



GUARANTEED GOODS

We hear a great deal now-a-days of "buying packed commodities"—goods with a guarantee. Excellent—if the guarantee means anything.



BLUE RIBBON TEA



Is trebly guaranteed. Back of it stands a company with a twenty-year reputation for integrity and square dealing. The new double wrapper is a "guarantee" against the slightest deterioration by climatic or other conditions. Then there is the standing guarantee that any purchaser dissatisfied from any cause—even mere whim—may have the money back for the asking.

COULD ANY GUARANTEE BE STRONGER?

CANADIAN NORTHERN RAILWAY

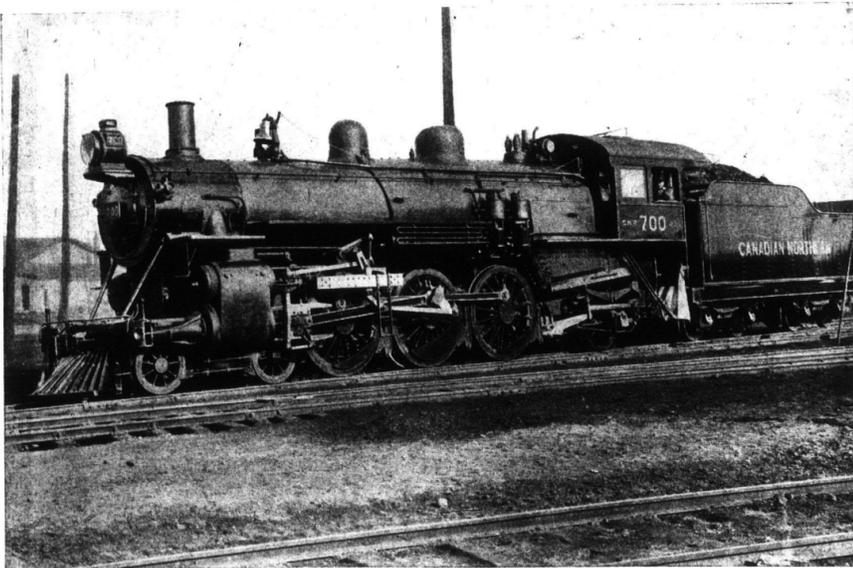
SERVES ALL THE PRINCIPAL INDUSTRIAL AND COMMERCIAL CENTRES OF CANADA

GRADES, ROAD-BED EQUIPMENT

The Canadian Northern Railway enjoys the lowest grades of any transcontinental line upon the continent, averaging four-tenths of one per cent. from coast to coast. In fact, the grade through the Rocky Mountains and east of Port Arthur is no heavier than that on the prairie section, and only a few weeks after the line between Edmonton and Vancouver was placed in operation, the longest passenger train ever hauled across the Mountains by a single locomotive, consisting of fifteen standard sleeping cars, with a total weight of 1,194 tons, was successfully run.

The road bed is conceded by experts to be in first-class condition, and the track is laid with rails of eighty-pound steel. The transcontinental equipment consists of a thoroughly modern type of electric-lighted compartment-library-observation cars, standard sleeping cars, tourist sleeping cars, dining cars, and first and second class coaches, all specially constructed for this service.

From the Canadian Northern transcontinental important trunk lines reach out to practically all of the important Canadian centres, and additional branches, running through productive areas in east and west, connect the system into one symmetrical transportation machine, with approximately ten thousand miles of track. In its main line from Atlantic tidewater to Pacific the Canadian Northern has the easiest gradients of any road of similar national importance on the continent of North America. It has pierced the Rocky Mountains with a line which presents no greater obstacles for its locomotives to overcome than a rise in any one mile of 35 feet, and that applies over a short division only. The interprovincial trade between British Columbia and the Central prairie provinces is certain to increase with the general operation of the Panama Canal, and one locomotive will suffice to haul a standard train over the mountains which wall off British Columbia from the eastern provinces of Canada. As may be expected, the grades of the prairie lines are easy, but between Port Arthur, on Lake Superior, and Ottawa and Montreal, where real difficulties were again encountered, and where the Chief Locating Engineer of the Company spent four years in exploratory work before the most suitable route was selected, the main line runs with maximum grades of one-half of one per cent. in either direction, or 26 feet of a rise in any single mile. The terminal facilities in all the important centres served are adequate and convenient. At Port Arthur the Canadian Northern grain elevator, with a capacity of 10,000,000 bushels, is the largest plant of its kind in the world. The Company is operating a high-class hotel at Port Arthur, the "Prince Arthur," and another at Brandon, the "Prince Edward," while at Lake St. Joseph, in easy distance of Valcartier Military Training Camp, north of Quebec City, the Canadian Northern has a summer hostelry, which attracts yearly a large number of tourists from the eastern Canadian and American cities. The C.N.R. operates its own dining and sleeping cars, and the service is maintained to a standard which is second to no road and equalled by few on the North American continent.



SLEEPING-CAR SERVICE

Upon entering one of the luxurious steel sleeping cars of the Canadian Northern Railway, the passenger cannot fail to notice the many new features that conduce to the comfort of a long journey. Both upper and lower berths are noticeably wider and longer than usual, and each is equipped with electric lights and a patent wardrobe, which keeps the clothes creaseless and out of the way. Another popular convenience is a new type of step-ladder, which makes access to upper berth easy and effortless. Hitherto no satisfactory method of keeping the air fresh in a sleeping car has been available, the general system being to force in fresh air, which merely agitated that already used up. Now a new ventilator has been installed, which completely exhausts the vitiated air every eight minutes, so that fresh air must automatically come in to replace it. Clean towels are kept in glass-covered cases, which preserves them in a sanitary condition, and individual drinking cups in sealed packages are exclusively used. The same thoughtfulness is displayed in the smallest details, as, for instance, a receptacle in the state-room wall which enables the porter to remove shoes, clean and replace them without disturbing the occupants.

