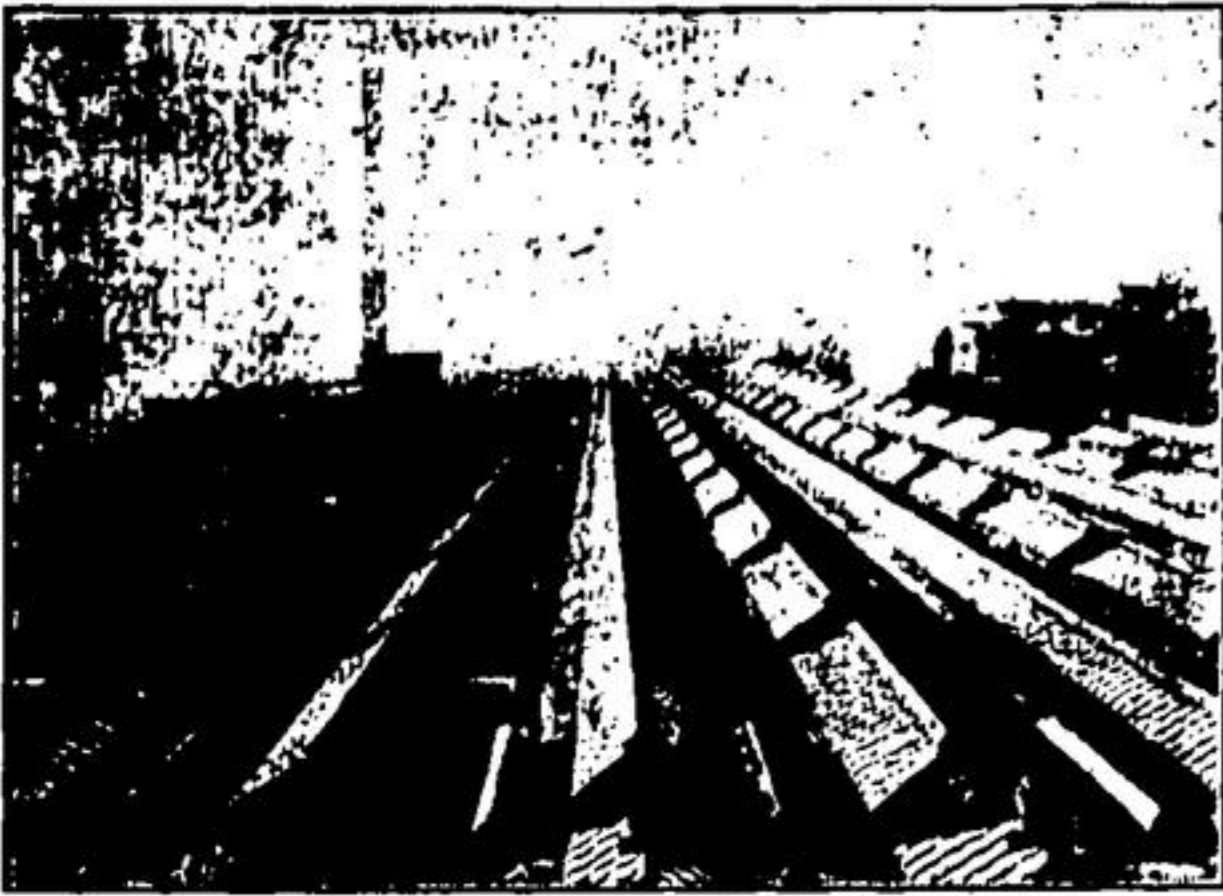


Over Two Hundred Trains Daily



The latest covered passenger train shed at Windsor Station, Montreal.

The largest in Canada and comparing very favorably with some of the largest in the United States, the Montreal Terminal of the Canadian Pacific Railway has 40 miles of double main track, six of single main track, 16 switching and delivery yards, over 300 private individual sidings and 200 sidings in common with other railways, making a total of over 250 miles of track. An average of 125 passenger and 100 freight trains are handled daily, the number varying at different seasons. Nearly 3,000 freight and passenger cars are moved every day. 21 transfer and yard engines are in service 24 hours of the day and frequently additional locomotives are required. Between 2,000 and 3,000 men are employed constantly.

There are two large passenger yards, Glen Yard at Westmount, and Place Viger, of which the former is the larger and more important since it takes care of all incoming and outgoing trains and from the Windsor street station. An average of 90 trains enter and leave the Windsor station and an average of 40 Place Viger Station daily which means that 65 outgoing trains at least have to be switched daily, their cars made ready, inspected, watered, load and cleaned in preparation for their journey.

Freight traffic is more difficult to handle than passenger. Of the 16 switching and delivery yards, Sorin, Outremont and Hochelaga are the largest. Incoming trains are taken in the receiving yards; outgoing in the classification yard and cars held for orders or repairs in the hold and repair yard.

An important feature of freight traffic is the prompt placing of all loaded cars onto the various private sidings, public team tracks and freight shed tracks throughout the city so that the various consignees can take delivery of their shipments as soon as possible after arrival in the receiving yards. Prompt placing of empty cars for loading is another important feature, as is also prompt movement of cars loaded in the city for shipment elsewhere. During the navigation season an average of 400 cars loaded with package freight for export is always waiting to be unloaded. Further, during the grain movement season, there is always an average of 1,000 cars grain on hand.

Heavy traffic means constant attention to insure maximum of safety. The main line tracks are laid with 100-lb. rail and rock-ballasted. Nearly 200,000 new ties and 2,500 tons of rails were laid in the main line and yard tracks during 1927 without causing a minute's delay to traffic. There are four engine houses on the Terminal, each with stalls for from 24 to 36 engines and 150 to 200 cars are dispatched every 24 hours for passenger and freight trains. There are on the terminal 226 buildings, 125 bridges and culverts and many hundreds of drains along the right-of-way.

A MAN'S DOG

A man may lose his house and lot, his friends may pass him by. He may not have a thin dime left to rent a slab of pie. But if he owns the homeliest And saddest dog in town, He has one pal whose honest love Will never turn him down.

A man may kick his mangy pup And curse him day and night; Still will the faithful cur be true And greet him with delight. Lifelong he sits upon the porch, And wags his happy tail, To greet his lord when he shall come From Parliament or from jail.

—Exchange.

OUR TOURIST TRAFFIC

It is very evident from the ever increasing number of cars from the U. S. seen on our highways during the summer months, that our tourist traffic is steadily increasing with the proceeds from our pulp and paper industry or from our mining activities. The following figures from the financial page of a recent issue of the Toronto Globe is worth considering.

One of the greatest contributing factors to the stimulation and up-building of Canadian business in recent years has been the country's tourist traffic. It was officially estimated by the Department of the Interior that the value from all classes of tourist travel reached \$122,754,000 in 1927, and that this was far surpassed in 1928. Some estimated 1928 totals as even having exceeded \$200,000,000.

Certainly, tourist travel brings to Canada an income comparable with the value of either the country's pulp and paper or mineral production. In 1928 tourist cars entering Canada numbered 3,648,455 as compared with 3,153,000 in 1927, an increase of 500,000 cars, or more than one car for every Canadian. Direct stimulus from this incursion comes to railway and steamship companies, to hotels, and to all those catering to vacationists in the playground areas of North-western Ontario, as well as in the scenic beauty spots of the seaside Provinces, and the lake and forest regions of the island Provinces. The greater attention being paid to Provincial and Dominion park lands and to motor roads in every part of Canada, seems likely to increase this trend toward Canada. If business continues at its present level in the United States through the summer months, it is estimated that the holiday migration from the United States to Canada over the summer year of 1928.

Herald and There

Arthur W. Curtis, Chicago wheat king, is erecting a hotel in his native city of Omaha, Ontario, which will be operated by the Canadian Pacific Railway. A golf course and pleasure park will be also established, the whole undertaking involving an expenditure of about \$2,000,000.

The sumptuous new Solarium lounge car put into service by the C. P. R. as new and equipped aboard the Trans-Canada Limited is being nicknamed the "mustard pleaser car". It was facetiously suggested by railway officials that the company should provide passenger cars with mustard pleasers as was recently claimed in England that these were more effective than ultra-violet rays in the treatment of sunburn. However, the trouble taken by the railway to install the sun roof of the car with special glass which admits the ultra-violet and most beneficial rays of the sun, was justified.

Officials of the C. P. R. in the east are now speaking to their conferees in the west—in connection with the recent improvement of the coast-to-coast telephone graph carrier system telephone facilities were also thrown open.

The community of globe trotters who made a circuit of the globe in 1927, and who were headed by the Australian Pacific liner Empress of Australia, contributed a series of interesting statistics. The first of five children to a Japanese passenger was announced, constituting in the opinion of the Canadians, a record of the cruise ship, something hitherto unrecorded in seafaring annals. The five Japanese babies were appropriately named the "Empress of Australia," "Empress of Russia," "Empress of France," "Empress of Canada," and "Empress of Japan," after the giants of the world's sea fleet. The babies were carried.

D. C. Coleman, vice-president of western lines of the Canadian Pacific Railway, has been elected director of the Metropolitan Life Insurance Company of New York. The only other Canadian director is John A. Macdonald, premier of the Province of Quebec.

A tunnel built at a cost of \$150,000 makes it now possible for trains from North Vancouver to connect with the Canadian Pacific Terminal at Seattle.

Funerals and weddings can hold their own in the busy season of the Canadian Pacific ship "Albion," who has been presented with a new and improved boat. As captain in charge of the vessel entering the port of Saint John, N.B., on Friday last, the season, opening navigation at each point, he was given the traditional salute of 21 guns, and presented with a silk hat on each occasion. His three shining top hats in all were estimated that it will take three hundred years to wear them all out.

The contract for a new fast steamer to ply between Saint John and Miramichi, N.B., is shortly to be awarded by the Canadian Pacific Railway. It has been announced that the new steamer and president of the company, the ship will be of the highest quality, 100 feet long, capable of carrying 500 passengers, and having 44 state rooms for crew and passengers. The speed of the vessel will be 23 knots, a usually high speed for a short trip.

The daily pay-roll of the Canadian Pacific Railway for the week ending May 11th, 1929, is \$1,100,000, the daily tax bill over \$200,000, and the daily tax bill over \$100,000.

Prince George, Duke of Gloucester, third in line to the throne, will be in June officially crowned at the great Royal York Hotel in Toronto. It has been announced by W. Beatty, K.C., chairman and president of the company. The wedding is the tallest in the British Empire, towering 23 stories above the pavements of the "Queen City."

In a recent Calgary high-school centennial contest in English candidates in the final were from respectively in Canada, England, Lithuania, Roumania, and Russia. Of these Edmonton candidates one was of French, one of German, and one of Scotch extraction.

Few soviet-hunting travellers have bagged a prize as big as Viscount Willingdon, Governor General of Canada, who was presented with one of the biggest Tolson Poles on a Pacific cruise during his recent cruise in the Princess Marjorie, latest addition to the fleet of the British Columbia Coastal Steamship service of the Canadian Pacific Railway. His Excellency was given a special salute and the activities and potentialities of Vancouver Island was much impressed by the beauty of the coastal scenery.

A party of immigrants who within a short time are expected to multiply in large numbers and become thorough Canadians, arrived in Montreal recently via the Canadian Pacific Express. They were rabbits—brown rabbits—brought from Germany to points in Ontario for breeding purposes. They appeared to be none the worse for their long journey and constantly nibbled at lettuce offered them by adoring expressmen.

THE ONLY MAN WHO GETS A CHANCE

A lady asks the editor of a woman's page why dentists persist in talking to you when you are in the chair. "Perhaps it is because you are in the chair and require entertainment during treatment. But it must be hard on the lady not to be able to talk back whenever she wants to."

GENERAL NEWS

Fergus tax rate has been struck at 31 mills. Cochrane has decided on a 12 1/2 rate, so we are not so badly off here.

Music publishers of New York report that the life of popular songs is now only four months, whereas it used to be at least a year.

The Merritt town hall in which was housed the entire fire-fighting equipment of the place, was destroyed by a fire, with an estimated loss of \$50,000.

As soon as the ground dries sufficiently three gangs of men will go to work laying the gas mains from Merritt to supply the lake shore communities as far east as Oakville.

Police are investigating the theft of \$300 in gold used in dental work mysteriously removed from the office of Dr. H. C. Skene, Quinsigami. The loss was discovered when the offices were opened.

The by-law granting funds for an extension to the high school building was carried by a majority of 38, after being defeated on two former occasions by seventy-seven thousand dollars is requested.

Port Credit is launching on an ambitious high school program and has started the erection of a ten-room school building, including a cafeteria and two science rooms. The cost is estimated at \$170,000.

Precipitated to the bottom of a well on her father's farm when the cover gave way, Miss Crowder, 23-year-old daughter of Mr. and Mrs. Wilfred Crowder, Second Concession, Puntich Township, died last week of pneumonia.

A special train of tractors, valued at \$400,000, recently reached Regina, Saskatchewan. There were 200 tractors, 100 of which were of the new type. The tractors were distributed to farmer buyers in Saskatchewan and Alberta.

Harry E. Moore, prominent business man in the city, died at his residence, Colborne St., yesterday, in his 71st year. Mr. Moore had not been well for some weeks. He was a descendant of one of Oakville's pioneer families.

The two hundred and fifty acre property on the fourth line of Albion, known as the McEwen farm, has been sold to L. St. Clair Little, while the Rowley farm, one hundred and fifty acres, has been purchased by Andrew Henderson.

Mr. Thomas Edison is reported to have directed a process by which rubber can be manufactured from certain weeds. Imagine what would happen if the weeds selected by the wisard inventor should prove to be so thick and wild as our weeds.

After five years' ministry in Kensington United Church, Rev. A. F. Bamford has tendered his resignation. During his pastorate a new church with seating capacity for 300 persons has been erected. His resignation was accepted with regret.

The Oakville council decided to have the taxes paid in three instalments instead of two as formerly, the first instalment will be due July 5th, and will be 50% of the whole; the second or 25% will be payable Sept. 5th, and the remaining 25% on Nov. 5th.

Victor Dumbarton, an employee at the dye works in Woodbridge, may have to have his right arm amputated as the result of having it drawn into a roller machine on Monday. His arm was crushed as he was pushing a wheel into the machine.

Miss Mary C. Byers, daughter of Mr. and Mrs. John Byers, Oakville, will leave this morning for Labrador to serve with the International Grenfell Association, having volunteered as a travelling nurse. She is an earnest student of the Ontario College of Art.

Some person, apparently a lady, writes to the Orangeville Banner, asking why she is not getting a letter from town because a lot of people make the evening mail an excuse to go to the city. It is true, but the excuse would take the last excuse away from the poor husbands.

Dangerous corners at the road to the mill and that to the C.P.R. station, at Chesham made the Women's Institute decide at their annual meeting to erect traffic signs in the village. They will be under the supervision of the village with the improvement of the sidewalk damaged by recent storms.

C. P. R. employees have been busy during the past week repairing a bad washout at the Port of Credit. The station had to be moved back to the bank, and new track laid. Fortunately, no workmen were injured, the washout in time to stop a freight train from going over the embankment.

Ernest St. John, a veteran living near Port Hope, Ont., who was wounding his rifle exploded, the fragments of the rifle struck his eye, and his neighbor called Dr. A. H. Reynar of Palmer, who gave the injured man every assistance, but was unable to save the eye.

All Oakville's fire-fighting equipment was called into requisition at a brick blast in Marjorie's tannery last week. The fire originated in one of the storerooms among inflammable material and was difficult to fight. It was subdued before it could reach the main building, but not before considerable damage was occasioned.

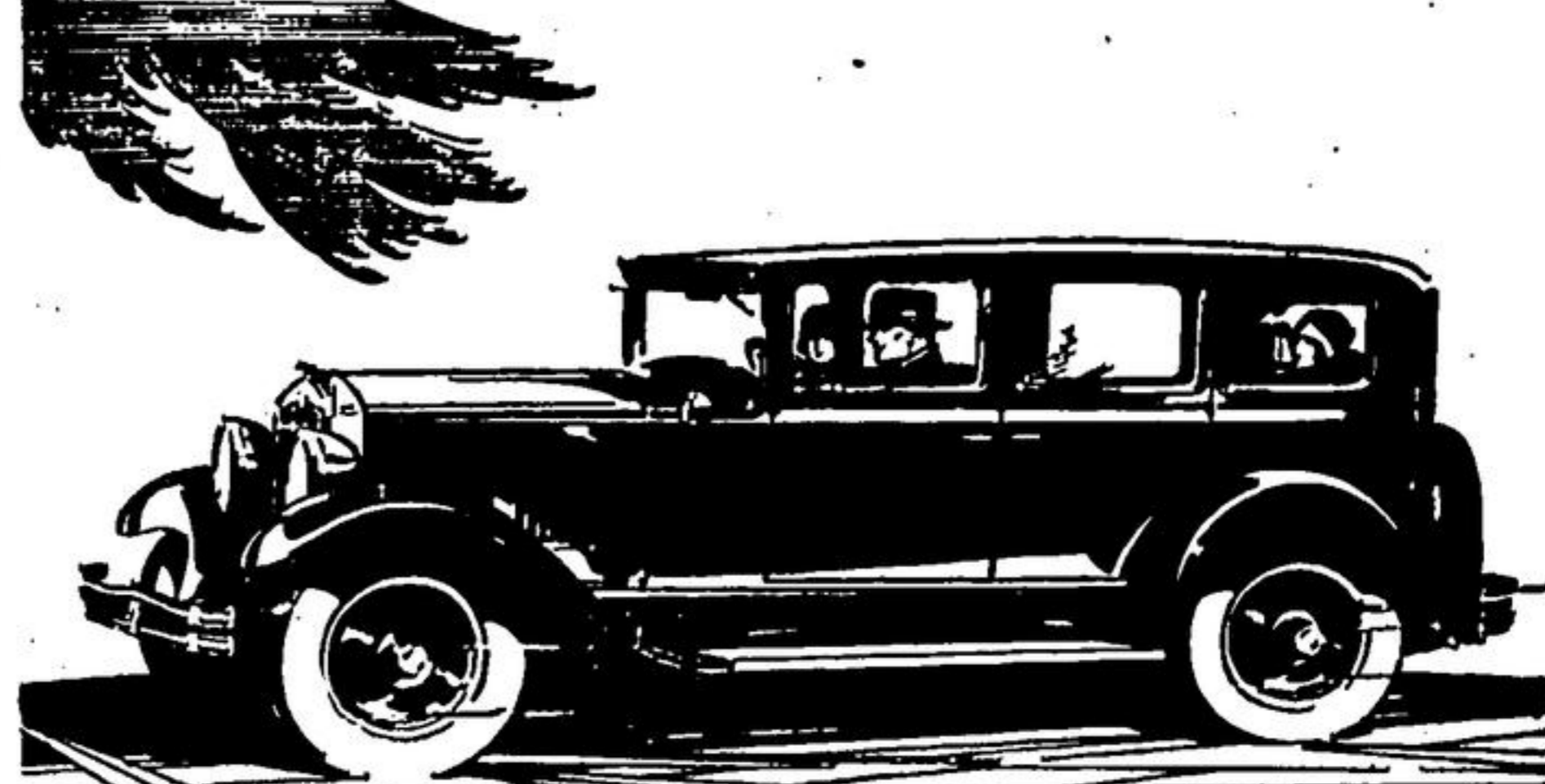
The fine two-hundred-acre farm known as "Merry Brook-Farm" on Dundas highway, near Oakville, with the stock and implements, has been sold to Davis and Brothers, Toronto. This fine property was purchased by Col. H. C. Cox some years ago from W. Y. Pettit and was later sold to W. T. Murray. It is one of the most valuable farms in this district. The country blowing match was held there one year ago.

Almost every day some organization is paying a tribute to newspaper advertising. The other day, at a convention of restaurant keepers, one of the delegates said, "We've tried all sorts of stunts, but the only advertising to bring results was that placed in the newspapers. It is vital to keep the name of your place in the newspaper. What is good in the restaurant business is good for all kinds of business."

James Davidson, for fifty-one years mathematics teacher at Queen's College Institute asks today that the Board of Education release him from his teaching duties and allow him to present terms in June. He has reached the age of 81 years but is still active and has been a member of the Board of Teachers of mathematics in the province. He has only missed seven days of teaching in the fifty-one years, those days because of illness.

United Church officials at Palermo are planning to mark the 101st anniversary of the founding of Methodism in Canada, by celebrating the occasion on Sunday, May 19th and a banquet on the following evening. It is worthy of you when you are in the chair. Perhaps it is because you are in the chair and require entertainment during treatment. But it must be hard on the lady not to be able to talk back whenever she wants to.

DEVOTED TO QUALITY



THE DURANT "40" SPECIAL FOUR DOOR SEDAN

THE DURANT "40"

THE DURANT "40" boasts of nothing more than the quality features that accounted for its phenomenal sales records of 1928. While containing additional refinements, it adheres, absolutely, to the fundamental principles of value that command all Durant products to careful buyers.

Complete, detailed information and an opportunity to drive and judge the Durant for yourself await you at your dealer's.

Passenger Cars
Fours and Sixes
from \$675 to \$1295
12-32, 12-34, 12-36, 12-38
Standard Factory Equipment
Taxes Extra

DURANT

RUGBY TRUCKS IN 1/2 TON TO 1 1/2 TON CAPACITIES

SPEIGHT'S GARAGE

PHONE 2780 GEORGETOWN

Was Honored for Service to Royalty

Walter Reginald Baker, C.V.O., former secretary of the Canadian Pacific Railway and the last surviving member of the original traffic organization, of the line, died on April 1, at his home in Montreal. Mr. Baker was in the service of the C.P.R. two days after the organization of the company in 1881 and served until his request on January 1, 1917. He was in his 77th year.

During his fifty-five years' service with the C.P.R., Mr. Baker was assistant to the general superintendent, assistant to the president, and secretary. Previous to the association with the railway, he was private secretary and comptroller to Lord Dufferin, Governor-General, 1874-75.

Born in York, England, on May 24, 1852, Mr. Baker came to this country alone at the age of 18 years. The boy began to establish a career for himself early, and after passing through several stages of progress towards success, found himself in the employ of the private secretary of His Majesty's representative in the Dominion. Later he became attached to the Treasury Department and was assistant secretary of the Treasury Board at Ottawa just before the C.P.R. was organized.

In the historical organization of the railroad, Mr. Baker was one of the principal actors. Before he died, the former secretary put down on paper, after the surviving member of the original group, just what were the circumstances surrounding the organization of the great company's organization. The company was formed on February 15, 1881, and the organization meeting of the board of directors was held two days later. Charles Drinkwater was named secretary of the company, the first official to be appointed, according to the account of the historical event as related by Mr. Baker.

Mr. Baker's Story
Duncan McIntyre, later first vice-president of the company, which had planned the organization of the C.P.R. He had made a promise to Mr. Baker some time before that, if the "Canadian Pacific



Late W. R. Baker, C.V.O.

in his autobiographical account, "so, I said at once 'I will go wherever you want me to go.'"

On the way to Winnipeg there were several meetings at Chicago and St. Paul where Mr. Baker had an opportunity of looking into the American side of railway accounts. A special train took the party to Winnipeg. Those with Mr. Baker were: A. Baker, general superintendent, William Harder, assistant traffic manager, F. C. Butterfield, master mechanic. "This party was the original traffic organization of the Canadian Pacific Railway," Mr. Baker recorded. "Before we arrived at Winnipeg, I decided that he wanted me to act as his assistant and I was accordingly appointed to the position of assistant to the general superintendent."

Various Appointments
In Winnipeg, Mr. Baker held several positions successively in the C.P.R. He was purchasing agent, assistant to general manager, local treasurer, assistant to general superintendent, executive agent, and filled several other positions. He was also connected with the Manitoba and North West Railway. In 1901 he left Winnipeg for Montreal. On that occasion he was presented with a solid silver service by the business community of the western city.

During his connection with the railway, Mr. Baker came into contact with several royal personages. It was in the course of the royal train over the C.P.R. line during the several visits of the Prince and Princess of Wales, now the reigning monarch; Prince Arthur, Comaught, and Prince Fushimi. In return for his services to these royal visitors he was presented with several testimonials and received several titles. Among his titles were: Commander of the Royal Victorian Order, Commander of the Order of the Sacred Treasure of Japan, Esquire of the Order of St. John of Jerusalem, and Freeman of the City of York.

His held audience with Her Majesty King George and Queen Mary at Buckingham Palace in 1911.

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The Knights of Industry



Little Harry and his chums were having a great time cooling on Victor Hill. He had down the steep track his little sled caught in the foot of a tree and he was dashed against a rock, leaving him with a broken leg.

The three little boys at the top of the hill followed the sled. When the doctor arrived, he said he could do no more there. As Harry's home was nearby, the telephone men placed him on one of their ladders and carried him there. It is Harry's ambition now to take his name and be one of the 4,000 and more telephone men who are qualified first aiders—ones of the Knights of Industry.

A Harrison resident boasts of having shot a snake in Harrison cemetery last week which measured 30 inches. The snake was charming a bird when it was shot.

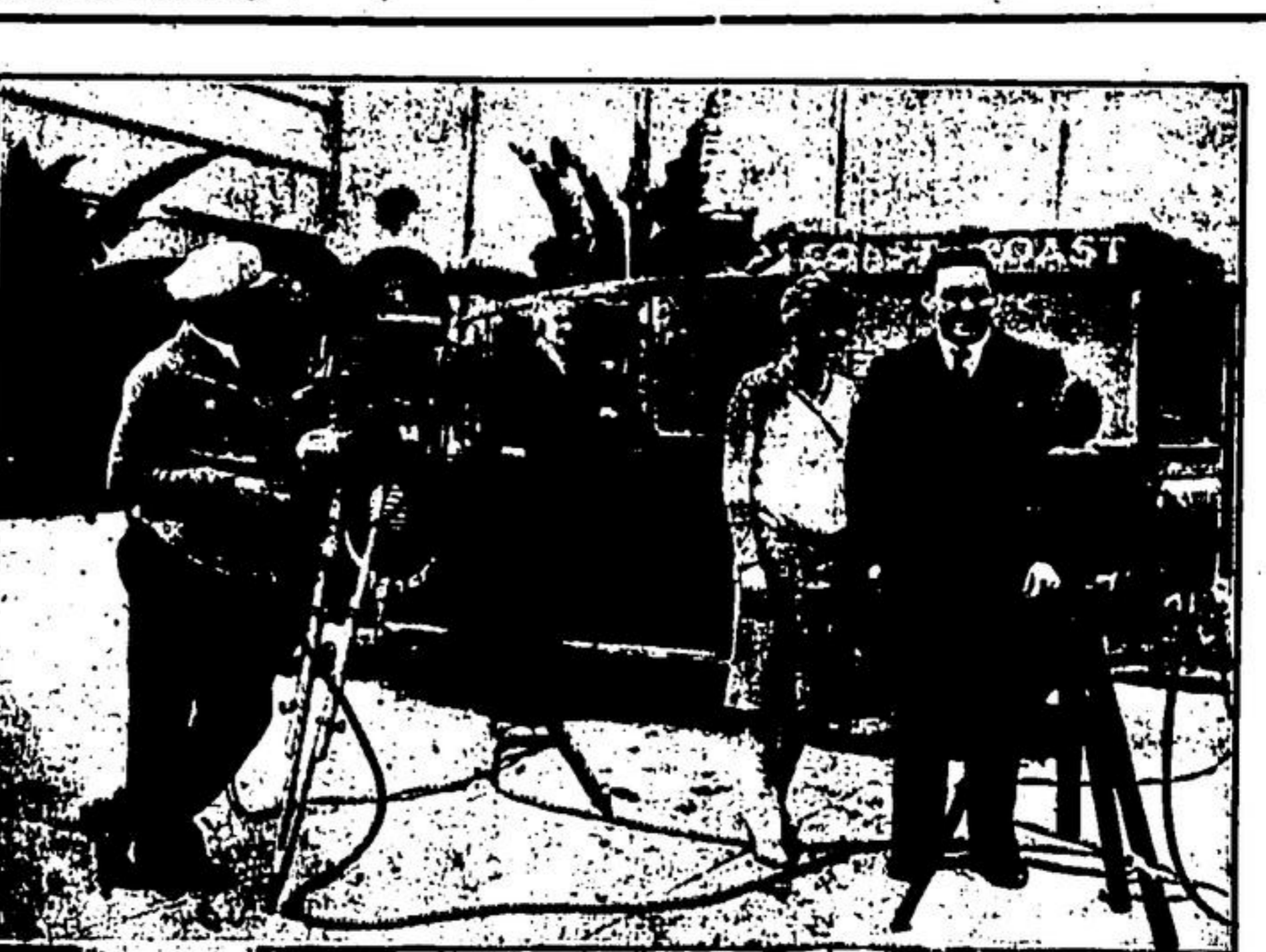
N. C. Downey of Albion lost ninety valuable Rock hens on Friday when bold chicken thieves drove their auto close to his farm in the early hours of the morning entered the chicken house and took nearly every bird.

A meeting of York County Great War Veterans was held at King City on Sunday afternoon when primary arrangements were made for a monster demonstration on July 1st on Sir Henry Pelissier's farm, King Township.

To encourage the study of music in the township schools, Streetville Fair Board has decided to offer a silver cup for competition in music at the 1929 Fair, with second and third prizes to be named by local teachers.

SILENT NIGHT

I crept upstairs, my shoes in hand, Just as the night took wing— And I saw my wife four feet above, Doing the self same thing.



With the rapidly growing popularity of the talkies, many of the favorites of the silent drama are "trying out" before the microphones of modern moving picture studios; some are finding that their face is not their only fortune and are now fast capturing the favour of their audiences by their voice no less than previously they did by their silent acting.

Above: We see June Collyer and George O'Brien, featured in Fox films examining the electrical recording device in their Hollywood studio. Behind them is the newest thing in screendom, the Movietone Recording Truck, which the Northern Electric Company is now supplying to its Canadian licensee producers. It's for recording scenes for their new reels in various parts of the country. Left: the sound picture projector of today is a marvel of intricate apparatus but works as simply as a sewing machine. Right: a section of sound film showing the sound as recorded the left which in this case recorded the sounds of an aeroplane in flight.

