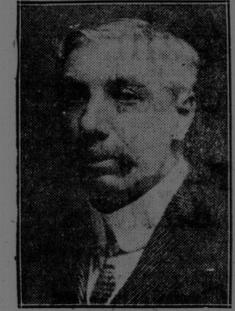


SKETCH OF HEAD  
OF C. N. RAILWAYS

D. B. Hanna's Rise in the  
Railway World — Made  
His Start in Scotland.

D. B. Hanna, chairman of the C. N. R. Board, was born on Dec. 20, 1858, at Thornliebank near Glasgow, Scotland.



D. B. HANNA.

and entered railway service with the Glasgow Garthard and Kilmarnock railway in 1874. In 1878 he transferred to the Caledonian railway and was cashier for that road in Stobross terminal, Glasgow, from its opening to the date he left to board ship for Canada in 1882. At this time the Grand Trunk railway made it a practice to bring out to this country young men of railway experience and Mr. Hanna was one of those who took advantage of this opportunity. On arriving in Canada, therefore, Mr. Hanna entered the service of the G. T. R., being employed in the auditing department in Montreal. Two years later he made his third change going to the similar department of the New York West Shore & Buffalo railway, with headquarters in New York city, remaining there two years, 1884-1886. The fourth move was from New York to Portage la Prairie, where in 1888 he became chief accountant of the Manitoba & Northwestern railway, a subsidiary of that Manitoba centre. In 1892 he became treasurer and, in the year following, land commissioner as well.

Three years later, Macdonald and Mann commenced the construction, Gladstone to Dauphin, of the first 100 mile stretch of the Canadian Northern railway system. It was not so known at that time, but bore the appellation of the Lake Manitoba Railway & Canal Company, a manager to operate the road, and the choice devolved upon D. B. Hanna. He entered the service of the Canadian Northern a few days before Christmas, 1896 as superintendent. By practically living on the line, he stirred the territory into productivity and by making every nickel do all that even a Scotsman could expect a nickel to do, the road was made to pay its charges the first year and to furnish a tidy surplus. And when the members of the Manitoba legislature which had guaranteed the bonds of the enterprise journeyed up to Dauphin in 1897 they expressed themselves as positively amazed at the evidence of prosperity in the territory along the line. This success encouraged further expansion, which was most marked during the five years that followed, the lines of the C. N. spreading far afield from Gladstone to Dauphin.

When the general offices of the Canadian Northern were established in Toronto in 1902 Mr. Hanna came east to take up enlarged responsibilities as third vice-president, with supervision of all departments of the road. He held the reins of the great operating, financial, and traffic departments and continued to five, by dint of long hours, the same kind of close scrutiny to the problems of the road as in its early days, only he perspective was for 10,000 miles, with terminal at Atlantic and Pacific tide water, instead of the narrow section between Gladstone and Dauphin in central Manitoba.

Mr. Hanna became, in 1908, president of the Canadian Northern Quebec railway, and in 1907 president of the Quebec & Lake St. John railway. He became president of the Niagara, St. Catharines & Toronto Railway Company, and also of the Duluth, Winnipeg & Pacific Company—a system subsidiary which gives access to the main line at Port Frances, Ont., to Duluth. When in 1918 the stock holdings of the owners of the Canadian Northern were bought by the government, the 10,000 miles of line it involved were embraced in a national system, it was Mr. Hanna who was called as president to build up the organization needed to handle a people's railway system 14,000 miles in extent.

Mr. Hanna has won through to success because he possesses the inherent ability to rise to the needs of trying situations, and because he has the driving force to carry him through most arduous work. His manner of speech is decidedly direct, but the tact to deal with questions diplomatically is forthcoming when required. The fundamental principle he works upon is to do the best he can, with the resources at his disposal. And of him it may be said: "If it can be said of any man—that he personifies 'ability constantly applied.' Blessed with a sense of humor that is thoroughly reliable, the serious problems that have confronted him day in and day out since he first entered the service of the C. N. R. have not been allowed to take the joy out of life. A man of simple tastes and distinctly democratic in his views, he holds the respect, admiration and affection of his employees. He has always been easy of approach. Possessed of a wonderful memory he greets old employees by name in a way that makes for the very best feeling. It preserves the human touch. The difficult task of combining the official staff of the Canadian Government and Canadian Northern railways has been accomplished without friction of any kind and the two systems are now working smoothly together as one, which is a tribute to the tact and judgment of the presiding officers.

Mr. Hanna is a governor at St. Andrew's College, and is a staunch Presbyterian.

MR. GAGNE URGES  
NATIONAL UNITY

"Why Should We Quarrel Instead of Uniting," He Asks — Highly Interesting Address to Canadian Club.

"We have in Canada the finest human assets in existence to form a mighty nation; then why in the name of our great country should we quarrel instead of uniting?" This was one of the numerous emphatic declarations made last evening before the Canadian Club at Bond's of Montreal, a leading member of the Quebec bar and a well known as the brilliant French-Canadian apostle of national unity. Mr. Gagne is one of the most gifted speakers who have ever appeared at a Canadian Club luncheon here.

Mr. Belding, the president, presided, and among those present were: Mayor Schofield, L. P. D. Tilley, M.P.P., Warden Bullock, Sheriff A. Wilson, and J. King Kelly, county secretary, so that the province, county and city were represented. Before introducing the guest of the evening, President Belding informed the members that Dr. P. E. Doolittle, of Toronto, well known authority on good roads, would address the club at its next meeting. The members of the New Brunswick Automobile Association, he said, had been invited to fourth move was from New York to Portage la Prairie, where in 1888 he became chief accountant of the Manitoba & Northwestern railway, a subsidiary of that Manitoba centre. In 1892 he became treasurer and, in the year following, land commissioner as well.

Mr. Gagne, in rising to speak on the subject "Fundamentals of Canadian Building Up," with Side Views of Quebec and the Eastern Provinces' Aspect of the Question," took occasion to warmly thank Mayor Schofield, whom he had met in Montreal previously, for his entertainment and reception in St. John.

Mr. Gagne then told a story of a Scotchman brought up among the French speaking people of Quebec who preferred to speak the French language, as he was accustomed to no other. Then he related a parable of the development and civilization of the human race which led to conditions such as we have today. He then launched into an array of facts and a few figures, delivered to his intensely interested audience in French and English that indicated he is a very excellent master of a difficult language not his own.

World Debt Enormous. The world has lost its equilibrium, said Mr. Gagne. Food is scarce and it is the first asset; then comes clothing and then shelter. After five years of destruction the reserve of the world is exhausted. For reconstruction go quickly back to the essentials; produce food and clothing; work work; do away with luxuries.

BUSY WEEK FOR  
THE BOY SCOUTS

Competition for Thorne Trophy Being Carried Out

Expect All Troops to Make Good Showing—Two New Wolf Cub Packs Approved — Presentation to H. C. Hoyt, Scoutmaster of Mission Troop.

During the last week the long-awaited Thorne trophy competition, inspection was carried on, and the work was completed on Monday evening. This competition is conducted along the lines of general efficiency and includes an examination of Scout uniforms as well as an audit of all account books and inspection of records of each troop. Commissioner Ingleton is pleased to find that practically every troop shows an advance over their standard of last year. He is seeking primarily, first, to see that he is reminded, but in several troops he has been forced to see scarcely anything but good points. There has been keen competition in the district, and the list, which will be announced in a few days.

One of the weaknesses revealed by the inspection so far has been the lack of men to lead. In several instances scoutmasters are carrying on with practically no help. An article in the book, "Aids to Scoutmastership," deals with this lack as follows: "To an outsider, scouting must appear at first to be a very simple matter, and many a man is probably cut off from becoming a scoutmaster because of the enormous number and variety of things that he thinks he would have to know in order to teach his boys. But it need not be so, if the man will only realize the following points: The aim of scouting is quite simple. His work is merely to give to the boy the ambition and desire to learn for himself. That this is done by suggesting to him activities which attract him, and which then teach him by falling to work, will be, by experience, does them aright. Numerous branches and details given in scouting for boys merely suggest activities from which he may select those likely to catch the different kinds of boys, and on the principle of Dr. Montessori's system. She was recently asked how her system would be applied to the infant stage after six or seven years of age. And she replied, 'You in England have the Boy Scouts, and a similar training is given to the children of that which I give to the children.'

The other day Headquarters was pleased to receive two subscriptions for Canadian Boy which had been secured by two boys of St. John's most recent troop, Douglas Avenue Church. The boys received for their services \$2.50 and a like sum for the troop funds by their energy.

New Wolf Cub Packs. Headquarters announces the approval of the registration of St. Luke's and Coburg street Wolf Cub packs. The former will be the number 2nd St. John Pack, while the latter will be the 17th Trinity Troop. Other packs are carrying on until their probationary period is over. At least two other packs will be organized in the fall, as the call for them has become very insistent.

Leaders and Scouts who are interested in the picture taken at the Conference may see proofs of the same at Headquarters during the next few days. This offer will be made shortly by any boys who wish to secure a copy should get their order in at once to Headquarters, 2nd St. Paul's Troop.

St. Paul's Troop was inspected for the Thorne Trophy Competition last Tuesday at troop headquarters. They were handicapped by the loss of two of their patrol leaders who have left the city, but despite that fact measured up very well. A. C. Skelton and C. Barker were visitors during the evening.



THE BOY SCOUT.

their troop had such a man connected with it.

13th Coburg Street Troop. Coburg Street Troop met Wednesday evening at troop headquarters with a large attendance. Commissioner Ingleton was present and led the boys in some new games and novelty exercises. Rev. Mr. Appleman and L. Narraway were also present. The Wolf Cub Pack also met during the week with their usual enthusiasm. The following boys received their first star: E. Boyne M. Chittick, W. O'Brien, G. Lawson, W. Campbell, C. Keys, C. Leonard, L. Peck. On Sunday both Scouts and Cubs will attend church as a unit in the evening.

8th Mission Church Troop. Mission Troop met Tuesday evening to be inspected for the Thorne trophy. It was the final meeting of the troop for the year and had a perfect attendance for the occasion. After the inspection, during which the boys made a most splendid impression on the numerous visitors, the troop was drawn up in horseshoe formation while Rev. W. Young presented a handsome travelling bag to H. C. Hoyt, the scoutmaster, who is leaving the troop to take up residence in Fair Vale. Mr. Young called upon a few of the gentlemen present to speak and all praised Mr. Hoyt's work with the troop and deplored his leaving. Mr. Hoyt was heartily assured that the troop would carry on and always welcome him at any time he could come back for a visit. Troop Leader Clarence Hoyt was presented a special certificate of appreciation for securing the highest number of points in a competition during the year.

5th St. Jude's Troop. On Thursday evening the 5th Troop enjoyed a hike to Seaside Park, after which they returned to headquarters where they were inspected by Commissioner Ingleton. The commissioner was delighted to find that the Scouts answered any questions put to them concerning the scout law and scouting principles. Later he presented a number of badges before the troop. During the evening the patrol held their usual patrol meeting at which they discussed plans for the future and settled the patrol business.

17th Trinity Troop. The 17th Troop was the first to be inspected for a trophy and made a most creditable showing. Every Scout was in full uniform with boots and faces shining, and they went through the inspection in excellent style. After the inspection the troop was drawn up in horseshoe formation when Reginald Whelpley received the trophy. This prize is given for the number of badges obtained, general smartness and the carrying out of the scout law. The trophy was enthusiastically cheered as was the donor of the prize.

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Chaisson, via Shipigan, N.B., May 14.—(Special)—"I can tell you in all sincerity that Dodd's Kidney Pills are the best in the world. I have used them and I am always praising them. The enthusiasm and eulogies of Dodd's come from Mrs. S. Hachey, well-known and highly respected here."

"I think I inherited my trouble from my parents," Mrs. Hachey continues. "I was troubled with sciatica, I had cramps in my muscles and backache. My appetite was uncertain. I was easily made more wretched. My nerves were also bad."

It will be seen from the above that Mrs. Hachey was in a very badly run-down condition. The benefit she got from the use of Dodd's Kidney Pills is shown by the praise she gives them. Weak, run-down women all over Canada will hear with pleasure the statement Mrs. Hachey makes. Ask your neighbors if Dodd's Kidney Pills is not the remedy they are looking for.

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ORDERS CANCELED  
IN TEXTILE TRADE  
Manufacturers Admit Situation Becoming Quite Serious — Public Buying Less and Making Old Things Last.

A Boston report says: Reports that the textile industry is menaced by a slump in the market and a falling off in demand for woolen and cotton fabrics beyond previous records have been current recently among manufacturers.

One prominent woolen manufacturer said: "We are not so much concerned over the strike situation as we are over the cancellation of orders from clothing manufacturers and jobbers. The situation is more serious, the cancellations for the week ended May 1, representing the lateness of spring this year was the cause but orders for fall deliveries as well as being cancelled."

Our wild fowl under modern conditions either tend to disappear or forsake their former haunts in favor of more unsettled regions. One reason for this is the scarcity of suitable feeding grounds in settled districts. Wild rice attracts the wild fowl and furnishes food for them. "Wild Rice," Bulletin 42, second series of the Dominion experimental farms, prepared and illustrated by Miss Faith Eyles, assistant botanist, obtained free upon application to the publications branch, department of agriculture, Ottawa, has been prepared with the object of stimulating the cultivation of wild rice in suitable localities. Wild rice is native in the provinces of Quebec, Ontario and Manitoba and is found growing in mud bottomed bays and shallows of the lakes and streams emptying into Lake Winnipeg, the Great Lakes, and the river St. Lawrence. Wild rice will grow in slightly brackish water but where the water is distinctly salty to the taste it is not to be found. It has also been reported in New Brunswick.

The Boy Scout Movement. (From the Manchester Guardian.) Boy scouting will not, as a few of its most ardent ecologists suggest, solve all our moral and social difficulties. But it is one of the few great original social inventions of our time. It rests on real insight into the mind and soul of boyhood, and the training that it gives is attended by the delight that fuses a new piece of knowledge right into the character and makes it a treasure for life.



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