

SIR GEORGE BURY was very much talked about a few days ago by a man who has much to do with the food situation in Canada. What Sir George is now putting into effect by way of food-saving on C. P. R. trains and in C. P. R. hotels has a good deal to do with what will be done all over the country. Sir George, not long ago, spent several months in Russia, where he went to be of service to the railway end of Russia's problem in the war. Consequently he knows a good deal about what is going on in Europe. And because the New York Sun knows that he knows it, that paper recently published a very good appreciation of this big Canadian.

Sir George Bury, says the Sun, in the course of its article, has the record of having moved more wheat on one railway between harvest and close of navigation than any other man in the history of railroading. He is distinctly a Canadian Pacific product. In the thirty-four years of his business life he has never spent one day outside the company's service, except when he went to Russia recently at the request of Lloyd George to look over the situation and return recommendations as to what was most needed to make Russia's transportation system effective.

**A New York
Writer on
Sir George Bury**

Sir George is a Canadian. He was born March 6, 1866, and educated in Montreal. He entered the service of the company in 1883 in an obscure clerical capacity. His alertness and adaptability caught the attention of Sir William Van Horne, that remarkable American who is credited with having laid the foundation for the Canadian Pacific's colossal success. Soon after entering the company's service he was transferred to the purchasing department under Thomas G. Shaughnessy, now better known as Lord Shaughnessy. Sir George recently said that he owed every advancement that he had received in this world to Lord Shaughnessy, who had pushed him along step by step.

Young Bury rose rapidly until in his early twenties he was made superintendent of a then Western division. Incidentally, it was one of "the toughest nuts to crack" in that it had every form of operating "grief" known. However, Bury got away with it so well that it is now one of the popular traditions among the operating men. With this reputation at his back, Bury was moved from place to place on the line where there seemed to be impossible tasks for the operating man to perform. Bury's real reputation, however, was won west of Fort William, at the head of the Great Lakes, where his directness of action not only got him recognition by his company, but endeared him to the energetic communities which were rapidly growing from small towns into large cities.

Keeping up with the Western growth, particularly in Canada, was no small matter. Each year brought hundreds of thousands of new immigrants, settlers and colonists. Each spring saw millions more acres of unbroken prairie put under plough and each fall brought greater harvests. The cities were expanding as if by magic. Western Canada was booming. Branch lines had to be built almost over night to take care of the inflow of humanity and to carry the grain to tidewater. All of this meant new docks, terminals, stations and equipment; it meant, in short, almost a bursting growth. No man with a paralyzed imagination could handle the task. No man who built only for the present could cope with the future destined for Western Canada. But Bury again won out and now Western Canada has a railway equip-



PEOPLE and EVENTS

Many Writers Gone Over This Week to Get the Best of the Good Things in Current Periodicals

ment second to none. Western Canada's ability to meet Britain's cry for food is a justifiable commentary on Sir George's capacity to build for the future.

The Connaught Tunnel, completed and put into operation last winter, is a masterpiece of Western line betterment on the Canadian Pacific Railway. The successful planning and carrying out of this project is largely credited to Sir George Bury. The finished bore represents an expenditure of \$6,500,000, and is the longest, mountainous, double tracked railway tunnel in the Western hemisphere, being five miles long from portal to portal. Its operation eliminates four and one-half miles of snow sheds and shortens rail distance more than four miles. It drops the peak of grade more than 500 feet and does away with Rogers Pass, which was one of the most costly pieces of road on the entire Canadian Pacific to operate. The tunnel is driven under Mount Sir Donald, a peak with an altitude of 10,600 feet. It cuts down maximum grades to almost nothing. Sir George and his assistants, co-operating with Lord Shaughnessy, the president, worked out the scheme for this tunnel several years ago.

At the time Sir George was busy straightening out curves, cutting down grades, building steel bridges, and concrete culverts, double tracking and rock ballasting the roadbed and doing other work of like character to make the Western lines of the Canadian Pacific Railway second to none on the continent. Work on the tunnel was started before the beginning of the war, and was carried on unceasingly despite the fact that railroad construction throughout the country had been minimized as far as possible and practicable. The Connaught Tunnel was completed in record time and before the day specified in the contract. All records for speed in like construction work were smashed.

A little more than two years ago Sir George was transferred from Winnipeg to Montreal and placed

in charge of operations both east and west of Fort William. In this time he has effected remarkable improvements and economies in operation. The general policy of making the Canadian Pacific the standard for this continent in railway construction and operation is now being carried forward by Sir George, under Lord Shaughnessy's supervision, on Eastern as well as Western lines.

As a young man, Sir George was well known as a good boxer, and many of the characteristics of his ring generalship were carried into later life. He is hard-hitting, quick and decisive. Although a good diplomat, he is not afraid to express his opinions forcibly and accurately. His willingness to step into a fight and his reputation for giving a good account of himself, usually coming out victorious, quickly gave him the name in the rough and virile West, of being "bad medicine," and there were few who cared to "mix it with G. B."

Sir George has made it a practise to know all there is to know about his job; although graduating from the clerical side of the railway service, he is just as competent on the mechanical. He not only knows how all things pertaining to his departments should be done, but knows how to do them. He can run an engine or work a key as well as he can dictate policies. It has been said that he is a better man in any job than any man in his employ.

Things like this have been said about a number of big men. Sometimes they seem to be legendary. But in Canada a number of our biggest men came up so recently from rough-and-tumble that it is quite likely Sir George Bury could, if he had to on a bet, operate a locomotive. He does not waste his time, however, talking about the things he used

to do or could do now if he had to. To a man of his stamp there is always too much work piling up in front of him that he can do better than anybody else. And if he wastes time talking about it the work doesn't get accomplished. Sir George Bury is young enough yet to be worth 20 years of active

COL. HARVEY, editor of the North American Review, comes out strong in his July Number with a glorification of Lord Northcliffe, who is now in the United States co-ordinating all British missions in that country. The most interesting part of the article is the outspoken—and utterly unregretful—condemnation of the Kitchener regime.

When war was declared, says the Review, Kitchener was in the black boots of the Government for political reasons, which need not now be recalled, and the Cabinet determined to vest supreme command in another. But Northcliffe called for Kitchener and created a popular demand so strong that it became irresistible, and the Government yielded. But day by day, month by month, the war went badly; the army, so far from making progress, was hardly holding its own; operations on the field were being muddled; soldiers by the thousand were being sacrificed to no purpose; something radical was wrong. Northcliffe began investigation and soon discovered, to his horror, that the fault lay in the incompetence of the man whom he had raised to supreme authority and whose popularity he had fanned into a flame. Kitchener, living in the past, was adhering strictly and arrogantly to archaic methods long since discarded by both French and Germans, was resentful of suggestion and impervious to reason.

What to do? Kitchener was at his height in popular favour. Attempt to depose him except for overwhelming cause would surely prove futile and produce infinite harm. Fortunately, at this critical moment, word came to Northcliffe—through an American, by the way—that repeated disasters at the front were directly traceable to the use of shrapnel instead of explosives—by order of Kitchener. The evidence was conclusive, but Northcliffe took no chances. Hastening to the battlefields, he verified the reports with his own eyes. That Kitchener should be shorn of his limitless powers there could be no question. But could this be accomplished? Northcliffe did not know; nobody could have told. But there was but one thing to do at whatever hazard

and Northcliffe did it without a moment's hesitation. He put himself, his power of the present and his growing influence for the future, his all, into the scales against the idol whom he had done so

**What Colonel
Harvey Thinks
of Northcliffe**

much to create and, through presentation with consummate skill of the unsparing truth, he won, and cleared the way for the manufacture upon an enormous scale of the modern munitions which now are making havoc in the ranks of the enemy.

The success of this undertaking, it is hardly necessary to remark, was equalled only by its daring, but to the alert mind of Northcliffe it bore a sharp implication—none other, in fact, than that the obsolete service to the C. P. R.



He has spent his whole career in the C. P. R.