

**NO MAN IS INDISPENSABLE**

I care not what your place may be  
A job that's most laborious,  
With mighty little salary,  
Or one that's fat and choicous,  
But, be your labor great or small,  
Of this you must be sensible,  
Some other guy can do it all,  
No man is indispensable!

When you begin to swell with pride  
And enter to the gallery,  
And put on lots of "big" and "sads,"  
Because they've raised your salary,  
Why then's the time you'll tumble  
quick.

Such ways are indefensible,  
Some other guy can do your trick,  
No man is indispensable!

It's well enough to know your worth  
And know just what to do with it,  
But don't imagine that the earth  
Will quit when you are through  
with it.

No, it will roll upon its way,  
And—what seems reprehensible—  
Some other guy will draw your  
pay!

No man is indispensable!

**Milton**

Mrs. W. I. Dick got home from Baltimore, Md., Saturday, Her sister-in-law, Miss Dick, came with her. Mrs. Dick is recovering but will need a rest of some weeks. Campbellville has had some thing of an epidemic of scarlet fever, but it has ended and the quarantine on all affected homes has been lifted, as there is no more danger of infection.

Mr. and Mrs. G. E. Saunders of Hornby are spending their third winter at Fort Lauderdale, Florida, half way between Palm Beach and Miami.—Champion.

**Reward for Chicken Thieves**

At last week's meeting of Nassagaweya township council a resolution was unanimously passed offering a reward of \$100 for the capture and conviction of the poultry thieves who have been operating in the township on a large scale lately.

**Another Spring Sign**

Despite the colder weather and snow, which put the damper on the citizens' hopes for a warm weather until spring, the signs of this delightful season still linger. A fair sized flock of wild ducks have been seen on Pashinich Lake during the last week. Every year a flock makes an early appearance there, and residents of the district are certain that it is a sign of an early spring.

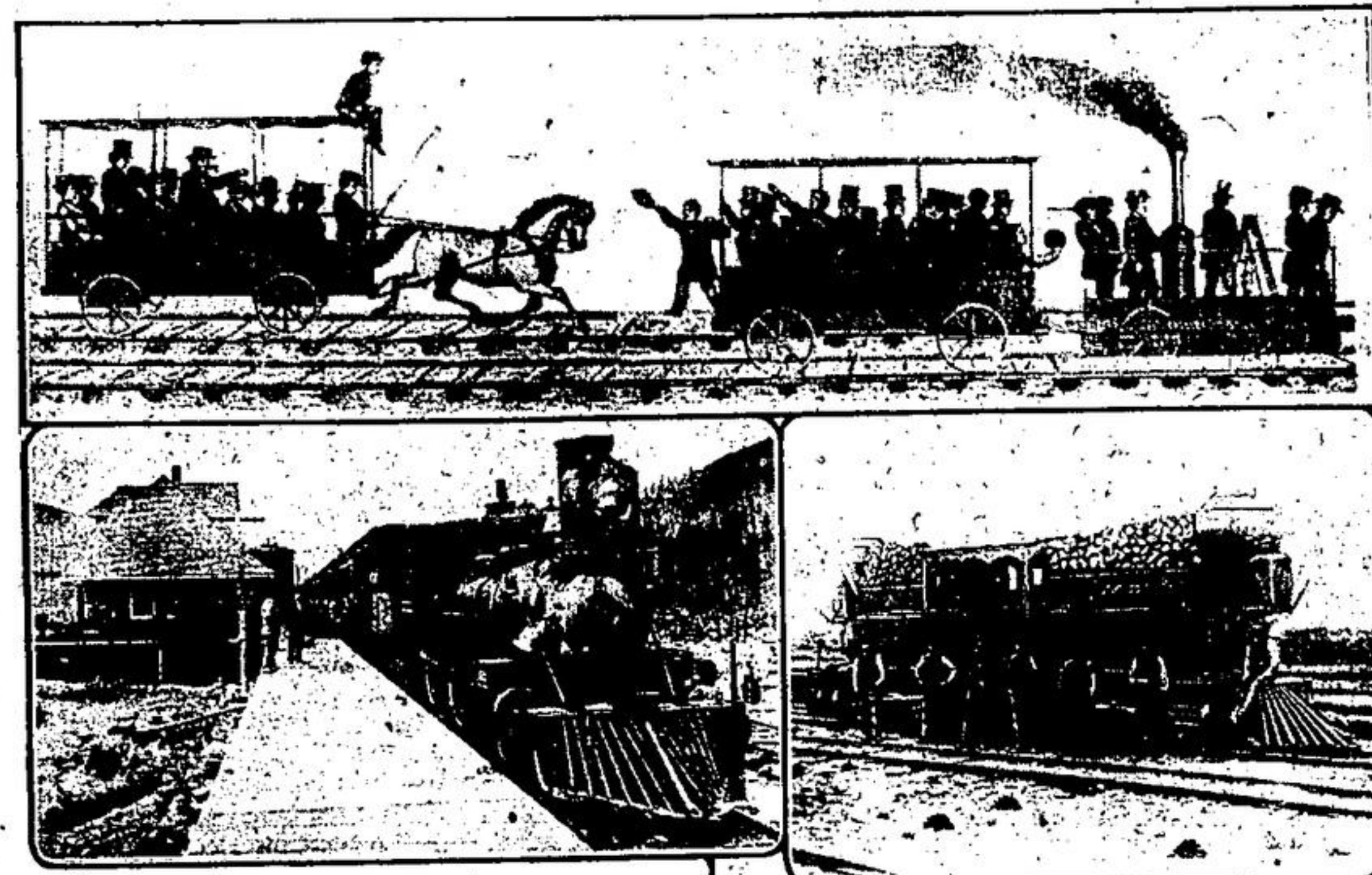
**Haltia Prohibition Association**

The special meeting of the Haltia Prohibition Association held Tuesday afternoon was largely attended, every municipality in the county being represented. A resolution was carried recommending the "prohibition" that the result of the vote of the plebiscite on Oct. 23rd last fully justified, not only the retention, but the strengthening in every practicable way of the Ontario Temperance Act. "We pledge ourselves, irrespective of party affiliations or preferences, to support the Premier, the Hon. G. Howard Ferguson, in every possible way in the carrying out of his pledges to respect the will of the people as expressed at the polls, in which bridges we have the fullest confidence."

**Haltia Protective Association**

The annual meeting of the Haltia Protective Association was held in the Court House, Milton, on Friday last, when the following officers were elected for the ensuing year:—President, R. E. Harrison; Vice Pres., W. E. McGready; Sec.-Treas., J. H. Wilson; Auditor, W. J. McClellan; Directors: Nelson—W. Dales, M. Dice, W. J. Shields, E. Beadhead, George Agnew, Nassagaweya—A. P. Gunby, J. C. Blacklock, E. Ellington, W. Reid, Esquimaux—E. Leslie, J. W. Elliot, C. H. Scott, Peter McGibbon, W. W. Fisher, R. J. Graham, Trafalgar—D. Reid, C. H. Turner, E. H. Galbraith, F. C. Wilmott, R. E. Anderson, Milton—A. McGibbon, W. J. Clements.

**Fortieth Anniversary of Canada's First Trans-Continental System Marks Centenary of Locomotive.**



Above is an unknown artist's conception of a test of speed on the Baltimore and Ohio Railway in 1826, between a horse-drawn car and Peter Cooper's first steam locomotive, "Tom Thumb". On the left is seen the first passenger daily from the East at the Canadian Pacific Depot, Toronto, B.C. Right is a fast-moving passenger locomotive operated in America in 1872, and used on the Toronto-Nipissing Railway, Ontario, the "2007", representing the same of locomotive efficiency, as now operated by the Canadian Pacific.

TWO events mark 1925 notable in the annals of rail transportation. It marks the centenary of the locomotive engine and the fortieth anniversary of the completion of Canada's first transcontinental, the Canadian Pacific Railway's main line from Montreal to Vancouver. The first opened a new chapter in the history of the world; the second a new chapter in the history of Canada.

Looking back over the events of the intervening century it will readily be agreed that the introduction of the locomotive was one of the most important events in modern history. It has enriched the life of the Old World by delivering to it at low cost the products of the ends of the earth, while it has brought within the reach of the pioneer on the frontiers of civilization highly finished products which can be developed only where a numerous population makes possible a minute division of labor. It has given the settler in Northern Alberta, over 5,000 miles distant from London, a market in that great metropolis just as certain as that enjoyed by the English farmer. It has also made the same settler as much a customer of London as are the people of near-by countries.

The locomotive engine made its first appearance in Canada in 1837 on the Champlain and St. Lawrence Railroad. This road was only 16 miles long, and ran between the town of La Prairie on the St. Lawrence River and St. John's on the Richelieu. This railway was opened in 1836, being operated by horses during the first year.

However, it was not until with the incorporation of the Grand Trunk Railway in 1852 that the railway era in Canada really began. While a beginning had been made in 1837, still during the next fifteen years only 60 miles of line were added. The Grand Trunk linked up Ontario and Quebec, and gave both provinces direct connection with the Atlantic coast through Portland. It also laid the foundations for direct connection between that port and Chicago. Much railway building followed in Ontario. The next project of importance was the building of the Intercolonial, which was begun in 1868, and completed in 1876. This gave Ontario and Quebec direct connection through Canadian territory with a Canadian port on the Atlantic coast open all the year round. In the meantime an agitation for the building of a railway to connect Ontario and Quebec with the Pacific Coast culminated in the incorporation of the Canadian Pacific Railway.

On November 7th, 1885 at Craigellachie in Eagle Pass, a gorge in the Gold Range, British Columbia, Sir Donald A. Smith, afterwards Lord Strathcona and Mount Royal, drove the last spike in the main line of the Canadian Pacific Railway, thus connecting Montreal with Vancouver. This was a notable event, not only in the history of Canada, but of the British Empire. By the connecting of the Pacific Coast with Montreal Canada secured its first transcontinental railway. Indeed, it was the first real transcontinental on this continent, for while in 1859 the east coast of the United States was connected with San Francisco by rail, and several other such connections have been added, still even now no single railway in the United States extends from Coast to Coast as does the Canadian Pacific in Canada. The last project of importance was the building of the Intercolonial, which was begun in 1868, and completed in 1876. This gave Ontario and Quebec direct connection through Canadian territory with a Canadian port on the Atlantic coast open all the year round. In the meantime an agitation for the building of a railway to connect Ontario and Quebec with the Pacific Coast culminated in the incorporation of the Canadian Pacific Railway.

The history of the Canadian Pacific Railway is the history of Greater Canada. When it was first proposed there were only four provinces in Confederation, Ontario, Quebec, New Brunswick and Nova Scotia. Between 1870 and 1873 Prince Edward Island, Manitoba, and British Columbia entered, the last mentioned on the express condition that it would be connected with Eastern Canada by a line of railway. At that time Manitoba was a mere postage stamp in dimensions, and the regions between it and the Rockies were unorganized territory.

The promise of the Canadian Pacific not only brought British Columbia into Confederation, and gave Canada a window on the Pacific, but the building of it, by establishing direct and quick communication between the east and the west fixed the destiny of the vast regions west of the Great Lakes and north of the 49th parallel. The ties of settlement were thus strengthened by the economic link of steel. Fifty years ago it was by no means certain that the territories between Lake Superior and the Rockies would not pass into the hands of the United States. The shortest route from Eastern Canada to Fort Garry, now Winnipeg, was via Chicago and St. Paul. Trade moved north and south rather than east and west, so that political absorption seemed likely to follow American economic penetration.

It is with the development of Western Canada that the fortunes of the Canadian Pacific have been indissolubly linked. As it has expanded the West has grown. In 1885 there were hardly more than 180,000 people in the whole country west of the Great Lakes. As a result of the Riel Rebellion the country was also in a state of utter confusion. Still the year 1885 marks the real beginning of the period of western development. The country continued its policy of aggressive construction by adding leaders to its main line. This encouraged settlement, for settlers felt themselves secure as long as they were not too far from the railway. Note how the population on the plains began to increase. In 1885, when there were not more than 400,000 miles of railway, had a population of 800,000. By 1923 these 4,500 miles of line, of which 850 miles belonged to the Canadian Pacific, and their population was 2,000,000.

The driving of the last spike at Craigellachie also marked the opening by the company of the most aggressive and sustained immigration and colonization campaign that Canada has witnessed. From that time to the present the company has spent nearly \$70,000,000 on its immigration and colonization activities. And it got the immigrants too. During the years preceding the incorporation of the company immigrants were coming to Canada at the rate of only 35,000 a year. This was a very light inflow, for away back in 1825 as many as 62,000 were received; but during the period 1881-91 immigration was very nearly trebled; that is it came at the rate of 92,000 a year. Indeed, during the last two decades of the last century the Government seems to have left immigration pretty much to the company. For during the 1882-1902 period, the total expenditure on immigration was only \$5,475,000, as compared with an appropriation of \$3,400,000 this year. Through the company's agencies have come the greater proportion of the over 5,000,000 immigrants received during the last 40 years.

Coincident with the driving of the last spike at Craigellachie the company launched out as a promoter of foreign trade and transoceanic travel. In this department not only has it been by far the most important factor in Canada, but one of the most important within the British Empire, which is saying a great deal, when it is recalled that the latter is the greatest commercial unit that the world has ever seen. Within less than nine months after this spike had been driven there arrived at Port Moody, the then terminus of the Pacific, a brick with the first cargo from Japan to America, Asia, and Oceania. In 1887 a regular trans-Pacific service was established, and in 1902 a similar service was launched on the Atlantic. Born originally as a feeder to the freight department of the railway, the passenger feature of these steamship services has now become of chief importance. As an evidence of how the trans-Pacific trade has grown it may be said that in 1885 Canada sold to China only \$5,375 worth of products and to Japan only \$21,780 worth, whereas during the 12 months ending October, 1924, her sales to China were \$14,612,482 and to Japan \$26,870,033.

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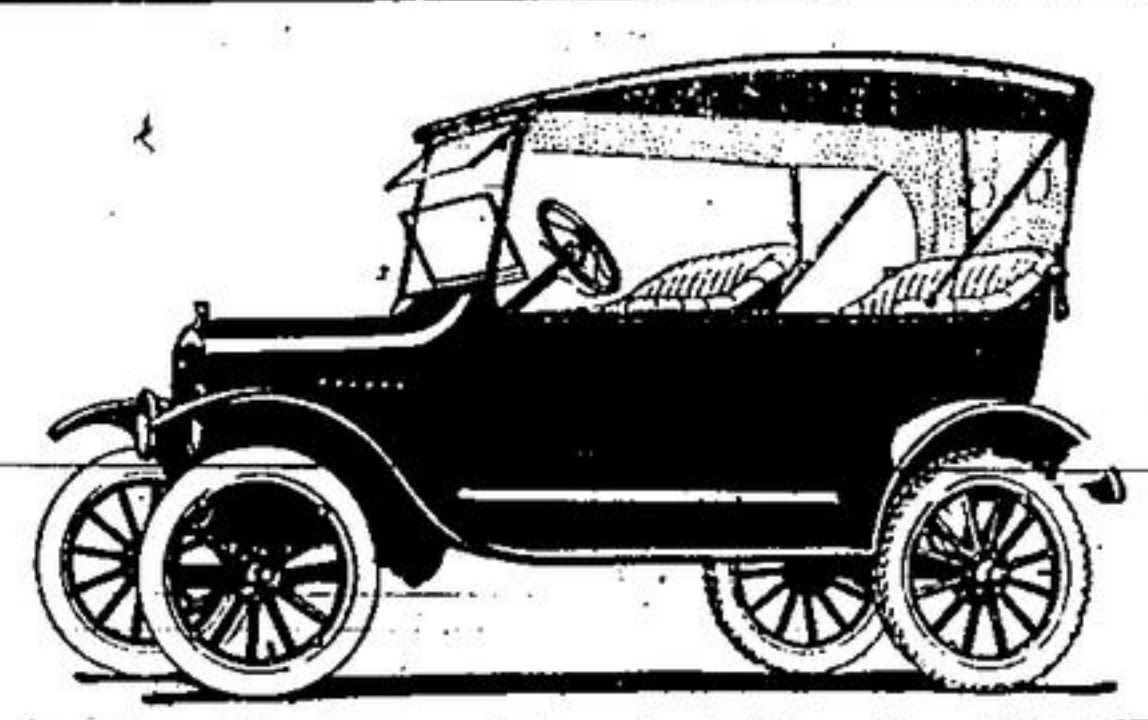


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