

ACROSS THE INLAND OCEANS

Being an Account of a Pleasure Excursion by a Party of Pen Pushers on the Canadian Pacific Steamers From Port McNicoll to Port Arthur and Fort William.

BY THE EDITOR.

In the quintette of inland oceans that are known as the Great Lakes is stored one-half of the fresh water on this terrestrial ball. At least the school teachers tell us that this is the case and we have no reason to challenge the assertion. In fact the impression we have gained after having had experience with them all, is that our learned geographers have rather underestimated the dimensions.

We had previously established a somewhat intimate acquaintance with the two smallest members of the group—Erie and Ontario. Their majestic proportions impressed us. But never until the present month of June did we have opportunity to traverse the lordly Huron and the mighty Superior.

Do Canadians generally know what a mammoth proposition this Superior really is? We trust they do not. From east to west you must travel 400 miles to pass its extreme limits.

From north to south the breadth is 160 miles. Its broad bosom is 627 feet above the sea-level and its cavernous depths are nearly 300 feet nearer the centre of the earth than is the ocean's surface. You could drop all of Scotland into Lake Superior and still have sufficient room in which to deposit a dozen or more counties the size of Prince Edward. Superior's waters are always cold. A few feet below the surface the temperature never rises above 40 degrees and does not vary more than four degrees the year round.

There is one lake in the world that is longer—Lake Tanganyika in Africa, which boasts a length of 440 miles but its width is rarely over 40 miles while its total area is 15,000 square miles as compared with the 32,000 square miles of Lake Superior. Africa has another lake, however, that makes a good second to Superior—the Albert Nyanza with an area of 26,500 square miles. Lake Michigan and Lake Huron each have a surface area of 23,000 square miles.

Through the kindness of the Canadian Pacific Railway Company the members of the Canadian Press Association, which met in convention in Toronto on the first and second days of June, were tendered a most acceptable gift in the way of a free excursion or tour to which members of the association and their wives were eligible. The tour had its genesis at Toronto, thence by the C.P. Railway line to Port McNicoll and from Port McNicoll by the Canadian Pacific liner to Sault Ste. Marie, Port Arthur and Fort William. The itinerary was well over fifteen hundred miles in length.

The Canadian Pacific company never does things by halves. A well equipped fast through train conveyed the party of 150 guests from Toronto Union station to Port McNicoll. The departure occurred at two o'clock p.m. on Saturday June 3, and Port McNicoll was reached about three hours later.

Port McNicoll.

Port McNicoll is now the terminal port for the Canadian Pacific liners and freight carriers, that distinction having been taken away from Owen Sound about two years ago when the C.P.R. laid out its new low-grade, grain-carrying route from Port McNicoll to Toronto. We must confess that Port McNicoll was somewhat of a disappointment to us. We had expected to encounter a bustling town almost approaching a city in size. Our ideas had been formed from reading real estate literature so plentifully distributed about Belleville when this townsite was first placed on the market. We had to look several times before we discovered the town, but at last we ascertained its location. There is a spacious harbor, a huge elevator, great freight sheds, excellent dockage facilities, a large public school building and a town that may in the course of two or three years, if the present rate of growth is maintained, become fully as populous a center as Foxboro. There are some Belleville people sorry they paid out good, long green money for Port McNicoll real estate, but then there are others who are equally sorry because they bit off the big acreage in Saskatoon, Moose Jaw and Edmonton. Such things must be, it would seem, in every new and progressive country and with every new townsite or damsite.

The Keewatin.

Pronounce this Kee-wah-tin, not Kee-wah-tin. We sailed away in our

gallant bark, the "Keewatin," at 5.30 p.m. The Keewatin with its companion ship, the "Assiniboia" are the finest of the four Clyde-built greyhounds that comprise the Canadian Pacific's Great Lakes' passenger carrying fleet. They are of a size that would be considered respectable even on the Atlantic. Each is of gross tonnage of 4300 tons, length 350 feet, depth 26 feet and with accommodation for 300 passengers.

The layout and equipment of the "Keewatin" is luxurious. It is a pleasure and satisfaction to be provided with a stateroom that is somewhat larger than the usual stateroom match-box on the majority of lake boats. The Keewatin's staterooms are a thing of beauty and a joy all the time you occupy them. There is plenty of room to turn around and breathe with a good springy lounging sofa when you are tired or sea-sick and plenty of electric light and a tap that gives hot running water. There are great roomy cabins that make you feel as if you would like to spend the rest of your life right there.

The meals that are provided are also highly artistic productions. There was real cream for the strawberries and coffee, not the azeuritized imitation that is served at some of the high-class hotels. Chicken, duck, turkey, beef, lamb, pork, oysters, eggs, fish, all of a choice quality and prepared in a dozen different and appetizing ways featured on the different menus with a variety that seemed infinite. Desserts and fruit of a variety quite as great, and a quantity quite as choice served to fill out the third and fourth rounds of a good square meal.

The tables are looked after mostly by college students, boys from Varsity, McGill and the other universities who find profitable employment on the liners during their long vacation. They give excellent service for they have brains, and are uniformly courteous. In fact courtesy was a marked characteristic of the service all the way through from the captain down to the humblest stoker.

The evening was spent with an impromptu concert. It turned out that there was some admirable singing talent among the ladies on board and a most delightful program on this and the succeeding nights of the tour gave a touch of life and spice to the social side.

The St. Mary River.

Early on Sunday morning the ship entered the swift current of the St. Mary river which is the connecting link between Lakes Huron and Superior. A swift running rapid at Sault Ste. Marie or the St. Mary falls, made continuous navigation impossible, but this has now been overcome by two canals of great depth and capacity, one on the American side, the other on the Canadian. The two governments have spent more than twenty-five million dollars to make the St. Mary navigable, for the largest lake-going ships and they have provided a system that enables the great procession of leviathans to pass along without confusion or delay. The number of boats and the shipping tonnage going through the canals at the Soo annually are greater by far than what passes through the Suez or any other artificial waterway on earth.

Early on Sunday afternoon we entered the emerald-tinted waters of Lake Superior and at once we experienced a penetrating chill such as caused us to think the calendar had by mistake called it June instead of November. Then came a dense fog which settled over the lake in great banks resembling solid snow. We watched passing ships drive into these fog banks and their hulls would be lost to sight in a twinkling while their masts stood out in perfect outline. The Keewatin slowed down to a walking gait and every minute or so sounded its great warning whistle. It was well on in the night before the fog lifted, but no accident occurred. There was little breeze stirring and the vast expanse of lake was as placid as a millpond. Early on Monday morning we caught a glimpse of Thunder Cape and at once recognized it from the pictures we had seen in the Public School geography. Massive and grim it rises more than 1300 feet above the waters of the lake, a fitting herald of the big features that lie behind and before.

The Twin Cities.

There may have been some such thing as depression and a real estate slump in Fort William and Port

Arthur, but if either city ever experienced a near calamity of that kind you would never learn of it from casual appearances or from the conversation of the citizens. As a matter of cold statistics each of the two cities has lost very considerably in population the past two years, but the inhabitants keep their faces toward the sunrise and if business is quiet, values declining and population falling off, there is the war that accounts for many things. The feature that impressed the writer as much as anything else in his hurried visit to these rival cities was the omnipresent and unquenchable spirit of optimism and confidence that was everywhere manifest and visible.

"We have the position. We may at times have our set-backs, but we are bound ultimately to go ahead," was the tenor of the conversation we had with many leading citizens.

Discount all this rosiest of outlook as we will, we must admit that the Twin Cities have a position that must insure splendid development. Geography will always fight in their favor. All about them nature has been bountiful in her gifts. There are in the immediate vicinity inexhaustible resources of timber, economic minerals, water powers, fisheries and agricultural land. Two cities endowed with all these wonderful advantages and a citizenship that has the energy, enterprise and vision of the new West along with the solidity, reliable judgment and patient industry of the East, must in the not distant future, attain to greatness.

News-paper Enterprise.

Our boat had scarcely touched the dock at Port Arthur at 8 o'clock on Monday morning when several ponderous packages of newspapers were placed on board and the members of the party were presented with complimentary copies of a special edition of The News-Chronicle, Port Arthur's amalgamated, daily paper. This special edition was one of the finest in quality, literary and otherwise, that we have anywhere seen. It contained not only a most comprehensive description of Port Arthur and the surrounding district, but an account of all the news events, from the seat of war and elsewhere, right up to the time of going to press. Mr. M. W. Rossie, the managing editor, is one of the most brilliant of the younger generation of journalists in Ontario and he is very capably assisted by Mr. O. F. Young, the news editor.

A similar edition of Port William's splendid paper, The Daily Times-Journal was presented to the members of the party at the latter city.

Seeing the Sights.

At Fort William the party was divided, half being assigned to visit Port Arthur and gain a more intimate acquaintance with it, the other to remain in Fort William. It fell to our lot to be given over to the Port Arthur delegation to which we returned by the connecting line of street railway. We were conducted to the Prince Arthur hotel, the Canadian Northern Company's splendid hostelry at Port Arthur. Here Mayor Cowan and President Oliver of the Board of Trade briefly addressed the delegates and extended to them the freedom of the city, told them Port Arthur was theirs and to sail in and paint it red.

World's Greatest Elevator.

The Twin Cities now form the greatest grain-handling port in the world. Their elevators have greater capacity than those of Chicago with an aggregate of storage for 48,000,000 bushels. Of the numerous elevators located here by far the largest is the Canadian Northern with a total storage capacity of 9,500,000 bushels. We were piloted through this immense plant and came away with an enlarged idea of what our western prairies really mean in the production of an empire's foodstuffs. At present the cars are unloaded when received by a power device requiring a man to operate. But a new scheme is about to be adopted, by which a giant machine will lift up a loaded car open the door and shake out the contents all in a minute or so.

The wheat is thoroughly cleaned, graded and sent to the great storage tanks. Afterwards it is loaded on the steel freighters of which there is a continuous procession going and coming. The capacity of these grain-carrying boats is enormous. Some of the largest carry 700,000 bushels or 700 carloads in a single cargo. One with carrying capacity for half a million bushels is very ordinary. Huge as they are it is possible to load up one of these boats with a full cargo in two hours' time at the C.N.R. elevator.

Another interesting process is the treatment of damp, smutty or dirty grain in what are known as "hospital" elevators. In this way millions of bushels of wheat that would through dampness or other causes become absolute waste are dried or cleaned or treated in such a manner as to become first-class food or feed products.

Luncheon was served at the Prince

Arthur for the party by courtesy of the Port Arthur Board of Trade, and brief addresses were delivered by Mayor Cowan, Mr. J. A. Oliver of the Board of Trade, Mr. Jas. Elliott, president of the Canadian Press Association, and others. In the afternoon the party enjoyed a pleasant sail about the harbor of the two cities and in the evening those so inclined attended the theatres or went to the park where an alleged baseball game between editors and aldermen took place.

On Tuesday forenoon the party was given a motor tour around the two cities. It was our good fortune to be a passenger in the fine Cadillac touring-car of Mr. W. Marrigan, a wealthy contractor of Port Arthur, who by the way is an old Deseronto boy. Mr. Marrigan after showing us the sights of the city, took us out to his beautiful new summer home where in addition to an ideal residence he has an enclosure with a yearling moose, a red deer, a timber wolf, a coyote, and many fancy birds as an interesting sideline or hobby to afford variety in a busy life.

We left Fort William and Port Arthur most regretfully and very grateful for all the favors we had received, at noon on Tuesday.

That evening on the voyage across Lake Superior the Canadian Pacific officials and the officials of the boat were presented with tokens on behalf of the party. Among those remembered in this way were Mr. Duff, Mgr. Great Lakes Service who was presented with a handsome casserole, Mr. W. B. Howard, District Passenger Agent, with a club bag, Mr. J. S. Byrom, Supt. Great Lakes service, with a case of silver, Mr. F. E. Trautman, C.P.R. representative at Winnipeg, with a Crown Derby plate, Capt. McPhee, with a cut glass relish dish set in silver, Mr. W. Lewis, Chief Engineer, with an umbrella, Mr. Geo. Fish, Chief Steward, with \$15, Mr. Geo. Bethune, Purser, with a club bag, Assistant Steward Whitmore with \$11, and the dining-room waiters with \$5 each.

All these officers and attendants by the unremittent courtesy became very popular with the members of the party.

Sault Ste. Marie.

At the Canadian "Soo" we stopped for three hours on the return journey. The Soo like other new cities has had its ups and downs, but at the present time it is a real hive of industry.

We were first conducted through the immense plant of the Lake Superior Paper Company and witnessed the interesting and mysterious metamorphosis by which the spruce logs are ground to pulp and converted into the paper upon which great daily journals like The Ontario are printed. The Superior Paper Company has the finest large group of factory buildings we have anywhere seen. They are beautiful and substantial structures with native stone exteriors, and with a floor area of nine acres. They transform 300 cords of wood every day into paper and in the course of a year turn out paper to the value of \$4,500,000 dollars.

The Algoma Steel Corporation.

In the mammoth plant of the Algoma Steel Corporation Limited we were permitted to witness the various complicated but highly interesting operations by which crude ore from the iron mines becomes changed into the heavy rails with which our great railroads are now equipped.

It was our good fortune to meet with Mr. J. A. MacColl, brother of Dr. MacColl of this city, who holds a very responsible position with the company, and through his courtesy we were shown about the works and the various processes were explained to us in terms that a layman could understand. To describe all this again to our readers would require an article of prohibitive length. Suffice it to say that the Algoma Steel Corporation is a monument to the organizing and promoting ability of F. H. Clorgue. More than two thousand men now find employment there and it is thus numbered among Canada's greatest industrial establishments. Coal for the manufacture of coke is brought all the way from Virginia and in the process of coke manufacture several important by-products such as sulphuric acid, toluol, benzol and zylol are secured. Enough gas is generated to supply all the power necessary to operate the immense plant. But like many other things the Algoma Steel Corporation plant must be seen to be appreciated.

The Voyage Home.

The voyage home across Lake Huron and the Georgian Bay occurred without incident except that a great wind and rain storm bore down upon us from the east and caused a considerable amount of mal de mer among the passengers. We noticed that a dozen or more lake freighters anchored at the mouth of the St. Mary river, rather than face the storm. But the Keewatin had in her hold sixty carloads of wheat and flour and she cut through the bounding billows

AGAIN WE MENTION OUR

\$15.00 SUITS



You hear the talk about the great advance in clothing (and it is right) but we had the foresight to prepare—we have an immense stock of clothing bought at old prices and we are giving our customers the benefit.

SAVE MONEY

We ask you to see our \$15.00 suits. We have never shown such a great variety of colors—and we promise you that these suits cannot be duplicated for less than \$18.00 and that would be our price if bought to-day.

OAK HALL Clothiers

and blooming whitecaps with but the slightest suggestion that Huron was doing her level best to make things disagreeable.

Port McNicoll was reached on Thursday forenoon and Toronto three hours later by special train, where the party separated to take the various routes home.

DRIVER J. CORBY FELL IN ACTION

Belleville Boy in Heavy Artillery was Slain on June 2nd.

(From Saturday's Daily)

Driver John Corby, No. 300292, a Belleville boy serving with a Canadian Brigade of Heavy Artillery, was killed in action in France or Belgium on June 2nd, two weeks ago yesterday. This morning his widowed mother, Mrs. Frank Corby, 16 Murney St. received the sad message from Ottawa. Driver Corby came with his parents from Marmora but prior to enlistment had been living in Belleville for a number of years. He was only nineteen years of age. About a year ago he enlisted in the artillery in this division and went over to England with a draft. With him was his companion Gunner Jack Clark, son of Mr. and Mrs. William Clark of this city. The boys had passed through many actions unscathed, until the last rush when Driver Corby fell.

John Corby was well known among the younger men of the city and was highly esteemed. He was a member of St. Michael's church.

The deepest sympathy is extended to his bereaved mother and family of sisters and brothers.

ALIENS CHARGED WITH FRAUD.

Allegation That They Wouldn't Work After Being Brought Here.

Two Austro-Hungarians Joe Pavic and Joe Parnovitch were arrested at Point Anne this morning by the constable there on the charge of fraud by incurring a debt under false pretences. They were brought from Temiscaming Camp to work at the Point works but are alleged to have refused. They were remanded for a week by Magistrate Masson.

RACED ON TRAINS.

James Gullett was followed yesterday from Belleville to Napanee by G.T.R. Constable Truatsch and arrested there. Gullett it is alleged stole some soldier's clothing at the depot and jumped a freight. Mr. Truatsch took the passenger train and beat Gullett to Napanee, catching him as he stepped from the train. This morning Gullett was remanded for one week.

Thousands Take

this mild, family remedy to avoid illness, and to improve and protect their health. They keep their blood pure, their livers active, their bowels regular and digestion sound and strong with

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. 15 boxes, 25 each.

MAN USED VILE LANGUAGE

A woman while waiting for her husband last evening near the corner of Pinnacle and Dundas streets, was approached by a man who used grossly insulting language. The police are looking for the man.

They All Went Away Together

F. A. BONNOT'S RHEUMATISM CURED BY DODD'S KIDNEY PILLS.

Grand Clairere, Man., June 19th. (Special.)—"All persons who suffer from rheumatism should use Dodd's Kidney Pills." This is the statement volunteered by Mr. P. A. Bonnot, a well-known resident of this place. Asked to give the reasons why Mr. Bonnot said:

"I suffered for three years from rheumatism. I consulted a doctor without getting any results. Four boxes of Dodd's Kidney Pills fixed me up."

That rheumatism is caused by sick kidneys failing to strain the uric acid out of the blood was again shown in Mr. Bonnot's case. His earlier symptoms were heart fluttering, broken and unrefreshing sleep, fitful appetite, a tired nervous feeling, a heaviness after meals, neuralgia and backache.

When he cured his kidneys with Dodd's Kidney Pills the rheumatism and all the other symptoms of kidney trouble disappeared.

OAK HILLS.

Mr. Nathan Eggleton made a flying trip to Bowmanville one day last week.

Mr. A. Wright and road gang are camped on the hills.

Several from here attended the funeral of the late Mrs. Kennedy in Stirling. Deceased lived to a ripe old age.

Mr. and Mrs. Kenneth Paul, Frankford spent Sunday evening at Mr. C. A. Jarvis'.

Mr. Nelson Stapley has rented a house near the Junction and will move shortly.

Rev. R. Collins, Stirling called on friends one day this week.

A POPULAR CHAPLAIN

Capt. T. Dodds, chaplain of the 155th Battalion, is showing great interest in the welfare of the men. He is constantly attending to their comfort, and is giving Lieut-Col. M. K. Adams, commanding officer, every assistance that it is possible, for him to give. His personality is one that makes him very popular with all ranks, and he is bound to be one of the best chaplains for an overseas unit.

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John Simpson, a Belleville man, aged 34 years, was arrested by officer Harman this morning charged with damaging flowers in West Belleville. He has been remanded until tomorrow morning.

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Scarce

CORDUROY VELVET stock, prices 65c

ALL WOOL SERGE black, white, B

LISLE GLOVES, 55c to 75c pair.

LONG SILK GLOVES per pair.

COLORS SILK \$1.50 pair.

LADIES' HANND linen, fancy price \$1.00 each.

UNDERWEAR and in the market.

SHANTUNG SILK, weave, special 49

BLACK PALETTE worth \$1.50 for

NEW BLOUSES, \$

NEW MIDDIES, ex to \$2.00 each.

STAP

Linen Cott

Right Goods, Right

Wim

The daily solution of eight defects that in other words PRACTICE—Is the PRACTICE

There are practically eight defects that in other words PRACTICE—Is the PRACTICE

Over twenty years of makes our complete high degree efficient

Angus

216 Fr

AT WALLBRIDGE

FILE CIG

Cigars of Quality at the Lowest

The cigar you for you in fit and with a than usually of

Fine Havana boxes of 10,

Boxes of ten at 65c.

Special box, 25

The El Defenso Superior to Sold at High

El Defenso O

Boxes at \$1.5

Wallbridge Cigars and Tobacco Since

LEAD MINE

The Hollandia nockburn, which about ten years ago reopened and booming in the weeks.—North Ha

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Belleville Boy in Heavy Artillery was Slain on June 2nd.

(From Saturday's Daily)

Driver John Corby, No. 300292, a Belleville boy serving with a Canadian Brigade of Heavy Artillery, was killed in action in France or Belgium on June 2nd, two weeks ago yesterday. This morning his widowed mother, Mrs. Frank Corby, 16 Murney St. received the sad message from Ottawa. Driver Corby came with his parents from Marmora but prior to enlistment had been living in Belleville for a number of years. He was only nineteen years of age. About a year ago he enlisted in the artillery in this division and went over to England with a draft. With him was his companion Gunner Jack Clark, son of Mr. and Mrs. William Clark of this city. The boys had passed through many actions unscathed, until the last rush when Driver Corby fell.

John Corby was well known among the younger men of the city and was highly esteemed. He was a member of St. Michael's church.

The deepest sympathy is extended to his bereaved mother and family of sisters and brothers.

ALIENS CHARGED WITH FRAUD.

Allegation That They Wouldn't Work After Being Brought Here.

Two Austro-Hungarians Joe Pavic and Joe Parnovitch were arrested at Point Anne this morning by the constable there on the charge of fraud by incurring a debt under false pretences. They were brought from Temiscaming Camp to work at the Point works but are alleged to have refused. They were remanded for a week by Magistrate Masson.

RACED ON TRAINS.

James Gullett was followed yesterday from Belleville to Napanee by G.T.R. Constable Truatsch and arrested there. Gullett it is alleged stole some soldier's clothing at the depot and jumped a freight. Mr. Truatsch took the passenger train and beat Gullett to Napanee, catching him as he stepped from the train. This morning Gullett was remanded for one week.

Thousands Take

this mild, family remedy to avoid illness, and to improve and protect their health. They keep their blood pure, their livers active, their bowels regular and digestion sound and strong with

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. 15 boxes, 25 each.

MAN USED VILE LANGUAGE

A woman while waiting for her husband last evening near the corner of Pinnacle and Dundas streets, was approached by a man who used grossly insulting language. The police are looking for the man.

They All Went Away Together

F. A. BONNOT'S RHEUMATISM CURED BY DODD'S KIDNEY PILLS.

Grand Clairere, Man., June 19th. (Special.)—"All persons who suffer from rheumatism should use Dodd's Kidney Pills." This is the statement volunteered by Mr. P. A. Bonnot, a well-known resident of this place. Asked to give the reasons why Mr. Bonnot said:

"I suffered for three years from rheumatism. I consulted a doctor without getting any results. Four boxes of Dodd's Kidney Pills fixed me up."

That rheumatism is caused by sick kidneys failing to strain the uric acid out of the blood was again shown in Mr. Bonnot's case. His earlier symptoms were heart fluttering, broken and unrefreshing sleep, fitful appetite, a tired nervous feeling, a heaviness after meals, neuralgia and backache.

When he cured his kidneys with Dodd's Kidney Pills the rheumatism and all the other symptoms of kidney trouble disappeared.

OAK HILLS.

Mr. Nathan Eggleton made a flying trip to Bowmanville one day last week.

Mr. A. Wright and road gang are camped on the hills.

Several from here attended the funeral of the late Mrs. Kennedy in Stirling. Deceased lived to a ripe old age.

Mr. and Mrs. Kenneth Paul, Frankford spent Sunday evening at Mr. C. A. Jarvis'.

Mr. Nelson Stapley has rented a house near the Junction and will move shortly.

Rev. R. Collins, Stirling called on friends one day this week.

A POPULAR CHAPLAIN

Capt. T. Dodds, chaplain of the 155th Battalion, is showing great interest in the welfare of the men. He is constantly attending to their comfort, and is giving Lieut-Col. M. K. Adams, commanding officer, every assistance that it is possible, for him to give. His personality is one that makes him very popular with all ranks, and he is bound to be one of the best chaplains for an overseas unit.

CHARGED WITH DAMAGE.

John Simpson, a Belleville man, aged 34 years, was arrested by officer Harman this morning charged with damaging flowers in West Belleville. He has been remanded until tomorrow morning.

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