

Union Meeting
OF
Canadian Divisions
OF THE INTERNATIONAL
Brotherhood of
Locomotive Engineers

WINNIPEG

July 27th
July 28th

1926

July 29th
July 30th

*Check Mrs. Helen Henderson,
Pres 1926*

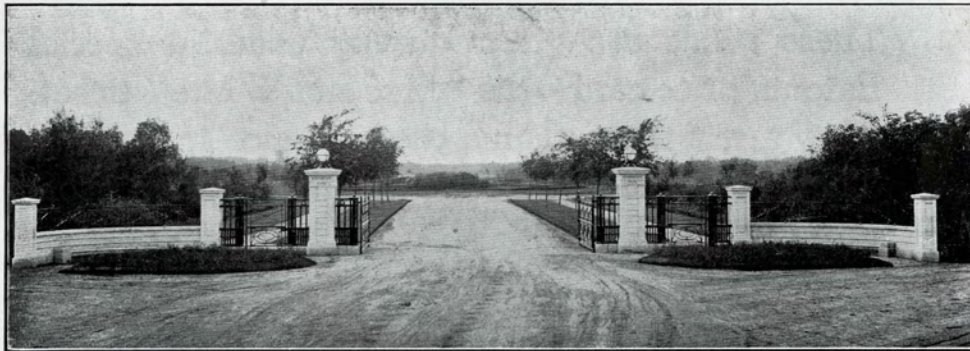
Souvenir Programme

OF THE

Union Meeting of Canadian Divisions

OF THE INTERNATIONAL

BROTHERHOOD *of* LOCOMOTIVE
ENGINEERS



ENTRANCE TO ASSINIBOINE PARK, WINNIPEG

WINNIPEG, MANITOBA

July 27th, 28th, 29th and 30th, 1926



THIS label has been applied to many lines of fine and selected merchandise, by the Eaton Store, as offering exceptional buying—particularly attractive values in especially dependable and desirable goods.

These goods are given display under a special Eaton price card—the “Blue and White” ticket. They merit more than a casual glance in passing. They are values that we maintain, in season, throughout the year.

We ask you to consider these Eaton values in your shopping, confident that they will prove the means of spending money to greatest advantage in both price and quality.

THE T. EATON CO. LIMITED
WINNIPEG - CANADA



HIS HONOR SIR JAMES A. M. AIKINS, K.C., M.A., LL.D.
Lieutenant-Governor of Manitoba



By W. J. HEALY, Provincial Librarian

THE first white man to set foot within the Manitoba of today was the navigator, Thomas Button. He had sailed from London in April, 1612, in the ship "Discovery." In the same little ship, in 1610, Henry Hudson, who in 1609 had discovered New York harbor and the Hudson River, entered the Bay which bears his name and hides the secret of his fate. Captain Button carried letters from King Charles I. to the Emperor of China and the Emperor of Japan, for it was hoped his voyage would take him to the Orient.

One hundred and twenty-six years later, in September, 1738, the first white man to see the Red River arrived at the site of the future site of Winnipeg. He was Pierre Gaultier de Varennes, Sieur de la Verendrye. He and his three sons and his nephew had set forth from Montreal six years before. Their hopes, too, were fixed on China and Japan. Rainbow-tinted dreams of glory and gain lured them on. They never saw the Pacific, though two sons of Pierre de la Verendrye crossed the prairies to within sight of the Rocky Mountains; but they were the discoverers of the Northwest.

In the closing decade of the seventeenth century and the first decade of the eighteenth there was bloody and desperate fighting on Hudson Bay, in the struggle between Great Britain and France for this continent. In 1782, when Great Britain and France were at war again, a French expedition of three ships, under command of Admiral de la Prouse, whose flagship, *Le Sceptre*, carried 72 guns, crossed the Atlantic and entered the Bay and took Fort Prince of Wales at the mouth of the Churchill River, which was one of the most extensive fortifications in North America; thirty-eight of its guns still lie rusting in its ruins. Few Provinces or States on this continent have within their boundaries a historic relic

more notable than Manitoba has in the ruins of Fort Prince of Wales.

The territorial rights granted to the Hudson's Bay Company by Charles II. in 1670, and extinguished by purchase when Rupert's Land was annexed to the Dominion in 1870, were of an immensity not realized by the Merry Monarch when, by a few strokes of his royal quill in signing the charter creating the Company, he made Prince Rupert and his associates, whose names are set forth in that document, "the true and absolute lords and proprietors, yielding and paying yearly to us, our heirs and successors for the same, two elks and two black beavers, whensoever and so often as we, our heirs and successors shall happen to enter the said countries, regions and territories hereby granted"—fabulous areas which were unknown to the geography of that time.

In 1811 Lord Selkirk bought from the Hudson's Bay Company, in which he had become the owner of the majority of the shares, an area of 116,000 square miles of one of the most fertile regions of the continent of North America, including a large part of what is now Manitoba and parts of the present States of North Dakota and Minnesota.

The first white woman in the West came out from the Orkney Islands in 1806 in a Hudson's Bay Company's ship, disguised as a young man. Two years later she returned to Scotland. The second white woman in the West, Marie Anne Lagimoniere, arrived at Red River in the summer of 1807; she came with her husband in one of the canoes of a brigade which travelled by the fur traders' route





HON. JOHN BRACKEN, B.S.A.
Premier of Manitoba

from the St. Lawrence, a journey of two thousand miles. From 1808 until the arrival of the first women among the settlers sent out by Lord Selkirk in 1812, Marie Anne Lagimoniere was the only white woman in the West of whom there is record. She was the only white woman in all of the Canada of today that is west of Lake Huron; and at that time there was not a white woman within the area of the present States of Minnesota, South Dakota, North Dakota, Montana, Wyoming, Idaho, Washington and Oregon.

No record of the Red River era, however brief, can omit mention of the great buffalo hunt on the plains. The summer hunts began usually in June, the autumn hunt in August. In 1820 the number of Red River carts (two-wheeled and built altogether without iron), which went from the settlement for the summer hunt was 540; in 1840 the number of carts was 1,210, and the number of huntsmen, women and children in the great caravan which set forth for the summer hunt was more than 1,600. Sheriff Ross estimated that the summer hunt expedition in 1840 represented \$20,000 of capital supplied chiefly by the Hudson's Bay Company or by private trappers at Red River. More than 1,300 buffaloes were slaughtered on one day of that hunt; not less than 2,500 before the expedition returned to the settlement. No better organized, more effective and more picturesque hunting expeditions were ever carried out regularly in any land than the buffalo-hunting expeditions for

which the Red River settlement was the basis of supplies.

The existence of Manitoba as a Province began on July 15th, 1870, the day on which Rupert's Land and the old Northwest Territory not included in the Hudson's Bay Company's charter, which covered all the area draining into Hudson Bay) became part of the Dominion of Canada; the territorial rights of the Company were surrendered in exchange for a payment of £300,000 and the title to one-twentieth of the lands in the area which had been covered by the charter.

The official census in 1871 showed that the population of Manitoba then consisted of 5,757 French-speaking people of mixed blood, 4,083 English-speaking people of mixed blood, and 1,565 white people. A little more than half a century ago the only records written across the prairies of activities other than those of the changing seasons year after year, from century to century, were the buffalo trails, on the vast expanse which stretched ocean-like across the continent from the valley of the Red River to the Rocky Mountains. Not even the most visionary among the dwellers at the junction of the Red and the Assiniboine half a century ago, it is safe to say, dreamed of what the coming years held in store—wheat fields stretching to the circling skyline, the growth of diversified agriculture, the towns and cities linked by a network of railways radiating from Winnipeg and covering Western Canada.



ALDERMAN E. T. LEECH
Chairman Legislative and Reception
Committee





SIR HENRY WORTH THORNTON, K.B.E.
Chairman and President Canadian National Railways

*THE TRIBUNE extends a most hearty welcome
to the members of the*

Brotherhood of Locomotive Engineers

*on the occasion of the Winnipeg Meeting
of their Canadian Divisions*

It also invites these visitors to make The Tribune their newspaper while in Winnipeg. They will find the news complete, accurate, well presented and easy to read. Its sports pages will keep them in touch with every important event in which they are interested. They will like its strong, virile, independent editorial columns.

*May the 1926 Meeting in Winnipeg be the most successful in the History
of the Brotherhood*

"Nature's Paradise"

Lake of the Woods
Kenora, Ont.

**FISHING, SWIMMING, BOATING,
CANOEING, MOTOR BOAT TRIPS
THROUGH BEAUTIFUL SCENERY**

Why not spend an extra day or two and enjoy it at the Lake of the Woods. The Palatial Houseboat, "Lady of the Lake," offers you the opportunity. Fish in abundance.

Make your reservations at 53 Osborne St., Winnipeg
W. S. Drewry Phone F 4039

To thoroughly enjoy and appreciate your visit, don't forget that nothing will give you greater pleasure than a glass or two every day of

'PURE ELLA'
Dry Ginger Ale
The Real Belfast Type



Ask for it Anywhere



E. W. BEATTY, K.C.
President Canadian Pacific Railway Company



By W. J. HEALY, Provincial Librarian

IN 1870, when the Province of Manitoba was established, Winnipeg was a small hamlet in the centre of the Red River settlement, isolated in mid-continent, far out of the world and accessible in its remoteness only by long and arduous journeying through wild regions. The Winnipeg of that time had no bank, no lawyers, only one doctor, and only one policeman, whose name was James Mulligan—and he had nothing to do. There were nineteen buildings in the village, including a few taverns, a few general stores and some private houses. They were all log buildings. The village had grown up near Fort Garry, the headquarters of the Hudson's Bay Company, which consisted of a group of buildings in a large quadrilateral enclosure of limestone walls; it did not begin to be called Winnipeg until late in the 1860's. It was a sleepy little place, except in the spring and fall, when the plains hunters came in to get what they needed for their buffalo hunting. With their horse racing and other doings they made a good deal of disorderliness; but James Mulligan, the solitary policeman, did not interfere with them.

Farming was not pursued on any extensive scale in Red River. There was no outside market. Directly or indirectly, the whole community lived on the fur trade. The spring and fall buffalo hunts on the plains drew all the adventurous elements. A considerable proportion of the men of the settlement engaged in freighting. The settlement was dependent for its supplies upon the annual Hudson's Bay Company's ship to York Factory on "the Bay," several hundred miles to the north, and upon St. Paul, in the territory of Minnesota (which included the present States of Minnesota and North and South Dakota), more than four hundred miles away, across desolate, uninhabited plains, over which roamed

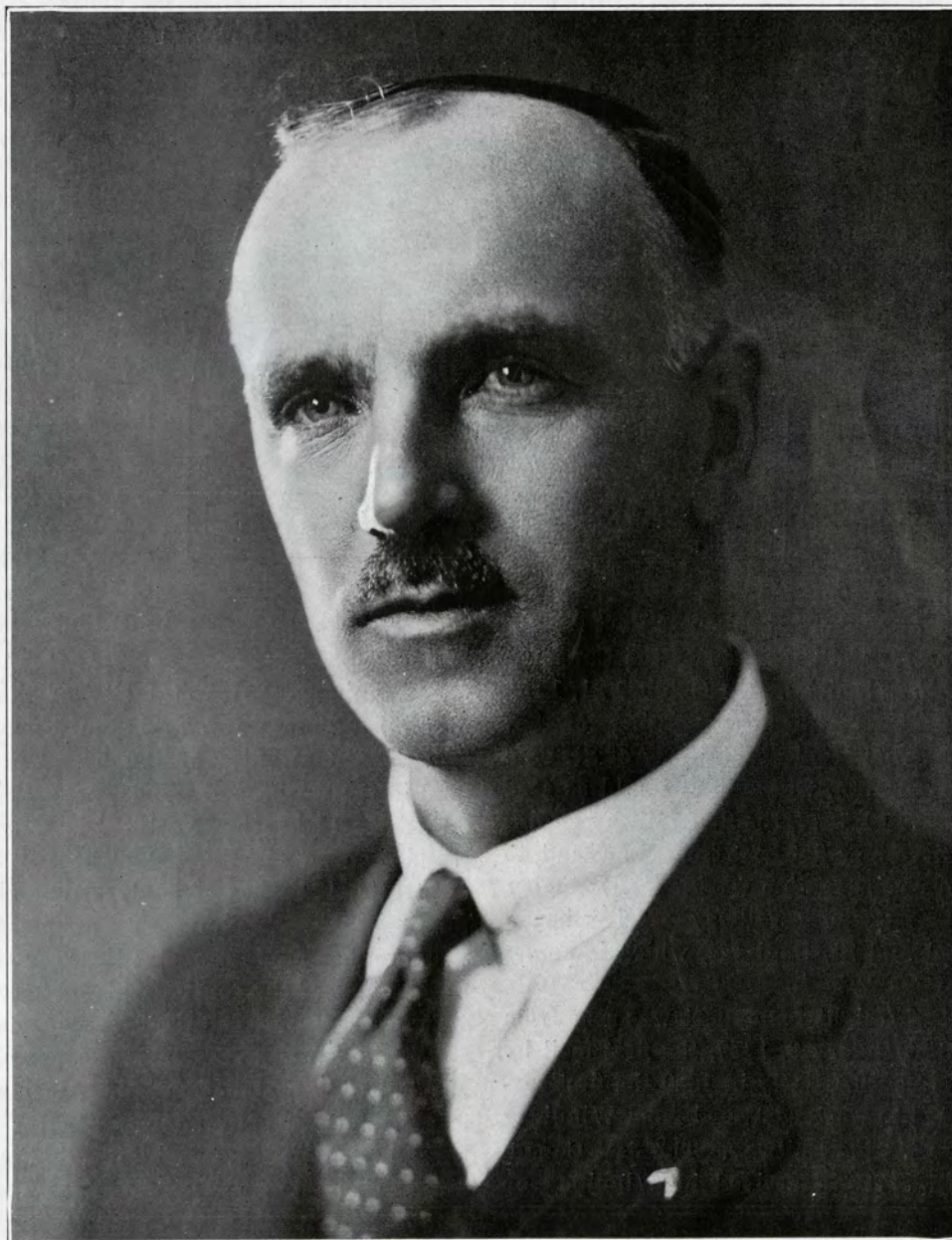
semi-hostile, and sometimes more than semi-hostile, Indian bands.

Such were the simple and primitive conditions of life here as the decade of 1860-70 drew to its close. In a few years' time those conditions had passed away forever.

In 1870 there was a once-a-week mail service, which was carried from Winnipeg by horse in summer, and by dog train in winter, to St. Cloud in Minnesota, where the railway ended, and went from there to St. Paul and Chicago. There was neither stage line, nor steamboat, and a traveller had, therefore, to depend on his own resources in going to Winnipeg, or in leaving Winnipeg. When Hon. G. Adams Archibald, the first Lieutenant-Governor of Manitoba, arrived at Winnipeg on September 2nd, 1870, he came by canoe from Pembina. On April 26th, 1871, the first party of immigrants to Manitoba arrived from Ontario. It consisted of eight men, who had taken four weeks to make the journey; they arrived on a flat boat, which they had navigated down the Red River from Moorhead, in Minnesota.

One of the first things done after the establishment of the Province was the construction of a telegraph line to Pembina. The first telegram from Winnipeg was sent on November 20th, 1871, by Lieutenant-Governor Archibald to the Governor-General at Ottawa, who replied to it the same day. After that the little frontier outpost at the junction of the Red and the Assiniboine was daily in touch with the outside world. In 1871 the tri-weekly stage line, under contract with the Government, began running between Abercrombie in Minnesota and Winnipeg; in 1871 it became a daily service. In 1872 there appeared





LT.-COL. R. H. WEBB, M.C., D.S.O.
Mayor of Winnipeg

on the Red River the steamer *Selkirk*, owned by an active young Canadian who was living in St. Paul, James J. Hill by name; he was destined to play an important part in railway development in the Northwestern States—and in Western Canada as well, for he was associated closely in the 1880's with Donald Smith, afterwards Lord Strathcona, who was the living spirit in the creating of the Canadian Pacific Railway. The appearance of the steamer *Selkirk* on the Red River in 1872 meant the ending of the old picturesque cross-country freighting by caravans of loudly-creaking Red River carts. It was said that the profits of the first trip of the *Selkirk* almost paid the entire cost of the construction of that stern-wheeler. By 1874 there were seven stern-wheel steamers plying on the Red.

On November 8th, 1873, Winnipeg was incorporated as a city. In 1874 its population was 1,869.

On April 3, 1875, ground was broken at Port Arthur on Lake Superior for the extension of the Canadian Pacific Railway to Winnipeg. On October 21, 1876, the first shipment of wheat, consisting of 857 bushels, was sent from Manitoba, by way of St. Paul and Chicago, to Toronto, where it was sold as seed wheat. On October 10, 1877, the first railway engine in Winnipeg arrived on a flat boat from Moorhead, to be used in railway construction work. On December 8, 1876, regular passenger railway service began between St. Paul and St. Boniface, which is across the Red River from Winnipeg; on December 16th, the first carload of freight for export was sent from St. Boniface. On January 9, 1879, the first mail by train left for the South. Early in 1880 the first survey parties started to work eastward from Winnipeg for the Canadian Pacific Railway. The first Canadian Pacific Railway train arrived in Winnipeg on July 26, 1881.

Here may be quoted a few words from the speech which was made in December, 1879, by Alexander Logan, on being re-elected Mayor of Winnipeg. "Winnipeg," he said, "has grown from a little village into a city which is making progress by leaps and bounds. Today nearly one thousand dwelling houses stud the plain, where ten years ago they could be counted on the fingers of two hands. That Winnipeg is destined to be a great distributing centre of

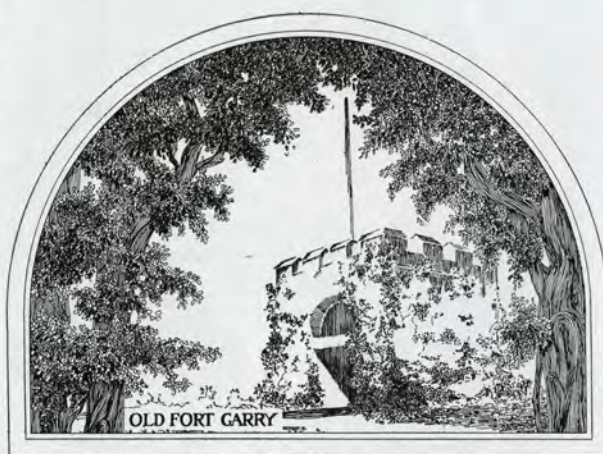
the Northwest is now no empty figure of speech, for it admits of no denial. It is now all but an accomplished fact."

So spoke "Sandy" Logan as the decade 1879-80 closed, with the true Winnipeg spirit, the true Western spirit. The little muddy frontier hamlet had developed in ten years like a husky boy growing so rapidly that he bursts his clothes. Mayor Logan foresaw the whole panorama of Western progress to be unfolded in the decades to come, the inflow of im-

migration, the extension of the railways, the tall, red, hump-shouldered elevators rising where settlements clustered into villages and towns, the creation of the Provinces of Saskatchewan and Alberta, the spreading of industry and prosperity throughout the length and breadth of that empty vastness between the Red River and the Rocky Mountains which General Butler described in the title he gave the

famous book he wrote in 1872, "The Great Lone Land."

Winnipeg, the capital city of the Province of Manitoba, the gateway to the Canadian west—a stretch of 900 miles of the best wheat producing land in the world, and the gateway also to the great mineral field in the North, has grown to have a population now of 285,490. The city has 500 miles of streets, 134 miles of boulevards and 834 acres of public parks. Winnipeg's unique geographical situation has made it one of the greatest transportation centres of the continent; from here diverge lines of two great transcontinental systems spreading a net-work of railways across the prairie markets of Manitoba, Saskatchewan and Alberta. Winnipeg has the largest railroad yards in the world owned by a single company. Winnipeg is the third largest city in Canada and ranks fourth as a manufacturing centre. Two giant hydro-electric plants supply power at the lowest rate on the continent, and a practically inexhaustible water supply is furnished from Shoal Lake through a gravity concrete aqueduct with a capacity of 85,000,000 gallons a day. Winnipeg is Canada's third largest banking centre, with 67 branch banks; the bank clearings in 1925 were \$2,892,376,615.00. The growth of Winnipeg thus far is a presage of its continued growth in the years to come.



Check Up Your Wardrobe!

In selecting your apparel from this store, Quality is assured, Modes are authentic, Colors are correct, and this with quiet, efficient service in a man's store for men.

SHIRTS
SUMMER HOSE
CAPS
BELTS
COLLAR-ATTACHED SHIRTS
FUR FELT HATS
UNION SUITS
MEN'S FLANNEL SUITS
MEN'S AND YOUNG MEN'S
EXTRA TROUSERS
SLIP ON SWEATERS
SMALL WEARABLES

McLean & Garland Ltd.

Cor. Market and Main

CATERING TO THE RAILROAD EMPLOYEE

An Emergency Brake

Saves you from disaster when other means fail.
Money in a Savings Account is like that brake.
It is a sheet anchor through uncertainty.

Start An Account Now Where
Your Money Earns

4%

PROVINCIAL SECURITY

Hours: 9 a.m. to 6 p.m.

(Saturdays: 9 a.m. to 1 p.m.)

Province of Manitoba Savings Office

339 Garry St.

WINNIPEG

984 Main St.

"Conducted to foster the thrift and welfare
of the people."

Royal Albert Hotel

ALBERT STREET

AMERICAN AND EUROPEAN PLANS

COMMERCIAL RATES - \$1.50 to \$3.50

Private and Detached Baths

Fire Proof Construction

Strictly Modern

Sample Rooms Opposite

THE HOUSE OF COMFORT

D. WHALEN, Prop.

FLOWERS PROPERLY DELIVERED

THE **ROSERY** LTD.
ESTD. 1905

272 CARLTON ST. WINNIPEG
CANADA

United Cigar Stores Ltd.

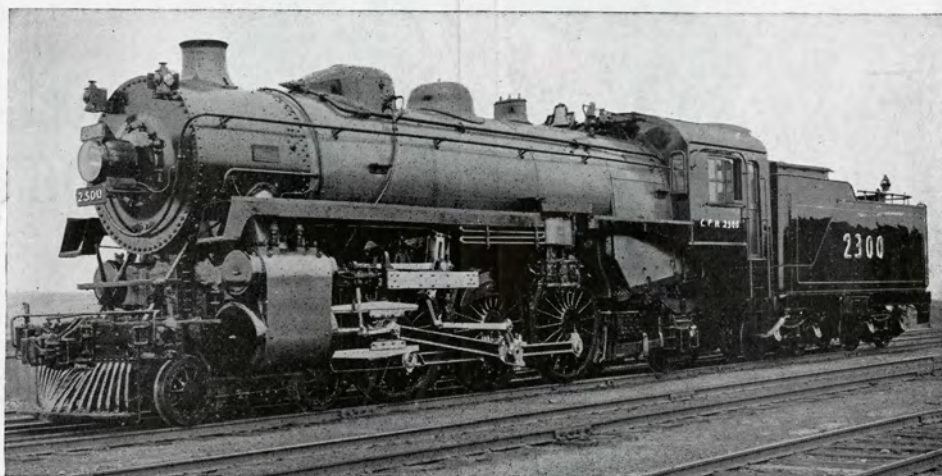
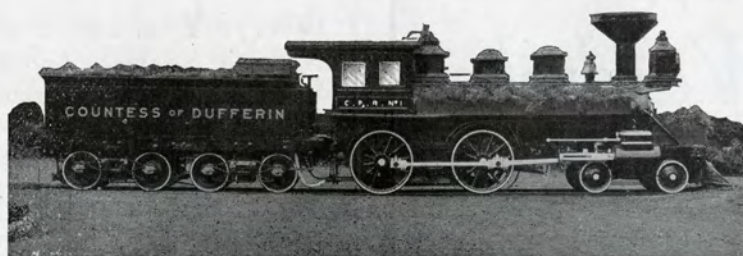
Winnipeg, Regina, Moose Jaw,
Saskatoon, Calgary, Vancouver,
Victoria and Principal Cities in
the East.

Canadian Owned and Controlled

There is no substitute for SATISFACTION

Empire Wall Board
Plaster-Cast in Sheets

Manitoba Gypsum Co. Ltd.
WINNIPEG



Engine G-3, No. 2300, built at Angus Shops in 1919 for Passenger Service of the Canadian Pacific Railway. This type of engine has a cylinder 25x30 inches with 75-inch driving wheel, is 210% and weighs 299,000 lbs.



Engine 5802, S-2, built at Angus in 1919, a 325% engine for Freight Service, with 26½x32 cylinders, 58-inch driving wheel; weight 354,600 lbs., with 200 lbs. steam pressure.



D. C. COLEMAN
Vice-President, Western Lines, Canadian Pacific Railway Company

Greater/ efficiency comfort convenience!

OVER one hundred thousand employees of Canadian National Railways, Express, Telegraph and Hotels—by unobtrusive courtesy, by diligent attention to every detail of their duties—have convinced the travelling public of Canadian National superiority. Greater efficiency, new comforts, finer conveniences—innovations that bring unequalled travel luxury are yours to enjoy wherever and whenever you wish to go.

From the ever popular radio to the never failing politeness of the porters, you will find in Canadian National service a degree of perfection never before attained.

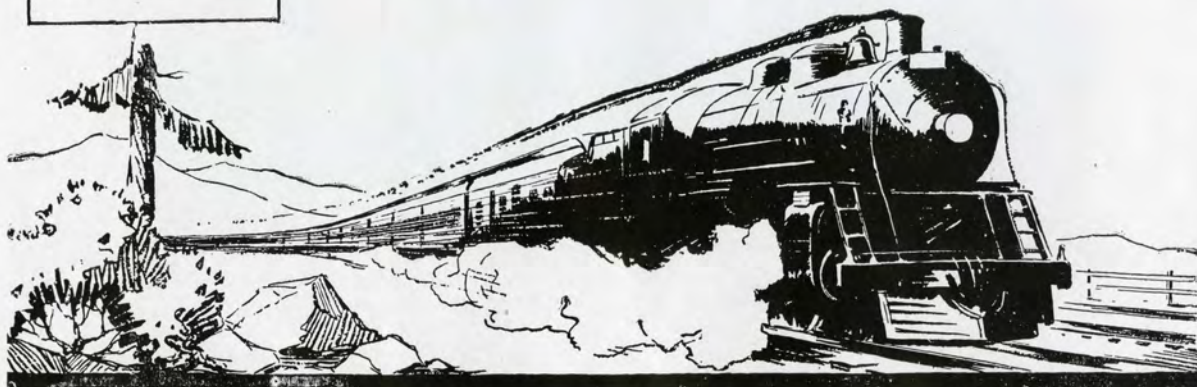


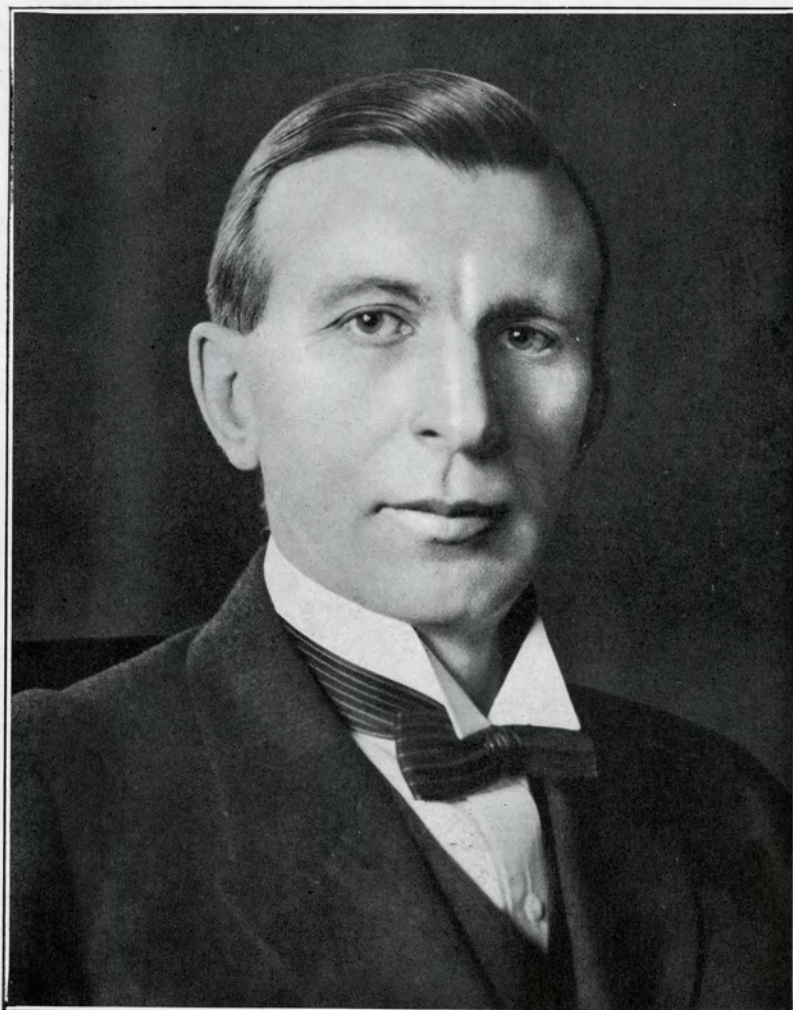
The Canadian
National
Railways cross
the Rockies at
the lowest
altitude
and in sight
of the highest
Mountain Peaks

3,353 locomotives in operation, 129,561 freight cars with a combined capacity of 5,240,962 tons. 3,581 passenger cars with a carrying capacity of 239,158 persons. If made up into one long train, this equipment would reach approximately 1,000 miles.

The Canadian National—Grand Trunk operates 22,485 miles of line, with direct connections reaching every important city and seaport—almost enough mileage to encircle the globe.

The Canadian National operates a fleet of steamers on the Pacific Coast, between Vancouver, Prince Rupert, Queen Charlotte Islands and Alaska, also the **Canadian Government Merchant Marine, Limited**—carrying products over the seven seas.





S. J. HUNGERFORD

Vice-President in charge of Operating, Canadian National Railways

The Brotherhood of Locomotive Engineers

IN April, 1863, a few engineers in the employ of the Michigan Central Railroad Company conceived the idea of forming an association to promote the welfare and interest of their profession and elevate their standing and character as men. With these objects in view, they assembled at the house of one of their number, in the city of Marshall, Mich. The result of their deliberation was the issuing of an invitation to the engineers employed on the adjacent roads to meet in the city of Detroit on the fifth day of May. In response to the invitation, at the appointed time ten delegates assembled, who, with but little formality in their organization, entered upon their duties, and, with the assistance of a few engineers residing in Detroit, a constitution and by-laws were presented and adopted, embodying the fundamental principles of our present organization.

The necessity of something further on the part of engineers than the common consent to become and remain members of the association so long as suited their own convenience, became apparent to the minds of the delegates, and one obligation, as a bond of union, was formulated and unanimously adopted and on the 8th day of May, 1863, twelve engineers joined hands and hearts, pledging themselves to support the constitution and by-laws, assist the needy and maintain the right.

Officers were elected, and Detroit Division No. 1, Brotherhood of the Footboard, stood forth as the pioneer in the great work of reformation and elevation of the locomotive engineers of this continent.

The work of organizing sub-divisions soon began, and in a short time there were twelve divisions formed, and, in accordance with previous arrangements, a call was issued for each division to send a delegate to meet at the hall of Detroit Division No. 1, on the 18th of August of the same year.

The result of their deliberation was the forming of the Grand National Division, Brotherhood of the Footboard; electing as the Grand Chief, William D. Robinson.

Like many other associations in their incipency, many important points were lost sight of for the want of experience.

During the first year of its existence, forty-four sub-divisions were organized. On the 17th of August, 1864, the first convention was held in the city of

Indianapolis, Ind., with forty-four division representatives, at which time the name and title of the organization was changed to its present one, making it international in character, so that all locomotive engineers, regardless of nationality, would be eligible.

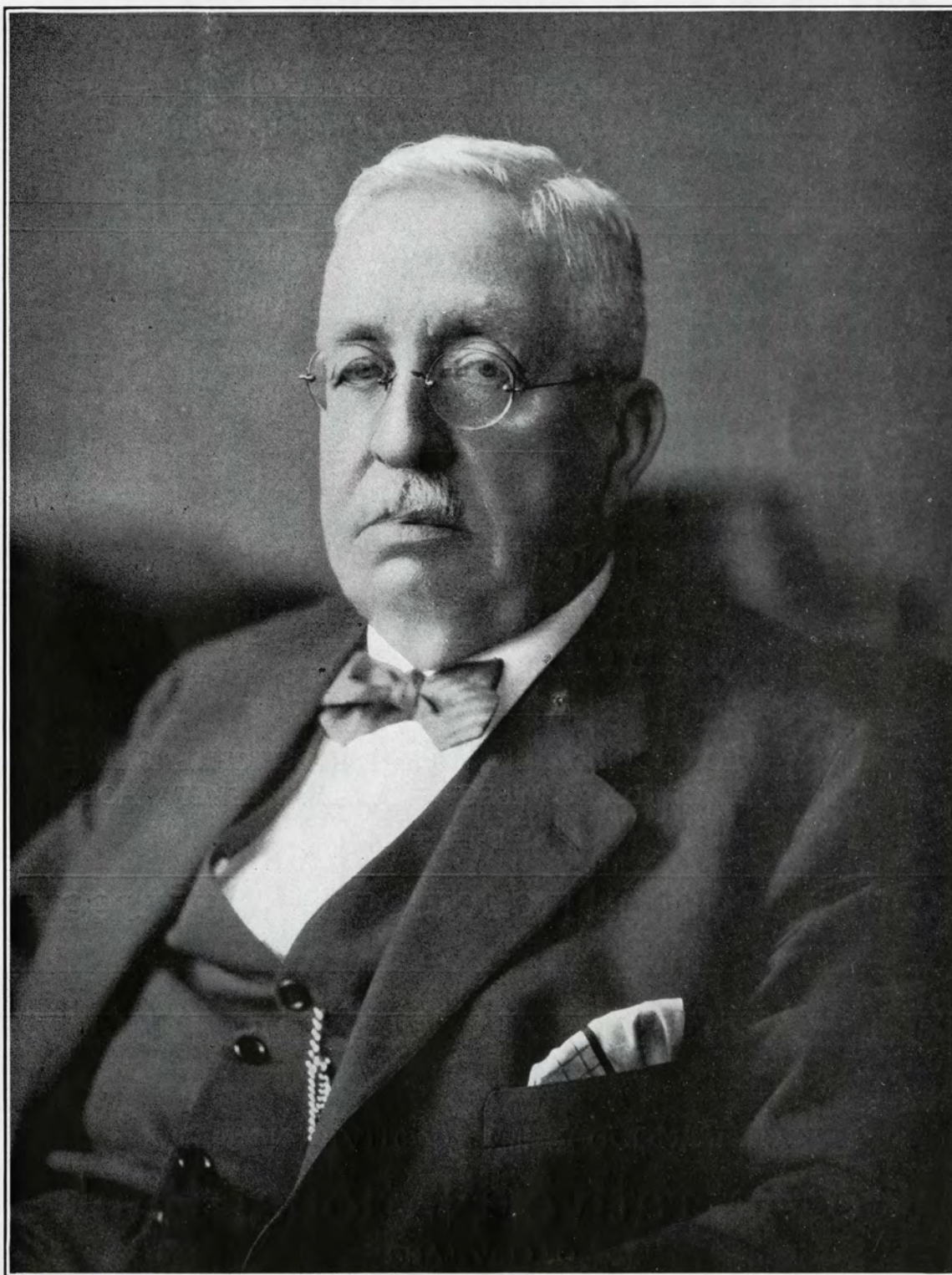
The organization has been in existence, as a society, forty years, and during that time has gradually increased in numbers and importance; emerging almost silently from its original obscurity, until they now have 675 sub-divisions, comprising a membership of nine-tenths of the best locomotive engineers on this continent; and they have gained an enviable position by a strict adherence to their mottoes, "Sobriety, Truth, Justice and Morality," "Vigilance, not Violence," and "Do unto others as ye would that they should do unto you, and so fulfill the law." They stand aloof from all political bodies and sects and ignore all questions of creed and race, and look only to the improvement and protection of the locomotive engineers and their families.

At the convention held in the city of Boston, in November, 1866, the publication of a monthly journal, to be devoted exclusively to the interests of the profession, was authorized, and the first number was issued in January, 1867, composed of 16 pages; it now has 88 pages and has at the present time a circulation of 55,000, including among its subscribers residents of Europe and India.

On the third of December, 1867, there was established an insurance association, which pays to the heirs of deceased members, or to a member who is unfortunate enough to lose a hand, arm, limb, or eyesight, the full amount of the policy or policies held.

The organization has contracts with practically all the Railroad Companies, which include nearly all the great trunk lines. These contracts embody rates of pay and rules and regulations governing overtime, treatment of the employees and for the prevention of unjust discharge or suspension.

Through the instrumentality of this organized effort, the remuneration for services has been greatly increased, overtime allowance properly adjusted, and the character of those who comprise it elevated and educated, and peace and harmony maintained between the employer and employee.



W. B. PRENTER
President Brotherhood of Locomotive Engineers

LADIES *of the* G.I.A.

ONE OF THE GREATEST WOMEN'S
ORGANIZATIONS IN THE COUNTRY

YOU are the controlling
factors on all money matters
in thousands of homes.

We Solicit Your Co-operation

The ENGINEERS' BANK
is YOUR BANK. Let us
tell YOU about the ad-
vantages of a SAVINGS
ACCOUNT, or an invest-
ment in bonds or securities.
We can help you with your
financial problems.

Write Today For Our Circular "BANKING BY MAIL"

BROTHERHOOD OF LOCOMOTIVE ENGINEERS
Co-operative National Bank
OF CLEVELAND

WM. B. PRENTER
President

L. G. GRIFFING
Vice-President and Cashier

GEORGE T. WEBB
Executive Vice-President



A. JOHNSTON
Grand Chief Engineer

Canadian Pacific Hotels



ROYAL ALEXANDRA



Convention Headquarters

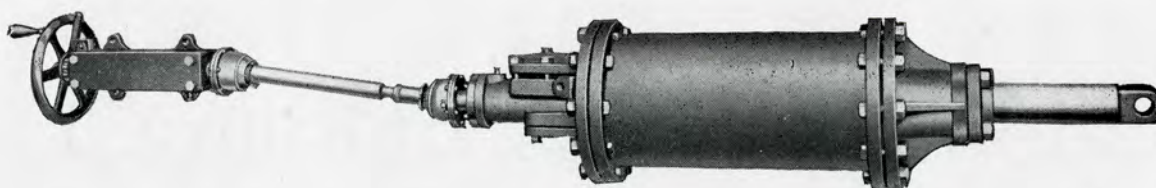
A. H. DEVENISH, Manager

WINNIPEG,
MANITOBA



C. MURPHY

General Manager, Western Lines, Canadian Pacific Railway Company



Precision Power Reverse Gear For Road Engines

The hand screw reverse gear is desirable because of the accuracy of cut-off adjustment it makes possible.

Precision Power Reverse Gear with the hand wheel operation retains this advantage but makes air power do the work of changing cut-off.

Precision Power Reverse is particularly designed for heavy road service.

With the Precision Gear accurate adjustment of cut-off can be had with little physical effort and the precise point for maximum efficiency can be secured and held.

Franklin Railway Supply Co.
LIMITED
Montreal, Canada

A. E. GENTZEL

J. B. MURRAY

Gauvin, Gentzel Company

MAKERS OF PORTRAITS
HOME PORTRAITURE IN ALL ITS BRANCHES
A SPECIALTY

614 Avenue Block, 265 Portage Avenue
WINNIPEG, Man.
PHONE A 4487

Phone A 1785

LET THE

Ontario Equitable Life

PROVIDE FOR YOUR OLD AGE
AND THE FAMILY'S COMFORT
LOW RATES—GUARANTEED RETURNS—BEST FEATURES

WALTER T. HART, General Agent
203 Lindsay Bldg.

FORT GARRY

DYERS AND CLEANERS LTD.

Will give you One Day Service on Dyeing, Cleaning
or Pressing

324 YOUNG ST.
Phones: B 2964-2965-2966

FIRE CLAY REFRACTORIES

Hand-Mold Dry-Press Stiff-Mud

Standard Nine
Inch Series

STRAIGHTS
WEDGE
CHECKER
SPLITS
KEYS
SOAPS
ARCH
SKEWS

Special Fire
Clay Shapes

SQUARE EDGE TILE
LOCOMOTIVE ARCH
TILE
TRACTOR BRICK
CUPOLA BLOCKS
BOILER TILE
KILN FLOOR TILE
OVEN BRICK
CIRCLE BRICK

The Dominion Fire Brick & Clay Products Limited

CLAYBANK, Canada



W. A. KINGSLAND
General Manager, Western Lines, Canadian National Railways

Brotherhood of Locomotive Engineers

We Are Delighted

TO WELCOME YOU TO WINNIPEG, AND WE SINCERELY HOPE
THAT YOU ENJOY YOUR VISIT AND HAVE A DELIGHTFUL TIME

All the facilities and service of this old Reliable Department Store is at your disposal. Come in and make this your headquarters. Meet your friends here. Ask for any information you desire. Use our phones at any time.

You'll also find every Department showing a wonderful assortment of reliable merchandise from the leading markets of the world, and all at attractive Robinson's Popular Prices.

ROBINSON & CO. LIMITED

Here in the same spot since 1881—Main Street and Portage Avenue

PHONE
A7759



PHONE
A7759

ON THE MOVE

We wish to thank our customers for the cordial goodwill and continued patronage that has made The Wallingford Press outgrow its present premises.

It is with pleasure we announce that we will move to our new building (about 100 feet north of our present location) some time during the month of August.

More commodious offices and additional machinery will enable us to continue our policy of PERSONAL ATTENTION, SERVICE and QUALITY.

281-283 Kennedy St., Winnipeg

Is There Something You Want To Buy?

If it is worth buying, it is worth saving for. Try putting a little more in your Savings Account on your regular deposit days. You will reach your objective all the more quickly.

The Canadian Bank of Commerce

CAPITAL - - - - \$20,000,000
RESERVE FUND - - \$20,000,000

550 Branches throughout Canada and abroad.

Branches in the United States at New York, San Francisco, Portland (Oregon) and Seattle.

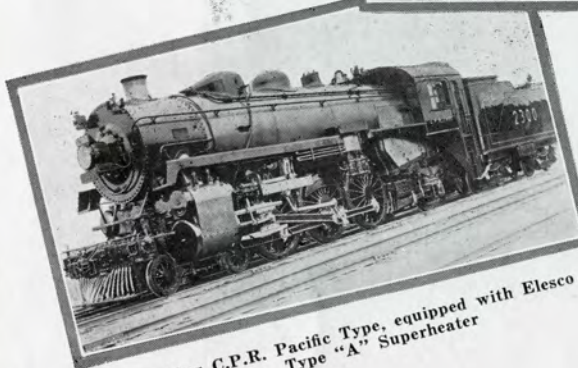
Agents in all the principal cities of the United States.



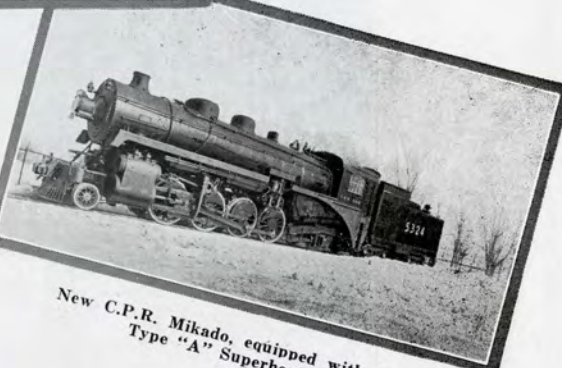
DAVID CAMPBELL, K.C.
Canadian Counsel, Brotherhood of Locomotive Engineers



C.P.R. Pacific Type,
equipped with Elesco
Exhaust Steam
Injector.



New C.P.R. Pacific Type, equipped with Elesco
Type "A" Superheater



New C.P.R. Mikado, equipped with Elesco
Type "A" Superheater.

Superheaters for Locomotive, Marine and Stationary Boilers.

Feedwater Heaters and Exhaust Steam Injectors for Locomotives.

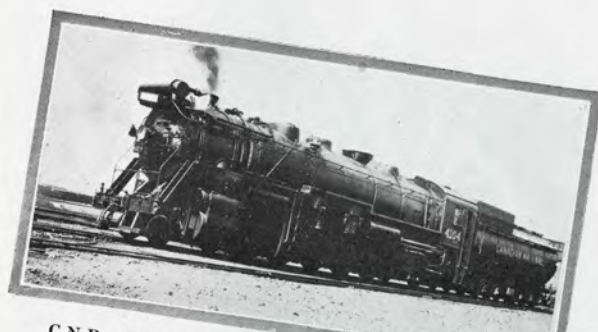
Descriptive Bulletins and Instruction Books on any of the above
devices will be furnished on request.

THE SUPERHEATER COMPANY LIMITED

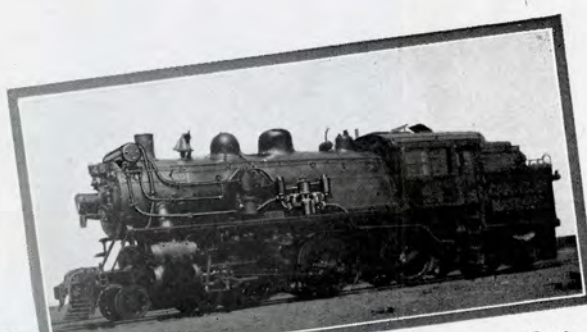
190 James Street
MONTREAL

Works at
SHERBROOKE, Quebec

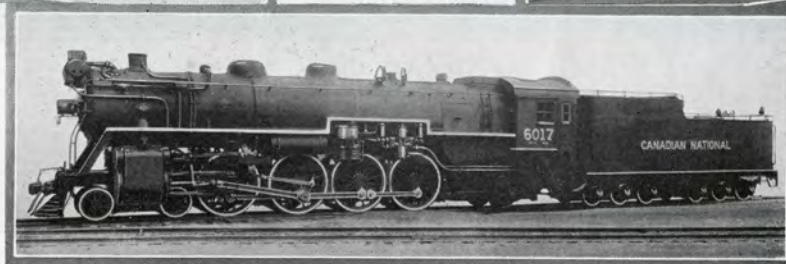
MADE IN CANADA



C.N.R. Santa Fe Type,
equipped with Elesco
Feedwater Heater.



C.N.R. Suburban Type,
equipped with Elesco
Feedwater Heater.



C.N.R. Mountain Type, equipped with Elesco Feedwater Heater.



Union Meeting of Canadian Divisions of the
B. of L. E. and G. I. A.

July 27th, 28th, 29th and 30th, 1926
Winnipeg, Canada

TUESDAY, JULY 27th—

Registration starting at 7 a.m., Convention Hall, Royal
Alexandra Hotel.

Secret Session, 1.30 p.m.

Public Reception, Walker Theatre, 8 p.m.

WEDNESDAY, JULY 28th—

All-day Secret Sessions for B. of L. E. and the
G. I. A., Royal Alexandra Hotel.

8.30 p.m., Informal Ball in Royal Alexandra
Hotel Ball Rooms.



Continued on Page Thirty-one

The High Ball

and a through run to OVERALL SATISFACTION

MASTER MECHANIC OVERALLS

BIG BLUE TRIPLE STITCHED

Are being worn being worn by thousands of railroad men today, who can
testify to their sterling qualities.

BEFORE WE BUILT THIS OVERALL

We figured up every Test that would be required of it. Then

WE ARRANGED FOR A SPECIAL WEAVE DENIM

One that would be Fast Color and Give Long Service

In our selection of this special Denim—which has been thoroughly tested—and in the generous size and workmanship put into this garment, we offer you the best value in Overalls.

MASTER MECHANIC OVERALLS----“Big Blue Triple
Stitched” will give 50% more wear. *Try a Pair and be Convinced*

The Manitoba Free Press

congratulates Winnipeg on its
selection as the Convention
City of the

Brotherhood of Locomotive Engineers

AND EXTENDS ITS

Cordial Greetings and Good Wishes
to the Visiting Delegates



THURSDAY, JULY 29th—

Open morning for the Ladies to shop and see the City,
Trip to Transcona Shops, leaving Winnipeg at 9.30 a.m.
Afternoon, Sports at City Park, 2 p.m. to 6 p.m.
Buffet Luncheon and Dance, Addresses of Welcome by
Hon. Sir James Aikins, Lieutenant-Governor, and
Premier John Bracken at the Parliament Buildings
in the evening, starting at 8.30 p.m.

FRIDAY, JULY 30th—

Trip through the Wheat Fields, Winnipeg to Souris,
via Brandon, leaving the C.P.R. Station at 8 a.m.,
Stop-over at Brandon for Dinner and drive around
the City, then resuming trip on to Souris, returning,
leave Souris via Holland and Glenboro to Winnipeg.

Continued from Page Twenty-nine



The **McLAREN** **HOTEL**

Cor. Main and Rupert St.
WINNIPEG, Man.

ABSOLUTELY FIREPROOF
150 Rooms, 75 with Bath—
Single or En suite. Planned
and operated to meet modern
demands. - - - -

RATES:

\$2.00 and \$3.00 per day

Free Bus Service. Private Telephones
Adjacent to both Railway Stations.

IN CENTRE OF
WHOLESALE
DISTRICT

J. J. GRAY,
Manager



PARLIAMENT BUILDINGS, WINNIPEG

Official Programme of Reception

to be held at the Parliament Buildings

THURSDAY, JULY 29th, 1926 at 8.15 p.m.,

to the Delegates to

The Canadian Union Meeting of the Brotherhood
of Locomotive Engineers

and

Ladies of the G. I. A. to the B. of L. E.

who will be received by

HIS HONOR SIR JAMES AIKINS, K.C., Lieut.-Governor of Manitoba

THE HONORABLE JOHN BRACKEN, Premier of Manitoba

HIS WORSHIP RALPH H. WEBB, Mayor of Winnipeg

who will deliver Addresses of Welcome from

the Grand Staircase at 8.15 p.m.

THE RECEPTION FOLLOWS IMMEDIATELY AFTER THE
ADDRESSES OF WELCOME

Dancing

Music

Refreshments served at 9.45 p.m.

By kind permission of Lieut.-Col. C. R. E. Willetts, D.S.O., Officer Commanding,
the Band of the Princess Patricia's Canadian Light Infantry
will be in attendance.

DOMINION WHEEL & FOUNDRIES

Limited

MANUFACTURERS OF

Chilled Car Wheels

Toronto

St. Boniface

Cobourg

PROVINCE OF MANITOBA

HON. W. R. CLUBB, MINISTER OF PUBLIC WORKS

BUREAU OF LABOR

Office: 332 Parliament Buildings. Telephone N40-252

This Bureau is established to co-operate with employers, trade unions and others and is charged with the enforcement of the following Acts:

"The Manitoba Factories Act."

"The Bake Shops Act."

"The Building Trades Protection Act."

"The Fair Wage Act."

"The Electrician's License Act."

"The Elevator and Hoist Act."

"The Shops Regulation Act."

"The Public Buildings' Act."

"The Minimum Wage Act."

"The Steam Boiler Act."

"The Licensing of Cinematograph
Projectionists under the Public
Amusements Act."

"The Fire Prevention Act."

The co-operation of all is desired, and information as to the violation of any of the provisions of the above mentioned Acts will receive prompt attention, and be treated as strictly confidential.

LAWS GOVERNING CHILD LABOR IN FACTORIES

No male child under fourteen and no female person under fifteen to be employed in any factory.

E. McGRATH, Secretary.

The Holden Company Limited

Montreal

Toronto

Winnipeg

Vancouver

Some of the Lines We Carry

Chicago Pneumatic and Electric
Tools.

Pyle - National Electric Head-
lights, Turbo - Generators
and Floodlights.

Oliver Classification and Marker
Lamps.

Barco Flexible Joints and Lubri-
cated Plug Valves.

Reinforced Steel Brake Shoes.

Holco Engine and Car Replacers

McCord Tender Journal Boxes.

Robinson Superheaters.

The Steel Company of Canada

LIMITED

STEEL PRODUCTS
OF EVERY DESCRIPTION

Montreal, Que.

Hamilton, Ont.



L. G. GRIFFING
First Vice-President



H. P. DOUGHERTY
Second Vice-President



ASH KENNEDY
Assistant Grand Chief Engineer, Canadian Representative



C. E. LINDQUIST
General Secretary-Treasurer

The Holden Company Limited

Montreal

Toronto

Winnipeg

Vancouver

Some of the Lines We Carry

Chicago Pneumatic and Electric
Tools.

Pyle - National Electric Head-
lights, Turbo - Generators
and Floodlights.

Oliver Classification and Marker
Lamps.

Barco Flexible Joints and Lubri-
cated Plug Valves.

Reinforced Steel Brake Shoes.

Holco Engine and Car Replacers

McCord Tender Journal Boxes.

Robinson Superheaters.

The Steel Company of Canada

LIMITED

STEEL PRODUCTS
OF EVERY DESCRIPTION

Montreal, Que.

Hamilton, Ont.



L. G. GRIFFING
First Vice-President



H. P. DOUGHERTY
Second Vice-President



ASH KENNEDY
Assistant Grand Chief Engineer, Canadian Representative



C. E. LINDQUIST
General Secretary-Treasurer



EXECUTIVE COMMITTEE

(1) W. KELSEY; (2) L. COULSON, Treasurer; (3) J. ASHCROFT; (4) R. F. MATHIESON, Secretary; (5) J. MacLACHLAN;
(6) W. BURRAGE; (7) A. R. VANSTONE; (8) J. DUFFY; (9) S. H. SHOWLER, Second Vice-President, Chairman Arrangements

For
YOUR OWN CAR
or for your
Locomotive
Don't Forget
McColl Bros.
OILS

*You are on the right track when you
purchase your*

**LIFE, ACCIDENT
AND
SICKNESS
INSURANCE**

From the representative of

**Dominion of Canada Guarantee
and Accident Insurance Company**

A. S. HASKELL, Railway Supervisor

506 Lindsay Bldg.

WINNIPEG, Manitoba

—
"Canada's Oldest Accident Company"

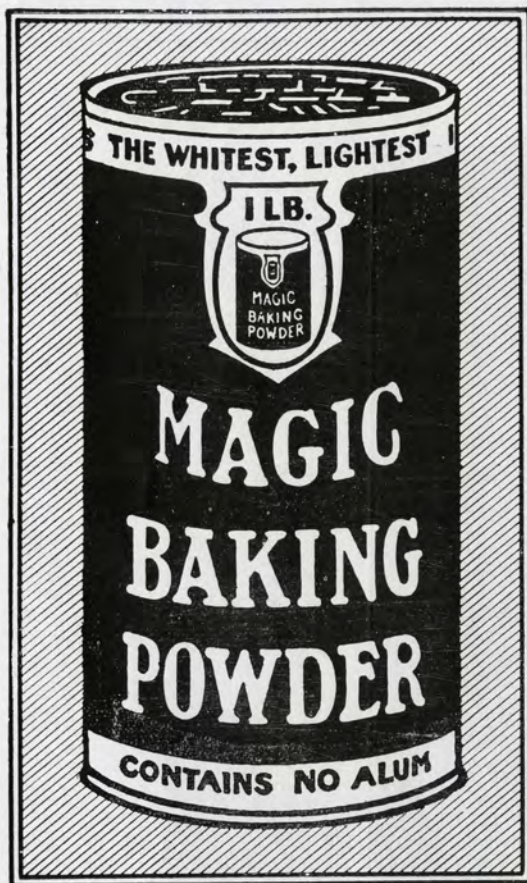
Compliments
OF
McDonagh & Shea
Brewers
Winnipeg, Manitoba



B 40-41-42



EXECUTIVE COMMITTEE, G.I.A. TO THE B. OF L. E., GOLDEN WEST DIVISION, No. 471
Back Row—Mrs. W. O. Dales, Treasurer; Mrs. T. G. Pratt; Mrs. A. W. Peebles; Mrs. J. G. Shanks, General Chairman; Mrs. C. Gillies.
Centre Row—Mrs. A. E. Staples; Mrs. A. Farrell; Mrs. A. Spafford; Mrs. T. J. Plunkett.
Seated—Mrs. H. C. McFee, Past President; Mrs. C. Lewis, President; Mrs. H. Emerson, Secretary.



There is
much more
**MAGIC
BAKING
POWDER**

sold in Canada than any other brand.
Consistent quality plus persistent
advertising are the twin reasons why.

E.W. GILLET CO. LTD.
TORONTO

WINNIPEG

MONTREAL

TWO
SALES
ROOMS



TWO
SERVICE
STATIONS

McRae & Griffith Ltd.

761 Corydon Avenue
Phones F 2347-8

309 Cumberland Ave.
Cor. Donald
Phone A 2249

When in Winnipeg stay
at the

**Brunswick
Hotel**

(Winnipeg's Popular Family Hotel)



American Plan, \$3.00 per day
Hot and Cold Water in every room
Free Auto Bus meets all Trains

WINNIPEG

JAMES FOWLIE, Proprietor.

Night F-1980

Day F-6744

R. B. ORMISTON

FLORIST

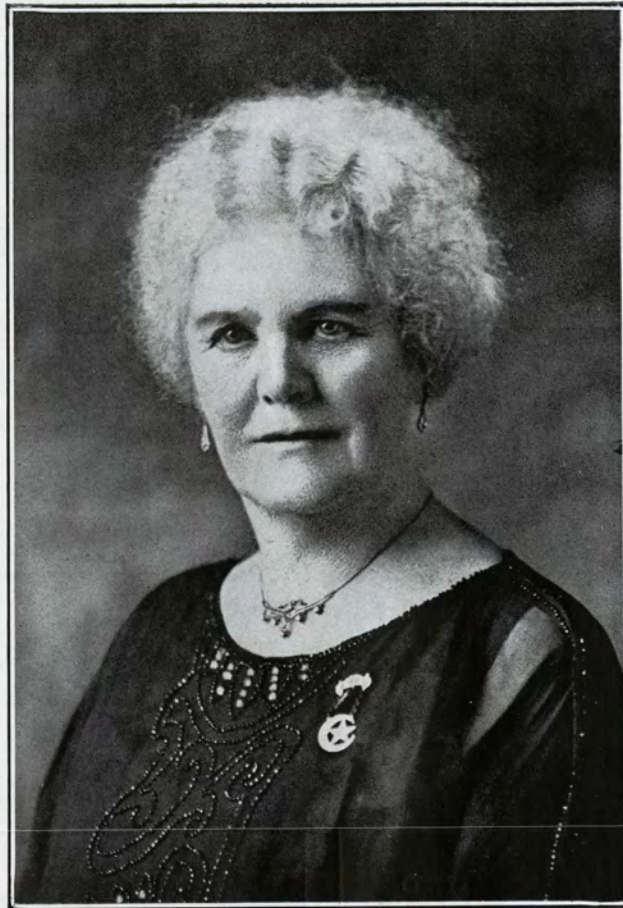
96 Osborne Street

A Beautiful Selection of
Cut Flowers and Pot Plants

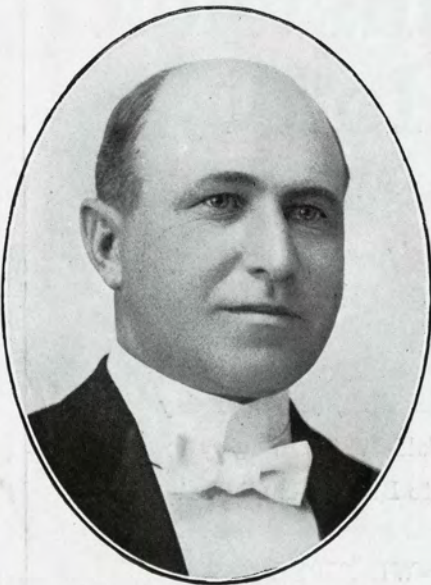
At a Reasonable Price

FLORAL DESIGNS

MEMBER F. T. D. ASSOCIATION



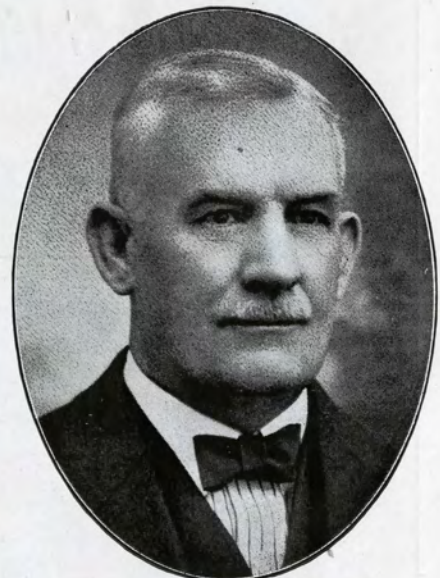
MRS. CASSELLS
Grand President, G.I.A. to the B. of L.E.



A. S. HOLTBY
Chairman Executive Committee



MRS. MAINS
Canadian Organizer, G.I.A., B. of L.E.



W. DEWAR
General Chairman, Grand Trunk Lines,
Canadian National Railway

CRESCENT MILK

is

Pasteurized

But it is

*Pasteurized
Right*

Sun Life Assurance Company of Canada

HEAD OFFICE: MONTREAL

A BILLION DOLLARS
of Life Insurance in Force

ASSETS:

\$300,000,000

WORLD WIDE IN OPERATION

Winnipeg Office: 903 Lindsay Bldg.

A. A. DYER

Railway Representative

Member Lodge No. 127

The Marlborough



Winnipeg's
New First-
Class Down-
town Hotel
(Fireproof)

Over 200 Rooms,
All Outside

European Plan

Far from noise and
smoke of Trains
and Street Cars.

BUS MEETS ALL
TRAINS

Diamond Taxicabs
Metered in Con-
nection.

ITS LOCATION

Smith St. and Portage Avenue

is ideal, as it is in the centre of Financial, Wholesale, Jobbing,
Shopping and Theatre District.

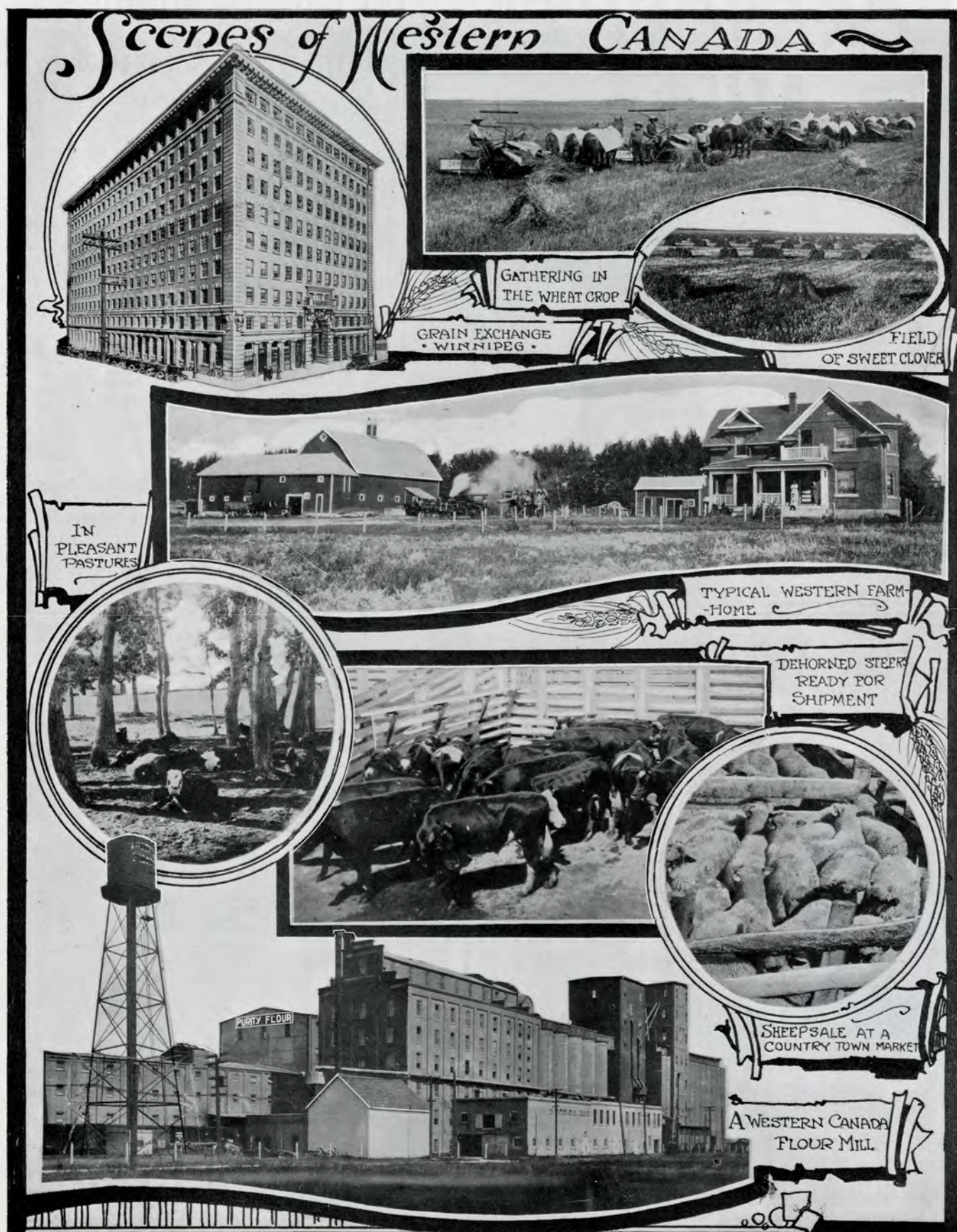
R. H. WEBB, Manager



WE WOULD direct your attention to an institution
that is pointed to with pride by every citizen
—that is outstanding as one of the finest jewellery
stores on this continent—if for no other reason it is
interesting to see what can be accomplished in 40
years by Western Canadian enterprise. You will be
treated with every courtesy and there is no obligation
to buy. Just ask the first person you meet to direct
you to "Dingwall's." One of the outstanding attrac-
tions of Winnipeg.

Dingwall's

WESTERN CANADA'S FINEST
JEWELLERY STORE



(COURTESY OF CANADIAN PACIFIC RAILWAY)

Historic Main Street

From an address by Sir John Schultz, at unveiling of Seven Oaks Monument, in 1894.

"I have said that this road, whether as Indian trail or king's highway, in old or in more recent times, is indeed historic. Over it, in the dim past which antedates even Indian tradition, must have passed those aboriginal inhabitants whose interesting sepulchral remains near St. Andrew's rapids, and elsewhere, excite wonder and stimulate conjecture, and show them to have been of a race superior in many respects to those who have succeeded them. Over this road and near this spot have passed the war parties of the Assiniboines in their futile effort to oppose, with arrow, tomahawk and spear, the invading Northern and Eastern Crees, who had doubtless, when similarly armed, envied in vain the war-like "Stoney" his possession of what was later known as the Image and White Horse Plains, with their countless herds of bison; and when the earlier possession of fire-arms gave the Cree the ascendancy he sought, and that dread scourge, the small-pox, had thinned the Assiniboine ranks, it must have been on this great

trail the latter retreated towards the blue hills of Brandon and then to the upper waters of the river which still bears their name.

"La Verendrye, the first white man who looked on this fair land, must have seen this spot and passed by this trail, and while it was yet a bridle path or cart track, and long before it was known as it afterwards became, as the King's Highway, men who were great in their day and generation and are deservedly still remembered for their important discoveries and their administrative abilities, have trodden the path which lies at our feet.

"Over it has passed, discoverer, courier, missionary, arctic voyager, chief warrior, and medicine man, governor, factor, judge, councillor and commander—along it has been carried wampum and tomahawk, messages of peace and war. The governors of the Hudson's Bay Company have, as well as the governors of the Dominion, passed this way.

"Truly, this is an historic place."



SEVEN OAKS MONUMENT



Whittier's Poem on The Red River

"The voyageur smiles as he listens
To the sound that grows apace,
Well he knows the vesper ringing
Of the Bells of St. Boniface.

"The Bells of the Roman mission
That call from their turrets twain
To the boatman on the river,
To the hunter on the plain.

"Then happy is he that heareth
The signal of his release,
The Bells of the Holy City,
The chimes of eternal peace."

"Even so in our mortal journey
The bitter north winds blow,
And thus upon life's Red River
Our hearts like oarsmen row.

"And when the Angel of Shadow
Shall stand on the wane and shore
And swear by Him that liveth
That time shall be no more."

FLOWERS FOR EVERY OCCASION

The Orchid

VICTOR L. SCOTT

311 Donald St. Flowerphone N 7971
Flowers Telegraphed to 11 A Parts of the World

Phone A 7311

Clark-Leatherdale Co.

Funeral Directors

232 Kennedy Street,
AMBULANCE WINNIPEG

Sterling, Rankin & Saul Co.

CHARTERED ACCOUNTANTS

10th Floor Grain Exchange Building
WINNIPEG

Smith, Murphy & Co. Ltd.

GRAIN MERCHANTS

9th Floor Grain Exchange Building
WINNIPEG

Just What Does Pay- Day Mean To You?

START A SAVINGS ACCOUNT
WITH US TODAY

The old fable of the man who tried to bail a boat with a sieve suggests the experience of a man who has not a savings account to catch some of the money he earns each week.

THE BANK OF TORONTO

Central Grain Co. Ltd.

865 Grain Exchange
WINNIPEG

Donald Morrison & Co. Ltd.

7th Floor Grain Exchange Building
WINNIPEG

ROLPH-CLARK-STONE

LIMITED

AND

GRAPHIC CALENDAR COMPANY

*Canada's Largest Manufacturers
of Exclusive Art Calendars*

Halifax, Montreal, Toronto, Winnipeg, Vancouver

Union-Made Brooms

Walter Woods Limited

HAMILTON—WINNIPEG

*Greetings to the men who make
the Grain move*

Blackburn, Mills & Graham

535 Grain Exchange Building
WINNIPEG

Bole Grain Co. Ltd.

GRAIN MERCHANTS

859 Grain Exchange
WINNIPEG AND FORT WILLIAM



R. H. COBB
General Chairman Canadian Pacific Lines



H. B. CHASE
General Chairman B. of L.E., Canadian National
Lines (Canadian Northern Portion)



MURDO MacKENZIE
General Chairman Canadian National Lines,
G.T.P. Portion



GEO. A. STONE
General Chairman Canadian National Lines,
Eastern Portion

Greetings!

IT has been a pleasure to co-operate with the B. of L.E. in the production of this Souvenir Programme, and we take this opportunity of extending greetings and best wishes to all visiting delegates.



Ground Floor, Nokomis Building
Cumberland and Hargrave St.

Phone A 7189



*Just
a
Little
Better
for*

*Bread, Cakes and
Pastry*

BRAKES! *How Are Yours?*

Better let us look them over. We are brake specialists

SERVICE STATION

CRABTREE & HUDSON
LIMITED

510 Portage Avenue

Archibald-Martin Motors Ltd.

DISTRIBUTORS

DODGE BROS. MOTOR VEHICLES
GRAHAM BROS. TRUCKS

WINNIPEG

MANITOBA

Compliments of

The Empire Motors Ltd.

DISTRIBUTORS FOR

OVERLAND and the famous Sleeve-Valve
WILLYS-KNIGHT CARS

Cor. Maryland and Portage

Compliments of

KIEWEL

Brewing Company
LTD.



ST. BONIFACE, MAN.

Phone N 1178

Stevens Grain Co. Ltd.

OPTIONS

408 Grain Exchange
WINNIPEG

SEE THE NEW

MOON

THE SENSATION OF 1926

MOTOR CAR EXCHANGE

296 Maryland St., South of Portage

Winnipeg Insurance and Vessel Agency Ltd.

AGENTS AND INSURANCE BROKERS

312 Grain Exchange
WINNIPEG

The Topper Grain Co. Ltd.

GRAIN MERCHANTS

435 Grain Exchange
WINNIPEG

Consolidated Motors Ltd.

CHEVROLET AND CHRYSLER
DEALERS

THE PLACE FOR GOOD USED CARS

235 Main St.

Phone N 8410

WESTERN HOMES LIMITED

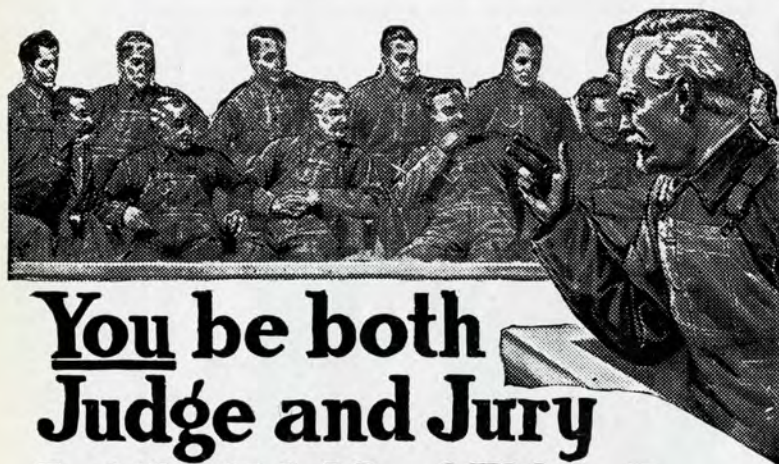
MORTGAGE INVESTMENTS

Head Office, Lombard Building, Winnipeg

Capital Subscribed	- - - -	\$2,350,000.00
Capital Paid Up	- - - -	950,000.00

Shares available for subscription on our Annual Savings Plan.
A safe way to build an estate out of your earnings.

ARGUE BROS., LTD., General Agents, WINNIPEG



You be both Judge and Jury Let the Trial last Thirty Days

Buy a pair of "Headlight" overalls at our store today.

If thirty days of the hardest wear does not convince you that these are the best overalls you ever bought, bring them back and get your money.

There will be no argument. You are the Supreme Court in this case. Your decision will be favorable—or we will stand the costs.



H. H. SMITH

W. P. FESS

R. L. DENISON

Smith, Fess & Denison

Limited

Every class of

INSURANCE

ACCIDENT	HAIL	FIDELITY
AUTOMOBILE	FIRE	WINDSTORM
BURGLARY	LIFE	LIABILITY

REAL ESTATE

MORTGAGE LOANS RENTALS

TENTH FLOOR, McARTHUR BLDG.

WINNIPEG, MAN.

PRIVATE EXCHANGE 27 355

WINNIPEG PIANO CO. 333 PORTAGE AVE.

"The Greatest Selection Under One Roof"

PIANOS PHONOGRAPHS RADIO
BAND AND ORCHESTRAL INSTRUMENTS
SHEET MUSIC, RECORDS

MAXIMUM COMFORT AT
MINIMUM COST

RATES: \$2.00 TO \$4.00
European Plan

St. Regis Hotel

SMITH STREET
Just South of Portage Ave.
WINNIPEG

Clubb Limited

HEADQUARTERS FOR DUNHILL, G.B.D.,
LOEWE AND PETERSON PIPES

(2 Stores) 228 and 328 Portage Avenue
Phones A 3203-A 5201

Importers of Finest English Tobaccos

UNITED TYPEWRITER COMPANY OF MANITOBA LIMITED

303 Fort Street

WINNIPEG - Manitoba

The Manitoba Clothing Co.

LIMITED

CLOTHING AND MEN'S
FURNISHINGS

550 Main St., Winnipeg

McLaughlin Motor Car Co.

LIMITED

Cor. Portage and Maryland St.

WINNIPEG, Man.

McLAUGHLIN-BUICK, PONTIAC AUTOMOBILES

Gurney Scales Company Ltd.

WINNIPEG

MANUFACTURERS OF

Weigh Scales for all Industrial Requirements

Enquiries Solicited

HAMILTON - CALGARY - VANCOUVER



For Designs, Commercial Photo-
graphs, Half-tone, Color and
Line Engravings, Electrotypes
or Stereotypes.

BRITISH & COLONIAL PRESS

LIMITED

The Sign of
Conscientious
Service

376 DONALD STREET, WINNIPEG
A 3850 A 3859

"Service That Satisfies"

Universal Motors Limited

293 Garry St. and St. Boniface

Phone A 1995

Phone N 1075

WINNIPEG, Manitoba

Phone A 4005

The King Florist

270 Hargrave Street
WINNIPEG

FLORAL EMBLEMS OUR SPECIALTY
Member Florists' Telegraph Delivery Association

PHONE A 3221

Argue Bros.

MEN'S AND BOYS' OUTFITTERS

McIntyre Block, Winnipeg

With the Compliments
of

Pelissiers Limited BREWERS

Fort Rouge

Winnipeg



CLOTHES---

Made-to-Order

Are an economy, because by reason of superior materials and workmanship, they wear better, last longer, and always retain their original shape.



SANDISON

TAILOR

250 Main Street Winnipeg

Established 1882

You are invited, while visiting Winnipeg to inspect Canada's newest and most modern Packing Plant.

THE HOME OF
"H.A." PRODUCTS

Harris Abattoir (Western) Limited
ST. BONIFACE, MAN.

King Coal Limited

*For Quality
and Service*

Phone A 1401 WINNIPEG

L U M B E R

SMALL OR LARGE ORDERS
DELIVERED ANYWHERE

Our Quality is Good and our Prices are Right

TRY US
The Winnipeg Paint & Glass Co.
LIMITED

179 Notre Dame Ave.

A 7391

BRADLEY'S FOR Taxi Service

Phone A-3323

DAY AND NIGHT SERVICE

WITHOUT efficient, economical
distribution of its product from
factory to consumer, industry could
not thrive. To-day, those living in the
most remote sections of the country
enjoy luxuries and comforts which
were undreamed of fifty years ago---
brought to them by the railroads,
through the medium of well-designed
carefully manufactured and
skilfully manipulated
Westinghouse
Brakes

CANADIAN WESTINGHOUSE COMPANY
LIMITED



1668

FIRST VOYAGE OF THE NONSUCH 1668



GRANTING OF CHARTER BY CHARLES THE SECOND MAY 2nd 1670

1670



1770

SAMUEL HEARNE LEAVES FORT PRINCE OF WALES IN DISCOVERY OF THE COPPERMINE RIVER 1770



1812

SEIKIRK SETTLERS TAKE OVERLAND GRANTED BY THE HUDSON'S BAY COMPANY 1812



1822

FORT GARRY 1822 REBUILT 1835-36



1841

SIR GEORGE SIMPSON GOVERNOR SURVEYS LAND 1841-1842

MILESTONES!

On May the second, 1926, was celebrated the 256th anniversary of the birth of Hudson's Bay Company—an event unique in the annals of mercantile corporations the world over.

Today after 256 years of existence the optimism that has ever been a characteristic of the Company's policy is exemplified in the undertaking of an extensive programme of expansion in every field of its operations.

Hudson's Bay Company now owns and operates the most modern chain of department stores in Canada.

Eleven stores at the following centres: Winnipeg, Yorkton, Saskatoon, Edmonton, Calgary, Leth-

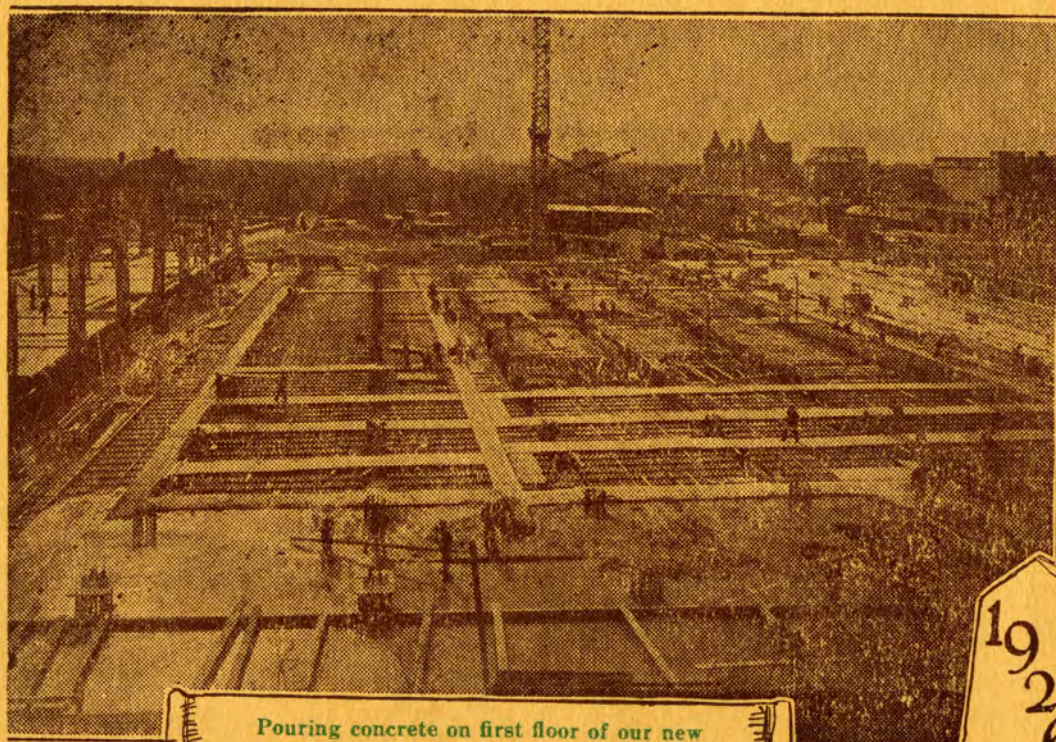
bridge, Nelson, Vernon, Kamloops, Vancouver and Victoria.

Rapid progress is being made with our new Winnipeg store at the junction of the new Memorial Boulevard and Portage Avenue. When completed the store will occupy 232 feet on Portage Avenue with a frontage of close to 400 feet on Memorial Boulevard.

The building is being constructed of reinforced concrete faced with Tyndall stone from Manitoba, ornamented with Corinthian pillars and cornices of the same material.

It is expected that this modern Department Store, stocked with choice merchandise of traditional H.B.C. quality, will be ready for occupation before Christmas of 1926.

Hudson's Bay Company
INCORPORATED 2ND MAY 1670.



Pouring concrete on first floor of our new building, April 20th, 1926

1926