

IN MEMORIAM

William Swart Gladstone.

By E. H. DEWART, D.D.

A mighty nation mourns her greatest son,
Who bore the torch of progress in
The van,
Leader of men, thy great life-work is
done—
Reformer, Patriot, Sage, and Friend
of Man!
Not only Britain mourns; from every
land
There come sad tones of blended grief
and praise,
For him who with unquelling heart
and hand
Stood for the right through all his
lengthened days:
A giant oak among the forest trees,
Strong to resist the fiercest storms
that blow—
An eagle soaring till the sun he sees,
And herald's brighter day to earth
below.
Not on the gory fields of martial fame
His manifold deeds of chivalry were
wrought;
The glory that surrounds his death-
less name
Was won by battles in the realms
of thought,
A man of peace, he life-long war main-
tained.
That justice might oppressive wrongs
displace;
The triumphs which his knightly valor
gained
Were all to bless his country and his
race.
To freedom's Land of Promise, rich
and fair,
With peerless eloquence of tongue and
deed,
Through seas of hate and deserts of
despair,
He made a pathway for the sons of
men.
His words were swords, which cut the
Gordian knots
Of partial laws that long held dire
control;
But greater than his potent words and
thoughts
The human sympathy that filled his
soul.
Enthroned in lofty place of power and
fame,
On that high stage he played a noble
part;
To-day the voices of the world pro-
claim,
His highest place was in the people's
heart.
By faith in God the power to him was
given
To move right on, nor swerve for
friend or foe;
He even brought the light and strength
of heaven
To do the work of earth for men be-
low.
There's nothing in the starry heavens
above,
Nor earth beneath in all her summer
glory,
More beautiful than manhood, truth,
and love,
Wrought out and carved in deed and
living story.
The name of Gladstone shall forever
shed
A guiding light on the high path he
trod—
A grand heroic soul in heart and head—
True to himself, his country, and his
God.

WILLIAM SIMMONS

Was born in London, England, 4th of June, 1837. After school days com-
menced to learn the trade of a car-
penter, but at the age of seventeen
joined the British navy as a first-class
boy, where he rose to the rank of a
first-class petty officer, and was on the
receipt of his last promotion, as his
parchment commission corroborates,
the youngest petty officer in her Majes-
ty's navy. His first ship was the fifty-
gun frigate Nankin (Capt. Hon. Sir
Keith Stewart), which was ordered to
join the fleet in Chinese waters under
Admiral Stirling; shortly after their
arrival he volunteered into the Hornet,
a "corvette" of seventeen guns, under
Capt. Chas. Forsyth, which was
ordered, in company with the man-of-
war Encounter, and the frigate
Peak, under Commodore Elliott, to
chase the Russian fleet to Castro bay
and from thence up the River Amour,
which they did; the Russians, after de-
serting their vessels burnt them to pre-
vent their capture. The Hornet then
proceeded to the Japanese port, Ac-
tyu, to join the fleet, and was em-
ployed bringing the mails from Shang-

hai to the British fleet under Admiral
Seymour, when the first news reached
it that peace had been proclaimed
in 1860.

Shortly after war broke out in China,
and the Hornet was in the hottest of
the fight, being engaged in no less than
three general flank and almost cease-
less boat engagements with the enemy
where Mr. Simmons was conspicuous
for his daring bravery, and for which
he received his rapid promotion. Early
in 1867 he took part in the taking of
the Bogus Tikas forts and the Takoo
forts leading to Peking, the blockad-
ing of the River Fatcham, the capture
of Canton, serving with the fleet
until the close of the war, and for
twelve months subsequently in the sup-
pression of the Chinese insurrections,
taking several cities and laying waste
the surrounding country to protect the
inhabitants until the Imperial troops
regained the supremacy. While serv-
ing in the Hornet they captured and
destroyed seventeen piratical
junks. For the invincible bravery of
the crew of this gallant corvette, four
commanders of her in five years were
made post captains, and the subject of
these notes received the Chinese
war medal with two bars, Fatcham
and Canton. He was landed at the
stirring of the city of Keairdin. After
the war was over he returned to
England and left the navy in 1865, hav-
ing been in active service in Chinese
and Japanese waters over ten years.
His retirement from the navy was at
the earnest solicitation of his intend-
ed wife, who, although she would not
call him from his post of duty while
his country required him, emphatically
insisted on this step when the war
was over, and the same year they
were united. He married Letitia,
daughter of the late George Berkings-
shire, a master plasterer and tallow
chandler of London, England, by whom
he has five daughters and two sons.
Living the eldest of the latter, Wm.
John is employed as a skilled brick-
layer on Government work in Boston,
Mass.; the younger, Charles Frederick,
is with his father learning the build-
ing and carpenter trade to which Mr.
Simmons returned in 1865.

In 1871 he emigrated to Toronto
where ever since he has been employed
as a builder and contractor. Many
of the handsome private residences,
several hotels, stores, and other build-
ings of the city are monuments of the
substantial and thorough manner in
which he finishes whatever he under-
takes.

TORONTO'S PAVEMENTS.

The tens of thousands of strangers
who have visited the Queen City this
year, and admired its stately churches,
its magnificent universities, its costly
public buildings, and the beauty of
their architecture; its numerous
schools and well-kept parks, have so-
cially particularly the concrete pave-
ments, as level as a floor, by which
these edifices are approached, and with
which, most of the principal streets
of Toronto are paved. This of course
is chiefly due to the zeal and enter-
prise of the authorities, but assuredly
they would not have had such sub-
stantial pavements, that neither the
sun nor any atmospheric changes can
crack or otherwise injure, were it not
that their contractor, Mr. Gardner, has
made concrete paving and the erection
of monolithic structures his earnest
life-study since the age of sixteen, and
by observation and experiments
has acquired a knowledge of the in-
gredients that are most permanent.
Mr. Gardner is a native of Wolverton,
Buckinghamshire, England, and after his
military service, travelled and worked
at his trade all over the United King-
dom, and many places on the Contin-
ent. In 1886 he came to Canada, and
settled here. In the year his busi-
ness only amounted to \$3,000, last year
it summed up to \$40,000, and this year
will probably reach \$100,000. The fol-
lowing are among the concrete pave-
ments completed for the city in 1898:
Queen's Park Crescent, east side, from
College to Grosvenor; corner Wellington
and Simcoe streets; College street,
opposite Toronto Athletic Club; Queen
street east, south side, Yonge to York
streets; York street, east side, to
Sherbourne; St. George street, west
side, Harbord to Bloor; Queen street

west, from St. Patrick's Market to
Teraulay; in front of the new civic
buildings; Lombard street, south side,
Victoria Church over fifteen miles
of pavements had been laid by him
previous to the work done in 1888.

Mr. Gardner has several times been
approached by officials of other cities
at a distance, with tempting offers to
leave Toronto and come and work for
them, but has always refused. Only a
short time since an official from Aus-
tralia, after inspecting his concrete
work here, offered to guarantee him
double the amount of his present
business if he would go with him to
that far-off colony. Mr. Gardner has
done, and is still doing, a rapidly in-
creasing business, and has no intention
to give up a certainty of success for
the most glittering promises; be-
sides the splendid educational ad-
vantages for his children, and the
many warm friends by which his sin-
cere and honest character has surround-
ed him in Toronto.

BARRIE NOTES

MAJOR SMITH

Station Agent of Barrie and Allandale.

Was born at Bourne, Lincolnshire,
England, where his late father was a
farmer of the Fens of Lincolnshire.

His son, the subject of this sketch,
after school days joined the 20th Regi-
ment and with it came to Canada from
England at the time of the Trent af-
fair, when war appeared imminent
with the United States, and was sta-
tioned two years in Toronto and three
years in Montreal.

When he was on the point of leaving
the army, and all his papers had been
excuted, the Fenian Raid of 1866 oc-
curred, and he requested and was per-
mitted to remain with his regiment,
which went to the front after this
he was, on leaving the army, engaged
as a porter in the Toronto sheds of
the Northern railway, and shortly af-
terwards was transferred to Angus,
Ont. Subsequently he rose step by
step to the station at Sunnidale
(which was destroyed by bush fires),
then night yardman at Collingwood;
later, agent at New Lowell, Gilford,
and in 1870 was appointed agent at
Aurora.

Early in the spring of '85, when the
second Riel rebellion broke out, Major
Smith, then in command of No. 7 Com-
pany of the York Rangers, Simcoe
Battalion, under Col. W. E. O'Brien,
was granted permission by the rail-
road authorities to leave with his com-
pany, receiving on his return the
medal granted by Her Majesty the
Queen, and was promoted by the rail-
way company to be agent at Barrie,
which station he has in charge of in
August of that year.

On March 1, 1897, still more onerous
duties were imposed by his appoint-
ment to the joint agency of both Barrie
and Allandale, the duties of which
it is hardly necessary to say are most
efficiently performed.

As a private citizen Major Smith
has been for many years identified
with several benevolent societies. In
the Masonic order he has the unique
history of first having been raised in
Kerr Lodge No. 220; of afterwards
affiliating, becoming a P.M., and is
now a life member of Rising Sun No.
121 and of again joining his mother
lodge which had been removed to Barrie,
and of which he is now a member.

He is also a P.G. of Aurora Lodge
No. 148, I.O.O.F., and a past officer
of both the A.O.U.W. and Select
Knights of Canada.

In January 1894, Major Smith mar-
ried Miss Jane, daughter of the late
Arthur Coffin, Esq., of Toronto. Six
children blessed this union; only five,
however, survive, four sons and one
daughter. The eldest of whom, Lin-
coln L., chief clerk of the steamboat
department of the C.P.R., with head-
quarters at Montreal. The second,
Arthur L., is train dispatcher, C.P.R.,
Toronto. The third, Charles J., is
train dispatcher, G.T.R., Allandale;
the other children are still at school.

Major Smith on leaving the Imperial
army almost immediately joined the
Canadian active militia force.

The records show that he was gazet-
ted quartermaster and captain in the
12th Batt. York Rangers, that
subsequently he exchanged into the
35th Batt., and in December, 1888, was
gazetted captain and adjutant, and the
following August, brevet major.

less ages, there is more wealth a thou-
sand times than the world ever dreamt
of, and only of recent years has the
faintest idea of this almost incredulous
storehouse of untold wealth become
manifest. To give but a brief sum-
mary of the estimated quantity and
quality of the minerals already discov-
ered in the Dominion would require a
volume. In Ontario alone the mineral
resources, varied in character covering
nearly the entire list of economic min-
erals, are of almost limitless extent
and value. Exploration, with the ex-
ception of a few localities, has up to
the present, been entirely superficial,
and the prospector has a limitless field
for operations before him. It is to the
Huronian system of rocks that the
minerals of Ontario chiefly belong.
Beds of these rocks of greater or less
extent overlie the Laurentian forma-
tion all the way from the Quebec to
the Manitoba boundary of the Pro-
vince, passing north of Lake Superior,
and westward along the United States
boundary line. One tract alone, known
as the Great Huronian Belt, extend-
ing from Lake Superior eastward into
Quebec, a distance of 700 miles. Of
the mineral resources of the Hudson
Bay slope, virtually nothing is known.
Examination has been limited to what
has been seen along the rivers, and
it is doubtful if any white man has
ever crossed it from east to west, north
of the 49th parallel. Experts acquaint-
ed with the mining camps of the world
have given it as their opinion that the
gold regions of Ontario surpass those
of the Transvaal in richness and ex-
tent.

The most extensive deposits of nickel-
bearing ore in the world are found
north of Lake Huron in the Algoma
district, and cover an area of over
2,000 square miles. The vastness of
the deposits may be imagined when it
is stated that if the ore in sight could
be raised and shipped it would give
more than three times as much freight
as all the railways, not of Ontario
alone, but of the whole of Canada,
have carried since the first locomotive
began to run.

The ores of iron occur in Ontario in
great abundance. In the Eastern part
of the province there are large bodies
of magnetic iron, of hematite and
limonite, and red and brown iron ores.
North of Lake Superior hematite ex-
ists in large quantities.

Iron ore has been found in many
localities in the Huronian and Laurentian
formations, but the largest and
most valuable deposits are undoubtedly
the hematites of the Mattawan iron
range, and the magnetites of the
Atik-oka, to the west of Lake Su-
perior. These ranges are supposed to
form a continuation of the wonderful
Minnesota deposits which now lead
the world in production, but are
thought to be of even greater extent
in Ontario than in that State. These
mountainous bodies of ore may be fol-
lowed for miles, and millions of tons
could be quarried at very low cost,
while the supply is simply inexhaustible.

But why go on enumerating our
latent riches, when we are told by the
official reports that, valuable as these
deposits are it is nevertheless true at
the present time they are unproductive
owing to the fact that hitherto al-
most every ton of ore had to be car-
ried to the United States to be smelted,
and pay a heavy duty besides the car-
riage. It has only been during
the past three years that Canada has
had a smelting works; which are sit-
uated at Hamilton, and which turn
out 200 tons of iron daily, smelted
by American coke. Such is the domi-
nant state, not of Ontario alone, but
of the whole Dominion of the GREAT
MINING INTERESTS OF CANADA,
in vain the prospector, the miner,
broker, and the statesman sought a
way out of the difficulty. The recent
discovery of the process of compress-
ing peat into a commercial com-
modity, has solved this problem. The
Almighty in His inscrutable wisdom
has placed vast areas of bog in close
vicinity to the minerals, which will
furnish ample fuel for smelting at the
mines, and the pure metal, not the ore,
will soon be forwarded to market. It
is impossible to estimate the enor-
mous yearly wealth which will now
accrue, but we learn the miners have
not been slow in taking advantage of
the new discovery, and orders for ma-
chinery and requests for territory are
already being received by the Canadian
Peat Fuel Company of Toronto, while
hostes of letters of enquiry arrive
by every mail.