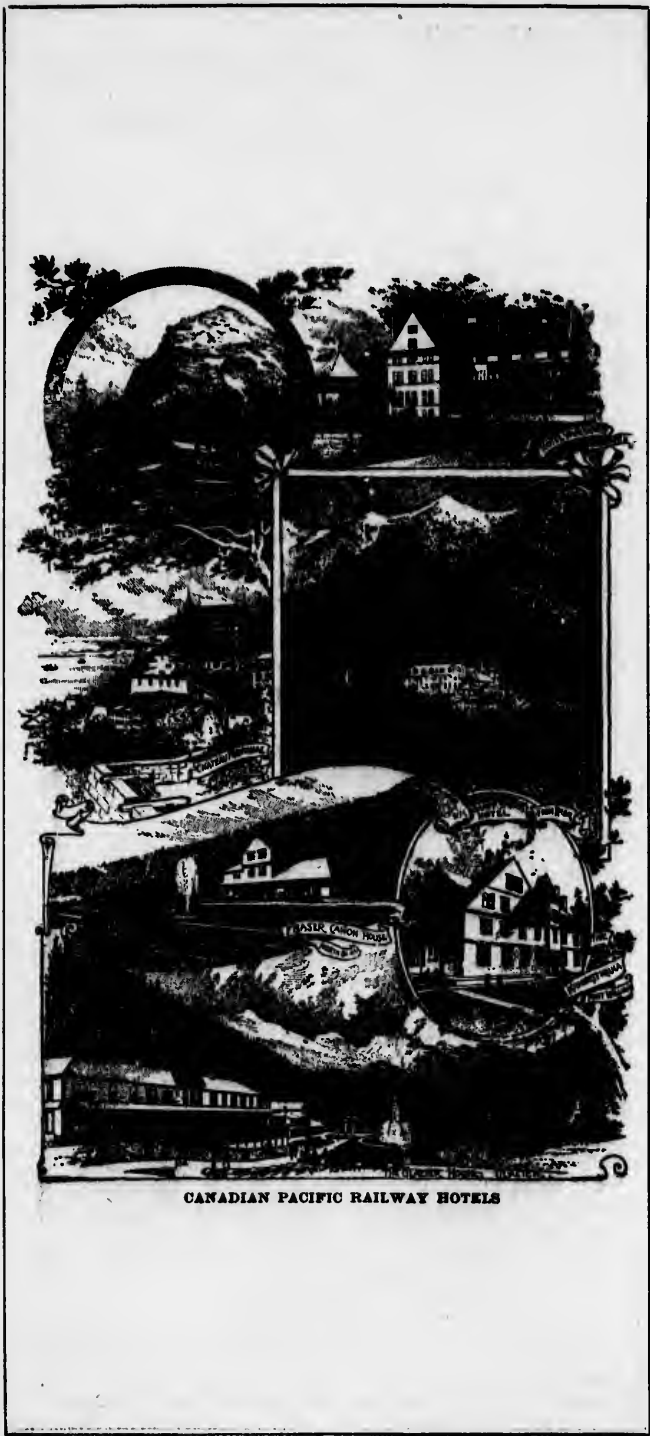
Copies of these publications, or of any other of the numerous books and pamphlets issued by the Canadian Pacific Railway Company, can be had free on application to any agent of the Company, or to the Passenger Traffic Department, Montreal.

William
and 30
Street,
Eng.

n.
quare,
a.
New

St.,

St.,
San
i.



CANADIAN PACIFIC RAILWAY HOTELS

A
 A
 B
 C
 C
 D
 E
 F
 G
 H
 I
 J
 K
 L
 M
 N
 O
 P
 Q
 R
 S
 T
 U
 V
 W
 X
 Y
 Z

INDEX

	PAGE
Agassiz.....	41
Ainsworth.....	41
Alaska.....	41, 42, 54
Around the World.....	57
Australia.....	56
Banff Hot Springs.....	42, 43
Calgary.....	42, 43
China.....	56
Desbarats.....	54
Duluth.....	53
Field.....	43
Fiji.....	53
Fort Francis.....	53
Glacier.....	43
Glacier Bay (see Alaska).....
Hakyon Hot Springs.....	44, 53
Harrison Hot Springs.....	53
Hawaii.....	56
Hong Kong.....	56
Honolulu.....	56
Japan.....	56
Kakabeka Falls.....	53
Kaslo.....	44
Laggan.....	42
Lakes in the Clouds (see Laggan).....
Lake Emerald (see Field).....
Mackinac Island.....	54
Nakusp.....	53
Nelson.....	44, 45, 53, 54
Nepigon.....	53
New Zealand.....	56
Okanagan (see Penticton).....
Penticton.....	45, 54
Portland.....	45
Rainy River (see Rat Portage and Fort Francis).....
Rat Portage.....	46
Revelstoke.....	46
Rosland.....	46, 47, 54
Round the World.....	57
Sandon.....	53, 54
San Francisco.....	47, 48
Seattle.....	48
Shanghai.....	56
Sitka.....	41, 42, 54
Slocan City.....	53, 54
Spokane.....	48, 54
Suva.....	56
Sydney.....	56
Tacoma.....	49
Trail.....	49, 54
Vancouver.....	49, 50
Victoria.....	50
Winnipeg.....	51, 52
Yokohama.....	56

General Information

THE TOURIST ROUTES shown herein cover only a small portion of the attractive places that can be reached by the Canadian Pacific Railway and Steamship Lines. Additional routes will be made and prices given on application to any city ticket office of the Company in Canada.

Tourist tickets entitle the purchaser to all the privileges of regular first class tickets.

Unless otherwise specified they are on sale from June 1st to September 30th, and are available for travel until November 1st of the year in which issued. They are good for stop-over on application to Conductor or Purser at any intermediate point on the Canadian Pacific Railway or Steamship lines, within their time limit. Portions issued over the lines of other railways or transportation companies are subject to the local stop-over regulations of the lines over which they read. See pages 8 and 9.

Transfers between stations are not included in Tourist Tickets, unless specially noted, as they are necessary at very few points, and most of these being places of interest, tourists would naturally desire to see them.

Round Trip Tours going one way and returning another, that are designated "R.W.," can be reversed, at the time of ticket purchase, for the convenience of tourist.

Many of the steamer lines cease running, or make irregular trips, prior to November 1st, and tourists should consult each company's advertisements, and arrange their movements accordingly, as all Tourist Tickets are sold on condition that they are used while the service is in effect.

The tickets for side trips should be purchased at the starting point, as in many instances the benefit of the Side-Trip rates cannot be obtained at the junction point where the side trip diverges from the main tour.

The time of railway and steamship connections given herein cannot be guaranteed, as it is subject to change as the season advances. For details and latest changes a perusal of the current time-table "folder" of the Company is recommended.

Where steamship routes are designated thus \square , it indicates that no extra charge will be made for meals and berths on steamships. If not so marked, meals and berths are not included and will be charged for extra.

Children between the ages of 5 and 12 years will be charged half fare on railways and inland steamer lines on North American Continent; over 12 years, full fare.

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are being formed, send a representative to render assistance and give all information.

Special and First-Class Sleeping Cars will be reserved for parties of eighteen or more first-class passengers; and when destined to a point west of Fort William or Sault Ste. Marie will be reserved for

WESTERN TOURS

parties of fifteen or more first-class passengers, on payment of the required number of first-class fares. The rate will be about \$45.00 per car per day for the use of such cars in addition to the price of passage tickets.

Tourists are warned that in no instances are their tickets transferable, and if they are unable to use a whole or a part of the ticket, the portion unused should be returned not later than November 30th, 1898, to the General Passenger Agent of the Canadian Pacific Railway, at Montreal, or to the Traffic Manager at Winnipeg, who will refund the difference between the fare for the distance travelled and amount paid.

When Tourist rates are quoted herein *from* points not located on the line of the Canadian Pacific Railway, the routes by which the Canadian Pacific Railway will be reached, unless otherwise stated, are as follows:

From Buffalo or Niagara Falls to Hamilton by Michigan Central Rd. to Welland, thence Toronto Hamilton & Buffalo Ry.

From Buffalo to Toronto by Michigan Central Rd. to Welland, Toronto Hamilton & Buffalo Ry. to Hamilton, thence Canadian Pacific Ry.; or by steamer to Slater's Point, Niagara Falls Park & River Ry. to Queenston, thence Niagara Nav. Co.; or by New York Central & Hudson River Rd. to Lewiston Wharf, thence Niagara Nav. Co.; or by Michigan Central Rd. to Niagara-on-the-Lake, thence Niagara Nav. Co.; or by Buffalo Ry. to City Line; Buffalo & Niagara Falls Electric Ry. to Niagara Falls; Niagara Falls & Lewiston Rd. to Lewiston, thence Niagara Nav. Co.

From Niagara Falls to Toronto by Michigan Central Rd. to Welland, Toronto Hamilton & Buffalo Ry. to Hamilton, thence Canadian Pacific Ry.; or by Niagara Falls Park & River Railway to Queenston, thence Niagara Nav. Co.; or by New York Central & Hudson River Rd. to Lewiston Wharf, thence Niagara Nav. Co.; or by Michigan Central Rd. to Niagara-on-the-Lake, thence Niagara Nav. Co.; or by Niagara Falls & Lewiston Rd. to Lewiston, thence Niagara Nav. Co.

From Boston, Mass., to Newport, Vt., by Montreal & Boston Air Line (Boston & Maine Rd.)

From Portland, Me., to Newport, Vt., by the Maine Central Rd. to Lunenburg via Fabyans, thence Boston & Maine Rd.

Tickets or coupons between Owen Sound and Sault Ste. Marie and Owen Sound and Fort William, in either direction, reading over the Canadian Pacific Steamship Line, will be available for passage between Owen Sound and Sault Ste. Marie either by the *Through* Express Steamships of the Canadian Pacific Railway running between Owen Sound and Sault Ste. Marie direct, or (if exchanged by C.P.R. Agent at Sault Ste. Marie or Owen Sound) by the *Local* Steamship Lines running north of Manitoulin Island and calling at intermediate ports.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through Ticket Agent when purchasing ticket, or through city ticket office at Toronto.

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shown; but tickets for many of the tours may be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Traffic Department mentioned on inside front and back pages. Correspondence is respectfully invited, see addresses on inside of back cover.

Stop-over Privileges

Allowed on other Lines.

American Line Steamers (St. Lawrence River).

Stop-over allowed on application to purser.

Anchor Line.

Stop-over allowed at any regular port.

Bangor & Aroostook Rd.

Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.

Bay of Quinte Ry. & Navigation Co.

Stop-over allowed on notice to conductor.

Boston & Albany Rd.

Stop-over allowed for ten days on notice to conductor.

Boston & Maine Rd.

Stop-over for ten days allowed at any station (except between Ware, Concord, Willmington, Stoneham, Salem, Marblehead or Reading and Boston) on notice to conductor.

Central Vermont Rd.

Stop-over allowed at any station on notice to conductor.

Champlain Transportation Co. (Str. on Lake Champlain).

Stop-over allowed on notice to purser.

Cleveland & Buffalo Transit Co.

No intermediate stops.

Day Line Steamers (on Hudson River).

Stop-over allowed on notice to purser.

Delaware & Hudson Rd.

Stop-over allowed at any station on notice to conductor.

Delaware Lackawanna & Western Rd.

Stop-over allowed on notice to conductor.

Detroit & Cleveland Navigation Co.

Stop-over allowed at Alpena and St. Clair on up trip only.

Dominion Atlantic Ry.

Stop-over allowed on notice to conductor.

Duluth South Shore & Atlantic Ry.

Stop-over for ten days allowed on application to conductor.

Erie Rd.

Stop-over allowed on notice to conductor.

Fall River Line (Old Colony S. B. Line).

Stop-over allowed at Newport, R. I., in either direction on notice to purser.

Fitchburg Rd.

Stop-over allowed on notice to conductor.

Georgian Bay & Lake Superior S. B. Line.

Stop-over allowed on notice to purser.

Grand Trunk Railway System.

Stop-over allowed at any station on notice to conductor.

Great Northern Transit Co's Steamers.

Stop-over allowed on notice to purser.

Hudson River Day Line.

Stop-over allowed on notice to purser.

Intercolonial Railway.

Stop-over allowed at any station on notice to conductor.

International Steamship Line.

Stop-over allowed at any landing.

Kingston & Pembroke Railway.

Stop-over allowed on notice to conductor.

Lake George Steamboat Co.

Stop-over allowed on notice to purser.

Lake Michigan & Lake Superior Transportation Co.

Stop-over allowed at all ports except Milwaukee.

Lehigh Valley Rd.

Stop-over on notice to conductor.

WESTERN TOURS

Maine Central Rd.

Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.

Michigan Central Rd.

Stop-over of fifteen days at any station allowed on going journey to eastern resorts.

Minneapolis St. Paul & Sault Ste. Marie Ry.

Stop-over allowed on application to conductor.

Mount Washington Railway.

No intermediate stops.

New Bedford Martha's Vineyard & Nantucket S.B. Line.

Stop-over allowed for ten days on notice to purser.

New York Central & Hudson River Rd.

Stop-over allowed at any station on notice to conductor, on summer tourist tickets bearing final limit Oct. 31st.

New England Rd.

Stop-over allowed on notice to conductor.

New York New Haven & Hartford Rd. (New Haven System).

One stop-over allowed on each division on notice to conductor.

New York New Haven & Hartford Rd. (Old Colony System).

One stop-over allowed on notice to conductor.

New York Ontario & Western Ry.

Stop-over allowed on notice to conductor.

Niagara Navigation Co.

Stop-over allowed on notice to purser.

North American Trans. Co. (Ltd.)

Stop-over allowed on application to purser.

Northern Michigan Trans. Co.

Stop-over allowed.

Northern S. S. Co.

Stop-over allowed on notice to purser.

North Shore Navigation Co.

Stop-over allowed on notice to purser.

Old Colony Steamboat Co. (Fall River Line).

Stop-over allowed at Newport, R.I., in either direction, on notice to purser.

Ottawa River Navigation Co.

Stop-over allowed at Carillon, Greenville and L'Original for Caledonia Springs—at other points on notice to purser.

Portland Mt. Desert & Machias S.B. Line.

Stop-over allowed at any landing on notice to purser.

Profile & Franconia Notch Rd.

No stop-over allowed.

Quebec Central Ry.

Stop-over allowed on notice to conductor.

Quebec & Lake St. John Railway.

Stop-over allowed on notice to conductor.

Quebec Montmorency & Charlevoix Railway.

Stop-over allowed on notice to conductor.

Quebec Steamship Co.

Stop-over allowed.

Richelieu & Ontario Navigation Co.

Stop-over allowed on notice to purser.

Rome Watertown & Ogdensburg Rd.

Stop-over allowed on notice to conductor.

St. Johns-Jury & Lake Champlain Rd.

Stop-over of ten days allowed at any station on notice to conductor.

St. Lawrence River S.B. Co. & Thousand Island S.B. Co.

No stop-over allowed.

Toronto Hamilton & Buffalo Ry.

Stop-over allowed on notice to conductor.

West Shore Rd.

Stop-over allowed at any station on notice to conductor only on summer tourist tickets bearing final limit of Oct. 31st.

Windsor Detroit & Soo Line.

Stop-over allowed on notice to purser.

Advantages offered by the
Canadian Pacific Railway
to promote travel

Round Trip First Class Tickets, good for one month, are sold between stations east of Port Arthur and Sault Ste. Marie at a reduction of one-sixth from double the one-way rates.

One Thousand Mile Tickets, for \$25.00, good for one year and available over all portions of the line east of Sault Ste. Marie and Sudbury Junction, except on Lake Temiscamingue Branch, are sold at principal stations.

Saturday Excursion Tickets, good for return until the following Monday, are sold during summer months from Eastern cities to the country points within a radius of about sixty miles, at ten cents more than the one-way first-class rate. For particulars apply to city ticket offices.

Sportsmen, travelling together in Canada, in parties of five or more, will be issued return tickets, good for one month, to shooting and fishing resorts on the Canadian Pacific Railway, at greatly reduced rates. 200 lbs. of baggage and camp equipment, consisting of tents, canoes or skiffs under 20 feet in length, camp utensils, etc., including a fish or game catch of 50 lbs. weight, will be carried free in certain specified territory for each sportsman. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Company. Perusal of the pamphlet "*Fishing and Shooting on the Canadian Pacific Railway*" is recommended. A copy can be procured on application to any of the Company's agents.

Baby Carriages (estimated weight 75 lbs. each) will be checked at owner's risk to stations on Canadian Pacific Ry. east of Port Arthur, as personal baggage, but no more than one baby carriage will be checked on each ticket.

Dogs. Dogs will be carried only at owner's risk if provided with suitable collars and chains to secure them. The charge for each dog will be the same as for one hundred (100) pounds excess baggage.

Special Round Trip Excursion Parties. Reduced rates for such parties are made when eight or more passengers are travelling together.

Summer Tours

By the Canadian Pacific Railway



THE CANADIAN PACIFIC RAILWAY

Whose lines stretch from the Atlantic to the Pacific, offers peculiar facilities to intending holiday makers. Wherever one decides upon going—whether to the seaside, the great lakes, the prairies, the mountains or the Pacific Coast—the most pleasant route will be found by the Canadian Pacific Railway, whose perfectly equipped road and admirable service have earned it an enviable reputation the world over. The regions traversed by the Company's lines possess unusual attractions to tourists, and vast tracts of game country that have hitherto been difficult of access are now easily reached by them, and a trip to these fields brought within the scope of those with slender purses. From the Atlantic to the Pacific there is not a hundred miles of the railway that does not pass within the ken of some good country for sport—either large game or small—and many of the best fishing waters on the continent are contiguous to the Company's lines.

The tourist by the Canadian Pacific is not limited to land travel or even to the American Continent. The Company's magnificent steamers traverse the Great Lakes, the water stretches of British Columbia and the Pacific Ocean. One who has sixty days to spare can travel from the Atlantic coast across the continent and over the Pacific to Japan, spend a month in the land of the Mikado and return to the Atlantic cities within two months of his departure, or even in less time he can visit the charming Hawaiian and Fijian Islands or "do" Alaska. Even this does not reach the limit of the arrangements made by the Canadian Pacific Railway Company for tourists. A tourist can purchase a ticket at a very moderate price which will take him around the world, with stop-over privileges enabling him to wander about Japan, inspect the chief cities of China, the Straits Settlements and Australasia, and visit the historical places of India, Egypt and Europe. For the information of those who contemplate making one or other of these tours, the Canadian Pacific Railway Company has published, in addition to this series of "Summer Tours," a number of short guides and maps compiled from trustworthy sources. They are called "Westward to the Far East" and "East to the West" (guides to the principal cities in Japan and China), "New Highway to the Orient," "The New Route to Australia," "Hawaii," and "Around the World," which, with "Fishing and Shooting" (a pamphlet of special interest to anglers and hunters), can be obtained free of charge on application to any agent of the Railway Company, or to the Passenger Traffic Department of the Railway at Montreal.

Across the Continent

Through the Canadian Lake, Prairie and Mountain Region to the Pacific

THERE are many delightful resorts in the Canadian West—in Lake of the Woods district, on the broad prairies of Manitoba and the the Northwest Territories, in the mountains of British Columbia and along the Pacific Coast—and beyond that great western ocean—and the Canadian Pacific system affords five different routes by which they can be reached. One is its transcontinental line from Montreal, north of Lake Superior to the Pacific Coast at Vancouver; the second by steamer from Owen Sound across Lakes Huron and Superior to Fort William and thence by rail; the third by the way of Sault Ste. Marie, St. Paul and Moose Jaw; the fourth is by rail through Sudbury Junction to Sault Ste. Marie, thence by steamer across Lake Superior to Fort William, where the Transcontinental line is reached; and the fifth leaves the Canadian Pacific system at Detroit, and proceeds by the way of Chicago and St. Paul to Moose Jaw in the Canadian Northwest, thence by the Canadian Pacific to Vancouver.

Commencing the westward journey by the first mentioned all-rail transcontinental route, upon leaving Montreal westward bound, the quaint French suburbs, dating back to the earliest settlement of the country, are first seen. Fifty miles brings one to the banks of the Ottawa River, which is closely followed until Hull, opposite Ottawa, is reached, when it is crossed by the railway upon a bridge which permits the passengers to see the Chaudiere Falls, a point of great interest in the early history of Canada, and the extensive booms, rafts and lumber mills that indicate the principal industry of the locality.

Ottawa is the capital of the Dominion, and is most picturesquely situated between the Chaudiere Falls and a point where the Rideau River falls in a fine cataract into the larger stream. The many imposing structures of the city, including the Parliament buildings, the Library, Museum of Natural History, and Rideau Hall (where the Governor-General resides) are a constant attraction to visitors.

Leaving Ottawa the train moves on up the river, through an agricultural and then a lumbering region. At Arnprior, 52 miles from Ottawa, there are medicinal springs. At short intervals streams and small lakes promise splendid sport to the angler. The country becomes more broken and rocky as we progress towards Lake Nipissing. There is less agriculture, more woodland and greater attractions for artists and sportsmen. From Mattawa there is rail and steamer communication with the Temiscamingue country, a newly-opened agricultural district, where there is unsurpassed fishing

WESTERN TOURS

and shooting and canoeing. The scenery of this new district is inviting, and with the placing of fine steamers on the lakes and the erection of good hotels, tourists are afforded excellent accommodation and every facility for enjoying the beauties of this hitherto almost unknown region with ease and comfort.

Resuming the transcontinental journey, Lake Nipissing, reached at North Bay, is noted for its fishing and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Glimpses of rolling hills, lakes, dashing trout streams, cataracts, rocky crags, meadows and marshes, are caught through the almost universal forest as the train speeds along its northern shore. Many hundreds of beautiful islets at the western end of Lake Nipissing, near the mouth of French River, may be reached from Sturgeon Falls or Caché Bay, and are eligible sites for summer residences. Ampic details about these and other islands attainable by C. P. R. can be had from the Colonization Agent of the C. P. R. Company at Montreal. The railway winds among forested hills for some distance westward of Nipissing, then crosses to another stream, which leads it down to Lake Superior, first seen at Heron Bay station, the second afternoon after leaving Montreal.

Lake Superior now remains in view, with only occasional intermissions, until Fort William is reached, towards which the train makes its way amid rocky hills and tremendous cliffs, forming pictures delightful to the eye, but in construction testing the utmost skill of the engineer. In this district the line crosses a number of the finest trout rivers in Canada.

The Nepigon River, which flows into Nepigon Bay, is perhaps the best trout fishing stream on the continent. There is a good hotel at Nepigon station, but those in quest of sport usually go up the river and camp there. There are several good camping grounds, and Indian guides and camp supplies and outfit may be hired or purchased at reasonable figures.

To Fort William and Port Arthur come the steamers of the Canadian Pacific line from Owen Sound and Sault Ste. Marie, while most of the other Lake Superior boats call in passing. This furnishes alternate routes between the east and these ports during the season of navigation, and one that is justly popular. Connection is also made with steamers of the United States & Dominion Transportation Co., which leave Port Arthur for Duluth twice a week.

Fort William is the western terminus of the Eastern Division of the Canadian Pacific Railway, and of its Lake Steamship line. It is at present only the mere beginning of what is destined to be a great city. It has several monster elevators, docks, etc., and a new large hotel of the first class—the Kaministiquia—on the bank of the Kaministiquia river, which falls into Thunder Bay and forms the frontage of the town, affords a very pleasant stopping place for the traveller or tourist. Port Arthur, five miles from Fort William—the two towns being connected by electric railway—has several very good hotels, and in the bay and the streams of the neighborhood there is good fishing.

Kakabeka Falls, which have a drop of 120 feet, and in this respect nearly equal Niagara, are also within 21 miles of Fort

William. Tourists remaining over have an opportunity of visiting the falls, as there are frequent excursions by rail each week during the season to Stanley Park, from which it is a pleasant drive of three miles to the cataract.

Lake of the Woods

The Thousand Island Region of the West

OF ALL the lovely lakes that diversify and ornament the country lying between Lake Superior and the great western prairies, Lake of the Woods is the most beautiful and most accessible. It is a summer resort *par excellence*, and is largely visited by the people of Western Canada and from middle Western States, who find here ideal conditions for the thorough enjoyment of the summer holidays.

To reach these pleasant waters from Fort William one travels through a region of rapid-flowing streams and picturesque lakelets bordered and surrounded by rugged rocks, and a dense tangle of woodland that charms by its wild beauty.

Rat Portage, a well-built town of nearly 5,000 people, is on the northern outlet of the lake, which contains many thousands of islands varying in size from the one containing a dozen or so square miles to the little tree-crowned islet of one or two acres in area. Each has its own peculiarity of beauty in form, and each channel that penetrates this archipelagic maze its characteristics. Starting from Rat Portage one can in an hour's time sail or row in a seemingly land-locked sheet of pellucid water, surrounded by high-rising lands, beyond the sight of civilization or human life. The channels and bays are as varied in scenic beauty as they are bewildering in their windings. On many of the islands nearer the town are erected handsome summer residences, and many camping parties find temporary abodes on others. Excursions can be made by small steamers to the different mines, which are operated within twenty miles of the town, for this is a rich mineral country, whose wealth is widely scattered from the international boundary to north of the lake. There are a number of well-equipped lines of steamers on the lake, and the newest and largest craft is the fine twin-screw steamer "Keenora," of the Rainy River Navigation Co., built of steel and having excellent accommodation for 200 passengers, which makes semi-weekly trips to Fort Frances, at the head of Rainy River. The route lies through the islands of the northern end, passing through the famed Devil's Gap, across the Traverse, and up Rainy River, a magnificent stream separating Ontario and Minnesota. The Sault and Manitou rapids of the river are passed, and at Fort Frances are the pretty falls of Couchiching, and the famous Government locks, commenced a quarter of a century ago and never completed. Rainy Lake is a reproduction of the Lake of the Woods in many ways, and on it, excursions may be taken in many directions—to Kettle Falls, 50 miles southeast; Devil's Cascade, 30 miles north; up the Seine river to the Foley mine and Mine Centre, where there

WESTERN TOURS

is an excellent hotel, 18 miles beyond which are Sturgeon Falls, a great dashing cascade in a wildly picturesque region. Around Mine Centre cluster groups of mines now being actively developed, and which are easily reached. From Rainy Lake, the main line of the C. P. R. can be reached by steamer and stage, or by canoe and portage by those not wishing to follow beaten lines of travel, on over a dozen different routes through a region prolific in fish and both big and small game. One favorite route is to the Devil's Cascade, and by steamer through the Manitou Lakes to Wabigoon, 95 miles east of Rat Portage.

The waters of Lake of the Woods flow in a magnificent stream into the Winnipeg river, which, within a few hundred yards of the town, tumbles through a rocky gorge and forms the beautiful Ka-ka-be-Kitchewan Falls. This river also gives a picturesque canoeing route to Fort Alexander on Lake Winnipeg, from which the city of Winnipeg is reached, and is frequently used by excursionists who find supplies and guides easily procurable at Rat Portage.

Norman is a part of Rat Portage which possesses many desirable camping sites, and west again is Keewatin, where are located the great mills of the Lake of the Woods Milling Co., and the works of the Keewatin Power Co., which are intended not only to supply power to factories and industries which it is expected will be erected in the locality, but to transmit power to Winnipeg and other western cities.

Besides mining, lumbering and fishing are carried on extensively on the Lakes of the Woods, and a visit to the scene of operations of these industries will be interesting to the visitor.

The Western Prairies

Winnipeg and the great Wheat Fields— Tours through the West

FROM the Lake of the Woods it is an interesting six hours' ride on the Canadian Pacific through a picturesque region to Winnipeg, the capital of Manitoba, and the gateway of the great western prairie-land of Canada.

Winnipeg is a Chicago so far as 45,000 ambitious people are able to make it. Before the advent of a railway it was merely a small village round the Hudson's Bay Company's post of Fort Garry, hundreds of miles from anywhere. To-day it is the focus of ten radiating railways, and is progressing rapidly. It has many fine public buildings, several beautiful public parks, and the magnificent residences of its wealthier citizens display taste and refinement. Across the Red River is the town of St. Boniface, whose cathedral bells were immortalized by Whittier, and a mile north of the centre of the city is St. John's (Episcopalian) Cathedral, one of the oldest landmarks of this new country. With Winnipeg as headquarters, tours can be made—through the great grain fields of the west and southwest, which, in the late summer and early autumn, present scenes which delight the eye. In 1885, when the Canadian

WESTERN TOURS

Pacific Ry. was completed, this western country was importing food products. Ten years later, Manitoba's 25,000 farmers alone raised over sixty millions of bushels of wheat, oats, barley and flax, while, with the Territories, they exported to the Eastern Provinces, and to the old country, during the same year, nearly 75,000 head of cattle, horses, sheep and hogs. Winnipeg is connected by twenty miles of railway with Lake Winnipeg, one of the great inland lakes of the continent, from whose waters the season's output of fish each year will shortly reach ten million pounds. Steamers run semi-weekly on Lake Winnipeg between Selkirk near the mouth of the Red River of the North and Grand Rapids at the mouth of the Saskatchewan River. The rapids are worthy of their name, and to run them is a novel and delightful experience, and visits to the fishing grounds are interesting features of the trip.

Shoal Lake, on the line of the Manitoba & Northwestern Railway from Portage la Prairie, is a pleasant resort; and railway communication has been established with Lake Winnipegosis, where there is not only excellent fishing, but most delightful scenery.

Westward from Winnipeg spreads a thousand miles of open and productive plains—the wheat prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures, which are gradually and steadily being taken up by the settler. During the first day's travel thriving towns, villages and farm houses are passed. Later the villages diminish and the farms become fewer, at least near the railway, which has now ascended to a higher region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but domestic cattle have taken their places, wild fowl through the many lakes, and in the season grouse are plentiful, and antelope occasionally are seen quietly watching the train as it hurries on. From Regina, the North Saskatchewan River is reached by railway to Prince Albert, in the centre of a thriving agricultural district, where there is good shooting and fishing.

At Moose Jaw, the "Soo" line from Sault Ste. Marie and St. Paul connects with the main line of the C. P. R.

From Dunmore the Lethbridge coal fields are reached by a branch line, an extension of which has now been built beyond Macleod, and which, by the end of the present year, will be completed and in operation to Nelson, the chief town of the Kootenay mining country. The scenery along the route through the Crow's Nest Pass is magnificent, and while not so startling as that which environs the main line, equals it in many other ways. There are mineral springs in the Pass, and when adequate hotel accommodation is provided, there will be all the factors along the route to attract tourists. This line will open up the great ranching country of Southern Alberta, while it will also supply the means for the successful operation of the immense beds of anthracite coal found in the Crow's Nest Pass of the Rocky Mountains, and which for smelting purposes is of unsurpassed quality. The railway will also tap the rich mining country of the East Kootenay, in which there are already the thriving towns of Wardner, Fort Steele and Cranbrook.

From Calgary a branch runs to Macleod, where connection is made with the Crow's Nest line; while another branch runs north to

WESTERN TOURS

Edmonton, which has now become a large outfitting and starting point for Yukon gold seekers. Edmonton is situated on the Saskatchewan River, which is here nearly 2,000 feet wide with its banks nearly 200 feet high. In the sand and gravel of the river gold has been found for many years, and by the most primitive methods of washing, men have earned from \$3.00 to \$5.00 per day. Dredging machines with every scientific appliance are now in operation along the river with the most satisfactory results to the owners. Steamers can be taken from Athabasca Landing, ninety miles north of Edmonton, to the mouth of the Mackenzie River (which flows into the Arctic Ocean), a distance of 2,000 miles, and from various points on which the Klondike is reached. A large number of prospectors have gone overland from Edmonton to the Yukon, via the Peace, Dease, Liard, and Pelly rivers, in all of which rich finds of gold have been made.

In this far northern country, there is big game and plenty of it—in the Barren Lands the musk-ox being found. There is capital fishing, and the whole Mackenzie basin offers more than ordinary attractions to the venturesome explorer, the Mackenzie being the great waterway to the Arctic Ocean.

The Mountains of British Columbia

Banff, the Lakes in the Clouds, Great Glacier, Kootenay and Okanagan

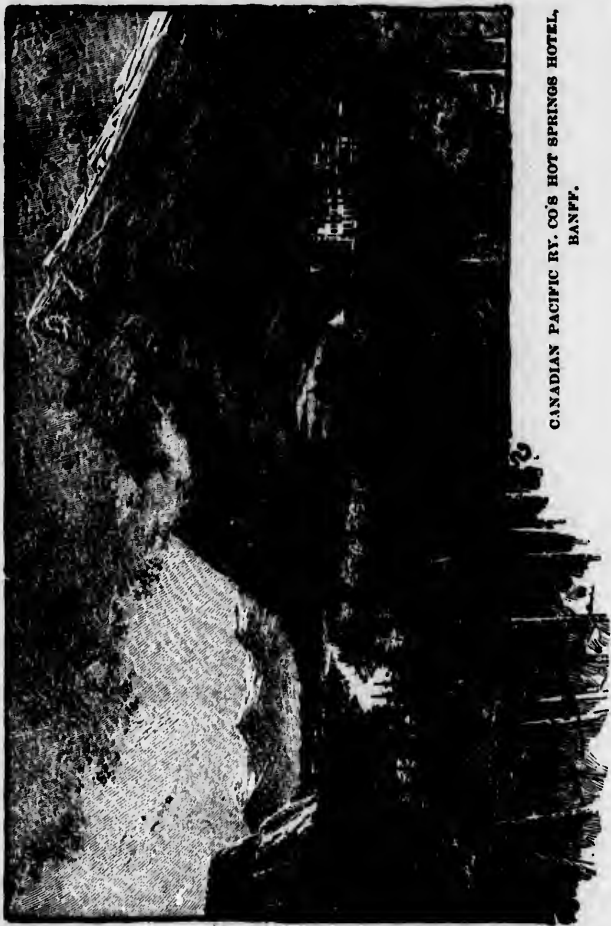
IN STARTLING and wonderful contrast to the prairies are the mountain ranges of British Columbia—the wildest and most magnificent scenery in the world. Before the traveller is aware, the train has wound through the foothills up the valley of the Bow; the prairies are shut off behind; and a tortuous way is followed into the folds of the mighty Rockies.

And now all that has gone before dwindles into insignificance. Several ranges of huge mountains are to be crossed before the Pacific Ocean is reached, and for over five hundred miles there is a succession of views unequalled for grandeur on the American continent.

“Do not try to take in all of this in one unbroken trip” is the timely advice given to the tourist by one who has been across the Rockies many times, and knows the giants well. “The eye loses power of discrimination, so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and past mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one too rapidly for appreciation. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine pathways they have hewn, and you behold the very source of their currents in some crystal lake, or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the

WESTERN TOURS

bottom of these ravines beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciest of summer clouds a mile and a quarter higher than your place. Again, the railway surmounts a portion of this distance; and you can look down to where tall forest trees appear like shrubs. Upwards, apparently close at hand, are the naked edges lifted above the last fringe of vegetation, wide spaces of never wasting snow, and the wrinkled



CANADIAN PACIFIC RY. CO'S HOT SPRINGS HOTEL,
BANFF.

backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, and find yourself enshrouded in the shadow of a forest. The massiveness and breadth of the mountains in one part will astonish you; their splendid and fantastic forms in another excite your curiosity; while now and then a single stately

WESTERN TOURS



our
mer
the
own
ntly
of
led

ment
eaks,
into
the
ains
is in
ately

WESTERN TOURS

peak, like Cathedral Peak, Mount Stephen or Sir Donald, will print itself upon your memory."

It would be well, then, for the tourist to stop off at two or three points at least, and take time to understand the mountains. Pleasant hotels, revelations to those who have elsewhere sojourned in the Rocky Mountains, have been built by the railway company at suitable points, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed.

BANFF

The first and most prominent of the stopping places is BANFF, the station for the Canadian National Park, in the Bow River



LAKE MINNEWANKA,
NEAR BANFF.

Valley, among the eastern foothills of the Rocky Mountains. The hot mineral springs there have peculiar curative properties, and a palatial hotel, owned and operated by the railway company, which affords luxurious accommodation, attracts pleasure and health.

WESTERN TOURS

seekers from the world's capitals in yearly increasing numbers. This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the Government has made easily accessible by carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and in the hills and forests roam deer, mountain sheep and goats, while in a corral near the railway is a herd of buffalo, which are amongst the remaining few of the almost extinct monarchs which twenty years ago roamed over the adjoining plains in countless thousands. The general altitude of the valley is about 4,500 feet. Nine miles north is Devil's Lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, visible far out upon the plains. The fishing here is very good and the scenery grand. Inns on the bank of the lake afford convenient headquarters for sportsmen, and sources of supply for camping-parties. A steam launch plies upon the Bow river and Vermillion lakes, giving access to the best points and a fine view of the surroundings. Excellent canoes and skiffs are also kept for hire and will be found very useful to sportsmen who prefer the tamer sport of duck shooting to the pursuit of sheep, goat and bear. Rare good mountain trout-fishing can be had on the Bow and Cascade rivers within a short walk of the hotel, the fish taking the fly greedily. A large number of driving and saddle horses are kept for tourists' use, and there is perhaps no more enjoyable way of spending a morning than in a breezy gallop over the lower levels, rolling along the well-kept roads in a carriage, or climbing the steeps and studying the marvellous beauty of the park on the back of a sturdy, sure-footed cayuse, as the native ponies are called. There are many points of interest to visit: The cave and basin, a remarkable formation, from which gush natural sulphur springs; the Bow Falls in the valley beneath the hotel; the hot springs on Sulphur Mountain; the Loop, a drive around Bow Valley, skirting the base of Mount Rundle; the Sun Dance cañon, a curious cleft in the mountain; up the side of Tunnel Mountain to a height of 5,000 feet; Anthracite, where the coal mines are operated. There is also a museum, near the hotel, where the Government has made a complete and very interesting collection of specimens of the flora, fauna, mineralogy, etc., of the mountain region.

Although Banff is chiefly a tourist resort, the curative properties of its waters attract invalids in numbers who find relief from their ailments here. An analysis of the Banff water supplies in 1896 by an official of the Dominion Government is as follows: "The water is very free from organic impurities and gives no albuminoid nitrogen. * * * * Each gallon contains dissolved sulphuretted hydrogen to the amount of 0.3 grains (equivalent to 0.8 cubic inch).

"The dissolved solids are as follows:

Chlorine (in chlorides)	0.42 grains.
Sulphuric Acid (SO ₂)	38.50 "
Silica (Si O ₂)	2.31 "
Lime (Ca O)	24.85 "
Magnesia (Mg ^o)	4.87 "
Alkalies (as Soda, Na ₂ ^o)	0.62 "
Lithium	A decided trace.

WESTERN TOURS

The quantity of lithium present is at least one hundred times as much in the Banff water as in some of the so-called lithia waters placed on the market. The temperature of this spring is 114.3 degrees Fahrenheit.

Guests of the C. P. R. hotel find amusement in lawn tennis, billiards, bowling, etc., in addition to driving, fishing, boating, bathing,



LAKE LOUISE, NEAR LAGGAN, ROCKY MOUNTAINS.

and mountain climbing. In the hotel, a dark room has been furnished for the use of photographers who desire to finish their pictures before returning home. Alpenstocks for mountain climbers can also be procured. The hotel opens on May 15th, and closes October 1st, and the rates are from \$3.50 to \$5.00 per day, with reduction upon this rate for a stay of one week or longer.

Complete outfits, including guides, servants, provisions, saddle and pack horses, tents, etc., are supplied from Banff for parties of

WESTERN TOURS

Alpine explorers, goat and sheep hunters in the Selkirks, and caribou and elk hunters in the foothills of the northern Rockies, at moderate rates, not exceeding \$4.00 each per day for parties of four or more.

THE LAKES IN THE CLOUDS

It is only an hour's ride by train through the wooded Bow Valley, with high mountains on every hand, to Laggan, the station for the famed Lakes in the Clouds. Hidden high above the valley, shut in by towering heights, this trinity of pellucid waters is a revelation to those unaccustomed to Alpine environments. From the station a carriage road has been made rising along the mountain side two and a half miles to Lake Louise—the first of the three. This lake lies between two peaks of the Rockies and is fed by a glacier which covers the side of a third eminence at the farther end. A chalet has been built by the Company on the near shore at which parties can find excellent accommodation. The ascent to the upper lakes—Mirror and Agnes—is easily made, ponies being procurable for those not wishing to climb, and good trails lead to Saddleback Mountain and to Paradise Valley, from which superb views are to be gained. Sleeping accommodation can be obtained if one desires to remain longer than one day. The chalet is under the same management as the Banff Springs Hotel. There is telephonic communication with Banff.

As the visitor emerges from the forest on the margin of Lake Louise, his first exclamation usually is, "How beautiful!" and his admiration grows as he ascends to view the other two. No one's description of these lakes satisfies any other person, and one difficulty in adequately describing them arises from the changing effects caused by the atmosphere, the position of the sun and the time of the year at which they are seen. It is sufficient here to say that they are, in the opinion of most people who have seen them, the most beautiful objects of their kind throughout the whole range of scenery, every part of which is magnificent. (See "Banff in the Canadian Rockies" and "The Canadian National Park.")

THE GREAT GLACIER

From the Lakes in the Clouds to that other grand marvel of Nature—the Great Glacier of the Selkirks—is only 103 miles; but the wonders of the journey are not to be measured by the distance. Between the two are the summits of the Rocky and Selkirk ranges, which are surmounted. The Rockies are climbed amid scenes of grandeur which bid defiance to realistic description, so stupendous are the mountain heights and so immense their individual features. Ten miles below "the Great Divide," at the base of Mount Stephen, a giant pyramid rising sheer 8,000 feet from the railway track, is Field, where the railway company's chalet hotel affords a delightful resting place to those wishing to stop over, and explore the glacier-laden monarchs which are here in a glorious group, or visit Emerald Lake, one of the most charming of mountain waters, in which there is capital fishing. The route onward lies down the Kicking Horse Pass. New scenes of sublimity appear in endless succession, and high up against the sky a serrated line of snow-

WESTERN TOURS

mantled peaks of new forms and colors loom up beyond the intervening deep forest-covered valley holding the broad and rapid-running Columbia, crossing which the ascent of the second range—the Selkirks—is commenced. Seen in the full glory of the morning sun, these mountains are the most beautiful and wonderfully colored of all the great ranges between the Plains and the Pacific. Further on, the Rockies and the Selkirks come close together, forcing the river into a deep narrow gorge, through which its turbulent waters roar and fume in maddening, ferocious torrent, far above which the track



MOUNT STEPHEN AND MOUNT STEPHEN HOUSE, AT FIELD.

winds along the mountain side to which it clings and finds a passage through narrow defiles to the vast amphitheatre of mountains beyond. Climbing higher and higher, near the summit of the range, is seen a wonderful group of strangely-shaped glacier-bearing peaks, and further away the largest of all the world's ice-fields—the Great

Gl
co
at
w
M
sn
lin

"SIR DONALD" AND THE GREAT GLACIER OF THE SELKIRKS.

WESTERN TOURS

Glacier. Here, comfortably housed in another of the railway company's chalet hotels, is a charming resting place, for there are attractions aside from the immense glacier, whose forefoot extends to within a short distance of the track, rivalling those found at Banff. Mountains towering against heavens that are unspotted with the smoke and dust of settled regions, and rising far above the timber line into the zone of perpetual snow ; unbroken forest of vast extent



"SIR DONALD" AND THE GREAT GLACIER OF THE SELKIRK.

clothing the lower slopes and filling valleys in which big game roams ; cascades tumbling thousands of feet, and glaciers covering miles of area with gleaming ice. Paths lead to the Great Glacier and upon the icy accumulation. Another trail leads to the Asulkan Glacier, from which views of other mountain peaks and other glaciers are gained. Mount Sir Donald and Eagle Peak are opposite the hotel, behind which, on a shoulder of Mount Abbott, is Marion Lake,

WESTERN TOURS

another lake in the sky, where the tourist is amply repaid for his climb by the magnificence of the panorama before him, which includes the Hermit Range and Rogers and Illecillewaet passes.

Leaving the Glacier, the descent of the western slope of the Selkirks is made by the Loops, a bewildering turning and twisting and doubling, to the valley of the Illecillewaet, whose picturesque features are accentuated by startling gorges, to the very brink of the deepest of which—Albert Cañon—the railway runs, and stops to give passengers the opportunity of peering into its depths.

THE KOOTENAY

A delightful diversion can be made down the Columbia River and the Arrow Lakes to the gold and silver mining centres of West Kootenay, from Revelstoke, through a picturesque region whose waters and woods offer excellent opportunities for the hunter and the angler. The trip is by branch railway to Arrowhead, at the head of Upper Arrow Lake, thence by Canadian Pacific steamers and their direct connections to the many points of interest which the great development of mineral resources has created. Fifty-eight miles below Arrowhead are the Halcyon Hot Springs, at which the traveller finds an up-to-date Sanitarium and hotel, in connection with which are a number of comfortably furnished villas for guests who prefer privacy. The climate is very mild—even in winter—and the waters of the springs possess exceptionally high virtues, being held in high opinion by medical men for the cure of rheumatic and gouty and other affections. The quantity of lithia contained in these waters is larger than that shown to exist in some much-advertised foreign waters. The grounds are beautifully laid out in terraced walks; there is good boating and fishing, and the surroundings are charming.

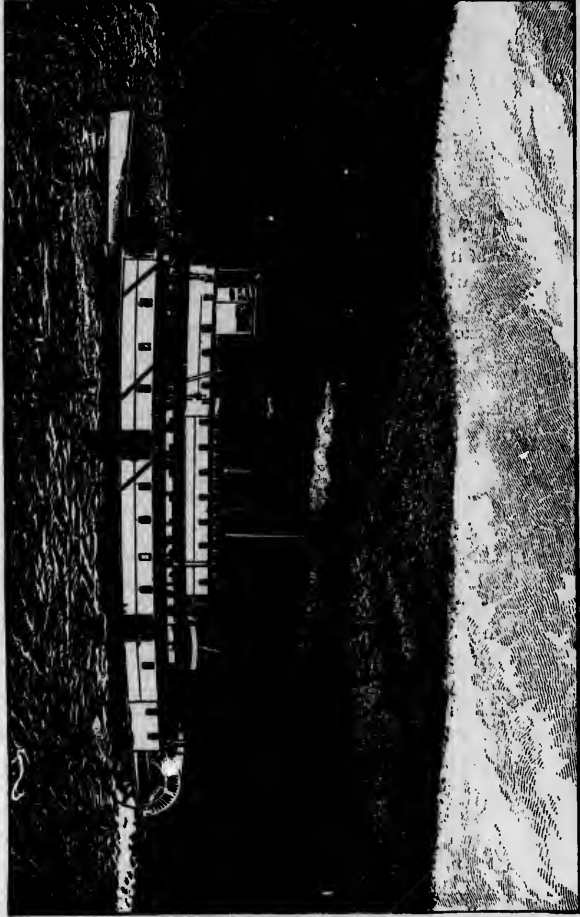
At Nakusp, rail can be taken through Roseberry and Three Forks to Sandon, the foremost mining camp in the Slocan mining regions, celebrated alike for the richness of their mineral wealth and splendor of scenery, the cañon of the Three Forks being a remarkable gorge worth seeing. A trip may be made from Roseberry through Slocan Lake, a delightful and placid sheet of water, on which the Company's steamer plies to New Denver, Silverton, Slocan City and other lake points, which are the ore-shipping points for the silver mines in the district. From Slocan City the rail line extends to the Lower Kootenay River, and on to the bright thriving town of Nelson, pleasantly located on an arm of Kootenay Lake, at which point a smelter for the handling of the ore of this district has been erected, and several of the mine owners in the immediate neighborhood have also built an aerial railway for the carriage of ores to the smelter.

Instead of stopping off at Nakusp, the trip may be continued through the Arrow Lakes by steamer, also enabling the angler to reach the Lower Kootenay River. From the mouth of that river at Robson, at which point it enters into the Columbia, the Columbia & Kootenay Railway, operated by the Canadian Pacific Co., runs along the river bank, following it into Nelson. From Nelson on the Kootenay Lake there is an excellent daily steamboat service by the Canadian Pacific Railway's steamer "Kokanee" to Ainsworth, Pilot Bay, Kaslo, etc., into the heart of the extensive mining country along the shores of Kootenay Lake. The steamer "Nelson" also plies

WESTERN TOURS

from Nelson to points on the southern portion of Kootenay Lake and from which the construction of the Crow's Nest Pass Railway from its western end is being carried on.

The Lower Kootenay River has many pretty and attractive falls and rapids, which at different points are literally alive with rainbow and silver trout. Fishing and camping parties can obtain through the Company's agent at Nelson, cooks, provisions, camping outfits and guides. The entire fishing ground being immediately along the



CANADIAN PACIFIC RAILWAY CO'S STEAMSHIP ON ARROW LAKE.

line of the railway, fishing parties are always within reach of communication.

The Columbia & Western Railway, operated by the C.P.R. Co., can be taken opposite Robson, near the confluence of the Kootenay and Columbia, to Trail, and on to Rossland through the famous Trail Creek and Red Mountain mining districts. Extensive smelting works for the treatment of ore are established at the town of Trail. The ride from Trail is exceedingly picturesque, ascending the mountain side to

WESTERN TOURS

Rossland, which is one of the most interesting and prosperous mining camps in British Columbia, and at the present day in America. Rossland has a population of about 8,000 and the camp includes many of the most extensive and best paying gold-mining properties in the country, of which the "Le Roi" and "War Eagle" are perhaps the most widely known. Tourists desiring a change of route on the return may proceed from Rossland to Spokane.

The Canadian Pacific fleet of passenger steamers in West Kootenay are the "Rossland" and "Kootenay" on the Columbia River and Arrow Lakes, the "Slocan" on Slocan Lake, the "Kokanee" and "Nelson" on Kootenay Lake, and others. They are fast, scrupulously clean, lighted with electricity, modern, and to the joy of the traveller, the cuisine is excellent. Everything is done to make the trip a comfortable one; in truth, the passenger will have cause long to remember the impressions of an evening's sail, watching the setting sun slipping over the western hills trailed by her shadow of warmth which is reflected in glorious coloring from the snow-covered mountain tops in Kootenay. Such is ever to be seen in summer, and the glory of it does not detract from the quiet beauty of the moonlight ride which follows, with the towering hills on either side standing out as sentinels and reflecting deep in the waters below.

The excellence of the hotel accommodation throughout this region is noted and appreciated by travellers, every town of importance having first-class hostelries, the Hotel Revelstoke, at Revelstoke, a new and handsome structure erected on a high bench above the station, being especially a pleasant resort for travellers.

THE OKANAGAN

Beyond the Columbia is the Gold range, which is crossed by the Eagle Pass. The grandeur of the mountain scenery is not wanting until the lake region of British Columbia is reached. The Great Shuswap Lake is a remarkable body of water, an arm of which is crossed to Sicamous Junction, from which a branch railway penetrates the famed Okanagan country, a region of great beauty and which affords unending delight to the holiday seeker and the sportsman. This is a great fruit, agricultural and game country, and was the scene of the hunting expedition several years ago of the Archduke of Austria on his tour around the world. Caribou, black, cinnamon, and other bear, deer, mountain goat, mountain shee wild cat, cougar, eagles, swans, etc., are here in abundance, and the waters are filled with fish. The railway runs past Vernon, a delightfully situated town, five miles beyond which is Okanagan Landing, on Okanagan Lake, where the commodious Canadian Pacific steamer "Aberdeen" runs to Kelowna and Penticton at the foot of the lake, affording a delightful sail. Low—comparatively low—rolling hills border either shore of the long narrow water stretch. The water is remarkably pure and clear, and the climate approaches perfection. Kelowna is a pleasant little stopping place, and at Trout Creek, another port of call of the steamer, connection is made for Glen Robinson, a community who conduct their business on the co-operative principle. They have engaged in farming, mining and manufacturing.

From Penticton, where there is an excellent hotel, stages run

WESTERN TOURS

tri-weekly to Rock Creek, Midway, Boundary Falls, Anaconda, Greenwood and Grand Forks in the Boundary Creek district, in which many rich finds of gold have been made and several of the claims staked are undergoing development with very satisfactory results; and to Fairview, an established mining camp, Osoyoos, Oro, Loomiston and other points in the rich and rapidly developing mining country of the Okanagan.



BLACK CANYON, THOMPSON RIVER, BRITISH COLUMBIA.

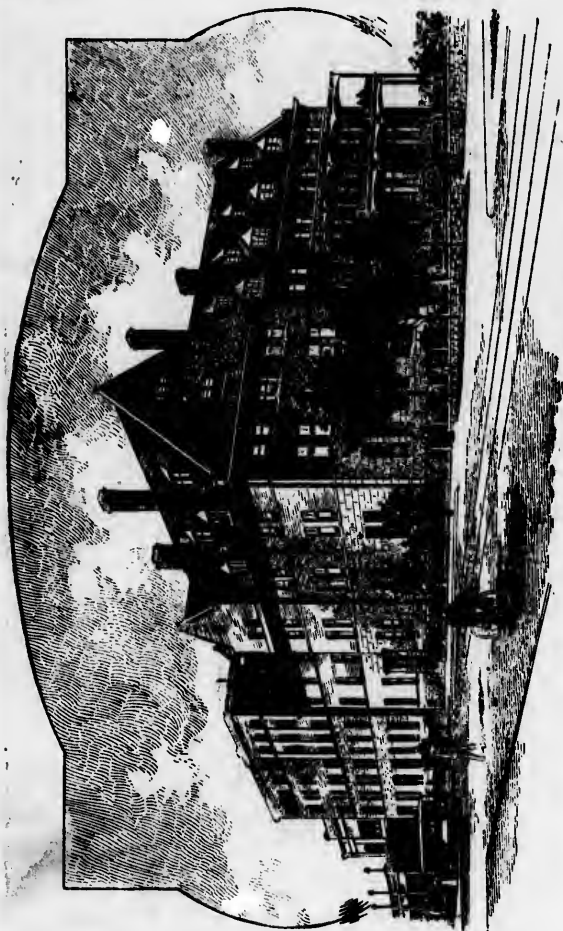
ON TO THE COAST

On the railway line, between Sicamous and the Coast, are many points of interest. A delightful health and pleasure resort is the pretty little city of Kamloops, in the great basin between the Gold and Coast ranges, where the absolute requirements of salubrious climate and pleasant surroundings, essential to the cure of lung troubles, are happily combined in the highest degree. High medical

WESTERN TOURS

authorities agree that the conditions existing here are the most favorable known for consumptives.

Savonas, where valuable quicksilver deposits have been discovered, is at the further end of Kamloops Lake, near where the wonderful canons of the Thompson begin. The lake offers opportunities for pleasant sails, steam launches being procurable at Kamloops.



CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL, VANCOUVER.

The famous gold-fields of Cariboo are reached from Ashcroft, on the main line of the C.P.R., by stage which leaves for Clinton tri-weekly, beyond which point there is semi-weekly communication; but special stages can be secured by pre-arrangement, and a steamboat service during the season of navigation on the Upper Fraser from Soda Creek to Quesnelle reduces the time to the gold-fields materially. The district only awaits the railway facilities, the preliminaries of which have been inaugurated, and which, when completed, will aid in the development of a gold region confidently

WESTERN TOURS

anticipated to rival the findings of the Klondike. This district comprises the Cariboc, Cassiar and Omenica districts, from which, forty years ago, from surface washings alone, there was taken more gold than the Yukon has yet produced. There are now many financially strong companies working energetically with modern appliances for the extraction of the gold.

Beyond Ashcroft, the Black Canon of the Thompson, whose angry waters rush in a perfect maelstrom, is entered, and after the junction at Lytton with the Fraser, the great watercourse of the province, which comes down from the north, the scenery becomes wilder than ever. At North Bend, in the midst of the awe-inspiring surroundings of the ferocious Fraser canons, is another hotel similar to those at Field and the Glacier, which is a desirable headquarters for those who intend to explore the wonderful canons.

Harrison Springs, on Harrison Lake, a little beyond North Bend, is sought for its hot sulphur springs. It is reached by stage (6 miles) from Agassiz station. The lake is studded with islands, and on it plies a steam launch for pleasure and fishing parties.

Forty-three miles east of Vancouver is Mission Junction, from which a branch of the Canadian Pacific Railway runs south, connecting at the international boundary, at Huntingdon Junction, with rail lines for Seattle, Tacoma, New Whatcom, Portland, San Francisco and all other points on the Pacific Coast.

Twelve miles east of Vancouver a branch line runs to New Westminster, a flourishing city on the Fraser river, and the headquarters of the salmon canning industry. The western terminus of the road is reached at Vancouver on Burrard Inlet, a few miles north of the mouth of the Fraser, on the fifth day after leaving Montreal. This new seaport is only thirteen years old, yet it has about 20,000 inhabitants and a flourishing commerce. Its situation is unrivalled, as regards picturesque surroundings, natural drainage, harbor facilities and commercial advantages, and a variety of sport is obtainable in the neighborhood. Upon a hill commanding the best and widest view the Company has erected a large hotel, the Vancouver, second to none on the Pacific Coast, which for comfort and luxury compares favorably with the best hotels on the Atlantic seaboard. From its broad balconies a magnificent prospect is revealed. Far to the south-east rises the snow-capped cone of Mount Baker; to the north and north-west, rising directly from the sea, are the imposing giants of the Cascade range; westward, beyond English Bay and the Straits of Georgia, huge purple masses mark the mountains of Vancouver Island; and, to the south-west, across the broad fertile delta of the Fraser river, tower the serrated peaks of the Olympian range, the whole forming a panorama of scenic loveliness unsurpassed in the world.

From Vancouver daily steamers enable the traveller to cross through the archipelagoes of the Straits of Georgia and Fuca to Victoria, on Vancouver island, the capital of the Province of British Columbia. This beautiful city has a population of 20,000 and is charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beautiful park. The new government buildings across James' Bay, erected at a cost of \$1,000,000, are a most striking piece of architectural skill

and design, and within their walls the visitor will find many things pertaining to the province that will interest him—the museum and library especially being worthy of more than a hurried visit. The business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city Beacon Hill overlooks the Straits of Fuca, and gives a view of the Olympian range on the southern shore of the strait and of the great Cascade range in Oregon. This is the city's park, in which the races, cricket matches, etc., take place.

Victoria is one of the most important ports north of San Francisco, and does a large business with the interior of the island and with the mainland. Since the opening of the Canadian Pacific Railway, Victoria has increased largely in population and importance. It is connected by railway with the Nanaimo coal region, northward, and with Saanich. Esquimalt, three miles distant, the rendezvous of the British navy in the North Pacific, where there are immense dry docks and marine railway and huge fortifications, is reached by electric tram car, or by a pleasant carriage drive. Lines of steamers give regular communication between Victoria and every port on the Pacific Coast from San Francisco to Alaska, and it is a port of call of the China, Japan and Australian liners.

On the Pacific Coast

To Alaskan, Puget Sound and other Coast Points

No part of the world offers greater attractions to tourists than the North Pacific Coast, the whole of which is a vast aggregation of scenic marvels that find culminating grandeur in the mountains and ice fields of the Far North. There are the same geographical characteristics as Norway and the west coast of New Zealand—deep inlets penetrating into the mountains, with a fringe of islands forming a breakwater outside of the long line of reaches, passages, sounds and canals. Alaskan scenery, too, is of superlative grandeur, and the voyager is amid it from the very start. Archipelagoes, peninsulas, bays, inlets, forest-clad mountains, alternating with bare-peaked and snow-capped giants, quaint native villages with their distinctive totem poles, busy mining towns, and fishing villages in which are yet seen evidences of Russian occupancy, and huge glaciers are amongst the prominent features of this trip—the land of nightless days. At Taku Inlet and Glacier Bay, great walls of ice tower hundreds of feet above the sea-level. The great Muir Glacier is a spectacle that is strangely beautiful in the variety of forms and depth of color and awful in its grandeur and immensity.

Added interest is given to this region by the great rush to the northern gold-fields of Canada, which has caused a remarkable increase in shipping facilities. Instead of weekly sailings as in former years, there are almost daily departures of steamers for the north. Two of these, which ply between Vancouver, Victoria and Wrangel, at the mouth of the Stikine river, are the magnificent C. P. R. steamers "Tartar" and "Athenian," which have no equal in their ap-

WESTERN TOURS

pointments in the Coast trade on the Pacific. At Wrangel, connection is made with light draught steamers for Glenora, whence the overland route lies north by Teslin Lake and down its rivers to the Klondike gold-fields. Should a demand arise for a steamship service to Skagway these steamers will probably be run weekly to that port.

There is direct rail communication from Vancouver, via Mission Junction, to Seattle, Tacoma, New Whatcom, Portland, San Francisco, etc., and those passengers who have taken steamer at Vancouver, but desire to visit Victoria, can do so and continue their journey from that point to Port Townsend, Seattle and Tacoma on the fast and elegant steamships that ply on that route. The route from Vancouver, whether by all rail via Mission, or via Victoria and Puget Sound steamers to Tacoma, is a most attractive one. Varied and interesting views of a lofty coast range are everywhere obtained. Mount Baker is distinctly seen for hours, and Mount Tacoma rising over 14,000 feet and seen from the sea level is most impressive. Seattle, situated on the eastern shore of Puget Sound, is the largest city in the state of Washington. This city is fortunate in the possession of a fresh water lake easy of access by means of several electric and cable tram lines. On the shores of the lake, the city has created three beautiful parks to which a visit should be made. Tacoma, at the head of Puget Sound, about 30 miles to the south of Seattle, is another flourishing city of rapid growth. Like Seattle, this city boasts of a magnificent park, and there are several delightful drives in the vicinity. From these two ports steamers ply to the new towns springing up all along the many armed shores of Puget Sound.

From Tacoma to Portland the route is comparatively speaking uninteresting, although Mounts Hood and St. Helen's are in view for a considerable time. Portland is a handsome city, the largest in Oregon, and has more of an eastern appearance than any other on the Pacific coast. Its business is large, and it is surrounded by an extensive agricultural country. It is the real western terminus of both the Northern and Union Pacific railways, and has several local roads and lines of steamers. Astoria, at the mouth of the Columbia, the American headquarters of the salmon-canning industry, is of considerable interest and is reached from Portland by steamer.

The overland or "Shasta" route from Portland to San Francisco, 730 miles, is by the Southern Pacific system. The most picturesque part of this journey is seen on reaching Mt. Shasta. The main peak stands 14,442 feet above the sea and the railway passes close to its base. South of Shasta the route lies through Sacramento Valley.

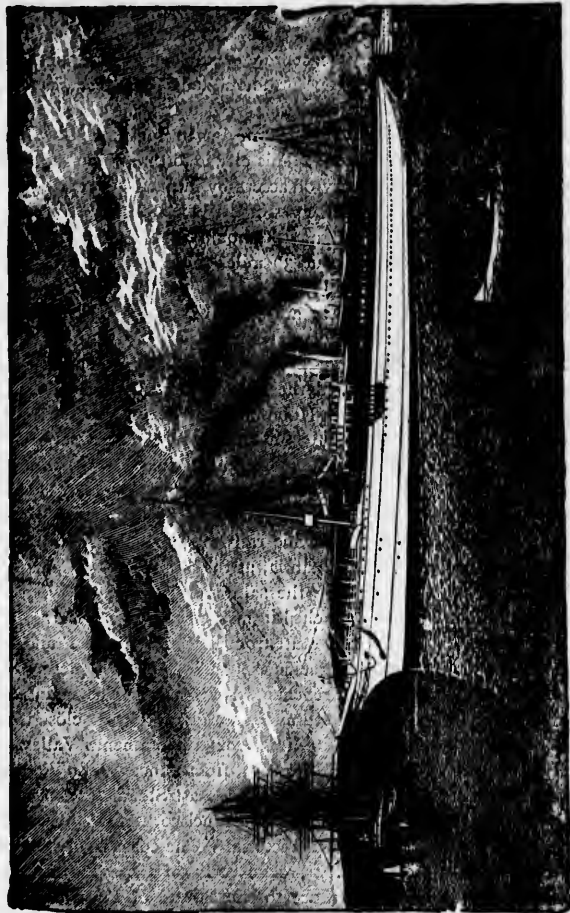
San Francisco is also reached by sea, from Vancouver to Victoria, and thence by the steamers of the Pacific Coast Steamship Company southward on the Pacific direct to San Francisco. Fifty-five hours are required for the passage from Victoria. The coast is in sight for part of the way; but the lofty broken rocks of Cape Flattery, on the southern side of the entrance to the Straits of Fuca, and the Golden Gate are the only features likely to be seen with any distinctness.

Western Tours shown herein can, when desired at time of purchase, be made to return via other overland routes on payment of a slight additional charge, particulars of which can be obtained from any ticket agent.

Across the Pacific

*To the Orient, the Tropics, the Antipodes
and Around the World*

Those who desire a trip to Japan and China, or the Hawaiian and Fijian Islands, Australasia, or around the world, are enabled to visit those distant countries or to circle the globe at moderate



CANADIAN PACIFIC RAILWAY JAPAN AND CHINA "EMPERESS" STEAMSHIP.

expense, and, so complete are the arrangements, with the same ease and comfort experienced on an ordinary holiday outing.

A trip to Japan and China is now one of the easiest and it is the most delightful tour, and a month, or better still, two months, can be most enjoyably spent in the Celestial Kingdom and the Land of the

WESTERN TOURS

Mikado. One of the great White Empresses of the Canadian Pacific—which for speed, comfort and luxurious appointments are unrivalled on the Pacific—leaves Vancouver every three weeks, and by taking the shortest route, avoiding the usually unsettled weather of the horse latitudes, Yokohama is reached in about eleven days. Here the tourist finds himself amidst the refinements of European civilization, and in the chief city of the most attractive eastern country. From Yokohama he can reach, by rail or steamboat, all the principal cities of Japan. Tokio, Nikko, Kioto and Nagasaki, can be visited with comfort; the sacred mountain Fujiyama can be ascended, under the care of experienced guides. Steamers ply on the Inland Sea, and the country round about each of the cities can be traversed in the ubiquitous jinrikisha at moderate expense. From Nagasaki the tourist may proceed to Woosung, and up the Yang-tse-Kiang River to Shanghai, the great commercial centre of North China, and to Hankow, the chief tea mart of the Empire, passing Nankin en route; and from Shanghai connecting steamers run to Tien-Tsin, the port of Peking, and other northern Chinese ports; and southerly to the British island of Hong Kong, from which steamers ply regularly to Macao, an old Portuguese settlement, and Canton, perhaps the most interesting of all Chinese cities. There are so many delightful experiences afforded by a trip to China and Japan as to preclude more than passing mention in these pages, but so much has been written of these countries that the traveller cannot be at a loss for guidance. "Westward to the Far East," and "East to the West," guides to the principal cities of Japan and China, issued gratuitously by the C. P. R. Co., which describe the journey in both directions—either by the east or by the west—and "Murray's Guide to Japan," will be found valuable pocket companions.

Another charming trip is to the Hawaiian and Fijian Islands, New Zealand, or Australia, which may be reached direct from Vancouver and Victoria, by the magnificent steamships of the Canadian-Australian line. The passage of the southern seas is a proverbially delightful voyage, and in the romantic history of the Pacific Ocean the Hawaiian Islands furnish an interesting chapter. For variety of pleasure and adventure within a small area this strange volcanic archipelago appeals strongly to the tourist, who finds there the greatest of the world's living and extinct volcanoes, a magnificent climate in a land of perpetual bloom, and every form of recreation. A tourist may spend an agreeable month in Honolulu and in the interior, visiting the remarkable volcano "Kilauea" in its fiery brilliancy, the canons of the main island, and through the cultivated portions of the country, amongst a race of natives always interesting and in many respects superior to those of more southern groups. Steamers run regularly from Honolulu to the Volcano and all other principal points of interest in the neighboring islands, the round trip occupying ten days. There is a choice of two routes, on each of which tri-monthly trips are made—one being by Maui and around the northern coast of Hawaii to Hilo, and the other along Maui and southern coast of Hawaii to Punaluu, and these may be extended at very little increase of expense or time. A tourist who is continuing his journey, and whose stay is necessarily limited, can find time and opportunity for several short tours of absorbing interest about

WESTERN TOURS

Honolulu ; and, if one intends returning by the next steamer, he has eight days to explore the wonders of these sub-tropical isles.

To Suva, Fiji, is about seven or eight days' sail from Honolulu, and from this chief city of the Fijian Archipelago, numerous trips are available to the interior of Vita Levu and to the adjacent islands. Fiji possesses many curious sights ; the climate is delightful, and the scenery is picturesque. Here, too, the tourist may safely spend a month and continue his journey by the following steamer, or better, three weeks visit, returning by the next steamer from Sydney. He will meet with the most 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. Just beyond Suva, the 180° or ante-prime meridian is crossed. On the voyage to Vancouver, the mariner, in order to keep his time correct, finds it necessary to double up the day he crosses this meridian—which is precisely opposite Greenwich—and this he does by having two Mondays or two Tuesdays, or two some other days in the same week. If he is going towards Australia, he drops a day completely. If this point, for example, be reached on Monday, the next day will be Wednesday—Tuesday, and the day it represents, being absorbed into Monday.

Wellington, the capital of New Zealand, is the next port of call. New Zealand possesses for the tourist many of the world's greatest natural attractions in the marvellous fiordlands of the southwest 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—in which are embraced magnificent water stretches, huge mountain peaks, glistening glaciers, great cataracts and living geysers. The various regions where nature has 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 the stranger.

It is a four days' sail from Wellington to Sydney, New South Wales, in many respects the principal city in the Southern Hemisphere, and not only distinguished for the beauty of its location—its harbor being considered one of the finest in the world—but as the chief commercial metropolis, being a great steamship and railway centre. From here all parts of Australasia can be readily reached : Tasmania, across Bass Straits, New Zealand, the most interesting of the Australasian group, and the cities of the island continent. At Sydney the tourist sees the first evidences of the marvellous growth of trade and civilization that has distinguished the Antipodean Colonies of Great Britain. John Bull in the tropics ; living and bustling, under the Southern Cross, with a steady determination to keep as much of England about him as he can. The voyage from Vancouver to Sydney occupies about 28 days—there being sailings in each direction every four weeks. There is a choice of routes to return—by Vancouver direct, or by China and Japan and Vancouver, or the voyage may be continued via India and Egypt, or Brazil, as mentioned in the "Round the World Trip." "New Route to Australia" and "A Trip

WESTERN TOURS

to Hawaii," issued by the Canadian Pacific Railway Co., for free distribution, and "Fiji for Tourists" contain useful information for the traveller.

A still more pretentious trip—and one that is popularizing itself wonderfully—is "Around the World," for which a whole year is allowed; and the tourist may, by nearly all the routes, start to travel either east or west, and can begin and end his journey at any one point on the route. Starting from Liverpool or Southampton (assuming that he purposes travelling westward) he can choose from a number of the first-class steamship lines and can land at Halifax, St. John, N.B., Montreal or Quebec, New York or Boston, according to the destination of the vessel he selects. By coming direct to Montreal or Quebec, he will find the passage of the St. Lawrence not the least attractive part of his tour by this route. During the last two days of his Atlantic voyage he will pass by scenes of historical interest, and witness a panorama of great scenic beauty. Both Quebec and Montreal will well repay a day or two inspection, the one full of mementoes of the early wars in Canada, the latter, as an evidence of the business and growing importance of the commerce of the Dominion. In crossing the American continent either by the all-rail route, or sailing up the great lakes in the magnificent steamships of the Company, the broad prairies of the Canadian Northwest are traversed, and the mighty Rockies and succeeding ranges are crossed through the grandest of picturesque surroundings. At Vancouver the around-the-world tourist embarks on one of the Canadian Pacific's unrivalled steamships—the only twin-screws on the Pacific—and crosses the ocean to Yokohama, making the sea voyage in from a week to ten days less time than by any other line. After leisurely visiting the many curious and interesting spots in Japan—the temples of Nikko, the antiquities of Kioto, the bazaars of Osaka, and the sacred mount of Fujiyama—from Nagasaki he sails across the great Inland Sea, and explores the quaint and strange cities of China—Shanghai, Hankow, Peking, Canton, Nankin, etc., etc.—and then proceeds to Hong Kong, where either a steamer of the Peninsular & Oriental Co. is taken to Singapore, Penang and Colombo, each of which has its own marked peculiarities, and should be visited, or a North German Lloyd steamer to Singapore and Colombo, and thence direct to Aden, Suez, Port Said, Naples, Genoa and Southampton. At Colombo the choice is offered the round-the-world tourist, by the P. & O. Line, of continuing by the same steamer to Bombay, of taking another steamer home by the Red Sea, or, if he desires to visit India, he can change to the steamer for Calcutta, and proceed thence by rail via Cawnpore, Lucknow, Agra, Delhi, and other celebrated places of the great British Empire in the east, till Bombay is reached by rail. Guide books, containing all information and useful directions, as well as native servants, can be procured at Calcutta.

From Bombay or Colombo the route lies across the Indian Ocean to Aden, thence up the Red Sea to Ismalia, where tourists desiring to visit Cairo, Alexandria and the Nile disembark. From October till May is the season for touring in Egypt, after which the weather becomes warmer than is agreeable to the majority of Europeans. From Ismalia the tourist has a choice of several routes through the Mediterranean by the Straits of Gibraltar, or he can go via Brindisi

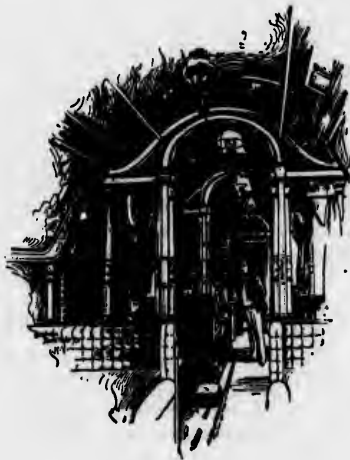
WESTERN TOURS

or Marseilles, taking in such of the cities of Europe as he may desire to see.

At Hong Kong, the tourist desiring to include Australia in his journey can take the China Navigation or the Eastern & Australian Steamship Company's steamers via Torres Straits to Sydney, the capital of New South Wales, and from that port, Melbourne, or Adelaide, continue his journey by the P. & O. Company's steamer to Colombo, from which the route is continued as before described.

Australia can also be reached direct via Vancouver, Honolulu and Suva, Fiji; and the journey either continued by way of Ceylon and Suez, or by Cape Horn, Rio Janeiro and Teneriffe to London; or the outward voyage can be made from London via Teneriffe and Cape of Good Hope to Hobart, Tasmania, and thence to Sydney, and continued by the Canadian-Australian route to Vancouver direct, or via China and Japan and Canadian Pacific Steamship Line, thence C. P. R. across the American continent and Atlantic lines from Montreal, Quebec, Boston and New York, to Europe.

The globe can easily be circled in ten weeks, but the tourist is only limited to one year to complete his journey, giving ample time to explore the many countries visited, to see everything that is worth seeing, and to familiarize himself with the customs and manners of the different nations of the world. He will be able to procure interesting guide books to every land, and "Around the World," issued free by the Canadian Pacific Railway Co., will furnish valuable information regarding their various around-the-world trips.



Special Information

*in
connection
with*

Western Tours



Tourists ticketed from points not on the line of the Canadian Pacific Railway must begin their journey on that line at either of the following junction points, viz. : Quebec, Montreal, Newport, Vt., St. Johns, Que., St. John, N.B., Prescott, Brockville, Toronto, Hamilton, St. Thomas, Detroit, Sault Ste. Marie, Port Arthur, Fort William, Gretna or Portal.

The Time Limit on Tourist Tickets to Vancouver, B.C., Victoria, B.C., Seattle, Wash., Tacoma, Wash., Portland, Ore., and San Francisco, Cal., is nine months from the date of purchase, the going journey as far as Vancouver to be made within 60 days from date of purchase. Tourist Return Tickets to Banff Hot Springs, Calgary, Laggan, Field, Glacier (except where otherwise stated), are good for six months from date of issue. To other points, unless otherwise stated, the final limit will be November 1st.

The route of Western Tours going *by rail* between Port Arthur, Fort William or Sault Ste. Marie and eastern points in Western Ontario west of Sharbot Lake and Kingston, will be via All Rail Canadian Pacific Railway through Carleton Junction.

The route of Western Tours from Boston will be by the Montreal & Boston Air Line to Montreal, thence Canadian Pacific Railway; from St. John, N.B., by the Canadian Pacific Railway Short Line through Maine.

Tours returning from Vancouver, Victoria, Seattle, Tacoma and Portland, Ore., through Portal, St. Paul and Chicago (Soo-Pacific Route), can, when desired at time of purchase, be made to return via other overland routes on payment of a slight additional charge, particulars of which can be obtained from any ticket agent.

Tours reading between St. Paul and the east via Chicago will, when requested at time of purchase, be made applicable by the Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line) to Sault Ste. Marie, thence Canadian Pacific Railway, or thence via Canadian Pacific Steamship Line to Owen Sound, and Canadian Pacific Railway.

Rates quoted herein for Western Tours from Sault Ste. Marie, unless otherwise stated, will be via Canadian Pacific Steamship Line to Fort William, thence as shown in details of route.

WESTERN TOURS

Round Trip Tourist Tickets to points west of Winnipeg via Fort William, will, if desired, be made good to go either via Canadian Pacific All Rail Route or via the Canadian Pacific Lake Steamship Line or the Georgian Bay & Lake Superior S.B. Line between Owen Sound and Fort William or Sault Ste. Marie and Fort William. Round Trip Tourist Tickets to Winnipeg and points west, reading via Canadian Pacific Lake Steamship or Georgian Bay & Lake Superior Line Fort William to Owen Sound thence via Canadian Pacific Railway, on return journey may be changed for tickets reading via Canadian Pacific Railway all rail route, or *vice versa*, on application to Canadian Pacific Railway Agent at Winnipeg or Fort William; or tickets reading via Canadian Pacific Lake Steamship or Georgian Bay & Lake Superior S.B. Line, Fort William to Owen Sound, thence via Canadian Pacific Railway, may be changed for tickets reading via Canadian Pacific Lake Steamship or Georgian Bay & Lake Superior S.B. Line to Sault Ste. Marie, thence via Canadian Pacific Railway, on application to Canadian Pacific Railway Agent at Winnipeg, Fort William or Sault Ste. Marie.

Tickets or coupons between Owen Sound and Sault Ste. Marie and Owen Sound and Fort William, in either direction, reading over the Canadian Pacific Steamship Line, will be available for passage between Owen Sound and Sault Ste. Marie either by the *Through* Express Steamships of the Canadian Pacific Railway running between Owen Sound and Sault Ste. Marie direct, or (if exchanged by C.P.R. Agent at Sault Ste. Marie or Owen Sound) by the *Local* Steamship Lines running north of Manitoulin Island and calling at intermediate ports.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through Ticket Agent when purchasing ticket, or through city ticket offices at Toronto, Fort William or Winnipeg.

Berths in Alaska steamships can be procured through Ticket Agent, from General Passenger Agent, Montreal, from Assistant General Passenger Agents, Toronto and St. John, N. B., or from District Passenger Agents.



Western Tours

To The Lake of the Woods

The Prairies

Banff, Louise and The Glacier

Kootenay and Okanagan

The Pacific Coast.

AGASSIZ, B.C., AND RETURN, FOR HARRISON HOT SPRINGS.

FROM	Route	Rate	FROM	Route	Rate
Huntingdon.....	R 200	¶ \$2.50	Vancouver.....	R 200	\$5.00
do.....	R 200	3.25	Victoria.....	R 201	8.00
Westminster.....	R 200	5.00	New Whatcom.....	R 202	¶ 4.00
do.....	R 200	¶ 2.50	do.....	R 202	5.00
Vancouver.....	R 200	¶ 2.50			

Time Limit, 30 days.

¶ Good going Friday to return until Monday, or going Saturday to return until Tuesday.

ROUTE R 200	Rates as above.
Canadian Pacific Ry..... to Agassiz.....	14
	Return same route.
	R
ROUTE R 201	Rates as above.
Canadian Pacific Navigation Co. (Ltd.)... to Vancouver.....	17
Canadian Pacific Ry..... " Agassiz.....	14
	Return same route.
	R
ROUTE R 202	Rates as above.
Bellingham Bay & British Columbia Rd... to Huntingdon Junc.....	226
Canadian Pacific Ry..... " Agassiz.....	14
	Return same route.
	R

AINSWORTH, B.C., AND RETURN.

Same rates and routes as to Kaslo. See Routes R 214, 215 and 216.

ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN.

ROUTE R 203	Rates as follows:		
From Boston.....	\$231.50	From Smiths Fls & Carleton Jcs.....	\$200.50
" St. John, N.B.....	\$ 228.35	" Toronto and Hamilton.....	200.50
" Quebec.....	\$ 218.35	" London & St. Thomas.....	200.50
" Montreal.....	\$ 207.35	" Detroit.....	200.50
" Ottawa.....	\$ 202.10	" Niagara Falls.....	202.75
" Prescott.....	\$ 202.70	" Buffalo.....	203.70
" Brockville.....	\$ 202.10	" Sault Ste. Marie.....*	200.50
	From Fort William.....	\$170.00	
Canadian Pacific Ry..... to Fort William.....	266		
Canadian Pacific Ry..... " Vancouver.....	266		
Canadian Pacific Navigation Co. (Ltd.)... " Victoria.....	17		
¶ Pacific Coast Steamship Co..... " Sitka.....	68		
	Return same route.		R

‡ ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN. R W

ROUTE R 204	Rates same as for Route R 203.
Canadian Pacific Ry..... to Fort William.....	266
Canadian Pacific Ry..... " Vancouver.....	266
Canadian Pacific Navigation Co. (Ltd.)... " Victoria.....	17
¶ Pacific Coast Steamship Co..... " Sitka.....	68
¶ Pacific Coast Steamship Co..... " Victoria.....	68
Canadian Pacific Navigation Co. (Ltd.)... " Vancouver.....	17
Canadian Pacific Ry..... " Fort William.....	266
¶ Canadian Pacific Steamship Line..... " Owen Sound.....	18
Canadian Pacific Ry..... " Starting Point.....	265

¶ Meals and Berths included.

* Rate from Sault Ste. Marie for ticket both ways via C. P. S. S. Line to Fort William, limited to close of Upper Lake navigation, 1898, will be \$182.00.

‡ Tours prefixed thus ‡ will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (382), instead of the Canadian Pacific Steamship Line, between Owen Sound and Fort William.

§ Rates for tickets limited to close of Upper Lake navigation, 1898, will be \$4.00 less than shown.

WESTERN TOURS

‡ ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN.

ROUTE R 205

Rates as follows :

From Boston	\$221.50	From Brockville	\$208.75
" St. John, N.B.	233.00	" Smiths Falls & Carleton Jc.	205.15
" Quebec	217.00	" Toronto and Hamilton ..	205.15
" Montreal	212.00	" London and St. Thomas ..	205.15
" Ottawa	206.75	" Detroit	205.15
" Prescott	207.35	" Niagara Falls	207.40
From Buffalo		\$208.35	
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Vancouver	268
Canadian Pacific Navigation Co. (Ltd.) ..		" Victoria	17
Pacific Coast Steamship Co.		" Sitka	68
Pacific Coast Steamship Co.		" Victoria	68
Canadian Pacific Navigation Co. (Ltd.) ..		" Vancouver	17
Canadian Pacific Ry.		" Portal	14
Minneapolis St. Paul & Sault Ste. Marie Ry.		" S. S. Marie via Minneapolis ..	175
Canadian Pacific Ry.		" Starting Point	14

Same rates will apply via St. Paul and Sault Ste. Marie returning.

† BANFF HOT SPRINGS AND RETURN.

ROUTE R 206

Rates as follows :

From Boston	\$101.50	From Brockville	\$ 86.75
" St. John, N.B.	115.00	" Smiths Falls & Carleton Jc.	85.15
" Quebec	97.90	" Toronto and Hamilton ..	85.15
" Montreal	92.50	" London and St. Thomas ..	85.15
" Ottawa	91.75	" Detroit	85.15
" Prescott	87.35	" Niagara Falls	87.40
From Buffalo		\$88.35	
Canadian Pacific Ry.		to Fort William	266
Canadian Pacific Ry.		" Banff Hot Springs	266
Canadian Pacific Ry.		" Portal	14
Minneapolis St. Paul & Sault Ste. Marie Ry.		" S. S. Marie via Minneapolis ..	175
Canadian Pacific Ry.		" Starting Point	14

‡ BANFF HOT SPRINGS, or CALGARY, or LAGGAN (For Lakes in the Clouds), } AND RETURN. R W

ROUTE R 207

Rates same as for Route R 206.

Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Banff Hot Springs, or Cal-	
		garry, or Laggan	266
Canadian Pacific Ry.		" Fort William	266
Canadian Pacific Ry.		" Starting Point	266

‡ BANFF HOT SPRINGS, or CALGARY, or LAGGAN (For Lakes in the Clouds), } AND RETURN.

ROUTE R 208

Rates as follows :

From Boston	\$101.50	From Toronto & Hamilton	\$80.00	\$85.00
" St. John, N.B.	106.00	" London	80.00	85.00
" Quebec	90.00	" St. Thomas	80.00	85.00
" Montreal	90.00	" Niagara Falls	82.25	87.25
" Ottawa	90.00	" Buffalo	83.20	88.20
" Prescott	90.00	" Detroit	80.00	85.00
" Brockville	90.00	" S. S. Marie via Lake Route.	70.00	
Canadian Pacific Ry.		to Owen Sound	265	
Canadian Pacific Steamship Line		" Fort William	18	
Canadian Pacific Ry.		" Banff Hot Springs or Cal-		
		garry or Laggan	266	

Return same route.

R

† Limit 90 days.

‡ Tours prefixed thus † will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (362), instead of the Canadian Pacific Steamship Line, between Owen Sound and Fort William.

|| Meals and Berths included.

WESTERN TOURS

**BANFF HOT SPRINGS } AND RETURN.
OR CALGARY, }**

ROUTE R 209

Rates as follows:

From Boston.....\$101.50	From Toronto.....\$85.15
" St. John, N.B..... 108.00	" Hamilton..... 85.15
" Quebec..... 90.00	" London..... 85.15
" Montreal..... 90.00	" St. Thomas..... 85.15
" Ottawa..... 90.00	" Niagara Falls..... 87.40
" Prescott..... 90.00	" Buffalo..... 88.35
" Brockville..... 90.00	" Detroit..... 85.15
From Winnipeg to Banff. †\$40.00	From Fort William to Banff. †\$50.00..\$60.00
" Winnipeg to Calgary \$50.00	" Port Arthur to Banff. † 50.00.. 60.00
Canadian Pacific Ry.....	to Fort William..... 266
Canadian Pacific Ry.....	" Banff Hot Springs or Calgary 266

Return same route.

R

BANFF HOT SPRINGS AND RETURN.

ROUTE R 210

Rates as follows:

From Victoria, B.C.....\$40.00	From Tacoma.....\$40.00
" Vancouver, B.C..... 40.00	" Olympia..... 40.00
" Westminster..... 40.00	" Port Townsend..... 40.00
" New Whatcom..... 40.00	" Anacortes..... 40.00
" Seattle..... 40.00	" *Portland, Ore.....*45.00
From Centralia.....\$45.00	
Canadian Pacific Ry.....	to Banff..... 14
Canadian Pacific Ry.....	" Arrowhead..... 14
Canadian Pacific Steamer Line.....	" Robson..... 322
Canadian Pacific Ry.....	" Nelson..... 216
Nelson & Fort Shepard Ry.....	" Boundary..... 301
Spokane Falls & Northern Ry.....	" Spokane..... 302
Return same route to Arrowhead	
Canadian Pacific Ry.....	to Starting Point..... 14

BANFF HOT SPRINGS AND RETURN.

ROUTE R 211

Rates as follows:

From Westminster, B.C.....\$30.00	From Tacoma.....\$30.00
" Vancouver, B.C..... 30.00	" Seattle..... 30.00
" Victoria, B.C..... 30.00	" Portland, Ore..... 35.00
" Anacortes..... 30.00	" Centralia..... 35.00
" New Whatcom..... 30.00	" Olympia..... 30.00
From Port Townsend.....\$30.00	
Canadian Pacific Ry.....	to Banff Hot Springs..... 14
Canadian Pacific Ry.....	" Starting Point..... 14

The route from Victoria is via the Canadian Pacific Navigation Company to Vancouver (17), thence as above. From Portland, Tacoma, Centralia and Olympia, via the Northern Pacific Ry. to Seattle (207), Seattle & International Ry. to Huntingdon Junction (345), thence as above; returning same route.

CALGARY, ALBERTA, AND RETURN.

See Routes R 207, 208 and 209.

**† TO FIELD, B.C. (FOR LAKE EMERALD) OF, } AND RETURN.
GLACIER, B.C. }**

ROUTE R 212

Rates as follows:

From Boston.....\$106.50	From Toronto & Hamil'n †\$85.00	\$90.00
" St. John, N.B..... 111.00	" London..... † 85.00	90.00
" Quebec..... 95.00	" St. Thomas..... † 85.00	90.00
" Montreal..... 95.00	" Niagara Falls..... † 87.25	97.25
" Ottawa..... 95.00	" Buffalo..... † 88.20	98.20
" Prescott..... 95.00	" Detroit..... † 85.00	90.00
" Brockville..... 95.00	" S.S. Marie via Lake Route	75.00
Canadian Pacific Ry.....	to Owen Sound.....	266
Canadian Pacific Steamship Line.....	" Fort William.....	18
Canadian Pacific Ry.....	" Field or Glacier.....	266

Return same route.

R

* Passengers from Portland at this rate may, on application to agent at time of purchase, have their tickets arranged to return direct from Spokane to Portland via Oregon Rd. & Nav. Co.'s Line.

† On sale May 15th to Sept. 30th. Limited for return until Nov. 1st. ‡ On sale all year. Time limit 60 days.

‡ Tours prefixed thus ‡ will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

‡ Meals and Berths included.

WESTERN TOURS

HALCYON HOT SPRINGS, B.C., AND RETURN.

(Time limit, one month.)

ROUTE R 213 Rates as follows:

From Revelstoke.....	\$2.25	From Trail.....	\$7.00
" Sandon.....	3.85	" Rossland.....	8.25
" Robson.....	5.75	" Kaslo.....	9.75
" Nelson.....	7.50	" Ainsworth.....	8.20
" Slocan City.....	4.35	" New Denver.....	3.35

Canadian Pacific Ry. and Steamer Line going and returning.

KASLO, B.C., AND RETURN.

ROUTE R 214 Rates as follows:

From Boston.....	†\$121.50	From Smiths Fla. & Carleton Jc.	†\$96.50
" St. John, N.B.....	† 124.35	" Toronto and Hamilton.	† 96.50
" Quebec.....	† 108.35	" London & St. Thomas.	† 96.50
" Montreal.....	† 103.35	" Niagara Falls.....	† 98.75
" Ottawa and Brockville.	† 98.10	" Buffalo.....	† 99.70
" Prescott.....	† 98.70	" Detroit.....	† 96.50

From Fort William and Winnipeg † \$70.00

Canadian Pacific Ry.....	to Fort William.....	266
Canadian Pacific Ry.....	" Arrowhead.....	266
Canadian Pacific Steamer Line.....	" Robson.....	322
Canadian Pacific Ry.....	" Nelson.....	216
Canadian Pacific Steamer Line.....	" Kaslo.....	349
Return same route.....	" Fort William.....	
Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	265

KASLO, B. C., AND RETURN.

ROUTE R 215 Rates same as Route R 214

Canadian Pacific Ry.....	to Owen Sound.....	265
Canadian Pacific Steamship Line.....	" Fort William.....	18
Canadian Pacific Ry.....	" Arrowhead.....	266
Canadian Pacific Steamer Line.....	" Robson.....	322
Canadian Pacific Ry.....	" Nelson.....	216
Canadian Pacific Steamer Line.....	" Kaslo.....	349

Return same route. R

KASLO, B. C., AND RETURN.

ROUTE R 216 Rates as follows:

From Boston.....	†\$121.50	From Prescott.....	†\$107.35
" St. John, N.B.....	† 133.00	" Toronto and Hamilton.	† 105.15
" Quebec.....	† 117.00	" London and St. Thomas.	† 105.15
" Montreal.....	† 112.00	" Niagara Falls.....	† 107.40
" Ottawa and Brockville.	† 106.75	" Buffalo.....	† 108.35
From Detroit.....	†\$103.15		

Same as Route R 214 or Route R 215.....	to Kaslo.....	
Canadian Pacific Steamer Line.....	" Nelson.....	349
Canadian Pacific Ry.....	" Robson.....	318
Canadian Pacific Steamer Line.....	" Arrowhead.....	322
Canadian Pacific Ry.....	" Portal.....	14
Minneapolis St. Paul & S. S. Marie Ry.....	" S. S. Marie via Minneapolis	175
Canadian Pacific Ry.....	" Starting Point.....	14

TO LAGGAN, ALBA., AND RETURN.

(FOR "LAKES IN THE CLOUDS.")

See Routes R 207 and R 208.

NELSON, B.C., AND RETURN.

R W

ROUTE R 217 Rates as follows:

From Boston.....	\$121.50	From Smiths Fla. & Carleton Jc.	†\$96.50
" St. John, N.B.....	† 124.35	" Toronto and Hamilton.	† 96.50
" Quebec.....	† 108.35	" London and St. Thomas.	† 96.50
" Montreal.....	† 103.35	" Niagara Falls.....	† 98.75
" Ottawa.....	† 98.10	" Buffalo.....	† 99.70
" Prescott.....	† 98.70	" Detroit.....	† 96.50
" Brockville.....	† 98.10	" Fort William.....	† 70.00
From Winnipeg.....	†\$70.00		

Canadian Pacific Ry.....	to Fort William.....	266
Canadian Pacific Ry.....	" Arrowhead.....	266
Canadian Pacific Steamer Line.....	" Robson.....	322
Canadian Pacific Ry.....	" Nelson.....	216
Return same route.....	" Fort William.....	
Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	265

† Tickets good 40 days going, 40 days returning, final limit 90 days.
 † Rates designated thus † are for tickets good 40 days going, 40 days returning, with final limit 90 days, but not good after close of Upper Lake navigation, 1693.
 † Tours prefixed thus † will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.
 † Meals and Berths included.

WESTERN TOURS

‡ NELSON, B.C., AND RETURN.

ROUTE R 218 Rates same as for Route R 217

Canadian Pacific Ry.....	to Owen Sound.....	265
Canadian Pacific Steamship Line.....	" Fort William.....	18
Canadian Pacific Ry.....	" Arrowhead.....	266
Canadian Pacific Steamer Line.....	" Robson.....	322
Canadian Pacific Ry.....	" Nelson.....	216

Return same route. R

‡ NELSON, B.C., AND RETURN.

ROUTE R 219 Rates as follows:

From Boston.....	‡\$121.50	From Smiths Fla. & Carleton Jc. ‡	\$105.15
" St. John, N.B.....	‡ 133.00	" Toronto and Hamilton.....	‡ 105.15
" Quebec.....	‡ 117.00	" London and St. Thomas.....	‡ 105.15
" Montreal.....	‡ 112.00	" Niagara Falls.....	‡ 107.40
" Ottawa & Brockville.....	‡ 106.75	" Buffalo.....	‡ 108.35
" Prescott.....	‡ 107.35	" Detroit.....	‡ 105.15

Same as Route R 217 or Route R 218..... to Nelson.

Canadian Pacific Ry.....	" Robson.....	216
Canadian Pacific Steamship Line.....	" Arrowhead.....	322
Canadian Pacific Ry.....	" Portal.....	14
Minneapolis St. Paul & Sault Ste. Marie Ry.....	" Sault Ste. Marie via Minneapolis.....	175
Canadian Pacific Ry.....	" Starting Point.....	14

PENTICTON, B.C., AND RETURN.

ROUTE R 220 Rates as follows:

From Westminster, B.C.....	\$30.00	From Tacoma.....	\$30.00
" Vancouver, B.C.....	30.00	" Seattle.....	30.00
" Victoria, B.C.....	30.00	" Portland, Ore.....	35.00
" Anacortes.....	30.00	" Centralia.....	35.00
" New Whatcom.....	30.00	" Olympia.....	30.00

From Port Townsend..... \$30.00

Canadian Pacific Ry.....	to Okanagan Landing.....	14
Canadian Pacific Ry. Steamer "Aberdeen".....	" Penticton.....	285

Return same route. R

The route from Victoria is via the Canadian Pacific Navigation Company to Vancouver (17), thence as above. From Portland Tacoma, Centralia and Olympia via the Northern Pacific Ry. to Seattle (297), Seattle & International Ry. to Huntingdon Junc. (345), thence as above; returning same route.

PORTLAND, ORE., AND RETURN.

ROUTE R 221 Rates as follows:

From Boston.....	\$141.50	From Smiths Falls & Carleton Jc. ‡	\$120.50
" St. John, N.B.....	‡ 148.35	" London and St. Thomas.....	‡ 120.50
" Quebec.....	‡ 132.85	" Niagara Falls.....	‡ 122.75
" Montreal.....	‡ 127.85	" Buffalo.....	‡ 123.70
" Ottawa.....	‡ 122.10	" Detroit.....	‡ 120.50
" Prescott.....	‡ 122.70	" Sault Ste. Marie, via Lake	
" Brockville.....	‡ 122.10	Steamer to Fort William.....	102.00
" Toronto & Hamilton.....	120.50	" Fort William.....	90.00

From Winnipeg..... \$90.00

Canadian Pacific Ry.....	to Fort William.....	266
Canadian Pacific Ry.....	" Huntingdon Junc.....	266
Seattle & International Ry.....	" Seattle.....	345
Northern Pacific Ry.....	" Portland.....	297

Return same route. R

‡ PORTLAND, ORE., AND RETURN.

ROUTE R 222 Rates same for Route R 221

Canadian Pacific Ry.....	to Owen Sound.....	265
Canadian Pacific Steamship Line.....	" Fort William.....	18
Canadian Pacific Ry.....	" Huntingdon Junc.....	266
Seattle & International Ry.....	" Seattle.....	345
Northern Pacific Ry.....	" Portland.....	297
Northern Pacific Ry.....	" Seattle.....	297
Seattle & International Ry.....	" Huntingdon Junc.....	345
Canadian Pacific Ry.....	" Fort William.....	266
Canadian Pacific Ry.....	" Starting Point.....	266

‡ Tickets will be good for 40 days going, 40 days returning, final limit 90 days.
 † Tours prefixed thus † will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S.B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

¶ Rates designated thus ¶ are for tickets good 40 days going, 40 days returning, with final limit 90 days, but not good after close of Upper Lake navigation, 1898.

§ Rates for tickets limited to close of Upper Lake navigation, 1898, will be \$4.00 less than shown.

‡ Meals and Berths included.

WESTERN TOURS

† RAT PORTAGE AND RETURN.

(FOR RAINY LAKE DISTRICT.)

ROUTE R 223		Rates as follows :	
From Boston	\$65.75	From Toronto and Hamilton	\$44.50
" St. John, N.B.	80.25*†73.85	" London and St. Thomas	44.50
" Quebec	64.70* 62.85	" Niagara Falls	46.75
" Montreal	59.70* 57.35	" Buffalo	47.70
" Ottawa	57.80* 53.10	" Detroit	44.50
" Prescott	56.70* 52.70	" Sault Ste. Marie via Lake	30.00
" Brockville	56.10* 52.10		
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Rat Portage	266
		Return same route.	R

† RAT PORTAGE AND RETURN.

ROUTE R 224		Rates as follows	
Fm Boston	\$73.90†\$76.85*†71.75	Fm Sm's Fls. & Carleton Jc.	\$37.65 †\$55.60 *\$50.50
" St. John, N.B.	85.60 183.45 *78.35	" Toronto	
" Quebec	69.50 167.45 *62.35	" Hamilton	
" Montreal	64.50 162.45 *57.35	" London	
" Ottawa	59.35 157.20 *52.10	" St. Thom's	
" Prescott	59.85 157.80 *52.70	" Niag. Falls	59.90 †57.85 *52.75
" Brockville	58.25 157.20 *52.10	From Buffalo	\$60.85 †\$58.80 *\$53.70
		" Detroit	57.65 155.60 *50.50
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Rat Portage	266
Canadian Pacific Ry.		" Fort William	266
Canadian Pacific Ry.		" Starting Point	266

TO REVELSTOKE, B.C., AND RETURN.

ROUTE R 225		Rates as follows :	
From Westminster, B.C.	\$30.00	From Tacoma	\$30.00
" Vancouver, B.C.	30.00	" Seattle	30.00
" Victoria, B.C.	30.00	" Portland, Ore.	35.00
" Anacortes	30.00	" Centralia	35.00
" New Whatcom	30.00	" Olympia	30.00
		From Port Townsend	\$30.00
Canadian Pacific Ry.		to Revelstoke	14
Canadian Pacific Ry.		" Starting Point	14

The route from Victoria is via the Canadian Pacific Navigation Company to Vancouver (17), thence as above. From Portland, Tacoma, Centralia and Olympia via the Northern Pacific Ry. to Seattle (297), Seattle & International Ry. to Huntingdon Junc. (315), thence as above, returning same route.

ROSSLAND, B.C., AND RETURN.

R W

ROUTE R 226		Rates as follows :	
From Boston	†\$123.50	From Smiths Fls. & Carleton Jc.	†\$98.50
" St. John, N.B.	† 126.35	" Toronto and Hamilton	† 98.50
" Quebec	† 110.35	" London and St. Thomas	† 98.50
" Montreal	† 105.35	" Niagara Falls	† 100.75
" Ottawa & Brockville	† 100.10	" Buffalo	† 101.70
" Prescott	† 100.70	" Detroit	† 98.50
		From Fort William and Winnipeg	† \$72.00
Canadian Pacific Ry.		to Fort William	266
Canadian Pacific Ry.		" Arrowhead	266
Canadian Pacific Steamer Line		" Robson	322
Columbia & Western Ry.		" Rossland	350
Return same route		" Fort William	18
Canadian Pacific Steamship Line		" Owen Sound	18
Canadian Pacific Ry.		" Starting Point	265

† ROSSLAND, B.C., AND RETURN.

ROUTE R 227		Rates same as for Route R 226
Canadian Pacific Ry.	to Owen Sound	265
Canadian Pacific Steamship Line	" Fort William	18
Canadian Pacific Ry.	" Arrowhead	266
Canadian Pacific Steamer Line	" Robson	322
Columbia & Western Ry.	" Rossland	350
	Return same route.	R

† Limit, 90 days.

* Time limit, 40 days. Tickets issued at this rate are not good to stop over.

‡ Tours prefixed thus ‡ will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S.B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

† Meals and Berths included.

¶ Rates designated thus are for tickets good 40 days going, 40 days returning, with final limit 90 days, but not good after close of Upper Lake navigation, 1898.

WESTERN TOURS

‡ ROSSLAND, B.C., AND RETURN.

ROUTE R 228

Rates as follows :

From Boston	\$123.50	From Smiths Fla. & Carleton Jc.	\$107.15
" St. John, N.B.	135.00	" Toronto and Hamilton...	107.15
" Quebec	119.00	" London and St. Thomas...	107.15
" Montreal	114.00	" Niagara Falls.....	109.40
" Ottawa & Brockville	108.75	" Buffalo	110.35
" Prescott	109.35	" Detroit	107.15

Same as Route R 228 or R 224	to Rossland	
Columbia & Western Ry.....	" Robson	350
Canadian Pacific Steamer Line	" Arrowhead	324
Canadian Pacific Ry.....	" Portal	14
Minn. St. Paul & Sault Ste. Marie Ry.....	" S. S. Marie via Minneapolis...	175
Canadian Pacific Ry.....	" Starting Point	14

‡ SAN FRANCISCO, CAL., AND RETURN. R W

ROUTE R 229

Rates as follows :

From Boston	\$155.00	From Toronto & Hamilton.....	\$134.00
" St. John, N.B.	161.85	" London	134.00
" Quebec	145.85	" St. Thomas	134.00
" Montreal	140.85	" Niagara Falls.....	136.35
" Ottawa & Brockville	135.60	" Buffalo	137.60
" Prescott	136.30	" Detroit	134.00
" Smiths Falls and Carleton Junc.	134.00	" S. S. Marie via Lake Str.....	115.60
From Winnipeg	\$103.60	" Fort William	103.60

Canadian Pacific Ry	to Fort William.....	266
Canadian Pacific Ry.....	" Vancouver	266
Canadian Pacific Navigation Co. (Ltd.) ..	" Victoria	17
Pacific Coast Steamship Co	" San Francisco.....	68
Pacific Coast Steamship Co	" Victoria	68
Canadian Pacific Navigation Co. (Ltd.) ..	" Vancouver	17
Canadian Pacific Ry	" Fort William.....	266
Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	266

‡ SAN FRANCISCO, CAL., AND RETURN. R W

ROUTE R 230

Rates same as for Route R 229

Canadian Pacific Ry	to Fort William.....	266
Canadian Pacific Ry.....	" Huntingdon Junc.	266
Seattle & International Ry.....	" Seattle	345
Northern Pacific Ry	" Portland	297
Southern Pacific Co	" San Francisco.....	188
Southern Pacific Co	" Portland	189
Northern Pacific Ry	" Seattle	297
Seattle & International Ry	" Huntingdon Junc.	345
Canadian Pacific Ry	" Fort William.....	266
Canadian Pacific Steamship Line.....	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	266

SAN FRANCISCO, CAL., AND RETURN.

ROUTE R 231

Rates same as for Route R 229

Canadian Pacific Ry	to Fort William.....	266
Canadian Pacific Ry.....	" Vancouver	266
Canadian Pacific Navigation Co. (Ltd.) ..	" Victoria	17
Pacific Coast Steamship Co	" San Francisco.....	68

Return same route. R

SAN FRANCISCO, CAL., AND RETURN.

ROUTE R 232

Rates same as for Route R 229

Canadian Pacific Ry	to Fort William.....	266
Canadian Pacific Ry.....	" Huntingdon Junc.	266
Seattle & International Ry	" Seattle	345
Northern Pacific Ry	" Portland	297
Southern Pacific Co	" San Francisco.....	188
Pacific Coast Steamship Co	" Victoria	68
Canadian Pacific Nav. Co. (Ltd.)	" Vancouver	17
Canadian Pacific Ry	" Fort William.....	266
Canadian Pacific Ry	" Starting Point	266

† Tickets good 40 days going, 40 days returning, final limit 90 days.

‡ Tours prefixed thus † will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

§ Rates for tickets limited to close of Upper Lake navigation, 1898, will be \$4.00 less than shown.

|| Meals and Berths included.

WESTERN TOURS

‡ **SAN FRANCISCO, CAL., AND RETURN.**

ROUTE R 233

Rates as follows :

From Boston	\$155.00	From Smiths Fla. & Carleton Jc.	\$138.65
" St. John, N.B.	105.00	" Toronto and Hamilton ..	138.65
" Quebec	150.60	" London	138.65
" Montreal	145.60	" St. Thomas	138.65
" Ottawa & Brockville ..	140.25	" Niagara Falls	140.80
" Prescott	140.85	" Buffalo	141.85
		From Detroit	\$138.65
Canadian Pacific Ry		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry		" Huntingdon Junc.	265
Seattle & International Ry		" Seattle	345
Northern Pacific Ry		" Portland	297
Southern Pacific Co.		" San Francisco	185
Southern Pacific Co.		" Portland	190
Northern Pacific Ry		" Seattle	297
Seattle & International Ry		" Huntingdon Junc.	345
Canadian Pacific Ry		" Portl.	14
Minneapolis St. Paul & S. S. Marie Ry.		" S. S. Marie via Minneapolis.	175
Canadian Pacific Ry		" Starting Point	14

Rates quoted for this route will apply, if application is made at time of purchase, by the direct United States routes on return journey from San Francisco through St. Paul, Kansas City, St. Louis or St. Paul and Chicago.

SEATTLE, WASH., AND RETURN.

ROUTE R 234

Rates as follows :

From Boston	\$141.50	From London	\$120.50
" St. John, N.B.	148.35	" St. Thomas	130.50
" Quebec	138.25	" Niagara Falls	122.75
" Montreal	137.35	" Buffalo	133.70
" Ottawa & Brockville ..	123.10	" Detroit	130.50
" Prescott	122.70	" Sault Ste. Marie via Lake.	103.00
" Smiths Falls and Carleton Junc.	120.50	" Fort William	90.00
" Toronto & Hamilton ..	130.50	" Winnipeg	90.00
Canadian Pacific Ry		to Fort William	266
Canadian Pacific Ry		" Huntingdon Junc.	266
Seattle & International Ry		" Seattle	345

Return same route. R

‡ SEATTLE, WASH., AND RETURN.

R W

ROUTE R 235

Rates same as for Route R 234

Canadian Pacific Ry		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry		" Huntingdon Junc.	266
Seattle & International Ry		" Seattle	345
Seattle & International Ry		" Huntingdon Junc.	345
Canadian Pacific Ry		" Starting Point	14

SPOKANE, WASH., AND RETURN.

R W

ROUTE R 236

Rates as follows :

From Boston	†\$126.50	From Toronto and Hamilton. .	†\$101.50
" St. John, N.B.	† 129.35	" London	† 101.50
" Quebec	† 118.35	" St. Thomas	† 101.50
" Montreal	† 108.35	" Niagara Falls	† 103.75
" Ottawa & Brockville ..	† 103.10	" Buffalo	† 104.70
" Prescott	† 103.70	" Detroit	† 101.50
" Smiths Falls and Carleton Junc.	† 101.50	" Sault Ste. Marie via Lake.	87.00
		" Fort William & Winnipeg. .	† 75.00
Canadian Pacific Ry		to Fort William	266
Canadian Pacific Ry		" Arrowhead	266
Canadian Pacific Steamship Line		" Northport	322
Spokane Falls & Northern Ry		" Spokane	217

Return same route. R

† Time Limit, 60 days. Stop over allowed at any point within limit.

¶ Rates designated thus ¶ are for tickets good 40 days going, 40 days returning, with final limit 90 days, but not good after close of Upper Lake navigation, 1892.

§ Rates for tickets limited to close of Upper Lake navigation, 1896, will be \$4.00 less than shown.

‡ Tours prefixed thus ‡ will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S. B. Line (302), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

|| Meals and Berths included.

WESTERN TOURS

TACOMA, WASH., AND RETURN.

ROUTE R 237		Rates as follows :	
From Boston.....	\$141.50	From Toronto & Hamilton.....	\$120.50
" St. John, N.B.....	148.35	" London.....	120.50
" Quebec.....	132.35	" St. Thomas.....	120.50
" Montreal.....	127.35	" Niagara Falls.....	123.75
" Ottawa & Brockville.....	122.10	" Buffalo.....	123.70
" Prescott.....	122.70	" Detroit.....	120.50
" Smiths Falls and Carleton Junc.....	120.50	" Sault Ste. Marie via Lake.....	102.00
	From Duluth.....	" Ft. William and Winnipeg.....	90.00
Canadian Pacific Ry.....			90.00
Canadian Pacific Ry.....		to Fort William.....	266
Seattle & International Ry.....		" Huntingdon Junc.....	266
Northern Pacific Ry.....		" Seattle.....	345
		" Tacoma.....	262
		Return same route.	R

‡ TACOMA, WASH., AND RETURN. R W

ROUTE R 238		Rates same as for Route R 237	
Canadian Pacific Ry.....		to Owen Sound.....	265
Canadian Pacific Steamship Line.....		" Fort William.....	18
Canadian Pacific Ry.....		" Huntingdon Junc.....	266
Seattle & International Ry.....		" Seattle.....	345
Northern Pacific Ry.....		" Tacoma.....	262
Northern Pacific Ry.....		" Seattle.....	262
Seattle & International Ry.....		" Huntingdon Junc.....	345
Canadian Pacific Ry.....		" Fort William.....	266
Canadian Pacific Ry.....		" Starting Point.....	266

TRAIL, B.C., AND RETURN.

Same routes as to Rossland. Rates \$2.00 less than to Rossland.
See Routes R 226, 227 and 228.

‡ VANCOUVER, B.C., AND RETURN. R W

ROUTE R 239		Rates as follows :	
From Boston.....	\$141.50	From London.....	\$120.50
" St. John, N.B.....	148.35	" St. Thomas.....	120.50
" Quebec.....	132.35	" Niagara Falls.....	123.75
" Montreal.....	127.35	" Buffalo.....	123.70
" Ottawa & Brockville.....	122.10	" Detroit.....	120.50
" Prescott.....	122.70	" Sault Ste. Marie via Lake.....	102.00
" Smiths Falls and Carleton Junc.....	120.50	" Fort William.....	90.00
" Toronto and Hamilton.....	120.50	" Winnipeg.....	90.00
		" Duluth.....	90.00
Canadian Pacific Ry.....		to Fort William.....	266
Canadian Pacific Ry.....		" Vancouver.....	266
Canadian Pacific Ry.....		" Fort William.....	266
Canadian Pacific Steamship Line.....		" Owen Sound.....	18
Canadian Pacific Ry.....		" Starting Point.....	265

VANCOUVER, B.C., AND RETURN.

ROUTE R 240		Rates same as for Route R 239	
Canadian Pacific Ry.....		to Fort William.....	266
Canadian Pacific Ry.....		" Vancouver.....	266
		Return same route.	R

‡ VANCOUVER, B.C., AND RETURN.

ROUTE R 241		Rates same as for Route R 239	
Canadian Pacific Ry.....		to Owen Sound.....	265
Canadian Pacific Steamship Line.....		" Fort William.....	18
Canadian Pacific Ry.....		" Vancouver.....	266
		Return same route.	R

‡ VANCOUVER, B.C., AND RETURN.

ROUTE R 242		Rates as follows :	
From Boston.....	\$141.50	From Smiths Fls. & Carleton Jc.....	\$125.15
" St. John, N.B.....	153.00	" Toronto and Hamilton.....	125.15
" Quebec.....	137.00	" London.....	125.15
" Montreal.....	132.00	" St. Thomas.....	125.15
" Ottawa & Brockville.....	125.75	" Niagara Falls.....	127.40
" Prescott.....	127.35	" Buffalo.....	125.85
	From Detroit.....		\$125.15
Canadian Pacific Ry.....		to Owen Sound.....	265
Canadian Pacific Steamship Line.....		" Fort William.....	18
Canadian Pacific Ry.....		" Vancouver.....	266
Canadian Pacific Ry.....		" Portal.....	14
Minneapolis St. Paul & S. S. Marie Ry.....		" S. S. Marie via Minneapolis.....	175
Canadian Pacific Ry.....		" Starting Point.....	14

‡ Tours prefixed thus † will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

† Rates for tickets limited to close of Upper Lake navigation, 1898, will be \$4.00 less than shown.

‡ Meals and Berths included.

WESTERN TOURS

VANCOUVER, B.C., AND RETURN.

ROUTE R 243		Rates same as for Route R 239
Canadian Pacific Ry	to Fort William	266
Canadian Pacific Ry	" Vancouver	266
Canadian Pacific Ry	" Portal	14
Minneapolis St. Paul & S. S. Marie Ry.	" S. S. Marie via Minneapolis.	175
Canadian Pacific Ry	" Starting Point	14

VICTORIA, B.C., AND RETURN.

ROUTE R 244		Rates as follows:	
From Boston	\$141.50	From London	\$120.50
" St. John, N.B.	148.35	" St. Thomas	120.50
" Quebec	152.35	" Niagara Falls	122.75
" Montreal	137.35	" Buffalo	123.70
" Ottawa & Brockville	129.10	" Detroit	120.50
" Prescott	122.70	" Sault Ste. Marie via Lake.	102.00
" Smiths Falls and Carleton Junc.	120.50	" Fort William	90.00
" Toronto & Hamilton	120.50	" Winnipeg	90.00
		" Duluth	90.00
Canadian Pacific Ry	to Fort William	266	
Canadian Pacific Ry	" Vancouver	266	
Canadian Pacific Nav. Co. (Ltd.)	" Victoria	17	
	Return same route.	R	

† VICTORIA, B.C., AND RETURN. R W

ROUTE R 245		Rates same as for Route R 244
Canadian Pacific Ry	to Fort William	266
Canadian Pacific Ry	" Vancouver	266
Canadian Pacific Nav. Co. (Ltd.)	" Victoria	17
Canadian Pacific Nav. Co. (Ltd.)	" Vancouver	17
Canadian Pacific Ry	" Fort William	266
Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	265

‡ VICTORIA, B.C., AND RETURN.

ROUTE R 246		Rates same as for Route R 244
Canadian Pacific Ry	to Owen Sound	265
Canadian Pacific Steamship Line	" Fort William	18
Canadian Pacific Ry	" Vancouver	266
Canadian Pacific Nav. Co. (Ltd.)	" Victoria	17
	Return same route.	R

† VICTORIA, B.C., AND RETURN.

ROUTE R 247		Rates as follows:	
From Boston	\$141.50	From Smiths Falls & Carleton Jc.	\$125.15
" St. John, N.B.	153.00	" Toronto and Hamilton	125.15
" Quebec	137.00	" London	125.15
" Montreal	132.00	" St. Thomas	125.15
" Ottawa & Brockville	126.75	" Niagara Falls	127.40
" Prescott	127.35	" Buffalo	123.35
	From Detroit	\$125.15	
Canadian Pacific Ry	to Owen Sound	265	
Canadian Pacific Steamship Line	" Fort William	18	
Canadian Pacific Ry	" Vancouver	266	
Canadian Pacific Nav. Co. (Ltd.)	" Victoria	17	
Canadian Pacific Nav. Co. (Ltd.)	" Vancouver	17	
Canadian Pacific Ry	" Portal	14	
Minneapolis St. Paul & S. S. Marie Ry.	" S. S. Marie via Minneapolis.	175	
Canadian Pacific Ry	" Starting Point	14	

VICTORIA, B.C., AND RETURN.

ROUTE R 248		Rates same as for Route R 247
Canadian Pacific Ry	to Fort William	266
Canadian Pacific Ry	" Vancouver	266
Canadian Pacific Nav. Co. (Ltd.)	" Victoria	17
Canadian Pacific Nav. Co. (Ltd.)	" Vancouver	17
Canadian Pacific Ry	" Portal	14
Minneapolis St. Paul & S. S. Marie Ry.	" S. S. Marie via Minneapolis.	175
Canadian Pacific Ry	" Starting Point	14

† Tours prefixed thus † will, when requested at time of purchase, be made applicable via Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.

‡ Rates for tickets limited to close of Upper Lake navigation, 1898, will be \$1.00 less than shown.

§ Meals and Berths included.

WESTERN TOURS

† WINNIPEG, MAN., AND RETURN.

ROUTE R 249		Rates as follows:	
F'm Boston	\$70.25	F'm Carleton Jc.	\$60.50 †\$55.60 *\$50.50
" St. John, N.B.	84.75 183.45 *78.35	" Toronto	} 49.00
" Quebec	69.20 167.45 *62.35	" Hamilton	
" Montreal	64.20 162.45 *57.35	" London	
" Ottawa	62.10 157.20 *52.10	" St. Thomas	
" Prescott	61.20 157.80 *52.70	" Niag. Falls	
" Brockville	60.60 157.20 *52.10	" Buffalo	52.20
" Smiths Falls	59.50 155.60 *50.50	" Detroit	49.00
	From S.S. Marie via Lake		†\$40.00
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Winnipeg	266
	Return same route.		R

‡ WINNIPEG, MAN., AND RETURN.

ROUTE R 250		Rates as follows:	
F'm Boston	\$78.90 †\$76.85 *\$71.75	F'm Smiths Falls	
" St. John, N.B.	85.50 183.45 *78.35	" Carleton Jc.	} \$57.65 †\$55.00 *\$50.50
" Quebec	69.50 167.45 *62.35	" Toronto	
" Montreal	64.50 162.45 *57.35	" Hamilton	
" Ottawa	62.25 157.20 *52.10	" London	
" Prescott	61.35 157.80 *52.70	" St. Thomas	
" Brockville	60.25 157.20 *52.10	" Detroit	
	From Niagara Falls	\$59.90 †\$57.85 *\$52.75	
	" Buffalo	60.85 158.80 *53.70	
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Winnipeg	266
Canadian Pacific Ry.		" Fort William	266
Canadian Pacific Ry.		" Starting Point	266

WINNIPEG, MAN., AND RETURN.

ROUTE R 251		Rates same as Route R 250	
Canadian Pacific Ry.		to Fort William	266
Canadian Pacific Ry.		" Winnipeg	266
	Return same route.		R

WINNIPEG, MAN., AND RETURN.

ROUTE R 252		Rates as follows:	
From Boston	\$79.50	From Ottawa	\$73.50
" St. John, N.B.	94.00	" Prescott	73.20
" Quebec	80.50	" Brockville	72.50
" Montreal	75.50	" Toronto and Hamilton	63.35
	From London		\$57.65
Canadian Pacific Ry.		to Detroit	264
Wabash Rd.		" Chicago	199
Choice of six railways		" St. Paul or Minneapolis	○
Great Northern Ry.		" Gretna	95
Canadian Pacific Ry.		" Winnipeg	186
	Return same route.		R
	○ 1 or 22 or 23 or 24, 25, 26 or 107 or 112.		

‡ WINNIPEG, MAN., AND RETURN.

ROUTE R 263		Rates as follows:	
From Boston	\$84.40	From Prescott	\$75.35
" St. John, N.B.	98.90	" Brockville	74.75
" Quebec	83.65	" Toronto and Hamilton	63.15
" Montreal	78.65	" London	63.15
" Ottawa	76.25	" St. Thomas	63.15
	From Detroit		\$63.15
Canadian Pacific Ry.		to Owen Sound	265
Canadian Pacific Steamship Line		" Fort William	18
Canadian Pacific Ry.		" Winnipeg	266
Canadian Pacific Ry.		" Gretna	186
Great Northern Ry.		" St. Paul or Minneapolis	95
Choice of six railways		" Chicago	○
Wabash Rd.		" Detroit	199
Canadian Pacific Ry.		" Starting Point	264
	○ 1 or 22 or 23 or 24, 25, 26 or 107 or 112.		

† Time Limit, 80 days. Stop-over allowed at any point within limit.

* Time Limit, 40 days. Tickets issued at this rate are not good to stop over.

‡ Tours prefixed thus † will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (362), instead of the Canadian Pacific Steamship Line, between Owen Sound and Fort William.

|| Meals and Berths included.

WESTERN TOURS

‡	WINNIPEG, MAN., AND RETURN.	R W
ROUTE R 254 Rates same as for Route R 253		
Canadian Pacific Ry.....	to Owen Sound.....	265
Canadian Pacific Steamship Line.....	" Fort William.....	18
Canadian Pacific Ry.....	" Winnipeg.....	268
Canadian Pacific Ry.....	" Greta.....	188
Great Northern Ry.....	" St. Paul.....	95
Minneapolis St. Paul & S. S. Marie Ry....	Sault Ste. Marie.....	175
Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	265

‡	WINNIPEG, MAN., AND RETURN.	R W
ROUTE R 255 Rates same as for Route R 253		
Same as Route R 253.....to Winnipeg.		
Canadian Pacific Ry.....	" Greta.....	180
Great Northern Ry.....	" Duluth.....	223
Duluth South Shore & Atlantic Ry.....	" Sault Ste. Marie.....	115
Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	265

‡ Tours prefixed thus ‡ will, when requested at time of purchase, be made applicable via the Georgian Bay & Lake Superior S. B. Line (362), instead of Canadian Pacific Steamship Line, between Owen Sound and Fort William.
 || Meals and Berths included.



Side Trips

To be used in Connection with

Western Tours

Shown on Preceding Pages.

AGASSIZ, B.C., TO HARRISON HOT SPRINGS AND RETURN.	
ROUTE S T 200	Rate \$1.00
Stage.....	to Harrison Hot Springs..... 215
	Return same route. R
This ticket can be purchased at Agassiz Station.	
FORT WILLIAM OR PORT ARTHUR, ONT., TO DULUTH, MINN., AND RETURN.	
ROUTE S T 201	Rate \$6.00
Lake Superior & Georgian Bay Line....	to Duluth
	Return same route. R
FORT WILLIAM OR PORT ARTHUR, ONT., TO DULUTH, MINN., AND RETURN.	
ROUTE S T 202	Rate \$8.00
United States & Dominion Trans. Co....	to Duluth
	Return same route. R
FORT WILLIAM OR PORT ARTHUR, ONT., TO KAKABEKA FALLS AND RETURN.	
ROUTE S T 203	Rate \$1.50
Port Arthur Duluth & Western Ry.....	to Kabakeka Falls
	Return same route. R
FORT WILLIAM OR PORT ARTHUR, ONT., TO NEPIGON AND RETURN.	
ROUTE S T 204	Rate \$4.50
Canadian Pacific Ry.....	to Nepigon
	Return same route. R
NAKUSP TO SANDON, B.C., AND RETURN.	
ROUTE S T 205	Rate \$4.10
Canadian Pacific Ry.....	to Sandon..... 14
Canadian Pacific Ry	" Nakusp..... 14
NAKUSP TO SLOCAN CITY, B.C., AND RETURN.	
ROUTE S T 206	Rate \$4.90
Canadian Pacific Ry.....	to Roseberry..... 14
Canadian Pacific Steamer Line.....	" Slocan City
	Return same route. R
RAT PORTAGE, ONT., TO FORT FRANCIS AND RETURN. (Rainy Lake Gold Fields)	
ROUTE S T 207	Rate \$10.00
Steamer.....	to Fort Francis
	Return same route. R
REVELSTOKE TO HALCYON HOT SPRINGS, B.C., AND RETURN.	
ROUTE S T 207½	Rate \$2.25
Canadian Pacific Ry.....	to Arrowhead
Canadian Pacific Steamer Line.....	" Halcyon Hot Springs
	Return same route. R
REVELSTOKE, B.C., TO NAKUSP, B.C., AND RETURN.	
ROUTE S T 208	Rate \$5.60
Canadian Pacific Ry.....	to Arrowhead
Canadian Pacific Steamer Line	" Nakusp
	Return same route. R
REVELSTOKE, B.C., TO NELSON, B.C. (KOOTENAY LAKE), AND RETURN.	
ROUTE S T 209	Rate *\$10.00
Canadian Pacific Ry.....	to Arrowhead
Canadian Pacific Steamer Line	" Robson
Canadian Pacific Ry.....	" Nelson..... 216
	Return same route. R

* This rate is applicable only in connection with tickets from Winnipeg and points east thereof and from Pacific Coast points.

|| Meals and Berths included.

WESTERN TOURS

REVELSTOKE, B.C., TO SANDON, B.C., AND RETURN.

ROUTE S T 210	Rate \$9.70	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Nakusp.....	322
Canadian Pacific Ry.....	" Sandon	14
	Return same route.	R

REVELSTOKE, B.C., TO ROSSLAND, B.C., AND RETURN.

ROUTE S T 211	Rate \$12.00	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Robson.....	322
Columbia & Western Ry.....	" Rosland	350
	Return same route.	R

REVELSTOKE, B.C., TO ROSSLAND, B.C., AND RETURN.

ROUTE S T 212	Rate \$14.05	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Robson.....	322
Columbia & Western Ry.....	" Rosland	350
Columbia & Western Ry.....	" Robson	322
Canadian Pacific Ry.....	" Nelson.....	216
Canadian Pacific Steamer Line.....	" Kaslo.....	349
Kaslo & Slocan Ry.....	" Sandon	351
Canadian Pacific Ry.....	" Nakusp.....	14
Canadian Pacific Steamer Line.....	" Arrowhead.....	133
Canadian Pacific Ry.....	" Revelstoke.....	14

REVELSTOKE, B.C., TO SLOCAN CITY, B.C., AND RETURN.

ROUTE S T 213	Rate \$10.00	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Nakusp.....	33
Canadian Pacific Ry.....	" Roseberry.....	14
Canadian Pacific Steamer Line.....	" Slocan City	133
	Return same route.	R

REVELSTOKE, B.C., TO SPOKANE, WASH., AND RETURN.

ROUTE S T 214	Rate \$20.00	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Northport.....	322
Spokane Falls & Northern Ry.....	" Spokane Falls.....	217
	Return same route.	R

REVELSTOKE, B.C., TO TRAIL, B.C., AND RETURN.

ROUTE S T 215	Rate \$10.00	
Canadian Pacific Ry.....	to Arrowhead	14
Canadian Pacific Steamer Line.....	" Robson.....	322
Columbia & Western Ry.....	" Trail	R
	Return same route.	R

REVELSTOKE, B.C., TO TRAIL, B.C., AND RETURN.

ROUTE S T 216	Rate \$12.05	
	Same as Route S T 212, reading "Robson to Trail" instead of "Rosland" and back.	

ROBSON, B.C., TO NELSON, B.C., AND RETURN.

ROUTE S T 217	Rate \$2.30	
Canadian Pacific Ry.....	to Nelson	216
	Return same route.	R

SAULT STE. MARIE TO DESBARATS, ONT., AND RETURN.

(On sale at Sault Ste. Marie offices.)		
ROUTE S T 218	Rate \$1.25	
Canadian Pacific Ry.....	to Desbarats	14
	Return same route.	R

SAULT STE. MARIE, MICH., TO MACKINAC ISLAND AND RETURN.

ROUTE S T 219	Rate \$4.00	
Steamer.....	to Mackinac Island.....	258
	Return same route.	R

SICAMOUS JUNCTION TO PENTICTON AND RETURN.

ROUTE S T 220	Rate \$10.00	
Canadian Pacific Ry.....	to Okanagan Landing	14
Canadian Pacific Ry. Steamer "Aberdeen".....	" Penticton	255
	Return same route.	R

VICTORIA, B.C., TO ALASKA (SITKA, ETC.) AND RETURN.

ROUTE S T 221	Rate \$30.00	
Pacific Coast Steamship Co.....	to Sitka, Glacier Bay, etc.	68
	Return same route.	R

|| Meals and Berth included.

* This rate is applicable only in connection with tickets from Winnipeg and points east thereof and from Pacific Coast points.

Railway and Steamship Connections

Western Tours

SUBJECT TO CHANGE—Steamship Lines, weather permitting.

For time of **TRANSCONTINENTAL TRAINS** to **PACIFIC COAST** and of **BOSTON** and **MONTREAL** to **ST. PAUL** AND **MINNEAPOLIS EXPRESS**, see Time Table Folder.

Canadian Pacific Upper Lake Express Steamships "Alberta," "Athabasca" and "Manitoba."

WESTBOUND —Lv. Toronto (by S.S. Express).....	1.00 p.m. Tues., Thur., Sat.
Lv. Owen Sound.....	about 5.00 p.m. Tues., Thur., Sat.
Lv. Sault Ste. Marie.....	2.00 p.m. Wed., Fri., Sun.
Ar. Port Arthur.....	11.00 a.m. Thur., Sat., Mon.
Ar. Fort William (East Time)	12.40 n'n Thur., Sat., Mon.
EASTBOUND —Lv. Fort William (Cent. Time)	8.00 a.m. Fri., Sun., Tues.
Lv. Fort William (East Time)	9.00 a.m. Fri., Sun., Tues.
Lv. Port Arthur	10.00 a.m. Fri., Sun., Tues.
Lv. Sault Ste. Marie.....	12.00 n'n Sat., Mon., Wed.
Ar. Owen Sound.....	7.00 a.m. Sun., Tues., Thur.
Ar. Toronto (S.S. Express)	11.00 a.m. Sun., Tues., Thur.

FROM FORT WILLIAM AND PORT ARTHUR :

Canadian Pacific Ry..... See Time Table Folder.
 Port Arthur, Duluth & Western Railway.
 For Kakabeka Falls (on arrival of Can. Pac. Steamship from Owen Sound—during July and August) from Port Arthur 1.00 p.m., from Fort William 1.20 p.m. Saturday. Returning, arrive Fort William 6.00 p.m., Port Arthur 6.15 p.m. Saturday.

FROM GOLDEN, B.C. :

Upper Columbia Nav. Co.'s Steamers.... dep. 4.00 a.m. Tuesday and Friday, arriving Fort Steele 7.00 p.m. Thursday and Saturday. Returning, leave Fort Steele noon Monday and 7.00 a.m. Saturday, and arrive Golden Wednesday and Monday.

FROM AGASSIZ, B.C. :

Stage for Harrison Hot Springs..... dep. daily.

FROM OKANAGAN LANDING :

Can. Pac. Steamer "Aberdeen" for Penticton, etc..... dep. 9.00 a.m. Mondays, Wednesdays and Fridays. Returning, leave Penticton 7.00 a.m. Tuesdays, Thursdays and Saturdays.

FROM REVELSTOKE, B.C.

Canadian Pacific Ry. and Steamer Lines to
 Kootenay District points :—
 Rossland, Trail, Nelson, Kaslo,
 Sandon, Slocan City, etc.
 See Can. Pac. Ry. Time Table Folder.

FROM VANCOUVER, B.C.

Canadian Pacific Ry. Co.'s Steamships "Tartar" and "Athenian."
 For Alaska. See Time Table Folder.
 Canadian Pacific Nav. Co. (Ltd.) Steamers.
 For Victoria dep. about 1.15 p.m. daily except Mondays.
 On Mondays connection with Pacific Express for Victoria is made at New Westminster, Steamer leaving there at 1.00 p.m.
 E. & N. Ry. Co.'s Steamer "Joan."
 For Nanaimo..... dep. 1.15 p.m. daily except Friday.

FROM VICTORIA, B.C.:

Canadian Pacific Ry. Co.'s Steamships "Tartar" and "Athenian."
 For Alaska—See Time Table Folder.
 Canadian Pacific Navigation Co. (Ltd.)
 For Vancouver..... 1.00 a.m. daily except Monday, when Steamer leaves same hour for New Westminster.
 Steamers for Puget Sound Ports.
 Steamer "City of Kingston" .8.00 a.m. daily, except Sunday, for Port Townsend, Seattle and Tacoma. Returning, leave Tacoma 8.00 p.m. daily, except Saturday.
 Pacific Coast Steamship Co.
 For San Francisco dep. 8.00 p.m.—June 3, 8, 13, 18, 23, 28, and every five days thereafter.
 For Alaska—See Time Table Folders.

For additional details and any change which may be made during season, see Current Time Table Folders.

TOURS TO THE ORIENT AND THE ANTIPODES

HONG KONG OR SHANGHAI AND RETURN.

ROUTE R 500		Rates as follows:	
From New York.....	\$481.20	From Chicago.....	\$447.50
" Boston.....	479.00	" St. Paul and Minneapolis..	437.50
" Montreal.....	469.50	" Winnipeg and Duluth.....	437.50
" Quebec.....	474.50	" San Francisco.....	337.50
" Toronto & Hamilton	458.00	" Portland, Ore.....	337.50
" Detroit.....	458.00	" Victoria, B.C.....	337.50
	From Vancouver, B.C.....		\$337.50

Canadian Pacific Ry..... to Vancouver
 Canadian Pacific Steamships from Vancouver..... to Shanghai or Hong Kong

Return same route.

Time Limit of transpacific portion, four months from date steamship is due to arrive at Shanghai or Hong Kong till date of embarkation at Hong Kong or intermediate port, on C. P. Steamships for return continuous passage to Vancouver, B.C.; time limit of rail portion nine months. For twelve months' Time Limit, \$46.25 extra. Stop-overs allowed at ports of call within time limit.

HONG KONG, SYDNEY, AND RETURN. R W

ROUTE R 501		Rates as follows:	
From New York.....	\$633.70	From Chicago.....	\$900.00
" Boston.....	631.50	" St. Paul and Minneapolis..	680.00
" Montreal.....	622.00	" Winnipeg and Duluth.....	680.00
" Quebec.....	637.00	" Victoria, B.C.....	490.00
" Toronto & Hamilton	610.50	" Vancouver, B.C.....	490.00
" Detroit.....	610.50	" San Francisco.....	490.00

Canadian Pacific Ry..... to Vancouver
 Canadian Pacific Royal Mail Steamships..... to Hong Kong
 China Navigation Co. or Eastern & Australian SS. Co..... to Sydney
 Canadian-Australian SS. Line..... to Vancouver

Time Limit nine months. Stop-over within time limit allowed at intermediate ports of call of Canadian Pacific and Canadian-Australian Steamships.

HONOLULU, H.I., AND RETURN.

ROUTE R 502		Rates as follows:	
From New York.....	\$268.70	From Chicago.....	\$235.00
" Boston.....	266.50	" St. Paul and Minneapolis..	215.00
" Montreal.....	257.00	" Winnipeg and Duluth.....	215.00
" Quebec.....	263.00	" San Francisco.....	125.00
" Toronto & Hamilton	245.50	" Portland, Ore.....	125.00
" Detroit.....	245.50	" Victoria, B.C.....	125.00
	From Vancouver, B.C.....		\$125.00

Canadian Pacific Ry..... to Vancouver
 Canadian-Australian SS. Line..... to Honolulu

Return same route.

Time Limit of transpacific portion, four months from date steamship is due to arrive at Honolulu to date of re-embarkation at Honolulu; Time Limit of rail portion, nine months.

SYDNEY, N.S.W., AND RETURN.

ROUTE R 503		Rates as follows:	
From New York.....	\$443.70	From Chicago.....	\$410.00
" Boston.....	441.50	" St. Paul and Minneapolis..	390.00
" Montreal.....	432.00	" Winnipeg and Duluth.....	390.00
" Quebec.....	437.00	" San Francisco.....	300.00
" Toronto & Hamilton	420.50	" Portland, Ore.....	300.00
" Detroit.....	420.50	" Victoria, B.C.....	300.00
	From Vancouver, B.C.....		\$300.00

Canadian Pacific Ry..... to Vancouver
 Canadian-Australian Steamship Line via Hawaii, Fiji and New Zealand to Sydney

Return same route.

Time Limit of transpacific portion, four months from date steamship is due to arrive at Sydney till date of embarkation at Sydney for a return continuous passage; Time Limit of rail portion, nine months. For twelve months' Time Limit, \$60 extra.

SYDNEY, HONG KONG, AND RETURN.

See Route R 501.

YOKOHAMA, JAPAN, AND RETURN.

ROUTE R 504		Rates as follows:	
From New York.....	\$443.70	From Chicago.....	\$410.00
" Boston.....	441.50	" St. Paul and Minneapolis..	390.00
" Montreal.....	432.00	" Winnipeg and Duluth.....	390.00
" Quebec.....	437.00	" San Francisco.....	300.00
" Toronto & Hamilton	420.50	" Portland, Ore.....	300.00
" Detroit.....	420.50	" Victoria, B.C.....	300.00
	From Vancouver, B.C.....		\$300.00

Canadian Pacific Ry..... to Vancouver
 Canadian Pacific Steamships from Vancouver..... to Yokohama, Japan

Return same route.

Time Limit four months from date steamship is due to arrive at Yokohama till date of embarkation for return at Yokohama; Time Limit of rail portion nine months. For twelve months' Time Limit, \$50 extra.

50
50
50
50
50
50
ver
ng
ue
or
an-
me

AROUND THE WORLD

BY THE

.00
.00
.00
.00
.00
ver
ng
ney
ver
iate

Canadian Pacific Route



5.00
5.00
5.00
5.00
5.00
5.00
ver
lulu
due
rail

Via VANCOUVER, JAPAN, CHINA, CEYLON,
SUEZ and LONDON

£120 or \$585 Gold

0.00
0.00
0.00
0.00
0.00
0.00
ver
ney
due
ous
ime

Via VANCOUVER, HAWAII, FIJI,
NEW ZEALAND, AUSTRALIA, CEYLON,
SUEZ and LONDON

£125 or \$610 Gold



0.00
0.00
0.00
0.00
0.00
0.00
ver
pan
ama
line

For full particulars of the above and other
Around the World Tours offered by the Canadian
Pacific Ry., see "Around the World Folder," to be
had from any agent of the Company.

CANADIAN PACIFIC RY.

The

Sleeping and Parlor Cars

Unless otherwise noted, are owned and operated by the Canadian Pacific Railway Company. They surpass any in the world.

Through Sleeping Car Service

(SUBJECT TO CHANGE)

- Montreal and Quebec.
- † Montreal and Boston via Montreal & Boston Air Line.
- † Montreal and Old Orchard Beach via White Mountains and Portland.
- † Montreal and Halifax, N.S., via O.P.R. Short Line and St. John, N.B.
- † Montreal and New York via N.Y.C.
- † Montreal and St. Andrews, N.B.
- Montreal and Toronto.
- † Montreal and Vancouver via Fort William, Winnipeg and Moose Jaw.
- † Boston and St. Paul via Montreal and Sault Ste. Marie.
- Boston and St. John, N.B.
- Ottawa and Toronto via Smiths Falls.
- St. Paul, Minneapolis and Moose Jaw.
- † Montreal and Chicago via Toronto, Detroit and Wabash Railroad.
- † Toronto and Chicago via Detroit.
- † Toronto and New York.
- Toronto and Kingston via Sharbot Lake (during July and August).
- † St. Paul and Winnipeg via Great Northern Railway and Gretna.
- Fort William and Winnipeg.
- Medicine Hat and Lethbridge.

Parlor Car Service

- Boston and St. John, N.B.
- Montreal and Quebec.
- Montreal and Ottawa.
- Montreal and Boston.
- Montreal and Portland and Old Orchard Beach via White Mountains.
- Montreal and Toronto.
- † Montreal and New York via N.Y.C.
- Toronto and Owen Sound on S.S. Express.
- Toronto and Hamilton and Buffalo.
- Vancouver and Seattle via New Whatcom.

(SERVICE IN BOTH DIRECTIONS)

† Cars owned by Sleeping Car Companies, not C.P.R.

‡ Some of the cars in these lines are owned by other companies.

For time of trains on which these cars are run see current Time Table Folder of the Canadian Pacific Railway.

Rates for one Lower or one Upper Berth in Sleeping Car between

<ul style="list-style-type: none"> Bangor and St. John, N.B. ... \$2 00 Bangor and Boston 2 00 Boston and Montreal 2 00 Boston and Sault Ste. Marie 5 00 Boston and St. Paul, Minn... 7 00 Boston and Chicago 5 50 Boston and Duluth 7 00 Boston and Vancouver 20 50 Chicago and St. Paul, Minn.. 2 00 Fort William and Banff Hot Springs 8 00 Fort William and Vancouver. 15 00 Montreal and Boston 2 00 Montreal and Portland 2 00 Montreal and Old Orchard.. 2 00 Montreal and St. Andrews, N.B. 2 50 Montreal and St. John, N.B. 2 50 Montreal and Painsec Junc. 2 50 Montreal and Halifax, N.S... 4 00 Montreal and Toronto 2 00 Montreal and Detroit 3 50 Montreal and Chicago 5 00 Montreal and Sault Ste. Marie 4 00 Montreal and St. Paul, Minn. 6 00 Montreal and Duluth 8 00 Montreal and Port Arthur... 8 00 Montreal and Fort William . 8 00 Montreal and Rat Portage .. 7 50 	<ul style="list-style-type: none"> Montreal and Winnipeg . . . \$8 00 Montreal and Banff Hot Springs 14 00 Montreal and Vancouver 20 00 New York and Montreal 2 00 Ottawa and Toronto 2 00 Ottawa and Vancouver 20 00 Port Arthur and Banff Hot Springs 8 00 Port Arthur and Vancouver . 15 00 Quebec and Montreal 1 50 Toronto and Portland, Me . . 3 00 Toronto and Old Orchard... 3 00 Toronto and Kingston 1 50 Toronto and Chicago 3 00 Toronto and Detroit 2 00 Toronto and Port Arthur 8 00 Toronto and Fort William... 8 00 Toronto and Rat Portage... 7 50 Toronto and St. Andrews, N.B 4 50 Toronto and St. John, N.B. . . 4 50 Toronto and Halifax, N.S. . . 6 00 Toronto and Kingston 1 50 Toronto and Winnipeg 8 00 Toronto and Vancouver 18 50 St. Paul and Winnipeg 3 00 St. Paul and Vancouver 13 50 Winnipeg and Vancouver 12 00
--	---

WESTERN TOURS

FOR ONE SEAT IN PARLOR CAR
BETWEEN

Quebec and Montreal... ..	75	Toronto and Detroit	\$1.00
Montreal and Ottawa	50	Montreal and Boston.....	1 50
Montreal and Toronto	1 00	Montreal and Portland, Me.,	
Toronto and Owen Sound.....	50	or Old Orchard Beach ..	1 50
Toronto and London	50		

Between other Stations in Proportion.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate; Drawing Rooms, between three and four times the berth rate.

Two persons in *sans party*, when travelling together and boarding car at same station, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket; if each presents first class railway transportation.

Agents of the Canadian Pacific Railway at the starting points of Sleeping or Parlor Cars will hold diagrams of Canadian Pacific Railway Cars for location of passengers; other ticket agents will secure accommodation on application to them.

- Toronto.....C. E. McPHERSON, Asst. Gen. Pass. Agent, 1 King St. E.
- Montreal.....W. F. EGG, 129 St. James Street.
- Ottawa.....J. E. PARKER, 43 Sparks Street.
- Quebec.....GEO. DUNCAN, opposite Post Office.
- Boston.....WILLARD BENSON, 197 Washington Street.
- St. John, N.B.....W. H. C. MACKAY, Chubbs Corner.
- Halifax, N.S.....C. S. PHILPS, 107 Hollis Street.
- Old Orchard Beach, Me. } Ticket Agent, Boston & Maine Station.
- Portland, Me.Ticket Agent, Maine Central Station.
- Detroit, Mich.....A. E. EDMONDS, City Ticket Agent, 11 Fort St. West.
- Chicago, Ill.....Ticket Agent of the Wabash Railroad.
- St. Paul, Minn.....} Ticket Agent of the Minneapolis, St. Paul & Sault Ste. Minneapolis, Minn. } Marie Ry.
- Winnipeg.....W. M. McLEOD, 471 Main Street.
- Vancouver.....JAMES SCLATER, Station Ticket Agent.

*Telegrams for accommodation required same night should be addressed to Station Agents, if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of Sleeping Cars on following through trains will be held at stations noted several hours before arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXPRESS (Westbound).—At North Bay, Fort William, Winnipeg, Banff, Glacier, Revelstoke.

ATLANTIC EXPRESS (Eastbound).—At Glacier, Banff, Winnipeg, Fort William, North Bay.

ST. PAUL EXPRESS.—At Montreal, Sault Ste. Marie, Mich.

BOSTON EXPRESS.—At Montreal, Sault Ste. Marie, Mich.

Letters or telegrams from passengers direct to above agents will receive prompt attention. When ordering be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route.

Holders of Sleeping Car Tickets, reading in either direction, between Vancouver, Mission Junc., and any point east or south of Winnipeg, will be furnished on application to Porter of Sleeping Car with check on which they may stop-over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend, as desired.

Dining Cars are run on the through Transcontinental and Boston and St. Paul trains, also on Chicago and Montreal trains. Meals 75 cents each.

Buffet Cars will be run on Montreal and Halifax express trains, etc. For details see current Time Table Folder.



CANADIAN PACIFIC

THE MINNEAPOLIS, ST. PAUL AND
THE DULUTH, SOUTH SHORE
AND CON

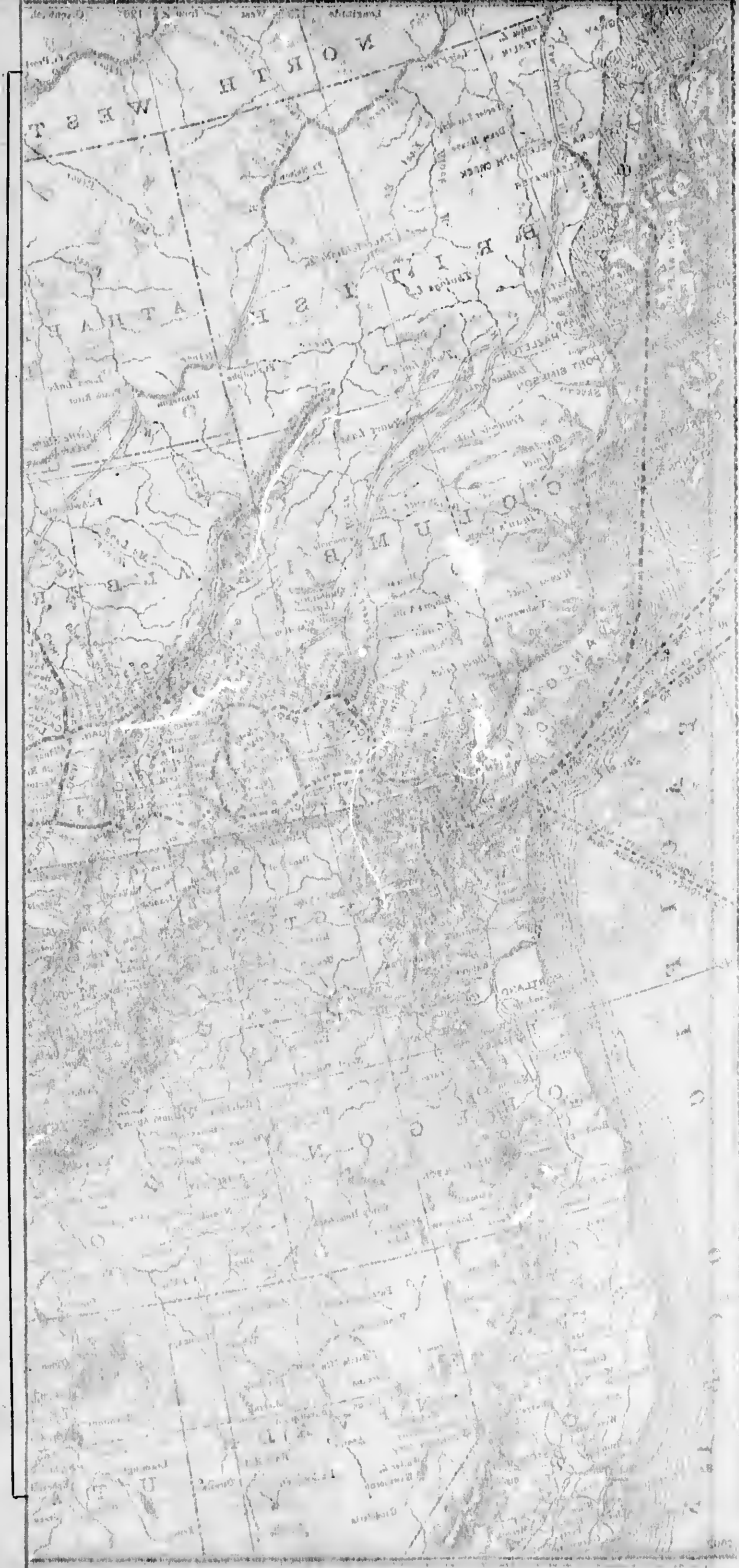


OF THE
PACIFIC RAILWAY,
AND SAULT ST. MARIE RAILWAY,
AND ATLANTIC RAILWAY,
AND CONNECTIONS.



SCALE OF STATUTE MILES.
0 25 50 75 100 125 150 175 200

POOLE BROS., CHICAGO.



Publications

Issued by the

Canadian Pacific Railway Co.

"THE NEW HIGHWAY TO THE ORIENT"
"SUMMER TOURS" "FISHING AND SHOOTING"
"WESTWARD TO THE FAR EAST"
"EAST TO THE WEST"

Guides to the Principal Cities of Japan and China.

"TIME-TABLE WITH NOTES"

"AROUND THE WORLD"

"CLIMATES OF CANADA"

"QUEBEC—SUMMER AND WINTER"

"NEW ROUTE TO AUSTRALIA"

"BANFF" "HAWAII"

Also numerous pamphlets descriptive of Manitoba, the Canadian North-West Territories and British Columbia:

"WESTERN CANADA" "BRITISH COLUMBIA"

"GOLD FIELDS OF B.O."

"YUKON"

"NEW ONTARIO GOLD FIELDS" Etc.

Most of these publications are handsomely illustrated and contain much useful information in interesting shape. Time-Tables with Notes will be found a valuable companion for all Transcontinental travellers.

Copies may be obtained FREE from Agents of the Company, or will be mailed to any address on application to undersigned.

The Company has also published a new Map, on the polar projection, showing the whole of the northern hemisphere, and the Canadian Pacific Railway's Around the World Route in a novel and interesting way, and another of Canada and the northern half of the United States, showing the entire system of the Company in detail. These maps will be given away for public and prominent display.

The Company now have on sale in their hotels, principal ticket offices, and on the trains, several series of handsomely finished views of scenes along their line of railway. Size—12 by 10 inches, in portfolios suitable for the table (12 views in each series), price, \$1.50; and views 28 by 22 inches, suitable for framing (3 views in the set, in mailing tube, price, \$1.

O. E. McPHERSON

Asst. General Passenger Agent
1 King Street East, TORONTO

H. J. COLVIN

District Passenger Agent
197 Washington Street, BOSTON

W. R. CALLAWAY

General Passenger Agent
800 Line, MINNEAPOLIS

GEO. W. HIBBARD

General Passenger Agent
Duluth, South Shore & Atlantic Ry.
MARQUETTE, Mich.

J. F. LEE

General Agent, Passenger Dept.
228 South Clark St., CHICAGO, ILL.

E. J. COYLE

District Passenger Agent
VANCOUVER, B.C.

A. H. NOTMAN

Asst. General Passenger Agent,
ST. JOHN, N.B.

E. V. SKINNER

General Eastern Agent
33 Broadway, NEW YORK

A. E. EDMONDS

City Passenger Agent
11 Fort Street West, DETROIT, Mich.

M. M. STERN

District Passenger Agent
Chronicle Building, SAN FRANCISCO.

D. E. BROWN

General Agent CHINA and JAPAN, etc.
HONG KONG

ARCHER BAKER, European Traffic Agent,

67 and 68 King William Street, E.C. } LONDON, ENG.
30 Cockspur Street, S.W. }
87 St. Vincent Street GLASGOW
7 James Street, LIVERPOOL

ROBT. KERR, Traffic Manager, Lines West of Lake Superior, WINNIPEG.
C. E. E. USSHER, Genl. Passr. Agt., Lines East of Port Arthur, MONTREAL.
D. MONICOLL, Passenger Traffic Manager, MONTREAL.

PURCHASE YOUR TICKETS

FROM

GEORGE DUNCAN,

TICKET AGENT.

CANADIAN PACIFIC R'WY.

1137 ADRIAN ST.

QUEBEC.

1901-1902

113

1901-1902

