

# The Canadian Courier

A National Weekly

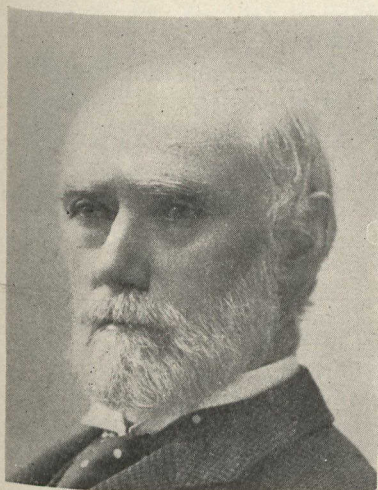
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## IN THE PUBLIC VIEW



Mr. H. P. Dwight,  
President G.N.W. Telegraph Company.

**F**AR-REACHING problems confront the Canadian Railway Commission, whose jurisdiction seems to extend at about the schedule rate of a mile a minute. From cattle-guards and level crossings, to the Cape Horn route for western grain to Liverpool, just about sums up the scope of this remarkable body of men. When Vancouver commercialists talk about elevators in Vancouver they have in mind the Railway Commission. When Mr. Charles M. Hays spouts about Prince Rupert with its easy gradients and ignores Vancouver with its prospective grain-cars as a hopper, he must remember Chairman Mabee and Dr. Mills and the other members of the Board within whose ken these matters

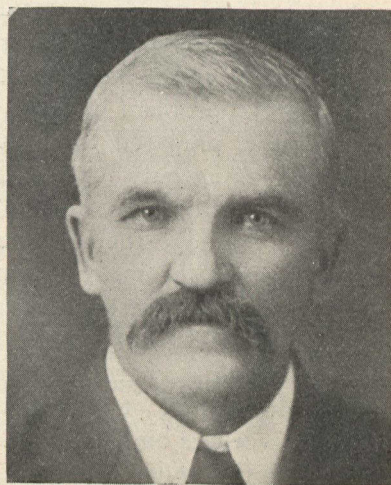
swing. So is it for the western farmer who hopes for the government elevators now so lavishly talked about in that country. With problems vast as these on their hands, it will be only a matter of time till some minor section of the Commission will have to attend to the adjustment of freight rates on the jerk-water sidings in the back townships.

Most of these men are of large calibre. Chairman Mabee has never been a parish man. Even as a lawyer he had a wide horizon; and on the Bench he was a master of decisions. As chairman of the Canadian section of the International Waterways Commission he proved his ability to think in half-continent. Mabee is not easily hoodwinked; he is a hard man to wear down; and has somewhat of the Taft capacity for mowing down a day's work.

Dr. James Mills, once president of the Ontario Agricultural College, is no dreamer either. Dr. Mills was always a hugely practical man. Once during his academic days he invented a patent lock. That was after he had spent a few years teaching Homer and Virgil to Brantford school-boys. Prior to that he was a self-educated school-teacher who when a farm hand had the misfortune to lose an arm in a threshing-machine. The accident, however it spoiled him as a farm hand, was the beginning of his intellectual career. He was an able educationist; a plain, unfrilled man who frequently deplored fads and had small use for Shelley and Keats and dreamers of any sort. His career at Guelph was not all roses, either. He had his troubles; but he walked over them successfully and stayed with the "Model Farm" till he saw it in the very front rank of such institutions in the whole wide world. Not always cheerful was Mills in those college days; sometimes said that at best he was running a big boarding-house. But when the opening came on the Railway Commission Dr. Mills left the big boarding-house to his son-in-law, Mr. Creelman. Incidentally Dr. Mills gets more than twice the salary on the Commission that he got in the college; besides he has free transportation in a private car and is able to see how

much of a big farm he and his college helped to make Canada.

**M**R. H. P. DWIGHT has celebrated his eightieth birthday. There are a great many Canadians who do not know Mr. Dwight—which is a pity; for Mr. Dwight justly ranks as one of the makers of Canada. He is the father of telegraphy in this country. What he does not know about the history of wires in Canada is a very small matter. He came here from New England when there were no wires whatever. He went out putting up poles and cables in the wilderness, before there was even a railway in Ontario. He was a young man then. He is much of a young man still. Only two or three years ago he resigned the general managership of the G. N. W. and became its president. Now every day he may be found at his desk with the same quick, nervous energy that made him a hustling power in the land when he was putting up wires in the wilds of Canada. Tall and spare and keen of eye, Mr. Dwight is a specimen of fine business acumen; a brain that thinks clearly with advancing years; hopeful and benevolent and aggressive—a hale, hearty old man who may have his quibbles and foibles, but is nevertheless a commanding figure in the commercial life of this country. What he has seen of Canada would make a great romance. In some measure his life fits in with the career of a man like Lord Strathcona, his great contemporary. Keenly interested in science, Mr. Dwight is always as alert as a school-boy over the newest developments of the wizard age that seems likely to work some of its biggest wonders on the face of Canada long after Harvey P. Dwight is dead and gone. There are a good many sportsmen, too, who know Mr. Dwight as a fine hunter; a man of the north who regularly went up into the wilds of Muskoka after his deer and got a town named after him. Besides, there are not a few poor folk in Toronto who have cause to remember this man for his benevolence. Mr. Dwight is not a sentimental charity man; does not believe in indiscriminate giving; but when he hears about a real case of distress



Hon. A. P. McNab,  
New Member Saskatchewan Government

he is as quick as any man that ever lived to devise measures of relief. In all probability Mr. Dwight wishes he were a young man again that he might be able to watch and take part in the marvellous development of Canada in the twentieth century. But he has to his honourable credit half a century of labour.

**T**HE Saskatchewan Cabinet fared badly at the provincial general election. Mr. Motherwell and Mr. Calder were defeated but have since succeeded in getting back into the Legislature. The Cabinet has also been enlarged by the addition of Mr. A. P. McNab of Saskatoon. He is the senior partner in the Saskatoon Milling and Elevator Company and a strong man in his district. He will occupy the position of municipal commissioner. It is possible that the Cabinet will be further enlarged in 1909 by the addition of another member, bringing the total to six.



Some members of Railway Commission, leaving City Hall, Toronto. Judge Mabee Chairman, in centre, Mr. D'Arcy Scott at left, and Dr. James Mills at right.