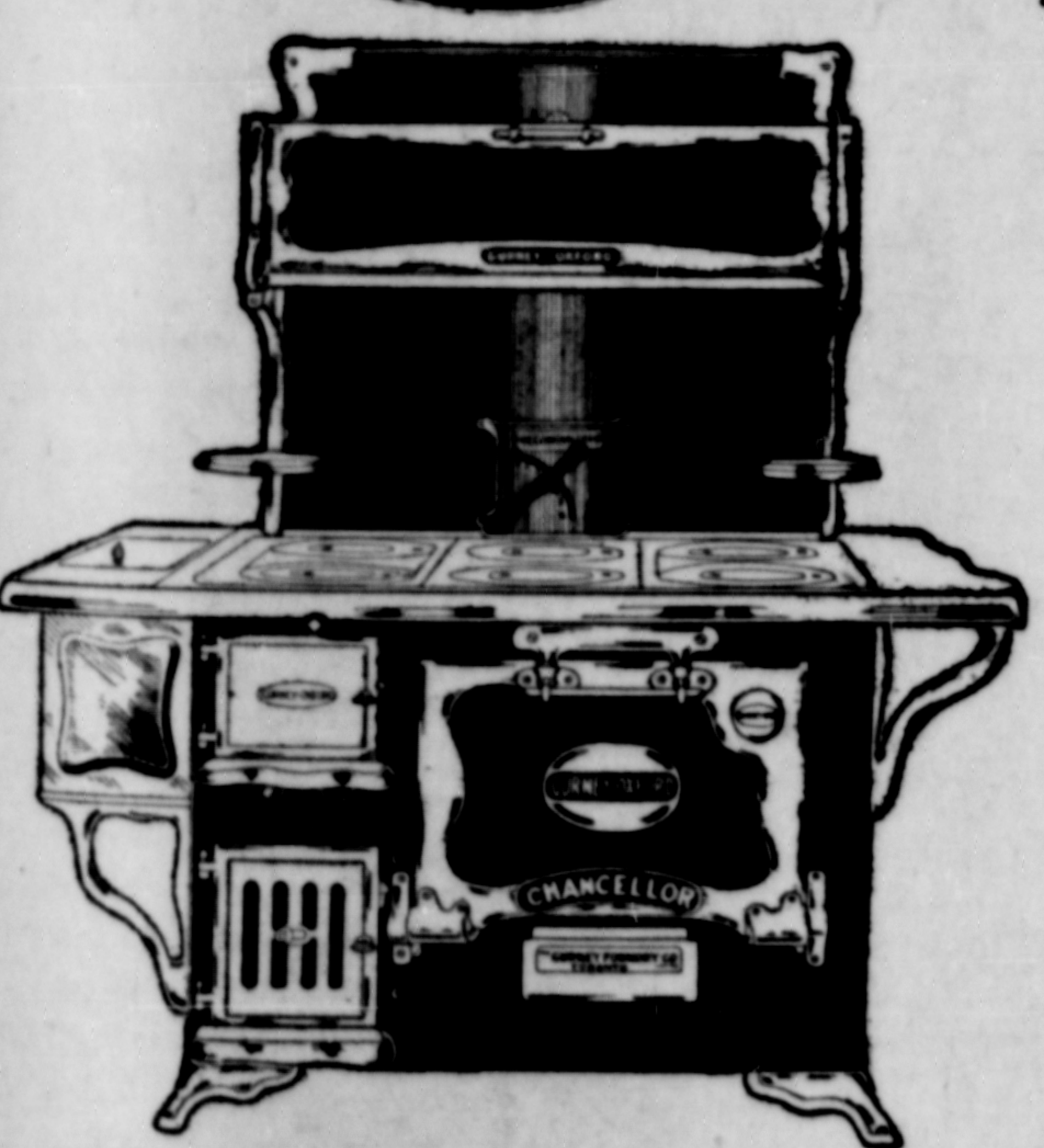


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**Oven Results From A Gurney-Oxford Range**

The value of a stove to a woman is measured by the successful results in cooking obtained from the oven. With this primary object in view, stove experts have invented means of absolute control over the distribution of heat to every part of the range.

The Gurney-Oxford is constructed with a Divided Flue that carries the heat to the back of the stove through two different divisions. By this scientific arrangement the two back lids of the stove are given equal cooking value and the oven is thoroughly surrounded by a steady even heat.

With a Gurney-Oxford, it is never necessary to open the oven door several times during the baking of a pan of biscuits to turn them around next the heat.

Biscuits, pastry, cake, or bread all bake evenly, rise evenly, and brown evenly without any attention whatever from the cook.

A simple device aptly called the Economizer regulates the exact temperature of the oven by moving a small lever around a series of six notches. A woman soon learns the important value of each notch, one of which immediately checks the hottest fire and keeps it low until she requires it again.

A wonderful cooking reputation is made and lived up to through a Gurney-Oxford range.

**Fred Stork - 2nd Ave.**



"THE ONIONS ARE UP" (Cartoon by James Frise)

**HUGE UNDERTAKING OF THE CANADIAN NORTHERN RAILWAY**

**TUNNELLING THROUGH THE MOUNTAIN AT MONTREAL TO ENTER CITY—SHREWD SCHEME WHICH PAID FOR THE TUNNEL WORK.**

The Canadian Northern Railway Company are reproducing at Montreal on a somewhat smaller scale a combination of the Pennsylvania tunnel under New York and the Grand Central terminal in that city. In a modified sense they are applying to their own case the story of Mohammed and the mountain.

In their efforts to secure a transcontinental railway, Mackenzie & Mann started in a dozen different out-of-the-way places to build sections of their road. Gradually these have been connected up and brought into touch with the great centres of population and industry. When the Canadian Northern arrived in Montreal a year or two ago they found that the Grand Trunk and the Canadian Pacific railways were there ahead of them, and had pre-empted all the good sites for stations and all the easy methods of getting into and out of the city. Owing to the peculiar way Montreal is crowded in between the mountain and the river, it was an almost impossible task to secure an entrance, except at enormous expense. As they could not get over the mountain or go around it there was nothing left for them to do but go under it.

Mackenzie & Mann, being shrewd financiers as well as good railway builders, did not intend to spend \$20,000,000 in tunnelling the mountain and building fine terminals in the city for nothing. These two railway magnates, who have the "painless extraction of money" down to a science, conceived a plan by which they would buy up thousands of acres of farm land back of the mountain and convert it into a model suburban residential district, to be connected with the city by their railroad tunnel under the mountain. This was done without arousing any suspicion, and before Montrealers realized it the Canadian Northern possessed a right of way from the Back River into the heart of the city.

Their purchases of land amounted to some \$8,500,000, but the whole was carried on so quietly that everything was completed before the public became aware that anything of importance was being transacted. The company then sold the farms beyond the mountain as building lots, acquiring sufficient revenue from this to practically pay for the building of their tunnel and their terminals in the city. At the end of the tunnel, which will be on Leguachetiere street, the railway will build an immense station and hotel somewhat on the plan of the Grand Central terminal in New York.

Actual work on the tunnel has been in progress for some months, and today there are 7,300 feet of the tunnel constructed. There remain 7,700 feet to be dug. It is expected that this will be completed in November this year, and the tunnel be ready for use very shortly thereafter. The present tunnel heading is 14 feet wide by 9 feet high, but gangs are being put to work in a half dozen places widening this out to the requisite width and cementing the walls. When completed the Canadian Northern will have the easiest, shortest and most direct entrance to the city of Montreal.

**BIG SUNDAY SCHOOL MEETING AT ZURICH**

**One Thousand Canadians and Americans Will Attend World's Sunday School Convention.**

Nearly one thousand Canadians and Americans will flock to Zurich shortly for the world's seventh Sunday school convention, which is to be held on July 8-15. From every province in the Dominion the visitors will go, and some of the Canadians will be important figures in the gatherings.

Hon. Mr. Justice Maclearen will answer the roll call for Canada, and Rev. J. C. Robertson and Rev.

E. W. Halpenny, Toronto, and Principal E. J. Rexford, Montreal, will attend conferences between the American and British section of the lesson committee.

The majority of the Canadians sailing will go aboard the Scotia on June 21 from Montreal, and others will leave by other boats.

The great theme of the convention will be "The Sunday School and the Great Commission," and for eight days Sunday school specialists from all parts of the world will give their thought to the consideration of the problem of "the Sunday school conquest of the world."

The convention will be held in the stately Tonhalle, which is one of the finest buildings in Switzerland, suitable for the purpose.

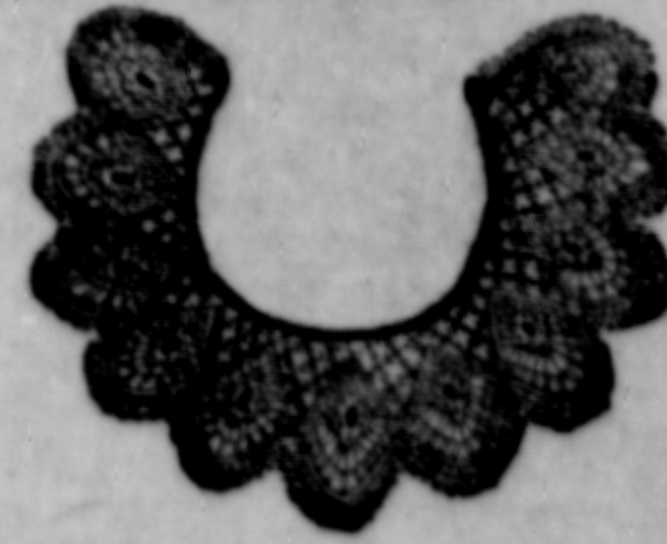
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