

The Canadian Courier

A National Weekly

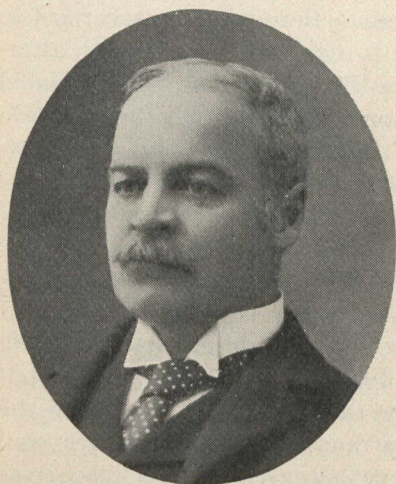
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IN THE PUBLIC VIEW



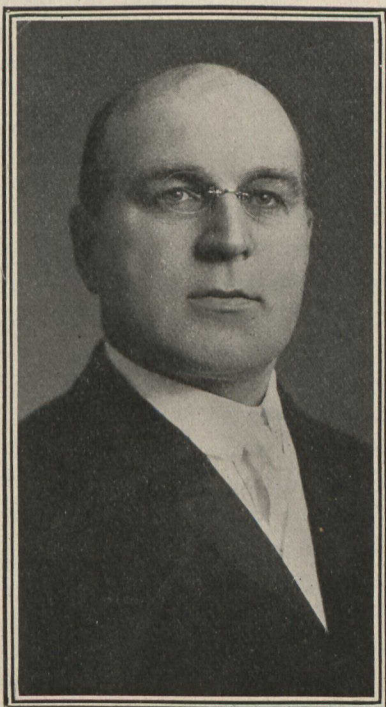
Hon. Arthur Peters, the late Premier of Prince Edward Island, a public man who served with distinction both his Province and the Dominion.

THE Island Province has lost its Premier and one of the best men that ever entered the Island Legislature. The late Hon. Arthur Peters was a constructionist. Elected Premier in 1901, Mr. Peters placed himself squarely in the forefront of progress for the Island, which has had so much trouble getting its voice heard at Ottawa. The campaign on which he became Premier and Attorney-General was largely one of increased subsidies and settlement of claims against the Dominion. At King Edward's coronation he represented the Province; and again in a more practical way he was a colleague of Hon. A. B. Aylesworth in the argument before the Privy Council regarding provincial representation in the House of Commons. Since his

premiership he has been a strong supporter of the farming interests, of prohibition and of better roads for the Island. During his regime he interested Sir William Macdonald, the educationist benefactor, in the enlargement of Prince of Wales College for the better education of agriculturists.

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MR. A. S. VOGT, whose great choir gives its annual cycle of concerts next week in Toronto, is an instance of a musician who by business methods has reached well up to the top rung among the world's choral conductors. Those who best know "A.S.V.," conductor of the now famous Mendelssohn Choir, understand that his success has never been due primarily to mere musicianship. The choir of more than two hundred members was responsible last year for the expenditure of considerably more than twenty thousand dollars on a choral campaign. More than ten thousand dollars was spent on a trip to Buffalo and New York. The total revenue from the Choir's eight concerts last season in conjunction with the Pittsburg Orchestra was not less than thirty-five thousand dollars. To receive and to spend so large an amount of money in one season in the cause of musical art has made necessary a business organisation of the very highest type; a system as complete in the workings of its various departments as a bank or a departmental store. It means not merely retaining the spontaneous, unpaid loyalty of a large chorus, but as well the management of a staff of business men to each of whom is allotted the work which he is best able to discharge. The practical management of this business concern centres in the conductor of the Mendelssohn Choir. Mr. Vogt, as may be surmised, is a man of infinite detail and remarkable energy. He has a highly musical brain which he is able to convert to a brain of business without doing violence to his constitution. More than any of this, he has a tireless capacity for absorbing the ideas of other people and places. Except in its management, the Mendelssohn Choir is not a one-man creation as many have supposed. It is a mosaic of the best choral ideas and practices in the world, organised into one corporation by a man with a strong individuality and a business appetite for new things. A coincidence of this season's concerts is that one of the finest works given by the Choir was composed nearly two hundred years ago in the very church where as a student in Leipsic

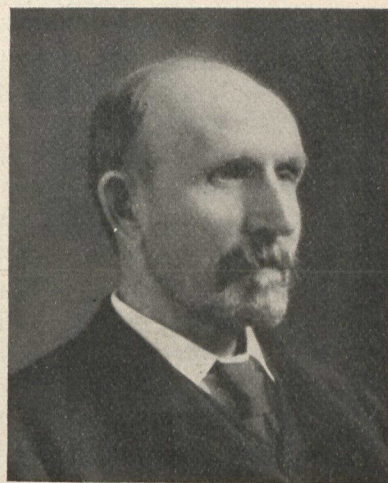


A. S. Vogt, Mus. Doc.

Mr. Vogt got his first inspiration to produce unaccompanied choral singing in Canada—the famous Thomas-Kirche in which the great Sebastian Bach was organist for nearly half his lifetime.

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SIR R. G. REID, the man who built part of the Parliament Buildings at Ottawa, the International Bridge at Buffalo and the Lachine Bridge at Montreal, has a fresh dispute with the Newfoundland Government. A few years ago the Reids—who by some people are considered the makers of Newfoundland—were given the contract for carrying the steamship mails to all the north shore. As the Reid vessels were said not to have carried the mails as regularly as the inhabitants of the north wanted, the Government put on an auxiliary line of vessels, awarding the contract to a rival firm who through the mail subsidy have been enabled to cut into the freight earnings of the Reid fleet. The Reids are suing the Government for damages. It is only three years since the last Reid dispute—an arbitration over the value of the telegraph lines which reverted to the colony after being extended by the Reids. Having been the pioneer promoter of Newfoundland and the owner of most of its public utilities, Sir Robert feels himself a sort of industrial "custos" of the Island. He is more talked about in St. John's than even Dr. Grenfell. He is a spectacular sort of man; a man of remarkable ability. A Scotchman—tall, angular and shrewd—born in Perthshire, he went to Australia when a young man; he came to Canada nearly half a century ago and made himself famous as the first Pontifex Maximus of America. On the Ottawa and the Rio Grande, at the "Soo" and at Cape Breton, Reid was the greatest bridge-builder of his day on this continent. Till the last decade of the nineteenth century he threw bridges over half the biggest waterways of America; then being weary of bridges he went to an Island where a bridge can never be built. For ten years the Reids in Newfoundland were the builders of railways and dry docks, street-cars and electric light systems. They operated the colonial railways and telegraph lines—and they built a fleet of ships. A few years ago they surrendered their proprietary rights over the railways and telegraphs when an arbitration was held in Toronto.



Sir R. G. Reid,
Photo by Notman.

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HON. JAMES BRYCE was in Ottawa last week as the British Ambassador to the United States to confer with the Canadian Government regarding international affairs. To the interviewer he was as usual a sealed book. Mr. Bryce does not believe in the personal method of journalism practised by American reporters; he has a horror of the interviewer; and the "yellows" are to him a perfect nightmare. On one of his visits to Toronto he deplored in private conversation the growing tendency towards this sort of journalism on this side of the water as well as in England, observing that in Canada the practice was becoming as marked as in the United States. A thoroughly unobtrusive, scholarly man, Mr. Bryce does not care for noisy publicity. While in Toronto during the last Provincial election campaign he quietly attended a political meeting in Massey Hall and sat in a back seat studiously taking notes on the tendencies observable in Canadian public life. Mr. Bryce has been re-studying the United States democracy.