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## The Canadian Northern Railway's Presidency.

The Dominion Government has made a good start in the reorganization of the C.N.R. management. For some time it was feared that political considerations might prevail, and that a politician, without practical railway experience, would be appointed either chairman of the board or possibly as President. Such an appointment would have been a national calamity, and there was a good deal of public apprehension in regard to it. Sir Robert Borden allayed this somewhat, when he stated at the Toronto Exhibition directors' luncheon, on Sept. 9, that there must be no party political interference in the management of the road, and there was a general feeling of relief when it was announced on Sept. 18 that a board of business men had been appointed, and that D. B. Hanna had been elected President, thus ensuring a business administration of the second largest Canadian railway system.

It is eminently fitting that Mr. Hanna, who in 1896 was the first official of the little Lake Manitoba Ry. & Canal Co., the nucleus of the present C.N.R. system, should have been chosen as its chief executive. He is acquainted with every detail of the building up of the system, and has been responsible for years for its operation and for many other branches of its organization. Laboring under difficulties that many men would have found insurmountable, he has carried on the operation in a most economical way and has proved himself a most capable administrator. During the recent arbitration proceedings, he surprised even his most intimate friends by his thorough knowledge of every phase of the company's operations—finance, construction and operation.

Mr. Hanna enjoys to an extraordinary degree the confidence and respect of the thousands of men on the C.N.R. pay rolls, and will undoubtedly receive an enthusiastic loyalty from them that no outsider could hope to secure. He is also very popular with other railway officials, and with the large number of the general public with whom he has come in contact, and we believe that now he has a free hand and can carry out his own ideas as to organization, etc., he will produce satisfactory results.

Of one thing the public need have no fear. Mr. Hanna will serve the new owners of the road—the people—as loyally and enthusiastically as he served its private owners, and no man could do more.

## Character Sketch of D. B. Hanna.

Following are extracts from an article published in the Toronto Globe in 1911:

You may call him, if you choose, prime minister to the dual monarchy that reigns over the Canadian Northern Ry. System. You may regard him as the foster mother of the score or more enterprises in which these potentates are engaged. You may speak of him as one of the big men of the country, wealthy, respected and influential, or you may point to him as the steady yet agile climber up the slippery rungs of the ladder of success. And yet in the end you will get back to describing him simply as the warm hearted, genial Scotchman, David Blythe Hanna, unspoiled and unchanged by all the honors that have fallen to his lot.

D. B. Hanna was Treasurer of the Manitoba & Northwestern Ry., with headquarters in Portage la Prairie, when William Mackenzie first ran across him. Mac-

kenzie was building the comparatively insignificant road from Gladstone to Dauphin, which was to form the nucleus of the Canadian Northern. He wanted a Superintendent, and a friend recommended Hanna, with the result that the brilliant promoter and the no less brilliant administrator joined hands.

The early days of the Canadian Northern, when Hanna was simply Superintendent of the little Lake Manitoba Ry. & Canal Company, form quite a contrast to the era that has since dawned. Those were the times when thirteen men and a boy were said to have been a sufficient force to operate the entire system. It was a period of vicissitude, when versatility was required, and faith and enthusiasm. Through it all D. B. Hanna plodded along, working overtime and inspiring courage in his subordinates.

His earlier career had all along been associated with railroading, in one form or another. Born at Thornliebank, Renfrewshire, Scotland, on December 20, 1858, he entered the service of the Glasgow, Barrhead & Kilmarnock Ry., at the age of 16, as ticket agent. In 1879 he transferred his services to the Caledonian Ry., becoming cashier at Stobcross station, in Glasgow. Emigrating in 1882, he first served two years in the Auditor's office of the Grand Trunk in Montreal, and then two years in the Auditor's office of the New York, West Shore & Buffalo Ry. in New York. In 1886 he joined the Manitoba & Northwestern Railway as Chief Accountant, becoming its Treasurer in 1892, and also Land Commissioner a year later. Just 15 years ago he became Superintendent of what was to become the Canadian Northern Ry., and in 1902 received the appointment of Third Vice-President.

In dealing with a man of Mr. Hanna's character, it is quite impossible to avoid the laudatory style of treatment. As one of his intimates remarked, "You can't tell much about Hanna, because he hasn't any faults." Among the several hundred men in the head offices of the C.N.R. in Toronto he is almost an object of worship. "There isn't a man among us who wouldn't die for him," was the somewhat extravagant assertion of one enthusiast, which may be taken as a fair indication of the esteem in which he is held. And this feeling extends outside to the other employes of the road. Even labor agitators, who might sometimes be expected to adopt a hostile attitude, have only good words to say for him.

When it comes to working, he does not believe in the eight-hour day—that is, for himself. It is no unusual thing for him to put in nine or ten hours at his desk, and throw in Saturday afternoons to boot, when, as he says, he can get a little housecleaning done. On Sundays—well, of course, being a good Scotch Presbyterian, he doesn't indulge his hobby on the Sabbath. As for holidays, the frequent inspection trips which he must needs take, and almost annual voyages to England, provide sufficient variety, in his opinion, to make it possible to dispense with more formal vacations altogether. With so much of his time devoted to work, he is able to achieve wonders, getting through an immense amount of routine, and being interviewed by sometimes as many as fifty people a day.

The Third Vice-President of the C.N.R. is a big man, towering well over the 6-mark. Since he has seen fit on several occasions to joke about his appearance, it will not be derogatory to state that, like most men, he is not exactly in the Adonis class. One of his amusing reminiscences of his early life in Scotland has