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MEN OF TO-DAY

Soldier and Actuary

COLONEL W. C. MACDONALD, of the Confederation Life Assurance Company of Toronto, is getting a reputation as a prominent actuary which threatens to over-top his fame as a militia man. He has just gone to Vienna as a delegate from the Actuarial Society of America, and is also American secretary of the Congress. Earnest, diligent and resourceful, he will no doubt fill his position with credit to himself and Canada.

It is as a soldier that Colonel Macdonald is best known. He is one of the first three colonels to win the rank by service and qualifications under the new system. He has earned the title; he did not get it as a gift. Since he enlisted in the Q. O. R. in 1878, he has been continuously in the service. He was captain of No. 3 Company, Q.O.R., in 1885, and afterwards became adjutant. He transferred to the 48th Highlanders on organisation and ultimately served a term as its commanding officer. He is now commander of the 16th (Toronto) Infantry Brigade. He has always taken a keen interest in rifle shooting, has been a member of the Bisley team and was once its adjutant.

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A Chief of Publicity

THE change from an international railway to the status of a transcontinental has brought forth a batch of readjustments in the personnel of the Grand Trunk system. The western extension of the system is responsible for much of the change. In the redistribution of portfolios in this railway cabinet, Mr. Charlton, the general publicity agent, alone retains exactly the same position he occupied before.

It is now eleven years since Mr. Charlton took charge of the advertising for the Grand Trunk system. In that capacity he has become one of the best-known railway men in Canada. Next to George Ham, the public know Harry Charlton—who is, however, an exceedingly quiet man, persistent in business, a clear-headed, systematic thinker who understands the dual art of being useful to a great system and agreeable to a great public. He is now general advertising agent for both the Grand Trunk and the Grand Trunk Pacific.

Much of Mr. Charlton's earlier career was spent in the one business that brings a man pre-eminently into touch with the people; not politics, however, but newspapering. He was born in St. John's, Quebec, and early in life went seriously to work on the St. John's *News* afterwards graduating to the *Montreal Herald*. It was there that he became an attractive figure to the Canadian Pacific and in 1891 he switched from newspaper work to railways, having charge of the advertising for the C. P. R.

It is not a simple thing to be advertising agent for a transcontinental railway system. The man who succeeds in that calling has to be as nearly allied to a genius as a good baseball umpire—

for he is the man who comes between the system and the people. He must know the system which he represents, the country through which the road runs and the general traffic conditions; must know how to smile in the teeth of criticism and to persist in the face of discouragement. If there is anything new in either the building or the operation of the road, the publicity man must be one of the first to know it and the man who in the



Colonel W. C. Macdonald,
New Commandant 16th Brigade.

ultimate knows it most completely, so far as the public is concerned. For the people who curse time-tables are more numerous now than ever they were. Mr. Charlton may be depended upon to do as well for the transcontinental system as he has hitherto done for the Grand Trunk.

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The Time-Table Specialist

THE new general passenger agent is Mr. Geo. W. Vaux. Perhaps he above all others will understand what are the foibles of the shifting Canadian public. A few years ago the general passenger agent of the Grand Trunk never had much to do with people outside of three or four provinces. Now there are all of forty languages spoken by the people for whom Mr. Vaux caters in his neat but complicated periodical known as the Grand Trunk time-table. Of course Mr. Vaux will not write the time-tables, but he will be expected to know off-hand more about that magazine that comes out every little while free of charge, than any other man in the world. If the proposed Daylight Bill ever becomes a fact, Mr. Vaux' gazeteer of times and places will be one of the first things affected. There are still a few people in Canada who imagine that the said timetable is as complicated now as a human document can ever be; who fancy that even the general passenger agent might have his troubles explaining

it to a man who had never seen such a document.

Mr. Vaux was born in Montreal in 1866. In 1881 he went on the Grand Trunk, a lad of fifteen, in the office of Mr. Wm. Wainwright, who was then general passenger agent of the Grand Trunk. Sixteen years Mr. Vaux spent in passing through the passenger office mill—till in 1897 he became chief clerk; in 1899 assistant general passenger agent and the year following went to Chicago to succeed Mr. Bell as assistant general passenger agent.

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Mr. Hinton at Winnipeg

AT Winnipeg the new general passenger agent of the Grand Trunk Pacific section is Mr. W. P. Hinton. He was born at Hintonburg, which was a suburb of Ottawa, since absorbed into the Capital. There are Grand Trunk officials who get towns named after themselves—Wainwright, for instance. Mr. Hinton has the distinction of having been born in a town probably baptised by his own father. His early career was spent on the Canada Atlantic and when that line was sold by Mr. Booth to the Grand Trunk, he had already been for a number of years general freight and passenger agent of that road. He will have a long row to hoe at Winnipeg; and the row will change about as often as the moon; but Mr. Hinton is a deservedly popular young man who believes in and practises the gospel of hard work coupled with enthusiasm for a cause.

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Expert in Sleeping-Sickness

EVERY man to his trade. Dr. Allan Kinghorn, of Toronto, has gone into the sleeping-sickness business. He is one of the peculiar but determined band of savants who in the little village of Fordham, near Liverpool, are at present preparing a report on that mysterious malady whose home is the west coast of Africa. Two years ago these doctors, members of the Liverpool School of Tropical Medicine, went to Africa to study that curious disease caused by the *tsetse* fly.

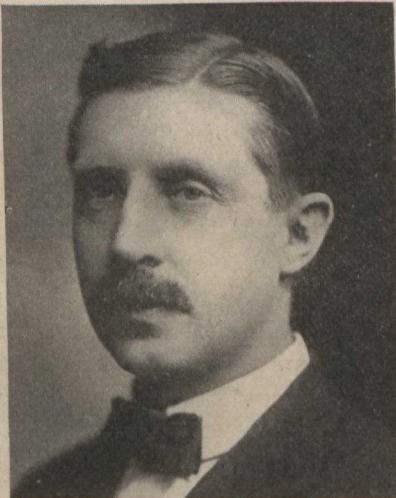
Dr. Kinghorn was born in Toronto, from whose University he graduated in 1904, after which and a year of research, he went to Liverpool.



Mr. W. P. Hinton,
General Passenger Agent, G.T.P.



Mr. H. R. Charlton,
Advertising Agent, G.T.R. and G.T.P.



Mr. Geo. W. Vaux,
General Passenger Agent, G.T.R.