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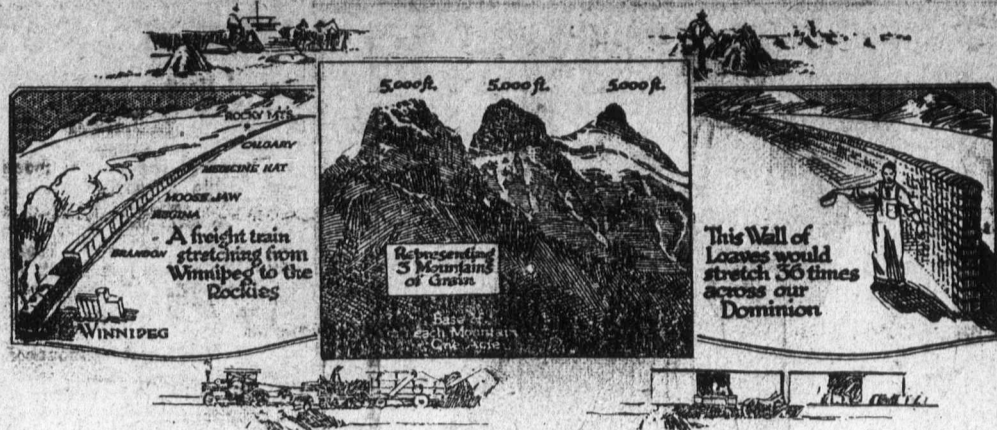
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**Grain Movement Over The Canadian Pacific Railway**

Sept. 1 - Dec. 12, 1923

Clickety-click, clickety-click... It is the sound of car wheels passing over the railroad tracks, and you could stand and listen to the same clickety-click for 44 hours on end, if you were to watch that part of the magnificent crop of Canada grown in districts served by the Canadian Pacific railway and moved from the harvest fields by that company. Imagine, if you can, a train 881 miles long, or as far as from Winnipeg to the upper reaches of the Rocky Mountains. That is how many freight cars there would be. But cars alone cannot make a train. There are the engines, as well, and the road tugging grain trains east and west day and night throughout the season and in addition to these there are 171 switch engines employed at terminals. The season, be it understood, is taken as the period from the opening of the Canadian crop year, Sept. 1 to the official close of navigation with regard to shipping insurance on the Great Lakes, which falls Dec. 12.

So much for computation trains. In point of fact however, the longest train which was made up during the season consisted of 125 cars and was approximately 1 mile in length. It was operated from Stoughton to Arcola, Saskatchewan, on October 5th. The weight of the train not including the engine totalled 7,946 tons, of this 5,556 tons being freight. The train handled 185,000 bushels of wheat.

Now during the season, there were 88 days on which cars could be loaded, for Sundays are excluded. During those 88 days there were trains operated on an average every 50 minutes day and night, trains carrying nothing but grain mind you, for passenger traffic and other freight business were conducted at the same time, and on uninterrupted schedules too, be it noted. These trains were on an average 45 cars long.

In all, from Sept. 1 to Dec. 12, 1923, there were marketed in districts served by the Canadian Pacific Railway more than 200,000,000 bushels of all grains the largest quantity ever reported since the inception of the road. Taking the cars loaded as more truly representative of the activities of the company in the matter of grain movement, these have been reported at 116,232 for the period, representing 169,931,184 bushels. Suppose for a moment that all that grain were to be dumped into a river bed 100 feet wide and five feet deep, and that the

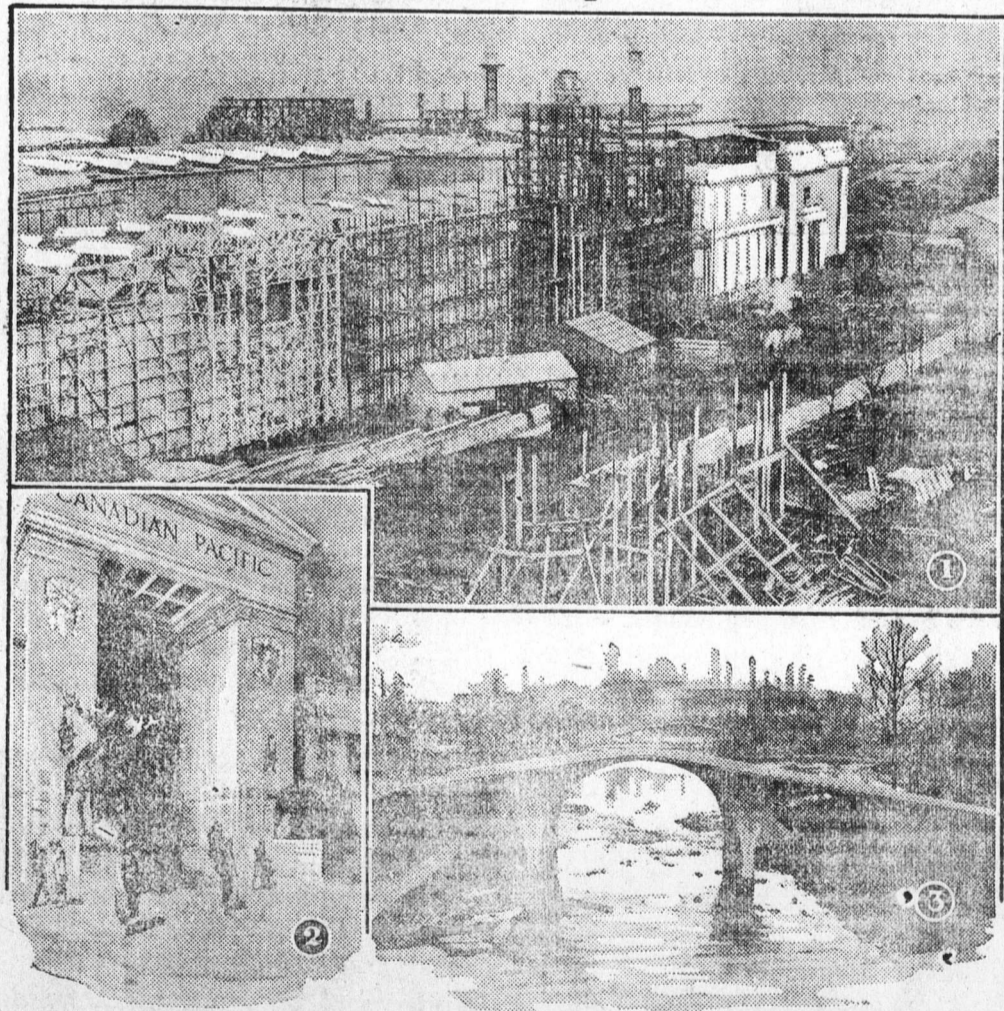
new 'river' were able to flow at an average rate for water, say a mile an hour, then he who stood on the bank and had the patience to watch, might pitch his tent and picnic for three and one half days before this stream would be dried up.

A second trip into the land of imagination and one might put mountains in the background, and might make those mountains up of all the grains kernels which had been taken from the freight cars engaged in their transportation. If the grain were heaped up on acre lots of ground, there might well be three mountains, and each one of them would tower 5,000 feet into the heavens. The Canadian Pacific railway station at Lake Louise, one of the highest in the Rocky Mountains, is 5,044 feet above sea level. In the three mountains would be included oats, rye, barley, flax—all the coarse grains commonly grown in the Dominion as well as wheat, but if the latter were to be sorted out and put into mountains by itself, supposing there were still to be three mountains, then each of these would rise 4,200 feet from the ground. Banff itself is only 4,500 feet above the sea.

But after all, wheat is of little use in imaginary rivers or even mountains, however high or picturesque they may be. Let us consider what would happen if all the wheat were made into flour (leaving coarse grains aside) and kneaded up and baked into bread. If this were done there would be approximately 164,700 miles of regulation size, 16 ounce loaves, if they were placed end to end. This tremendous string of loaves would stretch back and forth across Canada from Montreal to Vancouver 26 times. If the loaves were laid side by side and end to end, they would form a solid belt across the Dominion wider than the height of a city lamp post, again if they were packed in a trans-Canada wall one of these loaves would be 12 feet high.

A particularly interesting feature of the present season's crop is the increase which has been reported for export. In all, the crop represented 8,087,784 bushels, of the total exports from the Dominion, 8,910,966 bushels to the United States and 4,897,019 bushels exported to other countries.

**Canada at British Empire Exhibition**



(1) The Canadian Pavilion with the towers of the Indian building in the background. (2) Entrance to the Canadian Pacific building. (3) Showing the progress made in the building of bridges and lakes with the Malaya Pavilion in the background.

Showing the Canadian Pavilion, at Wembley, under course of construction. As portions of the Canadian space allotment have been given over to the two great railway systems, the building which will house the Government exhibits will be somewhat smaller than those of other Dominions, but a great deal of time and money has been spent on its design and decoration, with the result that it promises to be the gem of the British Empire Exhibition. The photograph shows the progress made up to the end of December.

Inset is shown the entrance to the Canadian Pacific pavilion. This building is grouped with the Canadian Government pavilion with which it has been designed to harmonize. A massive simple entrance, two stories high,

deeply recessed with painted and coffered ceiling, richly colored doors and grilles of Canadian wood, approached by a broad flight of steps flanked on either side by a bronze moose and buffalo, is the centre of a facade enriched with decorated panels and columns. The strong color scheme of this entrance is emphasized at night by a unique lighting effect.

A visitor to the Canadian buildings will find displayed to good advantage examples of all Canadian natural and manufactured products, and agricultural exhibits which cannot but impress him with the magnitude of the resources of this Dominion and the vast opportunities which await the immigrant and settler.

If it's News of East Lambton you'll find it in The Guide-Advocate while it is news—not weeks' old.

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**CANADIAN NATIONAL RAILWAYS**

**TIME TABLE**

Trains leave Watford station as follows:

**GOING WEST**  
 Accommodation, 111.....8.42 a.m.  
 Chicago Express, 17.....12.40 p.m.  
 Detroit Express, 83.....6.51 p.m.  
 Chicago Express.....9.11 p.m.

**GOING EAST**  
 Ontario Limited, 80.....7.48 a.m.  
 Chicago Express, 6.....11.22 a.m.  
 Express.....2.50 p.m.  
 Accommodation, No. 112.....6.08 p.m.

G. E. McTAGGART, Agent, Watford.

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