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R. B. O'LENN, Trenton, Ont.

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ONE THOUSAND MILES OF CANADIAN RAILWAY TRACKS TO GO TO FRANCE

Canada Takes Drastic Step to
Help End the War

Ottawa, Dec. 18—Canada has undertaken to supply, largely from its own excess railway mileage, at least one thousand miles of rails and other track material for immediate use in France. The Dominion Government roads, and the Grand Trunk, Canadian Northern and Canadian Pacific are all co-operating to meet the demand. Already 300 miles of Government railway sidings are in process of being taken up and shipped to France.

The Imperial Government has asked the Dominion to help solve the difficulties of the French railway situation, both in the relief of port congestion and the movement of guns and munitions behind the lines. The transportation facilities in France have been inadequate to permit the Allies to take full advantage of the material and supplies available, and it is felt that the war could be materially shortened and thousands of lives saved if sufficient additional railway facilities could be provided promptly.

Appeal to Canada

The British Government is doing what it can to supply them from England. Canada has been asked whether there was any possibility of securing rails and other track material from the Dominion to meet what is regarded by the British Minister of War as a vital need. It was suggested that if no other solution were possible certain already existing trackage might be taken up and sent forward. The call on the Dominion is from from 1200 to 1500 miles of railway trackage.

This information was received in Ottawa last Thursday afternoon. The Canadian steel situation was immediately canvassed. It became apparent that the munitions work on which the Canadian mills are at present engaged precluded any possibility of early delivery of rails, tie plates, bolts, etc., from those quarters, and it was evident that the situation could only be satisfactory met by the taking up of Canadian track.

The Minister of Railways, Hon. Frank Cochrane, was absent at the time that the War Office communication was received. On Friday afternoon Mr. Graham A. Bell, Financial Comptroller of the Department, left for New York with the necessary documents to place the matter fully before the Minister, and at New York Mr. Cochrane was able to consult with his colleagues, Hon. Dr. Reid, who, as acting Minister of Railways at various times is also closely in touch with the Canadian railway situation.

300 Miles of Government Track

By ten o'clock on Saturday morning a telegram to the Department was on the wire digesting that Mr. Gutelius, General Manager of Government Railways, be instructed to arrange immediately to take up 300 miles of Government railway siding, and to also supply whatever track material was immediately available. With these instructions Mr. Gutelius, who had been called to Ottawa, left for Montreal on Saturday afternoon. He has already under movement to the seaboard sufficient material, including rails, tie plates, bolts, spikes and ties to equip one complete section of railway, including sidings. To enable the General Manager to do this, the Canadian Northern Railway, through Mr. D. B. Hanna, promptly came to his support with ten miles of spike material.

With the 300 miles from Canadian Government Railways as a start Mr. Cochrane at once got busy with the railways. Mr. E. J. Chamberlain, president of the Grand Trunk Pacific, happened to be in Washington and was able to meet the Minis-

ter in New York on Sunday. In the meantime Mr. Cochrane had been in consultation with Mr. A. C. Smith, president of the New York Central, and chairman of the Commission investigating the Canadian Railway situation, and as a result Mr. Cochrane decided that the first request to be made of the privately owned Canadian roads would be the taking up of the 220 miles of duplicate mileage in the mountain section between Edmonton and the Coast. For this distance the Canadian Northern Railway and the Grand Trunk Pacific parallel each other. Sir Henry Drayton, chairman of the Canadian Railway Commission, has approved of this.

Hon. Dr. Reid left for Ottawa on Saturday night to follow the matter there and has recommended to Council the granting to the Minister of Railways of power to order up existing rails and material wherever the investigating Railway Commission or the Dominion Railway Board may agree as to the practicability.

The Most Valuable Bull in Canada

"Lotus Laddie," the famous Ayrshire bull is now owned by the Agricultural College, and Prescott Blanchard, of Bible Hill, Truro. This bull is a brother of YJean Armour the Third," the noted 3-year-old Ayrshire cow which produced 21,938 pounds of milk and 945 pound of butter in 12 months, making the world's record for a 3-year-old cow. Lotus Laddie is one year old and is probably the most valuable animal ever imported into Canada. He was purchased from Mrs. Eardheart of Vermont.

Principal McKittrick, of the Lunenburg Academy, who was one of the teachers' representatives on the Advisory Board of Education of N. S. for several years has been appointed a member of the Board by the Provincial Government. It is understood that this honor has been conferred in recognition of the valuable services he has rendered the Province, as Secretary of the Advisory Board since its inception. We congratulate the principal upon his appointment, and the province upon securing the services of an educationist so well qualified for the office. Lunenburg Daily News, Dec. 15, 1916.

Montreal Gazette: From Yarmouth County, N. S., comes the announcement of the death of a citizen at the age of 104 years and five months. Senator Wark, who died a few years ago in his 101st year, lived in the Maritime Provinces, also, and made the journey to Ottawa when he was a centenarian. In the other parts of Canada there are likewise many old men and women who have lived long past the allotted span fixed by the Psalmist. This is a healthy country for the man or woman who has regard for nature's rules.

Frederick Palmer, the American war correspondent, says he is convinced that some day the German western line will be broken and that it is on that front the war will be decided. As proof that the Germans are becoming discouraged Mr. Palmer cites the fact that the British have 38,000 prisoners since the beginning of the grand offensive in July, while the Germans have taken only 3900 British. This means, he says, that the Germans surrender in batches when surrounded, while the British do not.

Not So Slow After All

Former Mistress—I would like to give you a good recommendation, Delia, but my conscience compels me to state that you never got meals on time. I wonder how I put it in a nice sort of way.

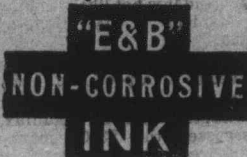
Delia—Yez moight jist say Oi got the meals the same as Oi got me pay.



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