

Coleman early on Sunday morning, September 13, stopping first at Hosmer, where the Canadian Pacific Railway Company has established an extensive and thoroughly modern colliery, and then proceeding to Fernie, visiting from there the important Coal Creek mines of the Crow's Nest Pass Coal Company. A special train will take the party the same night as far as Moyie, when it will be thus practicable to spend some hours in visiting the St. Eugene mine and concentrator. The St. Eugene is the largest silver-lead producing mine in Canada. Connection will then be made at Kootenay Landing with the steamer on which passage will be taken over Kootenay Lake to Nelson. Here the party will remain over-night to allow time for the cars to be ferried across the lake—a special concession granted the Institute by the Canadian Pacific Railway Company.

An early start will be made from Nelson on Tuesday, September 15, with a view to arriving at Rossland that evening, and of visiting *en route* Bonnington Falls, where the South Kootenay Power Company has installed a large power plant for the development of power which is transmitted to the mines and works in the Rossland, Boundary and other districts. Between Nelson and Bonnington the scenery is very attractive, while the Bonnington Falls themselves are exceptionally fine. It may be noted that Mr. Lorne A. Campbell, the Power Company's general manager, has kindly offered to provide a luncheon at Bonnington before the train shall leave for Trail, where the next stop will be made. At Trail the modern copper and lead-smelting works and electrolytic refining plant of the Consolidated Mining and Smelting Company of Canada will be inspected, and the train will then leave for Rossland, which will be reached at about 10 p.m. At Rossland the members of the Institute and the citizens of the town will entertain the visitors by providing a dinner which will be given on the night of September 16, while the morning and afternoon of that day will be devoted to visiting the important and well-known Le Roi, Le Roi No. 2, War Eagle and Centre Star mines. The train will leave Rossland at midnight and the party will arrive at Greenwood at 1.00 p.m. on Thursday, September 17. During the afternoon the British Columbia Copper Company's Mother Lode mine and smelter will be inspected, while possibly a visit will be made to the Dominion Copper Company's smelter at Boundary Falls. On the following day the important copper mines at Phoenix will be visited, and the visitors will be entertained at luncheon by the Granby Consolidated Mining, Smelting and Power Company. In the afternoon the Granby Company's smelter at Grand Forks will be inspected. The train will leave the same evening for Nelson, where Saturday, September 19, will be spent in visiting the electro-zinc-smelting plant, while in the afternoon an excursion will probably be made to the Blue Bell mine on Kootenay Lake. In the evening a banquet will be tendered to the visitors by the City of Nelson, resident members and the

Nelson Board of Trade. Leaving Nelson at midnight, it is expected to arrive at Victoria on the evening of Monday, September 21.

It is hoped to so adjust the time table that the members of the party may enjoy by daylight the beautiful lake and mountain scenery of the Arrow Lakes, and the grand and noble scenery of the Fraser River Canyon between North Bend and Hope. The steamer journey between Vancouver and Victoria will also be undertaken by daylight and is equally enjoyable. The party will remain three days at Victoria, one day of which will be occupied with a session of the Western Branch of the Institute, at which papers will be read and discussed. Visits to the Tyee Copper Company's smelter at Ladysmith, and the Western Fuel Company's collieries at Nanaimo, may also be arranged. After the long journey, however, many members of the party will, no doubt, be glad of an opportunity to enjoy a rest for a day or so; and to these Victoria will appear especially attractive. Its beauty and charm is thus described by Kipling in one of his recently published "Letters to the Family," "To realize Victoria, you must take all that the eye admires most in Bournemouth, Torquay, the Isle of Wight, the Happy Valley at Hong-kong, the Dom Sirente, and Camps Bay; add reminiscences of the Thousand Islands and arrange the whole around the Bay of Naples with some Himalayas for the background. Real estate agents recommend it as a little piece of England—the island on which it stands is about the size of Great Britain—but no England is set in any such seas, or so fully charged with the mystery of the larger ocean beyond. The high still twilights along the beaches are out of the old East just under the curve of the world, and even in October the sun rises warm from the first. Earth, sky and water wait outside every man's door to drag him out to play if he looks up from his work, and though some other cities in the Dominion do not quite understand this immoral mood of nature, men who have made their money in them go off to Victoria, and with the zeal of converts preach and preserve its beauties. . . . I tried honestly to render something of the colour, the gaiety, and the graciousness of the town and the islands, but only found myself piling up unbelievable adjectives and so let it go with a hundred other wonders."

Leaving Victoria on the night of September 24, there will be a few hours to spare the next morning before the departure of the east-bound train, and these may be agreeably spent in seeing Vancouver, the commercial metropolis of British Columbia, or in driving round the city's magnificent natural park. On the homeward journey, the chief attractions will be the day's travel through the Rocky Mountains; the visit to Banff, where the party is to be entertained at luncheon or dinner by the Government of Alberta; and the visit to the Bankhead collieries, near Banff.

This, briefly, is an outline of the itinerary as proposed. So far as the arrangements in British Columbia are concerned, some slight changes may be in-