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THE T. H. TAYLOR CO. LIMITED
CHATHAM, ONTARIO

OBITUARY

THOMAS W. MCGREGOR
The sad death of Thomas McGregor occurred at his home in Castles on the evening of the 2nd inst. The cause of his death appeared to be affection of the lungs brought on by a cold contracted about two years ago. Deceased was 38 years of age. Sociable and friendly in disposition he was beloved by all who knew him. He had a wide circle of friends and acquaintances as he had served for several years as cook in the lumber woods and stream driving and also for some time in the capacity of blacksmith. He leaves to mourn his loss; a wife; formerly Miss Fannie Shaddick of Williamstown one son Earl a boy of seven a mother; one brother Frank of Campbellton and five sisters, Mrs. Prince of West Newton, Mass. and Agnes of New York. Mrs. McCaig of Dorchester, Mass.; Lucy now in Alberta and Mrs. Murray of Scotch Settlement, N. B.

The funeral took place on Sunday the 4th inst. the Rev. Girdwood and Rolands officiating, interment being in the Williamstown cemetery.

SUSAN CULLIGAN
A feeling of sadness spread over the community on Sunday, Jan. 4th, when the death of Susan Culligan, daughter of the late Daniel and Mary A. Culligan, was known and many were the expressions of sympathy for the family in their bereavement.

Just at the beautiful Xmas season when joy reigns in every home; the heart of her loving mother; fond brothers and sisters is crushed with a wound that time alone can heal.

Her illness was borne with cheerfulness and perfect christian patience; Susan being a young lady of exceptional christian character.

The funeral which was very largely attended took place Tuesday afternoon Jan 6th from her late residence to the parish church, where a sermon appropriate to the occasion was delivered by the pastor Reverend Van de Moortel.

Just one year ago, her father was called to his eternal reward, and now her death occurring so soon after is indeed a hard trial for the family who have in this their hour of trial the sincere sympathy of all classes of the community.

Her relatives however, can find consolation in the thought that Susie was a good girl, and died a beautiful death and is therefore now enjoying the crown of glory promised to those who remain faithful to the end.

Her brothers are: Stanley, residing in Jacquet River, Harry, Special Agent C. N. R., residing in Newcastle and Dany at home. Her sisters are: Mrs. James D. Byrd, of Norton, Mabel Supt of Training School for Nurses Campbellton, a nurse graduate nurse, who attended her during her illness and Annie at home.

(Contributed)

The Proposal To Close The Straits Of Belle Isle

W. Hyndman, Charlottetown, P. E. I., has written the local press as follows: I am satisfied that no sane man having a personal knowledge of the conditions existing in the Gulf of St. Lawrence and Straits of Belle Isle would for one moment give favorable support to the proposal to close the Straits of Belle Isle, and thereby to cause a great change in climatic conditions in the Maritime Provinces.

Some years ago, when I was an assistant in the hydrographic survey of the Gulf of St. Lawrence and Newfoundland, working under the British Hydrographic Department, I spent two summers in the Straits of Belle Isle surveying those straits and the adjacent coasts of Labrador and Newfoundland. During those two seasons recording the currents of the straits our particular attention was given to and the action of this Arctic current.

We found that the flow of water from the River St. Lawrence, the Miramichi, and other rivers emptying into the gulf caused a continuous flow of the Straits of Belle Isle to be out to the Atlantic, and there was no current coming in. The consequence was that there was no flow of ice from the Arctic currents inwards through the straits, and in those two summers we only saw two small icebergs enter the straits, and they were driven by a heavy easterly gale which lasted three or four days. The fact is that the Arctic current which comes down along the Labrador coast and east coast of Newfoundland is so wide, deep, and swift that it pays no attention to the Straits of Belle Isle; besides the constant outflow of water from the gulf to the Atlantic prevents it having any effect.

To close the Straits of Belle Isle, would, in my opinion, have a disastrous effect upon the climate and inhabitants of the gulf coasts and Prince Edward Island. The ice of the northern part of the gulf is now carried out with the outgoing current of the straits, which, if closed, would remain in the gulf until late in the summer, and have an exceedingly bad influence upon the farming portions of those coasts. The Gulf stream which passes eastbound some 120 miles south of Nova Scotia and Newfoundland would not be affected in the slightest degree by the closing of the Straits of Belle Isle.

I sincerely trust that before the Canadian Government take any steps such as have been recommended, it will consult the British Hydrographic Office in London, where I am satisfied my contentions will be fully upheld.



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Wishing all a Happy and Prosperous New Year.

LeROY WHITE

Forty-One Years at the Throttle

Forty-one years of continuous service as locomotive engineer without one accident to mar his work is the remarkable record established by Mr. Lew Patrick of Revelstoke, B. C., and previous to October 31, 1919, an engineer operating trains out of Revelstoke on the mountain division of the Canadian Pacific Railway main line.

Mr. Patrick's record is one that it will be hard to duplicate. He is a man still hale and hearty and in full enjoyment of his strength and faculties but has decided to take a rest from the long strain of his railroad duties.



MR. LEW PATRICK.

He is one of the pioneers who came west with the railroad and developed as it developed. Starting with the Canadian Pacific at St. Boniface Manitoba, when a young man of twenty-five years of age he passed successfully through the occupations of brakeman, conductor, fireman, and engineer during the first year of his service. His first engine was one of the old, wood-burner type and he has seen railway motive power develop from that stage through coal burners of various grades to the latest type of oil-burning mogul. As engines developed Mr. Patrick kept pace and operated them as fast as they came.

He was working on construction trains in British Columbia, and was present at the summit when Lord Strathcona drove the last spike that linked the Atlantic with the Pacific ocean. Since then Mr. Patrick has been driving engines on the mountain sections. From June, 1896 to the spring of 1918 he was driver on the fast Imperial Limited passenger trains. On those alone he has carried tens of thousands of passengers in safety. Perhaps no one man in the service of the great railway company has carried more people than he has. Long before he retired from active service his reputation as the safest engineer of the whole country had gone abroad. People liked to know they were to be drawn by Lew Patrick, because it meant that the chances of accident had been reduced to the minimum. Though the Canadian Pacific Railway Company points with pride to its own wonderful record in protecting the lives of its passengers, and its own reputation in this regard has always been very high among railroad men and the travelling public, yet to know that Lew Patrick was at the throttle was added assurance to those who knew.

Mr. Patrick is an example of the splendid type developed by the railroad service. His duty to his company and his passengers was his governing influence. The Canadian Pacific Railway Company through the whole range of officials and employees, presiding to the new mountain line, pride in the record of this veteran engineer.

Mr. Patrick was born in South Berwick, N. B., and followed the same occupation until he went west to railroad. He was married in 1894, and has three children, Miss Jean and Mrs. Jean Patrick of Vancouver, and Mrs. E. Boyce of Calgary, Alberta.

L. V. K.



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