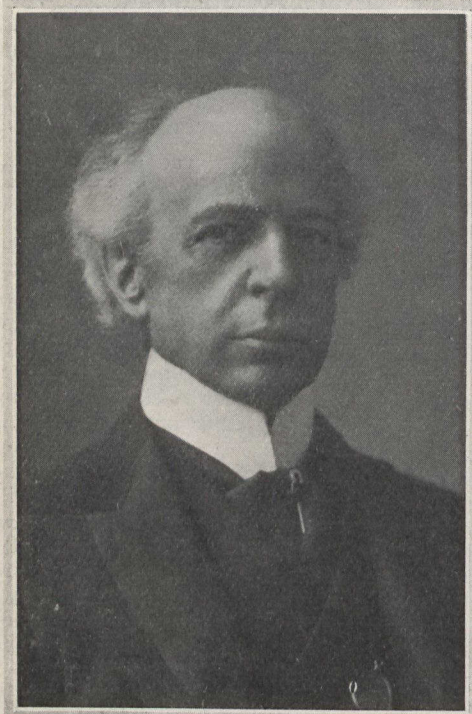


THE TEN BIGGEST MEN OF THE DOMINION



Sir Wilfrid Laurier

SIR WILFRID LAURIER.

THE greatness of Sir Wilfrid Laurier is something of an historical analysis. For twelve years Sir Wilfrid has occupied a position which can be filled adequately by none but a great man. As leader of the Liberal Opposition he was not taken as a great man. Yet the Premiership has not alone been responsible for the ascription. Sir Wilfrid Laurier is a great political merger, if not a fusionist. His claim to eminence outside of Canada consists in his successful French premiership over the greatest English-speaking colony in the world. In Canada he ranks as a big personality; one whose gifts of oratory and of individual magnetism have made him a worthy successor to the late Sir John Macdonald as a leader of men. It may be historically true that no other man could have held the first citizenship of Canada during the past twelve years and won an election entitling him to five years more. Once a profound student of history and of international law and of politics in the abstract, the Canadian Premier has become an astute student of men and events.

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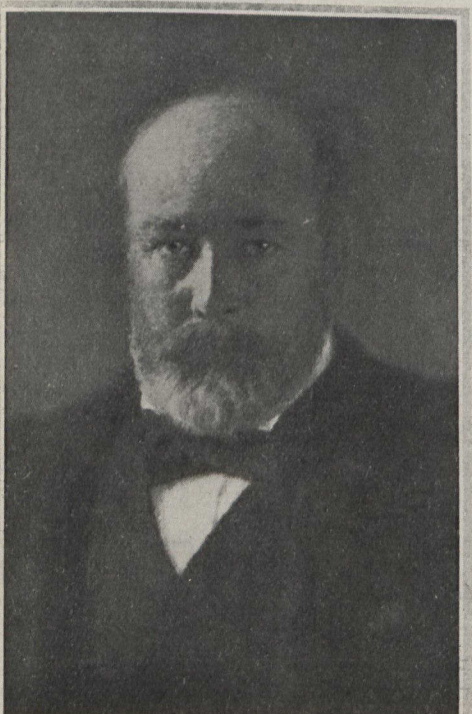
LORD STRATHCONA.

THERE is an element of mystery about Lord Strathcona. To the imagination he stands out as some Viking of commerce. His fifty years in the wilds of the Hudson's Bay Company gave him a character that few men could have worn long without quitting things altogether. But Donald A. Smith was somewhat unkillable. Like his fellow-countryman, Carlyle, he had a wonderful toughness of fibre; and when the north winds howled down the pack trail he shoved his dogs ahead into the storm because he had got the north in his blood; the north which at first he hated and did his best to leave, but which later he came to love with all the ardour of a man who had made history and life in that great half continent and empire of trade. When he left the Great Company, Donald A. Smith was comparatively a poor man. To-day he is one of the richest men in the Empire; a railway magnate and financial prince; worthy High Commissioner of Canada in England.

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SIR WILLIAM VAN HORNE.

IN the days when it was necessary to import Canadian industrial leaders from the United States, William Van Horne came from the Chicago, Milwaukee and St. Paul Railway to be general manager of the Canadian Pacific, which was then merely a band of steel across a small part of a continent. Much of what the C. P. R. is now—and in a word it is the greatest railway system in the world—must be attributed to Sir William Van Horne, who when he came to Canada had seen all kinds of service on some of the greatest railway systems in the United States. Sir William was the first to seize the idea that the C. P. R. was not merely a cross-continent band of steel tying together the provinces, but that it must develop into a world-carrier with steamship lines both east and west, as well as branch lines north and south, in Canada. Himself a Yankee, he got the Imperial conception of the great railway; and it is that empire-building function of the C. P. R. which he has developed into a system. No doubt he owed much to men like Lord Mount-Stephen and Lord Strathcona, who made the C. P. R. financially possible.



Sir William Van Horne

The Result of the Voting Competition

EARLY in November, the "Courier" asked its readers to vote upon the question "Who are Canada's Ten Biggest Men?" Living men alone were to be considered, and foreign men were not to be considered. The votes were scattered over 120 names. The ten receiving the largest number of votes are found on page 1. The next sixteen are as follows:—Dr. William Osler; William C. Macdonald; Sir James Whitney; Mr. Byron E. Morgan; Hon. Edward Blake; Professor Graham Bell; Mr. D. D. Mann; Sir Gilbert Parker; Rev. Charles Gordon ("Ralph Connor"); Charles Fitzpatrick; Sir Hugh Graham; Sir William Mulock; George A. Cox; Hon. A. B. Aylesworth; President Falconer; Clifford Sifton. The three latter gentlemen received the number of votes.

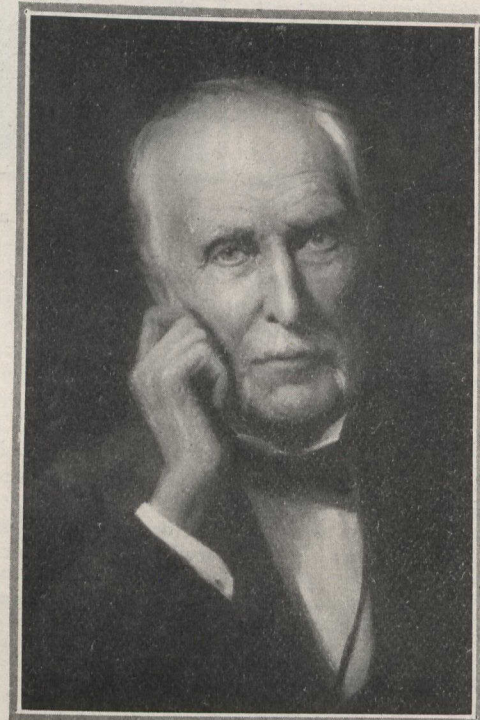
Of the first ten, Sir Wilfrid Laurier, Mr. R. L. Borden, Charles Tupper and Hon. W. S. Fielding are statesmen; Sir William Van Horne, Sir Thomas Shaughnessy, and Mr. William Mackenzie are railway presidents; Sir Sandford Fleming is a

chemist and scientist; while Professor Goldwin Smith represents literature. These ten may or may not be the ten greatest men in Canada to-day, but the people undoubtedly think they are. No serious fault may be found with the decision. These ten gentlemen would pass anywhere in the world as big men, and of every one of them Canada should be proud.

The object of the competition was to focus the minds of our readers upon the fact that Canada had great men as other countries have great men, and that these leaders are entitled to our consideration and a due meed of praise. Canadians are not overly enthusiastic about their own. They are too prone to believe that the big men of the United States and Great Britain are bigger than the men who do the same work in Canada. The "Courier" believes that these ten Canadians have done just as great things in their country as any other ten men in the world and that they rank with the ten men whom the United States or Great Britain has produced. Their reputations in most cases, are international as well as national. Those who live abroad but who know anything about Canada and Canadian affairs, are familiar with these ten grand and representative men.

MR. GOLDWIN SMITH.

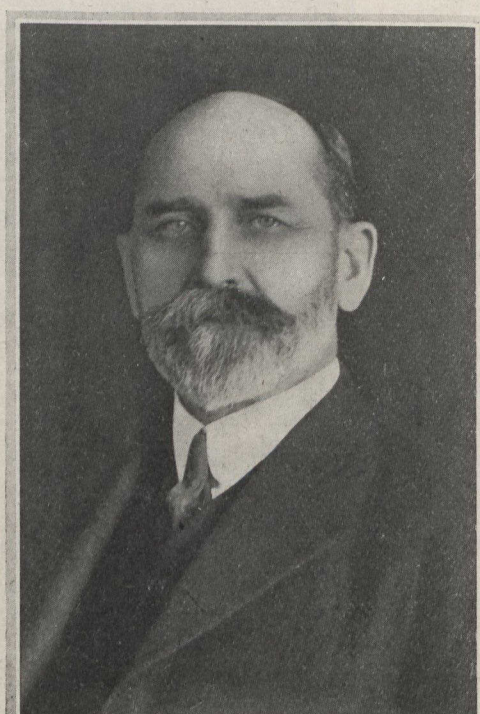
FOR the best part of half a century one pure intellect has contributed to the ultimate dignity of nations. Much to say, that without him Canada would have been impossible; and perhaps has been superior in the Victorian era. He helped to draft the in the case of Herbert Spencer. He was a complete without Goldwin Smith. He has written the history of England and of the United Kingdom and of Canada. When he was forty years ago Goldwin Smith was already eminent as a scholar and writer. At the age of thirty-four he was Regius Professor of Modern History at Oxford. He was eighty-six, lacking a few months, when he is writing on topics of the day. He regularly for the *Weekly Sun*, and for New York papers, and most every month something of his appears in the current magazines, the *Atlantic Monthly*, and the *nightly Review*. Many books have been written besides histories; most of them critical and philosophical.



Dr. Goldwin Smith

MR. WILLIAM MACKENZIE.

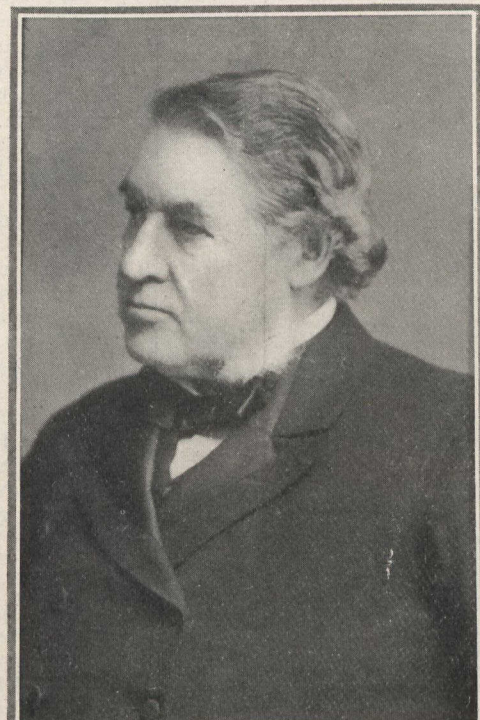
THE chief characteristics of William Mackenzie are tenacity, resourcefulness, a broad grasp of commercial operations, personal loyalty to friends and a splendid attitude towards the public. His tenacity has been exhibited in the finance with which he has nursed the various undertakings which he has been interested in, losing hope, never admitting the possibility of defeat. His broad grasp of commercial activities is proven in his interest in lumber and coal mines in British Columbia, the trade in Alberta, street railways in Winnipeg, Toronto, Montreal, Sao Paulo, hydro-electric power in Ontario and Manitoba, steam railways in nearly every province of the Dominion. His prescience when he was acquiring franchises when more doubtful public scarce recognized their value, and in spreading investments over almost every form of commercial enterprise. His partner, Mr. D. D. Mann, has been ed from the role of a railway operator to that of a railway president.



Mr. William Mackenzie

SIR CHARLES TUPPER.

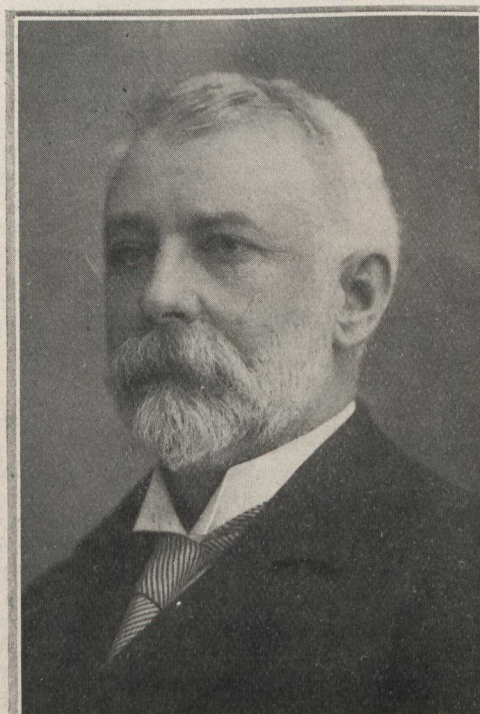
SIR CHARLES TUPPER was a great man in Nova Scotia before Confederation. It is scarcely too much to say, that without him Confederation would have been impossible—so far as the Maritime Provinces were concerned. He helped to draft the North America Act; but he was not the greatest when he stepped aside and followed the Hon. Joseph Howe to his place in the first Canadian ministry under Sir John Macdonald. He was the work of framing the National Policy in 1878, and in the subsequent work of creating the Canadian Pacific railway, he stands second only to Sir John Macdonald. When the Liberal leaders and some of the Conservatives were pessimistic about Western Canada and a transcontinental railway, Sir Charles was an unknights optimist. He who witnessed the events of those days writes: "Sir John Macdonald was a great man, but Tupper was his backbone, without whom he could not have succeeded in either the National Policy or the Canadian Pacific Railway."



Sir Charles Tupper

HON. W. S. FIELDING.

THE Minister of Finance is the apostle of one idea and of hard work. Mr. W. S. Fielding has fought into the front rank of Canadian public life by the sheer power of determination. He is not a brilliant man. He was once an office boy who became an editor. He plodded, and studied, and practised writing till he became capable of editorship. Twenty years he stuck to the paper, the *Halifax Recorder*, in whose business office he learned the application of figures to business. He did not dream of becoming a finance minister. But he was fond of politics and had an appetite for statistics. Twelve years now he has been Minister of Finance, the only standing relic of the Cabinet of the late Sir Wilfrid Laurier. He has made and tinkered more tariffs in Canada than any other man who has ever lived. He has concentrated upon the tariff. His industry has been abnormal; his ambition unflagging. He has never been lured aside by poetry or fiction, thinking and talking only of finance.



Hon. W. S. Fielding

SIR THOMAS SHAUGHNESSY.

BORN of Irish parents in a United States city Sir Thomas Shaughnessy has become a distinguished British subject and a Knight of the Realm. When Mr. Van Horne (now Sir William) came over to Canada in 1882, he brought his successor to the presidency of the Canadian Pacific Railway with him. Sir William was then barely forty and Sir Thomas barely thirty. They came to the Land of Promise to do things, to accomplish something great, and no doubt they have both exceeded their expectations. Like others in the railroading field, Sir Thomas has succeeded mainly because of his ability to work hard. Of course he had ambition, prescience, the modern outlook, and some constructive ability. If he has created nothing great, he has at least made much greater the magnificent institution which has been entrusted to his care. A number of men have made the Canadian Pacific Railway and Steamship company what it is, but of that number this bluff, straightforward, hard-hitting Irishman is not the least.

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SIR SANDFORD FLEMING.

YOUNG Canadians, not versed in history, may wonder why Sir Sandford Fleming is among the ten great Canadians. In his eighty-second year, a man may expect this from the younger generations. The older citizens will recall his work in mapping out the route of the Intercolonial and his engineering trips from "Ocean to Ocean" which resulted in the C. P. R. route. He was the greatest engineer of that day, and his accomplishments have been surpassed by no other member of his profession. In recent years he has devoted himself to science and literature. For twenty years he was the chief advocate of the Canadian-Australian cable, and the real author of the "All-Red" idea. He has been a president of the Royal Society of Canada, and for nearly thirty years Chancellor of Queen's University. Perhaps his greatest claim to undying fame is his imperialism. No Scotsman has been more enthusiastic, persevering and self-sacrificing in behalf of the British Empire and its world-wide interests than Sir Sandford.

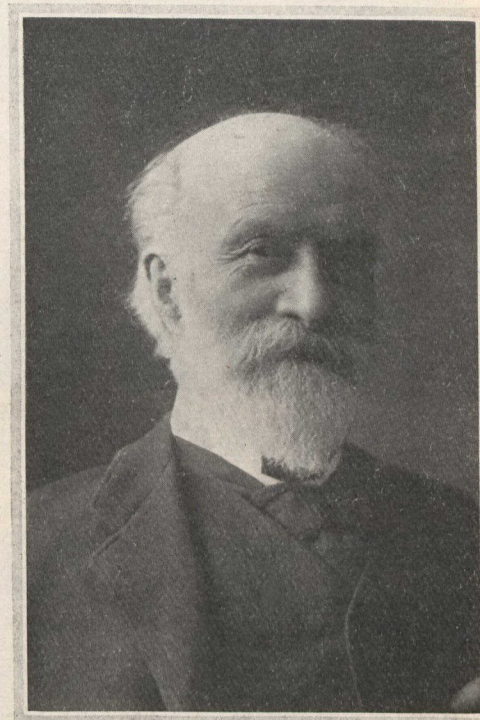
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MR. R. L. BORDEN.

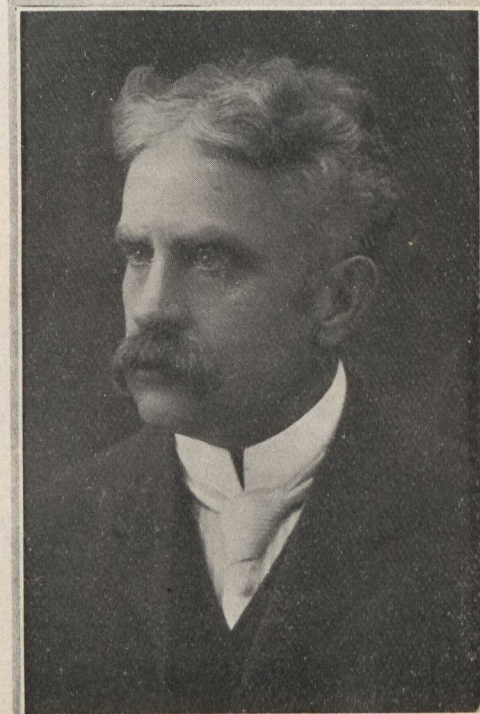
MR. R. L. BORDEN will have more opportunity to increase his reputation than any other one of the ten. Granted the ordinary span of life and no untoward accidents, he will some day be Premier of Canada. To-day he is leader of the Liberal-Conservative party in the Dominion and head of His Majesty's Opposition in Parliament. He won the position on his merits—a legal training, a well-balanced mind, an excellent grasp of the principles of constitutional government, a clear and quite lofty conception of political duty, excellent control of his temper, and gentlemanly conduct and bearing. His admirers believe that he has already had a profound influence upon his party in bringing it to support and advocate higher political ideals than it had heretofore acknowledged. His tendency to theorise is at once his weakness and his strength. To be a great political leader, a man must have both imagination and practical shrewdness. The former is required to enthuse the voting public, the latter to gain the support of business men and practical politicians.



Sir Thomas Shaughnessy



Sir Sandford Fleming



Mr. R. L. Borden, M.P.