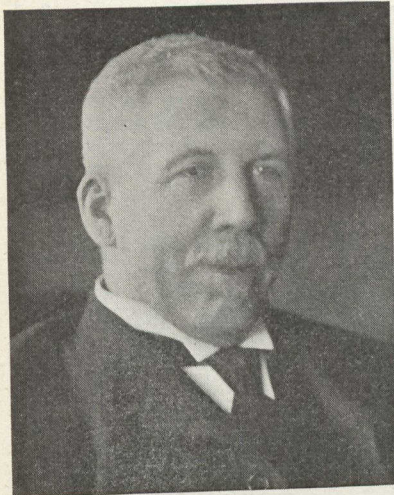


Men of the Day



A BIG RAILWAY FIGURE
The Late Sir William Whyte.

France, where modern civilization has robbed the Church of much prestige. It is in more direct race affiliation with Rome than the church in Ireland, which has national characteristics of its own. It is potentially a greater ecclesiastical asset than the Church in Spain. And it is generally conceded that the influence if not the power of Rome is more directly effective in Quebec than it is in any other country outside of Italy itself.

In this Roman Catholic domain Archbishop Bruchesi is the most powerful figure. He has Italian blood. He was born in Montreal. He is a thorough French-Canadian. He understands the temper of the French people in Quebec better than most politicians. He is an ardent Nationalist. Unlike Henri Bourassa, leader of the Nationalists, he is a diplomat as well as a fighter. He is personally popular with both the French and the Irish wings of the church in Montreal. He is a vigorous conservative in all church matters, both in Montreal and in Quebec Province. By some he has been called a reactionary; by which it is probably meant that while always in the forefront of any social and moral reform movement undertaken by the municipality—if that is possible in Montreal—or by the citizens at large, or by any or all of the Protestant churches, His Grace has always been a Catholic first. He has been, and still is, an ardent opponent of Godfrey Langlois, with his modern crusade on behalf of free compulsory education by the State. He is opposed to strikes and to labour agitations generally. He believes in conserving the French language and literature. He is a champion of temperance. He is a crusader against all forms of laxity in his congregations. He lately put the ban upon two allegedly immoral grand operas in Montreal. He is a deadly foe to the tango and all other forms of free, if not easy dancing. He is opposed to card-playing as a social pastime. Yet he has managed to keep his popularity with the great mass of public opinion both within and without the Church. His election as Cardinal will be regarded generally as a safe and sound ecclesiastical move on the part of Pope Pius; much more popular it may be said than the Pope's reform of music in Catholic churches.

The Plight of Premier Flemming

PREMIER J. K. FLEMMING, of New Brunswick, is in the centre of what may be considered a very lively political agitation, even in that part of the country where people eat politics like breakfast food and take politics to bed with them. Mr. F. B. Carvell, M.P. for Carleton Co., N.B., publicly knows more about what is supposed to be wrong with Premier Flemming than anybody else. Mr. L. A. Dugal, Liberal member for Madawaska in the local House, has sprung the charge which is to the effect:

That he could "establish by satisfactory evidence that Hon. James K. Flemming, Premier and Minister of Lands and Mines, through the agency of William H. Berry, chief superintendent of scalers of the Crown Lands Department of this province, and under the direction of Hon. James K. Flemming, in the year 1913 did unlawfully extort from divers large lessees of crown timber limits a sum of fifteen dollars a mile on their limits over and above the bonus paid by them, that the amounts unlawfully extorted amount to about one hundred thousand dollars, no portion of which sum was accounted for or paid into the revenues of this province."

Mr. Dugal is one of the two Liberal members in a House that has 46 Conservative members in a total membership of 48. He has sprung a sensation the like of which was never known in New Brunswick. The principals in the charge are Timothy Lynch and Co., lumbermen, who claim that they paid in timber bonuses certain sums of money which were over and above the government royalties. Other firms are said to be involved in such bonus payments

Probably Cardinal Bruchesi

ARCHBISHOP BRUCHESI seems certain of the Cardinal's hat after he has been popularly slated for this elevation more than once. The Archbishop's recent visit to Rome and his audiences with the Pope have made it almost certain that at the Consistory, to be held in May, a Canadian Archbishop is at last to have a seat in the College of Cardinals.

There are two reasons for regarding His Grace of Montreal as a worthy member of the college. One is that French Canada, in which he is the biggest ecclesiastical figure at present, is the most compact and effective Roman Catholic community in America, or in any country outside of Europe. The Roman Catholic Church is stronger in Quebec than it is in

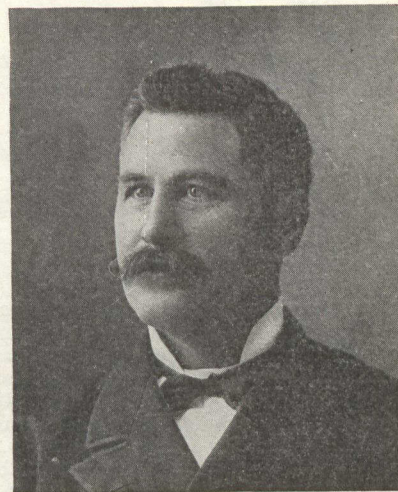
to the Government to the extent of over one hundred thousand dollars. It is charged by Mr. Dugal, and the charge is to be maintained by Mr. Carvell, solicitor for the Lynch Co., that all the said bonus moneys so paid in excess have not been accounted for by the Government and are not entered on Government books as having been used in legitimate official expenditures.

On top of this comes a second charge, which concerns the Valley Railway, to be built by the St. John and Quebec Railway Company between Grand Falls and St. John, to connect St. John with the Transcontinental Railway. In the guarantees and cash subsidies to this line both the Provincial and Federal Governments are involved. The Province guaranteed bonds to the extent of \$2,728,573. The



A PROBABLE CARDINAL

His Grace, Archbishop Bruchesi, of Montreal.



A PREMIER IN TROUBLE
Hon. J. K. Flemming, of New Brunswick.

Dominion paid cash subsidies of \$543,000. It is alleged by the Opposition that the road will not cost more than \$28,000 a mile, which totals up to a sum many thousands less than the amounts guaranteed and paid by the respective governments. It is alleged that this money also has been diverted from its proper channel, and that contractors on the Valley Railway were compelled to pay large sums to members of government before receiving their contracts.

When the charges were sprung Premier Flemming was taken ill. He afterwards appeared in the House, and introduced a bill pledging his government for a guarantee of two millions of bonds additional to the Valley road, or at any rate of \$10,000 a mile extra. This was done because, as the Premier said, an American firm had failed to carry out their contract for the balance of the financing required in addition to provincial and federal assistance. The bill was rushed through a first and second reading by the big government majority. The House adjourned for Easter. On reassembling after the recess the main business of Premier Flemming, unless in the meantime he chose to resign, was to deal with these charges made by Mr. Dugal on the floor of the House and maintained by Mr. F. B. Carvell, member for Carleton Co., N.B. In the meantime the Premier has withdrawn from the House, leaving Hon. George J. Clarke, Attorney-General, as acting Premier, while Hon. J. A. Murray takes temporarily the portfolio of Lands and Mines.

Mr. Flemming, formerly a member of the Hazen Cabinet, became Premier in 1911, when Mr. Hazen resigned the Premiership to become Minister of Marine and Fisheries in the Dominion Government. He has been fourteen years in provincial politics, always being re-elected as member for Carleton. In 1908 he was sworn in as Provincial Secretary. When he became Premier he took the portfolio of Surveyor-General, since changed to that of Minister of Lands and Mines. Mr. Flemming's private business is dealing in lumber.

The Late Sir William Whyte

SIR WILLIAM WHYTE, deceased April 14th, at Coronado Beach, California, was at the time of his death second vice-president of the Canadian Pacific Railway. He was one of the biggest and brainiest railway men in Canada, and was another example of the Scotchman who does well in a new country. His first real job was a clerkship in the factor's office of Lord Elgin's Scotch estates. Afterwards he became a station agent on the West Fife Railway in Scotland; but only for a year. He came to Canada in 1863 and began a twenty years' programme on the old Grand Trunk. Young Whyte started at the bottom. Like his confrere, First Vice-President McNicoll, no less of a Scotchman either, he started in at a career of railroading with the evident intention of staying at the game till the end. He started as a brakeman. Eight months was long enough, even in so slow a country as Canada then was, to keep so good a man at the brakes. William Whyte was never cut out just for the job of keeping speed down. He was intended for a career of full steam ahead—whenever he should get his gait, which he began to do in the old town of Cobourg when he became freight clerk. In two years' time he was freight agent in Toronto; but for five months only. He then became foreman of the freight department and afterwards yardmaster; two years a conductor in his brass buttons and blue; night station-master at Toronto, known to all the cronies for his guttural Scotch accent; then up to the gloomy old Grand Trunk town of Stratford, where the shops were; later to London, which had at that time the second worst Grand Trunk station to Stratford. Bye and bye he was shifted back to Toronto as freight agent, and afterwards as divisional superintendent.

Readers of old Grand Trunk time-tables as the train crawled along the old main line (Concluded on page 21.)



TWO "RESIGNED" CELEBRITIES.

Colonel Seely, lately Secretary of State for War, who resigned and was succeeded by Mr. Asquith.

Sir John French, who resigned his staff position as head of the British army over the "Curragh Affair."