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*The Borden Co. Limited*  
MONTREAL



*Send for Free Recipe Book*

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Wherever  
the Recipe  
Calls for  
Milk*

**MILK**

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## CHOOSING NAMES FOR RAILWAY STATIONS IS SOMETIMES A RATHER DIFFICULT TASK

Montreal, Jan. 10.—While it is generally recognized that the man who names Pullman cars has his own difficulties in finding names which fit with those that have gone before, the man who names stations on new branch lines, at least insofar as the Canadian National branch line from The Pas, Manitoba, toward Hudson Bay is concerned, had some of those difficulties solved for him. When it came to naming Pullman cars, the average man is tempted to wonder where some of the names come from, though the same difficulty does not apply in the case of Canadian National Railways sleeping cars, which are owned and operated by the company on its lines in Canada.

The series of all-steel sleeping cars which have been placed in service on Canadian National lines during recent years have been given names both easy of pronunciation and of remembrance. For instance, names of towns and cities along the route traversed by the famous International Limited were applied to all-steel sleepers which were placed in service both on that and on other Canadian National routes. For the new Confederation train equipment, the names of the Fathers of Confederation were used. When it came to naming the radio equipped observation library cars which are used on the transcontinental and other trains of the system, it was decided to commemorate the various forts which have figured largely in the history of Canada, so each of these modern cars was named after a fort.

Sometimes the selection of station names, however, is a difficult matter. Local nomenclature can be followed at times, but not always, for the Post Office authorities of the Dominion must be considered, in order that the name given to any new station or siding shall not conflict with that of a post office already existing elsewhere in the Dominion. In naming the stations from The Pas to Kettle Rapids, the names of pioneers, explorers, Hudson Bay officers and Hudson Bay ships were followed and local names were adopted wherever feasible. As a result, the stations from The Pas, mileage 0.00 are as follows:—

Mileage.  
8.07—Tremandam, after the founder of the Pas Herald.  
13.64—Orok, after the first representative in the Legislature.  
21.71—Finger, after a pioneer lumberman, "Father of the town of The Pas."  
30.08—Cormorant, after a local lake.  
37.51—Halcrow, after a Hudson Bay officer who spent his lifetime between Le Pas and Hudson Bay whose sons are still engaged in the fur trade.  
45.40—Budd, after an Indian missionary, greatly revered in the district.  
54.68—Larose, after Dr. Arthur Larose, physician to the Indians of this district for many years.  
62.26—Dyce, after a village in Scotland.  
70.52—Norris, after Hon. T. C. Norris, former Premier of Manitoba.  
19.34—Bracken, after Hon. John Bracken, present Premier of Manitoba.  
82.00—Wekusko, instead of "Hero Lake," Wekusko being the official name of this lake.  
86.50—Bird, after present Federal Member of Parliament for Nelson.  
93.50—Turnbull, after Thomas Turnbull, engineer, Maintenance of Way, C. N. R., Winnipeg.  
101.57—Tyrrell, after a well-known engineer and explorer of the Hudson Bay country.  
107.44—Penton, after the Dominion Land Surveyor, who worked in Manitoba.  
114.43—Button, after an early Hudson Bay navigator.  
122.43—Winston, after Rt. Hon. Winston Churchill.  
129.06—Pipun, the Cree Indian word for "winter."  
136.23—Wabowden, after W. A. Bowden, late Chief Engineer, Dept. of Railways and Canals.  
142.15—Medard, after Medard des Grosseillers, early French explorer of Hudson Bay, contemporary with Radisson.  
148.97—Lyddal, after William Lyddal, Governor of Rupert's Land for the Hudson Bay Company, 1670.  
158.42—Robson, after the first English writer on York Factory.  
164.54—Earchman, after a Hudson

Bay Railway engineer.  
171.33—Perouse, after La Perouse, French admiral who captured Fort Prince of Wales in 1782.  
178.11—Hearne, after Samuel Hearne who, as Hudson Bay Governor at Churchill surrendered Fort Prince of Wales to La Perouse.  
184.39—Thicket Portage, local name.  
192.26—Leven, name of locality when railway constructed.  
200.44—Sipiwek, after Sipiwek Lake.  
212.52—Matago, the Indian name for Limestone—the railway crosses the Limestone River.  
213.77—Pikwitonei, after a local river.  
218.85—Bridgar, after John Bridgar, former Governor of Hudson Bay post at Port Nelson.  
231.10—Ellice, after one of the men who was active in bringing about union of the Hudson Bay and North West fur companies.  
236.80—Arnot, after William Arnot, for 14 years in charge of railway water supply.  
250.00—Linklater, after a H. B. C. employee who was in charge of Reindeer, Lake Post and who was prominent in the dispute with the North West Co.  
259.70—Garraway, after Garraway's Coffee House, London, where the first sale of H. B. Company's furs was held in 1671.  
269.20—Munck, after Captain Jens Munck, Danish discoverer of Churchill River in 1619.  
276.40—Landing River, name of stream in vicinity.  
286.00—Ilford, after Ilford, England, named at the request of Sir Frederick Wise, M. P.  
259.90—Nonsuch, after a Hudson Bay ship of 1619.  
304.00—Wavero, after Hudson Bay ship of 1688.  
311.30—Isham, after the Hudson Bay Governor of Fort York, 1754.  
319.00—Luke, after Luke Clemons, mail carrier and well-known trader along the Hudson Bay Railway, who is a nephew of Mark Twain.  
327.70—Gillam, after Zachary Gillam, a British-American from Boston, who was one of the early traders in the Bay area and whose son was made a prisoner by Radisson.  
333.90—Kettle Rapids, after the rapids at this point.

## N. B. MURDER SUSPECT HELD IN MONTREAL

(Montreal Star.)

Avard de Marchant, farmer, held by the R. C. M. P. in connection with the murder of Edward E. Armstrong, of Perth, N. B., refused to commit himself when questioned on his sudden disappearance from Perth following the finding of Armstrong in his barn, his head battered in by farming implements on December 30 last. Commissioner E. C. P. Salt, head of the provincial police department and formerly attached to the R. C. M. P. at Montreal, is in the city investigating.

The police hit on the Montreal clue when the mother of de Marchant dropped the information that her son had wired her for money. The telegram was produced at the inquest. It declared that de Marchant was ill in a Montreal Hospital from blood poisoning and was in need of money.

According to the police de Marchant had been sought for some time for different offences he is said to have committed in Maine. E. C. Morgan, assistant police commissioner in Fredericton, in his report stated that Mrs. de Marchant, wife of the man held in Montreal, was for some time housekeeper at the Armstrong farm. A change of housekeepers was decided upon and Mrs. Fannie Flannery was placed in charge before the murder was discovered.

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23 York and George Sts.  
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26 Charlotte and Westmorland Sts.  
27 King and York Sts.  
28 Saunders and fork Sts.  
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34 Queen and Carleton Sts.  
35 Brunswick and Carleton Sts.  
36 Charlotte and Carleton Sts.  
37 George and Regent Sts.  
38 King and Regent Sts.  
43 St. John and Aberdeen Sts.  
44 Queen and St. John Sts.  
45 Brunswick and St. John Sts.  
45 Brunswick and St. John Sts.  
46 Charlotte and St. John Sts.  
51 King and Church Sts.  
52 George and Church Sts.  
53 Union and Church Sts.  
54 Shore St. and University Ave.  
55 Brunswick St. and University Ave.  
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