

GOLDEN ENCAMPMENT NO. 107 I.O.O.F.

SOUTH PORCUPINE, — Meets every second and fourth Wednesday in each month, in I.O.O.F. Hall. Visiting patriarchs welcome.
D. Hughes, C.P.
J. R. Newman, R.S.
44-5

Opp. Woolworth's, 12 Third Ave.
Dr. H. JACKSON
DENTIST
Specialist in Plate Work and Crown and Bridge Work.
Phone 77

TIMMINS LODGE, I.O.O.F. No. 459

Meets every Tuesday evening in the Oddfellows Hall, Third Avenue. Visiting brethren requested to attend.
W. G. McHugh, N.G.
W. G. Smith, R.S.

Timmins Gold Nugget Rebekah Lodge, No 173

Meets every Thursday in the month in the Oddfellows' Hall, Third Ave. Visiting Brothers and Sisters always welcome.
Rose Anderson Ruby McCarthy, N.G. Rec. Sec.

Gordon Building, — Timmins.
Dr. JNO. B. AIKEN
DENTIST
Phone 201

DR. J. H. KNOX
Doctor of Veterinary Science
Treating diseases of all domesticated animals. Calls promptly attended to day or night.
15 years in active practice.
67½ BALSAM SOUTH
PHONE 512-J.
Auctioneer's License

Gordon H. Gauthier
Barrister, Solicitor, Notary Public, Etc.
OFFICES
REED BLOCK, TIMMINS and SOUTH PORCUPINE.
Mr. Gauthier will be at Timmins daily.

A. L. HERBERT
Wholesale Steam and Anthracite Coal
Reed Bldg. Timmins, Ont
Phone 114
J. M. Belanger, Manager
Cars Always in Transit

Ladies' and Children's Modern Hat Shop
No. 11 Wilson Avenue
Next Door to Mackie's Bake Shop.
MRS. V. CLERMONT.

Singer Sewing Machines Pianos and Phonographs
Sold for Cash or on Terms by
O. SEGUIN
69 MAPLE ST. SOUTH, TIMMINS, ONT.
P.O. Box 75 Phone 254-W.
Our Sewing Machine Repair Charges are Reasonable.

ENGLISH VICAR'S IDEAL PROGRAMME FOR SUNDAY

Columns of comment might be written on the following clipping from "The News of The World," as handed this week to The Advance by a reader of this paper. But after all comment, there does not seem to be much that could be added to or taken away from the summary of opinion in the last two paragraphs, brief and pointed:—
The ideal way of spending Sunday is described by the Rev. Bruce Cornford, late chairman of the Portsmouth Football Club, and vicar of St. Matthew's, Southsea, in his parish magazine.

This is his programme: "7 or 8 a.m.—Holy Communion. 9 a.m.—Breakfast. 11 a.m.—Morning worship, 12.30 p.m. Light lunch. 1.30—3.00

p.m.—profound sleep. (This is a fetish of all true Englishmen). 3 p.m. onwards.—Cricket, football, tennis, cycling, anything you like, ending up the evening by hearing the best music or seeing the best picture in the place.
"In this programme," the vicar adds "there is nothing whatever against the practice of Christian religion. We have to take human life as we find it, not as we hope it will become.
"On Sunday evenings there are thousands and thousands of young men and women in Portsmouth who are frankly heathen. By keeping them out of closed houses of amusement we do not shepherd them into our churches and chapels."

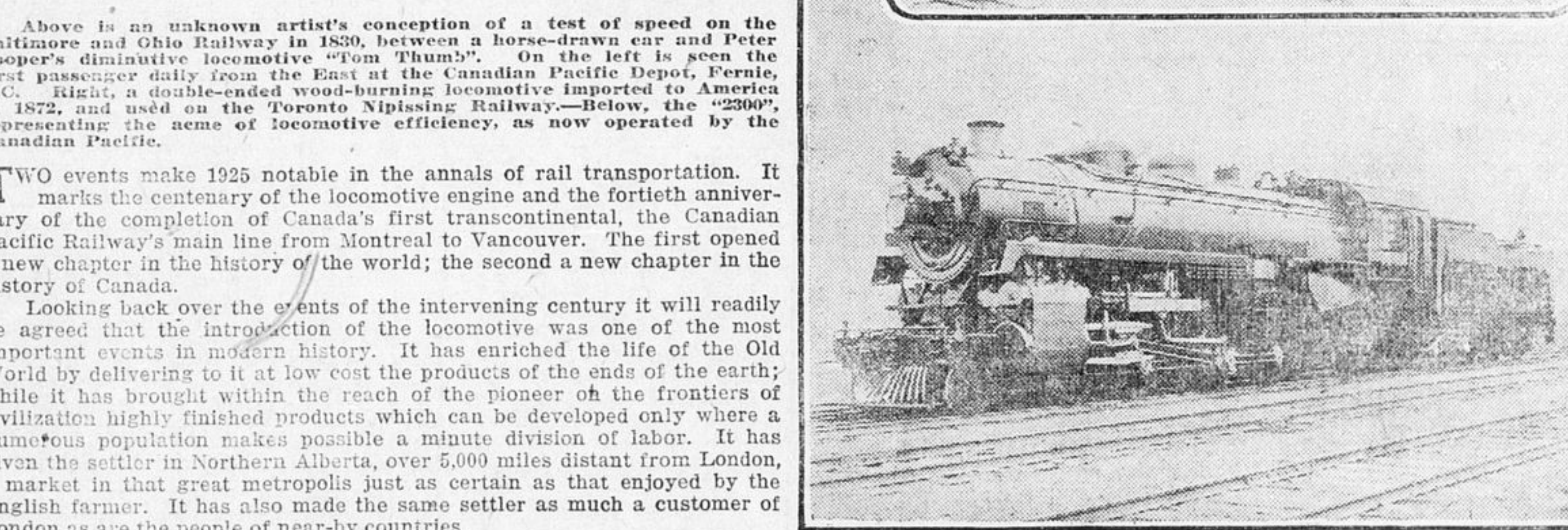
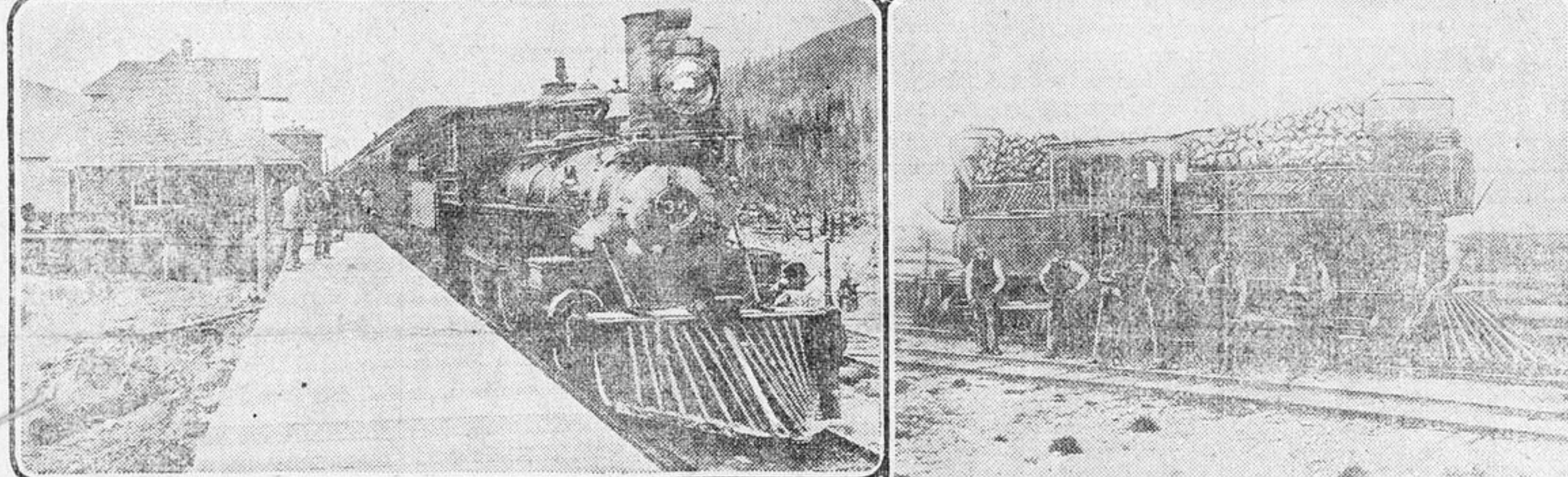
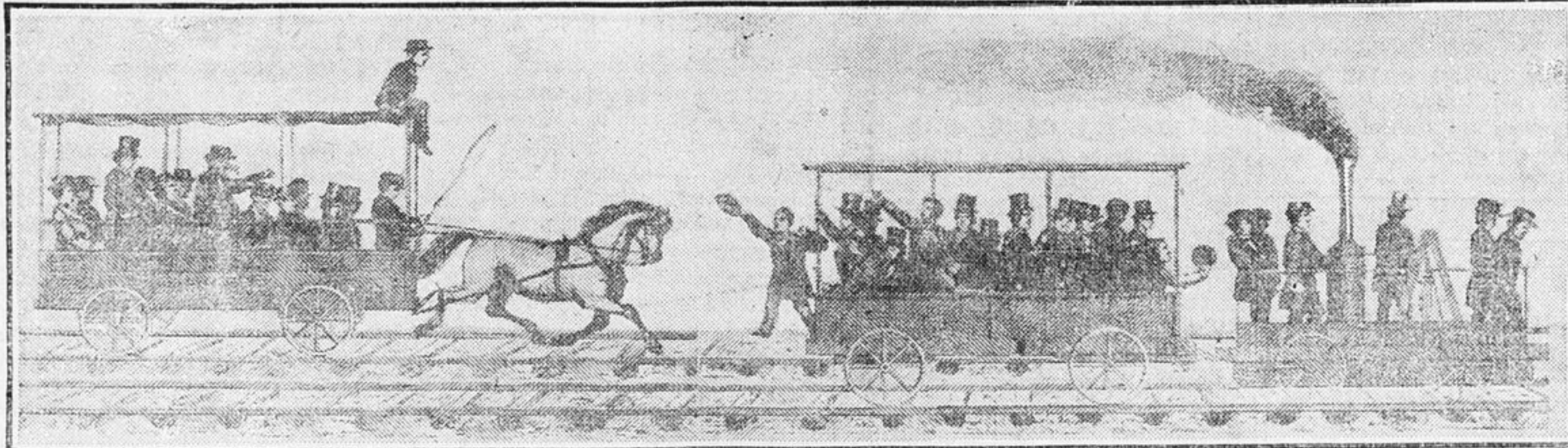
For that matter, the churches have a first-class peace plan they are not using at present.—Associated Editors.

JOHN TROTT GIVEN LIFE SENTENCE FOR MANSLAUGHTER.

On account of the fact that he was known in the Camp, having spent some time here, and also because Messrs Strangis and Fera, of South Porcupine, have been among the Crown witnesses in the case against him, there has been special interest in the trial of John Trott, last week, at Welland, in connection with the death of Police Officer Truman at Thorold over two years ago. The outcome of this last trial is summarized by the following despatch dated from Welland on Feb. 25th:—
"Charged with the murder of Police Constable Joseph Truman at Thorold in the early hours of Sunday morning, December 22, 1922, John Trott was found guilty of manslaughter and was given a life sentence in Kingston Penitentiary by Mr. Justice Logie at the Assizes here late yesterday afternoon. In passing sentence His Lordship informed Trott that the jury had taken a merciful view of the case in that he was only found guilty of manslaughter. The same evidence would have fully justified a verdict of murder. The jury was four hours in arriving at their verdict, which was received by the crowded court in silence following the Judge's admonition that he would place any one under arrest who made the least noise. The verdict came as a complete surprise to Trott, who was convinced that he would be given his freedom, having made arrangements to accompany his wife home to-night to Niagara Falls, N. Y. Trott received his life sentence with calm composure."

ter and was given a life sentence in Kingston Penitentiary by Mr. Justice Logie at the Assizes here late yesterday afternoon. In passing sentence His Lordship informed Trott that the jury had taken a merciful view of the case in that he was only found guilty of manslaughter. The same evidence would have fully justified a verdict of murder. The jury was four hours in arriving at their verdict, which was received by the crowded court in silence following the Judge's admonition that he would place any one under arrest who made the least noise. The verdict came as a complete surprise to Trott, who was convinced that he would be given his freedom, having made arrangements to accompany his wife home to-night to Niagara Falls, N. Y. Trott received his life sentence with calm composure."

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 1830, between a horse-drawn car and Peter Cooper's diminutive locomotive "Tom Thumb". On the left is seen the first passenger daily from the East at the Canadian Pacific Depot, Fernie, B.C. Right, a double-ended wood-burning locomotive imported to America in 1872, and used on the Toronto Nipissing Railway.—Below, the "2300", representing the name of locomotive efficiency, as now operated by the Canadian Pacific.

TWO events make 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 of 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 50 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 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 1869 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. November 7th was also a notable day for the British Empire in that the Canadian Pacific provided a short cut from Britain to the Orient. As Sir Charles Tupper in his Reminiscences has pointed out, it brought Yokohama three weeks nearer to London than it was by the Suez Canal.

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 feeders 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 1,000 miles of railway there were only 136,000 people in that vast territory between Winnipeg and Calgary and Edmonton, one-half of whom were located in Manitoba. Within the next 20 years, the prairie provinces, with about 4,500 miles of railway, had a population of 800,000. By 1923 these provinces had 20,000 miles of line, of which 8,500 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 incorporating of the company immigrants were coming to Canada at the rate of only 36,000 a year. This was a very light inflow, for away back in 1832 as many as 52,000 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 brig with the first cargo from Japan for the railway. That little brig the "W. B. Flint" of 800 tons, has grown into a great fleet of over 400,000 tons, sailing on two oceans, and linking Europe, America, Asia, and Oceania. In 1887 a regular trans-Pacific service was established, and in 1902 a similar service was launched on the Atlantic. Begun 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 \$5,972 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 \$26,870,022.

William O. Langdon
Barrister, Solicitor, etc.
ROOM 2
GORDON BLOCK TIMMINS

New and Second-Hand Store

All Kinds of Furniture, Bought, Sold or Exchanged.

Best Prices on all Goods Purchased.
Lowest Prices on all Goods Sold.

Satisfaction assured you here, whether you Buy or Sell. Give us a Trial. Goods Delivered Free.

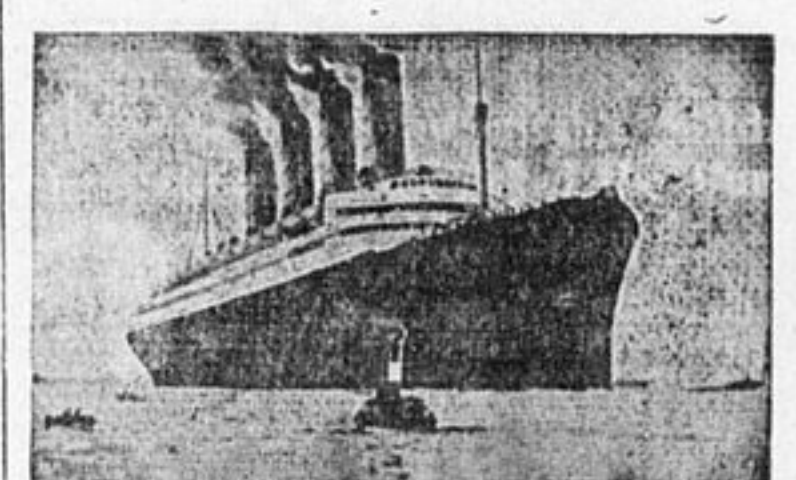
N. GREENBERG
36 Wilson Ave., cor. Preston St.
Phone 610-J.

A. B. GIROUX

Electrical Contractor
PHONE 473-w.
41 Wilson Avenue Timmins.

LAW OFFICE

W. G. BOWLES, B.A.
South Porcupine - Ont.
Township Building



For Steamship Travel Information
ALL LINES
Phone, Call or Write
J. K. Moore
Steamship Agent
Phone 17. Box 70.
Room 15, Reed Block Timmins.
West Indies Cruises—32 days from Timmins and return \$321.00.

IROQUOIS FALLS. PARIS HOTEL
Now open for business.
First-class rooms, and steam heated
All up-to-date conveniences.
Reading and Sitting Rooms.
Sample Room for Travellers.
Best dining room in town.
Meals at all hours.

MORNING - NOON & NIGHT
USE EPLETT'S DAIRY FOODS
NIGHT
LET US SERVE YOU
We want you to have your daily share of this good milk. Will you phone your order? It is milk at its full-creamed best—we want you to try it.
EPLETT'S DAIRY
"YOUR MILKMAN"
PHONE 514