

AN EPOCH IN THE RAILWAY HISTORY OF CANADA

The recent appointment of Sir Henry Thornton as President of the Canadian National Railways, and his coming to Canada to take up the stupendous task of managing the greatest single railway system in the world, marks an epoch in the railway history of Canada.

Canada has adopted the policy of public ownership of thousands of miles of railway, which formerly comprised a number of separate systems, each under its own management, namely: the Canadian Northern, Grand Trunk Pacific and Grand Trunk Railway System, together with the Canadian Government Railways comprising the Intercolonial Railway, Prince Edward Island Railway and the National Transcontinental. On October 10, when the first meeting of the Board of Directors was held at Toronto, these various systems were amalgamated into the consolidated system of Canadian National Railways, and all placed under one President and one Board of Directors. In this far-reaching system, the people of Canada not only own over 22,000 miles of railway lines, touching every important city and seaport in the Dominion, but also a telegraph and cable service reaching over the associated lines, 75,000 points in Canada, United States and Mexico; a fleet of merchant ships comprising the Canadian Government Merchant Marine, carrying Canadian goods over the seven seas; a fleet of modern passenger steamers operating up and down the Pacific Coast; freighters and car-ferris on the Great Lakes; a chain of palatial hotels; and other properties throughout the country. All this represents a very large investment from which the new President and Board of Directors believe Canada will eventually derive material benefit.

Sir Henry Thornton, the newly appointed President comes to Canada with an enviable record, having had wide experience and signal success in directing the management and operation of various important railway systems in the United States, England and on the continent. But to make the National Railways a success, the co-operation of the people of Canada is necessary, and it is the duty of every true Canadian to assist in making this property the national asset it should be. Doubtless, at this time it will be of interest to learn something of the early history and upbuilding of the roads now embraced in the Canadian National Railways. It must be remembered that it is less than a hundred years ago since the first stretch of railway in Canada was built.

In 1832, a charter was granted to the company of the Champlain and St. Lawrence Railroad for a portage road, 16 miles long from La Prairie, on the St. Lawrence to St. Johns on the Richelieu, to facilitate the handling of traffic between Montreal and New York. In 1836, this line was opened for traffic. The rails, unlike the solid steel ones of today, were of wood, with strap iron on the upper surface, and the crudely constructed coaches were drawn by horses.

In 1837, the proprietors imported an engine and engineer, the first to be used in Canada, a rickety little engine that rattled along at less than twenty miles an hour. In 1847 it was decided to build a road from Montreal to Lachine to replace the earlier stage route around the rapids. These pioneer roads, the first connecting Montreal with the outer world, were some twenty years later absorbed by the Grand Trunk System.

In 1852 the rails were extended to St. Lambert opposite Montreal, and southward to Rouses Point, on Lake

Champlain. While this considerably shortened the trip to New York, it was still no easy journey, entailing long passages—first the trip across the river by ferry to St. Lambert, thence by train to Lake Champlain, and a second change to the boat going southward down Lake Champlain and the Hudson River. In this year the act to incorporate the Grand Trunk of Canada was passed and construction commenced. By this time the interest in the new method of travel had amounted to a railway mania, and companies sprang up practically overnight, applying for charters to build roads here and there, mostly for short distances, in the Maritimes, Quebec and Ontario, for that time the great north-west was known to the fur-traders alone, and perhaps a few missionaries.

Dozens of charters were granted in the fifties, but the next pioneer road to be completed also drew its traffic largely from Montreal. That was the St. Lawrence and Atlantic, opened in 1853 between Longueuil, opposite Montreal, and Portland, Maine. In 1854, several projects that had been entered into by the Grand Trunk were amalgamated by Act of Parliament. In this year the line from Quebec to Richmond was opened, linking Montreal with the east as well as the south. In 1855 the line from Montreal to Brockville was opened. By the end of the following year the line was extended from Brockville to Toronto, and on westward to Sarnia. Building was also going ahead to the eastward, extending as far as Rivière du Loup, making a total of 872 miles under Grand Trunk management in 1860. The total mileage in Canada at this time was 1,880 miles.

Prior to 1847, no railroads had been built in the Maritime Provinces, except a coal tramway in Nova Scotia from the Atlantic coast to the interior. But in 1858, a line from Halifax to Truro was completed and by 1867 extended to Pictou Landing, while in 1860 a route from St. John to Shediac had been established. Surveys had also been made for a line to continue from Truro to connect the Maritimes with the other provinces, but nothing was done until after Confederation in 1867, when the building of this connecting link was made a condition of entrance into the confederation. The Dominion Government undertook the task, and by 1876 the 500 miles between Truro and Rivière du Loup were opened for traffic throughout. The line from Halifax to Truro and several other lines in the Maritimes had been purchased by the federal government, and the entire system was called the Intercolonial Railway. Three years later the federal government purchased a line from Rivière du Loup to Point Lévis from the C.T.R. In 1898, the government purchased the Drummond County Railway, a double line to Ste. Rosalie, and arrangements with the G.T.R. for joint usage of their line from Ste. Rosalie to Montreal.

In the meantime the Grand Trunk Railway, by acquisitions and acquisitions had covered the Province of Ontario with a network of lines, and had in 1882 absorbed the Great Western Railway. It had also extended its main line to Chicago, the great traffic centre of the continent. Forcing the development of Western Canada, the management of the Grand Trunk Railway System conceived the idea of constructing a new transcontinental line from coast to coast. It was to extend through the fertile timber lands of northern Quebec and Ontario to Winnipeg, on westward through the great prairie provinces, through Yellowhead Pass and

a practically unexplored mountain kingdom of the Rockies, following along the central valleys of British Columbia to Prince Rupert.

In 1903 the Grand Trunk Pacific Railway and the Dominion Government agreed to co-operate on this transcontinental line and to build two grand divisions. The western division to be known as the Grand Trunk Pacific, extending from Winnipeg to Prince Rupert, and comprising a mileage of 1,755 miles, to be built by the Grand Trunk Pacific Railway. The eastern division, comprising 1,804 miles east of Winnipeg, to be built by the Dominion Government under the supervision of the Commissioners of the Transcontinental Railway, and leased to the Grand Trunk Pacific Railway for a period of fifty years. So that, by 1914, the Grand Trunk and the Grand Trunk Pacific Railway together comprised over 7,500 miles of operated railway. Its birth took place in an auspicious hour, for news of the wonderful fertility of the vast Canadian west, with its free grants of land, had spread practically around the world, and a great tide of immigration was rolling into the country. From Great Britain, Europe and the United States a constant stream of settlers came; towns sprang up overnight, as it were; settlers clamored for railways; the line spread eastward to Port Arthur at the head of Lake navigation, and the lines of the Northern Pacific Railway in Manitoba were acquired, giving connection with the great rail arteries of the Western States, so that in 1901, the Canadian Northern had 975 miles of rails under its control. The steel snout crept up the rich, fertile valley of the North Saskatchewan River to Edmonton. Lines were acquired in the eastern part of Canada and linked together, and by 1905 the total mileage of the system amounted to approximately 2,340 miles. In the next five years the mileage was almost doubled. By 1915 the line had crept westward to Edmonton, pierced the Rockies and proceeded down the Fraser Valley to Vancouver, on the Pacific Coast. At the same time it acquired and extended lines in the east, so that its total mileage in that year amounted to 9,362 miles.

The outbreak of war, and its effects on finance, resulted in a condition which compelled the Government to take over these component parts now forming the Canadian National Railways, but until the present, the Grand Trunk and the Canadian National Railways, while forming a co-ordinated system, has each been under its own board of management. The appointment of Sir Henry Thornton and the new Board of Directors marks the beginning of complete nationalization under one President and one Board of Management. The past two years have seen a substantial reduction in the deficit of the National lines and there is every reason to believe that the coming year will see this deficit further reduced. It is the aim of the new management to make the Canadian National Railway service conform to such a high standard that it will merit the confidence and support of the Canadian people.

Unemployment Question Before British House

LONDON, Nov. 30.—Yesterday's debate in the House of Commons shows how anxiously the government is facing the coming winter. One and a third million of men and women are registered as unemployed, one and a half million are receiving poor law relief, practically two millions families are living on the verge of starvation. Moreover unemployment is increasing for seasonal reasons despite the slow but sure industrial recovery in many districts. Yesterday's attack by Labor on the ministry is based on the conception that unemployment is a national obligation, hence a rise of the labor policy demanding either state work or state maintenance which only means the national situation of industry. In concrete form, their demand is for from fifteen to twenty dollars for the average unemployed household. The government replies that the payment of such a sum as this must mean speedy national bankruptcy. House Labor's policy is to use British credit through every possible avenue as an immediate palliative. Local authorities throughout the country are being encouraged to increase their work such as roads so that it will replace what is to be renewed and a further 50,000,000 pounds is to be allowed for giving guarantees of interest and principal upon sound trade ventures including some of interest to Canada. Twenty two million sterling have already been spent in this way. Further more, the Great British Railways are being encouraged to anticipate some of their big objects for electrification and other developments, following up a new grouping of their systems, thus the London underground railways are to spend 17,000,000 pounds upon extensions south of the Thames. Another huge project is the construction of a floating dock at Southampton in order to accommodate Canadian and other shipping business. The government is bearing in mind, however that owing to the war and post war conditions there have been left here at least a million men who would normally have gone to settle overseas, hence their welcome to the speech of Hon. Chas. Stewart at Ottawa announcing the immigration of settlers. It is possible that the Laborites may oppose, but the government intends to compensate in the fullest possible extent immigration schemes which Canada and the other dominions may prepare and agreed to supervise.

Handsoms Bag A handsome Bag of Paisley cashmere is mounted on a heavy Dutch silver frame and attached to a silver bracelet which is worn about the wrist.

Summer time brings many children back to the old home—among pleasant memories renewed will be the Tea they used in childhood—"RED ROSE."



RED ROSE Crushed COFFEE pleases particular folks.

A HOT CHRISTMAS IN AUSTRALIA

Christmas in Brisbane Australia, comes in the heat of summer much to the confusion of the Canadian tourist whose imagination has not carried him beyond a northern celebration of the festival. Other points which strike the visitor to Australia as distinctive are the universal tea drinking at 7, 11 and 4 o'clock each day; the houses built on stilts from six to nine feet high and the use of British currency are a few of the things which most impress the new American arrival in Australia. The houses in Brisbane are frame shells and there are no heating plants, although July and

August are quite cold. The houses are built on high tarred poles to keep away the white ants, a constant nuisance. Australian or English servant from old Moorish stock which had its origin in Arabia. The animals were comparatively small but possessed great carrying ability. The Indian pony of the lands west of the Mississippi, the wild horse of the Far West, the smaller cayuse of the Oregon and Washington Country. Naturally it degenerated in selection in the air, but it retained its stamina and small feet to a remarkable degree.

The original Indian ponies were a remarkable degree.

INDIAN PONIES OF ARAB DESCENT

The original Indian ponies were a remarkable degree.



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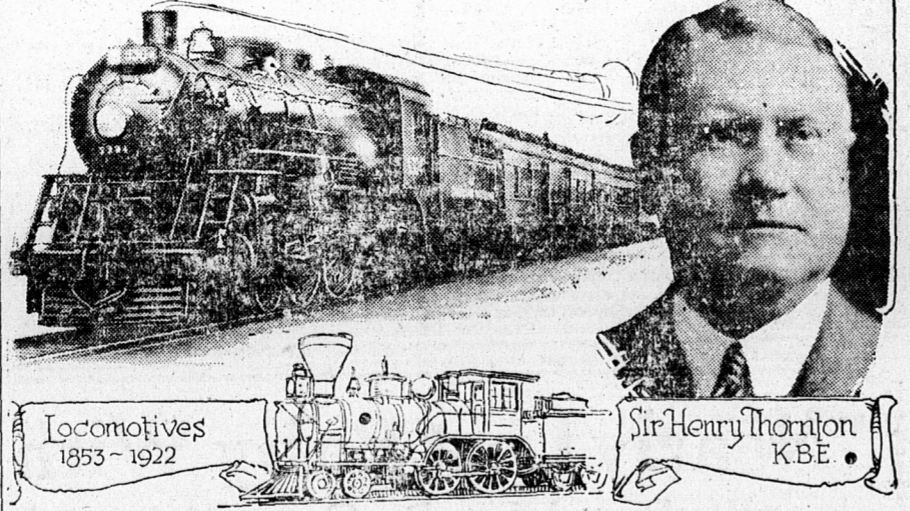
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Fowl For Market

There are several advantages in dressing a fowl for market that should be understood by poultrymen who have surplus birds on hand at this season. Among these are the cutting out of the shrinkage in weight in shipping, a higher price per pound, and the avoidance of misunderstandings. Shipping live poultry is often very unsatisfactory. There is very little difficulty in killing and dry plucking a fowl once the art has been learned. Twenty to thirty birds an hour can be dressed by most poultrymen who have had experience and practice. It is preferable that the birds should be crate-fattened for ten days or two weeks before killing, and it is essential that the crops and intestines should be entirely void of food. This can be assured by starving for 36 hours.

How To Do It The several steps in the operation in the killing and dressing of a bird for market are as follows: (1) Hang the bird by the legs, head downward, the legs being placed about on a level with the operator's face. It is best to use a single strand of fine window cord, with a two-inch square wooden washer at the lower end of it. Place this around the legs without tying and the bird's weight will securely hold the body in place. (2) Grasp the bird's head in the left hand, the skull resting in the

Sage Tea Darkens Hair To Any Shade

Don't Stay Gray! Here's an Old-Time Recipe That Anybody Can Apply. The use of Sage and Sulphur for restoring faded, gray hair to its natural color dates back to grandmother's time. She used it to keep her hair beautifully dark, glossy and attractive. Whenever her hair took on that dull, faded or streaked appearance, this simple mixture was applied, with wonderful effect. But beware! At home is mussy and out of date. Nowadays, by asking at any drug store for a bottle of "Wyeth's Sage and Sulphur Compound," you will get this famous old preparation, improved by the addition of other ingredients, which can be depended upon to restore natural color and beauty to the hair. A well-known downtown druggist says it darkens the hair so naturally and evenly that nobody can tell it has been applied. You simply dampen a sponge or soft brush with it and draw this through your hair, taking one strand at a time. By morning the gray hair disappears, and after another application or two it becomes beautifully dark and glossy.

Killing the Bird

(3) The next operation is "sticking to kill." This is done by pushing the point of the knife, dull side up, into the rear lobe of the three that compose the skull. This spares the bird the torture of slowly bleeding to death. At first the knife to the brain instantly renders the bird unconscious and insensible to pain. This operation also paralyzes the muscles so that the feathers pull easily. The bird will "squawk" if this operation is properly done, but not otherwise. (4) Hang the blood cup on the fowl's bill to catch the blood. (5) Immediately begin picking, removing first the feathers along the feather tract on the breast, then the flight and tail feathers, and the others in the order preferred. As the body cools the feathers are more difficult to pull, so that speed is essential. (6) When the feathers are taken off, hang the body on a rack or place it on a shaping board to cool. It should never be packed for shipment until the animal heat has entirely left the body; otherwise it will quickly mould and spoil.

Like Knights of Old

Ye olde knights used to fight to protect the fair fame of the devices emblazoned on their shields. And the knight without escutcheon was looked upon askance. He had no name to protect. He could live fairly or unfairly, as his whims directed. Modern knights of industry have devices—the advertised trade-marks of their products. They must safeguard the reputation of these trade-marks to keep them worth while. Advertising throws a powerful light on a trade-mark. If it proves worthy, it gains popularity and confidence. If it is shown to be unworthy, it quickly fails. So you can be sure that every consistently advertised product is good. The advertising test has proved it. The name of its maker stands behind it. The trade mark is your warranty of satisfaction and true quality. Read the advertisements to choose what you would buy.