

# Mentioned in Despatches



**SIR JAMES WOODS,**  
Knighted for his services to the Empire.

**J. W. WOODS**, president of Gordon, Mackay & Company, Toronto, is now "Sir James," having been knighted for his services to the Empire during the war. Sir James Woods is a former president of the Toronto Board of Trade, and has long been a prominent figure in the commercial life of that city. During the war he acted as chairman of a Trade Commission which visited Great Britain, France and other countries.

**H. M. P. ECKARDT**, who died a few days ago, was a well known financial writer. The late Mr. Eckardt was formerly connected with the Merchants Bank, but left them some years ago because of ill health, and since then has been engaged in financial journalism. He was in his 49th year. He was a regular contributor to the columns of this paper.

**W. W. HUTCHISON**, who has been elected a director of the Canadian Bank of Commerce, is the well known Vice-President and General Manager of the Lake of the Woods Milling Company, and one of the recognized authorities in Canada on the milling industry. Mr. Hutchison is also a director of the Crown Trust Company, but it is in the milling field that he has made his mark. He is one of the most popular business men in Montreal.

**MR. F. W. G. JOHNSON**, who died a few days ago from an attack of pneumonia, was widely and favorably known in banking insurance and fraternal circles. The late Mr. Johnson was born in Montreal in 1860, educated here and in England, and then took up insurance. Later he transferred his activities to the Grand Trunk and still later to the Great Northern, which took him to St. Paul. Later Mr. Johnson returned to Montreal and joined the staff of the Molson's Bank, serving with them at Sorel, London and in Montreal. In this city he opened the St. Catherine Street Branch of the Molson's Bank and managed it for some nineteen years. Some half dozen years ago he was forced to resign on account of ill health. On his partial recovery he again took up insurance work. While never a robust nature the late Mr. Johnson was keenly interested in athletics. He was a life member and a director of the M. A. A. A., and was also a member of the Royal Victoria Lodge. He was a son of the late Sir Francis Godshall Johnson, late chief justice of the Supreme Court of the Province of Quebec.

**CAPT. ROBERT BARTLETT**, who is to lead the next Polar Expedition, has announced that it will be known as the Roosevelt Memorial Expedition. Bartlett, who is a Newfoundlander by birth, is a typical old sea-dog and has already made a big name for himself as an Arctic explorer. He served with Captain Peary and commanded the Roosevelt in Peary's last expedition to the Pole. He spoke in Montreal before the Canadian Club a few years ago and made a most favorable impression.

**PHELPS JOHNSON**, who has resigned the Presidency of the Dominion Bridge Co., is one of the best known bridge builders in the Dominion. He was born in the United States, but has spent the major portion of his life in Canada. He was formerly head of the Toronto Bridge Co., later forming the Dominion Bridge Co., of which he was Chief Engineer and president. Among other undertakings he has built the C. P. R. bridge at Lachine and the famous Lift Locks at Peterborough.

**MR. A. MACNIDER**, who has just died in Edinburgh in his 85th year, was long associated with the Bank of Montreal in Canada. Mr. Macnider, who was born in Scotland came to Canada as a boy of seventeen, and entered the services of the Bank of Montreal. After serving in many important posts he finally became Chief Inspector and Superintendent of Branches, a post he filled for some twenty-five years. He retired from the bank four years ago and went to reside in Great Britain.

**MR. G. H. DUGGAN**, who has been made President of the Dominion Bridge Company, has been Vice-President for some years and is known as one of the best engineers in the country. He was born in Toronto in 1862 and educated at the School of Practical Science. His engineering experience includes work with the C. P. R., The Dominion Steel Corporation and the Dominion Bridge Company. Mr. Duggan is also a director of the Royal Bank. For pastime he designs and sails racing yachts.

## EUROPE WANTS MEAT.

The war stimulated the export trade in Canadian livestock products to a degree deemed well-nigh impossible five years ago. Exports of beef increased 6795 per cent, of bacon and pork products 571 per cent. Total exports of livestock products in the fiscal year ending March 31st, 1918, were valued at \$172,743,081 as compared to \$53,349,119 in 1914.

Canada has the opportunity of holding this trade and increasing it, for our meat products won a splendid reputation in Europe during the war, and Canada is in the position of the favored nation.

The price of feed has been high, and the cost of producing livestock has been correspondingly high. But the market price of finished animals has also been high. But the market price of finished animals has also been high. The price may decline gradually, but the price of feed will decline also, and the percentage of profit to the farmer should thus remain about the same. Indeed if the cost of feed declines first, the profit to the farmer will be increased.

J. E. Brethour of Burford, Ont., who won the first prize for export bacon hogs at the Winter Fair at Guelph, says that with the relative prices of feed and bacon then pertaining there was a good profit.

"With standard feed at \$57 a ton and hogs at \$16 live weight, I make a profit of over 20 per cent," said Mr. Brethour. "It is the profit that counts not the selling price, and profit depends upon the relation of the price of feed to the market price of the finished animal."

**H. D. McMULLEN**, who has joined Hew R. Wood Co., as a bonds salesman is one of the most popular men in the local "street," and was formerly head of "Advertising Letters." Mr. McMullen was born at Picton, Ontario, and educated at Queen's University.

**MAJOR-GENERAL J. F. BELL**, one of the best known military men in the United States died a few days ago in his 63rd year. He was a graduate of West Point, and spent forty years in the army serving in the Spanish-American War and in the Philippines.

**ROBERT WELCH**, who has been appointed manager of the Dominion Gresham Guarantee and Casualty Company in succession to the late F. J. Stark, has been Assistant General Manager of the Globe Indemnity Company of Montreal. Before that time he served with the Liverpool and London and Globe and also with the General Insurance Company in Perth, Scotland.

**KARL LIEBKNECHT**, who is in command of the Spartacus party in Germany is one of the best known and troublesome men in that country. Liebknecht is head of the extreme socialistic wing and has been arrested and imprisoned many times for high treason and other offences against the State. He was a member of the Reichstag, but this did not prevent him being sent to prison in 1916 for criticizing the Kaiser and those in authority. He was released a few months ago and immediately started a civil war. The Spartacans or Red group in Germany correspond to the Bolsheviks in Russia, both seeking the complete destruction of all Governments.

**THOMAS FINDLAY**, who was also elected a director of the Canadian Bank of Commerce, is President and General Manager of the Massey-Harris Company of Toronto, and one of Canada's big captains of industry. Mr. Findlay, who is not yet fifty years of age, is the son of a farmer. He worked on his father's farm till he was sixteen and then learned telegraphy and a few months later joined the Massey-Harris Co. as telegrapher operator. Promotion came very rapidly and some eighteen months ago he succeeded the late Sir Lyman Melvin-Jones as President of the Company. He takes a very keen interest in church work and all philanthropic movements.

## A FLOATING ELECTRIC POWER STATION.

One of the many British "Freak" vessels produced during the war is the floating electric power station, officially known as C. D. 258. Although it is formally a ship, it was under the control of the War Office, not the Admiralty, having been secured for the service of the Directorate of Inland Waterways and Docks. Its function was to supply electric current as and where required for the miscellaneous operations of this department in connection with docks, harbors and canals used for military transport. At a distance this vessel might pass for a gunboat without guns; technically it is described as a steel barge. Amidships is a complete electric power station of 1,000 Horse Power designed so that practically any type of electrical installation can be fed from this source. Two oil tanks, each with a capacity of 20 tons, and an electrically driven workshop with lathe, drilling machine, and other repair plant, complete the main part of the equipment. While this "universal electric provider" is the direct outcome of war conditions, similar equipments are likely to be very useful in the construction of sea and river works. They are also worth considering for the permanent supply of electricity to riverside towns where, owing to the nature of the sub-soil and other local conditions an ordinary power station would be difficult of erection on a site convenient for water and fuel supply. In remote parts of the world a floating oil-power electric station could probably be installed and run much more cheaply than a land station.