

TRAVELLING DE LUXE ON THE 'NATIONAL'

Travelling from Toronto to Winnipeg on New Fast Train makes Cross-Continent Trip a Delight.

Montreal, July 20.—Enthusiasm and inspired with a renewed sense of Canada's greatness, a score of Montreal and Eastern Canada newspapermen arrived in the city this morning on their return from a memorable trip to Winnipeg. Memorable that journey will be beyond all others they have enjoyed, for by taking it they assisted in the making of Canadian history.

Last Tuesday night—at 10.45 o'clock to be precise—they left Toronto in company with a score of prominent Ontario journalists, and a number of eminent railway officials on board the "National," the first through train to make the journey between Toronto and Winnipeg over the new Transcontinental route. Forty-two hours later they were exploring the streets of Winnipeg as the guests of the Industrial Bureau of that city, and in the interval they had seen more of the beauty and more of the commercial and agricultural possibilities of the northland—the newest "north west" than any traveller had seen before them.

Three Railways Collaborate. Three railways united to make this great route possible—the Grand Trunk from Toronto to North Bay, next the Temiskaming and Northern Ontario Railway which runs through beautiful lakeland and thriving pulpwood centres northward to Cochrane, and lastly the Canadian Government Railways, whose trail of steel traverses a hitherto unexplored agricultural Dorado for miles to Winnipeg.

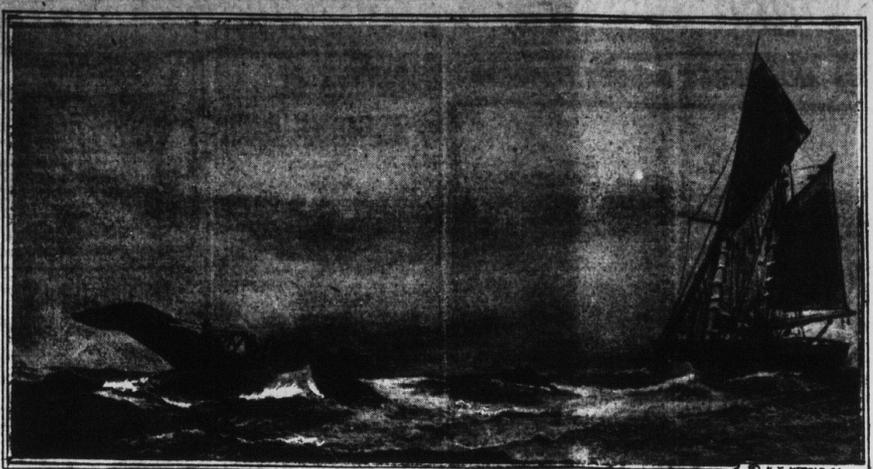
"See Muskoka and Live," is the Canadian parody of the proud Italian boast "See Naples and die." Muskoka with its wonderful chain of pine-sloped lakes was unfolding its beauties in the soft light of morning when the early risers of the party awoke on Wednesday morning, and their entranced eyes feasted on Nature's wondrous gift to Canada and the Grand Trunk Railway until North Bay was reached, and a feast of another sort was placed before them—the breakfast in the Pullman restaurant of that wonderful train, the National.

North Bay has been the scene of many inspiring episodes, but nothing of greater or better import has transpired in its history than the arrival of the first through train to Winnipeg over the up-to-date route. Ten large Pullman and passenger cars, headed by a powerful locomotive, comprised the "National," and the populace of North Bay who had heard of its coming, turned out breakfast in hundreds to give a send-off on its eventful journey.

Picturesque Timigami. Northwestward for 250 miles from North Bay the T. and O. line—most fortunate of all the world's railways of equivalent mileage—carried the travellers through the picturesque Timigami region, whose wonders of forest and lake are such that the eager newspapermen wished their eyes could for the time be substituted for their ears that they might be able to look out of the windows on both sides of the train at once, and miss nothing of the attractions of the journey.

Timigami is the charming Indian name for "deep water," and Lake Timigami itself is a beautiful inland ocean whose 3,000 miles of shore line surround over 1,200 well-wooded islands. Truly a holiday paradise, but there are many such on the route, and lake after lake of ravishing beauty and boundless possibilities for the hunter and fisherman was unfolded to the view as the train slid onward. That each lake should have its individuality impressed upon the tourist is the aim of the T. and O. Railway, which introduces each of its beauty spots by means of a signboard bearing its name. A lake much less lovely, for it is now no lake at all, but a tremendous mudhole with, however, a significant difference, succeeds the delectable lakes of Timigami. It is the wonder lake of Cobalt, from whose clay has been washed silver that has brought wealth to thousands. Cobalt, a thriving city of 12,000 inhabitants, had an Orange demonstration the day before, and the bunting was laid up to add another touch of warmth to the reception its inhabitants gave the history-making train. On through the residential town of Haliburton sped the iron messenger of progress, on to the famous CLAY BELT—a name which should always be written in capitals. From its start at New Liskeard, throughout its vast stretches on both sides of the Transcontinental for miles east and west of Cochrane, to its northward limits half way to Hudson Bay it is freighted with wealth for the future, wealth which will be evidenced in the future by vast areas of golden grain wealth which will draw the farmers of Europe and the United States to uncover it, even as the wheat fields of the great Northwest in the present generation lured them before the war. Englehart, a divisional point, named after the president of the T. & O. and noted for its gardens and its beautiful

NEUTRAL VESSEL RESCUING GERMAN AVIATORS WHO FELL INTO NORTH SEA



This striking picture, drawn especially for this newspaper, the New York Herald and the London Sphere, shows a neutral fishing vessel going to the rescue of German aviators, who fell with their plane into the North Sea. Both men were exposed several hours to the cold water and one of them was suffering considerably from shock and chill when rescued. Several similar incidents have been reported from the North Sea.

was made a stopping point while photographs of the party and the epoch-making train were taken. Then on past the playground Sesekinika, where the waters divide, past Montfeth's celebrated experimental farm, past Iroquois Falls, the gateway to the goldfields, the journey continued to Cochrane.

Cochrane's Great Future "The Winnipeg of the future" some one has designated Cochrane. Just now that thriving junction, where the T. & O. meets the Canadian government railway, boasts only 3,000 inhabitants. But every one of the 3,000 is a booster for Cochrane, and its modern hotels, its two vigorously conducted newspapers, and its stores speak unmistakably of enterprise. Cochrane's certainty of future greatness is based on its position, for it is the centre from which all radials will go out as the 30,000,000 acres opened to the cultivator and the manufacturer are developed. Just now Cochrane is a hunter's mecca, for in the woods surrounding it are found moose, caribou and bear in abundance. For through the night a huge bull moose was stung enough to try conclusions with the swiftly advancing locomotive. Moose meat was the result.

Rivers which flow northern and to Hudson Bay are crossed by the tracks of the Transcontinental after leaving Cochrane and their waters swarm with the gamest of the funny tribe—the Nipigon red-spotted square-tailed trout, the maskinonge, salmon and salmon trout. Wild fowls are in abundance, and many a shot was aimed in fancy from the train window which would have added delicacies to the larder.

Straight as a Roman road proceeds the steel on its way to the prairie through the fertile clay belt. Fringed on both sides with spruce that represents untold millions to the pulp and paper makers, the cutting reveals the layer of rich loam which already has produced great crops for the pioneer settlers.

Sixteen Hours of Sunlight Sixteen hours of sunlight in this northern land will ripen crops such as the west has never seen, and the passengers in the National were gratified to discover that after nine o'clock at night there was daylight enough to enable them to read if they wished to in the Pullman. They preferred, however, to view the scenery. Tokens of pioneer industry was given in the

model village of Jacksonboro where the residences of the workers in the saw mills are built on a modern and regular plan which will lay the lines for the development of a prosperous town. A town in size teeming with interest, but unapproachable for good reasons comes next in view. It is the alien detention camp of Opasatika, where over 1,200 Austrians and Turks are interned under guard of militia men from Toronto. Visible from the line the prisoners are evidently comfortable, but they are not allowed to loaf, and are employed clearing the country of stumps and preparing it for cultivation. Hence, the junction with the Algoma Central, was the next stop. Although twice burned out last summer its brave-hearted settlers have already rebuilt it into a presentable little town. Its visit. The cultivator wheat route which is fast leaving the wood land for the prairie. What are claimed to be the world's greatest pyrites mines were passed shortly after leaving Graham, but the contemplation of the industrial opportunities of the district was soon forgotten in the loveliness unfolded as lake after lake of supreme beauty extended itself. Minikoum of them all, one hundred miles from Winnipeg, is already a fashionable holiday resort patronized by the elite of the prairie city. Here the Grand Trunk Pacific have built a summer hotel, but this party had not time to visit. The culture wheat lands of Manitoba which were entered next presented a contrast to the wild woodland which for hundreds of miles had held the eyes of the travellers, and they could not help marvelling at the wellbuilt farmers' residences and farm buildings, the splendid roads, and the prevalence of the ubiquitous automobile.

Entrained at Hamilton. Wireless communications received on the boat had informed the party that the city of Hamilton was preparing to do them honor, and on arrival there on Sunday forenoon automobiles were again in waiting, and led by the mayor and the fire chief the newspaper men were driven around the city, visiting the charming grounds and residence of Mr. Eastwood, of the Hamilton Times, through whose activities on the trip the entertainment was brought about. Luncheon at the yacht club and a motor tour of the Grimsby district completed Hamilton's hospitality, and the journalists then boarded the train to Toronto where the Ontario party broke up.

The educative value of the tour was enhanced by the agreeable conditions which accompanied it. Under the charge of Mr. H. R. Charlton, general advertising agent, and his assistant, Mr. Walter S. Thompson, chief of the Press Bureau, the arrangements were carried through without a hitch, and courtesies were also extended the travellers by Mr. Brady, general superintendent of the Transcontinental, who travelled with them from Cochrane to Winnipeg, and by Mr. H. A. Laird, divisional freight and passenger agent of that line who placed a fund of information at their disposal.

Nearly three thousand miles by land and water in five days was the party's record on their return to Toronto, but the mileage can give no indication of the pleasures of the journey. "Traveling de luxe" was the passengers' impression, for the smooth road bed of the Transcontinental and the magnificent accommodation and a powerful rolling stock insured them against the discomforts of less up-to-date services. So it was that when the Eastern newspaper men started in Montreal they arrived not wearied by their long journey, but with the air of those who have just completed a joyous holiday. And they had just assisted in the opening of a new link of Empire. Montreal Herald.

zation was given in their honor in the Fort Garry, the magnificent new hotel erected by the Grand Trunk Railway, on the site of old Fort Garry. The return journey was commenced at half-past ten on Thursday night, and to demonstrate that the traveller from Toronto to Winnipeg has no need to suffer from monotony the party were taken by an alternative route to Fort William where they boarded one of the Northern Navigation Company's fine steamers, the Huronic, which was their home until Sunday morning, and carried them over lakes Superior and Huron, through the locks at Sault Ste. Marie to Sarnia where again the train was taken.

Reception at Winnipeg. The Transcona shops of the G. T. P. were passed a few miles from Winnipeg, then the towering cathedral of St. Boniface caught the eye and in a few minutes the travellers had reached the magnificent Union Station of Winnipeg, their journey over, and their heads whirling with impressions of the wonderful new route over which they had travelled as pioneers.

Something in the nature of a civic welcome was accorded the newspapermen in Winnipeg, for they were not only taken on a tour of the city in automobiles by the Industrial Bureau, but short though their stay was, a banquet provided by the same organ-

ized. The Transcona shops of the G. T. P. were passed a few miles from Winnipeg, then the towering cathedral of St. Boniface caught the eye and in a few minutes the travellers had reached the magnificent Union Station of Winnipeg, their journey over, and their heads whirling with impressions of the wonderful new route over which they had travelled as pioneers.

SIR SANFORD FLEMING DIED YESTERDAY

Eminent Scientist and Engineer rendered valuable services to the Dominion—Came to Canada in 1845.

Halifax, July 22.—Sir Sanford Fleming, engineer, scientist and public man, died here this morning, after a short illness at the age of 88. Sir Sanford was known as the dean of the engineering profession in Canada, and the "father of the Canadian Pacific Railway."

He was honorary doctor of law of the following universities: St. Andrews, Scotland; Columbia College, New York; Toronto and Queens. Sir Sanford gave very largely of his means to Queens, of which he has been chancellor a number of times. Sir George Foster's Tribute. Ottawa, July 22.—Sir George Foster,

aidy, Fifeshire, Scotland, on January 7, 1827. He was educated there and came to Canada in 1845. He joined the engineering staff of the Northern Railway, Toronto, subsequently becoming chief engineer. Later he practised engineering in Ontario and was elected a member of the Institute of Civil Engineers, London, and of the American Society of Engineers, and elected an honorary member of the Canadian Society of Civil Engineers in 1883. He was chosen by the governments of Canada, Nova Scotia and New Brunswick and Great Britain to conduct a survey for the first link of a railway which would join the Atlantic and the Pacific. His survey showed the practicability of the scheme, which developed, when carried out, into the Canadian Pacific Railway system. He helped to build the railway system of Newfoundland. He had much to do with the adoption of the Greenway time as the standard for the world, reading two papers on the subject before the Canadian Institute, Toronto, and visiting Washington in this connection.

In 1879 Mr. Fleming, as he then was, began to investigate a scheme for spanning the Pacific Ocean by cable in an effort to connect up the British Empire by an "All Red" telegraph system. He visited Australia and England in connection with this work. This scheme had not been entirely carried out, but "an all red" route stretches from Eastern Canada to Australia. In recognition of his public services Queen Victoria made him a Companion of the Order of St. Michael and St. George, in 1877, an a King Commander in 1887.

Among the many businesses and other important positions Sir Sanford has filled are: Member of the Ottawa Improvement Commission; director of Hudson Bay Company; director of C. P. R.; vice-president Canada Cement Co.; councillor of the Victoria Order of Nurses; president of the Ottawa Branch of the Imperial Federal League and vice-president of the United Empire League. He was one of the representatives of Canada at the Colonial Conference in London in 1888, and Ottawa in 1904 and in 1902 represented Ottawa at the conference of the Chambers of Commerce of the Empire.

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acing Framlar, made the following tributes to the late Sir Sanford Fleming tonight: "The death of Sir Sanford Fleming deprives Canada of one more of its outstanding men. His connection with the early history and construction of the Intercolonial Railway, his intelligent and very useful contribution to the construction of the first transcontinental railway, his eminent services in respect of the Pacific cable connecting Australia and the Canadian colonies entitle him to high rank among the pioneer builders of the Empire and give him a distinguished place in the history and development thereof. As a man and a citizen he has enjoyed long years of respect and esteem and has contributed worthily to the up-building and ideals of the communities in which his labors were so faithfully bestowed."

Changes in Chatham Diocese. Rev. W. E. Sormany, years of St. Therese Parish, will leave about the first of August to take charge of the Parish of Rogersville, recently made vacant by the death of Mons. Richard. His successor in St. Therese will be Rev. Cajetan Poirier of St. Basil. Father Lambert of Nash's Creek has been transferred to St. Hilaire, Madawaska Co. Rev. Eugene De la Garde, who has been curate in Bathurst for several years, will replace Father Lambert in Nash's Creek. Father Vautour, recently ordained in Chatham, will go to Bathurst to assist Father Wheten.

QUEENS PROBATE COURT. Before Judge Peters, in the Probate Court of Queens County, the will of David Bostwick, late of Wickham, Queens County, was taken up. An authorization had previously issued to Judge Armstrong of St. John to take the proof of the will and the oath of the executor. Judge Armstrong having duly made his return letters testamentary were granted to Mrs. Mary L. McKnight, of St. John, a daughter of the testator. By the provisions of his will the testator's estate is to be equally divided among his four children, Winnifred Lake, wife of Cardwell Lake, of Boston; Wilhelmina Gordon, wife of Frank Gorham, of St. John; Ortha B. Bostwick, of Wickham; and Mrs. Mary L. McKnight. Personal estate \$500.00. Real estate consists of land in Kamloops, B. C. Kenneth A. Wilson, proctor.

Remember! Singers, public-speakers, athletes, toilers—all know the advantages of keeping the mouth moist and refreshed—the throat soothed, with WRIGLEY'S Give the kiddies all they want—use it yourself, regularly. Chew it after every meal! Sealed in wax-wrapped packages to insure your getting it always fresh, full-flavored and clean. Two Delicious Flavors might be pleasant to the taste—and long-lasting. Great thirst-quenchers. Wm. Wrigley Jr. Co. Ltd., Toronto

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