

PEN PICTURE OF SIR
THOMAS SHAUGHNESSY

Metropolitan. This "Railroadier" with a study of his methods in an Empire Enterprise—Back to His Country.

Sir Thomas Shaughnessy, or as he was then, to give him his full baptism name, Thomas George but better known to his associates by the brief designation of "T. G.," came to Canada 28 years ago to enter the sphere of railroading. He had chosen that career in the neighboring republic and was then getting a strong grip of the rungs of the ladder of industrial empire.

Sir William Van Horne had, but shortly before came over to Canada to take the reins of the railway empire, then in its infancy, but destined to future greatness, and naturally found that there were weak spots in the organization which required the introduction of men of experience and skill to aid and second him in carrying out the policy to which he had set his hand. That was in 1882 and Sir Thomas Shaughnessy was then in the full flush of youthful vigor, keen and alert, and anxious to make a reputation for himself in the new country by demonstrating to attract considerable attention through the boldness of the railway policy which had been determined upon by the men at the head of affairs.

How well the intuitiveness of the choice of Sir William Van Horne was justified, how truly "T. G." lived up to the trust reposed in him, and how fortunate Canada was in securing the services of a man who has contributed so materially to the up-building of the Dominion, constitute a biographical narrative which has few if any parallels in the history of this young nation.

There were not in Canada at that time a great number of men who in the art of railway organization and management. Those who were then connected in any prominent capacity with the railway interests of the country were largely of the Scotch school and Sir William Van Horne, having been brought up in the American school, and intending to introduce what appeared to him as the better features of that school, naturally turned his attention to men whom he knew would be best equipped to carry out his ideas in that respect.

Forgive These Hostilities. Sir Thomas was not here long before he was made fully aware of the feeling which had been excited by his arrival but he was undismayed by the sneers and jeers which were directed at him by a section of the press and he had the satisfaction of seeing that later years that all such feelings had been obliterated. That he fully and freely forgave the spirit of that period was indicated, a couple of years ago when he was the guest of honor at a banquet in Toronto to celebrate the completion of the Sudbury branch. In the course of a remarkable address he made a reference to the reception he received when he came over to Canada. He instanced some Ontario newspapers which never had accorded with the policy or methods of the company and found fault with the importation of men trained in the technical features of railway work and published articles to the effect that "another Yankee, O'Shaughnessy," had been brought in by the corporation. "But," he added, "the people of Canada refused to believe that an O'Shaughnessy could be a Yankee." He added "Now I have the temerity to join you in celebrating the completion of a new link which practically places Toronto on our main line."

The career which was entered upon since that uninvited rebuff, circumstances brought results far exceeding the expectations either of his sponsors or himself. Coming to take a hand in the organization and managing of a new railway, he has not only provided a new link which practically places Toronto on our main line.

For many years the routine of his various railway offices called for all his energies of mind and body and of that he gave freely and abundantly. He was noted for the prodigious amount of work he was able to undertake. As he rose to positions of higher trust which called for a broader outlook in the world of affairs he commenced to develop qualities which have raised him to an elevated plane fit to rank with the diplomats and statesmen of the empire builders of the day. Many men have made great records as railway managers but their energies have been consumed and exhausted in that effort.

States of a Statesman. Opportunity made the man in his case and when opportunity was at hand he grasped it with a firm hand. With men under him well tried and well trained he kept the great machinery he was eventually called upon to appear in a more public manner, to come out from the privacy of his office and appear on the stage of public affairs and take his share with other leading citizens. In the leadership which he assumed for the community and country require shall be assumed by those who walk in high places. In this capacity Sir Thomas has achieved such a measure of success that he has acquired the status of a statesman.

That Sir Thomas is a diplomat as well as a statesman has been demonstrated time and time again in the administration of his high office. It is a matter of history that the railway system which he directs was not always so popular with the public as it is today. At the inception of the enterprise terms were made which

eventually bore heavily on the people of the prairie provinces and as the railway had practically a monopoly in that territory there was a disposition on the part of the management to exact its pound of flesh in the matter of rates. This naturally led to a great deal of hard feeling and bitterness and the road was for a long time distinctly unpopular. Complaints were made to parliament from time to time, but a bargain was struck and that bargain, much as it might have been inclined to be unwise to interfere. Since Sir Thomas has been at the head of affairs he has been a large forward step in the direction of the amelioration of those conditions and the railway is much better odor with the people than it was a few years ago.

Railway and Politics. There was also a pet in the history of the road when it was regarded as being an important factor in politics and it was often a question of the influence of the road upon the weight of the influence of the road would be thrown in the struggle. It was generally regarded as a foregone conclusion that it would be the Conservative party. Rightly or wrongly, the management was suspected of being practically hand in glove with the aims and ambitions of the Conservative party. It constituted in itself an interesting chapter in Canadian politics which would require considerable space to explain, but in a broad general way the success of the enterprise was considered to be wrapped up in the maintenance of the national (Protestant) policy which Sir John A. MacDonald, inaugurated, and which Hon. Alexander MacKenzie, Hon. Edward Blake and, in the early days, Sir Thomas, and others of the Liberal party combated with all the vigor in their power.

It is now no longer a question of how the influence of the railway will be thrown in the struggle, but the road out of politics and into the chief officers may continue to have pronounced political leanings, but it is no longer considered a factor to be taken into account. Sir Thomas although taking no active part in politics is accepted as being instinctively a Conservative, but the great political issue which drew the corporation into the Conservative camp is no longer an issue between the two great parties and the railway is no longer considered a factor to be taken into account. Sir Thomas with one as the other political organization. It was, however, an accomplishment of no mean order to remove the taint of partisanship which clung to it.

When it comes to the role of empire builder, large as though that phrase may sound, Sir Thomas is entitled to his title. He is a man of the highest caliber and his work is a masterpiece of empire building. He has built up a great empire of railways and his work is a masterpiece of empire building. He has built up a great empire of railways and his work is a masterpiece of empire building.

Factor in Empire's Welfare. The statement, now most of them in the minds of the people, is a memory in the annals of Canada's development, built better than they knew when they launched the great enterprise, was a factor in the development of the country. It must be remembered, however, that every well directed effort, no matter how insignificant, contributes to the great work of the nation. The railway which fell to the lot of Sir Thomas and his associates were not wasted.

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complete confidence of the shareholders of that corporation in Sir Thomas, that such was the confidence in the expenditure of such enormous sums of money should be left without question in his hands.

If it was to drop into one of the company's annual meetings of shareholders, the only glimpse which the public is permitted to have of the operation of the executive machinery, when Sir Thomas is at the head of the table, the impression most likely to strike the observer would be the calm dignity and confident air of the chairman. When he starts to speak the tone of the voice commands respect and inspires confidence. It is a rare quality, the calm dignity and confident air of the chairman. When he starts to speak the tone of the voice commands respect and inspires confidence.

It is in connection with the first section that doubtless the greater managerial capacity is necessary. That section might be subdivided into two parts, namely, that of getting a fair proportion of the business in the territory which the company have and creating new business. It is probably in the latter connection that Sir Thomas Shaughnessy, and these who have followed him, have achieved the most amazing results. The president must not only be a great manager and director of men and machinery, he must be a diplomat and a statesman, and in fact an all round first class public man. He must take a very broad view of the future of the country in which the railway is operating and he must be a far-seeing statesman of the trend of events and shape the policy of the management to secure the fullest possible advantage of what is ahead.

If Sir Thomas was not that and a great deal more he would not be the great figure in the railway world that he is. Most every successful railway man combines the qualities mentioned. They are a set of requirements well known to those who have to labor in that place. But it is his creative genius, his diplomacy, his statesmanship which has lifted Sir Thomas above the range of men who follow in the same sphere of activity.

The creation of industries and the development of the country's resources in the territory through which the railway's lines run add to the revenue of the road. In this work the management made a hand in every way in its power. It is a part of the railway's duty to create new industries and to develop the resources of the territory through which the railway's lines run add to the revenue of the road.

Best Paying Traffic. But when it comes to diplomatically handling the railway's traffic, it is a different matter. It requires a skill to take a hand with one of the other of the political parties which may not see eye to eye with the railway's policy. It is a part of the railway's duty to create new industries and to develop the resources of the territory through which the railway's lines run add to the revenue of the road.

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has conferred on me the honor of knighthood. One owes a good deal to a good father and mother. But a greater honor was in store for him at the hands of the late King who in 1907 created him a Knight Commander of the Victorian Order. Not even that could exceed the honor which he possesses in the entire confidence in his honesty and integrity by not only his fellow directors and shareholders but by the community in which he resides and the Dominion at large.

Lady Shaughnessy, who has been a worthy helpmate to her distinguished husband during the years of his phenomenal uplift from railway clerkship to the presidency of a great corporation and from a position of comparative obscurity to one of great commercial and social prominence, came to Montreal with her husband from Milwaukee where they were married a couple of years prior to his appointment to his first position on the railway in the history of which he has played such a prominent part. She has been a constant helpmate in the promotion of all good works which she assists freely with her time and money. Lady Shaughnessy before her marriage was Miss Bluskeg before.

THE REBEKAH LODGE. Mrs. Viola B. Bishop, on behalf of the members of Rebekah Lodge No. 1, extended to the members of the Grand Lodge a hearty and cordial welcome to the city.

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PREMIER LAURIER IN
RED DEER TWO DAYS

Premier and party, accompanied by Hon. Frank Oliver, Mr. J. C. and E. T. Ryan—Sir Wilfrid Will return to Edmonton on September 3 to Go East Over Grand Trunk Pacific.

Sir Wilfrid and party left Strathcona Wednesday shortly before eleven o'clock for Red Deer, where he will rest over Thursday. He stopped off at Wetaskiwin, where he delivered a brief address to the assembled gathering. At Red Deer he will drive the first spike of the Alberta Central and hold a public meeting on Thursday afternoon.

The Prime Minister was taken to the hotel by Lieutenant-Governor Hughes and was accompanied south by Premier Sifton, Dr. Clarke, J. M. Douglas and members of the local government, including Mr. Oliver and Graham, and others in the party.

In Edmonton September 3rd, Sir Wilfrid will be back again in Edmonton on September 3rd, but will not stop off. His special train is scheduled to reach Strathcona at 1:55 o'clock on Saturday and will leave at 1:55 o'clock on Sunday. The following is the remainder of the schedule:

Arrive Red Deer, Wednesday, August 10, by C.P.R. special.
Leave Red Deer, Thursday, August 11, by C.P.R. special.
Leave Red Deer, 10 a.m., Friday, August 12, by C.P.R. special.
Arrive Calgary, 12:45 p.m., Friday, August 12, by C.P.R. special.
Meeting at Calgary, Saturday, August 13, night.
Leave Calgary, 2:50 p.m., Saturday, August 13, by C.P.R. special.
Arrive Banff, 9:30 a.m., Sunday, August 14, by C.P.R. special.
Leave Banff, 9:30 a.m., Monday, August 15, by C.P.R. special.
Arrive Kootenay Landing, 10 a.m., Tuesday, August 16, by C.P.R. special.
Leave Kootenay Landing, 12 noon, Tuesday, August 16, by C.P.R. special.
Arrive Lethbridge, 1:55 a.m., Wednesday, August 17, by C.P.R. special.
Meeting at Lethbridge, Wednesday, August 17, night.

Leave Lethbridge, 14 p.m., Thursday, August 18, by C.P.R. special.
Arrive Medicine Hat, 17:30 p.m., Thursday, August 18, by C.P.R. special.
Meeting at Medicine Hat, Friday, August 19, 2 p.m., by C.P.R. special.
Leave Medicine Hat, 24 midnight, Friday, August 19, by C.P.R. special.
Arrive Calgary, 6:45 a.m., Saturday, August 20, by C.P.R. special.
Leave Calgary, 6:45 a.m., Saturday, August 20, by C.P.R. special.
Arrive Strathcona, 12:35 p.m., Saturday, August 20, by C.P.R. special.
(Cars to be delivered to Canadian Northern Railway immediately upon arrival; to be handed over to Grand Trunk Pacific at Edmonton.)
Leave Edmonton about 11 p.m., Saturday, August 20, by G.T.P. special.
Arrive Winnipeg, 9 p.m., Monday, August 21, by G.T.P. special.

L.B. JUNCTION GOLD FIND.

Princo Albert, Sask., August 7.—Four claims have been now been recorded in connection with the recent great discovery near Hudson Bay Junction. The discovery was made in the manner previously announced, the lucky prospectors being E. Marcotte, hotel man, of Hudson Bay Junction, and J. McGillivray, of the same town. They were prospecting for amber and had no thought of finding gold. The first samples of the sand were forwarded to an assayer in Winnipeg named Smart, whose report said that sand assayed \$50 to the ton. This may not be an authentic assay, however, as the act of the fire may have concentrated the mineral. However, another sample was sent to Geo. Attwood, chief engineer of the Hudson Bay and Pacific railway in this city and his assay also showed \$50 to the ton.

He has sent for samples of the sand which has not been exposed to the action of the fire and on the result of that assay it is as rich as at present believed. The ridge extends for a considerable distance and small prospectors are growing to a great height on it. It is believed that this is a former bed of a river or that it is sand which has been washed over the ridge by mountains, which are visible from this point. The place is easy of access as it is just six miles through the muskeg from the Pas Minson.

E. Marcotte, one of the discoverers, was appointed temporary recorder of claims and the population of the town rushed out on hearing of the discovery. There has for some time been an impression that there is gold in the Pasquia hills which are of glacial origin, though they have never been prospected by experienced miners. It is likely that the present find will give gold hunting a big stimulus in that region.

Many samples of ore are being brought daily to Prince Albert from along the route of the Hudson Bay and Pacific railway, which is being surveyed from Prince Albert. So far there have been no startling assays as regards gold, but iron and nickel have been found in paying quantities and already several syndicates of local men have been found to exploit mineral that several rich iron and nickel deposits have been located though the extent has not yet been fully explored.

SUPPLIES FOR DOUG. COLONY.

Manager Makes Purchases in Winnipeg. Winnipeg, Aug. 10.—Mr. W. C. Macdonald, manager of the Vergin, Sask., Doukhobor colony, has been in the city this Friday, having during that period bought implements, hardware, clothing, drugs and dry goods for the community valued at \$300,000.

CONTRASTS DIVORCE
EVIL IN TWO NATIONS

Prof. Wilson Before Law Conference in London Refers to Base With Which Divorce is Obtained in U.S.—Old Country Cables.

London, Aug. 10.—Professor F. P. Wilson's paper, contrasting divorce in Canada and the United States at the international law conference referred to the ease with which divorce is obtained in the United States where divorce became a primary necessity of life. The divorce might be present in Canada, but its ravages are not yet serious. In the subsequent discussion, Cephas Brainerd, New York, expressed some irritation at the Canadian criticism of his country which, he said, is founded on insufficient information.

Abolish Political Frontiers. London, Aug. 10.—Honorable Heaton urges the appointment of an imperial and foreign postmaster whose first duty should be to convene a meeting of European postmasters-general with a view of abolishing political frontiers for postal, telegraph and wireless communications between countries.

Decennial System Approved. Melbourne, Aug. 10.—The House of representatives by a vote of 35 to 2 adopted the resolution endorsing the adoption of the decennial system in Australia. It was decided to endeavor to seek the approval of the imperial conference for the adoption of the system in the empire.

Grave Allegations Involving Government Officials are Made in Connection with the operations of a syndicate which assisted in the Victorian government land purchases in the Colona, irrigation district.

Subsidy Idea Abandoned. Kingston, Jamaica, Aug. 10.—The abandonment of the scheme for a renewal of the steamship subsidy between Great Britain and Jamaica have been announced, neither the home nor colonial governments being prepared to renew it on the present basis and the shipping companies decline to accept less than \$200,000 a year. It is believed that Jamaica will endeavor to arrange a new fast service in conjunction with Canada.

KING TO INSPECT Q. O. R.

London, Aug. 10.—It is probable that the king will inspect the Queen's Own Rifles at Hyde park.

EVANGELICAL CAMPAIGN.

London, Aug. 10.—Archdeacon Madden, Liverpool, and Dr. G. F. Benson, Belfast, have sailed for London, to conduct a two months' campaign for interests evangelical.

It is probable that the Bishop of London and other Englishmen will attend the bi-centenary celebration of the Canadian church.

CALGARY POWER PROJECT.

City May Buy Power From Private Company. Calgary, August 9.—The power committee of the city council at a meeting yesterday afternoon, decided to recommend that an alternative agreement be submitted to the Calgary Power Company.

The first part of it is that the city will pay the company \$25 per horsepower for 4,000 horsepower of electrical energy on condition that the company agree to supply the city with the Calgary Cement Company, so that the city may take over this contract, and the alternative is that the city pay \$2.50 per horsepower of the company at \$3 per horsepower, with the option of increasing the contract by 500 horsepower additional units at the rate of the price, according to the city's requirements.

EDMONTON TIED
FIRST WITH

Pish and Hickey Indulge Battle—Wilkey of the Battle-Roxy Walters, F. Manager Plays Third.

One all was the score in game of the series with Lethbridge when the contest was at the end of the ninth in count of darkness. Pish was for the Miners and allowed Hickey to lead the bridge single tally in the third. Edmonton followed with the fourth. Both sides came in to the score but fell a chance to do so was offered to the Miners.

Roxy Walters guarded the net for Edmonton in the Brennan and believes as the his accustomed position. A lot of Mills to make the Edmonton side by mulling in the sixth inning. It was on end of a double at the Edmonton in the third. A hot grounder over second was like a clean single but more in time to whip the sphere firing the side for no run.

Sharp fielding by Morse cut in the second innings while into a tight corner by ally and O'Hayer to single. With Lynch on third and O'Hayer on first, a double at the hot grounder over second was like a clean single but more in time to whip the sphere firing the side for no run.

Edmonton tied the score in the second innings while into a tight corner by ally and O'Hayer to single. With Lynch on third and O'Hayer on first, a double at the hot grounder over second was like a clean single but more in time to whip the sphere firing the side for no run.

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