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**PROGRESS OF C. N. R.
TRANSCONTINENTAL**

(Continued from last week.)

There remain less than ten miles of
track to be laid between Ottawa and
Toronto. The grading is practically
completed, and the bridges finished.
That line connects Quebec, Montreal,
Ottawa and Toronto.

From Sudbury west, 90 miles of
rails are down and the grade completed
ahead sufficiently for to allow of steady
track-laying. From Port Arthur east-
ward to meet this, the steel is in place
for 120 miles and the grade is in shape
for 165 miles. Then from Oba, a point
almost midway between the towns of
Sudbury and Port Arthur, gangs are
working both east and west, and steel
has been laid for 22 miles toward Port
Arthur. There are only two bridges
considered big—one crossing Nipigon
River, famous as a trout stream, and
one at Kapuskasing Lake. Nearly all
of the structures remaining are up and
ready for the rails. The C. N. R. con-
struction men state very positively
that this entire line will be finished be-
fore December 31st.

Work is actively proceeding at
several points along the right of way
from Edmonton in Alberta to Van-
couver in British Columbia, Canada's
Pacific Coast province. By the end of
July it is expected steel will be laid to
the Alberta summit, through Yellow-
head Pass.

That point is 350 miles west of Ed-
monton. Eastward from Port Mann,
the C. N. R. city, down at deep water
on the Fraser, grading and bridge
work is so far advanced that track-
layers should be at Kamloops, 243 miles
of the way to Yellowhead Pass by the
end of December. Track is being laid
east from Yale. More than eighty per
cent of the grading between Kamloops
and the line reaching Vancouverward
from Edmonton has been finished and
fifty per cent of the steel is laid. Early
in June active work commenced on the
line from Port Mann to New West-
minster. This is but a short distance
and a part of the railway into Van-
couver, the entrance to which city will
include a tunnel four miles long to
False Creek Flats where the C. N. R.
Pacific passenger terminals will be
located. It should be mentioned here
that the company is securing entrance
to Montreal in Eastern Canada also by
a tunnel bored through historic, old
Mount Royal to big terminals located
in the heart of the business district of
the Canadian Metropolis.

In Vancouver the company only re-
cently secured the consent of the
people of Vancouver to go on with the
work, at False Creek. Engineers are
surveying the areas now.

So this great work is approaching
completion. Its final accomplishment
will mean much to Canada in particu-
lar, and to the North American Con-
tinent in general. To the business
man the C. N. R. will have to offer
one of the best, if not the best, road in
point of average gradients on the con-
tinent. That means the expeditious
handling of the freight. To the tour-
ists and general traveller it will supply
a splendid scenic route from one side
of the continent to the other.

Immediately on leaving Quebec the
way lies for 40 miles along the base of
the beetling crags of the St. Lawrence
and from the point it leaves the river
till Montreal is reached, it traverses
the heart of the old French habitant
country. From Montreal to Ottawa
the line skirts the Ottawa River. From
the Federal Capital to Toronto the
Famous Rideau Lakes district is pierced
with its lakes and waterways and then
along the shore of the Bay of Quinte
and on through fertile Ontario. Also
the main transcontinental line of the
Canadian Northern—from Ottawa
westward to Capreol on the Toronto—
Port Arthur line, cuts across the north-
ern part of Old Ontario, and throws
open to the tourist the hitherto in-
accessible portions of Algonquin Park
with scores of unfinished lakes and
rivers. The line north from Toronto
to Port Arthur lies right through the
heart of the Muskoka Country, with
wharfside stations at Bala Park and
Lake Joseph to facilitate the prompt
distribution of tourists and on through
the Georgian Bay hinterland to Sud-
bury. From that point to Port Arthur
it will open to the lover of travel, lakes
and rivers almost innumerable, beauti-
ful, but now practically unknown and
all unfinished. Between Port Arthur
and Winnipeg the C. N. R. follows the
old Dawson trail, traversing Quetico
Park, a mighty pleasure reserve of one
million acres, where canoe trips are
laid out in plenty, and big game and
fish abound.

To Edmonton the line goes through
the valley of the Saskatchewan River.
Westward from Edmonton it traverses
Jasper Park, a new Dominion Park
comprising 5000 square miles of new
and unspoiled scenery, and down the
valleys of the Thompson and Fraser
Rivers, through the Rockies to the
Pacific Coast. A route always interest-
ing from beginning to end.

Ripans Tabules; for sour stomach.

**CHILDREN WITH DEFECTIVE
SIGHT**

A letter received by Mr. Gardiner,
Principal of the Ontario School for the
Blind, from the Superintendent of the
American Mission School for the Blind
at Bombay, India, mentions that the
estimated number of blind people in
India is 500,000, of whom certainly not
more than 500 have had any opportu-
nity for an education or training
along industrial lines. Reports from
many places in the United States, as
well as from several European coun-
tries, indicate that blindness is decreas-
ing in the most highly civilized com-
munities, largely as the result of great-
er knowledge, and more attention to
preventive measures, on the part of
physicians and nurses. While the re-
turns of the last Dominion census on
this subject have not yet been tabulat-
ed and published, there is reason to
believe that a similar statement is ap-
plicable to Canada. Nevertheless, it
is probable that there are now—as
there always have been—many young
people in Ontario who ought to be en-
rolled as pupils in the School at Brant-
ford, but are not. Some parents of
blind children have never heard of the
School; others are sensitive about let-
ting it be known that their children
are afflicted; many, from what might
be described as excessive affection,
do not like to be separated from their
children, even for the children's good.
To get into communication with the
parents of those for whose benefit the
School is maintained, the Principal
depends largely upon the kind inter-
vention of neighbours, teachers, min-
isters and municipal officers and he will
be glad to get from any reader of THE
LIBERAL, the name and post office ad-
dress of any person under twenty-one
years of age, who is blind, or whose
sight is so defective that attendance at
the local Public School is not practic-
able. By the methods in use at Brant-
ford, a good English education can be
acquired by the sightless, and instruc-
tion is also given in such trades as are
available to enable the blind to become
self-supporting. There is no charge
for board, tuition or books. Address
H. F. Gardiner, Principal O. S. B.,
Brantford.

LIBERAL PICNIC.

The Liberal Rally and Picnic held on
the Fair Grounds, Markham, Saturday
afternoon, under the auspices of the
Markham Village branch of the East
York Liberal Association was a most
successful event. The weather was
ideal, and the attendance, about 3,000,
was much larger than the most san-
guine could have expected at this busy
time of the year.

The baseball match between Union-
ville and Markham teams, followed by
a lacrosse match between the Maitlands
of Toronto and the home team, were
watched with much interest.

Later in the afternoon Mr. P. P.
Crosby, President of the Markham
Liberal Association, who presided,
called Mr. F. C. Inwood to the plat-
form to present the prizes which had
been offered in competition. Mr.
Wilson of Stouffville, 91 years of age,
got the prize for the oldest Liberal in
the grounds, Mr. Alfred Ireland of
Unionville for the largest family in
the grounds (ten children), Marguerite
Gowland the youngest Liberal Missie,
and Master Silverthorn, the youngest
male member of the Grit Party present.

The principal speeches were delivered
by Hon. Mackenzie King, and Mr.
Wm. Proudfoot, K.C., M.P.P. Hon.
Mr. King took up several political
questions, and raised much enthusiasm
in his references to the Canadian Navy.

Although people have heard much
about the charges against Hon. Mr.
Hanna and Sir James Whitney the
large audience seemed to be intensely
interested in the exposition given by
Mr. Proudfoot.

Short and interesting addresses were
also given by Mr. R. J. Gibson, Mr. A.
J. H. Eckart and Mr. George Ramsden.

Plenty of music was furnished during
the afternoon by the Markham I.O.O.F.
Band.

Before dispersing, the chairman an-
nounced that this was the first of a
series of annual picnics to be held
on the last Saturday in July.

The meeting closed with the usual
cheers.

Aurora

Last May, following disputes as to
whether local option had been carried
in Aurora by a three-fifths majority,
the three hotels in that town were
granted an extension of three months
to allow the Provincial Secretary time
to investigate the matter. Not having
any instructions from Hon. Mr. Hanna
or the department the North York
Commissioners met a week ago,
and decided to grant the licenses for
the balance of the license year, next
May. We understand that after-
wards Hon. Mr. Hanna ordered the
licenses cancelled.

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