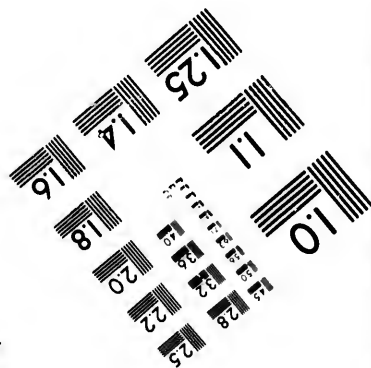
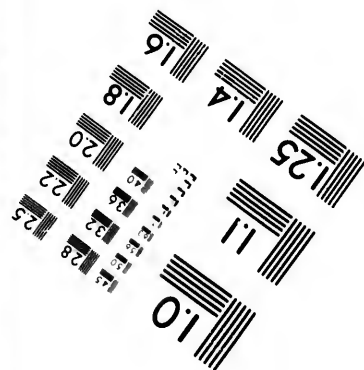
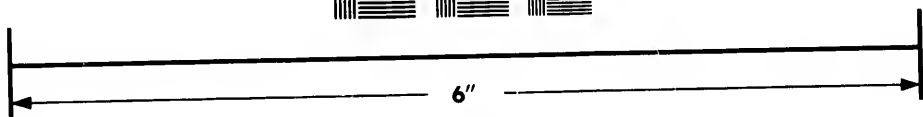
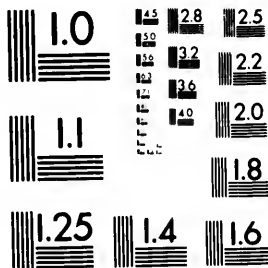


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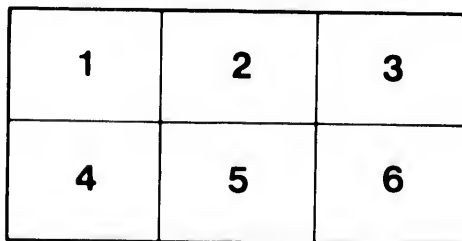
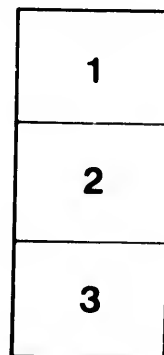
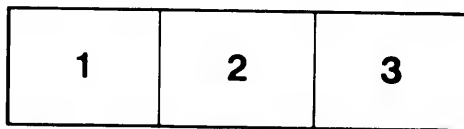
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THE WESTERN CANADA PRESS ASSOCIATION



An Editorial Outing



JUNE 13TH TO 30TH, 1899.

one title, 39p 20pl. 0

WESTERN CANADA PRESS
ASSOCIATION.

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G. D. WILSON - - - - 1st Vice-President.
E. A. CHAPMAN - - - - 2nd Vice-President.
JOHN STOVEL - - - - Treasurer.
GEO. H. SAULTS - - - - Secretary.

MOP

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WS27



The President.



The Vice-President.



Tuesday, June 13th, 1890.

1 o'clock, p.m.

HERE was hurry and bustle and confusion at the C.P.R. depot, Winnipeg, when the Pacific Express pulled out, with the cars "Calgary" and "Kamloops," gaily decorated with flags and bunting, and loaded with members of the Western Canada Press Association. There was, in fact, such hand-shaking, so many farewells, such an overflow of "best wishes" and "bon voyages" at the last moment, that when the train began to move, scarcely half the excursionists were on board, and the scramble to avoid being left gave grave cause for apprehension lest some one should be left behind, or worse, should meet with an accident at the very outset of the journey. With the proverbial luck of the newspaper man, however, no one was left behind, and no one was hurt. This luck—if luck it may be called—followed the party throughout the journey, and notwithstanding the fact that the start was made on the "13th," the finish was





The Secretary.



The Treasurer.



reached without an accident, the loss of baggage, or an unfortunate event of any character to any member of the party.

A number of excursionists joined the party at Portage la Prairie, Carberry, Brandon, Moosomin and Grenfell, and when the day was ended, at nearly midnight, the entire party was on board, and weary editors, who had not known a holiday for years, were snugly stowed away in their berths, and were snoring the snore of the the just, and indifferent to the details and worry of the business left behind them.



Wednesday, June 14th, 1899.

Regina was reached at 5.10 a.m., when almost the entire party was still sleeping, but a number of members boarding the train at this point, roused the sleepers, and the cars were soon astir. Moosejaw was reached on time, 7.20 a.m., but the "Soo" train being two hours late caused a delay. This, however, gave an opportunity for breakfast and a stroll through the town, which was enjoyed. All day there was nothing visible but prairie scenery, one vast sea, stretching far as the eye could reach—north, south, east, west. What measureless



possibilities in this great stretch of prairie land! Some, it may be true, not as fertile as could be desired, but all, with irrigation and cultivation, capable of being made productive, and suitable for either farming or ranching. A nation could be supported from these plains.

The excursionists spent the day in getting acquainted. The "Saints" and "Sinners," and "Grits" and "Tories" were a trifle shy of each other at the beginning of the journey, but it was a noticeable fact that during the day numerous "Saints" were found conversing with rank "Sinners," and pronounced toughs from the "Sinners" car seemed to find real enjoyment among the "Saints": and Grits and Tories were found discussing crops, weather, the prairie country, etc., etc., as if they were really of the same kith and kin, and had never had a difference in their lives, political or otherwise.

Night closed in on the party, while the Pacific Express still made its way westward, and general happiness and contentment reigned supreme.







The Ladies at Band.



Thursday, June 15th, 1899.

Banff! Beautiful Banff! What a revelation to the dweller on the plains of Manitoba are these great snow-clad mountain peaks and these deep ravines! The excursionists went to sleep on prairie land, and awoke among the mountains. A day off for Banff, and the "Calgary" and "Kamloops" are sidetracked, and carriages in waiting convey the party to the C.P.R. hotel for breakfast. The steady roll of the sleepers over the

July 6th, 1899.

T. G. Shaughnessy, Esq., Pres. of the C.P.R., Montreal, Q.
Wm. Whyte, Esq., Gen. Man., C.P.R., Winnipeg, Man.
R. Kerr, Esq., Traffic Man., C.P.R., Winnipeg, Man.

Dear Sirs,—

At a meeting of the Western Canada Press Association, the following resolution was adopted:

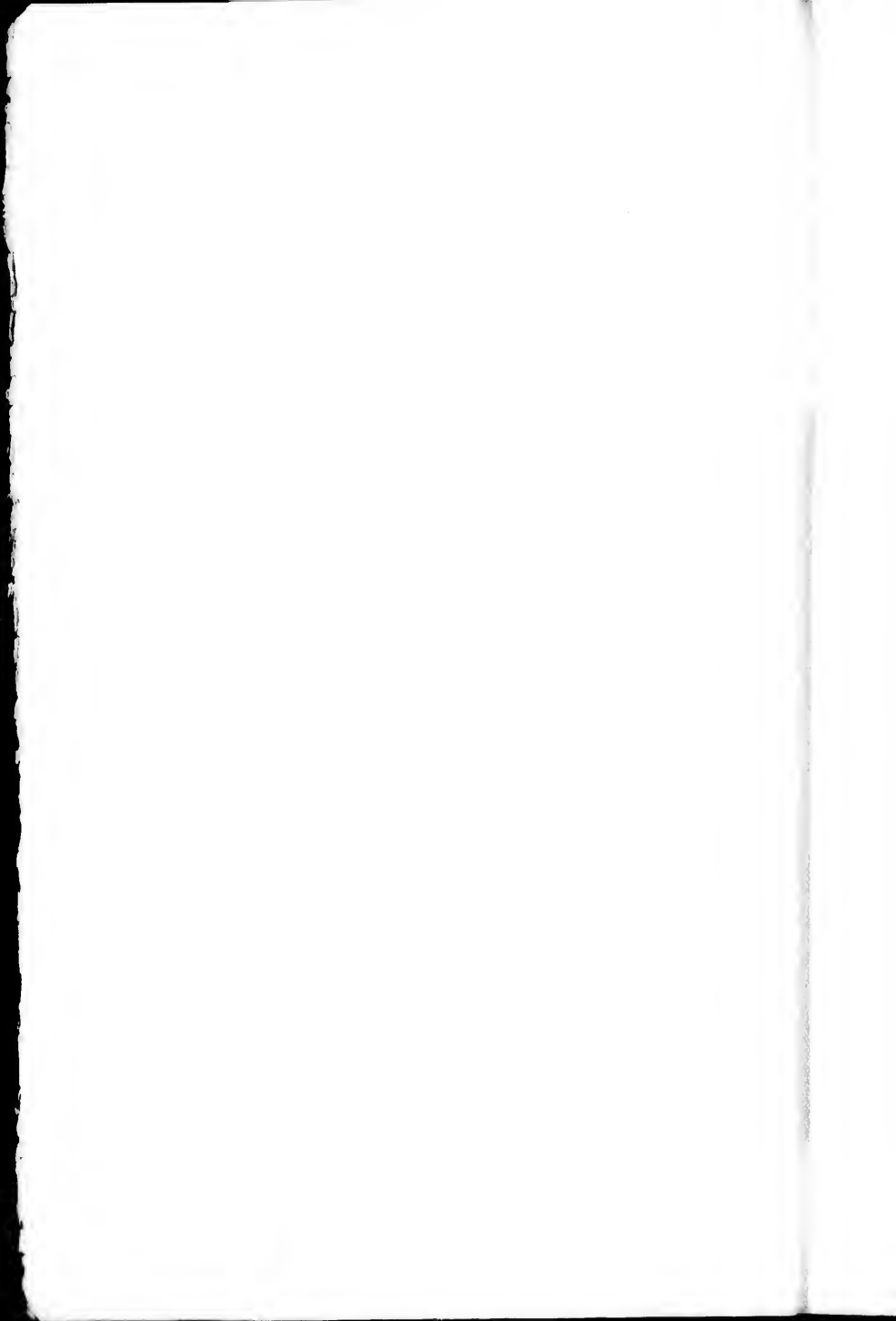
"That the hearty thanks of this Association are due to the Canadian Pacific Railway, for the perfect arrangements made for the transportation and comfort of the first annual excursion of the Association; for the privileges given members of the excursion party on the Company's telegraph lines; for the special arrangements made at the various points on the main line, and on the Crow's Nest Pass line, with regard to dining halls and cars for the convenience of the party; and for the kindness of the Company's officers in facilitating arrangements which enabled the party to visit expeditiously, and under pleasant auspices, various of the towns and mining centres of the famous Kootenay country. Acknowledgment is hereby made of the splendid service afforded by Canada's great trans-continental railway, and of the kindness of General-Manager Whyte and Traffic-Manager Kerr; and the Association further desires to express appreciation of the unvarying courtesy, and to add its testimonial to the uniform efficiency of every employee of the Company who had to do with the excursion.

G. H. Saults, Secretary W. C. P. A."





The Gentlemen at Banff.



prairie had developed some cases of discomfort, akin to sea-sickness, but the solidity of the mountains, and the appetizing odors of the breakfast room at the hotel, dispelled all such symptoms, and a delightful meal was fully enjoyed.

Snow-capped mountains were a curiosity to most members of the Western Canada Press Association, and the great masses of rock, towering 10,000 feet above them, elicited constant ejaculations of interest and admiration. To find a magnificent hotel here, beautiful drives along the mountain side, delightful groves, and sparkling mountain streams was enchanting. The hot sulphur springs were voted a great curiosity, and baths were indulged in by most of the party. The water at the cave and basin was perfect in temperature for bathing, and of proper depth for swimming. That these sulphur baths are making Banff famous is not surprising, for they are not only delightful, but have curative properties that are bound to give them a world-wide reputation.

The two hundred and sixty square miles set aside here for a national park are wisely chosen, and the little herd of buffalo, the remnant of the great herds which roamed





In the Basin at Banff.



To beat the Band.



the prairies only a few years ago, have a delightful home in which to multiply.

At Banff was a day of rest, but the editorial party retired at night tired out with the walks, the drives, the bathing and the magnificence of the scenery everywhere about them.



Friday, June 16th, 1899.

Banff to Kamloops! What pen shall attempt to describe the beauties, the magnificence, the sublimity of that ride! An artist's pencil might give a faint idea, but an editorial pen cannot approximate to the grandeur of the scenery through the mountain passes of the Rockies. Gigantic mountain peaks, towering almost perpendicularly above us, green verdure on the

Winnipeg, July 7th, 1899.

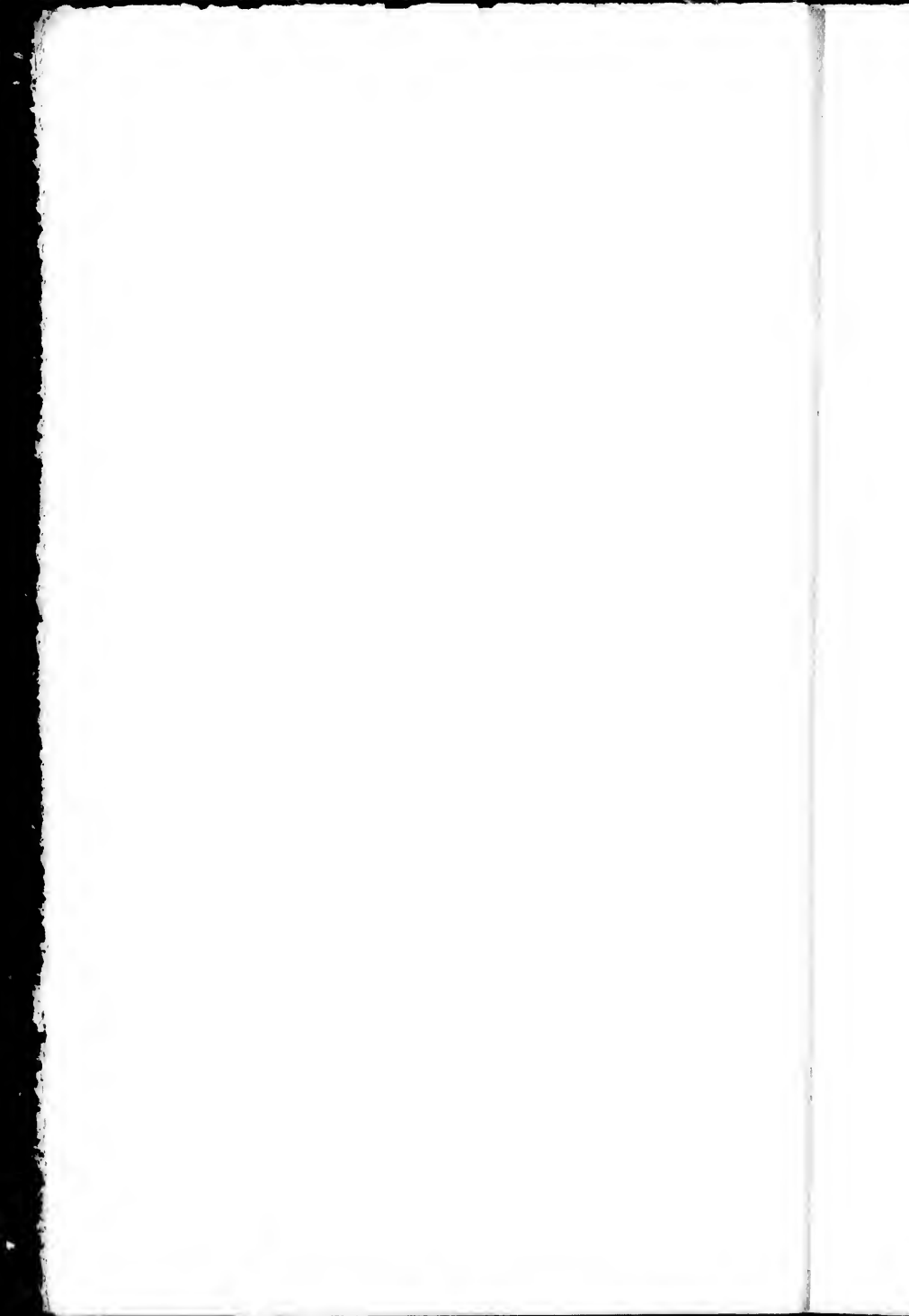
Hon. Sir Louis Davies, K.C.M.G., M.P., Minister of Marine and Fisheries, Ottawa, Ont.

Dear Sir,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

“That the thanks of the Association are hereby tendered to the Hon. Sir Louis Davies, K.C.M.G., Minister of Marine and Fisheries, for his kindness in placing the steamer *Quadra* at the disposal of the members on the Pacific coast, a courtesy that added much to the comfort and convenience of the party, and one very much appreciated.

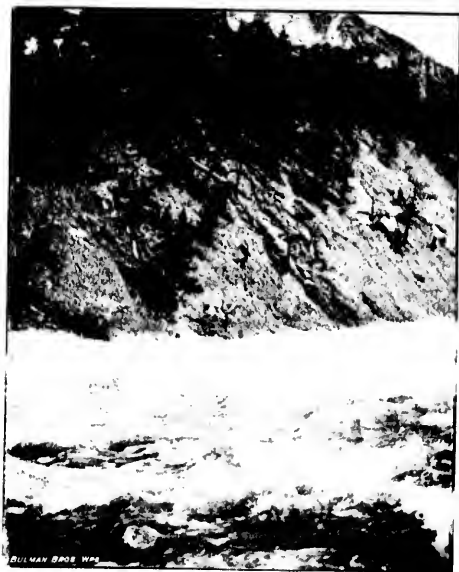
G. H. Saults, Secretary W. C. P. A.”



mountain sides fading into rocks, eternal snow, and finally into moving clouds; sparkling streams, plunging from beneath banks of snow, down the rugged slopes, and over precipices; winding curves and giddy trestle heights—it was a wonderful panorama, a day of feasting, a solid day of awe-inspiring enjoyment of the most wonderful scenery on the American continent.

One thought continually presented itself, and that was, the stupendous character of the undertaking to build a railroad through such a country. The difficulty, in the first place, of finding a route, the following of river beds and mountain streams, to some impassable barrier, and the abandonment of one route after another, until a practicable one was at last discovered, must have made the preliminary engineering expenses tremendous. The cutting away of mountain sides, the boring of rocky tunnels, the bridging of canyons, and the building of snow-sheds and trestles, all have contributed to make the construction of the Canadian Pacific Railway one of the most gigantic feats of engineering in modern times. Accomplished, however, and the great transcontinental highway which crosses the Dominion has given Canada the proud





The Bow Rapids.



distinction of having the greatest railway on the face of the earth.



Saturday, June 17th, 1899.

Breakfast bright and early at North Bend. The scenery is of a milder type this morning. The beautiful chalet hotel, its well-kept lawns and its fountains, are a relief to the eye after the ruggedness of yesterday's journey. A half-hour's rest from the crowded cars, a delightful meal, and a few turns up and down the long platform, and we are once more on the move. The Fraser River has indicated the route to the engineer, and the scenery again takes on an awe-inspiring and magnificent aspect. A portion of the Fraser Canyon is said to be the most "intensely startling"

Winnipeg, July 7th, 1899.

Capt. Troop, Superintendent C. P. R. Steamer Service
Nelson, B.C.

Dear Sir,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

"That the cordial thanks of this Association are extended to Capt. Troop, Superintendent of the C. P. R. Steamer Service in the Kootenay, by whose aid the Association was enabled, on its first annual excursion, to cover that territory expeditiously and comfortably, the fine boats of the C. P. R. affording every facility to the travellers.

G. H. Saults, Secretary W. C. P. A."



and "matchless" scenery on the whole line of the C.P.R.

Mission Junction is reached on time, at 10.44 a.m. Here the "Calgary" and "Kamloops," with their precious freight, are detached from the C.P.R. train, and hitched on to the "Seattle and International." A short delay gives the party an opportunity to stand up before the rude counter in a small shack and partake of some soda-biscuits and sandwiches. Alas, the C.P.R. dining car inspector, sent out to attend to the comfort of the Editorial Party, left us at North Bend, and his unobtrusive but very careful and effectual attendance is sadly missed.

Over the boundary now, into the United States. The train moves along just the same, and no one would know the difference from our surroundings. A little late, we pull into the hustling city—Seattle—and are met at the railway station by representatives of the Press, and are duly labelled with the Seattle badges.

An elaborate programme for a reception was to some extent interfered with by the late arrival of the excursion train, but the welcome to Seattle was most cordial.

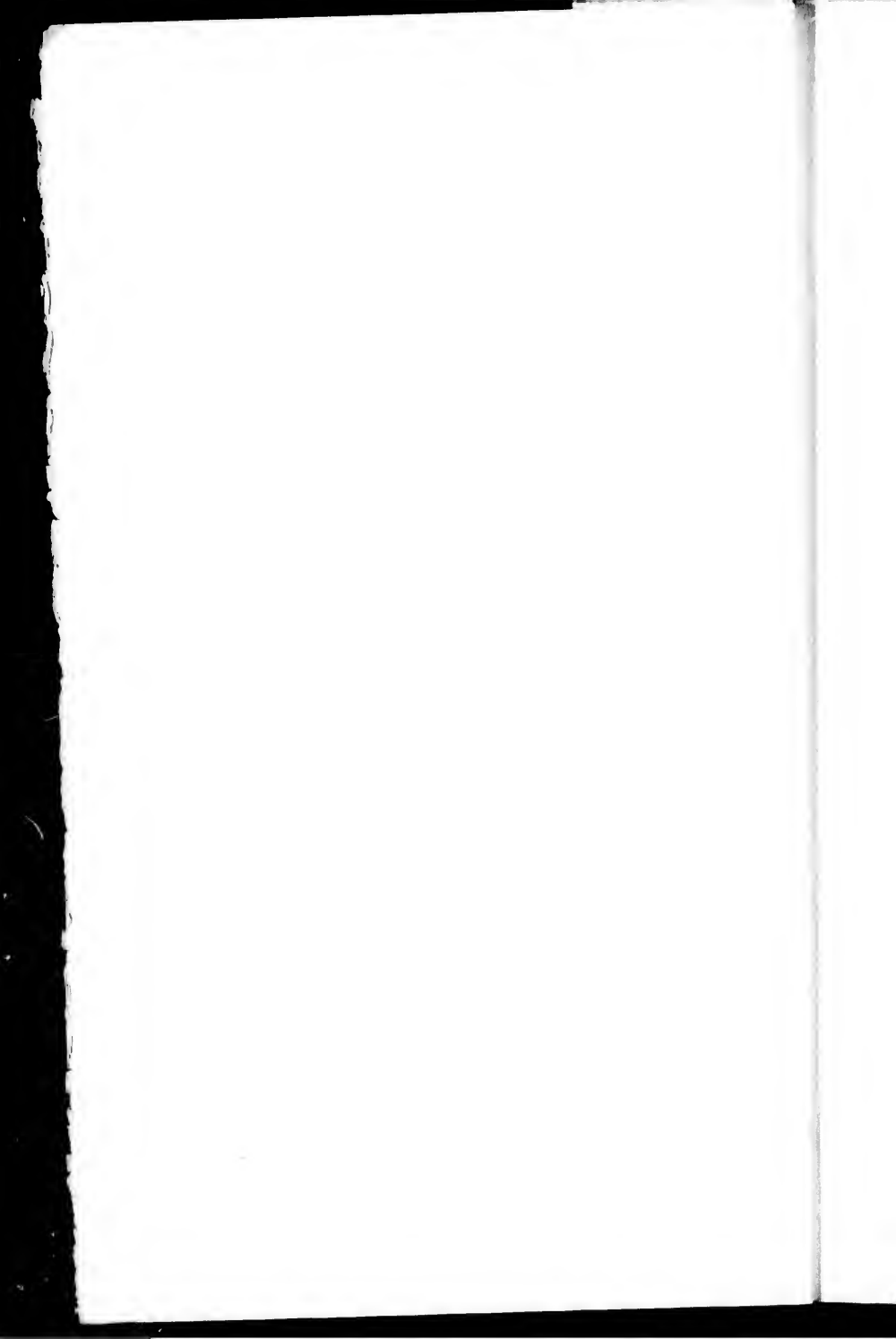




Reception at Seattle.



The Bridge at Spokane.



A ride to Queen Anne Hill, a lunch at Madison Park Pavilion, through the courtesy of W. Steffen, Manager, and "A Night in Venice" at the Seattle theatre closed the first day on American soil. Tired and sleepy, the excursionists slept sweetly and soundly in that comfortable hostelry, the Rainier Grand Hotel.



Sunday, June 18th, 1899.

There were some of the excursionists who arose early enough to attend divine service, and such found their way to the various denominational churches indicated by their especial preferences. A lunch was served by the accommodating proprietor of the Rainier Grand Hotel, and at 3 p.m.,

July 17th, 1899.

His Worship Mayor Garden, Vancouver.
His Worship the Mayor of Port Townsend, Wash.
His Worship Mayor Redfern, Victoria, B.C.
His Worship Mayor Neelands, Nelson, B.C.
His Worship Mayor Goodeve, Rossland, B.C.
His Worship Mayor Harten, Kaslo, B.C.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

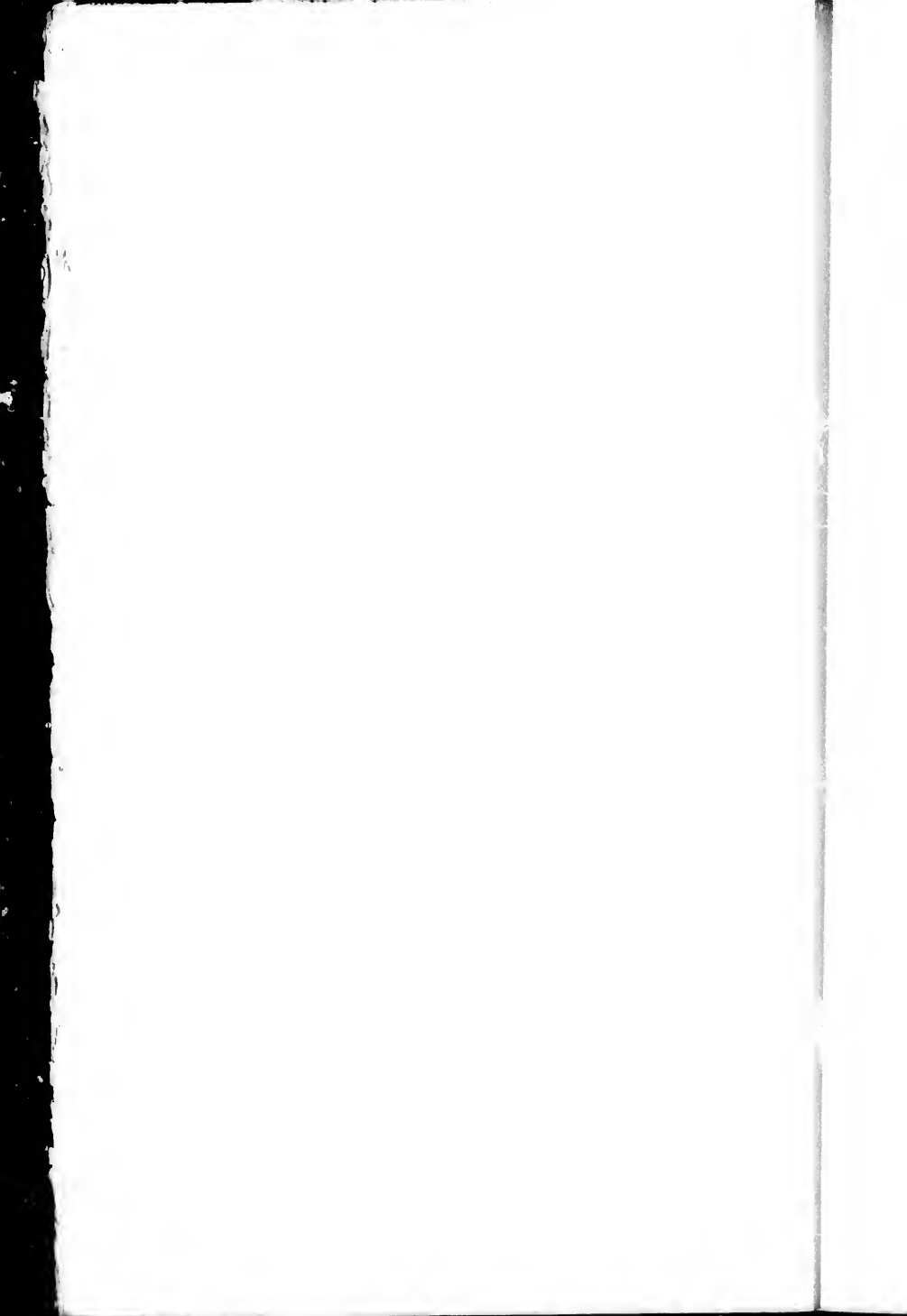
"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A."

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"Calgary" and "Kamloops" attached to a Northern Pacific train, moved out of Seattle, *en route* to Tacoma. Representatives of the Tacoma Press, the Chamber of Commerce, and the City authorities came to Seattle with Tacoma badges and Tacoma words of welcome, to accompany the excursionists to that City. An electric street car ride, a clam bake, and other attractive things had been planned by the good people of Tacoma; but the brief stay, cut two hours shorter by a delayed train, eliminated the clam bake from the programme, much to the regret of the Western Canadian Editors.

A fire alarm exhibition proved interesting and demonstrated the efficiency of the Tacoma service. A ride about the City was delightful and fully enjoyed. Tacoma public buildings are very creditable, the residential portion of the City is delightful, and the magnificent harbor is something to be proud of, and will ensure prosperity. The evening was spent at the Museum, which was a surprise and delight to the visitors. It is full of interesting statuary, paintings, coins and curios, and a much older and larger city than Tacoma might well be proud of such a collection. Formal speeches of welcome were delivered in the



Museum, and responded to by members of the Association.

Somewhere, about equidistant between Seattle and Tacoma, a grand old mountain rises snow-clad from the plain. In Seattle it is called Mount Rainier, and is claimed as the special and particular property of that town. In Tacoma it is called Mount Tacoma, and it is here regarded as the exclusive property of Tacoma. The Seattleites and the Tacomaites never cease disputing about the ownership of this mountain, and the controversy has led half the population of the globe to believe that there are two mountains in Washington, where there is in fact only one. The mountain is a feature

July 17th, 1899.

Edmund S. Meaney, Secretary Seattle Press Club, Seattle, Wash.

Secretary Tacoma Press Club, Tacoma.

Mr. Wilson, Chairman Citizens' Committee, Portland, Orc.

Seattle and International Railway Co., Seattle, Wash.

Superintendent Spokane & Northern and Nelson & Fort

Sheppard Railways, Spokane.

Mr. Wm. Templeman, Victoria, B.C.

C. A. Gregg, Esq., The Globe, Victoria, B.C.

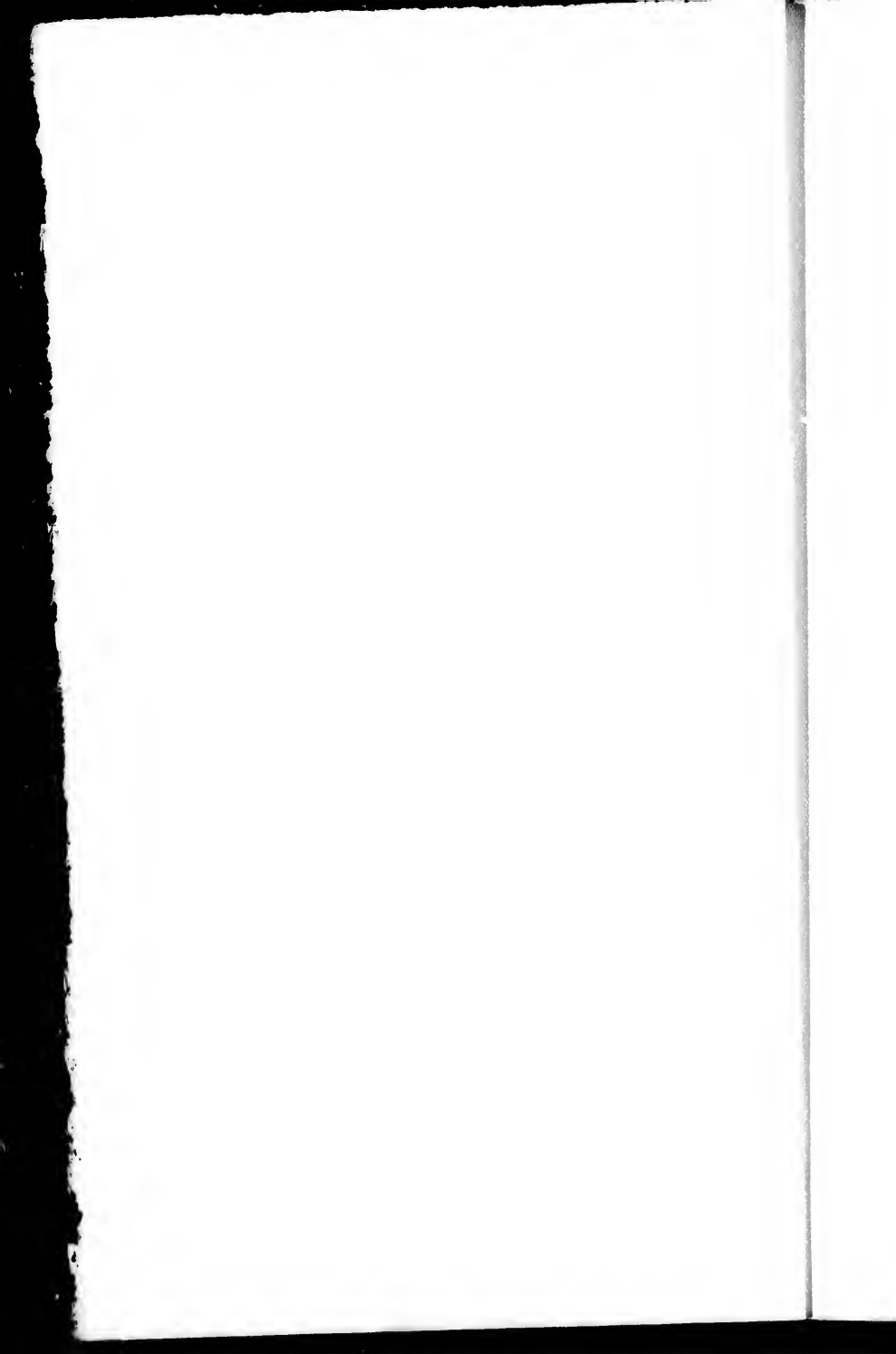
Mr. Graham, The Times, Victoria, B.C.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Sauls, Secretary W. C. P. A."



that any city might well be proud of, and the contention, therefore, is not surprising.

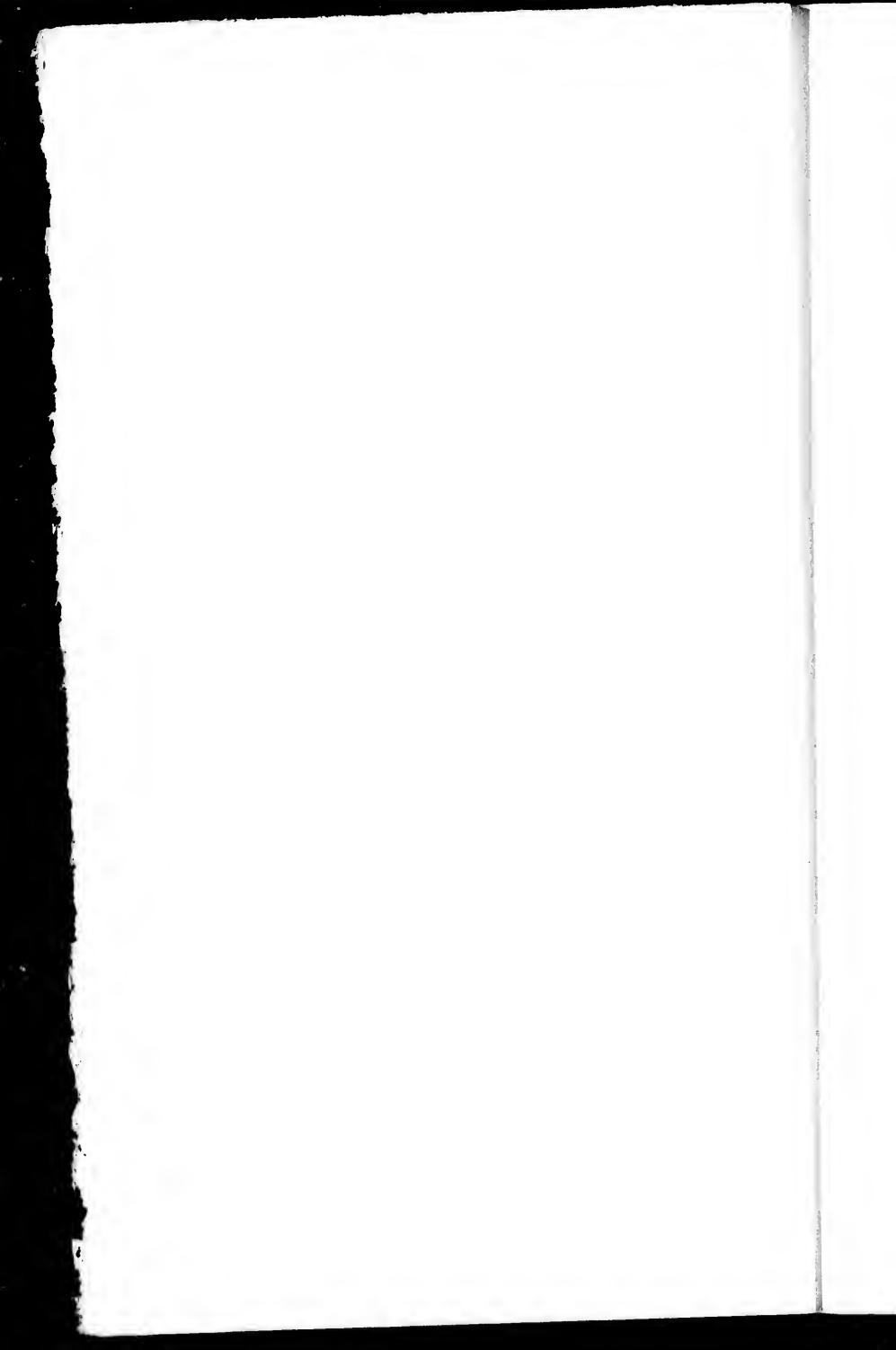
At 11 p.m. it was "all aboard" again, and off to Portland.



Monday, June 19th, '99.

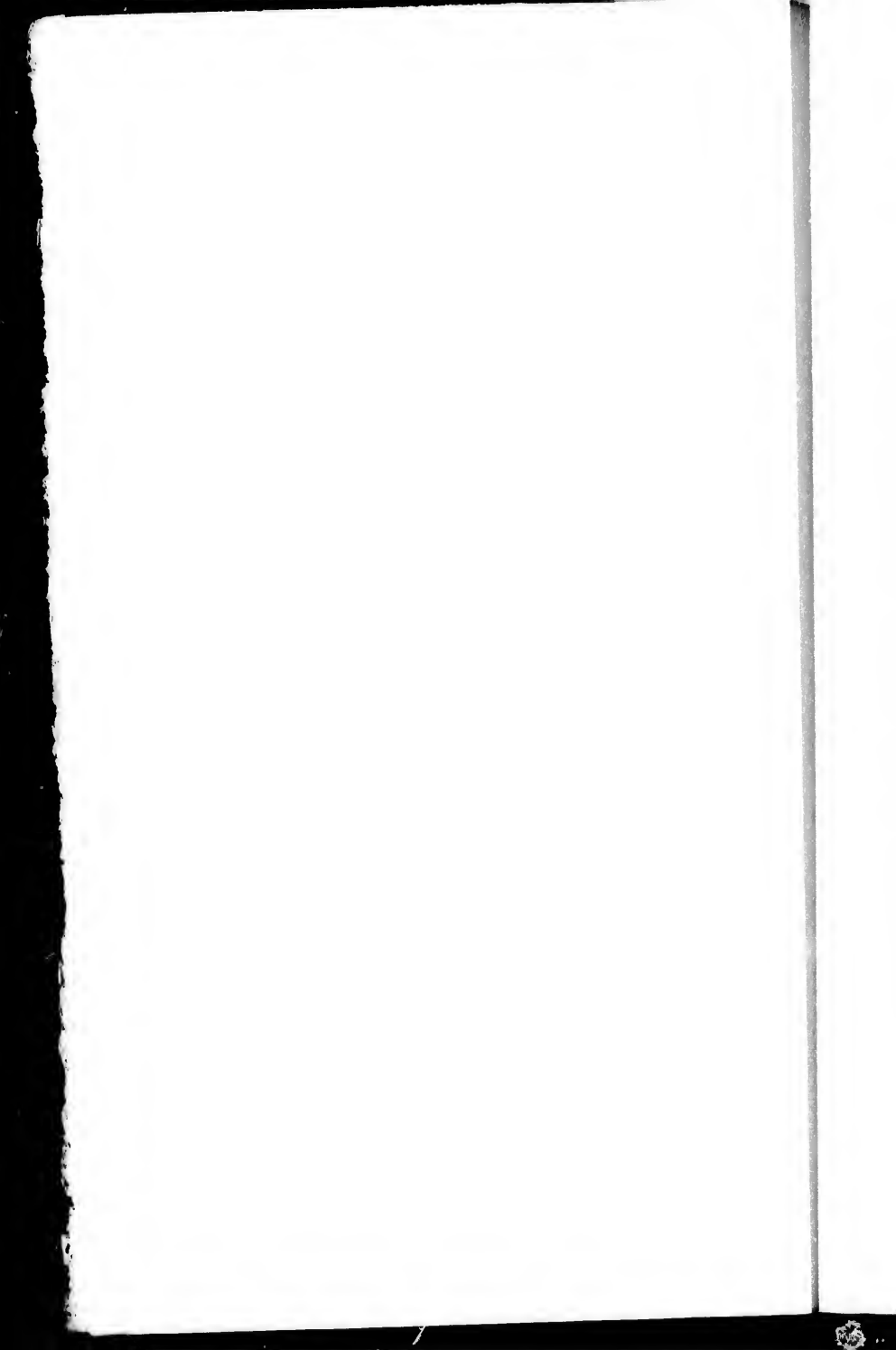
The arrival at Portland, Oregon, was delayed about three hours, due to an accident to a local excursion train. The Canadian citizens of Portland, and the Portland Press Club gave the Canadian Editors a hearty welcome to the City, and escorted them at once to the Portland Hotel, which was beautifully decorated in honor of the occasion. The Union Jack and the Stars and Stripes hung side by side, and the portraits of Premier Laurier and President McKinley were given equal prominence on the walls of the handsome reception rooms.

In the morning, a ride to Portland Heights was the order of the day. Nature was lavish in its gifts to Portland. The beautiful Willamette River winds its sinuous way to pour its waters into the great Columbia, beautiful valleys and vine clad hills are spread out in an entrancing panorama, and the mighty snow-crowned





Hotel Portland.



peaks of Hood, Adams and St. Helens are alike objects of interest and veneration to the traveller, and of pride to the Oregonian.

At 2 o'clock, a magnificent banquet in the Commercial Club rooms, at which were seated at least 350 guests. Toasts and speeches followed, which were cut short by the next item on the programme—a boat ride.

A beautiful reception in the evening, at the Hotel Portland. One of its pleasant features was the presentation by the Portland Press Club of a silk Union Jack to the Western Canada Press Association. A programme of music and speeches was greatly enjoyed. Portland was like fairy land to the Canadians. The great profusion of magnificent roses, the beautiful ferns and

July 17th, 1899.

Mr. Scott, Editor, Oregonian, Portland, Ore.
Albert Tosier, Esq., Secretary Oregon Press Association.
Miss Nellie Tosier, Press Club, Portland, Ore.
Frank Lee, Esq., Secretary Portland Press Club, Portland.
Mr. Murphy, President Press Club, Spokane, Wash.
Managing-Editor Spokesman Review, Spokane, Wash.
Mr. Lugin, Colonist, B.C.

Dear sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

“ That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A.”





Floral Trophies from Portland.



Off for Port Townsend.

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flowers, semi-tropical in their luxuriant growth, the smiles of welcome, all contributed to make up such an enchanting scene, that its memories will live for years to come.

The day closed, all too soon, with the party on board their special, heading for Seattle on their return trip.



Tuesday, June 20th, 1899.

Reached Seattle at 7 a.m. It was planned to sail by the Utopia for Port Townsend at 8.30, but at the last moment it was discovered that the full list of excursionists, with the regular passengers, would exceed the number which the boat was allowed to carry. It was decided, therefore, that a part of the excursionists should proceed to Port Townsend, board the Quadra, and return to Seattle for the balance of the party.

That portion of the party which remained at Seattle spent a quiet day, resting after the hurried travelling and sight-seeing of the preceding day.

The other contingent reached Port Townsend about 2.30 p.m., and were





On the Quadra



received by the Mayor and other officials at the dock, escorted to the club rooms of the Elks, and then taken for a drive about the City.

Port Townsend is a city of possibilities. It has not yet reached the importance which its projectors anticipated, and its large buildings, many of them unoccupied, tell the story of hopes deferred and visions unfulfilled, which Western Canada understands, alas, too well. It is beautifully situated, however, and now that the "boom" is over, will no doubt steadily grow.

At 4 p.m., the party boarded the Dominion Government steamer "Quadra" and enjoyed a delightful ride back to Seattle.

July 17th, 1899.

R. C. Clowry, Vice-President and General Superintendent
Western Union Telegraph Co., Chicago.

L. W. Storrer, Superintendent Postal Telegraph Co., San
Francisco.

The Great Northwest Telegraph Co., Winnipeg.

B. S. Jenkins, Supt. C. P. R. Telegraphs, Winnipeg.

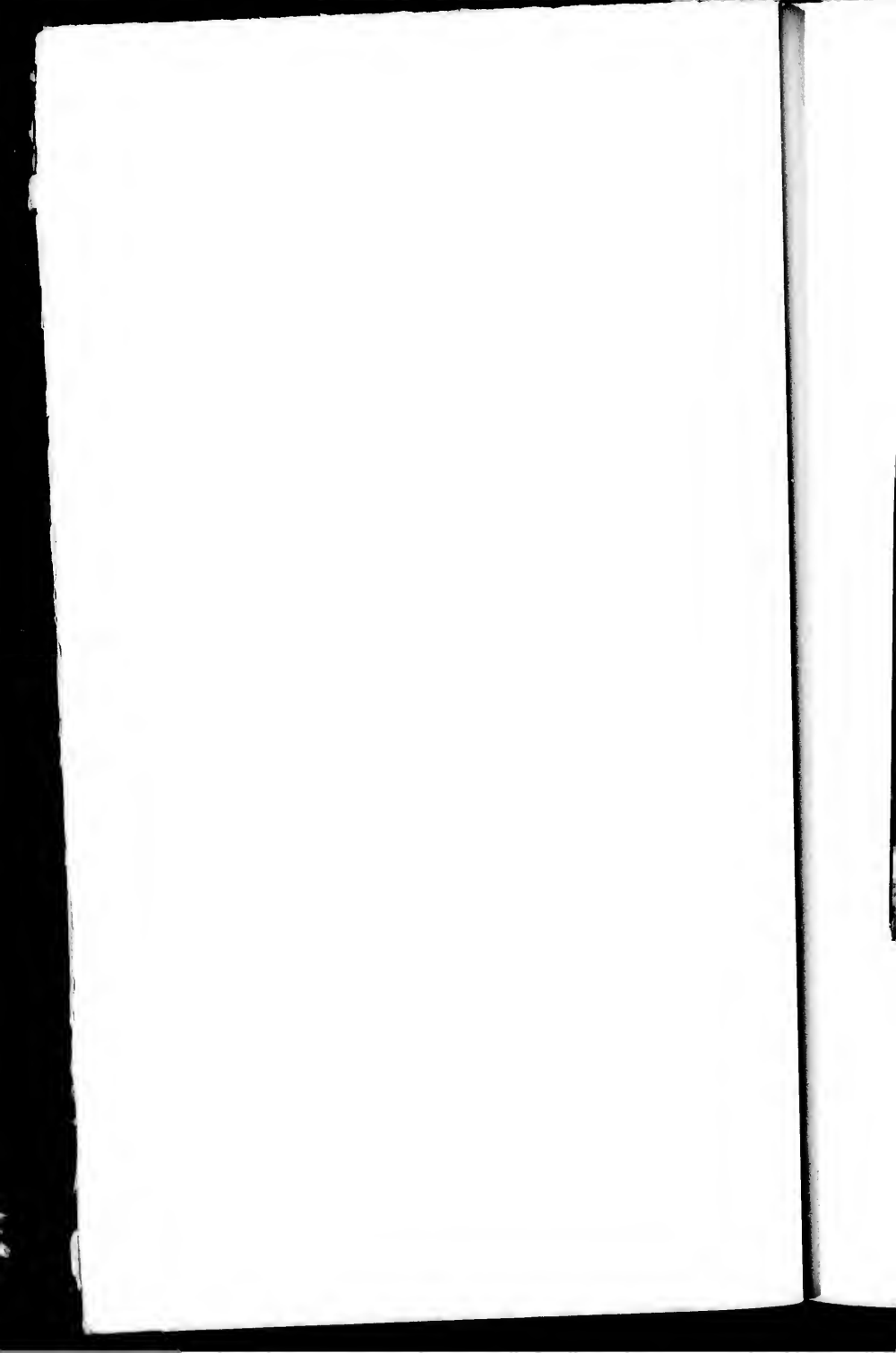
John Tait, Esq., City Manager C.P.R. Telegraph, Winnipeg.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

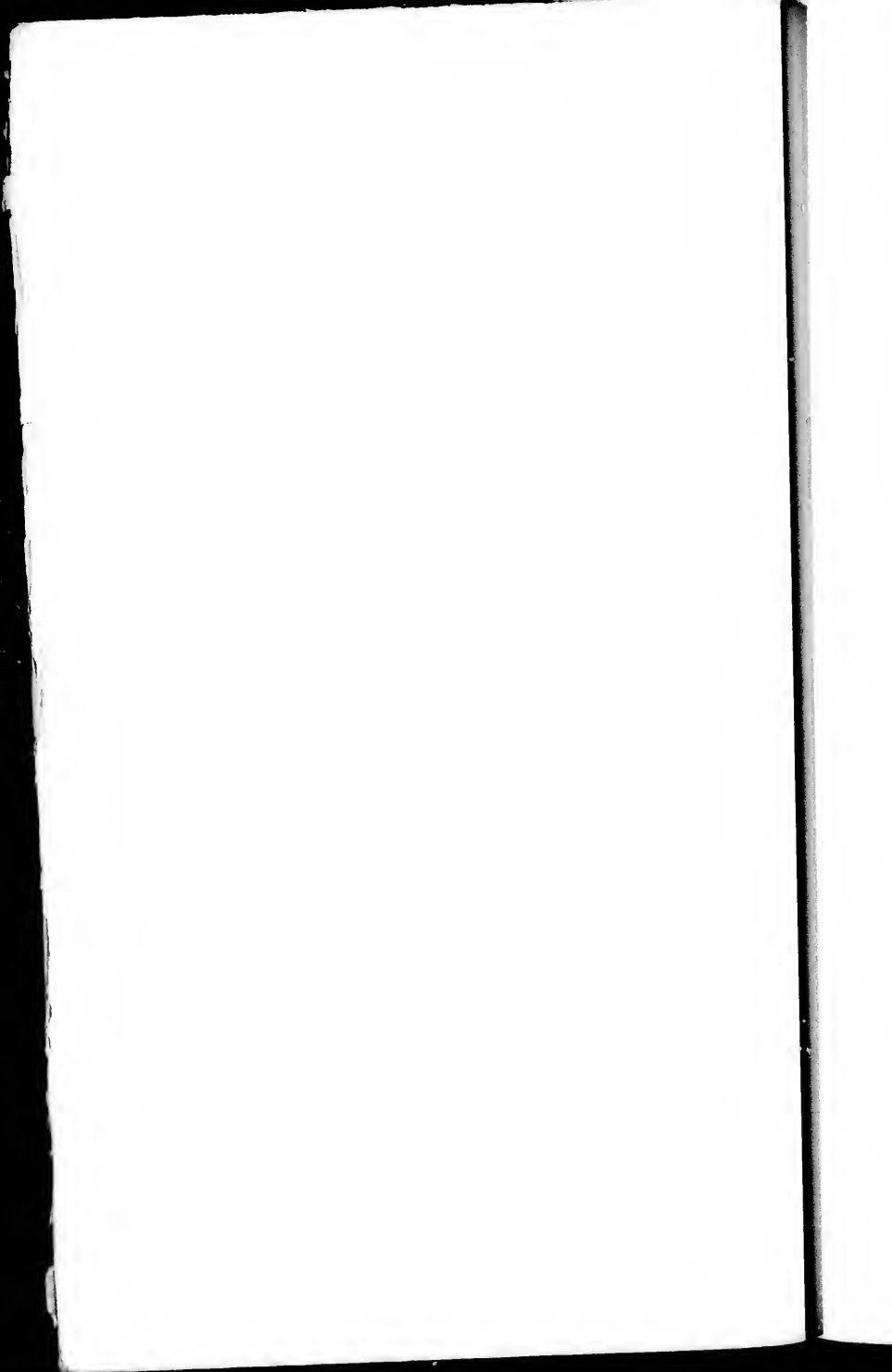
"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A."





An interesting discussion on the Quadra.



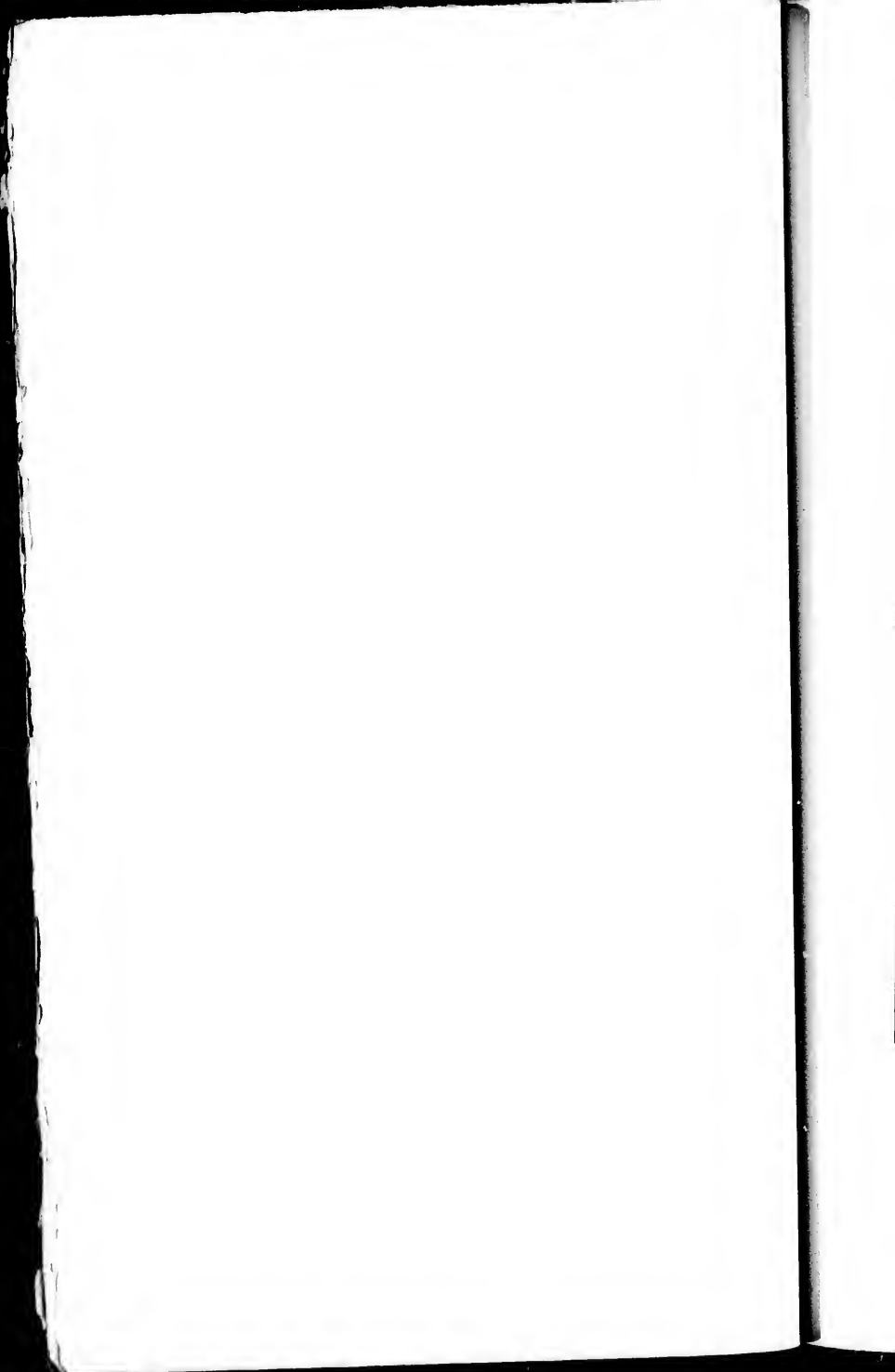
Wednesday, June 21st, 1899.

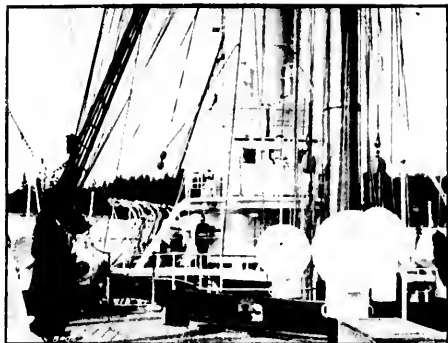
With reasonable promptness for an editorial party, the members of the W.C.P.A. assembled at the wharf at Seattle, and were conveyed by the Quadra's boats to that vessel, where she lay at anchor in the stream, and at 8.30 a.m. the excursionists were headed for Victoria.

The ride was a delightful one. The boundary line—truly an imaginary one—was crossed about one o'clock, and "God Save the Queen" was sung lustily by all on board. The receptions in the United States had been so hearty, and the treatment everywhere so cordial and wholesouled, that, while glad to get once more on British soil, there was a general feeling that friends—brothers and sisters—not foreigners, had been left behind.

The waters of the Sound were a trifle "choppy," and before reaching Victoria some symptoms of sea-sickness were in evidence. Barring these, the ride was an exceptionally pleasant one; and the captain, the crew, and the party all seemed to enjoy it.

At three o'clock p.m., the "Quadra" was tied up to the dock at Victoria, and the





Upper Deck, H.M.S. Photon, Esquimault.



Parliament Buildings, at Victoria.

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party was heartily welcomed to the beautiful city. A ride on the electric cars to Esquimault was a part of the programme for the entertainment of the excursionists, and H.M.S. "Phaeton," a second-class cruiser, was carefully inspected by them. The "Phaeton" is not what is now known as a first-class battle-ship, but her huge guns and her generally warlike equipment seemed to a prairie editor quite formidable, and sufficiently effective to knock anything ordinary out of existence in a few minutes.

After a hearty meal at the "Driard," the excursionists visited the Parliament buildings, which were the finest public buildings yet seen on the trip, and are fully equal to, if not finer than the public buildings of Ontario.

July 17th, 1899.

Hon. F. Carter-Cotton, Victoria, B.C.
Capt. John T. Walbran, D. G. S., Quadra, Victoria, B.C.
Capt. H.M.S. Phaeton, Victoria, B.C.
Secretary Commercial Club, Portland.
R. F. Green, Esq., M.P.P., Kaslo, B.C.
Spokane Club, Spokane, Wash.
H. Bolster, Esq., Spokane, Wash.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A."



The Narrows, Vancouver.

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It was "go as you please" for the rest of the evening, and a visit to Chinatown furnished material for diversion to some of the party. Others visited the theatre, and some quietly rested in the hotel.

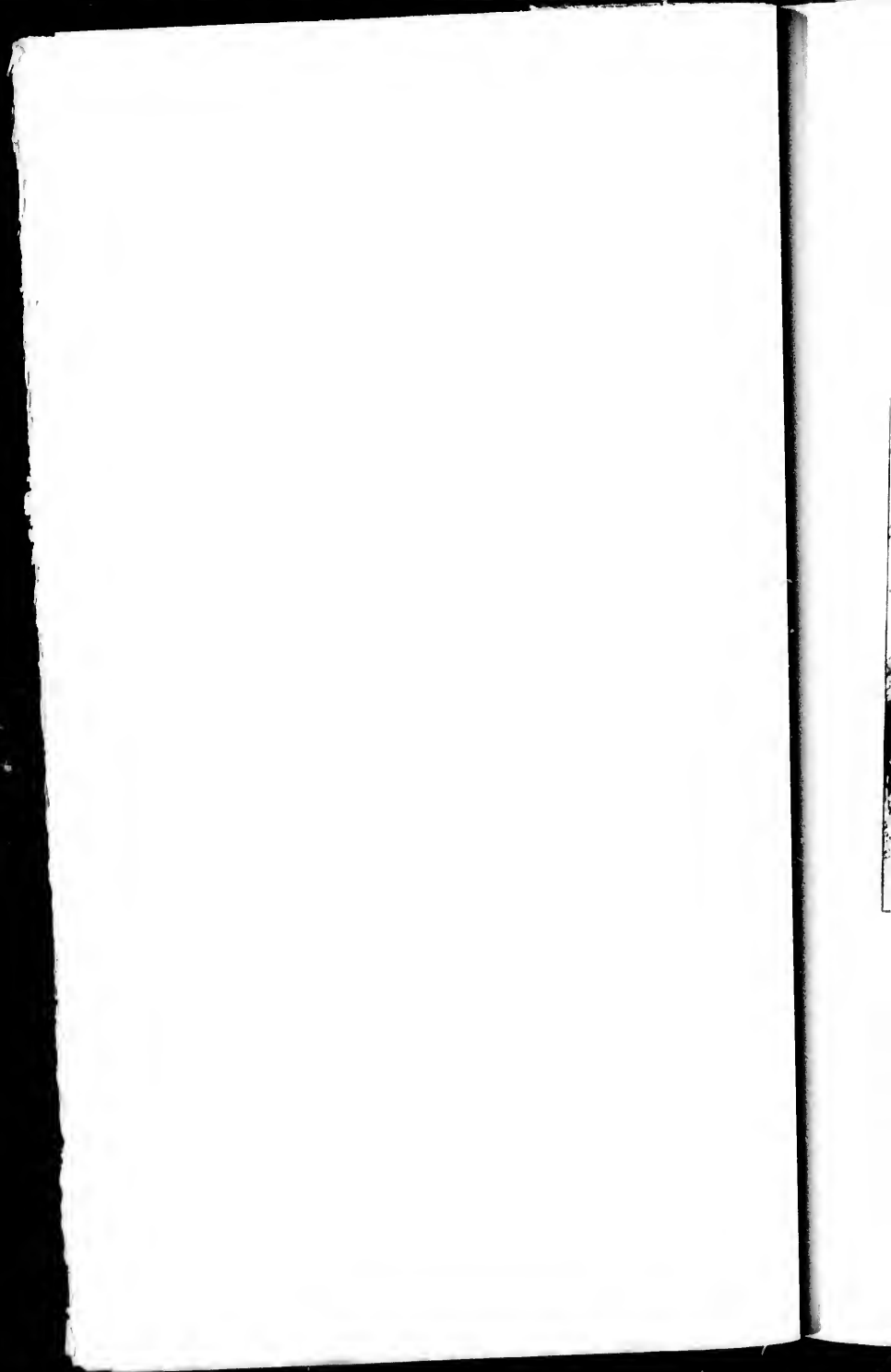


Thursday, June 22nd, 1899

The stay in Victoria was all too short to take in the beauties of this delightful city. The day lost, however, made it imperative that the party should turn their faces eastward without carrying out the whole programme, and at nine o'clock, a. m., the "Quadra" was again boarded, and at 3.30 p. m., after a delightful sail, the excursionists reached Vancouver.

The mayor of the city, several aldermen, and numerous citizens were in waiting at the dock, and gave the party a hearty welcome. Carriages in waiting conveyed them to Stanley Park, included in a drive about nine miles in extent. In the evening it was "go as you please," some of the party taking advantage of this opportunity to visit friends.

Vancouver shows decided evidences of prosperity, and is bound to be a city of





In the hollow of a tree at Stanley Park.

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which Canada will be proud. The buildings are substantial, and the new structures in course of erection are not only numerous, but of a character in keeping with the general air of prosperity about the place. The new station of the Canadian Pacific Railway is a magnificent structure, which will add to the convenience of travellers at that point, and at the same time will be a credit to the city.

Having a fine harbor, and the Pacific Steamship line running in conjunction with the Canadian Pacific Railway, Vancouver must become one of the most important cities in the Dominion of Canada.



Friday, June 23rd, 1899.

At 1.15 p.m., the "Calgary" and "Kamloops" were found attached to the

July 17th, 1899.

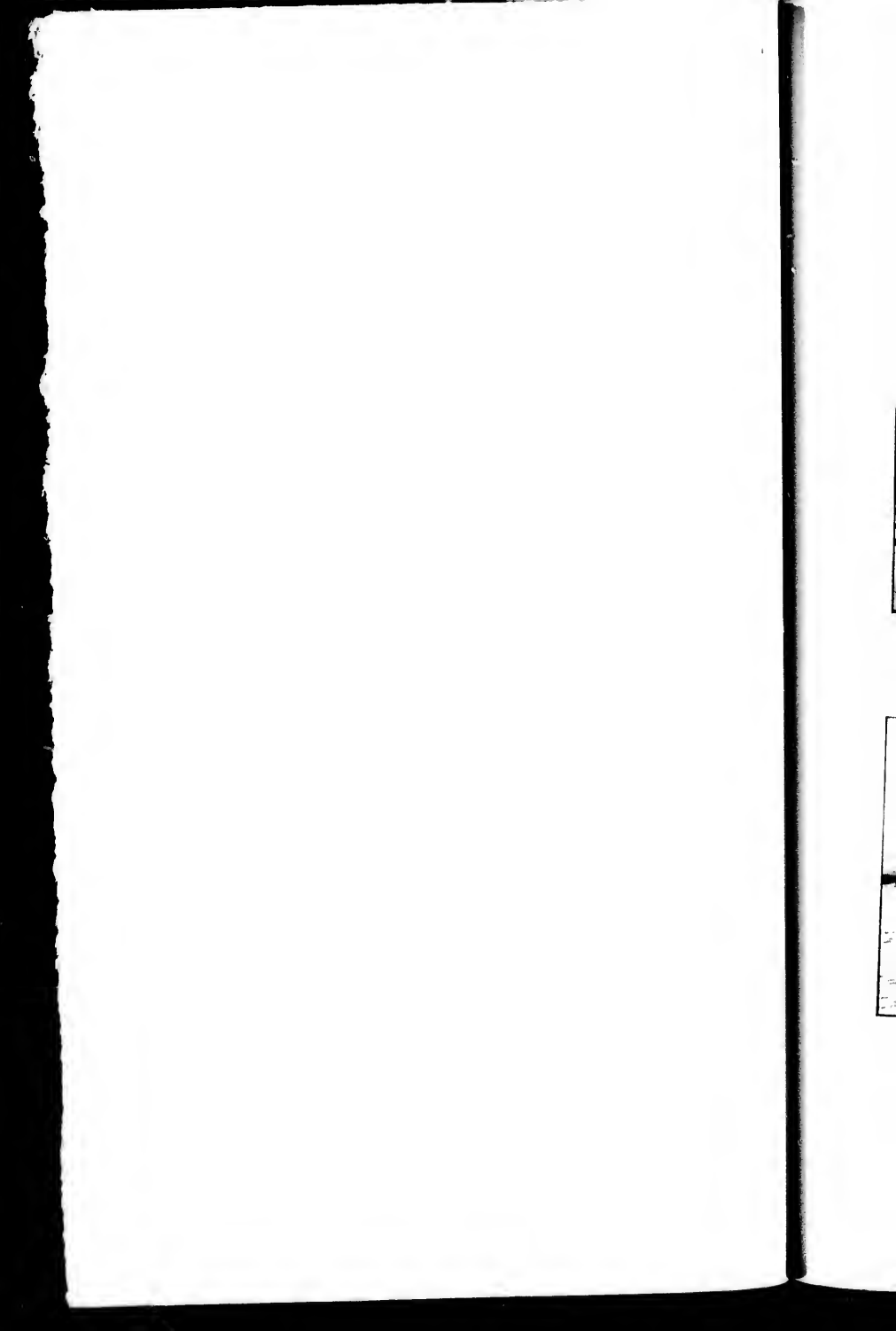
D. C. Corbin, Esq., Spokane Wash.
William Stitt, Esq., Assistant Passenger Agent, C. P. R.,
Winnipeg.
Walter Pratt, Esq., Assistant Superintendent Sleeping and
Dining Car Service, C. P. R., Winnipeg.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

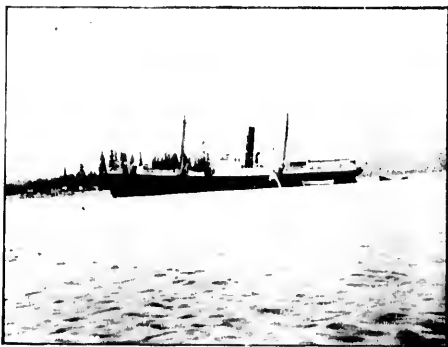
"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A."





The "Calgary" and "Kamloops."



A Klondyker at Vancouver.

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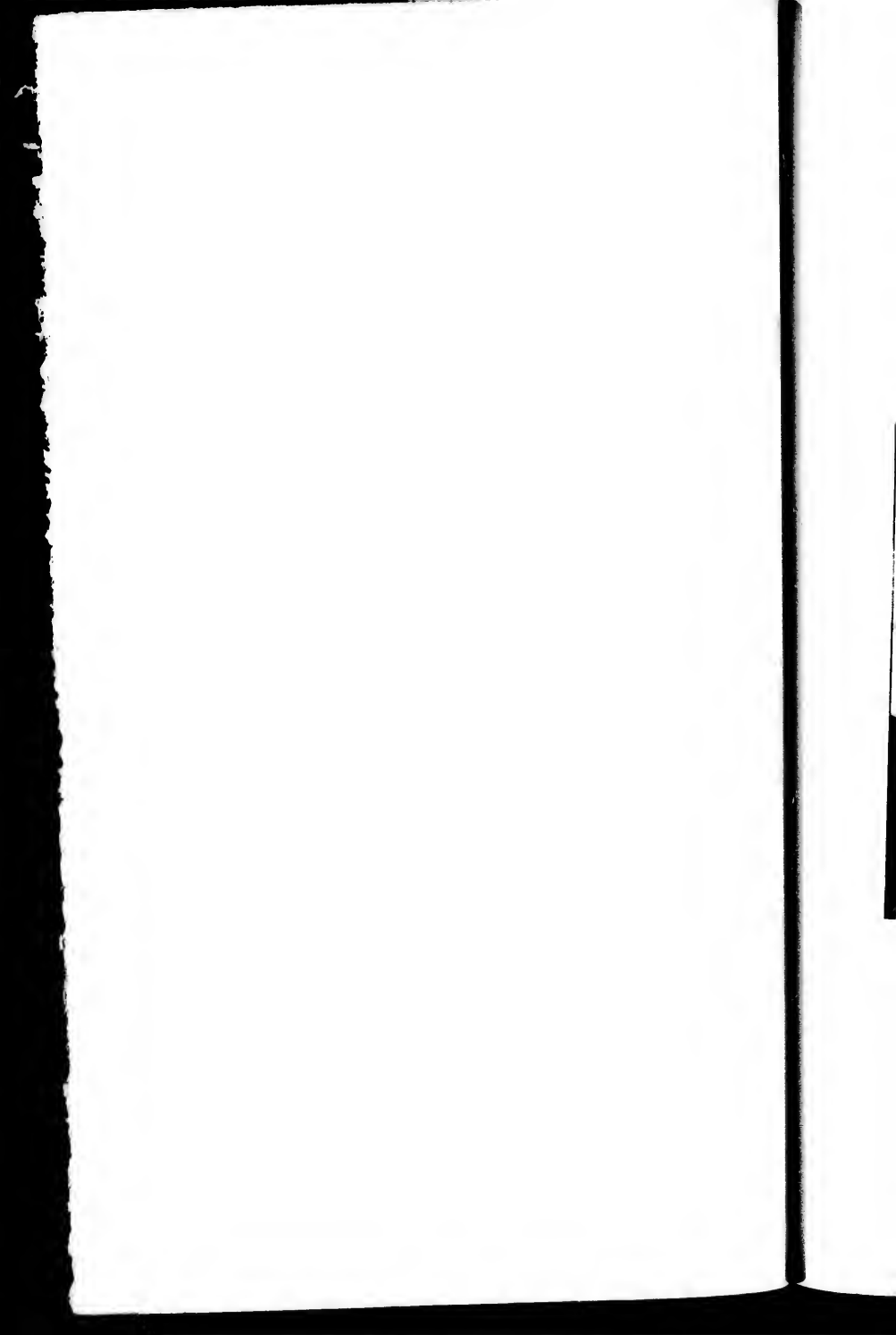
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"Imperial Limited," and promptly on time pulled out for the east, with the entire party once more adjusted in their old quarters.

The "Imperial Limited" has a hustle about it that seems to indicate business. There is no loafing at stations, but just time to allow passengers to get off and on, and baggage to be handled. Then, too, there is an activity about the way it travels, and a swing to it as it rounds curves that seem to indicate an intention to "get there." And it does. There is no livelier train across the continent than the "Imperial Limited," and none that makes its time with more certainty, and with so much comfort to the traveller.

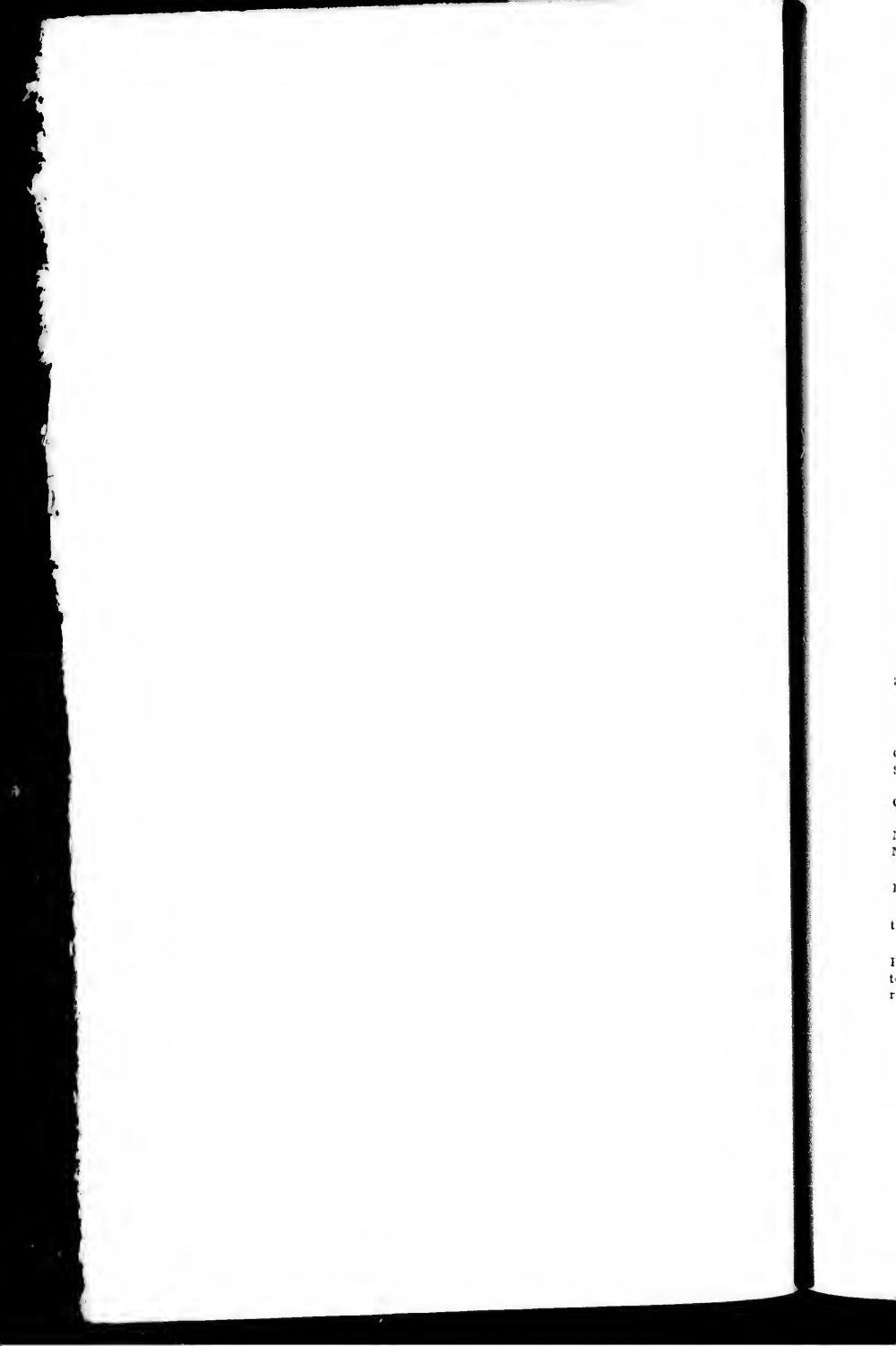
From Mission Junction it was familiar ground again. The Fraser River was still plunging madly onward to the sea, and its great canyon was still as wonderful as when we gazed into its depths a week ago. The scenery lost nothing by comparison with the scenery in the States, and the snow-capped peaks of Washington and Oregon were not more wonderful than those of our own British Columbia.

Night found us once more safely and comfortably housed in the berths of our special sleepers.





On Arrow Lake.



Saturday, June 24th, 1899.

The excursionists were aroused early, by the shifting of the special cars at Revelstoke from the main line to the short branch line running to Arrowhead, which point was reached at 5.30 a.m. The "Calgary" and "Kamloops" were abandoned at this point for the steamship "Rossland." The party greatly enjoyed the ride down the Arrow Lakes, which are simply an expansion of the Columbia River, and were interested at the various stopping points during the progress of the trip. Brooklyn, especially, was interesting to the excursionists. Two years ago it was a bustling town of 3,000 people. To-day it is entirely deserted— not an inhabitant left. The windows have been

July 17th, 1899.

Col. Ferry, Secretary Chamber Commerce, Tacoma, Wash.
Storey Buck, Secretary Chamber Commerce, Spokane Wash.

Capt. James Gaudin, Agent Department Marine and Fisheries, Victoria, B.C.

Mr. Blaaw, Tacoma Street Railway Co., Tacoma.

Mr. Copeland, Superintendent Kaslo & Slocan Railway, Kaslo, B.C.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

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G. H. Saults, Secretary W. C. P. A."

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taken out of the buildings, and doors off their hinges ; and where a short time ago there was gambling and riot and confusion, perfect silence reigns to-day.

At four o'clock, Robson was reached, and with cheers for the captain and crew of the " Rossland," the excursionists boarded the train for Rossland. A short stop was made at Trail, sufficiently long, however, to enable the party to get a glimpse at the great Trail smelter, originally built by Mr. Heinze, principally for the smelting of " Le Roi " ore, and recently sold to the Canadian Pacific Railway. Trail nestles in the valley below the smelter, and was visible to the excursionists only from a distance.

The ride from Trail to Rossland is one continual ascent up the mountain by zigzag courses, and was as interesting from an engineering point of view as anything seen in the Rockies. Rossland was reached about eight o'clock, and the party was met in true western amp style. The whole town turned out, with the brass band at their head. The excursionists were distributed through the town at various hotels and lodging houses, special arrangements having been made by the city officials to comfortably accommodate them.

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Sunday, June 25th, 1899.

A rainy morning, but the enthusiastic editorial man of Western Canada was up early, to take advantage of the arrangements made for seeing the great mines of Rossland. Others, less enthusiastic, took their breakfast quietly and at their leisure, and the whole party met at the "Spokane Falls and Northern" station at 11.45 to proceed to Spokane.

An address was presented to the Association by Mayor Goodeve at the station, and speeches from ex-Lieut.-Gov. McIntosh, and Mr. Scott, the President of the Association, followed.

The ride down the mountain, on the Spokane Falls and Northern Railway was

July 17th, 1899.

A. D. Charlton, Esq., Portland, Ore.
Mr. Anderson, Travelling Passenger Agent.
Howard Douglass, Esq., Superintendent Banff National
Park, Banff.
Mr. and Mrs. Sharpe, Experimental Farm, Agassiz, B.C.
Manager Savoy Theatre, Victoria, B.C.

Dear Sirs,—

At a meeting of the Western Canada Press Association the following resolution was unanimously adopted:—

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G. H. Sauls, Secretary W. C. P. A.

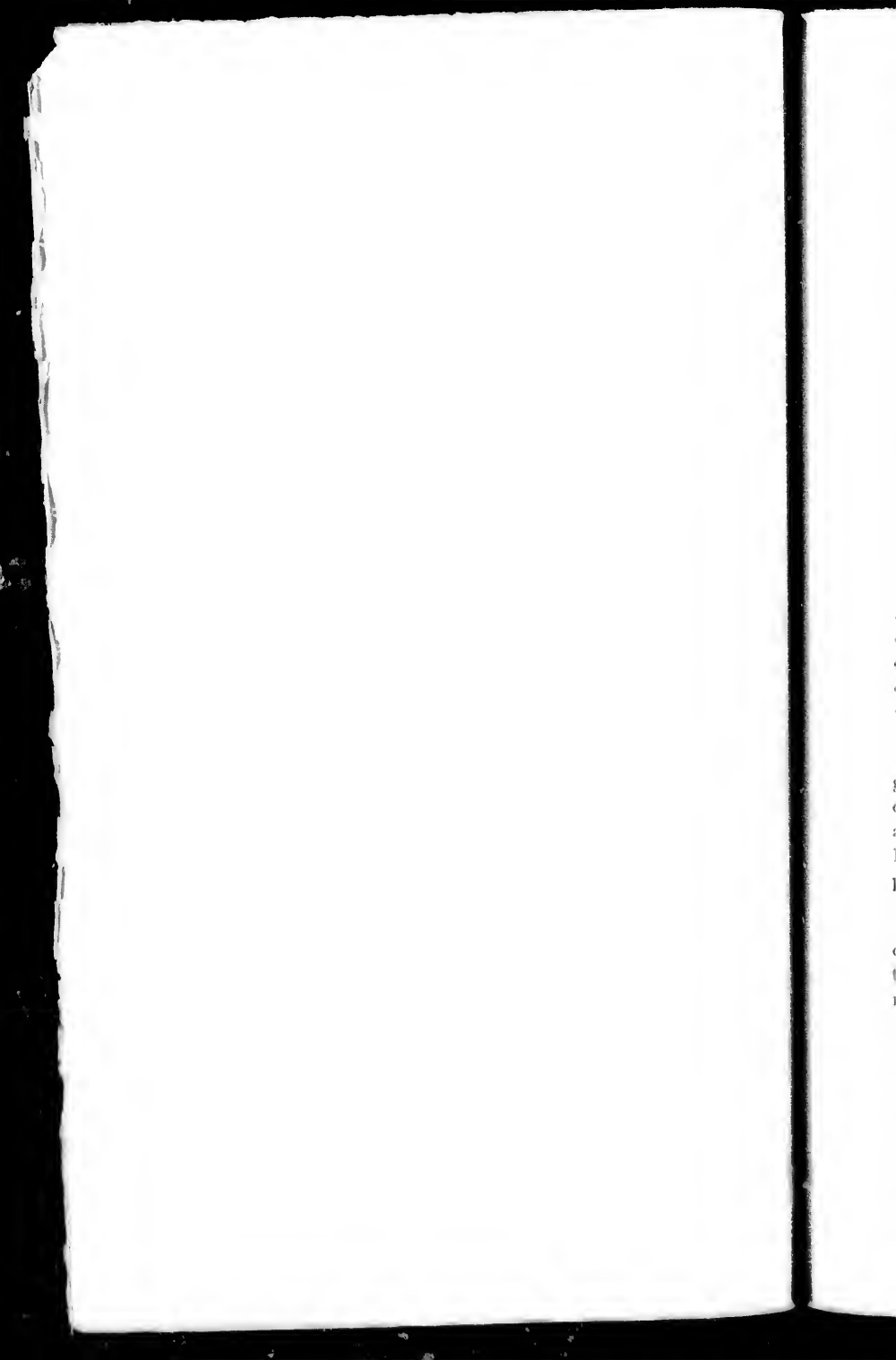




The Heavenly Twins.



Sitting for a Picture



quite as interesting as the ride by the Canadian Pacific Railway from Robson to Rossland. "Kettle Falls," *en route*, are the finest that the party had seen during the entire progress of the trip. A short stop at Northport for dinner, and the train hustled along in American territory for Spokane.

Reception committees boarded the special cars during the progress of the journey, with badges and hearty invitations of welcome to the City of Spokane. This was reached at 7 p.m., and the party was received in royal style by the citizens. During the evening, a number of the excursionists attended church, and were greatly interested in observing the free Western style of conducting church services, as compared with the more dignified Canadian methods.

There was considerable difficulty in getting comfortably housed in Spokane, due, possibly, to the fact that the hotel accommodations of the city have not kept pace with its general progress and prosperity.

The fraternal society of "Eagles" entertained the gentlemen of the party in the evening, and gave them a royal reception to the city.

Monday, June 26th, 1899.

An elaborate programme had been prepared by the good people of Spokane for the excursionists. This was interfered with somewhat in the morning by rain, and a ride in the electric cars was substituted for a carriage drive in consequence.

One of the most interesting things in the visit to Spokane took place shortly after eleven o'clock, when the Canadian excursionists marched to the City Hall, to pay a tribute of respect to Ensign Robert Monaghan, who died while fighting alongside English marines at Samoa. President Scott placed the Canadian flag beside the Stars and Stripes, as a token of Canadian esteem and sorrow for the brave Spokane ensign.

At 2 p.m., a reception was given the excursionists at the "Hotel Spokane."

July 17th, 1899.

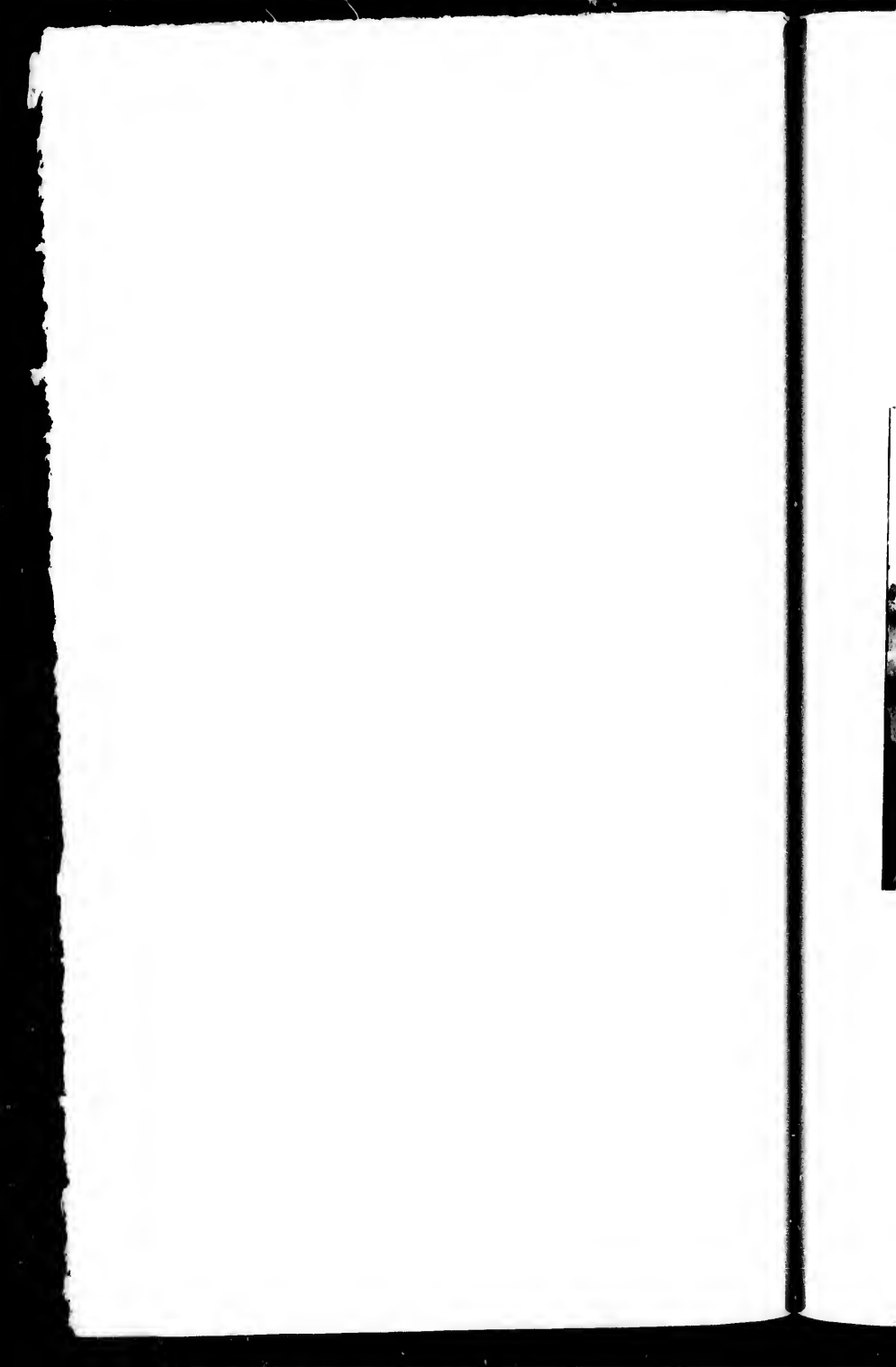
John Ogden, Esq., Spokane, Wash.
W. Steffen, Esq., Manager Madison Park Pavilion, Seattle,
Wash.
Manager The Auditorium, Spokane, Wash.

Dear Sirs,—

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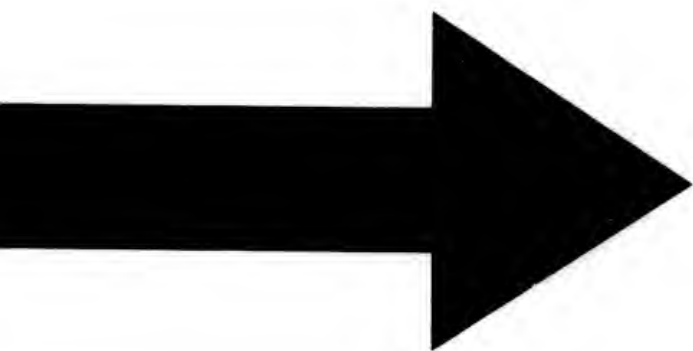
G. H. Saults, Secretary W. C. P. A."

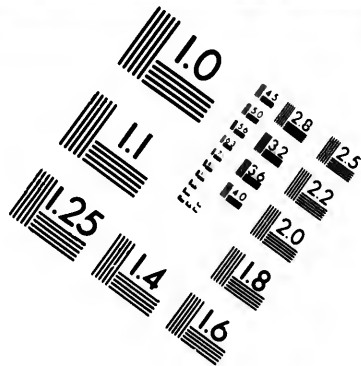
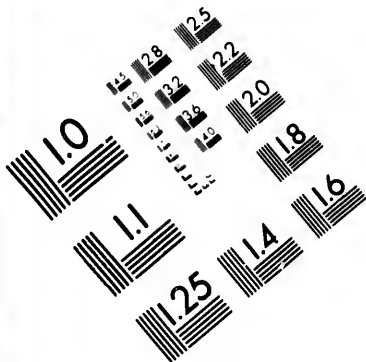




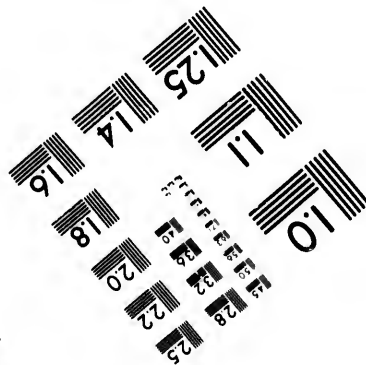
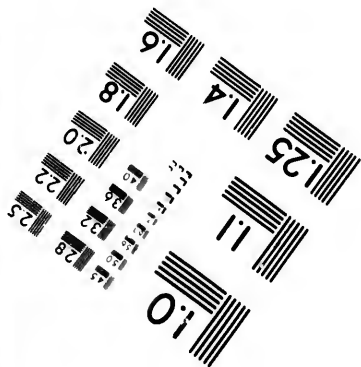
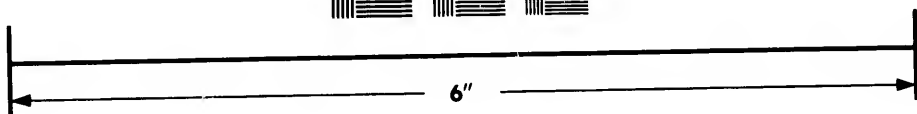
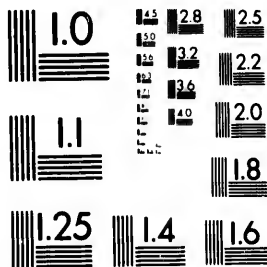
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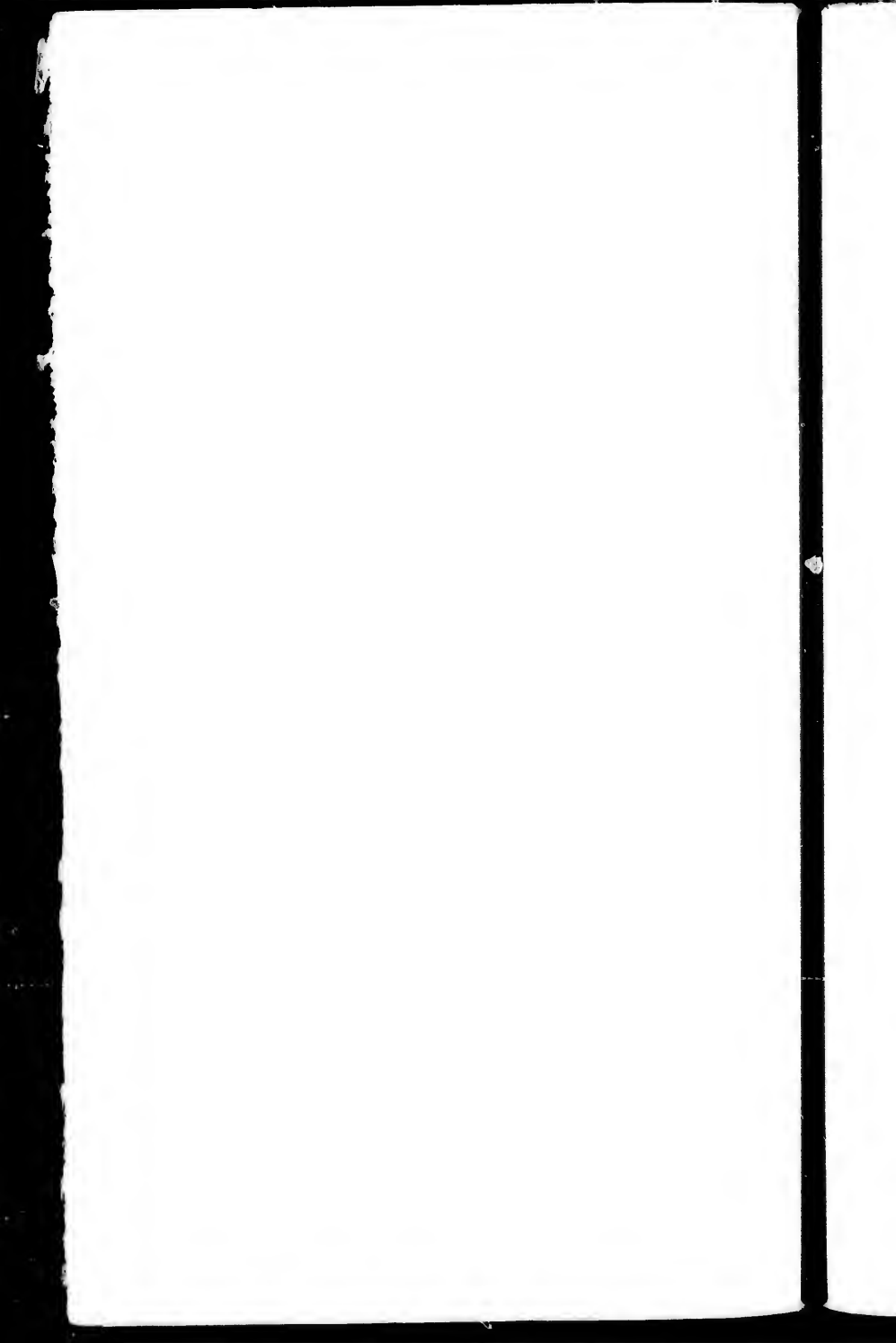


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Formal addresses of welcome were delivered by the Mayor of the City and others, which were responded to by the President of the Association and Mr. John Nichols, of Grenfell. Following the reception, the excursionists were conducted to the banquet room and treated to a magnificent entertainment. Various toasts were proposed and responded to by prominent citizens of Spokane and members of the party. Carriages were in waiting, and after the conclusion of the banquet, the excursionists were driven through the residential portion of the City.

In the evening, nearly all the visitors attended the "Bittner" performance at the Auditorium.



Tuesday, June 27th, 1899.

At 8.30 a.m., the excursionists parted with their hospitable Spokane friends, and, by way of the "Spokane Falls and Northern" Railroad, headed again for Canadian Territory.

Dinner was taken at Northport, and at five o'clock in the evening, Nelson was reached. The programme proposed had

only appropriated three hours for Nelson, and there was little time, therefore, for anything more than a good meal. This was hospitably provided by the town, at the hotels "Phair" and "Hume."

Nelson is beautifully situated, and is one of the thriving towns of British Columbia. It is one of her older towns, and in its substantial buildings bears evidence of prosperity. The "Hall" smelter is located here, and there is a good deal of mining property tributary.

At eight o'clock, the excursionists boarded the C.P.R. steamer "Kokanee," for Kaslo. The sail on the Kootenay Lake was delightful, and was perhaps as much enjoyed as any three hours of the entire trip. An impromptu concert was inaugurated, and songs and speeches, with presentations to

July 17th, 1899.

The Hudson's Bay Co., Winnipeg.

Jolly & Cole, Spokane, Wash.

J. J. Hartnedy, Inspector Dining Car Service, C.P.R., Winnipeg.

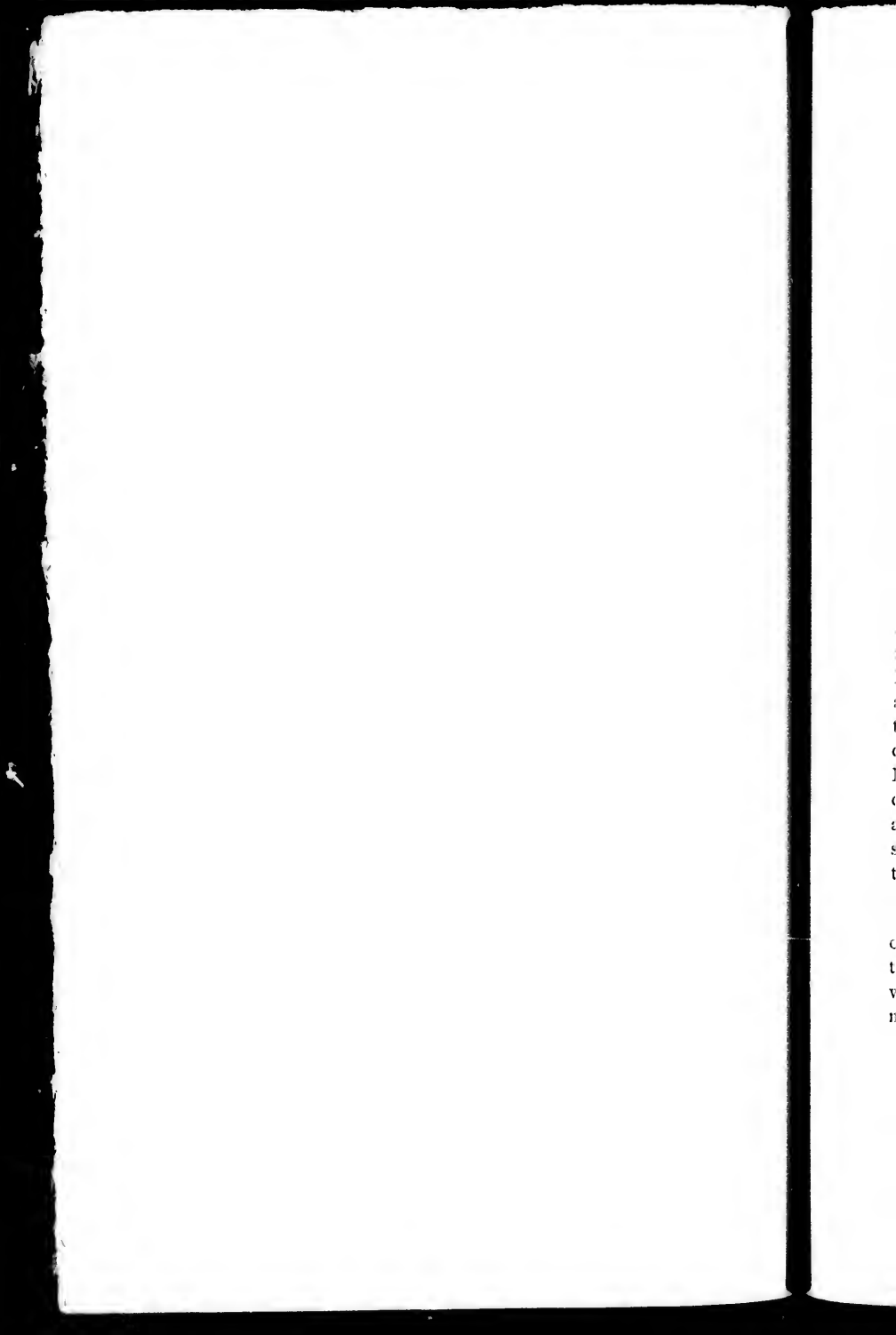
Secretary Fraternal Order of Eagles, Spokane, Wash.

Dear Sirs,—

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"That the officers and members of the Western Canada Press Association tender a hearty vote of thanks for courtesies so generously extended to the Association during its recent excursion.

G. H. Saults, Secretary W. C. P. A."



Messrs. Crome and Clay, made up a delightful entertainment.

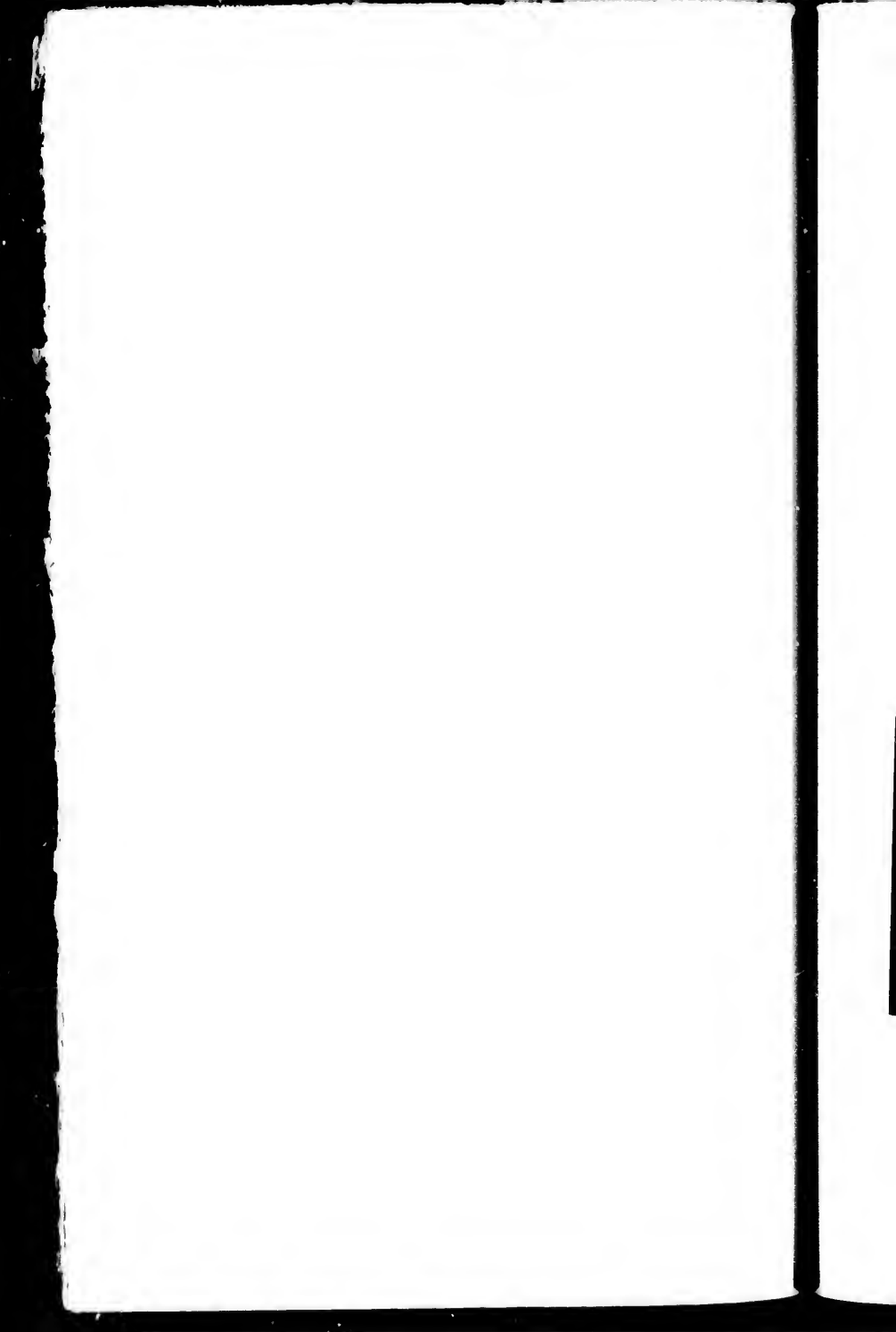
Kaslo was reached about 11 o'clock, and most of the excursionists were accommodated at hotels in the town, while a few remained on board the "Kokanee" till morning.



Wednesday, June 28th, 1899.

The excursionists boarded the "Kaslo and Slocan" Railroad train at 8.30 in the morning, for Sandon. The "Kaslo and Slocan" is a narrow gauge railway, and has no connection with the C.P.R. system in the Kootenay country. The ride to Sandon is about thirty miles, and there is no railway travelling in the Rockies or the Kootenay country which will equal this ride from Kaslo to Sandon for wildness of scenery and difficult engineering. The track winds around the mountain side, and in one place seems to be suspended over a canyon over a thousand feet deep.

Sandon was reached about eleven o'clock, and the citizens of that town, with the brass band at their head, met the party with a hearty welcome. There is not very much to see at Sandon, but what there is is

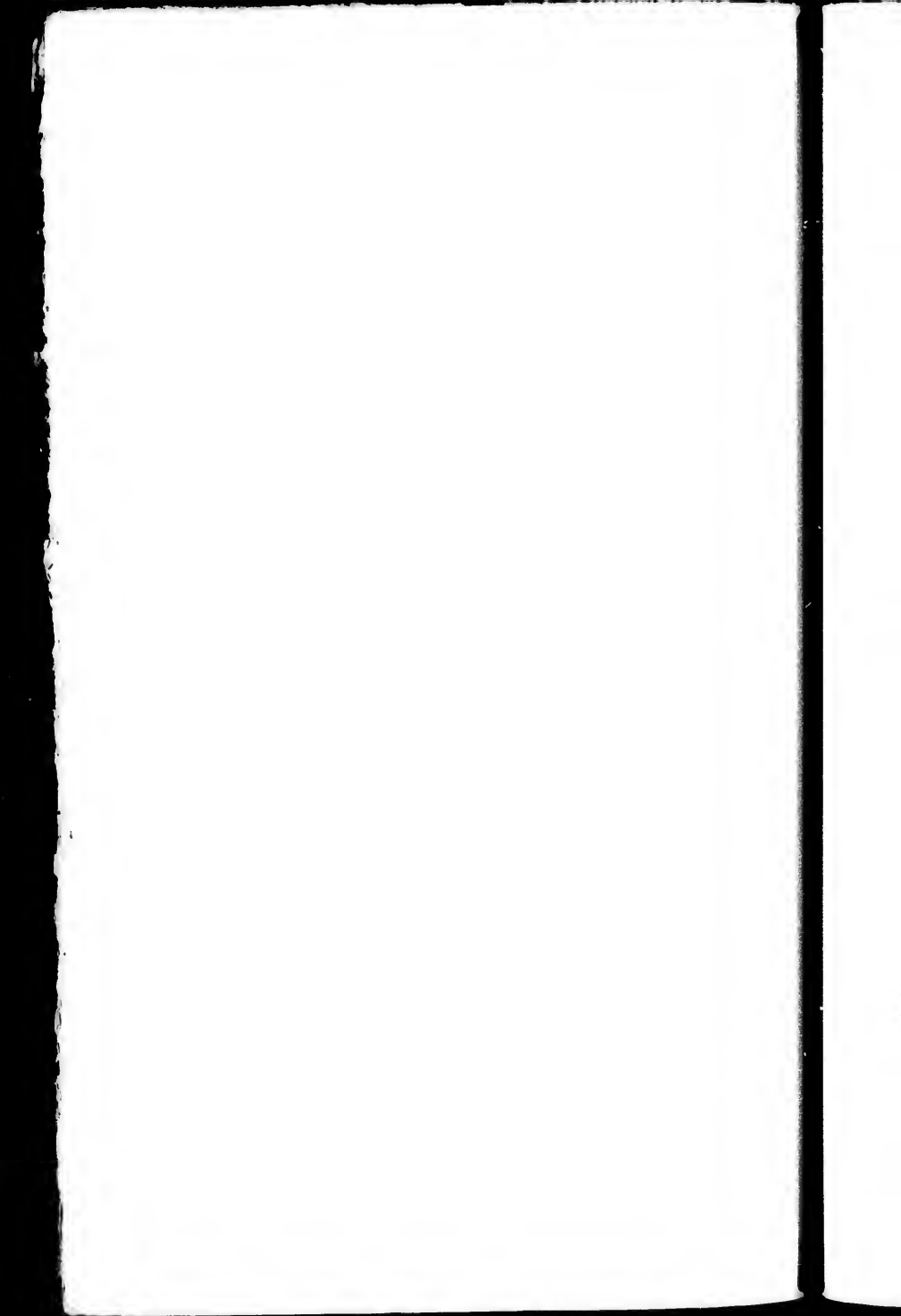




The only Street in Sandon.



A Pack Train at Sandon.



unique, and the only thing of its kind in the world. There is no other Sandon.

A handsome lunch was served at the "Hotel Reco," after which the party proceeded to the Town Hall, and were formally welcomed by the Mayor and Editor Cliff.

At three o'clock, the train was taken again for Kaslo, which city was reached about five o'clock.

Perhaps the most delightful of all the entertainments accorded to the Press excursionists was enjoyed at Kaslo. A magnificent banquet was served at the "Kaslo Hotel," and the ladies of the city waited upon the guests; and it goes without saying, therefore, that they were delightfully served. The time fixed for leaving Kaslo

Benjamin Gordon, Victoria, B.C.
Ramsay & Co., Brandon, Man.
Toronto Type Foundry, Vancouver Branch.
John Erzinger, Esq., Winnipeg.

July 17th, 1899.

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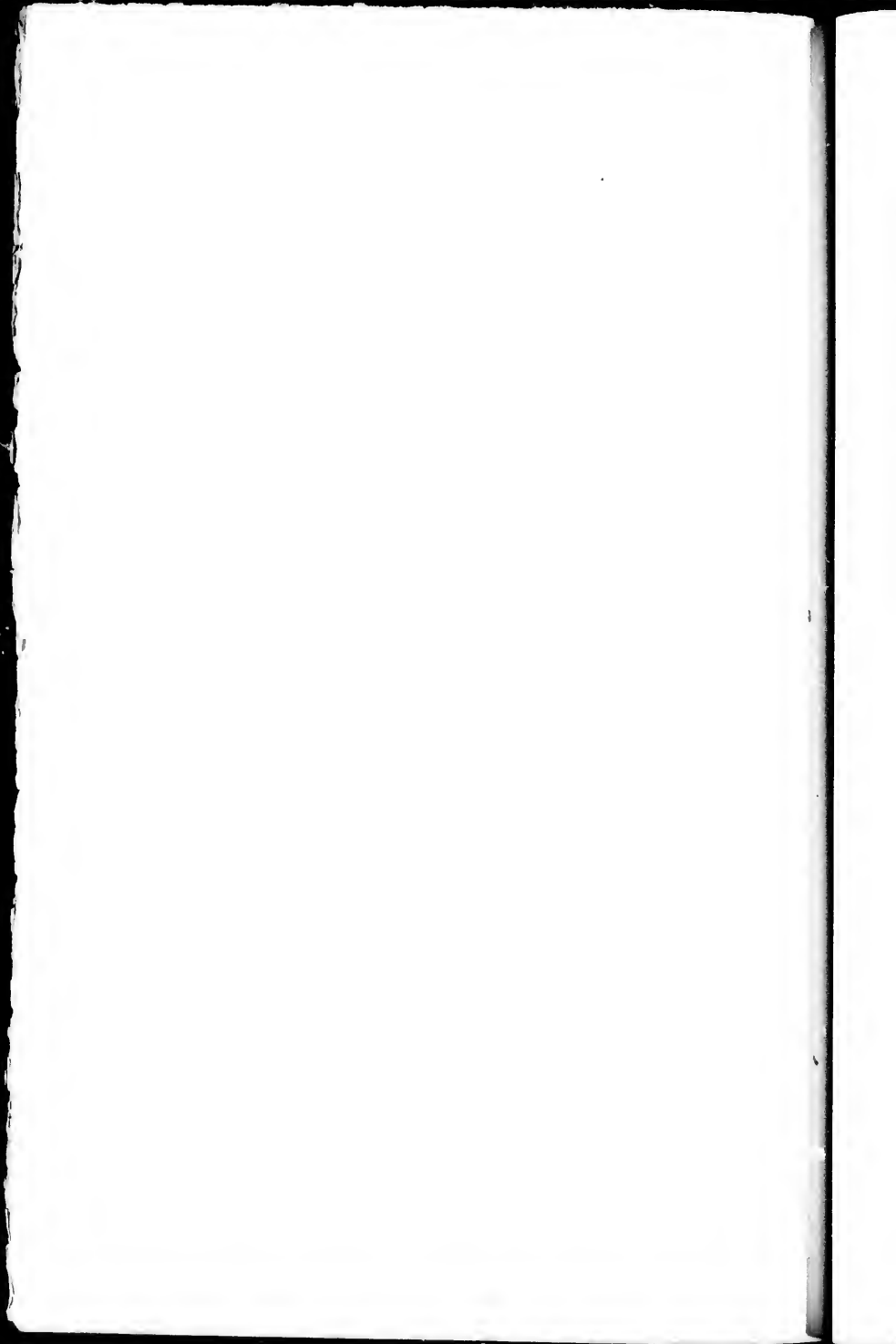
was eight o'clock, and there was little opportunity, therefore, for the speeches which, no doubt, would otherwise have graced the occasion.

At 8.30 p.m., the excursionists were on board the steamer, bound for Kootenay Landing.

Thursday, June 29th, 1899.

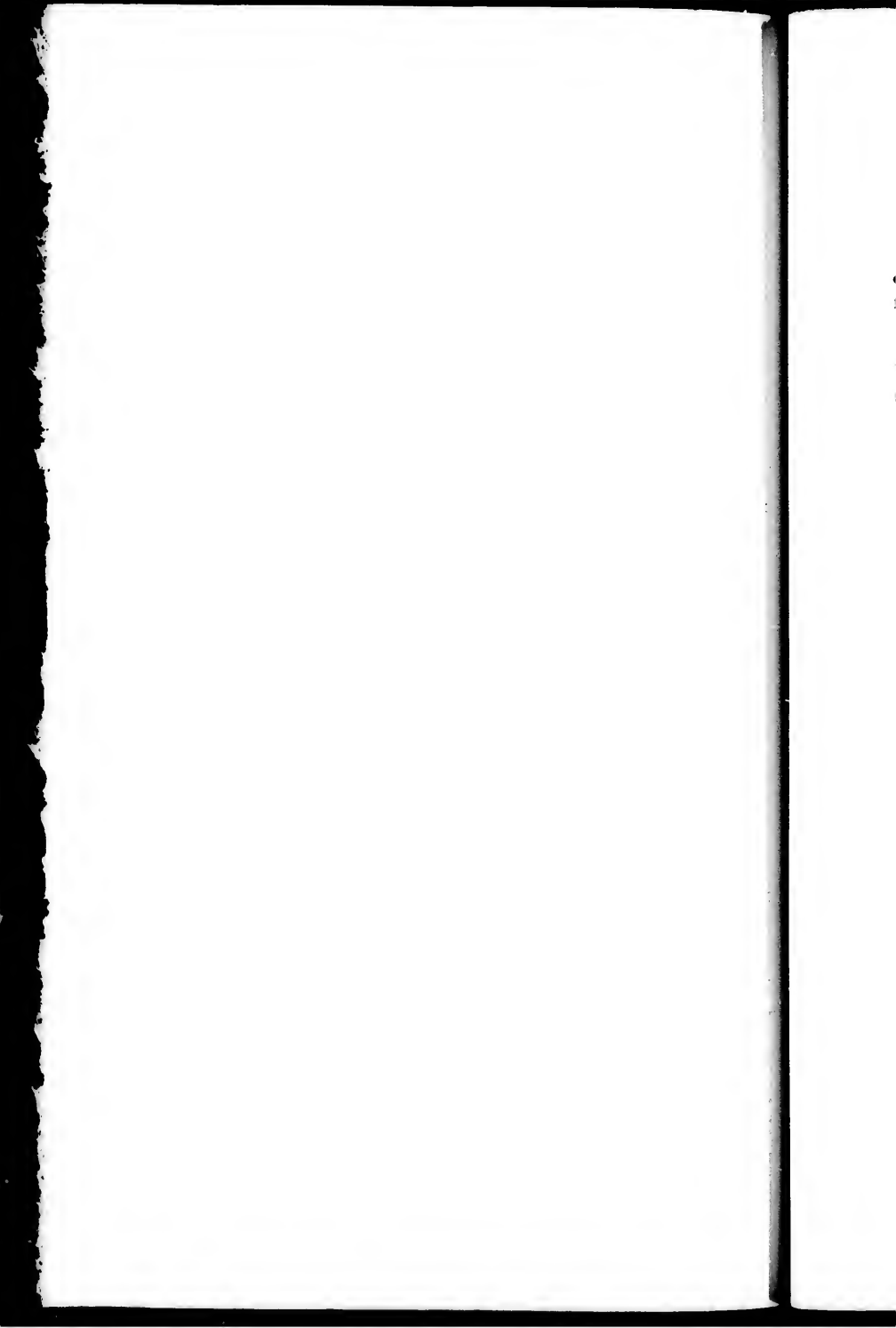
The main body of excursionists from Kaslo, and the contingent which had stopped over at Nelson, were all on board the cars "Calgary" and "Kamloops" again, at Kootenay Landing about four o'clock, and the "Imperial Limited," by the Crow's Nest Pass road, pulled out at 5.30 a.m., on the home stretch. Through the kindness of the C.P.R. officials, a special diner had been put on, and the excursionists felt once more fully at home in their special cars, under the care of the C.P.R.

The ride over the Crow's Nest Pass Railway was new to most of the party. The scenery over this line of road is quite different from the scenery on the main line through the Rockies. The distance is perceptibly shorter, too, to the ranching country, and by afternoon the eyes of the





The last meeting of the Committee.



excursionists were once more resting upon familiar prairie scenes.

The "Limited" landed the party at Medicine Hat about midnight, where their special cars were attached to the regular train on the main line of the C.P.R.



Friday, June 30th, 1899.

This was a day of partings. At various points along the route, as the excursionists reached their homes, hearty "good-byes" were given; and by the time Winnipeg was reached, the "Calgary" and "Kamloops" had quite a deserted appearance.

Promptly on time, the "Imperial Limited" reached the City, and the first Annual Excursion of the Western Canada Press Association was ended.

July 17th, 1899.

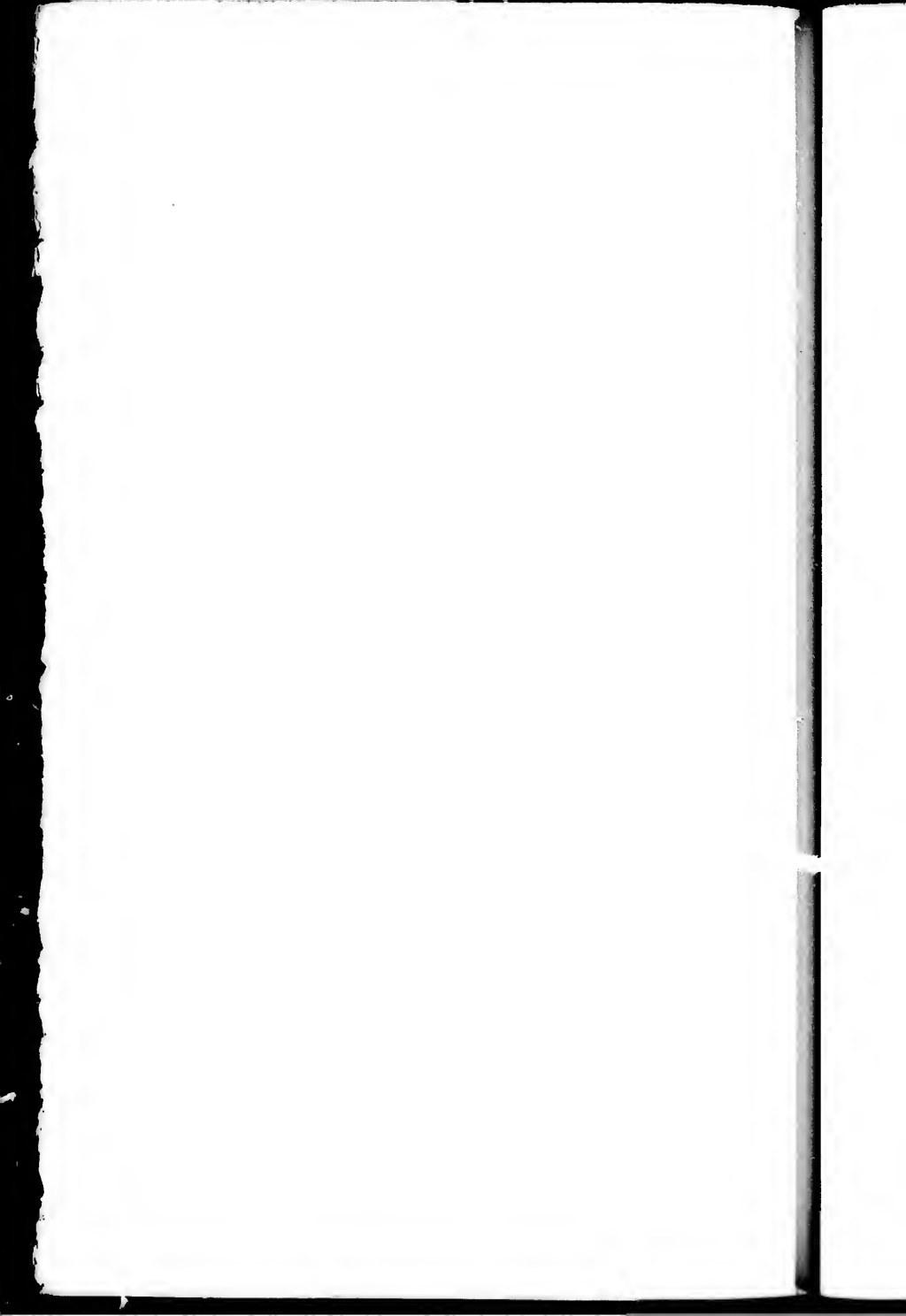
Calgary Brewing Co., Calgary, N.W.T.
James Neumeyer, Esq., Brandon, Man.
Cleverly & Ferguson, Brandon, Man.

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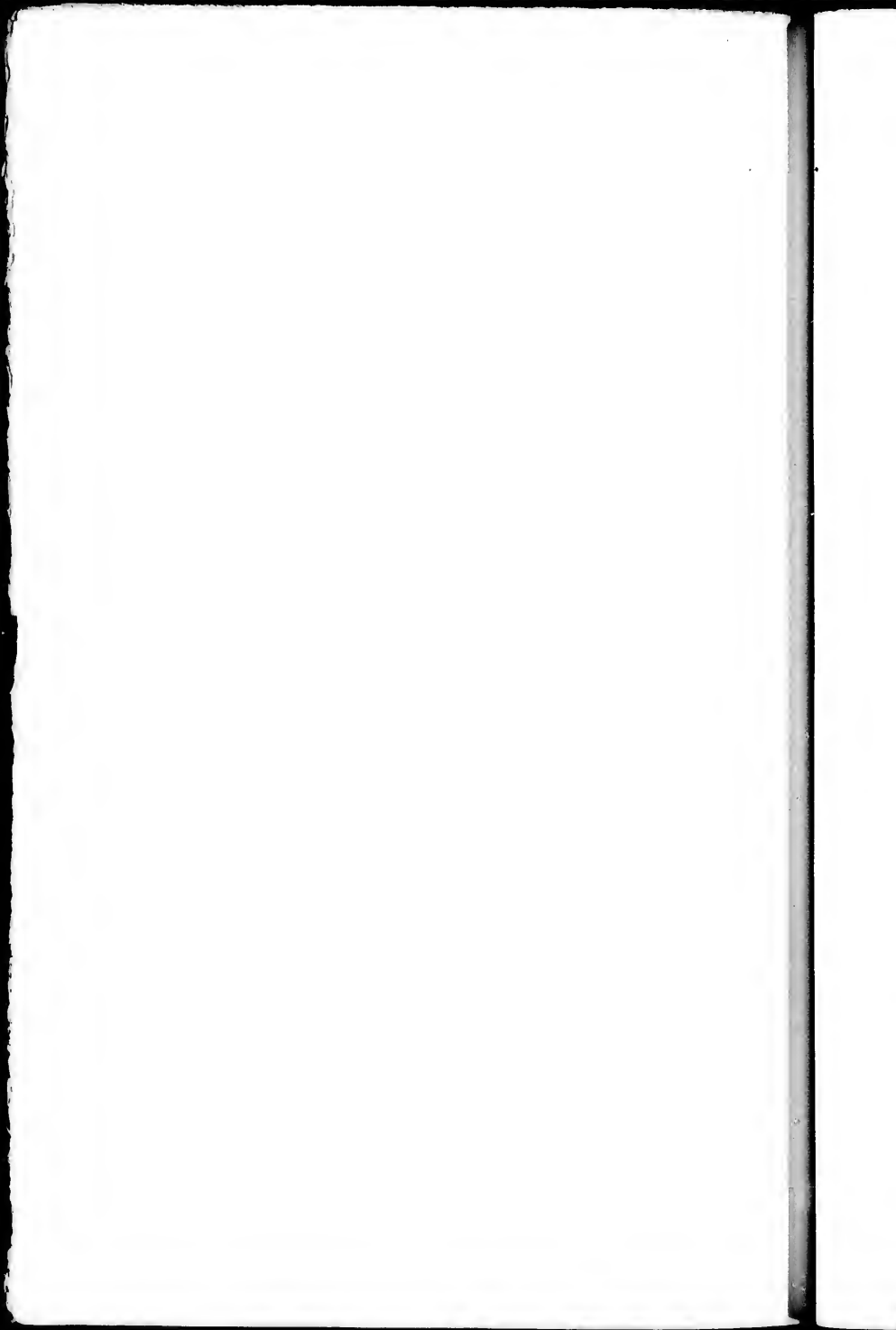
G. H. Saults, Secretary W. C. P. A."



It was a noticeable circumstance that during the entire progress of the trip, there was not an accident of any character to any of the party. The entire programme was carried out, all the points on the original itinerary having been visited, and connections by boat and rail were made substantially as planned, and arrangements for receptions and entertainments were, without an exception, an entire success.

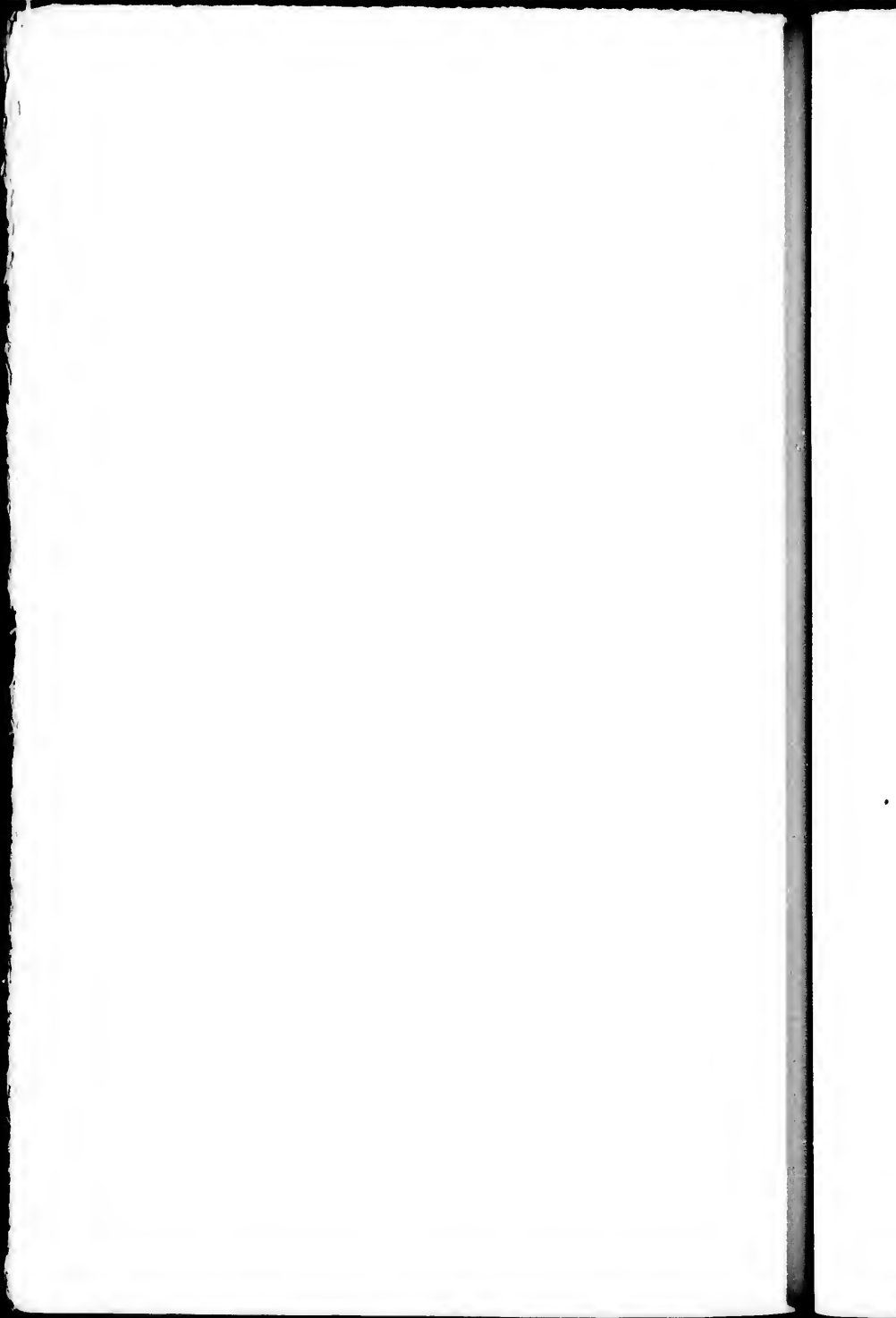
There was not a member of the party who did not heartily subscribe to the resolutions of the Association set out herein, expressing their obligations to the various railways, steamship lines, telegraph companies, civic authorities, press clubs and others, who contributed so much to the enjoyment of this delightful excursion.

It was in every way a grand success, and the Western Canadian editors who participated have broader views of their own country, and the country to the South, than they had before; and they have likewise different opinions of their neighbors and competitors at home; and have developed and cemented friendships that will be lifelong in duration, and that will contribute much in pleasure to future editorial existence.



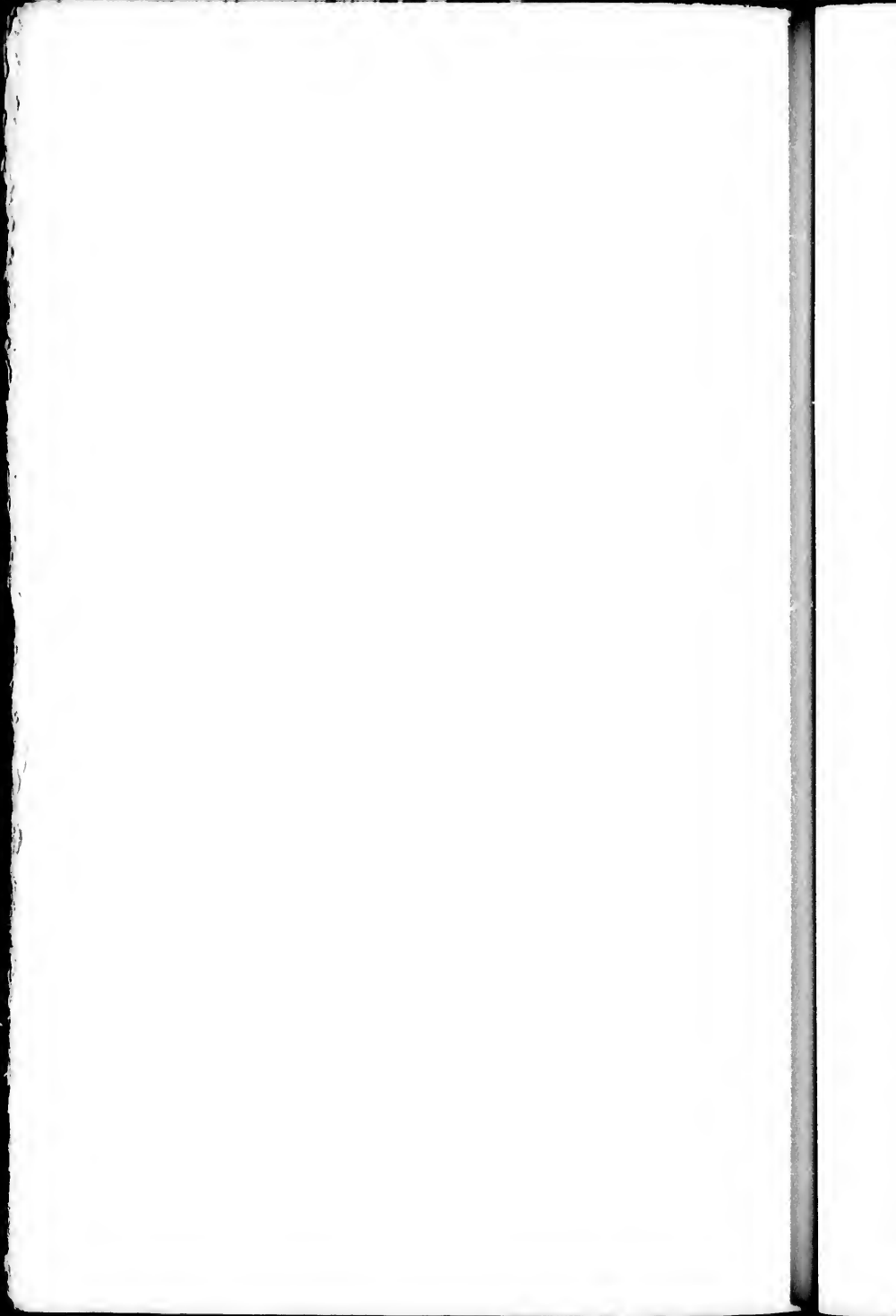
ITINERARY.

	Arrive		Leave		
Winnipeg			13.00	13th	Tuesday
Regina	5.30	14th	5.30	14th	Wednesday
Banff	5.30	15th	5.30	16th	Friday
Mission Junction	10.45	17th	11.00	17th	Saturday
Seattle	16.20	17th	15.00	18th	Sunday
Tacoma	17.00	18th	23.00	18th	Sunday
Portland	7.30	19th	23.00	19th	Monday
Port Townsend	14.00	20th	16.00	20th	Tuesday
Seattle	20.00	20th	8.00	21st	Wednesday
Victoria	16.00	21st	9.00	22nd	Thursday
Vancouver	15.00	22nd	14.00	23rd	Friday
Arrowhead	5.30	21th	6.00	21th	Saturday
Rossland	19.30	21th	11.55	25th	Sunday
Spokane	18.30	25th	8.30	27th	Tuesday
Nelson	17.50	27th	20.00	27th	Tuesday
Kaslo	23.00	27th	8.30	28th	Wednesday
Sandon	11.00	28th	15.00	28th	Wednesday
Kaslo	18.00	28th	20.00	28th	Wednesday
Kootenay Land'g	21.00	28th	4.00	29th	Thursday
Medicine Hat	24.00	29th	1.00	30th	Friday
Winnipeg	21.20	30th			

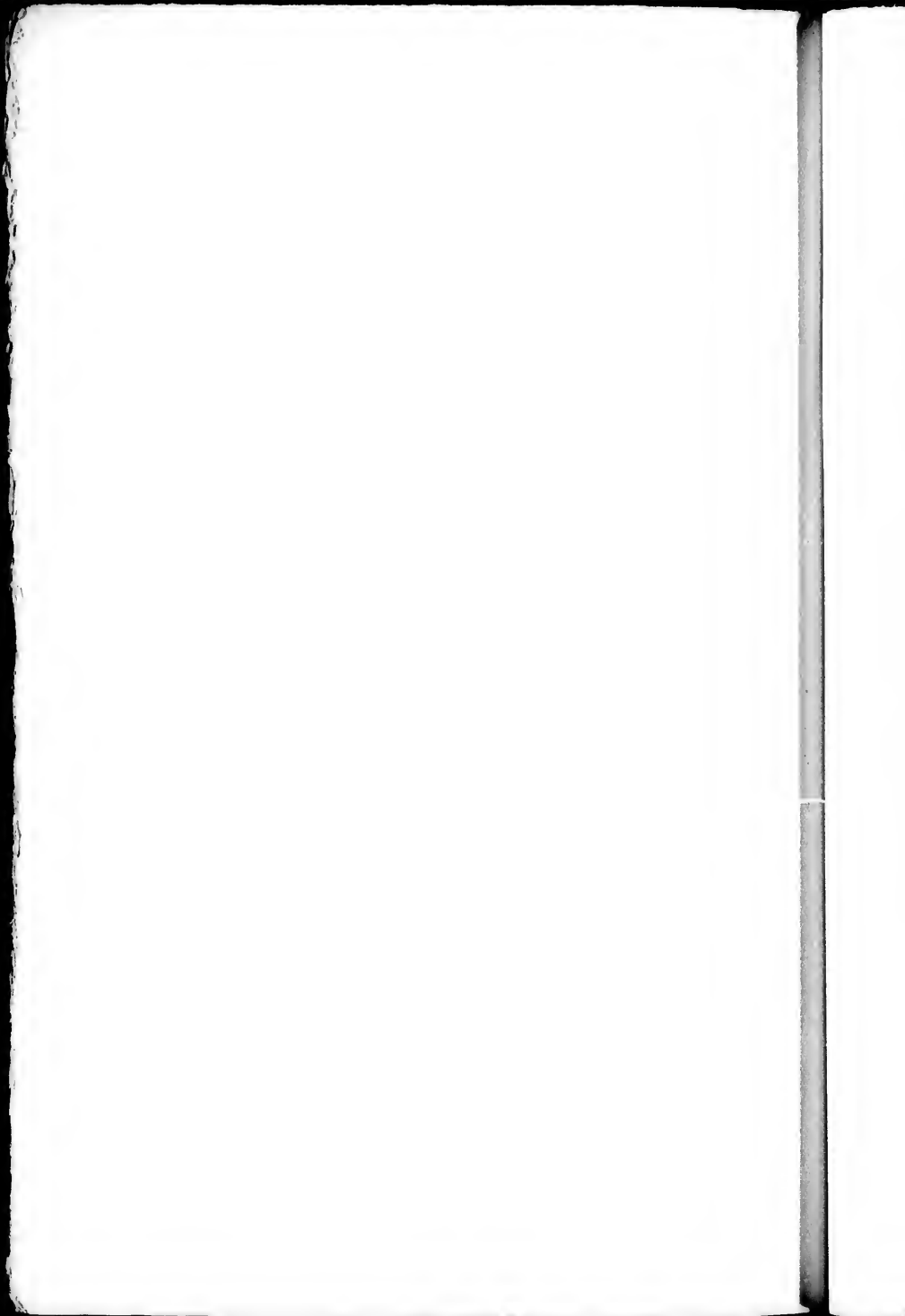


LIST OF EXCURSIONISTS.

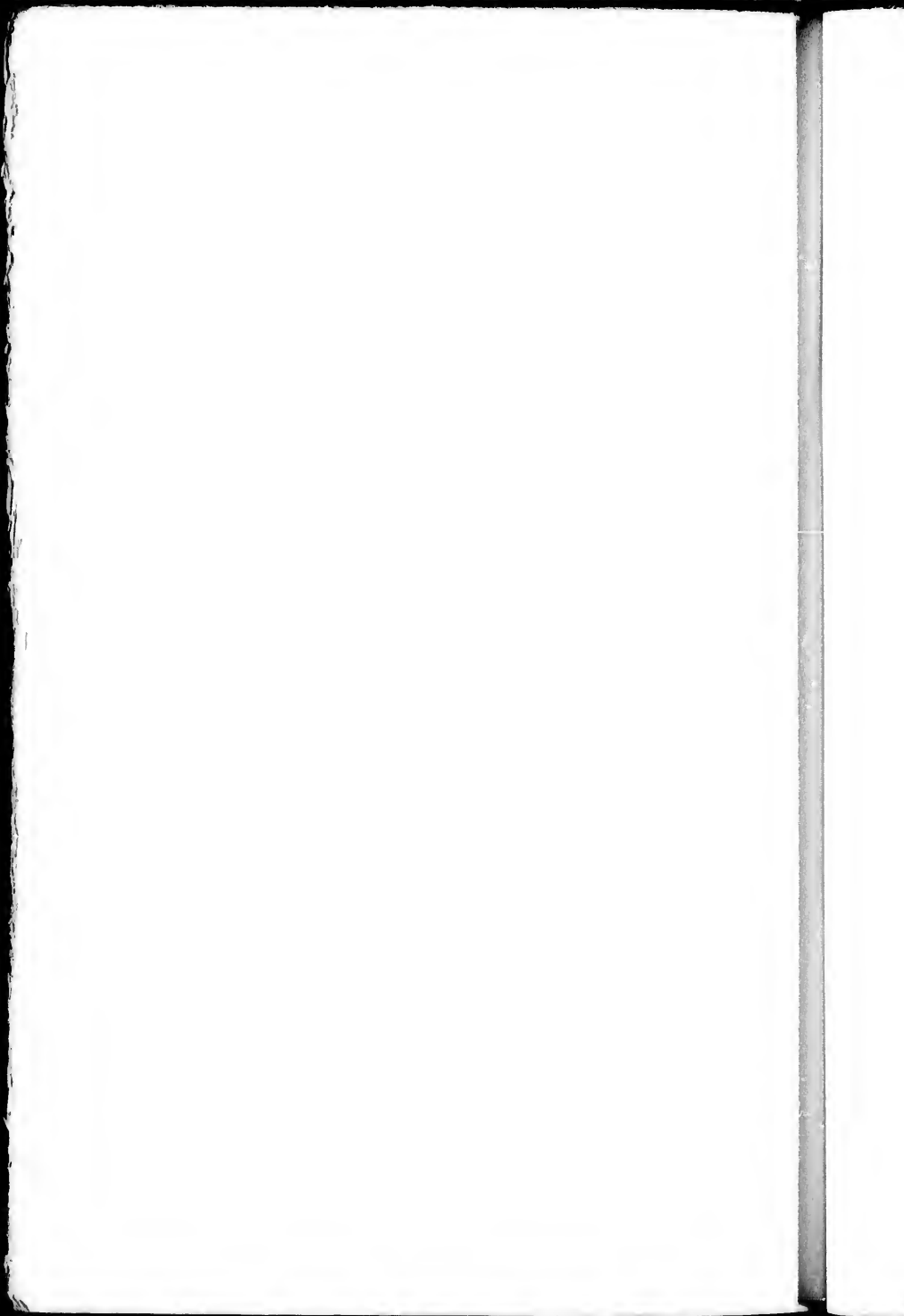
	Herald.	Port Arthur, Ont.
Allen, F. B.	Civic Representatives.	
Andrews, Mrs. A. J.		Winnipeg, Man.
Andrews, Miss Jean,		Winnipeg, Man.
	Journal.	
Ballantyne, W.		Emerson, Man.
	Ft. William Journal.	
Bell, T. A.		Winnipeg, Man.
Bell, Mrs. T. A.		Winnipeg, Man.
Bell, Miss H. W.		Winnipeg, Man.
Bell, W. B.		Winnipeg, Man.
	Miner.	
Bowman, F. J.		Rat Portage, Ont.
Bowman, Mrs. F. J.		Rat Portage, Ont.
	Standard.	
Blythe, G. W.		Napinka, Man.
Blythe, Mrs. G. W.		Napinka, Man.
	Civic Representative.	
Brown, C. J.		Winnipeg, Man.
	Express.	
Charleson, Miss		Carberry, Man.
	Reporter.	
Clay, H. C.		Rapid City, Man.
Clay, Mrs. H. C.		Rapid City, Man.
Clay, Master Rush		Rapid City, Man.
	Tribune.	
Canuon, D.		Minnedosa, Man.
Cannon, Mrs. D.		Minnedosa, Man.
	News.	
Chapman, E. A.		Rat Portage, Ont.
Chapman, Mrs. E. A.		Rat Portage, Ont.
Chapman, Miss Kate		Rat Portage, Ont.
	L'Echo.	
Chevrier, E.		Winnipeg, Man.
	Silent Echo.	
Cook, J. R.		Winnipeg, Man.
	Mirror.	
Crome, J. C.		Winnipeg, Man.
Crome, Mrs. J. C.		Winnipeg, Man.

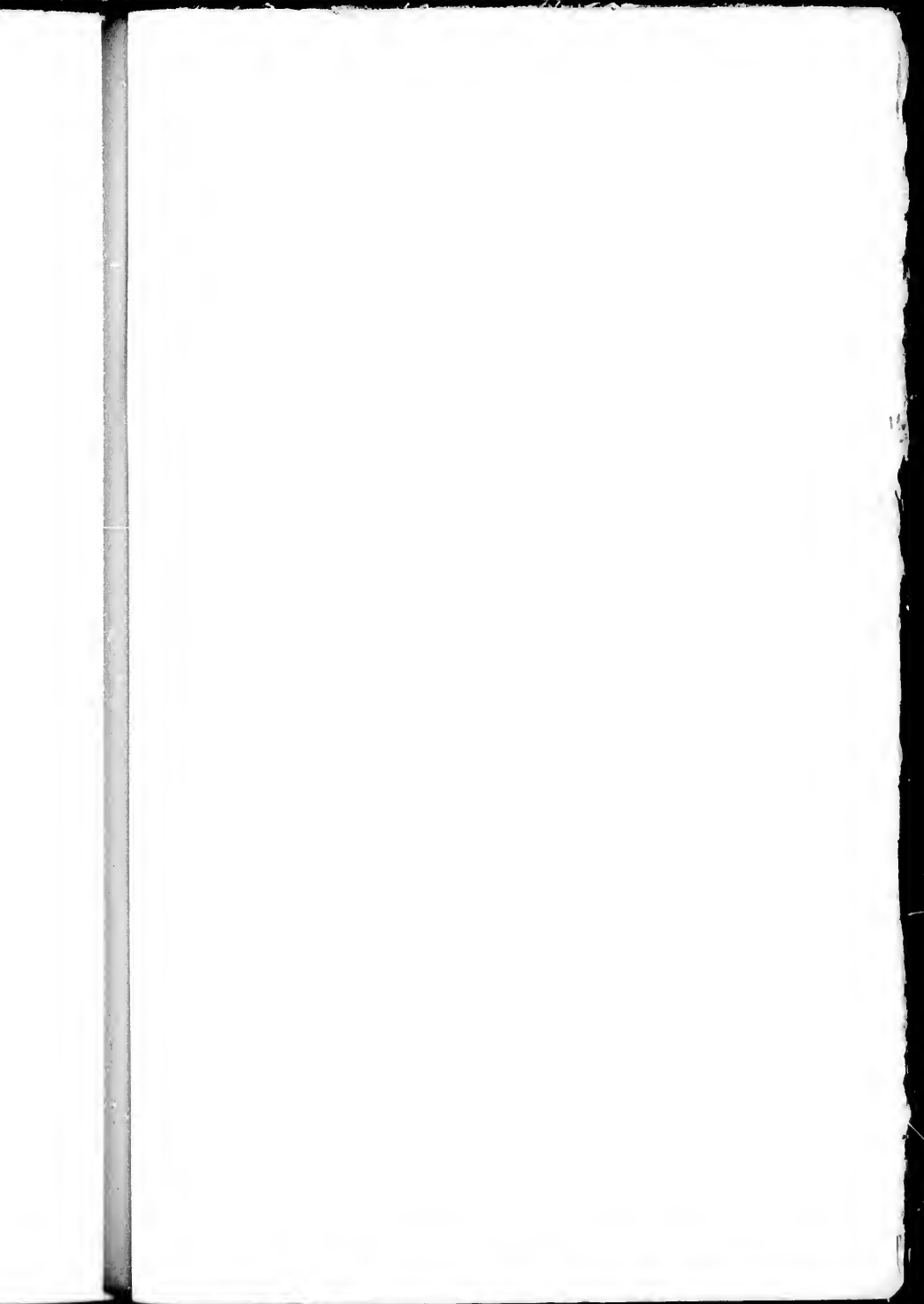


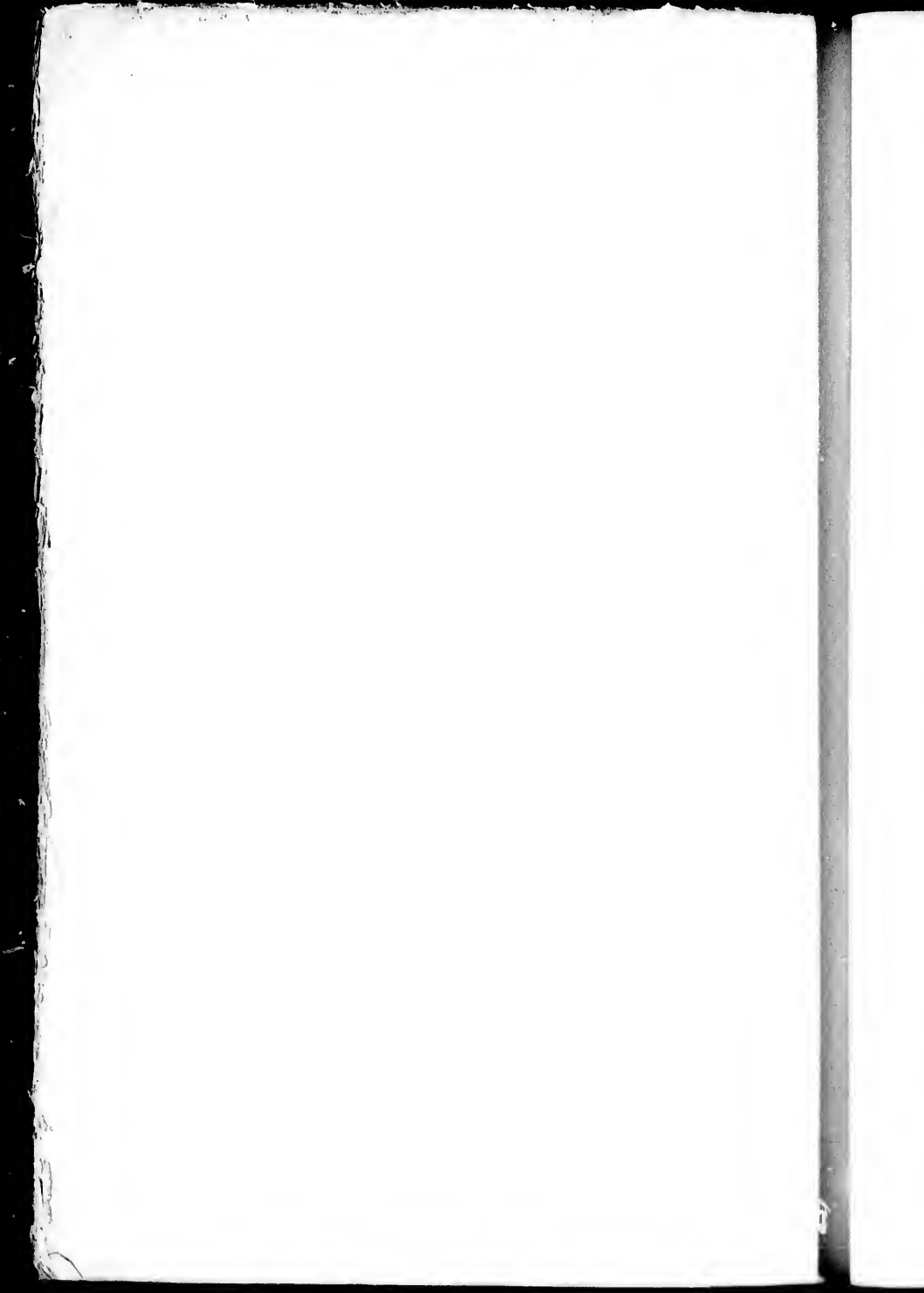
	News,	
Forster, J. G.		Medicine Hat, N.W.T.
Forster, Mrs. J. C.		Medicine Hat, N.W.T.
	Enterprise.	
Graham, J. B.		Melita, Man.
Graham, Mrs J. B.		Melita, Man.
	Spectator.	
Hunt, W. H.		Moosomin, N.W.T.
Hunt, Mrs. W. H.		Moosomin, N.W.T.
Hunt, Master Ernest		Moosomin, N.W.T.
	Express.	
Huckell, Thomas		Carberry, Man.
	Eye Witness.	
Haines, Miss A. M.		Birtle, Man.
	Standard.	
Harper, Wm.		Carman, Man.
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Horne, D. M.		Winnipeg, Man.
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Jameson, J. W.		Carman, Man.
Jameson, Miss Lottie		Carman, Man.
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Kennedy, F. W. B.		Winnipeg, Man.
	Free Press.	
Magurn, A. J.		Winnipeg, Man.
McBean, Miss A.		Winnipeg, Man.
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McInnis, J. K.		Regina, N.W.T.
McInnis, Mrs. J. K.		Regina, N.W.T.
McInnis, Miss Minnie		Regina, N.W.T.
McInnis, Thomas A.		Regina, N.W.T.
	Tribune.	
McIntyre, D. L.		Winnipeg, Man.
McIntyre, J. B.		Winnipeg, Man.
	Graphic.	
McPherson, J.		Portage la Prairie, Man.
	Western Prairie.	
Murdoch, W.		Cypress River, Man.
	Times.	
Miller, Thos.		Moosojaw, N.W.T.
Miller, Mrs. Thos.		Moosojaw, N.W.T.
	Sun.	
Nicholl, John		Grenfell, N.W.T.
Nicholl, Mrs. John		Grenfell, N.W.T.
	Telegram.	
Osborne, Mrs. W. F.		Winnipeg, Man.



	Times.	
Paterson, Geo.		Deloraine, Man.
Paterson, Mrs. Geo.		Deloraine, Man.
Paterson, Lamonte		Deloraine, Man.
	Queen's Printer.	
Philip, D.		Winnipeg, Man.
	Mirror.	
Redding, Miss A.		Winnipeg, Man.
	North West Baptist.	
Reekie, Miss M. I.		Winnipeg, Man.
	Sun.	
Rourke, F. B.		Manitou, Man.
	News.	
Riddington, John		Carberry, Man.
Riddington, Mrs. John		Carberry, Man.
	Leader.	
Scott, Walter		Regina, N.W.T.
Scott, Mrs. Walter		Regina, N.W.T.
	Advocate.	
Stewart, Andrew		Prince Albert, N.W.T.
	Official Stenographer.	
Smart, Miss A.		Winnipeg, Man.
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Spedding, Mrs. R. H.		Crystal City, Man.
	Nor'-West Farmer.	
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Stovel, Mrs. John		Winnipeg, Man.
Stovel, Master J. McC.		Winnipeg, Man.
Stovel, Master E. C.		Winnipeg, Man.
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Saults, Geo. H.		Winnipeg, Man.
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Taylor, T. W.		Winnipeg, Man.
Taylor, Mrs. T. W.		Winnipeg, Man.
	Sun.	
Thompson, Mrs. Lizzie		Brandon, Man.
Thompson, Miss Mona		Brandon, Man.
	Advertiser.	
Traynor, Daniel		Deloraine, Man.
	Times.	
Walker, Irvine		Brandon, Man.
	Gazette.	
Wood, Mrs. C. E. D.		McLeod, N.W.T.
Ives, Miss Nellie		McLeod, N.W.T.
	Herald.	
Young, J. J.		Calgary, N.W.T.
Young, Mrs. J. J.		Calgary, N.W.T.







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