

## Mentioned in Despatches

**JAMES I. MACPHERSON**, Parliamentary Under-Secretary of State for War, appears to be one of the coming men in the British House. As his name indicates, he is of Scottish extraction, and represents Rosshire in the British House. He has been taking a very active part in the discussions on war matters, and shows a mastery of his subject. He is a graduate of the University of Edinburgh and has been in Parliament since 1912.

**MAJOR DAVID SEATH**, whose death occurred a few days ago, was for many years Secretary of the Montreal Harbor Commission, resigning that post a few months ago because of ill-health. The Major was a veteran of the Fenian Raids, and retained his interest in military affairs till the end. He retired a few years ago from the Victoria Rifles with the rank of major. Major Seath was regarded as an authority on matters relating to the management of harbors.

**HIRAM W. JOHNSON**. — The big fight in the United States as to whether or not the government shall own and operate the railroads is attracting a good deal of attention. Lately a new advocate of Government Ownership has appeared on the scene in the person of Hiram W. Johnson, of California, Junior Senator from that state. Senator Johnson was formerly Governor of California, and a leader of the Progressive Party. He is a Radical and believes in many reforms which may be regarded as socialistic in their nature.

**MAJOR W. H. CLARK-KENNEDY, D.S.O.**, who has been given command of a Canadian battalion at the front, is one of the few surviving officers of the 13th Battalion. With that battalion he has been through a lot of very hard fighting from the St. Julien days down to the present. Clark-Kennedy was born in Scotland some thirty-seven years ago, but came to Canada as a young man and held a responsible post in the Standard Life Assurance Company. He served with distinction through the South African War. A short time before the war broke out he married a daughter of the late Robert Reford, of Montreal.

**LORD BRASSEY**, who died a few days ago, was a somewhat eccentric, but most lovable and interesting character. As a matter of fact, he inherited some of his eccentricities from his father, who was known as "Old Tom" Brassey, despite the fact that he died a multi-millionaire. Thomas Brassey was a navy, or laborer, and used to delight in telling how he met his wife, who was a barefoot match girl in the streets of Liverpool. At that time he was sick and unable to find work, but his future wife asked him to a meal and from that the acquaintanceship grew until Brassey, then a railroad contractor, married the girl who had befriended him years before. The couple retained their simplicity to the end, although they died worth millions of pounds. Their son, the late Lord Brassey, who has just died, is probably best known as a naval authority and for his cruises around the world in his yacht, the Sunbeam. Altogether he travelled over 400,000 nautical miles, visiting in his journeys every part of the universe. His meanderings were in a sense like the doings of the old pirates, although he himself lived a most exemplary and useful life. On his voyages he was accustomed to take as companions the most famous statesmen, scientists and military and naval authorities, having as his guests at one time or another such men as William Ewart Gladstone, Harcourt, and other distinguished men. Innumerable stories are told of his experiences while voyaging around the world, not the least interesting being the time he was arrested at Kiel when he was rowing ashore from his yacht. This was a few weeks before the outbreak of war. Brassey later got even with the Kaiser by donating his yacht to his country to be used in the fight against the Huns. The late Lord Brassey was educated at Oxford, and shortly afterwards elected to Parliament, where he quickly met with promotion and served for a time as Civil Lord and later as Secretary of the Admiralty. His five volumes on the British Navy stamp him as an authority on naval matters. Brassey was over eighty years of age.

**THE HON. W. J. HANNA**, who has just been elected to the presidency of the Imperial Oil Company, is to the "manor born." At any rate, Hanna was born and brought up in the oil producing district of Ontario and has always taken a very keen interest in the industry. Hanna was for many years a member of the Ontario Government holding the post of Provincial Secretary for a dozen years. He later resigned and was then made Federal Food Controller, but resigned this post a few months ago, and now becomes president of the Imperial Oil Company. He is also director of the Imperial Bank and connected with a number of other financial and industrial corporations.

**GEN. SIR HENRY S. RAWLINSON**, who has been made British Military Representative of the Supreme War Council of Versailles, is one of Britain's ablest generals. He was educated at Sandhurst, and entered the Army away back in 1884, served in India on the late Lord Robert's staff for a number of years, then took part in the Sudan campaign and in the South African War. In the present conflict he commanded the 3rd Division and won very warm praise for the excellent work he did at Neuve Chapelle. Rawlinson's appointment is of special interest to Canadians, as he commanded the Canadian troops for a considerable time. He is regarded as a particularly safe general.

**THE HON. D. GILLMOR**, whose death occurred a few days ago, was one of the most lovable men in public life. The Senator comes of a political family, his father having been for a number of years a member of the Federal House and later a member of the Senate. The Senator himself contested his native constituency, Charlotte County in the Liberal interests and was later called to the Senate. A few years later one of his sons contested the same constituency in the local interests. While a pronounced Liberal Senator Gillmor had a charming personality and numbered among his closest friends many of the leaders of the Conservative Party. In business he was well known as the head of the Canadian branch of Chase & Sanborn, coffee merchants. He was born in Charlotte County, N.B., in 1849.

**THE HON. H. C. BREWSTER**, who died on Friday at Calgary from an attack of pneumonia, had been premier of British Columbia for less than two years. The late premier was a native of New Brunswick and began his business career acting as printer's "devil" in a newspaper office in his native province. Later failing eyesight compelled him to quit newspaper work and he went west to British Columbia, where he became connected with transportation interests and still later with the fishing industry. He also took an active part in politics and had the unique distinction of being for three years the only Liberal member in the British Columbia Legislature. In 1916 he won out at the polls and has since been Premier. He was regarded as an exceptionally safe, progressive statesman, and his early passing away is deeply regretted. He was born in New Brunswick in 1870.

**MR. JESSE S. PHILLIPS**, superintendent of Insurance for New York State, who is to address the Montreal Fire Insurance Brokers' Association next week, is head of the biggest insurance department on this continent, as the State of New York handles more insurance business than any other state in the Union. Mr. Phillips, like many other successful men, both on this and the other side of the Line, was born on the farm, and educated as a lawyer at the University of Michigan. He later removed to his home town of Andover, N.Y., where he practiced his profession. Some years ago he was elected to the State Legislature and re-elected for eleven consecutive terms, serving during this time on many important committees. Three years ago Mr. Phillips was appointed Superintendent of Insurance for the State of New York, a subject in which he had specialized during his law course and later as a member of the State Legislature. Mr. Phillips is regarded as one of the greatest authorities on insurance in the United States.

### VERNON CASTLE.

Open wide, you Gates of Heaven; yes open wide and high!

Sound a clarion, O trumpets, to bid the guards stand by—

The spirit seeking entrance is a soldier of the sky.

The stars have watched his marches till the night and morrow bent,

The eagles coursed his flashing flight till feathered wings were spent,

The ocean was his mirror and the thundercloud his tent.

High above the plodding armies he battled in the blue,  
With a godlike love of conquest in the very breath he drew,

Yet a cavalier's compassion for the men he met and slew.

He has left his plane behind him — the wind no longer hums

About its driven passage like the throbbing of the drums:

Open grandly, Gates of Heaven—an aviator comes!

—O. C. A. Child, in New York Sun.

### CANADA'S ASH HEAP.

Canada's fire loss in 1916 was \$25,400,000, and it will be greater this year. So vast is the amount that it is hard to realize its significance when stated in mere figures. Here are some other ways of stating it, which drive home its baleful insignificance:

The Canadian Government pays \$2,000,000 a month in separation allowances to soldiers' wives and dependents. The Canadian people burn property valued at \$2,250,000 a month.

Canada's annual fire waste is sufficient to pay 5 per cent interest on all the war loans floated in Canada and provide a sinking fund large enough to cancel the total indebtedness in thirty years.

One year's fire loss in Canada would purchase 12,000,000 bushels of wheat for our allies.

The value of grain and other agricultural produce burned in Canada in 1916 was equal to the average annual production of 1,500 hundred-acre farms.

Canada's fire loss in 1916 would have provided 3,500 aeroplanes or 25,000 machine guns or maintained over 20,000 men in the trenches for a year.

We have talked about the immensity our fire losses for years. Isn't it time that laws were passed to reduce the waste? It can be done.—Conservation.

### PUT IT THIS WAY.

A young man twenty-five years of age, or younger, by saving twenty cents, the price of two cigars per day, will have accumulated enough at the age of 60 to guarantee an income of \$50.00 per month for the remainder of his life. This income cannot be guaranteed by a bank or trust company or private individual. Government bonds or mortgages will not yield so much to the young man. There is but one institution that will guarantee such absolute protection and such liberal monthly payments. It is the legal reserve life insurance company. Think of it! A few cents a day saved in the early years will guarantee a return of \$50.00 per month when old age comes.

Statistics prove that only three out of every 100 have enough at age 65 to support them. Does it not seem that the Government would pass a law compelling this kind of a saving? Think of the millions now doled out to charities and public institutions for the poor and feeble minded that need not be if all carried this mode of protection.

It is true that should the insured die there would be no protection for the beneficiary in this form of policy for there can be no beneficiary other than the insured. This is a duty that every man owes to himself. Self preservation is the law of life. This is a form of insurance that every wage earner can carry. It is a policy for every man, woman, and child, regardless of age, weight, height, color, physical or mental condition. No examination is required. No entrance fee, no large lump sum. Just the small amount of twenty cents per day—\$1.40 per week—\$5.40 per month—\$71.00 per year. Cut out two cigars a day or a couple of soft drinks and you have solved the problem.—Pointers.