

As a "canny Scot," Sandford Fleming fore-saw impending developments in Canada. In 1844 (at age 17) he read the news that the Imperial Government had made a survey for a **military road** to link Nova Scotia and New Brunswick with Upper and Lower Canada (**like the U. S. A. and Canadian Commission now propose to link Alaska to the United States**), instead of more usefully building a **light railway** to permanently and more profitably develop those Provinces.

Sandford Fleming knew that a railway would be more useful and less costly for Canadians to maintain, especially as he had learned that the surveyors intended to encourage the Imperial Parliament to **either guarantee the interest on, or to advance the sum required to build a railroad**. He therefore decided in 1845 to sail to Halifax.

Plates 2, 3 and 4 show the remarkable personality of Sir Sandford Fleming whose height of more than 6-feet and manly, well proportioned body, naturally attracted the notice of people around. His kindly manner and helpful efforts encouraged the members of his staff and the authorities with whom he came in contact; as proved by the fact that the Imperial, Dominion and Provincial governments unanimously nominated him as their selected arbitrator to decide the route for their Inter-Colonial Railway.

From 1852 (age 25) Sandford Fleming exerted a pre-eminent part in Canadian railway development. At age 28 he was appointed Chief Engineer for the Nova Scotia Railway to Truro as the first section of the Inter-Colonial Railway he built from Halifax to opposite Quebec. After successfully opposing the politicians who wanted to have it built in more costly short sections by local contractors, whose prices "by tender" were excessive; he, for like reasons, **resisted members of the government** who wanted bridges to be first built of **wood**, instead of **iron**, as he knew wood-bridges would soon have to be replaced by iron at far greater total cost.

In what was then known as the "Battle of the Bridges," Sandford Fleming won outright and by such risks of "losing his job" he saved Canadians from excessive costs. When the Canadian Confederation of Provinces became effective in 1867, he was at age 40 appointed the Canadian Government's Chief Engineer.

At age 44, Sandford Fleming was appointed Chief Engineer to construct the Canadian Pacific main-line to the Pacific

Coast. That gigantic structure was completed in about half the years the Dominion government had expected; although he had rested his construction-gangs on Sundays. That restful consideration is typical of Sandford Fleming's kindly regard for those who worked for him.

Plate 3 shows Sandford Fleming in the prime of life with his oldest son and their companions, while on his way through the Rocky Mountains in 1872 to decide upon the final route by which he built the C. P. Railway through the Kicking Horse Pass and alongside the Fraser River to Vancouver. His party were the first "white-people" to cross the "Rockies" by that route, as told in Sir Sandford's book "Old to New Westminster," containing details we have not space to record.

Plate 4 shows the late Lord Strathcona (then Sir Donald A. Smith) "**driving the last spike**" to hold the railway lines together when completing the last section of the C. P. R. uniting the first through travel between the Atlantic and the Pacific Coasts. The stalwart man in the centre of the group, wearing the tall hat is Sir Sandford Fleming, who planned and built that admirably constructed railway, which called forth the highest engineering skill and his resourceful energies.

He was elected a Director of the C. P. R. in 1883 and continued that useful service during more than 30-years. After retiring from his strenuous life as Chief Engineer, he devoted his powerful energies to such deserving causes as the following which derived their success from his advocacy:—

1. He originated the Canadian Institute and helped the Royal Society of Canada.
2. In 1880 he was appointed Chancellor of Queen's University, Toronto, and was during 35-years re-elected until he died in 1915.
3. After long negotiations he persuaded the governments of Britain, Canada, and Australia to lay the Pacific Cable in 1902.
4. From 1876 Sir Sandford took a prominent part leading to the adoption of "Standard Time" that has greatly simplified travel, news and other communications throughout the World.

He helped many other worthy causes.

STANDARD TIME was originated and made practicable by the efforts of