

"My dear, I was the first to come away." The statement is true, but over pressure of space prevents a report of the brilliant remarks which followed. The remainder of the toasts were responded to as follows: "Our Guests," Mr. H. Wade, Toronto, and Mr. C. N. Daly, "East Stock and Poultry Interests," G. O. Creelman, B.S.A., and L. G. Jarvis; "Commercial and Manufacturing Interests," Mr. G. B. Ryan and Mr. R. L. Torrance; "Municipal Institutions," Mayor Nelson and Warden Stewart.

MIRTH AND MUSIC.

The musical programme was up to a high standard. Thain's Orchestra supplied the instrumental music during the supper. They played with such and brilliancy. Vocal solos were contributed by Prof. Kelly, Prof. Quantz, and Mr. C. N. Daly, each having to respond to encores. Mr. Daly received an ovation and his original humor did much to lighten the proceedings. "Why Smith left home," was an oft asked question on the bill boards and posters. Mr. Daly said he did not know the reason until he came to the banquet, then he found that Smith left home to get the Holiday Cup.

LETTERS OF REGRET.

During the evening Mr. A. F. H. Jones read letters of regret from His Excellency, the Governor-General, Canada, Hon. W. Ross, Hon. Sydney Fisher, Hon. John Dryden, James P. Whitney, Hon. J. M. Gibson, Hon. E. J. Davis, C. Kloepper, M.P., H. Guthrie, Prof. Robertson, C. C. James, F. W. Hodson.

25TH ANNIVERSARY
OF THE O. A. C.

Students and ex-Students at the
Festive Board.

A PLEASANT RE-UNION

An interesting Public Meeting in the
Gymnasium

A function in which the interests of the students and ex-students of the O.A.C. largely centres, their annual re-union. This event took place Wednesday evening, at the College and was more than gratifying to all whose privilege it was to be present. The students were tendered a banquet in the large dining hall and at its conclusion the company adjourned to the College gymnasium, where a public meeting, under the auspices of the Experimental Union was held. Special interest is attached to the event this year, in consideration of it being the twenty-fifth anniversary of the College.

At the public meeting a large number of citizens and many farmers from the surrounding country were present. The gymnasium was brightened and beautified with flags and floral decorations.

HON. JOHN DRYDEN ABSENT.

The Hon. John Dryden, Provincial Minister of Agriculture, who was to have presided, was unable to be present, and the duties of chairman were efficiently discharged by President Mills. In his opening address, he made reference to the fact that there were present over one hundred ex-students.

ADDRESS OF WELCOME.

Dr. A. Shuttleworth, professor of chemistry, gave an address of welcome to the ex-officers and ex-students. They had with them, he said, men who belonged to the very first year of the college. It was a great pleasure to them to thus renew their old friendships. There were between sixteen hundred and seventeen hundred ex-students' names on the books. Some thousand of these had replied to the letters of the secretary, and of these it was seen that over five hundred were actively engaged in agriculture. That, he contended, was a good record. Their students were now more and more appreciated in the counties in which they lived. They were appreciated because they were enterprising and applied the newest methods to their work.

Principal Mills, in a word of explanation, said a larger percentage of the ex-students were engaged in agriculture than appeared from Dr. Shuttleworth's remarks, inasmuch as in the early years of the college a great many of the students came from the cities and towns.

EX-STUDENT'S REPLY.

Mr. Nelson Monteith, M.P., for South Perth, who was announced as the first graduate of the college to be elected to Parliament, replied on behalf of the ex-students. These annual reunions, he said, were looked forward to with increased pleasure from year to year. He rejoiced at the large class of ex-students, and only regretted that the percentage of students in attendance was so small in proportion to the field from which they were drawn. From the reports of the Education Department he gathered that, although more than one-half our high school students came from the farms, yet less than one quarter of them went back to agriculture. That was lamentable, and the Ontario Agricultural College must be looked to to overcome that in a great measure. He hoped the accommodation of the college would be increased to enable this to be done. (Applause.)

THE PRINCIPAL'S REVIEW.

Principal Mills, in a half-hour's review of "the Ontario Agricultural College for a quarter of a century," said that the credit of first establishing a school of agriculture in Ontario, and indeed in the Dominion, was due to Sir John Carling. To him also was due the credit of establishing a Dominion Experimental Farm. After investigation in several states a site was purchased at Mimico, near Toronto, and the contract let for buildings in 1871. However, a change in Government brought changes in plans, and finally the site at Guelph was purchased from a political opponent and a staff appointed, with Mr. H. McCandless as principal. The early years of the college were characterized by considerable internal discord, but finally things got on a harmonious basis. The present Principal was the fourth in the office and assumed control in 1879. One of the strongest points in the college, Dr. Mills said, had been the practical character of its work. Many of the agricultural colleges in the United States were agricultural in name only. The O.A.C. had always insisted on manual labor, and had given special prominence to the practical subjects of agriculture, live stock, dairying, horticulture and other branches which have a practical bearing on the life of Canadian farmers. Their primary aim had been to fit young men for life on the farms of this province. Recently the course had been extended to four years, since the third year's work had been too arduous for one year. They had always had a farm equipment. The work had been extended by means of the experimental work, travelling dairies, dairy schools, fruit experimental stations and other works. They now had 165 students on the roll. The time had now come for another forward movement, and he hoped the Ontario Government would construct buildings to give them a department in domestic economy. (Cheers.)

ON BEHALF OF THE EX-OFFICERS.

Prof. Robertson, the Dominion Commissioner of Agriculture, who had just arrived, responded to the address of

welcome on behalf of the ex-officers. Since leaving the college, he humorously observed, he had ceased to be a man of leisure, for already to-day he had addressed the fruit growers at Whitby and the beekeepers at Toronto. He had in the last few years visited the foremost agricultural colleges in England, France and Denmark. He was pleased that none of those in scope and efficiency compared with the O.A.C. in Ontario. (Cheers.) The only superiority found was in some places in Denmark, where the students rose at 4 o'clock in the morning—cries of "Oh!"—and pursued their studies uninterruptedly in the field and in the stables, dairies and sugar factories until 7 p.m., and took all their recreation on Sunday afternoon. Continuing, he referred to the formation of correct habits in the college, and briefly sketched some of the ex-officers who had gone elsewhere. Prof. James, for instance, had stepped into a wide field of usefulness for his great energy and ability. Mr. James McIntosh had been the means of teaching manual training in the college. The importance of the education here was impressed upon him as he saw the miles and miles of valueless land, which was worthless because man's intelligence was not there to utilize it.

FUTURE OF THE O.A.C.

Mr. C. C. James, Deputy Minister of Agriculture in Ontario, in a twenty-minute address on "The Future of the O.A.C.," said his remarks should not be considered as inspired, but only as suggestions. Continuing, he said there were one hundred and eighty thousand families living on the farms of Ontario to-day. That meant three hundred thousand boys, of whom forty to fifty thousand were of an eligible age to attend the college. There was thus a great field for this institution, and yet it reached less than one per cent. of them. Therefore, in every public school in this province there should be an opportunity for these young men to get some training in agricultural science if they desired it. He believed the principal opportunity of reaching the other ninety-nine per cent. was through the Farmers' Institutes. The training here should be sufficient to fit the pupils for lecturing in these institutes. Mr. James concluded by emphasizing the need of a training at the college of the students in general citizenship.

SHORT SPEECHES.

A number of five-minute speeches followed. Hon. Charles Drury, the first Minister of Agriculture in Ontario, spoke of Principal Mills as a safe man, a true economist, and a progressive master, and remarked that never was there such a strong public sentiment backing up the work of the college as at present.

Mr. John L. Hobson, chairman of the board, spoke of the great power of the examples set by the graduates of the college.

Mr. James McIntosh, a popular former teacher, recalled some incidents of former days.

Mr. Geo. C. Creelman, Superintendent of Farmers' Institutes for the Province, gave several interesting instances of the work of the ex-students in addressing Farmers' Institutes. After a few words as to the changes in methods of agriculture, he was followed by Messrs. H. L. Beckett, Prof. Day, superintendent of the college farm, and Mr. E. C. Drury, an ex-student.

A LETTER FROM
LORNE WALKER

Written on Board the S. S. Sardinian
on November 5.

INTERESTING ACCOUNT OF THE TRIP

Tropical Heat Makes the Soldiers Seek
Shade.

On Thursday Mr. Hugh Walker received a letter from his son Lorne, who is a member of the Canadian contingent in the Transvaal. The letter was written on board the S.S. Sardinian and given to a mail steamer in mid-ocean. It bears the postmark of London, Eng., Nov. 23th. The letter will be found of unusual interest.

On board S.S. Sardinian, Nov. 5.—We are now in the middle of the Atlantic, running along pretty smoothly. We had very rough weather for a few days and nearly everyone took sick, so we had a very miserable time. I have not been the least sea-sick, and have not missed a meal. I eat heartily and have any quantity of grub.

Although I am writing now, I may not have a chance of posting this letter for a week yet. We expect to call at Cape Verde Islands, and I may have an opportunity of mailing there.

We are packed in here rather too close for comfort and expect it will be very disagreeable when we get into the tropics. All of the men are in good health. One fell on the deck and broke his leg. We have had one funeral—Teddy Deslauriers, from Ottawa. It seems sad to have gone already. The funeral took place on the afternoon of Friday, the 3rd. Being a Roman Catholic, the service was performed by the priest. The dead man's body was dipped over the side by six of his comrades.

I wonder how you all are at home. It seems queer to be cut off from all communication with home and the world. We saw a large school of porpoise at a distance, and are getting into a warmer climate.

Nov. 7.—It is getting very warm to-day. All are looking for shady places on deck. It is quite a change from Canadian weather. We were all vaccinated this morning. To-day we paraded on deck at six a.m. Afterwards we had a bath by having the large hose turned over us. It was salt water, and heaps of fun. We are getting fairly good fare, and an orange and an apple or two every day. It has been rather stuffy down in our berth, but to-day we have got the air-fans going and it is quite refreshing now. I managed to secure a good top berth, right near an incandescent light. I have very nice fellows on either side of me, so I am all right.

Nov. 9.—The weather is lovely to-day. It is very hot in the day-time, but much cooler at night. We have been out ten days and have only completed one-third of our voyage. The sea has been quite calm for the last few days, and everyone enjoys sitting and lying around the deck, smoking and singing. The drinking water is very warm. I would give a good deal for a cool drink of water, and to think of ice-cream makes me crazy. We just opened a large box sent from Kingston, containing canned goods, slippers, towels, handkerchiefs, sponges and towels, in large quantities. I received the parcel you sent with Col. McCrae before leaving Quebec. It was kind of him to bring it and kind of you to send it. We did not stop at Cape Verde Islands, but saw a steamer in the distance and may have a chance to post this letter. Good-bye. Yours, etc., LORNE.

CANADIAN PACIFIC
RAILWAY EXTENSION

Considered by a Largely Attended
Convention.

A STRONG COMMITTEE APPOINTED

To Urge the C. P. R. Company to Complete the Line.

A very largely attended meeting of representatives from the various municipalities along the proposed routes for the extension of the C.P.R. from this city to Goderich, was held in the council chamber Thursday, commencing at 10.45. His Worship Mayor Nelson presided, with Mr. W. E. Buckingham as secretary.

The following are delegates present, not including those from the city:

John Hill, Wellesley.
J. G. Reiner, Wellesley Village.
Alex. Rennie, Linwood.
R. G. Fish, Linwood.
James Hall, Hawkesville.
Alfred Stewart, Monkton.
Robert Smith, Monkton.
James Torrance, ex-Warden County of Perth, Milverton.
G. A. Goodhead, Reeve, Milverton.
Jacob W. Bricker, Hawkesville.
Glover Tanner, tanner, Hawkesville.
A. Boomer, J. P., Division CC, Linwood.

J. W. Scott, ex-Mayor, Listowel.
J. A. Hacking, Mayor, Listowel.
Jno. Watson, Councillor, Listowel.
W. C. Quickfall, Glenallan.
H. B. Morphy, Listowel.
F. W. Hay, of Hay Bros., Listowel.
J. H. McDonald, Listowel.
Joseph Carter, Reeve, Blyth.
A. W. Sloan, Blyth.
Robert Thompson, Mayor, Goderich.
D. McGillicuddy, The Signal, Goderich.

Alex. McD. Allen, Goderich.
C. A. Humber, Council and Board of Trade, Goderich.

Wm. Campbell, Council and Board of Trade, Goderich.

R. S. Pelton, Attwood.

Hugh McCulloch, Councillor, Hawkesville.

Jacob Schelly, miller, Hawkesville.

W. J. Beggs, Councillor, Wellesley Township, Linwood.

Moses B. Strome, farmer, Wellesley Township, Linwood.

J. Mitchell, editor the Star, Goderich.

James Irwin, Brussels.

Geo. Barker, Reeve, Brussels.

George Howe, Brussels.

James Ryan, Walton.

Thomas McNadyean, Walton.

Lewis McDonald, ex-Councillor, Morris, Walton.

Wm. H. Humphries, Grey, Walton.

Wm. Neal, McKillop.

J. M. Armstrong, M.D., Walton.

James McDonald, Councillor, Walton, Grey.

R. H. Ferguson, Walton Village.

Jonathan Moore, Walton.

Alex. Gardiner, Councillor, McKillop Township.

W. M. Smith, merchant, Walton.

John Scarlett, Leadbury, McKillop.

James Glennie, Reeve, Woolwich.

Geo. Schinbein, merchant, Conestogo.

John McAllister, Ethel, Township of Grey.

Menno Snider, miller, Conestogo.

Jacob W. Schweitzer, hotelkeeper, Conestogo.

His Worship extended a welcome to the delegates, and explained the purpose for which the convention had been called viz. to consider the extension of the C.P.R. to Goderich. He then cited upon Mr. Wm. Bell, one of the directors of the Guelph Junction Railway, to address the convention.

Mr. Bell gave a brief review of the existing circumstances and outlined the conditions under which the Guelph Junction was built. He explained that the original intention was to complete the road through to Goderich, but the C.P.R. company had made by the C.P.R. company to this effect. These promises had not been carried out, and he considered this an opportune time to have them carried out before the charter for the extension of the road expires. He expressed the opinion that a scheme would have to be propounded by which bonuses would be granted by the different municipalities along the line supplemented by the Government subsidies.

Mr. Campbell, of Goderich, was opposed to bonuses, and said when the agitation for the extension was on some time ago, the question of bonuses never came up. Mr. Van Horne, who at that time was president of the C.P.R., stated that if the subsidy could be obtained it would be sufficient, in his opinion, to insure the construction of the road. He was not in favor of looking for subsidies from the municipalities.

Mr. Bell stated that it was supposed \$200,000 could be obtained from the different municipalities, and that was mentioned by the Government. He explained that the road could be completed for one million dollars, or at a rate of \$3,200 per mile. Mr. Bell also informed the convention that it would be difficult to secure a bonus from the C.P.R. company unless there was some definite plan submitted for having the road constructed.

Mr. McGillicuddy suggested that a committee be appointed to prepare resolutions to present to the session, the committee to be composed of two persons from Guelph, two from Goderich and two from a central point.

Mr. R. S. Pelton, of Attwood, stated that with a committee so limited in number many of the principal points along the proposed routes would not be represented.

Col. Higginbotham suggested that the committee be composed of five persons, with the city solicitor and secretary of the Board of Trade.

After several other proposals as to who should constitute the committee the following were selected: Mayor Nelson, Guelph; Mr. Heaton, Goderich; Mr. Torrance, of Milverton, to represent the central route; Mr. Morphy, of Listowel, to represent the northern route, and Mr. J. G. Reiner, of Wellesley, the southern route.

The convention then adjourned to meet again at two o'clock this afternoon, when the resolutions prepared by the committee will be presented for consideration.

The delegates were entertained at dinner by the council at the Royal hotel.

The convention of those interested in the extension of the C.P.R. to Goderich in resuming business about half-past two o'clock, Thursday afternoon, received the following report of the resolutions committee, which was presented by Mr. Heaton, of Goderich:

Resolved, that in the unanimous opinion of the eighty-four delegates, assembled at Guelph this seventh day of Dec. 1899, representing the city of Guelph and the town of Goderich, and twenty-three municipalities lying between these points, it is absolutely

necessary that the Guelph Junction Railway be extended at the earliest possible date from the city of Guelph to the shores of Lake Huron, at the port of Goderich, seeing that the port of Goderich is a government harbor of refuge and the natural outlet of this important section of the country for trade with the northwest and there is no section in Ontario, which is more in need of railway communication at the present time.

Whereas the city of Toronto is vitally interested in the construction of railways leading to that city, that will carry the grain and other produce of Northern Ontario and north western Canada to the seaboard.

And whereas grain could be carried more cheaply from Fort William via Goderich and the proposed extension of the Guelph Junction R.R. to Lake Ontario at Toronto, or by rail to the seaboard than from any other point upon the shores of Lake Huron and the Georgian Bay.

And whereas the Dominion Government have expended and are expending large sums of money in the deepening of Goderich harbor, the full benefit of which expenditure cannot be obtained without additional railway facilities.

Resolved that this meeting request the Toronto Board of Trade and the Mayor and council of Toronto to co-operate with other municipalities in using their influence with the C.P.R. to construct the proposed railway, and to petition the Dominion Government to grant substantial assistance by way of bonus to the proposed railway.

3. That the following committees, with power added to their number, be appointed to take such steps as they may deem expedient to promote, and if possible, secure the construction of the extension of the Guelph Junction railway, from Guelph to Goderich (by or in conjunction with the C.P.R.) such committee to consist of His Worship the Mayor of Guelph.

4. Resolved that all municipalities on any proposed route, be requested to prepare and present to the general committee, or to the C.P.R. authorities or both, such argument and statistics as they may desire in support of any particular route or point.

5. Resolved that the thanks of the outside delegates be tendered to the Mayor, council, and citizens of Guelph for the cordial reception and entertainment furnished on this occasion.

On motion it was decided to consider the report clause by clause.

Mr. Heaton in moving the adoption of the second resolution said last spring there was a discussion for the construction of an air line to that city from Collingwood. The Board of Trade were evidently so much wedded to that scheme that the Board shut their eyes to the benefits of this line to Goderich as compared with the Collingwood project. It was important that we should not only educate our own people on this point, but the people of Toronto as well. The people of Toronto, he was informed, were not so favorable to the Collingwood route as the Board of Trade.

Mr. Kemp, the president, was a forcible man, and lost no opportunity of expressing his views, and members who did not agree with him remained silent because they wanted to keep silent. The argument based in favor of the Collingwood line exists on a study of the map. An air line from Collingwood would give the most direct air line from Fort William to Toronto, but the question was on what route you can ship your grain most cheaply.

The Goderich line had advantages over the Collingwood one. Whereas by the atlas it appears to be shorter, it is really longer. On account of shoals they had to make detours to Collingwood and Owen Sound. To Goderich they could take an absolutely straight course. Then vessels had to slow down on the Georgian Bay. Insurance was also cheaper to Goderich. The harbors open earlier and close later at Goderich than on the Georgian Bay so that vessels can start out earlier and can come to Goderich in the fall after they cannot carry to Georgian Bay points. The superiority of Goderich in the saving of time and distance means a saving of coal and wages.

The Goderich harbor is now complete, so that vessels drawing 12-2 feet of water had come out to Wiarton. He was informed that it would cost five or six thousands of dollars to blast out a long channel of rock into Collingwood. These points should be pressed home, not only upon the people of Toronto, but upon the people at large, who were asked to build the Collingwood railway. He was informed it would cost very much less to construct the railway from Goderich to Guelph than from Toronto to Collingwood. A proposed air line from Collingwood would run on parallel with other lines, and would be of no use except for the carrying of grain.

The country we proposed to travel would get local freight, which would make the line a paying one from the start. (Hear, hear and applause.) Therefore the line could afford to carry grain more cheaply than it could be carried from Collingwood. The line from the latter point to Toronto had a very high ridge to climb, while the line to Goderich was level, while the building of the line from Collingwood to Toronto might bind the Government up and injure our project, but he did not think it would be built.

The sooner the people of Toronto come down from the clouds to a practical point the better for themselves and for everybody else concerned. The Government are spending money—your money—out of the Dominion treasury to improve Goderich harbor, and the people cannot get the full benefit of the money spent there unless there are additional railway facilities. At this early stage the elevator and the people have suffered because the Grand Trunk could not supply cars. Last season there had been shipped from Goderich 2,000,000 bushels of grain, which was a good showing, and what shippers had to contend with and that the harbor improvement were as yet scarcely completed. This was the growing time. Marvellous development was going on, not only in the North-West, but also in this province, and we should look ahead.

Guelph and Goderich were on through route, both would become more important wholesales, shipping and manufacturing points, and the convenience of the public at intervening points would be much better served. (Applause.)

Mr. D. Guthrie said this large and influential gathering showed that there was an earnest feeling and desire for the road, not only of the construction of the road, but of its early construction. They all felt that the time had arrived when something practical should be done. The basis of their proceedings was a promise by the C.P.R. to extend the Guelph Junction R.R. to Lake Huron. He dare say they had all heard of the position of the city of Guelph with reference to the Guelph Junction Railway. The city practically owned that line. With the exception of what the Government contributed toward its construction in the way of a subsidy, everything was contributed towards it, either in the shape of stock or bonds, by the city of Guelph. At the time we first entered upon the matter the proposal was to construct the road to Schomberg, which was only ten or eleven miles from Guelph. We were asked by the C.P.R. to change the road to Campbellville, which lengthened it to sixteen miles, and materially increased the cost. That was done with the understanding that the company would extend the line to Goderich, but subject to bonuses and other conditions. The city of Guelph had always regarded that promise as one that was given and accepted in good faith, and one that should be carried out. It was not talking of the value of the promise according to law. What was said was that there was a promise from the highest authorities of the C.P.R. that if the city would build the road to Campbellville, they would extend it to Goderich in due time. That promise was sincere. There was no intention at all to deceive us. He was satisfied it was the intention of the C.P.R. to do what they said. He removed