

Mentioned in Despatches

SIR GEORGE BURY, who retires as Vice-President of the Canadian Pacific Railway on account of ill-health, is a Montrealer by birth. He joined the company in 1883 as junior stenographer, working his way up until he became one of the company's foremost men in the West. A few years ago he was brought to Montreal and made Vice-President, a position he retained until the present time.

ROBERT DONALD, who is retiring as editor of the London Chronicle, is one of the most radical and progressive of the British editors. Donald is a Scotchman by birth; one of the hard headed group that have made their mark in the world's metropolis. In addition to his brilliant work as editor of the Chronicle he has found time to establish the Municipal Journal and publishes each year the Municipal Year Book of the United Kingdom. He is regarded as an authority on civic problems, but is an allround man.

Railroad presidents in the United States do not loom as large in the public estimation as they did before McAdoo took over the management of the entire railway system of the United States. For this reason, the election of **W. C. OSBORNE** to the presidency of the Texas and Pacific Railway does not arouse a great deal of interest. At any rate, the road is in the hands of the receiver, and consequently is not enjoying a great deal of prosperity. Osborne is regarded, however, as a particularly efficient railroad man.

PRINCE MAXIMILIAN OF BADEN, the father of the German peace proposal, succeeded Von Hertling in that position a few weeks ago. Maximilian is said to be more of a pacifist than the ordinary German princeling, but that story, like so many others, may have been put out by the German authorities as part of their propaganda. The rejection of the peace terms by President Wilson will give Prince Maximilian an opportunity to show whether he readily represents the people or is only a mouthpiece of the Kaiser.

GRANT HALL, who succeeds Sir George Bury as Vice-President of the Canadian Pacific Railway, is a native Montrealer, born here in 1863. His first railroad experience came with the Grand Trunk, joining that company as an apprentice machinist. Later he served with the Canadian Pacific and then with the Intercolonial. Some twenty years ago he joined the Canadian Pacific Railroad, and became identified with the company's western lines, winning promotion until to-day he is Vice-President of the system.

SIR H. DALZIEL, who has just purchased the London Chronicle, is one of the most outstanding figures not only in journalism, but in the British Parliament. Dalziel, who was knighted some ten years ago, has been a member of Parliament (Liberal) for upwards of a quarter of a century. His career reads like a romance. As a young man he was a special newspaper representative in London, sending letters to a number of the Provincial papers. Later he launched out on a career to own and publish papers, and as Managing Director of Reynolds' Newspapers wielded a big influence in political affairs. Dalziel was born in 1865 and was educated at King's College, London. He paid \$7,500,000 for the Chronicle and other Lloyd papers.

MR. E. W. BEATTY, K.C., the new President of the Canadian Pacific Railway, has established a new record in regard to a young man holding such a responsible position. Beatty, who was born at Thorold, Ont., some forty-one years ago, was educated at Upper Canada College, the University of Toronto and Osgoode Hall. He then joined the legal staff of the C. P. R., coming to Montreal under the late A. R. Creelman. In turn he became Chief Counsel of the road, later Vice-President and a member of the executive. Beatty is a quiet, unassuming young man, but has a thorough mastery not only of the legal side of commercial, and transportation questions, but has a comprehensive grasp of big business.

MR. JOHN W. ROSS, who has been elected to the Board of the Crown Trust Company, is the well-known head of the firm of P. S. Ross & Sons, and is also a director of the Sun Life. He is best known for his activity in Y. M. C. A. work and church affairs.

MICHAEL PATRICK CASHIN, Minister of Finance and Customs, and Acting Premier of Newfoundland, is now Sir Michael. In a recent list of honours announced the Minister of Finance of Newfoundland was included. The Ancient Colony has rendered splendid service to the Allied cause during the years of war, her soldiers winning undying fame at Gallipoli, and on the western front, while her fishermen have manned British and Canadian war vessels on the Seven Seas. Cashin's honor is a recognition of the work the colony has performed during the war.

HON. C. C. BALLANTYNE, elected a director of the Royal Trust Company, is head of the Sherwin-Williams Company, a director of the Merchants Bank and an ex-president of the Canadian Manufacturers' Association. Since the formation of the Union Government he has been Minister of Marine and Fisheries.

FRANK S. SCOTT, treasurer of the Grand Trunk Railway System, has been elected a member of the board of directors of the Central Vermont Railroad at an adjourned session of the annual meeting of the stockholders. Mr. Scott is a director of the Grand Trunk Pacific Railway, and a number of subsidiary enterprises.

LIEUT.-COL. GERALD W. BIRKS, who has joined the Crown Trust Company directorate, is a member of the firm of Henry Birks & Sons. He is a great church and Y. M. C. A. worker, having been overseas since the outbreak of war, engaged in Y. M. C. A. work. While overseas he pays all his own expenses, and is also a generous contributor to all religious work.

Conditions in the West

By E. CORA HIND.

October 10, 1918.

The news that Sir George Bury is resigning, owing to ill health, will be received with a great deal of regret in the West, for two reasons. First, because he has always been regarded as a warm friend of the West, and one who understood its needs and possibilities; and second, because his resignation means the removal to Montreal of Grant Hall, who has been vice-president of western lines, and who is one of the most deservedly popular railway officials in Western Canada. He will be none the less a friend to the West, because he is in Montreal, but he will be greatly missed from Winnipeg, not only from his position as vice-president, but as a citizen. It is to be hoped that Canadian railways are not permanently to lose the services of Sir George Bury. It is an open secret that he has had many tempting offers to go to the United States, where his ability as a railway operator is known and very highly appreciated.

MARKETS.

The peace talk has had a very distinct effect on markets during the week, and they have been decidedly sloppy. It is a pretty strong indication of what actual peace would mean to grain markets, when the mere rumor of it has such a depressing effect. It is possible that in the case of actual peace, the depression would not continue long, but it would certainly be very sharp at the start. Receipts have been fairly heavy all week, running round 1,000 cars a day, and the grade of wheat is being fairly well maintained, though there is some increase of lower grades. However, out of 840 cars of wheat inspected on October 9th, 661 cars were contract grades, namely, No. 1 Hard, 1, 2, 3 Northern. Barley receipts are fairly heavy, but as yet little flax has come in. There was a heavy rain on Sunday night—October 6—over a great portion of the Middle West, and threshing was delayed thereby until Wednesday, when it was again general. There is a great deal of threshing still to be done, and while yields of wheat are turning out very satisfactorily, there is more evidence of damage by the frosts of the 4th and 5th of September than was at first believed possible. The writer was in Saskatoon this week, and watched the deliveries at local elevators, and wheat that would weigh 63 pounds to the measured bushel, was grading 3 and 4 Northern owing to the wrinkles by frost.

The Board of Grain Supervisors to-day issued definite instructions and regulations with regard to the purchase of wheat by mills, and also for export. It reads: "That on all Canadian wheat exported between September 1st, 1918, and August 31st, 1919, the exporter shall pay 3c. per bushel to the Board, and that this amount shall be collected by the Lake Shippers' Association. The payment by the mills of a like amount on all wheat grown in Canada that is purchased for grinding in Canadian mills is also provided.

The Western Grain Standards Board will hold its annual meeting on October 24th, to establish commercial grades for the present year. It is believed by that time samples will be in from all districts. The Board of Grain Supervisors have raised the embargo on a number of points in Alberta, where grain

was not permitted to be moved until the seed requirements were satisfied. There has been a meeting between the Hon. Arthur Meighen and the representatives of the three provincial governments to decide on the supplying of seed grain in the various districts where it is needed, and a practically new system has been worked out. It is understood that one of the reasons why an attempt has been made to divide the responsibility between the Dominion and Provincial governments, was the difficulty experienced by the Dominion Government in collecting for the seed grain furnished in the Spring of 1915. As a matter of fact, in some districts even yet these accounts have not been paid, though some of the men who contracted them have invested in six cylinder cars, and have spent a couple of winters in California. By the new arrangements, a settler needing assistance must apply to the secretary treasurer of the municipality in which he resides, or if the district be unorganized, to the provincial officer of the department of municipal affairs. The application having been verified by both the municipal and Dominion authorities, the bank makes the necessary loan, taking the usual seed grain security and a lien upon the unpatented entry. Payments are due on January 1st, 1920. As a result of the policy established, the settler can make his own arrangements in regard to the purchase of seed, although if there is none available locally, the department of agriculture is arranging for shipments to be sold to the farmers at cost.

LIVESTOCK.

A report has been received from the West that S. Aron from New York, has been in Edmonton in connection with the inspection of meats for the British Government. He advises the western farmers to finish their stock better before putting it on the market. This is excellent advice, but Mr. Aron apparently did not suggest where the people of Alberta were to get the extra feed to properly finish their stock. The problem of feed in Alberta is still a serious one, and there will undoubtedly be heavy liquidation of unfinished stock. The thing that should be done is for the Dominion and Provincial governments working together to absorb this stock and feed it until it is ready for export.

The province of Saskatchewan is moving in the direction of co-operative marketing, and has organized some fifty societies for this purpose. The farmers tributary to any shipping point can unite to make up a car to be shipped to a central market; the secretary issuing receipts as to the number, kind, quality and weight of the animals of each shipper when received. No payments are made until returns are received from the market. Then each shipper is mailed a cheque for his stock, less his proportionate share of the actual expense for marketing. Through these societies during the year of 1917, 549 cars of stock were handled, which were valued at \$1,050,000.

COMMANDEERED BUTTER.

The West is still very much perturbed over the commandeering order with regard to butter. There was a representative meeting of creamery men of

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