

## Mentioned in Despatches

**A. CLAUDE MACDONELL, K.C., M.P.**, for South Toronto, has just been called to the Senate. Claude Macdonell was born in Toronto in 1861, educated there, and has practiced his profession in the Queen City. Macdonell, in addition to his legal work, has always taken a prominent part in journalistic ventures, serving for years on the editorial committee of the *Catholic Review*, and later establishing the *Barrister*, of which he was the editor. He was first elected to South Toronto in 1908.

**SMEATON WHITE**, who has been called to the Senate, is president of the *Gazette Printing Company* and one of the best known journalists in the Dominion. Mr. White succeeded to the presidency of the *Gazette* on the death of his father some few years ago, and under his management the paper has made its greatest progress. Mr. White has travelled extensively and through his journalistic work has kept himself in the closest possible touch with the vital questions of the day. Mr. White will bring to the Senate a large measure of sound business sense and should prove an unusually useful member of the Red Chamber.

**DR. FRIDTJOF NANSEN**, the famous Norwegian Arctic explorer, is now in the United States where he was sent by the Norwegian Government to plead for shipments of American food-stuffs for that country. Nansen was born in 1861 and as a young lad started on his career of exploring. He has made many trips to the Arctic Regions, his most famous being in 1893-96, when he attained to 86 deg. 14' n. north. Nansen was formerly Minister for Norway at the Court of St. James, but is best known for his achievements in exploring the Arctic Regions and for his books descriptive of the far North. At the present time he is professor of Oceanography at Christiania University.

**LOUIS RAEMAEEKERS**, the famous Dutch cartoonist, is now visiting in the United States, and by means of interviews and public statements is endeavouring to convince the Americans of the real nature of the Huns. According to Maximilian Harden, "Raemaekers' cartoons have done more to hurt the German cause than all other published articles together." As a matter of fact the German Government has put a price on the head of the Dutch cartoonist and would welcome nothing so much as getting this man into their hands. Raemaekers is on the staff of the *Telegraaf*, one of Holland's most important newspapers, but his cartoons have attained such a wide publicity that they have been copied by the leading papers of every country of the world except Germany.

**ALBERT T. WELDON**, who has been appointed general freight agent of the Intercolonial Railway, is well known to Montreal business men. For some half dozen years he was general freight and passenger agent of the Black Diamond Steamship Line, where his tact and unfailing courtesy made him a popular official. Mr. Weldon is a native of New Brunswick, having been born in Dorchester in 1876. As a young man of twenty-four he entered the services of the Intercolonial Railway at Moncton, later serving with them in Halifax. Some 3 years ago Mr. Weldon was induced to leave the services of the Black Diamond Steamship Line and return to his first love and has now been promoted to one of the most responsible positions in the Intercolonial.

**CAPT. J. BERNIER**, the well known Canadian Arctic explorer, is home from his seventh trip to the Polar Regions. "Cap" Bernier, as he is popularly known, has been at sea almost ever since he could walk, and it is generally assumed that he has acquired his sea legs by this time. Altogether he has been captain of forty-eight different vessels and pilot on a dozen more, so that he has a bigger batting average than the famous pickle manufacturer who boasted of "fifty-seven varieties." He was born in this province in 1852, went to sea as a lad, but later returned and became dock master of Levis, and later still governor of Quebec Gaol. After four years he found his gaol quarters too small, and left for the Arctic where he had room to turn around. "Cap" Bernier is a bluff old sea-dog who has contributed a great deal to our knowledge of our far North.

**COL. MACKLEM**, a Canadian from Tilbury, Ontario, joined the overseas forces three years ago as a private. Since then he has won the D. C. M. for bravery, been promoted to a lieutenant-colonelcy, and has been made the recipient of a \$100,000 honorarium by the British Government. In addition Col. Macklem invented a new hand grenade and a new type of shell detonator. Before enlisting he was a machinist and evidently turned his previous knowledge of mechanical devices to good account.

**GEORGE G. FOSTER, K.C.**, who has been called to the Senate, is a product of the Eastern Townships. He was born at Knowlton in 1860, educated at McGill, and called to the Quebec Bar in 1881. In addition to being a well known corporation lawyer, he is a director of a large number of financial and industrial corporations, including the Bank of Commerce, the Orford Mountain Railway, St. Lawrence Power Company, Montreal Tramways Company, and the Canadian Light & Power Company. Mr. Foster contested Brome in the Conservative interests in 1896.

**SIR WILLIAM MACKENZIE and SIR DONALD MANN**, whose control of the Canadian Northern is passing to other hands, were both born on farms in Ontario. Sir William was born near Kirkfield, Ont., in 1849, and Sir Donald near Acton in 1853. After a public school education and a short training in the Toronto Military School, Mackenzie taught school for a short time. Later he kept a country store and while thus engaged took up contracting in a small way for a railroad builder who was constructing a line through the north central part of Ontario. This contact with railroad building gave him a new impetus in life and shortly afterwards he launched out as a railroad contractor and builder. He built part of the Grand Trunk System between Toronto and Nipissing and then went West, where he built a considerable portion of the Canadian Pacific Railway. While engaged in this work he met Sir Donald Mann, and after they had finished their railroad building the two of them purchased a broken-down piece of road known as the Manitoba and South-western, which became the nucleus of the present Canadian Northern System of 10,000 lines. Mackenzie is president of the Toronto Railway Company, of the Winnipeg Electric Co., and a director of a score of other financial, power and industrial corporations. His interest extends from Brazil and Mexico to England.

Sir Donald Mann tried farming, but failing at that went to the Michigan lumber camps, later striking out to the Canadian West, where he engaged in railroad contracting, and where he eventually met Sir William Mackenzie. In the construction of the Canadian Northern lines Mackenzie looked after the financial end, while Mann took charge of the construction and operation of the roads. Like his partner he has many outside interests but his run more largely to mining properties, being a director of nearly a score of these.

### BRITAIN'S EXPORT TRADE SACRIFICED.

There is a statement from a source which, according to *The Montreal Gazette*, may be regarded as wholly reliable, showing the war's effects on British shipping.

The ocean-going shipping at present on the United Kingdom's register, inclusive of prizes, is a little more than 15,000,000 tons, of which 14,000,000 are employed in home service. Of the 14,000,000 thus employed, however, only about one-half is available for the trade of the country. About 5,500,000 tons have been allocated entirely to the needs of the navy, the army, the Allies, and the dominions overseas, a further million tons or thereabouts being used for these purposes on the out journeys and therefore lost to Britain's export trade, but available for imports.

Before the war the ocean-going vessels on the United Kingdom's register represented between 17,000,000 and 18,000,000 tons gross. Of this, more than 15,000,000 tons were regularly employed in trade with foreign countries and various parts of the British dominions.

A large amount of this distant trading has been sacrificed to Britain's immediate needs and nearly 50 per cent of the ships concerned brought home for the British trade. From the beginning of the war British ships have steadily been requisitioned by the Government, and run in national instead of in private interest. The rates paid to ship owners soon became

very much lower than the freights which could be earned by free ships, and British ship owners therefore have been unable to rely on earning the same freights as their competitors.

Now the situation has reached the stage at which it has been necessary to take complete control of all British shipping in order to insure the employment of every vessel in the manner and on the terms as to rate of freight most consistent with the national interest. The result may be summarized as follows:

With the exception of a few vessels engaged in distant waters on work which is vital to the British colonies and of vessels chartered to France and Italy, the British Government has requisitioned for hire at the Government's rates about 97 per cent of the ocean-going tramps on the United Kingdom register.

All British liners have been requisitioned and are being run for Government account. The owners receive hire at Government rates, and the profits derived from private freight carried at market rates go to the Government and not to the shipowner. Every ocean going voyage of British steamers is now directed by the Government, which has regard only to the question of how it can obtain essential imports from the nearest source and disregards the interests of both the shipowner and exporter. Many built-up trades in distant waters and sustained by British industry had to be abandoned to neutral owners who gladly seek employment for their vessels in areas immune from war risks.

Apart from the effect upon the shipping interests, the country generally has also had to suffer great, and increasingly great, sacrifices, owing to the shortage of tonnage caused by war requirements and submarine losses.

"Before the war," says a British statesman, "we were importing at a rate of about 58,000,000 tons a year. In 1916 our imports fell to about 43,000,000 tons, and in the present year they will be considerably less.

"Of 58,000,000 tons which we imported before the war, foodstuffs were rather less than a quarter. The rest was practically all employed or consumed in promoting the industries and commerce of peace. In 1916, however, two-thirds of all our supplies from overseas consisted of foodstuffs, munitions of war, and material for manufacture of munitions, leaving only one-third of a greatly reduced total for productive industries.

"In 1913 our total imports were valued at 769,000,000 sterling, of which about 94,000,000 came from countries with which we are now at war. In 1916 our imports were valued at 949,000,000 sterling, enemy countries being, of course, eliminated from this figure.

"The great rise in prices accounts for a large part of the phenomenon of an increase in the money total with a decline in the amount imported, but on the best estimate that can be made it would appear that if in 1916 we had imported 43,000,000 tons of goods which we obtained from the same countries and in the same proportion as we imported before the war, they would have cost us rather less than £800,000,000.

"Therefore, in the year 1916 we paid £150,000,000 more than our imports would have cost us if we had continued to buy the same class of commodities and from the same sources as before the war. In 1913 exports were valued at £506,000,000, but if these exports had been at prices of the 1913 level their value would have been only £386,000,000.

### TACT.

It was a bad day with the gruff and rugged bank executive. He barked at his stenographer, and quarreled with the confidential clerk. At lunch he called the waiter a blockhead, and criticized the management of the club. Afterward he took two puffs of an expensive cigar and tossed it into the gutter in despair. Back at his desk he terrified half the office force because an important letter had been overlooked for two hours. It was an inauspicious time for the pleasant-faced life insurance salesman to pay one of his periodical visits, and the doorman gave him a hint of the situation when the salesman handed him a cigar. Acting upon it, the visitor said nothing at all about insurance. He told the executive that he did not know when he had seen him looking so fit. After that he repeated a flattering remark another banker had made on the subject of the disgruntled man's golf. The salesman and the executive talked golf for fifteen minutes, with the banker growing happier every second. At the end of that time the executive looked at his watch. "My car is outside," he said. "If we start right now we can be at Siwanoy at three-fifteen. That will let us do eighteen holes very easily, and give you a half-hour afterward to bore me with your insurance arguments." A minute later the car had started, a great sigh of relief was audible in the front of the bank, and the clouds had all blown over.