

# THE G.T.R. AND C.P.R. GEORGIAN BAY LINES

### Double-Tracking the Midland Branch—Extensive Works at Lindsay—C.P.R. Through Line—Prosperous Outlook for This Town.

It appears to be quite certain that the early spring of 1914, if it ever comes — will witness the commencement in real earnest, and on a large and energetic scale of the long expected construction or enlargement of the Georgian Bay lines of the Grand Trunk and Canadian Pacific.

Such remarkable progress has been made in railway construction in our great west, between Port Arthur and Edmonton or the Rockies, that in order to be ready for the results in grain shipments that will be made in the fall of this year our Lord from Fort William and Port Arthur to Midland and Victoria Harbor, the Grand Trunk and C.P.R. have simply got to take their level best to get ready for the grain trade that, taking the nearest valley on our railways, and later on by our canals as well.

The Grand Trunk's plans for meeting the situation provides for double-tracking the Midland route — the "old Midland," as it is colloquially called — from Midland City to Port Hope, reducing grades, eliminating curves, and putting down an 85 lb. or 100 lb. rail to carry safely and speedily the big Mogul engines that are needed to haul a long train of grain cars. This work is, we understand, to be started just as soon as weather conditions will permit. It would have been done last year but the G.T.R. Co. have been engaged in finishing a very expensive improvement of their main line grades at London, Ont., at an outlay of over a million dollars.

In a local sense the double-tracking of the Midland on the old line will mean a good deal to Lindsay. Owing to its natural position as the "hub" of the system in this part of the province, Lindsay will remain a "terminal" point, and trains will run from and to this town. Some considerable additional terminal facilities will be required. A big new roundhouse, capable of providing stalls for 30 or 40 big Moguls will be built, with suitable repair shop accommodations and a great lot of sidings that may take up a lot more of O'Halloran's farm — perhaps — if it can be got.

We are not able to state at this date that the line will be straightened and grades reduced from Beacore to some place near Bethany, but that was practically decided upon a year or two ago, and may now be carried out.

The junction with the main G. T. line will be made on the east side of Port Hope, and not, as at present, on the west side of the viaduct. This will enable the heavy grain trains to go on easily on their eastward journey to the sea.

The Grand Trunk has provided an enormous elevator accommodation at Midland for the coming grain trade, and it will be a splendid achievement if a train from the Great West comes

down this way, via the Grand Trunk Pacific this next fall and winter. It seems too much to expect this year, but every possible nerve is being strained to accomplish a result that, if it succeeds, will be a triumph in railway construction.

### THE C. P. R. LINE—VICTORIA HARBOR TO HAVELOCK.

The C. P. R. has now in its treasury \$38,000,000 of new money raised in the old country by the sale of bonds and debenture stock on very good terms, and there is no longer any doubt that a fairly large part of their pile will be expended in pushing through with great energy the construction of the Georgian Bay-Seaboard line, surveyed a couple of years ago. We understand the Toronto Construction Co. will start in as soon as possible under weather conditions to push on the work from Coldwater via Orillia and Lindsay, to Havelock. The section from Victoria Harbor to Coldwater has already been constructed. We are informed work will commence at, for instance Lindsay, reached by the L. B. & P. R'y, where for ten miles on each side there is some rather heavy work. There is the overhead bridge across the Seuzog, and the approach to it, which must be overhead, as to the Victoria railway. This will be a heavy and an expensive work. Then there is the Pigeon Creek valley to be crossed, and although the engineers have skillfully, after careful surveys secured a favorable crossing, it will still be a serious and costly undertaking. Construction will also commence at the west end from Coldwater, and at the east end from Havelock.

We understand it has been found necessary, owing to grade difficulties, to cross the Ottawa some three or four miles north of Peterboro, and the line will then probably go on east to Havelock, which is a divisional point on the main line, and which will continue to be the divisional point as to the Victoria Harbor-Lindsay-Havelock grain and passenger business.

Though it has been found impossible for the heavy grain trains to drop down into Peterboro and climb up again going east, it is quite likely that some special means will be devised for placing Peterboro on the main passenger line, so that it may be on a par with Smithtown and Cowan's Bridgeville in having direct train facilities with the railway hub at Lindsay.

One of the great attractions of the new C.P.R. line will be, as may have been already inferred from Mr. O'Brien's address, that this will be a C.P.R. main line, with all that it means — probably two local trains each way daily and one or two Pullman trains daily each way, at such times as the through train service may require. This will work a most important change in local conditions, and will prove of great benefit to the town.

and that the other was upstairs having some teeth extracted by a dentist. Ham then asked Twomey if he could not give them a cold lunch, and was again refused for the same reason as before. On cross examination Mr. Twomey would not deny there was no help in his hotel to get the said meals, and based his refusal on the general ground of inconvenience to do so at the time. Later on in the evening Mr. Twomey served a meal to the driver of the rig that brought Ham and his friends over to the village. Upon being refused meals at Mr. Twomey's hotel, the said Fred Hall went over to Mr. Aldous' hotel and asked him "to make a meal for himself and the others of the party. After enquiring as to their number, and promising to give them their meals, Mr. Aldous refused to do so upon discovering that the rig in which they had driven over from Cobocok had been put up at Twomey's hotel, giving as his reason for his refusal that he did not want any of Twomey's customers down at his hotel. I further find on the evidence of the License Inspector and said other witnesses that both said hotels were duly licensed as such under the Liquor License Act — that they both were at the time of said refusals to supply meals doing business as hotels in said village, and that both were "taverns" within the meaning of that word in said Act. — I also find that the said J. M. Ham and Fred Hall were also "travellers" within the meaning of that word in the said Act.

No evidence was presented by either Mr. Twomey or Mr. Aldous that they demanded payment of said meals in advance and that it had been refused, and there is nothing to show there were any personal objections to receiving either the said J. M. Ham, Fred Hall, or any of the said party into the said hotel and giving them their meals. There was no valid reason for refusing to supply the said meals by reason of the hour — 7.20 in the evening — at which they were asked. I am not aware of any hour of the day at which a hotelkeeper can refuse accommodation — with the exception of supplying liquor to the traveling public.

Upon the said evidence I find that neither the said Twomey or Aldous had any valid reason for refusing to supply the said J. M. Ham and Fred Hall with meals, as charged in the said informations. I am satisfied upon the whole evidence that some sort of a meal could have been supplied by Mr. Twomey. That is not denied. His refusal is based on the ground that his kitchen fire was out and that two of his servants could not be got to do the work necessary, but he does not deny that he had no other help in his hotel to get the meals. The only apparent reason for refusing the said meals was the inconvenience and not the inability, and that I may say is not a sufficient reason in point of law.

That there was a restaurant in the village to which the said Ham and Hall might have gone for their meals makes no difference, and is not borne out by the facts. After being refused at said hotels, all they apparently got to eat that evening in Fenelon Falls before driving home were some oranges.

In regard to the charge laid against the said John Aldous, no evidence, much less any valid reason, is put forward by him for not supplying the said Fred Hall with a meal. That the driver of the rig that took the party over from Cobocok should choose to put his team up at Twomey's instead of at his hotel is too absurd to be considered for a moment. It savours too much of envy and bad temper.

As the said License Inspector has, however, spoken favourably in regard to the excellent manner in which both said hotels have hitherto been conducted, and as Mr. Twomey and Mr. Aldous may have been ignorant of their duty as hotelkeepers to furnish the travelling public with the accommodation by law required, I shall in this instance modify the fine that I would otherwise have imposed. I find the said Jeremiah Twomey and John Aldous each guilty of the offence charged against them in the said informations herewith annexed, and adjudge each to pay a fine of \$5 together with costs to the amount of \$1788, and I order that the said Twomey and Aldous pay their said fine and costs forthwith, and in default thereof that the same be levied on the goods and chattels of each of said parties respectively.

Dated this 6th day of March, A. D., 1908.

F. D. MOORE,  
Police Magistrate, County Victoria.

**Just Like Iron.**  
"Wife—"John, there must be a lot of iron in your system."  
"Husband—"Why do you think so?"  
"Wife—"Because you invariably lose your temper when you get hot."

**Black Watch**  
A new sensation. A real pleasure. The big black plug.  
Chewing Tobacco  
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# Commercial Supremacy of Entire Continent Involved

### The Georgian Bay Canal Project Fully Defined and Commended as a Trade Necessity and a Worthy National Venture.

(Ottawa Free Press.)  
The Ottawa waterway is Canada's greatest and most urgent need," was the declaration of Senator Belcourt in a splendid speech in the Senate on Thursday night on the Georgian Bay canal project. No one who has given any study at all to the question, but will testify to the accuracy of that declaration.

Too long has this great project been regarded as one in which the people of the Ottawa Valley alone were interested. There is no suggested public work that means so much to the people of Canada as a whole. The effect of its construction on the business interests, and the domestic interests, too, for that matter, of the Maritime Provinces, was very clearly indicated in the Commons a week or two ago by Mr. Hance Logan. There is nothing sectional in the project; the people of the West are as vitally concerned as the people of the East. The campaign of education has been a long and slow one, but we are appreciably nearer the goal. Men who formerly fought the proposal are seeing their error; but still there is much apathy to be overcome. Such speeches as that of Mr. Belcourt are needed from our public men, not spasmodically, but systematically. Mr. Belcourt has dealt with this subject many times, but he never fails to add some new points to the argument for its immediate construction.

The Ottawa senator truly said that transportation is the most important and most momentous question, and constitutes the heaviest task to which Canadian energy and ambition can and should be mainly directed.

There is nowhere in the world a natural commercial route such as that formed by the French and Ottawa rivers. The St. Lawrence, the Ottawa and other Canadian rivers constitute, with our share of the Great Lakes, the best part of the Canadian national heritage, and they form the most valuable part of our national assets.

The Georgian Bay canal is feasible, physically, financially and commercially. It is Canada's greatest national need and is an absolute necessity. Its physical features, Mr. Belcourt points out, is now beyond doubt or controversy, the Department of Public Works having completed a most exhaustive and complete survey of the whole route. It is now making a report which will remove any doubt which may have existed as to the engineering building.

As to the financial feasibility Mr. Belcourt said:  
The report of the Public Works Department now estimates the cost of the waterway at \$90,000,000, including cost of surveying, lighting, and of providing wharves, docks, electric operation, damages for flooding of lands and for expropriation of all water powers. The operation and maintenance is estimated at \$1,000,000 yearly. Therefore, taking \$90,000,000 at 4 per cent., \$3,600,000, and operation and maintenance at \$1,000,000, you have a total cost annually to the treasury to provide for this magnificent waterway. This would be met at once by indirect returns coming from the sale of water powers developed on the route, and which has been estimated at from 800,000 to 2,000,000 horse power. Taking the lowest estimate, 800,000, and putting thereon the lowest price now charged by the Government on the St. Lawrence canals, a annual revenue of \$4,800,000. Senator Belcourt also gave some very interesting information as to the traffic available for the canal when completed. He said:

There passed through the Canadian and American Soo canals in 1906, 52,000,000 tons; there passed Detroit 70,000,000 tons, carried in 25,000 vessels, so that in a season of 230 days there passed Detroit a ship every thirteen minutes and millions of freight every month. The Soo traffic had in 1907 increased to nearly 59,000,000 tons. The area from which this traffic comes comprises the whole of the Canadian and American territory bordering on the lakes and extends as far down as a straight line running across the continent on the latitude of St. Louis, Mo. Canada has succeeded in securing only an infinitesimal fraction of this enormous trade, as the statistics show. In 1906 the St. Lawrence canals carried altogether 1,700,000 tons. In the same year there were carried to Montreal less than 800,000 tons, whilst there were carried to New York over the Erie Canal and New York Central 4,300,000 tons. The Erie Canal and New York railways did six times more business to New York than all the canals and Canadian railways to Montreal. In 1908 there were exported from Fort William and Port Arthur 70,000,000 bushels of wheat, of

which less than 25,000,000 reached Montreal for local consumption and for transportation to Europe. Two-thirds of the Canadian wheat intended for the East and for Europe were carried in American bottoms through the Erie Canal and by the New York Central, and yet in 1906 our railways and canals carried 10,000,000 bushels more than any year previously. The combined efforts of the railways and canals in 1906 succeeded in carrying only one-third of the Northwest wheat intended for consumption in the East and for exportation, and part of the crop of 1906 is still waiting at Winnipeg to be moved East. The wheat crop of the Northwest in 1906 amounted to 100,000,000 bushels, of which about 70 per cent. was destined for the East and for export. The acreage under cultivation in the Northwest more than doubled between the years 1900 and 1905. Assuming the same ratio of increase in 1910 or 1911, we shall have a crop of 200,000,000 bushels of wheat and 250,000,000 bushels of coarse grain, or a total of 450,000,000 bushels, of which 70 per cent., namely, over 300,000,000 bushels, will have to be transported East and to the seaboard.

Since the St. Lawrence canals and railways combined in 1906 could only carry less than 25,000,000 bushels, how will they be able three or four years hence to carry 300,000,000 and this applies only to the grain trade. The iron trade alone constitutes two-thirds of the whole traffic passing the American Soo canal. Near the mouth of the French river, and wholly in Canadian territory, there is now being exploited one of the richest and greatest iron mines in the world, the Moose Mountain mine, where there are 42,000,000 tons of ore in sight. The transportation of this iron ore to the smelter would afford the Ottawa waterway probably 2,000,000 tons of freight yearly, and this alone would be sufficient to defray about one-fifth of the total annual cost of the waterway. Unless the Ottawa waterway is completed we shall have to depend upon our American neighbors to carry at the very least two-thirds of our own freight. If the waterway is built we shall be able to handle all of our own trade and secure a very large proportion of the trade of the Great Lakes.

"AS SOON AS THE OTTAWA WATERWAY IS BUILT THE COMMERCIAL SUPREMACY OF THE CONTINENT WILL BEGIN TO PASS FROM NEW YORK TO MONTREAL," was another startling statement by Mr. Belcourt. This waterway is of at least as great importance and as necessary as the Transcontinental. With the enormous development now going on in Canadian it will tax the railways to their utmost capacity to carry the products of the field, the forest and the mine to the different terminals, and they will be wholly unable to transport these commodities to the East and to the seaboard. This transportation will necessarily have to be done by water, and if the St. Lawrence canals are deepened to twenty feet navigation and the Ottawa waterway is built, there will be plenty of traffic for all.

### Prospects for the Western Crops

#### Heavy Fall of Snow Has Improved Them Wonderfully.

Winnipeg, March 5. — During the past week there has been a very heavy fall of snow in Manitoba, which has materially brightened the prospects of a good crop, for the prevailing impression among old pioneers is that a heavy snow fall is necessary to good crops in western Canada. Much of the land in Manitoba and Saskatchewan and Alberta has been prepared for seeding, the long open fall last year having enabled the farmers to do a great deal more fall plowing than usual.

The prospects are that a much larger area will be put under crop this spring. Thousands of new settlers will seed and others are increasing their cultivated areas. The wheat crop will likely be increased anywhere from ten to fifteen per cent. But it is likely that the oat crop will be reduced, owing to the fact that seed cannot be procured, and new settlers cannot afford to pay the price of \$1.05 to \$1.10 per bushel now demanded for good oats.

If the season is at all favorable, an unusually early seeding is expected. A little has been done in the chinook belt of southern Alberta, and at one or two points in Saskatchewan, but it will not likely be general for some weeks.

# TEN YEAR'S GROWTH THE MUTUAL LIFE ASSURANCE COMPANY OF CANADA.

LEADING ITEMS.	YEAR 1896.	YEAR 1906.	GAIN IN 10 YEARS.
Insurance in force	\$20,001,462	\$44,199,955	121 p.c.
Assets	3,392,697	9,296,992	174 p.c.
Income	760,403	1,956,519	157 p.c.
Surplus	201,579	954,001	373 p.c.

## B. L. McLean, Agent

# DISCOURAGED MEN IS LIFE WORTH LIVING



MEN, you become discouraged when you feel the symptoms of Nervous Debility and decline stealing upon you. You haven't the nerve or ambition you used to have. You feel you are not the man you ought to be. You feel like giving up in despair. You get nervous and weak, have little ambition, pain in the back over kidneys, drains at night, hollow eyes, tired mornings, prefer to be alone, distrustful, unable to appetite, looseness of hair, poor circulation — you have Nervous Debility. Our New Method Treatment is your refuge. It will strengthen all weak organs, vitalize the nervous system, purify the blood and restore you to a manly condition.

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READER Are you a victim? Have you lost hope? Are you intending to be a martyr? Has your blood been diseased? Have you any weakness? Our New Method Treatment will cure you. What it has done for hundreds of others, it will do for you. CONSULTATION FREE. No matter who has treated you, write for an honest opinion Free of Charge. Charges reasonable. DO NOT FREE — "The Golden Monitor" (Illustrated), on Diseases of Men.

ESTABLISHED 20 YEARS—CURES GUARANTEED. No Treatment sent C. O. D. No names on boxes or envelopes. Everything confidential. Question list and cost of Home Treatment FREE.

# DRS. KENNEDY & KENNEDY

Cor. Michigan Ave., and Griswold St., Detroit, Mich.

### Judge Barron's Temperance Talk

#### Would Pay Less Attention to Temperance and More to Tuberculosis.

Toronto News: "It was declared the other day that the pulp is in politics. Perhaps, if this kind of thing keeps up, the Bench will be drawn to politics.

"People go wild over temperance. They are going crazy over it in Toronto — Toronto the good it is called by those who don't know it. I believe in the spirit of temperance. It is a noble sentiment. I take a little whiskey once in a while for my stomach. But let me tell you this, Mr. Premier, that there are five people who go down to death through tuberculosis to one who succumbs to intemperance."

His Honor Judge J. A. Barron, of Stratford, thus addressed the Government this morning, speaking for the large deputation who urged increased action against tuberculosis.

Hon. W. A. Charlton, Judge Barron and Dr. Lockhart, Waterloo, headed the deputation and the other speakers were Mayor Steverley, London; Warden Hall, Grey county; Dr. Rogers, Ingersoll; Messrs. J. P. Jaffray, Galt, and O. A. Egan, Peel. They presented the petitions adopted at the convention.

Hon. Mr. Whitney, replying, said the project had his warm sympathy, but he was not prepared to go immediately to the length that had been set in voting money to build hospitals and institutions.

"It is impossible for the Government to do that now," Mr. Whitney declared.

He did not usually make rash promises, but the Prime Minister, who said it was within 30 minutes that he had learned of the coming of the deputation, would make this promise: "The Cabinet will sit down to a full and thorough — not a formal and perfunctory — handling of the problem, and, personally, I will do all in my power to comply with the aim of your petitions; not mark you, with their specific suggestions. We will inaugurate preliminary steps of some description leading to such a permanent course of conduct as, in our opinion, will be the best means to aid in driving this great and terrible scourge from the land."

**Pretty Quick!**  
(Chicago Record Herald.)  
Robins will be blithely singing.  
In a little while;  
Maids in hammocks will be swinging  
In a little while;  
Foolish fellows will be rooking  
Overland boats;  
Glib spellbinders will be flocking  
Out to capture votes.  
In a little while!

### Weak Kidneys

Weak Kidneys, surely point to weak kidneys. The kidneys, like the heart, and stomach, find their weakness, not in the flesh, but in the nerves. Dr. Shoop's Restorative is a medicine specifically prepared to reach the controlling nerves. To doctor the kidneys is to cure the whole system. It is a waste of time, and of money, to treat the symptoms, and not the cause.

If your back aches or is weak, if the urine is scanty or discolored, if you have nervousness, or other distressing or dangerous symptoms, try Dr. Shoop's Restorative. It is a medicine specifically prepared to reach the controlling nerves. To doctor the kidneys is to cure the whole system. It is a waste of time, and of money, to treat the symptoms, and not the cause. Your Druggist recommended and sell.

# Dr. Shoop's Restorative

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You cannot possibly have a better Cocoa than

# EPPS'S

A delicious drink and a sustaining food. Fragrant, nutritious, economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

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Clean—Light—Durable—Guaranteed Waterproof—Sold Everywhere

# FERRY'S SEEDS

AN ADVT. IN THE POST