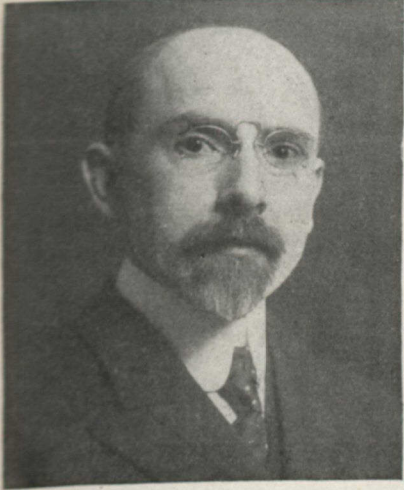


MEN OF TO-DAY

PASSING GLIMPSES OF PUBLIC MEN AT HOME AND ABROAD

OUTSIDE OF THEOLOGY

MR. E. R. WOOD is now president of the international Y.M.C.A. convention, which concluded this year's labours in Toronto last week. It would have been difficult for Mr. Wood to have got this honour without having earned it. Merely because he is a financier and a strong church worker would not entitle him to it. He is a day-in-and-day-out believer in and worker for the Y.M.C.A. movement, which of late years has happily broadened its platform sufficiently to permit men of Mr. E. R. Wood's calibre to take prominent positions. A thinnish, shrewd-looking man,



Mr. E. R. Wood.

Mr. Wood moves quietly and quickly, and makes no poses. Since he came up from Peterboro' way—that source of so many brainy financial men in Toronto where, like his forerunner, Senator Cox, he was once telegraph operator—he has made progress at very swift rate in the financial world. He began in Toronto on the staff of the Central Canada Loan and Savings Company; is at present manager of the Dominion Securities Corporation; vice-president of the National Trust Company, and a director of the Crow's Nest Pass Coal Co., the Western and the Canada Life Assurance Company and the Canadian Bank of Commerce. Incidentally he is a Methodist, and a working one. He takes as much interest in some phases of church work as he does in finance. But he never makes a noise. His election as president of the Y.M.C.A. convention is the first really public place he has taken outside of finance.

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THE GOVERNOR OF B.C.

YOU can tell that he came from the land of Roderick Dhu—or as one said recently, the land of the porridge pot. He has the Scotch thistle in his strong face; a large, rugged, well-knit man, with all the dogged tenacity of his race. But Thomas Wilson Patterson, Lieutenant-Governor of British Columbia, was not brought up in Scotland. When a lad of four he left the banks of Ayr, and with his parents, came to Oxford County, Ontario. That was in 1855. He went to a log school and lived in a log house. What little schooling he got was mixed up with logging and chores. But he got it in a way that came useful to him when he first got the notion that Ontario was becoming a little too civilised and quiet for sane men.

The West owes a big debt to Ontario for some of her first best pioneers. Mr. Patterson was one of them. For sixteen years in Ontario he had been a constructionist. He built railways and canals. When the C.P.R. got through the Rockies he went to British Columbia, where his firm completed fifty miles of the Esquimaux and Nanaimo Railway. He also had the contract for the grade and track work of the first electric railway in the province, after which he, in company with the late Captain Larkin, built and leased to the C.P. Railway Company the Shuswap and Okanagan Railway. The Victoria and Sidney Railway was also constructed, owned and operated by him for a number of years until sold to representatives of the Great Northern Railway Company.

His Honour's opinion on British Columbia is worth a good deal. He has seen her in her swaddling clothes, when few thought seriously of British Columbia, except as a mining district. He now sees the realisation of prophecies uttered years ago by a few who saw into the future. He is a man of few words; unaffected in manner, but with the solidity of character that is generally an asset of a

self-made man. He can enjoy a joke and can tell a good yarn. Being a pioneer and builder, with the practical side of life a part of his education, he is not overly covetous of the honours which have recently been conferred on him. As the chief officer of British Columbia for the next few years, it is safely predicted he will justify the popular choice of the Ottawa Cabinet.

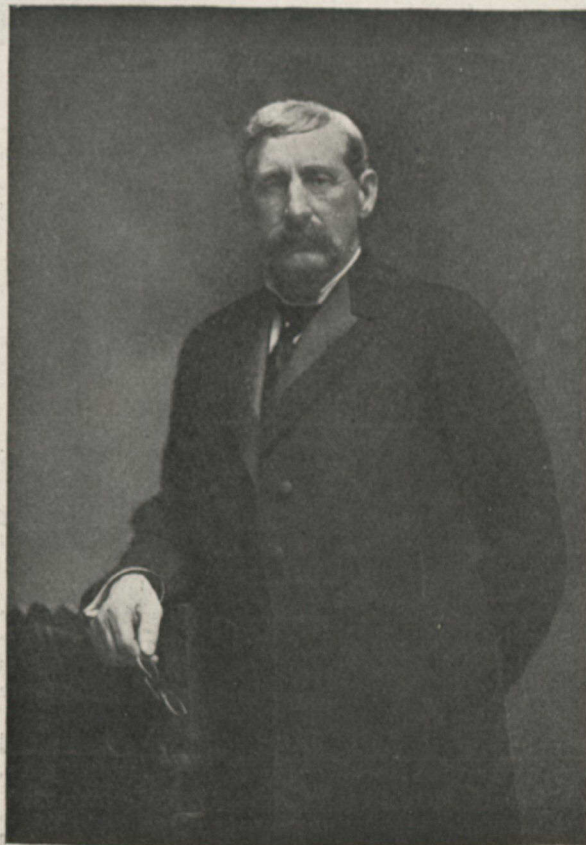
Mr. Patterson is not afraid to speak his convictions about British Columbia. He believes that northern British Columbia is a better country than the southern part for farming purposes; room up there for three hundred thousand people he thinks, during the next few years. He believes also that Vancouver Island will be a surprise to Canada very shortly; not only in agriculture, but also because he thinks that the big balmy island has the greatest area of merchantable timber in the world, besides no end of possibilities in coal and useful minerals.

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SOLDIER BY HEREDITY

LIEUT.-COL. W. S. BUELL, of the 41st Regiment of Brockville Rifles, is one of the most unusual military officers in the world. He was born a Canadian soldier; likewise his father before him, and his father's father; his grandfather's father was also commander of a regiment; and all these hereditary regiments were headquartered at Brockville. Col. Buell's history is important; because his forbears helped to make history. His great-grandfather, William Buell, was the first settler in Brockville; a U.E. Loyalist who had lived in Connecticut, and when the Revolutionary War broke out packed all he had and shoved up through the wilderness to Montreal. But not to settle down peacefully. He took out a commission as ensign in the 34th King's Rangers, and he fought with that regiment till the war was done. Retiring on half pay he began to practise the arts of peace. With his wife he pushed up the rapids of the St. Lawrence till he came to a beauty spot at the foot of the Lake of the Thousand Islands—which is now Brockville. There he built the first house. Seventeen years later he was elected to represent his constituency in the Parliament of Upper Canada; about which time he was made lieutenant-colonel of the 1st Leeds militia.

Martin, his son, was a sergeant in the militia. He fought at Chrysler's Farm and other engagements in the War of 1812. About the middle of the nineteenth century he also became lieutenant-colonel of his regiment, and was also elected to Parliament; became Mayor of Brockville and editor of the Brockville Recorder. His son, J. D., raised



Lieut.-Governor Patterson, of British Columbia.

a company of infantry in 1860; and in 1866, the year of the Fenian Raid, he, when the 42nd Battalion was organised, became its first commanding officer. He also followed his father's and grandfather's footmarks by becoming Mayor of Brockville, and being elected to Parliament.

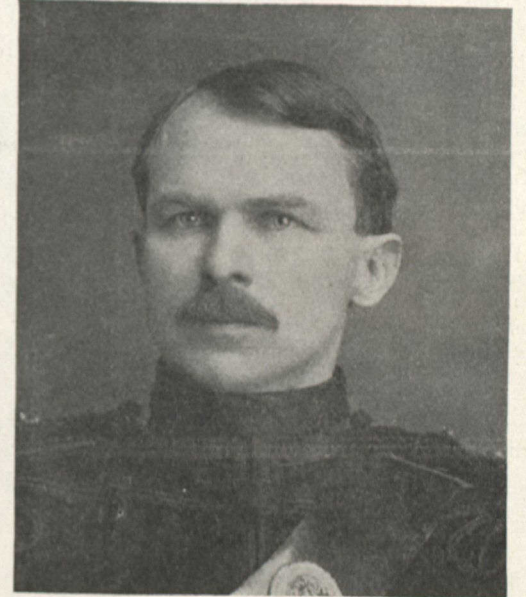
The subject whose portrait appears on this page is the only son of Lieut.-Col. J. D. Buell. Curiously enough, he took up the ancestral thread where the other three generations left it off.

He, too, has had some share in public affairs, having served five years in the municipal council, and one year as mayor. He was the first captain of the Brockville Rowing Club, an organisation that has produced championship crews. He has also represented his town on cricket, football and hockey teams, and his regiment at the Dominion Rifle Association for several years.

THE TWO CHARLIES

* * *

AMONG those who came in contact with the railway officials of Canada there are no better known pair than "Charlie" Macpherson and "Charlie" Foster, of the Canadian Pacific Railway.



Lieut.-Col. J. S. Buell, of the 41st, Brockville.

Both men hail from St. John, N.B., where they did their first work for this great railway corporation. Each in turn went from St. John to Toronto, where each made a "hit." Mr. Macpherson went to Winnipeg, where he has repeated his Toronto success. A few years later, Mr. Foster went from Toronto to Vancouver. Now comes the announcement that the passenger traffic of the West, recently in charge of Mr. Ussher, is to be placed wholly under the two "Charlies." Macpherson will manage the lines between Fort William and Revelstoke, and Foster all traffic west of that point.

Urbanity, courtesy and good-fellowship are the qualities which distinguish these two successful officials. At the same time, each has shown his ability to handle large business in a large way. The man with urbanity does not always have exceptional ability, and the capacity for much hard work, but when he does he is a winner. Each of these men fulfils the higher conditions. The public has always had the confidence in them which is again so clearly exhibited by the C.P.R. executive in making these latest promotions.

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THE NEW WIZARD OF THE SOO

WILLIAM CHARLES FRANZ of the Soo—is a new name in Canada; and Franz at the Canadian Soo is a remarkable man. Recently a gathering of notable public men, both Canadian and English, did honour to Mr. Franz in a banquet at the city that was founded by Clergue the wizard; the city that now has 15,000 people, seven thousand of whom are employed in the consolidated works of the Lake Superior Corporation, financed by British capital.

Mr. Franz is the general manager of the works; which in their astonishing variety and range of output are among the marvels of modern Canada. The wizard era of F. H. Clergue who, looking for cheap water power, discovered the great plexus of raw materials that makes the Soo the most remarkable industrial small city in Canada, was followed by a series of lapses and reorganisations; later by a great fire. But the Soo works of 1910 are greater even than were dreamed of in the days of Clergue. Mr. Franz is the most powerful man in the Canadian Soo. When a youth he had a dog, a rooster and a gun; also a pocketful of rusty nails. He is now manager of a corporation whose property is valued at \$35,000,000.