

Men of To-Day

Premier Flemming Returned.

THERE was an election down in New Brunswick the other day, when the Conservative party, under Hon. James Kidd Flemming, annexed forty of the forty-four seats contested. Before Premier Flemming and his stalwarts went to the country, there was a valiant little band of Liberals, twelve in number, who sat across the floor of the Legislature and were wont to oppose the policies of the Tories. There will be much vacant desk-room next session on the Liberal side; for only two Liberals survived the Conservative onslaught which caused candidates to lose deposits, seats and hopes. Two Independents were also elected—that to an observer, will look even lonelier than that of Newton Wesley Rowell in Queen's Park, Ontario.

Premier Flemming, who headed the victorious politicians, has been first citizen of New Brunswick ever since Hon. John Douglas Hazen gave up the Prime Minister's office at Fredericton and entrained for Ottawa to thrash out the Canadian navy problem for Rt. Hon. Mr. Borden. Previous to his elevation as Provincial leader of the Conservatives, Mr. Flemming acted as Provincial Secretary in Mr. Hazen's administration. He was effective in this capacity. Whenever there was destructive criticism to be done in debate, Mr. Flemming's booming voice, and dominant personality, were usually in evidence. He has particular knowledge of public finance and employed it usefully in helping Mr. Hazen get into power. Mr. Flemming is a big, healthy man, who takes issues philosophically. Outside of politics he enjoys a solid popularity with various organizations who like him to drop in and say an optimistic word. In Boston, for instance, he gets frequently an invitation to deliver addresses. Premier Flemming is only forty-four years of age. He was born in Woodstock, New Brunswick. For two years he was a school teacher, holding forth in the Provincial Normal School. Then he went into business, becoming a lumber manufacturer and dealer. By 1895, just as he was breaking into middle life, Mr. Flemming became ambitious politically. He took some time to arrive. Both in that year and in 1899 he failed to carry Carleton County, N.B. In 1900 he was returned at a bye-election and he has been going ever since.

It is a geographical coincidence that Mr. Flemming shares with Sir Richard McBride, of British Columbia, the distinction of being the youngest of our nine Canadian Premiers in years.

Mr. Donaldson Promoted.

RIGHT on the heels of Mr. Chamberlin's statement of the other day that the G. T. P. expected to take out of the West thirty million bushels of wheat, as compared with eighteen last year, is the announcement of the appointment of Mr. Morley Donaldson, of Ottawa, as Vice-President and General Manager of the road's lines west of Fort William. The moving of Mr. Donaldson to the command at Winnipeg is the most important event which has occurred in the fortunes of the Grand Trunk Pacific since the sad demise of Mr. Hays and the inauguration of the new regime under Mr. Chamberlin.

It is not now the policy of our railroads to import officials from over seas or from across the line. Charles M. Hays stopped that practice on the Grand Trunk. Mr. Donaldson is a Canadian and a Canadian railway man. He grew up on Canadian roads, getting himself accustomed to the little

wrinkles of railroad problems as they affect Canada, until to-day he holds one of the most important positions in national railroaddom.

Mr. Donaldson originated sixty years ago in Scotland, and has never strayed far from the porridge pot, which has been a factor in evolving transportation men in Canada. He was educated in Ottawa; and there, in 1881, began railroading as chief draughtsman for the Canada Atlantic. He ceased drawing to become superintendent of traffic, busying himself with railroad rates, the short and long haul, etc.; then for a spell he bossed the mechanical department; next he was general superintendent of the whole road, which position he discharged till 1905, when the Grand Trunk reached out and grabbed him and the Canada Atlantic Railway. Since the absorption of the Canada Atlantic, Mr. Donaldson has acted as Grand Trunk superintendent at Ottawa.

At the Capital he has many friends who regret his departure. Mr. Donaldson, though heavily pressed with his office duties, has been active socially.

Preserving the Canadian Tree

READERS of the CANADIAN COURIER are familiar with the name of Mr. H. R. Macmillan, whom the British Columbia Government has just appointed chief of the forestry service. Mr. Macmillan has contributed several important articles on the Canadian tree and the care thereof for this paper. Forester Macmillan does more than theorize with his pen, though he does that well. He gets right out under the oaks in his prospecting boots, red kerchief about his neck, and tackles the forest problems practically.

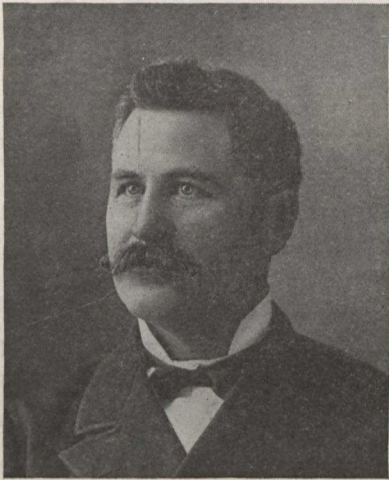
For some time Mr. Macmillan has been helping the Federal Government and the Conservation Commission propagate sane ideas about preserving our national resources, particularly the Canadian tree, which, thirty years ago, before Ottawa ever heard of Gifford Pinchot or Dean Fernow, was considered fit only to build snake fences. He is a college man who has taken up tree culture as a profession; the new type of university boy who knows more about the practical problems of nation building than of Latin or Greek. Mr. Macmillan is a Canadian chap, born in Ontario. His university is Yale, because when he matriculated there was no faculty of forestry in Canada nor likelihood of one being started. At Yale he studied under Henry S. Graves, now chief of the United States forestry service. When Mr. Macmillan graduated from Yale he came straight to Canada, which was just then beginning to see light through the clearing on the forestry question. Mr. Macmillan, while at Ottawa, published a host of reports and articles on conditions in Canada.

He travelled in the nine provinces getting his knowledge at first hand of the intricacies of the situation. While he was looking over the ground in Sir Richard McBride's territory, the government of British Columbia, looking for a man to captain its new forestry service, snapped him up. His future there he will hew out himself; for no one has preceded him and there is much to do ahead.

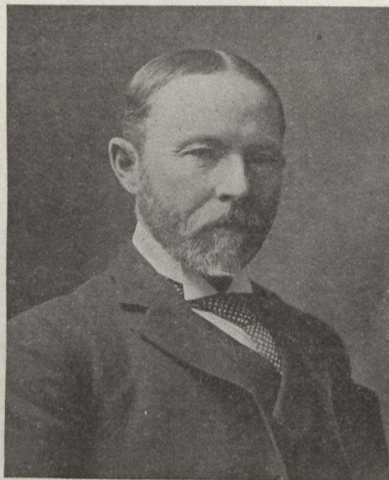
Honoured by the King.

WHEN the list came out recently of those whom the king was delighted to honour, included among the names was that of Mr. John McDougald, Commissioner of Customs at Ottawa, who was decorated Commander of St. Michael and St. George.

Mr. McDougald is one of the best known civil servants at the Capital. He was a member of the House of Commons before he gave up legislative for executive work. This man of tariffs is a Nova Scotian, born down in Pictou seventy-four years ago.



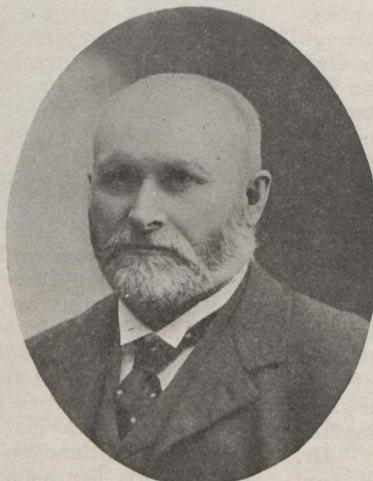
HON. JAMES KIDD FLEMMING,
Whose Government was Re-elected in New Brunswick.



MR. MORLEY DONALDSON,
Chosen Vice-President and General Manager G.T.P. Lines West of Ft. William.



MR. H. R. MACMILLAN, B.S.A., M.F.,
Appointed Chief of British Columbia's New Forestry Service.



MR. JOHN McDUGALD, C.M.G.,
Commissioner of Customs, Ottawa, Who was Honoured by the King.