

The Canadian Courier

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IN THE DAY'S WORK

Honest Tom

THE Speaker of the Legislative Assembly of Ontario had the largest majority in the local elections of last June. Hon. Thomas Crawford, who has been in the Speaker's throne since the death of Mr. J. W. St. John in 1907, has been member for West Toronto since 1894. Like Hon. W. J. Hanna and Dr. Pyne, he has Ulster blood in his veins, being a native of the historic county of Fermanagh, Ireland. It is hardly necessary to state that he has always been a Conservative and an Orangeman. He adds unto his political and religious convictions a strong membership in the Masonic Order. In the troubled year, 1865, he came to Canada, and, after a short sojourn in Glengarry, he moved to Tory Toronto, where he has been a successful business man ever since, devoting his financial energy to the cattle market.

Mr. Crawford, locally known as "Honest Tom," was elected to the Toronto City Council in 1892 and two years later was West Toronto's choice for the Legislature. Mr. Crawford is shrewd and cautious in his business dealings and these qualities, exercised in the political sphere, have made his opinions respected as those of a man of good sense and cool judgment. He was not known as a "fighting" member in the strenuous sessions of 1903 and 1904, but he has always been a source of quiet strength to his party. His wholly amicable temper and frequent action as chairman when the House was in Committee made him an acceptable choice for the Speakership.

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An Experimentalist

DR. EUGENE HAANEL is perennially in evidence when it comes to a matter of mining. He is the Director of Mines for the Dominion of Canada. Lately Dr. Haanel has returned from Sweden. Many men go to Sweden for scenery. Dr. Haanel went to study electric smelting. He found out that they do some things in smelting by electricity in Sweden that might well be duplicated in Canada. One thing has bothered Dr. Haanel for a long while now. He is worried over the fact that coal in Canada is very scarce at the points where it is required for the purposes of smelting. It is his business to find out how Canada can use her "white coal" for that purpose—as they are doing in Sweden by electric smelting. It used to be a very good scientific joke when Dr. Haanel was science professor in college—to show how that heat was used in the manufacture of artificial ice. It is now a commercial necessity to smelt iron ore at some thousands of degrees Fah. by the use of running water. Dr. Haanel found that in Sweden an electric furnace is much the same as a common blast furnace, except that they use "electrodes" instead of "tuyeres." Of course electric smelting has been done at the "Soo," handling ores with so much sulphur in them that the ordinary blast furnace refused to negotiate



Hon. Thomas Crawford!
Speaker Ontario Legislature

of our naval policy. Apparently Mr. Mann has been doing some deep thinking in the midst of his pressing business activities. He advocates a naval training school, training ships on both ocean coasts, and a naval squadron of Canada's very own. He would have the latter officered and manned by thoroughly-trained Canadians "who, in the hour of stress, could go to the help of the mother country."

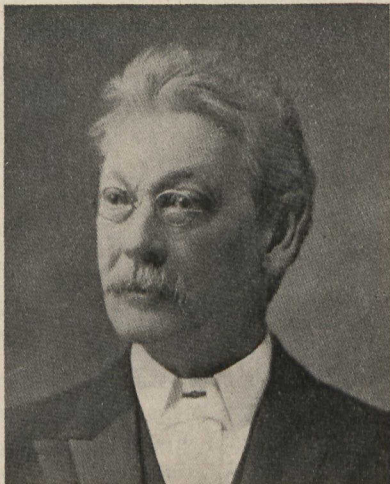
With regard to Reciprocity, Mr. Mann sees danger in United States industries being allowed to reach over the boundary to capture our trade and "crush the life out of our industries." Again, he argued that sixty per cent. of the cost of transportation is paid out in the country through which the traffic passes, and therefore Canada must do her own manufacturing so as to get the profit which comes from the carrying trade. The transportation charges help to build up the towns and cities through which the railways pass, and to which the steamboats come.

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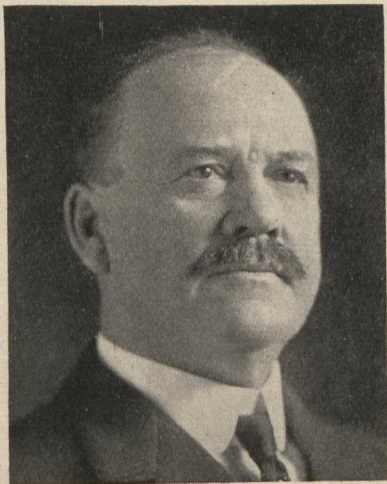
New Chief of the G.T.P.

ON the other hand Mr. E. J. Chamberlin, who succeeds Mr. Morse, is a novus homo. Mr. Chamberlin has never served the Grand Trunk. He is one of those men who rise suddenly from comparative obscurity into positions of eminence. Two weeks ago not one Canadian in a thousand outside of railway circles knew even the name of Mr. Chamberlin. He was for twenty years identified with the Canada Atlantic, being general manager of that pioneer road when Mr. Booth owned it. When Mr. Booth sold out to the Grand Trunk,

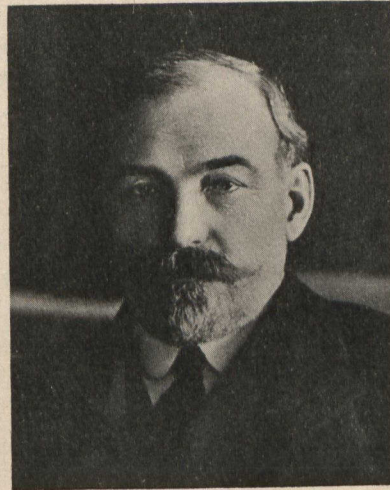
Mr. Chamberlin retired to private business. He is now among the coterie of big railway men in Canada. There will be for a long while no indolent ease for Mr. Chamberlin. All that Mr. Morse had and more, will be his to carry out. The average Canadian will perhaps be like the man from Missouri regarding Mr. Chamberlin; he will have to be shown what this new man can do. But Mr. Chamberlin is a hard worker.



Dr. Eugene Haanel



Mr. E. J. Chamberlin



Mr. D. D. Mann