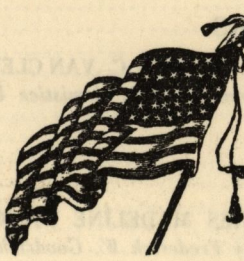


Program...

ARMISTICE DAY EXERCISES



Municipal Auditorium

November 11, 1933

Held Under the Auspices of
THE MAYOR'S ARMISTICE DAY COMMITTEE
 PORTLAND, OREGON



Foreword.

The object of this booklet is to extend to the Exposition visitor an invitation to investigate the Wonderland of the American Continent. It is a safe prediction that a journey via the Canadian Pacific from Seattle, by way of Puget Sound, through the Canadian Rockies and across the gently undulating prairie, will be equally enjoyable and instructive to the tourist, the investor and the seeker after a new home. The accompanying illustrations are from among thousands of views which greet the eye of the tourist from the swiftly moving train, winding its way through a succession of Nature's works of art, now mountain torrent, again dismal abyss, now towering height and again fertile, peaceful plains. The beauty and lure of a myriad mysteries of Indian and trapper and scout, of mine, forest and stream, of bridge, tunnel and ledge, of glacier, hot springs and mountain, find lodgment in the receptive mind of the traveller who gazes spellbound as the Canadian West discloses her world-renowned wonders.

The World's

Greatest Transportation System.

The Canadian Pacific Railway Company's belief that success lay not altogether in simply operating its railroad, but also in administering national assets for national good, early resulted in its owning and developing enormous agricultural, timber, coal and natural gas areas, besides operating public necessities such as elevators, steamships, docks, terminals, hotels and street railways and car and locomotive shops providing equipment for its 15,000 miles of track.

For years this company has provided an "Around the World" tour. By starting westward for the Far East from Vancouver, the tourist embarks upon Canadian Pacific steamships for Japan, China, Hawaii or Australia, continuing to India, Egypt, through the Mediterranean to Europe, crossing England on Canadian Pacific trains, and again embarking on the company's steamships for Canada, where this ubiquitous corporation again carries the traveller via the scenic Great Lakes or interesting all-rail routes over the vast fertile prairies, through the Canadian Rockies, back to Vancouver. Full particulars regarding tours may be obtained from the company's nearest agent, or from Robert Kerr, Passenger Traffic Manager, Montreal.

Program . .

1. MARCH: Patriotic Selections

162nd Infantry Band — W. A. McDougall, Conductor

2. INVOCATION

RABBI HENRY J. BERKOWITZ

3. SELECTION

162nd Infantry Band — W. A. McDougall, Conductor

4. OPENING REMARKS

DR. ARCHIE C. VAN CLEVE
General Chairman, Mayor's Armistice Day Committee

5. CONTRALTO SOLO

MISS MADELINE STONE
Accompanied by Frederick W. Goodrich on the Organ

6. ADDRESSES:

HON. JOSEPH K. CARSON, Jr., Mayor, City of Portland, Oregon
MAJOR GENERAL CREED C. HAMMOND
MAJOR GENERAL GEORGE A. WHITE
MAJOR GENERAL WILLIAM G. EVERSON (Principal Speaker)

7. BENEDICTION

REV. FRED B. KLYNE, D. S. C.

8. "THE STAR SPANGLED BANNER"

MISS MIRIAM OBERG, *Soprano*
Accompanied by 162nd Infantry Band

NOTE: This Program is Released Over Radio Station KGW, Radio Service of The Morning Oregonian

The 1933 Armistice Day Committee

Dr. Archie C. Van Cleve, Chairman

T. Walter Gillard, Vice-Chairman

Dr. W. C. Stram, Vice-Chairman

Thomas R. Mahoney, Vice-Chairman

Colonel Dan J. Coman

Colonel H. C. Brumbaugh.....Oregon National Guard

Lt. Commander John A. Beckwith.....U. S. N. R.

Lt. Col. A. C. Baker.....Oregon National Guard

Lt. Col. R. F. Olsen.....Oregon National Guard

Major G. L. Dutton.....Oregon National Guard

Major Arthur Salinger.....O. R. C.

Royal Taylor.....Grand Army of the Republic

T. M. Kerrigan.....Disabled American Veterans

Eugene Libby.....American Legion

Thomas R. Mahoney.....American Legion

Hugh E. Miller.....American Legion

Fred W. Angell.....Veterans of Foreign Wars

Dwight Alderman.....Veterans of Foreign Wars

Joseph Kohler.....Veterans of Foreign Wars

O. P. Lent.....Veterans of Foreign Wars

Otto Weiss.....Veterans of Foreign Wars

Walter L. Small.....Veterans of Foreign Wars

S. P. Ingle.....Veterans of Foreign Wars

James C. Caine.....United Spanish War Veterans

Harry Reed.....United Spanish War Veterans

Major Paul Hathway.....U. S. Army

Commander C. W. Crosse.....U. S. Navy

Capt. Howard N. Stent.....U. S. Marine Corps

Charles W. Oaten.....Canadian Legion, Post No. 17

Rogers MacVeagh.....Military Order of the World War

Carrie Joseph.....Army Nurse Corps and W. O. S. L.

Chief Burton K. Lawson.....Portland Police Department

Chief Edward Grenfell.....Portland Fire Department

Major Everett T. Stretcher.....Portland Public Schools

MAJOR GENERAL GEORGE A. WHITE
Grand Marshal of Parade

ACKNOWLEDGEMENT

The committee desires to express their appreciation to the following who so kindly furnished transportation:

THE TAXICAB COMPANIES OF PORTLAND
THE PORTLAND BRANCH OF THE FORD MOTOR CO.
THE PORTLAND AUTOMOBILE DEALERS' ASSOCIATION

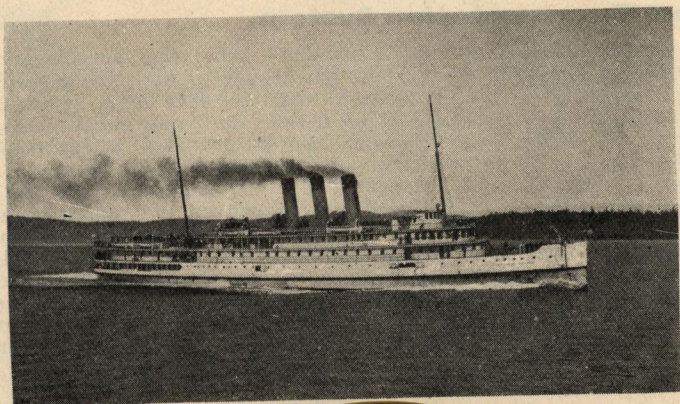
Robert L. Ogle

Owner

Ogle Enterprises - Lakeview, Oregon

Indian Village Restaurant

Wanatalee Lounge - The Corral



The "Princess Victoria"

The Fleetest of the Fleet.

The "Princess Victoria" and "Princess Charlotte" are the most luxuriously fitted steamships on the Pacific Coast. They were built for the Canadian Pacific under special Lloyd's survey with a view to combining the maximum of safety and speed and providing every comfort to passengers. The runs between Seattle and Victoria and Victoria and Vancouver, are usually made in four hours, the "Princess Victoria" maintaining an average speed of 18 knots. The tourist whose time is limited, but who wishes to behold the wondrous beauties of Puget Sound and the Gulf of Georgia, can make the round trip from Seattle in a day and have sufficient time at Victoria and Vancouver to drive through these the most beautiful of Pacific Coast cities. At the latter city, Stanley Park, with its shell drives and giant cedars, its velvet lawns and tree-like ferns, unfolds scenes so sublime that neither palette nor pen can attempt to convey more than a dim impression of their entrancing loveliness.

Special Armistice Day Features



ARMISTICE DAY PARADE

November 11, 1933 — 10:30 A.M. Sharp

FOOTBALL GAME

University of Oregon vs. Oregon State College
Multnomah Stadium — 2:00 P.M.

Score: U. of O. O. S. C.

CANADIAN LEGION ENTERTAINMENT AND DANCE

Junior Ballroom — Multnomah Hotel
8:30 P.M.

VETERANS OF FOREIGN WARS ANNUAL BALL

Grand Ballroom
Multnomah Hotel — 8:30 P.M.
Under Auspices of Over-the-Top Post No. 81

91st DIVISION OPEN HOUSE

Portland Social Turnverin
Thirteenth and Madison Streets — After the Parade
All 91st Division Men Invited

At the Playhouse—Eleventh and Morrison Streets—All Next Week
"FORGOTTEN MEN"

Sponsored by Disabled American Veterans

OPEN HOUSE — AFTER THE PARADE

Portland Post, American Legion Auxiliary
Oregon Grille, Broadway at Stark
All Veterans Invited

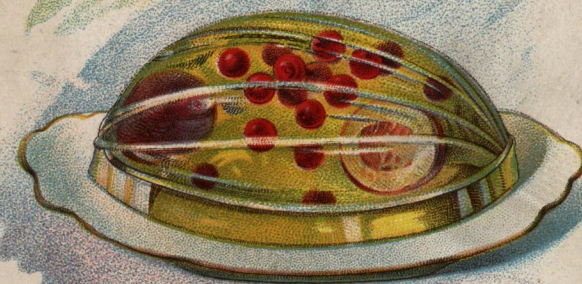
BEATTIE & HOFMANN, INC., PRINTERS

JELL-O

DESSERTS



STRAWBERRY JELL-O



LEMON JELL-O

MADE IN A MINUTE
Don't mistake Jell-O for Jell-O Ice Cream Powder

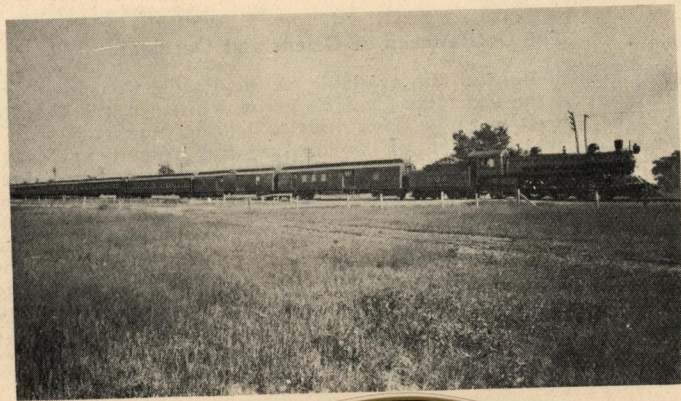


"Empress Hotel," Victoria, B.C.

Regal in Name and Appointments.

This beautiful hotel, recently completed by the Canadian Pacific Railway Company, has been built, not with a view to profit, but with the firm determination that every desire of every guest shall at all times be gratified. The world's greatest architects are employed in planning the giant hostelrys which the company constructs along its system, and the "Empress," as do all other Canadian Pacific hotels, easily sets, for Canada, the standard of hotel construction. The appointments, the architecture and the outlook are restful. The courteous attendants anticipate your every wish, and the cuisine is the pride of the Pacific Coast.

Victoria, the capital of British Columbia, has a myriad of beautiful drives, which at every turn present structures of striking design, blending with nature's most beautiful sea and landscapes, adding to the mind a series of pictures of such fascinating beauty that time tires in attempting their effacement from among those which hang "on memory's wall."



The Canadian Pacific Transcontinental.

"The Train de Luxe of America."

The Canadian Pacific's through trains, linking coast with coast, are triumphs of luxurious elegance. The comfort and absolute safety of patrons is the first consideration in constructing these solidly vestibuled palaces on wheels. Day coaches, diners, observation, sleeping and buffet library cars excel in stability and beauty of finish any others in the world. In the diners select chefs, ever courteous waiters and choicest viands, provide menus pleasing to the exacting epicure. The sleeping cars, constructed and operated by the company itself, meet every desire of the most discriminating traveller, the berths having individual reading lights and being more spacious than in ordinary sleepers. Daily train bulletins give the world's news, and every precaution is taken to eliminate the possibility of accident. The experienced tourist, whenever possible, invariably travels via the "Dustless Route" in these "Trains de Luxe" of America.



A Southern British Columbia "Elysium."

Here majestic mountains, rich with timber and ore; fertile land in peaceful valleys; and sparkling streams, teeming with fish and converging into broader waterways, contribute to the pleasure and profit of tourist and homeseeker, and from early spring until late autumn an endless succession of wild flowers, sweet scented and many hued, delight the eye and gladden the heart with their fragrant beauty. A blending of Alps and Pyrenees, Black Forest and Riviera, would furnish the only picture worthy of comparison with scores of British Columbia landscapes, which cause tourists to halt in their rush to girdle the earth, only to establish another vine-clad villa in this beautiful bower of flowers. Fruit farming, market gardening, poultry raising, dairying and all kindred industries yield profits considered impossible in less favored districts. Illustrated booklets giving interesting information regarding this district may be obtained from J. S. Dennis, British Columbia Land Commissioner, Calgary, Alberta.



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Lake Louise.

A Giant Urn, where Nature Stores the Ashes of her Glaciers.

This is the most beautiful of the trinity of lakes, which nestle above the clouds in the Rockies. The Canadian Pacific's Chalet, situated on its shores at an altitude of 5,645 feet, forms a cosy and restful retreat from which to explore the beauties of Mirror Lake (altitude 6,550) and Lake Agnes (altitude 6,820). After a pony ride up one of the many bridle paths, radiating in every direction, the tourist may, in company with courageous Swiss guides, scale the surrounding mountain heights, the picturesque Saddleback Lookout and Lake Agnes being visited in the ascent.

From the spacious verandas of Lake Louise Chalet, guests may view a thousand beauties of rugged peaks and quivering reflections gently undulating in the mirrored surface below. A delightful feeling of fascinating and restful seclusion clings to this ever popular resort, early in the evening lulling the traveller into that deep, peaceful slumber only possible amid the clouds.



Banff Springs Hotel.

"Conventionalities and Spruce-Clad Cliffs."

The principal hostelry of the "Sulphur City," the Canadian Pacific's Banff Springs Hotel, is throughout the season crowded with tourists seeking the curative waters of the hot springs or desiring to explore Canada's National Rocky Mountain Park, the unchallenged domain of Ernest Thomson-Seton's "Wild Animals I Have Known." Embracing 5,732 square miles, half as large again as the Yellowstone National Park, this is the world's premier playground, a wealth of rugged Alpine scenery everywhere greeting the eye. The hotel, commanding an uninterrupted and magnificent view of the Bow Valley, at its confluence with the Spray, has accommodation for 300 guests, and is being considerably enlarged to meet the annually increasing demands made upon it by thousands of tourists. In comfortable refinement of appointments, the hotel easily ranks among the finest summer caravanseries to be found anywhere in the world's Alpine regions. Throughout the season delightful music is furnished for the guests during the evenings.



Bankhead, Alberta.

"A Modern Mining Town."

Here the tourist may explore the mysteries of the mine. The town, nestling at the foot of the Cascade mountain and on the banks of the Cascade river, may be reached from Banff, either by rail or by a delightful six-mile drive, which may be continued to Lake Minnewanka. The mines, which give employment to 450 miners, have a capacity of 1,200 tons per day. The coal seam, averaging nine feet in width, was not reached until a 1,500 foot tunnel had been driven into the side of the hill. The Pacific Coal Company, a subsidiary corporation to the Canadian Pacific Railway, besides operating the mines, has here established, for manufacturing coal briquettes, a plant with a daily capacity of 600 tons. The Canadian Pacific has a department which will give full and conservative information regarding Western Canada's industrial opportunities. Address communications to F. W. Peters, Assistant to Second Vice-President, Winnipeg, Manitoba.



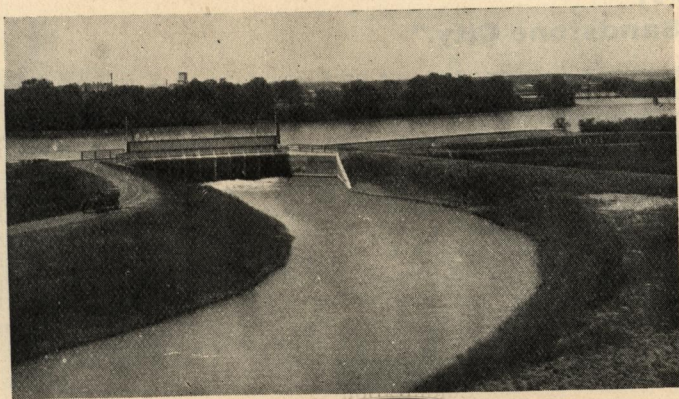
"Man's Fleetest Friend in Pleasing Pastures."

Western Canada is the natural home of the horse. Every condition is present to make horse breeding the most profitable of occupations. Excellent soil, high altitude, dry invigorating climate, just sufficiently arid to bring the horse to perfection, splendid markets south, east and west, and unrivalled economy in production. No country can compete with Western Canada in this branch of stock raising. When the horse market is dull the Western Canada breeder can ship at a reasonable profit. When horse values are buoyant, he is coining money, the cost of raising horses here being more or less nominal. Fleet of foot and long of wind, as the high-strung, full-blooded Arabian equine, these prairie horses sometimes put up battles royal when first called upon to submit to the saddle or harness, but are readily subdued and soon become useful to the owner in the park or on the farm.



Calgary, "The Sandstone City."

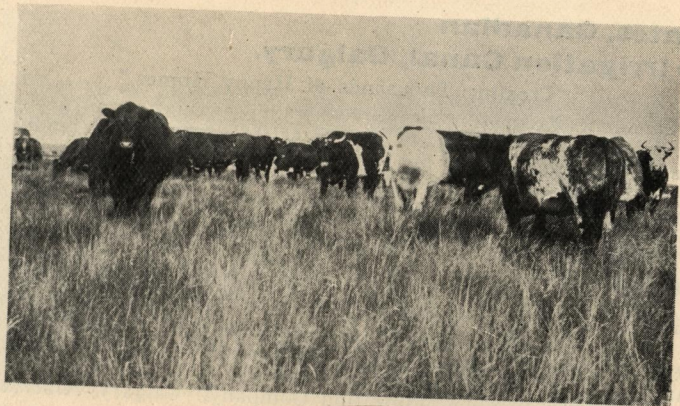
Cosmopolitan Calgary, the one-time cow-town, has lost none of its early enchantment. Annually thousands of globe trotters arrange their itinerary with a view to sojourning in this interesting city of the foothills. Upwards of 300 retail stores, 106 wholesalers, 43 manufacturers, 15 banks, branches of practically all friendly societies, one morning and two afternoon papers, several periodicals, five clubs, Y.M.C.A. building costing \$90,000, excellent educational facilities, general offices Canadian Pacific, Government offices, beautiful churches, street railway, paved streets, gravity water system, sewers, letter delivery; in fact, here is everything necessary for an up-to-date and progressive city. Last year Calgary oftentimes led all Canada and the United States in the percentage of increase of bank clearings. Her clearings for the year being \$64,815,277, and almost a million dollars worth of live stock was exported, besides millions of bushels of wheat.



Headgates, Canadian Pacific Irrigation Canal, Calgary.

"Creating Thousands of Happy Homes."

The Canadian Pacific's Bow River Valley irrigation project, in Sunny Southern Alberta, is resulting in this 3,000,000 acre tract rapidly becoming the continent's maximum crop producing area. Eight million dollars is being expended on this work, and there are already in operation 1,200 miles of canals and ditches. Combination farms are here obtainable upon terms within the reach of all, the irrigated portions raising small fruits, alfalfa and all grain, root and fodder crops, the non-irrigable areas producing winter wheat, besides furnishing the world's finest pasture. The average grain yields per acre of the Bow Valley for 1908, in bushels, were: Winter wheat 31.45, oats 40.46, speltz, 36.37, barley 27.65, rye 20.41, flax 13.28. These and similar yields, good markets, low taxation, splendid schools, cheap living, abundance of water, and the valley's unexcelled climate, cause thousands to establish homes upon its fertile lands. For literature descriptive of the Bow River Valley, write the "Canadian Pacific Irrigation Colonization Company," Calgary, Alberta.



Rump Roasts in the Raw.

No line of farming in Western Canada affords more genuine pleasure to its devotees than does beef production. Nor need it consist of pleasure alone, for where skill and judgment are exercised, splendid profits are sure to follow. At the present time the bulk of the beef is sold in the late summer and fall, when range cattle are in the best condition, and shipment is generally made direct to the British market off the grass. Vast stretches of Western Canada, however, are being served by irrigation, with the result that as intensive farming comes into general practice, the grass-fed steer of to-day must give place to the alfalfa and grain-fed animal of to-morrow, with the result that a higher priced and better quality of beef is produced. It must be remembered that farmers feeding beef make a home market for all forage of every description raised upon the farm.



The Staff of Life.

Wheat Field in Western Canada.

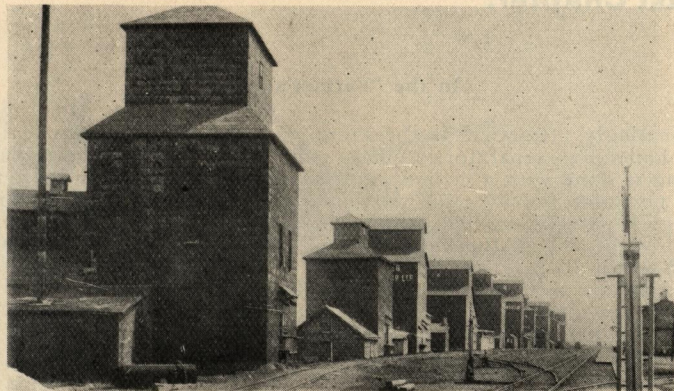
Western Canada is in the transition period. The wheat farmer is taking possession; in his wake appear countless, cosy homes. The rancher is being driven to the foothills. Some day the wheat farmer will, in turn, yield place to those engaged in dairying and diversified farming. He who takes the greatest possible amount of wealth out of the soil must prevail. The fight for supremacy between rancher and wheat farmer and between wheat farmer and "mixed" farmer, is not a fierce warfare where "might is right." It is a commercial development. The rancher relinquishes his holding when it is worth more to the wheat farmer than to himself, and the wheat farmer retires when the diversified farmer gives to his land a value beyond what continuous wheat cropping allows. For full information regarding lands administered by the General Land Department of the Canadian Pacific Railway, write F. T. Griffin, Land Commissioner, Winnipeg, Manitoba.



The Last Chapter.

In the "Farmer's Year."

Fascinatingly attractive is threshing time in Western Canada; throbbing engines, humming separators, quick galloping horses, short sharp orders. Everything is done with a rhythmic precision almost military in its action. Excitement pervades the air, the workers enthuse to their task, all is hustling, bustling, good-natured activity, and the tourist longs to throw aside conventionalities and become one of the happy "gang." Yearly thousands of the most able men of Eastern Canada are brought out to help harvest and thresh Western crops, and among their number may be found those in all walks of life, answering for the first time that telepathic call of the West. Only last year they labored in the harvesting of a 300,000,000 bushel crop.



The Elevator Town, Indian Head.

Here is found a long line of those vast "arsenals of peace" through which passes annually the golden harvest of Western Canada. With a 400,000 bushel capacity, these elevators last year handled well over a million bushels of grain produced on the plains adjacent. Although only a small percentage of Western Canada's fertile areas have been brought under cultivation, many towns along the Canadian Pacific system, last year, each shipped over a million bushels of grain. Even the most optimistic fail to estimate what the crop will be a few years hence when the hundreds of thousands of immigrants who are annually acquiring holdings add their quota to the harvest. Certain it is that Western Canada must ever retain the honor of being "The Bread Basket of the World" and "The Sirloin of the Empire." Indian Head is one of Saskatchewan's most prosperous towns, situated on the Canadian Pacific, 315 miles west of Winnipeg.



The Royal Alexandra Hotel, Winnipeg.

The Shrine of Hospitality.

At his journey's end through Western Canada, the tourist finds this haven of hospitality where he may enjoy a few days' rest before continuing his trip east. This hotel was opened to the public in 1906. It is one of the most magnificent of the Canadian Pacific's famous chain of hostelryes extending from ocean to ocean. It is constructed of granite and pressed brick, with steel superstructure; the building is absolutely fire-proof. The 400 rooms are so arranged that guests may occupy them either singly or en suite. Hot and cold water is provided in each room, electric lights, telephones, in fact, all modern conveniences are available throughout the building. The spacious and lofty rotunda with its profusion of gracefully symmetrical columns, its wealth of mural decorations, its Turkish rugs and luxurious settees, rivals in beauty of appointments, the palaces of the Orient, and is probably unequalled by any other American hotel. This rotunda is a favorite after-dinner lounging place, delightful music being provided during the evenings.

