

[1922]

37th Annual Convention

National Editorial
Association
MISSOULA

OLD FAITHFUL GEYSER
Yellowstone National Park



MISSOULA—"THE CONVENTION CITY"

Photo by The Haines Photo Co., Conneaut, Ohio

MISSOULA, THE CONVENTION CITY

Missoula, the metropolis of Western Montana, is fittingly the scene of the 1922 convention of the National Editorial Association. Ancient Indian legends tell of the momentous "pow-wows" held more than a century ago and from these frequent tribal conclaves came its name, Missoula, which in the Indian tongue means "meeting place." Christened so appropriately by its original citizens, it still easily retains its prestige as the premier convention city of its state and no city in the "Treasure State" is better adapted to be "home" to the journalists of America than the "Garden City."

A frontier camp but a comparatively few years ago, Missoula today possesses uniquely all the facilities of the modern city. Nestling at the foot of a majestic embattlement of mountains whose snow-capped peaks hold year-round vigil, the 1922 convention city of the National Editorial Association assures exceptional pleasures to the desk-weary editor and publisher. The shelter of its site gives Missoula an average mean temperature higher than other sections of Montana and its moderate altitude assures a cool, dry atmosphere. Summer in Missoula is ideal with warm days and with nights cool enough for a blanket, a combination most invigorating.

Missoula is the fourth largest city in Montana, seat of the University of Montana and headquarters of United States Forest District No. 1. It is the center of extensive agricultural, lumbering, manufacturing, transportation, financial, and commercial activities. It is most advantageously located on the Pacific slope of the Rocky Mountains at an elevation of 3,223 feet, where five fertile and highly productive valleys are nurtured by the waters of two rivers which meet at Missoula. It is indeed appropriately designated the "Garden City" because of its exceptional climatic and agricultural advantages.

Situated at the western gateway of the most advantageous pass in the Montana Rockies, guarded on either side by Mount Jumbo and Mount Sentinel, between which flows the Clark Fork of the Columbia River and all the traffic of two trans-continental lines and the Yellowstone Trail, Missoula commands a wide valley with a picturesqueness of setting seldom rivaled. Here Captain Lewis of the Lewis and Clark Expedition, halted on their historic exploration of the great Northwest and the annals of the "Garden City" are replete with romantic details of the raw frontier days.

Missoula is the fork in the trails to the summer vacation land of the Northwest and the number of tourist visitors is rapidly growing each year. Southeast over the Yellowstone Trail or the Bitter Root-Big Hole route is Yellowstone National Park, while almost due north via Flathead Lake, one of the largest fresh water lakes in the United States, is Glacier National Park. Here at the door-step of Missoula is a surpassing out-door playground, a veritable scenic wonderland where one may hunt, fish, explore canyons or climb mountains to their heart's content and with incalculable benefit to mind and body.

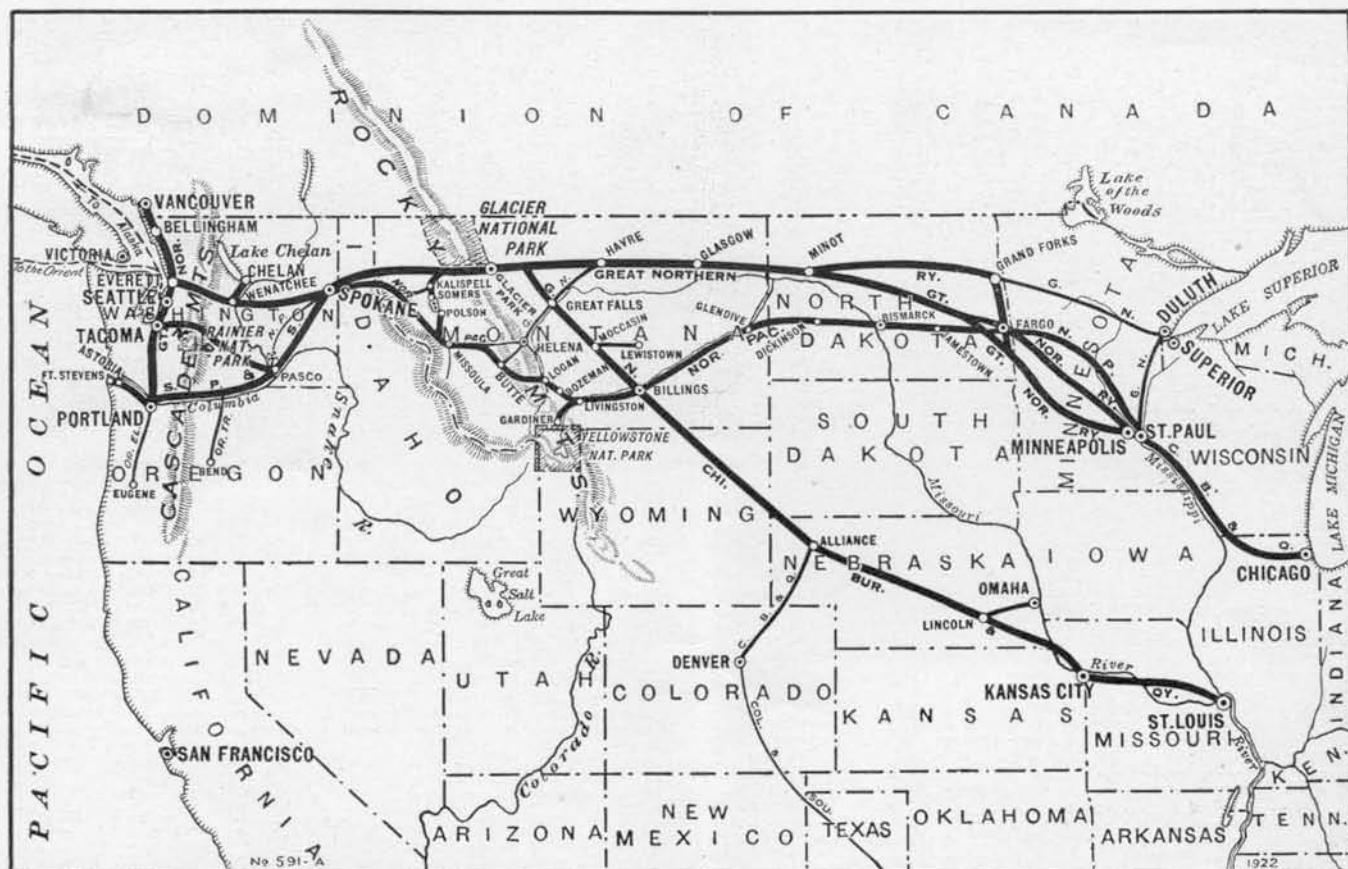
The population of the "Garden City" is 15,000 and it is growing steadily. It has the commission form of government, 110 miles of streets, a large portion of them paved, and 75 miles of cement sidewalks. It has a beautiful residential district, fine business buildings, excellent water, modern fire-fighting facilities, excellent schools, and a modern street car system operated by hydro-electric power. It has many fine public buildings, parks, and industrial plants. It is the center of a great lumbering industry and Fort Missoula, a United States Army post, is close by.

A modern, progressive city linked with romantic past, a home town, the hub of the trails leading into the great out-door playground of the Northwest—such is the "Missoula" of the 1922 convention of the National Editorial Association.



MISSOULA—"THE CONVENTION CITY"

Photo by The Haines Photo Co., Conneaut, Ohio



ROUTE OF THE BURLINGTON, GREAT NORTHERN AND NORTHERN PACIFIC RYS.

DAY BY DAY WITH THE EDITORS' SPECIALS

Preparations for the annual convention of the many members of the National Editorial Association are rapidly nearing completion all along the route and unique entertainment is assured daily for those who make the pilgrimage. The business sessions are at Missoula on July 19, 20, and 21, but the initial rendezvous is at Chicago from where the journey westward starts on July 9th.

Sunday, July 9th

Headquarters for the National Editorial Association delegates will be at the Morrison Hotel. Those who travel via Chicago will report on July 9th and be aided in establishing themselves in the special trains by representatives of the railroads and the association. The convention specials will leave Chicago on Sunday, July 9th, at 10:55 p. m. over the Burlington, leaving from the Union Station. The trains will consist of observation cars, standard Pullman sleepers, baggage and dining cars. The trains will be modern, all steel trains, "de luxe" in their appointments and especially assembled to assure the editors the maximum of comfort. Before completing ticket purchases, specifications for the reservations in Yellowstone National Park should be made, indicating either the camps or hotel serv-

ice, thus insuring definite service in the Park. Also tickets for the Glacier National Park trip should be purchased, as well as side trip tickets mentioned under the caption of General Information appearing elsewhere in this Book-let.

Speeding northward toward the Twin Cities, St. Paul and Minneapolis, over the Burlington route, appropriately named the Mississippi River Scenic Line, "where Nature smiles 300 miles," the special trains skirt the majestic Father of Waters, island-dotted and fringed by weather-painted bluffs, readily seen just before the breakfast hour as the trains proceed toward the head of navigation.

Monday, July 10th

A daily newspaper titled the "National Editors' Argus" will be published on the convention specials and the first edition will greet the delegates at breakfast in the diners, the morning of July 10th. Picturesque river scenery will be unfolded as the trains continue northward over the Burlington to arrive in St. Paul at 11:30 A. M.

In the Capital City of Minnesota, the editors are assured a fitting welcome. A visit to the famous Railroad Building, which houses the general offices of the Great Northern and Northern Pacific and district offices of the Burlington,



"SCENES ALONG THE WAY"

1. "Along the Mississippi," Photo by Frank Hallenbeck.
2. "Electric Peak"—near Gardiner Entrance, Yellowstone National Park, Photo by Haynes.
3. "Navigation on the Upper Mississippi," Photo by Frank M. Hallenbeck.
4. "Jupiter Terrace," Yellowstone National Park, Photo by Haynes.
5. "Lava Needles," Grand Canyon, Yellowstone National Park. Copyrighted by Gifford.
6. "Interior of Lounge, Grand Canyon Hotel," Yellowstone National Park, Copyrighted by Gifford.
7. "Mount Washburn," Yellowstone National Park. Copyrighted by Gifford.
8. "Snowy Range near Gardiner," Photo by Haynes.
9. "Tea Kettle," Butte, Photo by Haynes.

has been arranged. This is the largest building in the world devoted exclusively to railroad general offices. An automobile tour is being arranged to take the editorial pilgrims through the beautiful parks, around the lakes and to the many interesting public buildings of St. Paul and Minneapolis. Historic Fort Snelling and the University of Minnesota are observable from train or motor and there will be ample opportunity to view the commercial and industrial districts of the "twin" markets of the Great Northwest.

The special trains will leave Minneapolis, from the Union Station, over the Northern Pacific, at 6:30 P. M., July 10th. Dinner will be served in the diners. Special atten-

tion has been given the problem of feeding the delegates and the editors are assured of the finest foods the market affords, cooked temptingly and served to perfection at a very moderate cost. At nightfall, the convention specials will be speeding through the "Ten Thousand Lakes" district and fertile valleys of Minnesota and then westward through the great fields of North Dakota, green with the growing grains where but a few years ago roamed the Indian and the mighty buffalo, monarchs of the prairie wastelands. During the day those delegates joining the party at St. Paul or Minneapolis may purchase tickets and complete their reservations at headquarters mentioned elsewhere in the Booklet.



"SCENES ALONG THE WAY"

1. "At the Bend of the Road, Bitter Root Valley."
2. "Result of Day's Sport in the Bitter Root Valley."
3. "Bitter Root Mountains." Copyrighted by R. H. McKay.
4. "The Lo Lo Grade." Copyrighted by R. H. McKay.
5. "Bass Creek Falls." Copyrighted by R. H. McKay.
6. "Spring in the Bitter Root Valley."
7. "The Bitter Root of Stevensville." Copyrighted by R. H. McKay.
8. "West Fork of Bitter Root," Photo by courtesy of the Johnson Photo Studio of Hamilton.
9. "Bitter Root Mission," Built 1874. Photo by courtesy of the Johnson Photo Studio of Hamilton.

Tuesday, July 11th

The next halt will be at Medora, N. D., the morning of July 11th. The editors will then be in the heart of the Badlands, now officially known as Pyramid Park, famous for its fossil remains of pre-historic ages and the activities of outlaws and warring Indian bands of the frontier days. At Medora is the chateau of the Marquis De Mores, who named the frontier town in honor of his wife. Here too, is the famous Maltese Cross ranch where Colonel Theodore Roosevelt spent several years as a cowboy, and the editors will conduct a special ceremony in the placing of a marker for the beginning of a monument to the achievements of the former President of the United States. A portrait

of Colonel Roosevelt will be presented to each editor by the American Defense Society of New York City; and a cowboy chuck-wagon may be in evidence.

The next stop and the first halt in Montana will be at Miles City at 4:45 P. M., July 11th. A motor tour of the once famous "capital" of the Western range country and now the largest horse market in the world will acquaint the editors with the modern city which developed from the old frontier post named after General Nelson A. Miles. Special entertainment, including a "round-up" supper on the banks of the Powder River is being arranged by the citizens of Miles City. The second edition of the Argus will be delivered at Miles City.



"JACKSON LAKE AND TETON MOUNTAINS" YELLOWSTONE NATIONAL PARK.

Photo by Haynes.

At 11:45 P. M. the trains will leave Miles City, westward bound again toward the convention city. Sleeping cars will be ready for occupancy at 9 P. M. daily. The special trains will arrive at Billings at 6 A. M., July 12th. The third edition of the Argus will be distributed at breakfast time.

Wednesday, July 12th

If weather conditions are favorable, an automobile tour of the oil fields of which Billings is the center will be made. The day will be filled with interest; and during the evening the editorial party will enjoy a "smoker" being arranged for their entertainment before bedtime. From Billings the trail branches southward over the Burlington again, the special trains leaving Billings at 11:30 P. M. for Cody, the home town of the late Colonel William Cody (Buffalo Bill). Before retiring for the night, a suggestion is made to check all baggage and luggage in the baggage car, except that which is to be used in the Yellowstone National Park, and thus save time and some annoyance after arrival at Cody. In this connection, the delegates may be guided for comfort when reminded that the weather may be sizzling hot when you leave home, yet as you approach and reach the altitudes in the Rocky Mountains of from eight to ten thousand feet, cooler weather will be encountered. This does not necessitate winter wraps, but medium weight overcoats and wraps, and an additional sweater is desirable as it is sometimes cool in the early morning and late in the evening. Colored automobile glasses make for comfort and should be brought with you. For tramping in the National Parks heavy walking shoes are indispensable. Provide yourself with crush soft hats or caps; stiff hats will be a decided inconvenience for motor and mountain travel. For travel in the Yellowstone National Park the conveyance is by motors and each carries eleven persons. It might be well for those going to the Camps to have selected their "family motor party" before arrival at Cody; and the same applies to those

who have made reservations at the hotels to follow this suggestion. One does not need to be reminded from Cody starts one of the biggest treats of the outing, a four-day tour of the Yellowstone National Park, the "Land of Natural Wonders" and to do the Park with your friends for the four days is a most happy arrangement. The same motor must be used each day; trading seats or drawing seats by lot is one factor of the day's fun, but always travel in the same motor. The "Yellowstone Park" edition of the Argus will be on hand at breakfast time. Read it for announcements each day. The outing in the park will occupy July 13, 14, 15, and 16.

Thursday, July 13th

Be up and breakfast early for the departure from Cody will commence at 7:30 A. M., July 13th, in motors of the Yellowstone Park Transportation Company, to Pahaska. Each delegate must have tickets for the park trip before leaving Cody, which is explained elsewhere. The second section of the party will leave Cody at 8:15 A. M., arriving at Pahaska at 11:15 A. M. Here the trail leads through the picturesque Shoshone Canyon, (illustrated in one of the booklets of this series), the motor cars passing through six tunnels bored through solid rock. Sandstone cliffs, vividly painted by nature, fringe the Cody road and unique formations including Thor's Anvil, Elephants Head, and the Wooden Shoe are seen from the cars.

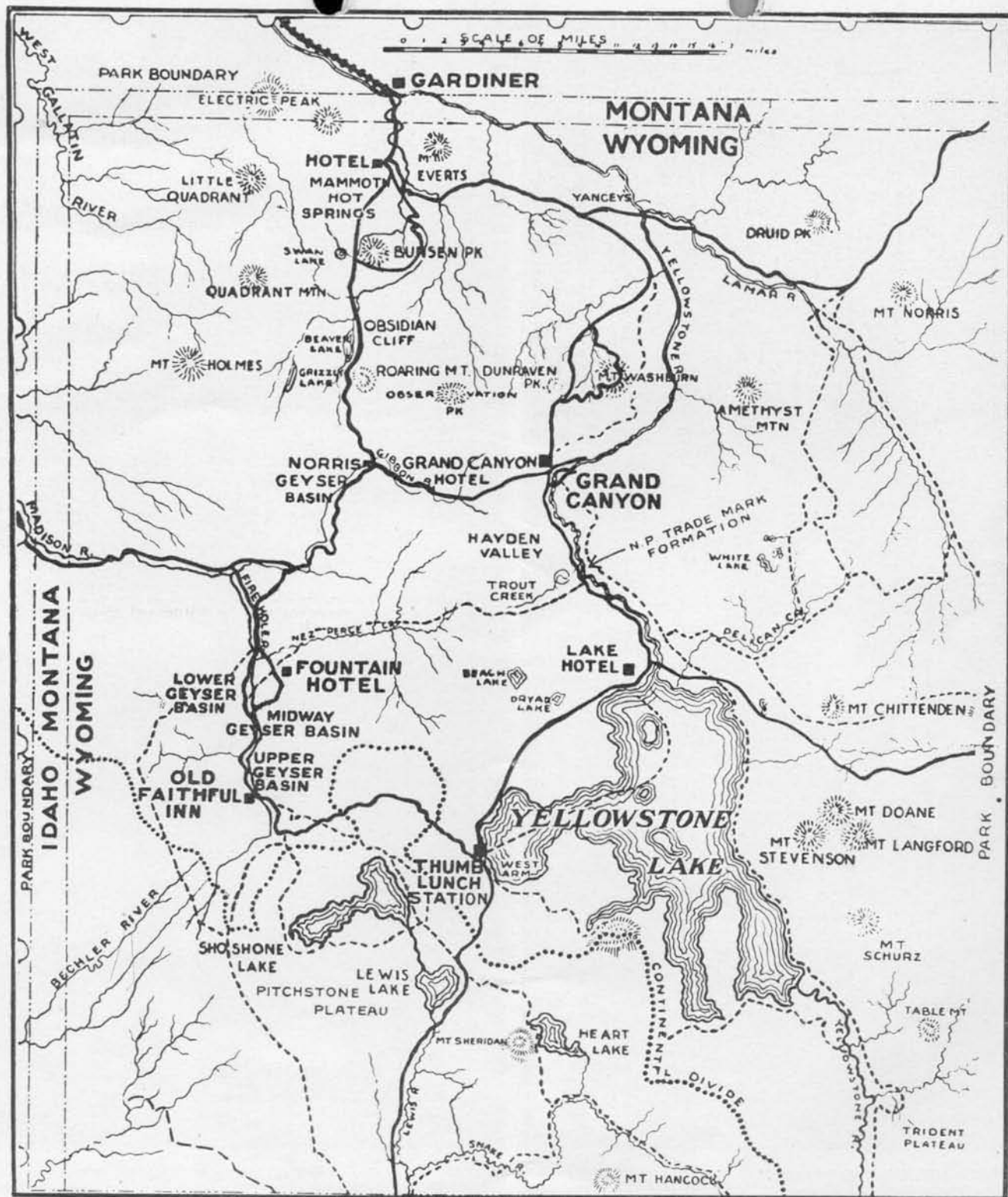
Lunch will be served at Pahaska Teepee, Buffalo Bill's old hunting lodge, and the Grand Canyon will be reached at 4:30 P. M., the trail enroute passing Sylvan Pass Ranger Station, the Corkscrew Hill, and a halt being made at Mud Geyser. An orchestra provides music for dancing in the big lounge room of the Canyon Hotel. Interesting entertainment features will be witnessed at the Camps.

Friday, July 14th

From Grand Canyon, the tour is resumed on July 14th at 8:30 A. M., Morris Geyser Basin being the first stop. From here the trail leads to Upper Geyser Basin, passes Minute Man Geyser, Iron Spring, and Gibbon Falls and crosses the Madison River at the junction with Fire Hole and Gibbon Rivers. Stops are made at Mammoth Paint Pots and Excelsior Geyser Basin. The Black Sand Basin trip will reveal Handkerchief and Emerald Pools, outstanding phenomena. The entire afternoon will be spent in Upper Geyser Basin where are located the largest and finest geysers in the world including "Old Faithful" the most noted of them all. Also numerous hot springs and pools of unsurpassed beauty.

Saturday, July 15th

Old Faithful is left behind at 8:30 A. M., July 15th, and Grand Canyon is reached at 12:30 P. M., the trail leading over the Continental Divide twice at an altitude of 8,300 feet. Study of the map appearing in the Booklet showing roads in Yellowstone National Park will enable one readily to trace the tour and locate the many interesting sights thus gaining information well worth while before entering the Park. (This also applies with equal interest if the map of Glacier National Park is studied as later comment will indicate.) The trail also leads along the shores of Yellowstone Lake, the highest lake of its size on the continent, and passes through the Knotted Trees and by the Natural Bridge. Lunch will be served at the canyon and further opportunity to view the Grand Canyon of the Yellowstone from the many points of vantage will be afforded in the afternoon.





"SWAN LAKE, NEAR KALISPELL,"
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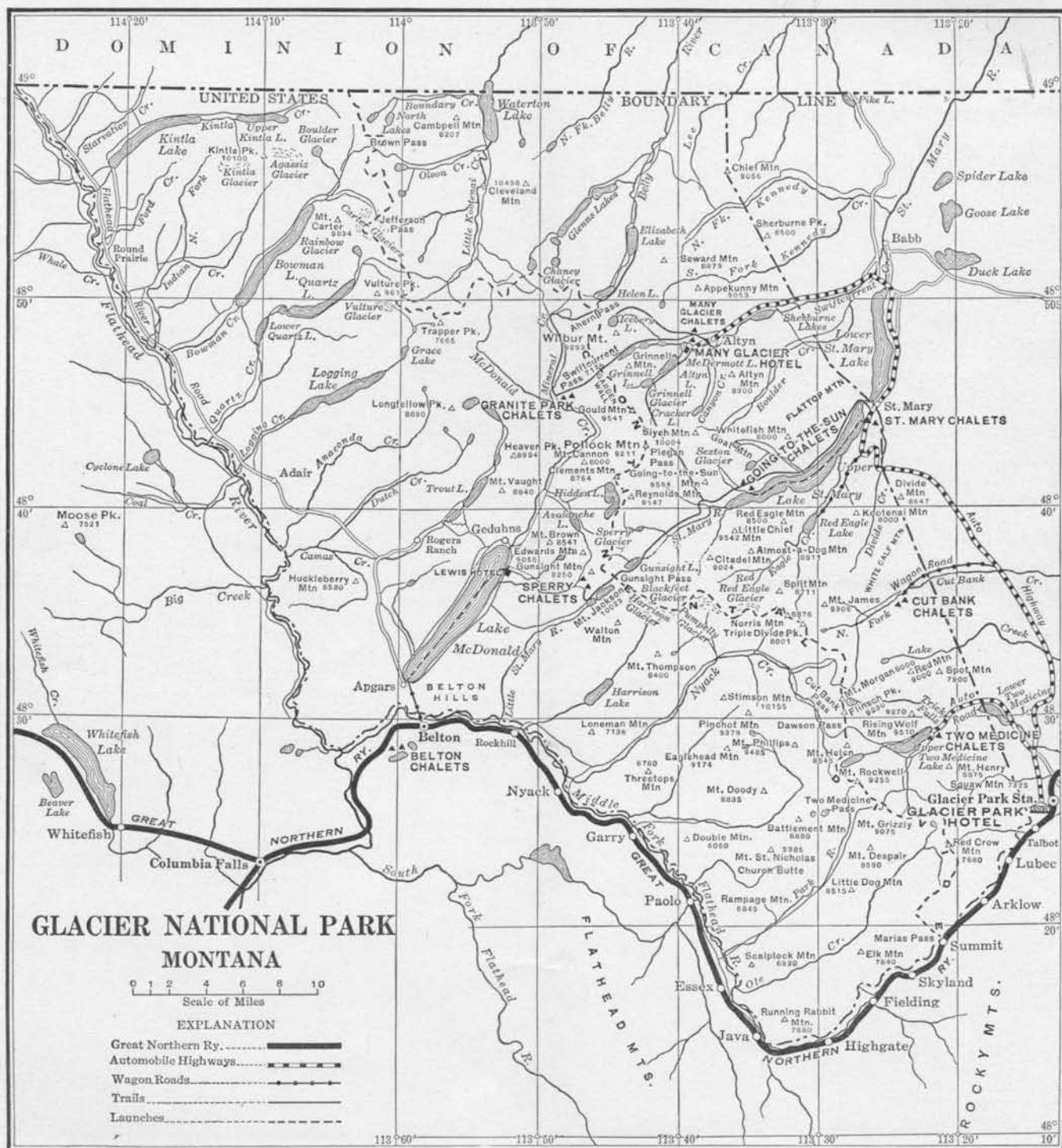


"THE MISSION RANGE," MONTANA.
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"FLATHEAD LAKE," MONTANA.
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"ANGEL POINT ON FLATHEAD LAKE,"
Copyrighted by White.





"SCENES ALONG THE WAY"

1. "Columbia Gardens," Butte. Photo by Jennings and Gurdorf.
2. "Glacier Hotel," Lake McDonald, Glacier National Park. Copyrighted by Hileman.
3. "Lake McDonald," Glacier National Park. Copyrighted by Hileman.
4. "Bad Rock Canyon," Enroute to Glacier National Park. Copyrighted by Hileman.
5. "Swan River" near Kalispell. Copyrighted by Hileman.
6. "Little Bitter Root Falls" near Kalispell. Copyrighted by Hileman.
7. "Glacier Lake." Copyrighted by Hileman.
8. "Between St. Mary and Many Glacier Lakes," Glacier National Park. Copyrighted by Hileman.
9. "Broadwater Hot Springs Hotel," Helena

Sunday, July 16th

On July 16th, the last day in the Yellowstone Park, the tour starts at 8 A. M., from the canyon crossing a shoulder of Mount Washburn on the way. If the weather permits the entire party will be taken to the peak of the mountain, 10,500 feet high, in their automobiles, where on clear days the entire Park can be seen. From Mount Washburn the road descends to Tower Falls, past the Needles and Camp Roosevelt to Mammoth Hot Springs where lunch will be served. The afternoon will be spent viewing the terraces of Mammoth Hot Springs and inspecting Buffalo Corral. Departure from Gardiner is scheduled for 8 P. M.

Special entertainment also will be provided for those visiting the camps which afford excellent points of vantage from which to view the scenic wonders; visit the fish-glutted streams and study the wild animal life with which the park abounds.

From Yellowstone Park the trail leads out of Gardiner Gateway northward into Montana again. The trains leave Gardiner over the Northern Pacific at 9:30 P. M., arriving at Bozeman the following morning at 6 A. M. The fifth edition of the Argus will greet you at breakfast time.

Monday, July 17th

Motors will convey the party from the train, beginning at 7 A. M. to hotels and as guests of the citizens of Boze-

man a breakfast will be served. Promptly at 8:30 A. M., the party will gather at the Ellen Theatre where scenery of Montana will be shown, detailing Middle Creek reservation area, and the famous West Gallatin Canyon. Pictures of Bozeman's Roundup will be featured. Leaving the theatre at 9:30 A. M., autos will convey the party for a trip in the Gallatin Valley over fine highways. Returning at noon, with a box lunch on the train, the party will depart for Helena.

At Helena, the capital city of the "Treasure State," where the trains halt at 4 P. M., the sixth edition of the Argus will be delivered. The editors will be taken on a motor drive about the city and the mining district surrounding it and then to the Broadwater Hotel where they will have an opportunity to swim in the world's largest indoor natural hotwater pool. (Just remember to bring a bathing suit.) An out-door dinner will be followed by a dance and band concert.

Tuesday, July 18th

The next stop is at Butte, the world's largest mining camp, at 6:30 A. M., July 18th, the trip from Helena being made over the Great Northern Railway. The day will be crowded with a program which includes a trip by special electric train to the greatest smelter in the world, located at Anaconda. Those who may wish to do so, may visit one of the largest mines. A get-together meeting and entertainment in the evening at the famous Columbia Gardens maintained by Senator W. A. Clark, is being arranged. Auto drives over the Continental Divide and along Roosevelt Drive will be interesting and enjoyable. The Chamber of Commerce is arranging a display of copper, brass, bronze, and zinc, which of itself would repay one for a visit of a day in Butte. The seventh issue of the Argus will appear at Butte.

Leaving Butte at 11:55 P. M., the editors' special trains will speed on to Missoula, the "mecca" of the 1922 pilgrimage, over the Northern Pacific, arriving in the early morning hours, the opening day of the National Editorial Association convention.

Wednesday, July 19th; Thursday, July 20th, and Friday, July 21st

Business sessions will be held at the Elks' Club, beginning the morning of the 19th. The Convention Number of the Argus will be issued with announcements. The afternoon will be set aside for sessions of the convention. The program of the evening's entertainment will be announced during the sessions of the convention. On the 20th, sessions of the convention will be held both during the forenoon and afternoon. During the evening a banquet will be tendered the members of the association. On Friday, the 21st, sessions of the convention will be held both forenoon and afternoon. The close of the convention will permit the delegates to witness a reproduction of the battle of Vimy Ridge, a feature long to be remembered. Other entertainment (surprise events), is to be anticipated as Missoula has plans long and many in the making.

Saturday, July 22nd

On the morning of the 22nd, after breakfast, the editors are to become the guests of the citizens of the Upper Bitter Root Valley, for an automobile trip. The route will lead along the west banks of the Bitter Root River to Stevensville, where historic St. Mary's Mission established by Father De Smet in 1841, to minister to the Flat-

head Indians, will be visited and to Hamilton the former site of Marcus Daly's ranch and the center of important irrigation projects; later going to Darby. The motor cars will leave Missoula at 8 A. M., halting at Lo Lo, Florence, Stevensville, Corvallis, Darby, Hamilton, and Victor, leaving Victor on the return trip to Missoula at 6 P. M., arriving for a late dinner. Each of the communities have arranged a special greeting to the editors.

At Darby, a unique treat awaits the editors. The citizens of that community will spend the previous day catching mountain trout in the adjacent streams where no fisherman ever was disappointed and a luncheon featuring trout, strawberries and cream, will be in waiting. The special trains will leave Missoula at 3 A. M., the morning of Sunday, July 23rd, northward bound toward Glacier National Park.

Sunday, July 23rd

On the way to Polson from Missoula on Sunday, July 23rd, the party will halt for several hours at Ronan where a home-cooked breakfast will be served by the housewives of the town. From Ronan the convention party will take another special train of day coaches, as the special trains of sleeping cars will detour via Sand Point, Idaho, to be delivered at Kalispell late in the evening for occupancy, necessitated by reason of the trip of the party over Flathead Lake enroute to Kalispell. Before leaving the sleeping cars at Ronan each one of the party should check their luggage with the baggage-man, as no parcels or grips will be permitted to be conveyed in the sleeping cars during the time of the detour of the special trains consisting of sleeping cars. Take only such wraps or garments as are needed during the day while enroute from Ronan to Kalispell via Flathead Lake. Departure after breakfast from Ronan permits the special train to arrive at Polson at 11:00 A. M., leaving Polson at 12:15 P. M., on the steamer Klondike of the Flathead Transportation Company, the party going aboard the steamer from the train at the docks. Not contented to say "goodbye," a party of Missoula citizens will join the editors for the day's outing to the Flathead Lake, continuing with the party to Idylewild Island where a "forest fire" fighter's dinner will be served. The Island is owned by the Montana State University. The Flathead Lake trip will end at Somers at 5:15 P. M., where the convention party will proceed over the Great Northern Railway to Kalispell, arriving in the city at 6 P. M. Read at Kalispell the ninth issue of the Argus on Monday morning. On arrival of the sleeping car trains berths will be in readiness for occupancy.

Monday, July 24th

Following breakfast the party will be entertained in Kalispell with auto drives, leaving after luncheon for a trip via auto or train enroute to Belton and to Lake McDonald where dinner will be served. Those who enjoy a game of golf may visit the Kalispell links as guests of the Kalispell Golf Club. The schedule arranged indicates the party will leave Kalispell at 1 P. M., arriving at Belton at 3 P. M., making the trip to Lake McDonald, later returning to Belton. Sleeping cars will be in readiness on return of the party, departure from Belton at 11:55 P. M., to enter Glacier National Park for a two-day outing.

The entrance into Glacier National Park from Kalispell may be by automobile or train, the motor route being especially noted for its picturesque scenic surroundings. From the foot of Lake McDonald, the entrance may be made by steamer or motor car. Saddle mounts can be

secured in the Park. The map of Glacier National Park shown in this booklet gives routings in the Park in detail. Baggage should be checked with the train baggage-man before leaving the train.

Tuesday, July 25th

Read the Glacier Park special edition of the Argus during the breakfast hour, for at 8 A. M., Tuesday, the convention party will begin to fully enjoy the wonders of the great out-door playground of the Northwest. At this hour, Glacier Park station is left behind as the motor cars of the Glacier Park Transportation Company proceed over the mountain trails to Many Glaciers, arriving at luncheon time. The afternoon and evening will be filled with enjoyment of the wonderland. Stories are in circulation of the entertainment being arranged for the editors.

Wednesday, July 26th

Early on the morning of Wednesday, July 26th, the party will board the red busses of the Glacier Park Transportation Company and retrace their steps to St. Mary's Lake, a wonderful mountain hemmed lake considered one of the most beautiful in America. From here the party will proceed up the lake to the picturesque chalets of Going-to-the-Sun, perched on a rocky promontory extending into the blue waters of the lake with majestic Going-to-the-Sun Mountain rising protectingly above. Luncheon is served in the dining chalet amid scenic surroundings; and at 2 P. M., aboard the trim cruiser, St. Mary, the trip down the lake commences. St. Mary's Chalets are reached at 3 P. M., and the auto busses take the party to the Glacier Park Hotel where dinner awaits. A unique program of entertainment is being planned for the delegates while in Glacier National Park; many stories in circulation to become true and long to be remembered as facts.

Glacier National Park is the original home of the Black-foot Indian tribe whose reservation adjoins the Park on the east. Here the Indians gather during the summer months to fish and camp. Word of the coming of the National Editorial Association has been given to their chiefs, and they will gather to welcome the members and to extend to them the tribal hospitality. This welcome will be featured by many interesting Indian ceremonies of the kind not usually witnessed by the whites.

Thursday, July 27th

Leaving Glacier National Park at 9 P. M., Wednesday, the 26th, the editors' special trains will go to Lewistown, arriving there at 7 A. M. on Thursday, July 27th. Refreshed by a full night's slumber, members of the convention party will breakfast as the eleventh issue of the Argus comes from the press. An automobile tour will acquaint the editors with the interesting agricultural activities of the valley and disclose a new setting of mountain scenery. Luncheon will be served in one of the smaller towns in the Judith Basin and an out-door dinner on the banks of Spring Creek will precede the evening entertainment.

Friday, July 28th

The special trains will leave Lewistown at 11:55 P. M., on the night of the 27th, and are due to arrive at Great Falls at 6 A. M., Friday, the 28th. During the day to be

spent in Great Falls the editors will have an opportunity to inspect the great water power project, the falls of the Big Missouri having been harnessed to generate electrical energy for use in the vast mining and milling industries in that section of Montana. The second largest copper smelting plant in the world is located at Great Falls. The day will be one of interest and enjoyment, every hour a busy one. The twelfth edition of the Argus will be issued.

Saturday, July 29th

Leaving Great Falls at 1 A. M., Saturday, the 29th, the party will continue to Havre where another halt will be made. After the breakfast hour a trip by auto to old Fort Assinniboine will be made and a visit to the Agricultural Experiment Station follows. The inspection of the Milk River irrigation project will attract attention. Other stops on the homeward journey will be at Chinook for a short auto drive; at Malta to attend a "surprise party"; at Glasgow, where the entertainment is scheduled as a "secret." At Wolf Point, on the banks of the Missouri River, a real wild west show awaits the editors. Wolf Point is the last halt on the homeward journey, the special trains leaving there at 6:30 P. M., Saturday, the 29th, and arriving in St. Paul at 7 P. M., Sunday, July 30th, over the Great Northern Railway, crossing part of North Dakota and part of Minnesota during the day. The trains will continue on from the Twin Cities over the Burlington route to Chicago, arriving there at 7:45 A. M., Monday, July 31st, at the Union Station. Secure the last issue of the Argus before leaving the train.

NUMBER THREE OF A SERIES

Issued from the office of the Executive and Field Secretary of the National Editorial Association, Exchange Bank Building, St. Paul, Minnesota. Inquiries referring to the itinerary and convention of the Association should be directed to Mr. H. C. Hotelling, the Executive and Field Secretary, at the address given.



TENTATIVE ITINERARY 37th Annual Convention

NATIONAL EDITORIAL ASSOCIATION

MONTANA

CONVENTION CITY :- MISSOULA

ABBREVIATIONS

B—Breakfast. C., B. & Q.—Chicago, Burlington & Quincy R. R.
DC—Dining Cars. N. P.—Northern Pacific R. R.
L—Lunch. G. N.—Great Northern R. R.
Ldg—Lodging. F. Nav. Co.—Flathead Navigation Co. Str. Klondike.
Htl—Hotels. Y. P. T. Co.—Yellowstone Park Transportation Co.
D—Dinner. G. P. T. Co.—Glacier Park Transportation Co.

Lv Chicago	10:55 P. M.	C. B. & Q.	Sun., July 9	
Ar St. Paul	11:30 A. M.	C. B. & Q.	Mon., July 10	B, DC, L, Htl
Lv Minneapolis	6:30 P. M.	N. P.	Mon., July 10	D, DC
Ar Medora	11:00 A. M.	N. P.	Tues., July 11	B, DC
Lv Medora	12:30 P. M.	N. P.	Tues., July 11	L, DC
Ar Miles City	4:45 P. M.	N. P.	Tues., July 11	D, Htl
Lv Miles City	11:55 P. M.	N. P.	Tues., July 11	
Ar Billings	6:00 A. M.	N. P.	Wed., July 12	B, L, D, Htl
Lv Billings	11:30 P. M.	C. B. & Q.	Wed., July 12	
Ar Cody	6:00 A. M.	C. B. & Q.	Thurs., July 13	B, Htl
Lv Cody	7:30 A. M.	Y. P. T. Co.	Thurs., July 13	
Ar Pahaska	11:15 A. M.	Y. P. T. Co.	Thurs., July 13	L, Htl
Lv Pahaska	12:15 P. M.	Y. P. T. Co.	Thurs., July 13	
Ar Grand Canyon	4:30 P. M.	Y. P. T. Co.	Thurs., July 13	D, Ldg, Htl
Lv Canyon via Norris	8:30 A. M.	Y. P. T. Co.	Fri., July 14	B, Htl
Ar Old Faithful	12:30 P. M.	Y. P. T. Co.	Fri., July 14	L, D, Ldg, Htl
Lv Old Faithful via Yellowstone Lake	8:30 A. M.	Y. P. T. Co.	Sat., July 15	B, Htl
Ar Grand Canyon	12:30 P. M.	Y. P. T. Co.	Sat., July 15	L, D, Ldg, Htl
Lv Grand Canyon via Dunravens Pass	9:00 A. M.	Y. P. T. Co.	Sun., July 16	B, Htl
Ar Mammoth Hot Springs	12:30 P. M.	Y. P. T. Co.	Sun., July 16	L, D, Htl
Lv Mammoth Hot Springs	8:00 P. M.	Y. P. T. Co.	Sun., July 16	
Ar Gardiner	8:30 P. M.	Y. P. T. Co.	Sun., July 16	
Lv Gardiner	9:30 P. M.	N. P.	Sun., July 16	
Ar Bozeman	6:00 A. M.	N. P.	Mon., July 17	B, L at Htl
Lv Bozeman	12:30 P. M.	N. P.	Mon., July 17	
Ar Helena	4:00 P. M.	N. P.	Mon., July 17	D, Htl
Lv Helena	2:30 A. M.	G. N.	Tues., July 18	
Ar Butte	6:30 A. M.	G. N.	Tues., July 18	B, L, D, Htl
Lv Butte	11:55 P. M.	N. P.	Tues., July 18	
Ar Missoula	4:00 A. M.	N. P.	Wed., July 19	

At Missoula—Convention Sessions Wed., July 19 B, L, D, Htl
At Missoula—Convention Sessions Thurs., July 20 B, L, D, Htl
At Missoula—Convention Sessions Fri., July 21 B, L, D, Htl

Lv Missoula	8:00 A. M.	Automobile	Sat., July 22	B, Htl
Ar Lo Lo	8:30 A. M.	Automobile	Sat., July 22	
Lv Lo Lo	8:45 A. M.	Automobile	Sat., July 22	
Ar Florence	9:15 A. M.	Automobile	Sat., July 22	
Lv Florence	9:30 A. M.	Automobile	Sat., July 22	
Ar Stevensville	10:15 A. M.	Automobile	Sat., July 22	
Lv Stevensville	10:45 A. M.	Automobile	Sat., July 22	
Ar Corvallis	11:45 A. M.	Automobile	Sat., July 22	

Lv Corvallis	12:00 Noon	Automobile	Sat., July 22	
Ar Darby	1:00 P. M.	Automobile	Sat., July 22	L
Lv Darby	3:00 P. M.	Automobile	Sat., July 22	
Ar Hamilton	4:00 P. M.	Automobile	Sat., July 22	
Lv Hamilton	5:00 P. M.	Automobile	Sat., July 22	
Ar Victor	5:45 P. M.	Automobile	Sat., July 22	
Lv Victor	6:00 P. M.	Automobile	Sat., July 22	
Ar Missoula	8:00 P. M.	Automobile	Sat., July 22	D, Htl
Lv Missoula	3:00 A. M.	N. P.	Sun., July 23	
Ar Ronan	6:00 A. M.	N. P.	Sun., July 23	B, Htl
Lv Ronan	10:00 A. M.	Sun., July 23	N. P.	
Ar Polson	11:00 A. M.	N. P.	Sun., July 23	
Lv Polson	12:15 P. M.	F. Nav. Co.	Sun., July 23	
Ar Idlewild	12:45 P. M.	F. Nav. Co.	Sun., July 23	L
Lv Idlewild	3:15 P. M.	F. Nav. Co.	Sun., July 23	
Ar Somers	5:15 P. M.	F. Nav. Co.	Sun., July 23	
Lv Somers	5:30 P. M.	G. N.	Sun., July 23	
Ar Kalispell	6:00 P. M.	G. N.	Sun., July 23	D, Htl
Lv Kalispell	1:00 P. M.	G. N.	Mon., July 24	B, L, Htl
Ar Belton	3:00 P. M.	G. N.	Mon., July 24	D, Htl
Lv Belton	11:55 P. M.	G. N.	Mon., July 24	
Ar Glacier Park	6:00 A. M.	G. N.	Tues., July 25	B, Htl
Lv Glacier Park	8:00 A. M.	G. P. T. Co.	Tues., July 25	
Ar Many Glaciers	12:45 Noon	G. P. T. Co.	Tues., July 25	L, D, Ldg, Htl
Lv Many Glaciers	8:00 A. M.	G. P. T. Co.	Wed., July 26	B, Htl
Ar St. Mary's	9:45 A. M.	G. P. T. Co.	Wed., July 26	
Lv St. Mary's	9:45 A. M.	Boat	Wed., July 26	
Ar Going to the Sun Mountain	12:15 P. M.	Boat	Wed., July 26	L, Htl
Lv Going to the Sun Mountain	2:00 P. M.	Boat	Wed., July 26	
Ar St. Mary's	3:00 P. M.	Boat	Wed., July 26	
Lv St. Mary's	3:30 P. M.	G. P. T. Co.	Wed., July 26	
Ar Glacier Park	6:15 P. M.	G. P. T. Co.	Wed., July 26	D, Htl
Lv Glacier Park	9:00 P. M.	G. N.	Wed., July 26	
Ar Lewistown	7:00 A. M.	G. N.	Thurs., July 27	B, L, D, Htl
Lv Lewistown	11:55 P. M.	G. N.	Thurs., July 27	
Ar Great Falls	6:00 A. M.	G. N.	Fri., July 28	B, L, D, Htl
Lv Great Falls	1:00 A. M.	G. N.	Sat., July 29	
Ar Havre	6:00 A. M.	G. N.	Sat., July 29	B, DC
Lv Havre	10:00 A. M.	G. N.	Sat., July 29	
Ar Chinook	10:40 A. M.	G. N.	Sat., July 29	
Lv Chinook	11:30 A. M.	G. N.	Sat., July 29	L, DC
Ar Malta	1:15 P. M.	G. N.	Sat., July 29	
Lv Malta	2:00 P. M.	G. N.	Sat., July 29	
Ar Glasgow	3:40 P. M.	G. N.	Sat., July 29	
Lv Glasgow	4:15 P. M.	G. N.	Sat., July 29	
Ar Wolf Point	5:45 P. M.	G. N.	Sat., July 29	
Lv Wolf Point	6:30 P. M.	G. N.	Sat., July 29	D, DC
Ar St. Paul	7:00 P. M.	G. N.	Sun., July 30	B, L, D, DC
Lv St. Paul	7:45 P. M.	C. B. & Q.	Sun., July 30	
Ar Chicago	7:45 A. M.	C. B. & Q.	Mon., July 31	B, Htl

Sleeping cars occupied every night with exception of July 13, 14, 15 in Yellowstone National Park, and July 25 in Glacier National Park.

Delayed arrivals will not govern departures; all departures as scheduled.

GENERAL INFORMATION

READ CAREFULLY THE FOLLOWING INSTRUCTIONS RELATIVE TO THE MAKING OF RESERVATIONS AND THE PURCHASING OF TICKETS

It is suggested that the first thing to do is to secure your sleeping car reservations on the special train. Advise Mr. H. C. Hotaling, Executive and Field Secretary, Exchange Bank Bldg., St. Paul, Minn., the sleeping car space you desire, sending to him a check to cover the cost of such space. Immediately upon receipt of your request and remittance Mr. Hotaling will have Pullman sleeping car ticket made out and returned to you. In making your reservation designate where you will join the special train party, either at Chicago, St. Paul, Minneapolis or elsewhere.

Specify definitely Hotel or Camp Reservation for the Yellowstone National Park when you request reservation.

Please fill out the registration blank accompanying this booklet and mail to Mr. Hotaling.

SLEEPING CAR FARES INCLUDING SURCHARGE

From	Lower	Upper	Drawing Room	Compartment
Chicago back to Chicago	\$56.88	\$45.50	\$201.50	\$160.75
St. Paul back to St. Paul	48.88	39.10	173.00	138.50
Minneapolis back to Mpls.	48.88	39.10	173.00	138.50
Fargo back to Fargo	42.51	34.00	151.00	121.25
Chicago to Missoula	26.63	21.30	94.50	75.00
St. Paul to Missoula	22.38	17.90	79.00	63.25
Minneapolis to Missoula	22.38	17.90	79.00	63.25
Fargo to Missoula	19.01	15.20	67.50	54.25
Billings to Missoula	10.88	8.70	38.50	31.50

If you desire space in sleeping cars parked at Missoula for hotel purposes during the convention, please so state in your reservation, including cost of same when sending remittance. The Convention Committee at Missoula has recommended use of sleeping cars for hotel purposes.

RATE FOR OCCUPANCY OF SLEEPING CARS DURING CONVENTION AT MISSOULA

Lower Berth	Upper Berth	Drawing Room	Compartment
\$12.00	\$9.60	\$43.20	\$34.50

DINING CAR SERVICE

Breakfast will be club breakfasts and served at 40 cents to \$1.00. Luncheons will be served at \$1.00 and dinners at \$1.25. The luncheons and dinners will be served from table d' hote menus.

HOW AND WHERE TO SECURE RAILROAD TICKETS

Confer with ticket agent of the line on which you expect to travel, either to join the main party at Chicago, St. Paul or Minneapolis or elsewhere. Buy round trip Summer Tourist Yellowstone and Glacier tour ticket from starting point to destination and return. Be sure that your ticket reads via the following route:

Burlington Route—Chicago to St. Paul
Northern Pacific—St. Paul to Billings
Burlington Route—Billings to Cody
Northern Pacific—Gardiner to Polson
Flathead Transportation Co.—Polson to Somers
Great Northern—Somers to St. Paul
Burlington Route—St. Paul to Chicago.

SUMMER TOURIST RATES FROM PRINCIPAL POINTS

From Chicago	\$71.00
From St. Paul	61.20
From Minneapolis	61.20
From St. Louis, via St. Paul and Minneapolis	77.50
From Kansas City, via St. Paul and Minneapolis	72.50
From Omaha, via St. Paul and Minneapolis	67.50

Similar low round-trip Summer Tourist rates apply from all points, and the ticket agent in your city will be able to ticket you through at proportionately low rates.

Members located in some sections may find it more advantageous to purchase tickets and join the main party at Billings, and in purchasing tickets from your local agent be sure to have them routed from Billings as follows:

Burlington Route—Billings to Cody
Northern Pacific—Gardiner to Polson
Flathead Transportation Co.—Polson to Somers
Great Northern—Somers to Billings.

You will find these Summer Tourist tickets on sale in the territory mentioned at rates corresponding to those quoted from Chicago and other points. It is, however, especially desirable that all members join the party at Chicago or Minneapolis and St. Paul, as the National Meeting and entertainment in connection therewith really begins with the departure of the special trains from Chicago.

INSTRUCTIONS REGARDING THE PURCHASE OF YELLOWSTONE AND GLACIER PARK TOURS

Headquarters will be established at the Morrison Hotel, Chicago, July 9, 1922. These headquarters will be open all day and officers of the Association and representatives of the various railways will be on hand to complete arrangements. From the representatives you will be able to purchase tickets covering all-expense tour in Yellowstone National Park; at Hotels for \$47.50; at Camps for \$40.25; also all-expense tour tickets for Glacier National Park for \$25.25. Rates quoted above cover all-expense trip in the parks beginning after breakfast at the park gateways.

SIDE TRIP TICKETS

You will also purchase from railroad representatives ticket covering side trips Helena to Butte; Great Falls to Lewistown; and Lewistown to Havre at the rate of \$15.54.

EXAMPLE FOR COMPUTING EXPENSE OF TOUR.

As an estimate of expense from Chicago to Missoula and returning to Chicago, following the itinerary, the following is offered:

Railway ticket (Summer Tourist Yellowstone and Glacier tour tickets)	\$71.00
Side trip tickets as shown above	15.54
Lower berth, Chicago to Missoula, and Missoula to Chicago	56.88
Sleeping car, lower berth in hotel service at Missoula	12.00
Yellowstone National Park tour at hotels	47.50
Glacier National Park tour at hotels	25.25
Total	\$228.17

To the above should be added expense of meals in diners, and at hotels as shown in the explanations with the itinerary. There will be courtesies for several meals in the various cities visited. Meals while in the National Parks are included in the expense items listed above. An estimate of the cost of meals to be paid for by each person should average about \$40.00. Use of upper berths in sleeping cars; camp service in Yellowstone National Park would compute a slight reduction in the above estimate. Following the above estimate a computation can readily be made from any other point than Chicago.

TWIN CITY HEADQUARTERS

Headquarters will also be established at Northern Pacific City Ticket Office, corner Fifth and Jackson Streets, St. Paul; and in Minneapolis at 522 Second Avenue South, on July 10th. Those desiring to join the party at either St. Paul or Minneapolis may obtain tickets as mentioned above, and complete reservations at either office.

CHECKING OF BAGGAGE

Check your trunks only to the first point at which you will join the special train party. Trunks will then be rechecked to the baggage car on the section of the special train on which you will travel, thus making it possible for you to have access to your trunks at any time enroute. Prior to arrival at Cody repack all your baggage, taking with you only your outing clothes and necessary linen for the Yellowstone Park Tour. The autos will take twenty-five pounds of hand baggage only per passenger. The above also applies for movement between Ronan and Kalispell via Flathead Lake; and the same will apply at the Glacier National Park.

LAUNDRY SERVICE, ETC.

Laundry service has been arranged for collection from and delivery to sleeping cars while in hotel service at Missoula. One day service has been arranged. Valet and barber on special trains.

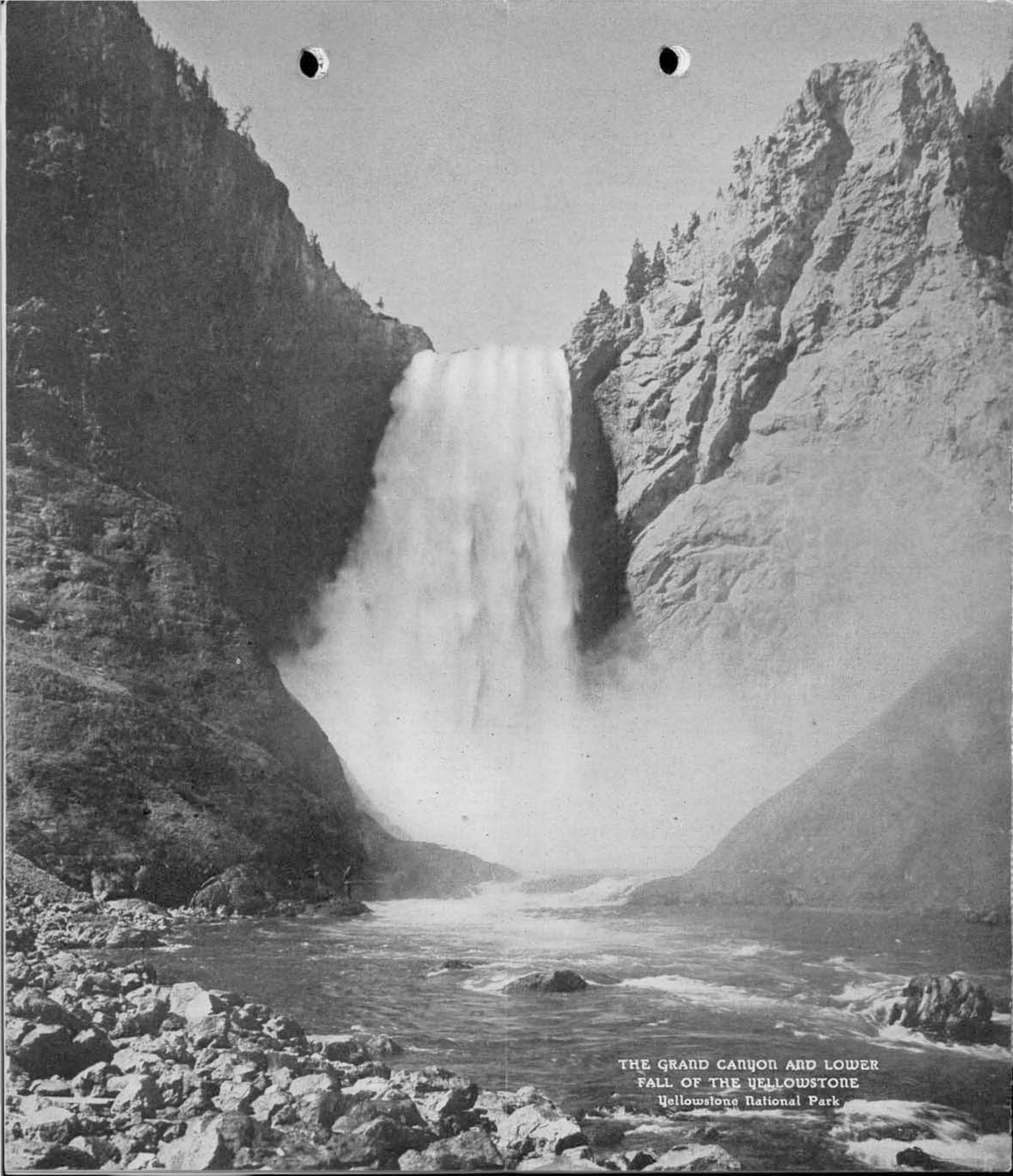
ITINERARY AND CONVENTION FEES

The itinerary fee of \$12.50 and convention fee of \$5.00 per person should be sent to the Executive Secretary with reservation unless previously cared for by your sustaining membership.

DELIVERY OF MAIL

Mail addressed to the members of the Editorial Party should bear besides the individual address, "NATIONAL EDITORIAL PARTY" and be mailed to reach the points listed one day earlier than shown below, mailing in care of the Chamber of Commerce in each instance, except as noted: July 10—St. Paul, care N. E. A., 709 Exchange Bank Bldg.; July 12—Billings; July 17—Bozeman; July 18—Butte; July 19, 20, 21, 22—Missoula, N. E. A. Convention Headquarters; July 24—Kalispell; July 27—Lewistown; July 28—Great Falls; July 29—Glasgow; July 30—St. Paul, care N. E. A. Headquarters, as above, will bring delivery to train enroute to Chicago.

Retain this booklet and bring it with you on the trip as it contains information of use each day. There should be no trouble or confusion if the suggestions and instructions given above are followed by members who join the party.



THE GRAND CANYON AND LOWER
FALL OF THE YELLOWSTONE
Yellowstone National Park

[1922]

Travel Club of America



GRAND CENTRAL PALACE

NEW YORK CITY

Telephone, Vanderbilt { 8985
 8986



ITS AIMS

ITS OBJECTS AND

BENEFITS



Travel Club of America

THE Travel Club of America is an association with a distinct mission—to aid travelers and potential travelers, to furnish them with all necessary information, and to further travel in its broadest sense by abetting all movements for bettering the facilities of travel and adding to its interest. It has brought together into a powerful unit those who are interested in travel and the improvement of travel conditions and also includes the potential traveler, eager, perhaps, for a wider glimpse of the world.

The Travel Club of America is directed by men experienced in matters pertaining to travel and the conditions that affect it in various ways. In its work for good roads and the betterment of transportation facilities, as well as for other public improvements, it is associated with the governors of states and with various organizations and special commissions, and thus enabled to exert a powerful influence for the accomplishment of its objects. The interests of the Club are by no means confined to this country as its activities are world-wide.

Objects of the Club.

The main objects of the Club are:

To further interest in travel and to spread knowledge of the same; to foster and promote exploration and discovery; to furnish practical information to its members and to safeguard their interests the world over; to acquire and maintain a library of travel and exploration; to bind travelers in the bonds of good fellowship, and to co-operate with all movements for the bettering of travel conditions; to awaken public interest in State and National legislation affecting travel and transportation; to secure better roads, better transportation facilities, better traffic regulation.

To advocate a greater merchant marine and the development of aviation; to work for the conservation of natural resources, the preservation of scenery and historic sites, the extension of National Parks, and the improvement of waterways; to protect its members while *en tour* at home or abroad, to add to their comfort and to lessen their expense.

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President, The Pond Bureau

The Service Bureau.

While devoting itself to these broad questions, the Club also offers practical service to its members in many ways. Through its Service Bureau it gives all sorts of information dealing with travel; tours are planned, maps and route service are furnished for travel by rail or auto, hotels are recommended, and information is given on routes, accommodations and points of interest all over the world; in fact a general information bureau is maintained for the service of Club members and this information is either furnished by mail upon request, or at the Executive headquarters. These headquarters are always at the service of members for the receiving or forwarding of mail.

In brief, through this bureau, Club members can obtain information and recommendations regarding places to go throughout the four seasons. Also they may have purchases made through the bureau of any necessary articles not obtainable in their vicinity; on many such articles a special discount can be arranged.

Hotel Lists.

Lists of hotels are issued periodically and contain the names of hotels recommended by the Club, some of which grant discounts from their regular rates to Travel Club members. In addition, the Service Bureau has on file full details of the hotels' facilities and in many instances illustrated folders descriptive of the hotels and their environs. This service is not limited to this country.

The Shopping List.

Many stores and auto supply houses allow discounts to members of the Travel Club. While these stores and supply houses have been principally in New York City, which is the world's greatest shopping center, this service is rapidly being extended and will, during 1922, be made nation-wide. In this way members of the Travel Club have an opportunity to exercise thrift—something that everyone needs to learn and practice—and members can readily, through the discounts, save far more than the annual dues of the Club. This service should be used very freely by the members for their own sake and also to evidence to those who grant discounts, the fact that they have materially increased their volume of business by so doing.

The Insurance Policy.

Every member of the Travel Club is insured against accident in one of the greatest insurance companies of the world. Because of its large and rapidly increasing membership the Club has been able to obtain exceptionally broad and valuable policies for its members with the London Guarantee and Accident Company, Ltd. These policies insure the lives of each and every member against accident incurred while traveling by auto, train, boat and even street cars and taxis, for \$2,000.00. Every year this policy increases \$200.00 until at the end of five years it is worth \$3,000.00. There is no age limit and members are protected as long as they are connected with the Club. A particularly valuable feature of this policy is the fact that an indemnity is provided for injuries and provision is made for placing any member in the hands of friends or relatives in case of accident.

Official Publication.

To foster the spirit of travel and make it a familiar subject in the home, the Club furnishes the magazine—*World Traveler*. This is undoubtedly the best journal of travel published anywhere. It appears monthly and through its successive issues, beautifully illustrated and containing narratives of travel mostly the personal experiences of noted travelers, it brings the whole wide world to the home and library table. It comes to all Travel Club members as a part of their membership privileges.

Each number of the magazine contains a department devoted exclusively to forwarding the objects of the Club and to Travel Club matters in general.

Club Headquarters.

The Travel Club is conveniently located in the Grand Central Palace at Lexington Avenue, 46th and 47th Streets, close to the shopping centres and leading hotels, and to the Grand Central Terminal.

The Travel Club has taken its place among the great travel organizations of the world. We are the greatest nation of travelers on the face of the globe and it is natural to assume that this country should possess the greatest and most useful of travel organizations, one whose influence is felt not in this country alone, but also abroad, and one that can help to maintain an era of good fellowship among nations. "Travel," says Alcott, "makes all men countrymen."

TRAVEL CLUB OF AMERICA

(FOUNDED IN 1912)

Membership Dues Include:

- (1) Card which identifies members.
- (2) Club emblem in enamel and gold.
- (3) Road maps and illustrated travel booklets.
- (4) The Club's official publication, "World Traveler."
- (5) A \$2,000 Accident Policy increasing to \$3,000 issued by the New York Office of the London Guarantee and Accident Company, Ltd.
- (6) Hotels recommended, rates and other information furnished. Some hotels allow special rates to Club Members.
- (7) A saving on merchandise and auto supplies at stores listed in the Club's shop booklets.
- (8) Use of Service Bureau which plans tours, vacation or week-end trips, and supplies general travel information.
- (9) Participation in Club dinners and lectures.

Active or Resident Membership: Dues ten dollars (\$10.00) per annum. Initiation or entrance fee, five dollars (\$5.00).

Associate or Non-Resident Membership: Dues five dollars (\$5.00) per annum. Initiation or entrance fee five dollars (\$5.00).

Life Members pay a single fee of (\$100.00).

ARTISTS

PRESENTED IN SIOUX FALLS, S. D.

by

MRS. WILL H. BOOTH

SIOUX FALLS, S. D.

Seasons 1918 - 1921-22.

Chas. Wakefield Cadman and

Princess Tsiannini

John McCormack (2)

Galli Curci (2)

Metropolitan Grand Opera

Quartette (2)

Frances Alda

Carolina Lazzari

Giovanni Martinelli

Guiseppe DeLuca

Morgan Kingston

Thomas Chalmers

Mme. Schumann-Heink

Mme. Luisa Tetrazzini

Sophie Braslau

Chas. Haskin
Renato Zanelli

Alma Gluck

Povla Frijsh

Zoellner String Quartette

Pavlowa Ballet

Rudolph Ganz

Frank LaForge

Josef Hofmann

Jascha Heifetz

Salzedo Harp Ensemble

Barrerre Little Symphony

Stefano (Harpist)

New York Philharmonic

Pavley Oukrainsky Ballet (2)

Adolf Bolm Ballet

Frieda Hampel
Rosa Rosa
Pavliani Carlow-Violin

Robert Hood Opera Co. (2)

Musimovich

Stamatis

Great Artists' Musical Course

Mrs. Will H. H. H.

One The Morse

Twelfth Street West

Sioux Falls, S. Dak.

[1922]

Louis Hill
Pres. Great Northern
St Paul - Minn.

My Dear Mr Hill.

A letter was
written to you several
weeks ago by myself
in regard concerning
a position as Social
Hastings. Information
received of leading Hotels
that a Guards his posi-
tion. I have valuable
credentials in my
possession I can

Res.

Mr John Wadden
Pres. Sioux Falls
Nail Bank.

Mayor Burnside
Dean Woodruff
European Church
- Calvary -

Mr John Barton - ^{Vice Pres}
Sioux Falls Security
Nail Bank

Harry Brownell - Co
Trapp Brown & Co. ^{Imp.}
Automobile Dealers

refer you to Mr
C. R. Ospley of Hotel
Fantauille, Omaha.
For the last five
years have managed
the Great Detroit Course-
enclosed list. Am a
murderer & possess
social attachments
to you in this posi-
tion I certainly should
appreciate any return
you may fall in
this matter.

Very Truly -

Wm Hall F. Root

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JULIUS BEEMAN.....	<i>Secretary and Treasurer</i>

Travel Week

*A Series of Celebrations to Stimulate Public
Interest in Travel*

March 25 - April 1, 1922

including

The International Travel Exposition

A Graphic Visualization of
The Lure of Travel

Beauty Spots of the Americas,
Europe and the Orient.
The Famous Resorts and Caravansaries of the Globe.
Luxurious Travel Facilities by
Sea, Rail, Road and Air.

To Be Held at the

Grand Central Palace

New York

During Travel Week

The President of the United States says:

"It is a pleasure to record my endorsement and approval of the purposes of the Travel Club of America, and particularly of the forthcoming International Travel Exposition. I sincerely hope that your Exposition will have the most stimulating and helpful results."—WARREN G. HARDING.

The Secretary of the Interior says:

"Your plans have my cordial approval. We are at the beginning of a travel movement unprecedented in national and international history."

—ALBERT S. FALL.

Under the Auspices of

The Travel Club of America

Arousing the Public to Travel

The action of the United States Shipping Board in taking extensive exhibit space at the International Travel Exposition in addition to foreign governments which have joined officially in Travel Week Celebration as well as taking exposition space, indicates the success of the first intensive campaign ever launched to arouse the general public to the recreational and cultural advantages of travel, both at home and abroad.

Travel Week Celebration has two objects:

1. To stimulate the people to travel more frequently throughout America and to visit places where they have never been before.
2. To promote international travel, as the most effective means of furthering complete understanding and a spirit of mutual aid and co-operation among nations.

Beautiful Exhibits

The most important feature of "Travel Week Celebration" will be the International Travel Exposition. Here will be shown in graphic exhibits, artistically conceived and executed, wonder spots of the Americas, Europe and the Orient; famous resorts and hotels, luxurious facilities for travel by sea, rail, air and road; equipment and tourist service so necessary for the comfort of all travelers.

The series of exhibits will be interwoven into a spectacular presentation of the Lure of Travel. The decorative scheme of the ensemble and the visualization of the individual exhibits are being planned under the direction of Mr. Howard Greenley, president of the Architectural League of New York City and also president of Castlebridge, Inc. This organization, retained by the International Travel Exposition, is composed of a personnel conversant in every detail connected with exhibitions, pageants, festivals, etc. To Mr. Greenley and Castlebridge, Inc., is credited the phenomenal success of the Silk Show last winter, which became so overcrowded with spectators that the Fire Department was compelled to close the doors of the Grand Central Palace. The success of *America's Making* is also attributed to the same source.

Compelling Public Attention

From the number of spaces taken and the great interest shown, it is estimated that 150,000 prospective travelers will witness the Exposition, pageants and many other features on the program for Travel Week. Each day is given over to a group of exhibitors for the holding of special celebrations. The tentative program follows:

Saturday, March 25—International Day.
Sunday, March 26—Oriental Day.
Monday, March 27—Maritime Travel Day.
Tuesday, March 28—European Travel Day.
Wednesday, March 29—Air Travel Day.
Thursday, March 30—Canadian Day.
Friday, March 31—Railroad Travel Day.
Saturday, April 1—Good Roads and Automobile Travel Day.

Discussions of important transportation and traffic problems by land, air and water, will take place at the Travel Congress.

Exposition Details

More than three-quarters of the main floor space at the Exposition has already been reserved by leading interests in American and foreign travel. This includes governments, resorts, hotel associations, steamship lines, railroads, tourist agencies and travel equipment manufacturers.

The price of exhibit space is \$2.00 a square foot. Uniform booth equipment as per sketch on space diagram furnished free.

If, however, exhibitors wish to present to the public, the Lure of Travel Idea in special form, Castlebridge, Inc., through the International Travel Exposition will advise and consult in originating and planning with cost to exhibitor only if plan is adopted.

Write for reservation at once in the section in which you wish to be represented. If possible, tentative reservation will be made long enough to acquaint you with all details.

(OVER)

Address International Travel Exposition

GRAND CENTRAL PALACE
NEW YORK

Telephones—Vanderbilt 8985-8986

75-5
St. Paul, Minnesota,
January 13, 1922.

Mr. H. A. Noble:

I wish the Glacier Park Hotel Company and our Advertising Department would pay careful attention to this meeting and this Glacier Park Trail propaganda, whenever it shows up. It is all good for our business if we can get into it by simply co-operating with them, without spending too much money.

Louis W. Hill.



CHICAGO

January 17, 1922.

Mr. Louis W. Hill,
President
Great Northern Railroad,
St. Paul, Minn.

My dear Mr. Hill:-

Very many times in the last seven or eight years have I recalled pleasantly my contact with you in working out the outdoor display for the Great Northern Railroad, Glazier National Park, and See America First.

Was vividly reminded of some of these visits with you when I came across the enclosed, in a Detroit paper recently. I could not help but also be reminded of the remark that the Irishman made when he had a portrait of his father painted thru a description that he gave the artist, of his father. On viewing the completed portrait and asking the artist if it was the picture of his father, and the artist having said "Yes", his comment was - "My, how he's changed."

My plans and my work seldom get me to St. Paul these days, but I am looking forward sometime this Spring to getting up there, and will certainly drop in to pay my respects.

May the year give you all you expect from it.

Very cordially yours,

A handwritten signature in dark ink, appearing to read "R. W. Hill", is written over the typed name of the Director of Sales.

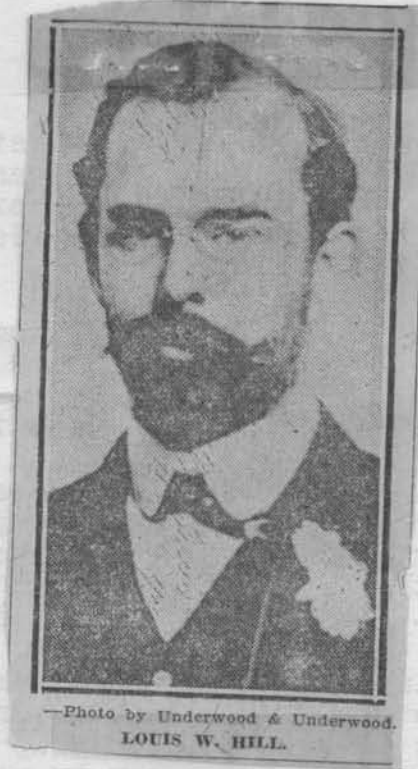
Director of Sales

RLW:R

How Good C

CHICAGO

January 14, 1935.



—Photo by Underwood & Underwood.
LOUIS W. HILL.

152 S
St. Paul, Minn., Jan. 18, 1922.

HAN/O

Mr. Louis W. Hill:-

This is to acknowledge receipt of yours of January 13th in reference to co-operating closely with the Glacier Park Trail Association.

Mr. Fuqua is now on the payroll of the Advertising Department as Publicity Agent, and is provided with transportation. It is his intention to start out in the next few days to carry out the organization work across North Dakota and Montana. I attended their Convention in Minneapolis last Thursday, and was much surprised at the large amount of work they have done so far.

I will keep in touch with Mr. Fuqua, and he is to write us frequently. Mr. Hoke Smith is in Minneapolis today conferring with him regarding some publicity matter, and we will do everything possible to secure as much benefit as we can as result of their activities.

H. A. Noble.✓

At Spokane, January 27, 1922.

Mr. L. W. Hill:

Just before I left talked over with you the question of cooperation with Mr. Fuqua, of the Glacier Trail Association, and told you we would arrange to take care of him, and before leaving St. Paul I told the Advertising Department to put him on as Publicity Agent for about four months, which will complete his work along our line, giving him a nominal salary and transportation for that period.

Also told Mr. Noble and Mr. Hoke Smith to attend the Convention in Minneapolis on January 12th. Mr. Fuqua was very anxious to have someone attend it, and thought this was the best arrangement.

They are getting a great deal of publicity around the country and it will all work out for our benefit.

W. P. Kenney.

St. Paul, Minnesota,

February 7, 1922.

Mr. H. A. Noble:

I have seen copy of the book entitled
"Let 'er Buck" by Charles Wellington Furlong, published
by G. P. Putnam's Sons.

I think this a very fine record of out-door
life of the West. We should have a half dozen of
these books put in stock.

Louis W. Hill.

CULVER MILITARY ACADEMY
CULVER, INDIANA
(LAKE MAXINKUCKEE)

COL. L. R. GIGNILLIAT
SUPERINTENDENT
COL. H. G. GLASCOCK
HEADMASTER
COL. B. H. GREINER
COMMANDANT OF CADETS
MAJ. W. M. HAND
QUARTERMASTER
MAJ. C. E. REED
SURGEON

CULVER
SUMMER NAVAL SCHOOL
SUMMER CAVALRY SCHOOL
SUMMER SCHOOL OF WOODCRAFT
SUMMER ARTILLERY SCHOOL
AVIATION SCHOOL

February 21, 1922.

Mr. Louis Hill,
Great Northern Railway Bldg.,
St. Paul, Minnesota.

My dear Mr. Hill:

The Interior Department has recently granted us a permit for a boys' camp, which we are locating up in the Bowman and Kintla Lake region. This is to be conducted under the name of The Skyland Camps of Glacier National Park.

Knowing your intense love for this region and your great interest in it, we would be very much pleased if you would permit the use of your name as one of the Board of Advisors of this camp. On this Board will be Mary Roberts Rinehart, Dillon Wallace, John M. Phillips and other well known lovers of the out-of-doors.

My father, who has been Superintendent of the Culver Military Academy for twenty-five years, and myself were in the Park for two months last fall, and as a result of the expedition up in the Bowman and Kintla Lake country, the inspiration came for the Skyland Camps. We hope to make of them the most interesting and attractive camps of their kind in America.

Very sincerely,

F. F. Gignilliat
F. F. Gignilliat.

DIRECTORS

SID HIRSHBERG
JOE GUSSENHOVEN
FRANK BROWNE
ART LAMEY
W. S. HEDGE

BEAR PAW



OFFICES

Havre National Bank
Building
230 1st Street
Studios at
HAVRE, MONTANA

PRODUCTIONS, INC.

Featuring
ART STATION
"THE SON OF THE OLD WEST"

Feb. 25, 1922.

Mr. Louis Hill,
St. Paul, Minn.

Dear Sir:

You have no doubt heard of the organization of the Bear Paw Production Inc; the object of this company is to produce western pictures where they should be produced--in the west.

The organization has already made arrangements for the use of some of the largest ranches in this country and with the beautiful natural scenery to be found in the Bear Paw Mountains and vicinity, will be able to make pictures that will surpass anything so far attempted and at much less expense than if they were produced in some other locality. Montana is already famous for her stories of the west and her old cowboys and by making these pictures among the natural scenes, a great deal of expense can be eliminated.

Arrangements have been made for Mr. Art. Staton (a son of the west) to star in these productions and with the able direction of Mr. Cliff Smith, who has directed such stars as Wm. S. Hart, Tom Mix, Roy Stewart and others the success of the company is assured.

Think what an organization of this kind will mean. It will bring people from all over to this country and besides it will be a wonderful Advertising medium. Anyone having stock in this organization is bound to receive big dividends as these pictures can be sold throughout the country, and there is hardly a town too small to have a picture show, and they are all hungry for western pictures and besides this is one of the very few companies in which there is not a dollar's worth of organizers stock; the organizers have to pay as much as anyone else.

SID HIRSHBERG, President

JOE GUSSENHOVEN, Vice-President

FRANK BROWNE, Sec'y-Treas.

DIRECTORS

SID HIRSHBERG
JOE GUSSENHOVEN
FRANK BROWNE
ART LAMEY
W. S. HEDGE

BEAR PAW



OFFICES

Havre National Bank
Building
230 1st Street

Studios at
HAVRE, MONTANA

PRODUCTIONS, INC.

Featuring
ART STATION
"THE SON OF THE OLD WEST"

Feb. 25, 1922.

We feel it is the duty of every loyal Montanan to get behind this and boost it as it is destined to be one of the biggest things Montana got in its possession, and that its possibilities are unlimited. Think of what it has done for Hollywood and California. Why can't it do as much for Montana?

The stock is now on sale at \$50.00 per share and as it is a good investment it won't be had to this price very long so get in on the ground floor.

Yours very truly,

Sidney Hirschberg
President.
Frank Browne
Secretary.

P. S. We almost forgot to tell you that if you want to see Mr. ART. Station, he will appear in person with his makeup on when they show the picture in which he stars "Western Hearts", at the Orpheum Theatre, Havre, Montana, Tuesday and Wednesday, March 3rd, and 2nd.

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

February 28th, 1922

Mr. W. Sutton, Managing Director
THE TRAVEL SHOW
Grand Central Palace,
New York City, N. Y.

Yours date Greatly appreciate your consideration offering
us opportunity participate New York Travel Show Find ourselves
unable accept Show opening March twenty fifth too short time
enable us assemble adequate exhibit as we are already committed
to Glacier Park Indian Curio and Art Exhibit Anderson Art
Galleries March twentieth to April fifth which is all we can
undertake now

L. W. Hill



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