

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1994

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.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored end/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored end/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input checked="" type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input checked="" type="checkbox"/> Coloured plates end/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Continuous pagination/
Pagination continue |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
Le reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input checked="" type="checkbox"/> Includes index(es)/
Comprend un (des) index |
| <input type="checkbox"/> 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. | Title on header taken from: /
Le titre de l'en-tête provient: |
| <input type="checkbox"/> Additional comments: /
Commentaires supplémentaires: | <input type="checkbox"/> Title page of issue/
Page de titre de la livraison |
| | <input type="checkbox"/> Caption of issue/
Titre de départ de la livraison |
| | <input type="checkbox"/> Masthead/
Générique (périodiques) de la livraison |

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

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

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

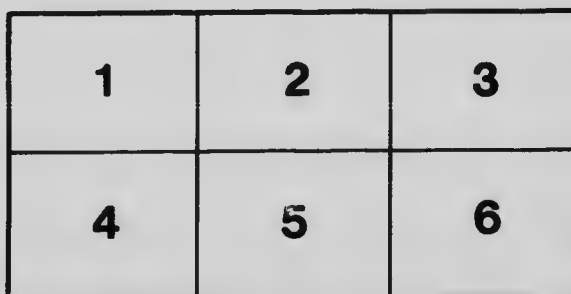
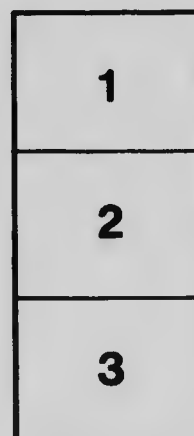
National Library of Canada

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 shell contains 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:

Bibliothèque nationale du Canada

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.

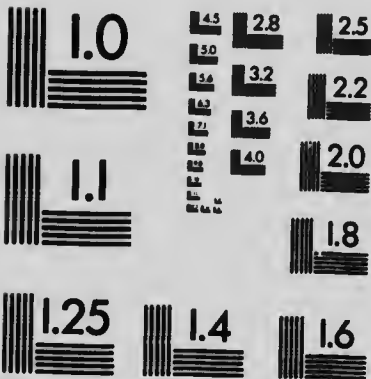
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés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

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 286 - 5989 - Fax



CANADIAN PACIFIC

THE GREAT HIGHWAY
ACROSS THE CONTINENT

TO AND FROM
EUROPE JAPAN CHINA AUSTRALASIA
AND
AROUND THE WORLD

HAND BOOK

No. 17

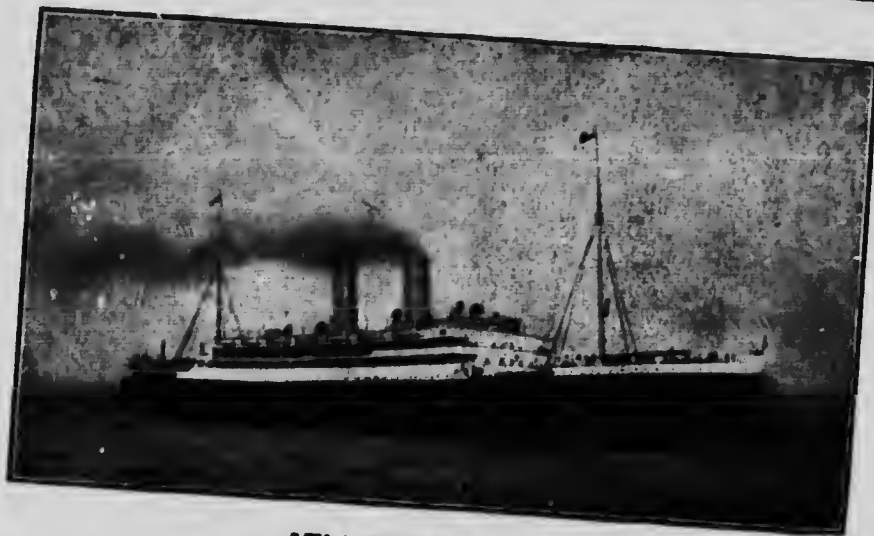
(SUBJECT TO CHANGE)

(CANCELLING PREVIOUS ISSUES)

FOR ALL INFORMATION APPLY TO:—

- | | | |
|---|--|--|
| WM. T. PAYNE,
Manager, Trans-Pacific Steamship Line,
Canadian Pacific Ry.
LONDON, ENG. | D. W. CRADDOCK,
Gen. Traffic Agent, Can. Pac. Ry.
for China, etc.
YOKOHAMA | UNION S.S. CO. OF NEW ZEALAND (LTD.)
Managing Agents,
Canadian-Australian Royal Mail Lines,
SYDNEY, AUSTRALIA |
| GEO. MCL. BROWN,
European Manager,
Canadian Pacific Ry.
LONDON, ENG. | H. S. CARMICHAEL,
General Passenger Agent,
Canadian Pacific Ry.
LONDON, ENG. | W. G. ANNABLE,
General Passenger Agent,
Canadian Pacific Ry., Atlantic S.S. Lines,
MONTREAL |
| ARTHUR PIERS,
Manager of Steamship Lines,
Canadian Pacific Ry.
LIVERPOOL | W. B. BULLING,
Asst. Freight Traffic Manager,
Canadian Pacific Ry., Eastern Lines,
MONTREAL | W. B. LANIGAN,
Asst. Freight Traffic Manager,
Canadian Pacific Ry., Western Lines,
WINNIPEG |
| C. E. MCPHERSON,
Asst. Passenger Traffic Manager,
Canadian Pacific Ry.,
Western Lines,
WINNIPEG | WM. STITT,
General Passenger Agent,
Canadian Pacific Ry.,
Eastern Lines,
MONTREAL | C. B. FOSTER,
General Passenger Agent,
Canadian Pacific Ry.,
Western Lines, Revelstoke and East,
WINNIPEG |
| W. R. MACINNES,
Freight Traffic Manager,
Canadian Pacific Ry.,
MONTREAL | | H. W. BROOIE,
General Passenger Agent,
Canadian Pacific Ry.,
Western Lines, West of Revelstoke,
VANCOUVER |
| | | C. E. E. USSHER,
Passenger Traffic Manager,
Canadian Pacific Ry.,
MONTREAL |

C. 11
25m-B6930
(A57122)



ATLANTIC SERVICE

EMPRESS OF BRITAIN AND EMPRESS OF IRELAND

Palatial sister steamships of the Canadian Pacific Railway Company's Atlantic Service.
Length 570 ft., breadth 65 ft., tonnage 14,500 tons gross, 18,000 horsepower.

Accommodation for 350 1st cabin, 350 2nd cabin,
1000 3rd Class passengers.

THE FINEST AND FASTEST STEAMSHIPS IN THE CANADIAN TRADE
HOLD ALL RECORDS BETWEEN LIVERPOOL AND CANADIAN PORTS



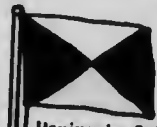
PACIFIC SERVICE

EMPRESS OF INDIA, EMPRESS OF JAPAN, AND EMPRESS OF CHINA

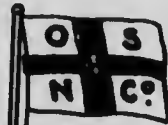
Sister Steamships of the Canadian Pacific Railway Company's Pacific Service on the Vancouver,
Victoria, and Hong Kong Route, calling at Yokohama, Kobe, Nagasaki, Shanghai
and Hong Kong. Length 485 ft., breadth 51 ft., tonnage 6,000 tons gross,
10,000 horsepower, speed 18 knots.

HOUSE-FLAGS

PRINCIPAL CONNECTING STEAMSHIP LINES



Peninsular & Oriental
S. N. Co.



Orient Line.



New Zealand
Shipping Co.



Union S. S. Co.
of N. Z.



Eastern & Australian
Line



Aberdeen Line



Shaw Savill
& Albion Co.



British India
S. N. Co.



Messageries
Maritimes.



Nippon Yusen
Kaisha

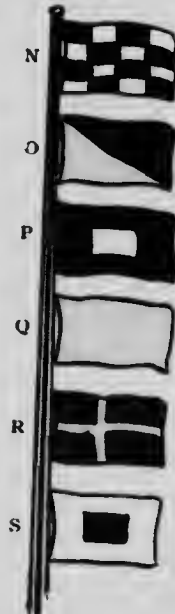
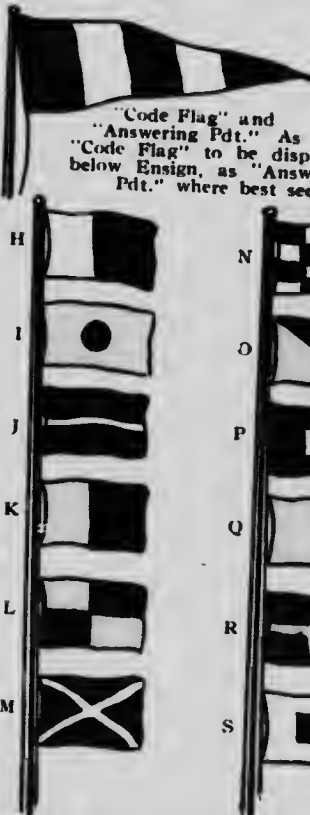


China Navigation Co.



North German
Lloyd

INTERNATIONAL CODE



"Code Flag" and
"Answering Pdt." As
"Code Flag" to be displayed
below Ensign, as "Answering
Pdt." where best seen.



CANADIAN PACIFIC RAILWAY COMPANY

STEAMSHIP

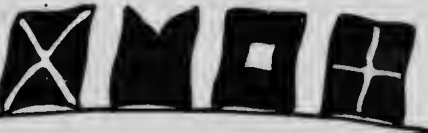


HOUSE-FLAG

LINES

PACIFIC SERVICE

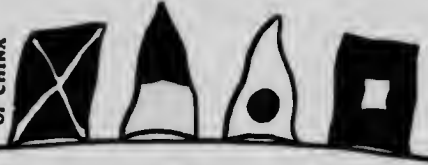
"EMPRESS OF INDIA"



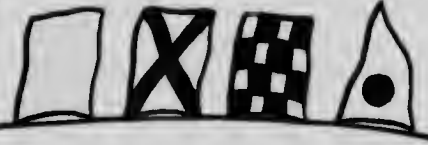
"EMPRESS OF JAPAN"



EMPRESS OF CHINA



"MONTEAGLE"



ROYAL MAIL LINE

CANADIAN AUSTRALIAN

ROYAL



HOUSE-FLAG

MAIL LINE

"MAKURA"



"ZEALANDIA"



"MARAMA"





CANADIAN PACIFIC RAILWAY COMPANY

STEAMSHIP



HOUSE-FLAG

"LAKE
MANITOBA"

ATLANTIC SERVICE

"EMPRESS
OF BRITAIN"



"EMPRESS
OF IRELAND"



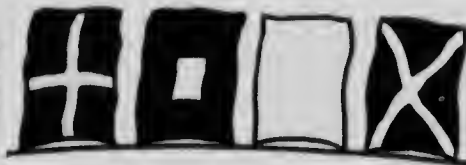
LINES

ROYAL MAIL LINE

"LAKE
ERIE"



"LAKE
CHAMPLAIN"





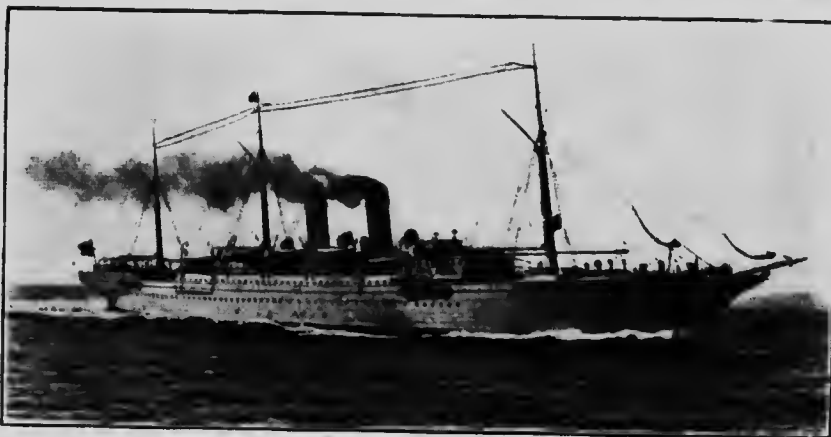
CONDITIONS OF PASSAGE

Tickets are issued subject to the following Conditions and Regulations:—

Tickets are not Transferable.

Sailing Dates are subject to change. Passengers are requested to note that steamships may leave intermediate ports of call in advance of dates given in the Company's sailing schedules, and they are recommended to enquire of the local agents at ports as to the actual date and hour of departure.

Exchange of Orders.—Passengers on arrival at port of embarkation should present their orders at the Company's ticket office for exchange



CANADIAN PACIFIC RAILWAY COMPANY'S JAPAN AND CHINA
"EMPRESS" STEAMSHIP

before embarking on steamship. Every assistance and information in connection with the routes by which passengers travel will be given them by the Companies' agents.

Deposit of 25 per cent. of the ocean passage money requires to be paid on securing passage, and the balance on delivery of ticket or one week before embarkation. Passengers not embarking on steamships after engaging passage will forfeit the deposit. If passenger is prevented from availing himself of a passage at the period for which taken, a transfer to a subsequent steamer can be effected, on notice of not less than three days prior to the departure of the steamer for which passage was booked, without forfeiture of the deposit paid, and accommodation will be allotted as similar as circumstances will permit.

Children, when accompanied by parents, will be charged as follows:—

On Canadian Pacific Railway Company's Royal Mail Steamships.

(Pacific Service.)

Under 12 and over 5 years. . . Half Fare.

Under 5 and over 2 years. . . Quarter Fare.

Under 2 years. Free when they do not require any

separate berth accommodation, except that only one child within the free age limit will be carried free of charge on steamships with each family. When there is more than one child within the free age limit in the party, the additional children will be charged one-quarter fare on steamships.

CANADIAN PACIFIC RAILWAY

CONDITIONS OF PASSAGE—Continued

On Canadian-Australian Royal Mail Line Steamships.

Under 12 and over 5 years.. Half Fare.

Under 5 and over 2 years.. Quarter Fare.

Under 2 years..... Free when they do not require any

separate berth accommodation except that only one child within the free age limit will be carried free of charge on steamships with each family. When there is more than one child within the free age limit in the party, the additional children will be charged one-quarter fare on steamships.



S.S. "PRINCESS CHARLOTTE"
CANADIAN PACIFIC RAILWAY CO.'S VANCOUVER-VICTORIA-SEATTLE SERVICE

On Railways North American Continent.

Under 12 and over 5 years.. Half Fare.

Under 5 years..... Free.

On Canadian Pacific Railway Company's Royal Mail Steamships.

FIRST CABIN.—Under 10 and over 1 year, half fare. (Atlantic Service.)
1 year £2 (\$10.00 gold). Special dining room is provided for children.

SECOND CABIN.—Under 12 and over 1 year, half fare. Infants under
1 year, £1.10 (\$7.50 gold).

In booking, exact particulars as to age should be supplied to the agent who will quote fares.

Missionaries.—When special rates of fare are granted on the Company's Trans-Pacific steamships to missionaries and their families travelling together, they will be given only on presentation to ticket agent at selling point of proper certificate, bearing the seal of their respective societies, and on surrender of same, or a certified duplicate of it, to the Company's Agent at port of embarkation when purchasing ticket or exchanging order. Tickets at these special fares entitle holders to all the privileges granted first cabin passengers.

Servants (European) accompanying families travelling **first cabin**, when booked at servants' rates of fare, will on Trans-Pacific steamships be berthed in first cabin, the Company reserving the right to quarter them where they see fit, and to provide their meals at the second table. They will have access to their employers on board ship at any time. Servants holding second class overland transportation will not be admitted to first-class day coach or standard sleeping car on rail journey. A tourist or second class sleeping car is attached to Trans-continental trains in which servants may be berthed on payment of the tourist car berth fare (see page 33).

CANADIAN PACIFIC RAILWAY

3

CONDITIONS OF PASSAGE—Continued

Accommodation, Trans-Pacific Steamships.—First cabin rates of fare on the Companies' Trans-Pacific Steamships are for usual first cabin berth accommodation.

For special accommodation or exclusive use of rooms, particulars can be obtained from the Companies' agents.

Extra accommodation will not be granted to the exclusion of other passengers.

It is to be understood that the vacant berth or berths of cabin occupied by a passenger (unless he shall have paid an additional sum for its exclusive use) may be filled at the intermediate ports.

Accommodation beyond Canadian Pacific ports of call in the Orient.—Rates of passage from Europe or points on the North American Continent to Trans-Pacific destinations which include intermediate accommodation on Canadian Pacific Railway Company's S.S. "Monteagle" entitle passengers to second-class accommodation on mail or intermediate steamers beyond Yokohama, Kobe, Shanghai or Hong Kong, except that intermediate fares quoted in current Trans-Pacific tariff to Manila, P.I., Bangkok and Batavia (via local steamer) provide for first-class passage beyond Hong Kong.

Accommodation on Trans-Atlantic Steamships from Montreal, Quebec, St. John, N.B., Halifax, Boston or New York to European port of landing or vice-versa.

First-class passengers between China or Japan and Europe, holding through tickets, are entitled to first-class berth accommodation on Atlantic steamships at the minimum fare not exceeding £20 (\$100 gold) in value.

Intermediate or second-class passengers between China or Japan and Europe are entitled to second cabin berth accommodation on Atlantic steamships at minimum fare not exceeding £10 (\$50 gold) in value.

First and second-class passengers between Australia, New Zealand, Fiji or Hawaii and Europe holding through tickets are entitled to berth accommodation on Atlantic steamships of value specified on their tickets, which varies with the through fare paid.

Around-the-World passengers are entitled to berth accommodation on Atlantic steamships not exceeding £20 (\$100 gold) in value.



S.S. "PRINCESS MAY"
CANADIAN PACIFIC RAILWAY CO.'S NORTHERN BRITISH COLUMBIA AND
ALASKA SERVICE

CANADIAN PACIFIC RAILWAY

CONDITIONS OF PASSAGE—Continued

If accommodation at the figures named above is not available on Atlantic steamships by which passenger may wish to travel, or more expensive accommodation is desired, the extra charge requires to be paid by the passenger.

No refund will be made passengers who accept Atlantic accommodation valued at less than the maximum amounts named above, except that if passengers from **Australasia** to Europe accept Atlantic accommodation valued at less than the amounts specified on their tickets refund of the difference will be made.

Passengers holding intermediate or second-class tickets from the Orient to American Overland and European points are furnished with first-class tickets on the railways in Canada and the United States (unless otherwise arranged at time of purchasing ticket), and third-class tickets on the railways in Europe. Passengers holding such tickets to Pacific Coast Points only (other than Vancouver or Victoria) are furnished with second-class accommodation beyond Vancouver or Victoria.

The Trans-Atlantic route of Trans-Pacific intermediate or second class passengers from the Orient is subject to the choice of the Canadian Pacific Railway Company.



FUJIYAMA, THE SACRED MOUNTAIN IN OF JAPAN

Asiatic Steerage.—Chinese, Japanese, Coreans, Malays, Hindoos and other Asiatics only, will be booked in this class. Females will not be carried in Asiatic Steerage.

Round Trip Tickets.—On round trip tickets sold on the American continent, the time limit for the Trans-Pacific portion of the journey is from date steamship on which passenger originally embarked is due to arrive at destination of ticket (or last port of call of the Company's steamships, when destination is not reached by its own vessels) to date of re-embarkation at Hong Kong, Shanghai, Nagasaki, Kobe, Yokohama, Sydney, Brisbane, Suva or Honolulu, for continuous trip back to Victoria or Vancouver. On rail portion of tickets nine months' limit will be allowed in connection with steamship tickets bearing a less limit. When steamship tickets bear limit of twelve months, sufficient time should be given after the expiration thereof to cover rail journey of passengers back to starting point.

CONDITIONS OF PASSAGE—Continued

On round trip tickets to points in Canada, the United States and Europe, sold in the Orient and Australasia (including Fiji and Hawaii) the time limit is reckoned from date of arrival at Vancouver of steamship by which passenger originally embarked, to date of re-embarkation at Vancouver or Victoria for continuous trip thence to starting point, except that twenty-four months' tickets to points in Europe will be limited to twenty-four months from date of issue.

First Cabin passengers by the Canadian Pacific Ry. Co.'s Royal Mail Steamship Line (Pacific Service) not purchasing round trip tickets, but who have travelled on the outward journey by the Company's steamships will, if they return within twelve months from date of embarkation on outward journey, be allowed on re-embarking a rebate of 10 per cent. from the one-way local steamship fare from port of embarkation to destination on the Company's steamships. This rebate will be made only at the port of embarkation and a passenger who purchases at an outside agency must, in order to obtain it, present a receipt from the ticket agent showing the amount paid (full fare) for the return journey.

First or Second Cabin Passengers by the Canadian-Australian Royal Mail Steamship Line not purchasing the round trip tickets, but who have travelled on the outward journey by the Company's steamships, will if they return within six months from date of embarkation on outward journey, be allowed on re-embarking a rebate of 20 per cent., and if they return within twelve months of date of embarkation on outward journey a rebate of 10 per cent. from the one-way local Pacific steamship fare from port of embarkation to destination on the Company's steamships. This rebate will be made only at the port of embarkation and a passenger who purchases at an outside agency must, in order to obtain it, present a receipt from the ticket agent showing the amount paid (full fare) on the return journey.

Passengers Purchasing Passage Tickets on steamships will be charged 10 per cent. additional, except as provided for in next paragraph. No round trip tickets will be sold on steamships.

Continuation Rates.—Passengers wishing to proceed beyond the port for which they have originally booked can do so on payment of the difference between the two through fares to the purser of the steamship, provided the journey is continued on the same ship. No guarantee is given, however, that passengers will have the same berth accommodation for remainder of journey.

Stop-Over Privileges.—First class one-way tickets will be limited to one year from date of issue and stop-over will be allowed at all intermediate ports, but passengers must reach their destination within final limit of tickets.

Stop-overs will also be granted on Round Trip Tickets within their time limits, provided prior notice of stop-over is given to the Company's agent at port of embarkation.

Passengers availing themselves of these stop-over privileges must give at least a week's notice to the Agents of their intention to go forward by the next steamer, when accommodation similar to that called for by ticket will be reserved, if available; the Company will not be responsible for any delay arising from want of accommodation, and will guarantee to forward passengers only by steamships of their own lines, except as hereinafter noted.

On the Canadian-Australian Royal Mail Line, holders of second cabin tickets also will be allowed to stop over on application to the Company's Agent at port of embarkation.

Around-the-World passengers via Canadian Pacific Royal Mail S.S. Line and Peninsular & Oriental Steam Nav. Co. or North German (Norddeutscher) Lloyd Steamships or Messageries Maritimes (French Mail) or the Nippon Yusen Kaisha (Japanese Mail Line) in either direction, will have the option of proceeding in either direction between Yokohama, Kobe, Nagasaki, or Shanghai and Hong Kong, i.e., between any two or more of

CANADIAN PACIFIC RAILWAY

CONDITIONS OF PASSAGE—Continued

the ports named, by the Canadian Pacific Royal Mail steamships or by the Peninsular & Oriental Steam Navigation Co. or the North German (Norddeutscher) Lloyd, Messageries Maritimes or Nippon Yusen Kaisha Steamships, whichever of the four lines named is to be used for the journey between Hong Kong and Europe, on arrangement with the Company's Agents at port from which the optional service is desired. Passengers cannot for example use the P. & O. between Yokohama and Hong Kong and the N.G.L. or M.M. between Hong Kong and Europe.

Holders of Around-the-World tickets issued in the Orient desiring to use other than the Canadian Pacific Steamships between ports of Hong Kong, Shanghai, Nagasaki, Kobe or Yokohama, *i.e.*, Peninsular & Oriental Steam Navigation Company, North German (Norddeutscher) Lloyd, Messageries Maritimes or Nippon Yusen Kaisha Steamships as case may be, can use only the line by which they will subsequently return to Hong Kong from London or other European port.

On the Canadian Pacific Railway and the Minneapolis, St. Paul & Sault Ste. Marie Railway, holders of tickets from or to Trans-Pacific points will be allowed to stop over within the time limit of their rail tickets, whether same are first or second-class, on application to the Conductor (or "Guard") of train.

The holders of first-class Trans-Pacific tickets of Canadian Pacific Railway issue are permitted stop-over within their limit on the following lines, on application to the Conductor (or "Guard") of train:—Boston & Maine Railroad, Delaware, Lackawanna & Western Railroad, Lake Shore & Michigan Southern Railway, Michigan Central Railroad, New York Central & Hudson River Railroad, Rutland Railroad, Wabash Railroad (east of Chicago) and West Shore Railroad. On other connecting railways and steamship lines stop-over privileges will be subject to the local regulations of the various lines.

Limit on Overland Tickets.—Unless specially arranged when purchasing ticket or at Vancouver, Trans-Pacific (not Around-the-World) passengers to and from Europe will have three months from the date of issue of tickets in which to perform the overland journey on the North American Continent and embark on Trans-Atlantic or Trans-Pacific steamships, the ticket, if not so used, being forfeited or made subject to an increased charge. Passengers between Trans-Pacific ports and Eastern Canada and United States points will have thirty days in which to make the journey across the North American Continent.

Around-the-World passengers have two years in which to complete their entire journey and may spend as much time on the North American Continent as desired within this limit.

Refunds.—If a passenger desires to cancel his ticket at an intermediate point, no refund, if allowable, can be made until reference has been made to the Agency issuing the original ticket.

Quarantine, etc.—Passengers will need to defray their own expenses for hotels, in the event of any detention, or while waiting at any port for departure of the Companies' or connecting steamships; in cases where the Companies' steamships may be placed in Quarantine, First Cabin passengers will be charged 10s. 4d. (\$2.50 gold) and Intermediate or Second-class passengers 5s. 2d. (\$1.25 gold) per day on the Canadian Pacific Ry. Company's Royal Mail Steamships (Pacific Service) and First Cabin passengers 10s. (\$2.40 gold) and Second Cabin passengers 5s. (\$1.20 gold) per day on the Canadian-Australian Company's steamships for their maintenance on board during detention of the ship.

Wines, Liquors, etc.—Passage Rates do not include Aerated Water, Beer, Wines and Spirits, which may be purchased on board steamships as per wine list.

Bedding, linen and all requisite furniture are provided on the Steamships at the Companies' expense for First Cabin and Intermediate or second-class passengers, together with the attendance of experienced male and female servants.

CONDITIONS OF PASSAGE—Continued

Meals and Berths on Ocean Steamships are included in fares except on connecting steamers from Hong Kong to Canton and Macao, and between Vancouver and Victoria or Puget Sound ports.

Sterling Quotations.—Fares quoted by the Companies in the Orient for Trans-Pacific passage are in sterling. In countries where silver is current, payment must be made in same at the demand rate of exchange on London on day passage ticket is purchased, such quotations being posted daily in the principal offices of the Company.

Ship's Regulations.—Passengers must comply with the regulations established on board the Steamships for general comfort and safety.

If, by reason of disease, bodily or mental, any passenger is pronounced, on the written certificate of the Ship's Surgeon, to be unfit to proceed or likely to endanger the general health or safety on board, the Companies shall have the absolute right to re-land such passenger or to disembark him at any intermediate port at his sole cost, the Companies engaging to convey him to his destination after convalescence.



TOKYO "EN FETE"—NEAR SHIMBASHI STATION

Connecting Lines.—When passengers are booked to or from a point off the Companies' lines, or when tickets purchased include transportation over other than the Companies' lines, passengers are hereby notified that the Companies act only as agent for the connecting lines, and will not be responsible for any failure of their vessels or trains, by which any portion of the journey may be performed, to connect with such lines, and that they will not be responsible for the acts, default, neglect, or the consequences of such of any other line than their own. Passengers must also comply with, and be bound by the general regulations of connecting lines in force for the time being, and also as to any Port called at where they may wish to disembark.

Baggage.—The attention of passengers is directed to the undermentioned regulations in reference to baggage; much trouble and loss may occasionally be caused by their neglect or non-observance.

The Free Baggage allowances on Trans-Pacific steamships are as follows:

350 lbs. for each adult first cabin, second cabin, intermediate and Asiatic second class passenger.

250 lbs. for servants of above.

175 lbs. for each adult steerage passenger.

Proportionate quantities for children.

CANADIAN PACIFIC RAILWAY

CONDITIONS OF PASSAGE—Continued

Baggage in excess of these amounts will be charged for additional, particulars to be obtained from the Companies' Agents. All baggage will be weighed or measured by baggage officer on board and excess collected for by purser.

On the Canadian Pacific Railway 350 lbs. baggage is allowed free to each adult Trans-Pacific passenger (all classes) holding through ticket. No piece of baggage weighing more than 250 pounds will be accepted for carriage in baggage car.

On railways on North American Continent other than the Canadian Pacific, the weight of baggage carried free is usually 350 lbs. for each adult first or second-class Trans-Pacific passenger.

The checking system used in Canada and the United States relieves passengers from any necessity of looking after their baggage while on the rail journey, after consigning it to the baggageman and receiving checks in exchange, and passengers should not take with them into coaches or sleeping car anything but light hand satchels or suit cases (not exceeding 30 inches long, 17 inches wide and 9 inches high) which will not discommode other passengers but can readily be disposed of in the space for which they have paid (under the lower berth in sleeping car at night for example). Travelling rugs are not required in sleeping cars as an ample supply of blankets, as well as bed linen, is provided by the Company.

On North Atlantic steamship lines 20 cubic feet of baggage is allowed each first or second cabin passenger. Excess is charged for at the following rates:—First-class, 25 cents per cubic foot; second-class, 18 cents per cubic foot; third-class 12½ cents per cubic foot. Passengers embarking at either Montreal or Quebec are transferred with their baggage free from railway stations to steamship dock.

The baggage of passengers must contain only their personal effects (wearing apparel). Packages containing jewellery, plate, and other valuables must be specially declared and registered prior to shipment, and freight paid thereon. Any infringement of these regulations will subject the packages to detention for freight by the Companies' Agents at points of debarkation.

Baggage for Cabin use should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth.

All baggage should be packed in leather portmanteaux or trunks, marked in full with the owner's name and port of destination, in a manner to insure identification, and fastened securely with case locks, as padlocks and leather straps are liable to damage.

In order to facilitate the shipment and stowing of baggage, passengers are requested to have their packages distinctly labelled "Wanted" or "Not Wanted," as the case may be. Labels for this purpose can be obtained from the Companies' Agents and the directions on same should be carefully complied with.

Baggage "Not Wanted" will be placed in baggage room on the steamships and access thereto can be had during the voyage, on application to the Fourth Officer, to whom all enquiries respecting baggage should be made. All baggage must be claimed on board Companies' steamships immediately on arrival at destination or port of transfer to connecting steamships.

Passengers who may miss any piece of baggage on arrival at their destination are requested to notify the ship's officer if destination is a port of call for the steamships and to apply, *without delay*, to the Companies' Agent on shore, giving full particulars, *in writing*, when immediate enquiry will be made.

See Special paragraphs headed "Baggage" on pages 11, 14, 19 and 35.

Conveyance of Bicycles, Tricycles, Baby Carriages, Dogs, Parrots, Cockatoos, etc.—The Companies do not undertake the conveyance of bicycles or tricycles or baby carriages, or of dogs, other animals or birds by their steamships unless under special contract and when accompanying passenger, and then only at owner's risk. The charges for same can be obtained

CONDITIONS OF PASSAGE—Continued

from the Companies' Agents. Dogs, etc., must be placed in charge of the proper official on board. The Australian and New Zealand regulations with regard to dogs are very strict, requiring dogs to undergo 6 months' quarantine at owners' expense, and Australia now absolutely prohibits the importation of dogs except from the United Kingdom and New Zealand (unless special permission is obtained from the Government).

Dogs are allowed to enter England only when owner has license issued by British Board of Agriculture. No license is required for dogs entering Canada.

Parcels are received at all Agencies of the Companies to be forwarded by the Dominion Express Company on Canadian Pacific Railway fast passenger trains. Particulars of the charges, etc., can be obtained from all Agents.

Deck Chairs.—Passengers by the Canadian Pacific Railway Company's Royal Mail Lines (Atlantic and Pacific Service) are requested not to bring steamship deck chairs on board, as the Company supplies them free of charge to all first cabin passengers. On the Canadian-Australian Line a limited number of deck chairs is provided for passengers' use free of charge; passengers desiring exclusive use of chairs can secure same on payment of 2s. 6d. (\$0.60 gold).



HONG KONG HARBOUR, FROM THE PEAK

Canadian and United States Customs Regulations.—Baggage from or to points in the United States not required by passenger while passing through Canada may be bonded through Canada, thus avoiding customs examination.

Baggage between Europe and Trans-Pacific ports not required by passenger while travelling overland, whether through Canada only or through the United States and Canada, in either direction, may be bonded from the Atlantic port of landing or from Vancouver, thus avoiding examination.

Westbound passengers landing at the port of New York or Boston whose destination is a point in Canada may, on request, have their baggage bonded through the United States.

Eastbound passengers for Europe may have their baggage checked through via the Canadian Atlantic ports (Montreal or Quebec in summer).

CANADIAN PACIFIC RAILWAY

CONDITIONS OF PASSAGE—Continued

St. John, N.B., or Halifax in winter), to landing port in England by certain specified Canadian Steamship Lines (particulars to be had from Canadian Pacific Agents). Passengers via New York or Boston can have their baggage checked to the steamship wharf only, where it must be claimed before embarking; a small additional charge is required to cover transfer from the railway station to the steamship wharf at New York or Boston, which is collected at the time of checking.

Japanese Customs Regulations.—The following rules and regulations of the Japanese Customs Department are given for information of passengers landing from Canadian Pacific Railway Company's Royal Mail Steamships at any port of call:—

1. All articles coming from abroad, such as personal effects or passenger's baggage, are examined by the Customs Officers at the port of arrival.
2. No formal entry is required for personal effects actually brought by passengers, but the passengers must make a verbal declaration of the contents of their baggage before the examination is commenced.
3. Dutiable articles not declared and so concealed as to indicate an intention to evade the duty are forfeitable and the offender is liable to a fine corresponding to three times the amount of the duty which he has evaded or attempted to evade.
4. Passengers who have attempted to import prohibited articles, or have imported them, are liable to a fine corresponding to the value of the articles and these articles are forfeitable.
5. The importation of the following is prohibited by law:—
 - (a) Adulterated drugs, chemicals, food and beverages, considered to be injurious by the law, ordinances and regulations of the Empire.
 - (b) All articles for use in smoking opium.
 - (c) All articles which are considered to be dangerous to the public health, for sanitary reasons, or to the safety of animals or plants, under the law, ordinances and regulations of the Empire.
 - (d) Counterfeit coins of any kind, and imitations of coins which might be considered to be counterfeit coins.
 - (e) Articles infringing patents, designs, trademarks, or copyright laws of the Empire.
 - (f) Opium and leaf tobacco.
 - (g) Prints, printed books, paintings, engravings, carving or any other articles which might be considered dangerous to public security or morals.
6. The following articles are passed free of duty as personal effects in certain quantities, which depend upon the discretion of the Customs Officers.
 - (a) Clothing, shirts, gloves, stockings, hats, shoes, handkerchiefs and other personal effects of the kind.
 - (b) Watches, umbrellas, canes, sticks, or bracelets, rings, hair ornaments, neckties, tobacco cases, towels, tablecloths, articles of stationery, bicycles, pistols, sporting guns, musical instruments, toys, etc.
 - (c) Toilet articles, cameras, portable telescopes, opera glasses, deck chairs, food baskets, portable dinner sets, portable drugs, trunks, blankets, etc.
 - (d) Canteens, beverages (wines, and spirits of any sort which do not exceed one quart of each kind), tobacco which does not exceed in quantity thirteen ounces of cutleaf or one hundred cigars, two hundred cigarettes or six ounces of snuff.
7. The following are free of duty:—
 - (a) Books, atlases, maps, charts, journals and newspapers.
 - (b) Negotiable papers.
 - (c) Gold or silver (bullion and coins).

CONDITIONS OF PASSAGE—Continued

8. No duty will be levied on articles temporarily imported for the professional use of travellers engaged in scientific researches, or on those imported as samples by commercial travellers, provided that security corresponding to the amount of duty, is deposited at the time of importation and the said articles are re-exported within six months from the date of importation.

9. A passenger may apply to the Customs Officers at the port of his first arrival for a certificate of examination to be pasted on his baggage in order to have his baggage passed without examination at the next port.

10. Any baggage not withdrawn from the Customs compound within 72 hours from the time of its landing will be taken into the Customs warehouse at the expense and risk of the person concerned.

All Baggage is at Passenger's Risk on Steamship unless Insured. Insurance may be effected at the principal Agencies at low rates.

Raw Cotton is not carried on the Companies' steamships.

NOTICE.—The Companies will not be responsible for, and shall be exempt from all liability in respect of any detention or delay of Passengers arising from any circumstances whatever, and the Companies will not be responsible for and shall be exempt from all liability in respect of a detention, loss, damage or injury whatsoever of or to the person, or of or any luggage, property, goods, effects, articles, matters or things belonging to, or carried by or with any Passenger, whether the same shall arise from or be occasioned by civil commotion, strikes, or from combinations of workmen, the act of God, of the King's enemies, dangers of the seas, rivers or navigation, collision, fire, thefts or robberies, whether by persons in the employment of the Companies, or by others, accidents to or by machinery, boilers or steam, accidents by sea or land, unskilful, improper or careless navigation, or any other acts, defaults or negligence of the Companies' Agents or Servants of any kind whatsoever, or from the restrictions of quarantine wheresoever imposed.

Caution.—The attention of shippers and passengers is specially directed to the following clauses in the "Merchant Shipping Act, 1894," relative to the carriage of dangerous goods:

"A person shall not send or attempt to send by any vessel, British or foreign, and a person not being the master or owner of the vessel, shall not carry or attempt to carry in any such vessel, any dangerous goods, without distinctly marking their nature on the outside of the package containing the same, and giving written notice of the nature of those goods, and of the name and address of the sender or carrier thereof to the master or owner of the vessel at or before the time of sending the same to be shipped, or taking the same on board the vessel.

"If any person fails without reasonable cause to comply with this section, he shall for each offence be liable to a fine not exceeding one hundred pounds; or if he shows that he was merely an agent in the shipment of any such goods as aforesaid, and was not aware and did not suspect and had no reason to suspect that the goods shipped by him were of a dangerous nature, then not exceeding ten pounds."

"For the purpose of this Part of the Act the expression "Dangerous Goods," means aquafortis, vitriol, naphtha, benzine, gunpowder, lucifer matches, nitro-glycerine, petroleum, any explosives within the meaning of the Explosives Act, 1875, and any other goods which are of a dangerous nature.

"A person shall not knowingly send or attempt to send by, or carry or attempt to carry in, any vessel, British or foreign, any dangerous goods under a false description, and shall not falsely describe the sender or carrier thereof, and if he acts in contravention of this section he shall for each offence be liable to a fine not exceeding one hundred pounds."

CANADIAN PACIFIC RAILWAY

**CANADIAN PACIFIC RY. CO.'S ROYAL MAIL
TWIN-SCREW STEAMSHIPS
PACIFIC SERVICE**

The Royal Mail Service between Canada and Japan and China is performed by the Canadian Pacific Railway Company's Twin-Screw Steamships:

	Commander	Tons (Gross)	Indicated Horse Power
Empress of India . . .	LIEUT. E. BEETHAM, R.N.R.	6,000	10,000
Empress of Japan . . .	LIEUT. S. ROBINSON, " N.R.	6,000	10,000
Empress of China . . .	LIEUT. R. ARCHIBALD	6,000	10,000

These Steamships were built by the Naval Construction & Armaments Co., at Barrow-in-Furness, England. Under the Contract with the British Government for the Mail Service, the speed of the vessels was to be 17½ knots on the measured mile, and 16 knots at sea. The Company, however, decided to exceed these requirements, and they, therefore, contracted with the builders for a speed of 18 knots on the measured mile, and 16½ knots on a 400-mile sea trip. On the trial trips a speed of over 19 knots per hour was developed, and the long sea trial was run with a large margin over speed requirements. The "Empress of Japan" has established a record for the fastest Trans-Pacific trip ever made; leaving Vancouver June 26th, at 10 a.m., she arrived at Yokohama 1.53 p.m., July 7th, and at Hong Kong 12.05 p.m., July 14th, making the entire actual time consumed, inclusive of stops at Victoria, Yokohama, etc., 10 days 10 hours 4 minutes from Vancouver to Yokohama and 17 days 10 hours 16 minutes from Vancouver to Hong Kong.

The dimensions of the three "Empresses" are:—Length, over all, 485 ft.; between perpendiculars, 455 ft.; breadth, 51 ft.; depth, 36 ft.; tonnage, 6,000 tons gross. They are lightly rigged with pole masts and fore-and-aft canvas. The hulls are of Siemens-Martin steel, with cellular double bottom throughout, and are fitted with bilge keels; they are sub-divided into fourteen watertight compartments; six of the watertight bulkheads are without openings of any kind, and the remaining seven have patent rapid-closing watertight doors. With any two compartments open to the sea the ships would still have a large reserve of buoyancy, and are practically unsinkable. The Engine Room also is divided by a longitudinal bulkhead. The cellular double bottom is so arranged as to form a number of compartments, having an aggregate capacity of 800 tons of water ballast, by means of which the ships can be trimmed to any extent.

A feature of these ships is the magnificent promenade deck, with a clear sweep of 220 feet.

For the comfort of the passenger nothing has been overlooked. On the Promenade Deck aft is the smoking room with its own lavatory, etc.; forward, on the same deck, the Library and the special suites of staterooms; on the Upper Deck the large Dining Saloon, and abaft of it, a number of first-class cabins; below on the Main Deck, the remainder of the first-class cabins. In every respect—size, decoration, furnishing, situation of bathrooms and offices—the first-class accommodation of the "Empress" steamers is unsurpassed.

The excellence of the Chinese servants who act as saloon and bedroom stewards is a point which invariably draws favorable comment. The majority of the native servants on the Company's ships are servitors of many years and thoroughly understand the requirements of passengers, peculiar to the East. They make perfect servants and, in their clean, fresh-looking robes are quite picturesque.

C.P. Ry. CO.'S ROYAL MAIL STEAMSHIP LINE *Continued*

The utmost care has been taken throughout to keep to the high standard established by the Canadian Pacific Railway Company in all its trains and other equipment, and everything that could conduce to the comfort and safety of the passengers has been carried out in the construction of the vessels, which are commanded by picked officers of the Merchant Service, all of whom are members of the Royal Naval Reserve.

Attention is directed to the First Cabin plans on page 15, which will show the location of the different berths.

Important. To meet the growing demands of Trans-Pacific trade and travel, the Company has ordered two large steamships for the Pacific Service which will embody all the latest improvements in marine architecture. They will be approximately of 18,000 tons and have a sea speed of at least 18 knots per hour.



MARBLE HOTEL, HONG KONG

The Royal Mail Steamship "Monteagle."—In addition to the "Empresses," the Company also operates between China and Japan and Vancouver, the Royal Mail S.S. "Monteagle," 445 feet in length and 6,163 tons gross register—Commander Lieut. A. W. Davison, R.N.R.—which carries only one class of cabin passengers known as "Intermediate," in addition to Asiatic second-class and Asiatic steerage. This ship is Clyde built and classed 100 A1 at Lloyds. The accommodation is excellent, the staterooms being large, comfortable and perfectly ventilated, and the dining-room, social room and smoking room are second only to those of the Canadian Pacific "Empress" steamships. The "Monteagle" is lighted by electricity and fitted with triple expansion engines. Plan will be found on page 16.

Accommodation.—The classes of accommodation on the "EM-PRESSES" are FIRST CABIN, ASIATIC SECOND CLASS and ASIATIC STEERAGE. On the "MONTEAGLE" INTERMEDIATE CABIN, ASIATIC SECOND CLASS and ASIATIC STEERAGE.

CANADIAN PACIFIC RAILWAY

C.P.Ry. CO.'S ROYAL MAIL STEAMSHIP LINE—Continued

Routes and Connections.—The Ports of Call are Vancouver, *Victoria, Yokohama, Kobe, Nagasaki, Shanghai (Woosung) and Hong Kong, passing through the far-famed inland sea of Japan. The steamships take a specified northern course between Vancouver and Yokohama, which is the shortest Trans-Pacific route by about 300 miles.

Connections are made at Yokohama and Kobe with steamers to and from all parts of Japan and Corea, also for North China ports, Dalny and Vladivostok and points beyond reached by the Trans-Siberian Ry., etc.; at Shanghai for North China, Mid-China and the Yangtze River Ports, Hankow, etc., and at Hong Kong for Canton, South China, Tonkin, **Manila**, the Straits Settlements, Australia, India and Europe via Suez. Peking can be reached by train from Tientsin, to which there is regular steamship service from Kobe, except from December to March (when the port of Tientsin is usually closed by ice); there is also rail connection between Hankow on the Yangtze River and Peking.



A MODERN STREET IN TOKYO

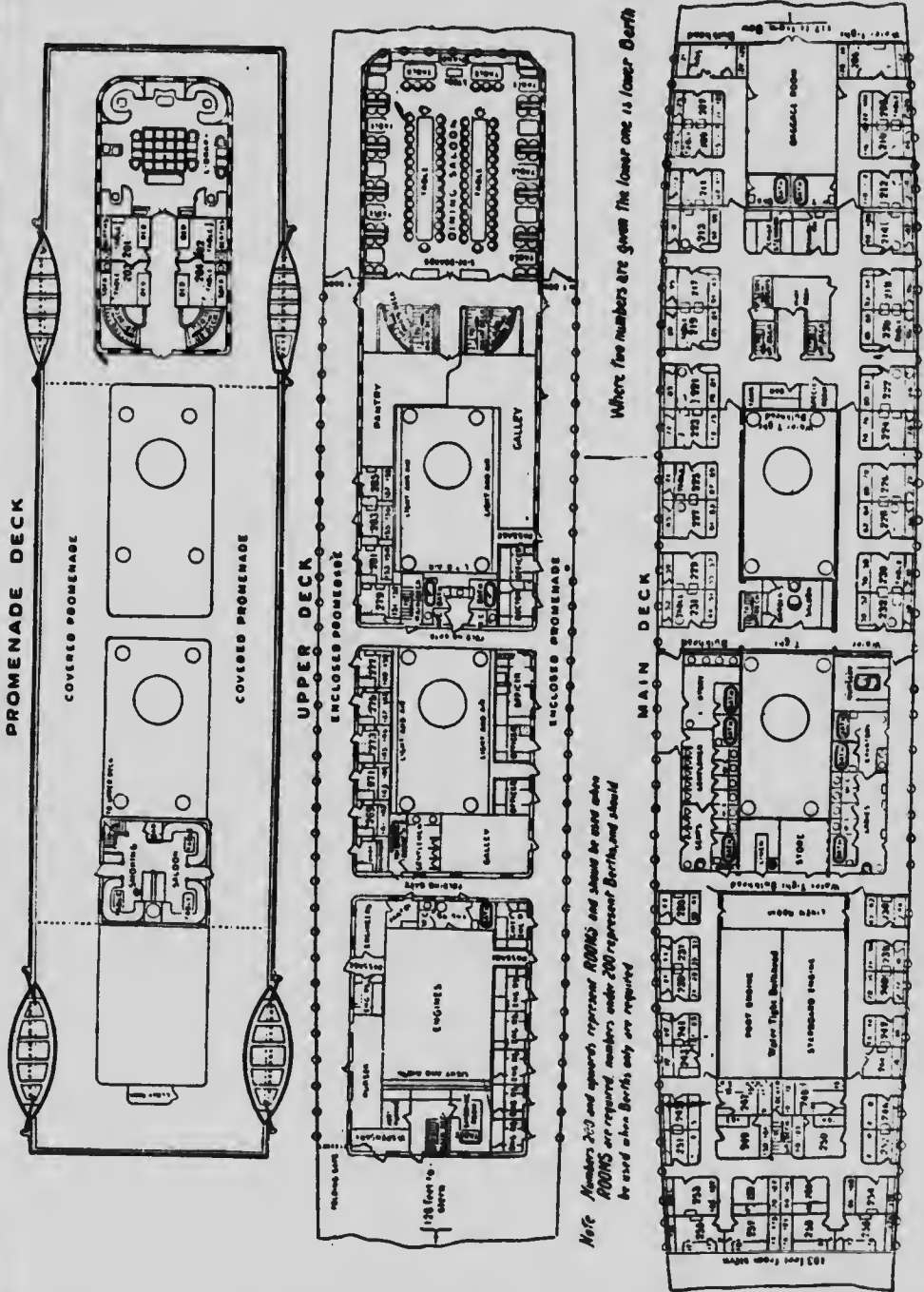
Surgeon.—Each of the steamships carries a qualified surgeon.

Baggage for Seattle and beyond landing at Victoria.—Passengers eastbound landing at Victoria, who desire to take Canadian Pacific local steamer for Seattle will have their baggage transferred free of charge from the Empress wharf to the local steamer wharf.

*The Monteagle sometimes does not call at Victoria westbound, and passengers for this ship embark at Vancouver.

Canadian Pacific Railway Company Steamship Lines
PACIFIC SERVICE
CABIN PLAN

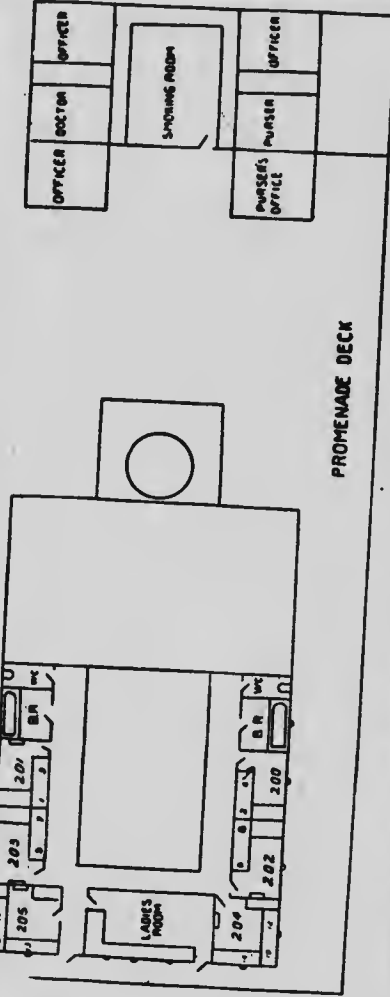
"EMPRESS OF INDIA" "EMPRESS OF CHINA" "EMPRESS OF JAPAN"



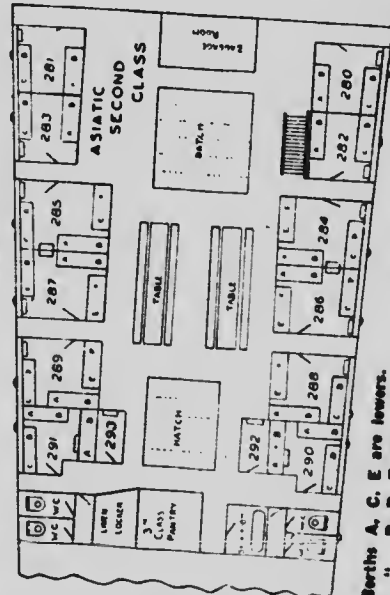
CANADIAN TWIN SCREW R.M. STEAMSHIP MONTREAL 6163 TONS ACCOMMODATION PLAN

Where two berth numbers are shown in a cabin the lower number is the bottom berth. Where three berth numbers are shown in a cabin the lowest number is the lower berth and the highest the sofa berth. Where four berth numbers are shown in a cabin the lowest number is the lower berth and the two highest are sofa berths.

PACIFIC RAILWAY COMPANY PACIFIC SERVICE

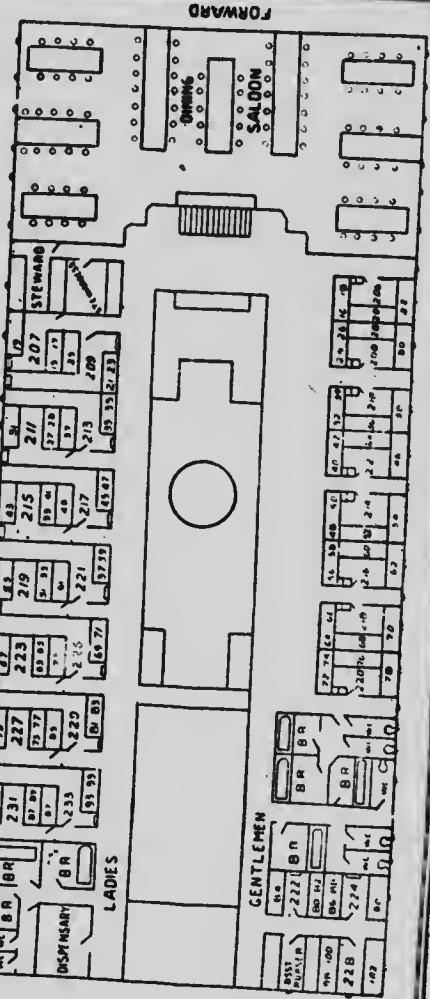


MAIN DECK



Berths A, C, E are lowers.
" B, D, F are uppers.

UPPER DECK



CANADIAN-AUSTRALIAN ROYAL MAIL LINE TWIN SCREW STEAMSHIPS

The Royal Mail Service between Canada, Hawaii, Fiji, and Australia, connecting with New Zealand and Tasmania, is performed by the Canadian-Australian Royal Mail Line Steamships "Marama," "Makura" and "Zealandia."

The dimensions of the vessels are as follows :—

						Tonnage gross register	
Marama,	length	420 feet,	breadth	53.21 feet,	depth	31.2 feet	6,437
Makura,	"	450 "	"	57.71 "	"	32.1 "	8,075
Zealandia,	"	410 "	"	54.71 "	"	23.4 "	6,660



A PORTION OF THE HARBOUR, SYDNEY

Reference to cabin plans on pages 20 to 22 will show location of berths on the steamships, the classes of accommodation being first, second and third.

The vessels are of the highest class, and are all new, built in Scotland, the Zealandia, the latest, having made her first trip in 1910. They are fitted with bilge keels, so that rolling is reduced to a minimum, have all the latest appliances for speed, safety and comfort, and have all justly earned a high reputation as good "seaboats."

The state-rooms are large and well ventilated. The dining-room extends the whole width of each steamer, while there is also a pleasantly situated drawing-room and lounge on deck. The vessels are fitted throughout with electric light and an ample number of baths is provided.

The management of the vessels in Sydney is in the hands of the Union Steamship Company of New Zealand (Ltd.) whose steamers are well known by the travelling public throughout the colonies for their capital arrangements and high class cuisine. This will sufficiently assure passengers that there will be nothing on these steamers with which to find fault.

CANADIAN PACIFIC RAILWAY

CANADIAN-AUSTRALIAN ROYAL MAIL LINE—Continued

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

Routes and Connections.—The Ports of Call are Vancouver, Victoria, Honolulu, Suva, (Fiji), Brisbane and Sydney.
 At Suva connection is made with the Union S.S. Co.'s of N.Z. steamship direct to Auckland and thence to all points in New Zealand, and passengers to or from New Zealand have the option of travelling by the direct steamer between Suva and Auckland or via Sydney; an extra charge is required from passengers for Auckland travelling via Sydney; the fares to Wellington and points south are the same via Sydney as via Suva and Auckland. Connection is also made at Suva for Samoa, Tahiti, Rarotonga and the Friendly Islands.
 At Brisbane connections are made for all parts of Queensland and Northern Australia, as well as for the Southern States by rail.



GEORGE STREET, SYDNEY, NEW SOUTH WALES.

At Sydney connections are made with railway and steamer lines for all parts of Australia, New Zealand and Tasmania. The following special rates may be obtained on the Australian Government Railways by passengers via Canadian-Australian Line, on application to purser of steamer, or through the Company's Agents in Australia, provided they go forward within seven days of arrival at the landing port.

	One Way		*Round Trip	
	1st Class	2nd Class	1st Class	2nd Class
Between Sydney and				
MELBOURNE.....	£ 2 14 0	£ 2 0 0	£ 4 0 0	£ 3 0 0
ADELAIDE.....	4 0 0	2 12 6	6 0 0	4 0 0
BRISBANE.....	2 13 0	1 15 0	4 0 0	2 13 0
Between Brisbane and				
MELBOURNE.....	5 6 0	3 13 0	8 0 0	5 10 0
ADELAIDE.....	6 13 0	4 6 0	10 0 0	6 10 0

* Available only for holders of round trip steamer tickets.

CANADIAN-AUSTRALIAN ROYAL MAIL LINE—Continued

When the steamships arrive at Vancouver late at night, passengers are allowed to remain on board until following morning.

The steamships sail from the Circular Quay at Sydney and passengers are requested to be on board at that port half an hour before the advertised hour of sailing. All heavy baggage should be delivered at the Company's Wharf on Saturday, as steamships sail promptly at 1 p.m. on Monday.

Surgeons.—Each of the steamships carries a qualified surgeon

Stewardesses are provided in all classes.

Baggage Between Seattle and Honolulu.—Checked baggage belonging to passengers from Seattle to Honolulu or vice versa travelling via Canadian Pacific local steamer on Puget Sound between Seattle and Victoria will have their baggage transferred free of charge between the Canadian Australian Line Wharf at Victoria and the local steamer wharf.



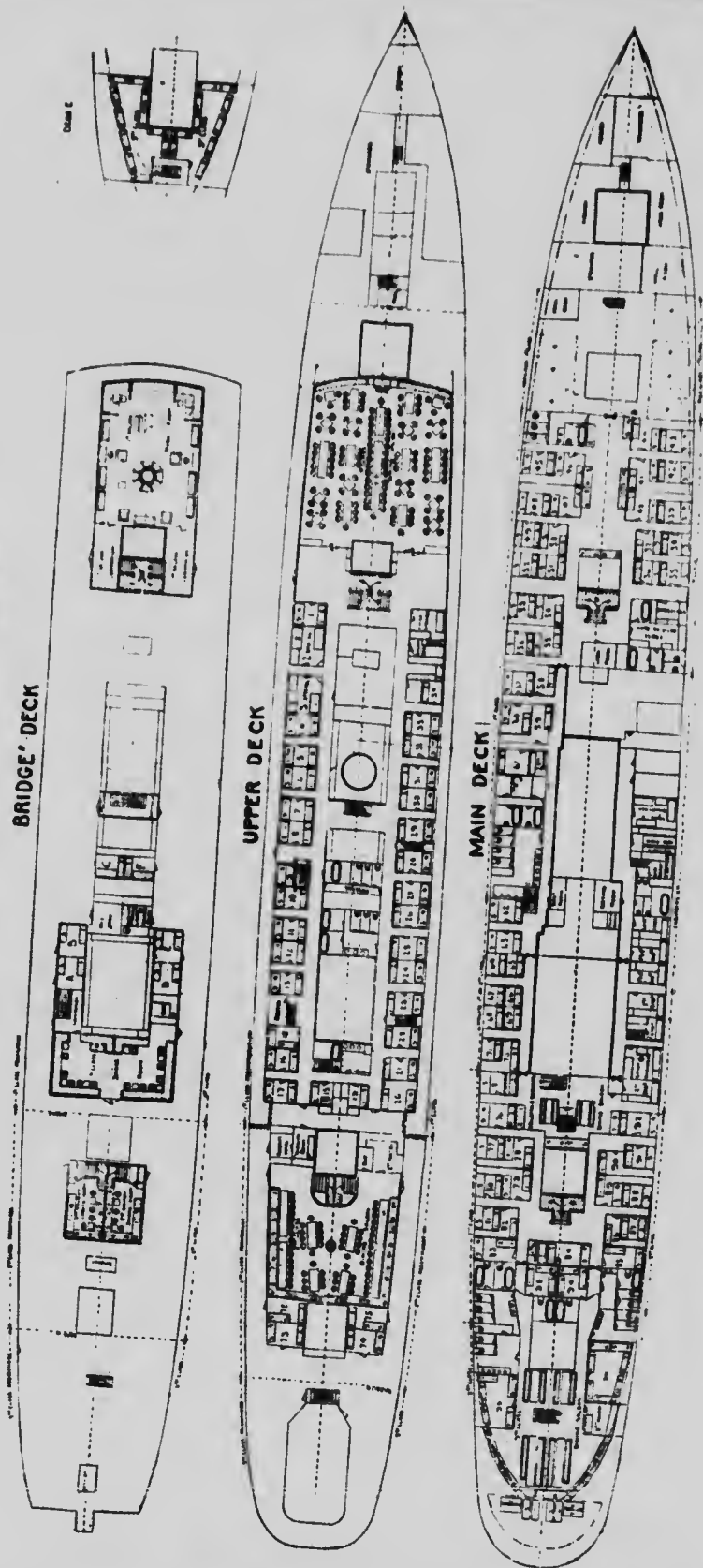
TOWN HALL, SYDNEY, NEW SOUTH WALES

CANADIAN-AUSTRALIAN LINE

Saloons and Cabins

Twin-Screw Steamer "MARAMA"

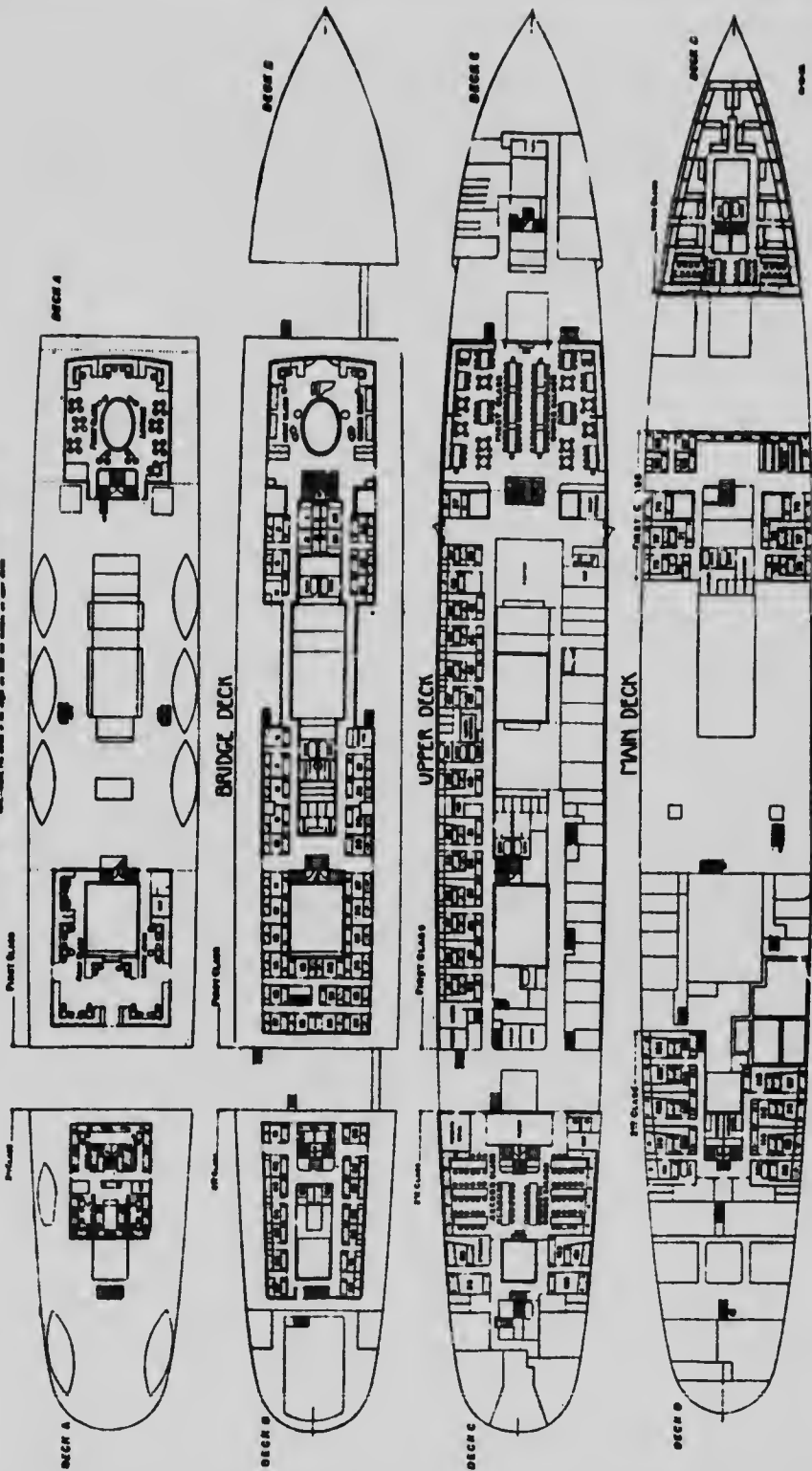
In Saloon and Second Class, Odd Numbers are Upper Berths



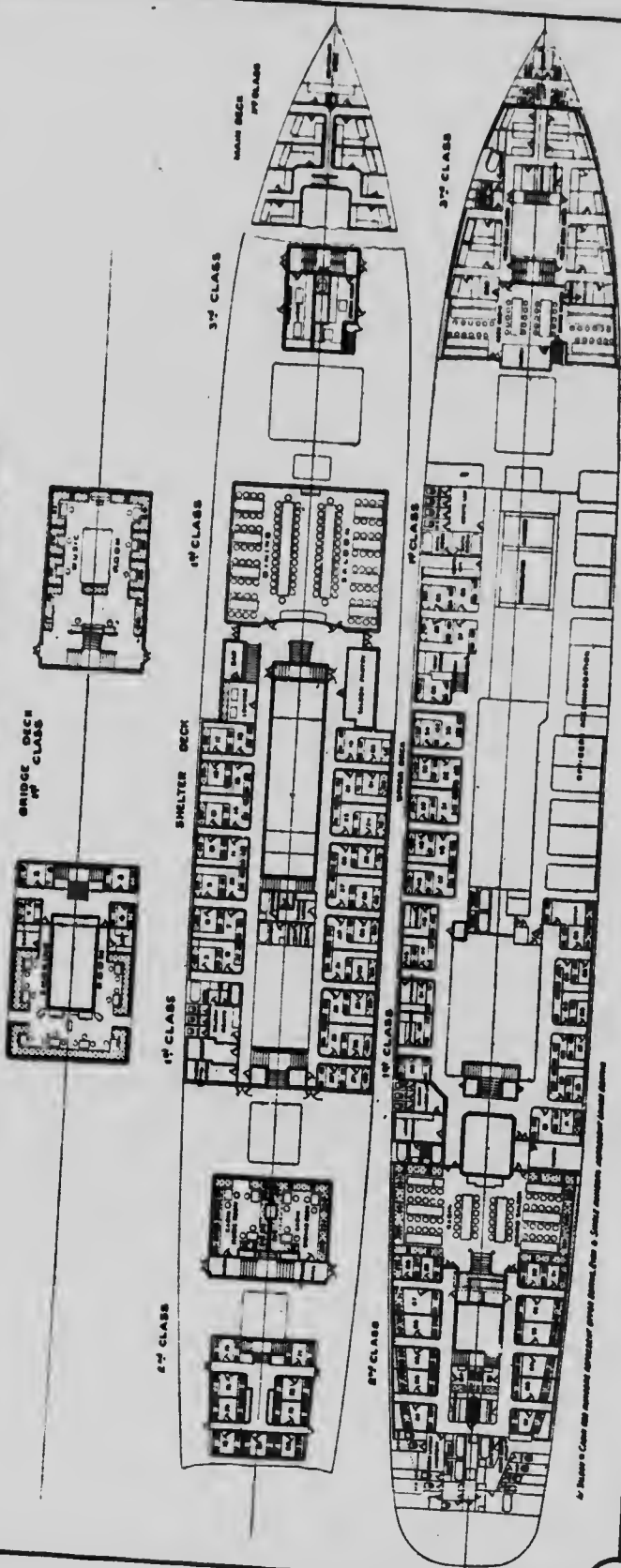
Canadian-Australian Royal Mail Line.
TWIN-SCREW S.S. "MAKURA."

Plan, Section and Third Class Passenger Accommodations.

Scale: 1/4" = 10' 0"



CANADIAN-AUSTRALIAN LINE
TWIN SCREW S.S. ZEALANDIA



By Order of the Canadian-Australian Line, Ltd., London, E.C.4, England.

OVERLAND ACROSS CANADA

BY THE

CANADIAN PACIFIC RAILWAY

In journeying overland to or from Vancouver, passengers are advised to travel as much as possible by the Canadian Pacific Railway on account of the service and attention given, and the additional facilities offered by that route to all Trans-Pacific passengers. An agent of the Company boards the steamships at Victoria in order to arrange the booking of passengers overland and will supply any information that may be required by travellers.

The journey between the Atlantic and Pacific Oceans, Montreal to Vancouver, or vice versa, occupies about four and one-half days, and is made without change of cars through the grandest scenery of the world, along the north shore of Lake Superior, across the prairies and through the Rocky, Selkirk, and other mountain ranges. From about April 15th to December 31st two trains a day are run each way between Montreal, Ottawa and Vancouver, starting from both ends of the line morning and evening; during the remainder of the year there is a daily overland express train each way. For time of trains see current time table folders, to be had from any of the Company's agents.

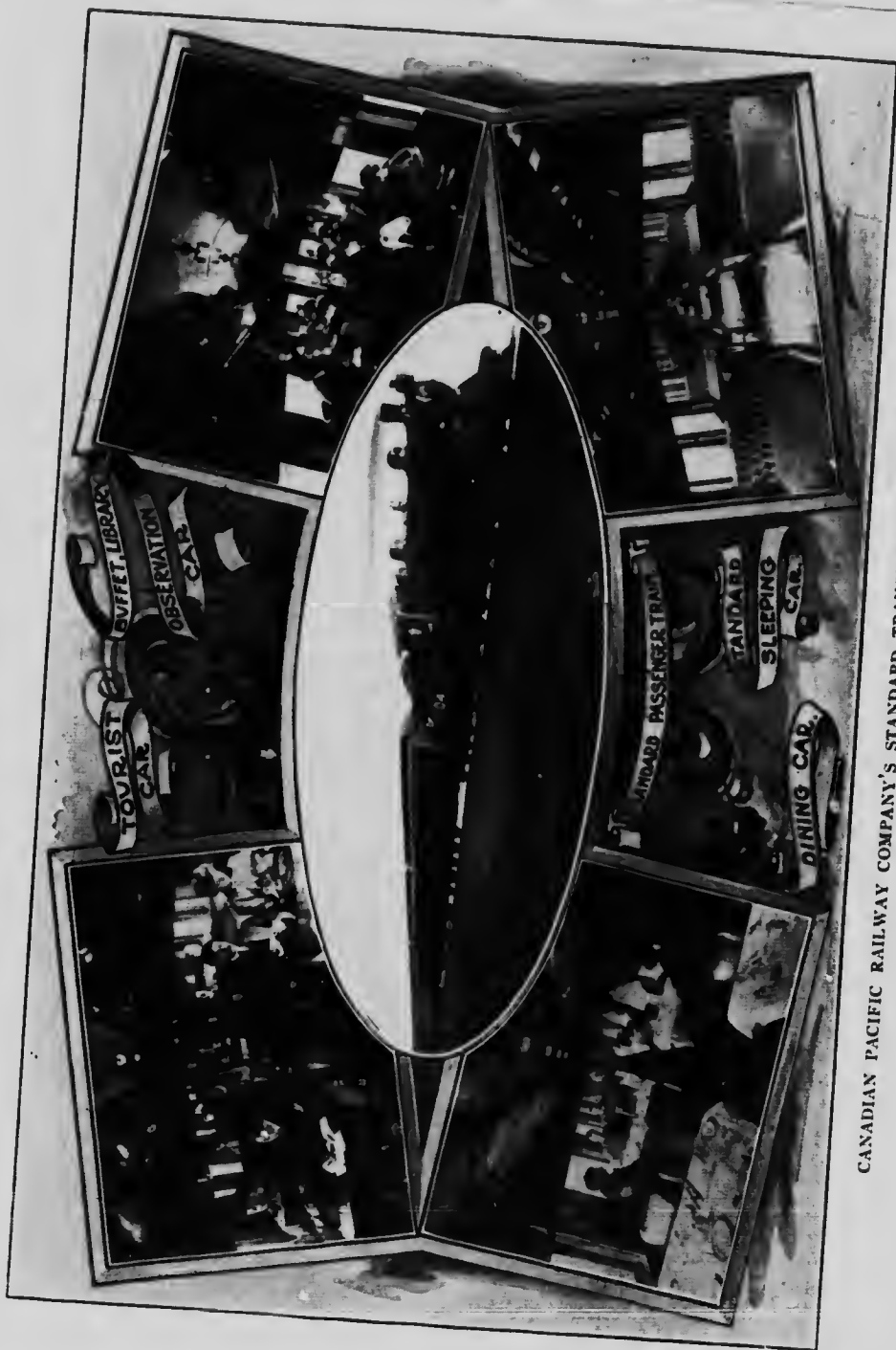
For full description of the overland route a perusal of the Company's Publications, "The Highway to the Orient" and "Annotated Time Table," which can be obtained from any of the Company's agents, is recommended.

The Canadian Pacific Transcontinental Route can be reached westbound via Montreal, via Buffalo or Niagara Falls, Toronto and Muskoka Route, via Toronto, Owen Sound and its Great Lakes Steamships to Fort William (in summer), and via St. Paul and Portal or Emerson. There is daily through service, the year round, between Toronto and Vancouver.

Routes Overland.—Passengers from Trans-Pacific points to points in Eastern Canada, United States and Europe, holding orders for first class rail passage, may have choice of following routes, subject to extra charge when so shown, the same arrangements applying in the reverse direction for business originating in Europe.

Route 1.—Canadian Pacific Railway Main Line to Montreal, passing through the incomparable scenery of the Selkirks and Rockies, across the ranching plains of Alberta, the immense wheat fields of Saskatchewan and Manitoba, along the shores of Lake Superior, through the mineral districts, farming and lumbering country of Ontario, and down the valley of the Ottawa to the commercial metropolis of Canada. Principal points en route with their distance in miles from Vancouver are: North Bend (130), in the Fraser Cañon; Ashcroft (204), the gateway for the Cariboo gold fields; Kamloops (250); Sicamous Junc. (335), where there is good fishing and a comfortable hotel, and whence a branch line runs to Vernon and the Okanagan fruit and farming district; Revelstoke (380), the junction point for the rich mines of Kootenay and Boundary Creek; Albert Canon (400); Glacier House (423), with station and hotel only thirty minutes' walk from the Great Glacier of the Selkirks; Golden (475), where the Columbia River is crossed; Field (511), with the Mount Stephen House and the starting point for Emerald Lake and the wonderful Takakkaw Falls and Yoho Valley; Laggan (530), from which point the lovely Lakes in the Clouds and the Company's Chateau Lake Louise are within an hour's drive through strikingly picturesque scenery; Banff (565), with the Canadian National Park and the Company's Banff Springs Hotel; Calgary (647), the centre of the ranching country and the Company's extensive irrigation system, also the junction for Edmonton, the

CANADIAN PACIFIC RAILWAY



CANADIAN PACIFIC RAILWAY COMPANY'S STANDARD TRANSCONTINENTAL TRAIN EQUIPMENT

OVERLAND—Continued

provincial capital, 191 miles north; Medicine Hat (827), where passengers who travel through the Kootenay and Crowsnest Pass connect with the Main Line (see Route 4); Maple Creek (890); Swift Current (974); Moose Jaw (1085), whence the Soo Pacific Line for St. Paul diverges; Regina (1127), the capital of Saskatchewan; Qu'Appelle (1160); Brandon (1351) and Portage la Prairie (1429), two of the largest grain markets in Manitoba; Winnipeg (1484), with a population of 175,000—the capital of Manitoba and headquarters of the Company's western lines—the Company's Royal Alexandra Hotel adjoins the railway station; Kenora (1619); on the Lake of the Woods, Fort William (1903), the Lake Superior port of the Company's Great Lakes Steamships, and its twin city—Port Arthur (1907); Jack Fish (2054); Heron Bay (2099); Chapleau (2286); Bisco (2369); Sudbury (2459), the junction point with the line from St. Paul and Sault Ste. Marie and for Toronto via the Company's Muskoka Route; North Bay (2538); Mattawa (2584); Pembroke (2678); Renfrew (2712); Carleton Place (2754); Ottawa



CANADIAN PACIFIC RAILWAY CO.'S GREAT LAKES TYPE OF STEAMSHIP.

(2783), the Dominion capital and the centre of immense lumbering interests; Caledonia Springs (2833), with the Company's Caledonia Springs Hotel and mineral waters of great medicinal value; Vaudreuil (2874) and Ste. Anne de Bellevue (2878), where the Ottawa River is crossed; and Montreal (2898), the largest city in Canada, with the Company's head offices and its fine Place Viger Hotel. From Montreal passengers take direct rail lines to Quebec, with its interesting historic associations and impregnable fortress and the Chateau Frontenac, most charming hotel in the world—St. John, N.B., and Halifax, N.S., the Canadian winter ports and principal cities of the Maritime Provinces; Boston and New York. Do not fail to stop over at some or all of the beautiful mountain resorts, namely: Glacier, Field, Laggan (Lake Louise) and Banff.

Route 2.—Same as No. 1 to Sudbury, thence to Toronto via Muskoka Route and then on to Montreal (either via Ottawa or direct), and from Montreal to the seaboard, same as No. 1.

Route 3.—Same as No. 1 to Sudbury, thence to Toronto via Muskoka Route and via Niagara Falls (Lake or Rail in summer, Rail in winter) or Buffalo and direct rail lines to New York or Boston.

CANADIAN PACIFIC RAILWAY

OVERLAND—Continued

Route 4.—Same as No. 1 to Revelstoke, thence by the Company's branch line to Arrowhead (distance from Revelstoke 28 miles); steamer to West Robson (155 miles); rail to Nelson, the chief town of the Kootenay



EMPRESS HOTEL, VICTORIA, B.C. CANADIAN PACIFIC HOTEL SYSTEM.



VANCOUVER HOTEL, VANCOUVER, B.C. CANADIAN PACIFIC HOTEL SYSTEM.

District (183 miles); steamer to Kootenay Landing (237 miles); rail through the Crowsnest Pass, joining the main line at Medicine Hat (635 miles from Revelstoke), and thence by choice of routes 1, 2 and 3 to the seaboard.

OVERLAND—Continued

Route 5.—Same as No. 1 or No. 4 to Moose Jaw; thence via Soo-Pacific Line through Southern Saskatchewan, Dakota and Minnesota to Minneapolis and St. Paul, and via Sault Ste. Marie to Toronto or Montreal, and by Routes 1, 2 or 3 beyond.

Route 6.—Same as No. 1 or No. 4 to Winnipeg, thence via Minneapolis, St. Paul and Sault Ste. Marie to Toronto or Montreal and via Routes 1, 2 or 3 beyond.

Route 7.—Same as No. 1 or No. 4 to Moose Jaw, thence Soo Pacific Line through Southern Saskatchewan, Dakota and Minnesota to Minneapolis, St. Paul, and direct lines via Chicago and Detroit to Toronto, and via Routes 2 or 3 beyond.

Route 8.—Same as No. 1 or No. 4 to Moose Jaw, thence via Soo-Pacific Line through Southern Saskatchewan, Dakota and Minnesota to Minneapolis, St. Paul, Chicago, and direct lines to New York or Boston.



CANADIAN PACIFIC RAILWAY COMPANY'S BRITISH COLUMBIA
INLAND LAKE AND RIVER TYPE OF STEAMSHIP.

Route 9.—Same as No. 1 or No. 4 to Winnipeg, thence via Minneapolis or St. Paul and direct rail lines via Chicago and Detroit to Toronto and via Routes 2 or 3 beyond.

Route 10.—Same as No. 1 or No. 4 to Winnipeg, thence via Minneapolis, St. Paul, Chicago and direct rail lines to New York or Boston.

Route 11.—Rail or steamer, Vancouver to San Francisco, thence via Southern Pacific Co.'s Line and Ogden to the Atlantic Seaboard (Montreal, Quebec, St. John, N.B., Halifax, Boston or New York) by choice of direct lines. Trans-Pacific or Around-the-World Passengers between the **ORIENT** or **AUSTRALASIA** and **EUROPE** only, can be booked by this Route.

Passengers by route 11 will be charged £6.5 (\$30.50 gold) extra.

Lake Route.—The overland journey east of Fort William or Sault Ste. Marie (Routes 1, 2, 3, 4, 5 and 6), during the summer months (between 1st May and 15th November), can be varied without additional charge, passengers having the option of journeying by the Canadian Pacific Railway Co.'s magnificent Clyde-built Steamships "Assiniboia," "Keewatin," "Manitoba," "Alberta," and "Athabasca" between Fort William and Owen Sound through Lakes Superior and Huron, via Sault Ste. Marie. Meals and berths on the Canadian Pacific Great Lakes Steamships on Lakes Superior and Huron are included in the first-class overland passage.

CANADIAN PACIFIC RAILWAY

OVERLAND *Continued*

For fares and particulars of other and indirect routes, apply to the Railway Company's Agents.



GLACIER HOUSE, GLACIER, B.C.
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM.

Variations in Overland Route on Extra Payment.—Trans-Pacific passengers can make the following variations in their Overland route, during summer only (about June 1st to about September 15th), on payment of the extra amounts shown on page 29 at starting point or to the Canadian Pacific Railway Company's Agent at Vancouver or at the Atlantic port of landing.
(See opposite page)



MOUNT STEPHEN HOUSE, FIELD, B.C.
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM.

OVERLAND Continued



EMERALD LAKE CHALET, NEAR FIELD, B.C.

BETWEEN

Toronto and Montreal by steamer instead of rail (meals and berth extra).....	\$9.00 gold (£1 17 0)
Toronto and Montreal by steamer between Kingston and Montreal instead of all rail (meals and berth extra).....	\$1.50 gold (£0 18 6)
Montreal and New York via Lakes Champlain and George (meals and berth extra), instead of direct.....	\$1.50 gold (£0 6 2)



CHATEAU LAKE LOUISE, LAGGAN, ALBERTA,
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

CANADIAN PACIFIC RAILWAY

OVERLAND—Continued

The journey between Montreal and New York during the summer months can be made via steamers on Lake Champlain and the Hudson River without



BANFF SPRINGS HOTEL, BANFF, ALBERTA.
CANADIAN PACIFIC HOTEL SYSTEM.



ROYAL ALEXANDRA HOTEL WINNIPEG, MAN.
CANADIAN PACIFIC HOTEL SYSTEM.

extra charge on application to the Company's Agent in New York or Montreal. Meals and berth are extra on the steamers between Toronto or Kingston and Montreal, and between Montreal and New York.

Niagara Falls Side Trip.—Trans-Pacific passengers travelling via the Trans-Atlantic lines to or from the ports of Montreal, Quebec, St. John, N.B.,

OVERLAND—Continued

or Halifax by way of Toronto and the Canadian Pacific Overland Route, through Fort William, on application to the Railway Company's agent at port of landing, when exchanging their tickets, will be given without charge a ticket for side trip Toronto to Niagara Falls and return, by rail in winter and by lake in summer. Passengers travelling by Trans-Atlantic lines to or from



PLACE VIGER HOTEL, MONTREAL.
CANADIAN PACIFIC HOTEL SYSTEM.



ALGONQUIN HOTEL, ST. ANDREWS-BY-THE-SEA, N.B.
CANADIAN PACIFIC HOTEL SYSTEM

Boston or New York, via Montreal, Toronto and the Canadian Pacific Overland Route, desiring to take this side trip, may obtain same on payment of \$4.35 gold (17s. 11d.) by rail, or of \$2.35 gold (9s. 8d.) by steamer (between about May 24th and September 15th), at Toronto.

Meals and Berths on Railways.—First-class tickets sold in the Orient to points in Europe, and first-class tickets sold in Europe to points in the Orient, include berth accommodation in first-class sleeping cars and meals on railway between Vancouver and Montreal, Quebec, St. John, N.B., Halifax.

OVERLAND—Continued

New York or Boston, via main line of Canadian Pacific Railway to Toronto or Montreal and thence direct routes to the Atlantic seaboard, or vice versa except where otherwise arranged. If passengers travel via Toronto and Niagara Falls, meals and sleeping car berth between Niagara Falls and New York or Boston will be furnished only in connection with the New York Central & Hudson River Railroad.



CHATEAU FRONTENAC, QUEBEC. THE MOST CHARMING HOTEL IN THE WORLD
CANADIAN PACIFIC HOTEL SYSTEM

Around-the-World tickets sold in the Orient and Europe via the Canadian Pacific Ry.'s Pacific Steamship Line (not via the Canadian-Australian Line) also provide for inclusion of sleeping car berth and meals across the Continent of America as above set forth, unless otherwise arranged.

Where through fares as indicated in the preceding paragraphs include meals and berths across the American Continent, but passengers prefer to make their own arrangements in respect of this feature, an allowance of £6 may be made off the through fares.

Fares for tickets sold at points in America or Australia to Trans-Pacific or Around-the-World passengers are exclusive of meals and berths on railways.

The Railway Company issues a special number of meal coupons for the Overland trip, which will be honored for meals on any of its dining cars and at its hotels and refreshment rooms as specified thereon while in transit, but will not be received in payment for additional meals or rooms while stopping over at hotels; and as sufficient coupons are given to meet variation in route and emergencies, the Company will not redeem the unused coupons.

Dining Cars are attached to all transcontinental trains; in them meals of the best description are served à la carte.

Hotels.—The Railway Company owns and operates the Empress Hotel at Victoria, Hotel Vancouver at Vancouver, Hotel Sicamous at Sicamous Junc., Glacier House at Glacier, Mount Stephen House at Field, the Chalet at Emerald Lake, (near Field), Chateau Lake Louise at the Lakes in the Clouds (near Laggan), the Banff Springs Hotel in the Canadian National Rocky Mountain Park, the Royal Alexandra Hotel at Winnipeg, the Place Viger Hotel at Montreal and the Chateau Frontenac at Quebec, and it is also building hotels at Balfour in the Kootenay and at Calgary, Alberta.

OVERLAND—Continued

Sleeping Cars, First Class, are run on all through trains and are accessible only to those holding first-class railway tickets, on payment of the following charges per lower double berth except when otherwise provided :—

BETWEEN VANCOUVER AND

Halifax	\$21.00 gold (£4 6 4)	Chicago	\$13.00 gold (£2 13 5)
St. John, N.B.	20.00 " (4 2 3)	Fort William	
Boston or Port-		or Pt. Arthur	12.50 " (2 11 5)
land	18.00 " (3 14 0)	St. Paul or	
New York	18.00 " (3 14 0)	Minneapolis	11.00 " (2 5 3)
Quebec	18.50 " (3 16 0)	Winnipeg	10.00 " (2 12)
Montreal	17.00 " (3 9 11)	Banff	4.50 " (0 18 6)
Ottawa	16.50 " (3 7 10)	Field	4.00 " (0 16 6)
Toronto	16.00 " (3 5 9)	Glacier	3.50 " (0 14 5)

The charges for upper berths are eighty per cent. (80%) of those for lowers.

A double berth accommodates one or two passengers as desired, the charge being the same in either case. Passengers desiring a section, which includes an upper and a lower berth, the upper one being adjustable and folding up out of the way if so required, can obtain same on payment of the lower and upper berth fares combined.

Drawing Rooms and Compartments in Sleeping Cars.—Each first class sleeping car has at least one private drawing room containing a double lower berth, a double upper berth and a single sofa section (capable of accommodating five persons in all, if two to a berth), besides a separate toilet annex.

The Imperial Limited Express between Montreal and Vancouver in addition to the regular first class sleeping car with one drawing room carries one observation compartment car in which there are a drawing room and one or more compartments (the compartment containing a double lower and a double upper berth, with toilet facilities), an observation room, a library of well selected volumes, a buffet and an observation platform. The charge for a drawing room between Montreal and Vancouver is \$60.00 gold (£12 6 7) and for a compartment \$48.00 gold (£9 17 3). All first class sleeping car passengers on the train may occupy seats in the observation car without extra charge. For large parties a special sleeping car containing compartments only is frequently available.



CANADIAN PACIFIC RAILWAY COMPANY'S ATLANTIC "EMPRESS" STEAMSHIP.
THE FINEST AND FASTEST STEAMSHIPS PLYING BETWEEN CANADA AND LIVERPOOL

Tourist Sleeping Cars fitted with mattresses, curtains, blankets, pillows, etc., and in charge of porters, are run between Boston, Montreal, Toronto and Vancouver. The charge for berths in these cars is approximately one-half the berth rate in first class sleeping cars, as shown above.

TRANSATLANTIC PASSAGE

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINES

Twin Screw Steamships	Tonnage	Commander
EMPRESS OF BRITAIN.....	14,500.....	J. A. MURRAY
EMPRESS OF IRELAND.....	14,500.....	J. V. FORSTER
LAKE MANITOBA.....	9,674.....	G. C. EVANS
LAKE ERIE.....	7,550.....	F. CAREY
LAKE CHAMPLAIN.....	7,392.....	G. S. WEBSTER



CANADIAN PACIFIC RAILWAY COMPANY'S "ONE CLASS" (SECOND CABIN) SHIP.

Built at The Fairfield Shipbuilding and Engineering Works, Glasgow, Scotland.

Everything in the equipment of these Steamships is of the most modern type, advantage having been taken of the latest improvements on steamships throughout the globe. Many new features for the comfort and convenience of passengers have been introduced. They are larger and faster than any passenger steamship hitherto run on this route, their tonnage being 14,500, length 570 feet, breadth 65 feet. They make the passage from Liverpool to Quebec in a fraction over six days, the record passage of the "Empress of Britain" being 6 days, 3 hours and 8 minutes, and that of the "Empress of Ireland" 6 days, 2 hours and 30 minutes. They each accommodate comfortably 350 first cabin passengers, 350 second cabin, and over 1,000 third-class passengers.

Cost over \$2,000,000 each. Wireless Telegraphy. Submarine Telephones. New Thermo. Ventilating.

Extensive Promenade Deck Space—Either in the open or under cover.

Dining Room, 75 feet long and the width of the ship—In white enamel, with carving in dull gold—seats upholstered in crimson leather. The saloon seats over 300 persons.

TRANSATLANTIC PASSAGE—Continued

Music Room—beautifully and aesthetically arranged—With its cosy corners and cheery fireplace.

Library—Framed with rich mahogany, containing a choice collection of literature.

Cafe—Sumptuously appointed. Panelled with waxed Italian Walnut Supplying light refreshments at any time.

Smoke Rooms—Luxuriously appointed, with verandah adjoining.

Ten Watertight Compartments.

Deep "V" shaped Bilge Keels to promote steadiness at sea.

Specially constructed sheltered recesses on promenade deck.

Cuisine and attendance unsurpassed.

In addition to the Atlantic Empresses the Company also operates the Lake Manitoba, Lake Champlain and Lake Erie passenger steamships.

The St. Lawrence Route.—The two-day trip to the sea on the River and Gulf of St. Lawrence, that mighty stream of such grandeur and historic interest, so shortens the actual Ocean Voyage as to enable travellers on the "Empresses" to figure on about four days from land to land.

During the Winter Season, when the ports of Montreal and Quebec are closed to navigation, steamships run between St. John, N.B., and Liverpool.

Accommodation on Transatlantic Steamships from Montreal, Quebec, St. John, N.B., Halifax, Boston or New York to European port of landing or vice versa.

First-class passengers between China or Japan and Europe, holding through tickets, are entitled to first-class berth accommodation on Atlantic steamships at the minimum fare not exceeding £20 (\$100 gold) in value.

Intermediate or second-class passengers between China or Japan and Europe are entitled to second cabin berth accommodation on Atlantic steamships, at minimum fare not exceeding £10 (\$50 gold) in value.

First and second-class passengers between Australia, New Zealand, Fiji or Hawaii and Europe holding through tickets are entitled to berth accommodation on Atlantic steamships of value specified on their tickets which varies according to through fare paid.

Around-the-World passengers are entitled to berth accommodation on Atlantic steamships not exceeding £20 (\$100 gold) in value.

If accommodation at the figures named above is not available on Atlantic steamships by which passenger may wish to travel, or more expensive accommodation is desired, the extra charge requires to be paid by the passenger.

No refund will be made passengers who accept Atlantic accommodation valued at less than the maximum amounts named above, except that if passengers from **Australasia** to Europe accept Atlantic accommodation valued at less than the amounts specified on their tickets refund of the difference will be made.

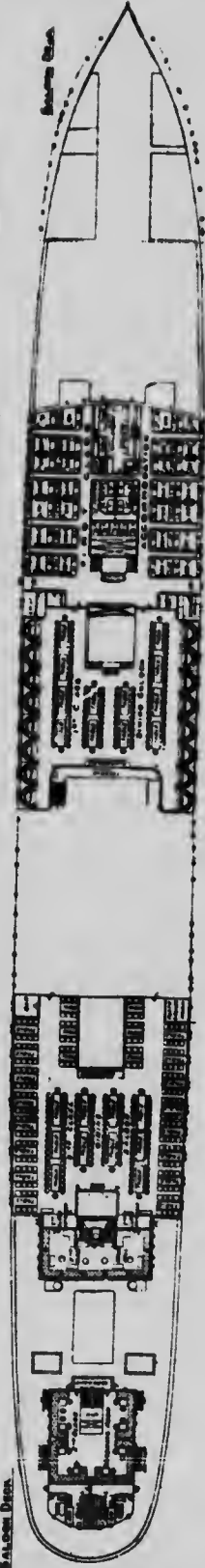
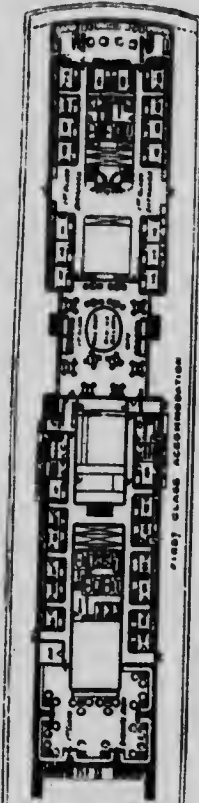
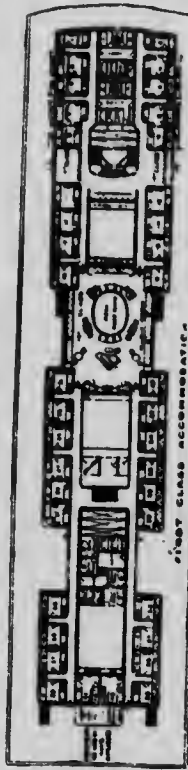
Passengers holding intermediate or second-class tickets from the Orient to European points are furnished with first-class tickets on the railways in Canada and the United States (unless otherwise arranged at time of purchasing ticket), and third-class tickets on the railways in Europe.

The Trans-Atlantic route of Trans-Pacific intermediate or second class passengers from the Orient is subject to the choice of the Canadian Pacific Railway Company.

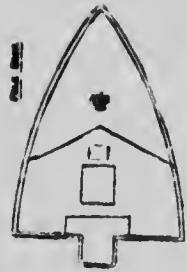
Baggage per Atlantic Empresses.—For passenger's convenience, and to facilitate handling at the port of landing, Canadian Pacific baggage checkers and Canadian Customs officers board the Empress Steamships at Rimouski, Que., in summer, and at Halifax, N.S., in winter to examine baggage of first and second cabin passengers and check it through to rail destination. Passengers should be careful to obtain checks for all baggage except light hand baggage which they wish to carry with them on the train. They are also cautioned not to interfere in any way with their baggage after it has been examined by the Customs officer or checked.

PLATE I.

CANADIAN PACIFIC RAILWAY COMPANY,
 PASSENGER ACCOMMODATION PLAN
 OF
 THE ROYAL MAIL TWIN SCREW STEAMSHIPS
EMPERESS OF BRITAIN,
 14,400 TONS
 AND
EMPERESS OF IRELAND,
 14,400 TONS.



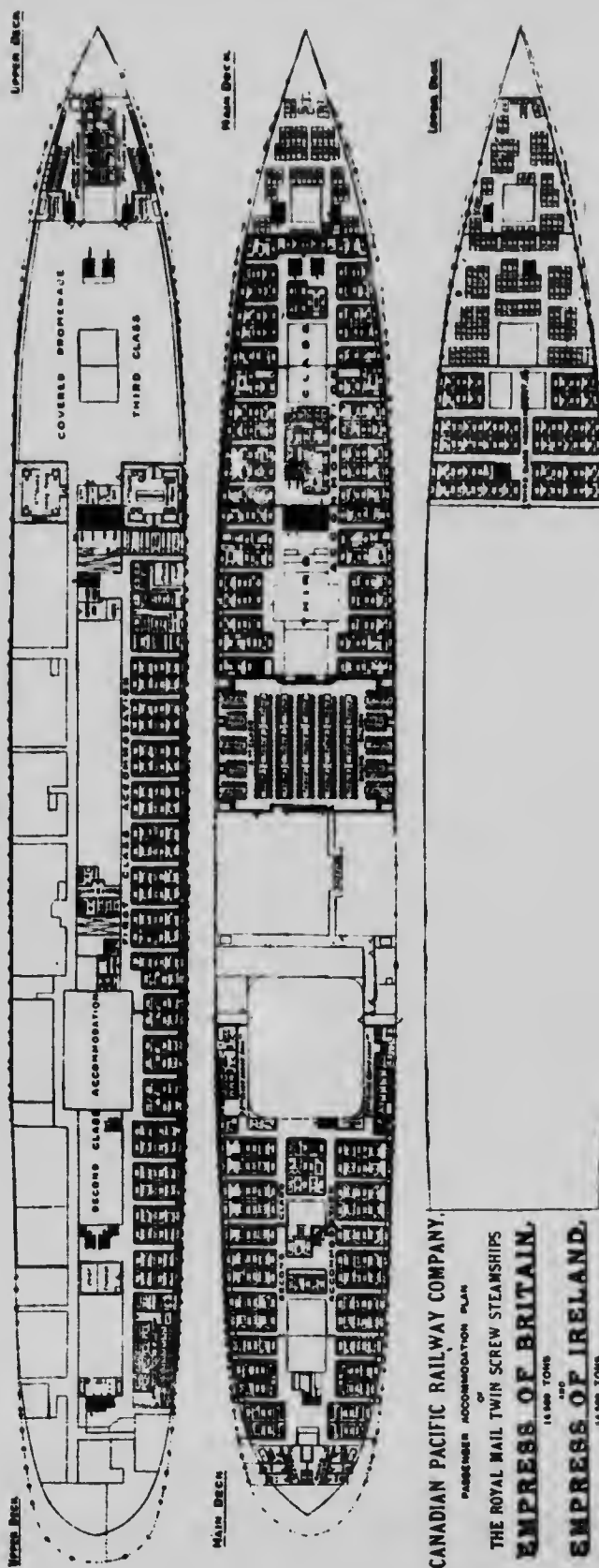
NOTE:
 1. The plan of the upper deck is shown in full.
 2. The plan of the middle deck is shown in full.
 3. The plan of the lower deck is shown in full.
 4. The plan of the saloon deck is shown in full.
 5. The plan of the engine room is shown in full.
 6. The plan of the boiler room is shown in full.
 7. The plan of the galley is shown in full.
 8. The plan of the crew quarters is shown in full.
 9. The plan of the deck is shown in full.
 10. The plan of the hull is shown in full.



Upper Deck Plan.

Saloon Deck.

PLATE 2.



CANADIAN PACIFIC RAILWAY COMPANY.
 OF
 PASSENGER ACCOMMODATION PLAN
 THE ROYAL MAIL TWIN SCREW STEAMSHIPS
EMPERESS OF BRITAIN,
 11,000 TONS
 AND
EMPERESS OF IRELAND,
 11,000 TONS.

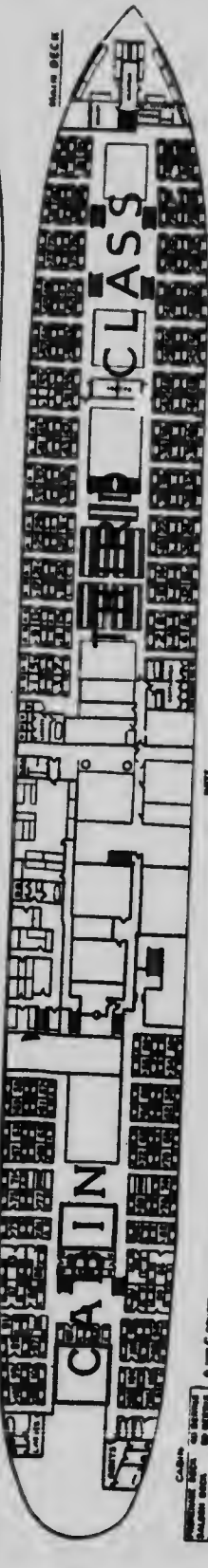
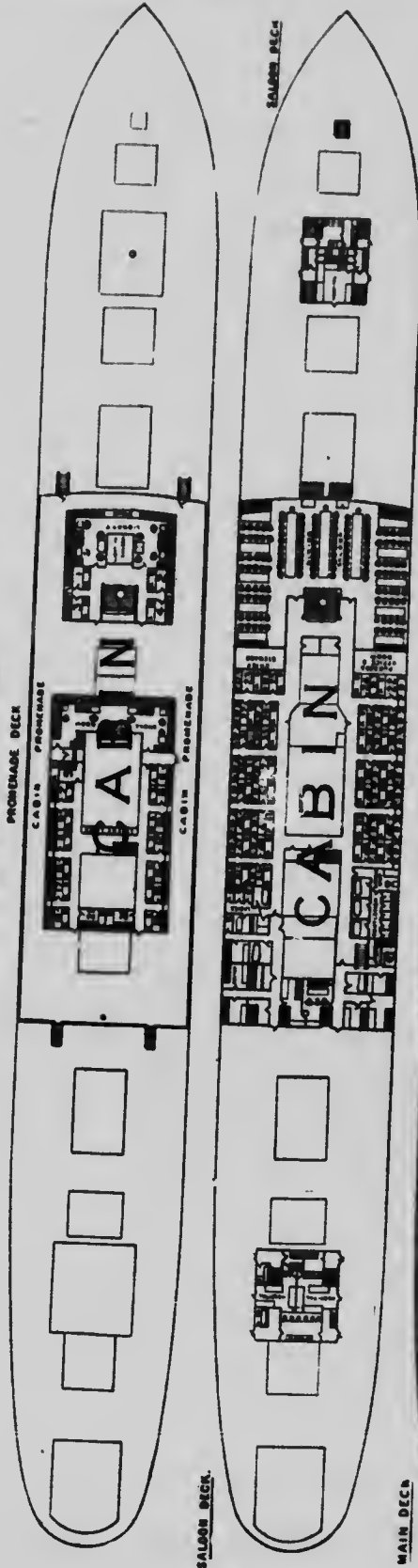
CANADIAN PACIFIC RAILWAY COMPANY
ATLANTIC STEAMSHIP LINES

TWIN SCREW STEAMER

"LAKE MANITOBA"

1824 TONS GROSS

ACCOMMODATION PLAN



CABIN CLASSIFICATION
 1st Class
 2nd Class
 3rd Class
 4th Class
 5th Class
 6th Class
 7th Class
 8th Class
 9th Class
 10th Class
 11th Class
 12th Class
 13th Class
 14th Class
 15th Class
 16th Class
 17th Class
 18th Class
 19th Class
 20th Class
 21st Class
 22nd Class
 23rd Class
 24th Class
 25th Class
 26th Class
 27th Class
 28th Class
 29th Class
 30th Class
 31st Class
 32nd Class
 33rd Class
 34th Class
 35th Class
 36th Class
 37th Class
 38th Class
 39th Class
 40th Class
 41st Class
 42nd Class
 43rd Class
 44th Class
 45th Class
 46th Class
 47th Class
 48th Class
 49th Class
 50th Class
 51st Class
 52nd Class
 53rd Class
 54th Class
 55th Class
 56th Class
 57th Class
 58th Class
 59th Class
 60th Class
 61st Class
 62nd Class
 63rd Class
 64th Class
 65th Class
 66th Class
 67th Class
 68th Class
 69th Class
 70th Class
 71st Class
 72nd Class
 73rd Class
 74th Class
 75th Class
 76th Class
 77th Class
 78th Class
 79th Class
 80th Class
 81st Class
 82nd Class
 83rd Class
 84th Class
 85th Class
 86th Class
 87th Class
 88th Class
 89th Class
 90th Class
 91st Class
 92nd Class
 93rd Class
 94th Class
 95th Class
 96th Class
 97th Class
 98th Class
 99th Class
 100th Class

NOTE:
 1st Class
 2nd Class
 3rd Class
 4th Class
 5th Class
 6th Class
 7th Class
 8th Class
 9th Class
 10th Class
 11th Class
 12th Class
 13th Class
 14th Class
 15th Class
 16th Class
 17th Class
 18th Class
 19th Class
 20th Class
 21st Class
 22nd Class
 23rd Class
 24th Class
 25th Class
 26th Class
 27th Class
 28th Class
 29th Class
 30th Class
 31st Class
 32nd Class
 33rd Class
 34th Class
 35th Class
 36th Class
 37th Class
 38th Class
 39th Class
 40th Class
 41st Class
 42nd Class
 43rd Class
 44th Class
 45th Class
 46th Class
 47th Class
 48th Class
 49th Class
 50th Class
 51st Class
 52nd Class
 53rd Class
 54th Class
 55th Class
 56th Class
 57th Class
 58th Class
 59th Class
 60th Class
 61st Class
 62nd Class
 63rd Class
 64th Class
 65th Class
 66th Class
 67th Class
 68th Class
 69th Class
 70th Class
 71st Class
 72nd Class
 73rd Class
 74th Class
 75th Class
 76th Class
 77th Class
 78th Class
 79th Class
 80th Class
 81st Class
 82nd Class
 83rd Class
 84th Class
 85th Class
 86th Class
 87th Class
 88th Class
 89th Class
 90th Class
 91st Class
 92nd Class
 93rd Class
 94th Class
 95th Class
 96th Class
 97th Class
 98th Class
 99th Class
 100th Class

NOTE: 1st CLASS
 2nd CLASS
 3rd CLASS
 4th CLASS
 5th CLASS
 6th CLASS
 7th CLASS
 8th CLASS
 9th CLASS
 10th CLASS
 11th CLASS
 12th CLASS
 13th CLASS
 14th CLASS
 15th CLASS
 16th CLASS
 17th CLASS
 18th CLASS
 19th CLASS
 20th CLASS
 21st CLASS
 22nd CLASS
 23rd CLASS
 24th CLASS
 25th CLASS
 26th CLASS
 27th CLASS
 28th CLASS
 29th CLASS
 30th CLASS
 31st CLASS
 32nd CLASS
 33rd CLASS
 34th CLASS
 35th CLASS
 36th CLASS
 37th CLASS
 38th CLASS
 39th CLASS
 40th CLASS
 41st CLASS
 42nd CLASS
 43rd CLASS
 44th CLASS
 45th CLASS
 46th CLASS
 47th CLASS
 48th CLASS
 49th CLASS
 50th CLASS
 51st CLASS
 52nd CLASS
 53rd CLASS
 54th CLASS
 55th CLASS
 56th CLASS
 57th CLASS
 58th CLASS
 59th CLASS
 60th CLASS
 61st CLASS
 62nd CLASS
 63rd CLASS
 64th CLASS
 65th CLASS
 66th CLASS
 67th CLASS
 68th CLASS
 69th CLASS
 70th CLASS
 71st CLASS
 72nd CLASS
 73rd CLASS
 74th CLASS
 75th CLASS
 76th CLASS
 77th CLASS
 78th CLASS
 79th CLASS
 80th CLASS
 81st CLASS
 82nd CLASS
 83rd CLASS
 84th CLASS
 85th CLASS
 86th CLASS
 87th CLASS
 88th CLASS
 89th CLASS
 90th CLASS
 91st CLASS
 92nd CLASS
 93rd CLASS
 94th CLASS
 95th CLASS
 96th CLASS
 97th CLASS
 98th CLASS
 99th CLASS
 100th CLASS

TRANSATLANTIC PASSAGE—Continued

Westbound passage should be secured through the Canadian Pacific Ry. Company's Agents in Europe.

Eastbound passage should be secured through the Canadian Pacific Ry. Company's Agents at Vancouver, Winnipeg, Chicago, Toronto, Montreal or Atlantic port of sailing.—See pages 42 to 47 for list of Agents.

As accommodation in the Atlantic steamships is very often reserved a considerable time ahead, passengers destined for Europe should, if possible, notify the ticket agent at Vancouver, immediately on arrival of steamer, by which Atlantic steamship they wish to sail and the accommodation required. Sailing lists are kept at Vancouver for passengers' use.

Berths on Atlantic steamships secured by telegraph, or otherwise, must be occupied, or Atlantic steamship ticket will be subject to cancellation, the Atlantic lines requiring payment if berths are secured and insufficient notice as to change given them.

TABLE OF PRINCIPAL ATLANTIC SAILINGS

Approximate only and subject to change.

LINE	EASTBOUND		WESTBOUND	
	North American Ports	Days of Sailing	European Ports	Days of Sailing
*Allan.....	Montreal and Quebec, sum'r.	Fridays.....	Liverpool.....	Thur. or Fri.
	St. John, N.B., winter	Fri. or Sat.....		
Allan.....	Hallfax, winter	Saturdays.....	Glasgow.....	Saturdays.
	Montreal and Quebec, sum'r	Saturdays.....		
American.....	Boston.....	Fridays.....	Glasgow.....	Fri. or Sat.
Anchor.....	New York.....	Saturdays.....	Southampton and Cherbourg	Wed. or Sat.
Atlantic Transport Line.....	New York.....	Saturdays.....	Glasgow.....	Saturdays.
*Canadian Northern S.S.	Montreal and Quebec, sum'r	Wednesdays...	London.....	Thur. or Sat.
	Hallifax, winter...	Wednesdays...		
*Canadian Pacific Railway Company Steamship Lines—Atlantic Service—Empresses..	Montreal and Quebec, sum'r	Fridays.....	Liverpool.....	Fridays.
	St. John, N.B., winter	Fridays.....		
	do Lake Champlain	Thursdays.....		
	do Lake Erie and Lake Manitoba	Thursdays.....		
Cunard.....	Boston.....	Tuesdays.....	Liverpool (for Boston).....	Tuesdays.
	New York.....	Wed. or Sat.....	Liverpool (for New York)...	Tues. or Sat
*Domlun.....	Montreal, sum.	Saturdays.....	Liverpool.....	Thur. or Sat.
	Portland, winter.	Saturdays.....		
Donaldson Line.....	Montreal and Quebec, sum'r	Thursdays.....	Glasgow.....	Saturdays.
Generale Transatlantique (French Line)	St. John, N.B., winter	Thursdays.....	Havre.....	Saturdays.
	New York.....	Thur. or Sat.....		
Hamburg-American.....	New York.....	Wed., Thur., Fri. or Sat.....	Hamburg.....	Thur. or Sat.
Holland-America.....	New York.....	Tuesdays.....	Southampton and Cherbourg..	Fri. or Sun.
			Rotterdam.....	Saturdays.
North-German Lloyd (Norddeutscher Lloyd)	New York.....	Tues.Thur.or Sat	Bremen.....	Tues. or Sat.
			Southampton and Cherbourg	Wed. or Sun.
Red Star.....	New York.....	Saturdays.....	Antwerp.....	Saturdays.
			Liverpool (for New York)...	Thur. or Sat.
White Star.....	New York (for Southampton).	Wed. or Sat.....	Southampton (for New York)	Wednesdays.
			Boston.....	Tuesdays.....

* Montreal and Quebec are the Canadian summer ports, open only from about 1st May to about 15th November. Halifax and St. John, N.B., are the winter ports for Canadian steamships from about 15th November to about 30th April.

GENERAL INFORMATION

Telegrams.—Persons wishing to communicate by Telegraph with the Canadian Pacific Railway Company should use the telegraphic addresses given on pages showing list of Agencies.

By arrangement with Reuter's Telegram Co., notice of arrival of passengers via the Companies' Steamships to Japan, China and Australasia can be telegraphed to points on the North American Continent on payment to the agents of the Company at principal points, when booking passage, as under:—

FROM Indian Ports, or Australasian Ports (excepting Queensland)	FROM Japan, China, Straits Settle- ments or Queens- land Ports	—TO —
GOLD	GOLD	
\$4.00 (£0 16 6)	\$6.50 (£1 6 9)	Points in Canada East of Fort William. Points in Canada West of Fort William and East of Calgary.
4.50 (0 18 6)	7.00 (1 8 10)	
5.00 (1 0 7)	7.50 (1 10 10)	Points in Canada, Calgary & West thereof New York, Philadelphia, Washington, Boston, Buffalo, Detroit, Chicago and neighboring territory. St. Louis, Kansas City, St. Paul and neighboring territory. Pacific Coast Points in United States.
4.00 (0 16 6)	6.50 (1 6 9)	
4.50 (0 18 6)	7.00 (1 8 10)	
5.00 (1 0 7)	7.50 (1 10 10)	

Arrangements can also be made with Booking Agents in Europe at moderate rates whereby safe arrival at destination can be cabled to friends.

Employees soliciting gratuities will be dismissed from the service of the Companies.

Complaints on board the Companies' Steamships should be made to the Commander, and on shore to the Manager, Trans-Pacific Service, Yokohama, the General Traffic Agent at Hong Kong, the Union S.S. Co. at Sydney, the Passenger Traffic Manager at Montreal, the European Manager at London or to the Manager of Steamship Lines at Liverpool (or to his Assistant at Montreal).

Passengers having letters sent them to ports of call of the Companies' steamships are requested to leave their addresses with the agents at those ports, so that any letters arriving after their departure may be forwarded.

While the rules and regulations herein contained are applicable to "Around-the-World" Passengers by the Canadian Pacific Routes, such passengers are recommended to obtain the special folder entitled "Around-the-World," several exceptions being made therein for their benefit.

The term "Trans-Pacific passenger" used throughout this handbook means a passenger who purchases a ticket, any portion of which covers the journey between Yokohama and Vancouver by the Canadian Pacific Ry. Co.'s Royal Mail Line or between Brisbane, Suva, Honolulu and Vancouver by the Canadian-Australian Royal Mail S.S. Co.'s Line.

TABLE OF DISTANCES
S.S. LINE—ATLANTIC

{ Distances by sea are in nautical miles; by land in statute miles; a nautical mile equals 1.151 statute miles. }

	MILES		MILES
Between Montreal and Liverpool	2773	Between New York & Liverpool	3166
" Quebec	2000	" " South'ptn	3101
" St. John, N.B.	2838	" " Havre...	3141
" Halifax	2459	" " Hamb'rg	3510
" Boston	2097	" " Bremen.	3558

RAILWAYS—NORTH AMERICAN CONTINENT

	MILES		MILES
Between Halifax & Montreal, via St. John, N.B.	759	Between New York & Montreal, via Niagara Falls	878
" Halifax & Montreal, via Quebec	837	" Montreal & Toronto	338
" St. John, N.B., & Montreal	483	" " Vancouver	2898
" Quebec and Montreal	173	" Toronto & New York, via Niagara Falls	540
" Boston	342	" Toronto and Vancouver	2719
" New York	383	" St. Paul	1812
		" Winnipeg	1482

CANADIAN-PACIFIC ROYAL MAIL S.S. LINE—PACIFIC SERVICE

Vancouver	Victoria	Yokohama	Kobe	Nagasaki	Shanghai (Woosung)	Hong Kong
85						
4283	4198					
4029	4544	346				
5013	4928	730	384			
5461	5376	1178	832	448		
6271	6186	1988	1642	1258	810	

CANADIAN-AUSTRALIAN ROYAL MAIL S.S. LINE

Vancouver	Victoria	Honolulu (Hawaii)	Suva	Brisbane	Sydney
85					
2435	2350				
5215	5130	2780			
6755	6670	4320	1540		
7265	7180	4830	2050	510	

COMPARATIVE TIMES

Differences shown in times by clocks at various points on the Canadian Pacific Around-the-World Routes.

WHEN IT IS 12 O'CLOCK NOON AT LONDON

AT	IT IS	AT	IT IS
Montreal, Que.	7.00 a.m.	Yokohama, Japan	9.18 p.m.
New York, N.Y.	7.00 "	Nagasaki, Japan	8.39 "
Winnipeg, Man.	6.00 "	Shanghai, China	8.05 "
St. Paul & Min'apolis, Minn.	6.00 "	Hong Kong	7.36 "
Banff, Alba	5.00 "	Singapore Straits Settlement	6.55 "
Vancouver, B.C.	4.00 "	Colombo, Ceylon	5.19 "
Honolulu, H.I.	1.29 "	Bombay, India	4.51 "
Suva, Fiji	11.53 p.m.	Aden, Arabia	2.59 "
Auckland, N.Z.	11.30 "	Suez, Egypt	2.10 "
Sydney, N.S.W.	10.05 "	Capetown, So. Africa	1.13 "

CANADIAN PACIFIC RAILWAY

LIST OF PRINCIPAL AGENCIES

PLACE	AGENTS	★ Telegraphic Address
Aberdeen, Scotland	R. & J. Davidson, 48 Market St.	
do	Mackay Bros., & Co. 35 Union St.	
Adeelaide, South Australia	Australasian United S.N. Co., Ltd.	
Albany, Western Australia	Adeelaide S.S. Co.	
Albury, New South Wales	P. W. Blake	
Amoy, China	Jardine, Matheson & Co., Ltd.	Ivanhoe
Amsterdam, Holland	Thos. Cook & Son, 83 Damrak.	
Antwerp, Belgium	T. McNeill, 25 Quai Jordaens.	
Apia, Samoa	D.H.P. Co'y.	
Armidale, New South Wales	G. W. Dight & Co.	
Athens, Greece	Thos. Cook & Son, Place de la Constitution	Cook
Auckland, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union
Baden-Baden, Germany	F. W. Schick-Nauth, Sophienstrasse 5.	
Bairnsdale, Victoria	J. R. O'Connor	
Ballarat, Victoria	Doepel & Chandler	
Baltimore, Md.	Arthur W. Robson, Passenger and Ticket Agent, 127 E. Baltimore St.	
Bangkok, Siam	Windsor, & Co.	Windsor
Batavia, Java	MacLaine, Watson & Co.	Shipping
Bathurst, New South Wales	W. H. Hudson & Co.	
Battle Creek, Mich.	E. C. Oviatt, Trav. Pass. Agt., 563 Lake Av.	
Belfast, Ireland	W. McCalla & Co., 41 Victoria St.	
do	Thos. Cook & Son, 27 Royal Ave.	Coupon
Bendigo, Victoria	J. H. Curnow	
Berlin, Germany	Weltreise Bureau Union, Unter den Linden 5-6.	
do	International Sleeping Car Co., 71 Unter den Linden.	
Birmingham, England	Houider Bros. & Co., Ltd., Ocean House, Navigation St.	
Blenheim, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Bluff, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Bombay, India	Thos. Cook & Son, 13 Esplanade Road.	Coupon
do	Ewart, Latham & Co.	Ewart
Bordeaux, France	Thos. Trapp & Sons, 36 Quai des Chartrons	
do	International Sleeping Car Co., Correspondents, Hotel Terminus, St. Jean Station.	
Boston, Mass.	F. R. Perry, District Passenger Agent, 362 Washington St.	
Bremen, Germany	Thos. Cook & Son, 36 Bahnhofstrasse.	
Brindisi, Italy	Thos. Cook & Son, Strada Marina.	Cook.
Brisbane, Queensland	British India & Queensland Agency Co., Ltd.	Iroquois
Bristol, England	A. S. Ray, Agent, 18 St. Augustine's Parade	Pacific
Broken Hill, New South Wales	White & Hojser.	
Brussels, Belgium	Thos. Cook & Son, 41 Rue de la Madeleine.	Cook
do	International Sleeping Car Co., Correspondents, Nord Station.	
Bucharest, Roumania	International Sleeping Car Co., Correspondents, Strada Vamei 1.	
Buffalo, N.Y.	G. H. Griffin, Ticket Agent, 233 Main St.	
Bundaberg, Queensland	Australasian United S.N. Co.	
Burnie, Tasmania	Union S.S. Co. of New Zealand, Ltd.	
Cairo, Egypt	Thos. Cook & Son, near Shepherd's Hotel	Cook
do	International Sleeping Car Co., Correspondents, Railway Station.	
Calgary, Alberta	R. G. McNeillie, District Passenger Agent	
Calcutta, India	Thos. Cook & Son, 9 Old Court House, St.	Coupon
do	Gillanders, Arbuthnot & Co.	Solidian
Canton, China	Jardine, Matheson & Co.	Jardine
Capetown, South Africa	Thos. Cook & Son, corner Strand and St. George's Sts.	
Castlemaine, Victoria	A. Lawrence	
Cebu, Philippine Islands	Smith, Bell & Co.	Bell-Manila

★ Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

CANADIAN PACIFIC RAILWAY

43

LIST OF PRINCIPAL AGENCIES—Continued

PLACE	AGENTS	★ Telegraphic Address
Charters Towers, Queensland	E. J. Jones	
Chefoo, China	Cornabe, Eckford & Co.	Cornabe
Chemulpo, Korea	Carl Walter & Co.	
Chicago, Ill.	A. B. Calder, <i>Gen. Agt. Passr. Dept.</i> , 224 South Clark St.	Chemulpo
do	H. M. MacCallum, <i>Gen. Agt. Passr. Dept.</i> , Atlantic S.S. Lines, 224 So. Clark St.	
do	W. A. Kittermaster, <i>Gen. Agt. Fri. Dept.</i> , 234 LaSalle St.	
Chinkiang, China	Jardine, Matheson & Co., Ltd.	Jardine
Christchurch, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union
Christiania, Norway	A. Raffel, Lille Strandgade, 3a	
do	Thos. Cook & Son, 33 Carl Johansgade	Cook
Cincinnati, Ohio	A. J. Blaisdell, <i>Gen. Agent, Passr. Dept.</i> , 436 Walnut Street	
Colac, Victoria	C. H. Johnstone	
Cologne, Germany	Thos. Cook & Son, 1 Domhof	Cook
do	International Sleeping Car Co., <i>Corres- pondents</i> , Central Station	
Colombo, Ceylon	Thos. Cook & Son, Victoria Arcade, York St.	Coupon
do	Bois Bros. & Co.	Boisdale
Constantinople, Turkey	Thos. Cook & Son, 12 Rue Cabristan	
do	International Sleeping Car Co., <i>Corres- pondents</i> , Pera Palace Hotel	
Copenhagen, Denmark	Olaf Lassen, 17 Nyhavn	
Dalny, So. Manchuria	See Talrin	
Deniliquin, N.S.W.	T. A. Frearson	
Detroit, Mich.	A. E. Edmonds, <i>District Passenger Agent</i> , 7 Fort Street W.	
do	E. Olson, <i>District Freight Agent</i>	
Devonport, Tasmania	Union S.S. Co. of New Zealand, Ltd.	
Dubbo, N.S.W.	E. R. Hawke	
Dublin, Ireland	Thos. Cook & Son, 118 Grafton Street	Coupon
do	A. W. Hewett, 9 D'Olier St.	
Duluth, Minn.	M. Adson, <i>Gen'l Passr. Agt.</i> , D. S. S. & A. Ry., Manhattan Bldg.	
Dunedin, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Mills
Durban, Natal, South Africa	Thos. Cook & Son, Smith Street	Coupon
Dusseldorf, Germany	Emil Hess, <i>Ticket Agent</i> , Wilhelmplatz 10	
Echuca, Victoria	J. S. Kelly	
Edinburgh, Scotland	J. & H. Lindsay Ltd., 18 So. St. Andrew St.	
do	MacKay Bros. & Co., 31 Hanover St.	
Fiji (Levuka and Suva)	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Foochow, China	Jardine, Matheson & Co., Ltd.	Nautilus
Frankfort, Germany	International Sleeping Car Co., <i>Corres- pondents</i> , 17 Kaiserstrasse, Hotel Frank- furter	
Fremantle, West Australia	Aust. United Steam Nav. Co., Ltd.	
Fusan, Korea	Holme, Ringer & Co.	
Geelong, Victoria	Huddart Parker & Co.	
Geneva, Switzerland	Thos. Cook & Son, 90 Rue du Rhone	Cook
Genoa, Italy	Thos. Cook & Son, 17, 19 and 21 Piazza della Meridiana, Via Cairoli	
Gibraltar	Thos. Cook & Son, Waterport Street	Cook
Gisborne, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Cook
Glasgow, Scotland	Thos. Russell, <i>Agent</i> , 127 St. Vincent St.	Union Steam
Glen Innes, New South Wales	C. J. Potts	Travel
Goulbourn, New South Wales	A. M. Betts	
Grafton, New South Wales	North Coast S.N. Co.	
Greymouth, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Halphong, Tongkin	A. R. Marty	
Halfax, N.S.	J. D. Chipman, 37 George St.	Orientalis
do	G. Bruce Burpee, Steamship Wharf	

★Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

CANADIAN PACIFIC RAILWAY

LIST OF PRINCIPAL AGENCIES—Continued

PLACE	AGENTS	★ Telegraphic Address
Hamburg, Germany	Carl F. A. Flugge, Alsterdam 8.	
do	Thos. Cook & Son, Alsterdam 39.	
Hamilton, Bermuda	Wattington & Conyers	
Hamilton, Ont.	W. J. Grant, Cor. James and King Sts.	
Hamilton, Victoria	E. H. Atkinson	
Hankow, China	Jardine, Matheson & Co., Ltd.	Jardine
Hay, New South Wales	Braim, Stevenson & Co.	Union
Hobart, Tasmania	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Hokitika, New Zealand	Union S.S. Co. of New Zealand, Ltd.	
Hong Kong	D. W. Craddock, Gen. Traffic Agt., China, etc.	
Honolulu, Hawaii	Theo. H. Davies & Co., Ltd.	Nautilus Draco
Ichang, China	Jardine, Matheson & Co., Ltd.	
Iloilo, Philippine Islands	Smith, Bell & Co.	Bell-Iloilo
Invercargill, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Jerusalem, Palestine	Thos. Cook & Son, David Street	Cook
Jesselton, British North Borneo	Darby & Co.	
Kalgoorlie, West Australia	Stoddart & Co.	
Keelung (Talpeh) Formosa	Jardine, Matheson & Co., Ltd.	Nautilus- Talpeh
Klauhou, North China	H. Diederichsen & Co.	Jebesen
Kingston, Jamaica	George & Branday	Jardine
Kiukiang, China	Jardine, Matheson & Co., Ltd.	Citamrag
Kobe, Japan	J. Rankin, 14 A. Maye-Machi	
Launceston, Tasmania	Union S.S. Co. of New Zealand, Ltd.	Union
Levuka, Fiji	do do	Union Steam
Liverpool, England	F. W. Forster, Agent; W. J. Pugsley, Passr. Agent, 24 James St.	
London, England	Geo. M. L. Brown, European Manager	Canpacity
do	H. S. Carmichael, General Passr. Agent	Naganalf
do	H. C. Dring, Asst. Gen. Pass. Agt.	
do	T. J. Smith, General Freight Agt., 62-65 Charing Cross, S.W., 67 and 68 King William St., E.C.	Deltona
do	Canadian-Australian Royal Mail S.S. Co., Ltd., 138 Leadenhall St., E.C.	Delectable
do	Union S.S. Co. of New Zealand, Ltd., 34 Leadenhall St., E.C.	Millstip
Los Angeles, Cal.	A. A. Polhamus, Gen. Agt. Pass'r. Dept., 609 South Spring St.	
London, Ont.	W. Fulton, 161 Dundas St.	
Lyttelton, New Zealand	Union S.S. Co. of New Zealand, Ltd.	
Macao, China	Herbert Dent & Co.	Dent
Madras, India	Best & Co.	
Madrid, Spain	Thos. Cook & Son, 30 Calle del Arenal	Cook
do	Internat. Sleeping Car Co., Correspondents, 14 Calle de Alcalá	
Maitland, New South Wales	W. T. Poulton	
Manchester, England	H. B. Smith, 8 Aytown St.	
Manila, Philippine Islands	Smith, Bell & Co.	Canadian
Marseille, France	Thos. Cook & Son, 11B Rue Noailles	Coupon
Maryborough, Queensland	Austral. United S.N. Co.	
Maryborough, Victoria	R. J. Crooke	
Masampho, Korea	Holme, Ringer & Co.	
Medan (Deli), Sumatra	Guntzel & Schumacher	Guntzel
Melbourne, Victoria	Union S.S. Co. of New Zealand, Ltd.	Satrap
Milwaukee, Wis.	A. G. G. Lauder, 913 Majestic Building	
Minneapolis, Minn.	W. R. Callaway, Gen. Passr. Agt. Soo Line	
do	H. M. Tait, North Western Pass. Agt., Atlantic Service, 232 Nicolet Ave.	
do	R. S. Elworthy, Agent, 410 Nicolet Avenue	
Moji, Japan	Wuriu Shokwal (Holme, Ringer & Co.)	Wuriu-Bakan
Monte Carlo, Monaco	Thos. Cook & Son, Credit Lyonnais, Avenue des Beaux Arts	Coupon
(open in Winter season)		

★ Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

LIST OF PRINCIPAL AGENCIES—Continued

PLACE	AGENTS	★ Telegraphic Address
Montreal, Que.	C. E. E. Usher, <i>Passenger Traffic Manager</i>	Ussher
do	Wm. Stitt, <i>Gen. Passgr. Agent, Eastern Lines</i>	Stitt
do	Geo. C. Wells, <i>Assistant to Passenger Traffic Manager</i>	
do	W. G. Annable, <i>Gen. Passenger Agent, Atlantic Service</i>	
do	M. McD. Duff, <i>Assistant to the Manager of Steamship Lines</i>	
do	W. R. MacInnes, <i>Freight Traffic Manager</i>	Piers
do	W. B. Bulling, <i>Asst. Freight Traffic Manager</i>	Citamprag
do	H. E. Macdonnell, <i>Gen. Freight Agent, Eastern and Lake Superior Divisions</i>	
Moscow, Russia	International Sleeping Car Co., <i>Correspondents, Hotel Metropole</i>	
Nagasaki, Japan	Holme, Ringer & Co.	Citamprag
Nanking, China	Jardine, Matheson & Co.	
Napier, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Naples, Italy	Thos. Cook & Son, <i>Galleria Vittoria, Via Chlatamone</i>	Cox
do	International Sleeping Car Co., <i>Correspondents, Via Vittoria</i>	
Narrabri, N. S. W.	G. E. S. Dale	
Nelson, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Newcastle, New So. Wales	do do	Williams
Newchwang, North China	Jardine, Matheson & Co., Ltd.	
New Plymouth, N. Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
New York, N.Y.	Allan Cameron, <i>Gen. Traffic Agent</i> ; W. H. Snell, <i>Eastern Passenger Agent</i> ; W. F. Stevenson, <i>Eastern Freight Agent, 458 Broadway</i> ; Inter. Sleeping Car Co., <i>281 Fifth Ave.</i>	Citamprag
Niagara Falls, N.Y.	D. Isaacs, <i>Prospect House</i>	
Nice, France	Thos. Cook & Son, <i>13 Promenade des Anglais</i>	Coupon
do	Inter. Sleeping Car Co., <i>Correspondents, 2 Avenue Massena</i>	
Ningpo, China	A. Ehlers & Co.	Ehlers
Noumea, New Caledonia	Maestracci & Huett	
Oamaru, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union Steam
Ostend, Belgium	Inter. Sleeping Car Co., <i>Correspondents, The Digue and 30 Rue du Qual</i>	
Ottawa, Ont.	Geo. Duncan, <i>42 Sparks Street</i>	
Papeete, Tahiti	S. R. Maxwell & Co., Ltd.	
Paris, France	A. Catoni, <i>Agent, 1 Rue Scribe</i>	
do	Thos. Cook & Son, <i>1 Place de l'Opera and 250 Rue de Rivoli</i>	Coupon
do	Inter. Sleeping Car Co., <i>Correspondents, 5 Boulevard des Capucines</i>	
do	Hernu, Peron & Co., Ltd., <i>Ticket Agents, 61 Boulevard Haussman</i>	
Penang, Straits Settlements	Boustead & Co.	Boustead
Philadelphia, Pa.	F. W. Huntington, <i>Genl. Agt. Passgr. Dept., 629-631 Chestnut St.</i>	
Pictou, New Zealand	Union S.S. Co. of New Zealand, Ltd.	Union
Pittsburgh, Pa.	C. L. Williams, <i>Gen'l. Agt. Passgr. Dept., Oliver Building, 340 Sixth St.</i>	
Portland, Ore.	F. R. Johnson, <i>General Agent, Passgr. Dept., 142 Third St.</i>	
do	E. L. Cardle, <i>Genl. Agt. Frgt. Dept., 208 Corbett Building</i>	
Quebec, Que.	J. Hone, Jr., <i>30 St. John Street (corner Palace Hill)</i>	
do	W. Beauchamp, <i>Chateau Frontenac</i>	

★ Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

CANADIAN PACIFIC RAILWAY

LIST OF PRINCIPAL AGENCIES—Continued

PLACE	AGENTS	★ Telegraphic Address
Rangoon, Burmah.....	Thos. Cook & Son, 5 Plague Street.....	Coupon
do.....	Gillanders, Arbuthnot & Co.....	Gillanders
Rarotonga, Cook, Island.....	Union S.S. Co. of New Zealand, Ltd.....	
Rockhampton, Queensland.....	Walter Reid & Co.....	
Rome, Italy.....	Thos. Cook & Son, 84 Piazza Esedra di Termini and 1B Piazza di Spagna.....	Cook
do.....	Inter. Sleeping Car Co., Correspondents, 93 Place San Silvestro.....	
Rotterdam, Holland.....	Joh. Otten & Zoon, Ticket Agts, Willems- kade 2 and 1 Noord Block.....	
Saigon, Cochín China.....	Wm. G. Hale & Co.....	Hale
Samarang, Java.....	MacNeill & Co.....	MacNeil
Sandakan, British N. Borneo.....	Darby & Co.....	Darby
San Francisco, Cal.....	G. M. Jackson, Genl. Agt., Passr. Dept. J. H. Griffin, Dist. Fgt. Agt., 645 Market St. (Palace Hotel).....	
do.....	E. E. Penn, Gen. Agt., Passr. Dept.....	
Seattle, Wash.....	J. W. Draper, Gen. Agt., Frt. Dept., Mutual Life Building, 713 Second Ave.....	
do.....	A. R. Owen.....	Nautilus
Shanghai, China.....	Houlder Bros. & Co., Ltd., The White Building, Fitzalan Square.....	
Sheffield, England.....	See Moji.....	
Shimonoseki, Japan.....	Boustead & Co.....	Boustead
Singapore, Straits Settlements.....	Fraser, Eaton & Co.....	Fraser
Sourabaya, Java.....	P. Stewart & Co., South West Chambers, Canute Road.....	
Southampton, England.....	Geo. A. Walton, Gen. Agt. Passr. Dept., 14 Wall St.....	
Spokane, Wash.....	W. B. Howard, District Passenger Agent, 8 King Street.....	
St. John, N.B.....	W. B. Bamford, Gen. Freight Agt.....	
do.....	W. H. C. Mackay, City Passr. Agt., 49 King Street.....	
do.....	T. J. Barnes, City Passenger Agt., 725 Olive St; W. M. Porteous, Frt. Agt., Room 428 Pierce Building.....	
St. Louis, Mo.....	H. M. Lewis, Asst. Gen. Passr. Agt., Soo Line, 379 Robert Street.....	
St. Paul, Minn.....	W. R. Bell.....	
Stowell, Victoria.....	Union S.S. Co. of New Zealand, Ltd.....	Union
Strahan, Tasmania.....	International Sleeping Car Co., Corres- pondents, Kleberplatz.....	
Strasburg, Germany.....	J. D. Morrissey, Genl. Agent D.S.S. & A. Ry Union S.S. Co. of New Zealand, Ltd.....	Union Steam
Superior, Wis.....	Jardine, Matheson & Co., Ltd.....	Jardine
Suva, Fiji.....	Union S.S. Co. of New Zealand, Ltd., Managing Agents.....	Canaustral
Swatow, China.....	C. H. Reade, 917 Pacific Avenue.....	
Sydney, N.S.W., Australia.....	Renison & Co.....	
Tacoma, Wash.....	Bain & Co.....	Bain, Anping
Tairin (Dalny) So. Manchuria.....	W. Hunand Smith.....	
Taiwanfoo, Formosa.....	Jardine, Matheson & Co., Ltd.....	Jardine
Tamworth, N.S.W.....	National M. & A. Co.....	
Tientsin, North China.....	W. H. Phillips & Co.....	
Timaru, New Zealand.....	R. L. Thompson, District Passenger Agent, 16 King St. East.....	
Toowoomba, Queensland.....	I. E. Suckling, Gen. Agt. Atlantic S.S. Lines.....	
Toronto, Ont.....	W. M. Kirkpatrick, Gen. Freight Agent.....	
do.....	M. H. Brown, Gen. Frt. Agt. Ontario Div.....	
do.....	Alpin, Brown & Crawshay, Ltd.....	
Townsville, Queensland.....	H. Diederichsen & Co.....	
Tsingtau, North China.....		
Vancouver, B.C.....	H. W. Brodie, Genl. Passr. Agent.....	Citamprag
do.....	W. C. Bowles, Genl. Freight Agent.....	
do.....	J. Moe, City Ticket Agent.....	
do.....	C. Millard, Depot Ticket Agent.....	

★Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

CANADIAN PACIFIC RAILWAY

47

LIST OF PRINCIPAL AGENCIES—Continued

PLACE	AGENTS	★ Telegraphic Address
Venice, Italy.....	Thos. Cook & Son, Piazza dei Leoncini, and Piazza San Marco.....	Cook
Victoria, B.C.....	L. D. Chetham, <i>City Passr. Agent</i>.....	.....
Vienna, Austria.....	S. Altman, <i>Agent</i> , 7 Kaerntnerring.....	Cook
do.....	Thos. Cook & Son, 2 Stefansplatz.....	.....
do.....	Internat. Sleeping Car Co., 15 Kaerntnher- ring.....	.....
Vladivostok, Siberia.....	O. W. Lindholm & Co.....	Clarksuvoor
Wakamatsu, Japan.....	Holme, Ringer & Co.....	.....
Wanganui, New Zealand.....	Johnston & Co.....	.....
Warsaw, Russia.....	Internat. Sleeping Car Co., <i>Correspon-</i> <i>dents</i> , Hotel Bristol.....	.....
Washington, D.C.....	A. C. Powell, 14th St., and New York Ave. (Bond Bldg.).....	.....
Wei-hai-Wei, North China.....	Cornabe, Eckford & Co.....	Cornabe- Chefoo
Wellington, New Zealand.....	Union S.S. Co. of New Zealand, Ltd.....	Union Steam
Westport, New Zealand.....	Union S.S. Co. of New Zealand, Ltd.....	Union Steam
Wiesbaden, Germany.....	Internat. Sleeping Car Co., <i>Correspon-</i> <i>dents</i> , 48 Langgasse.....	.....
Winnipeg, Man.....	C. E. McPherson, <i>Assl. Passenger Traffic</i> <i>Manager, Western Lines</i>.....	.....
do.....	C. B. Foster, <i>Gen. Passenger Agent, West-</i> <i>ern Lines</i>.....	.....
do.....	W. B. Lanigan, <i>Assistant Freight Traffic</i> <i>Manager, Western Lines</i>.....	.....
do.....	R. E. Larmour, <i>General Freight Agent</i>.....	.....
do.....	R. Tidmus, <i>Ticket Agent</i> , corner Main St. and Portage Ave.....	.....
Wuhu, China.....	Jardine, Matheson & Co., Ltd.....	Jardine
Yokohama, Japan.....	Wm. T. Payne, <i>Manager</i>	Citamprag
	H. T. Wiggress, <i>Agent</i>	do

★ Persons desiring to communicate by telegraph with the Company's agents should use the above addresses. Messages should be signed by the senders.

Any office of the Canadian Pacific Railway Co. will supply information and quote rates.

MESSRS. THOS. COOK & SONS, Tourist Agents, with offices in all parts of the world, are also agents of the Canadian Pacific Railway, and can supply tickets and information.

INDEX

	PAGE		PAGE
Accommodation on Pacific Steamships.....	3	Insurance of Baggage.....	11
Accommodation beyond Canadian Pacific ports of call in the Orient.	3	Intermediate Passengers.....	3, 35
Accommodation on Atlantic Steamships.....	3, 4, 35	Lake Route (Canadian).....	27
Accommodation, Plans of First Cabin		Limit on Overland Tickets.....	6
15, 20-22, 36-38		Meals and Berths—	
Accommodation Plan of Intermediate and Second Cabin	16, 20-22, 36-38	On Ocean Steamships	7
Agents and Correspondents, List of .	42-47	On Great Lakes Steamships	27
Animals, Conveyance of	8, 9	On Railways.....	31-33
Around the World Passengers.....	3, 35, 40	Mexican Currency, Paying rates of passage in.....	7
Asiatic Steerage.....	4	Missionaries.....	2
Atlantic Steamships.....	3, 4, 34-39	Niagara Falls Side Trip.....	30
Baggage	7, 8, 11, 14, 19, 35	Overland Route, Description of.....	23-33
Baby Carriages.....	8, 9	" " Variations in.....	23-31
Bicycles & Tricycles } Conveyance of..	8, 9	" " Tickets, Time Limit.....	6
Birds and Dogs, Conveyance of	8, 9	Parcels.....	9
Canadian Austral. Royal Mail S.S. Line—		Passage, Conditions of	1, 11
Description of Steamships.....	17-22	Quarantine.....	6
Routes and Connections.....	18	Refund—Unused Tickets.....	6
Ports of Call.....	18	Round the World Passengers.....	3, 35, 40
Cabin Plans.....	20-22	Round Trip Tickets.....	4, 5
Can. Pacific Ry. Overland Route	23-33	Routes Overland.....	23-33
Can. Pac. Ry. Co.'s Royal Mail S.S. Line—		Sailings—	
Description of SS. (Pac. Serv.)	12-16	Dates of, subject to change.....	1
Routes and Connections.....	14	Trans-Atlantic Steamships.....	39
Ports of Call.....	14	St. Lawrence Route.....	35
Cabin Plans	15, 16	Servants	2
Can. Pac. Ry., Royal Mail SS. Line—		Sleeping Cars.....	33
Description of SS. (Atl. Serv.)	34, 39	Special Accommodation on Steamships.....	3, 4, 35
Cabin Plans of Empresses.....	36, 37	Steamships—	
Cabin Plan of Lake Manitoba.....	38	C.P.R.Co.'s Royal Mail SS. Line..	12-16
St. Lawrence Route.....	35	C.P. Atlantic Service.....	34-39
Children—		Canadian-Australian S.S. Line.....	17-22
On Steamships.....	1, 2	Great Lakes (Canadian).....	27
On Railways.....	2	Trans-Atlantic Lines.....	39
Comparative Times.....	41	Steerage, Asiatic.....	4
Conditions of Passage.....	1-11	Sterling Currency quotations.....	7
Connecting Lines.....	7	Stewardesses on C.A. Line.....	19
Continuation Rates.....	5	Stop-over Privileges.....	5, 6
Currency, Paying rates of passage in.	7	Surgeons.....	14, 19
Customs Regulations.....	9-11	Telegraphing Passengers' Arrival.....	40
Dangerous Goods.....	11	Telegraphic Addresses	42-47
Deck Chairs.....	9	Tickets—	
Deposit of Passage Money	1	Not Transferable.....	1
Dining Cars.....	32	Exchange of	1
Distances, Table of.....	41	Purchased on Steamships.....	5
Dogs, Conveyance of.....	8, 9	Refunds on unused	6
Exchange of Orders.....	1	Round Trip.....	4, 5
General.....	40	Stop-overs on.....	5, 6
Hotels, Canadian Pacific Ry.....	26-33	Time Limit Overland.....	6
		Trans-Atlantic Lines.....	39
		Times, Comparative.....	41
		Trans-Atlantic Passage.....	3, 4, 34-39
		Definition of term "Trans-Pacific"	40

91

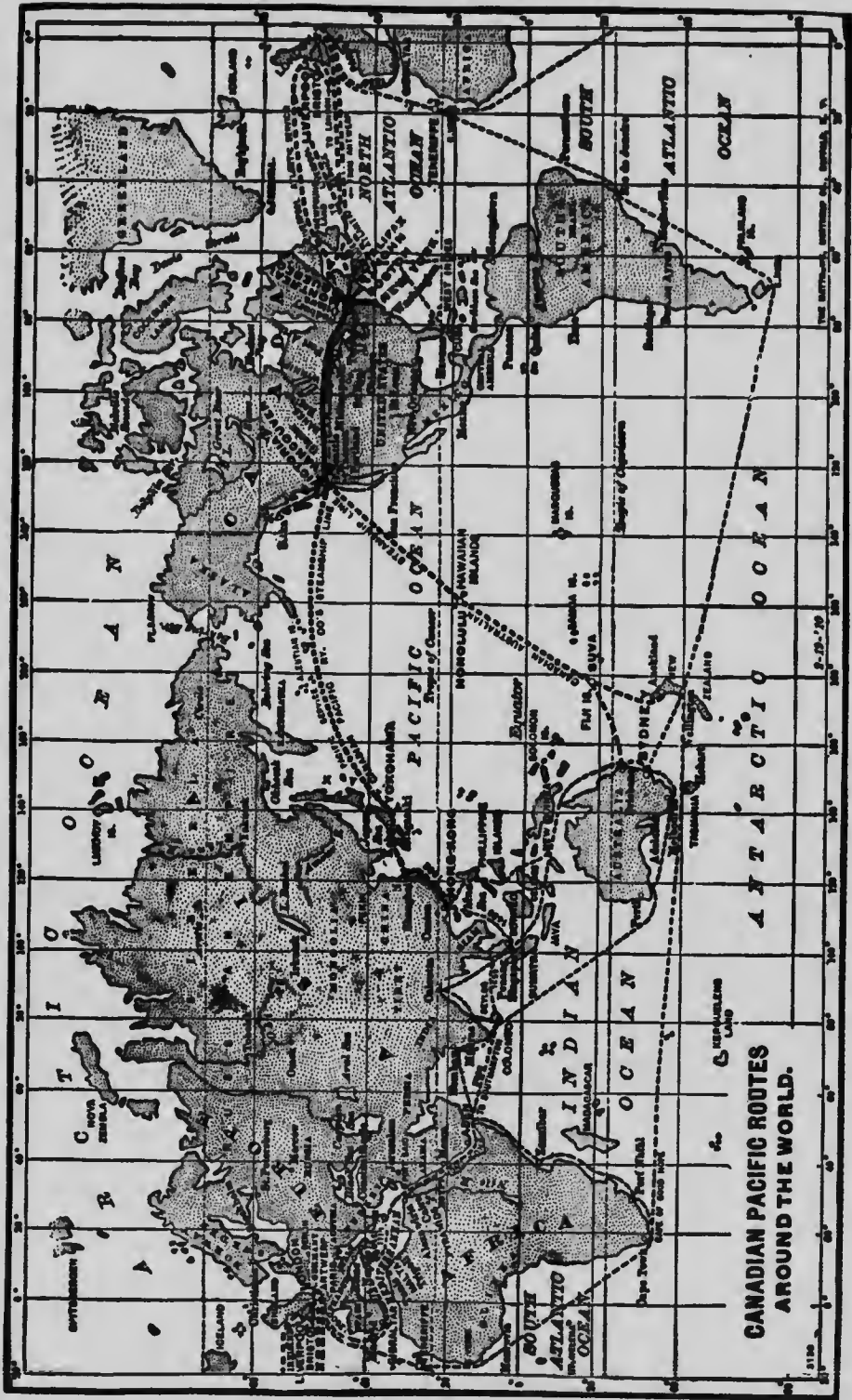
5973/5c

GE
11
35
27
6

7
27
33

7
2
30
33
31
6
9
1
6
6
0
5
3

1
9
5
2
8



**CANADIAN PACIFIC ROUTES
AROUND THE WORLD.**



CANADIAN PACIFIC RAILWAY COS.
STEAMSHIP

CANADIAN PACIFIC RAILWAY COS.
STEAMSHIP FLEETS

