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IN THE DAY'S WORK



Mr. J. C. Eaton
President T. Eaton Company

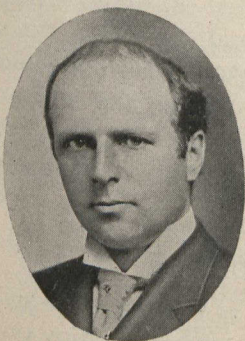
MR. J. C. EATON has for some time been known as one of the most aggressive and broad-minded young business men in Canada. Born to the great business which his illustrious father built up, he learned the ins and outs of it by going into the store when he was a boy, regular as a clock, to learn in a practical way what were the forces that ran a business which to the outsider seemed to grow like a huge tree, always needing more room. Since the young Mr. Eaton succeeded his father as general manager of the firm the business has assumed more of those gigantic proportions which make it known all over America as well as in England—an example of a business which relates directly to most

of the needs of a great and growing country. Mr. Eaton's latest coup is getting hold of steamship lines. Recently he got control of two passenger steamers on Lake Ontario. This is a departure for the firm which has made its name as one of the greatest retail houses in the world; but it is by no means foreign to the retail idea—for it is by catering to the individual that needs clothes, food, books and furniture as well as means of travel that the name of Eaton has become so well known. Personally, Mr. Eaton is both a popular and a strong-charactered man. He has the Irish native optimism of temperament; and of course he has been all his life accustomed to seeing things go in a big way. He is fond of sport; as an automobilist has few equals; his firm uses more automobiles than any other in Canada. He loves the road and the rough places; is known in the wilds of Muskoka as the king of motor-boatists and a man who likes to drive a car where his chauffeur would not. He has temperament enough for two men; but he has also the excellent business judgment and experience which enable him to concentrate the forces of an aggressive character and a busy life on the little things that grow by the power of mind into big affairs. He has never had any ambition for public life; has never needed to. His business is as cosmopolitan as a parliament. His latest incursion into navigation will give him a chance to become as famous on Lake Ontario as for years he has been with his motor-boats on the lakes of Muskoka.

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A General Manager Resigns

MR. FRANK W. MORSE has succeeded in becoming the most mysterious railway manager ever known in Canada. The public in general has not followed Mr. Morse's career very closely. His was the case of a man who was overshadowed by the magnitude of a system. The Grand Trunk Pacific has gone ahead too rapidly to take real account of the man behind the system. Mr. Morse has been less in the public eye than any other manager of a great transcontinental in the world. Like his senior, Mr. Hays, he is a native of the United States. He was born in Lafayette, Indiana. He has been a railway man all his life; was for many years assistant and master mechanic in the construction shops of various southern railways. In 1889 he became master mechanic of the Wabash—eastern division. There he met Mr. Hays, who was then general manager of the Wabash. Seven years of practical intimacy with Mr. Morse, and Mr. Hays went to the Grand Trunk as general manager. It was just five months till he found out that he needed Frank W. Morse, who was brought over to be superintendent of motive power. Five years



Mr. Frank W. Morse
Who has just resigned as
Manager of the Grand
Trunk Pacific

later Mr. Morse became third vice-president of the Grand Trunk. Three years ago when the transcontinental scheme began to be developed he was made general manager of the Grand Trunk Pacific. He has always worked like a yard engine; a man of remarkable energy, down at his office when the average citizen was getting breakfast, apparently engaged in the work of his life, the practical development of the third cross-continent line in Canada. At present he is at sea—on the Mediterranean.

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An Active Militia Officer.

ONE of the last men in Canada to look well on the shelf is Lieut.-Col. Hamilton W. Merritt, who has been transferred from the active to the reserve list. For five years Col. Merritt has been in command of the Governor-General's Bodyguard; the regiment with which he has been identified since 1882 when he was just a plain trooper—but a trooper after Col. George Denison's own heart; a natural born cavalry man—like Col. Denison, under whom he served in the North-West Rebellion of 1885. He captured "Whitecap," the rebel Sioux chief. At the time of the Boer war—an officer of some years standing then—he went to South Africa at his own expense, being appointed squadron commander under Gen. Brabant. The second contingent of the Canadian mounted rifles in 1901 was the direct result of Col. Merritt's offer to raise a force of mounted Canadians. A genial,



Mr. James E. Crossland
Chief Officer S. S. Republic



Lieut.-Col. Merritt
President Military Institute, Toronto

off-hand, companionable veteran is Col. Merritt. An evening with him never lacks for diversion. He has stories and reminiscences enough to make several books. Many years a trailsman he is happier in the saddle than he is in an arm-chair. But once in a while down at the Canadian Military Institute the Colonel gets excited as a soldier always will—especially a cavalryman. Then he sees war; thinks war; is ready for war. A thoroughly live man is Lieut.-Col. Merritt. On the Reserve list he may be; but he will never be reserved—neither fossilised.

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A Canadian Seaman

AMONG the excellent officers of the steamship *Republic*, there was one Canadian, Mr. James E. Crossland, who was chief officer. His duty, when the trouble arose, was to take charge of the crew and the passengers and see to their safety. It was therefore he who managed the transfer of the people aboard to the *Florida*, and again to the *Baltic*. That this was done without loss in a stormy sea is a tribute to his skill. Mr. Crossland was born in Dundas, Ont., about forty-two years ago. His craving was for a seafaring life and his father sent him to England and put him on board the commercial training ship *Conway* when he was but seventeen years of age. He was later an apprentice on the *Kirkwood* for four years and experienced a wreck. He served on the P. & O. steamers before entering the service of the White Star. A lieutenant in the Royal Naval Reserve