

Canadian Pacific Railway Completed Fifty Years Ago To-day

Fifty years ago to-day, on November 7, 1884, in the presence of a small group of awed men an ordinary iron spike was driven into a railway tie at Craigellachie high up in the Canadian Rockies firmly uniting two railway lines reaching toward this point from eastern and western extremities of the Dominion and completing Canada's first trans-continental line under the name of the Canadian Pacific Railway. By that event Canadian Confederation became a physical fact and the Dominion of Canada then and there set out upon the path of national development along which it has since travelled so far.

Growth of the Canadian Pacific Railway in the intervening half century is a matter of history. Its expansion has mirrored the coming of age of Canada as ramifications of this first main line made their gleaming way carrying settlement and development into every quarter of the Dominion, while ships carrying the Company's flag have become regular visitors at world ports on every ocean.

Although world embracing in its consequences, the driving of the last spike was a comparatively simple ceremony and the number in attendance was small. The event is described vividly in "Steel of Empire", the recently published history of the Canadian Pacific Railway by John Murray Gibbon.

"Lord Lansdowne (then Governor-General of Canada) had expected to be present at the driving of the last spike on November seventh," Mr. Gibbon writes, "and in anticipation of that happy event had ordered a silver spike to be prepared and suitably mounted as a souvenir. Van Horne (then general manager of the Company), however, was of the opinion that spikes of silver and gold were not so good as plain iron. He knew of too many bankrupt roads inaugurated with the driving of a golden spike to consider the more precious metal a good omen. And in his downright fashion he declared that anyone who came to see the driving of the last spike on the Canadian Pacific Railway must be connected with the railway or pay his way."

"Dugald McKenzie, who piloted the worktrain bringing ties, spikes,

rails and the like to the place where East and West were to meet, was equally emphatic on the subject in his account of the proceedings:

"What do they think we were building—a King's palace? I suppose they think we had caviar for lunch and breakfast served to us in bed."

"So the precedent of the Union Pacific was not followed. There were no telegraph wires to carry the sound of the hammer across the continent, and no arrangements to fire salvoes of artillery in Montreal or Vancouver. Nor, as had been arranged at the driving of the golden spike on the Northern Pacific two years before, were any Indian chiefs brought in formally to cede their hunting grounds to the great chief of the Canadian Pacific to the accompanying blare of a brass band. Yet the ceremony as described by Sandford Fleming, now a director of the company, was a fitting climax to the greatest adventure in railway history. The place chosen was on the Eagle Pass, discovered twenty years before by Walter Moberly, and named 'Craigellachie' in memory of the historic telegram from George Stephen (first president of the company and later Baron Mount Stephen) to Donald Smith (later Baron Strathcona and Mount Royal.) Present were Donald A. Smith himself; Van Horne; Sandford Fleming, with his square white beard; Major Rogers, Marcus Smith; Henry J. Cambie, one of the government engineers on the construction; M. J. Haney, working for Onderdonk (contractor for a large section of the line); John M. Egan, general superintendent for western lines; James Ross, manager of construction for the Rocky Mountain Section; George R. Harris, of Boston, a director; John H. McTavish, land commissioner; Arthur Piers, secretary to Van Horne and afterwards manager of C. P. R. steamship services; Frank Brothers, roadmaster; Miller, the porter on the private car Metapedia; Tom Wilson, Major Rogers' guide; Dugald McKenzie, locomotive engineer; and E. Malandaine, a boy. Major Rogers himself held the tie in position."

After the spike was driven home by Donald A. Smith, the silence remained unbroken for a moment or two, each witness reverently silent with his own thoughts. Then a spontaneous cheer arose that awoke the echoes of Craigellachie.

Driving the spike, Donald Smith struck it first a glancing blow so that the head was turned over. Ready for the emergency, Roadmaster F. P. Brothers yanked the twisted spike out and replaced it with another. This time Donald A. took no chances and drove it with a succession of careful taps. To him each tap added another link to this imperial highway to Australia and New Zealand.

The discarded spike was recovered and split into thin strips which were mounted with diamonds and presented to ladies who were closely connected with the party but not present. Other ladies felt plucked so the resourceful Donald A. secured another iron spike and made similar souvenirs, slightly larger, however, to distinguish them.

The actual last spike was removed by Roadmaster Brothers to forestall souvenir hunters and afterwards presented to the present incumbent of the presidential chair, Sir Edward Beatty.

And the Governor-General took the absence of invitation in good part and presented the unused silver spike to Van Horne, in whose family it is a treasured possession.

Italian Students On Rampage

(C. P. By Guardian's Special Wire) VENICE, Italy, Nov. 5.—Shouting "down with sanctions," 500 students of Venice tore British signs from shops today.

They jammed a narrow street where fashionable shops displayed perfumes and cosmetics and forced proprietors to clear their windows of the produce of France and other "sanctionist" countries.

Then shouting and jostling, they followed leaders who hoisted new signs on hotels and bars carrying English names.

Amid vivas, the youths put up a sign reading "Alotai Bar" to replace "Eden Bar." Likewise, the "Hotel London" became the "Hotel Aduwa." (Anthony Eden is the British Minister for League Affairs; Baron Pompei Aloisi is Italy's envoy to Geneva.)

The students also extended their wrath to films, comedies, and operas whose authors are English, demanding such performances be shunned.

WHO WAS THE MAN IN THE IRON MASK



Who was the man in the iron mask? We must confess ourselves baffled. Historians have given us various theories relative to ancestry . . . Eye witnesses have given us accounts of his stature, habits, mode of apparel, deportment and one hundred and one other details, but—one feature is really significant . . . NO ONE KNOWS WHO HE WAS.

If the analogy doesn't seem too far-fetched, may we liken him to the manufacturer who, making a good product, decides it to be so superlative that it will eventually sell itself! He, like our friend in the mask, is doomed to bitter oblivion—characteristic of men who, through short-sightedness, fail to grasp the one essential fact that business opponents are merciless. They ask no quarter and give none. When you are faced with competition of this kind, take the initiative, market your product FIRST and do it over-night . . . in the DAILY NEWSPAPER.



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WE THEY

OTTAWA, Nov. 5.—A coast-to-coast general inspection of Canada's ocean ports by the new harbor board of departmental officials is under way, it was learned today.

When the recently established central board left Ottawa Saturday its itinerary only as far as Montreal was announced. Following a week-end survey at the Montreal port and

an interview with the secretary of the Quebec harbor office who presented his books for inspection, the board left for Halifax. It was understood here today the next stop

will be at Saint John and visits might be made afterwards to Chincoutimi and Three Rivers. Members of the board are scheduled to be back in Ottawa Friday

morning. On their return, arrangements will be made to proceed to Vancouver. Temporary port managers only to act under the central board may be

named for the present. Until legislation is passed at the next session of Parliament, permanent managers at the several ports cannot be appointed.

—BY GEORGE MCMANUS

BRINGING UP FATHER