

returning same route or any of the above routes. It is also proposed to allow variation via St. Louis from St. Paul and Chicago on return trip on payment of \$10 additional. Stop-overs will be granted west of Port Arthur on going and returning journey and west of St. Paul when tickets are routed on return journey by that point. Those who wish on return journey to visit the Yellowstone Park can do so on payment of the extra charge made for the trip through the Park from the junction with the Northern Pacific Railway at Livingstone. The arrangements as to rates in Manitoba, Northwest Territories and British Columbia are as follows:—From Port Arthur, Fort William, Rat Portage, \$50; from Winnipeg, Emerson, Gretna, Portage La Prairie, Brandon, Indian Head, \$45: from points in the Northwest Territories, Qu'Appelle and West, round trip tickets to Vancouver and Victoria, B. C. will be issued at single fare. These rates cover the transportation of degelates and immediate members of their families. Passengers ticketed at stations Medicine Hat and east have the option of going via the main line and return Crows Nest or vice versa when purchasing tickets. Already a fine list of papers has been promised and there is every indication that this meeting will be one of the most successful in the history of the Association. It is not likely that there will be any special train.

The following gives an approximation of the rates from all points east of Port Arthur: Toronto, Brandford, Hamilton, Windsor, Chatham, London, Stratford, Guelph, Orillia, \$62.40; Montreal, Ottawa, Brockville, \$68.00; St. John, N. B., \$76.50; Halifax, via I. C. R., \$81.00; Sydney, \$83.70. Winnipeg and points in Manitoba, \$45.00, but full arrangements for this have not as yet been fixed.

