

DONALD D. MANN OF THE C.N.R.

Britton B. Cooke, in Colliers' Weekly, Writes an Exceedingly Entertaining Biographical Sketch of the Glorified Navy, Who Bosses Lumber Camps and Construction Gangs.

Some men are great because they are geniuses; some because they have worked hard. William Mackenzie was a genius. Donald D. Mann, the vice-president of the Canadian Northern Railway Company, is merely a terrific worker. Big, inscrutable, Dan Mann is never anything but a deadly, quiet somebody who says nothing and looks nothing, but who is blasting, digging, bridging, and spiking a transcontinental railroad behind his broad back. He is the other horse in that heavy team, Mackenzie and Mann. Mackenzie and Mann are building the Canadian Northern Railway. Bill gets the money and Dan gets the work done.

Thirteen years ago or thereabout he lumbered down out of a certain mining country in British Columbia into the western plains. He was looking for something to do. He found it when he found the Lake Manitoba Railway and Canal Company, which had set out to connect a certain Manitoba wheat country with the transportation system of the plains.

He had fallen by the wayside. He bought it. He made a partnership with Mackenzie and began the work that occupies him yet. Solemn and sullen, with huge hands and huge feet, with shoulders like a prize Cytherean and limbs to match, with neat round hair covered with an iron-gray beard set on heavy jaws above a short neck, he sits at his desk today. He is not a man to be read. He says less than he can help and listens to more than you are saying. From a certain standpoint country boy to river-driver, to railroad navy and construction boss, he has seen men from different angles, and he remembers what he has learned.

He was born on a fifty-acre farm in a log house, the fifth in a family of children. His father was a farmer in the log-house in the township of Esquimaux, in which again is the town of Acton. He was christened Donald and called Dan, because Dan suited him better. His father had come to Canada with Dan's grandfather, and called Dan, because Dan suited him better. His father had come to Canada with Dan's grandfather, and called Dan, because Dan suited him better.

He had a habit of taking a blue-ink pen and marking it with soft pencil to indicate where he thinks a line rails might be built. Sometimes the lines would be so close that he would draw a line between two points on the map, which would indicate a mountain, and down the middle of a big river, the working out of such small things as the location of a bridge, or one day he proposed a line through very innocent level country and the engineers of the day would have been amazed at a certain piece of land over which the rails were already laid had been reserved for the purpose of building a bridge for a very special purpose. When Mr. Mackenzie heard about it he was very angry, but he did not say anything. The track Bill drew would have to be a dead-end in the land.

After a time Bill cooled a little and told Dan that he would like to see the map when he was mad. When he was finished, Dan went away and was gone for some time. He had a habit of taking a blue-ink pen and marking it with soft pencil to indicate where he thinks a line rails might be built. Sometimes the lines would be so close that he would draw a line between two points on the map, which would indicate a mountain, and down the middle of a big river, the working out of such small things as the location of a bridge, or one day he proposed a line through very innocent level country and the engineers of the day would have been amazed at a certain piece of land over which the rails were already laid had been reserved for the purpose of building a bridge for a very special purpose.

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men, and was regarded by the younger generation in Acton as a hero who would talk. One of his brothers came to him with an idea that they would lease a certain well-timbered farm not far from the town, work it together, and cut the timber still standing upon it for sale for the Grand Trunk Railway's locomotives. This was agreed. It was his first experience as a capitalist, and it was a bad one.

The Historic Meeting of Bill and Dan. At the end of three years the Mann brothers were able to pay only a margin on their debts. Dan pitched matters up as best he could and then cleared for the West. He concluded that he had not been mistaken in his original dislike for farming. He hated the sight of a snake fence or a plowed field.

When he came to the West he was a full-blown, self-sufficient man. He arrived there by way of Duluth and Winnipeg, and he found the Canadian Pacific Railway Company making the country country very busy. Every railroad worker and Dan soon got acquainted. He was looking for the first section of the road east of Winnipeg. He completed that contract on Christmas Eve, 1871, and it was he that cut the special sixteen-foot ties that were laid across the ice of the Red River to carry the rails over the frozen water.

So it was that the Acton youth began railroading. He came near quitting it that winter. His great physique, his ability to make men work who were not used to it, and the fact that one who could knock them over with one blow, his love of hard work, made him afraid of nothing. He had been out in the snow and he caught a cold. With contempt for anything so trivial as a cold, he went to bed. He discovered that he could not take the cold, full breath he was used to drawing, and when he awoke next day he found that he had pneumonia. He did not know because he was doing all kinds of work and had no time to rest. He was in bed for a week, and when he emerged from that room, he was thin and very weak. His big voice sounded like a girl's, and he had learned to be afraid of at least one thing.

Four years after that he met William Mackenzie. Sub-contracts for the road were being let, and Mackenzie had followed his recovery from pneumonia by working on the line. He had a habit of taking a blue-ink pen and marking it with soft pencil to indicate where he thinks a line rails might be built. Sometimes the lines would be so close that he would draw a line between two points on the map, which would indicate a mountain, and down the middle of a big river, the working out of such small things as the location of a bridge, or one day he proposed a line through very innocent level country and the engineers of the day would have been amazed at a certain piece of land over which the rails were already laid had been reserved for the purpose of building a bridge for a very special purpose.

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groups, including the Idaho, Stemwinder and Rawhide mines, mining work. So in 1874 he came down out of the hills and found the Canadian Northern.

He had learned many things about the West in his going up and down, and among them was a knowledge of the Dauphin section of Manitoba and the possibilities as a wheat country. He knew, and Bill Mackenzie knew too, that settlers were beginning to watch the soil of that country. He had watched them going into it over the long prairie trails and had seen them hauling their grain a hundred miles by wagon to Gladstone on the Canadian Pacific Railway. Then he had noted how the Lake Manitoba Railway and Canal Company was making the carrying of that grain by building a line up into Dauphin.

He had mentioned to Bill Mackenzie what a big opportunity that was getting, and the twin had talked the matter over between them. But this day in 1885 the Canadian Northern was in financial difficulties and they took the option to go to Montreal, where Bill was a lawyer and had the papers drawn up. The charter of the Lake Manitoba Railway and Canal Company was made a part of the partnership, and after securing an arrangement with the Manitoba government whereby it accepted bonds to the extent of \$5,000 per mile, a thing that at that time had not been done on railroads in Canada, except where the road was owned by a large corporation, the partnership was made.

Curious people have wondered why the Canadian Pacific railway did not take it in might and sit on Mackenzie and Mann with their scrip of railroad, but Mr. Z. A. Lash, third vice-president of the road, accounts for the oversight. He said that the quiet methods of Dan and Bill would build the corporation into a gentle giant, in which it would be a rule and draw a line between two points on the map, which would indicate a mountain, and down the middle of a big river, the working out of such small things as the location of a bridge, or one day he proposed a line through very innocent level country and the engineers of the day would have been amazed at a certain piece of land over which the rails were already laid had been reserved for the purpose of building a bridge for a very special purpose.

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onds flow. He struck the cigar between his lips unlit. He grew uncomfortable in his chair, and raising himself, bent one knee under him so that it should rest on one of his feet. "No," he emitted.

The interviewer then narrated what Mr. Mackenzie had told him of that first meeting. After a time Mr. Mann remembered that it was so. He seemed, however, to be thinking of the question with slightly renewed interest. The man in the chair beside the desk waited. The silence grew longer and longer.

Dan seemed to be going over a pleasant reminiscence, and he was chewing the cigar with the faintest reflection of a smile in his eye. "I'd like," he growled in a very low voice, almost as though he were talking to himself—"I'd like like hell to tell where I first see M'Kinzie."

There was a usually long silence after that. But he wouldn't say. "When did you first have charge of men?" asked the writer. "I was fifteen. Father gave me charge of the hoppers, 'bout a hundred men, women, and children."

"Once a year." "What was your ambition when you were a boy?" "I'd like to be a soldier." "When did the cigar in his back teeth?" "I know what I'd been if I had had the cigar." "What was that, sir?" "Soldier."

There was another long, reminiscent silence. "What did you think of China when you were there?" "I'd like to be a soldier." "When did the cigar in his back teeth?" "I know what I'd been if I had had the cigar." "What was that, sir?" "Soldier."

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OKLAHOMA INDIANS AGAIN ON WAR PATH

Snake Indians Lead by Chief Crazy Snake Make Trouble. Sheriff's Posse Give Battle. Six Indians and Two Officers are Killed.

Chotah, Okla., March 28.—Between 20 and 30 Snake Indians have been captured and six Indians and two officers killed as the result of the Indian uprising. In an attack this morning at 8 o'clock led by Sheriff Odema, whose son was killed and a number wounded. A half dozen military companies arrived at Chotah early this afternoon and gave hot pursuit of the warping band led by Chief Crazy Snake, which have been driven to the hills. Reports from the five posses of officers say that the Indians are becoming separated and that they will soon be upon their trail. A battle is expected hourly.

The 22-year-old son of Chitto Harjo was captured in the first attack of the day. A rope was placed around his neck and he was compelled to make a full confession of the details in regard to the pitched battle of yesterday. Not until Harjo's feet had been lifted from the ground and his body dangling in the air was a confession obtained.

"Pleads for His Life." "Don't kill me," he pleaded, "you shall know it all." He gave a complete list of the names of the Indians implicated in the fight which said that John Tiger, Seminole, fired the shots that killed deputies Edward Ramm and Herman Odema while endeavoring to enter the home of Crazy Snake. "Coker killed both men," Harjo confessed. "He fired at a distance of 300 yards and threw a fence. I saw him fire and saw the men fall."

A second object of the mock hanging was to learn the whereabouts of Chitto Harjo. "Are those not your father's tracks in the backyard?" he was asked. "No," the Indian stubbornly replied. Then the noose was drawn tighter and he confessed that the tracks referred to were those of his father and that his father intended of being in the night with the Snake Indians. "Then we will have him," said an officer. The posse renewed their march and Chitto Harjo was shot on sight.

Among those captured are a son and nephew of Chief Crazy Snake. A noted man of the tribe who has been scouting for four years. "History of Trouble." Oklahoma City, March 28.—The present trouble with the Snake Indians is but a renewal of the many disturbances that have been caused by this tribe since the arrival of the first white man in Indian Territory, Oklahoma. Chitto Harjo, whose English name translated means "Crazy Snake" is the tribal chief. "Crazy Snake" is the leader of the most powerful band of the full-bloods. For years he has been preaching against the white man and, with the exception of his own people, has been the trouble. The Snakes are a branch of the Creek nation.

The first trouble with them came in 1860 when the lands were allotted to the five civilized tribes of which the Creeks are one. Harjo then led a band of the most influential Snakes and they demanded that their lands be left as a whole and that each member of the tribe be given private land.

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TO UNSEAT CIVIC LEGISLATORS: London's Mayor and Aldermen Interested in Companies Selling Materials to City.

London, Ont., Mar. 28.—Mayor Stevely and Aldermen Ferguson and Gerry may soon be called upon to face proceedings to unseat them on the ground that interests they represent secured contracts for work on the new isolation hospital. The owners of the Real Estate association intend to press for their unseating. It has also developed that Mayor Stevely is connected with a company which furnished furniture for the city fire hall.

Ald. Ferguson, chairman of the finance committee, and Ald. Gerry, chairman of the board of works, make no secret of the fact that they have dealt directly with the contractor upon the isolation hospital. Ald. Ferguson supplied all the lumber, siding to the contractor the roofing material and also selling to Ald. Gerry the lumber necessary for dressing. Ald. Gerry supplied all the finished work, such as window frames, doors, casings and baseboards.

CANAL READY IN 1913. President Taft Urges the Engineer to Hurry It Along. Washington, March 28.—President Taft today again told Chief Engineer Goethals of the Panama canal that the great waterway was to be completed by close of 1913, he wanted to see it done. Colonel Goethals has already declared that the canal will be completed in 1915, and he is understood to believe it impossible to save two years on the work, but he told the president he would put every nerve to work to expedite matters to carry out the president's orders.

TO IMPOSE TAX ON BACHELORS. Lloyd George May Introduce System in Vogue in 1915. London, Mar. 28.—In imposing a tax on bachelors, the example set by the Philistine Sobranis, may possibly be followed by the chancellor of the exchequer in this country, not only as a means of adding to the revenue, but also with a view to conciliating the suffragettes. Such a tax existed in England from May 1, 1909, to August 1, 1906, during which period every unmarried man had to pay an impost graduated according to his station in life. This ranged from \$25 in the case of dukes and archbishops, down to 25 cents in the case of those scheduled as other persons.

Repairing Old Liberty Bell. Philadelphia, March 28.—The first protest against the proposition to repair the crack in the Liberty Bell from the old bell from the tower to its present position, and also manufactured the 13,000 pound bell which now hangs in the tower, declares the scheme to be impracticable and that such repairs can only be made with great risk of the total destruction of the bell.

Russians for G. T. P. Work. Vancouver, B. C., Mar. 26.—When H. M. S. Montague arrived from the Orient today he brought 60 Russian Munkis from Siberia, who have been imported expressly to work on the G. T. P. construction from Prince Rupert. They came with their own tools and a complete lack of all the rules of good living by their eating, sleeping and general deportment.

MANITOBA BAR ASSOCIATION. Elects its Officers at the Annual Meeting. Winnipeg, Mar. 27.—The annual meeting of the Winnipeg Bar association was held last night at the Royal Alexandra at which Isaac Campbell presided. There were over a hundred members present and keen interest was displayed in the discussion of various suggestions and motions as to the constitution and progress of the association. The reports of the council and committees as to the standing of the association and the legislation affecting the profession, submitted to the provincial house, were read and accepted. A motion was carried that they come before the association to consider the advisability of enlarging the scope of the Manitoba Bar association. The election resulted as follows: J. A. M. Atkins, K.C., was unanimously elected president, the other officers being elected by the council and councilors: Messrs. Metcalfe, Robson, Campbell, Burbridge, Denniston, Anderson, Hoskin and Hudson for two year terms; Messrs. Miny, White, O'Connor, Lott, McPherson, Laird, McKecher and Daly, for one year terms.

TO Confer on Waterways Rider. Ottawa, Ont., March 28.—Hon. A. B. Hayesworth and G. T. Gibson, chairman of the Canadian section of the international waterways commission, left on Saturday for Washington. They will confer with the American authorities in respect to a rider added to the waterways treaty by the United States Senate and which has been pointed out to the Commission by Sir Wilfrid Laurier, will not be accepted if detrimental to the interests of Canada.

Company Lost \$25,000 Every Year. Washington, March 28.—The Buckle Stove & Range Company of St. Louis has appealed against the decision of the district court of appeal in modifying the injunction of Justice Gould restraining the A. F. of Labor from picketing the door of its Washington office and the appeal has been allowed. The company claim an annual loss of \$25,000 on account of the boycott.

May Not Maintain Sign. Vancouver, B. C., March 28.—Justice Clement today decided that T. S. Moody, dentist, could not maintain the sign, "New York Dentists," at his place of business, having been warned by the Dental Association to remove it.

THE COAL AND STEEL PEOPLE REACH IMPASSE

Steel Company Present Certain Demands Which Coal Company Will Not Recognize Until Details Are Worked Out. Nearly Three Million Dollars.

Montreal, March 28.—The dispute between the Steel and Coal companies has reached something in the nature of an impasse as a result of the recent negotiations, and the Coal company has just handed out an ultimatum to the Steel people which may either mean an immediate settlement or a prolongation of the dispute ad nauseam. The position is the Steel people claim from the Coal company \$2,576,420 as excess price paid for coal. This is not disputed by the Coal people, and they are ready to pay the claim in cash. But in addition Mr. Plummer claims \$443,443, which, he contends, the Steel people lost through inability to fulfil contracts owing to the fact that in 1906 for a time they could not get sufficient coal.

The Coal company refuses to pay the extra claim until they are furnished with full details of it, which, up to the present, the Steel people have not given them. The Coal company offers to pay \$2,576,000 on account, and at the same time to bring into force the old contract, leaving any additional claims of the Steel company to be settled as the company gives satisfactory proof of their validity. The Coal people stand by this, and the following ultimatum was today sent to the Steel company by Mr. Ross, who will stay in the city until tomorrow to await an answer.

"This offer, unless accepted forthwith, will terminate this company's efforts to effect any agreement whereby your legal right to recover payment of your claims or any part of them will be in any manner anticipated, and the directors of this company will hereby instruct them to make no further concessions to attain this desirable end. In any event, and to prevent any misunderstanding, I am directed to state that the offer made by this company in the resolution of this board of directors of February 24, 1906, remains open to you."

PHONES: 201 NAMYO AVENUE. Edmondton. D. R. FRASER & CO., Limited. Lumber, Lath, Shingles. Doors, windows, and everything in the building line. Our prices are the lowest, and material of the best quality. Call and inspect our stock and get our prices.

Butter Wrappers. Your Butter will bring you a higher price and will also find a ready buyer if properly done up in nicely printed wrappers. We quote the above at the following prices: 1000 Wrappers \$2.50—Extra 1000's \$1.75. Cash must accompany order. Prompt delivery guaranteed.

THE BULLETIN, Edmondton, Alta. The Waterloo Manufacturing Company Limited, Winnipeg. John Herron Manager Western Provinces. Manufacturers of Portable Tractor and Flow Engines also the well known "Waterloo Champion Separator" etc., etc., have located in Edmondton, office 45 Jasper Avenue East. Write for catalog.

D. B. MacLeod, General Agent, Edmondton. Inquire for "The Waterloo" from your agent and if he cannot give the information write us and get a winner! Terms right! Live agents wanted. Prices right! We have a few snags in rebuilt Engines and Separators. Different makes.

Advertisement for 'The Waterloo' featuring various machinery and services. Text includes: 'The Waterloo Manufacturing Company Limited, Winnipeg. John Herron Manager Western Provinces. Manufacturers of Portable Tractor and Flow Engines also the well known "Waterloo Champion Separator" etc., etc., have located in Edmondton, office 45 Jasper Avenue East. Write for catalog. D. B. MacLeod, General Agent, Edmondton. Inquire for "The Waterloo" from your agent and if he cannot give the information write us and get a winner! Terms right! Live agents wanted. Prices right! We have a few snags in rebuilt Engines and Separators. Different makes.'