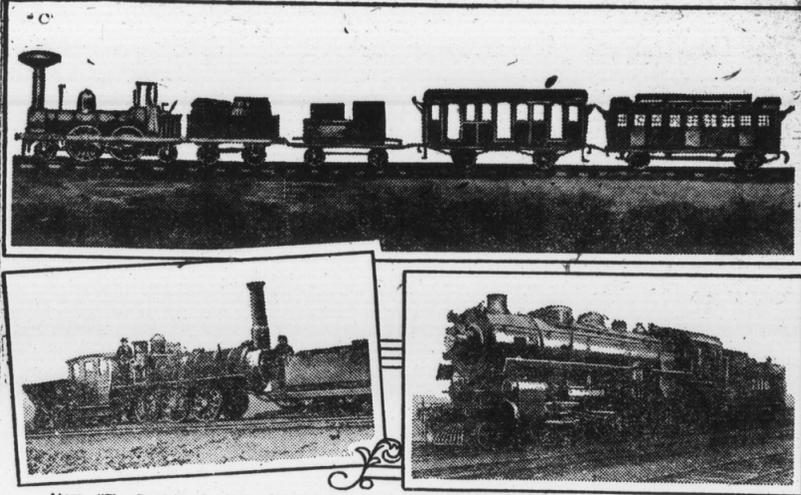


An Interesting Bit of Railway History.



Above, "The Dorchester." Left, the "Sampson," another early train, used at Alban Mines, claimed to be the first locomotive used in America. Right, one of the most modern of locomotives, as used by the Canadian Pacific Railway in passenger service.

THERE has been considerable speculation as to what the first railway train to be run in Canada really looked like. People have exercised their imagination considerably in drawing what they thought it looked like but the most authentic and reliable picture that has been preserved is the one reproduced above. The original is the property of Mrs. A. J. Wight, of St. Johns, Que., who has kindly permitted it to be photographed and reproduced. It was drawn from careful sketches of the original engine and cars, and can be depended upon as giving an exact outline of Canada's first train.

Interest centres in the engine which was named "The Dorchester." It is described as follows in Wislaw's "Railways of Great Britain and Ireland":—"Cylinders, 9 in. in diameter, 14 in. stroke. Drive wheels, two pair coupled, 48 in. diameter. Length of boiler, 78 ins., and 37 ins. in diameter. Length of fire-box 18 1/2 ins., width 43 ins., depth 28 ins. Total weight of machine in working order, 12,544 lbs. The cost of the engine was £1,500.

The Dorchester was built in Stephenson's works, Newcastle-on-Tyne, and came to her destination via New York City, the Hudson River, Lake Champlain and the Richelieu River, being transported on a barge. In after years she was rebuilt, fitted out with a funnel, a cab, a bogey truck and a cow-catcher. She finished her days in the service of the Lanorale and Industry R.R., running between Lanorale and Joliette, Que., and when this railroad was absorbed by another the Dorchester was ruthlessly broken up for scrap.

With this engine the first railway in Canada, the Champlain and St. Lawrence Railway, running between St. Johns and Laprairie, Que., a distance of 14 1/2 miles, began operations on July 21st, 1836, when it was formally opened by His Excellency the Earl of Gosford. Owing to an accident to the engine a few days prior to the opening, it was thought safest to attach only two cars to it for the opening run. In these the more distinguished guests rode while

the balance of the 300 persons who participated in the function were transported from Laprairie to St. Johns in cars drawn by horses. The rate of speed was low, but did not disappoint those who had depended upon the terms of the prospectus of the railway which promised to transport passengers at "the unprecedented speed of 10, 12 and even 15 miles per hour." On the day following the opening the engine covered the distance between its two terminal points in thirty minutes.

The road had a five feet six inch gauge, the rails were of wood with iron strips laid on top of them, and the rolling stock of the railway consisted of one engine, four passenger cars and twenty freight cars, with a capacity of about ten tons each. The cost of each passenger car was about £1,000 and the cost of the road itself was estimated at £33,500.

Commenting on the significance of the opening of this Canadian railway, the "Montreal Courier," of July 23, 1836, a copy of which is preserved among the files of the Mechanics' Institute of Montreal, said:—"The completion of this new and admirable mode of communication between the above water (the St. Lawrence and the Richelieu) is the first event of the kind that falls to be recorded in the annals of this province, and judging from the onward march of the spirit among us, it may be considered only the first of a series of railways that will be the necessary auxiliaries to our noble lakes and rivers in fostering the vast commerce of which this province is destined to be the seat."

As one reads this prophecy, looks upon the crude train pictured above, and then considers the size, power, speed, luxury and convenience of railway facilities over Canada's forty thousand miles of railway to-day he realizes with what rapid strides railway developments in Canada have proceeded since that memorable day, July 21st, 1836, when the first railway in Canada was officially opened.

Women and Home

MEMORIES OF CAMP
Camp is not without joys or sorrows, Days of play or days of work; And somehow at camp you learn To do your share and not to shrink. Camp is now but a memory, but those who have reaped a goodly share of the camp's harvest will know that there are several kinds of memories—the vivid, the periodical, and the everlasting. A proper mixture of these memories forms an ideal memory that will live through the ages of time such as no memory on earth has ever yet or ever will do.

During camp every girl manufactures this mixture in qualities according to the quality of her mental, physical, spiritual and intellectual abilities. Only the right amount will make an ideal C.G.I.T. girl's memory.

Perhaps one of the most vivid memories of a teen age girl is sport. By sport I mean the fair and square game that means so much to the future life of every girl, for— With plenty sport and plenty vim, One cannot follow the path of sin. Why does pleasure and fun linger so vividly in young people's lives that wherever they go they are their shadow friend? Just because Jesus, realizing the nature of childhood, mapped out this partial route for their life's work. This road is longer than the one which Jesus travelled as people of the present age need a longer time to find the right road leading to the main road of life. Jesus must have found it at twelve years of age, for he not only asked the priests and scribes questions, but told them things of which they knew nothing whatever.

If we find the path of sacrifice, kindness and love early in life, we will be able to break through the periodical memories of sin and ungodliness and remember only those things which shall guide our future life, for memory is like a compass— A new one will guide you in sunshine, An old one in sunshine or rain. But when we have nothing but rain We wish for the old one again.

Very few are privileged with an everlasting memory in this world, but in the world beyond the sunset we believe that our memory shall never fail us and we shall remember all the good that we did on earth and wish that we had done more. When the pearly gates shall open and the people from far and near stream through, then shall we recall old friends long forgotten in the fruitful struggle for righteousness. Then shall we behold on a throne more dazzling than the sun our strength in life, our friend in death, and before our eyes forever our eternal Father.

—Gena Merle Way.

KITCHEN SCISSORS
Our housewife always uses a scissors to trim the rind from ham or bacon. She finds this plan superior to using a knife.

POLISHING
Velveteen pad is an excellent polisher for glass, metal and linoleum as well as for shoes. It gives a good finishing touch to newly-polished furniture, whether cream, paste, or oil has been used.

CLOTH LINES SILK COATS
A silk coat lined with cloth is a New York fancy this season. The silk exterior is invariably in a dark tone, such as navy or brown; thus the gaily lined lining is the more effective.

CLEANING SUEDE GLOVES
When cleaning suede gloves, put them on and fasten them. Rub all over the surface with dry oatmeal. This should be done over a tray or newspaper. Sometimes benzine is used when the gloves are very dirty, but it is wise to avoid anything so inflammable.

FISH AND POTATO SALAD
Add two cups cold boiled fish that has been freed from skin and bone and flaked, to a tablespoon chopped chives, two cups diced, cold potatoes, two chopped hard boiled eggs, one-half cup minced white celery leaves, pepper, salt, the juice of an onion and just enough French dressing to moisten the salad. Rub the inside of the salad bowl with a cut bud of garlic before putting in the salad. Garnish this salad with egg and olive rings. It makes a hearty salad which is especially good for a luncheon dish.

WASHING CREPE DE CHINE
Prepare a soapy lather with pure white soap or soap flakes and hot water, reducing the temperature after the soap has melted. Plunge the garments in to the lather and squeeze in and out, but do not rub them or the silk will crack in tiny faint streaks. Rinse in several lots of warm water, to which a little has been added. Soap has a way of sticking to silk, so the first rinsing water must be quite warm. If too cold the soap will form into suds, and will refuse to leave the material until plunged into hot water. Iron while still damp, covering the material with a thin piece of cotton to avoid marking or turning the fabric yellow.

Uncle Josh says women are like automobiles. Both need painting frequently. Both have different speeds, and both cause trouble. The only difference is that an automobile occasionally runs out of gas.

You can generally tell how good a housekeeper a woman is by the amount of dust on the family Bible.

DISCREDITED? SOMEWHAT!!
"Why keep up this rumpus about bootleggers? The sale of wine and beer in Government Dispensaries or Standard Hotels, would cut the ground from under them. It would satisfy the moderate drinkers, without permitting drunkenness—for it is hard liquors that make drunkards."

Thus say some really fine folk. The only drawback to their scheme is that it was tried for a few thousand years—and it didn't work. It's a fair guess that these vendors of the Wine and Beer panacea, went to school before Scientific Temperance was on the curriculum.

The Difference.
What is the difference between Wine, Beer, Ale, etc., and Whiskey, Rum, Brandy, etc.?
The first are fermented drinks, and the second, distilled liquors.

The first case of drunkenness of which we have any written record, is to be found in the 9th chapter of Genesis—"And Noah began to be a husbandman, and he planted a vineyard, and he drank of the wine and was drunken." It was not whiskey that tripped up this good man; it was wine.

Yes, to say the least of it, the backers of fermented drinks as an antidote to drunkenness, are not Bible students. Let them turn over to 1 Kings 20, where a little company of less than 8,000, put to route a huge army, officered by 32 Kings.

Why?
Because "Benhadad was drinking himself drunk in the pavilions—he and the thirty and two kings that helped him"

On beer, gin and rum?—no, nothing but wine.

"Wine Is a Mocker"
The liquid refreshments at the feasts of Ahasuerus and Belshazzar, were all fermented. Seven hundred years before the coming of Christ the tribe of Ephraim had become so sodden with drink, we are told, that even "the priests and the prophets were swallowed up of wine; they err in vision; they stumble in judgment."

Down through the ages secular history shows society riddled by the debasing, destroying influences of fermented drinks. If Alexander the Great had not been conquered by the wine he might have conquered the world.

Rome in the middle ages came to ruin through drunkenness and lust. The descriptions of Roman feasts are unreadable.

Gin? Rum? Brandy?
No—nothing but fermented drinks.

The Unhappy Discoverer.
Who says all this wreck of character and ruin of soul was wrought by fermented drinks?
The inexorable facts of history say so—for the first drops of distilled liquor ever produced was manufactured in 1541.

Here is the story of it:
One Bombastes Paracelsus—an Italian chemist—was, like so many scientists of his day, seeking to discover "the Elixir of Life," which would enable man to live indefinitely. Amongst other liquids, he experimented with wine. In the course of his labors he produced distilled spirits. Loudly he proclaimed to the world that he had found the Elixir.

Enamoured of this decoction, Paracelsus became a slave to it. One day they found him dead alongside his barrel of "Elixir"—the Elixir of death.

Simple Arithmetic.
Now subtract 1541 from 1924, and what do you get?—383—Only 383 years since the world knew distilled or hard liquors!

All the records of drunkenness—the sodden misery—the hideous crime and debauchery that history lays at the door of Alcohol, from Noah's day up to 383 years ago, grew out of fermented, not distilled liquors.

SHALL WE TURN DOWN THE O.T.A. FOR THIS DISCREDITED REMEDY?

Is Britain Going Dry?
In an article in a recent issue of "The Century," Charles Edward Russel gives us a cheering picture of temperance progress in the Old Land. They have still a long way to go to catch up to this continent, but history demonstrates that once started they usually beat all competitors.

Mr. Russel says:—"Which the British Parliament is in session, hardly a day passes without discussion, or mention, of the Prohibition issue; and from hour to hour across the debate grows the shadow of an obnoxious unnessness. Like a graveyard whistle sounds now the once confident assurance that Britons never, never will suffer life without beer; while 207 societies in England alone, are working for Prohibition."

War Measures
Mr. Russel points out that during the war the British Government cut the Brewers' allowance of grain down by one-half.

It did not say to the Brewers "You have got to make weak beer"—though that was the intention lying back of the order.

But the Brewer saw that the only way in which he could supply the trade was by watering his output. And this he did, until, as Mr. Russel puts it—"It became about as potent as lemonade."

"Of course a section of the British workmen uttered a wail of wrath. Government responded, first with a threat to take over the whole drink business, from hop-stick to bar... and then with reminders about the grain shortage. Was the nation to go without bread that the old-time kick should be restored to the drinker's can?"

Hits the Old Boozers
"Before the war," says Mr. Russel, "English public houses might open at 5 o'clock in the morning and remain open till midnight, or in some places till an hour later.

"To-day they cannot open until 11.30 in the morning. At 3 p.m. they must close for two hours and a half. From half past five they can remain open till 10.30 at night. This means eight and a half hours for the selling of liquor as against 19 or 20 before the war."

The Morning "Tot"
"Formerly working men had a habit of stopping at a saloon on their way to work of a morning and drinking a mixture of hot coffee and spirits, or hot spirits alone. The new hours cut off that libation.

"Formerly many working men had a habit of sitting late in the saloons, more commonly on Saturday and Sunday nights. Now 10.30 comes, and the house closes before they have a chance to get much fuddled on a drink that has only four per cent. or less of alcohol. In truth it is less than half as strong as it used to be."

Got Their Eyes Opened
Why have these radical war changes been continued?
Mr. Russel says—and conclusively proves it—that the war throes such a glaring spotlight on the appalling losses the nation was suffering from the drink habit, British statesmen were shaken out of their complacent attitude towards it and became convinced that beer and efficiency are at permanent logger heads with each other.

Now they reason that if efficiency was needed to win the war, it is equally needed to life the nation out of its slough of debt, and restore its old commercial supremacy. So the war regulations stand.

Ramsay MacDonald and Lloyd George are at heart Prohibitionists—so are most of the prominent Labor leaders.

Is the Mother Land heading for Prohibition?

SOUTH HASTINGS RESULTS
In the School Inspectors of South Hastings, Belleville and Trenton, out of 417 candidates for entrance to high school 267 passed. In Belleville 138 were candidates and 129 passed. In the rural schools 170 were candidates, of whom 135 were successful. Deseronto sent up 29 candidates and passed 29, while Trenton passed 65 out of 70. In Belleville schools Principal M. W. Mott of Queen Victoria sent up 23 candidates, all passing. King George School, of which Col. D. Barragar is Principal, passed 27 out of 28.

HOTELMAN OF 27 YEARS IS DEAD AT HASTINGS, ONT.

The death took place in Hastings, Saturday, of Oscar B. Spellman, in his sixty-second year, following a lingering illness. Mr. Spellman was born in Bobcaygeon, and served on a Toronto ship in his early days, following up the same work for a time at Napance. About 37 years ago he went to Hastings, where he carried on business at the Clarendon Hotel, Front Street, until a year ago. He is survived by his widow, two sons and one daughter, William A. of Oshawa and Dr. J. A. of Kitchener, and Mrs. J. Swan of New York City.

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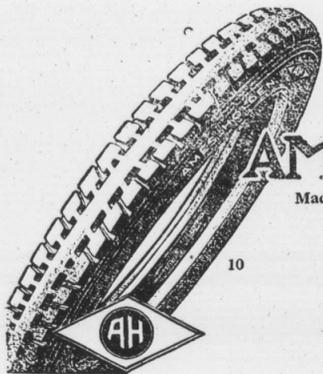
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DO YOU THINK?

Do you think it would make any difference to me
If your features were any less fair, And your figure was plump and your feet were too large?
Little girl, do you think I would care?
Would it matter to me if your gait was a shock, And the language you used was not good?
Would I love you the less in a calico frock?
Sweet baby! You bet that I would!

—Leggo Morden.