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PROGRESS OF C. N. R. TRANSCONTINENTAL

From every construction camp of the Canadian Northern Railway satisfactory progress reports are issuing regularly of the strides taken in the linking together of the line that will give to that company connected steel from tide-water at Quebec in Eastern Canada to Port, Mann and Vancouver on the Pacific slope. With every mile under contract, big gangs of men are established at convenient intervening points, throwing up grade or laying rails. These are being steadily augmented and the roads executive is confident that the last spike marking the conclusion of their mighty task will be driven before the end of the present year, or at the latest, very early in 1914.

To properly comprehend this work the location of the various networks of line now comprising the C. N. R. system must be understood. The transcontinental will connect from east to west, the cities of Quebec, Montreal, Ottawa, Toronto, Port Arthur, Winnipeg, Edmonton and Vancouver. Until the Canadian Northern began to build, it was the general custom of railway companies with large ambitions in Canada to begin in the East and extend Westward. The Canadian Northern, however, was a product—and a most remarkable product—of the Western Canada Prairies. Its first line was built in Manitoba in 1896. It extended from the small settlement of Gladstone, for one hundred miles through sparsely-settled territory to a point then unnamed and which is now the thriving town of Dauphin. Since 1896 the lines have spread west to the Great Lakes and over the three western provinces of Manitoba, Saskatchewan and Alberta, a veritable network, totalling more than 4600 miles with Port Arthur on Lake Superior as the Eastern end, and Edmonton in Alberta the Western.

In Eastern Canada, in Ontario and Quebec, there are two smaller clusters of lines; Canadian Northern Ontario, in the province of that name, and Canadian Northern Quebec in the old French province. The first includes a line from Toronto north to Sudbury and beyond to Ruel, and a line east from Toronto through the old towns of Port Hope, Cobourg, Trenton, Belleville, Deseronto, Napanee, and so on, toward Ottawa, the federal capital, and Montreal. There are of course, a number of smaller feeding lines. The system in Quebec province comprises a line from Montreal to Quebec City, Montreal to Ottawa, Ottawa to Quebec and from Quebec north to Lake St. John, and the head waters of the Saguenay River, through the Laurentide Mountain chain. Down in the Province of Nova Scotia there is the Halifax and Southwestern Railway, popularly known as "The road by the sea" as it serves the Atlantic Coast line from Halifax to Yarmouth where connection is made with Boston Steamers. The whole comprises about 2,000 miles.

Before the C. N. R. could become a transcontinental line in the fullest sense of term it was necessary to connect these systems. To do so it was incumbent on the company to build between Ottawa and Toronto, and between Ottawa and a point on existing C. N. R. line, from Toronto to Sudbury. A line was to be constructed westward from Sudbury to join these Eastern lines with the Western at Port Arthur. Between Port Arthur in Ontario and Edmonton, as already shown, the company is operating its ramification of lines. But to allow the Canadian Northern Transcontinental trains to reach Vancouver a line had to be laid to and through the Rocky Mountains, and on down through the valleys of the North Thompson and Fraser Rivers to the rising young cities on the British Columbian Coast.

So three links were needed to give the C. N. R. line from Ontario tide-water Quebec to Pacific tide-water at Vancouver. These were the three: one from Edmonton to Vancouver, 770 miles; Sudbury to Port Arthur 545 miles; Ottawa to Toronto, 260 miles; and Ottawa to Capreol on the Toronto-Sudbury line.

These had to be built simultaneously and were not to be confused with the building and extension of branch lines, all clamored for, the building of which is constantly going on, to take care of advancing settlement. It is interesting to note that although active construction on these three have been in progress for only two years or so, sufficient progress had been made to justify the assertion of the company that the line will attain its status as a transcontinental by the end of this year. The standing of construction to date given below will show that statement to be warranted.

(to be continued next issue.)

Pearl tapioca 3 1/2 lb. for 25c.; Java rice 3 lbs. for 25c.; Table figs, lb. 14c.; Halloween dates per lb. 8c.; E. D. Smith's pure strawberry jam, jar 13c. Atkinson & Switzer.

AMENDMENT TO THE FRUIT MARKS ACT.

The Dairy and Cold Storage Commissioner has just issued a circular giving the recent amendments to the Inspection and Sale Act with the new Regulations. The amendments chiefly concern imported fruit.

Hereafter the words "Packed by" must precede the name and address of the packer as marked on any closed package of fruit intended for sale.

A new section is added empowering the Governor in Council to make regulations regarding the branding, marking and inspecting of imported fruit. Persons violating such regulations are liable to a fine of not more than \$50 and costs or in default of payment, to imprisonment for a term not exceeding one month. The packages of fruit not properly marked may be confiscated.

In virtue of this amendment new Regulations have been passed and were published in the Canada Gazette of June 28, 1913. According to these Regulations every importer of fruit must have all grade marks found on closed packages containing imported fruit erased or obliterated when such marks are not in accordance with the Act or the new Regulations. This must be done when the packages are being taken from a railway car, steamship or other conveyance in which they have been brought into Canada. The importer must place on the end of such packages the proper grade marks, the correct name of the variety of fruit, and his own name and address.

Copies of the circular may be obtained, free of charge, from the Publications Branch, Department of Agriculture, Ottawa, or from any Dominion Fruit Inspector.

THE SENSE IN CURSING

Two men entered a train at a small station out west and took seats facing an elderly man. They fell to hunting stories with great animation and many oaths.

Noticing that the old man was an interested listener, one of the men spoke to him and asked whether he, too, were not a hunter, with a story or two worth hearing.

The old man thought he could tell one and this is what he said:

"One day I thought I would go hunting; so I took my tin pan tinder box gun and went into a tin pan tinder box woods on the side of a tin pan tinder box mountain, and I waited a tin pan tinder box long time; and then I saw a tin pan tinder box fine buck coming toward me, so I put my old tin pan tinder box gun to my shoulder and fired. And that tin pan tinder box buck fell right in its tin pan tinder box tracks; and it was the finest tin pan tinder box buck I ever killed." After a pause he said, "How do you like my story?"

"Oh, the story is all right, but I don't see what all that 'tin pan tinder box' has to do with it."

"Well," replied the old man, "that is just my way of swearing."

"I don't see much sense in swearing that way," said the other, with manifest disgust.

To which the old man responded: "There is as much sense in my way of swearing as there is in yours, young man."—Youth's Companion.

VARIATIONS IN THE TEST

Frequent experiments have shown that one single test of a cow's milk is not reliable as an indication of what percentage of fat her milk normally contains. A great many well known causes affect the test, also some causes that are unknown at present even by the closest students. This "variation in the test" is one of the puzzles of the cow's individuality, and because of these puzzling variations it is advisable to take composite samples at intervals so as to ascertain the average test.

Some recent painstaking investigations at one of the dairy research stations in England with seven cows for two days, even covering such details as a separate test of eleven successive pints, three times a day, from the four quarters of the udder, show that while the average test with the cows giving thirty pounds of milk per day was 3.6 per cent, the variation was all the way from only six tenths of one per cent up to nine and a half per cent of fat.

This is clear proof of how misleading one single test may be. If the real earning capacity of each individual cow is to be computed, it must be on the basis of her annual production of milk and fat less the cost of feed; regular weighing and testing give that knowledge which every factory patron should have of each cow he keeps.

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