



# THE Canadian Courier THE NATIONAL WEEKLY

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## MEN OF TO-DAY

### A Railway Commander

THERE have been a good many celebrated Browns in history; almost as many as the famous Smiths. John Brown in the United States and George Brown in Canada have been among the foremost Browns; both dead—but neither of them with half the authority over an army of men possessed by William C. Brown, the president of the New York Central Railway. Mr. Brown is head of an army of 150,000 people, and the system of which he is head spends every year \$150,000,000. He has been railroading since he was a boy; beginning when he was sixteen years of age as a section hand and “wooder” for the old cordwood engines on the St. Paul Railway—which of course was about forty years ago. He studied telegraphy, and in two years afterwards became a despatcher on the Illinois Central. In those days there was a switchmen’s strike on the Illinois Central and trains were tied up while the strikers paraded the yards with guns threatening death to any that tried to handle cars in those parts. However, “Billy” Brown being despatcher felt inclined to see trains moving when he sent despatches. He walked out of the station, clean past the switchman’s shanty filled with gunners, quietly down to the switch which he moved and signalled to the engineer of a stalled-up train to come ahead.

From the Illinois Central Mr. Brown went to half a dozen other systems; going through all the grades—chief despatcher, train-master, assistant superintendent—till in 1900 he found himself general manager of the Lake Shore and Michigan Southern. Six months later in 1901 he became vice-president of the New York Central—and from that he became senior vice-president of all the New York Central lines; till now he is at the head of the road. Mr. Brown may be understood as a man who knows railways. At fifty-four years of age he is as well posted on transportation as any man in the world. Had he been born and developed in Canadian railway-building he would have spent half his life building roads before he began to climb into the eminence he now holds on the New York Central.

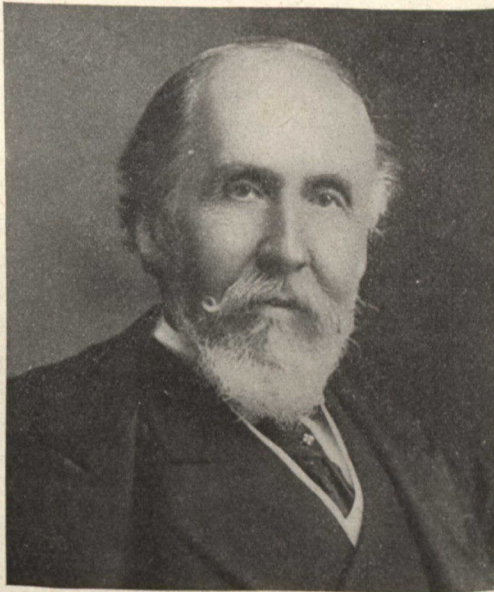
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### An Enthusiast on Game

IF there comes to be a Minister of Game in the Ontario Government it will be the first portfolio of the kind in Canada, and in all probability Mr. A. Evans will be the man to hold it. It is not long since a member of the Ontario Cabinet stated that the game wardens of Ontario were a useless lot. Recently a prominent member of the Legislature contended on the floor of the House that the game laws of Ontario are sadly in need of both amendment and proper enforcement. In the face of this it seems that the appointment of Mr. Evans to be special commissioner to investigate the fish and game situation in Ontario is a step in that direction. What Mr. Evans discovers will probably form the basis of any new action taken by the Government. He has particular fitness for the job. It is four years now since he was made secretary of the Ontario Fish and Game Protective Association. Since that time without a cent of remuneration Mr. Evans has travelled and lectured far and wide in four provinces on the subject which most of his life he has taken for a wholesome hobby. Mr. Evans is also vice-president of the North American Fish and Game Protective Association for the Province of Ontario; member of the American Fisheries



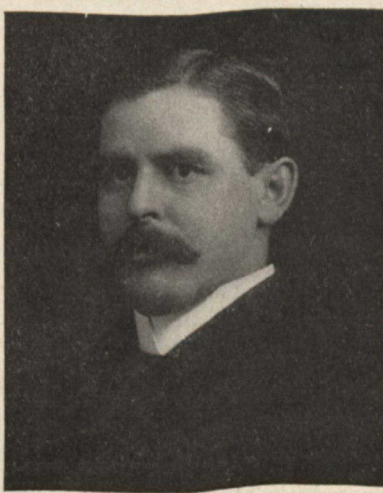
Mr. William C. Brown,  
President New York Central Railway.



Sir Charles Rivers Wilson  
President Grand Trunk Railway



Hon. Mackenzie King,  
Minister of Labour.



Mr. A. Kelly Evans,  
Special Game Commissioner.

Society and of the International Fisheries Society; and last August he attended the International Fisheries Congress at Washington. He was born in Toronto, educated at Upper Canada College and at the Royal Military College; practised as civil engineer for twelve years under the Department of Railways and Canals and the Public Works Department. It was he who organised the O. F. G. P. A. of which he is secretary and which now numbers thirty-six branches. Associations modeled on similar lines are to be found in four other provinces and one state of the Union—largely as a result of Mr. Evans’ untiring and quite splendid enthusiasm. The first convention of the association recommended a large number of amendments to the Ontario game laws—many of which have since been put into effect. The Commissionership which Mr. Evans has received covers a wide range—food fisheries of the Great Lakes, advisability of establishing provincial fish hatcheries, and fish and game interests in public parks and forest reserves.

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### An Outspoken Minister

THE first Minister of Labour to address a large representative body of labour men is Hon. Dr. William Lyon Mackenzie King, who delivered a profoundly useful and hopeful address to the employees of the Toronto Street Railway at their picnic in Scarboro Beach Park last week. Since the memorable campaign in Waterloo last year when Mr. King made his first appeal to the public under the shadow of the Berlin town clock, he has said a large number of things, many of them somewhat visionary, but most of them pregnant with a larger meaning than some of his political opponents gave him credit for. He has always spoken as a young man who saw more in his portfolio than political pull and a salary. His speech at Harvard when he was made an LL.D. entitled him to some distinction. Having been engaged in a number of labour battles he felt desirous of political peace between Canada and the United States. He recommended the erection of a peace monument on the border. Now he preaches the gospel of recreation and the rules of clean sport applied to business. His words at Scarboro Beach were too direct and emphatic to be disregarded. They mark out the chalk line to which he expects to hew in the Cabinet. He said:

“There should be no quarter for the mean man, employer or employee. So long as I have anything to do with the Department of Labour, every man will get a square deal, but if he looks for more, let him call himself Grit or Tory, workman or employer, Socialist or Suffragette, he will get no quarter from me. Carry, then, from your sports the principles of ‘fair play’ and a ‘square deal’ into your industrial life, and you will be better workmen, better citizens and happier men.”

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### President on Tour

IT is some time since Sir Charles Rivers Wilson saw Canada. The president of the Grand Trunk Railway System is now in Canada on his way to inspect the Grand Trunk Pacific lines in the west. Sir Charles has never seen the Grand Trunk Pacific which in a month or so will be hauling out western grain. He is accompanied by a number of directors who will be equally impressed with the progress made in tracking the prairies. They will travel clear from Winnipeg to Edmonton via the G. T. P. They will inspect the track-laying on the Winnipeg-Superior Junction section which will be so far towards completion as to allow the party to go from Fort William to Winnipeg over its own line. Sir Charles Rivers