

## Perfect Pictures

from every negative—that's your guarantee when you bring or mail your films to

**Cairncross**  
in Chemists

216 Dundas Street, Phone 880.  
Experts in KODAK Photography. J. 25, 30.

### ST. MATTHEW'S PICNIC

Had Enjoyable Outing at Springbank Park.

The annual picnic of the St. Matthew's Sunday school held Tuesday afternoon at Springbank Park was a decided success in every respect. 225 attended.

The following are the race results: Infant boys—1. Jack Southcott, 2. Billy Edwards, 3. Clifford Sinclair.

Infant boys and girls—1. Phyllis Kell, 2. Bill Southcott, 3. Jimmy Wake. Girls, 7 to 10—1. Florence Caddy, 2. Anna Bere, 3. Elsie Jones.

Boys, 11 to 14—1. Stan Smith, 2. George Sinclair, 3. Bobby Hooke. Girls, 11 to 14—1. Grace Gramlich, 2. Kathleen Westlake, 3. Anne Gowden.

Boys, 15 to 18—1. Harry Gramlich, 2. Elmer Jones, 3. Sam Smith. Girls, 15 to 18—1. Helen Kenzie, 2. Dorothy Bowden, 3. Annie Bowden.

Boys, 19 to 21—1. Oscar Williams, 2. Geo. Caddy, 3. Jim Bere. Girls, 19 to 21—1. Margaret Jones, 2. Dorothy Bowden, 3. Hazel Jones.

Boys, 22 to 24—1. Harry Tamblin, 2. Jim Sharpe, 3. Oswald Evans. Girls, 22 to 24—1. Alice Gramlich, 2. Pearl Kemp, 3. Olive Bellier.

Boys, 25 and over—1. Leonard Lucas, 2. H. Tamblin, 3. J. Sharpe. Girls, 25 and over—1. Pearl Kemp, 2. Alice Gramlich, 3. Kathleen Westlake and Grace Gramlich.

Boys' three-legged race—H. Tamblin, 2. A. Sharpe, 3. J. Bere and A. Williams. Time race—1. Bobby Spence, 2. J. Jones.

Balloon race, for boys—1. A. Williams, 2. A. Owens. Balloon race, for girls—1. M. Kemp, 2. C. Parker.

Jackey race—J. Sharpe and A. Evans; Williams and O. Bere. Egg and spoon race—E. Phillips, 2. M. Jones.

Clothes peg race—1. M. Kemp, 2. B. Jones. The following were the members of the sports committee: Rev. H. B. Ashby, Mrs. Cook, C. Hill and R. Parker. The judges were: Mrs. J. Bruce, J. Henderson and A. Henderson.

### FISHER'S GLEN TRIP

London Motor Club Members Asked to Transport "Y" Boys to Camp.

C. E. Bernard, secretary of the London Motor Club, informed The Advertiser this afternoon that he was asking the members of the club for the use of their cars to take the boys going from London to Fishers' Glen camp, near Port Dover. Any men wishing to make the trip and take a load of boys should inform Mr. Bernard, secretary of the London Motor Club, at 100 Dundas street.

The trip will be made via Woodstock and Simcoe to Port Dover. The camp is only four miles from Port Dover. The distance is estimated at 75 miles.

For Better Results Make Today's Salad With

## APROL

And Note the Improvement.

## ROMION DAY CELEBRATION

## PORT HURON

## A Record-Breaking All-Day and Night Holiday Whirl!

## HAIR-RAISING AIRPLANE STUNTS—REGATTA RACES—SIDE-SPLITTING WATER

## SPORTS—BABY SHOW—BOARD WALK CARNIVAL—BASEBALL—BRILLIANT FIREWORKS—CLEVELAND AND LONDON BANDS.

## GALA DAY PROGRAM

## Official opening Lake Erie Fishermen's Association convention.

Addresses by Hon. F. C. Biggs, provincial minister of public works, and others, on L. & P. S. board walk. London G. W. V. A. brass band.

11 a. m.—Review of decorated Canadian and American tug of Lake Erie fishing fleets, proceeding from the harbor WESTWARD ALONG SHORE, 1 1/2 miles.

2 p. m.—Pound net boat race for trophy; course, from harbor, mile west, within view of beach and return. Band concert on beach.

2:30 to 3:15 p. m.—Death-defying airplane "stunt" flying with wing walking and landing gear acrobatics by Capt. H. Ayres, R.A.F., and Harry L. Fitch, R.F.C. Free tickets to L. & P. S. Cafeteria, Bathhouse, Incline Railway, Japanese Tea House and other attractions to be thrown to crowds from aeroplane.

3 p. m.—International championship baseball game, Cleveland, Ohio, Police vs. Manhattan, leaders of London Inter-Club League. A red-hot battle staged on Cleveland's challenge. Cleveland's challenge. Cleveland registered only defeat suffered by Clevelanders last season. Concert by Cleveland brass band. Lake Erie Fishermen's Association regatta sports off L. & P. S. board walk. Steam tug and gasoline boat contests, net laying and lifting speed competitions.

3:30 p. m.—Baby show, Inverleith Heights.

Three valuable silver cups and other prizes to be awarded in the following events:

Best baby, either sex, under two years.

Best baby girl, under one year.

Best baby boy, under one year.

Best twin babies, either sex, under two years.

Heaviest baby boy, under one year.

Heaviest baby girl, under one year.

Best dark-eyed baby, under two years.

Best blue-eyed baby, under two years.

4:30 p. m.—Aquatic sports at L. & P. S. Bathhouse.

Swimming race, open to crews of fishing tug and boats, 100 yards, from boats and return to docks. Prize donated by Lake Erie Fishermen's Association.

Swimming race (ladies), open, 100 yards. Prize donated by Lake Erie Fishermen's Association.

Swimming race, ladies and gentle duck race (open). Prize donated by Lake Erie Fishermen's Association.

Diving from greased pole, open to ladies and gents. Prize donated by Lake Erie Fishermen's Association.

FAST, FREQUENT, SPECIAL L. & P. S. R. SERVICE

ADULTS, 50c

CHILDREN, 25c

## THOSE STREET RAILWAY PASSES

Manager C. B. King Explains Why Hydro Employees Now Have To Pay.

The following statement relative to the issuing of free tickets by the London Street Railway was handed into The Advertiser today:

"As there seems to be much dissatisfaction over the recent order of the Ontario Railway Board cancelling certain pass privileges heretofore enjoyed by some certain city officials, as well as some persons outside the official circle, Manager C. B. King stated today that the board's action found the number of free tickets being used to be excessive, and upon further inquiry it was found that some forty or fifty hydro and water department employees were riding free on badges, thereby claiming that they were entitled to ride under the bylaw as 'water inspectors.' It being quite obvious that the number of water inspectors could not be reasonably increased from two to such a number in a few years time, this claim could not be considered valid by the board."

"It was also found that many others, the exact number being unknown, were riding free as health inspectors, license inspectors, and so forth. It seemed that many people could get most any kind of a badge and obtain free transportation. The board would not be won in such a way as to be fully exposed to everyone, which is the proper purpose of a badge, but would be carried in a pocket or under the lapel of the coat, and so briefly exhibited that impostors could not be detected."

"The use of badges having thus demonstrated their ineffectiveness, the board requested of the mayor a list of the names of city officials and persons according to the bylaw and passbooks for such were so supplied. The present making the use of badges invalid for transportation does not require that they be taken out of the hands of those who have them. Those having the free-ticket passbooks, 10 to 12—Oscar Williams, 2. Geo. Caddy, 3. Jim Bere. Girls, 10 to 12—1. Margaret Jones, 2. Dorothy Bowden, 3. Hazel Jones. Boys, 12 to 14—1. Harry Tamblin, 2. Jim Sharpe, 3. Oswald Evans. Girls, 14 and over—1. Alice Gramlich, 2. Pearl Kemp, 3. Olive Bellier. Boys, 14 and over—1. Leonard Lucas, 2. H. Tamblin, 3. J. Sharpe. Girls, 14 and over—1. Pearl Kemp, 2. Alice Gramlich, 3. Kathleen Westlake and Grace Gramlich. Boys' three-legged race—H. Tamblin, 2. A. Sharpe, 3. J. Bere and A. Williams. Time race—1. Bobby Spence, 2. J. Jones. Balloon race, for boys—1. A. Williams, 2. A. Owens. Balloon race, for girls—1. M. Kemp, 2. C. Parker. Jackey race—J. Sharpe and A. Evans; Williams and O. Bere. Egg and spoon race—E. Phillips, 2. M. Jones. Clothes peg race—1. M. Kemp, 2. B. Jones. The following were the members of the sports committee: Rev. H. B. Ashby, Mrs. Cook, C. Hill and R. Parker. The judges were: Mrs. J. Bruce, J. Henderson and A. Henderson."

## TENDERS ARE HIGHER THAN WAS EXPECTED

Board To Be Asked To Meet Today To Accept Lowest.

All tenders on additions to Ealing school submitted to No. 2 committee of the board of education Tuesday proved to be considerably higher than the estimates for the work. The lowest one was that of John Petherborough, \$50,367, while the estimate was only \$78,000.

The board of education will be asked to hold a special meeting today, and accept this tender. The city council will then be approached and asked for permission to transfer sufficient departmental account to that for Ealing. The cost of work in the northeast section of the city was estimated at \$35,000, whereas the actual cost will be only about half that amount. The members of the committee thought the council would make no objection to a transfer of this kind.

"The architect for the school building was now considerably too low, owing to increase in the price of materials."

**BANK CLEARINGS**—The bank clearings for this week were \$2,084,925. For the same week last year they totalled \$3,152,035, a decrease of \$1,067,110.

### EMIR FEISAL AT ALEPPO

Constantinople, June 30.—Emil Feisal, King of Syria, is visiting Aleppo, where a conference is reported to be in progress between representatives of the Arabs, French and Turkish Nationalists. The settlement of various boundary disputes and arrangements for an armistice are being discussed.

## VETERAN ENGINEER DIED ON TUESDAY

William Goulding Had Envious Railroad Career.

## BORN IN ENGLAND

Piloted First Engine Built by Grand Trunk.

William Goulding of 563 Hill street died at his residence Tuesday afternoon. Mr. Goulding was a retired railroad engineer, and was undoubtedly the oldest railroad engineer in the city. He was born in England, and came to Canada in 1860. He was the first to pilot the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.

Mr. Goulding was born in England, but came to this country when a young man. He later returned to the Old Land for a few years, and during that time worked on the railways in Ireland. While overseas he had the honor of piloting royal trains, including the one which carried Queen Victoria to Quebec and for years he made his home in Montreal. He saw the late King Edward through Canada on his tour in 1860. The engine was the first to be built by the Grand Trunk Railway, Mr. Goulding's father, Thomas Goulding, superintended the building of this engine, which, upon completion, was operated by his son.