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Men of the Day

Retiring From Command

A GREAT commander, in the railway world, has taken off his armour, and has retired from the field of active service, in the person of William C. Brown, the President of the New York Central Railway. His life reads like a romance. Starting as a section hand he fought his way, alone and without any influence behind him, to the president's chair of one of the mightiest concerns in the world. He has been railroading since he was a boy, for at sixteen he was a section hand and "wooder" for the old cord-wood engines of the St. Paul's Railway. That is some forty-odd years ago. But the position of "wooder" wasn't enough for "Billy" Brown, so he studied telegraphy, and secured a position with the Illinois Central as a despatcher. They tell a story about him while he was a despatcher. In those days there was a despatchers' strike on the I. C. R., and trains were held up at the sweet will of the strikers, who paraded the yards with guns, and threatened anybody who dared to set the trains running. Brown, however, wanted to see trains moving when he sent despatches. So he walked past the bunch of belligerents, and reached the switch, signalling to a stalled train to go ahead. The train went ahead.

Brown left the Illinois Central, and between his leaving, and joining the New York Central, he was in the employ of half a dozen railroads, fighting his way up the ladder till, in 1900, he became general manager of the Lake Shore, Michigan and Southern. Six months later he became vice-president of the New York Central, and later again, president of the four directorates comprising the New York Central Lines. He was fifty-four then, and the commander-in-chief of an army of 160,000. No man on the continent is better posted on railroading. If he had come to Canada he might have been another Dan Mann, and Canada might have had another few thousand miles of steel in her lap. But Mr. Brown was ever an organizer and a business head rather than a great railway builder. His it has been to develop and consolidate rather than to originate. He has had his finger on the pulse of the mighty machine and it has been his task to weld together rather than to plan fresh incursions into new fields.

Mr. Brown is to be succeeded by A. H. Smith, senior vice-president of the New York Central lines.

A Prominent Craftsman

THE present Grand Master of the Masonic Grand Lodge of Canada is Mr. William David McPherson, lawyer and legislator. There has been nothing spectacular in Mr. McPherson's career, but rather it has been one of steady and definite progress. He was born in the County of Lambton, educated at Strathroy Collegiate and the Ontario Law School; became a barrister in 1885 and a K.C. in 1908. For some years he took an interest in the educational affairs of the city of Toronto, and in course of time became chairman of the school board. Once he competed unsuccessfully for the mayoralty. In 1908 he was elected to a seat in the Legislature for one of the Toronto constituencies.

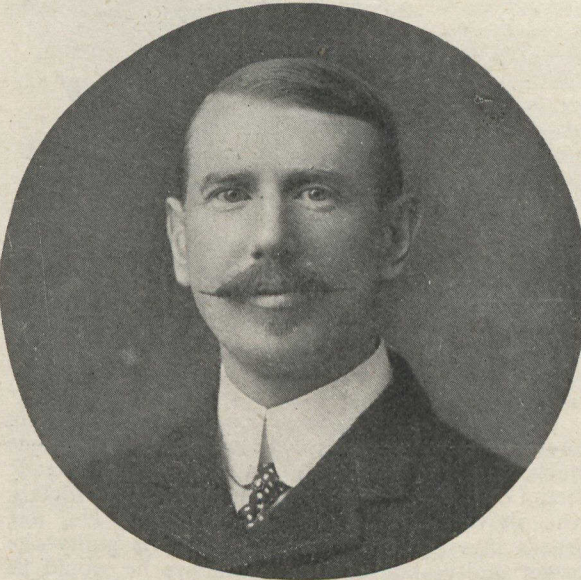
As the head of one of the leading law firms of the city, Mr. McPherson has been connected with many important cases and is highly spoken of as a legal advisor. Patient and methodical, he accomplishes much of private work as well as public service. Even in temperament and modest in speech, he has all the qualifications of a Chief Justice or a Lord High Chancellor.

Saul Among the Prophets

THE old Latins used to have a proverb, "The safest path is in the middle of the road." There are those in Canada who are modern exemplifications of this policy where the Naval question is concerned. The latest recruit is Mr. Hamar Greenwood —



WILLIAM C. BROWN
The Retiring President of the New York Central Lines.



WILLIAM DAVID McPHERSON
Grand Master of the Masonic Grand Lodge of Canada.



ROBERT J. FLEMING
President National Live Stock Show and
General Manager of Toronto Street Ry.



HAMAR GREENWOOD
A Canadian Member of the British
Parliament.

"Our Own Hamar." He has just returned from Australia and has come back to tell Great Britain and Canada and, incidentally, the world, the best way to settle the Dominions' naval question. In an interview with the London Daily Mail, the leading Unionist daily paper, he admits that his pilgrimage to the Antipodes has taught him things. Hamar Greenwood has always been in favour of cash contributions, but while maintaining this attitude, he told the Mail the other day that "there was in Australia a deep-rooted feeling that at the moment nothing but a local fleet would satisfy the needs of the Dominions, for two reasons—first, because it was considered more in keeping with the power in future of Australasia to have her own navy, and secondly, because it was feared that in some armageddon of the future Australia might be left unprotected while the main force of the Imperial fleet was engaged in home waters."

A statement like this from Hamar Greenwood will cause some people to ask pertinently: "Is Saul also among the prophets?" If he is, so much the better for Saul. He is a man who has impressed his friends and foes alike with his faculty for doing the unexpected. The first time he displayed this propensity was while he was an undergraduate of the Toronto University. When the long vacation came along he went on a summer tour playing the heavy villain in a barnstorming theatrical company who were presenting "Down the Slope, or the Slippery Road to Ruin." The company went down the slope and Hamar was stranded up at Goderich until a Toronto friend sent him \$5.00. A few years ago he told a Canadian friend that he would marry an Earl's daughter in Westminster Abbey. Here again he did the unexpected—for he didn't! But if his new stand on the navy question is unexpected it will nevertheless gratify a good many people, and perhaps go part way towards absolving him from the name that Arthur Hawkes gave him when he said that he belonged to the "Cuckoo Patriots."

A Man of Many Parts

MR. ROBERT JOHN FLEMING, manager of the Toronto Street Railway, is a man of many parts. His latest role is president of the National Live Stock Show, which held its first exhibition in Toronto last week. Canada has had many live stock shows, and the annual affair at Guelph is the most notable of these. Some have thought that a larger show should be established laying greater emphasis on the title "National." They desire to see something in Canada which would rival the famous annual show at Chicago. Mr. Fleming, being an admirer of Jersey cows and other cattle, was invited to take the presidency of the new organization which has secured permission to use the splendid buildings of the Toronto Exhibition.

Mr. Fleming was Mayor of Toronto in 1892, 1893 and 1896. He was then made assessment commissioner. In his six years in this office he made sufficient of a commercial reputation to cause Sir William Mackenzie to invite him to become general manager of the Toronto Street Railway and the allied electrical corporations. Sir William's choice has been more than justified by public opinion and financial results. Mr. Fleming is also something of a social reformer, especially along the lines of temperance. He was presiding officer of the National Prohibition Conference in 1894.

A New Portfolio

THEY are saying up at Ottawa that Dr. Roche may find it necessary to take a less strenuous department, and there may be a new Minister of Interior. Mr. R. B. Bennett, M.P., of Calgary, is mentioned for the position. It seems probable that a new portfolio, the Health Department, will be created, and if so, the professional training in medicine of Doctor Roche, the present Minister of Interior, would fit him pre-eminently for the new department. In this case Mr. Bennett, lawyer and legislator, might be the new Minister of Interior.