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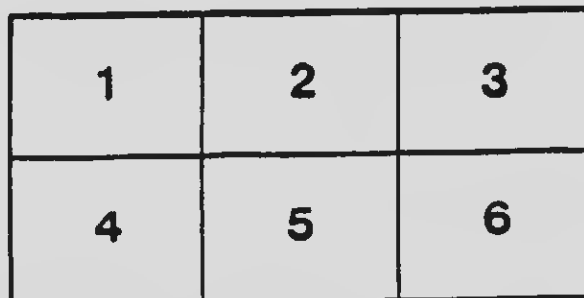
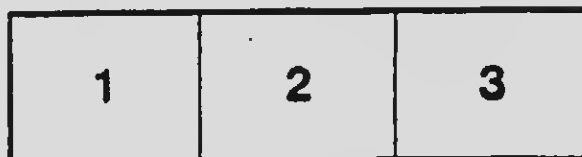
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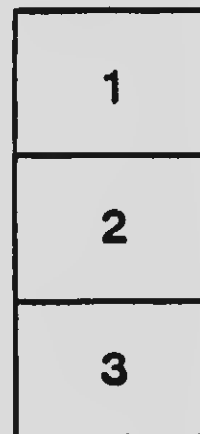
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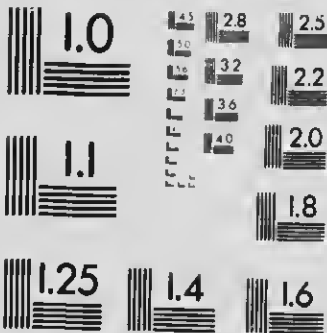
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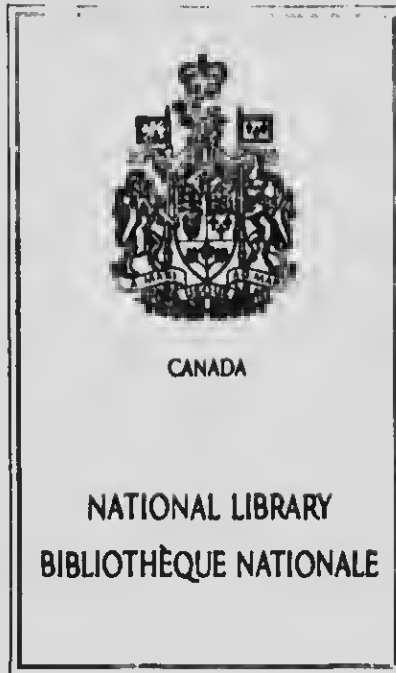
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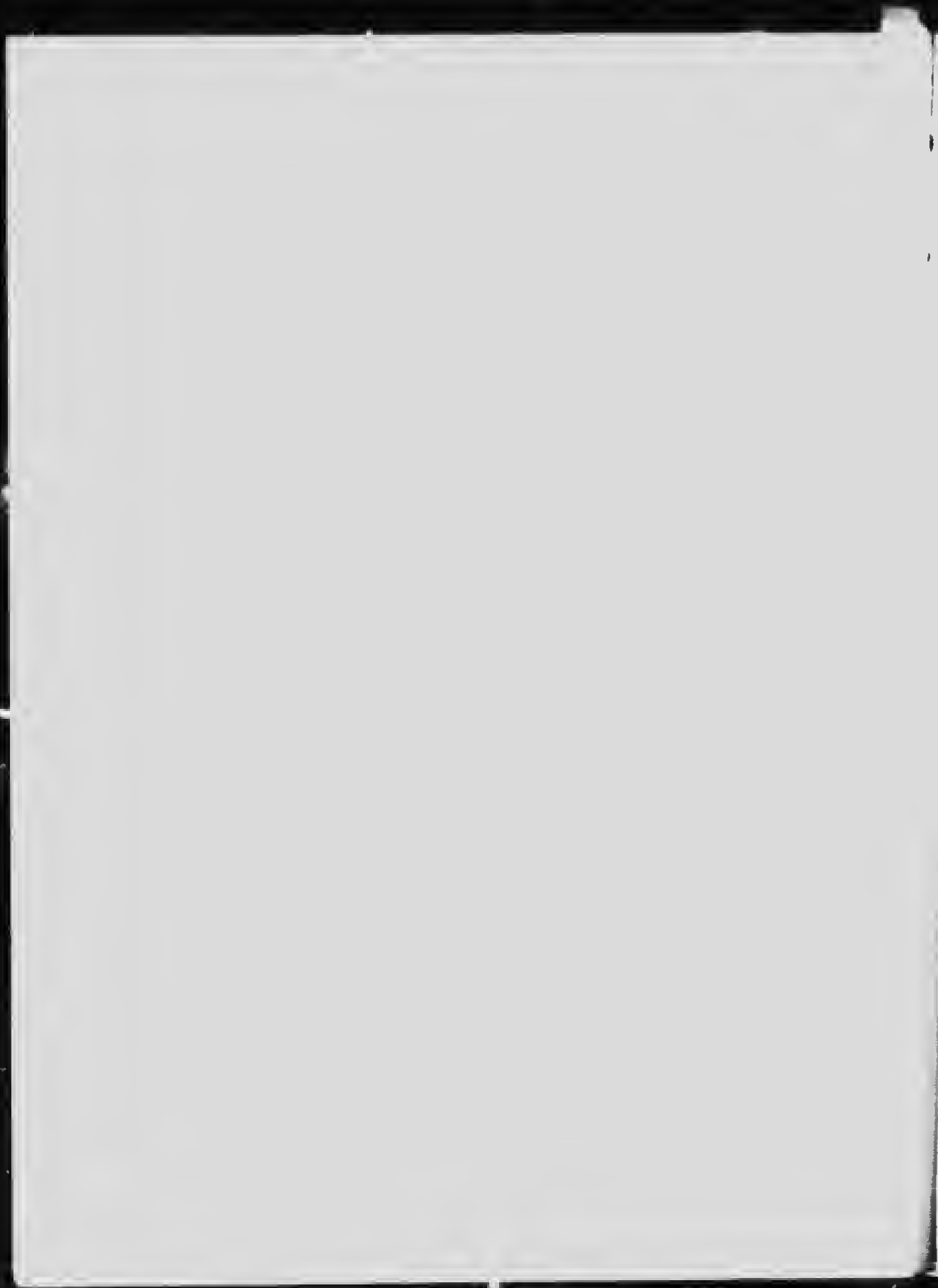


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GOVERNOR-GENERAL OF CANADA

THE CIVILIAN



# THE CIVIL SERVICE OF CANADA



A Special Issue of  
**THE CIVILIAN**  
OTTAWA, ONT.  
1914

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THE RIGHT HON. ROBERT LAIRD BORDEN, P.C., LL.D., K.C.  
PREMIER OF CANADA

## ***The Ideals of the Premier***

*The Right Honourable Robert Laird Borden, Premier of Canada, has enunciated his views as to the proper status of Canada's public service in the following words:-*

### ***Appointment by Merit***

Public officials should be appointed upon considerations of capacity and personal character and not of party service alone. We boast of our representative institutions, but these cannot be enduring if they develop a defaced public service.

### ***Civil Service Reform***

A thorough and complete reformation of the laws relating to the Civil Service should be put into effect, so that future appointments shall be made by an Independent Commission acting upon the report of examiners after competitive examination. Of necessity some appointments must be left to the executive, but for the rest I prefer a competitive system of appointment to the present partisan one. Three-fourths of the time of members supporting a government is occupied with matters of patronage. Party patronage and party service have more weight than character or capacity. The public service is cumbered with useless officials. I am convinced that we shall perform a great public duty by establishing in this country that system which prevails in Great Britain, under which a member of Parliament has practically no voice in or control over appointments to the Civil Service.

### ***Abuse of Patronage***

A government holds the power of patronage for the benefit of the public, and it is entitled to fill public office solely in the public interest. The duties of these officials are for the public benefit and are fixed by the laws of the country. Their salaries are paid out of the people's money. To use the power of filling such positions as a reward of party service and without regard to the character and capacity of the individual selected, is a GROSS BREACH OF A SOLEMN PUBLIC TRUST. A private trustee so dishonouring his office would be subject to punishment by the criminal law, but the one punishment which can be meted out for such abuse of a public trust is dismissal by the electorate.

### ***Superannuation***

In 1898, the Act providing for pensions for retired Civil Servants was repealed. This course of action set aside the example of every prudent business corporation, which would have led it to improve and extend the act.



THE RIGHT HON. SIR WILFRID LAURIER, PC, GCMG, KC, DCL.

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## PROLOGUE

**D**URING the early years of the present century, civil servants of a studious turn of mind began to realize the necessity of a closer attention, on the part of the government, to the rapidly increasing personnel of its Civil Service. In the year 1908, there were indications that the government of the day had decided to take this important subject under consideration, to re-organize the service and amend the Civil Service Act. Believing that the service itself should co-operate in this promising movement, four enthusiastic members of the Ottawa service formed themselves into a Board of Editors and began to edit and publish a fortnightly journal called the *CIVILIAN*. The present work is issued as a special number of the *CIVILIAN*. The high purposes for which this book is published will be developed in the succeeding pages.

Of the original Board of Editors, but one remains, and he, as Chairman of the *CIVILIAN* Committee of the Civil Service Federation of Canada, still carries on the work with the assistance of several executives and an indefinite number of contributors.

\* \* \*

What is this book and why is it written?

What is the Civil Service of Canada?

Not long ago a prominent member of the government of the Right Honourable R. L. Borden was asked the question: "How many persons are employed in a permanent capacity by the federal government?" The reply was: "About 11,000." This estimate of the number of civil servants suggests the propriety of a work such as the present undertaking. Since an accurate census of the service has been taken by the *CIVILIAN* the above question has been asked of many prominent people and all expressed their undisguised amazement upon learning that the number is over 10,000. Other features that make the issuance of this book not only advisable but vitally essential, will be presented to the reader in due course.

When the Civil Service Act was made law, the Civil Service was designated under two schedules, comprising the inside service and three outside services, Customs, Inland Revenue and Post Office. At the time of the passing of the Act, these schedules embraced nearly all in the government service. At the present time there are 10,000 persons in the service, but only 12,000 under the Act. Eliminating the employees of the Intercolonial Railway, of the permanent Militia and the Mounted Police, which are under special statutes, there is still a personnel of over 13,000 not governed by the Act; that is to say there are more persons not under the Act than there are under it. The Civil Service, like an unweeded garden, has overrun its boundaries. The public service of the country should be its premier institution. It should command the respect and admiration of the people. If in some degree these pages serve to emphasize the value to the Dominion of the people's public service, the immense labour involved in the preparation of this work will not have been in vain.

The magnitude of the task undertaken by the editors was scarcely realized at the inception of the work, and the impossibility of doing justice to so vast a subject became apparent as the work progressed. It therefore becomes necessary at the outset, to point out some of the limitations and to affix some of the boundaries that inevitably stood in the way.

Canada, in this connection, is the Dominion of Canada and not the provinces or territories of which Canada is composed, nor any of the municipalities which carry on their affairs under the jurisdiction of the provinces. This work is confined wholly to the field of federal affairs.

There is a small army of people who serve government contractors in the construction of railways, canals, buildings, and harbor improvements. These of course are excluded. There are many others who draw their pay direct from the government, yet cannot be considered as holding positions in a permanent capacity. Among this class may be mentioned country post masters to the number of 14,000, rural mail carriers numbering 2,300, and thousands engaged as mail contractors to a greater or less degree. These perform the never-ending miracle of collecting and distributing the mails throughout the immense area of the Dominion.

Great services which are not usually considered part of the Civil Service are included, and yet, because of their peculiar relation to the main body of the Service, are not dealt with in detail. For instance, a whole book might easily be given to the Intercolonial Railway employees, a great organization of some 10,000 persons; an organization, of which, due allowances being granted for a certain weakness inherent in government ownership, all the friends of public operation of public utilities are proud.

There is also the Royal Northwest Mounted Police, a service whose merits and splendid achievements have been described and extolled by many of the greatest publicists of the world. These are counted as of the Civil Service for the purposes of the present work, but no attempt has been made to explain the details of their operations as is done in the case of those departments which form the Civil Service as conceived in the public mind.

With all the exclusions and all the limitations, the subject, in all reason, is broad enough. Think of it! Here is a great, new half-continent, to be discovered, opened, peopled, organized. Here are a few millions of people—a bare handful as compared with the population of similar areas in other parts of the world—and it is their energy, their brains, their money (or credit), their vitality and virility, their honesty and practical capability, that must be translated into constitutions, institutions, systems and services over this whole, almost unthinkable, expanse of country. The works of conserving and maintaining what has been gained must go on, as well as the work of winning new areas from solitude or from anarchy. Every true Canadian, in his own way, whether he trades with Indians and Esquimaux, or whether he holds down an office stool in a counting house in some crowded city, is working individually toward the building up of the country. But Canadians, not individually but as a nation, carry on operations for the making of the Canada that is to be. Canadians as a people have their agents in the work that as a people they are carrying on. These agents, whatever may be their line of duty or wherever they may work, are properly included under the general name The Civil Service of Canada.

The nature of the task upon which the men and women of the Canadian Civil Service are engaged, is shown in these pages. And yet any mere statement and description of the several operations conveys to the mind of the average reader little information concerning the whole service. Let the reader judge that service by the results as he knows them to be, for the Civil Service is a factor in every national development. An eminent authority in the United States recently spoke of Canadians as "making a continent to order," this being the picture presented to his mind by the rapid development that is now going on. We do not realize that never in the history of the world have expansion and organization gone on as rapidly as in Canada at this very moment. Now, haste means waste, as a rule; it means friction, error; building up only to tear down and build again. It means that in the attention given to the new work the old work is apt to be neglected and to fall into confusion. The fact that so few great errors are made; the fact that the work goes on smoothly, on the whole, in spite of the tremendous speed, is due to the genius for self-government of the Canadian people.

If immigrants from all the world rush in by the million and find not only opportunity, but prosperity; if new empires are won every year from the grip of the Frost King and are transformed as if by magic from solitudes into areas of modern civilization; if new routes for world traffic are opened and the realization of the old dreams of the westward route to the Orient and the North West Passage are realized before our eyes; if peace is maintained and all the new and good ideas of modern invention and modern administration are adapted to the needs of a new and varied population without discouraging enterprise or offending old prejudices; if democratic institutions are maintained even where difficulties of language, creed, origin and race are increased with every shipload of people from abroad; if the wealth of the people individually

increases with rapidity unexampled in the world's history, while at the same time the conservation of the public domain and of the country's natural resources is maintained, on the whole, better than in any other country, let it all be set down to the everlasting honour of the people of Canada as a whole.

But let it not be forgotten that these things are not self-accomplishing. Territory does not rush into the light and warmth of civilization. Explorers must risk their lives in the North-land wastes to find out where men may hope to live in safety. The early services of survey, mail, justice and transportation must be performed under difficulties which equal any but the stoutest-hearted of men. The subsequent complexities arising from the clash of interest, opinion, prejudice and sentiment of a new and varied population do not adjust the scales, but call for firmness, tact, wisdom and never-ending labour on the part of those to whom this business is entrusted. And ever as the circle widens and the people increase in number, the work grows greater, not only for those who do His Majesty's business at the outskirts, but for those at the centre who have the supervision of the whole vast whirling mechanism of government and public administration. If the Canadian people have proven themselves possessed of high qualities by the success of their experiment in government, let credit be given also to those who have been the agents through whom the wisdom and sound instincts of the people have been expressed. To the Civil Service of Canada the people have looked for the translation into fact and into life of the good wishes and good thoughts which are the soul of the nation. The results show that the Dominion of Canada has been well served. Ideals are never realized, of course; else, as Browning suggests, what's Heaven for? But the fact as we see it to-day, a growing population in an expanding territory with improvements going on as never in the world before and with honesty and efficiency in every department of the public service, this is a stupendous fact which may well make every member of the Civil Service of Canada proud of the work in which he or she is engaged and of those who wear the livery of the Canadian people.

Another point worthy of notice is the fact that the work of the Civil Service grows every day more important to the average man. When the pioneer was out on his lonely harsh farm in the old days, with the mail reaching the nearest village only once a week and with nearly all business carried on in "trab" and only occasionally a ride to come his way, the individual was everything and the government nothing. When the city child grew up with nothing to remind him of the Dominion Government except the letter-carrier on the street, the question as to whether the Civil Service were good or bad interested him but little. But those days are gone and other days are bringing tremendous changes. In these times, the first thing the lonely settler wants is a daily mail and rural free delivery at that. He demands the services of experts to furnish him with meteorological service, and to make chemical tests of the soil of his location. He wants his products carried in refrigerator cars, and expects a government certificate of purity and germinative power with every purchase of seed. The city man must have perfect administration of banking and insurance laws; his letters must be put into his hands; and the public servants must regulate for his protection the service and charges of all corporations operating public utilities. In this age of inventions, new trades multiply, but rapidly as the field of individual initiative and endeavour extends, almost as rapidly extends the field of public operation, that field in which the civil servants labour. People do not realize how rapidly the public services increase and vary. It is but the other day that there was no Railway Commission, no government wireless telegraph, no government annuities, no Department of Labour, no Commission of Conservation. And within a very short time, unless the signs fail, the Dominion will have an immense service devoted to public roads, another devoted to technical education, another devoted to sanitation. And at the same time the work of agricultural organization will be greatly extended, banking will be popularized and placed at the service of every worker, the management of the public domain will be carried to a degree of perfection now undreamed of by the average man, and the protection of the right of every man, woman and child will be the business of public officials and not of privately retained lawyers.

The reader should understand that there is a division of the Civil Service which is natural in itself and is also recognized and established by law. It is just such a distinction as every bank, insurance company or great corporation makes between its home-office force and its force in the field. Without quoting the phraseology of the law or going into fine detail, it may be

said generally that those civil servants who carry on their work at Ottawa are called the Inside Service, and those who meet the public as local inspectors, collectors, demonstrators or guardians are called the Outside Service. In what follows very special effort has been made to make a complete presentation of the work of the Outside Service, because it was in this that the difficulty of collecting information was met. In the public buildings at Ottawa information can easily be gained, and the reporters who write the accounts of the departments that are here given are quite usually members of the Inside Service. On the other hand the work of collecting anything like full information, covering the work and needs of the Outside Service, is difficult to a degree quite beyond the imagination of the average reader of these pages.

The only remaining explanatory note it is necessary to make, has reference to the series of departmental articles which, however briefly or inadequately, are designed to recount the actual service rendered to the public by each department and each branch of the public service. It has not been possible to attain to any degree of uniformity in these articles, for the reason that so many different officials in the departments had to do, in some way, with their preparation. In getting close to the fountain head of information there has followed an unavoidable difference in the manner of treating the subject, as well as in the literary style. On the other hand, the system pursued has been the surest way to secure accuracy as to facts, a very important consideration. In this connection the editors desire to extend their thanks and appreciation to those who have so cordially contributed in co-operation and encouragement to the collection of the material required.

In conclusion the purpose of this book is to educate the public mind to a proper estimation of the status the Civil Service should occupy among the institutions of the country, and thereby make a contribution to the cause of good government.



# *The Departments of the Canadian Government*

## **Governor General's Secretary's Office**

In the civil service of Canada were regarded as a great arrangement of concentric circles, it would be seen that taken geographically it covered the innermost edge of the known territory of the Dominion—for the farthestmost work of exploration is carried on by civil servants—and that, considered as to the work done, the last edge of society, the outlaws, the outcasts and the "unfit" of every kind are handed over to civil servants for guardianship. If those concentric circles were considered one by one, we should find the innermost circle—one so small as to be barely more than a dot on this imaginary chart—to be that whose name gives title to this brief sketch, the office of the Governor General's Secretary.

The centre of a circle is but a point of approach and departure; it is nothing in itself, and is never analyzed, or even very much considered. If the centre will but hold its place, that is all that is desired of it. But what more important in all this world than that the centre of the circle should remain equidistant from every point of the circumference?

The curious people who hunt over the vast wastes and pry into the hidden nooks of that immense territory of figures known as the Auditor General's report, find that under the title of this article, and under the sub-title, "Salaries at Ottawa," appears an entry to show that the Governor General's honorarium, or whatever it is called, was to him duly made over. It will not do at this stage to go into a discussion of whether this shows that His Royal Highness the Governor General is a member of the Canadian civil service, and an employee carefully docketed in the staff office of his own secretary. The Auditor General's report is not an authority on the Constitution or on the Civil Service Act. But, on the other hand, there is a truism, always depended upon by those who can use it to their own advantage, that figures cannot lie. There before your eyes is the entry of the Governor General's emolument in plain figures, repeated in the Auditor General's report, year after year—and nobody has ever yet found fault with the way in which it is entered. Should the civil servant infer from this official record that the Governor General is his fellow-servant, will any logician deny the soundness of that inference? And should that civil servant learn from this that this work for the people of Canada is all one work, that it is not mere drudgery or mere eye-service as it may appear to the groundlings who see only its unworthy movements, but that it is the devotion of noblemen, of royalty itself, and that therefore it is worthy of the highest, and should call forth the best powers of all, if that be the spirit in which the civil servant looks up and calls the Governor General his co-worker or higher grade, where is the statesman, moralist or social theorist who will chide? If we take it in the right way, the Governor General is the centre of that small innermost circle which is surrounded by all the enlarging and nation-spreading circles known as the Civil Service of Canada.

In the articles that follow this one, each department of the public service is gone into as minutely as space will allow, and every effort is made to explain just how all the work is done and by whom. Ruskin has truly said that there is in all true work an element that cannot be explained. And so it is with the civil service of Canada. Every law that is administered depends for its success, not alone upon the wisdom which is embodied in its sections, not alone upon the justice with which it deals with those affected by it, but also upon the tact, the good sense, of those who apply its provisions to the actualities of life. In every department that is explained in these pages there remains a part that is hidden, not because there is anything to hide, but simply because, in the nature of things, complete revelation is impossible and unthinkable.

Everybody, including those immediately concerned, seems to have accepted the Governor General's Secretary's office as this irreducible minimum in the calculations of publicity. Search the records of Parliament, and you find every other office and every other department, the subject of curiosity, complaint, or praise. But the Governor General's Secretary's office is never discussed. Mentioned, it may be, but in so distant and impersonal a way that the silence on the subject seems to be, not broken, but emphasized. This lack of publicity is not the result of anything done or left undone by the Governor General's Secretary's office. Everything there is as open as any other part of the civil service. But this department is something more than a part of Canada's civil service; it is, in one way, the official bond that unites Canada to the Empire. The Military Secretary, and the staff of aides-de-camp who manage the details of these official activities in which the Governor General is the chief participant are men trained in the British diplomatic service. It is quite a common experience for Canadians to read of some great work for the Empire being done by a rising diplomat stationed in some far corner of the earth, and to recall the name as that of an athletic and debonair young gentleman who had spent a season in Canada as member of some former Governor General's staff. We have even had at least one of these young gentlemen, when advanced to middle age, return to Ottawa as Governor General. The idea of the divinity that doth hedge a king has never impressed Canadians very much as applying to the King's representative here, and yet the mass of the people have had the common sense and logic to understand that an office that represents both Canada and the Empire is a little different from one that represents Canada only. This, no doubt, accounts for the fact that the operation of the machinery of the Governor General's Secretary's office has never been exploited in the press, even in these days of the ubiquitous reporter and the omnipresent camera lens.

On the other hand, the work of this department of the public service has always been efficiently performed. Whether that work be the arranging for receptions at Rideau Hall, or the carrying on of correspondence that closely concerns inter-imperial or international relations of incalculable importance, efficiency has been the rule. The one thing required of a Governor General and his staff is tact; and where this has been lacking in the King's representative himself, as it must be admitted occasionally has been the case with some former occupants of the office, all the more it has been necessary for the wise and ready young gentleman of the staff to minimize the effects of the error and engineer their chief into avoidance of such impediment.

Canadians owe more than they are ever likely to know, and infinitely more than they could ever repay, to the Governor General's Secretary's office. The staff is small and the expense trifling. The good accomplished is seen in the excellent relations that have always prevailed not only with the authorities of the mother country, but with the leaders of thought in this Dominion, and with all the people who have in any way come within the influence of the activities carried on in the name of the titular head of His Majesty's affairs in Canada.

## Office of the Privy Council

PARLIAMENTARY and government institutions in Canada are modelled on the British system. Let us, therefore, take a glance backward to the origin of "the Council." Nathaniel Bacon in 1610 tells us that the wisdom of the Crown was not intended to rest in one person, whether the person of the king be old or young. Hence "the King's Council," which is as old as the monarchy itself. The "sad and grave" council promised by Henry VI to his parliament after Cade's rising in 1450 was the Privy Council, the sworn councillors of the king, bound by an oath of secrecy and fidelity, and leaving its clerk and book of record. This is the council by and with whose advice, and not otherwise, all things are held to be done by the king. In the reign of William III the Cabinet Council was established, and superseded the older Privy Council. The Cabinet Council, Hellam says, has no legal powers, rights or duties. At first it was presided over by the sovereign, but this practice ceased at the accession of George I, who spoke no English, since which the Cabinet Council, composed of a committee of the party in power at the moment, has been entirely in control.

The Canadian Constitution provides for the appointment of a council to aid and advise the representative of the sovereign in the government of Canada. This body is styled the King's Privy Council, and its members are chosen and may be removed by the Governor General. In accordance with the principles of the British Constitution, this council represents the voice of the majority of the people's representatives in Parliament, and holds office as long as its members retain the confidence of the House of Commons. The name has been borrowed from that of a institution in England, which, as shown above, has now become an honorary body, and its duties have been transferred to a Cabinet Council, or, technically speaking, a Committee of the Cabinet.

It will readily be seen that the importance of the Privy Council is not confined to an ancient and interesting history, but to the preeminence it takes as the foundation and centre of executive authority and governmental action in this country. It is upon an order of the Council that ministers are appointed to discharge their duties, and this applies all along the line to the messengers. It may be a five million contract on the Transcontinental or a half thousand break-water on the Ottawa, but all alike have to be discussed and passed by the Council. Legislation has to be prepared for Parliament, and when it obtains parliamentary sanction it returns to the Council to be put into execution. The money estimates presented yearly to Parliament have all to be threshed out by the Council, and if an over-worked civil servant wants an extra week for holidays he must get an order in Council or lose his pay.

There is no other department of the service that can boast of such a line of illustrious statesmen as political and administrative heads. Among the presidents of the King's Privy Council for Canada there have been Hon. Joseph Howe, Sir Charles Tupper, Hon. Lucius Seth Huntington, Hon. Edward Blake, Sir John A. Macdonald, Hon. C. C. Colby, Sir J. J. C. Aldert, Sir Mackenzie Bowell, Right Hon. Sir Wilfrid Laurier and Right Hon. R. L. Borden, who now fills the office.

The Clerks of the Privy Council for Canada since Confederation are as follows: William Henry Lee, William Alfred Hinsworth, Joseph Oliver Cote, John Joseph McGee and Rodolphe Boudreau, the present occupant of the position.

## Legislative Departments

IN an organization so great and complex as the Civil Service of Canada, there must be, of course, certain portions that are included on grounds of practical convenience rather than of theoretical appropriateness. The administration of law is the business of the civil service. The making of law is a different matter according to constitutional authority. Time has been in Canada, as in other countries, when the head of the administration has been at open war with the legislative body, and many are the checks provided in some countries to prevent administration and legislation from interfering with each other. So much for special occasion;



RODOLPHE BOUDREAU  
CLERK OF THE PRIVY COUNCIL

so much for theories of political constitution. In practice the officers who serve the Dominion Parliament are so closely allied with the civil service that they have always been treated much like civil servants. So completely did the two bodies assimilate that the Act of 1908 expressly included the servants of the legislature so far as the four great matters of appointment, promotion, classification and salary are concerned. It also established the legislative branches as departments under the civil service law.

"Parliament Hill" is the chief beauty spot of Canada, so far as architecture is concerned. Like the splendid music and noble words of which Tennyson speaks, the site on the cliff that overlooks the Ottawa and the buildings upon that site make perfect harmony. These three great structures, Parliament Buildings, East Block and West Block, were designed to house the public life of Canada, and were declared by those who knew the design, to be sufficient for the needs of Canada for fifty years to come. It is not yet fifty years since their completion, yet, to-day, in spite of many and great additions, they do not provide accommodation for half the public service in the Capital.

In the midst of these buildings, the one immediately overlooking the cliff and forming the centre of the picture everyone who has seen carries in his memory, is housed the Dominion Parliament, with its corps of public officials. To say that this part of our public life is more important than any other would be unfair as well as invidious. But it is quite reasonable to point out that the legislative departments are different from the others in that they make the laws which the others administer.

Even the casual visitor to the great Parliament Buildings would infer that which the law provides, that there must be three legislative departments. So clear is the natural division that it was recognized even before the building was designed, and that division is formalized for civil service purposes under the law of 1908. On the right side of the main entrance, and in its own wing of the building, is the Senate; on the left and similarly housed, with some additions on account of its greater size, is the House of Commons. Then, at the back, or at the front if you consider the building from its most impressive view point, that from the river, and equally accessible from either wing, is the stately and beautiful Library of Parliament, the central chamber of which is probably the most perfect room, aesthetically considered, in all Canada.

For each House, considered as a department of the civil service, Mr. Speaker is the Minister and the Clerk is the deputy. And, as the Houses have equal jurisdiction in the Library, the Speakers jointly are Ministers, and the Librarians there are two, as will be explained later, are deputies. Each department has its complete and independent organization.

To describe the Houses separately would be merely repetitious, for they are joined in the same work and necessarily are manned and organized much alike. The House of Commons, as the more numerous body, is the House of which the Prime Minister is a member, and as that in which the greater number of important bills originate and those debates take place which attract widest popular attention, has a much larger staff than the Senate.

The conditions under which the work of the civil servants in the legislative departments is carried on make for friction. The mere fact that about three hundred public representatives assemble from the ends of the Dominion to discuss, under their responsibility, all public affairs as well as to pass laws relating to both public and private matters, means difficulty in a thousand ways. Parliament while, in certain moods, lenient and tolerant out of all reason, demands, as a rule, perfect service. The session with its mass of business, its conflicting and changing interests, and the fierce animosities, political and personal, often aroused, is a trying field in which to work. Even a routine job under such conditions carries a certain excitement which must be combated if error is to be avoided and duties performed on a time schedule. The times of work are often unreasonable, and no man can tell in advance when the session will begin or end, or how many hours it will work in any week or month. All this is another way of saying that what railway men call the "peak load" of work is very high, and this means that the staff must be large in proportion to the average work to be done.

The work of either House runs in fairly well defined channels. The principal business, of course, is that of recording the proceedings. This is a work of monumental importance and



HON. PETER LANDRY  
SPEAKER OF THE SENATE

one calling for knowledge that is possessed by very few indeed. The office of Clerk of the House of Commons has been held by only four men. Mr. W. B. Lindsay, who had been Clerk of the Legislative Assembly of Canada, continued his duties in the Commons until his death when he was succeeded by Mr. Alfred Patrick. On Mr. Patrick's retirement, Mr. afterwards Sir John G. Bourinot, who had been Clerk Assistant was promoted. No name in the public service of Canada is better known than that of Sir John Bourinot. His works on parliamentary history and procedure are read and quoted throughout the world. The present Clerk is Dr. T. B. Flint, formerly M.P. for Yarmouth, N.S., who is also an author of distinction of legal and parliamentary affairs. The Senate has been served in this capacity successively by John Jennings Taylor, Robert LeMoine, Edward Joseph Langevin and Samuel E. St. Onge Chapdeau. The Clerk has an assistant who sits with him in the chamber, and a staff outside the chamber who carry on the work of preparing for publication the "serial" which the Clerk sends out and who also draft motions for presentation in the House, record bills, care for the documents, any one of which may have of priceless value, and attend to a multitude of details which it would need a volume to describe and in respect of which accuracy is imperative. The head of this staff for the Commons is Mr. W. C. Bowles, I.S.O., a veteran in the service, a tireless worker and a perfect cyclopaedia of knowledge of the working of the parliamentary machine. Dr. J. R. E. Chapdeau, an efficient officer, is in charge of the French section of this work.

Another record is made on the floor, that of "Hansard" the official report of debates. In the Senate this work is outside the civil service, being performed under contract by Holland Bros., the celebrated reporters. In the Commons there is a corps who are officers of the House, and whose chief is Mr. Albert Horton, officially known as editor of debates. Mr. Horton has had a long experience in both newspaper and official reporting and the present perfection of the official report is largely due to his supervision.

The legal officer of either House has a position of great importance. It is a proverb among lawyers that it is harder to draft a statute than to write a great poem. To word a Bill so as to conform to the constitution and also express exactly and effectively that which Parliament desires to express is a labour of great difficulty. Both Houses have been well served in this important office. Mr. J. G. Aylwin Creighton, C.M.G., the law clerk of the Senate, has been long in legislative service. Mr. Francis H. Gislborne, parliamentary counsel, has but recently taken that office. As a legal officer and secretary of the Department of Justice for many years he made a high reputation.

The discussions of Parliament do not take place in the legislative chambers. The Committees of each House are a necessary part of the machinery, and sometimes, as when a Trans-continental Bill or a Banking Bill is up, the discussions in Committee are more important and interesting than those in the House. In the Commons Mr. E. P. Harting, examiner and registrar of private bills, is the efficient head of a most capable staff who act as secretaries for the several committees.

As both English and French are official languages in the Parliament of Canada, the work of translation is continuous with all proceedings. The translation staff is necessarily a large one. In the Senate Mr. J. Bonillier Trudel and in the Commons Mr. Louis Latraverse head this service.

Parliament consists of about three hundred leading men, few of whom are at home in Ottawa; and there being also a constant flow of visitors of all kinds, extensive preparations must be made to care for them all. This means that in either House there is a staff of messengers, pages, attendants, mechanics and others. This multifarious staff is in charge of the Sergeant-at-Arms. In the Commons the holder of this office is Lieut-Col. Henry R. Smith, C.M.G., and in the Senate Mr. J. de St. D. LeMoine, I.S.O.

The employees of Parliament, of course, are comparatively few out of session, yet it is necessary to keep a considerable number permanently, in order to have their services when the busy season is on. The House of Commons has a staff of 101 regular officers and 15 constant employees who are paid by the day. In the session 32 additional clerks and 35 stenographers are engaged. Messengers, servants, pages and others are employed during the session to the number of 70. The total number at work during the session is thus 260. The Senate gives employ-



HON. THOMAS SIMPSON SPROULE  
SPEAKER OF THE HOUSE OF COMMONS

ment to 35 permanent officers, clerks and servants and 11 employees by the day. The additions to the staff on account of the session number 29, making a total force of 66. Even with the growth of business owing to the increase of population and the multiplication of governmental activities, the number of employees of Parliament increases very slowly.

The Library of Parliament, a brief account of which will complete this description of the legislative departments, is more magnificently housed than any other portion of the public service. The building was designed after the great reading room of the British Museum. The place is a circle and is walled solidly with books. Beautifully carved stacks stand out from the wall toward the centre, forming alcoves of books. Vaults and side rooms are packed with books. A curious mis-calculation which made the outer circumference what the inner circumference was designed to be restricted the space and the place was overcrowded from the very beginning. As it has remained true that "of the making of many books there is no end," the congestion in the Library now can be better imagined than described. The books now in the collection number about 300,000.

The floor, which was intended to be open seats to enable the officers at the central desks to have complete surveillance of the whole place, has been embowered with stacks, cases and other obstructions. A few years ago these were so extended that they became an eyesore and an interference with the efficient working of the Library, but recent modifications have restored the place to some semblance of what was first intended. Ministers of Public Works have come and gone, each with his special scheme for settling the problem of book space for the Library, and the problem still stands. The picture presented by the building, both inside and outside, is so perfect that every proposal of change is regarded by some as vandalism, and further delay is suggested.

Dr. Alpheus Todd, the noted writer on political and constitutional history, was the first librarian of Parliament. He was the friend and adviser of the greatest men on both sides of politics, and was one of the ablest scholars Canada ever produced. On his death the office of librarian was divided. Dr. A. D. DeCelles, who had been assistant to Dr. Todd, was made general librarian. Dr. DeCelles is a French Canadian writer of distinction and is recognized as a wise consultant on literary subjects by students, especially of his own race. The duties of parliamentary librarian were handed over to Dr. Martin J. Griffin, one of the many eminent literary men whom the learned province of Nova Scotia has turned out. His initials, "M. J. G.," are known throughout Canada as those of a writer of the widest culture whose articles give a fine literary tone to the newspapers in which they appear.

The staff of the Library is very small, numbering only nineteen persons even during the session. These are all on the permanent list of the inside service, except two extra sessional messengers.

The primary service of the Library of Parliament is defined by the title. Members of the legislative bodies may need to know the average export of Argentine beef for ten years past, or they may need to know whether it was Sam Slick or Artemus Ward who originated a certain striking phrase. For anything recorded in print they have recourse to the Library. And very often these things are required in a hurry. It may be three o'clock in the morning, after a debate so dull that it has reduced the whole precincts of Parliament to somnolence and stupor, when the leader of the House suddenly needs just one fact of statute, statistics or literature to confound and crush an opponent. A dishevelled page, suddenly raised from a doze on the steps of Mr. Speaker's chair, is sent flying to the Library. His message is not clear, but his assistance is great: the book needed must be put in his hands at once. To have in attendance, at any time, day or night, when either House chooses to sit, people who can interpret a hasty message and at once pick out the book or books needed in debate, is one of the spectacular functions of the Library. But the Library is also the resort of many literary men and scholars to find within its walls material inaccessible elsewhere.



HON. JAMES ALEXANDER LOUGHEED  
GOVERNMENT LEADER OF THE SENATE



HON. LOUIS CODERRE,  
SECRETARY OF STATE



THOMAS MULVEY  
UNDER SECRETARY OF STATE

## **Department of the Secretary of State**

The Department of the Secretary of State is not so much in evidence as some other branches of the executive, and its work is not so generally understood, but it is, nevertheless, one of the busiest of the departments, and fully as necessary to the carrying on of the affairs of the country as any other in the public service.

Its deputy head, the Under Secretary of State, is also styled "Deputy Registrar-General," and the dual office is now filled by Mr. Thomas Mulvey, K.C., B.A., who was Assistant Provincial Secretary of Ontario before entering the Dominion service. The Assistant Under Secretary of State is Mr. Philippe Pelletier; the Chief Clerk and Accountant is Mr. Frederick Colson, and the Assistant Deputy Registrar-General, Mr. Ira W. Steer.

Apart from the care of state papers, and the registration of documents, etc., the Department of the Secretary of State is charged with the administration of the Companies' Act, which embodies also the Companies Clauses Act, the Loan Companies Act, the Act respecting Mining operations in the Yukon and the Territories, and the Act under which Foreign, and Investment Companies are authorized to do business in Canada; the Civil Service Acts; the Canada Temperance Act; the Trades Union Act; the Naturalization Act; and the Boards of Trade Act. To the deputy head of this department have usually been entrusted, of late years, the arrangements for receiving royal and other distinguished visitors on state occasions; as, for instance, the visit of their present Majesties in 1900, the visits of Prince Arthur of Connaught, Prince Fushimi, of Japan, the Premier of Australia, the visit of His Majesty, when Prince of Wales, to the Quebec Tercentenary, and the reception of His Royal Highness the present Governor-General. These have necessitated a large volume of extra work of which no account is ever taken by either Parliament or the public.

The department has general charge of Royal Commissions which are not appointed at the instance of some other department. The Chinese and Japanese Commission, the Commission on the Liquor Traffic, the Commission of Inquiry into the Civil Service, and the "Sweating" Commission are among those with which the department has dealt.

The administration of the Companies' Act is a work of great importance and extent. Every application (sometimes as many as ten or twelve are received in a day), has to be carefully examined, especially with regard to the powers desired. Formerly no charter was granted, except upon the report of the Minister of Justice and the Minister of Finance concurrently with that of the Secretary of State, but now all the work is done in this department. Prior to 1902, the yearly average of incorporations was fifty or sixty; that for the past three years was over seven hundred, exclusive of applications not granted; and to-day the monthly average of applications dealt with is larger than the yearly average a decade ago.

The State Department is not usually looked upon as a revenue producer, and it is therefore something in the nature of a revelation to learn that it receives in fees under the Companies' Act considerably over \$300,000, nearly a quarter of a million more than the salary of its entire staff, and that its revenue from all sources shows actually a net profit of about \$225,000 over its entire expenditure.

Under the Naturalization Act, the department receives, twice a year, a return from each of some four hundred officers of county, circuit, and other courts throughout the Dominion, showing what aliens have been naturalized, with full particulars regarding their previous nationalities; so that the department has a complete list, in detail, of all foreigners who become naturalized subjects in Canada. Some of the returns contain from one thousand to two thousand names, every one of which has to be verified by the certified copy of the certificate of naturalization, before being copied and filed. There are now recorded in the department the names, with full particulars in each case, of over two hundred thousand naturalized Canadians.

The revival of interest of late years in the Canada Temperance Act has again made its administration an important item in the work of the department; the conflict of interest involved whenever petitions for an election are received, necessitating the utmost care and attention, and involving a large amount of detail and correspondence.



A. D. DUGAS  
General Librarian  
Parliament of Canada



Lieut. Col. H. R. SMITH  
Sergeant at Arms  
House of Commons



J. L. ST. O. CHAPDELAIN  
Clerk of the Senate



F. B. FISSET  
Clerk of the House of Commons

The Secretary of State is charged with carrying out the Governor General's decisions upon petitions for the exercise of the prerogative of mercy. These are divided into two distinct classes, viz. (1) Capital cases, in which death sentences, when not executed, are commuted to imprisonment, and (2) Criminal cases, wherein sentences of imprisonment have been passed, a full pardon being granted, or the release made conditional, under the terms of the Ticket-of-Leave Act. Of these latter alone, more than twelve hundred cases were dealt with last year by the department, through the medium of which the Governor General's pleasure is made known.

All returns and orders of the Senate and House of Commons are sent to this department to procure the information called for. These have to be copied, indexed, and referred to the various departments specially concerned, and, when received back, the papers have to be prepared for presentation to Parliament. As the majority of these orders and returns concern all the departments, and in many cases the commissions, requiring often the making of twenty-five to thirty references of each return, since idea may be gained of the amount of work and correspondence involved, when it is stated that last year over one thousand orders and returns were received with nearly five times as many as in the last previous session. All "questions" put by senators and members, where more than one department is concerned, are dealt with in a similar manner, the collective answers being made by the leader of the government in the Senate, and the Secretary of State in the House of Commons.

The department is the general registry office of the government, and thousands of deeds entered into, by or with the Dominion, are carefully copied into its books, and registered for reference. All proclamations, releases of mortgage, surrenders to the crown, etc., etc., are similarly registered. In the registry branch are documents dating as far back as 1661. Surety bonds given by officers of the government are recorded here, and all commissions under the Great Seal of the Dominion and the Privy Seal of the Governor General, both of which are in the custody of the Secretary of State, are prepared and issued from this office. It is the office of deposit and record for agreements, mortgages, liens, etc., under the Railway and Companies' Acts. Hundreds of such documents are indexed and deposited in its files, and scarcely a day passes without public access to them being required.

All patents for Dominion lands are signed, sealed, and completed in this department, which, moreover, is the office of record for all such patents issued prior to 1881. The total number that passed through the department in the year just closed (1910) was over twenty-eight thousand.

The department registers and issues all certificates to incorporate firms, of trade, and grants licenses to foreign companies to do business in the Yukon and Territories and to outside companies to lend money in the Dominion. It likewise prepares and registers all election writs.

Legal documents, copies of Acts, charters, etc., for use in courts of foreign countries require to be legalized, and all certificates of such legalization are obtained and issued through the Secretary of State.

The department maintains, and keeps supplied with Canadian newspapers and periodicals the library attached to the High Commissioner's office in London. It is the channel of communication between the government of the Dominion and those of the provinces and territories, and with the High Commissioner. It receives and answers letters of inquiry from every part of the world, and upon almost every conceivable subject. It prepares the annual Civil Service List. It carries out all the details connected with the grant of the Imperial Service medal in the Dominion.

The Secretary of State has charge of all state records and papers not specially referred to other departments. The department has, therefore, to maintain in good order a great and daily increasing mass of documents and books, the accumulation of the forty-seven years since Confederation, which require constant care, and also regular classification and indexing to make them readily available for reference. Lastly, it maintains a library of official publications for purposes of reference by all departments of the service.



HON. GEORGE HALSEY PERLEY  
MINISTER WITHOUT PORTFOLIO

Thus a mere recapitulation of the multifarious functions discharged by the Department of the Secretary of State is an eye-opener for one unacquainted with its duties and responsibilities. To describe all the routine and processes necessary to the proper carrying out of its work is impossible without an article of this compass. The reader must be left to reflect upon the large part which this small department has in running the affairs of Canada.

### ***The Department of External Affairs***

This department, though small and of recent creation, is by no means the least important of the many arteries of the life of the Dominion, having, as the Act creating the department specifies, "the conduct of all official communications between the Government of Canada and the Government of any other country," and also the "administration of all matters relating to the foreign consular services in Canada."

It being apparent that a separate department to this end was necessary, intercourse with the world increasing directly as the growth of the Dominion, a Bill creating the department was passed on April 16, 1909. At its inception, it was attached to the Department of the Secretary of State for Canada, but was afterwards placed under the control of the Prime Minister, who is now the Secretary of State for External Affairs.

As will be seen from the departmental report for the year ended March 31, 1913, agreements were made and ratified with the United States concerning North Atlantic Coast Fisheries, International Boundary Waters, Pecuniary Claims, the Regulation of Fisheries contiguous to the International Boundary, Pelagic Sealing, and the demarcation of the Alaska Boundary; and a Treaty was concluded with Japan having reference to commerce and navigation. As to relations with other portions of the Empire, a trade agreement was made between the Dominion and the British West Indies, and a Royal Commission sat in London, Eng., on "Trade and Resources of the Empire."

The various consuls, vice-consuls and consular agents of foreign powers accredited to the Dominion number some 297, representing 33 countries, with whom this department can readily communicate if need be. A list of these officials is kept in the department for reference.

A very important work of the department is the issuing of passports to British-born subjects or to persons naturalized in the Dominion, which is done upon the payment of a fee of two dollars, whatever the number of persons concerned, together with the production of a declaration, setting forth his or her identity, signed by some person of standing in the Dominion, certificates of birth being required in certain cases. The passport then issued is valid for five years from the date of issue, a fresh one then being required. If the applicant be a naturalized British subject, the certificate of naturalization must accompany the declaration, together with a statutory declaration that the applicant, after his or her sojourn abroad, the duration of which must be stated, intends to return to and reside permanently in Canada. The conditions prevalent in the several foreign countries with respect to passports are published in the reports of the department, and the number of such passports during the fiscal year 1912-13 was 529. As may be imagined, the amount of correspondence in connection with such matters is very large, to say nothing of the labour involved in indexing each case for instant reference.

The Under Secretary of State for External Affairs, Sir Joseph Pope, entered the civil service in 1878, serving as private secretary to Sir John A. Macdonald, 1882-91. In 1889 he was made Assistant Clerk of the King's Privy Council for Canada, and in 1896, Under Secretary of State and Deputy Registrar General of Canada. On the creation of this department he was made Under Secretary of State for External Affairs. He was one of those representing the Dominion in the Behring Sea Arbitration at Paris, 1893, and at the proceedings of the Joint High Commission that met at Quebec and Washington 1898-99; was Associate Secretary of the Alaska Boundary Tribunal, London, 1903; second British delegate at the Pelagic Sealing Conference, Washington, 1911. He is the only civil servant who has received the honour of knighthood.



THE LATE RIGHT HON. BARON STRATHCONA AND MOUNT ROYAL  
G.C.M.G., G.C.A.O., LL.D. (Canada)

### **High Commissioner for Canada in London**

The High Commissioner for Canada in London is the Dominion's most exalted plenipotentiary. He is the official diplomatic representative of Canada at the seat of Empire, and, as such, discharges very many important functions of which the general public knows little or nothing. As a channel of communication between the Canadian and the Imperial Governments, he is second only to the Governor General.

Aside from these high functions, the High Commissioner serves Canada and Canadians in many ways. For the carrying on of the varied and complex business of his office he has a staff, the chief of which is the secretary, William Emery Griffith. Mr. Griffith has been in the public service for seventeen years and has occupied his present post since 1963, when he succeeded J. G. Calder, C.M.G. Assisting him are Christopher J. Taylor, an official of thirty-two years' experience, George Henry Mitchell, who specializes in commercial intelligence, and several other clerks.

To the Canadian Government and to Canadians at home, and as well to Canadians visiting the Old Land for business or pleasure, the High Commissioner's establishment is of great use. Through that channel are obtained all sorts of publications, reports and special information desired by Canadian officials and business men, and by the same means Canadian publications are distributed within the Kingdom. Canadians in London and other persons interested in Canada find the library and reference files of the High Commissioner's office of large utility. In fact it may be said that that office is the headquarters, not only of the Canadian Government, but also of all Canadians in the United Kingdom, whether residents or visitors. Canadian financial and commercial interests constantly make use of the establishment.

The High Commissioner's office carries on a continual correspondence with all the departments of the Canadian Government, and the subjects dealt with, could they be learned, would be found too many to enumerate here. All this interchange is, of course, of the most confidential character.

An instance of the privilege that Canadians have to make use of the Dominion's representative in London, and of the readiness with which the desired service is rendered, was given last year. The city of Ottawa wanted the best expert procurable to advise it on the problem of water-supply. Application was made to the High Commissioner, and the services of a famous engineer were promptly secured.

The post of High Commissioner was created in 1880, and in the intervening period has had only three occupants, all of them Canadians of the first rank, viz., the Hon. Sir Alexander T. Galt, from 1880 to 1884; the Hon. Sir Charles Tupper, Bart., from 1884 to 1896; and the Right Hon. Baron Strathcona and Mount Royal, G.C.M.G., G.C.A.D., LL.D., Cantabrigia, from 1896 to 1914, the death of the last named occurring while this article was in course of preparation. At the time of writing the position remains unfilled.

The brilliant records, high attainments, and remarkable personalities of the three past High Commissioners have done more than any formal list of government could do to give the office its dignity and unique position and to make it a most important link between the mother land and the greatest of the Dominions Beyond the Seas.

### **The Department of Justice**

In the old Parliament of Canada, which embraced what is now the provinces of Ontario and Quebec, most of the duties assigned to the Minister of Justice at Confederation were performed by two members of the government, designated "Attorney General West" for Ontario and "Attorney General East" for Quebec.

Since 1867, when the union of the provinces was effected, the duties of the law officers of the Crown have been constantly augmented, and today the Department of Justice is the largest



HON. CHARLES JOSEPH DOHERTY

law office of the Dominion. Its head (the Minister of Justice) is *ex-officio* His Majesty's Attorney General of Canada and his functions are not exceeded in importance by those of any of his colleagues. He is the official legal adviser of the Governor General and the legal member of His Majesty's Privy Council for Canada. It is his especial duty to see that the administration of public affairs is in accordance with law, and he has the superintendence of all matters connected with the administration of justice in Canada and under the jurisdiction of the governments of the provinces. He has to advise upon the legislative Acts and proceedings of each of the legislatures of the provinces of Canada, and generally to advise the Crown upon all matters of law referred to him by the Crown. The Penitentiaries and Dominion Police are under his control. As Attorney General of the Dominion, he is entrusted with the powers and charged with the duties that belong to the office of the Attorney General of England by law or usage, so far as those powers and duties are applicable to Canada. He has to advise the heads of the several departments of the government upon all matters of law connected with these departments. It is his duty to settle and approve all instruments issued under the Great Seal of Canada and to regulate and conduct all litigation for or against the Crown or any public department in respect of any subject within the authority or jurisdiction of Canada.

It is on the recommendation of the Minister of Justice to the Governor-in-Council that all judges are appointed, and he is also charged with the selection of the officers, not only in his own department but of the Supreme Court of Canada and the Exchequer Court, as well as of the institutions already referred to. It is, moreover, the special duty of the Minister of Justice to advise the representative of His Majesty in all matters pertaining to the exercise of the royal prerogative of mercy.

While the functions of the Minister of Justice are most important and onerous, those of the executive staff working under him are probably not less so. The public money annually expended under control of the department is between three and four million dollars, but that expenditure is by no means an index of the business transacted or the financial interests affected by the duties performed by the officers of the department. For example, the law officers of the Crown attached to this department have to draft all government contracts, often involving many millions of dollars, as was the case in the contracts for the construction and operation of the National Transcontinental Railway. They have to give legal opinions on almost every conceivable subject to the other departments of the government; last year no fewer than 1,820 of these opinions were given. They have to draft all commissions and to deal with diplomatic references from the Governor General and the Department of External Affairs, and they supervise the work of the hundreds of lawyers acting for the government in all parts of Canada and also in Great Britain. In this connection, last year, the officers of the Department of Justice prepared the government case in seventy motions on "petition of right" in the Exchequer Court and suits against the government arising before the Judicial Committee of the Privy Council in Great Britain. At the instance of other departments, 117 cases of fishing seizures and criminal prosecutions were undertaken and in the same twelve months no fewer than 380 cases of expropriation, land damage claims, etc., were dealt with.

The office of the Deputy Minister of Justice has always been held by big men. When the department was constituted at Confederation, the late Colonel Bernard was selected for the post. He was succeeded in 1867 by Mr. Z. A. Lush, K.C., who, after a few years, resigned the office and returned to the practice of his profession. Mr. Geo. W. Burlidge, K.C., and Mr. Robert Sedgwick, K.C., who each subsequently held the office for a few years, resigned in order to go on the bench, the first as Judge of the Exchequer Court and the last named as Judge of the Supreme Court of Canada. It was in 1893 that Mr. E. L. Newcombe, K.C., C.M.G., the present Deputy Minister of Justice, assumed the office on the express invitation of Sir John Thompson, who had shortly before been called to the office of Prime Minister. Mr. Newcombe has, therefore, established a record in the office, having completed twenty-one years as Deputy, and having served under eight successive Ministers of Justice. He has had a distinguished career at the bar, having appeared as representative of the Dominion Government in all cases of importance both in the Supreme Court of Canada and in the Judicial Committee of the Privy Council. He is an untiring worker, and it is recognized by the profession that few men are better equipped than he would be for a position on the bench. Indeed, it is no secret that if



SIR CHARLES FITZPATRICK  
CHIEF JUSTICE OF THE SUPREME COURT OF CANADA

he had so chosen, he could long ere now have been a judge, but he has preferred to remain at his important post as Deputy Minister of Justice. The staff of the department embraces lawyers of ability selected from all parts of Canada, as well as some laymen whose training has fitted them for the special duties they are called upon to perform.

Among lawyers trained in this department may be mentioned Mr. John Chisholm, who has done splendid service for over a quarter of a century, and Mr. F. H. Gishorne, K.C., recently selected as Parliamentary Counsel. Mr. Stuart Edwards, one of the brightest of the younger members of the bar of Ontario, has been appointed Assistant Deputy Minister in succession to Mr. Gishorne. The financial affairs of the department have for long been supervised by Mr. J. E. Narraway, an expert in his line.

Attached to the Department of Justice is what is known as the Clemency branch, the duties of which are similar to those appertaining to the office of the Home Secretary in the Government of Great Britain. At the head of the branch is Mr. P. M. Côté, advocate, with an experience of over thirty years in dealing with applications for the clemency of the Crown. Associated with him as registrar is Mr. J. D. Clarke, who served as secretary to four successive Ministers, and who aided the late David Mills in the investigation that led to the passage of the Ticket-of-Leave Act. Under the operation of this measure, and also because of the steady increase in the population, the number of cases requiring attention in the Clemency branch has in recent years enormously increased. Prior to the passing of the Ticket-of-Leave Act, the applications for clemency in a year numbered about 500. In the year 1913, over 1,000 records of prisoners soliciting clemency had to be considered, of which almost two-thirds were new cases. To facilitate the disposal of the applications, and to relieve the Minister of Justice of some of the onerous duties in this regard, Hon. Arthur Meighen, Solicitor General, has recently undertaken the supervision of the preparation of the cases. The chief of the branch has also to examine the record in every conviction for murder, and to make a report for the Minister of Justice. The labour involved in preparing these reports is necessarily very great. In the years 1912 and 1913, for example, there was a total of 54 convictions for murder; 10,000 pages of evidence adduced at the trials had to be read and summarized in 54 reports aggregating 500 pages of typewriting. The change that has taken place in ten years is nowhere more manifest than in the number of homicides requiring investigation. The average number brought before the Department of Justice has more than doubled. The same remark holds good of extradition proceedings, of which last year no fewer than eighty-eight cases were disposed of, and the prospect is that as the country grows there will be a steady increase in the volume of business of this description.

It is noteworthy that the title "the Minister of Justice" in itself leads to a good deal of correspondence and the making of many applications. The writers are generally disappointed litigants or individuals, sane or insane, who believe they have been wronged. They almost invariably insist that they have been denied their rights, and that, wanting justice, they come to the Minister of Justice. Such applicants are doomed to be disappointed, though they can rarely be convinced that it is no part of the duty of the Minister of Justice to act as a judge, or as a court of appeal, to review judgments rendered by the courts, or to right real or fancied private wrongs.

### ***Penitentiaries Branch***

At Confederation the penitentiaries of the several provinces passed to the control of the Federal Government and were placed under a non-political commission known as the Board of Directors. In 1875 the Board of Directors was abolished and the administration of the institutions was transferred to the Minister of Justice, necessitating the organization of the "Penitentiaries Branch" of his department. The immediate supervision was vested in an inspector of the penitentiaries, but, also, the making of rules and regulations for the management, discipline and police of the several institutions.

The history of the administration of this branch is a record of progress. In 1886 an amendment to the Penitentiaries Act was adopted, providing for remission to convicts whose conduct



EDMUND LESLIE NEWCOMBE,  
DEPUTY MINISTER OF JUSTICE.

and industry warranted special treatment, also providing increased salaries to officers and the abolition of perquisites, as well as an established system of gratuities to officers obliged to retire by physical or mental infirmity.

In the succeeding years a ward was constructed at Kingston Penitentiary for the isolated and cellular treatment of incorrigibles and incapables as well as for the segregation of those convicted of heinous and unnatural offences. Statutory provision was also made for the construction of a reformatory at Alexandria for the incarceration and training of those who might be considered specially amenable to reformatory treatment. It was intended that the proposed institution should be administered by specially selected and qualified officers on the general lines of a manual training school.

In 1902 a second inspector of penitentiaries was appointed.

The aggregate population of the seven penitentiaries is at present about 2,000, controlled by a staff of about 100 officers.

Ten years ago the penitentiary population was 1,250 and the expenditure approximately \$159,000. On March 31, 1913, the population had increased to 1,970 and the expenditure to \$750,000 per annum.

The staff at headquarters (Ottawa) consists of two inspectors, a parole officer, three accountants, an architect and two typists.

### ***The Supreme and Exchequer Courts of Canada***

In his renowned work "*L'Esprit des Loix*," published about the middle of the eighteenth century, Baron de Montesquien says: "There is no liberty if the judiciary power be not separated from the legislative and executive. Were it joined with the legislative, the life and liberty of the subject would be exposed to arbitrary control, for the judge would be then the legislator. Were it joined to the executive power, the judge might behave with violence and oppression." Complementary to this an American legal writer has said: "The judicial department is an independent, co-ordinate branch of the government, neither superior, inferior, nor ancillary to either of the others. It is not to be controlled or dictated to by the legislature. When the constitution creates a single system of courts, or provides for their creation, by the legislature, and invests them in general terms with judicial power or judicial authority, this necessarily implies that they shall possess and exercise the entire judicial power and authority rightfully appertaining to that sovereignty, save only in such particulars as may be expressly excepted by the constitution. And this will preclude the other departments of the Government from exercising any such power or authority, and will be sufficient in itself to render invalid any attempt by such other departments to encroach upon the legitimate boundaries of the judicial power."

These observations illustrate the independence of the Courts of Justice in all countries possessing free political institutions. That they are especially true of the British type of government needs no demonstration.

If we recall the incident at the beginning of the eighteenth century when brave old Chief Justice Holt ordered the Speaker of the Commons out of his Court on pain of commitment for contempt, if Mr. Speaker persisted in asserting the right of Parliament to stifle legal proceedings against some of its officers, we feel a just pride in the ability of our judges to resist all encroachments upon the liberty of the subject according to law.

### ***The Supreme Court***

The British North America Act, 1867, provided for the constitution, maintenance and organization of a general Court of Appeal for Canada, and for the establishment of any additional



F. R. CAMERON  
Register of Supreme Court



CHARLES MOORE, D.C.  
Register of Exchequer Court



LIEUT. COL. A. P. SHERWOOD  
Chief Commissioner Dominion  
Police



P. M. CARR  
Chief of Refrasson Branch  
Department of Justice

courts for the better administration of the laws of Canada. Under this authority the Parliament of Canada in 1875 passed an Act to establish two courts, the Supreme Court of Canada and the Exchequer Court of Canada.

The Supreme Court was given general jurisdiction in respect of appeals, both civil and criminal, within and throughout the Dominion of Canada. Several amending Acts have been passed since, and the present legislation respecting its jurisdiction may be summarized as follows:

In civil cases the jurisdiction is given by the Supreme Court Act, the Exchequer Court Act, the Controverted Elections Act, the Railway Act, and the Winding-Up Act. Under the Supreme Court Act the Governor in Council may refer questions touching certain constitutional and legislative matters to the Court for its opinion. Jurisdiction under this section has been exercised of late years in matters of great importance, such as the reference concerning the legislative authority of the Dominion Parliament over marriage, and that relating to the dispute between the Dominion and the Provinces, as to the incorporation of Companies. Under the Railway Act the Board of Railway Commissioners may state a case for the opinion of the Court on any question of law. By the Supreme Court Act every judge of the Court has, except in matters arising out of any claim for extradition under any treaty, concurrent jurisdiction with the courts or judges of the several provinces to issue the writ of *habeas corpus ad subjungendum*, for the purpose of an inquiry into the cause of commitment in any criminal case under any Act of the Parliament of Canada. If the judge refuses the writ, or remands the prisoner, an appeal lies to the full Court.

In criminal cases the right of appeal to the Supreme Court of Canada is regulated by the provisions of the Criminal Code.

From the judgment of the Supreme Court in an appeal from a judgment of the Exchequer Court, or a local judge thereof, in the exercise of the Admiralty jurisdiction of the latter court, an appeal can be taken as a matter of right to the Judicial Committee of the Privy Council. In all other cases leave to appeal must be obtained from the Judicial Committee. By the Criminal Code no appeals in criminal cases may be taken to the Judicial Committee of the Privy Council.

Just here it may not be out of place to mention that there is a growing dissatisfaction in the self-governing dominions of the Empire with the present system of appeals to His Majesty, and the constitution of the tribunal before which they are heard and determined. The necessity for reform in this matter is recognized by British lawyers and statesmen, and Lord Chancellor Halsbury recently went so far as to suggest a scheme whereby in cases of exceptional moment coming from one of the great political units of the Empire, judges should be selected from the Judicial Committee to hold a sitting of the tribunal in the country from which any such appeal may come. This is regarded by some critics as an impracticable scheme; indeed, it has been declared at as a "foul thing, vainly invented." But one of its apologists in the English legal press says of it: "Although it is a long way from the acceptance of the new canon which some have claimed to set up for the self-governing Dominions—that their Supreme Courts of Appeal shall not be outside of themselves—it goes far to a recognition of their claim to be treated on an equal footing with all other parts of the Empire in judicial as in other affairs."

The Supreme Court of Canada consists of a Chief Justice, and five puisne judges. The first sitting of the Court took place on February 17, 1876, but the business of hearing appeals did not begin until June 5, in that year. Since that time the work of the Court has kept pace with the general development of national life in the Dominion, but the number of the judges has not been increased beyond the original six. The administrative staff of the Court consists of a Registrar, two Law Reporters, an English Librarian and a French Librarian, two Secretaries to the Judges, and four clerical assistants. The Sheriff of the County of Carleton is also an officer of the Supreme Court under Dominion legislation.

### *The Exchequer Court*

Under the Supreme and Exchequer Courts Act, 1875, the Judges of the Supreme Court of Canada were created Judges of the Exchequer Court, and such jurisdiction was exercised from time to time by one of those judges until the year 1887. By that time the Exchequer business had grown to such dimensions that Parliament deemed it necessary to pass an Act which relieved the Supreme Court Judges of their duties in the Exchequer and set up that Court as an independent tribunal, with a single judge presiding over it. The Court was given exclusive jurisdiction to hear and determine all claims in which the land, goods or money of the subject are in the possession of the Crown (in right of the Dominion) or in which the claim arises out of a contract entered into by or on behalf of the Crown. The Court was also given exclusive jurisdiction to hear and determine all claims against the Crown for property taken for any public purpose, or for damage to property arising from the construction of public works, and all claims arising out of death or injury to the person caused by the negligence of the Crown's servants on a public work. The Court was also empowered by the Act to hear and determine revenue cases and proceedings to impeach and annul patents for inventions or for public lands. In 1891 the jurisdiction of the Court was enlarged to include actions of infringement of patents, copyrights and trade-marks, and in the same year it was constituted a Court of Admiralty for Canada, the Judge of the Exchequer Court being given appellate jurisdiction in cases determined by the local judges of the several Admiralty Districts in the Dominion. Subsequently, by Imperial authority, it was made a prize court in time of war. In 1903 the jurisdiction of the Court was amplified by the power being vested in the judge to order the sale, under certain circumstances, of insolvent railways subject to the Federal authority, or to appoint receivers. In 1912, owing to the great increase in business, an Assistant Judge was appointed under the authority of an Act of Parliament passed that year.

As the Court is now constituted on the Exchequer side proper, it consists of two judges, with a territorial jurisdiction co-extensive with the boundaries of the Dominion. On its Admiralty side, the original jurisdiction of the Court is not exercised by the Judges at Ottawa except in territory not laid off into an Admiralty District; otherwise it is entrusted to local judges of the Court, resident respectively within the several Admiralty Districts, of which there are seven. From the decision of a local judge, a summary appeal by way of notice of motion lies to the Exchequer Court, which saves much the expense of an appeal to the Supreme Court of Canada, although that is concurrently available to a party aggrieved by the decision of a local judge.

The administrative staff of the Court at Ottawa consists of a Registrar (who must be a barrister of at least five years' standing), a Law Reporter, an Official Stenographer, a Docket Clerk, and two clerical assistants.

The Registrar's duties are of a quasi-judicial and ministerial character. He is declared by the Rules of Court to have all the powers in revenue cases that were vested in the ancient office of King's Remembrancer in England. The Registrar (either in person or by deputy) must always be present at the sittings of the Court.

There are District Registrars, Deputy District Registrars and Marshals in the several Admiralty Districts whose services are remunerated by fees. The Sheriffs throughout the Dominion are also officers of the Court.

Probably there is no Court in the world with territorial jurisdiction so large as that of the Exchequer Court of Canada. As the Court is an ambulatory one, going to the suitors in remote parts of the Dominion instead of putting them to the expense and inconvenience of a journey to Ottawa in order to have their grievances redressed and their rights maintained, it is manifest that the amount of travel alone makes the office of Exchequer Judge no easy post. Then, too, the volume of business coming before the Court is of a most varied and exacting nature. Some idea of the accuracy of this statement may be gathered from the fact that within a week recently the same judge was called upon to pronounce in one case as to the right of a manufacturer of ladies' wear to obtain a trade-mark for a so-called "self-reducing corset," and in another case to consider a claim against the Crown for some millions of dollars arising out of the expropriation of railway terminal property in a large and growing western city.

## The Dominion Police

There was once a man who thought there were easier ways of making money than by the sweat of his brow, so he got busy with some engraving tools and a printing-press. But now he is in penitentiary. There was once, in a far-away land, who committed a grave crime and fled across the ocean to Canada for refuge. But he has gone back to pay the penalty of his misdeed. Three fellows saw, in the near proximity to the American frontier, of a great Canadian public work, an opportunity to deal a heavy blow to the Dominion and escape sent to jail. But they have spent fourteen years of their life sentences behind gray walls at Kingston.

Why?

All because Canada possesses an organization known as "the Dominion Police."

"Known" they are in Ottawa, where the citizens see them every day, "known" too and admired, in every police department in the world, but best "known" and appreciated, because most greatly feared, by every enemy of Canadian law between the Yukon and Cape Breton.

Not very much has been written about them. The newspapers occasionally give the story of some particularly noteworthy bit of work which has been completed, or a scolding gladiator devotes a line or two to the big six-footers in uniform whom he noticed at the entrances of public buildings in Ottawa, but the force does not seek publicity and if you try to inquire into their business you will meet with courtesy and kindness but very little news.

Long before Confederation the government of the old "Province of Canada" found it desirable to have a regularly organized constabulary to guard its buildings and property, and to fill this need the Dominion police came into existence. In the early days its strength and duties were trifling as compared with its present standing. C. J. Coursed and Gilbert McMicking were, for years, joint commissioners, the former in Lower, the latter in Upper Canada. Coursed became a judge and McMicking provincial magistrate of Manitoba, and Colonel Bernard and Augustus Keeler, C.M.G., were sole commissioners in turn. The latter died in 1885 and the vacancy was filled by A. P. Sherwood, who had been deputy sheriff of Cheltenham and chief of police of Ottawa. He was plain "Mr. Sherwood" then, now he is designated as "Lieut.-Col. A. P. Sherwood, C.M.G., M.A.C., A.D.C., Chief Commissioner of Police for Canada."

Chief Commissioner Sherwood does not hunt ducks with a brass band, but he gets the ducks. He has been directing the criminal hunt for over thirty years and the success he has achieved is proof of the correctness of his methods.

About a hundred and fifteen men compose the force just now, and most of them are engaged at the routine duty of guarding public property. Just how many millions of dollars worth of national assets are in their care, it is impossible to say. There are buildings in Ottawa worth fifty or forty millions, the contents of the Finance Department's vaults are said to exceed three hundred millions, there are vast stores of gold and silver at the Royal Mint and priceless collections of rare and beautiful things in the Archives, the Victoria Museum and the National Gallery. Then there is the royal Governor General and his family and suite to be protected from mishap, and recently the force was called upon to take over the guardianship of the royal dockyards at Halifax and Esquimaux.

There are no divisions in the force beyond the gradations of rank. Every man, even the commissioner's secretary, is a constable. There are, however, three divisions of work, at the head of each of which is an inspector. Denis Hogan is Inspector of Police with the immediate oversight of the men, James Parkinson is Inspector in charge of the Secret Service work, and E. Foster is the Inspector of Criminal Identification, of which work he has made special study. Regarding criminal identification, many volumes have been written. Canada possesses a highly perfected system, but the science is so progressive that every year brings some improvement of method. The finger-print system is at once the newest, the most accurate and altogether the most wonderful discovery along this line. The digital impressions of thousands of Canadian and foreign offenders are now on file in Ottawa. The collection is constantly growing and, as it grows, the way of the hapd and transgressor grows harder. Mark Twain's fanciful "Pudd'nhead Wilson" is justified in the greatest criminal-discouraging agency the world has ever known.

The Dominion policeman never knows what duty tomorrow may bring. He may stand guard in the House of Commons, he may be detailed to guard some royal visitor, he may be sent a thousand miles into the North West to bring in a criminal or a murderer, he may start for Europe to return a fugitive suspect to the scene of his crime, or he may go in plain clothes to unearth a gang of counterfeiters. The boy scouts might have taken their motto "Be Prepared" from the Dominion police and, like the men of the navy, the constables are always ready.

They are big fellows, these sergeants and constables, and they have to have discipline, courage and brains as well as brawn and muscle. Many of them wear army medals as souvenirs of their country's service well done in other ranks than those of the police.

As Commissioner of Dominion Police and lately as Chief Commissioner of Police for Canada, Lieut.-Col. Sherwood has had to cope with many special and sudden demands. When the Welland canal was dynamited, in 1900, he had not only to work up the case against the dynamitards but to organize a special force of constables for the protection of all the principal Canadian waterways. He and his men guarded the present King and Queen when they visited Canada, from the arrival of their ship in Quebec harbour until the last farewell was waved at their departure from Halifax. Famous election cases, counterfeiting, embezzlement by Dominion officials, malfeasance in public office, blackmailing of public men, all these and scores of small things make work for the Dominion police. There is no limit to the range and variety of their activities. Last summer they had to police the Banff national park. While this article was in preparation officers on secret service, after long toil and painful privation, located and made a thorough clean-up of one of the most complete counterfeiting outfits and one of the most dangerous gangs that have operated in America within recent years. On the same day a constable on duty in the Canadian building in Ottawa detected the disguise of a woman who had masqueraded in man's clothing for many months without arousing suspicion.

Within the force the merit system is well recognized, but government parsimony makes proper reward of good service impossible. The officer detailed for special service who does his work well is sure of the hearty commendation of his chief and will be remembered when there is special work to be done again, but the prospect of promotion and adequate remuneration is slight. On this account the force loses many of its ablest men. One officer, who resigned because he could not get beyond his pay of \$3 a day, became chief of the police of a large Canadian city and is now the head of the investigation department of a great corporation with a salary grown five-fold. Surely the Dominion police deserve more appreciation and better reward from the people and government of Canada!

## Royal Northwest Mounted Police

Where books have been written about the Mounted Police, and the magazine and newspaper articles on the same subject form a literature in themselves. It would be hopeless to attempt, within the limits of a brief description, to convey to the public any new information or to explain more fully than has been done many times before the nature of the services that the Mounted Police perform.

But it seems to be universally agreed that no institution in the whole world has more completely demonstrated the wonderful power of colonizing new countries and maintaining plain square justice under difficult conditions, which is one of the chief glories of the British people than this body of horsemen of the North. Let all the glory that is due go to the British name and the British training, the more seems it has always been true that the great majority of those who form this splendid organization are natives of the Old Land. But it is justifiable cause for pride on the part of the native born, and especially on the part of those who as civil servants do His Majesty's work here in Canada, that it is because the Canadian genius for organization and development has put itself into the work that this most favourable example of British power has existed for over forty years here in the Dominion.

Let no pessimist and at Canada let no son of Canada feel fatal of the future, while such an example of the work of nation-building as the Mounted Police can be found. The thoughtlessness of the crowd, the shortsightedness of politicians and the greed of gratters have caused many an error and many a crime against the public good, but the real Canada, the thought and feeling of a people conscious of their call to nationhood and empire, a people alert, determined and aspiring, has found its expression in the organization and direction of the body of men who have carried justice and helpfulness to the uttermost bounds of the wilds.

Those who would like to know what justification there is for this seemingly extravagant praise of the Northwest Mounted Police as the finest expression of Canadian nationality are referred to some of the many writings setting forth what this organization is and what it has accomplished. Preferably let the reader take up the work entitled "The Riders of the Plains" by A. L. Haydon. If he once looks into it, he will read it all, for it ever truth proved itself stranger than fiction, and ten thousand times more interesting, it is in this record of thirty years of the adventures of a body organized for dire-deed on the basis of everyday work. Nothing is so awe-inspiring as the thought that the novel-reader seeks. The yells of Indians in their war-paint, the struggle of the lone officer making his way through Arctic wastes, the almost unthinkable, the heroic rescue of the settler from the clutches of the Indian, the chase of the flying whisky-peddler as he rushes wildly from the shelter which shall be his if he can but cross the imaginary line at which the power and responsibility cease; the cool, the awful, nerve of a lone police-man on an insignificant post facing hordes of Indians or desperadoes to arrest one accused of outraging the sanctity of the law, yes, and the less startling but not less romantic deeds of almost womanlike tenderness, caring for the sick, tending motherless babies, taking food or fire to the poor of the plain—all this and a thousand times more is on record in this splendid book of A. L. Haydon.

Nor is it all a mere matter of personal heroism or even of the devotion to duty of a band of officers. Through it all one sees, as in some super-schematic, the development of a splendid self-reliance. Where the lone patrol urges its dog-team along the unbroken trail in one chapter we find observation cars running over a well-built and busy trail before the book closes. Where was sheer solitude or the near-starved loneliness of a futile Indian camp is the feverish budding of a "gold rush" city or the steady industry of some established centre of population and trade. And ever the Mounted Police prepare for and receive the crowd. And where they find, over His Majesty's business, a completed organization of newcomers in city or town, the business is in perfect shape, criminals duly jailed, honest people properly protected, and even the most elaborate services regarding the care of the public health and the necessary safeguarding of the people correctly inaugurated and every record complete.

And so the work of the police still goes on. Using the civilization which they have pioneered as a base of operations, they move outward to conquer anarchy. And as they go, their task grows

harsher, for they have to establish their posts within the inner intrenchments which guard the citadel of the frost king. The great Napoleon met appalling disaster when he went against a northern people who trusted, not to their armies, but to the awful alliance of winter. The Mounted Police must succeed where Napoleon failed. Their tiny force must not only endure; they must win; they must lift, bodily as it were, the frigid zone and set it ever nearer, mile by mile, even foot by foot, farther away from the centres of population and nearer to the inviolable fastnesses of the Pole. Other adventurers have preceded them it is true—the missionary, the trapper, the trader, possibly the prospector, have worked their way into many an outlandish corner of the North. But these people bear only limited responsibilities, and, in almost every case, the cessation of their work affects only themselves. But the police cannot retreat from a post once established; because they represent the whole people of Canada. On Herschell island in the Arctic ocean, at Churchill, or north of Churchill on Hudson bay, and at points far toward Great Slave lake, the police posts and regular police patrols collect His Majesty's dues, maintain His Majesty's laws and extend to Eskimo, Indian and white man alike the protection and assistance which civilization and ordered government afford. Territory where the police have been is territory redeemed from the thralldom of frost and desert; the police have won it and hold it in trust until the farmer and the city-dweller are ready to take possession.

Is it any wonder that the people of Canada are proud of the Mounted Police? And where is the man so churlish as to deny to the Canadian civil service the right to claim their share in this great work? For, while the greatest share of honour must fall to the statesmen who devised the system and have improved it from time to time, and to the herde police themselves who have carried out so magnificently the laws of their establishment, it should never be forgotten that always in Ottawa there has been an administrative office where men of the civil service have translated into the language of the practical, the plans which the statesmen could but put on paper. Had not this work been done with devotion, industry and good horse sense, supplies would have failed, discipline would have been made impossible or some other error would have been committed, bringing to naught the very best of plans and the most earnest work on the part of the members of the force.

Nothing like even an outline history of the Police can be attempted here; a fact or two must suffice. The Royal Northwest Mounted Police was planned and its organization begun by that great statesman, Sir John A. Macdonald, during his first premiership of the Dominion. His idea of the part he wished to take in the work may be inferred from the fact that he appointed to the chief administrative office as comptroller, Mr. Fred. White, his own private secretary. A change of government came, but it made no change in policy or in executive men. The Commissioner, the man in command of the force, was Lieut.-Col. (now Major-General Sir) G. A. French, under whom the force was organized. In the forty-one years since then other able men have had command, and the police have never lacked competent leadership and direction. The present Commissioner is Lieut.-Col. A. Bowen Perry, C.M.G., under whose command the enlarged force in its widespread activities remains as effective as at any time in the past and maintains unbroken the high traditions that have been the glory of the force.

Throughout the first forty years of its history the force had the same Comptroller and Deputy head, Lieut.-Col. White. Too much praise cannot be given for the ability with which the affairs of the Police have been directed. On the retirement of Col. White in 1913, Mr. Laurence Fortescue, C.S.O., Assistant Comptroller and Accountant, was promoted to the position. Mr. Fortescue rose to his present position by sheer force of capacity. Under his direction the force maintains its splendid record of efficiency.

The Mounted Police now number 760 of all ranks. There is great need of a larger number of men as the residents and visitors increase and spread in the wild north land. But those in control of Canada's affairs find that every department of the public service, in this time of rapid growth, is making similar demands, and, so far, the requests for additions to the Mounted Police have not been fulfilled. The inside service in Ottawa comprises a bare dozen of men, including messenger and packers. There is no department of the public service that can claim a higher efficiency in both field and office with so small a force and such moderate expenditure.

## Department of Finance and Treasury Board

The Department of Finance was constituted by Act 32-33 Victoria, chap. 1, the Honourable A. T. Galt being the first minister. The organization of the department at this early date included the distinctive office of Receiver General; the first incumbent of the office being the Honourable Edward Kenny. By virtue of this office the Receiver General, as well as the Minister of Finance, was a member of the Treasury Board. In 1879 the office of Receiver General was abolished, and the Minister of Finance became, from that date, ex-officio Receiver General. The first Deputy Minister of Finance was Mr. John Langton, who held the office from 1870 to 1878, during which period he performed the duties of Auditor General as well. He was succeeded by Mr. J. M. Courtney, who, in 1906, retired from active service, and the present Deputy, Mr. T. C. Boyle, took office from that date. Mr. Boyle is one of the praiseworthy instances of the promotion from the Service itself of competent men to fill the highest positions.

Mr. T. D. Harrington was the one Deputy Receiver General, and he held that office from 1868 to 1878; the office being abolished, and the Deputy Minister becoming ex-officio Deputy Receiver General by the Act of 1879. The first Dominion Bookkeeper was Mr. Norris Godard, who held that office from 1867 to 1880.

The Assistant Deputy Minister is Mr. Henry T. Ross, who is also the legal officer of the department. Next in rank is Mr. J. C. Saunders, the Dominion Bookkeeper, who, under the deputies, is charged with the responsibility of keeping the public accounts and with other duties to which a brief reference will now be made.

The "Bible" of the Dominion, as it is called, is under the immediate charge of Mr. Saunders. Its real name is the Dominion Ledger. Herein is recorded the financial history of Canada since Confederation. Every surplus or deficit to the credit or debit of the Dominion is to be found under "Consolidated Fund." Here it will be seen that surplus has exceeded deficit by \$195,000,000 since 1867. Here are found recorded the Sinking Funds, and other investments, Specie Reserve, Capital expenditures on canals, railways etc., Subsidies to railways, all details as to the Public Debt, Dominion Notes, Trust Funds and a maze of miscellaneous and banking accounts. All this ancient and modern financial lore, the exactitude of which is so essential lies within the covers of a few books. Once a month it becomes the duty of the Dominion Bookkeeper to prepare a balance sheet of the country's affairs, especially as it has relation to the National Debt, a statement of which is published in the *Canada Gazette*. From Mr. Saunders' hand is also issued the Public Accounts of Canada, the preparation of which involves a task, the magnitude of which is little understood in the outside world.

Each department of the Canadian Government performs important functions for the public good. The special importance of the Department of Finance lies in the fact that all departments are dependent upon it for the means of carrying on their business. The Department of Finance is not divided up into autonomous branches as is the case in some departments, and the Deputy Minister retains immediate supervision over the many and varied kinds of public service rendered by the staff. A large portion of the numerical force of the department is engaged in the task of administering the national currency of the Dominion, and for this reason, as well as on account of the responsibilities, and growing magnitude, of the work, a brief consideration of the duties performed by this branch will first be taken up.

What would we do without money? Even those who suffer from a paucity of coin of the realm, derive benefit from the fact that there is such a commodity as money, which contributes to the convenience and progress of the human race. Prior to the invention of an acceptable medium for the exchange of necessary commodities, people had to resort to the primitive method of barter. The inconveniences of such a system in these later days of swiftly moving events must be left to the imagination of the reader. The scientists of finance have provided splendid systems for the exchange of the produce of the world from hand to hand. If they could devise a scheme to unify international currencies, their task might be considered to be as complete as it is possible for human agencies to approach perfection.

The Currency branch was established in 1881, Colonel Fred. Toller being the first Comptroller. The branch receives Dominion notes from the engraver, which are handed over to the



HON. WILLIAM THOMAS WHITE  
MINISTER OF FINANCE

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large staff of ladies, who affix their signatures in accordance with the law requiring one original signature on each note. The notes when thus completed are stored in the large vaults; the passing from hand to hand of so much currency necessitating sleepless vigilance and incessant checking to avoid error or loss. To meet the demands of circulation, the notes are forwarded as required to the offices of the Assistant Receivers General in the various provinces. The Currency branch also receives gold, silver and bronze coins from the Ottawa branch of the Royal Mint, and these also are sent out to the offices as required. All smooth or mutilated coins are collected from the public through the branch offices, and sent to the Mint for re-coining. All soiled or mutilated notes are also collected and destroyed. The branch also has responsibility for the collection and exportation of foreign coin. The nett balance of Dominion notes outstanding in the hands of the public was, on January 31, 1914, \$124,759,344.15.

The Comptroller is the custodian of valuable securities, such as the bonds deposited by insurance companies for the protection of policy-holders. The total amount of such securities, together with notes and specie held by the Comptroller, was, at the close of the year 1912, \$293,049,882.91. The present Comptroller is Mr. J. E. Rourke, a native of the province of New Brunswick, who came to his present responsible position through the course of promotion from the ranks of the outside service. It may be here noted that inclusive of the above amount held in custody and including currency held by the various Assistant Receivers General in Canada, and securities held in London, the total amount held by the Receiver General and on his behalf was on December 31, 1912, \$110,310,101.32.

The Assistant Receivers General, each in charge of a sub-treasury on behalf of the Receiver General, are as follows:—

|                                       |                       |
|---------------------------------------|-----------------------|
| I. H. Mathers, .....                  | Halifax, N. S.        |
| Percy Pope, .....                     | Charlottetown, P.E.I. |
| Robert Maxwell, .....                 | St. John, N.B.        |
| City and District Savings Bank, ..... | Montreal              |
| David Creighton, .....                | Toronto, Ont.         |
| H. W. Drummond, .....                 | Winnipeg, Man.        |
| D. B. McConnam, .....                 | Victoria, B.C.        |

If for no other reason than its essentiality, the revenue functions of the department take a foremost place. A great number of the offices of the chartered banks in Canada are, in effect, sub-agencies of the Finance Department. On December 31, 1913, there were 3,008 such offices doing business. In each city or hamlet, some bank or banks are authorised to accept deposits to the credit of the Receiver General. By an efficient voucher system these revenues are reported, by civil servants all over Canada, to the Deputy Minister of the department concerned in Ottawa. Daily or periodically, each department sends a statement of revenue to the Department of Finance, and by a system of drafts, funds deposited in banks in remote parts of Canada are garnered and concentrated in the Ottawa branch of the bank concerned or in the head office, if there be no branch of the bank in the capital. There were on December 31, 1913, 24 chartered banks, and this department employs 19 of them for the purpose of collecting revenue. A splendid scheme has been devised to facilitate the handling of the revenue, which on some days amounts to a million and a half dollars. The congested mass of documents is sorted, vouchers made chargeable to the respective banks, and at 12.30 p.m. each day remittances are on the way to the bank in Ottawa by special messenger, or by the mail to the head office of banks not having an agency in Ottawa, and the cash and statements are put through the various ledgers of the department. The total amount of cash handled by the Revenue branch during the year 1912-13 was \$286,251,306.81. The Expenditure branch issues cheques, after proper authorization, for all the expenditures of the Dominion, including re-payments of Letter of Credit cheques. A record of the daily revenue is received from the Revenue branch, and a statement showing the amount of cash to the credit of the Receiver General in 19 Canadian banks and in the Bank of Montreal, London, is placed on the Deputy Minister's desk at the close of each day's work.

Closely related to the two foregoing branches, is the system that is justly the pride of the department, known as the "Ten Day Ledger." This system has been developed by a gradual



THOMAS COOPER BOVILLE  
DEPUTY MINISTER OF FINANCE

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evolutionary process; the names of Nutting, Dickieson, and Fraser (now Auditor General) being associated with its establishment. The scientific efficiency of the system may be judged from the fact that three times in each month, on the 10th, 20th, and the last day, a statement of the financial affairs of the Dominion for the current fiscal year is placed on the desk of the Deputy Minister four or five hours after the close of business for the day. A certain well-known banker once visited the department in the capacity of investigating commissioner, and upon being shown the system and the results it produced, could give expression to one ejaculation only. It was, "Marvellous! marvellous!" In connection with this work there is kept the Appropriation Ledger, being a distribution, according to appropriation, of all expenditures made under Parliamentary sanction. Both these important tasks have long been faithfully performed by Mr. C. S. Scott.

The management of the Public Debt is an important feature of the Finance Department's work, though the scope of the present article is restricted to deal with its various ramifications. The funded debt payable in Canada is made up wholly of inscribed stock, and the payment of the interest is one of the duties entrusted to the care of Mr. W. L. Blair, a gentleman with a long and faithful official record. At the end of the year 1912-13, the amount of the funded debt payable in Canada was \$2,190,218.04. The great proportion of the funded debt is payable in London; the amount outstanding at the end of the year 1912-13 being \$258,679,849.17. The London branch of the Bank of Montreal. A large amount of this debt is composed of Inscribed Stock, but in years gone by a much greater proportion consisted of debentures; the coupons being made returnable to the Finance Department for the purpose of inspection and adjustment. Older members of the department remember the visit of a commissioner of investigation some years ago who asked to be shown the Coupon branch, expecting to find a large room full of clerks, busily engaged in checking coupons. He was introduced to an old and worthy member of the department, and was informed that "This is the Coupon branch." He would hardly credit the information until he was shown the adjustment of the coupons of all the various great loans made by the Dominion. The name of the old servant of the Crown referred to is Mr. John McNicoll, since retired after forty years continuous service.

The original Government Savings Bank system was founded by the Department of Finance though its operations have been somewhat restricted, as a matter of Government policy, by the growth of the Post Office system. There are now only fifteen of these offices in the Dominion, with a total balance on deposit on December 31, 1913, of nearly \$14,000,000. The returns from these offices have to be carefully checked and verified by the officers of the department. The great number of cheques issued under various departmental letters-of-credit are sent to this department for adjustment and the amount of work involved may be realised from the fact that the cheques to be handled number nearly a million in the course of a year. The checking is very thorough, and any irregularity is at once detected. The ledgers containing the individual accounts for those contributing to the Retirement Fund are kept in this department. Nine thousand accounts were open in these ledgers on December 31, 1913, to which interest is added semi-annually; the accurate balancing of these accounts requiring care and well-perfected systems of accounting. Mr. G. W. Hyndman has the immediate charge of this work.

The necessity for keeping and issuing statistics will be readily conceded in the case of this department, and so we find the statistical officers compiling handbooks containing lists of shareholders of the chartered banks, lists of unclaimed bank balances, etc. The department also publishes monthly statements in the *Canada Gazette*, such as Assets and Liabilities of the Dominion, Revenue and Expenditure, the Circulation of Dominion Notes, the Gold Reserve, Savings Banks' statements, and a compilation of the monthly returns of the banks, as required by law. Mr. S. J. Jenkins is the officer in charge of Statistics.

All the departmental contingencies, including the employment of the small army of charmen and women engaged in all public buildings in Ottawa, are administered under the hand of E. L. Britain. The business of inspection and adjustment is a constant one in a department controlling so great an amount of public monies.

Since the Honourable W. T. White became Minister of the department, a Tariff branch

has been organised, which promises to be a most useful advisory board to the Minister in the very intricate problems involved in tariff questions.

The work of receiving, co-ordinating and publishing Main and Supplementary Estimates for submission to Parliament is performed by officers of the department. The wonderful expansion of Canada's business has made the preparation of the Estimates a work involving a great and still increasing care and responsibility. The performance of these duties is entrusted to Mr. J. R. Forsyth. A system of book-keeping is necessary in the department to properly record receipts and payments in connection with "Contractors' Securities." This fund consists of deposits made under the law requiring that each tender for public contract be accompanied by a cheque for 5 per cent. of the amount of contract. The amount to the credit of this account at the end of the year 1912-13, was \$6,108,072. A Savings Bank account is kept for each individual deposit.

### ***The Treasury Board***

In the original Act constituting the Department of Finance, the Treasury Board appears both in the title and the text. The functions of the board, however, appertain solely to administrative duties performed on behalf of the Governor-in-Council; the Chairman, the Secretary and the clerical staff of the board being members of the department. As constituted, in 1869, the board consisted of the Minister of Finance, the Receiver General, and the Ministers of Customs and Inland Revenue. At the present time, the board consists of the Minister of Finance and any five ministers, to be nominated from time to time by the Governor-in-Council. The Minister of Finance is the chairman, and the Deputy is secretary ex-officio. Important statutory powers are vested in the board, one of which is that on the recommendation of the board, the Governor-in-Council may prescribe the manner in which each department of the public service shall keep its accounts. The board is a sub-committee of Council, to relieve the larger body of much detail, and its functions in that regard formed an important feature of Sir George Murray's recent report on the Canadian service.

### ***Ottawa Branch of the Royal Mint***

Money is supposed to be an impersonal, unfeeling substance, yet it plays an indispensable part in all the romances of life. It builds the manor-house of the nobleman, and the cottage of the peasant, that love may have an abiding place. It builds all places of residence, except the "Castle in the Air." The story of the metal from its natural resting place in the earth to the pocket of the multi-millionaire or the civil servant is full of lively interest. The prospector finds the "lode" on the mountain side, or a "colour" in the gravel of a creek. The "lode" or "paydirt" is located. The "proposition" is sold to a company. A mining town springs up. The output is sent to a smelter. It arrives at the Mint in Ottawa, is assayed, refined and settled for at a modest charge. The gold and silver being refined, copper to the proper proportion is added, and the coins are struck and sent to the Currency branch; thence passing through the pocket of the king or the beggar, indiscriminating in quality even though it be disproportionate in quantity.

The Ottawa branch of the Royal Mint is not under the control of the Canadian Government. The service rendered, however, is for the Government and people of Canada. The relations between the Department of Finance and the branch of the Royal Mint are so intimate that it is desirable to record some interesting data respecting the part the Mint takes in the circulation of currency in Canada.

The Ottawa branch of the Royal Mint was instituted under the provisions of 1 Edward VII, chap. 4, the "Ottawa Mint Act." The first Canadian coin struck on Canadian soil was struck January 2, 1908. The operation of the Mint is under the control of the Royal Mint, London. The Deputy Master and all officials and employees are appointed by the British Government, and the regulations governing the administration are issued by the Home Government.

The Canadian Government, on the other hand, has the sole right to authorize the amount and denomination of the gold, silver and bronze coins to be struck. Under the provisions of the Mint Act, an annuity is granted for the purpose of defraying the salaries and other expenses of maintaining and operating the Mint. The annuity is now \$110,000. The Mint's close proximity to Canada's Treasury Department has greatly facilitated the means for supplying the demands of the banks and the public for the metallic currencies. The existence of a Mint in Ottawa provides a further convenient opportunity for the re-coining of smooth and mutilated silver and bronze. Since the inauguration of the Mint on January 2, 1908, to December 31, 1913, silver and bronze coins have been struck to the value of \$6,709,339.62. During the same period gold coins, sovereigns and ten and five dollar Canadian coins have been struck to the value of \$1,852,811.21.



BRANCH OF THE ROYAL MINT, OTTAWA

As the Mint is not in every respect a department of the Canadian Government, a particular description of its operations will not here be attempted. Some of the many highly technical features involved in the work of the Mint are: the chemical analysis in the course of assay, the electrical and other processes for separating the precious metals in the refinery, the duty of the assayer to check the "finesness" of all coins, the delicacy of the scales that detect the part of a grain in the legal "remedy" of a coin, and the system of the daily check to ensure exactness and to avoid loss.

The Mint is one of the most interesting places in Ottawa, and is a popular resort for visitors to the Capital.



JOHN FRASER  
Auditor General

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### Office of the Auditor General

The Consolidated Revenue and Audit Act came into force on August 1, 1878, when Mr. John Lorne McDougall, the first Auditor General of Canada, assumed office. From Confederation until July 31, 1878, the Public Accounts were audited under the supervision of Mr. John Langton, Auditor of Public Accounts, who also held the position of Deputy Minister of Finance. On July 31, 1905, Mr. McDougall was superannuated and Mr. John Fraser, Accountant of the Finance Department, was appointed Auditor General, and still occupies that position.

Chapter 21 R. S. C., 1906 enacts as follows: "The Governor General may, for the more complete examination of the public accounts of Canada, appoint an officer, under the great Seal of Canada, to be called the Auditor General of Canada."

"The Auditor General may suspend or remove any of the officers, clerks, and others employed in his office and, subject to the provisions of the Civil Service Act, may promote any of the officers and clerks in his office."

"The Auditor General shall hold office during good behaviour, but shall be removable by the Governor General on address of the Senate and House of Commons."

The Auditor General has to examine and report to Parliament on all the expenditure and revenue of the government. He has to see that no cheque shall issue for the payment of any public money for which there is no direct parliamentary appropriation. No payment shall be authorized by him, in respect of work performed or material supplied, unless he has proper certificates that the work has been performed, or the material actually supplied, and that the price charged is fair and just. He shall report to the House of Commons any case where cheques have been issued without his certificate, or a grant has been exceeded, or where a payment has been in any way irregular. He may examine any person under oath or affirmation, on any matter pertinent to any account submitted to him for audit, and he has power to summon witnesses from any part of Canada for examination in connection with such account.

The staff of the office consists of ninety officers and clerks, who are required to audit and examine accounts for about \$175,000,000 expenditure, and a somewhat similar amount of revenue, as well as other accounts such as public debt, savings bank, money order, etc., making a total aggregate of cash transactions of about \$700,000,000 per annum.

This compilation produces a book of about 2600 pages, showing in very minute detail the items which make up these immense sums, a book known as the Auditor General's Report. It is stated that no Parliament in the world has its audited public accounts laid before it in such minute detail as has the Parliament of Canada. To enable the staff to properly examine and criticize these large transactions, the members of it must be well informed on a great variety of subjects, such as law, architecture, engineering, interpretation of contracts, the arts of war, Acts of Parliament, treasury regulations, prices of lumber, hardware, provisions, railway fares, routes of travel, mathematics, bookkeeping, etc., and judging by the correspondence, they must know when it is allowable to purchase a box of pens outside of the stationery office or allow payment for "rock bottom" in the construction of the Transcontinental railway.

A glance at the Civil Service List will show that there are nineteen clerks who are entitled to write B.A. after their names, which shows that their educational qualifications are of a high character.

### Department of Insurance

In a *Plakaat* of Philip II to his Kingdom of Holland, dated 1570, the following passage occurs:

"... and to guard against abuses, fraud, deceit, and crimes

"the lives of people; also against letting on voyages and such like things; we hereby prohibit the insurance on the lives of people as being contrary to the common and welfare

"and as creating an injurious precedent."

To illustrate the change in the attitude of governments towards insurance since King

Philip's time, the following may be quoted from the first section of the British "National Insurance Act of 1911" commonly called the "Lloyd George Act":

"All persons of the age of sixteen and upwards . . . shall be . . . insured in manner provided in this part of this Act . . ."

These quotations fairly reflect the ideas in the minds of statesmen in their respective periods. In the former period, insurance of all kinds was frowned upon as a form of speculation akin to gambling; in modern times it is by all governments encouraged and by many made compulsory.

But while insurance now enjoys so large a measure of popular favour, it has been found necessary for governments to supervise the operations of the companies engaged in the business, and in practically every modern state departments of the administrative government are specially constituted for this purpose.

The Insurance Department of Canada was created as a branch of the Department of Finance by Act of Parliament passed in 1875.

Professor J. B. Cherriman, then Professor of Mathematics in the University of Toronto, was appointed in that year Superintendent of Insurance. "An Act respecting Insurance Companies" had been passed in 1868, but up to the time of Professor Cherriman's appointment, it had been administered directly by the Department of Finance. Mr. Cherriman remained in office for ten years until July 1, 1885, and the present Superintendent, Mr. William Fitzgerald, M.A., succeeded to the position on December 1 of that year. By the Insurance Act of 1910, the branch was constituted a separate department with the Superintendent as deputy head acting under the direction of the Minister of Finance.

The earliest document in the department containing the statements of insurance companies in Canada is that for the year 1872, compiled for the Minister of Finance by John Langton, auditor. It contains the statements of 24 fire companies carrying about \$250,000,000 of insurance, with a premium income of about \$2,000,000, and of 30 life companies carrying about \$60,000,000 of insurance, with a premium income of slightly over \$2,000,000. Of accident, sickness, guarantee and all the myriad forms of insurance with which we are now familiar, there is not the slightest mention.

From the report of the department for 1912, forty years later, it appears that fire insurance was transacted in that year by 80 companies carrying \$2,684,355,895 of insurance, with a net premium income of \$23,194,518, and that life insurance was carried on by 63 companies and assessment societies, the amount of insurance in force being \$1,215,222,056, and the net amount received for premiums and assessments, \$38,130,087. There were also 58 companies engaged in transacting accident, sickness, burglary and other miscellaneous classes, many of which, however, transacted fire insurance as well. The total number of companies under the supervision of the department as at October 1, 1913, was 179.

These companies are located from Halifax to Vancouver, and the head office or chief agency of each is visited by the department's examiners at least once, and in some cases several times, every year. Their financial statements are verified or corrected, their securities examined, and liabilities carefully ascertained. Securities of these companies amounting to about \$70,000,000 are deposited with the receiver-general for the protection of policyholders.

The department publishes annually, usually in May, an abstract of the companies' statements for the preceding calendar year. Later in the year the full report containing the detailed statements is issued. There is also published in a small volume for the convenience of the public, a short report containing revised tabular matter appearing in the abstract as well as much interesting miscellaneous information.

Canadian insurance men boast that theirs is the strongest and cleanest business in the country because such a thing as the failure of a Dominion-chartered company is almost unknown and no such failure has ever caused loss to the insured. This fact is a tribute to the ability, the devotion, and the good common sense of the staff of this department. And the smallness of the staff in proportion to the work accomplished speaks volumes for the industry of its members and the organizing ability of those who manage its operations: there are but sixteen officers, all told, in this department, all of them at headquarters in Ottawa and all in the inside service.

## Department of Militia and Defence

It is necessary to go back as far as the year 1648 to find the first militia organization in this colony, at a time when the whole white population did not exceed 1000 persons. This primitive organization took the form of a flying camp in order to protect the trail between Montreal and Quebec against marauding Iroquois bands. In 1651 a sort of home guard existed in Three Rivers and Quebec and squads were drilled in Montreal after 1681.

In 1673 Frontenac inaugurated a system which was in force for nearly a hundred years. Every male able to bear arms was enrolled; a captain being chosen to take charge of each parish. The men were trained in shooting and in ambush *a la sauve*. These early militiamen were, in action, thrown each upon his own personal initiative, and they proved themselves far more efficient under the conditions of warfare than European trained soldiers. Thus during the last hundred years of the French regime the colony was an armed camp. The inhabitants were at home with the gun and needed no training in regard to running the bush, paddling canoes, snowshoeing and camping.

After 1763 this system of "volunteer-conscription" and general preparedness for war was superseded to an extent by systems of towns garrisoned by the Imperial Government. For it must be borne in mind that, war or no war, every country is required to keep some kind of a strong organization in case of riot, rebellion, strike or other disturbances, such as have occurred since Confederation.

A visitor to the East Block of the Parliament Buildings, Ottawa, in the year 1860, might have observed a room, near the Governor-General's office, containing three or four persons, and upon inquiry would have been informed that it was occupied by the recently created Department of Militia and Defence for the Dominion of Canada. Such was the humble beginning of the present Department of Militia and Defence.

Prior to Confederation each of the provinces then existing had its own militia organization for the administration of which it was entirely responsible. By the Act of Confederation the control and administration of the Militia passed from the provinces to the central Government, and the Militia Act, passed by the Dominion Parliament in the year 1868, authorized the formation of a Dominion Militia and set forth the manner in which it was to be organized and administered. Sir George Etienne Cartier was first Minister of Militia.

No radical change took place in the organization and administration of the Militia until the year 1901 when, by an Act of Parliament, the appointment of Officer Commanding the Militia, which had hitherto been held by an Imperial Officer, was abolished and the Militia Council, an advisory Board to the Minister of Militia and Defence, was established.

By the same Act certain changes were made in the administration of the Militia whereby higher commands were created by grouping together several Military Districts under one officer and thus decentralizing to some extent authority heretofore retained at headquarters.

In the year 1904, upon the withdrawal of the Imperial troops from Halifax and Esquimaux, the defence of the country was left entirely in the hands of the Dominion Government.

The Department of Militia and Defence is divided into two sections: the Civil and the Military. The Militia Council consists of the following members: The Minister (President *ex officio*), the Deputy Minister (Vice-President *ex officio*), the Chief of the General Staff, the Adjutant-General, the Quartermaster-General, the Master-General of the Ordnance, and the Accountant and Paymaster-General. The Assistant Deputy Minister acts as Secretary. The Minister is the head of the Department, and the other members of the Militia Council are each charged, under him, with a certain branch of the administration.

The duties allotted to the various members of the Militia Council are, briefly, as follows:—  
**Deputy Minister:** Interior economy of the Department, administration of votes, administration of contracts, purchase of lands for military purposes.  
**Chief of the General Staff:** Training, education, he also advises on all questions of general military policy.

**Adjutant-General:** Organization, establishments, personnel, discipline, honours and re-



COLONEL, THE HON. SAMUEL HUGHES  
MINISTER OF MILITIA AND DEFENCE



COLONEL EUGENE TSELT  
DEPUTY MINISTER OF MILITIA AND DEFENCE

guards, distribution of troops to stations, mobilization, administration of the Royal Military College. Through the Director-General of Medical Services, all medical and sanitary questions are answered.

*Quartermaster-General:* Issues of clothing and equipment, custody of all stores, transport, veterinary services.

*Master-General of the Ordnance:* Maintenance of armament, construction of fortifications, drill fields and rifle ranges, administration of Dominion Arsenal, provision and inspection of guns, small arms, ammunition, artillery and engineers, technical stores and vehicles, maintenance of military properties.

*Accountant and Paymaster-General:* Receipt and disbursement of public money, audit of all Militia expenditure, also of stores.

As regards the military Divisions and Districts, each Division or District is administered by an Officer Commanding who is responsible to the Minister of Militia for all matters affecting the Militia under his command.

In the year ended March 31, 1913, the establishment of the non-permanent Active Militia, all ranks, was 66,362, and the Permanent Militia (who act as instructors and also garrison Halifax, Quebec and Esquimaux) 2,900, making a total of 69,262. 48,213 troops were trained in that year. In addition to the instruction carried on at Permanent Schools, 15 Provisional Schools of Instruction were held throughout the country, and 3,023 certificates were issued. The Department also supervised some 600 civilian Rifle Associations and provided monetary aid.

It is no small task, in so vast a country as Canada, to properly administer and train a force of nearly 70,000 men. The work entails the provision of qualified instructors, also the necessary clothing, arms and ammunition, arrangements for the transport of troops to and from camps of instruction, the laying out of suitable training grounds, the construction and maintenance of Drill Halls and Rifle Ranges, contracts for the supplies required, and the carrying out of numerous other details incidental to the administration and training of the force. In addition, a suitable scheme of defence must be planned, fortifications erected at strategic points, and permanent garrisons provided at Halifax, Quebec and Esquimaux.

A concrete example of the work carried on by the Department can be furnished in connection with the organization of a new unit:

On authority being granted by the Governor General in Council for the organization, the Officer Commanding the Division or District is instructed to submit the names of those recommended for appointment as officers. Arrangements have to be made for their instruction to qualify for the various appointments they are required to fill. Orders have to be given for the recruiting, and provision made for the instruction of such recruits as it is intended to promote to non-commissioned rank. Armoury accommodation, in which the clothing and equipment is to be stored, has to be provided and a caretaker appointed to look after the same. The issue of the arms, clothing and other technical equipment, according to the branch of the service, has then to be made. If the corps is a rural one, arrangements must be made each year for its transport to and from a camp of instruction, and for the feeding of all ranks in camp and medical care while there, in addition to instruction given. It will thus be seen that each branch of the Department is called upon to carry out certain duties in connection with the work.

In addition to the Militia, the Department is also devoting great attention to Cadets. In the year 1912, the practice of training cadets in local camps under military conditions, was inaugurated. That year some 7,000 cadets attended camp. The strength of the Cadet Corps on March 1, 1913, was 759 companies, comprising 30,300 cadets, an increase of 267 companies and 11,050 cadets over the year 1911.

Closely allied to the cadet movement is the Strathearn Trust for the physical training of school children, and the Militia Department has undertaken the work of the instruction of the school teachers throughout the country in the system of physical training adopted under the Trust.

Mention must be made of the Royal Military College at Kingston, an Educational Institution of which Canada may well be proud, and which is administered by the Department.

of Militia and Defence. Commissions in the Imperial Service as well as in the Canadian Permanent Force are offered annually to graduates of the College. The majority of the graduates, however, go into civil life (some taking advantage of the opportunity offered by the Dominion Government of employment as Civil Engineers and Surveyors in the Civil Service) as besides instruction in military subjects, the Cadets are taught Civil Engineering, Surveying and Physics.

In conclusion it may be stated that during the past forty or fifty years, there have been numerous calls made upon the militia to quell disturbances, chief amongst which may be noted the Fenian Raids of 1866 and 1870, the Red River Expedition, the North-west Rebellion of 1885, the South African War, and, on many occasions, the maintenance of Civil Power.

The spirit of patriotism and devotion of the Canadian people to Canada and to the Empire needs no demonstration. It burst out, through the medium of the Militia in 1866 during the Fenian excitement and in 1899, during the South African War. A military event excites a sudden emotion and inspires a new animation, not of defiance, but of strong self-reliance. Canada's Militia serves another valuable purpose in the training the youth of the land undergo. Cadet Corps are now in full activity, and there is no limit to the amount of good that may be done in this way. The spirit of discipline, deportment, order, cleanliness and other advantages resulting from this class of training cannot be too much appreciated. Future generations will attest to the value of these new schools in producing a superior race of men and women.

### **Department of Trade and Commerce**

The Department of Trade and Commerce dates its existence from 1892. Doubtless the need of such a branch of the public service was felt and often expressed by legislators long before that date, and, in 1887, the judgment of Parliament was that there shall be a Department called the Department of Trade and Commerce. For over five years the Act was dormant, but at length, at the close of 1892, it was brought into effect by proclamation and, forthwith, the new department commenced a career of such varied usefulness as to cause wonder why its creation was so long delayed.

Sir Mackenzie Bowell was the first Minister and his successors number only three,—Hon. W. B. Ives, Right Hon. Sir Richard Cartwright and Hon. George E. Foster. Few departments can boast of so distinguished a line of parliamentary heads.

The laying of the foundation of the department was the work of William Granville Parmelee and to his ability and arduous labours is due the building up of that organization which, though small in numbers, constitutes a system big enough to reach round the world and to serve the interests of Canadian commerce wherever men exchange goods for gold. Mr. Parmelee had been, first, a learner, then Assistant Commissioner of Customs, and from those vocations he brought a varied experience, invaluable to the infant institution committed to his care. For sixteen years it grew and developed under his guidance and when, in 1908, he resigned the charge to other hands, the establishment which he left was tribute to the merit which had won him the decoration of the Imperial Service Order. In his retirement Mr. Parmelee still enjoys the rest and recreation forbidden during the responsibilities of thirty-five years public service.

The second, and present, deputy minister is Mr. F. C. T. O'Hara. Mr. O'Hara was trained in the department and during twelve years, when he occupied the responsible posts of chief clerk, private secretary and superintendent of commercial agencies, he gained an experience of its diversified functions which fitted him for the high place to which he was called. His regime has been marked by many changes and developments and by a great increase of the work and public service of the department.

"Trade and Commerce" is a very wide term. It might be held to cover all matters of production and consumption, transportation, communication and even finance,—for are not all these auxiliary to trade? The government gave evidence of its appreciation of this broadness



HON. GEORGE LUCAS FOSTER  
MINISTER OF TRADE AND COMMERCE

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of scope when it abolished the ministries of Customs and Inland Revenue and placed those departments under the Minister of Trade and Commerce. After a time it was realized that Trade and Commerce involved care enough for one minister without those branches, and they were restored to their former dignity of independent departments. Other branches have been added to Trade and Commerce and again separated. The Chinese immigration control was a troublesome responsibility from 1892 until 1911, when it was handed over to the Department of the Interior. Sir Richard Cartwright founded the Old Age Annuities system and its administration was a part of the work of the department until its recent transfer to that of the Postmaster-General. Broadly speaking, the department's energies are now concentrated upon the development of Canada's foreign trade, upon statistical work, upon the administration of the steamship subvention, grain and staples inspection and bounty systems and upon the enforcement of the Gold and Silver Marking Act.

The Trade Commissioner Service is the most widely-spread organization under the government of Canada. Its field of activity is the whole world. In Auckland and Melbourne, in Yokohama and Buenos Ayres, in Mexico, China and South Africa, in the West Indies, in the British Isles and in the important centres of Europe are to be found the trade commissioners and commercial agents, men whose business it is to find out and direct the utilization of every possible opportunity for the extension of the foreign trade of Canada. Their offices are the agencies of Canadian manufacturers and exporters and their reports are the guides by which Canadian goods find the way to new fields of popularity and demand. This service is now in charge of Mr. Richard Grigg, Commissioner of Commerce, who, prior to becoming a Canadian official, was British Trade Commissioner in Canada. Mr. Grigg had an important part in the negotiation of the Canada-West Indies trade agreement, was chairman of the special commission which investigated government statistical methods in 1912 and during the summer of 1913 made a round-the-world trip in the interest of the department, spending several months in China and Japan and returning via the trans-Siberian route.

To make easy and sure the means of transportation from Canada to foreign lands, the government established, many years ago, a system of steamship subventions, or subsidies, and Trade and Commerce has administered the service since 1892. The payment of a sum voted by Parliament for this purpose is not the simple matter that one unacquainted with the procedure might suppose. Every subsidy is based upon specific requirements as to the ship or ships to be employed, their tonnage, their freight, passenger, mail and cold-storage accommodation, their speed and the dates of their sailings and arrivals. That these conditions are complied with in all respects has to be certified to for each and every trip by the captain of the vessel and by the collectors of Customs at the ports of call. The checking of these returns, watchful care that they comply with the specifications of the contract and the computation of deductions in case of failure, is one of the important lines of work carried on in the Accountant's office under the personal supervision of Mr. T. J. Code, Chief Accountant and Assistant Deputy Minister. Mr. Code is a civil servant of thirty-one years' experience and has been an official of the Department of Trade and Commerce since 1904, previous to which he was connected with the Department of Customs. During 1913 the payments on account of steamship subsidies totalled \$2,232,601, divided among sixty-eight contracts. These figures are some measure of the magnitude and responsibility of the work. Subsidies vary in amount from the \$600,000 paid to a trans-Atlantic line to the \$600 allowed for a service from Pelee Island, in Lake Erie, to the mainland. Subsidized lines now connect Canada with the British Isles, France, the West Indies, Central and South America, Australia, New Zealand, Mexico, Newfoundland, South Africa, China and Japan, and a number of coasting and inland lines are also receiving assistance.

The payment of bounties is hedged about with safeguards against irregularities not unlike those connected with the steamship subventions. Bounties are allowed on lead and crude petroleum produced in Canada and were paid until recently on manufactured steel and blower twine. The various industries are carried on under the keen eyes of the department's inspectors. All claims for bounties have to be certified by these officials, but all the computations are checked in the accountant's office before payments are authorized. The expenditure on bounties in 1912 was over half a million dollars disbursed in 1430 separate payments after each claim had gone through the various tests as to its validity. Formerly, bounties were allowed on



FRANCIS CHARLES TRENCH O'HARA  
DEPUTY MINISTER OF TRADE AND COMMERCE.

various other commodities and payments in some years totalled more than two and three-quarter millions of dollars.

From the beginning the department undertook important and extensive statistical work. Tables summarizing the trade of the Dominion and providing illuminating comparisons were a feature of the very first report. This line of work has grown enormously and is now the specialty of a division of the department known as the Trade Statistics branch, of which Mr. W. A. Warne is chief. Mr. Warne has devoted his attention to this work for eighteen years. Twenty-two annual reports have been issued and that for 1912, consisting of seven parts, totals 2471 pages. Four of these parts are entirely, and a fifth mainly, the work of the Trade Statistics branch.

In 1895 the department undertook the publication of a quarterly report. This met with such favour that, after four years' existence, it was changed to a monthly bulletin, the first issue of which appeared in July, 1899. In fourteen years this infant venture has grown into a leading factor in the collection and dissemination of Canadian commercial information and the thin pamphlet has expanded until it now contains well over two hundred pages a month.

The demand for early and full information on trade conditions and developments at home and abroad is so constant and urgent that the department in 1906 launched another publication—the weekly report. This report, edited by the Private Secretary's branch, is devoted to the reports of trade commissioners, to the latest trade news from other sources and to statistical summaries supplied by the Trade Statistics branch. It averages over thirty-two pages a week and its appearance, each Monday, is eagerly awaited by subscribers in all parts of Canada.

The annual, monthly, and weekly reports issued during the year include a grand total of over seven thousand pages of statistical and other information, and deal with a Canadian trade exceeding three million dollars for every day in the year— a total for the twelve months of more than a billion dollars.

The necessity of accurate trade statistics to the statesman, manufacturer, importer or exporter, to the transportation companies and to every student of the progress and development of Canada, is apparent from the most casual consideration, but the enormous amount of work involved in preparing such reports, insuring their accuracy and keeping them up-to-date can be understood only by those who have been engaged in similar undertakings. Yet, comprehensive and exhaustive as these statistics appear to be, they do not anticipate every need of the thousands of persons who make use of them, and a constant stream of demands from every conceivable source pours into the department, requiring speedy replies and the preparation of hundreds of special statements every year.

In connection with the publication of statistics of the trade of foreign countries in the monthly and annual reports, the branch maintains a private library of official commercial reports from all parts of the world, and has accumulated a store of valuable books of many of which there are no duplicates in Canada.

When a Canadian exporter wishes to sell a line of goods in a part of the world where he has not been doing business, one of the first things he wants to know is what duty the goods will have to pay on importation into that country. On the tariff rate may depend the success of his enterprise. For information he turns to the Department of Trade and Commerce. The Trade Statistics branch has on file the latest tariff schedules and regulations of a hundred and sixty-seven countries, published and translated by the International Customs Tariff Bureau, as well as many special works dealing with the Customs tariffs of the world. Requests for information of this sort are numerous, and prompt compliance with them demands much attention from the staff of the branch.

The negotiation of a trade arrangement between Canada and another nation, such as those which have been made with France, Germany, Italy, the West Indies and other countries during the past few years, throws a heavy load of extra work upon the Trade Statistics branch, for to that staff the ministers, members of Parliament and other interested persons look for much of the information which will enable them to analyse the existing trade and circumstances and draw necessary inferences as to what would probably develop under changed conditions. During the famous Reciprocity debate in the House during the session of 1911, no small part of the "ammunition" used by the debaters on both sides came from the Trade Statistics branch.



HON. ALBERT EDWARD KEMP  
MINISTER WITHOUT PORTFOLIO

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and many a member who received credit in the press and in his constituency for his masterly analysis of the situation was merely reading statements prepared by a group of little-known and over-worried civil service clerks.

A line of work yielding splendid results and offering great possibilities to Canadian commercial interests is that of the Trade Inquiries branch, operated in connection with the Trade Commissioner service and the weekly report. The trade commissioners in foreign lands collect inquiries from commercial houses wishing to purchase certain lines of Canadian products, to find markets for their own goods in Canada, or to secure Canadian agents for their businesses. The commissioners report these queries to the department, they are published in the weekly report and thus come before the eyes of thousands of Canadian business men. Those interested inquire further, and the department brings importer and exporter, buyer and seller, producer and consumer into direct communication, thereby opening numerous lines of trade. Under the stimulus of such methods as this, it is not surprising that Canadian trade with foreign lands increases by leaps and bounds.

All over the world to-day the name "Canada" calls up the thought "wheat". "Our lady of the snows" is replaced by "the granary of the Empire". Not alone for the vastness of her wheat fields, but even more for the excellence of their products is the Dominion famed. "No. 1 hard" is the standard food of Europe. All other grains are measured by their relation to that famous grade.

It is not by chance that Canadian wheat leads the world to-day. Soil and climate produce the grain, but unsleeping vigilance is required to insure that it may land in British lakes-shops true to name and equal to its high repute. This is a part of the work of the Department of Trade and Commerce. Formerly, grain inspection was the responsibility of the Department of Inland Revenue, but in 1901 the government very wisely transferred it to the department which has to do with the extension of Canada's trade in the foreign market. With the work, Trade and Commerce received from Inland Revenue an official who has been a civil servant for thirty-one years and identified with the grain inspection for the long period of fourteen years. Mr. John Byrnes. As head of this branch Mr. Byrnes is the hub upon which the great western grain inspection system revolves. In the elevators, warehouses and railway yards, from the Rockies to the bend of the lakes, a corps of forty-eight trained inspectors examine and grade all grain for export, and their returns and reports pour into Ottawa in a continuous stream. To better facilitate and control this work, the government, in 1912, passed the Canada Grain Act.

By that Act was created the Board of Grain Commissioners consisting at present of Professor McGill, Mr. W. D. Staples and Mr. J. P. Jones. Upon them rests the heavy responsibilities of fixing grades as defined by Act of Parliament, controlling inspectors and inspection, licensing elevators and deciding upon the sites of the elevators of which the government has found it necessary to undertake the erection, in order that there may be easy and ample outlet for the ever-increasing crops. A moment's reflection upon the supreme importance to Canada of her western wheat business brings to realization the vital character of this great system of grain control. During the year ended August 31, 1913, the department officials inspected and graded a total of 189,000 cars of grain, amounting to 238,125,000 bushels.

To the duties of the Inspection branch have been added the inspection of lumber, timber, hay, hides, oil, ashes and fish for export. Like the grain inspection, this work has to be carried on where the articles are shipped, but the whole organization centres in the little office of the Inspection branch in the West block in Ottawa.

Attached to the Department of Trade and Commerce, yet having a distinct organization and function, is the Census and Statistics office. The census is a very ancient institution. The oldest book of scripture records enumerations of the chosen people which surely come under this head. The Romans amplified the idea and perfected it to a great extent; but during the Middle Ages it was dormant. The modern census in the British Isles dates from 1801. In America, enumerations of the people of the colonies, both French and English, were numerous and more or less accurate. The United States census began in 1790 while the system developed independently in each province of the present Canada up to the period of Confederation.

At the creation of the Dominion a corps of statisticians was employed for several years

in abstracting and tabulating information from the old provincial records. Since then, five general decennial enumerations have been made, viz: 1871, 1881, 1891, 1901 and 1911. The first Dominion census was also memorable because it was a part of the first regular census of the British Empire. The numbers of persons required as enumerators in these several undertakings give, in themselves, a measure of Canada's great growth. In 1871, 2789 were employed and the increases have been continuous. 3183 in 1881, 4321 in 1891, 8800 in 1901 and in 1911 it took 9703 enumerators to count the people of the Dominion, their lands, crops, animals, houses, factories, wages, religions, nationalities and a score of other things about them.

Some names loom large in Canadian census history. In 1871, J. C. Taché was the chief officer and the topographical lay-out of the country was the work of Andrew Russell. In that same undertaking J. G. G. Layton was a provincial officer and was retained as one of the chiefs of compilation. In 1881, Mr. Taché was again in charge, Mr. Layton was director of compilation and George Johnson was one of the principal officers of enumeration for Nova Scotia. In 1891, Mr. Johnson was styled "statistician" and had full charge of the work.

When 1901 came around, the government commissioned Archibald Blue as "special census commissioner," and from that date "Blue" and "census" have been inseparable ideas in Canadian minds.

Up to this period there had been no permanent census establishment. Successive chief officials had lamented the lack and bewailed the difficulty of organizing staffs for the enormous and intricate work of compilation. At last, in 1905, the government heeded the cry of necessity and created a permanent "Census and Statistics office" with Mr. Blue as "chief officer." The ease and despatch with which the results of the census of 1911 were compiled and issued proved the wisdom of the step. Aside from the direction of the decennial census, the establishment has found numerous fields for continuous useful activity. A system has been created whereby Canadians are kept constantly informed of the growth and development of their country, instead of having to wait for the general "counting of noses" every tenth year. Monthly reports and special bulletins issue from the office in quick succession and the Canada Year Book is the most effective compendium of Canadian facts and figures ever accomplished.

Altho Canada has a census every tenth year, and in intermediate fifth years there are special enumerations in Manitoba, Saskatchewan and Alberta, for the growth of those provinces is so rapid that the value of the decennial census, so far as it regards them, quickly disappears.

Everyone knows the census enumerator, going from door to door in our settled areas every tenth year with his big book and his long list of questions which seem, sometimes, to baffle on the impertinent, but who knows the labours and perils of the men who follow the trails and canoe routes to the desolate mining camps of the Yukon and the shifting bivouacs of the fur-trappers in the sub-Arctic wilderness of Keewatin and Mackenzie? Who recalls, in this connection, the bandering of the *Islander*, bringing returns from remote regions, in 1901, necessitating a second enumeration in the then almost inaccessible fastnesses of Northern British Columbia?

To describe the compilation work carried on in Ottawa, in analyzing the reports of ten thousand men for the answers to 574 questions, applying to each of over seven million persons, and in summing up all that enormous mass of information into concise and accurate totals, is simply impossible. For two years after the enumeration of 1911 a special staff of seventy-five persons had to be employed and trained. Intricate systems of procedure had to be devised, and electrically-driven machines, built for such work alone, performing feats which almost make the observer believe them to be endowed with thinking minds, had to be kept busy selecting and summing up, day after day and month after month, in order that the reports might go out and tell the world just how numerous Canadians were and what was the sum of their possessions.

The Census and Statistics office not only measures, but is, in itself, a measure of Canada's development. As Canada grows, it, too, must grow and its future is the future of the Dominion. Its origin may be found in Genesis, but its work is that of "Revelation."

## Department of Customs

At some time or other every member of the community has to come into contact with "the Customs." That department of government activity has its ramifications so widespread that it is difficult for the individual to avoid them. It is a department of hard work and small thanks. In all countries it is the same, for it is a curious fact that all governments manage to get their hardest work done for, in many cases, miserably small remuneration. And yet it is a department which does not court publicity. The officers and men carry out their duties, often disagreeable ones, quietly, unostentatiously, and the public think of them— if indeed they ever think of them—as "the Customs," and let it go at that. For, after all, it is the wheel that creaks that gets the grease.

There was a time, no doubt, when the Customs service provided interest and plenty of excitement, but to-day the world at large is settling down under the yoke of respectability. The days of adventure with smugglers are past and gone. To-day is the day of the huge liner, careful abstracts and business.

As has been said, the Customs has many ramifications, which touch almost every class of business, and they require officers of various grades to carry them out. Beginning from the wharf side, in the case of a maritime port, there is first, the freight officer. There is one for every line. He delivers goods from the entry lists which are brought to him by special messenger four times a day. From these lists he has to send goods for examinations, make abstracts of goods going "in transit," and checks at night the local delivery. With him also lies the duty of making up the "unclaimed list," that is the list of goods remaining after the clearing of the "manifest." After fifteen days these goods are sent to the unclaimed warehouse, ultimately to be sold.

These duties are by no means all that fall to the freight officer's share. At times he is called upon to go on board ships and seal up the har and the stores, having, of course, a certain supply for the officers and crew of the vessel. His duties commence at 7 a.m., and he goes on leave—mark that phrase—at 6 p.m. There are two shifts during the night. One takes duty from 6 p.m. till midnight, and the other from midnight until 7 a.m., that is, until the day staff comes on duty. The officer deputed to each line must pass the whole of Sunday from 7 a.m. till 6 p.m. on the wharf.

Then come the baggage staff. These are the officers the travelling public come most in contact with. It is they who examine the baggage from incoming ships. But there, it is all grim routine to-day. There is no smuggling nowadays, or comparatively little.

When a liner arrives in the port the baggage is all sent ashore and deposited under the initials of the owner's name in the wharf shed. First and second class passengers' baggage occupy separate parts of the shed and separate officers deal with each class. About twenty passengers are allotted to each officer. Anything dutiable found is reported to the "tide surveyor," as he is called.

Space does not permit of a detailed account, of the various duties of Customs' officers of the Crown, scattered over the length and breadth of Canada. There is the romance even of the hum drum life of a tax-collector, who sees that there is delivered unto Caesar all that is Caesar's. The preponderating interest, however, of the people of Canada in the Customs Department, no doubt lies in the fact that it is the provider of the pocket-book of the Dominion.

Seventy per cent of the revenue of Canada, which during the fiscal year ended March 31 last amounted to \$168,000,000, was collected by the Department of Customs. By indirect taxation—that is to say by the imposition of a customs tariff on imported goods—the people of this Dominion provide the ways and means whereby the government of the day is enabled to embark on undertakings for the general advantage of Canada, to meet the demand for expenditures in the public interest, and to develop the latent resources of this northern portion of the American continent. A customs tariff is one of Canada's venerable institutions. It is older than Confederation itself. On July 1, 1867, the union of Upper and Lower Canada, Nova Scotia and New Brunswick, under the name of The Dominion of Canada, was proclaimed. The names



of Upper and Lower Canada were changed to Ontario and Quebec respectively, and the first Dominion Parliament met on November 6 of that year, with Sir John A. Macdonald premier. Sir Leonard Tilley was appointed the first Minister of Customs. Prior to Confederation, however, the provinces imposed and collected customs duties. Upper and Lower Canada had in those early days commissioners of customs who were under the British governors. A customs credit system was then in force, and importers were allowed to pay duties once a month and sometimes once a quarter. Of course that practice has long since been abolished, and today the importer who wishes to secure possession of his goods must first enter them at the Custom House and pay the duty.

With the coming of Confederation, the collection of revenue by means of customs duties was placed on a business basis, but it was not until 1879 when Sir John A. Macdonald introduced the National Policy, and brought into being the tariff which, with certain modifications, is the one in force to-day, that the Department of Customs became an important branch of the public service. From small beginnings it has grown with the country and its destinies have been ruled by men whose names are household words in the history of Canada.

The customs revenue for the fiscal year ended March 31, 1913, was \$415,063,196. The expenditure entailed in the collection of this amount was \$3,150,776; the cost of collection being 2.74. Ontario leads the way in revenue collections. The latter province of the Dominion collected \$14,808,000, at a cost of \$880,097, or 1.96 per cent. Quebec was a good second with \$29,531,571, with the expenditure of \$623,292, or 2.11 per cent. Prince Edward Island had the smallest customs revenue of the provinces of the Dominion. There was collected \$147,145, costing \$22,615, or 15.3 per cent. Manitoba leads the way with the smallest cost of collection. That province turned in to the Dominion coffers from customs collections \$12,175,000, at the cost of \$244,564, or 1.98 per cent.

It may surprise the general public to know that in the employ of the department that collects the bulk of the Dominion revenue there are 3,054 persons. Of these 2,847 are employed in the outside service, and 207 are members of the inside service at Ottawa. The outside service, made up of collectors, sub-collectors, surveyors, tide surveyors, appraisers, assistant appraisers, clerks, tide waiters, landing waiters, lockers, gaugers, watchmen, preventive officers, are sent throughout the length and breadth of the Dominion; and such is a cog in the wheel that turns the enormous revenue into the coffers of the receiver general. There are 133 collectors in charge of ports; 233 sub-collectors in charge of outports; 99 acting sub-collectors; 732 preventive officers; 1019 acting preventive officers; 489 examining officers; 453 clerks; 39 appraisers, and the host of subordinate officers who look after the ever growing interests of the "Bank of Canada."

There are 22 inspectors and 4 assistant inspectors, who travel continually from coast to coast in organized customs districts, inspecting the work of the various ports and outports. For the inspection staff alone, the expenditure for the last fiscal year was \$93,175. The work of the subordinate officers in the outside customs service is performed often under trying conditions. In large ports like Montreal, Quebec, Vancouver, Victoria, St. John, Halifax and Sydney, vessels arrive at all hours of the day and night, and have to be met by the customs staff, whose duty it is to examine baggage and freight. Each train that crosses the border has to be likewise examined, and it is no trifling task to ensure to the government adequate service, and to the travelling public every facility and courtesy. The staff of the Customs Department at the various ports of the Dominion was never on a better basis. The service is composed of young and active men, who give to the department their entire energy and ability. The splendid revenue of last year points to the efficiency of the personnel of the outside branch of the customs service.

With regard to the inside service, made up of 207 persons, the ever-growing work caused by the augmented revenue, has resulted in an increase of the men employed. Each entry at the various ports and outports is sent to Ottawa to be checked, and this necessitates a large staff whose duty it is to carefully compare the entries and the rates of duty charged, with the customs tariff, to see that proper duties have been paid. There is a large statistical branch, with over 100 men employed therein, that prepares accurate statistics of the various classes of



JOHN MCDUGALD  
COMMISSIONER OF CUSTOMS

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imports and exports. The Appraising branch is also one of the most important in the inside service. Questions of ratings, values, appeals from the decisions of the appraisers at the various ports, are all dealt with by a staff of trained experts—men who have knowledge of the various lines of importations, such as hardware, dry goods, machinery, etc. There is also the Customs Board, composed of the commissioner, the assistant commissioner, the law clerk, the chief appraiser and the chief and general inspector. The duties of this Board, which wields its authority by virtue of a provision in the Customs Act, are to hear appeals from ratings and rulings, provide facilities for the hearing of arguments respecting the rating of duty, the promulgation of regulations, and the general oversight of the technical interest of the importer and the consumer. The Accountant's branch is also an important one. The revenue account is kept, clerked, totaled, and at any moment the Finance Minister can obtain from the Accountant's branch of the Customs Department exactly how much money has been received from the various sources of estimates.

The department is now in its forty-eighth year, and has made considerable progress in its long struggle. It has added to its staff within recent years a considerable number of men sent to various United States centres, and to Great Britain, and to other countries, to see to it that various values and so that goods are not exported to these countries at a duty it is to market value. It has developed its preventive service by the addition of a new steamer that will be employed in the gulf of St. Lawrence to prevent the operation of smugglers. The hundreds of miles of boundary are carefully patrolled, and the coast is now administered not with undue severity but with a sanity and care which are possible only by reason of the loyalty and industry of the men who make up the staff. In a word, the successful servants of His Majesty are to be found in this branch of the Department to the other are employed in this great and ever-growing and expanding branch of the public service.

### **Department of Inland Revenue**

This department is fashioned largely along the lines of its sister department in Great Britain, with modifications designed to meet local conditions. The department administers certain statutes, including Excise, Adulteration of Food, Weights and Measures, and Gas and Electricity.

Last year, Canada's excise revenue reached the vast sum of over twenty-one millions of dollars. Only some seven or eight commodities are taxed. Spirits, tobacco, cigars, malt, malt liquor, acetic acid and vinegar comprise the chief sources of this revenue. The elaborate system of checks and tests for determining and collecting the various duties, as well as for protecting the vaster amount of excise revenue, is a knowledge to be as nearly perfect as any system can be. The duties of the officers do not end with the actual collection of the revenue. Immense quantities of excisable goods are stored in the bonded warehouses of the various establishments, and the sum collected each year bears but a small ratio to the amount accrued.

For the public at large, the Excise branch performs a distinct service not generally recognized. It stands between licit and illicit manufacturing, inasmuch as all manufacturing establishments, great or small, subject to excise laws, operate only under license issued by the department. All operations within licensed premises are subject to government supervision and control. That this supervision is not merely nominal, may be gathered from the fact that all such premises must be "surveyed", which means that one or more excise officers must be in occasional or constant attendance according to the nature of the work.

A complete uniform system of book-keeping is maintained in each establishment, by means of which the material is traced from the initial operation to the finished article. The manufacturer has in this obligatory system a complete check on his own operations. But this is not all. The department suppresses illicit manufacture, thus protecting the wares of the legitimate manufacturer from the competition of an inferior dutiless article. It assures to the public a commodity that has at least the merit of having passed under government supervision and, in case of spirits, of possessing the requisite age prescribed by law. Indeed the value of this



HON. WILLIAM BRUNO NANTEL,  
MINISTER OF INLAND REVENUE

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feature is recognized by the manufacturers themselves, who manifest their appreciation by featuring "government supervision" in their advertisements and on their labels.

In effect the excise officer must have a knowledge of law, chemistry and accountancy. He must be able to interpret the law and apply it in its many bearings. He must be, in a measure, as skilled in the industrial arts as are the manufacturers in their respective callings. He must be prepared to discern at first glance, and elude, attempts at fraud, or acts which might lead to loss of revenue. In a word, his stock in trade must consist of vigilance, technical skill, judgment and tact, with a highly developed sense of "safety first" for the public interest. And when it is added that for this efficient service, the cost to the people last year was about three and one-third per cent. of the revenue actually collected, it will be admitted that the Excise branch is little open to criticism as regards extravagance or overmanning.

Following closely upon the Excise in importance, and from the standpoint of public health of greater value, is the Foods branch of the department, which exists especially for the administration of the laws against the adulteration of articles of commerce, especially food. Those Arts possess in common the feature that their enforcement involves technical work, hence the existence of the chemical laboratories that are the outstanding characteristic of this branch. Incidentally a considerable amount of work is performed in these laboratories for the Excise as well as for the other departments of the government; but the analytical staff is mainly occupied with business directly connected with the Arts alone referred to.

The making of standards of purity in articles inspected is a matter requiring time and care. Milk and the products of milk, grain and its products, meat and manufactured meat products, beverages, and many other classes of foods have already been dealt with; and others are being studied with a view to similar treatment.

The legalization of standards for foods and drugs has made it practicable to carry out the penal clauses of the various Acts in a way that was not possible at first. Many cases have been carried to the courts; and there can be no doubt that in this way the Acts must become continually more and more effective in preventing fraud.

It is worth noting that the history of this work demonstrates that adulteration of food in Canada is less a matter of concern as regards healthfulness than as regards values. The public opinion of the work of this department must be to educate the public in matters of food. Ignorance has always been, and always will be, at the mercy of the unscrupulous. Finally, it would not be said in commendation of the press, which has shown a constantly increasing interest and activity in helping to bring the work of this branch to the notice of the people.

We come next to the Weights and Measures Standards branch. At the time of Confederation, weights and measures inspection was under provincial control, each legislature possessing its own standards. The Fathers of Confederation, with remarkable foresight and statesmanship, "Deemed it expedient to provide for the uniformity of Weights and Measures throughout Canada." The Dominion law to establish the new system was passed in 1873. Under this Act three sets of New Primary Standards of Mass, Length and Capacity were obtained from Great Britain, each Standard being an exact copy of the respective Imperial Standard; one set of each being placed and still remaining in the custody of the Speaker of the Senate, the Speaker of the House of Commons and the Minister of Inland Revenue. These standards by the terms of the Act superseded all previous and existing provincial standards. Under the same Act, the present system of federal inspection was inaugurated, the Dominion being cut up into territories called "Divisions", each in charge of an inspector with a staff of assistant inspectors.

By this system Canadian trade has been saved the hopeless confusion of irregular, customary, and local weights and measures such as Great Britain, at this late date, is only beginning to straighten out. In other words, trade has been given uniform standards throughout the Dominion, instead of allowing local interests or considerations to set up special standards which, however convenient to individuals, might be unfair to the public generally.

The great amount of time and labour spent in inaugurating this new service, together with the scientific work and difficulties met with in procuring the new Dominion standards, can be read in the interesting and comprehensive second report of Commissioner Brunel of 1875, where



WILLIAM HENSWORTH  
DEPUTY MINISTER OF THE INTERIOR

will also be found the scientific data giving the absolute values of the Dominion standards and the methods of comparison and computation.

Turning to the present day administration, the Weights and Measures Standards branch, under the charge of the chief inspector, is the head office of the Dominion weights and measures inspection service and the actual repository of the departmental primary standards.

No weighing or measuring device of a new design is allowed to be placed upon the Canadian market until it has been submitted to the department for examination and has been approved by the chief inspector. By this means uniformity in the general principles of design and construction is maintained and such machines as would facilitate the perpetration of fraud are rigidly excluded. In his turn the Canadian manufacturer, importer, or dealer is not permitted to allow any weights or measures to be removed from his premises for trade purposes until they have been inspected and stamped by the inspecting officer. By these means, the Canadian trader and the public are protected against fraud and the sound manufacturer's interests are safeguarded against the underselling of unreliable goods.

Every weight and measure used in trade, with few exceptions, is subject to re-inspection and stamping once every two years, whilst inspecting officers have powers to inspect at all times. In view of the multiplicity of domestic purchases, no other service comes more closely into touch with the public. Notwithstanding this fact, there is no service about which there exists more ignorance and less interest. Try to cheat a woman by giving her a coat short in change and there is trouble, and yet how easily are cents and more than cents pilfered by short weight and measure. This latter is an issue over which weights and measures inspecting officers have no jurisdiction, but with the education of the public, and increasing interest on the part of the government, this authority may be forthcoming. Then the weights and measures system will be splendidly complete and government officials will be in a position to give the public full protection against unscrupulous traders, both as regards the accuracy of the scale used and the accuracy of the weight bought.

The last branch of a most important one—regards public utility, is the Gas and Electricity Inspection. The work of inspection of gas and electricity is largely the extension of the weights and measures system to ensure correct measurement in the sale of these commodities. This is a simple statement and to the superficial reader would mean a little, but to those charged with establishing the primary standards of a *volume* measure it means a very great deal. The Gas Inspection Act provides that every gas meter shall be fixed for use and it has been verified and stamped by a departmental inspector. The fee for non-compliance with this requirement being \$25 for each meter so fixed. For every meter so fixed every meter shall be re-verified every five years, but either the manufacturer or the purchaser may demand a test at any time by paying the fee established therefor.

With regard to electric standards it may be stated that the work becomes more involved and difficult. At the time of the last century definite proposals were made by the British Standard Committee for establishing several units of measurement, but it was not until the meeting of the International Electrical Congress convened at Chicago in 1893 that international agreement was secured, though some progress had been made at Paris in 1881. At the Chicago Congress no less than eight units were established. At a conference called by the British government and convened in London in 1908, the fundamental units were reduced to four in number and are known as the international of the international ampere, the international volt, and the international watt. Apparatus representing these standards, or capable of producing them, have been established in the electrical standardizing laboratory, and copies thereof in a branch laboratory at Vancouver. As in the case of the gas inspection, secondary or working electric standards are furnished the inspectors throughout the country and are frequently adjusted and standardized by reference to the laboratories.

During the year ended March 31, last, no less than 300,000 tests were made in gas and electricity in the different districts and in the laboratories. The increase in electricity meters tested during the past five years amounts to about 100 per cent.

The standardizing facilities of the two laboratories are being largely used by electrical companies to check the accuracy of their standard instruments, and when these facilities become



S. M. J. J.  
Customs, B. H. H.



A. J. Ziemer  
Customs, B. H. H.



T. S. Gussell  
Island Revenue, Moore



J. C. Newberry  
Customs, Victoria



W. B. Robinson  
Customs, Charlotte



R. S. White  
Customs, Moore



J. W. Smith  
Customs, F. H. H.



W. F. Miller  
Island Revenue, B. H. H.

COLLECTOR OF CUSTOMS AND ISLAND REVENUE

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better known the sending of instruments to the United States for comparison and checking, which is now not uncommon, will cease altogether.

In addition to the Gas and Electricity Inspection Acts, there is also administered by this branch of the service, the Electricity and Fluid Exportation Act, under the provisions of which the export of electrical power, natural gas, oils, etc., is regulated. For instance the large hydro-electric companies at Niagara Falls are licensed to export certain quantities under regulations that control absolutely the methods and rate of output across the boundary between Canada and the United States. Departmental electrical engineers visit the various exporting points periodically, checking the instruments on the transmission lines and investigating generally the work of the companies.

The staff employed under the department consists of 64 permanent employees in the inside service and 571 in the outside service. Of temporary employees there are 4 inside and 307 outside. The people engaged at Ottawa include many experts in engineering, chemistry, electricity. Besides an office staff of the highest efficiency. The outside service is made up mainly of men who are in positions of trust and are whose whole-hearted devotion to duty depends the integrity of the revenue as well as the success of several important lines of manufacturing industry in the Dominion. The Excise branch, which is the largest collector of revenue next to the Customs Department, has a staff of inspection and supervision, each officer having his own district and the staff as a whole covering the whole Dominion. The staff is as follows:—

|                           |                                                         |
|---------------------------|---------------------------------------------------------|
| British Columbia District | J. E. Miller, district inspector, Victoria.             |
| Calgary                   | N. Saucier, district inspector, Calgary.                |
| Manitoba                  | J. K. Barrett, district inspector, Winnipeg.            |
| Windsor                   | Phos. Alexander, district inspector, London.            |
| Toronto                   | H. T. Evans, district inspector, Toronto.               |
| Kingston                  | J. E. Goss, district inspector, Kingston.               |
| Montreal                  | W. Chaven, district inspector, Montreal.                |
| Quebec                    | J. A. Dumontier, district inspector, Quebec.            |
| Maritime Provinces        | John Macdonald, Jr., district inspector, St. John, N.B. |

There are thirty-two collection divisions in this branch, each in charge of a collector. The Weights and Measures branch also covers the Dominion with its inspectors, of whom there are twenty. The Gas and Electricity inspection service is organized on similar lines. While the districts are not identical in boundaries in every case, they are the same in number. The Administration of Food branch has not only its analysts at Ottawa, but its inspectors in the field to the number of sixteen.

## Department of Marine and Fisheries

Previous to Confederation neither the two provinces called Canada nor the provinces of Nova Scotia and New Brunswick had a public department solely confined to marine and fishery interests. The Department was called into existence on July 1, 1867. The office of Minister of Marine and Fisheries was the first of the kind created in British North America. William Smith was appointed Deputy Head and the staff was organized and permanent appointments were made to the inside service under the Civil Service Act. The outside service was established under separate Acts defining the nature of the duties of the outside officers and employees.

The framing of Bills, preparatory to legislation, relating to the shipping trade and fisheries, was a task of the most difficult character at any time, but making new laws, establishing a new system for controlling the Merchant Marine Service, and new methods of governing the fisheries of the new Dominion, must have been exceptionally difficult. It would have been folly to entrust the work to men unfamiliar with the requirements of either or both branches. In detail the shipbuilder, the shipowner, the navigator, the seaman, must have his interests and rights



HON. JOHN DOUGLAS HAZEN  
MINISTER OF MARINE AND FISHERIES AND

subservied, the establishment of aids to navigation, and their maintenance, prevention and removal of obstructions to navigation, records of wrecks and casualties, salvage regulations, came within the scope of the affairs to be administered. Government of harbours, public wharves, piers and breakwaters, transferred by the provinces to the Federal Government, was placed under control of the Department. The transfer of lighthouses, lighthouse sites, aids to navigation, then in use, made it necessary to consider a system, to introduce improvements in apparatus and proper maintenance.

New fishery regulations, appointments of inspectors with magisterial powers for the enforcement of the enactments were equally difficult matters to encompass. The fishing industry was in a conspicuously deplorable condition owing to the destructive, careless and reckless methods permitted in all the provinces. The depletion of rivers once teeming with fish which made these streams their spawning grounds, was well nigh brought about. The prevention of this destruction and the conservation of valuable food fishes were among the subjects to be dealt with immediately. Coast and sea fishing regulations also commanded attention.

Two classes of American vessels visited the shores of the provinces, one, fishing vessels, the other, trading vessels that gave goods or cash in return for fish. No customs duties were paid on the articles exchanged with the people who held the fish and, therefore, goods were obtained at lower prices than they could be bought from regular dealers who paid duties. The usual tonnage tax for lighthouse and lincy service was escaped by the American fishing and trading vessels, because they generally avoided ports of entry. There were no revenue cutters nor fishing cruisers in those days and the class that engaged in illegal trade and fishing had a comparatively free hand in their operations. American traders and fishermen were far from scrupulous about observing the customs and fishery laws of their own country and they found a sort of paradise along the coasts of all the Maritime waters of what is now the Dominion.

In connection with shipping, the laws in force in the separate provinces contained anomalies that required removal and a more advanced and comprehensive system had to be introduced.

The laws required consolidation and removal of ambiguities of language. Encouragement on the shipbuilding industry was of first rate importance and any legislation likely to hamper or handicap this industry always meets with opposition of a strenuous nature.

In the Act organizing the Department the subjects enumerated for administration were the government of Trinity houses, Trinity boards, pilotage authorities, all aids to navigation, certificates to navigators, shipping and discharging of seamen, steamboat inspection and other subjects already mentioned. Among the vicious practices to be suppressed was crimping in the large ports. Harbour police were necessary at Montreal and Quebec with authority to arrest crimpers, who were principally connected with sailors boarding houses. To deal with this pernicious practice a harbour police force had been maintained at Montreal and Quebec for several years. It was decided to continue these forces and the Dominion Parliament imposed a tax of 3 cents a ton on vessels entering these ports for supporting a system of police on the St. Lawrence river and in the two ports mentioned.

Following this legislation came Bills providing for a system of engaging, shipping and discharging seamen in Dominion ports and one authorizing the Department to issue certificates of competency to candidates who successfully passed an examination for masters and mates of sea-going, coasting, and vessels sailing on inland waters.

In the new Steamboat Inspection Bill provision was made for the examination of engineers and issuing of certificates of competency.

An Act was passed in May, 1868, to provide means for the relief of sick, distressed and disabled seamen. By a tax of two cents a ton on vessels entering sea ports in Canada. All vessels above 100 tons were made liable for payment of dues for this purpose.

Most writers of sea-life describe "Jack's" lot on board ships at sea as a "dog's life" and "Jack" allows the opinion to become general by supporting it by his own recital of wrongs suffered, no matter how much he deserved his treatment. Masters and petty officers on the other hand do not agree with "Jack," unless they fall out with themselves. Some owners of ships do not respond to a man when requested to pay Sick Manners' dues, because they have to



ALEXANDER B. JOHNSTON  
DEPUTY MINISTER OF MARINE AND FISHERIES

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pay the tax. Local authorities who provide hospitals for contagious and infectious diseases consider the system inaugurated by the Department a justifiable and humane method of dealing with the homeless sailor.

The management of lighthouses, buoys, beacons and light-house steamers had been conducted by the Trinity House corporations in Montreal and Quebec. These bodies were maintained by the old Parliament of Canada without any tax on tonnage. In New Brunswick and Nova Scotia, a tonnage tax was levied on vessels for the upkeep of all aids. This tax was abolished under the new organization, and, since Confederation, shipowners have enjoyed freedom from any tax for similar purposes.

The Department was thus set on foot under the Act passed at the first session of Parliament organizing it. Part of the affairs were administered under provincial laws until legislation in the Dominion Parliament provided the machinery found necessary.

Treaties with a number of European countries which legitimized their vessels to the Dominion coasting trade had been made by Great Britain and similar privileges given to Canadian vessels along the coasts of these countries and their colonies. The benefits to be derived from the reciprocal relations were considered, on the whole, advantageous to Canada.

After Confederation, the provinces which constituted the Dominion began to realize more fully the value of the inshore fisheries, and therefore looked to the Dominion Government to protect these fisheries from the constant incursions of the United States fishermen. The abrogation of the reciprocity treaty, in 1866, by the United States, imposed upon the Department the protection of our coast fisheries by fishery cruisers. Arising from the poaching practices and utter disregard of Canadian laws and rights, and of international law, the American fishermen persisted in trespassing in Canadian coast waters. Many seizures were made and vessels boarded by the Canadian cruisers. In 1871 as many as 71 American fishing schooners were boarded, and 20 vessels with nets and fish seized. Five schooners and one steamer formed the protection fleet; this fleet involved heavy expenditure in their maintenance on the part of the new Dominion, but this was of minor importance compared with the value of the fisheries within our territorial waters.

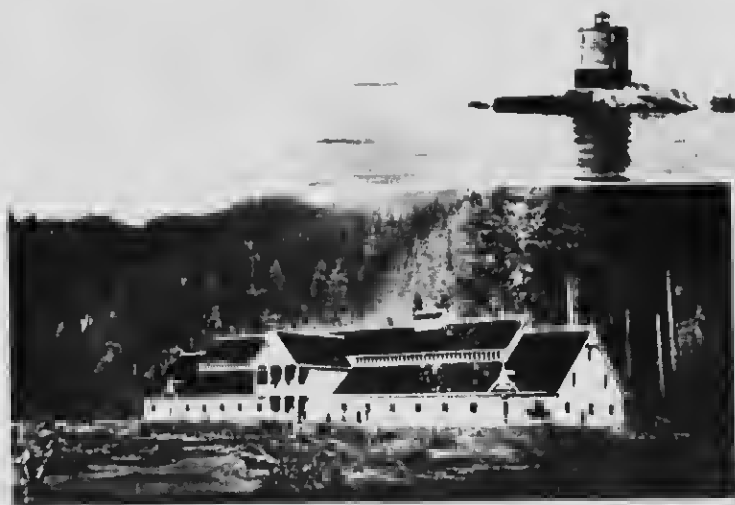
The addition of the scientific branch of the Meteorological service and Magnetic observatories took place in 1870. The Imperial Government had instituted a service in Quebec, in 1860, and a meteorological service and magnetic observatory in Toronto in 1855. This service was transferred to the Provincial Government of old Canada and operated by the Universities of Toronto and Kingston, and, in 1870, taken over by the Dominion Government and attached to the Department of Marine and Fisheries, the service, therefore, became the first scientific institution, technically so-called, of the Department. The year 1871 was an eventful one in the growth of the Department, it assuming, in addition to the services just mentioned, the construction of lighthouses by the Chief Engineer's branch, work formerly performed by the Public Works Department.

British Columbia entered the Union in 1871 and Prince Edward Island in 1873. These provinces presented new features and caused expansion of all the branches of the Department. The general character of the system that was being carried on in 1871, was not materially changed when applied to British Columbia and Prince Edward Island, but the different conditions existing on the Pacific Coast, required some special adaptations to shipping and the fisheries.

That part of the public service which came under the control of the Minister of Marine and Fisheries, was in its incipient stage. The aids to navigation consisted of two lighthouses, one at Race Rocks, the other at Fisgard, near Esquimaux harbour, one lightship at the mouth of the Fraser river, the steamer *Sir James Douglas*, a few buoys in Nanaimo and Victoria harbours and at the mouth of the Fraser river to guide the few small crafts that passed up to New Westminster.

Prince Edward Island lying so near the provinces of Nova Scotia and New Brunswick, with shipping and fishing interests almost identical, offered very few new features for administration. The laws and regulations were easily made applicable to the Island.

Owing to insular position the great drawback was lack of winter communication with the inland and the Department was called upon to solve the problem of winter navigation.



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An attempt to establish winter communication was made by placing the *Northern Light*, a small wooden steamer built for the service, on the route between Charlottetown and Pictou. The heavy ice in the Strait of Northumberland during the winter months proved too great a barrier to permit regular trips and an intermittent service was kept up for several years by the steamer. The alternate route between Capes Traverse and Tormentine was also taken by the small boats used in crossing over the icebergs, hummocks and water stretches in the Strait of Northumberland. Mails were more regularly delivered by the latter route.

Revision of the steamboat inspection regulations and amendments to the Act was forced upon the attention of the Department by several disasters, accompanied by heavy loss of life, in inland waters. Many passenger boats were flimsy in construction and owners anxious to make them pay allowed overcrowding. The proper limitation of passengers, better life saving appliances and an increase in the number of boats to be carried on board passenger steamers, formed part of the new regulations. More perfect inspection of hulls, better and stronger material and a higher class of machinery in construction, were, generally speaking, imperative for safety of lives and property. The changes were difficult to effect, owing to the number of craft about unsuitable for passenger traffic. In the case of excursions the excursionists were willing to take great risks and endanger their lives. With these problems the Steamboat Inspection Board dealt, involving great consideration in the public interests without imposing hardships and injustice upon the steamboat owners.

Fish culture had been begun early in the history of the Department by Fishery Officers and some success had been achieved in Ontario, New Castle and in the Maritime provinces. Research in connection with shell fish, particularly oysters and lobsters, had also been given much attention. Regulations relating to close seasons and the means of taking lobsters were adopted and the Fishery Inspectors and overseers included in their reports from year to year the number marketed and the decline or increase of every kind of fish taken by fishermen, even to the rod fishing in streams.

The distribution of the fishing bounty in the Maritime provinces and part of Quebec was taken up in the year 1882. This service increased the work of the overseers in the outside service, and led to the formation of a branch of the Department with a separate staff. The system of payment of bounties had no precedent and involved much thought in organization to make the service effective and guard against improper distribution of the bounty. This bounty is paid only in the Maritime Provinces, because the money due from the United States under the settlement of fisheries claims, as provided for by the Washington Treaty of 1871, went into the Dominion treasury, though the Maritime provinces had exclusive right to it. In return for this sum the Dominion pays, as interest, an annual amount in fish bounties in these provinces. Parliament in 1882 passed the measure for an annual grant of \$150,000; an adjustment was later made increasing the annual grant to \$160,000.

In 1886 an Act provided for the appointment of a Deputy Minister of Fisheries. The Department had but one Deputy Minister and the work of the Fisheries had been carried on under the immediate direction of a Commissioner. The office of Deputy Minister of Fisheries was abolished in 1893 and the Department was again placed under control of one Deputy Head.

This review of the Department has for its purpose of conveying some definite information as to its origin and growth, the subjects with which it has to deal, and the staff of officers during its early history. These officers were selected from among men who had gone to the school of experience. Most of the inside service officials had held office under the provincial governments, the old Province of Canada and under the corporations dealing with maritime and fishery affairs. The outside service was generally composed of men with practical knowledge of the affairs coming within the range of their duties.

Owing to the special and peculiar character of the work of the Department, it was essential that the staffs of its branches should be composed of men trained in and familiar with the interests with which they had to deal. The foregoing indicates how numerous, varying and important these interests are.

So in the early history and for many years after, men of special qualifications were appointed, men who were "bred" to the vocation or who had gained their knowledge from their



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environments, familiar with nautical requirements, usages and terms, with the classification of ships, in fact, to use a nautical metaphor, men who "knew the ropes."

The Chief Engineer had held a similar office in New Brunswick and had been in the service in Great Britain. Upon him devolved the organization of the Chief Engineer's department, the location of new lighthouses and fog alarms and the selection of the order and kinds of lights and apparatus considered suitable for the waters and part of the coast where the aid was to be established.

The Meteorological work and result of Magnetic observations were directed by an experienced officer with a small staff, who kept the records of the instruments used and prepared reports. The establishment of Meteorological stations with a few instruments that indicated the temperature, direction and velocity of the winds and the rainfall, in certain localities, came within the range of the duties of the Director and was the beginning of the system which furnishes data and information for our daily weather forecasts. Maintenance of Magnetic observations at a few ports indicated by their appliances and instruments the correct time, enabling captains to compare their chronometers.

Few of the departments of the Dominion administrative service touch so closely the lives of such a large number of people as does the Department of Marine and Fisheries. Thousands of mariners, both sea-faring men and those on the inland waters, carry on their every-day work under the Canada Shipping Act, the administration of which is one of the main duties of this department. Thousands of fishermen look to the department for licenses, for direction, and in many cases for bounty. Business men everywhere are affected by the work of the department in connection with the ports and wharves in every port of the dominion. And there is not a man, woman or child in Canada who can read, but at some time turns with expectancy or anxiety to the announcements of "Old Probs" who is one of the officers—or rather, one of the branches—of the Marine and Fisheries Department.

The title of the department indicates a natural division and one that is recognized by everybody including the officers of the department. There is the work of the marine and there is the work of the fisheries. While there is but one Deputy Minister in general charge, and while such work as engineering and accounting must be done more or less in common, yet in matters of detail, and also largely in matters of considerable importance there is a clear division of duties as between the two great branches of the Department.

The man in charge of the whole complex organization is Mr. Alexander Johnston, Deputy Minister. Mr. Johnston made a name for himself in journalism and politics before he entered the public service, and his success in his present position is the natural result of the splendid mental equipment and devotion to the public welfare which have always distinguished him. He is ably assisted by the Assistant Deputy, Mr. Cameron Stanton.

The practical experience of many years has moulded the organization of the department into its present form. The work is by no means confined to the staff at Ottawa, but most important, exacting and responsible duties must be performed by officials, many of them experts of the highest qualifications, in every part of the Dominion. No other department has so large a proportion of important officials engaged outside of Ottawa. Not only must the department as a whole have a corps of agents to represent it in every province of the Dominion, but special branches must be directly represented at important ports and centres. The Engineering branch, for instance, must have qualified men to construct, repair and guard the great public works for which it is responsible; the administration of shipping laws makes necessary a complete organization covering the whole country; the fishery officers must guard the public works everywhere while directing the operations of those whose united labours make up the important fishing industry of Canada; and the great fleet of vessels which is kept constantly engaged in the varied operations of the department on three oceans and on the "inland seas" must be manned with the most competent officers and men that are to be found.

To show this immense and far-reaching organization at work is impossible, of course, within the limits of space allowed. A few hints of what is accomplished is all that can be attempted.

Generally speaking, the work of registration, inspection and operation of vessels comes directly under the supervision of the Deputy Minister. This is an immense service and divid-

itself naturally into many branches. It has to do not merely with vessels and machines but also with men, and many are the invaluable services rendered to the public by officers whose very existence is unknown to "the man in the street".

Every vessel must be registered and her whole life, from launching to wreck or junk-heap must be lived in public; her every move must be known and "papers" in order before she can begin or end a voyage. There are laws, ancient beyond all figuring, yet revised down to date, governing every human creature afloat and providing for public record of every pound of freight she carries. To imagine such a system is to see more or less clearly the varied work of this part of the Marine Department organization. The registration and classification of ships is in charge of Mr. Edwin Hawken. So is the record of wrecks and salvage. Every wreck is carefully investigated by a master mariner who gives his whole time to this work and who is aided, sea-fashion, in every case by two assessors specially chosen because of their knowledge of the conditions and circumstances of the case under investigation. The investigator is Captain H. St. George Lindsay. But, anticipating by many years the notion of "safety first" which land-men are now slowly acquiring, it is the fashion of those in charge of navigation affairs to make a special service of "safety of ships." This is an organization, a set of rules, a custom of sailors or a branch of the public service according as you view it. But the importance attached to it may be judged by the fact that this business comes directly under the charge of the Deputy Minister. A part of this work is pilorage, which is worthy of a book by itself.

A vessel is what it has always been, and even when airships or submarines shall come into common use, it will be necessary to apply to them many of the general laws of navigation. But steamships are in many ways a specialty and must be specially treated. Canada has a Board of Steamboat Inspectors, and this board is served by at least two sets of specialists, the business of one set being to inspect hulls and that of the other to inspect machinery. The Board is composed wholly of officials of the Marine Department, and the chairman is Mr. T. R. Ferguson. The examination and regulation of masters, mates and seamen is provided for under the law, and this most important and far-reaching service is directly in charge of Mr. B. F. Burnett. The department has a system under which sick and distressed mariners are cared for either in hospitals directly owned and managed by the government, or in other hospitals under special arrangement. The head of this work is Dr. O. Gadin. The Life Saving Service has always been part of the Marine Department until the beginning of the present fiscal year (1914-1915), but it is now incorporated with the Department of the Naval Service. Endless are the romances of real life in the record of the life-saving corps.

Directly concerned with navigation and the safety of ships, is the Meteorological Service—"Old Prods." It would be a matter of great interest to trace the history of this institution from its inception as part of the scientific work of the Toronto University, to the taking of it over by the government and its development into a great national service with international relations. And more interesting still would be the account which might be given, did space permit, of how the reports of this bureau are depended upon by navigators; and how in many cases the storm signals raised by its orders have kept vessels safe in harbour when otherwise they would have been lost in the tempest whose gathering and approach had become apparent to the trained men of the Observatory. Mr. R. F. Stupart, a scientist of world-wide reputation, is head of this most important branch. Headquarters are still in Toronto.

This leads naturally to the subject of aids to navigation, including lighthouses, fog alarms, buoys, beacons, submarine bells, etc.; the construction of all being carried on by the Engineering Branch. This branch is one of the most important in the public service. It has a staff of about twenty-five at Ottawa, nearly all trained engineers and draftsmen, and a Dominion-wide organization outside, including specialists of many kinds. This staff has the direction and administration of a vote of about a million dollars annually, which is used in the construction and maintenance of lighthouses and other aids to navigation, improvements of channels and harbours and many other similar works. At the head of this great branch as Chief Engineer, is Lt.-Colonel W. P. Anderson, one of the ablest and best-known officials of the Dominion and a man of whom the Civil Service as a whole is proud. The decoration conferred by His Majesty upon Colonel Anderson could not have been better bestowed. In the construction of lighthouses, Mr. B. H. Fraser is Chief Assistant.



GEORGE JOSEPH DESBARATS  
DEPUTY MINISTER OF THE NAVAL SERVICE

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Though harbour works and wharf construction are the business of the Public Works Department, yet when these works are taken over by the Marine Department, their administration involves many practical questions of engineering and thus important duties in this connection are rendered by the Engineering Branch.

A comparatively new development of this service is the Dominion Lighthouse Depot at Prescott, Ont. This establishment supplies appliances and equipment, a great part of which is manufactured in its own shops. Captain John R. Taylor is in charge and has under his direction a staff of about fifty men. The lighthouses, after construction, come under the charge of a special branch, the chief of which is Mr. J. G. Macphail, Commissioner of Lighthouses.

A most noteworthy work carried on by the department is the improvement and maintenance of the St. Lawrence Ship Channel from the ocean to Montreal. There is now a clear, broad channel below Quebec with a minimum depth at low water of 35 feet, and the work of extending this channel to Montreal Harbour engages the services of a corps of men with an immense equipment of dredges and other craft. Headquarters for this work are at Sorel, Que., where the department maintains great shops employing hundreds of men for the construction and repair of the vessels and machines used in the works. Mr. E. W. Fournet has charge as Superintending Engineer, and the Sorel shops are under the direction of Mr. W. S. Jackson, Superintendent.

The administration of affairs in connection with public harbours is part of the duty of the Deputy Minister. The greatest harbours of the country are directly under boards of commissioners with wide powers, but the department is the final authority even in the greatest of them. Besides the great harbours there are smaller harbours and public wharves on ocean, lake and river, all over the country, and the administration of these properties is an immense business in itself. Mr. A. R. Fildatts is Inspector of Harbours.

A fleet of ocean steamships and a great number of smaller craft are owned and operated by the department, being assigned to the different branches according to the requirements of the service. The responsibility for the work engaged in by these vessels rests between the provincial agents and the heads of the branches. But for equipment and discipline they are in charge of Commander Henry Thompson, R.N., as Officer Commanding the Marine Service.

For the whole department there is a purchasing and contract branch with duties suggested by its title. An immense quantity and variety of material has to be handled by this branch every year. Mr. Cecil Dentre, who has been in charge since the inauguration of the branch, has just been appointed manager of the Canadian branch of Vickers, Maxim & Vickers.

The accounting for the department with its great expenditure and its growing revenue from many different sources is the work of a considerable staff at the head of which is Mr. A. Boyle, Chief Accountant. Reference to other important matters of interest such as, for instance, the development of the ice-breaker, must be abandoned for the present to admit of a brief mention of the fisheries and fish culture.

The fishery interests, in the early nineties, claimed and received much attention. Fish culture had early in the history of the Department been begun and had been carried on in a very limited way. Some original research and observation was the method employed, simply because knowledge of pisciculture was limited. The means were primitive and the appliances crude. There was very little, if any, biological knowledge upon which to start, consequently there were failures that could not be explained. One officer who began the experiment of fish breeding at Newcastle, in Ontario, described his first efforts in artificial breeding of whitefish. He began describing the process of incubation he refers to the fact that "every effort had been made to find out the proper description of food for these little creatures, but without success"; "they dwindled away and died." An accident, however, led to a valuable discovery. Some of the fry had passed through the screens and had found their way to a small pond where an aquatic plant had been placed some few years previously, and the plant had spread itself all over the bottom of the pond; on the fibrous part of the plant was a small crustaceous insect which thickly covered the fibres; upon these insects the fish fed and grew rapidly. This discovery by a civil servant was claimed as the first known, regarding the fact that vegetable growth formed the fundamental source of nourishment of whitefish.

Step by step experience has been gained in fish culture by the constructing and equipment of fish breeding establishments in various parts of the country. A vast amount of technical and scientific facts have been uncovered in the course of biological investigations carried on by the officers of this branch. In the year 1868 there was but one hatchery. In 1913 there were fifty-seven. This branch is administered by Mr. W. A. Foulds as superintendent at Ottawa with a staff of 21 with 125 permanent employees outside of Ottawa. The branch also administers the distribution to the fisherman of \$160,000, being the equivalent of the interest on the award made under the arbitration treaty of 1871.

### **Department of the Naval Service**

If the question were put to the average Canadian, "Has Canada a navy?", his answer would probably be tinged with politics, for no issue of recent years has been so widely or fiercely contested as the duty and rights of Canada in relation to naval defence. Regardless of politics, all would agree that Canada's navy to-day is extremely small. But if it were inferred from this that the Department of the Naval Service is unimportant or moribund, it would be a great and ludicrous mistake. As a matter of fact this department is one of the largest, most active, and most practically useful in the whole list.

The Department of the Naval Service came into existence by virtue of the Naval Service Act, placed on the statute books on May 1, 1910. The department comprises the following branches:

1. Naval.
2. Fisheries Protection Service.
3. Tidal and Current Survey.
4. Hydrographic Survey.
5. Wireless Telegraph.

Of these the four last named were transferred from the Department of Marine and Fisheries to the new department. Mr. G. J. Deslauris, C.E., then Deputy Minister of Marine and Fisheries, being appointed Deputy Minister of the Naval Service.

The Naval branch is that under which the building up of a Canadian navy was undertaken. Rear Admiral C. E. Kingsmill, a Canadian officer who had retired from the Royal navy when a rear admiral, and who had been officer in command of the marine service of Canada, was appointed Director of the Naval Service, and various officers were lent from the Imperial navy to assist in the organization of the Canadian navy. Two cruisers, the *Niobe* and *Rainbow*, were purchased from the Admiralty for use as training ships, and a Royal Naval College was established at Halifax, N. S., for training officers for the new service.

Recruiting was carried on briskly for some eighteen months, but since then has been postponed, although the Royal Naval College is still carried on and continues to do very good work. Up to date 44 cadets have passed through the college and 451 men and boys have been recruited in Canada and partly trained on board the cruisers.

The dockyards at Esquimaux, B.C., and Halifax, N.S., which had been transferred from the Imperial to the Canadian government in 1905, were taken over by the Department of the Naval Service in November, 1910. They have been brought, as far as is possible without complete re-organization, up to date, and are at present doing very good work in repairing the ships not only of this department, but also of the other departments of the government.

The Fisheries Protection Service, as its name implies, is engaged in protecting the Canadian fisheries from poaching, and from the inroads of foreign fishermen on both the Atlantic and Pacific coasts and on the Great Lakes. This service, at first of only small dimensions rapidly grew to be very important and at present controls nine vessels for this purpose, as well as chartering various other ships as required from time to time for further protection.

Were it not for these ships, foreign fishermen could at any time invade Canadian fishing grounds with impunity. These ships have also been useful at various times in rendering assistance to vessels in distress, etc. The following are the ships belonging to this branch:—

*Canada, Constancy, Caribee, Petrel, Vigilant, Falcon, Restless, Malaspina, Galiana.*

The main duty of the Tidal and Current Survey branch is to obtain information concerning the tides of both coasts of the Dominion, and from these data, to predict the times of the tides, and publish these predictions so as to be fully understood by shipping companies, etc. The gathering and publication of information as regards currents in the various bays and straits is also an important part of the work of the branch.

In 1884 the question of the compilation and publication of tide tables, which had been engaging public attention for some time, became very acute, and many memorials were forwarded to the government requesting the formation of a separate branch to undertake that work. In 1891 this branch was established, and work was instituted on the Atlantic coast.

The gulf of St. Lawrence first engaged the attention of the department, but the survey gradually extended, taking in all the eastern coast of Canada, including Belle Isle strait. Then tide tables for British Columbia were published. At present, in addition to keeping up observations on both coasts, this branch is making observations in, and has already issued tide tables for, portions of Hudson bay and strait.

Much very valuable information concerning currents has also been compiled and published, notably as regards Belle Isle strait and the bay of Fundy.

Dr. William Bell Dawson was appointed engineer in charge in 1894, and has continued in charge of the survey until the present day. He has a staff which, in the summer, is engaged in making observations on both coasts, and in the winter reduces and plots these observations. Constants and equations are thus obtained on which very complicated calculations are made. From the results the quantities and times of the tides are predicted. There are, in addition, several special observers for points where observations are required all the year round. One vessel is attached to this branch, to enable careful observations of the currents in deep water to be made.

The Canadian Hydrographic Survey was founded as a result of the loss of the steamer *Asia* in Lake Huron in 1882. The attention of Parliament was directed by this disaster to the utter inadequacy of the charts, which were some sixty years old at the time, and a conference between Admiralty representatives and members of the Canadian government was held with the result that a survey of the Great Lakes was immediately taken in hand.

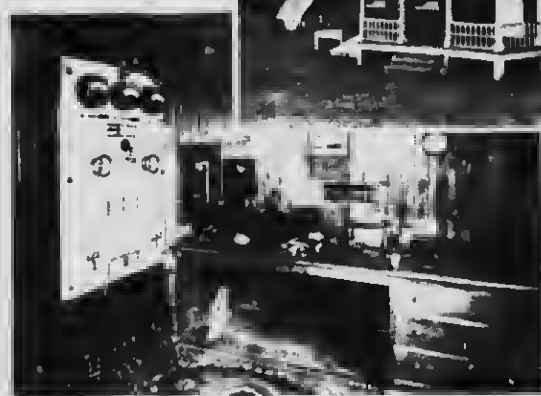
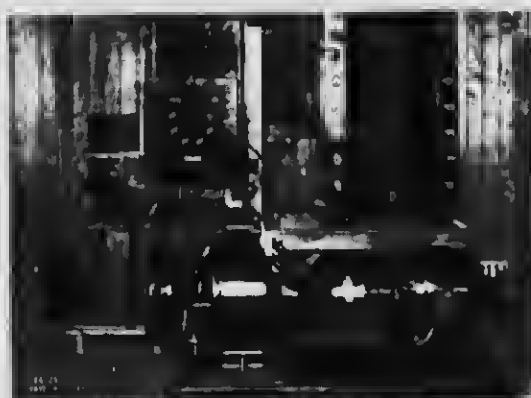
The main object of this branch is the surveying and charting of the various seas, rivers, and lakes of the Dominion, and the publishing of charts compiled from the data thus obtained. In recent years the river St. Lawrence from Father Point to Montreal has been completely re-surveyed and charts published. Revised charts of the Great Lakes have also been issued, and much very valuable and entirely new information concerning Hudson bay and strait has been gathered and promulgated. On the Pacific coast much work has been carried on, with the result that the charts for those waters have been revised and published.

As can be easily seen, the importance of the Hydrographic Survey is very great, as without it it would be impossible to compile charts correctly. The number of disasters which have been averted by the re-survey of Canadian waters cannot be estimated. The following ships are attached to this branch, viz:

*Bayfield, La Canadienne, Cartier, Lilloet, Acadia*, as well as three schooners.

The work done by the Canadian Hydrographic Survey compares most favourably with that of the British Admiralty, which was the first institution to commence a systematic charting of the waters of the globe for purposes of navigation.

Of our Canadian seas there are now some four hundred of such charts, the work of these sea-surveyors—all full of mysterious shading and minute figures, the sole relics of years and lives. Yet these coldly mathematical charts of scrupulous neatness and involved intricacy have a human interest beneath them and a very vital one too. And it is to that aspect of the heroic work of the hydrographic survey we would now turn. What adventures on lonely shoals and



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Exterior view of the Radiotelegraph Station, Port Arthur, Ont.

Operating house of the Radiotelegraph Station, Port Arthur, Ont.

Interior of office, etc., Radiotelegraph Station, Port Arthur, Ont.

in dangerous waters! what weary hours in northern latitude, what bright sunny days on offshore seas in painted boats, are hidden by the shading of these maps! The sea surveyor's life is soaked in romance.

One of them thus described his work: "We have to be both surveyor and sailor. It is no good being one without the other. You must know how to handle transit, level, chains and glasses, and, at the same time, have your sea legs, be able to navigate a vessel and be a kind of handy man."

In fact, their life is a curious mixture of open air and office desk, of muscle work and mathematical calculations.

Can you not see this charter of the deep in his small boat with his crew, off a dangerous coast, trying to keep her "on range" while he stands up straining all his muscles to maintain his balance, and his two eyes to spot at long range the position he wants ashore? Then he throws overboard his lead and takes a sounding. He drags the icy cold and dripping lead-line up somewhere in the Arctic north; then when he stoops down to plot it on his sounding plan, he finds his fingers so numbed that he can hardly write. A wave breaks over the boat, soaking men, plan and instruments. The boat has been driven off the range point and the whole work has to be done again. The breed of men who endure this, day after day, are the Canadian Government's hydrographers.

The administration of all Radiotelegraph matters in the Dominion is carried out by this department and the control of all stations, whether owned by the government or not, is vested in the Radiotelegraph branch. At the present moment all the commercial Radiotelegraph stations in the Dominion with the exception of five on the east coast owned by the Marconi Company, and three on the Great Lakes and two on the Pacific coast owned by outside firms, are directly owned by the department. No station can be established in the Dominion, and no operator can work any station, without first obtaining a license from the department.

Prior to 1906 only cursory inspections of the few stations then in operation were carried out, but in that year a general superintendent of the Radiotelegraph service was appointed as head of a branch of the Department of Marine and Fisheries. In 1910, on the formation of the Department of the Naval Service, the branch was transferred to this department. The first stations to be erected in the Dominion were those on the east coast, of which six were erected in 1901, sixteen having been established since that date. The first trans-Atlantic station was erected at Table Head, Glace Bay, C.B., in 1902 by the Marconi Wireless Telegraph Company, which had been subsidized by the Dominion government.

On the Great Lakes there are at present eight stations established, the first of these having been erected in 1910.

On the east coast a complete chain of stations extends from Belle Isle and Halifax to Port Arthur, a distance of over 2,000 miles. A vessel from the time she approaches within about 500 miles off the Atlantic coast of Canada until she reaches Port Arthur, is always in communication with a wireless station. This long chain of stations is probably unequalled anywhere in the world. The stations on the Great Lakes have been so established as to be able to communicate with a vessel at any point on the lakes. All this chain of stations from Port Arthur to the Atlantic is owned by the government and operated by the Marconi Company under a contract with the department.

On the Pacific coast the stations, ten in number, form a complete chain from Victoria to Prince Rupert. In addition to providing communication with ships, they are very largely used for commercial correspondence. It is notable that the two stations on the Queen Charlotte Islands provide the only means of communication between these islands and the mainland. All the stations on the Pacific coast are owned and operated by the Department of the Naval Service.

Two facts may be briefly cited by which the reader can estimate the increase in size and importance of this branch. The first is that during the last fiscal year 272,087 messages were handled as compared with 11,820 messages in 1906. The second is that Canada has over twice as many stations open for the purpose of public commercial business with ships as any of the British Empire, and ranks second in the whole world as regards the number of these stations.



HON. ROBERT ROGERS  
MINISTER OF PUBLIC WORKS

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A part of the department's work which is of interest to the whole world and of incalculable value to Canada is the patrol of northern waters. The world grows smaller every day, and even the Arctic wilds are being brought under tribute to civilization. Upon Canada rests the duty, not merely of exploring these regions, but of performing there all the functions of government. In recent years the Dominion has despatched various expeditions to the Arctic and Northern waters, and as the results of these expeditions have proved to be most important, the government decided in February, 1913, to send another expedition under Mr. Vilhjalmur Stefansson. This gentleman had previously headed two parties for the exploration of the northern edge of the American continent, and the results of his last expedition, notably the discovery of the White Eskimo, have been most remarkable. The Departments of the Naval Service, Geological Survey, Marine and Fisheries, Interior and Customs, all being interested in the results to be obtained co-operated towards the fitting out, and providing the personnel of this expedition, whilst its general direction was entrusted to the Department of the Naval Service.

The main objects of the expedition so far as the government is concerned are: (1) To explore as great a part as possible of the million or so square miles of unknown area in the northern part of the continent west of the Parry Islands; (2) To gather scientific information and collections in the departments of oceanography, geography, geology, zoology, botany, ethnology and archaeology, and to take tidal, meteorological and magnetic observations.

The time to be occupied by the expedition is three winters and four summers. The following ships were fitted out and left Vancouver on their way to the North in the spring of 1913.

*Karluk, Mary Sachs and Alaska.*

The people of the whole world have been keenly interested in the news of this expedition. The rumour of disaster that was at one time set afloat proved groundless, and everybody felt glad that the daring Stefansson and his equally brave companions were safe when the long Arctic night closed in upon them. The Department of the Naval Service has better means than any other for the dissemination of information, and the progress of the expedition, even though they are in the dignity of print in widely-circulated newspapers, ought not to disturb the public mind. The department, in the manning and outfitting of the expedition, did all that was humanly possible to assure the safety of all, and the public may rest assured that it realizes its duty of keeping informed as to the state of affairs not only the friends and members of the party but also the great world public whose sympathy follows these brave men on their long and perilous journey through the frozen North.

From the sketch thus hastily given, it will be seen that the Department of the Naval Service, with its many ships, wireless stations and other means of operation, must be a vast department. The staff at headquarters is comparatively small, but the officers and sailors are men of the very highest qualifications in learning and experience, form a large body. The number of those employed at the present writing is 1827. The greater number, 1147, are in the Naval Service. The other branches enumerated above are in the "inside service", as the law calls it, numbered 67, of whom all but five are permanent.

## Department of Public Works

The first public works of Canada consisted of the construction of roads and bridges. These were, from the early settlement of the French regime, under the control of an officer known as the "Commissaire des Travaux Publics." After 1820, came the period of canal construction. From 1763, and previous to the organization of the Board of Works in 1835, the work excepting roads, bridges, and public buildings, undertaken by the provinces, were placed under the control of commissaires. Such works included canals, excepting important military canals, harbour works and lighthouses.



JAMES BLAKE, BARNER  
DEPUTY MINISTER OF PUBLIC WORKS

After the Union of the Provinces, 1841, the Corporation of the Board of Works was organized under Statute 15 Vic., Chap. 38, and consisted of a chairman, four members, a secretary, a chief engineer and an architect, and assistant chief engineer. These held office until 1844, when the new Board of Works was established. Under Statute 9 Vic., Chap. 47, 1846, the chairman of the Board was called Chief Commissioner, and in 1861 Commissioner of Public Works. Under Statute 34 Vic., Chap. 12, 1867, the Department of Public Works was organized and established under a minister.

The construction of public works, as now recognized, may be said to have commenced with the Union in 1841, since which time the different administrations have projected, or executed, important works in accordance with the appropriations which Parliament, from time to time, has placed at their disposal. Canals have been improved, railways built, harbour works, graving docks, dredging, telegraph lines, slides and beams, public buildings and other necessary works have been constructed.

Under the Act of 1867, and the general provisions of the British North America Act, also under other Acts relating to the public service, the works formerly in charge of the Commissioners of Public Works, were disposed of as follows:

1. Canals and works on navigable rivers, constructed by the provincial governments previous to July 1, 1867, were placed under the care of the Department of Public Works;
2. The construction of such harbours and piers as Parliament authorized was entrusted to the Department of Public Works;
3. The construction of lighthouses was confined to the Department of Public Works, while the duty of enforcing the regulations for their lighting and management, and obtaining of supplies transferred to the Department of Marine and Fisheries;
4. The slides and beams constructed by the government, for facilitating the passage of timber in navigable waters, were placed under the Department of Public Works;
5. The charge of the greater portion of the roads and bridges was transferred to the local governments, but the construction of military and interprovincial highways was reserved for the Department of Public Works;
6. Certain public buildings were transferred to the local governments, but others remaining with the Dominion were put in charge of the Department of Public Works;
7. The management of the provincial vessels was transferred to the Department of Marine and Fisheries.

In 1868, the department controlled 30 buildings transferred from the province of Canada; 38 harbour works; 3 slides and beams; also roads and bridges, lighthouses, beams, etc. In addition to this list, transfers were made by the provinces of Nova Scotia and New Brunswick of several harbour works, a few buildings and the railways; but the above list does not include Government Houses, Parliament buildings, asylums, court houses and jails, afterwards transferred to the control of the several provinces.

In 1879, the Department of Railways and Canals was carved out of this department, and was given the control of all government railways and canals, according to the provisions of Act 42 Vic., Chap. 7; this department retaining possession of public buildings, which comprised the Parliament buildings and residences of the Governors General, customs houses, examining warehouses, inland revenue offices, post offices, penitentiaries and prisons, quarantine stations, immigration buildings, marine hospitals, military buildings and drill sheds, all ports, harbours, rivers, piers, etc., dredging, slides and beams, military and interprovincial roads and bridges and telegraph lines. The total number of public buildings was 10, of harbour works, 300; of slides and beams, 3; bridges, 9; and telegraph lines, 1,520 miles. The total expenditure incurred during that fiscal year, by this department, was \$1,550,930,044.

At this time was inaugurated the new policy of the government control of coast telegraph lines; this department acquired some existing lines and started the building up of a complete system of land and cable lines, and in 1880, the Telegraph branch of this department was fully organized.



ARTHUR ST. LAURENT  
Engineer-in-Charge  
Georgian Bay Canal Project



DAVID EDWARD  
Chief Architect  
Department of Public Works



E. D. TAYLOR  
Chief Engineer  
Department of Public Works



D. H. KELLY  
General Superintendent  
Government Telegraph Service

In 1882 the lowest depth of water in the ship channel was 25 feet, excepting at Cap à la Roche and Cap Charles. Preparations were being made to deepen the St. Lawrence canals to 14 feet. This had already been accomplished on the Lachine and Welland canals only.

In 1892, the total expenditure made by the department was \$2,084,644.38; the number of buildings under its control was 159; harbour works, about 384; slides and booms, 3; graving docks, 3, and telegraph lines 2,750 miles. Within this period of 10 years, the department had constructed the three graving docks, at Lewis, Kingston and Esquimaux. Experimental farms had been established; the dredging plant had been increased; many public buildings had been erected; a number of small wharves and buildings had been purchased from Nova Scotia and Prince Edward Island, and several new works had been constructed.

In 1902 the expenditure made by the department was \$6,786,799.24; number of public buildings under its control, 285; harbour works, 563; slides and booms, 3; graving docks, 3; and telegraph lines, 5,671½ miles. The depth of water in the ship channel was 27½ feet; depth in the St. Lawrence canals, 14 feet. In the interval, 1892 to 1902, the construction, repair and maintenance of penitentiaries was transferred to the control of the Department of Justice; the construction of lighthouses was handed over to the Department of Marine and Fisheries; the control of the existing military buildings being also transferred to the Department of Militia and Defence. In several of the annual reports, notably that of 1900, special attention had been directed to the necessity for improved transportation facilities, and the commission appointed for that purpose made an investigation, and prepared and submitted a very comprehensive report. The north shore telegraph line was extended to Belle Isle. This department also inaugurated in the Yukon Territory, recently besieged by armies of gold hunters, good navigation and telegraph facilities.

In 1912, the expenditure incurred by the department, was \$13,928,666.87; number of buildings, 328; harbour works, 1,244; miles of telegraph, 8,639½, with 624 offices.

The above historical sketch, and the statistics given, are quite suggestive of the large place this department occupies, and of its supreme importance as a factor of our national development. It has been the instrument chosen to bring to life and reality the highest constructive conceptions of our statesmen. Such a proud position could only be preserved through considerable technical and administrative abilities on the part of its chief officers, and unremitting attention to details on the part of its whole personnel.

Canada's great works affecting transportation have been initiated by this department, although a large number have been transferred, for the purpose of their operation and maintenance, to two other departments: to the Department of Railways and Canals, which has also undertaken considerable extensions to their systems; to the Department of Marine and Fisheries were transferred lighthouses, wharves and other works such as the St. Lawrence ship channel and the Sorel shipyards. The Marconi wireless system, which Canada was the first of all countries to adopt, has also been transferred to the Department of the Naval Service after its establishment by this department.

Although the above and numerous other works such as roads, bridges, buildings, etc., have, from time to time, been transferred either to other departments or to provinces, the requirements of our progressive country have been so great that new avenues are constantly opened to the activities of this department. While it continues to extend our splendid system of water transportation, it gives housing accommodation to the different branches of the public service, equips our coasts, our large islands, the new and still sparsely settled portions of our country with land and cable telegraph or telephone communication. In recent years the new western provinces and the Yukon Territory have been an important field of development along that direction. The works constructed or operated by this department are naturally divided into three classes, and each class is looked after by a different branch: the three branches, which may eventually evolve into distinct departments, at least two of them, are the Engineering, the Architectural, and the Telegraph branches.

The Engineering branch looks after the river and harbour works, bridges, etc. In some respects, at least, this is the most important branch. While it requires technical ability of the highest order, its very objects give it great prominence: enabling inland navigation, in procuring



Public Building, Regina, Sask.  
Custom House, Winnipeg, Man.

Public Building, Vancouver, B.C.  
Public Building, Victoria, B.C.

shipping facilities, it makes it possible for our young country to develop and carry on the tremendous water transportation it does. The recent survey of the proposed Georgian Bay canal route is a striking instance of both the talent that is developed within this department, and how ministers and officials are alive to the national requirements and can solve in a way, both practical and scientific, the greatest problems that may offer. This branch is essentially a construction branch, although it retains the control of a large number of wharves, and operates and maintains the slides and booms, docks, and bridges. The dredging operations are carried on by this branch through contractors, and also by an ever increasing fleet of dredges, tugs, stonelifters, etc., the property of this department. Much of the engineering knowledge and advice required by the many commissions created in recent years has been found in this branch.

The following statistics may best illustrate the importance of the branch. The estimates for the fiscal year 1912-13 show that this branch was allotted \$17,027,915.43 distributed under 612 headings, 601 of which were for the construction, or improvement, of distinct works, and 11 were intended for repairs and maintenance of river and harbour works generally, for dredging operations and equipment, and for the survey of proposed works. The actual expenditure for that year, 1912-1913, was \$10,659,003.49, of which \$5,380,029.93 were for dredging; 86 new works have been completed during the year, and at its close, 25 were still under construction. This branch then controlled 1398 harbour works, slides and booms on the Saguenay, St. Maurice and Ottawa rivers and tributaries, 15 bridges, 58 dredges and stonelifters, and 12 tugs. The staff at headquarters is now composed of a chief engineer and 71 engineers, draughtsmen, inspectors and clerks; the staffs of the several districts, which cover the whole Dominion, including the engineers in charge, numbering close to 250, while about 650 people are required to operate the government dredges, slides and booms, docks, etc.

The Architectural branch erects buildings to accommodate the different branches of the public service such as the Ottawa Parliament and Departmental buildings, post offices, custom houses, large military and immigration buildings, lighthouses and other small buildings. These included sheds of no architectural importance such as immigration sheds, small drill sheds and armouries, experimental farm buildings that are now generally built by the department affected. This branch also provides housing accommodation by renting a large number of buildings both at Ottawa and all over the country. The maintenance of most Dominion buildings built or rented by this branch remains with it; the most notable exceptions are the penitentiaries and the military buildings, which are in full charge of the departments concerned. The following statistics for the year 1912-1913 may give a good idea of the importance of this branch. The estimates allowed the Architectural branch amounted to \$13,711,638.18 divided under 351 headings, 309 of which were for the erection or improvement of separate buildings or groups of buildings. The remaining 42 were intended for repairs, furniture, heating, lighting, rentals, etc., of Dominion buildings generally. The actual expenditure was \$7,443,475.14, of which, \$5,549,065.02 was expended in acquiring new sites, erecting new buildings, extending or improving existing buildings, the balance being the amount expended in small repairs, furnishings, rentals, and maintenance of Dominion buildings generally. This branch completed thirty-one new buildings in 1912-1913, and as many were still under construction at the close of that fiscal year. It had then under its control 344 completed buildings, 17 of which are in the city of Ottawa exclusive of the buildings on the recently acquired properties. It also controls in addition some 210 rented buildings, or suites of offices, 40 of which are in the city of Ottawa.

The headquarters staff is composed of a chief architect and 91 architects, draughtsmen, inspectors, and clerks, while the outside staffs of the several districts, corresponding to the different provinces of the Dominion, are composed of 30 architects and clerks. The maintenance of all the buildings under its control necessitates the employment of 1,062 caretakers, watchmen, firemen, electricians, elevator attendants and mechanics.

The Telegraph branch provides telegraph and telephone communication, as already stated, and operates the different systems with the exception of a few miles operated by commercial lines and under leases. Owing to its peculiar field of operations, the importance of this branch is not as generally appreciated as that of other branches whose works are established mostly

for the convenience of the large centres of population. In consequence it may not be amiss to give fuller details regarding its systems of telegraph lines:

Newfoundland: Port au Basque, Cape Ray, 11 miles of wire, used in connection with the Signal service and connecting with the Anglo-American Telegraph Company.

Nova Scotia: inclusive of 20 knots of submarine line between Meat Cove and St. Paul's Island, 835½ miles and 97 offices.

New Brunswick: 99½ miles and 21 offices.

Quebec: The Magdalen Islands system connecting with Meat Cove, C. B., by a 55 knot cable, the Anticosti-Gaspé system with 251½ miles of land line and 65½ knots of cable, the Quarantine system including Grosse Ile, Isle d'Orléans, Ile Renou, Ile aux Coudres, and Crane Island. This system connects at l'Ange Gardien on the north shore and Montmagny on the south shore, and covers 176½ miles inclusive of 21½ knots of cable. Then there are the north shore lines, the Chicoutimi district lines, and the new Kipiwa dam. North Timiskaming line covering 1,622½ miles with 146 offices.

Ontario: The only line entirely in this province is that of Pelee Island in Lake Erie, extending 45½ miles including 17½ knots of cable from Point Pelee to Leamington Dock, with 18 offices.

North-West: The main sections of the new provinces are the Qu'Appelle-Edmonton, Moosejaw-Wood Mountain, Edmonton-Athabasca Landing, and there are, in all, 1051 miles of line and 60 offices.

British Columbia has 1051 miles of line, inclusive of 12 knots of cable, and 176 offices.

Yukon: This territory is covered with 3,153½ miles of line and 127 offices; it may be noted here that when the rush of gold seekers was at its height, this branch did excellent work, which at the time drew most favourable comments from distinguished and disinterested witnesses.

One feat accomplished under the worst conditions was the construction in 1899 of 650 miles in the short space of six months, thus reducing by 21 days the time then required to transmit news and orders for the good government of the cosmopolitan population huddled to the extreme north by the gold excitement. There were in operation at the close of the fiscal year 1912-13, 9,792½ miles of telegraph and telephone lines, inclusive of 277 knots of cable, with 682 offices.

Mention should also be made of the cable ship *Tyrian* acquired some twelve years ago and used by this branch for the repairs and extension of cable lines. The revenue derived from the operation of all the different lines was for the same period \$215,526.11 and the expenditure \$742,279, of which \$491,550.80 was for their maintenance and the balance for repairs and extensions. The headquarters staff is composed of the superintendent and 6 assistants and clerks, while 640 telegraph operators and line repairers, under local superintendents, are required to operate the different sections.

The three branches just sketched concentrate in the one secretarial branch of the department which, with a staff of 135 officials, carries the work of the following sub-branches:

The Correspondence branch, with a record of 80,220 letters received during 1912-1913.

The Accountant branch, which, in 1912-13, handled an expenditure of \$18,814,223.90, and a revenue of \$488,191,231.92, 92,921 departmental cheques were issued in that year, inclusive of 20,223 by agencies, and 1719 applications upon the Auditor General for Receiver General's cheques in payment of contract work, etc.

The Law branch, with a record of 711 contracts, 170 property transfers, and 78 leases.

The Collection of Revenue branch, which collected \$248,118.82 mostly from slides and booms, and graving docks. These figures do not include the revenue from telegraph lines, which is collected by the Telegraph branch.

There are also the Estimates, the Printing, Stationery, and Advertising, and the Photographers' sub-branches.

A brief reference should be made here to the National Art Gallery, which, up to a few years ago, was administered by the Architectural branch. The government having decided to enlarge

the appropriations for the acquisition of works of art, and to provide more suitable quarters, a director was appointed and an advisory council nominated. The passing of "An Act to incorporate the National Gallery of Canada" during the year 1912-1913, marks a new era for the National Gallery. The present advisory council is made, by that Act, the board of trustees of the National Gallery of Canada with enlarged powers and duties, and responsible to this department for the expenditure of the annual appropriations.

Notwithstanding the constant transfer of works or class of works to other departments, the sphere of action of this department is still immense. The few statistics given show the steady increase of its operations from its inception almost to the present, but that is small in comparison to the increases we are witnessing and those which are bound to occur in the future. The expenditure for the fiscal year 1912-1913, being almost \$5,000,000 larger than that of the previous year, representing an increase of 35 per cent, is a most significant occurrence. It is pregnant with large administration and other problems that engross the attention of the staff of this department and have so much to do with the ever increasing development of the Dominion of Canada.

When the Parliament buildings at Ottawa were under construction, it was decided by the administration then located at Quebec that photographs should be obtained to show the amount of progress made on the work. Mr. Samuel McLaughlin was appointed to do such work and this was the inception of the photographic branch of the Department of Public Works. Mr. McLaughlin was born in the north of Ireland, educated at Dublin, came to Canada and settled in the City of Quebec as a watchmaker and chronometer adjuster. He took up photography as an amateur, but soon became an expert and was appointed Chief Photographer, remaining in the service for 35 years and was superannuated in 1894. He was succeeded by his son, Mr. D. A. McLaughlin, the present incumbent, who was born in the city of Quebec, educated in Boston, and became an expert steel and copper plate engraver, photo-lithographer and plate printer. He was the first photo-engraver in Canada and introduced the black and white process which is rapidly taking the place of the blue print.

The present work of this branch consists of turning out contract plans and drawings for both the Department of Public Works and Railways and Canals, making about 1,200 square feet of blue print daily, about the same of Vandyke or black and white. In the execution of this work, two large sun frames and two mercury-vapour electrical frames, one continuous and one stationary, are used, also a special machine for drying prints. Plans are reduced by the wet-plate process. The branch also takes photographs of works in process of construction and after their completion. A few years ago the work of the branch increased so rapidly that it was considered necessary to install an additional plant which is now under charge of Mr. T. G. Bell. Both galleries are located in the West Block, and it is a source of pride to the department that the work issued compares favourably with the best turned out by any photographic establishment in Canada.

### **Department of Railways and Canals**

The Department of Railways and Canals was established in the year 1879, by an Act of Parliament, which divided the Department of Public Works into two departments, and placed the control of all canal and railway work under the new department. But the history of these works commences at a much earlier period.

#### **Canals**

The earliest records in connection with the canals refer to a head canal, commenced by the subscribers in the year 1700, to overcome the Lachine rapids, but which, owing to the failure of the contractor, was not completed.

Between 1779 and 1783, small canals and locks were built, under the direction of Captain Twiss of the Royal Engineers, at four places along the River St. Lawrence between Lakes St.



HON. FRANK COCHRANE  
MINISTER OF RAILWAYS AND CANALS

Louis and St. Francis for the purpose of overcoming the various rapids. In the years 1804-5, these works were improved and enlarged, and a canal was also built across the point of land at the junction of the St. Lawrence and Ottawa rivers, with three locks.

In 1797-8 a canal was built by the North-West Company on the Canadian side of the Sault Ste. Marie. All the buildings at this point were destroyed by the Americans in 1811. In 1816, the St. Andrew's Steam Forwarding Company built a wooden lock at a point where the village of Vaudreuil is now situated, for the purpose of overcoming the rapids between the Perrot and the main shore to the west, and thus facilitating navigation between Lake St. Louis and the Lake of Two Mountains. Prior to 1800, and until the time of the construction of the Corn-wall canal, the long Sault rapids were ascended by bateaux by means of two small locks; one of these, a wooden lock, was situated near the village of Moulinette, and was built by Adam Dixon, a merchant of that place.

This completes the first period of canal construction, after which there were three periods, down to the present time, coinciding with corresponding developments in the business and population of the country. The first Lachine canal was built between 1824-5, the Welland between 1824-33, Cornwall between 1834-35, Beauharnois, 1842-5, and the William-Lburg between 1844-5.

Between 1840 and 1870, all these canals were enlarged, and new canals were built at St. Ours and Chambly on the Richelieu river, at St. Annes, Carillon, Grenville and Calabate (now abandoned) on the Ottawa river, and the Rideau canal, connecting the various stretches of river and lake between Ottawa and Kingston.

Between 1870 and the present time most of these canals have been further enlarged, and the Sault Ste. Marie, Soulanges, Murray and St. Peter's canals have been built, and the Trent canal is nearing completion. At the present time the Welland ship canal is under construction. This canal will rival the Panama canal in dimensions. Its length is 25 miles, and it will overcome a difference in level between Lake Ontario and Lake Erie, of 325½ feet, by means of seven locks, each 800 feet long by 80 feet wide, with 30 feet depth of water on the sills. The lift of each lock will be 46½ feet. The construction of this canal is in charge of Mr. J. L. Weller, C.E., who is considered to be the leading canal engineer of Canada to-day.

Most of the earlier works were built by the Royal Engineers and were afterwards transferred to the Provincial Government of Canada. The transfer was authorized to be accepted by an Act of the Provincial Parliament, dated May 30, 1855, and it was accepted by an Order in Council of January 25, 1856.

Surveys have also been made for a number of canal works that have not so far been carried out, such as the Georgian Bay canal, a canal from the St. Lawrence, opposite Montreal, to the Richelieu river, and the Bale Verte canal, which was to cut the isthmus between New Brunswick and Nova Scotia.

### **Railways**

The first railway enterprise in the country was the construction of a short section of road, 16 miles long, between Laprairie and St. John's, Que. This was opened in July, 1836, with horse traction; locomotive power being adopted the following year. It was part of the Montreal and Champlain railway, which was completed in 1851, giving communication between Caughnawaga, on the south side of the River St. Lawrence, above Montreal, and Roussell Point, near the United States boundary line.

But it was not until 1851 that Government supervision of railways commenced, when 14-15 Victoria, Cap. 73, Sec. 17, authorized the constitution of a Board of Railway Commissioners, consisting of the Receiver General, the Inspector General, the Commissioner and Assistant Commissioner of Public Works, and the Provincial Postmaster General, the Secretary of the Commissioner of Public Works to be the Secretary of the Board.

After Confederation (in 1869), the Railway Act, 31 Victoria, Cap. 68, Sec. 23, authorized the Governor-in-Council to "appoint such members of the Privy Council to the number of four at least, as he may see fit, to constitute the Railway Committee of the Privy Council." This



FREDERICK P. GIFFELS  
GENERAL MANAGER INTERCOLONIAL RAILWAY

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Board remained in existence until the year 1901, when it was superseded by the present Board of Railway Commissioners, and from 1867, to the above mentioned date, all the work in connection with the board was performed by the staff of the department, in addition to their other duties.

The Government railways consist of the Intercolonial, Prince Edward Island, Hudson Bay and the National Transcontinental, the last two being now under construction. The Intercolonial consists of several lines of railway taken over from the Governments of Nova Scotia and New Brunswick at Confederation, and additions made to it, from time to time, either by construction or purchase; and now extends from Sydney, North Sydney, Halifax and St. John to Montreal, and a number of branches, with a total mileage of 1,468.15. The Prince Edward Island railway was taken over from the province at its entry into Confederation in 1873. It was a narrow gauge line of 3 feet 6 inches. It extends from Tignish to Georgetown, 158.6 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris and Cape Traverse, the total length of the line being 267.5 miles. The Hudson Bay railway extends from The Pas to Port Nelson, a distance of 418 miles, and it is now under construction. The history of this work when written will be one of the most romantic of the department. During last summer a great quantity of machinery and supplies of all kinds was rushed out to Port Nelson, necessitating the employment of a number of steamers, two of which were lost; and from the close of navigation all communication was cut off until the last few days, when wireless communication was established. The construction of this railway was in charge of Mr. John Armstrong, C.E., with headquarters at Winnipeg; he has lately been replaced by Mr. J. W. Porter, C.E. The works at Port Nelson are in charge of Mr. D. W. McLachlin, C.E., one of the most promising engineers on the departmental staff.

On August 20, 1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company suddenly collapsed, and, on December 1, 1908, the Government took over the company's undertaking. A Commission was appointed to undertake the rebuilding of the bridge, some changes in whose membership have since been made, and the work is still under way. The bridge will be 3,228 feet over all, with a centre span of 1,800 feet. The height above channel will be 150 feet. This bridge will enable the Transcontinental railway to cross the St. Lawrence river.

The department is building, at the present time, a line of railway from Dartmouth to Deans in Nova Scotia, and terminals at Cape Tormentine, N.B., and Carleton Place, P.E.I., for the purpose of establishing a car ferry service with the island.

The department also makes contracts with the railway companies to which subsidies have been voted by Parliament, and it sees that the plans of their proposed works are up to a certain standard, and inspects the work before payment of subsidy.

### **Headquarters Staff**

The first Board of Works was established on August 17, 1841, and on June 9, 1846, an Act of Parliament was passed abrogating the Board of Works and establishing the Department of Public Works; this department being continued until 1867, when, on the re-organization of the service, after Confederation, a new department under the same name, was established and continued until October 1, 1870, when duties relating to canals and railways were withdrawn from its control and placed under the Department of Railways and Canals then constituted.

The departmental staff at Ottawa is divided into several branches, under the control of the Deputy Minister.

The Secretary's branch consists of two divisions: the Correspondence, which prepares all letters and reports to Council, and edits the annual report; and the Records, which registers all correspondence, documents, maps, plans, etc., prepares returns to Parliament, does all copying required for the department, prepares all route map applications for hearing by the Minister, seeing that the applicants have proper Parliamentary authority, that their applications and maps conform to the regulations, notifies all parties concerned and attends the hearings. In addition



MAYOR R. W. LEONARD  
COMMISSIONER TRANS-CONTINENTAL RAILWAY

there are several matters coming under the Secretary's personal supervision, such as the opening and preparation of tenders for award, the supervision of the private cars, and other matters.

The Accountant's branch does the accounting work of the department, pays all salaries, wages, accounts, contractors, estimates, subsidies, etc., prepares statements for Parliament for the use of the Minister, and for the annual report, keeps a record of contractors' securities, collects all rentals due to the department, issues requisitions for stationery and supplies and distributes same.

The Chief Engineer's branch has the supervision of all works of construction on both canals and railways, and the maintenance of the canals, the designing of all new works, the preparation of plans and recording of same, and the inspection of subsidized railways, and it advises the Minister on engineering questions and prepares an annual report for Parliament.

The Law branch has charge of the preparation of all contracts, leases, subsidy agreements and other legal documents, gives advice on all questions of law, and prepares statements for the annual report.

The Statistics branch, as its name implies, prepares statistics with reference to canals, railways, telephones, telegraphs and express companies.

The Auditing branch audits all pay-lists, accounts, railway subsidy payments, requisitions, etc. The auditing of subsidy payments involves the examination of the books and accounts of the railway companies concerned. This branch prepares the Parliamentary estimates of the railway subsidy applications for presentation to Parliament. It also has charge of the preparation of the papers in connection with all appointments, promotions and retirements.

The Purchasing branch issues all invitations to tender for supplies, etc., required for the canals and Government railways, and makes all purchases.

From the foregoing it will be seen that the work of the department is of a varied and important nature, necessitating the utmost care and vigilance, as a slight mistake will often have the most far-reaching consequences, and perhaps entail considerable expense. This may be easily understood when the enormous sums of money received and expended by the department are considered. The annual expenditure now amounts to over \$1,000,000 on canals and over \$36,000,000 on railways, making a grand total of over \$40,000,000. The railway revenue for the year ended March 31, 1913, amounts to \$12,442,203.16, and the canal revenue for the same period is \$307,567.66, the latter being derived mostly from rentals, as the canal tolls were abolished in 1907.

The following figures may prove of interest, showing as they do the total expenditure and revenue of the department as far as ascertainable. For the period before Confederation it is very difficult to get accurate information. It must be remembered that of the total amount over \$10,000,000 has been paid as subsidies to private railway companies.

### **Canal Expenditure**

|                         |                 |
|-------------------------|-----------------|
| Prior to Confederation  | \$20,593,866 43 |
| Since Confederation...  | 117,711,213 38  |
| Total to March 31, 1913 | 818,308,070 51  |

### **Railway Expenditure**

|                                           |                 |
|-------------------------------------------|-----------------|
| Prior to Confederation                    | \$13,881,160 45 |
| Since Confederation                       | 534,205,152 55  |
| Total to March 31, 1913                   | 8548,086,913 20 |
| Both branches to March 31, 1913, as above | 8686,394,992 71 |



ENTERED IN CHARGE NEW YORK AND CANAL

The publications issued by the department annually are: annual report, railway statistics, canal statistics, telegraph statistics, telephone statistics, and express statistics, annual reports of the Board of Railway Commissioners and the Transcontinental Railway Board. The annual report is accompanied by a portfolio of maps showing the railways and the canal systems of the country. The department also publishes from time to time special reports and maps.

### **National Transcontinental Railway**

Though not, strictly speaking, a part of the Civil Service of Canada, the staff that has been at work since 1904 on the construction of the National Transcontinental Railway is so closely allied with the Department of Railways, and is so extremely important in itself that the present work would be incomplete were no mention made of this branch of governmental activity.

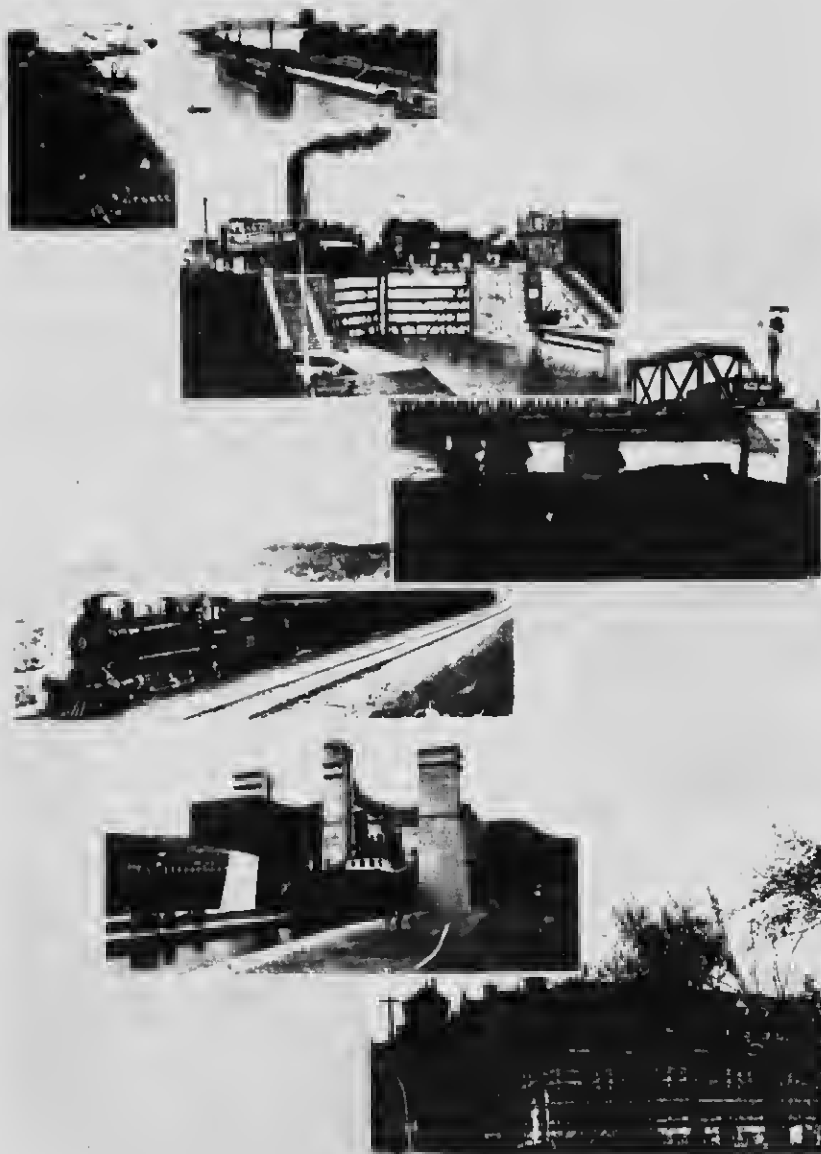
The National Transcontinental is the line that traverses the northern part of Eastern Canada from Winnipeg to Montreal, a distance of 1,804 miles. It is built in pursuance of a bargain made with the Grand Trunk Pacific Railway Company. Under that bargain the government was to construct the road, and the company to operate it under a fifty years' lease.

Construction was carried on by a Commission appointed by the government. Under the former government there were four commissioners, but the present administration handed the work over to a single commissioner, Mr. R. W. Leonard, who is now in charge. At the height of the work there was a large staff of experts in the several branches, all chosen from among the ablest men available. For, in spite of differences of opinion among politicians and engineers as to the wisdom or prudence of the policy adopted in construction, it is universally conceded that the railway is the best-built original road ever known in America, and many hold that it is better as originally constructed than any other road, even after years of development and improvement. Though it was a pioneer line, and through an absolute wilderness, nearly all the way, those who outside of it had in mind the handling of through traffic and built accordingly. The difficulties to be faced and the problems to be solved can be imagined; and it is to the everlasting credit of those upon whom this duty was laid that the road as it stands is admitted even by those who hold that the policy involved in its construction was fundamentally wrong.

The chief responsibility while the work was doing, and the greatest credit for what has been accomplished, go to Mr. Gordon Grant, chief engineer of the Commission, a man eminent in his profession before, but with a higher reputation now than ever because of his splendid success in constructing one of the most remarkable railway lines in the world.

The staff under Mr. Grant is already disbanding, for the road is practically completed. Many are being drafted into the several departments of the public service, while others find employment in connection with railway and other projects of industrial and national development.

In this connection it will be convenient to refer to the work on the Quebec Bridge. Though this work was decided upon before the National Transcontinental project took shape, and though it is being carried on under a separate commission, yet it is usually discussed by public men in connection with Transcontinental affairs. The work, as everybody will sadly remember, was interrupted by the shocking disaster of the autumn of 1907. With new plans, and under the close and anxious supervision of the most eminent bridge builders in the world, the construction is now going forward full swing, and it is expected that the bridge will be ready for traffic in 1917. The Quebec Bridge Commission is composed of three world-famed engineers, Messrs. C. N. Mousarrat, chairman and chief engineer, Ralph Modjeska and C. C. Schneider. Under these men is an elaborate organization of specialists. This is a most spectacular division of public service of Canada, for the work upon which they are engaged has challenged the attention and admiration of all mankind. When the work is finished Canada will have the satisfaction of having taken the lead in bridge-building, for the Quebec bridge will be the greatest structure of its kind in the world.



Entrance to Port Colborne Harbour

Hudson Bay Railway Bridge across Saskatchewan River

Locks at Saint Ste. Marie at The Pas

Intercolonial Railway, "Ocean Limited"  
near Halifax, N.S.

Intercolonial Railway General Offices, Moncton, N.B.

Hydraulic Lift Lock, Trent Canal, Peterborough

## **The Board of Railway Commissioners**

upon it, an eastern editor writes,

"The establishment of that board was one of the best things that ever came out of Canadian politics."

"A splendid public asset."

So the Board of Railway Commissioners needs no "boost" in these pages. It is the people's court. All the time and at any time, any citizen or citizens may go before the Commission without so much as a lawyer or a dollar bill and ask and get prompt justice against the biggest railway company in the land.

How this great modern tribunal acquires the information upon which to base its wise justice and how its mandates are carried into effect are matters essential to its work and existence. Judges may not adjudge without evidence, and judgments are vain things unless there be officials to carry them out.

So the Board of Railway Commissioners has a staff, persons who, like most civil servants, are but little in the public eye, but who daily render Canada immeasurable service and without whom the welfare of the country would suffer woefully. This staff numbers, at present, ninety persons, ranging from engineers and mechanical experts of international reputation to messengers and stenographers. It is divided into several executive departments under the principal headings of "Traffic," "Engineering," "Records," "Secretary's," "Law" and "Operating;" there being also several purely clerical branches. Each department has at its head an official of special training and long experience in his special line, having charge of, and responsibility for, a distinct division of the work of the Commission.

Just how much work there is to be done and how closely it concerns the welfare of the people of Canada may be indicated in a general way by quoting a few points from the last-published annual report of the Board. It shows that, —

2153 railway accidents, involving death or injury to 2,400 persons, were reported, of which number 406 were made the subjects of official investigation;

786 complaints were received and attended to;

694 cases were heard by the Board;

121,077 freight cars and 2,318 locomotives were inspected;

333 engineering inspections of trackage, bridges, crossings, etc., were made;

Hundreds of regulating orders were issued by the Traffic department;

A constant inspection of passenger equipment, yards, stations, rights of way, fences, fire-guards, etc., was maintained by the officers during their constant travelling to and fro over every line of railway from Sydney to Prince Rupert.

All this means an accomplishment of immense magnitude for the protection and comfort of the travelling public, for the facilitation of commerce and for the safety of even those whose only direct connection with the railway business of the country is the risks they incur at grade crossings. Even the man who lives so remote from railway lines that he never sees the smoke nor hears the screech of a locomotive is not independent of the Railway Commission, for the Board regulates the freight rates which have so important a bearing on the cost of even the clothing he wears and the food he eats. Everyone in Canada owes something to the Board of Railway Commissioners and its staff.

The headquarters of the whole organization is, of course, in Ottawa, but the Operating department, for the prompt despatch of its work, has branches in Toronto, Winnipeg and Calgary.

When the Board was created, the organization of its staff required much careful thought and the efficiency and economy of the system which has been built up is tribute to the ability of the Commissioners and their chief officers who had the matter in hand. Up-to-date business methods prevail. There are no musty traditions to be honoured and no useless red tape is

"The greatest creation of Parliament in many years" that opinion of the Board of Railway Commissioners for Canada, expressed by a western newspaper, is heartily echoed from Lunenburg to Prince Rupert. Commenting on "The establishment of that board was one of the best things that ever came out of Canadian politics," "The more power that board has the better."



H. L. DRAYTON  
CHIEF COMMISSIONER OF THE BOARD OF RAILWAY COMMISSIONERS

employed. Certain forms of procedure are rigidly adhered to, but these forms have been designed to at once facilitate and assure the precise performance of every act of public service discharged by the Commission. When a farmer reports the failure of a railway to keep a cattle-guard in repair, his complaint receives just as prompt attention as that of a great manufacturing company, aggrieved by alleged excessive freight rates. The express charges on a can of sour cream, the smashing of a trunk by a luggage-man and the petition of the second largest city of Canada against a multi-millionaire power company which made free use of streets as right of way for its pole lines were all within the scope of the Commission. The staff prepared the complaints for hearing and, when judgments had been given according to law and equity, the staff officials saw that they were duly delivered and carried out. So the Commissioners need a staff and the country needs both, and Canada is a better place to live in because both are doing their duty every day.

### **Post Office Department**

When in 1760 Canada became a British possession, a postal system connecting all the older British colonies with one another, and attached to that of the Mother Country, was in operation in North America; the system being under the control of the Postmaster General of Great Britain, who administered it through deputies of his own choosing, one of the earliest of these being Benjamin Franklin, whose appointment dated from 1753. The post office at this time, and for many succeeding years, was not a popular institution, the high postage rates making this impossible. Franklin made no attempt to effect a reduction in the rates, although quite appreciating the value of good and satisfactory service.

In 1763, when the news of the Peace of Paris reached America, Franklin opened post offices at Montreal, Three Rivers, and Quebec, placing them all under the charge of Hugh Finlay, a young Scotchman who had come to Quebec in 1760, and who became the first resident Postmaster General. The system in Canada was connected with that of the other colonies by a courier service between Montreal and New York; weekly trips being performed by way of Lake Champlain and the portage to the Hudson, and down that river to New York, connecting with the sailing packet monthly for Great Britain.

Rates designed to meet new conditions were fixed in 1765. A rate of 1d. a letter up to 60 miles and 6d. up to 100 miles remained in force, as before, with 2d. a letter for every hundred miles beyond the first hundred. From New York to Montreal and Quebec, the rate was then made 1s. and 1s. 1d., respectively, and between Montreal and Quebec 8d. and 6d. between either place to Three Rivers. Between any two sea-ports the rate was 1d.

The American Revolution interrupted the postal service, and for some years dissatisfaction and discouragement prevailed. Eventually conditions improved and with the establishment of a mail route between Quebec and Halifax in 1788 post offices were opened at Fredericton, Digby, Annapolis, Horton (near Wolfville) and Windsor.

Post offices were established in 1755 at Halifax; in 1784 at St. John, and in 1789 at Lacolle, Cedars, Coteau du Lac, Charlottetown, Cornwall, Lancaster, Osnabruck, Augusta, Elizabethtown (now Brockville) and Kingston.

After Hugh Finlay, George Heriot was Deputy Postmaster General, and he strongly urged the needs of the Upper Province for better mail service, York (Toronto) being completely isolated, although then, as now, the Capital.

Niagara had a post office in 1789, but no regular service before 1804, and not until 1810 was a regular service given to Upper Canada. In that year fortnightly carriers were put on between Montreal and Kingston and the route maintained throughout the year. In 1811 a similar service was given to York and Niagara, with occasional trips to Amherstburg.

Heriot resigned in 1816, and Daniel Sutherland succeeded him. At this time the agitation for the control of the post office by the colonies commenced and culminated only after the two provinces were united.



HON. LOUIS PHILIPPE, PRIME MINISTER  
PROSELYTIC GENERAL

Some instances to show the excessive rates charged may be edifying. On a single letter carried by packet from London, Eng., to Quebec by way of Halifax, 92 cents; to Montreal, 96 cents; to Kingston, \$1.04; to Toronto, \$1.12, and to Amherstburg—the end of the postal system, \$1.21.

In 1827 Mr. Stuyner succeeded as Deputy Postmaster General. During his tenure of office the agitation for redress of grievances was not allayed, a newspaper rate grievance being added to those already existing, and the British Government was forced at last to submit the whole matter to the law officers of the Crown. The Imperial Act of 1834 was the outcome, but its defects were so manifest that it was set aside and the Assemblies of both provinces tried their hands on Post Office Acts of their own.

In Lower Canada the subject was considered by a special committee of the House. This committee recommended that a provincial postal system be established in Lower Canada. In Upper Canada there was also a demand for a local postal system under the control of the Provincial government. Shortly after this the home government placed the whole matter in the hands of Lord Durham, who, in his celebrated report on the state of affairs in the Canadas, gave it as his opinion that there was great justice in the complaints of the Legislatures, and recommended strongly that, if any plan for the united government of the colonies should be adopted, the control and revenue of the post office should be given to the colony. Mr. Parlett Thomson (afterwards Lord Sydenham) came to Canada in 1839, with instructions to give effect to the policy enunciated by Lord Durham, and he appointed a Commission thereon, whose report, made on the last day of 1844, was the foundation of the re-organization of the department which took place after the union of Upper and Lower Canada in 1841.

The period between 1840 and 1867 was one of great importance in the history of Canada's post office; mail transportation across the Atlantic and through Canada by steamship and railway being the factors which brought about new postal conditions fraught with immense potentialities for the Dominion.

Rowland Hill, the illustrious expounder of penny postage, saw on the 10th January, 1840, his great scheme of a penny per half-ounce rate adopted by the British Government to apply to every part of the United Kingdom, and thus the thin edge of the wedge was driven into the theory that high postage rates were demanded in order to maintain an adequate postal revenue.

In Nova Scotia (including Cape Breton) in 1841, there were 17 post offices and 51 sub-post offices. Prince Edward Island had very indifferent mail accommodation at this time, although it had irregular communication with Nova Scotia in 1803, a packet service between Pictou and Charlottetown in 1816, and in 1827 an inland service with a 2d. for letters and 1d. rate for newspapers.

Much contention arose at this period with regard to the conveyance of British mails between Quebec and Halifax, the British Government desiring that Canada should pay a share of the expense, which the Legislature of Nova Scotia refused to do. Accordingly a change was made in the landing place of British mails, and in 1851 letter mails for Canada were landed at Boston.

Under Lord Elgin, who assumed office as Governor General at the end of January, 1847, a new era in Canada's postal affairs began. Lord Elgin met representatives of the two colonies of Nova Scotia and New Brunswick at Montreal, and discussed with them the questions as to whether there should be one system comprehending a postal service in all the provinces or whether each province should have its own system; the result being that the latter proposition was decided upon. A 3d. rate for any distance up to 300 miles was adopted, leaving other legislatures to charge 6d. per half ounce beyond that distance.

Two deputies of the Postmaster General of Great Britain were in office about this time (1840), one having supervision over the post offices in New Brunswick, Nova Scotia and Prince Edward Island, and the other those in Upper and Lower Canada. These deputies did not recognize the existence of any local authority and, accordingly, much dissatisfaction prevailed.

When on April 6, 1851, the transfer of the control of the Post Office Department in the Province of Quebec was made by the Imperial Post Office authorities to the Provincial

government, there were 601 post offices in operation; the gross revenue raised under the authority of the Imperial Post Office at the high tariff rates then prevailing, being for the preceding year £93,802 currency (\$456,815).

Under the Provincial Act, providing for the management of the department after the transfer, a uniform rate of 3d. per  $\frac{1}{2}$  ounce was charged as against that previously collected, namely, 9d. per  $\frac{1}{2}$  ounce.

In 1851, Mr. Peter LeSueur, father of Dr. LeSueur, the late esteemed and able Secretary of the department, was appointed to establish a money order system for Canada, and to Mr. LeSueur, Sr., is conceded the honour of inaugurating a system which to-day has reached proportions that give cause for pardonable pride.

In Quebec, in 1855, the department occupied two adjoining dwelling-houses on Mount Carmel street, just west of Haldimand street; the staff of the department consisting of 46 or 47 persons.

When in the fall of 1855 the seat of government, and with it the Post Office Department, was removed to Toronto, that city had no direct railway connection with the East. The staff of the department numbered in the following year 23 persons, 5 of whom were under the Secretary, 6 in the Money Order branch, 2 in the Dead Letter office, and 10 in the Accountant's office. The Hon. James Morris was the first Canadian Postmaster General, the officers of the department under Mr. Morris being, Mr. W. H. Grillin, secretary; Mr. E. F. King, chief clerk; Mr. E. J. King, accountant, and Mr. Peter LeSueur, superintendent, Money Order branch. In 1854 the new post office at Montreal was opened for business.

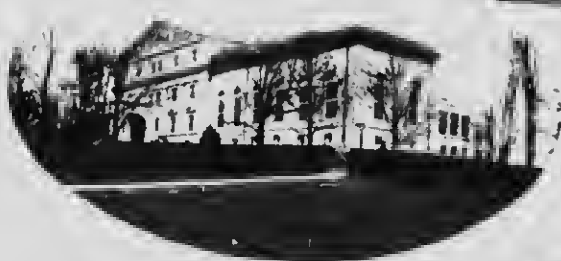
The English mails used to be sent in those days in charge of special messengers between Toronto and New York, Kingston and New York and Montreal and New York. These officers would start from the different cities mentioned with their mails in time for the outgoing steamer, and would receive the incoming mail and conduct it to its Canadian destination.

Postage stamps, which in 1840 were introduced in the mother land, were in 1851 first procured and issued for the prepayment of letters in Canada; the values of these being 3d., 6d., and 1s. The demand for these stamps was not very great and the sales during the last quarter of the year prompted the remark in the report of the Postmaster General that "the sales of the last quarter of the year would seem to demonstrate that the use of the stamps in prepayment of letters is rather diminishing than gaining ground in the community." Messrs. Rawdon, Wright, Hatch & Co., of New York, were the manufacturers of our stamps in the year above mentioned. The issue for the year amounted to £13,142 (\$21,247). To-day the *average issue daily is about double the annual issue* in 1851, the issue for the fiscal year 1912-13 being \$14,142, 927.63. It is evident that the little postage stamp is a popular piece of paper to-day.

The railway mail service of Canada dates from the year 1851, the first service having been operated between Niagara Falls and London. In 1855-6 with the extension of the Grand Trunk railway westward from Montreal, railway post office service was put into operation on this section of the system. There were 1,203 post offices in active operation on March 31, 1855, as against 600 in April, 1851.

On February 1, 1855, the provincial money order system, which was based on that of Great Britain, was organized (as already referred to), and operations commenced at 81 of the principal post offices, the operations of the first year showing a total of money orders issued amounting to upwards of £160,000. About this time a plan of registration was introduced in all the post offices, superseding the practice of recording only letters marked or distinguished as containing money. Any letter which the sender desired record of could, under this regulation, be sent on prepayment of a registry fee of one penny. During the year 1855, the franking privilege was given to correspondence of the Legislature and of the public departments, and charges on the transmission of Canadian newspapers by post abolished.

In referring to the increased cost in transporting the mails by railway at this time, the Postmaster General, in his annual report, said: "Very important facilities are unquestionably secured in this way to correspondence, but at the same time another expensive feature is created by this peculiar equipment of Railway Mail Service." What would be the condition of Canada to-day without the "peculiar requirement" of railway mail service?



Postal Station F, Toronto, Ont.  
Rideau Hall, Residence of The Royal Highness The Duke of  
Connaught, The Governor General of Canada, Ottawa

Bank of Montreal, Montreal, P.Q.  
Post Office and Customs House  
Quebec, P.Q.

Speaking of the accommodation at Toronto, the Postmaster General, in his annual report, states that, "The accommodation afforded by the tenement occupied by the post office at Toronto, appeared to be so entirely inadequate to the requirements of the city, that it was deemed expedient to secure, by the erection of a public building . . . the convenience and improvements urgently required by the increasing correspondence passing through the Toronto post office." The Toronto post office leads the Dominion to-day "by a large majority" in the extent of its postal operations, a fact which, in the light of its early activity in that direction, shows its ambition to be in very truth the "Queen City." During the calendar year 1903, the amount of the issue in postage stamps and other items of the stamp issue in the Toronto post office (which is also a stamp depot) was \$1,739,190, the distribution and sale of which represents only one phase of the work of that office.

During the year 1857 the growing interest of Canada in connection with the Red River and regions of the North West, induced the government to authorize the establishment of mail communication directly through Canadian territory by way of Sault Ste. Marie, Lake Superior and the voyageur route to Lake Winnipeg and Red River. On the upper lakes mails were carried twice a month in summer between Collingwood and Fort William, and from the latter place by canoe to and from Red River. When navigation closed, a monthly service was kept up by snow shoes and dog teams.

In his report for September 30, 1858, the Postmaster General refers to "free newspapers" transmitted annually as exceeding ten millions.

An interesting side-light into early conditions exists in the report of the Postmaster General of 1857, as to the use of postage stamps. "Moreover," he says, "the Department has been led, by the increasing use of postage stamps, to take measures for obtaining the Canadian postage stamps on sheets perforated in the dividing lines, to facilitate the separation of a single stamp from the others on a sheet when required for use."

Again, dealing with the railway mail service, he says, "This Railway Mail organization is fast assuming the proportions of a separate and most important branch of the establishment. Already more than 40 clerks are specially employed in the Railway Post Office, travelling, each clerk, from 600 to 1,000 miles a week in the performance of the above described duties."

In his report for 1859, the Postmaster General refers in these terms to the street letter boxes then adopted: "The experiment of placing street letter boxes in our cities, for the reception of letters, has been commenced at Toronto, and with very encouraging results."

A parcel post system was instituted in January, 1859; the weight limit of 2 pounds soon after having been made 3 pounds. The transmission of parcels by post was then necessarily limited to places within the province, and the revenue therefrom accordingly was small, about \$1,000 per annum being about the average revenue from this source during its earlier years.

The succeeding years up to 1867 saw a gradual growth in postal matters in Canada. London got a new post office in 1860, which its increasing importance demanded.

On January 1, 1861, an arrangement for the exchange of money orders between the post offices of Canada and Nova Scotia came into effect, and on July 1 of the same year Newfoundland, and in the succeeding year New Brunswick, came into the arrangement. Bill stamps and Lower Canada law stamps were undertaken by the department for sale through the post offices, the postmasters accounting for sales of same. Sixty-one clerks were at this time employed in the Railway Mail Service branch of the department.

Referring to the difficulties of the service in New Brunswick on the Matapedia route, which for the first time during the winter of 1864-5 was made by horses, the Postmaster General says, "Since post communication was first established on the Matapedia route—now 29 years ago—the mails have been transported in Winter by couriers, travelling on snow shoes, aided occasionally by dogs when the snow was in fit condition for such animals, and the light sleighs they are accustomed to draw, and more than one courier has lost his life in the performance of this service, over a wilderness track of 96 miles in length, with but three or four places of shelter on the line." The delivery of Her Majesty's mails meant hardship in those days.

Under the terms of Confederation the general postal system of the Dominion, embracing

all the post offices in the provinces then existing, which came in under the Act, took the form that has grown into the system of to-day. The Post Office Act of 1867, passed in the first session of the Dominion Parliament, which took effect on April 1, 1868, provided for a uniform system of post office organization, and enacted a reduction in the rate of domestic letter postage from 5 cents to 3 cents per half ounce, as well as reducing the charges in other directions. On April 1 of the same year (1868), the Savings Bank system was established when 81 of the principal post offices in Ontario and Quebec commenced to receive deposits; the first year's deposits amounting to \$861,655 from 15,134 depositors, giving evidence of thrift and prosperity on the part of the people.

From January 1, 1870, an important reduction was made in the rate on correspondence with the United Kingdom from 12½ cents to 6 cents per half ounce letter; a marked increase in correspondence following the reduction. This year 3,820 post offices were in operation, the revenue amounting to \$1,011,767, and the expenditure to \$1,175,261. In Ontario and Quebec many post offices were opened during the year, carrying postal facilities in every direction. In New Brunswick and Nova Scotia the extension of the railway lines north and west of St. John to Fredericton, and to the United States boundary, also into Nova Scotia over lines in that province to points as far as Halifax, provided improved service to these sections. In the middle and far west to Fort Garry new arrangements were made that offered greatly appreciated mail accommodation.

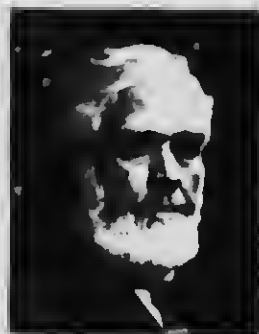
In June, 1871, post cards were first introduced; the demand for stamped envelopes necessitated their issue in the 5 cent and 10 cent denominations as early as 1860. Postmasters of to-day may be interested to know that when the post offices of the several provinces of the Dominion came under a central administration in July, 1867, it was found that in Ontario and Quebec postmasters, save at the chief cities, were always paid by a commission or percentage on the postage collected on the letters and other postal matter posted at and delivered from their respective offices. In Nova Scotia, postmasters and way office keepers were found to be receiving annual salaries. In New Brunswick the compensation was partly of the nature of a salary, and partly of a commission. A general scale of compensation was adopted on January 1, 1870, putting the system on an equitable basis.

In 1872 the postal business of British Columbia and Manitoba was included for the first time in the accounts of the Dominion. New post offices and new routes became established, and from September 11, the Intercolonial railway, between Truro and Amherst, N.S., was used for mail transportation, a distance of 77 miles, uniting the Nova Scotia system of railways with the railways of New Brunswick and the United States, and giving a continuous line of railway mail communication from Halifax to Montreal and Ottawa, and to other cities of Quebec and Ontario.

On November 1, 1872, a reciprocal postal arrangement with Newfoundland went into effect and the prepaid letter rate was reduced from 12½ cents to 6 cents.

In 1873 a post office inspectorate at Victoria was established; Prince Edward Island came into Confederation, and 180 post offices were added to the number already in operation in the Dominion. Besides free delivery by letter carriers in the principal cities which followed in 1871, other advanced features were adopted, such as present-day treatment of dead letters, and the sale of postage stamps by stamp vendors. In this year Mr. J. Cunningham Stewart was superintendent of the Savings Bank branch; Mr. W. H. Griffin, Deputy Postmaster General; Mr. P. LeSueur, chief superintendent, Money Order branches; Mr. Wm. White, secretary, and Mr. H. A. Wicksteed, accountant. The money order systems in the provinces were under the supervision of local superintendents at this time.

On October 1, 1874, free delivery by letter carrier went into operation in Montreal; and in Toronto, Quebec, Ottawa, Hamilton and St. John in the following year. Previous to this a charge of 1 cent on each letter and newspaper was collected on delivery by letter carriers. The Post Office Act of 1874, which took partial effect on May 1, 1875, made many and important changes in the postal system of Canada, chiefly in the adoption of the principle of compulsory prepayment in respect of all matters passing by post within the Dominion, and in the reduction of the charges on newspapers, periodicals and miscellaneous articles. A 5 cent rate between



NATHAN SHAKESPEARE  
Victoria, B.C.



EDWARD HACKETT  
Chatham, P.E.I.



H. W. REDKNAP  
Halifax, N.S.



E. J. GOGGIN  
Quebec, P.Q.



ADAM BROWN  
Hamilton, Ont.



JAMES STEWART  
Kingston, Ont.



G. S. ARMSTRONG  
Edmonton, Alta.



R. G. MACPHERSON  
Vancouver, B.C.

# SOME CITY POSTMASTERS

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Canada and the United Kingdom was adopted, and three registration stamps issued, namely, a 2-cent red stamp for the registration of letters within the Dominion, a 5-cent green stamp for registered letters for the United States, and an 8-cent blue stamp for registered letters to the United Kingdom. Since 1893 no distinctive stamp has been used, experience having taught the department that the ordinary stamps were preferable and prevented confusion.

In Halifax, letters and papers have been delivered by letter carriers since 1851. When this system began at Montreal, Toronto, Quebec and Ottawa the letter carriers were paid regular salaries and the fees collected by them were brought to revenue account. At Hamilton and St. John the carriers received no salaries, but retained any compensation for their services; the fees on the letters and papers they delivered brought them. Tuesday letter carriers are paid a per diem amount ranging from \$2 to \$3.

In 1854 there were only 55 miles of railway used for mail purposes, in 1875 there were 1,176, and on March 31 last, 28,700 miles. Mails began to be carried over the Prince Edward Island railway on June 1, 1875. The Intercolonial railway had been extended the previous year from Campbellton to Moncton, affording thereby a better service to the country intervening.

In 1871 a change was made in the manner of treating "dead" letters, whereby all such letters originating in Canada, where the address was given, were returned to the writers. Previous to this unclaimed letters were advertised, the cost of same being considerable.

On June 17, 1875, mails by Canadian mail steamers to and from Liverpool via Londonderry were first landed and embarked at Rimouski by steam tender, thus greatly accelerating the mails inwards and outwards. The following two years were not eventful.

The opening of new post office buildings in Montreal, St. John, and Ottawa, the establishment of free letter carrier delivery at London, April 21, 1876, and the opening of the Intercolonial railway throughout its entire length, by which Halifax and St. John were connected with the whole railway system of the Dominion, were some of the occurrences that may be noted. The application of Canada for admission to the Postal Union, not proving successful, the charges on postal matter between Canada and the United Kingdom were assimilated to the Postal Union rates, and a convention arranged with Germany from April 1, 1877, for the exchange of mails between that Empire and Canada under the conditions of the Union. On July 1, 1878, Canada was admitted to be a member of the General Postal Union, and in consequence the rate of letter postage between Canada and all Europe became one uniform charge of 5 cents per half ounce. The importance of Canada, postally speaking, was thus fully recognized, and we were given a voice in the future settlement of the conditions of postal intercourse between the nations of the civilized world.

Having in mind the splendid proportions to which the issue of postage stamps has grown to-day, when the department looks forward to an \$15,000,000 issue for the fiscal year, it is interesting to refer to the issue of \$1,543,208.66 for the fiscal year 1878, and to compare this *annual* issue with the issue for the month of December, 1913, which reached the large amount of \$1,661,999.89. Only by giving such comparisons can be conveyed to the mind how great has been the expansion within the past thirty years. During 1878 there were 769 Money Order and 297 Savings Bank offices in the Dominion.

The growth in the postal service in Manitoba, Keewatin and the North West during the ten years previous to 1880 was very remarkable. In 1871 there were but 16 post offices, in 1880 there were 117, of which 79 were established within the 11 months previous to June 30, 1880. The only provision made for the correspondence in 1871 consisted of a single bag twice a week in a Red River cart between Winnipeg and the United States frontier at Pendina.

In 1881 the Money Order and Savings Bank branches were amalgamated, with Mr. J. Cunningham Stewart as superintendent of the united branches. Mr. John Dewe was Chief Post Office Inspector. On January 2, 1882, railway mail service over the line of the Canadian Pacific railway between Winnipeg and Brandon was established.

In the following year the postal service in Manitoba and the North West continued to expand; the completion of the Canadian Pacific railway to Calgary, 816 miles west of Winnipeg, making it possible to provide mail service by train to that point; 224 additional post offices were established during the fiscal year, a total of 6,395 being in operation in November, 1883.

The postal revenue collected during the year ended June 30, 1883, was \$2,264,384.94. The value of the postage stamp issue for the year was \$2,178,000.55, only about one-half a million dollars more than the issue for one month at the present time.

In November, 1885, a daily postal car service was first operated over the line of the Canadian Pacific railway between Montreal and Winnipeg, which proved to be the precursor of a greater event, and one that marked a memorable epoch in the history of Canadian letter mail service, when, on June 28, 1886, the first through train left Montreal for Port Moody, the terminus of a continuous daily line of mail service by postal car then being established between Halifax and the Pacific coast, passing over Canadian territory all the way, a total distance of 3,740 miles.

The Canadian Parcel Post, that commenced in January, 1859, under which parcels were transmitted within Ontario and Quebec, saw a slow but marked development, and in the first year of Confederation was much better appreciated. Previous to August, 1885, the system did not extend beyond the limits of the Dominion, but in that month an arrangement went into operation for the transmission of parcels between the United Kingdom and Canada.

The Money Order and Savings Bank systems continued to show a steady increase in transactions; 910 Money Order offices and 392 Savings Bank offices being in operation on June 30, 1886. The Savings Bank system, established April 1, 1868, has always been, but more particularly during the earlier years of its operations, of great benefit to the people of the Dominion, as chartered banks were not so generously distributed throughout Canada in 1886 as they are today. On September 1, 1885, the system was extended to the Provinces of Nova Scotia and New Brunswick.

As a result of the opening of the Canadian Pacific railway to the Pacific coast in 1886 direct transmission of correspondence between Canada and Japan and China was established.

On January 1, 1888, Mr. H. A. Wicksteed, the accountant of the Department, retired, after 18 years of official life, during which he had seen many changes and given faithful service. The several accounting branches of the department, the Accountant's, the Cashier's, the Money Order, and the Savings Bank branches were, on February 1, 1888, placed under the charge of Mr. J. Cunningham Stewart with the title of Financial Comptroller. On June 30 of the same year, Mr. W. H. Griffin, who became Deputy Postmaster General at Confederation, retired, and Col. Wm. White succeeded him. Mr. W. D. LeSueur succeeded Col. White as secretary, and Mr. W. H. Smithson was made accountant. The death of Mr. J. Cunningham Stewart on December 26, 1888, and the retirement of Mr. John Dewe, Chief Post Office Inspector, removed two highly respected and able officials from the service of Canada. Mr. Dewe was succeeded by Mr. Matthew Sweetman.

The Deputy Postmaster General, in concluding his report for the fiscal year, 1889, says, with reference to the introduction of women into the civil service, "Whilst they have in no way lessened its efficiency, their presence has tended to improve the morals of the Service, and to introduce a courtesy in the conduct of business which men working by themselves are too apt to despise." Col. White adds, "Several of the young ladies recently appointed to the post office service have shown remarkable aptitude in acquiring knowledge of their duties." The foregoing is interesting in the light of the numerous appointments in recent years of the "gentler sex."

The revenue and expenditure of the department throughout the preceding years were very vital issues in its administration. Although the revenue gradually increased, the expenditure largely owing to the excessive cost of serving a new and growing country, kept pace with it. In 1890 the fiscal year's operations showed a deficit of \$717,080.96.

By the sudden death of Mr. Thos. P. French, Post Office Inspector of the Ottawa division on November 7, 1889, the Department lost a valuable officer. Mr. Frank Hawken (since retired) was appointed to the vacancy.

The Postmaster General's report for 1893 says, "The establishment of direct communication between Canada and Australia by a line of British steamships, calling at Honolulu and Fiji, has completed the last link in the chain linking the great colonies of Canada and Australia and the Mother country together; and, as affording the means of direct mail communication be-

tween Canada and Australia may justly be recorded as to, for the most important event in the history of the Canadian post office since the opening of the Canadian Pacific Railway to Vancouver." On May 18, 1894, the *Monarca* made her first trip to Vancouver.

Even in 1895 extreme conditions existed in serving Manitoba, the North West Territories and British Columbia, and no doubt to-day Canadians in remote places, that are yet to be found in such a broad land as ours, receive their mail very irregularly and at a cost of much expense and hardship. But we live in a day of big things for Canada, and it, unarguably, there are places where His Majesty's mails are not at present welcomed by His loyal subjects, such conditions will, with the march of progress now so evident, be relieved in good time.

On June 30, 1895, Mr. W. H. Smithson, who succeeded Mr. H. A. Wicksteed as accountant, retired, and Mr. W. J. Barrett was appointed accountant from July 1, 1895. Mr. James Phinkett, superintendent, Postage Stamp branch, died during the year, and Mr. L. P. Stanton was appointed to the superintendency. Previous to Mr. Phinkett's appointment to the position, Major Weatherly, retired, was in charge of the branch.

Two matters of interest which occurred in 1897 may be noted, one the issue of a special set of postage stamps commemorative of the Diamond Jubilee of Her late Majesty, Queen Victoria, and the other the establishment of the Railway Mail Service branch under the supervision of Mr. B. M. Armstrong, with the title of Controller. When the branch was formed on April 1, 1897, attached thereto there were 9 superintendents, 389 railway mail clerks, and 10 transfer agents. To-day there are 14 superintendents and, in round figures, 1,000 railway mail clerks, and transfer agents and messengers.

During 1898, a number of important changes were introduced. On July 1, the Dead Letter branch was decentralized, each office being opened at Toronto, Montreal, Halifax, Winnipeg, and Victoria for the treatment of dead letter matter of all kinds. At Charlottetown, St. John, Sherbrooke, Quebec, Kingston, Hamilton and London branches were established for the treatment of mail matter other than letters. This innovation has proved a great benefit. At the same time the department established a system of special delivery in cities in which mail carrier service existed, and on August 1, the Postal Note system was inaugurated for the purpose of providing the public with a cheap and convenient means of remitting small sums of money.

On July 1, 1898, Mr. David Matheson, superintendent of the Savings Bank branch, retired owing to ill health. Mr. W. H. Harrington succeeded him, and is yet superintendent of the branch.

On January 1, 1907, stamp depôts were established at Winnipeg, Calgary and Vancouver, to meet the expansion in the North West. Later depôts were established at Toronto, Regina, and Halifax.

It may be observed here that every sheet of stamps, now amounting in value to over \$14,000,000 worth annually, is examined and checked in the Postage Stamp branch when received from the manufacturers and again when issued to the stamp depôts and post offices of the Dominion, the checking process requiring to be done by employees of the branch who check each other's work before the amount of the requisition of each postmaster or stamp depôt is allowed to leave the department. All post cards, etc., are also carefully checked, and issued in quantities as required.

Last but not least in postal evolution must be mentioned the Parcel Post system established on February 10, 1911, which all Canadians hope may be a splendid success.

There has been no attempt to enumerate in this article the names of all the Postmasters General, nor have the names of all the heads of branches or of those who held and still hold positions of trust been given. Undoubtedly some have been omitted.

It has not been possible in the space of a few thousand words to cover 150 years of departmental history with any degree of satisfaction. The proper treatment of the subject would require volumes. But it is hoped that what has been related will be found sufficiently interesting to reward the reader. The future of Canada is destined to be great and various in the annals of history, and no department of government service will be a greater factor in her upbuilding than will be the "P.O.D."

***The men at the head who are responsible for the working of Canada's  
Post Office Department, February, 1914***

|                                                         |                                      |
|---------------------------------------------------------|--------------------------------------|
| Hon. Louis P. Pelletier, K.C., M.P.                     | Postmaster General.                  |
| R. M. Conlter, M.D., C.M.G.                             | Deputy Postmaster General.           |
| Captain H. B. Verret, . . .                             | Assistant Deputy Postmaster General. |
| W. J. Johnstone, . . .                                  | Financial Superintendent             |
| A. W. Thrope, . . .                                     | Secretary                            |
| W. J. Glover, . . .                                     | Accountant                           |
| E. E. S. Grant, . . .                                   | Supt. Money Order Branch             |
| W. H. Harrington, . . .                                 | Supt. Savings Bank Branch            |
| Sidney Smith, L.S.O.                                    | Controller Postal Stores             |
| G. J. Binks, . . .                                      | Supt. Dead Letter Office             |
| E. J. Lemaire, . . .                                    | Supt. Postage Stamp Branch           |
| G. C. Anderson, . . .                                   | Supt. Mail Service Branch            |
| R. M. Armstrong, . . .                                  | Controller of Railway Mail Service   |
| Samuel T. Bastedo, . . .                                | Supt. Annuities Branch               |
| A. Boddie, . . .                                        | Supt. Rural Mail Delivery Branch     |
| B. M. Northrop, . . .                                   | Supt. Staff Branch                   |
| George Ross, L. S. O., Chief Post Office Supt., (W. D.) | Toronto                              |
| L. J. Gaboury, Chief Post Office Supt., (E. D.)         | Montreal                             |
| W. E. MacLellan, . . . Post Office Inspector            | Halifax                              |
| John F. Whear, . . .                                    | Charlottetown                        |
| N. R. Colter, . . .                                     | St. John                             |
| S. Tanner Green, . . .                                  | Quebec                               |
| C. L. V. Gaudet, . . .                                  | Montreal                             |
| P. T. Coadieon, . . .                                   | Ottawa                               |
| Henry Merrick, . . .                                    | Kingston                             |
| Alex. Sutherland, . . .                                 | Toronto                              |
| C. T. Campbell, . . .                                   | London                               |
| H. H. Plimney, . . .                                    | Winnipeg                             |
| E. H. Fletcher, . . .                                   | Victoria                             |
| J. R. M. Greenfield, . . .                              | Vancouver                            |
| D. A. Bruce, . . .                                      | Calgary                              |
| A. W. Cairns, . . .                                     | Edmonton                             |
| F. M. MacNaughton, . . .                                | Moosajaw                             |
| John Chamard, . . .                                     | Saskatoon                            |
| A. Limoges, . . .                                       | North Bay                            |
| L. E. Distons, . . .                                    | Sherbrooke                           |

***Superintendents of the Railway Mail Service***

|                       |                      |               |
|-----------------------|----------------------|---------------|
| F. P. Bent, . . .     | Nova Scotia District | Halifax       |
| John F. Whear, . . .  | P. E. Island         | Charlottetown |
| A. J. Gross, . . .    | New Brunswick        | St. John      |
| O. Z. Tallut, . . .   | Quebec               | Quebec        |
| F. Briegel, . . .     | Montreal             | Montreal      |
| Clas. Plumb, . . .    | Ottawa               | Ottawa        |
| J. E. McLeod, . . .   | Toronto              | Toronto       |
| R. G. Mercer, . . .   | London               | London        |
| C. E. Kavanagh, . . . | Winnipeg             | Winnipeg      |
| C. A. Hishop, . . .   | Moosajaw             | Moosajaw      |
| G. D. Davidson, . . . | Calgary              | Calgary       |
| J. O. MacLeod, . . .  | British Columbia     | Vancouver     |

**Accountant's Branch**

This branch is in four sections: the Revenue, Expenditure, Salary Warrant and Postal Note divisions.

The Revenue division is closely connected with the Money Order Branch, the two forming, as it were, a great mortised beam in the frame work of the Post Office Department. The Money Order Branch has the initial auditing of the accounts to attend to, since all returns from the accounting offices come direct to that branch, but the Revenue division must attend to the important work of seeing that each postmaster's cash is all right, and that makes it a central point which the transactions of almost all the branches of the postal service converge. Not only must the officials of this division see that every cent collected for Money Orders is accounted for, but their eyes must be on the supplies of postage stamps and postal notes in the postmaster's hands. They must take care that not one Savings Bank deposit goes unchecked, not one Annuities payment is overlooked. The division is in contact with hundreds of banking offices, each acting as an agent of the Department in the collection of post office cash. The Money Order Branch has relations only with the larger post offices, but the Revenue division must follow the business of every postmaster, down to the lone widow at the cross-roads who keeps her credit supply of postage stamps on the kitchen shelf. Some day a book will be written about this work. We can here suggest only the outline and pass on.

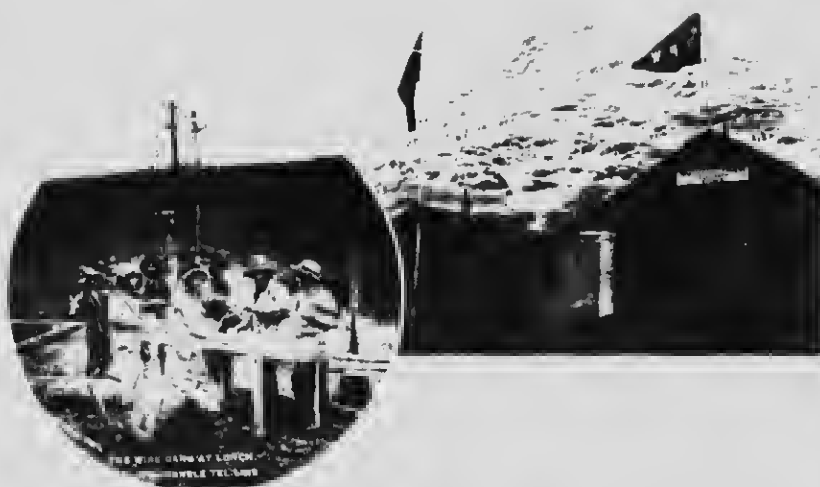
The Expenditure division deals, of course, with disbursements, and mainly with disbursements under parliamentary appropriation. The salaries of the postmasters and clerks at the city offices and of the railway mail clerks, the amount due on mail contracts and all and sundry accounts which vex an accountant's soul, are paid here. The duties of the division demand accuracy, industry and patience. This division will have the oversight of over thirteen million dollars next year. But not all payments are made by the Expenditure division. The Post Office Department makes large disbursements from the Revenue direct by means of warrants. The salaries of the postmasters at the smaller offices and the commissions due them on money order, postal notes, savings bank and Annuities business are so paid. This mode of payment is quite peculiar to the post office service. The postmaster at Carleton Place, say, receives in a year, the sum of \$7,000 for the sale of stamps and for rent of post office boxes. His salary is based on these collections. The Salary Warrant division issues a warrant to him each quarter and this warrant entitles him to pay his own salary out of the cash in the official till. If he needs help to run his office he must pay for that out of the allowance he receives. The Department holds him alone responsible, however. Each one of the thousands of postmasters throughout the country outside the city offices, is paid in a like manner. This is no work for children.

The Postal Note division might seem to be a smaller Money Order Branch, but in many ways its scope is more extensive. We all know the white and blue notes so easily purchased, at times, but how many of us pause to consider the ramifications of the business of which the note is the visible sign. A postal note may be purchased at any Money Order office and at many offices that do not do money order business. The postal note is near-money. It is a money order half way on the road of evolution into a bank-note. Great care must be taken in issuing and accounting for such valuable instruments of exchange. The watchword of the Postal Note division is system. The notes are so well registered and indexed, that they are on hand for reference in cases of dispute about payment, which often arise.

**Money Order Branch**

The Post Office Department is one of the greatest financial institutions of the Dominion. Consider these figures illustrative of the work of the Money Order Branch for the year 1912-13:

|                         |                  |
|-------------------------|------------------|
| Money Orders issued     | 6,866,563        |
| Amount of Orders issued | \$101,153,272.42 |
| Money Orders paid       | 4,904,577        |
| Amount of Orders paid   | \$89,116,673.02  |



The Wire Gang at Lunch, Athlon-Queensville Tel. Line  
 Sir "Tyrian," Government Service Cableship  
 Chemical Engine No. 1, Athlon-Queensville Tel. Line

Dom. Gov. Tel. Officers, Burnet, B.C.  
 Snow Cut, Summit of Nakina Pass, May 2, 1900  
 Athlon-Queensville Tel. Line

There were on March 31, 1913, Money Order offices to the number of 3,923 in operation in Canada, and all over the world there were postmasters acting as agents of the Canadian government in the transaction of postal order business. During the year 1912-13, Canada issued 1,138,433 orders on Great Britain, 949,321 on the United States, and 12 on Fiji, while Great Britain required us to pay 73,616 orders for her, the United States 171,026 orders, and the Fijians themselves had 15 payments to make in Canada; all which the Canadian Money Order Branch executed. And in between these extremes can be listed the transactions carried on with Austria, Bahamas, Denmark, Japan, Mexico, Tasmania and many others "too numerous to mention."

This work, as far as Canada is responsible, is attended to by a superintendent and staff at Ottawa, the Money Order Exchange Office, and the postmasters and other officials in charge of the four thousand "accounting offices" dotting the expanse between Sydney and Dawson. These men are mostly under bonds and their work is subject to the supervision of a corps of inspecting officers. At some offices there is a steady stream of applicants for orders, with funds for disbursements to T. Eaton and Son, or to Italy, according as the purchaser needs a trying pat sent by Parcel Post or has an old mother waiting for her monthly pension on the banks of the Tiber. The head office at Toronto issues a hundred thousand orders a year. At other offices there may be only one order a day to be issued. Yet there, too, must the machinery be in operation and all the records and accounts kept as faithfully as in the metropolis. But this brings us up to the work of the Accountant's Branch and to that we cross, regretting that space will not allow a description of the intricacies of the work of the Exchange Office, and of the staff which has to follow an order issued at Akerfeldt, Ont., until it returns as a paid order from Ymir, B.C.

### ***Post Office Savings Bank Branch***

This branch was instituted under 31 Vic. Chap. 10. The growth of the business and the popularity of the government as a trustee of the people's money may be estimated from the fact that the number of offices doing business have increased from 81 in 1868 to 1,212 in 1913. The business done by the officials of this branch may be estimated by the fact that 40,120 new accounts were opened during the year 1913. Offices are authorized to do a savings bank business on the recommendation of the inspectors. A staff of 50 clerks are at work in this branch at Ottawa. At the close of the fiscal year 1913, \$42,728,941 were on deposit in this branch.

### ***Postage Stamp Branch***

Although small numerically this branch deals with big things and looms up large when the question of revenue is taken into account. For instance during the fiscal year 1912-1913 the issue of postage stamps, etc., from the Postage Stamp Branch amounted to \$14,112,927.63 and out of this issue were sold \$13,160,334.51 worth to the people of Canada. The gross revenue of the department for the same fiscal year amounted to \$15,671,628.37, and therefore all the revenue except \$2,241,293.86 was derived from the issue and sale of items of the stamp issue.

The past few years have been Canada's growing time, and no branch of government has had its finger on the pulse of prosperity with more certainty of progress than has the Postage Stamp Branch. From an issue of \$5,492,433.15 during the fiscal year ended 31st March 1903, the issue has gone up to almost \$15,000,000 during the last fiscal year. So greatly did the work increase in connection with the issue that a few years ago six stamp depots were established throughout the Dominion, namely, at Vancouver, Calgary, Regina, Winnipeg, Toronto and Halifax, where stamps, etc., are sent in bulk and from thence distributed as required to post offices within a certain radius.

All stamp supplies are manufactured by the American Bank Note Co. at Ottawa, and these are checked sheet by sheet and item by item when received at the Branch, necessitating an amount of work not generally appreciated. The stamped envelopes are manufactured by the Printing Bureau, for which the demand is steadily increasing.

The issue of stamp licenses and permits also comes under the Postage Stamp Branch, the

system being one that lends itself to security for the department in the sale of stamps and accommodation to the public generally. There are over 3,000 licenses and permits now in existence.

Mr. E. J. Lemaire succeeded the late Mr. E. P. Stanton as Superintendent of the branch in May, 1912, and has shown since his appointment much of the ability and energy that characterized his career as private secretary of Sir Wilfrid Laurier when Premier. Mr. Lemaire's staff numbers seventeen, Mr. E. L. Taylor being Assistant Superintendent.

### **Postal Stores Branch**

Every post office in the land has to have an equipment, scales, dating stamps, seals, forms, etc. Every mail route must be provided with mail bags. Every letter carrier must have a uniform. The Department at Ottawa, the Railway Mail Clerks, the Post Office Inspectors, must all be provided with stationery. This is a branch of the postal service that must not be left to chance and hazard. And it is not so left. The Postal Stores Branch is one of the most efficient business institutions in the country. A glance at its shelves of envelopes, books and forms would make many a stationer gasp. Yet not an article is kept in reserve that is not needed before a new supply can be obtained to take its place. The responsibility in connection with some of the supplies ordered and safeguarded by the Controller is very great. Money Order blanks, for instance, are kept in stock for each accounting office in the Dominion. They are numbered serially and each book, each number, must one day or another be accounted for. A book of Money Order blanks in the hands of a crook may cost the Government some hundreds of dollars. The Postal Stores Branch is by all odds the biggest customer that the King's Printer has. The number of forms needed for the postal service, with its subdivisions into Savings Bank, Annuities, Money Order and Postal Note business, is enormous. The men who handle and check the receipt and disposal of these supplies must know their business, else the rumormongers, so beloved by the Minister, might be one delirious. Post office business is run on a small margin of profit. The Controller of Postal Stores is called upon, therefore, to be economical—and to be both economical and efficient is the end that the present Controller has attained after many years of faithful service.

### **Dead Letter Office**

There is a funereal atmosphere associated with the name of this branch, and yet all "dead" letters are not actually dead. Many of them may be re-suscitated, and this "process" is undertaken by the Dead Letter Office with a measure of success, a fact which the sender frequently learns with surprise or chagrin when the return of imperfectly addressed or otherwise undeliverable mail matter is made. Its return may be due to a number of causes, such as removal from address given, etc., etc., any one of such causes eventually turning the unfortunate letter or package to the Dead Letter Office. However, a large percentage of the "dead" mail must remain dead, owing to the omission of the senders to supply complete name and address.

Since the decentralization of the Dead Letter Branch, July 1, 1898, when branch offices were established at Toronto, Montreal, Halifax, Winnipeg and Victoria for the treatment of dead letter matter of all kinds, and at seven other points for the treatment of mail matter other than letters, a decided improvement resulted in the system, and the people of the Dominion greatly convenienceed thereby. Previous to decentralization *all* letters, etc., that failed in delivery were forwarded to Ottawa for treatment, serious delay and needless handling of same in transit to and from the Capital resulting therefrom.

Under the decentralization scheme, districts were formed and a branch dead letter office established; undelivered mail matter within the radius of the district concerned, requiring to be sent to the branch dead letter office in that district. The Ottawa district, however, besides treating all dead mail matter in its own district, treats *all* foreign "dead" mail of whatsoever kind; the same having to be forwarded to Ottawa from the post offices throughout the Dominion.

It is hardly conceivable to what extent or purpose people use His Majesty's mail service. A glance at a report of the branch under consideration reveals a long list of articles from aprons

and baby bibs to yeast cakes and zanzibar. Such of the letters or articles as cannot be delivered or re-addressed to their owners or the senders, must be consigned to the flotsam and jetsam, which in time finds its way into the hands of the highest bidder at the annual auction sale. These "dead" ones must make room for others doomed to a like fate, of which there is a continual flow on the tide of the affairs of men. At the sales referred to, there is much speculation as to the contents of the packages before these are "knocked down," and in the majority of cases anticipation is much more enjoyable than realization, for the purchaser (a crusty bachelor) may be the possessor of a corset cover or baby's bottles while a fair bargain hunter may be the owner of something in gentlemen's apparel.

### ***Mail Contract Branch***

His Majesty's mail passes through many hands and is carried in many and various vehicles. The railways take tons of letters, papers and parcels daily, the steamships act as carriers from port to port and from continent to continent, the stage coach still moves on its patient journey in regions untraced with the locomotive, and in some districts the wheelbarrow, the bicycle or the human back is the agency employed by the State to serve its postal customers. Not all these modes of transit are under the supervision of the Mail Contract Branch. The Railway Mail Service attends to part. There is work enough left, however, in the numerous special services to keep a busy staff employed at Ottawa. Thousands of contracts are let or renewed yearly; complaints about existing services or applications for new services, are ever coming in, and this work cannot be pigeon-holed. Small contracts, under \$200, may be let without tender, but contracts involving larger amounts must be advertised and awarded, unless for very special reasons, to the lowest tenderer. If the contract calls for the payment of over \$1,000 an Order in Council must be obtained for the purpose.

How can the Ottawa staff cope with this work which concerns, in the main, the out-of-way places of the Dominion? Here is where the Post Office Inspectors and their staffs, so indispensable to all departments, come in again. They are the eyes of the Department, and it is upon their report that the Mail Contract Branch act. Without the inspecting staffs the Department would be a blind giant.

It might be expected that with the expansion of railroad building, this branch would gradually lose its field of work, but this is not the case. The Rural Mail Delivery service has called for much greater activity on its part, and now that Parcels Post is here, it is difficult to forecast what new burdens may be laid upon a staff already burdened with many details of administrative work.

### ***Railway Mail Service***

The railway mail clerks, who were once termed a "peculiar requirement," are to-day an indispensable requirement of our modern business life and activity. Their work is exacting and responsible, and on holidays as on week days, and not infrequently under trying conditions, such as inadequate accommodation, poorly equipped and poorly heated cars, they are obliged to work exposed to all sorts of weather. The postal car being usually next to the locomotive, the aspect of danger is greatly accentuated, thereby, and the life of the railway mail clerk shortened by the constant strain upon him. He has to be equal in educational, moral and physical fitness to a clerk in any other branch of the service; he is, while on his run, working in a railway post office, performing most of the ordinary details of a postmaster's duty, receiving, assorting, distributing and despatching mail matter of all kinds, and carries on his work at great hazard to himself. He is a most deserving class of employee. The Canada of to-day could not exist without her splendid public servants—the railway mail clerks.

### ***Annuities Branch***

The Canadian Government Annuities business is one of the later developments in governmental activities. The Annuities Branch has been in existence for just a little over five years,

and, although from the outset it used the postmasters of the country as its agents, it did not become a part of the Post Office Department until January, 1912. There are two sides to the work of this branch. On the one hand the branch, like all other branches of the public service, deals with the business that comes to it. But the Annuities Branch has other functions as well. It seeks business and seeks it after the approved methods of the business world. The Money Order and Savings Bank branches have to deal with the public, but they do so with all due formalities in black and white type. The Annuities Branch puts all the colors of the rainbow under tribute when it has a few words to say to the people. There is the distinction. The other branches deal with the public, the Annuities Branch with the people. The Annuities Act, the charter of the branch, emphasizes in its preamble the need of promoting habits of thrift in the community. So the branch has become an educational institution and, even though the receipts on Annuities account should shrink entirely, the branch would find a justification for its existence in the sermons on economy it has preached. The publicity work attended to by the branch is its distinctive feature.

Hundreds of circulars and pamphlets are sent out daily, while the Superintendent and his correspondence staff is kept busy answering letters asking for this and that piece of information regarding the scheme.

### ***Rural Mail Delivery Branch***

In creating, on April 1, 1912, a special branch of Rural Mail Delivery, now composed of a Superintendent and a Staff of 12, the Post Office Department had, for its object, the rapid development of that system which had become a pressing need throughout the country.

The first rural route was established in October, 1908, between Ancaster and Hamilton. Three years later or in October, 1911, there were 611 routes serving 16,015 boxes and at present there are 2,411 routes serving 81,150 boxes, divided among the different provinces as follows:

|                      | No. of Boxes |
|----------------------|--------------|
| Ontario              | 42,700       |
| Quebec               | 5,324        |
| Prince Edward Island | 1,903        |
| Nova Scotia          | 1,704        |
| New Brunswick        | 3,551        |
| British Columbia     | 4,687        |
| Manitoba             | 648          |
| Alberta              | 535          |
| Saskatchewan         | 398          |
| Total                | 81,150       |

The Standard length of a rural route is a circuit of 25 miles, arranged in such a way as to prevent, if possible, the carrier travelling over the same road twice the same day. Shorter routes are of course established, according to local circumstances, so as to give the quickest possible service from an office located on or near a railway, and enjoying good Railway Mail service.

When a petition is received at the Department for Rural Mail Delivery it is referred to the Inspector of the division in which the locality is situated. The route is personally laid out by field officers under the Inspector's charge and then reported to the Department.

The use of hicks on boxes is not considered necessary, as the absence of same simplifies the carrier's task when collecting mail from the boxes, which number as many as 450 on some routes. Full protection is given by law to such boxes and their contents. Rural carriers are required to deliver to the box of a patron all mail matter addressed to the patron's family or in his care and collect all mail deposited in the box for despatch. The box is so contrived that the position of the box on the arm to which it is attached can be easily changed from lying lengthwise along the arm to directly across the end of it. The arm itself should lie along the road in

the direction of travel either way. When the box lies lengthwise along the arm, it is a notification either to the courier or to the patron that no mail matter has been deposited therein. On the other hand, when the position of the box is across the end of the arm, it is an indication to the patron or the courier, as the case may be, that the box contains mail matter. The position of the box on the arm can be easily changed from lengthwise to crosswise.

Rural couriers are required to sell stamps, register letters, giving proper receipts therefor, and accept money for the purchase, from the Distributing Office, of Postal Notes and Money Orders, for which receipts must be given to the patrons. They will also effect the payment of postal notes and money orders whenever required to do so by the patrons. They will also deliver Registered matter, the patron being notified one trip ahead of the date of delivery, so that he may meet the courier at the box and thus give the courier a receipt for said registered article.

They will also receive and deliver Parcels Post packets and will give receipts for the insurance of such parcels whenever required to do so by the patrons.

It will thus be seen, by what precedes, that the Rural Mail Delivery system has been so arranged as to grant to the farmers of this country a travelling post office at their gate, giving them even more privileges, i.e., the sale of stamps, Money Orders, Postal Notes and Registration of letters, than now enjoyed by the city residents with Letter Carrier Delivery, and it is not, therefore, to be wondered at that the system is exceedingly popular with the farmers and its rapid expansion is thus explained.

Furthermore, now that the Parcels Post Delivery has come into operation, the Rural Mail Delivery system, amongst its already numerous advantages, will bring the producer and the consumer closer together, doing away with the "middleman", and thus, no doubt, contribute in a practical manner to solve the much-discussed problem of reducing the high cost of living.

### ***The Post Office Inspectors***

The Post Office Inspectors have been called the "Eyes and Ears of the Postmaster General." They are an exceedingly able and painstaking class of officials; their work is difficult, demanding at times much tact and resource. That the service is free from serious disorders is due in a large degree to the ability and intelligence of the men who hold these positions. There are eighteen Inspectors at the present time in the Dominion; they are stationed at points in the different provinces, where supervision over their respective divisions can best be carried out.

This branch of the Department is one of the oldest, inasmuch as it, together with the Accountant's Branch, dates from the year 1832. The Inspectors were first known as "Surveyors," their duties from the beginning being onerous and exacting. In recent years these have multiplied and to-day his range of responsibility is wide. He is required to enquire into every application for a new post office, effect transfers and closing of offices, make contracts for all land mail service, instruct new postmasters in the duties of their office, inspect accounting offices, lay out rural mail routes, enquire into complaints of all kinds under oath or otherwise; an Inspector having the power of a magistrate in holding enquiries under oath. Besides, the Inspector has to unearth all irregularities and crimes from the use of an already used postage stamp to the larceny of a post office, including not only the theft of ordinary letters supposed to contain money and abstractions of contents from registered packages, but also the unearthing of the many fraudulent concerns which are continually popping up under alluring and high-sounding names. The detection of crime is a source of endless worry to the Inspector, who, like the fireman, must be ready day and night to start at a moment's notice for any part of his division to investigate the robbery of a mail bag or the larceny of a post office.

All serious complaints received at the Department through the different branches, are invariably referred to the Inspector, who is thus made the mainstay of this huge establishment,--the Post Office Department.

Thus it will be seen that the "Eyes and Ears of the Postmaster General" fitly describes these important officials--the Post Office Inspectors, and that they keep their eyes and ears

wide open night and day is acknowledged and is evidenced by the manner in which they smooth or remove the difficulties continually arising in the management of Canada's Post Office.

### ***The City Post Offices***

The City Post Offices are great workshops where night and day men are kept at high tension in expediting the receipt and despatch of mail of all kinds, and where they require to be constantly on the alert, in order that prompt delivery and efficient service may result to the public concerned.

First, there is the executive officers of which the Postmaster is the immediate head. He has distinct duties and takes his position seriously, striving at all times to see that his post office gives to the people the very best possible return in satisfactory service.

Next the Assistant Postmaster, who comes into contact most with the employees, and whose position calls for constant supervision over the work generally. He is required to be a man of sound judgment, tact and business ability. To him his superior must look for the smooth running of the post office machinery, which must be kept well oiled so that no friction may occur to prevent the rapid receipt and despatch of His Majesty's mails. With him, men may come and men may go, but the mails go on forever. No delay is excusable that may be avoided.

A City Post Office to give good service must have system. In all such offices, outside of the office staff proper, that is to say, the Postmaster's and the Assistant's offices, there are a number of divisions or sets of employees doing distinctive work. For instance, there are the stampers and sorters, whose duties are to stamp and sort all incoming and outgoing mail, the forward letter sorters who handle all the outgoing mails and sort them into direct bags or packages according to distribution, and dispatch them to the various trains, the newspaper stampers and sorters, the sorters to letter carriers' walks, the porters, the general delivery wicket clerks, the Money Order and Registration Branches; the two last named demanding much in intelligence and integrity from those connected therewith. If the proper study of mankind is man, then a visit any day to the lobby of a City Post Office will afford all the study required, for there one may see all kinds and conditions of men, more particularly, perhaps, before the money order wickets, where orders are eagerly besought by a motley mixture of mankind, all bent upon remitting to friends in far-away homes part of their scanty savings.

The clerks in the Registration Branch have important and responsible duties. They open all registered bags received for local distribution; also all suburban registered matter passes through their hands. They have as well, to deal with all registered matter handed in for despatch. That many thefts do not occur in our city post offices speaks well for the honesty of the employees, and that more errors are not made in the sorting of mail is an evidence of care and expert handling.

A large staff must be kept constantly on hand in our largest city post offices. Montreal, for example, has a staff of about 1,000 employees. The head of a firm or business house having such a number of employees to supervise would feel that his position was a responsible one.

The work of the post office is world wide, is accomplished under all flags and frequently under the most adverse conditions. In this Canada of ours the work in the country post offices equally with the post offices of our largest cities is done with surprising fidelity and accuracy when all things are considered.

Speaking broadly it may well be said that the Post Office is more than a place for selling postage stamps and sorting letters. It is an instrument of civilization unsurpassed and with a limitless capacity for public good. It is an institution universal in extent and conferring widespread benefits on humanity. It is the single institution concerning whose existence as a benefactor of the people there is no word of disapproval.

### ***The Letter Carriers***

There are two classes of post office employee that come nearer to the business life and to the hearts and homes of the people than any other. In their daily work the railway mail clerks and

The letter carriers are messengers who mean much to our commercial community, and who convey to the homes of our peace-loving people those tidings of joy and sorrow which in all ages have been the inheritance of man. No more welcome face comes to the door than "Posty's", and he he the bearer of good news or ill, he never receives a frown from the recipient. His is a life of devotion to duty, which in rain or shine he conscientiously endeavours to perform. Few people take thought of the tireless continuity of the service he renders, or of the thousands of letters consigned to the care of these servants of the public; few of these letters indeed failing to reach their proper destination. If "Posty's" daily rounds in all kinds of weather are not sufficient proof of his loyalty to his calling, a visit to the sorting room of any city post office, where one may see badly or partially addressed letters deciphered with the aid of directories and magnifying glasses, would surely convince anyone of the faithfulness of this branch of the service.

"He trudges along through the snow and the sleet,  
With a pack that is heavy to bear,  
The slush of the roadway has hampered his feet,  
And the whiteness has powdered his hair;  
But he stands by the gate with a smile on his face,  
And his whistle is cheery and gay;  
Oh, people who live in a far-away place,  
Thank God for the postman to-day!"

"He carries a message that comes from the heart  
Of a boy who has gone from his home,  
And sometimes a letter to make the tears start,  
From a soul that is sad and alone,  
The news of a world that is far from our sight  
Is stored in his magical pack;  
And he mingles the sorrow with words of delight,  
For he carries a world on his back."

### **Department of the Interior**

The history of the Department of the Interior, from its creation until the present time, is the history of the evolution of an enormous country, widely disjointed, the East from the far West, by vast stretches unexplored, uninhabited save by Indian tribes, and unreachable except by passage through an alien territory, and its development into the magnificently prosperous Dominion which to-day fronts the world, and which, with its splendid marine, both inland and ocean, its humming factories, its ever-thickening network of railways, its gigantic lumbering and other industries, its cattle upon a thousand hills and its seas of golden grain, is no longer overshadowed, as at one time, by the great neighbouring republic. Without the opening up and development of this western heritage, it would have been utterly impossible for the Dominion of Canada to have reached the proud position which she occupies before the world to-day, as the fairest and greatest of all the Overseas Dominions, but she must have remained for an unforeseen number of years the same disconnected batch of provinces, separated by dreary stretches of unpopulated wildernesses, isolated as to neighbourhood and community of trade and social interests; her latent stores of wealth unexplored and undeveloped, and her very existence threatened with the ever-present shadow of the danger of absorption by the vaster nation lying along her southern boundary.

The forty years of this department's existence has shown such a stupendous growth in its business that the increase in, and modernization of, the machinery for its administration need no apology to the country; the results amply constitute their own justification.

The Department of the Interior was established under the provisions of the Act 36 Victoria, chapter 1, and dated from July 1, 1873, when that Act came into force. Prior to that,



HON. WILLIAM JAMES ROCHE,  
MINISTER OF THE INTERIOR

the management of the Northwest Territories and the lands and care of the Indians were under the guidance and control of the Department of the Secretary of State for the Provinces, the Geological Survey being also attached thereto, while Dominion Lands and Ordnance and Admiralty Lands were under the control of the Secretary of State for Canada.

From the first moment of its existence, the department found that the old methods of office administration which had prevailed were obsolete and ineffectual, and that particularly with regard to Indian affairs and records, the whole system had to be reorganized and put into methodical working order. Concurrently with rearrangement, the work of the five different branches now comprising the Department of the Interior commenced to show signs of rapid expansion. Exploratory work, geological and topographical, was already beginning to open up returning settlement the hitherto vacant but fertile lands of the Red river and towards the far West. With the influx of settlers looking for homes on the rich prairie lands, the task of preparing these homes for them by a scientific system of survey, the continuous carrying on of which would provide for future needs, even at that early date began to assume formidable proportions.

It must have been about the nineties when Canada's great lanky Western daughter, who once upon a time had been content to pad pad her easy way in beaded moccasins over her

"Ten thousand miles of winter  
Where the night is never dark,"

began to show signs of "growing out of her clothes," at a rate which threatened the Finance Minister's cheque-book with nervous prostration when he came to figure out how he was going to be able to provide for her mightily growing necessities.

### **"The Girl of the Golden West"**

Can this most precious jewel of the crown of Canada be more appropriately christened? What would the remainder of the Dominion be without her to-day? What has created the necessity for three fiercely pushed transcontinental lines, except to symbolise the streaming steel-line sheen of her double-plaits, four feet eight and a half in width? What is all the insistent urgency of a Georgian Bay canal, notwithstanding the magnificent provision already made by other Canadian routes and their enlarging engagements? What has developed the gigantic carrying and storage capacity of our inland lake fleet and our terminal elevators, if not the growing necessity of providing super-rapid transport facilities to dispose of the uncountable crops which this same "Girl of the Golden West" is adding so exuberantly to the wealth of the country? Even the Hudson Bay route only lately heard of, under the forced draught of the necessities which she is imposing on us, has been recognised and accepted as one more channel to provide a winter granary and a shorter highway to the markets of the world for her ever-demanding wares. And where in all the great service departments of the Dominion does the guiding and controlling hand come so intimately into contact with this treasury of golden wealth as does the Department of the Interior?

Within the restricted space allotted to the Department of the Interior in this work, it is not feasible to enter into any very fully detailed exposition of its work and growth. The special object of this article being to give, in concise form, some intelligible idea of what that work is and how it is being carried out under the several branches into which the department is subdivided, it is thought that a summary of the particular work of each of such branches, and a comparison between the volume of work in the past and at the present, will meet that object.

### **The Deputy Minister's Office**

Mr. William Wallace Cory, the Deputy Minister, was born at Strathroy, Ontario, in 1865, and was but five years old when his parents,—his father a Cornishman, and his mother from Glasgow,—went out to Manitoba and settled where the thriving town of Gladstone now stands. Educated at St. John's College, he subsequently studied law with the firms of Archibald, Howell, Hough & Campbell, and Munson & Allan, later entering the Attorney General's Office, and serving there under Attorneys General Martin, Sifton, Cameron, and Hugh J. Macdonald.



W. W. CORY  
Deputy Minister Department of the Interior

Mr. Cory's connection with the Department of the Interior began in January, 1904, concerning his work with the patrolling of the railway lands. He next served as inspector of Yukon offices under the Interior and Justice Departments, until appointed Assistant Commissioner of Dominion Lands, which position he held until made Deputy Minister in January, 1905. It will thus be seen that his previous experience and his knowledge of the departmental work particularly fit him for the responsibilities of the position which he fills so ably.

In Mr. J. Arthur Côté, the Deputy Minister has a very valuable and hard-working Assistant Deputy. Born in 1862, Mr. Côté was educated at the University of Ottawa and at Bourget College, Rigaud, P. Q. First studying law, he entered the Civil Service in 1882 on the death of his father, and has been connected with the department ever since, being made a chief clerk after serving as one of the Half-Breed Commissioners in 1899 at the time Indian Treaty No. 8, which covers what is now the famous Peace River district, was concluded. Mr. Côté has also served in the capacity of secretary to the Deputy Minister under the late A. M. Burgess, under J. A. Smart, and the present Deputy, and was appointed Assistant Deputy in 1908.

In the initial days of the department, the Deputy Minister, while a very busy man, had no such volume of work and complex organization and machinery as exist to-day, and his staff was small and compact. To-day, even with the presence of an Assistant Deputy Minister to share the daily growing burden, the Deputy Minister's office must often be hard put to it to keep abreast of the pressure of work, especially during the lengthy sessions of Parliament which seem to have come to stay. So that the present staff in this office is relatively much smaller than the numerical allowance of years ago. This may be held to apply to every branch of the department.

From a group of five different branches—Indians, Northwest Territories, Dominion Lands, Geological Survey and Ordnance and Admiralty Lands, which formed the nucleus of the Interior Department in 1873, there have been subdivisions of the work and the creation of new branches necessitated by the great development in the West, till to-day, in order to carry out that work to the best advantage, we find over twenty separate and distinct branches, each with its responsible chief and independent staff.

It is not intended that the sequence of arrangement of the several branches hereunder should be held as arbitrarily, or even inherently, to determine their relative importance. While quite distinct in their formations, the component parts, when grouped together as a whole, form the complete department, any one link of which would, so closely are these branches interlocking in their results, be noticeably missed.

### **Accountant's Branch**

While not a full test, the revenue derived from any business is a very fair index of the success and prosperity or otherwise of that business.

The revenue of the department is derived from numerous and varied sources. That under Dominion Lands embraces homestead and pre-emption and purchased homestead fees and sales, rentals of lands, survey fees, timber dues, leases of grazing and coal lands, hay permits, mining fees, hydraulic leases, dredging leases, stone-quarry leases, irrigation fees, water-power rentals, leases of sand, stone, gravel and petroleum, rentals from leases and permits in the several Dominion parks, sales of school lands, rentals and sales of ordnance lands, repayments of seed-grain advances, registration fees, fines and forfeitures in the Northwest Territory. Revenues under the Immigration Act include Chinese immigration revenue, and a number of minor miscellaneous sources. Perhaps no more forcible illustration of the importance and advance of this branch can be given than the fact that, while the total net revenue in 1872-3 was \$26,230.15, that for the fiscal year ended March 31, 1913, amounted to \$9,533,915, an increase of nearly three million dollars over the previous year. The gross revenue since 1872 has been over \$11,000,000, nearly \$10,000,000 of which has come into the departmental exchequer within the last decade. The careful and constant supervision necessitated in the accurate and expeditious handling of such sums is apparent, and the audited results speak eloquently for the administrative system and the work of the staff.

The superintending accountant, Mr. Charles H. Bodhee, was born in England. Taking

the Cambridge University local certificate, and after a thorough training in the banking profession with the Staffordshire Joint Stock Bank, he came to Canada, and for many years was employed with the London & Canadian Loan and Agency Company in Toronto. Entering the service in the spring of 1883, on the selection of the late Sir David Macpherson, as assistant accountant, he rose rapidly, as the increasing work and his able handling of it gave evidence of his capacities; one special task being liquidator for the Northwest Territories, when in 1905 they were formed into the two new territories.

### ***Topographical Surveys Branch***

Edouard Gaston Deville, the Surveyor General, is a native of France, and a retired officer of the French navy. From 1873 to 1879 he was employed by the Quebec government as a scientific explorer and inspector of surveys; later by the Dominion government as chief inspector of surveys, till called to the position of Surveyor General in 1885. A fellow of the Royal Society of Canada, author of several valuable scientific papers, including *Astronomic and Geodetic Calculations* and *Photographic Surveying*, Dr. Deville's attainments and untiring work have done a great deal to bring this branch to its present high state of efficiency.

Under the direction of the Surveyor General of Dominion Lands, this branch may be looked upon as one of the main arteries of the department's being, as surveys must be made ahead of, or at least abreast of, incoming settlement, and this is no small task, when it is remembered that for some years settlers have been coming into our Northwest by the hundred thousand. Following what may be termed "exploratory" surveys comes the precise work of the block outlines, covering the survey of the base lines and initial meridians. Such work requires to be done with the utmost accuracy, and is entrusted to men possessing high technical qualifications and experience. Then follow the township outline surveys, and, lastly the subdivision of the townships into sections and quarter sections, under which last process the boundaries of the homesteader's land are defined on the ground, practically to an inch, and he can enter into possession and start to make a new home for himself and his family. How greatly the work of this branch has grown may be gathered from the fact that the whole area surveyed prior to June, 1873, was less than five million acres, and the number of farms of 160 acres each less than 30,000, whereas the figures for the last fiscal year show 5,155,520 acres and 32,222 farms of 160 acres each.

### ***Astronomical Observatory and Boundary and Geodetic Surveys***

Two names stand out prominently in connection with this branch, those of W. F. King, the Chief Astronomer and International Boundary Commissioner, and Otto J. Klotz, Assistant Chief Astronomer.

Dr. King, who has an international reputation in connection with the many important boundary surveys on which he has been employed, took his surveyor's commission in 1876, and entered the departmental service in 1881, under the late Lindsay Russell, the then Surveyor General. He was a member of the International Waterways Commission from 1904-7; Director of the Dominion Astronomical Observatory from its opening in 1905; Fellow, and Honorary President since 1906, of the Royal Astronomical Society of Canada; Fellow of the Royal Society of Canada; Fellow of the American Society for the Advancement of Science; and Superintendent of the Geodetic Survey of Canada, and the author of many scientific papers.

Dr. Klotz was born at Preston, Ont., educated at the public school, Galt Grammar School, Toronto and Michigan Universities, and won scholarship at Toronto. He graduated in 1872; in private practice till 1879, and since in the government service on surveys, explorations, and since 1885 as astronomer. His exploration to Hudson bay in 1884 covered a 2,000 mile canoe trip. In 1903-4 he completed the first astronomical girdle of the world. The doctor has contributed much to scientific literature. He is in charge now of Seismology, Gravity and Terrestrial Magnetism, and has represented Canada at three International Seismological meetings in Europe. Toronto University honoured him with the degree of Doctor of Laws, and

Michigan University with the degree of Doctor of Science. Dr. Klotz is Honorary Fellow of the New Zealand Institute, and is a member of many scientific bodies in America and Europe. His high attainments have done much, in conjunction with those of his chief, to bring this branch into its present advanced state of efficiency. The doctor is also a well-known figure in connection with literary matters, and was the first to move in the direction of procuring for the capital its splendid Carnegie Library.

A very important division of the surveys is the Astronomical branch, at the Dominion Observatory, including the International Boundary and Geodetic surveys. Highly technical in its work and methods, the government selects not only the most scientific officials to be secured, but sees that they are equipped with the best and most modern instruments obtainable, so that to-day the survey in all its lines of work is in a position to successfully cope with any problem arising, domestic or international.

The responsibilities attaching to the administration of the branch are hard to accurately estimate. Not alone are the highest scientific attainments requisite for the carrying on of the various divisions of the work, but, when dealing with such matters as international boundary surveys, made under the provisions of international treaties, and often jointly with the representatives of the foreign government, the possession of much good judgment is an absolute necessity. It speaks volumes for the chief of the division and for his able seconding staff that it can be said that such work has been carried out with the utmost cordiality on both sides and with never a sign of friction.

Among the interesting attachments to this branch are the seismograph, which last year recorded nearly one hundred earthquake shocks, and the electric clocks, from which over three hundred dials in the government offices are electrically operated from the Dominion Observatory.

### ***Geographer's Branch***

Of the making of maps, it might be said with regard to this branch, there is apparently no end, from the large eight-sheet railway map of the whole Dominion, measuring eight feet in length, to the standard topographical maps on a uniform scale, on which the department has been at work some years, and which, if ever the series is fully completed, will cover the whole country from the Atlantic to the Pacific. Outside of the mapping work, the branch has on its list of publications a long schedule of pamphlets in statistical form, and both classes of work, distributed in most cases free to the public, are of great informatory convenience. The branch is under the expert administration of Mr. J. E. Chalifour, the Chief Geographer, who has been in the service since January, 1894. Attached to the branch is the secretaryship of the Geographic Board of Canada, which office is held by Mr. A. H. Whiteher, D.L.S., who, since he joined the staff in 1872, spent many years in the service as agent of Dominion Lands at Winnipeg. As is well known, the work of the Geographer's branch entails long and patient archaeological research, and, in view of the inconvenient confusion that is inseparable from nomenclature duplication in a new country, is fulfilling a very valuable office.

### ***Survey Records Branch***

This branch, as its name indicates, has the custody of the original records of Dominion land surveys. As each township is surveyed, the surveyor's book of field notes is sent to the department, and the township plan is made therefrom. As soon as the plan is approved by the Surveyor General, it is sent, along with the field notes, to the Survey Records branch for safe keeping. As the total area covered by Dominion surveys has reached over 160,000,000 acres, a rough calculation will show that the field books of original surveys number over seven thousand, and when all the books of numerous resurveys are also taken into account, the total will be nearer ten thousand. Constant reference, particularly by the Topographical Surveys branch, has to be made to the field books, necessitating their being charged out to each branch where they may be in temporary use, and being carefully kept track of until returned to the Records branch. This, it will be seen, involves very considerable responsibility.



T. G. ROTHWELL  
Law Officer  
Department of the Interior



N. O. CARR, Controller  
Dominion Lands Patents  
Department of the Interior



OTTO J. KLOTZ  
Assistant Chief Astronomer  
Department of the Interior



LIEUT.-COL. A. L. F. JARVIS  
Secretary  
Department of Agriculture

The work of the branch also includes the distribution to the various agents of Dominion lands, of the plans of the newly surveyed townships, on which, when filed in the agent's office, entries are granted; and receiving the many applications received daily from the public for copies of plans, the general stock of plans being kept in the branch, as well as original plan of record.

The branch is in charge of Mr. C. J. Steers, who has been connected with the department for over forty years.

### ***Dominion Lands Branch***

Having reached the point at which the land is ready for the homesteader, it would seem in place to take up the work of the branch that has supervision of him until he has earned his patent, and sees that he duly complies with the conditions of the Dominion Lands Act. In the initial stage of the work, there was but the one land office situated at Winnipeg. Owing to the difficulty of transportation in those early days, and the long distances that had to be covered in going to Winnipeg to make a homestead entry, it became necessary to extend greater facilities to the settlers by opening up new land offices from time to time. Though theoretically the whole of the Northwest was gradually embraced within the different land districts, their bounds as covered such vast areas that they were constantly being subdivided into new and smaller agencies, and these again into sub-agencies. To-day there are twenty-four agencies covering Manitoba, Saskatchewan, Alberta, Yukon Territory, and the Railway Belt in British Columbia. In addition to the agents and their staffs, there is a large staff of homestead inspectors, who are constantly employed in taking applications for patent on the ground, thus saving to the homesteader the time and expense of going to the land office.

Up to the nineties, the direct machinery for the administration of the Dominion Lands Act was located at Winnipeg, under the Dominion Lands Board. With more rapid means of communication between the seat of government and the West, it was found that the work could be more expeditiously handled by centralizing the control at Ottawa. The Board, therefore, went out of existence, and the Commissioner of Dominion Lands and his staff were transferred to Ottawa. To Ottawa, therefore, all applications for patent are forwarded direct by the agents. During the fiscal year ended March 31, 1913, the applications examined numbered over 40,000.

In addition to the above work, the Commissioner's branch has the intricate and often difficult duty of dealing with and deciding the numberless cancellation proceedings, and not infrequently investigations under the Act by special commission.

The present Commissioner of Dominion Lands, Mr. J. W. Greenway, bears an historic name, being a son of the late Honorable Thomas Greenway, for so many years premier of Manitoba. Mr. Greenway came into the department in 1898, and was appointed commissioner in 1904. His wide, intimate, and practical knowledge of western farming matters is an invaluable asset in connection with his work; while his quiet, unassuming methods of directing the operations of the branch have made him a very acceptable chief.

### ***Lands Patents Branch***

The chief of this important branch, Mr. N. Omer Côté, is a native of Quebec, a son of the late J. O. Côté, Clerk of His Majesty's Privy Council for Canada. Educated at the University of Ottawa, Mr. Côté entered the Civil Service, in the Interior Department, in 1879; was made a chief clerk and appointed to his present position in 1904; has been a member of several Royal Commissions for the settlement of land claims, etc., in those parts of the Northwest Territories now comprising the provinces of Saskatchewan and Alberta. For some years he was a captain in the Governor General's Foot Guards, and is the author of a valuable work of reference, "Political Appointments, Parliaments and Judicial Bench in the Dominion of Canada." His long experience in the department and his intimate knowledge of the West make him a very valuable official to the department.

The Land Patents Branch, which records and safeguards the documentary evidence on

which the homesteader's tenure is based, is thus most intimately associated with him all through his official connection with the department. From the moment when he makes his entry at the land office, he becomes a ward of that branch. During the, at least, three, often six or even ten years in which he may be engaged in perfecting title to his home, he is assured of sympathetic care, help, advice and forbearance. The law has to be administered, but both Dominion Lands and Patents branches have ever striven to do so in a manner to bear as lightly as possible on all *bona fide* and deserving cases. And by virtue of this sympathetic and patient administration, a continuous stream of units is added to the gigantic permanent assets of the Dominion.

One of the most important functions of the Land Patents branch is the issuing of letters-patent under the Great Seal. Up to the year 1883, it had been the practice to transcribe in manuscript all letters-patent in record registers kept in the Department of the Secretary of State. To-day, with the thousands of patents being issued, that would be a physical impossibility except by an army of engrossers. The solution of the means of coping with the growing work was evolved by the Interior Department which in 1883 instituted a system of a printed form of letters-patent. The patents issued and recorded in the Department of the Secretary of State numbered 4,344 in 1883, while the number issued and recorded in the Department of the Interior in 1912-3 amounted to 24,965. The total number of letters-patent recorded in the branch exceeds 260,000.

While no money is actually handled by this branch, the revenue to the credit of the crown on account of purchased homesteads, pre-emptions, and ordinary sales and repayments of seed-grain advances, exceeded one million eight hundred thousand dollars during the last fiscal year, and in connection with this revenue the branch has to keep about fifty thousand separate accounts.

### ***Timber and Grazing Lands Branch***

This branch is under the supervision of Mr. B. L. York, who, bringing practical business methods and foresight to bear on its administration, has met, without undue fuss, and successfully dealt with the many problems arising from time to time. Mr. York is a Carleton county boy, having been born at Spring Hill in the township of Osgoode, receiving his education at the Spring Hill public school, Ottawa Collegiate Institute and the Ottawa National Business College. He first entered the service in 1875, and was placed in charge of the branch in 1911.

Formerly there was included under this branch the administration of the Mines, until the tremendous expansion in the department's business necessitated the separation of the work, and the mines will be dealt with under an independent heading.

While there are stretches of country where large areas of very valuable timber is found, it is but natural to expect that the bulk of the prairie lands would be either without timber altogether, or at least but very sparsely timbered. In the early history of the western provinces there can be little doubt that forest fires and criminally wasteful destruction by the woodman's axe combined, imposed a loss on that part of the Dominion of a great many millions of dollars that will never be recovered. With the valuable aid being rendered by the Forestry branch, of which more will be said later, and through the educational work of the Commission of Conservation (while the results of our past folly can never be entirely rectified, and it must be many years before returns from later and improved methods are apparent and available), the lesson of the past, if properly taken to heart, as is being done in fact, will not have been in vain.

In the earlier days of the Northwest, with a very sparse settlement, timber was to some extent a drug on the market; the Indian having no use for it except for firewood, and the white settler for the most part being content to build his home of logs. With the westward trend of settlement, however, and later with the initiation of the first great railway across the prairies, an enormous demand sprang up. Timber limits were a valuable asset. Saw-mills were erected at many points, and the demand even for sawn lumber for the numerous incoming settlers absorbed many millions of feet each year. Vast quantities of timber for railway ties and bridge construction were required with great expedition, and it may be well imagined that the contractors for these works would be much more interested in filling their contracts in a hurry than

in carefully selecting and cutting over the limits and cleaning up the debris. This method, wasteful in itself, added the further danger of fire from the fallen and unused trees and refuse left in the forest.

From time to time, the branch used its best endeavours to re-construct and improve the regulations with a view, while making ample provision for the country's growing needs, to stopping or minimizing as far as possible, the wasteful methods of the past. To-day the administrative methods observed by the branch tend to care for the undisposed of timber until required for commercial purposes, and the object kept steadily in view is to prevent as far as possible the holding of limits for speculative purposes, particularly in districts where the timber is badly needed by settlers. The revenue from this portion of the work, which in 1872-3 was \$109,25, in 1912-13 had risen to \$433,738.75, the accounts for which are all handled by this branch.

The days when vast herds of cattle roamed the unfenced plains of the western portions of the Northwest Territories have, as was to be foreseen, gone by, the rush of settlement gradually crowding out the cattlemen to make way for the husbandman. There are still a large number of ranches, the leases of which have not yet expired, but the days of the two hundred thousand acre ranches and its periodic and picturesque round-ups will not be seen again. However, small holdings for ranching purposes are still in demand, and the pressing necessity of the population for more beef must inevitably lead to a renewal on an extended basis of the ranching industry.

### ***Mining Lands and Yukon Branch***

As has been stated, this branch, as to the Mines, was at one time incorporated with the Timber and Grazing work of the department, but the opening up of the Yukon Territory, of which the chief of the branch is secretary, and the natural growth of the rest of the work of this section rendered a division of the duties imperative.

Wherever Dominion lands are situated, the business of this branch will be found in active operation even including the Arctic. It is comprised under a large number of headings, the principal of which are, of course the disposal of coal lands; gold-mining under the quartz, placer, hydraulic, and dredging lease regulations; water powers in the Yukon; tar-sands, sand, stone and gravel, and petroleum lands, the last-named industry giving promise of great development in the near future.

The opening up of the Yukon Territory, with which the names of Dawson and Ogilvie will ever be remembered, gave an enormous impetus to the work of the branch, and though the first rush to the rich placer claims has abated, new discoveries are still being made, though the great bulk of the mining in that region is now carried on by big syndicates, with the aid of powerful hydraulic plants.

The total gold production accounted for in the reports of this branch since 1897 is in excess of one hundred million dollars, and each year is showing a steady increase. This is likely to be the case for many years to come, while the increasingly rapid demand all over the West for coal for domestic and manufacturing purposes, and the development of the petroleum lands will certainly add to the administrative work of this important branch.

The branch is in charge of Mr. H. H. Rowatt, who has been connected with the department since 1887, has travelled extensively all over his domain, and is thoroughly posted in all the details of his work.

### ***Registration Branch***

Mr. J. M. Roberts, who is in charge, hails from Western Ontario, and has been connected with the Department since 1900. His careful, methodical system has done much to improve the machinery, and, it should be mentioned, the provincial government of British Columbia availed itself of his temporary services in inaugurating a system similar to that in vogue at Ottawa.



Forest Rangers of Norway House District, Manitoba

Deepdale Lookout Tower, Duck M<sup>r</sup>. Forest Reserve, Manitoba

Government Nursery Station, Indian Head, Saskatchewan

Norway House Indians taking a pledge to assist in the prevention of forest fires

With all the various branches carrying on correspondence with their outside officials and the public, it can well be imagined that the files of the department are growing at a rate that can fairly be described as appalling. Terribly handicapped as the department has been during some years past through the effect of the unforeseen rapidity of its enormous expansion and the impossibility of housing its necessarily increasing staff under one roof, every feasible expedient has been resorted to for the purpose of expeditiously and methodically handling the papers. In several of the branches it has been found more convenient that its papers should be kept under its immediate and separate control.

The magnitude of the task of handling the incoming mail can better be realized if it is stated that the total number of letters received in the department during the year 1871, namely 3,182, has been exceeded in recent years by one day's receipts. The number of letters received during the year 1912-13 reached the enormous total of 1,292,188, of which nearly 23,000 were registered. The amount received through the mails, in the shape of cheques, drafts, money orders, express orders and cash, reached a total for the year 1912-13 of nearly \$2,500,000.

The individual files number about one million, as many as from five to ten thousand, never less than three thousand files being with the different branches from day to day.

### ***Correspondence-comparing and Mailing Office***

This branch of the department is intimately connected with all the correspondence branches, as it is through this channel that the outgoing letters are started on their journey. Following the general expansion of the department's work, the Correspondence-comparing and Mailing office, of necessity, participated in that expansion; and the following details when compared with the 1,120 letters sent out from the department in 1871 will give some idea of the labour and responsibility devolving upon the branch.

In the fiscal year ended March 31, 1913, the outgoing letters numbered 419,787 of which 29,789 were registered, while 3,209 telegrams were also despatched. It took 159 letter-books of 1,000 pages each to hold the year's output, and 153,904 pages of letter-books were indexed. The daily average for the year was 1,102, and 1,500 documents were compared.

This branch is ably administered by Mr. C. Canon Pelletier, who has had a long connection with the department, having entered the service in 1885.

### ***Ordnance and Admiralty Lands Branch***

This is actually the oldest branch of the department. By the "Ordnance Lands Transfer Act" of 1856, properties comprising about 100,000 acres of land scattered in numerous parcels over the two provinces of Canada, included in which was the site of the present Dominion Parliament buildings, were handed over to Canada by the Imperial government. From time to time the portions not actually required for military purposes have been gradually disposed of, by lease, or by public auction or by sale to the squatting occupant, many of whom had been in possession for years. The volume of the business transacted by the branch has naturally decreased since those early days, but Ordnance properties at twenty-five different points still remain to be looked after and the books show over two hundred open accounts.

In addition to the work in connection with the Ordnance lands, the branch is charged with the duty of preparing copies of all Orders-in-Council passed on the initiation of the Minister of the Interior, for publication in the *Canada Gazette*, and *British Columbia Gazette*, and for departmental record. During the year 1912-13 over six hundred such orders were passed.

Another important duty devolving on the branch is the keeping of the record of attendance of the officials of the various branches, covering some eight hundred in number, and being the basis on which the monthly pay-lists are prepared.

Mr. Joseph P. Dimey, who is in charge, is a very careful and painstaking officer, and is also one of the old officials, having joined the staff in 1885.

### ***Schaal Lands Branch***

Under the Dominion Lands Act there are set apart in every surveyed township in Manitoba, Saskatchewan and Alberta two whole sections, namely, numbers eleven and twenty-nine, as an endowment for educational purposes for those provinces. These, under the statute, can only be disposed of by public auction at an upset price. These lands, being held in trust for the provinces, the provincial governments are consulted as to the times at which such general sales shall be held. A date having been set, lists of available lands which it is considered advisable to offer, are prepared in the branch and placed in the hands of the inspectors and valuers. Each parcel is carefully inspected, and a valuation made of it, on which to base the upset price. This having been completed, different points, as conveniently central as possible to the lands to be offered, are selected, and the parcels divided up accordingly. Lists of all the lands are then printed, no small task when hundreds of quarter-sections are embraced; and the sales are advertised throughout the Dominion. The proceeds of these sales are placed in trust for the benefit of the provinces as to the principal moneys, while the interest accruing on the unpaid balances is periodically paid over to the provincial governments. In addition to the revenue from sales, a substantial amount is derived annually from grazing, timber dues and hay permits, and coal and gravel rentals, so that the lands are not entirely idle.

What a magnificent endowment for education these lands form may be gathered from the fact that up to the present time only something over one million eight hundred thousand acres have been disposed of in the three provinces, the principal moneys derived therefrom amounting to over twenty-one million dollars. Of this large amount, the unpaid balances are interest-bearing; but there stand to the credit of the several provinces the following amounts in round figures of the principal moneys paid in: Manitoba, \$3,500,000; Saskatchewan, \$2,500,000; Alberta, \$2,000,000.

As might be expected, these school lands, particularly in the thickly settled districts, show a rapid appreciation in value.

When it is calculated that the area so far disposed of represents over eleven thousand quarter-sections, some idea may be gathered of the number of accounts that the branch has to handle, and, it should be added, the cost of management is hardly appreciable.

The branch has been for a number of years under charge of Mr. Frank S. Checkley, the controller, who entered the service in 1873, and it is due to his able management that its administration has been so eminently satisfactory.

### ***Immigration Branch***

Mr. William Duncan Scott, the Superintendent of Immigration, was born of Scottish parents at Dundas, Ontario, and was appointed superintendent in January, 1903, and later was appointed chief controller of Chinese Immigration, when that branch of the work was transferred to the Department of the Interior from the Department of Trade and Commerce. Prior to Mr. Scott's connection with the Immigration branch, he was for four years connected with the Department of Agriculture—Exhibition branch, and represented Canadian interests at several of the large exhibitions in the British Isles. Before entering the service of the Federal government he represented the Manitoba government in Ontario, and prior to that was in the employ of the Canadian Pacific Railway land department at Winnipeg; so that his experience has been both varied and extensive.

The most vital need of a new and sparsely settled country like the western provinces is population. The eastern portion of the Dominion can ill afford to spare any of its people to help to fill up the sister provinces. Settlers had to be got, but the question of how to attract them to the fertile plains of the Northwest remained for many years an only partially solved question. True, immigrants came in, year by year, but in such small numbers that they were almost lost in the vast stretches of the vacant lands. Even with the completion of the Canadian Pacific railway, which greatly simplified the transportation question, the settlers were few and far between, and life on the prairies for many years was a very lonesome and neighbourless one. Up

to about the year 1900, the incoming settlers had, for the most part, reached us from Great Britain and Ireland and the European continent, a very few thousand finding their way into the West from the United States. A very active advertising propaganda had, however, been started, particularly in the neighbouring country, with a view to making the attractions and advantages of the unlimited areas of the Canadian West more fully known. Both on the other side of the Atlantic and in the United States agents were appointed to carry on this work, and no up-to-date business methods of placing the value of Canada as a home for settlers were neglected. The results of this were soon to become apparent. The total immigration from all sources, which in 1897 was but 21,716, at the end of the fiscal year 1912-13 had reached over 100,000, about 140,000 of which came from the United States, but a still larger number from the British Isles. To care for this army of human beings seeking new homes on their arrival in Canada, to get them safely to their far destinations in the West, to distribute them amongst the older settlers needing agricultural help or place them on homesteads of their own, is a work of great magnitude as well as responsibility.

The Medical Inspection service of the branch is under the supervision of the chief medical officer, Dr. P. H. Bryce, a well-known expert on matters of public health. At the port of embarkation every incoming immigrant is subjected to rigid medical inspection before being allowed to proceed on the westward journey, and, unless passed, may be detained for a period or wholly rejected, in the latter case being deported.

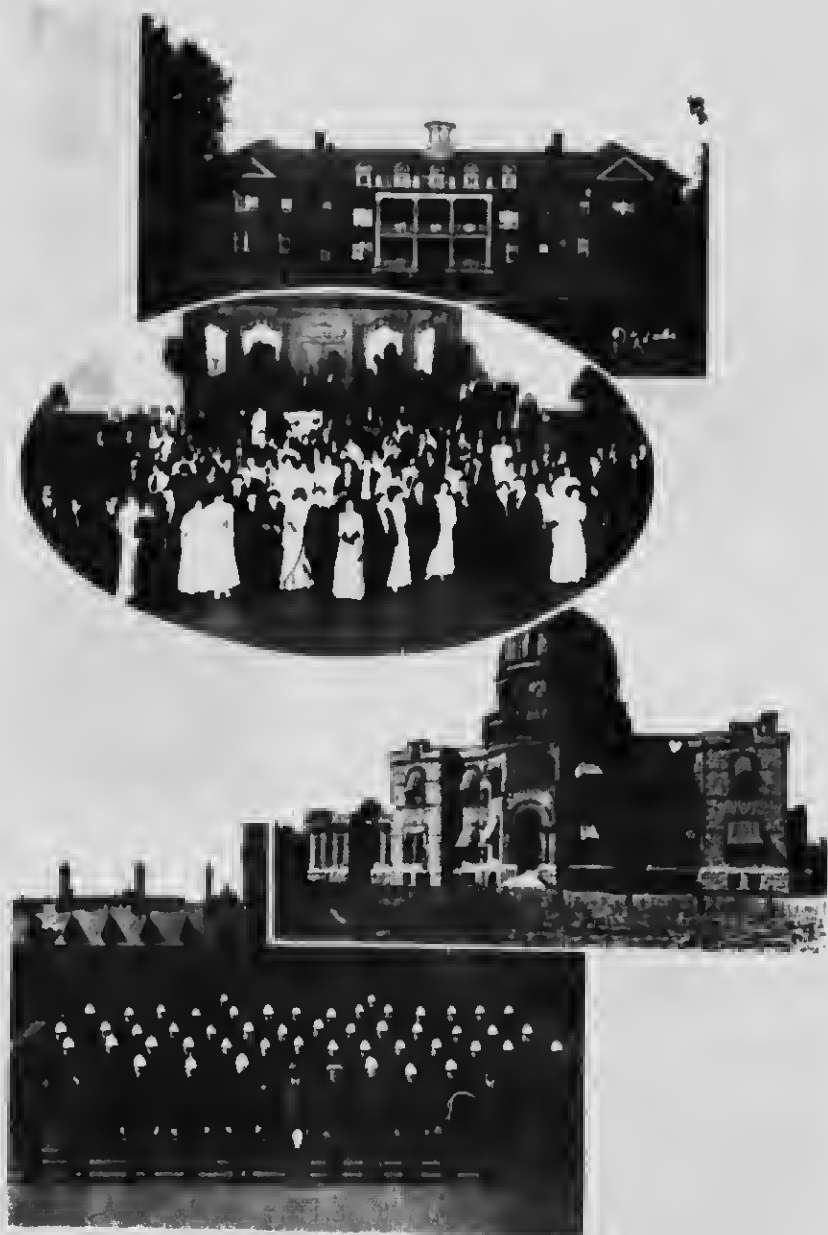
The superintendent is also the chief controller of Chinese Immigration, whose duties involve considerable trouble and require good judgment. A staff of expert inspectors is deployed along the international boundary and on the incoming trains from across the line, and their duties are often not without considerable danger, and even loss of life. The outstanding feature of the tale of emigration towards Canada to-day, greatly owing to the keen and watchful interest exercised by the superintendent, is the yearly improving class of settler who is making a new home with us. A very interesting portion of the work of the branch is that of juvenile immigration, under the efficient superintendence of Mr. G. Bogue Smart, there being a number of Receiving Homes in different parts of the Dominion, and all such children being periodically inspected to see that they are properly cared for, both at the Homes and at the situations which may be found for them. These children, great numbers of whom grow up to be exceedingly well in life, are eagerly sought after; the demand far exceeding the supply.

### **Forestry Branch**

One of the most important branches of the Department of the Interior is assuredly that of Forestry. Particularly in a prairie country, timber is an absolute necessity, not only for the settler's needs and for railway and other commercial purposes generally, but is of the utmost moment in regulating the flow of the rivers and streams. It is a well-known fact that where the banks of streams, especially at the headwaters, have been denuded of their forest covering, the flow of water has been greatly lessened and has even disappeared altogether. For many years past the matter had been considered and various recommendations made to cope with the question of how best to reduce to a minimum the shocking waste, through fire and ruinous cutting, that had been going on for so long, and which had resulted in the destruction of many thousands of millions of feet of timber which to-day is badly needed. Practically of late years only, however, has a properly organized work been carried on, under the administration of the Forestry branch. Unfortunately it is not possible to give in the detail that the subject deserves the many divisions of the work now being so admirably carried out.

Forest nursery stations have been established at various points, at which the young trees are grown and, when ready for transplanting, distributed to settlers. Many millions of such trees have been so distributed, and the farmer of to-day is beginning to appreciate the assistance thus rendered him by the department. Everywhere through what was at one time and only a few years ago treeless prairie may now be seen splendid groves of respectable-sized timber, much of it rapidly nearing merchantable growth.

The larger and more important feature, however, of the work of the branch has been the



Mohawk Industrial School, Bryn Mawr, Ont.  
 Dance given by the Regina Branch of the Western Canada Postal Clerks' Association  
 A detachment of Dominion Police, Ottawa  
 The Dominion Observatory, Ottawa

establishment of a number of forest reserves, and the elaborate system of forest ranging and patrolling carried on with a view to the protection of the growing timber. Trails, telephone lines, fire-guards, and the necessary buildings for the small army of inspectors and fire-guardians have been provided, and each year, as settlement and exploration extend farther out, these must be added to. Undoubtedly much has been done by the branch to reduce the danger of destruction of the growing timber, and with the corps, gradually being formed, of practical, scientific foresters, the value to the country of their work must become very great. Statistical information regarding the wood products of the country and their various uses is gathered by a technical forester, and a laboratory for investigating the various species and processes of manufacture is also being inaugurated.

Mr. H. H. Campbell is the controller of this very important branch. Coming into the department in 1887, Mr. Campbell, who has always taken a great interest in the open-air life of the woods and forests, and has been long and actively associated with the Forestry Association, gradually diverged from the ordinary routine of the general work of the department through his careful and industrious study of his subject, till he is to-day in full charge of one of the most important branches of governmental work in the Dominion.

### ***Irrigation and Stream Measurements Branch***

The requirements of the provinces of Saskatchewan and Alberta for water, not only for irrigation purposes, but for domestic and manufacturing uses, have expanded so rapidly that it was found necessary to make a separate branch of this part of the work, which was formerly controlled by the Forestry branch. For many years it was the custom to speak with bated breath of the arid or semi-arid tract in the southern portion of the two provinces, but with the technical knowledge and statistics at the disposal of, and being acquired each season through, this branch, the reproach has practically disappeared.

The initial surveys first undertaken some years ago by the department established the levels that formed the nuclei of the irrigation works of the present day. A large number of schemes, some of them very costly and extensive, are in progress, all under the administrative supervision of the Irrigation branch; the field work being carried on from the chief engineer's office in Calgary. A staff of inspectors is employed over irrigation works, to see that these works are carried out according to approved plans, and that licensed water is used for its proper purpose. The growing needs of the larger cities in these provinces in the matter of water-supply render the functions of this branch of the Department of the Interior of anxious importance, and an elaborate system of surveys and stream measurements is being carried on, looking to the needs of the future. These stream measurements records are a very valuable aid to those engaged in the matter of irrigation or the use of water for domestic and industrial purposes, and their value will be enhanced by the averages that will be obtained from the observations spread over a number of years on the same stream.

Without the assistance being rendered by this branch, it had been foretasted by many business minds interested in the great West, that the vital necessity of a sufficient water-supply might be the rock on which its development was going to split. It does not seem too much to hope, however, that the Irrigation branch has found and is applying with care and judgment the divining rod to make the water flow from the rock.

The work is very ably administered by Mr. E. F. Drake, the superintendent, at Ottawa, and by Mr. F. H. Peters, C.E., of Calgary, in charge of the field force.

### ***Dominion Parks Branch***

Starting out with the Rocky Mountain Park at Banff some twenty-five years ago, still the most important of these national health and pleasure resorts, there are now seven different park reserves, located at the following points, all in the extreme western portion of the province of Alberta, or just within the railway belt in British Columbia: Rocky Mountains at Banff, Yoho, Glacier, Jasper, Waterton Lake, Buffalo and Elk Island parks. For many years under

the administration of the Forestry branch, the growing possibilities of these beautiful breeding spots as a most valuable national asset, seemed to make it desirable to provide some distinctive parks administration and they were accordingly detached from the Forestry branch and placed under the charge of a commissioner of Dominion parks, Mr. J. B. Harkin, a genial and capable official, with a newspaper experience to his credit, and the strenuous grumbling that one gets as the private secretary of a busy Western minister. While the immediate control of all the parks is in the hand office at Ottawa, each park has its own separate organization under a local superintendent, these officials being in turn under the supervision of a chief superintendent, whose headquarters are located at Edmonton, from which point all the parks can most conveniently be reached.

Banff and its hot sulphur springs in the Rocky Mountain park have attained a world-wide reputation. In its natural state when years ago one had to cross the Bow river on a rickety constructed raft of logs tied together with rope, and descend through a small hole in the mountain side into an underground cave to view the wonderful pool where the swimming bath is to-day located, the park presented a magnificent panorama of mountain scenery. How to develop its possibilities as a health and pleasure resort without marring any feature of its many natural beauties was a delicate task, but one which the branch has accomplished with acknowledged success, until to-day the town of Banff itself is in the enjoyment of every convenience and comfort that modern civilization can desire for its residents and for the luxurians accustomed to its yearly increasing stream of tourist travel, drawn from almost every country in the world. The policy of the branch has been one of development from year to year, not so much with a view to a direct revenue return, as to utilizing to the utmost for the benefit of the people this wonderful health resort. The energies of the branch are bent towards providing additional works for the requirements of the residents and visiting tourists and for the beautifying of the parks; and the same policy will undoubtedly be followed with regard to the later established reserves. Any review of the work of this branch would not appear complete without mention of the buffalo, one herd being located at Banff, and the larger one, the famous Paddock herd from Montrose, at Buffalo park, situated at Wainwright, in Alberta. These once monarchs of the plains are thriving excellently and increasing with great rapidity.

As a national asset, the parks must be considered as an exceedingly valuable and growing contribution even from a direct commercial return point of view, the visitors at the Banff park alone numbering last year over 75,000. In addition to these Western parks, the branch also administers the St. Lawrence Island parks, composed of a dozen islands lying in the St. Lawrence river in the vicinity of Brockville and Gananoque. As restful spots for pleasure-seekers during the hot summer months, these small islands parks, which have been improved and beautified, have, judging by the yearly increasing number of visitors, been very greatly appreciated.

### ***Water Power and Hydrographic Surveys Branch***

This branch is one of the more recently established by the department. With a demand springing up all over the West for cheap power for manufacturing and municipal use, electricity is rapidly taking the place of coal, the price of which is increasing rather than the reverse. To develop such electrical energy, the administration of the valuable water powers situated all over the western provinces had become such an important matter that it was deemed advisable to deal with it under the direction of a separate branch of the department. The conservation and development of these powers are the chief aim of the branch, and to this end extensive surveys and investigations of the water resources of the western provinces are being made, the results of which will be of great value in connection with the development of water power on such large rivers as the Bow, and the Winnipeg, and the storage of water for several large reclamation schemes now under way. This work is necessarily carried on by a technical staff of qualified engineers, and its importance and the benefits which will accrue in the future will be of great value to the West.

Reports of the important field investigations of the branch are regularly issued in the annual reports of the department, and also in the form of water resources papers. While these reports are largely technical, they are exceedingly valuable to those interested in the material and

industrial advancement of Western Canada. The superintendent of the work is J. B. Challenor, C.E., a graduate in engineering of Toronto University, and a member of the Canadian Society of Civil Engineers.

### **Railway and Swamp Lands Branch**

This branch is specially charged with the administration of the railway land grant subsidies, the object of its administration being to finally close out, as rapidly as possible, all these old grants, to adjust matters where exchanges are required, grant title for small parcels of land for long stretches of right-of-way, and for lands acquired either direct from the department or from the settler himself for town-site purposes. The swamp lands at one time vested in the Province of Manitoba, having, as to the undisposed-of parcels, been recently transferred to the Dominion, this branch is engaged in the task of collating the necessary information as to what final disposition shall be made of them.

Mr. E. C. C. Lynch, the superintendent, though a young man, has practically grown up with the branch since its inception. Belonging to one of Ottawa's oldest families, modestly courteous, unobtrusive and pleasant alike with *confidés* and the public, he fills very capably a position requiring patient and constant attention to details and a thoroughly efficient system.

### **Law Clerk's Office**

It can well be understood that in a very large department like the Interior, there must arise daily many points where legal questions are involved. As a matter of fact, every materially important action of the department is taken under the provisions of a statute direct or of regulations framed under such statute. Every transfer or deed submitted to the department, amounting to hundreds in the course of a year, is subject to the approval of the law clerk. In addition, references are daily made to the law clerk from almost every branch of the department, on matters which, while not perhaps involving any direct legal question, nevertheless require the advice and opinion of a trained legal mind, experienced in the work of the department, to arrive at a decision as to the proper action to be taken.

Submissions from the various branches to the deputy minister and through him to the minister himself are also in many cases placed before the law clerk for his views.

The chief law clerk, Thomas Gainsford Rodwell, is an Ottawa boy, and a well-known figure in the service. Studying law under the late Alexander Giddie, and holding the position of deputy registrar, Mr. Rodwell practised on his own account until he entered the government service in 1883. As early as 1867 he joined the Ottawa Garrison Artillery. He holds the Fenian Raid medal of 1870. He joined the Governor General's Foot Guards in 1902, of which regiment he has been paymaster since 1907, and now holds the rank of major. In his official work, wherever he is satisfied that his view is right and just, Mr. Rodwell is as uncompromising as the Rock of Gibraltar. In his private and social life he is known to be a very staunch friend and a most charming companion.

### **Stationery Branch**

It will not be surprising to learn that with the tremendous amount of work done by the department and the necessary size of the staff, there would be a very large output in the shape of stationery, account books, registers, typewriters, and supplies of all kinds, both at Ottawa and for the Western outside offices. Every item, from a box of pen-nibs to a complete set of office furniture, is covered by careful requisition through the Stationery Bureau or Public Works Department. This itself, with its complete necessary system of book-keeping and stock-taking, means much accurate work, but eventually results in an appreciable economy. Mr. D. F. Blyth, the chief in charge of the branch, came to the department some years ago with a thorough business training.

### **Secretary's Branch**

It might be assumed that the secretary of the department would be the official charged with the signing of the outgoing correspondence. When the number of such letters was within reasonable compass of a day's work this was done. The increase in the work, however, necessitated the appointment several years ago of an assistant secretary, a position now held by Mr. Frank Nelson, a graduate of Queen's University, and a good fellow. Even then, with the other general duties pertaining to the branch, when the daily output reached a thousand or more letters, the mere physical labour of signing became an ineffectively carried burden. To-day when the average daily number exceeds that by several hundred, it is apparent that a rearrangement of the matter had become imperative. To this end the signing of the letters going out from some of the branches is now being done by the chiefs, thus relieving the secretary and assistant secretary to an appreciable extent.

The extensive newspaper advertising of the department, and the work of editing, proof-reading, and getting out the departmental annual report also devolve on the secretary. As the work of the department spreads and increases, the size of the annual report, it might be expected, would follow suit, for no chief of a branch is inclined to hide his light under a bushel; so that whereas the departmental report for the year 1874 barely covered 250 pages, that for the year 1912-13 when it reaches Parliament will be two bulky volumes comprising some 1,200 pages and 275 plates and maps. The secretary has to have a general and quite intimate knowledge of the work of every branch of the department, as well as of the Parliamentary work in which it may be interested.

Mr. Lyndwade Pereira, the secretary of the department, who was born in England, was educated as a boy at New College, Oxford, and the famous Grammar School at Durham, returning later to Oxford to enter the University. Coming out to Canada early in 1872, after a brief term with the firm of John Lovell & Sons, the Montreal publishers, he joined the staff of the *Montreal Gazette* as night editor. In this post he remained until appointed on January 1, 1883, as private secretary to the late Sir David Macpherson, Minister of the Interior. Mr. Pereira also served in a similar capacity to other Ministers of the Interior, namely, the late Honourable Thomas White, the late Sir John A. Macdonald, and the Honourable Edgar Dewdney, and having accompanied his ministers on several occasions to the Northwest and British Columbia, is possessed of valuable first-hand knowledge of those portions of the Dominion. In 1889 he was made assistant secretary of the department, and was appointed to the secretaryship on December 1, 1912. He is not unknown in literary and artistic matters, and is also an amateur figure-skating medallist.

No review of the history, work and personnel of the Department of the Interior would be complete without a very warm reference to the house carpenter, John Mason.

A son of "glorious Devon," John's first connection with Ottawa dates back to the day when, in 1859, he was commandeered from Quebec to work on the Parliament Buildings, since when he has enjoyed with incoming and outgoing governments, ministers and deputies, not only respect but a most warm and hearty appreciation of his qualities and abilities. While his sixty-two years' residence in Canada, he having come out to this country in 1852, have anchored him solidly to the Dominion, where he has become a household word in the prize poultry lists, he still remains one of those little bits of old England which do more than anything to cement the Overseas Dominions to the Motherland.

### **Department of Mines**

The work of the Department of Mines is divided between two main branches known as the Geological Survey and the Mines Branch. The former of these is the parent body tracing, as it does, its very earliest inception as far back as the year 1832. The department has three distinct but closely co-related organizations. The Deputy Minister, Reginald W. Brock, is the permanent head, having immediately associated with him the accountants, translators and

editors. The two great sub-divisions are as mentioned above; there being a director at the head of each. The services rendered to the people of Canada by these branches will, in some measure, be discovered on a perusal of the following paragraphs:

### *The Geological Survey*

Canada, engaged in the herculean task of building her house and putting it in order, has received great assistance in all her structural enterprises from the Geological Survey branch of the Mines department. Nor should we as a people seriously upbraid ourselves at this time in that we have utilized more particularly the material benefits to be obtained from this department. As a people just emerging from the forests of a new country, it is but natural that special importance should be laid upon the value of all that is in the soil and under it, rather than upon the mysteries of its origin. The time for leisure and culture will come when the wonderful scientific discoveries being made by this branch of the government service will be fully appreciated. By examining the utensils and hieroglyphics of the early Indian tribes, archaeology and ethnology will trace their relationship to other divisions of the human race, sundered by thousands of miles of land and water. Palaeontology will teach us the origin of our animal and plant life. Geology will disclose, to its special students, the age to which this portion of the world's formation belongs.

The necessity of establishing a geological survey in Canada was first brought to the attention of the government of Upper Canada in 1832 by Dr. John Rae. This request with others in succeeding years was not seriously considered until 1841, when at the instance of Lord Sydenham the subject was introduced in the first Parliament of the United Provinces of Upper and Lower Canada, and £1,500 sterling was voted for the purposes of a survey. In 1842 Mr. W. E. Logan, director, and Mr. A. Murray, assistant, were appointed geologists to carry the survey into operation, and investigations were commenced in 1843. Since then the work has been carried on uninterruptedly and has increased in importance and usefulness until it has assumed its present proportions as one of the most important scientific branches of the government service.

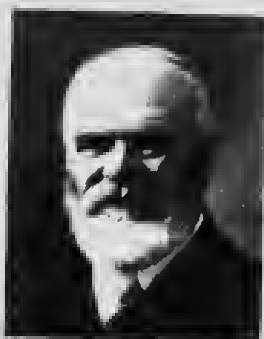
Canada was one of the first countries in the world to recognize that geological work was of sufficient importance to receive the support of the government, and, if we glance at the work that has been achieved by the officers of the survey, it will be readily seen that the public interest has been well served by the establishment of such a survey.

The primary motive for establishing the Geological Survey was the desire of the government to have certain questions relating to the mineral deposits of the country investigated by properly qualified persons. This object, with the assistance that would be given to the mining industry as a result of such investigations, has been clearly kept in view throughout the whole history of the survey without, however, neglecting the study of the scientific aspects of Canadian geology.

Much exploration work has also been carried on and our knowledge of most of the more remote and inaccessible parts of the Dominion, and our geographical maps of by far the greater part of Canada, are due almost entirely to the work of the geologists of the Survey staff.

The early work of the Survey was confined to the provinces of Ontario and Quebec and while of a scientific nature was also of direct economic importance. After Confederation, operations were extended into the Maritime provinces and the investigations of the geologists in that region have been exceedingly helpful in assisting the development of the coal fields and gold deposits of Nova Scotia.

The admission of Manitoba, British Columbia and the Northwest Territories into Confederation opened up a broad field for exploration and investigation, and the geologist has acted as the pioneer of the settlers who are now taking possession of those regions. As a result of a structural study of the Prairie provinces, the distribution of coal seams at no great depth below the surface has been demonstrated over a very wide area and new coal fields were discovered in this and other parts of the West by members of the Survey staff. In British Columbia, where in recent years the major part of the Survey work has been done, officers of the staff have not only been instrumental in assisting in the discovery of new mining fields, but, in the devel-



T. M. POTTER  
Deputy Minister of Finance



W. G. PARMELEY  
Deputy Minister of Trade and Com.



A. P. BOW  
Deputy Minister of Mines



BENJAMIN SUTTE  
Deputy Minister of Militia and Defence



W. J. GERRARD  
Deputy Minister of Internal Revenue



LIEUT. COL. FRED. WHITE  
Comptroller R. N. W. Mounted Police



THE LATE J. R. CHERRIMAN  
First Superintendent of Insurances



DR. W. D. TESCHER  
Many Years Secy. Post Office Dept.

A FEW OF THE "OLD GUARD," NOW RETIRED

ment of those fields, have by a study of the geology and genesis of the ore deposits aided the miner to lay out his work so as to economize both time and money.

One of the most important branches of the Survey's work in the interests of the country has been in the exploration field. The exploration of a great part of the Dominion and delineation of their natural features on the map of Canada are very largely the work of the officers of the Survey staff, and the maps and reports issued by the Survey still furnish the most reliable information on the resources of the more remote regions. Not only did the geologists in the early history of the Survey, map, and in many cases explore, what are now the settled portions of Canada, namely the Maritime provinces, the southern parts of Quebec, Ontario and the Western provinces, but in more recent times the explorations of the officers of the Survey staff have carried them through a great part of the more remote and inaccessible regions of Canada, namely, across the Labrador peninsula, along the shores of Hudson bay and the streams flowing into it, through the Barren lands, down the Mackenzie river and along many of its tributaries, into Yukon Territory, along the main routes of British Columbia, and into the islands of the Arctic. This exploratory work has been useful not only in outlining geological formations that are most likely to carry mineral deposits of value, and in making known the natural wealth of Canada, but has proved of service to engineers, settlers and all other pioneers in the development of the country.

Within recent years the efforts of the Survey have been directed especially towards assisting the mining industry. This has been accomplished not only by the written reports and maps, but by personal contact and communication with prospectors and operators in the mining fields. In the important mining fields intensive studies have been made of the geology, the genesis of the ore deposits, the laws governing their deposition, and their probable form and extent. In the still undeveloped regions the value of the Survey's work lies in directing prospectors to the more promising parts and in furnishing geological maps and information on the geological conditions under which certain minerals occur. In the course of their field work, the members of the Survey staff do a great deal of education work that is not generally known or recognized. This work consists in the discussion and elucidation of problems that are constantly confronting workers in various fields such as in drilling for water, oil, coal, etc., in the development of mineral prospects, in the identification of mineral, botanical or other species, and in many other ways.

Not the least important part of the Survey's work in this direction is in pointing out to prospectors and miners what should not be done. In this way a great deal of money and energy has been saved by indicating that certain exploratory work or proposed expeditions would lead to no result.

How appreciative the mining industry is of the efforts of the Survey to aid is proved by the large number of letters on record in the office from both prospectors and the large mining companies of the Dominion, and their urgent requests for studies by the Survey that greatly exceed in number the capacity of a survey of this size.

As an instance also of the influence that the Geological Survey has had in the settlement and development of the Dominion, mention might be made of Prof. Macoun's reports regarding the agricultural possibilities of the Northwest, written at a time when pessimism prevailed and every effort was being put forth by the large railway companies of the United States to prevent settlers entering the region. Prof. Macoun's knowledge of its possibilities and his optimism were of incalculable value to the whole Northwest, and it is generally admitted that his writings in the early eighties started into that region the stream of settlers that has grown to its present enormous proportions.

By the investigation of the surface geology, soils, and rocks suitable for road construction, the work of the survey touches the interests of the agriculturalist and all classes of the community.

One result of the Survey's work, both detailed and reconnaissance, has been the completion of a geological map of the Dominion on which, however, some blanks remain. More detail is shown on the southern parts of this map than on the northern. Large areas in the north have been geologically coloured, but a great deal of detailed filling in between the main exploration routes is still required and some blanks still remain.

It is not those directly concerned with the exploration of the natural resources alone who find the information obtained by the Survey useful. The engineer uses the topographical maps to locate his roads and other lines, and the geological maps and reports to locate his materials of construction, while a knowledge of the geological structure is often essential in tunnelling, excavating, dam-building, and other engineering projects.

The scientific work is of value to students and educators everywhere. Direct assistance to education is rendered by the training given to students of engineering, mining and geology in the field parties, and by the literature, maps and collections presented to the educational institutions throughout the country. The museum in connection with the Survey is an educational institution of the first order to those who can visit it, particularly to students and investigators who come to study the collections.

The records of the Survey furnish a storehouse of information concerning Canada that is freely used by the other departments of the government.

Responding to the development of the country, the Survey has in the last six years grown rapidly. The geological staff has been increased and strengthened, a topographical division has been organized, the anthropological division was created, and the zoological subdivision established.

Coupled with the record of the achievements of the Survey are the names of its six Directors, to whom must be given the credit for moulding the policy and planning the work of the staff. Every one of these has been a man of high reputation in the world of science, and each of the later directors has ably carried on the work for which the first—Sir William Logan—laid such a broad and sound foundation. Sir William served from 1842 to 1869, and was succeeded by Dr. A. R. C. Selwyn, who directed the Survey until 1895. Dr. G. M. Dawson held the post from 1895 to 1901, after which Dr. Robert Bell was acting Director until 1906. Dr. A. P. Low took charge in that year, and in 1907 was made Deputy Minister of the new Department of Mines. Upon the illness of Dr. Low in 1907, Mr. R. W. Brock became acting Director, and in 1908 Director, and in 1911 Deputy Minister of Mines. All these men were not only capable administrators, but experienced geologists, who had done their share of the work in the field. The limitation of space forbids more than a bare acknowledgment of the work they did for Canada, and the honour they won for the Dominion civil service.

The functions of the Geological Survey as stated in the Geology and Mines Act, 1907, are:—

(a) "To make full and scientific examinations and surveys of the geological structure and mineralogy of Canada; to collect, classify and arrange for exhibition in the Victoria Memorial Museum such specimens as are necessary to afford a complete and exact knowledge of the geology, mineralogy, palaeontology, ethnology and fauna and flora of Canada, and to make such chemical and other researches" as are necessary for the work of the Survey.

(b) "To study and report upon the facts relating to water supply for irrigation and for domestic purposes, and to collect and preserve all available records of artesian and other wells.

(c) "To map the forest areas of Canada and to make and report upon investigations useful to the preservation of the forest resources of Canada.

(d) "To prepare and publish such maps, etc., as are necessary to illustrate and elucidate the reports of surveys.

(e) "To carry on ethnological and palaeontological investigations.

It is the function of the Survey also to prepare and publish reports on the operations of the staff each year, and at intervals to issue special detailed reports of a particular district or subject covering the topics mentioned above. Topographic and geographic surveys are also made wherever necessary and are published as maps, etc., to represent the geological, mineral, or other resources of the country.

The survey is therefore not confined in scope to geology, but embraces all natural history. This was reflected in its old name of Geological and Natural History Survey of Canada.

Before Confederation and until 1881 the Geological Survey was located in Montreal and was outside the civil service, but was for administrative purposes under the Department of the Provincial Secretary, and in 1867 it was naturally taken over by the Department of the Secretary

of State. In 1873 it became an outside branch of the Department of the Interior. In 1881 it was moved to Ottawa and taken into the civil service. In 1890 it was accorded the rank of a Department and its director became a deputy head. The present arrangement dates from 1907 when the Department of Mines was created to include a Mines branch along with the Survey.

The chief officer of the Survey is the Director, who has under his control a permanent staff of technically trained officers who carry on investigations in all parts of Canada, and in all subjects that come within the functions of the Survey. In addition to these, professors and teachers of scientific schools and universities are frequently engaged to undertake certain investigations. Appointments to the permanent geological staff are now made only after a long period of probation and a rigorous training, covering at least seven years at some of the larger universities of America or Europe.

The Geological Survey is now divided into a number of distinct branches, each of which is officered by a staff of technically trained men. These branches include the following:— Geological, subdivided into geological, topographical, mineralogical, and palaeontological divisions; anthropological, subdivided into ethnological and archaeological divisions; biological, subdivided into zoological and botanical divisions, boring records, draughting, photographic, besides which are branches for the distribution of mineral and rock specimens and of reports and maps.

The Geological is the major branch of the Survey and consists of 21 geologists whose work it is to carry on detailed or reconnaissance geological investigations in various parts of the Dominion and to prepare reports and maps on such investigations.

The Palaeontological branch comprises 10 members who are engaged in the collection, determination, classification and study of fossil animals and plants.

The Mineralogical branch, with a staff of 3 members, analyses, determines and classifies minerals collected by field officers and others, and makes collections of minerals for distribution or exchange.

The Topographical branch has 11 permanent members, who make surveys and prepare maps which form the bases for the geological work.

The Anthropological branch, with 5 members, is engaged in the study of the ethnology and linguistics of the native tribes of Canada and their archaeology.

The Biological branch has a staff of 7 members including botanists, zoologists and preparators, who make a study of the distribution, variation, and economic importance of the animal and vegetable life of the Dominion.

The object of the Boring Record branch is to collect and study the records of bore holes in order to assist men engaged in drilling for water, oil, gas, salt, etc.

The Draughting branch has a staff of 15 members whose work consists in the compilation and drawing of maps and diagrams and their preparation for reproduction in reports.

The Photographic branch develops, catalogues and files all photographs taken by officers of the staff on the field, and makes photographs for use in map reproduction and for illustrations.

The remainder of the Survey staff is made up of clerks, stenographers, mechanics and messengers.

The library of the Survey contains over 20,000 volumes of scientific literature, dealing with subjects which come within the sphere of geological survey work.

The Victoria Memorial Museum is a part of the Geological Survey and each branch of the Survey has charge of its own section of the museum. As the National Museum of Natural History it is aimed to make it a repository for all objects of scientific interest and value within the Dominion. Biological, geological, mineralogical and anthropological collections for the museum are made by the officers of the staff from all parts of Canada, and are prepared for exhibition by a staff of skilled preparators, modelers and mechanics. These exhibits are educational in their aim and when complete, a visitor to the museum will be able to obtain from them a very fair conception of the animal and plant life, the geological, mineral and other natural resources of the Dominion, as well as the ethnological and archaeological material that it contains. The scientific collections are available to all students, and will, it is hoped, furnish all



HON. PHILIPPE ROY  
Agent General of Canada  
in Paris, France



MAJOR E. D. SUTHERLAND  
Assistant Auditor General



JAMES WHITTLE, Deputy Minister  
Assistant to the Chairman  
Commission of Conservation



WILLIAM FITZGERALD  
Supt. of Insurance

the material necessary for the investigator for a complete study of any branch of Canadian natural history.

The Survey, since its inception, has published about 1,200 separate reports and maps which deal with almost every part of the Dominion. These reports contain the largest fund of information on the natural resources of the Dominion of any department of the government service. They are distributed to all parts of the world and as the information they contain is of an authoritative and reliable nature they do much to advertise the Dominion in the eyes of the world. The summary report is an annual issued at the close of the year. The detailed and special reports follow as soon as possible after the completion of the investigations. The reports are distributed to all who desire them, and copies are to be found in all the leading libraries of the world.

There are at present on the staff of the Survey, 101 permanent employees who are on the civil service list, 83 men, and 18 women, and 15 others who are not on the list. The temporary office staff includes 5 members, and the temporary field staff 93 members, besides a number of campmen, packers, cooks, etc., who are attached to the parties during the summer work.

Previous to Confederation or from 1842 to 1867, the Geological Survey was under the control of the Secretary of State for the United Provinces.

### ***The Mines Branch***

The Department of Mines is divided, as already explained, into two main branches known respectively as the "Mines Branch" and the "Geological Survey." Although the department in its present organization was created only as recently as 1907, the Geological Survey had been in existence long before the days of Confederation, and its history will be found described elsewhere in this volume.

Known for many years as the Geological and Natural History Survey of Canada, the work of this department in its earlier years was largely of scientific interest though much of it had an economic bearing. A rapidly growing mining industry, however, created an increasing demand for more attention to the interests of the mining community, which demand was met in part by the creation in 1886 of the Division of Mineral Statistics and Mines in the Geological Survey, in which was undertaken for the first time the annual collection of statistics of mineral production in Canada, and the beginning of the systematic study of the country's mineral resources.

The organization of this division, however, did not fully meet the requirements of the mining industry whose representatives continued to press for more economic work and the establishment of a branch that:

"Should deal with inspections and reports concerning the economic possibilities of districts already discovered and of regions yet to be explored. Monographs on various localities, industries, processes and methods should be issued frequently . . ."

The Mines branch may be said to be the culmination of this demand—organized under the "Geology and Mines Act of 1907," it took over the investigation work which Dr. Haanel, who was appointed as Director of the branch, had already as Superintendent of Mines initiated, and carried on in the Department of the Interior since 1902, to which was added the work of the Mines Section, chemical laboratory, and certain other economic work of the Geological Survey.

Briefly the functions of the branch as defined in the Act of organization comprise:

- (a) To collect and publish full statistics of the mineral production and of the mining and metallurgical industries of Canada, and such data regarding the economic minerals of Canada as relate to the processes and activities connected with their utilization, and to collect and preserve all available records of mines and mining works in Canada;
- (b) To make detailed investigations of mining camps and areas containing economic minerals or deposits of other economic substances, for the purpose of determining the mode of occurrence, and the extent and character of the ore-bodies and deposits of the economic minerals or other economic substances,

- (c) To prepare and publish such maps, plans, sections, diagrams, drawings and illustrations as are necessary to elucidate the reports issued by the Mines branch;
- (d) To make such chemical, mechanical and metallurgical investigations as are found expedient to aid the mining and metallurgical industry of Canada;
- (e) To collect and prepare for exhibition in the museum specimens of the different ores and associated rocks and minerals of Canada, and such other minerals as are necessary to afford an accurate exhibit of the mining and metallurgical resources and industries of Canada.

The following Divisions have been organized in the Inside Service, viz., Division of Mineral Resources and Statistics; Division of Fuels and Fuel Testing; Division of Chemistry; Ore Dressing and Metallurgical Division; Division of Metalliferous Deposits; Division of Non-Metalliferous Deposits; Draughting Division, and in the Outside Service, the Dominion of Canada Assay Office, at Vancouver, B.C.

It is expected that an Explosives Division will be added to the Inside Service as soon as the "Explosives Bill", to be re-introduced in Parliament during the present session, is adopted.

**Division of Mineral Resources and Statistics:** This division has charge of the collection and publication of statistics of mineral production and of general information respecting the mining and metallurgical industries of the country. The annual reports contain not only a very complete statistical record of the country's mineral and metallurgical output including cement, clay products, quarry production, oil and gas wells, etc., but also all available data as to imports and exports of minerals and mineral products, markets, prices, trade conditions, etc. Lists of producers are included in the reports and also separately published. In addition to its published reports, the division through correspondence is called upon to furnish to enquirers a great variety and extent of information respecting the country's mineral resources.

**Division of Fuels and Fuel Testing:** The primary object in establishing a fuel testing station at Ottawa, which has been erected on Division street, was to demonstrate that peat could be economically utilized as a fuel for power purposes in a producer-gas power plant. Since then, it has been decided to extend the scope of the investigations, namely, to include the testing on a commercial scale and in a commercial gas-producer of the bituminous coals of the extreme eastern and western provinces, and of the lignites of Manitoba, Alberta, and Saskatchewan.

The producer-gas plant was installed at the Fuel Testing Station for testing the various kinds of fuels met with in Canada, in order to show, principally, the great saving in fuel that could be effected by its use.

The Fuel Testing Station is provided with a 60 h.p. double zone Korting gas-producer, with wet coke scrubber, tar filter, and dry scrubber; and a Westinghouse 100 h.p. bituminous suction gas-producer, complete, with exhaustor, wet scrubber, gas-receiver, and moisture-separator, and a 60 h.p., 4 stroke cycle, single acting Korting gas engine, and a 50 k.w. direct current Westinghouse electric generator directly connected to the engine, together with other necessary equipment.

A chemical laboratory has been installed and is provided with the necessary apparatus for making complete gas analyses, fuel analyses and determinations of the calorific value of fuels.

A very complete investigation of the utilization of peat fuel for the production of power has already been carried out and the division is now engaged in the testing of lignites from western Canada. In addition to the fuel testing, a field examination of peat bogs is being carried on, determining area, depth and character of peat for each bog. A considerable number of peat bogs have already been examined.

**Division of Chemistry:** On the top floor of the main office on Sussex street, the branch is provided with a large and exceedingly well equipped chemical laboratory, for the assaying and analyzing of ores, minerals and rocks. Much of the work done here is purely departmental, i.e., examinations are made of material brought in by members of the staff, both of the Mines branch, and of the Geological Survey. Public work is, however, undertaken when desired at fees slightly in excess of those charged by commercial laboratories.

**Ore Dressing and Metallurgical Division:** A large addition was made to the Fuel Testing Station during 1912, and this building now contains the new and enlarged laboratories for ore dressing and metallurgical investigation.

The laboratory is equipped with standard size machinery and apparatus for crushing, screening, sampling, amalgamation and concentration together with small scale apparatus.

A systematic investigation of the concentration of low grade magnetite ores has been in progress during the past three years including field studies of some of the titaniferous magnetites found on the north shore of the gulf of St. Lawrence. Several reports have been published giving results of this work.

One of the first commissions undertaken by Dr. Haanel was an investigation of the different electro-thermic processes for the smelting of iron ores and the making of steel in operation in Europe. This was followed by the experimental investigation of the subject by the erection and operation of an electric smelting plant at Sault Ste. Marie, Ontario. Complete reports of these investigations were published as well as supplementary reports on the recent advances in the construction of electric furnaces for the production of pig iron, steel and zinc.

During several years past, experimental work has been conducted upon the treatment of zinkiferous . . . These experiments were first begun in the metallurgical laboratory at McGill University and are at present being continued in a small plant on a commercial scale at Nelson, B.C.

**Divisions of Metalliferous and Non-Metalliferous Deposits:** These divisions are engaged in the preparation of special monographs based on field studies, describing the natural resources of the country with respect to certain minerals, or ores, and discussing the latest and most economical methods of mining and treating these ores and utilizing and marketing the products. Quite a number of monographs have already been published, including reports on iron ores, zinc, molybdenum, tungsten, chromite, nickel, asbestos, gypsum, graphite, mica, pyrites, building stone and others. Some of these, such as those on iron ores and on building stone, are being issued in series, separate parts covering provinces or special districts. Monographs on the copper smelting industry in Canada, building and ornamental stones in the maritime provinces, lode mining in the Yukon, gypsum in Canada, the preparation of metallic roset by reduction of the oxide, etc., are in press, while others on feldspar, phosphates, petroleum and natural gas fields, and salt, are on the market and works on the uses for various non-metallic products are in preparation.

**Proposed Regulation of the Manufacture of Explosives:** The serious loss of life and property accompanying the destruction during the past few years of several magazines in which high explosives were stored and the long list of casualties resulting from accidental discharge of explosives, emphasized the great necessity of government control and regulation of the manufacture, handling and storage of high explosives. A thorough investigation of present methods of manufacture and storage has been carried out by the Mines branch, Captain A. P. H. Desborough, one of His Majesty's inspectors of explosives, having been brought to Canada to consult with the Government with regard to the proposed regulation and the establishment of a proposed explosives testing station. Accompanied by an officer of the department, he has visited nearly all the Canadian explosive factories and distribution depôts where high explosives are stored in order to study the existing condition in Canada.

Based upon Captain Desborough's report and recommendations, a Bill has been prepared and presented to Parliament. Its adoption has been delayed until certain questions affecting provincial jurisdiction had been satisfactorily agreed upon. It is understood, however, that all difficulties have now been met and that the Bill will be adopted during the present session, in which event the organization of an Explosives division will be proceeded with.

**Draughting Division:** All the necessary maps, plans, drawings, etc., required to illustrate the reports published by the branch are prepared in this division.

**Vancouver Assay Office:** The Dominion of Canada Assay office at Vancouver, B.C., is another of the divisions operated under the Mines branch, and is classed in the outside service. This office was established some years ago to furnish the mining operators of the Yukon

and British Columbia with a convenient market for their gold and to keep the trade accompanying the marketing of same in the country.

About 90 separate reports have been issued by the Mines branch to December, 1913, together with 107 maps.

The number of permanent employees on the inside staff as provided for in the estimates of 1914-15, which includes several additions to the present establishment, is 51, of whom 9 are female clerks or stenographers. On the outside service 6 (comprising the entire staff) are employed in the Assay office at Vancouver, and at Ottawa 17 are employed permanently on outside service at the fuel and ore testing plants, chemical laboratories, etc.

In addition to the permanent staff there are usually a number of technical engineers and assistants engaged in a temporary capacity either in metallurgical investigation or in the investigation of ore deposits, building stones and quarries, petroleum and natural gas occurrences, etc. During the season of 1913 about 6 technical engineers were so engaged, together with a number of assistants and labourers.

### **Department of Indian Affairs**

To discover how the native Indian tribes, inhabiting the portion of North America now known as the Dominion of Canada, found here an abiding place, is not one of the essential duties of this department. It is the function of another department of the government to label these tribes, Aryan, Semitic or otherwise, to discuss whether they came from Asia by canoes or by a long-ago-sunken continent, or whether they sprang, by miraculous birth, upon the



ARTHUR G. DOUGHTY  
Dominion Archivist



DUNCAN CAMPBELL SCOTT  
Deputy Supr. General  
of Indian Affairs



RICHARD GIDD  
Commissioner of Commerce

scene of their joys, their strifes and their final subjugation. The Department of Indian Affairs takes the Indian as the circumstances found him at various periods in the country's history, as a bitter foe, as an ally in war and as the ward and protégé of the Crown. The rights of these tribes are such as a conquering race may vouchsafe to a defeated and admittedly inferior one. A careful perusal of the Act and a study of the work done by the Indian Department will demonstrate how the Canadian government has acquitted itself; whether it has acted generously or merely justly in its treatment of the primeval tenants of Canada's fertile domain.

The administration of Indian Affairs by British authority dates from the latter part of the seventeenth century. At that time the Confederacy of the Five Nations was by far the most powerful and influential body of Indians with whom the English had to deal. They had not only a large membership in their own confederacy, but had as their allies the western and south-western tribes. The government, realizing the necessity of appointing a staff of officers who could deal directly with the Indians and become specialists in diplomatic relations with them, named, in 1689, Cornelius Veile, commissioner to the Five Nations.

A little later the Colony of New York appointed four commissioners to deal with Indian affairs. Soon by 1739 their number had reached thirty, and such abuses had crept into this method of transacting business that Governor Clinton in 1746 decided to place the power in the hands of a single individual. The appointment fell to William (afterwards Sir William) Johnson, who, by his ability in dealing with the Indians, moulded the whole policy of the department for over one hundred years. It may, indeed, be said that his influence has not yet ceased.

After the Treaty of Paris, Sir William extended his authority over the conquered territory, and appointed a deputy to assist in carrying on his administration. The two titles, superintendent general and deputy superintendent general, have been continued almost unintermittently, and survive to-day in the present designation of the heads of the department. Sir William was succeeded first by his nephew, Colonel Guy Johnson, and later by his son, Sir John Johnson, who held office until 1828, when the use of the title of superintendent general was abolished as applied to the chief outside officer.

Until 1830 the administration was purely of a military character, as the Indians were considered rather as allies than as wards of the crown. In 1830, however, Sir George Murray, then Secretary of State for the Colonies, placed Indian Affairs in the hands of the civil authorities, dividing the country into two departments—one for Lower and the other for Upper Canada. The actual administration, however, remained with the Imperial authorities until the first of July, 1860, when Indian Affairs were attached to the Crown Lands Department, and administered with that branch until Confederation.

During all this long period very little had been done towards education and civilization. The chief duty of the military Indian Department was to distribute the presents which the Indians had enjoyed from the earliest times, and which were inducements and rewards for allegiance and loyalty. Missionaries and private individuals were the pioneers in evangelization and education. Whatever humane policy the provincial authorities had carried on was continued and widened when Indian Affairs were handed over to the Dominion at Confederation.

For six years after Confederation Indian Affairs were attached to the Secretary of State Department. In 1873 they became part of the Department of the Interior, and finally in 1880 the Department of Indian Affairs was created, under the direction of either the Minister of the Interior or the head of any other department, which arrangement continues in force to-day.

During the last thirty-five years the opening up of the country and subsequent advance of civilization have made necessary an equal growth in the power and responsibility of the department. Gradually its work and influence have been extended until now almost all the Indians of Canada, even those living in some of the far Arctic regions, come under its direct control.

Before the inroads of settlement called for the acquisition of large areas of land to meet the needs of modern life, the Indian enjoyed undisturbed possession of land and water, and gathered where he could the means of his subsistence. The advent of the white man, with different aspirations and ambitions, caused restrictions to be placed upon the Indians' freedom, and from this circumstance arose the policy of setting aside tracts of land known as reserves for the sole use of the Indians. To-day there are scattered throughout the Dominion more than fifteen hundred reserves, comprising a total area, roughly speaking, of five million acres.

A total of almost 107,000 Indians enjoy possession of these reserves. This population is widely scattered and is shown distributed by provinces as follows:—

|                       |         |
|-----------------------|---------|
| Alberta               | 8,229   |
| British Columbia      | 25,172  |
| Manitoba              | 10,822  |
| Nova Scotia           | 2,018   |
| New Brunswick         | 1,920   |
| Prince Edward Island  | 292     |
| Ontario               | 26,077  |
| Quebec                | 12,842  |
| Saskatchewan          | 9,699   |
| Northwest Territories | 8,030   |
| Yukon                 | 1,389   |
|                       | 106,490 |

In the Maritime provinces and in Quebec and British Columbia reserves were allotted to the Indians generally without treaty. In Ontario, Manitoba, Saskatchewan and Alberta, however, specific treaties with the Indians were made and reserves were set aside generally in the proportion of a square mile to every family of five. In addition to this land right, the terms of the treaties guaranteed an annual cash payment of from \$1 to \$5 a head. The earliest treaty of this nature was that made on July 18, 1817, between the Earl of Selkirk and the Indians of the Red river. This secured to the government peaceable possession of the country purchased from the Hudson's Bay Company in 1811. Although not permanent, it is interesting as the first treaty made with any of the western tribes. The land ceded was a large portion of what is now the province of Manitoba. With the disappearance of Lord Selkirk's interest in the territory the consideration, which was 200 pounds of "good and merchantable tobacco," ceased to be paid. The cession was to the king, but in 1871 a more binding treaty conveyed to the crown a title to the same region.

Scattered as the Indians are over so wide a country as this Dominion, it is inevitable that there should be a wide difference in their occupations and circumstances. Many of those living far from the influences of civilization still adhere to the ways and manners of their forefathers. But the majority, surrounded by the modern influences of settled communities, are, with the assistance of the department, adapting themselves to the changing order, and seeking their livelihood as artisans, labourers, farmers, ranchers, fishermen or lumbermen.

Some idea of the progress made by the Indians in the arts of civilization may be obtained when it is considered that the Indians of Canada cultivate one hundred and fifty thousand acres of land, and harvest almost a million and a half bushels of grain; that they own over two and a half millions worth of live stock, and earn annually from their various industries close to five million dollars.

The approximate value of land on the reserves is over forty-five and a half million dollars exclusive of the timber and minerals, and for the areas under rental the Indians receive an annual income of more than one hundred and twenty-one thousand dollars. Funds realized from the sale or lease of Indian lands, timber or minerals are held in trust for the band, whose property has thus been alienated. Up to 50 per cent of the proceeds of the sale of Indian lands and 10 per cent of the proceeds received from the disposition of timber may be paid in cash to the members of the band, under terms that are agreed upon at the time the consent of the Indians to alienate is obtained. The balance forms a special fund which is placed to the credit of the particular band. This fund is rarely encroached upon, but may be expended upon whatever will prove a permanent benefit to the band. The interest on these funds may be either expended for the benefit of the band or distributed among their members annually in cash.

To make possible, and to stimulate, this degree of progress, the department has accepted to a great extent the burden and cost of education. The missionaries and various churches have undertaken a great deal of the work of education, but the department has joined hands with them, and given material assistance in every way possible. To-day there is in force a most modern system of secular education. There are in actual operation more than two hundred

and fifty day schools, fifty-five boarding and twenty-one industrial schools. These are controlled by the department, but in many cases are operated under the auspices of some church. The day schools are almost all situated on the reserves, and provide education for Indian children whose parents do not find it necessary to seek their living off the reserve. The boarding schools are not always situated on reserves, and are established for orphans and children of parents whose life and work take them away from the vicinity of the day schools. The industrial schools are, of course, also residential, and afford opportunities of somewhat higher education than the boarding schools generally give.

The department contributes almost three quarters of a million dollars annually towards the support of these institutions. For the residential schools a per capita grant of from eighty to one hundred and twenty-five dollars is allowed, depending upon whether the department owns the land, and the buildings erected and own the school, and upon the standard of the building itself. All of the day schools are erected and owned by the department, and the salaries of the teachers are paid from government appropriation. It is a creditable fact that out of a total population of about sixteen thousand, there are enrolled some eleven thousand and seven hundred with an average attendance of six thousand eight hundred and fifty, or over 40 per cent.

The department lately has given special attention and assistance to the orphans, and by placing them as farmers or ranchers in the most favourable circumstances, and providing them with instruction but with all necessary materials and help, is proving that the Indian can make a very favourable comparison with the white man when afforded the same advantages and inducements.

In dealing with all the plagues of Indian life the department has not lost sight of what might be termed the humane aspect. Some of the best doctors in the employ of the department render prompt and efficient service when called upon. Special efforts are made to combat tuberculosis, the disease which is the most prevalent among the Indians. Whenever possible those afflicted are given the most effective treatment known to modern science. Every generosity is shown to the Indian, and the State and the Indian and the department is always ready to answer any legitimate demand.

In the latter part of the eighteenth century, and the beginning of the nineteenth century, the legal status or position of the Indian was a very anomalous one. Legislation that was enacted for his protection was made to serve also the purpose of regarding him as an individual in the State. In 1840 the Attorney General gave it as his opinion that: "1st. That Indians under the age of twenty-one years are minors in the eye of the law, but over the age they have the rights of other subjects. 2nd. That they are incapable of making civil contracts. 3rd. That they have legal capacity as other plaintiffs or defendants." In 1860 the Indian knew that he was subject to the criminal law, that special laws defined his position in society, protected his property from encroachment and gave him considerable privileges and immunities. To-day the Indian is considered entirely as a minor and is a ward of the crown.

A noticeable mark of advancement lies in the fact that many of the Indian communities have established a system of municipal government on the reserves, and have taken into their own hands the management of roads, police, sanitary arrangements and, to a certain extent, schools. Such systems of internal economy are usually followed by satisfactory results.

The past few decades have seen much progress, but great strides have yet to be taken, and perhaps several generations must elapse before the Indians will become recognized members of the community vested with the privileges and bearing the full responsibilities of citizenship.

There is another aboriginal race living on Canadian soil that comes to some extent within the influence of this department. Far away in the Arctic regions there live some 3,300 Eskimos. It was of such as these that the warm-hearted Oliver Goldsmith sung in "The Traveller", in endeavouring to find "the happiest spot below":

"The shivering tenant of the frigid zone  
Bohly proclaims that happiest spot his own;  
Extols the treasures of his frozen seas,  
And his long nights of revelry and ease."



HON. MARTIN BURRELL  
MINISTER OF AGRICULTURE

But it is not always "revelry and ease" with the Eskimos. As those guardians of Canada's peace and security, The Royal Mounted Police, find cases of distress among those northern tribes, the facts are reported to the Department of Indian Affairs, and medicine, food and clothing are provided.

Thus it is that this department carries on its humanizing task of succouring and elevating the less fortunate races within our boundaries; representing the divinely-inspired principle of the brotherhood of man, and interpreting the aspiration of the Canadian Government to exalt the human race, and to carry its full share of the white man's burden to its destined goal.

### **Department of Agriculture**

The Department of Agriculture is one of the comparatively few departments of the public service that have come down from Confederation. In fact the organization was taken over bodily from the old Province of Canada, and Dr. J. C. Taché, a man of eminence in the public service, held the office of deputy minister from 1861 before Confederation until failing health compelled him to retire in 1888.

But, in the early days, as a glance through a file of the reports of the minister will show, the department had to do with nearly everything but agriculture. As one reads in these reports, the explanations concerning patents of inventions, archives, immigration, public health, criminal statistics and many other subjects not one of which relates directly to agricultural matters, one cannot but wonder how the department got its name in the first place. In 1872, the minister of that day candidly remarks: "This department, although charged by Parliament with the subject of agriculture, has hitherto dealt with it only incidentally, the necessary organization not having been complete, nor the necessary supplies voted, to make it one of the branches of its administration." But he goes on to show how important agriculture is in the life of the Dominion and how necessary it is that in Canada the government should assist in spreading knowledge of the science of their business among the farmers, as is done in so many other countries. "It all quite reminds one of Artemus Ward's famous dictum that 'A comic paper is all the better for an occasional joke.' The minister seems to think it quite right that he should be burdened with all other matters, but he suggests, in effect, that a department of agriculture is all the better if it has something to do with the great interest of farming.

In 1873 the minister reported in favour of the publication by the department of investigations by specialists into agricultural problems, and the collection and dissemination also of agricultural statistics, "a basis for which has been established by the returns of the late census" the census of 1871.

But little or nothing seems to have been done for some years to carry on this suggestion. In 1884 appears for the first time in connection with the Department of Agriculture the name of a man who afterwards won a high place as a public official and as a working scientist. This was Dr. James Fletcher, who in that year made a preliminary report as Dominion entomologist, having been appointed to this "entirely honorary position," as the minister calls it, with a view to helping to save some of the many millions which the farmers of Canada lose through the ravages of crop-destroying insects.

It was in 1885 that the Department of Agriculture really made a start in the work for which it was primarily established. The first step was the demand upon Parliament of a vote of \$20,000 for the establishment of an experimental farm, and the appointment of one of the most eminent agricultural scientists Canada has ever produced to take charge of the new work — Dr. William Saunders. From that time until the present the development of the department as a means of promoting the great interest of agriculture throughout the Dominion has gone steadily forward.

But it is not intended by this to suggest that the work with which the department began, a considerable part of which it still carries on, was unimportant. The subjects given above as coming within its purview would of themselves contradict any such assumption. Every one



GEORGE FINLEY O'HALLORAN  
DEPUTY ATTORNEY GENERAL

of these branches of the public service is important, and some of them vital. Some, as for instance, archives, census and statistics and others, have been handed over to other departments, and need not be dealt with further here, as they are taken up in connection with the departments to which they now belong. The records show that the work of the department efficiently carried on, and they show also that expenses were always kept down and met with the small staff that existed, the average official must have worked energetically. The value of that work to the Dominion can hardly be exaggerated.

It would be interesting, did space permit, to follow the history of the Department of Agriculture and show how, one by one, as circumstances changed, the services which it managed were handed over to other departments and how, one by one, the new services for the assistance of agriculture in all its branches, were inaugurated and brought to their present state of perfection.

As at present organized, the Department of Agriculture is actually what its name indicates. The only branches which do not relate directly to the subject of Canada's main industry are public health, patents and copyrights, including trade marks, industrial designs and timber marks. These branches have been part of the organization from the beginning, and their work has increased with the growth of the Dominion and has become more complex and exacting with the development of science, transportation and business generally.

The Director General of Public Health is one of the best-known and most highly valued of public servants. Dr. Fred Montizambert, F.S.O. Dr. Montizambert has spent a long life in public duty, having entered the service in 1866, the year before Confederation. Under his able direction the branch of which he is the head has advanced to something like the recognition it ought long ago to have had. There is a strong movement afoot to make public health a separate department with a responsible minister at its head. Should this be done, the nucleus of the necessary organization will be found in the present branch. In the nearly half a century of his public work Dr. Montizambert has done more than any records ever are likely to show to guard the people of Canada against the intrusion of contagious disease and to advance in countless ways the care of the public health.

Mr. W. J. Lynch is chief of the Patents branch. He has been in the public service for forty-eight years, and his long service and the successes with which the work of his large and rapidly growing branch goes on, are proofs of his efficiency as an organizer and administrator. At this writing his staff consists of sixty-one people, seventeen of whom are patent examiners, and these, under modern requirements, must be men of scientific attainments and marked practical ability. In the fiscal year 1912-13 there were issued 7,399 patents of invention. As there were only 6,395 in 1900 and 1,252 in 1880, it will be seen that if "speeding up" is practised in the Patents branch, it is done under the pressure of necessity.

The Copyrights and Trade Marks branch is another rapidly growing portion of the public service. The head of the branch, Mr. Philip E. Ritchie, has held the present position since 1904, having entered the public service in 1904.

Another branch of the Department of Agriculture is one which is of value not only to the farming interest, but also to every business and economic interest of the Dominion. This is the Exhibitions branch, an organization whose business it is to represent Canada at world's fairs and exhibitions of all kinds. Millions of people have been informed as to Canada, and thousands brought here and settled upon the soil, through the work of the energetic company of promoters who compose this branch. Ever since the first World's Fair in 1854, Canada has been represented at these gatherings. The Centennial Exposition in Philadelphia in 1876 was a triumphant occasion for Canada, everything from our wheat to our achievements in public education receiving special recognition and commanding wide attention. The Columbia Exposition in Chicago, in 1893, was the occasion of another special effort on the part of the Dominion government to demonstrate Canada's greatness. Other great exhibitions in Europe, Asia, and America followed quickly after, and the Department of Agriculture undertook to represent Canada at them all. In 1902 the minister reported: "This organization of exhibition work has been so constantly repeated that it has become almost a permanent branch of the department." And to-day it actually is a separate branch. The head of it is one of the

most unique personalities of the public service, Mr. William Hutchison, formerly M.P. for Ottawa. Mr. Hutchison has gathered about him a body of men whom he has trained in this peculiar business of advertising Canada through the great exhibitions. He has developed a positive genius for this business; he has, in fact, reduced it to the certainty of exact science and raised it to the level of high art. At many world's fairs of recent years Canada has been almost the "whole show." To-day the Exhibitions branch is hard at work on what it is hoped will be its most successful effort, the proper representation of Canada at the Panama Pacific Exposition at San Francisco in 1915.

In agriculture proper, as intimated above, the first direct move was the appointment of Dr. Saunders and the establishment of the Central Experimental Farm at Ottawa. A whole book could easily be filled with interesting matter setting forth the development and present services of Canada's great system of experimental farms and demonstration stations. One who will let his imagination range over the half continent which this system serves, with its wonderful productivity of soil and its almost infinite range of agricultural products, will understand something of what those in charge of the administration would seek to accomplish. And those who are at all familiar with agriculture in Canada, and who know something of what has been done to acclimatize here the products of other lands and to disseminate here the knowledge which modern science and experimentation place at the disposal of agriculture everywhere, will appreciate what this system has done for Canada. In connection with this system men have wrought for the love of the work, glad of a living wage because it enabled them to devote their lives to that which seemed to be worth while in the promotion of the public good. Besides those already mentioned a very few others may be chosen from the great body, not because their service has been greater than all others, but because, besides rendering service, they have, for various reasons, come more prominently before the public. One is Professor F. T. Shutt, Dominion chemist. Almost from the inception of the experimental farm system Professor Shutt has been prominent on the staff. In the careful work of soil analysis, in the production of health on our farms through the analysis of drinking water and instructions in securing a pure supply, in the thousand and one ways in which the chemist can guide the farmer and give his work right direction and certainty of result, Professor Shutt has done so much that he is rightly counted as amongst the most effective of those whose combined labours have made Canada what she is. Another is Professor W. T. Macoun, a distinguished member of a family that has given invaluable service in the exploration and development of the Dominion's territory. Professor W. T. Macoun joined the staff of the Central Experimental Farm as a young man. When, in 1898, the Dominion horticulturist, the late James Craig, resigned to take up the work in Cornell University in which he was to win world-wide fame, Professor Macoun was appointed in his place. As experimenter, administrator and propagandist of sound ideas in farming he has been wonderfully successful. Canada's present position as a fruit-growing country is due in no small degree to his labours. Dr. Charles E. Saunders, Dominion cerealist, son of Dr. Wm. Saunders, is another scientist whose painstaking investigations have greatly promoted the interest of agriculture. Those whose business it is to handle great quantities of cereals in the baking, brewing and other industries, know that these products vary from year to year in their chemical composition, owing to variation of weather and other conditions. How to meet these changes so as to maintain a fixed standard of product is one of the line problems which have to be faced in these lines of business. In this work and in the no less important work of directing the labours of the farmers in handling new varieties or working new soils, the results of Dr. Saunders' experiments have been invaluable. Many others, both at the Central farm and at outside farms and stations, should be mentioned did space allow. The man now in charge of the whole system, Mr. J. H. Grisdale, whose appointment to the place dates from the retirement of Dr. Charles Saunders in 1911, Mr. Grisdale is eminently qualified for the position, not only by high attainments, but by having served for many years under Dr. William Saunders. The wide extension of the system of experimental farms and the multiplied demands of agriculture upon science and transportation have greatly increased the labours devolved upon one in his position and call for administrative powers of the highest grade. Mr. Grisdale has proven himself equal to his great task, and the extension and improvement of the whole system goes on rapidly under his capable direction.

But, though the experimental farm system inaugurated the new movements under which the Department of Agriculture becomes a sort of man-of-all-work for the farmers of Canada, that movement, as can readily be understood, extends far beyond the bounds of any experiments, however important.

A long step was taken in the development of the department's work when, in 1890, Dr. J. W. Robertson was appointed to the newly created office of dairy commissioner. As his subsequent career has shown, Dr. Robertson is a born leader of men. He has accomplished wonders in the inauguration of the great Macdonald College, which was made possible by the bounty of Sir William Macdonald, the noted manufacturer and philanthropist, and in many other ways. He had not been long in a government office when he was appointed agriculture and dairying commissioner with practically an authorization from the minister to organize branches and services for agriculture in the Dominion as fast as he could find officers to man them. Not all the present branches were established directly by Dr. Robertson, but the impetus given to the work under his administration made many things possible which would have been impossible otherwise. It has continued down to the present day, though it is nearly twenty years since he resigned from the service of the Dominion.

In the first place, as the reports of the department show, more attention was paid to the collection and dissemination of information in relation to crops of various kinds. This involved correspondence, the issue of bulletins, and for their preparation the making of experiments and investigations, and many other activities. This service has been greatly extended as the result of many circumstances, notably the formation in 1908 of the International Institute of Agriculture, that wonderful world-union of the leaders of thought in relation to man's basic industry. The multiplicity of the publications of the department and the wide demand for them led to the formation of a Publications branch which, at present, is separately housed from the other branches. This was organized by Mr. T. K. Doherty, who combined with its duties those of Commissioner for Canada of the International Institute. The increase of the work in both these services has compelled a division. The Publications branch is now administered by Mr. H. B. Spencer, under whose capable management the information provided by the experts of the department is made available to farmers throughout the Dominion.

The Dairying branch, of course, was the first one organized by Dr. Robertson. In the various provinces the work which had already begun was extended. In the East, notably in Prince Edward Island, and in what were then the Territories of the West, dairying was established as a permanent industry. The development of this industry is one of the marvels of Canadian agriculture and the wealth it has brought in has been a mainstay of the country. In no small degree the credit for all this should go to the Department of Agriculture.

In 1890 an Act was passed relating to cold storage on steamships. This system has since been enlarged, improved and applied in many ways to facilitate the handling of perishable products not only on steamships but on railways as well.

In the same year, 1898, another branch had its first beginning. This is the Seed branch, now under the charge of Mr. George H. Clark and working through many agencies for the improvement of the strain of seeds for all crops and for the eradication of weed pests. Leading scientists not only of Canadian birth but also from Europe have been engaged, and Mr. Clark is now the head of one of the best and most useful branches of the civil service.

In 1900 legislation was passed at the instance of the Department of Agriculture for the incorporation of live stock record associations. This opened another brilliant chapter in the history of the department. It led soon to the appointment of Dr. J. G. Rutherford, one of the leading veterinaries of the Dominion, and a former M.P. for Manitoba, as head of a branch of animal industry. Dr. Rutherford, mainly through his wonderful work in organizing and carrying on this branch, earned the honour of C.M.G. from His Majesty the King, and of wide personal popularity with Canadians everywhere. He was later to be Canada's first representative in the organization of the International Institute of Agriculture. As chief veterinary inspector, the office to which he was first appointed, he succeeded a man whose name is well remembered by farmers and horsemen everywhere. This was Dr. Duncan McEachran, who had served for many years and had given distinguished service in saving Canada from the



R. J. Anderson and P. J. Carter, Captains  
 Experimental Station, Kentville, N.S., 1914

Experimental Farm, Brandon, Man.  
 N. J. Anderson, Northwest Mounted  
 Police, sitting on horse on the frontier

importation of animals bearing infectious disease. When Dr. Rutherford retired in 1912, he was succeeded by Dr. Fred Torrance, an eminent veterinary. The constant increase in the work compelled Dr. Torrance to devote his whole attention to one branch. He is now chief veterinary inspector, while Mr. John Bright, one of the best-known and most successful of Canada's practical stock-breeders, fills the office of live stock commissioner. This Live Stock division not only promotes animal husbandry, but also protects the public health by the inspection of the meat supply, a service whose importance is beyond estimation.

When the South African war broke out, the Department of Agriculture was made the agent of the Imperial government for the collection and forwarding of hay and other supplies. This service was soon found useful in other ways, and so it became permanent. It is now definitely organized as the Extension of Markets division, under Mr. W. W. Moore, an officer of more than common ability and success.

The Fruit Marks Act, for the protection of Canada's good name in the export of apples and other fruits against the frauds of unscrupulous packers, was passed in 1900. This was made the basis for the present Fruit division.

The first head of this work was Mr. W. A. McKinnon. His appointment to a trade commissionership in England led to the promotion to the place of Mr. Alexander McNeill, a man of whom the civil service is proud and whose recent death is deeply regretted. Mr. McNeill was an experienced fruit-grower and a man of unusual culture. His work required tact combined with great moral courage and bull-dog tenacity of purpose. These qualities he showed himself to possess in abundance. As a result the Fruit Marks Act has become a permanent and working law, while the division has done most excellent work, and more of it year by year, to promote the production and profitable marketing of fruit. Mr. McNeill not only benefited the public, but he laboured earnestly, unselfishly and successfully for the good of the civil service. Among other things that he accomplished was the establishment of the first successful co-operative store for the benefit, primarily, of the civil servants of Ottawa. The difficulties of the pioneer work in such an institution would have been impossible for a man less gifted or less devoted than Mr. McNeill.

The divisions of dairying, cold storage, fruit and extension of markets are now united in one branch under Mr. J. A. Ruddick as dairy and cold storage commissioner. Mr. Ruddick has made his way to the top of his profession by sheer ability, and his labours in public office have been productive of great good. He is one of the many men in the service to whom duty is not a burden but a privilege, and the public benefit from whose work is out of all proportion to the salaries they receive.

According to the last Civil Service List the regular employees of the Department of Agriculture number 1,962, of whom 288, including 33 temporaries, are in the inside service in Ottawa and 774 in the outside service throughout the Dominion. Besides these there are many temporary and occasional employees, especially in the several branches of inspection during seasons of unusually heavy business.

To administer a system so widespread, so complex and so active is a work calling for the highest qualifications. The credit for that work is due primarily to the Deputy Minister and Deputy Commissioner of Patents, Mr. George F. O'Halloran. Mr. O'Halloran is a lawyer by profession, which is a great advantage to a man in almost any administrative office, but especially so in the case of one who must administer such difficult laws as those relating to patents, trade marks and copyrights. He was appointed to his present position in 1902, on the retirement of the late Mr. John Lowe, who had spent a long and useful life as a servant of the Canadian people. Mr. O'Halloran has had charge of the department throughout nearly the whole period of its greatest expansion and deserves the thanks of the people of Canada for his devotion to his duties and his marked success in their performance. Next in office in the administration is the assistant deputy minister and secretary of the department, Lt.-Col. Arthur L. Jarvis, I.S.O. Col. Jarvis has been in the service since 1868, his permanent appointment dating from 1879. He has made his way to his present position by ability and by the thoroughness of his work. True judgment, knowledge of men and affairs, and endless industry are necessary qualifications for the occupant of such an office, and these Col. Jarvis has displayed.



HON. THOMAS W. CROTHERS, B.A., K.C.  
MINISTER OF LABOUR

There is little opportunity for the spectacular in such work, but the sight of so great and complex a machine working with smoothness and steadiness suggests to the discriminating mind that somewhere there is a wise and devoted man who keeps all clear and prevents friction. The department is fortunate in having trained a man of Col. Jarvis's qualifications and in finding for him a place where he can render such important and useful service.

Those members of the staff who have been here mentioned are but instances which might be multiplied practically by the whole number, for there is no department of the service of the Dominion in which there is a higher average of earnest, conscientious and intelligent performance of duty.

### **Department of Labour**

No department of the government touches the life of the great mass of the people more intimately than does the Department of Labour. In this new country of ours everyone is a worker, and if the department had no larger field for study than that of the relations between employers and employed, it would have work enough and to spare. In point of fact, however, the department is the only governmental agency for sociological and economical research on a general scale. For example, at the present moment, it is the leading, if not the sole, authority on the various phases of the cost of living problem, the iron of which has so eaten into the coat of all classes in the Dominion. Thus, though the department is among the smaller ones, number- ing less than thirty on its staff at Ottawa, this is no measure of the importance of the work it is transacting or of its potentialities for growth and influence in the future.

Sir William Mulock founded the department in 1900. It began in a small way. Two or three measures having to do primarily with labour questions had recently been passed, such as the Fair Wages Resolution which required the payment of fair wages on all government contracts, and the Alien Labour Act, which was designed to prevent the influx of labour into Canada under contract. To the work of administering these was now added the publication of the *Labour Gazette*, a monthly journal devoted to reports, statistical and otherwise, on the condition of labour in Canada, and the carrying out of a policy of conciliation in labour disputes. Mr. Mackenzie King, whose name was later to become well known in Canada, was appointed editor of the *Labour Gazette* and in general charge of the newly created department. Soon after, he became deputy minister, and his success in that position, particularly in connection with the settlement of labour disputes, led in time to his transition into politics and into the Cabinet as minister of the department; he had been instrumental in organizing. No better evidence is possible of the truth of the statement above made as to the intrinsic importance of the department than the fact that Mr. King was able to continue his work there so rapid and exceptional a promotion.

The department has grown and changed much in the past few years. After Sir William Mulock, Sir Allan Aylesworth became minister for a short time. Sir Aylesworth was followed by Mr. Lemieux, who in turn gave place to Mr. King, when the department was given independent status. On the change in government, Mr. Crothers, the present minister, took office.

A brief review of the present functions of the department follows.

Perhaps first among these might be mentioned the administration of the Industrial Disputes Investigation Act—the "Lemieux Act" as it is commonly called. This measure was passed in 1907 and was an outgrowth of the department's practical experience in dealing with labour disputes. Briefly it provides that a threatened strike, in the case of an industry whose disruption would seriously affect the public welfare, must be referred to a board of conciliation and investigation. Up to the present over 160 of these boards have been appointed. It will easily be seen that their regulation, affecting as it frequently does many thousands of men and financial interests that run into the millions, calls for the use of the utmost tact and discretion. The deputy minister of the department, Mr. F. A. Aylward, is also registrar of these boards and his long experience in the handling of the many delicate questions that come up in this connection is one of the chief assets of the department.



FREDERICK ALBERT ACLAND  
DEPUTY MINISTER OF LABOUR

The Fair Wages Branch of the department has greatly increased the scope of its work since 1906. Originally in charge of the well-known labour leaders, Mr. D. J. O'Donoghue and Mr. Victor DuBreuil, it now numbers five officers, namely, Messrs. DuBreuil, McNiven, Compton, Killins and Hood, Mr. McNiven being stationed at Vancouver, B.C., and Mr. Hood at Winnipeg. The whole branch is more particularly in charge of Mr. Gerald Brown, the assistant deputy minister.

From the original *Labour Gazette* has been built up the statistical branch of the department now in charge of Mr. R. H. Coats. Mr. Coats is known more intimately among the members of the service for his unremitting display of esprit de corps in all that contributes to the making of an ideal civil service. The duty of this branch is to provide information on the labour problem and its various phases throughout Canada. The *Labour Gazette* has been greatly improved both in size and quality from its original form. In it are to be found periodical reviews of the state of the labour market in the leading Canadian centres, tables relating to current strikes and lockouts, wages, accidents, legal decisions, etc., etc. The branch is at the moment before the public as the leading authority on prices and cost of living in Canada, its Index Number of Prices being one of the best in the world. For over a year past the branch has been working on a similar investigation covering wages. Among the duties performed by the staff of this branch are the compilation of the prices and cost of living statistics and the wages record, and the collection of facts regarding industrial accidents. A staff of fifty-five correspondents throughout the Dominion furnish the local data for the branch.

Mr. Frank Plant, of the circulation branch, is the compiler of a very valuable annual report on labour organizations in Canada.

Ever since its inception the department has been collecting books and pamphlets bearing on industrial and economic problems and the library has now reached considerable proportions.

Altogether the department has a most interesting field and is covering it in a manner that compares well with those of other countries. It has not yet attained to the size of the similar departments in the United States and in the older and larger countries of Europe, but it is growing rapidly, and in a manner consistent with proper organization and the sure overtaking of its manifold opportunities of rendering service.

### **Department of Public Printing and Stationery**

The Department of Public Printing and Stationery was organized by Act of Parliament in 1886, but did not begin actual practical operations until July 1st, 1888, and it was not until the close of the year 1889 that the Printing Bureau was under full operation in its own building. The department, since its organization, has been under the control of the Secretary of State.

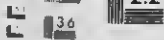
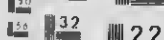
The position of King's (or Queen's) Printer is an old and honoured one. In England, about the year 1500, Richard Pynson was appointed Royal Printer, and the office has existed ever since. Nearly every country has followed England's lead and now has its own Government Printing Bureau. The office of Queen's Printer was first created in Canada, in 1860, by the appointment of Col. Chamberlin to be "Printer to the Queen's Most Excellent Majesty." Col. Chamberlin was succeeded, in 1891, by S. E. Dawson, Lit.D., of Montreal. Dr. Dawson held the office until 1908, when he resigned owing to ill health, and C. B. Parmelee, proprietor of the *Waterloo, Que., Advertiser*, was appointed King's Printer and filled the position until his death.

He died in January, 1914, and Joseph de la B. Taché, of the *Courier, St. Hyacinthe, Que.*, has been appointed to succeed him. Mr. Taché has had a long and varied experience in the printing business, and comes to the department with a reputation as a hard worker, and as the possessor of good executive abilities, for which the duties of his new position will give him ample scope.



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THE LATE CHARLES H. PARMELEE

While space forbids a description of the versatile qualities of each official printer to the crown, it can be said that Canada has been extremely fortunate in securing the services of such able men. The King's Printer, as Deputy Minister of the Department of Public Printing and Stationery, is charged with the successful working of the institution; he is personally responsible for the correct and regular publication of the statutes as passed by Parliament at each session, of the *Canada Gazette*, and of all official communications from the Head of the Executive to the general public. Prior to 1888, the public printing was done under contract; but as the requirements of the government increased, it was found that the only way to have the work executed in a satisfactory manner was to establish an official printing bureau. This was done, but the building erected was too small, and the business has been carried on ever since under great disadvantages. The volume of public printing has increased many fold since then, and although an addition has been made to the building, it is far too small for the work which has to be done at present. Only by the introduction of labour-saving machinery has it been possible to cope with a large share of the work, the balance being done by outside printers. With the erection of a new building providing sufficient accommodation, the bureau will be able to give better service and satisfaction to the government and the public.

The gradual growth of the printing and stationery business of the government may be largely attributed to the evils of the contract system. Among the evils of the contract system were found:—

1. The tendering, under stress of competition, at prices not remunerative for really good work.
2. The consequent endeavour, almost always attended with success, to secure the acceptance of inferior work.
3. The attempt, in order to execute the work cheaply, to do it with insufficient plant or labour, leading to delays in the public service.
4. The attempt, by indirect methods, to make unprofitable work profitable, or to keep back portions of work which are unprofitable and secure a greater portion of that which is profitable.

A glance at the files containing some of the contract work, and a comparison made with the work turned out by the Bureau, shows the great inferiority of the former system. In fact, the best contract work would not be accepted by any department from the Printing Bureau. As a matter of fact, the work turned out by the Bureau will compare very favourably with that of any other government or private institution. As the Bureau is forbidden by law to do any private work, its whole energy is devoted to turning out the government work on time and in first-class order.

In connection with the records and debates of the House of Commons and Senate, the Canadian Parliament receives far better service than any other Parliament in the world, not excepting our progressive neighbours to the south. The complete records of each sitting as well as the Orders of the Day for the next one (in English and French) are placed on the members' desks before ten o'clock the following morning; the Hansard (so called after the first printers to the House of Commons of the United Kingdom) is also delivered at ten o'clock, and is followed twenty-four hours later by the French edition.

Between sessions of Parliament the Bureau is engaged on miscellaneous work for the government, which includes many special and important publications in the public interest, as well as getting the annual reports ready for presentation to Parliament. Many of these are ready and distributed to members of Parliament and the public some time in advance, which enables the members to study them and be ready for work as soon as the session opens.

During a general election the value of a government office is manifested, for there are thousands of different forms, poll books, ballots, voters' lists, etc., to be printed. The blank ballots (with space left for the names of the candidates) are all printed at the Bureau on a special water-marked paper, and distributed to the various returning officers. The printing of the voters' lists alone would tax the capacity of a dozen of the largest offices in Canada, and yet an election has never been delayed owing to the lists not being ready, although at times the Bureau has had to work night and day for months in order to have them ready.

Comparing the cost of printing done at the Bureau with what would be charged by contractors, a conservative estimate of the saving would be at least 25 per cent in favour of the Bureau, or an annual saving of \$300,000. The first Dominion voters' list was printed by local printers all over the country and cost \$180,000, while the second one, done at the Bureau, cost \$72,000, a single saving to the country through the establishment of the Bureau, of \$108,000.

The total expenditure for wages and for printing and binding materials amounts to \$1,250,000 a year. The cash clearances last year increased by \$700,000 and now total nearly \$5,000,000.

Printing for the Intercolonial and Prince Edward Island railways, the accounts for which are audited by the Bureau before payment, amounts to over \$100,000 per annum. Newspaper advertising shows the enormous expansion of the business of the country, it having increased from \$12,500 in 1875 to over \$165,000 last year. Not only is the number of publications issued from the Bureau increasing, but, owing to the larger population, the number of copies printed is increasing. The amount of paper used is a fair indication of the amount of work done and this has increased over four fold in the last few years. The Stationery branch carries a stock of all such supplies as are used by the government offices, and this requires careful purchasing and handling in order to secure the best results. Last year the cost of the stationery materials supplied to the different departments and to Parliament amounted to about \$800,000.

Among the various functions and operations of the Bureau, the following may be of interest:

All the embossed letter heads and envelopes for the Governor General and the different ministers and departments are done at the Bureau. The post-office stamped envelopes are also made and embossed, and number about 8,000,000 a year.

Outside of newspaper offices, the Bureau was the first office to use typesetting machines.

In the composing divisions, there are, besides the hand compositors, 32 linotypes (including the first one built in Canada, and which was exhibited at the important exhibitions in 1891), and 13 monotypes.

In the press-room divisions there are 10 presses, including the most modern fast-perfecting and automatic high-speed presses, some of them running as high as 15,000 impressions an hour.

Of millboard (used in making covers for books) over 100,000 pounds is used annually.

If the paper consumed in one year by the Bureau were made into a strip one yard wide it would encircle the earth.

The maps of Canada and many plans are engraved on copper plates at the Bureau, and these are continually being corrected and brought up to date.

A single edition of the annual report of the Experimental farms consumes over 100 tons of paper.

There are about 35,000 different jobs and publications turned out annually by the Bureau. The total number of people employed at the Bureau is 1,020.

### **Department of Public Archives**

The word "archives" is generally associated with dry and misty parchment. Yet the work of an archivist may be called the romance of collecting romances. In Canada's Archives building are stored the silent witnesses of the past achievements of a people as an inspiring incentive to future effort. Here may be found tales of the aboriginal Indian tribes and of their merciless contests with the oncoming Latin and Saxon invaders. Here may be found tales of the capetuous adventures of the explorers from the time of Eric the Red to that of Valljahnur Stenstrom, who, at the time of this writing, is imprisoned in the frozen seas of Canada's northern waters. Here may be found tales of the hardships and privations endured by the pioneer settlers, to instil into the Canadian mind the victories of the simple life of those voluntary and heroic exiles in the lonely places. In the Canadian Archives there is deposited

that fund of historic lore that will in future ages afford the theme for the "storied urn, the animated bust," for the music, the art and the literature of a great race.

A visitor to the Public Archives will find a tablet at the entrance conveying the information that an Archives building was proposed by the Intendant Hoccourt as early as 1731; and another tablet, recording the fact that the first Archives building was erected in 1906.

Lord Dorchester had in 1787 directed his efforts towards the centralization of public records; but it was not until 1872 that a systematic organization of a Federal collection was begun. In that year a petition was presented to Parliament signed by a large number of prominent men, setting forth that literary inquirers were placed at a great disadvantage in Canada when compared with similar classes in the United States and in Europe.

The government of the day complied with the request of the petitioners to the extent of voting a small sum of money for the purpose of making a preliminary enquiry into the extent and state of preservation of public records and official documents, and appointed Dr. Brynmor as first Dominion Archivist.

During the two years following, Dr. Brynmor instituted research in Canada and in Great Britain and in 1871, the field of enquiry was extended to the Continent. After this preliminary survey, the first efforts to concentrate records began.

There are three sources of information from which historical material can be obtained, first, Canada; secondly, the United States; and thirdly, Europe, but the task of drawing on these sources is often attended with difficulty. The records of Canada for the first one hundred and fifty years after the foundation of Quebec are chiefly in France. Patient research has been necessary to separate from the vast collections of papers relating to the colonies of France, those that chiefly concern Canada or New France.

In Canada there have been many changes in the seat of government and for a long time the records followed the seat of government. Matters were further complicated at Confederation, when certain classes of papers were retained by the provinces, while others were placed in the custody of the Dominion government. Frequent fires in the provinces and in the capital have destroyed many valuable records, while others have suffered from damp; other agencies for want of proper protection.

The annual reports of the Archives branch from 1872 to 1902 contain calendars of the documents collected and summaries of those which were examined after being copied in England and in France.

In 1902, Dr. Brynmor died, and by his death students of Canadian history lost a faithful guide and friend who succeeded in part in fulfilling the request of the petitioners of 1872.

In 1901, Dr. Brynmor was succeeded by A. G. Doughty and steps were immediately taken by the Hon. Mr. Fisher to provide a more suitable building for the reception of the Archives and for the removal of a large number of documents from the departments. The first report of Dr. Doughty was made in 1904 in which he outlined the policy which has since been pursued. Emphasis was laid on the increasing importance of original documents in view of the change that has taken place in the writing of history.

The growth of a national feeling in Canada and the activity manifested by the people of the United States in collecting everything that concerns the history of this continent has created a new interest in the lives of the Canadian people and a desire for a higher order of historical literature. The larger demands made on the writers of history have imposed new obligations on the state to acquire and render accessible to the student all documents which illustrate the development of Canadian institutions. A systematic examination of records in the Dominion is being made and representatives of the Archives charged with this work are employed in the province of Quebec, in the Maritime provinces, in Ontario and in the West. In Europe, the work of investigation is under the direction of Mr. Biggar, who has a staff of assistants at his disposal.

In 1912, the Archives branch was transferred to the Privy Council, but during the same year an Order in Council was passed, placing it under the direction of the Secretary of State.

In 1913 the Act was amended and the public archives became a distinct institution, the responsible minister being the Secretary of State.

The process of photography renders valuable assistance in the work of transcription. Search is made by the student, and instead of having to make a laborious transcription, a photographic instrument on the premises furnishes copies of original manuscripts, etc. This instrument is capable of making 300 reproductions in a day. Thus, students are enabled to obtain copies of manuscripts with accuracy and expedition.

### **Commission of Conservation, Canada**

In February, 1909, Canada joined the United States and Mexico in a North American conference at Washington. The conference formulated a Declaration of Principles upon which the subsequent conservation movement has been based.

Later, a Bill providing for the appointment of a Commission of Conservation was introduced into the House of Commons, and, after a brief discussion, which demonstrated that it was very favourably regarded by both parties, passed both Houses of Parliament. It provided for the appointment of twenty members, appointed by the Governor in Council, and twelve ex-officio members, viz., the Ministers of Agriculture, Interior, and Mines, of the Dominion government, and the Minister of Lands in each provincial government. It also provided for representation of universities. On the organization of the Commission in 1909, the Honorable Clifford Sifton was appointed chairman and Mr. James White, secretary. In 1913 Mr. White was promoted to assistant to the chairman with rank of deputy head.

The Act further provides that the commissioners shall not receive any fees or emoluments but shall be repaid their actual disbursements for travelling expenses while attending to the work of the Commission. The Commission was organized in January, 1910, and seven Committees were appointed, viz., 1. Fisheries, Game and Fur-bearing Animals, 2. Forests, 3. Lands, 4. Minerals, 5. Public Health, 6. Waters and Water powers, 7. Press and Co-operating Organizations.

These committees have since from time to time made recommendations to the governments interested. The Commission is purely an advisory body and the responsibility for accepting or rejecting its recommendations must rest upon the government to which they are made. Theoretically, the domain of the Federal government and of the provinces is definitely apportioned, but, in practice, it sometimes happens that there is a conflict of jurisdiction, and there is a large and important field open to the Commission in endeavouring to reconcile, in the interests of the body politic, the conflicting claims.

Experts in the various natural resources have been appointed and have since devoted their attention to studying the best methods of conserving them and in compiling material for an inventory of the same.

In regard to the work of these committees reference can be made only to their principal achievements. It should be explained that success has, in a number of instances, been due to the thorough examination, the Commission have thrown their influence in support of the action considered was advocating action that was in the best interests of Canada.

In Forestry the achievements have been: 1. The amendment to the Railways Act which empowers the Commission to prescribe regulations providing for the maintenance by the railways of fire-fighting staff and patrols. It also places upon the railways the burden of proof of non-negligence. Representations have also been made to the various provinces urging similar action by them respecting provincially chartered lines—either with success or with a strong probability that such legislation will be enacted at an early date.

2. The establishment of the Rocky Mountain Forest Reserve, nearly 500 miles long, 50 miles wide and including an area of 16,000,000 acres.

Investigations have been carried on to determine our forest resources, and studies of rate of growth, reproduction, etc., are now under way.

In connection with the water-power work, an investigation of the water-powers of British Columbia and the prairie provinces has been carried on.

The principle of leasing water-powers for a definite period, on condition of prompt development and compensation to the crown and control of rates, has been adopted for powers in Ontario, Manitoba, Alberta, Saskatchewan, and, in a modified form, in British Columbia. Resolutions have been made to the other provinces, and they will probably introduce similar legislation.

The proposition to dam the Long Sault rapids of the St. Lawrence and the application for certain water-power charters have been opposed by the Commission.

An investigation is in progress to endeavour to ascertain whether agricultural lands are being depleted of the elements of fertility or are being improved in that respect; whether weeds and other pests are becoming more or less prevalent. Information is being collected respecting the areas devoted to particular crops, also respecting the character of the natural fertilizers that are available and the extent of that use.

Thirty-four Illustration Farms have been established at various points throughout southern Canada, the basic idea being to "take the farm to the farmer" and to demonstrate that any enthusiastic agriculturist can, at slightly increased cost, obtain much greater returns, provided only that he adopts methods recommended by the agriculturists of the Commission.

A compilation of statistics of the known mineral resources of Canada has been undertaken. All metallurgical processes will be studied with a view to securing the adoption of such of these processes as will tend to a more economical treatment of our ores. Special attention has been given to our coal and natural gas resources. The leasing system has been adopted for the coal lands in Nova Scotia, Manitoba, Saskatchewan and Alberta, and the Commission is urging that it be adopted in the other coal-producing provinces.

Special attention has been given to fur-farming. A report thereon has given a decided stimulus to the fur-farming business and has created much interest in the subject. A study has been made of the fish and game regulations in force in each province; of the conflict of jurisdiction between the Dominion and the provinces; of the fisheries and measures for their protection and culture, and of the culture of oysters and lobsters.

It is hoped that a convention between Great Britain and the United States will give international protection to migratory birds and that the wholesale slaughter that has exterminated some birds, such as the wild pigeon, and reduced many others to a mere fraction of their former numbers, will be stopped.

Legislation has been recommended respecting measures to prevent the pollution of streams by sewage, mill wastes, etc., and it is probable that it will be passed this winter.

Other public health subjects that have received attention are: 1. Tuberculosis. 2. Harmonising public health laws. 3. International and interprovincial quarantine. 4. Water supply of each municipality. 5. Infantile paralysis. 6. Housing questions. 7. Slum conditions in principal cities.

In connection with the housing question, the Commission of Conservation has invited the National City Planning Congress to meet in Canada in May next.

The Press committee is charged with the publication of all reports and of the monthly paper *Conservation*; the work of the other committees being made a basis for an active propaganda to arouse and educate public sentiment along the lines that careful investigation dictates.

The paper, *Conservation*, published by the Commission, contains short, pithy items that appeal to the editor who may be in need of good copy. They cover every phase of human activity and all preach the same lesson, viz., the maximum of result for the minimum of effort or cost.

The field that the Commission has to cover is an enormous one and the chances of securing the adoption of its recommendations will be in exact proportion to their ability to stand criticism.



ADAM SHORTT  
CIVIL SERVICE COMMISSIONER

If they are in the future, as they have been in the past, carefully thought out recommendations, the force of public opinion will be behind them and will ensure their adoption and, with the passing of each year, the Commission will occupy an increasingly powerful position. It is a non-political— or more properly speaking, a bi-political body— which guarantees that there will not be any tinge of political partisanship in its findings; including in its composition both federal and provincial representatives, it occupies a unique position which enables it to do much to allay the friction and compose the differences that may arise respecting Dominion *versus* provincial jurisdiction.

In connection with the examination of private legislation applying for grants of valuable franchises, water-powers, etc., there is an enormously important field for this non-partisan Commission, particularly as the average member of Parliament has neither the time nor the facilities for making the examination himself.

Every thinking man in Canada has long been impressed with the extreme desirability of some method whereby he could give expression to his advocacy of, or opposition to, many things that he felt would be in, or opposed to, the interests of his country, but, on the other hand, held his peace because of his conviction that his would be the voice of one crying in the wilderness. Now a voice has been provided and many thoughtful communications and valuable suggestions that will form the basis of future examinations and inquiry, have been received.

Though, in its inception, the establishment of the Commission was an enormous advance, its members have been both surprised and gratified by the almost universal approval and good wishes that have been showered upon it and its work by their fellow Canadians.

### **Civil Service Commission**

The regulation of appointments to and promotions in the civil service of Canada, has been a problem with successive governments during the whole forty-seven years of the Dominion's history. Several ambitious attempts have been made to permanently dispose of the difficulty, but none have proved to be thoroughly successful. It is, however, gratifying to observe that each successive effort has gone a step farther towards divorcing the service from political control, and bringing the "merit system" into effect.

At Confederation appointments may be said to have been altogether political. In 1868 the first Civil Service Act provided a method of procedure which seems to have been merely the "legalizing of the political system." A candidate for employment was nominated by the minister to whose staff he was to belong. He was appointed by Order-in-Council, and such examinations as were provided for were in the hands of the fourteen deputy heads, who constituted a "Civil Service Board." The officers of that rank in 1868 were the Deputy Ministers of Justice, Militia, Public Works, Agriculture, and Marine and Fisheries, the Clerk of the Privy Council, the Deputy Postmaster General, the Commissioner of Customs, the Commissioner of Inland Revenue, the Auditor General, the Deputy Receiver General, the Deputy Inspector General, the Under Secretary of State for Canada, and the Under Secretary of State for the Provinces.

There were so many general exceptions to the provisions of the Act and so many superior officials were exempt from its operations that it appears to have been intended to apply to only the inferior ranks of the service. Departures from the regulations were freely provided for, and the only requirement was that such variations should be reported to Council or to Parliament.

Fourteen years of experience must have disgusted statesmen with the effect on public business of this frankly partizan system. In 1882 Parliament tackled the problem again and passed an Act providing for several important innovations, and for methods of procedure more suited to the circumstances of growth and development by which the expansion of the Dominion was reflected in the service, than those which had theretofore prevailed. The most notable change in respect to the subject of this article was the establishment of the Board of Civil Service Examiners.



MICHEL G. LAROCHELLE  
CIVIL SERVICE COMMISSIONER

This body was composed of three members whose duty it was to examine into and report upon the educational qualifications of all candidates for appointment and promotion. The original trio were: A. D. DeCelles, Librarian of Parliament; John Theobald, Librarian of the Geological Survey; and Peter LeSueur, formerly secretary of the Post Office Department. Mr. LeSueur also acted as secretary of the board.

As might be expected from the high character of its personnel, the board took its duties very seriously and did all in its power to raise the standard of the Canadian civil service. On the death of Mr. LeSueur in 1895 John Waters, of the Department of the Secretary of State, was made secretary of the board, but the position of examiner remained vacant for a time owing to the first appointee being unable owing, it is said, to political obstruction to accept the place. In 1896, the government made a new selection, and Dr. J. C. Glashan, inspector of schools in Ottawa city, became a member of the board. In the same year, William Foran succeeded Mr. Waters as secretary.

Until 1908 this board continued to discharge all the duties entrusted to it by law, but during the later years of its existence it became more and more apparent that its power of control over the service was altogether too restricted. It duly examined all candidates who came before it, but thousands of appointments and promotions were made over which it had no control. Many things were done "notwithstanding anything to the contrary in the Civil Service Act," and a great body of "temporary" clerks came into existence. These "temporaries" had just as steady employment as the "permanent" staff and the contradiction between their designation and their actual condition was a fair illustration of the anomalies that existed throughout the service.

In the memorable year 1908, Parliament again took the whole matter under consideration and passed a "Civil Service Amendment Act" of the most radical character. Chief among the changes in administrative arrangements was the creation of the Board of Civil Service Commissioners. This board of two members was so hedged about with safeguard "so secured from political interference that the position of Civil Service Commissioner was made as impregnable as that of Auditor General or Justice of the Superior Courts.

The newly created commissionerships were filled by the appointment of Adam Shortt, formerly professor in Queen's University, and Michel G. LaRochelle, a King's Counsel of the city of Montreal. The members of the old board of examiners were provided for in like capacities under the new regime, and Wm. Foran was retained as secretary. In 1912 Parliament provided for a third commissioner, but, after two years, the position still remains vacant.

The normal duties of the Civil Service Commission are to receive and pass upon the qualifications of candidates for admission to and promotion in the service. It may also, of its own initiative, investigate and report upon the operations and the violations of the Civil Service Acts and regulations. Moreover, it may be requested by the proper authority to investigate and report upon any departmental matter, or to discharge any other duty that may be assigned to it.

In a general way, the certificates of qualification for appointments to clerkships are issued by the commission after competitive examinations which are held semi-annually, through examiners usually recruited from the staffs of the universities. However, in regard to appointments of a professional or technical nature, either competitive or non-competitive, there is, as a rule, no actual test, either written, oral or practical. The certificates of qualification are, in such cases, based on the records of the candidates as established by their own statements, their diplomas and testimonials; the chiefs of the interested professional or technical branches being requested by the Commission to pass upon these elements of information, and to report on the relative merit of the candidates. So far as promotions are concerned, there is no actual examination of the candidates, except in the case of promotion from the Third to the Second division. Otherwise they are based upon the information furnished to the Commission by the departmental officers.

The semi-annual and certain special examinations are held at a number of different centres throughout Canada, giving candidates in all parts of the Dominion opportunity to compete without incurring heavy travelling expenses. Examinations have been held at Victoria, Vancouver and Nelson, B.C.; Edmonton and Calgary, Alberta; Moosejaw, Saskatoon and Regina,

Sask.; Brandon and Winnipeg, Man.; Port Arthur, Windsor, Lindsay, Peterborough, Sudb. Ste. Marie, London, Hamilton, Toronto, Kingston and Ottawa, Ont.; Montreal, Berthier, Sherbrooke, Rimouski and Quebec, Que.; St. John and Moncton, N.B.; Halifax, Sydney and Yarmouth, N.S.; and Charlottetown, P.E.I.

The Commission year commences September 1, the date in 1908 when it, and the law under which it operates, took control of the civil service. During the year 1911-12, the latest for which a report is available, nearly twelve hundred persons were examined under one or other of the provisions of the Act and regulations, for appointment or promotion. Such a volume of work has necessitated the organization of staff at the headquarters of the Commission including besides clerical officers, a confidential printer, with printing office equipment, for the printing of examination papers.

By the Act of 1908, the whole body of "temporary" clerks was added to the permanent staff and the "temporary" force was abolished. The civil service, by action of the Commission and the Privy Council, has been put under a set of rules and regulations that establish an educational standard for appointment and promotion far higher than any previously attempted. Yet the Act was not a perfect measure in the eyes of the civil servants, the Commissioners or the Government, and the demand for certain further amendments has never ceased. Whatever may be done in the attempt to satisfy such demands, it is certain that the Civil Service Commission is an established feature of administration and that through it the movement towards a genuine "merit system" must find means to the much desired end.

### *Number of Officials in the Civil Service of Canada Contributing to the Superannuation and Retirement Fund from 1892 to 1913 and the Total Salaries Paid*

|      | NUMBER OF OFFICIALS          |                              |                    | Total<br>Number<br>of<br>Officials | ANNUAL SALARIES              |                              |                    | Total<br>Annual<br>Salaries |
|------|------------------------------|------------------------------|--------------------|------------------------------------|------------------------------|------------------------------|--------------------|-----------------------------|
|      | Superannuation<br>Fund No. 1 | Superannuation<br>Fund No. 2 | Retirement<br>Fund |                                    | Superannuation<br>Fund No. 1 | Superannuation<br>Fund No. 2 | Retirement<br>Fund |                             |
| 1892 | 4,236                        |                              |                    | 4,236                              |                              |                              |                    | 83,537,283                  |
| 1893 | 1,158                        | 71                           |                    | 1,229                              | 83,503,803                   | 836,722                      |                    | 3,000,525                   |
| 1894 | 4,016                        | 186                          |                    | 4,202                              | 3,515,181                    | 93,932                       |                    | 3,609,113                   |
| 1895 | 3,879                        | 310                          |                    | 4,189                              | 3,429,505                    | 159,216                      |                    | 3,588,751                   |
| 1896 | 3,680                        | 429                          |                    | 4,109                              | 3,300,019                    | 237,010                      |                    | 3,537,059                   |
| 1897 | 3,417                        | 440                          |                    | 3,857                              | 3,110,925                    | 264,083                      |                    | 3,372,008                   |
| 1898 | 3,150                        | 399                          | 194                | 3,740                              | 2,897,594                    | 248,954                      | 8430,115           | 3,276,693                   |
| 1899 | 2,981                        | 392                          | 348                | 3,724                              | 2,807,021                    | 257,900                      | 220,595            | 3,285,519                   |
| 1900 | 2,861                        | 382                          | 673                | 3,919                              | 2,739,420                    | 265,210                      | 378,053            | 3,145,313                   |
| 1901 | 2,747                        | 369                          | 999                | 4,115                              | 2,671,829                    | 273,774                      | 599,218            | 3,544,851                   |
| 1902 | 2,540                        | 365                          | 1,401              | 4,099                              | 2,523,061                    | 282,078                      | 744,535            | 3,549,674                   |
| 1903 | 2,396                        | 355                          | 1,382              | 4,133                              | 2,476,310                    | 274,546                      | 901,551            | 3,632,410                   |
| 1904 | 2,176                        | 337                          | 1,407              | 4,120                              | 2,325,701                    | 309,090                      | 1,317,397          | 3,952,191                   |
| 1905 | 2,100                        | 323                          | 2,213              | 4,636                              | 2,304,589                    | 293,217                      | 1,661,021          | 4,261,827                   |
| 1906 | 2,000                        | 324                          | 2,156              | 4,780                              | 2,206,183                    | 321,315                      | 1,899,179          | 4,517,007                   |
| 1907 | 1,968                        | 309                          | 2,768              | 5,045                              | 2,315,397                    | 321,486                      | 2,145,986          | 4,782,969                   |
| 1908 | 1,798                        | 300                          | 3,438              | 5,536                              | 2,198,366                    | 323,583                      | 2,626,513          | 5,148,462                   |
| 1909 | 1,723                        | 294                          | 5,521              | 7,538                              | 2,182,018                    | 348,453                      | 1,775,838          | 7,306,309                   |
| 1910 | 1,652                        | 295                          | 5,982              | 7,929                              | 2,210,312                    | 367,257                      | 5,647,515          | 8,225,085                   |
| 1911 | 1,653                        | 286                          | 6,391              | 8,330                              | 2,363,003                    | 381,340                      | 6,091,876          | 8,836,220                   |
| 1912 | 1,499                        | 272                          | 7,798              | 9,569                              | 2,209,445                    | 374,422                      | 7,300,911          | 9,884,779                   |
| 1913 | 1,367                        | 259                          | 8,967              | 10,593                             | 2,040,070                    | 391,043                      | 9,209,698          | 11,640,813                  |

# Census of the Service, and Acts creating Departments

## SERVANTS OF THE CROWN 1911

| DEPARTMENT                             | IN-CHARGE<br>OF OFFICE | OTHER<br>SERVANTS<br>OF OFFICE | OTHER<br>PERMANENT<br>OFFICERS | TOTAL  | ACT OF<br>CREATION      |
|----------------------------------------|------------------------|--------------------------------|--------------------------------|--------|-------------------------|
| Governor General's Secretary's Office, | 1                      |                                |                                | 12     | 31 Viet., Chap. 34      |
| Privy Council Office,                  | 26                     |                                |                                | 26     | B.N.A. Act, 1867        |
| Senate,                                | 36                     |                                |                                | 36     | B.N.A. Act, 1867        |
| House of Commons,                      | 87                     |                                | 181                            | 271    | B.N.A. Act, 1867        |
| Library of Parliament,                 | 17                     |                                |                                | 17     | 31 A., Chap. 21         |
| Secretary of State,                    | 19                     |                                |                                | 19     | 31 A., Chap. 12         |
| External Affairs,                      | 11                     |                                |                                | 11     | 8-9 Edw. VII, Chap. 13  |
| Office of High Commissioner            | 7                      |                                |                                | 7      | 31 Viet., Chap. 14      |
| Justice,                               | 66                     | 17                             | 668                            | 751    | 31 Viet., Chap. 39      |
| Dominion Police,                       |                        |                                | 115                            | 115    | 31 Viet., Chap. 73      |
| Royal North-west Mounted Police,       | 11                     | 2                              | 750                            | 763    | 36 Viet., Chap. 35      |
| Finance,                               | 93                     | 27                             |                                | 120    | 32-33 Viet., Chap. 1    |
| Auditor General,                       | 91                     |                                |                                | 91     | 31 Viet., Chap. 7       |
| Insurance,                             | 18                     |                                |                                | 18     | 39 Viet., Chap. 35      |
| Militia and Defence,                   | 131                    | 6                              | 3,608                          | 4,745  | 31 Viet., Chap. 40      |
| Trade and Commerce,                    | 71                     | 9                              | 159                            | 242    | 50-51 Viet., Chap. 10   |
| Customs,                               | 245                    | 2,175                          | 975                            | 3,395  | 31 Viet., Chap. 43      |
| Inland Revenue,                        | 83                     | 145                            |                                | 228    | 31 Viet., Chap. 40      |
| Marine and Fisheries,                  | 178                    | 17                             | 2,881                          | 3,076  | 31 Viet., Chap. 55      |
| Naval Service,                         | 84                     |                                | 1,769                          | 1,853  | 9-10 Edw. VII, Chap. 13 |
| Public Works,                          | 376                    | 5                              | 1,500                          | 1,881  | 31 Viet., Chap. 42      |
| Railways and Canals,                   | 110                    | 32                             | 11,560                         | 11,702 | 42 Viet., Chap. 7       |
| Railway Commission,                    | 95                     |                                |                                | 95     | 3 Edw. VII, Chap. 58    |
| Post Office,                           | 719                    | 6,175                          | 282                            | 7,176  | 31 Viet., Chap. 10      |
| Interior,                              | 914                    | 8                              | 1,103                          | 2,925  | 36 Viet., Chap. 1       |
| Mines,                                 | 197                    |                                | 23                             | 220    | 53 Viet., Chap. 11      |
| Indian Affairs,                        | 86                     | 1                              | 552                            | 639    | 31 Viet., Chap. 28      |
| Agriculture,                           | 311                    | 2                              | 512                            | 825    | 31 Viet., Chap. 53      |
| Labour,                                | 36                     |                                |                                | 36     | 63-64 Viet., Chap. 21   |
| Printing and Stationery,               | 17                     |                                | 991                            | 1,008  | 39 Viet., Chap. 22      |
| Public Archives,                       | 37                     |                                | 12                             | 49     | 2 Geo. V, Chap. 1       |
| Commission of Conservation,            | 25                     |                                |                                | 25     | 8-9 Edw. VII, Chap. 27  |
| Civil Service Commission,              | 16                     |                                |                                | 16     | 7-8 Edw. VII, Chap. 15  |
|                                        | 1,291                  | 9,221                          | 30,940                         | 41,455 |                         |

## *Problems and Solutions*

MANY years ago Democracy demolished the autocratic tyrant and ascended the throne of liberty. Under autocracy the service of the State was at once the slave and the plaything of the tyrant. Under democracy, an ideal, or at least a more perfect condition of affairs was anticipated. Under free institutions, justice and equality of opportunity were to be the reigning deities of a new era of universal happiness.

The present task is confined to a discussion of the success of these pleasant anticipations in regard to service under the Crown. How has public service flourished under the present system of free institutions, so called?

In the employment of labour in the ordinary markets of the world, there are, in the course of human nature, many features which present apparent violations of those ideals upon which justice and equality are founded. An employer evinces an inclination towards one of his staff and gives his favourite place and precedence above all others. This preference may have no firmer foundation than a personal temperament or a pleasing address or upon mutual associations in social life. This is inevitable for the poor sovereign of the dark continent of motive and desire plays havoc with the rules of equity. Life in the Civil Service is subject to all these idiosyncratic ills of the human temperament. Would that this were the worst! Unfortunately life in the Civil Service suffers from a blight unknown in other classes of employment.

Under democracy the gifts of public office became the prey of the party system. Each political party, as it in turn assumed the reins of power, gave away, with lavish prodigality, the prizes of public office to its favourites and supporters, so that since autocracy was overthrown, as well as before that time, the practice of distorting the donatives of public office has dominated the government service and marred its efficiency. A realization of the errors of the system has from time to time obtruded itself upon the minds of great democratic leaders and some attempts have been made to neutralize its ill effects. But so long as there is a possibility of using the service for political purposes, and so long as man is susceptible to temptation, just so long, and to such an extent will civil service be under bondage to patronage and inefficiency.

The experiment on the part of politicians themselves to cure the ills of patronage has resulted in the formation of independent commissions for the purpose of supervising appointments and promotions of servants of the Crown in portions of the Canadian service. The attempt, laudable in the highest degree as an illustration of the high theoretical purposes of our ruling politicians, has not yet been wholly successful. Such progress as has been made must be accepted, by all well-wishers of liberty and justice, as a trend towards higher appreciations of national credit in elections and the elevation of public service upon the high plane of efficiency and honour.

There is a second problem of state, under which civil servants labour and are heavily laden, in the restrictions placed upon them in regard to civil rights. An employee entering into an agreement with a private employer may, in case his contract is violated, enter an action in the courts. But this right is denied to servants of the Crown. In this regard democracy may be, if it so desires, just as tyrannical as the worst form of autocracy. In order to repair this error and to promote justice and efficiency, civil servants are calling upon their government to establish boards of appeal, and indeed such a board has already been established in one advanced democratic country within the British Empire. The form of this court of appeal it is not the present purpose to discuss. It may be composed of representatives of the employer and the employee with a third party as arbiter, or perhaps, better still a judge of the Supreme or Superior Courts might be deputed by the government to hear and adjudicate upon all cases of appeal brought before him by members of the government service.

Besides the problems involved in patronage, appointments, promotions and civil rights, as already referred to, there are important matters, which nothing but a greater intelligence

and far wider sympathies on the part of the ruling power, sitting in the seat of the Caesars, can ever hope to elucidate or amend.

The public service of Canada is composed of some 10,000 persons. These 10,000 persons are, as to their duties, under the control of sixteen different ministers, administering as many different departments. As political machinery is constituted in Canada, ministers of the Crown have duties so absorbing, so ramified, so charged with the care of political advantage and departmental details, that little or no time can be spared for that scientific study, so essential to the well-being and well-doing of such a great organization. There is moreover an absence of any attempt at co-ordination, of the similar, as well as the various interests operating under the many departments of the Crown. As a consequence of this lack, either in whole or in part, of supervision of a great staff, a lack that is unavoidable under the present state of ministerial responsibility, the Canadian service suffers from a multitude of ills. There are the apparently incongruous elements, overmanning and under paying. The service rendered is costing too much, and there are too many people engaged in the performance. There are duplications of work by different departments. "Each department is a little kingdom in itself" said a prominent minister on one occasion; and so it is that one minister does not know what is being done in the department of his colleague, except in a very general way. The most outstanding instance of the danger of waste and duplication on account of this absence of co-ordination is apparent in the case of the engineering works of the Canadian public departments. These engineering works are conducted by three different departments—Public Works, Railways and Canals, and Marine and Fisheries. It is calculated that the combination of these services under one department would save millions of money to the people.

For these and similar reasons, it is now the purpose of the authors of this work to take the present opportunity to place before the people of Canada, whose money and property are at stake, a policy that will, if adopted by the government, bring about the long desired retraining and reform. It is our belief that if the policy we are about to promulgate, were put into force, the need of the annual memorials and petitions of civil servants would become as unnecessary as the numerous civil service commissions of investigation.

The first part of the proposal is that the government deappoint a *Civil Service Minister* with an exclusive commission to study, day by day, the multifarious problems involved in the management of an army of employees and the relations of that army to particular duties and employment.

It is safe to say, and the editors of the *CIVILIAN* take not too grievous a responsibility upon their shoulders, in declaring, on behalf of the whole service, that this is the *sine qua non* of civil service reform. The Honourable L. P. Pelletier, administering the greatest public utility in the Dominion of Canada, studied the conditions existing among the thousands in his department. As a result he has transformed a dingy swamp into a pleasant garden. Yet, through lack of interest in the personnel of this great staff, the spirit in portions of the postal service might justly have been termed rebellious. This efficient and humane minister came, saw and conquered. He ordered an improved classification, raised the poverty scale of remuneration to something nearer a living wage, and he took the annual increases out of politics by making them statutory. Pages could be filled in narration of the result of his intensive study of the lives and duties of the men who toil to do his work.

The Minister of Finance is another all too rare instance of a minister appreciating the importance of intensive study of the civil service machine. Burdened with a confusion of diverse and complicated duties, the common lot of all Finance Ministers, the Honourable Mr. White has taken up gratuitously the strenuous task of inspecting at close range the whole field within the civil service horizon.

Judging from the records of the past, it may justly be feared that these efforts, the very birth and marrow of the secret of the success of civil service institutions, may be spasmodic rather than permanent. It is therefore just, logical and becoming that the voice of Canadian civil servants should call upon the government of the day for the appointment of a permanent civil service minister, endowed with the machinery and the power to re-organize and to continue day by day to re-organize the daily increasing army of Canadian civil servants.

Intimately allied to the foregoing suggestion is the second proposal advocated, viz.:— that the said civil service minister call upon the Civil Service Federation, upon its sub-committees, and upon its score of affiliated societies throughout the Dominion, to supply that reliable and unbiased evidence, without which human judgment must fall into misapprehension. Those of us who have seen the contingents of men attending the conventions of the Civil Service Federation since the inception of that body, will acclaim their loyalty and moderation, their patience and cheerfulness under all discouragements. This fine body of men can be depended upon to speak, not for themselves or for their personal advantage, but rather in support of the ordination of a new livery for the national service, in which no true Canadian may be ashamed to be attired.

The last word of Civil Service is, *an intelligent, unremitting study of the service by a minister chosen for that exclusive task, and sympathetic confiding relations on his part with the Civil Service Federation of Canada.*

## ***The Chief Officers of the Public Service of Canada***

### CLERKS OF THE KING'S PRIVY COUNCIL FOR CANADA

|                                   | Date of appointment |
|-----------------------------------|---------------------|
| William Henry Lee.....            | July 1, 1867        |
| William Alfred Hinds-Worthen..... | July 2, 1872        |
| Joseph Olivier Cote.....          | Jan. 13, 1880       |
| John Joseph McGowan.....          | May 20, 1882        |
| Rodolphe Boudreau.....            | May 9, 1907         |

### AUDITORS GENERAL

|                          |              |
|--------------------------|--------------|
| John Langton.....        | May 29, 1868 |
| John Torn McDougall..... | Aug. 2, 1878 |
| John Fraser, I.S.O.....  | Aug. 1, 1907 |

### DEPUTIES OF THE MINISTER OF JUSTICE

|                                                          |               |
|----------------------------------------------------------|---------------|
| Hewitt Bernard, C.M.G., Q.C.....                         | May 29, 1868  |
| Zebulon Aiton Lash, Q.C.....                             | Sept. 1, 1876 |
| George Wheelock Burbidge, Q.C.....                       | May 23, 1882  |
| Robert Sedgewick, Q.C.....                               | Feb. 25, 1888 |
| Edmund Leslie Newcombe, C.M.G.,<br>K.C., M.A., LL.B..... | Mar. 13, 1893 |

### CLERKS OF THE SENATE

|                                       |               |
|---------------------------------------|---------------|
| John Fenning Taylor, Sr.....          | Nov. 2, 1867  |
| Robert Le Moine.....                  | Jan. 28, 1871 |
| Edmond Joseph Langevin.....           | Jan. 25, 1883 |
| Samuel Edouard St. Onge Chapleau..... | Jan. 25, 1900 |

### CLERKS OF THE HOUSE OF COMMONS

|                                                  |               |
|--------------------------------------------------|---------------|
| William Burnis Lindsay.....                      | Nov. 2, 1867  |
| Alfred Patrick, C.M.G.....                       | Jan. 21, 1873 |
| Sir John George Bourinot,<br>K.C.M.G.....        | Dec. 1, 1880  |
| Thomas Barnard Flint, M.A., LL.B.,<br>D.C.L..... | Nov. 11, 1902 |

### UNDER SECRETARIES OF STATE FOR CANADA

|                             |               |
|-----------------------------|---------------|
| Erienne Parent.....         | May 29, 1868  |
| Edmond Joseph Langevin..... | July 9, 1873  |
| Grant Powell.....           | Jan. 25, 1883 |
| Ludger Aime Catellier.....  | Dec. 1, 1889  |
| Joseph Pope, C.M.G.....     | May 1, 1896   |
| Thomas Mulvey, K.C.....     | June 1, 1909  |

### DEPUTIES OF THE REGISTRAR GENERAL

|                             | Date of appointment |
|-----------------------------|---------------------|
| Edmond Joseph Langevin..... | July 1, 1868        |
| Ludger Aime Catellier.....  | July 10, 1873       |

### UNDER SECRETARY OF STATE FOR EXTERNAL AFFAIRS

|                                                  |              |
|--------------------------------------------------|--------------|
| Sir Joseph Pope, K.C.M.G., C.N.O.,<br>I.S.O..... | June 1, 1909 |
|--------------------------------------------------|--------------|

### DEPUTIES OF THE MINISTER OF CUSTOMS (Called "Commissioners")

|                                      |              |
|--------------------------------------|--------------|
| Robert Shore Milnes Bouchette.....   | May 29, 1868 |
| James Johnson.....                   | Jan. 1, 1875 |
| William Gramis Parmelee.....         | Mar. 1, 1892 |
| Thomas John Watters, (acting).....   | Jan. 1, 1893 |
| Francis Edwin Kilvert, (acting)..... | Feb. 4, 1895 |
| John McDougall, C.M.G.....           | May 1, 1896  |

### DEPUTIES OF THE MINISTER OF THE INTERIOR

|                                               |               |
|-----------------------------------------------|---------------|
| Edmund Allen Meredith.....                    | July 1, 1873  |
| William Buckingham.....                       | Oct. 8, 1878  |
| Lt.-Col. John Stoughton Dennis,<br>C.M.G..... | Nov. 14, 1878 |

Lindsay Russell, Jan. 1, 1882  
Alexander Mackinnon Burgess, July 1, 1882  
James Allan Smart, April 1, 1897  
William Wallace Cory, C.M.G., Jan. 1, 1905

DEPUTIES OF THE POSTMASTER GENERAL

William Henry Griffin, May 29, 1868  
Lt.-Col. William White, C.M.G., July 1, 1888  
Robert Millar Coulter, C.M.G., M.D., Aug. 1, 1897

DEPUTIES OF THE MINISTER OF AGRICULTURE

Jean Charles Tache, May 29, 1868  
John Lowe, July 1, 1888  
William Bain Searth, Dec. 1, 1895  
George Finley O'Halloran, B.A., B.C.L., May 20, 1902

DEPUTIES OF THE MINISTER OF MINES

Date of appointment  
Albert Peter Low, LL.D., B.Ap.Sc., May 3, 1907  
Reginald W. Brock, M.A., F.G.S., F.R.S.C., Jan. 1, 1914

DEPUTIES OF THE MINISTER OF FINANCE

John Langton, May 12, 1870  
John Mortimer Courtney, Aug. 2, 1878  
Thomas Cuqner Boyliss, C.M.G., B.A., Nov. 1, 1906

DEPUTIES OF THE MINISTER OF MILITIA AND DEFENCE

George Fytvoe, May 29, 1868  
Colonel Charles Eugene Panet, Feb. 4, 1875  
Colonel Louis Felix Pinault, Dec. 7, 1898  
Colonel Eugene Fiset, L.S.O., M.D., Dec. 22, 1906

DEPUTIES OF THE MINISTER OF TRADE AND COMMERCE

William Gammis Parmelee, Dec. 31, 1892  
Francis Charles Trench O'Hara, Aug. 1, 1908

THE KING'S PRINTERS

Malcolm Cameron, Nov. 1, 1861  
George Edmund Desbarats, Oct. 1, 1869  
Lt.-Col. Brown Chamberlin, C.M.G., June 7, 1870  
Samuel Edward Dawson, Lit. D., Nov. 7, 1891  
Charles Henry Parmelee, Feb. 1, 1909  
Joseph de L. Taché, Mar. 16, 1911

DEPUTIES OF THE MINISTER OF PUBLIC WORKS

Toussaint Trudeau, May 29, 1868  
George Frederick Baillarge, Oct. 4, 1879  
Antoine Gobeil, Jan. 1, 1891  
James Blake Hunter, B.A., July 1, 1908

DEPUTIES OF THE MINISTER OF LABOUR

William Lynn Mackenzie King, Sept. 18, 1900  
Frederick Albert Acland, Oct. 1, 1908

DEPUTY MINISTER AND COMPTROLLER OF DEPARTMENT OF NAVAL AFFAIRS

George Joseph Desbarats, B.Ap.Sc., M.C.S., C.E., May 5, 1910

DEPUTIES OF THE MINISTER OF RAILWAYS AND CANALS

Toussaint Trudeau, C.E., Oct. 2, 1879  
Collingwood Schreiber, C.E., Nov. 30, 1892  
Matthew Joseph Butler, C.M.G., LL.B., C.E., July 1, 1905  
Ardalaid W. Campbell, M.C.S., C.E., Feb. 5, 1910

DEPUTIES OF THE MINISTER OF MARINE AND FISHERIES

William Smith, May 29, 1868  
Lt.-Col. John Tilton, July 1, 1881  
Lt.-Col. Francis Frederic Gourdeau, May 1, 1896  
Alexander Johnston, June 8, 1910

DEPUTIES OF THE SUPERINTENDENT-GENERAL OF INDIAN AFFAIRS

Date of appointment  
William Spragge, July 1, 1867  
Lawrence Vankoughnet, July 1, 1874  
Hayter Reed, Oct. 2, 1893  
James Allan Smart, July 1, 1897  
Francis Pedley, Nov. 21, 1902  
Duncan Campbell Scott, F.R.S.C., Oct. 11, 1913

DIRECTOR GENERAL OF PUBLIC HEALTH

Frederick Montizambert, L.S.O., M.D., (Edin.), F.R.C.S.E., D.C.L., Jan. 11, 1899

CIVIL SERVICE COMMISSIONERS

Adam Shortt, C.M.G., M.A., LL.D., F.R.S.C., Sept. 1, 1908  
Michel G. LaRochelle, K.C., B.A., LL.D., Sept. 1, 1908

DEPUTIES OF THE MINISTER OF INLAND REVENUE

\*Thomas Worthington, May 29, 1868  
\*Alfred Brunel, May 5, 1871  
\*Edward Miall, Jan. 26, 1883  
William John Gerah, L.S.O., June 3, 1901  
William Hinesworth, Oct. 1, 1912  
\*Called "Commissioners"

LIBRARIANS OF PARLIAMENT

Alpheus Todd, C.M.G., July 1, 1867  
Alfred Ducloux DeColles, C.M.G., Lit.D., F.R.S.C., Aug. 6, 1885  
Martin Joseph Griffin, C.M.G., LL.D., Aug. 6, 1885

REGISTRARS OF THE SUPREME COURT  
Robert Cassels, Q.C. . . . . Oct. 8, 1875  
Edward Robert Cameron, K.C. . . . . July 2, 1898

SUPERINTENDENTS OF INSURANCE  
Prof. John B. Cherriman . . . . . 1875  
William Fitzgerald, M.A. . . . . Dec. 1, 1885

DOMINION ARCHIVIST  
Arthur G. Doughty, C.M.G., M.A.,  
LL.D. . . . . May 16, 1901

COMPTROLLERS OF THE ROYAL NORTH-  
WEST MOUNTED POLICE  
Frederick White, Comptroller . . . . . June 23, 1880  
Deputy Head . . . . . July 1, 1883  
Lawrence Fortescue, I.S.O. . . . . Jan. 1, 1913

SECRETARIES OF THE OFFICE OF THE  
HIGH COMMISSIONER OF CANADA IN  
LONDON

J. G. Colmer, C.M.G. . . . . Oct. 25, 1881  
William Lunnay Griffiths . . . . . Mar. 1, 1903

COMMISSIONER OF COMMERCE  
Richard Grigg . . . . . Jan. 20, 1902

ASSISTANT TO THE CHAIRMAN AND  
SECRETARY OF THE CONSERVATION  
COMMISSION OF CANADA  
James White, F.R.G.S. . . . . July 1, 1913

## *The Homes of Some of our Governors*

CANADA has a curious custom of housing her Governors in second-hand buildings, and since Rideau Hall has been renovated and made fit to be the home of a Royal Governor General, the custom seems likely to continue for many years longer.

Champlain was the first governor,—and he had a new house. He built it for himself, in 1623, within the walls of the second fort at Quebec. This residence,—famous as the "Castle St. Louis,"—was enlarged, repaired and improved, as age and changing fortune made necessary at intervals during more than two hundred years, and was the residence of more than forty governors, both French and English. In 1834 fire ended its eventful history. The site is now known as "Durham Terrace," and there stands the monument to Champlain. A building which occupied the site of the present Chateau Frontenac at Quebec, was used only temporarily as a vice-regal residence and, later, as an annex to the Government House.

The luxurious Sir James H. Craig, when Governor General, something more than a hundred years ago, leased "Spencer Wood," outside Quebec,—as a summer home. Forty years later this place became "Government House" indeed,—the Province of Canada acquiring it for the occupancy of Lord Elgin, who was then Governor General. While the old house was being fixed up, the Albion Hotel was the official residence. Ten years later "Spencer Wood" had a bad fire and his Excellency, Lord Monck, was sheltered at "Cataraqui" while the buildings were being restored. Since the seat of government was removed to Ottawa, the lieutenant-governors of Quebec have occupied "Spencer Wood."

The hoary Chateau de Ramezay in Montreal, built in 1704 by the governor of that name, has, during its chequered career, sheltered a number of heads of the Government of Canada, as well as several governors of Montreal and district.

"Monklands," in the suburbs of Montreal, was the vice-regal home from 1844 until 1849, the usual repairs and alterations being made to previously constructed buildings to make it fit for Lord Cathcart's and Lord Elgin's use.

Kingston dreams of the glories of the days when it was the seat of Canada's government. That was from 1840 to 1844 and, for a time, the government leased the residence of Baron Grant and did more enlarging and repairing. Lord Sydenham, Sir Chas. Bagot and Sir Chas. Metcalfe were the successive occupants.

Old Niagara was Upper Canada's first capital. Governor Simcoe was lodged in a log house there in 1792. In summer he used a tent as an annex to the house. Soon he moved his govern-

ment to York (Toronto) where "Castle Frank" was built for him. It too was a log house. Fire necessitated a new residence in 1828 and the resulting structure on King Street was used (with enlargements and repairs) by Lieutenant-Governors and Governors General, at intervals until 1859. Elmsley House (now part of Loretto Abbey) was temporarily occupied by the Governor General about 1850-51. Sir Peregrine Maitland had a beautiful summer home on the brow of the Niagara escarpment, near Stamford.

Canada's governors and government seem to us to have led a curiously nomadic existence prior to Confederation. How strange appears the arrangement for the government to be located for alternate four-year periods at Toronto and Quebec!

Confederation brought permanency of location, Ottawa having been chosen the capital of Canada nine years earlier, 1858. It was in 1865 that the government acquired "Rideau Hall," erected in 1845 by Hon. Thomas McKay, and commenced a programme of "patching" that has continued to the present time. The latest addition, finished in 1913, is so large, costly and handsome and covers up so much of the architectural puzzle-picture formerly in evidence, that old Rideau Hall will probably be the home of the Governor General for a long time yet.

A long and interesting story could be written about Canada's many governors and their places of residence. The records of administration in the several Maritime Provinces, British Columbia and the Prairie Provinces would furnish material for entertaining chapters. Space is not available for any attempt at such an undertaking in the present work but the foregoing hasty summary gives some faint idea of the richness of the field awaiting some historical glenner.

## *Honoured by the Sovereign*

A day's pay for a day's work is a fair relation between employer and employee. Each acquits the other. Yet, for long service, loyal service and service of peculiar merit, the employer commonly makes special acknowledgement. So it is in the Civil Service of Canada. The vast majority of civil servants neither expect nor receive anything beyond their fixed salaries, yet some there are who, combining ability and opportunity, so raise themselves from the ranks that special reward is granted them. These rewards come from the Crown and are thus peculiarly appropriate to the employees of the nation.

### *Knighthood*

Four distinguished members of the Canadian Civil Service have received the honour of Knighthood while in the country's employ. They may be said to represent the scientific, the literary, the administrative and the diplomatic abilities of the service.

Sir William Logan, founder of the Geological Survey, received the distinguishing mark of the approval of his public services from Queen Victoria in 1855.

Sir James Macpherson Le Moine received like honour in 1897, because of his literary achievements.

Sir John George Bourinot, clerk of the House of Commons, was raised from the Companionship to be a K.C.M.G. in 1898.

Sir Joseph Pope, Under Secretary of State, was raised from the Companionship to be a K.C.M.G. in 1912.

### *Other Decorations*

Of the Royal Victoria Order, Sir Joseph Pope is a Commander (C.V.O.) and Lieut.-Col. A. P. Sherwood a Member (M.V.O.).

Cedonel Eugene Fiset, Deputy Minister of Militia and Defence, is a Companion of the Distinguished Service Order (D.S.O.).

### ***The C.M.G.***

The honour of a Companionship in the Order of St. Michael and St. George (C.M.G.) has been conferred upon many Canadian civil servants, including:

W. P. Anderson, T. C. Boxville, M. L. Butler, J. G. Cadner, W. W. Cory, R. M. Coulter, J. M. Courtney, Aylwin Creighton, G. M. Dawson, S. E. Dawson, A. D. DeCelles, A. G. Doughty, Hector Fabre, M. J. Griffin, W. H. Griffin, C. C. James, A. M. Jarvis, Wm. F. King, J. Lorn McDougall, John McDougall, J. M. Macoun, E. L. Newcombe, A. B. Perry, J. G. Rutherford, Wm. Saunders, Collingwood Schreiber, A. R. C. Selwyn, A. P. Sherwood, Adam Shortt, A. Shiden, H. R. Smith, Aphens Todd, Fred. White, Wm. White, Z. T. Wood.

### ***The I.S.O.***

The Imperial Service Order was created by King Edward VII as a means of fuller recognition of faithful and meritorious services rendered by members of the Civil Services of the various parts of the Empire. The Order consists of the Sovereign, the Prince of Wales and such Companions as may be appointed. Twenty-five years' meritorious service is required as a qualification for Companionship. Members of the Civil Service of the Dominion of Canada whose merit, added to long service, has won for them the coveted Decoration, include (in order of seniority):

J. M. Courtney, W. G. Parmelee, C. J. Jones, D. A. McDonald, S. W. McMichael, Fred. Montizambert, Augustus Power, Robert Bell, David Ewart, H. R. Smith, J. F. Gregory, Antoine Gobeil, J. W. Wallace, D. Pottinger, A. A. Boucher, Laurence Fortescue, A. L. Jarvis, G. L. B. Fraser, L. K. Jones, J. de St. D. Le Moine, Joseph Pope, E. D. Sutherland, G. N. Babbitt, John Fraser, A. G. D. Taylor, W. J. Gerald, Geo. Ross, A. Frochette, J. H. McIlree, E. S. Cheekley, N. D. Côté, Sidney Smith, Wm. Smith, W. H. Walker, W. C. Bowles, W. J. Lynch.

## ***Among the Savants***

The distinctive abilities and worthy achievements of many Canadian civil servants in the realms of literature and science have won for them numerous tokens of the appreciation of their fellow savants. In recognition of their merits they have been elected to fellowship or membership in learned societies in Canada, in the United States and in Europe, and have been awarded numerous medals, diplomas and coveted prizes. Members of the staffs of the technical branches of the service have been especially distinguished in this regard and many of them are honoured fellows of British scientific societies. In French literature, too, civil servants of Canada have won deserved honour in Old France.

A list of such achievements, or even of fellowships attained, would be very long. It may be of interest, however, to note the extent to which the Civil Service has contributed to the personnel of the Royal Society of Canada. In that distinguished body Civil Service members have included the following:

H. M. Ami, A. E. Barlow, Robert Bell, R. Errol Bouchette, J. G. Bourinot, R. W. Brock, Douglas Brymner, L. J. Burpee, W. W. Campbell, C. Carpmach, J. B. Cherriman, E. Cruikshank, G. M. Dawson, S. E. Dawson, W. B. Dawson, A. D. DeCelles, E. Deville, A. G. Doughty, D. B. Dowling, R. W. Ellis, Hector Fabre, James Fletcher, Leon Gauthier, F. N. Gibsonne, Eugene Haanel, B. J. Harrington, W. H. Harrington, C. Gordon Hewitt, G. C. Hoff-

man, T. Sterry Hunt, C. C. James, W. F. King, Wm. Kingstard, Wm. Kirby, Otto Klotz, L. Lambé, A. Lampman, J. M. Le Moine, W. D. Le Sueur, A. Lusignan, T. Macfarlane, John Macdon, Chas. Mair, G. F. Matthew, Jos. Minnette, A. McGill, Wm. Melhous, H. J. Morgan, J. S. Plaskett, E. E. Prince, Chas. Sangster, Wm. Saunders, D. C. Scott, A. R. C. Selwyn, Adam Shortt, F. T. Shatt, R. F. Stuart, Benj. Sulte, Albe Tanguay, Jos. Tasse, Alphons Todd, James White, J. F. Whiteaves.

## Civil Service Organizations

Organization, in the broad interpretation of the term, lies the secret of success. It cannot be imagined that Noah built his ark and sorted out the animals two by two except by means of a splendid organization. Solomon must have had a perfect organization to have achieved the wonders of the Temple. Through secular as well as Biblical history, it is conceded that organization has achieved results. In former days before this world became so populated, and so busy, and before great combinations of governmental and capitalistic forces became employers of immense armies of men, organization was not of such paramount importance as it is to-day. In former days when small industries with few employees was the rule, men had opportunities to present their individual claims and being on more familiar terms with their employers, such matters could be, and generally were, adjusted without the necessity of organization. To-day, however, the individual employee, seeking a just increase in remuneration or relief from insupportable conditions, could not even get an audience with an official of a large corporation who may have the authority to grant the request. Thus it is that in large affairs, every advance made by the salary man has been the result of collective bargaining.

The civil service having all the problems common to other fields of labour, plus the handicaps of political influence, the difficulties of obtaining equitable adjustments of remedies and injustices are greater than in the outside world. Moreover civil servants earned in the very nature of things resort to the strike as a means of emphasizing grievances. Such an event would come under the category of high treason against the state. The only course open to civil servants is to convince the ruling power of the depravity of a given condition. The method of doing so is extremely round about. It cannot be accomplished by presenting memorials in deputation.

The method consists in going forth and educating the public to a full knowledge of improper conditions in the service. This done, all is done, for, by the endless chain of parliamentary representation, what the public believes, the member will heed, and soon until the ministers and the Premier are convinced of the potency and virtue of a robust public opinion; and so reform becomes an accomplished fact.

All this cannot be done except by organized and concentrated endeavour. Facts as to conditions of service must be collected from a vast, widely-strewn field; they must be digested and co-ordinated and the product disseminated throughout the country by means of the press and all other available means of publicity.

In the United States, this principle is recognized to its fullest extent. In that country a number of prominent citizens, entirely outside the civil service, animated by all the ideals of a lofty patriotism, have banded themselves into a society called the National Civil Service Reform League with a newspaper and branches in many of the states of the union. The league carries on an extensive propaganda of publicity and surveillance of the public interest in regard to public service, and to its efforts must be ascribed all the honour and glory of the fact that of the 600,000 in the public services of the United States, 400,000 are under the merit system. In Canada there is no such movement on the part of the outside public, and as a consequence of the



J. A. SMITH  
PRESIDENT, CIVIL SERVICE FEDERATION OF CANADA

more than 10,000 persons serving the state, all but a few thousands are under the patronage or spoils system.

In many portions of Canada, civil servants have met together to form local associations. The purposes of these associations are in the highest degree meritorious. Some of the objects are: (1) to endeavour by means of co-operation to benefit the economic state of the members; (2) by the development and maintenance of good understandings to cultivate esprit de corps; (3) to study conditions in the public service and suggest remedies for any possible defects.

The story of the formation of these various groups of Canadian civil servants into societies would be an interesting one did space permit its recital. The effect has been, and in the future is sure to be more and more, in the public interest. The opportunity must not be missed, however, of recalling the story of the rise of the federal body known as the Civil Service Federation of Canada.

Organization made its appearance in Ottawa in the spring of 1906, when an athletic association was formed with a membership of 900. During the summer of 1907 was formed the Ottawa Civil Service Association of Ottawa, an organization that has done, and is still doing, splendid work for the public service of Canada as a whole. Of all the achievements of this association, the greatest is the part it took in the organization of the Civil Service Federation of Canada. For the inauguration of the federal body, incorporating in its membership civil servants of every class and from every portion of the Dominion, marks the beginning in earnest of the history of civil service organization.

The development of the federation idea was the result of a great deal of correspondence carried on mainly by Mr. R. H. Chats, the secretary of the Ottawa association, together with personal interviews conducted for itinerant members of the Ottawa executive who urged the cause of the federal organization during trips abroad on government or private business. The members of the outside service were cordially responsive to the appeal, and the ground having been well prepared, the Ottawa association issued the call for the first convention in March, 1909. The call was published in the *Civilians* of March 26, and was signed by J. A. Davon, president, and R. H. Chats, secretary. It will be interesting to recall the opening paragraphs at this time:

***"Call Issued by the Ottawa Association for the Organization of a Civil Service Federation"***

***"To the Civil Service Organizations of Canada"***

"For some time past the need of a more tangible bond of union between civil servants throughout Canada, and especially between such portions of the service as have already achieved organization, has been felt by a large and increasing number. Numerous questions of the utmost importance to each and every employee of the Government have arisen from time to time and will remain unsolved until the service finds a united voice. Recent events have proved the value of organization among groups and classes within the service. The time has undoubtedly come when the principle should be extended, and the entire service brought on a proper basis into the movement.

"The Civil Service Association of Ottawa, representing the employees of the Government at headquarters, recently brought forward the suggestion that a federation of the existing organizations within the service should be formed. A provisional Constitution was drawn up and submitted for approval to the various bodies interested. Nearly all of these have consented to join in the movement, on a basis to be finally de-



R. H. COATS, First Secretary  
Civil Service Federation of Canada



GORDON CARPENTER, Vice-President  
Civil Service Federation of Canada

terminated by mutual consent, and this Association is by request authorized to call the first annual convention of the Civil Service Federation of Canada, to be held at Ottawa, Thursday and Friday, April 29 and 30, 1909.

The convention of 1909 was undoubtedly one of the best of the four that have been held thus far. It was in every particular an inspiring occasion. All the subjects brought forward by the delegates related to great principles of general application, and the discussions in heated desire to advance the cause of civil service administration to the highest state of efficiency. This spirit has pervaded all the conventions held by the federation.

With all the success attending the formation of the federation, there is no doubt that much remains to be done. The work so far has been done by members of the service who have many official duties to occupy their time. It is a question if the time has not arrived, with the rapidly increasing number working for the Crown, to entrust to some men the sole duty of drawing the service into a great organic union. A government desirous of an enthusiastic and pain-taking service would find it advantageous to encourage such a movement. In another portion of the service a valuable help and special leave, travelling expenses and other aids are granted to delegates attending conventions. By gathering a greater and still greater proportion of the service more closely into the family circle, a more complete consensus of opinion may be gathered as to the expediency of all methods of civil government.

The executive elected at the convention in December, 1913, has some large ideas for the development of the foregoing state of co-operation between the Government and the service. Committees have been formed for the purpose of increasing the membership from 1,000 as at present to 10,000 by the end of the year; and to conduct a campaign of publicity and education, especially as to the outstanding ethical features of government service.

The officers of the Federation, elected at the convention held on December 4th, 1913, are: J. A. Smith, Collector of Customs, Windsor, President; George A. Carpenter, Chief of Dead Letter Office, Montreal, Vice-president; Frank Grierson, Finance Department, Ottawa, Secretary-treasurer, and chairman of The Citizens Committee in charge of this Special Number.

Passing reference may be made to three fraternal societies at this time operating in Ottawa only, but of great general interest, owing to the influence which either they exert at present or will in the near future exercise over the whole service. They are, the Co-operative Supply Association, the Savings and Loan Society and the Civil Service Club. The Co-operative Association for the past three years has operated a constantly growing business and it is expected that after the institution of federal legislation in respect to co-operation, that the whole service of Canada will be welded into one great co-operative brotherhood. The Savings and Loan Society was instituted for the purpose of combating the loan sharks, who had for years preyed upon certain sections of the Ottawa service. The society has worthily justified its inauguration, and too much praise cannot be accorded to those loyal members of the service who man the boards of this organization. The Civil Service Club fills a long felt want in the social life of the service, and its attractive club house is the rendezvous of members of the service from all parts of Canada who, from time to time, pay a visit to the capital.

A number of photographs of the officers of civil service societies have been obtained and reproduced, and presented as a feature that will afford considerable interest. No discrimination in the work has been exercised in this regard, as a general invitation was issued to all established societies. There will also be found on another page an interesting list of all the established associations, at present in existence according to the records of the federation, together with the names of the president and secretary of each.



ARTHUR PAGE, President  
Civil Service Association



FRANK GRIESON, Secretary  
Civil Service Federation of Canada  
and Chairman of the Civilian Committee

*List of Civil Service Organisations at Present in Existence*

| NAME                                              | PLACE                 | PRESIDENT                  | SECRETARY                 |
|---------------------------------------------------|-----------------------|----------------------------|---------------------------|
| Dominion Civil Service Association                |                       |                            |                           |
| London Branch                                     | London, Eng.          | T. O'Neil Smith            | Andrew Kelly              |
| Postal Clerks' Association                        | Sydney, N.S.          | D. Ross McDonald           | Adrian McAnally           |
| Postal Clerks' Association                        | Halifax, N.S.         | H. A. Boggs                | F. A. Warner              |
| Postal Clerks' Association                        | Charlottetown, P.E.I. | E. I. Neill                | W. H. J. Coll             |
| Maritime Provinces Customs Association            |                       |                            |                           |
| Civil Service Association                         | Quebec, P.Q.          | W. F. Spike                | Chris Watt                |
|                                                   |                       | J. E. Pluhbert             | P. G. Côté                |
| Civil Service Association                         | St. John, N.B.        | A. T. Dunn                 | H. J. Smith               |
| Customs Association                               | Montreal, P.Q.        | H. McLaughlin              | J. H. Belver              |
| Postal Clerks' Association                        | Montreal, P.Q.        | Jos. Lachance              | J. A. Beaulieu            |
| Civil Service Association                         | Ottawa, Ont.          | A. Paré                    | Jos. Hebert               |
| Customs Association                               | Ottawa, Ont.          | Robert Spittal             | Walter Todd               |
| Postal Clerks' Association                        | Ottawa, Ont.          | W. J. P. Cantwell          | ate. L. McCullough        |
|                                                   |                       |                            | J. J. Fann                |
| Women's Branch, Ottawa Association                |                       |                            | Osborne Baily             |
| Women's Branch, Ottawa Association                | Ottawa, Ont.          | Miss Mary Doyle            | Miss A. E. Wilson         |
| Canwell Canal Employees Association               | Canwell, Ont.         | Ram McMillan               | J. J. McCutcheon          |
| Postal Clerks' Association                        | Kingston, Ont.        | R. J. Genge                | G. A. Bunt                |
| Public Works Employees                            | Toronto, Ont.         | T. G. Mathison             | E. Simpson                |
| Railway Mail Clerks                               | Toronto, Ont.         | W. G. Jessop               | R. Cowling                |
| Postal Clerks Association                         | Toronto, Ont.         | A. E. Crater               | G. Murphy                 |
| Customs Association                               | Toronto, Ont.         | R. Holmes                  | A. Callow                 |
| Customs Association                               | Hamilton, Ont.        | Thos. McCallum             | R. Colvin                 |
| Inland Revenue Association                        | Hamilton, Ont.        | W. F. Miller               | A. Ballantine, Jr.        |
| Post Office Association                           | Hamilton, Ont.        | W. L. Waterman             | J. G. McCulloch           |
| Customs Association                               | Niagara Falls, Ont.   | E. E. Burton               | A. C. Aldine              |
| Post Office Association                           | Geolphi, Ont.         | M. Walker                  | W. C. Mogk                |
| Civil Service Association                         | Bridgeburg, Ont.      | W. F. Willson              | P. S. Johnston            |
| Excise Association                                | Stratford, Ont.       | Geo. Rennie                | A. J. Jeffrey             |
| Civil Service Association                         | Salina, Ont.          | Col. C. S. Ellis           | W. W. McVean              |
| Customs Association                               | London, Ont.          | W. Bartlett                | B. C. McCann              |
| Customs Association                               | Windsor, Ont.         | W. Welsh                   | J. Barnett                |
| Western Railway Mail Clerks' Federation           |                       |                            |                           |
| Alberta Railway Mail Clerks' Association          |                       | W. A. Hance Winnipeg       | J. B. Aikens Calgary      |
| Western Canada Postal Clerks' Association         |                       | E. R. Eason Calgary        | L. G. Ironside Calgary    |
| Manitoba Railway Mail Clerks' Association         |                       | F. Argue                   | D. Cameron                |
| Saskatchewan Railway Mail Clerks' Association     |                       | W. MacPherson (Winnipeg)   | T. Kierdane Winnipeg      |
| North Alberta Customs Association                 |                       | R. K. Forbes (Brandon)     | C. F. Goodridge (Regina)  |
| Dominion Civil Service Association, B.C.          | Edmonton, Alberta     | J. Row                     | P. E. Dennison            |
| Vancouver Branch                                  | Vancouver, B.C.       | Rev. E. A. Vert            | H. D. A. Birmingham       |
| Victoria Branch                                   | Vancouver, B.C.       | J. E. Fagan                | N. J. DeGraves            |
| New Westminster Branch                            | Victoria, B.C.        | Wm. Henderson              | A. Calderwood             |
| British Columbia Railway Mail Clerks' Association | New Westminster, B.C. | J. W. Harvey               | L. G. Sharpe              |
|                                                   |                       | W. A. Crichton (Vancouver) | J. A. Macleod (Vancouver) |

## *Civil Servants in Literature*

The preparation of an article under this heading has proved to be a work of unanticipated difficulty. So far as the editors of the *CIVILIAN* are aware, no attempt has been made before to sum up what contributions the civil servants of Canada have made to the country's literary wealth, hence it was necessary to seek in many quarters for information on which to prepare this summary. Doubtless some worthy productions have been omitted and some names richly deserving to be included have been left out. For these sins, committed in ignorance, no apology is offered. The work done is the best which the circumstances would permit.

Again, what is "literature?" The written works of civil servants range from volumes of lofty verse to statistical blue-books, and cover history, the drama, fiction, science, economics, philosophy, biography, mathematics and what not? What should be included as "literature?" Who shall decide the relative values to Canada of an inspiring poem and an illuminating scientific



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report? Many a man in Canada's service has devoted his life to such arduous toil afield that he has had no time to record the results of his labours in other form than condensed official reports. His adventures and achievements might fill volumes of absorbing interest, but they remain untold. The time will come when students and reviewers, worshipping from afar, will accord due honour to these true, if little known, "makers of Canada". So it is intended that the balance of error in the following list of works and authors shall be on the side of inclusion rather than that of exclusion.

So, leaving comparisons and discriminations to our critics, we give the names of those who, to our information, have added something, much or little, to the sum of recorded thought or

knowledge which will go down to succeeding generations. As a rule, no "blue-book" works nor reports appearing in the "Sessional Papers" have been mentioned, but many special reports of technical officers, printed by the government in other forms, are included.

**FREDERICK ALBERT AGLANIC**, Deputy Minister of Labour, had a distinguished journalistic career before his entry into the Civil Service in 1907. His articles on Western Canada, published in the *Toronto Globe*, were reprinted in book form by the Dominion Government. He is the author of "Joseph Chamberlain, the Man and the Statesman," and of numerous contributions to magazines.

**HENRI MAIRE AMI, M.A., F.G.S., D.Sc., F.R.S.C.**, invertebrate paleontologist of the Geological Survey, has, during his thirty years of scientific work, added to the public knowledge of Canadian geology by publishing perhaps two score articles in the leading scientific journals of the Dominion and other countries. Among his works are, "Preliminary List of Fossils from Eastern Ontario" and "Esquisse Géologique du Canada."

**LIEUT.-COL. W. P. ANDERSON, C.E., C.M.G.**, chief engineer of the Department of Marine and Fisheries, founded the "Canada Militia Gazette," and filled the editor's chair for two years.

**A. VON ANREP**, of the Mines Branch, embodied the results of his investigations of Canadian peat bogs in a report which has gone through several editions.

**WALTER P. ARCHIBALD**, Dominion police officer, long and widely known for his splendid work in the reformation of criminals, has published noteworthy articles entitled, "Juvenile Criminality," "The Uplifting of Men," "Criminal Anthropology," "The Supremacy of Christian Ethics," and others.

**FRANÇOIS J. ARBER**, of the Dominion Archives, has published brochures entitled, "Histoire des Journaux d'Ottawa," "Le Clergé Protestant du Bas-Canada de 1760 à 1800," "La République d'Indian Stream," and "Journalism and Journalists of Ottawa." He has also contributed many articles to "Bulletin des Recherches Historiques."

**LUCAS ARTHUR ARTHUR, LL.D., K.C.**, registrar of the Exchequer Court of Canada since 1887, published in 1895, "The Practice of the Exchequer Court of Canada."

**C. M. BARNARD**, of the Geological Survey is deeply learned in Indian lore. Among his writings are, "The Bearing of Heraldic Art Among the British Columbia Indians," and "Du Pat-atchen en Colombie Britannique."

**A. E. BARNOW, F.R.S.C.**, of the Geological Survey, has written noteworthy memoirs on the geology and natural resources of the Nipissing and Timiskaming regions and on the geological features of the nickel and copper deposits at Sudbury.

**ROBERT BELL, L.S.O., LL.D., M.D., C.M., B.A.Sc., F.G.S., F.C.S., F.R.S.C.**, one of Canada's great explorers and geologists, who was connected with the Geological Survey for over forty years, rising to be Director, published over 200 reports and papers, listed in the "Bibliography of the Royal Society." His expeditions and reports gave the earliest accurate knowledge of the regions of the Moose, Churchill and Nelson rivers and of the land to the North of Hudson Strait.

**HENRI DE BRAXIAT**, of the Library of Parliament, is a novelist of good performance and much promise. With mature powers and a wider knowledge of the world, he should produce works which will take rank with those of some of the greatest living French novelists. He has two books to his credit thus far, "Au large de l'écorail" (Far from the Reef), and the other, "Ce que disait la flamme" (What the Flame Said).

**E. BRIDGES**, late paleontologist of the Geological Survey, wrote monographs on "The Lower Silurian Cystidae and Asteriidae," and "The Lower Silurian Crinoids," also a report on "Paleozoic Fossils."

**ALFRED K. BLACKMAR, M.A., F.I.A.**, lately assistant Superintendent of Insurance, is the author of several papers on actuarial science and of many actuarial tables.

**HARRISON HARVING BLISS, K.C., D.C.L.**, librarian of the Supreme Court, edited "The Consolidated Orders in Council of Canada," and was one of the compilers of the "Dominion Law Index," and the "Ontario Law Index."



R. F. GENDALL, Pres.  
Post Office Assn. (Johns. Kingston)



JAMES A. LARKIN  
Postmaster, Ottawa



ROBERT HOLMES, Pres.  
Postal Civil Service Assn., Toronto



J. R. GREENFIELD, Pres.  
Dominion Civil Service Assn., R.C.M.P.



W. L. JESSOP, Pres.  
Toronto Rly. Mail Clerks Assn.



H. D. A. BIRMINGHAM, Secy.  
Dominion Civil Service Assn., R.C.M.P.



JAMES H. MCAFEE  
Surveyor of Customs, Toronto



A. E. SAWYER  
Surveyor of Customs, Edmonton

#### PROMINENT IN THE SERVICE AND ITS ORGANIZATIONS

- ALFRED BLISS, LL.D., chief officer of the Census and Statistics office, wrote "Resources and Progress of Ontario," "Growth of Canada in the Twentieth Century," "Union and Disunion in the Christian Church," and other works.
- JAMES BOYAR, deputy master of the Canadian branch of the Royal Mint, has published several economic works, including "Parson Malthus," "Malthus and His Work," "Ricardo's Letters to Trower," and "Political Economy;" has contributed to encyclopedias and works of reference and to Beck's "Biblical Psychology."
- ROBERT EMMET BUCHANAN, F.R.S.C., late of the Library of Parliament, contributed many notable articles to Canadian periodicals and published, among other books, "Robert Loze," a novel; "Fénelon-mons de l'Industrie," "L'Évolution Économique," "Études Sociales et Économiques sur le Canada." He also edited the memoirs of his father, the late R. S. M. Buchanan, Commissioner of Customs.
- SIR JOHN GEORGE BURTON, K.C.M.G., F.R.S.C., late clerk of the House of Commons, while best known, perhaps, as the author of the standard book of rules governing debate, was also an able historian. His works include, "The Intellectual Development of the Canadian People," "Constitutional History of Canada," "Parliamentary Government in Canada," "The Old Forts of Acadia," "Gentlemen Adventurers in Acadia," "Marguerite" a tale, "The River of the Desert" and many others.
- REGINALD W. BRUCE, M.A., F.G.S., F.R.S.C., Deputy Minister of Mines, has, during his long connection with the Geological Survey, written many papers and reports of scientific character dealing with the work of his department. Among them are "The Physical Basis of Canada" (in "Canada and Its Provinces"), "The Larder Lake District," "The Rossland District," "The West Kootenay District" and "Ore Deposits in the Boundary Creek District."
- JOHN HENRY BROWN, of the Post Office Department, besides contributing to "The Week," "The Conservator," and other periodicals, published, in 1892, "Poems, Lyric and Dramatic," a volume of such merit that he has been described as "distinctly the poet of lunacy," and "the most thoughtful of all our poets."
- THOMAS A. BROWNE, of the Department of the Interior, is the author of a book of verse, "The White Plague," and of numerous striking poems on timely topics published in Ottawa newspapers.
- PETER H. BRYCE, M.A., M.D., F.R.C.P. and S., chief medical officer of the Department of the Interior, is the author of monographs on a variety of medical subjects, public sanitation, etc., etc., and contributed to the "Handbook of Medical Sciences."
- DOUGLAS BRYMNER, LL.D., F.R.S.C., first Dominion Archivist, left to Canadian students and historians a series of reports and calendars of immense value. Dr. Brymner was also well-known as a writer of special articles in the Scottish vernacular, published in the "Scottish American."
- ALEXANDER M. BURGESS, late Deputy Minister of the Interior, was a ready and accomplished writer and, during his career as a journalist and as a civil servant, contributed many articles and sketches to Canadian newspapers and magazines.
- LAWRENCE J. BURKE, F.R.G.S., F.R.S.C., secretary of the International High Commission, has a long list of noteworthy books to his credit. Among them may be mentioned "Charles Heavyside," "A Bibliography of Canadian Fiction," "The Search for the Western Sea," "Flowers from a Canadian Garden," "Fragments from Sam Slick," etc., etc. With Dr. H. J. Morgan he published, "Canadian Life in Town and Country," and with Dr. A. G. Doughty, "An Index and Dictionary of Canadian History." He has also contributed to "The Encyclopedia Britannica," "The Encyclopedia Americana," and the "Transactions of the Royal Society of Canada."
- "JACK CADDEN" is the Kipling of the Canadian Railway Mail Service. The CIVILIAN has had the proud privilege of making his splendid work known throughout Canada, and no contributor has won more unanimous favour than he. Into the measures of his stirring verse he weaves the best spirit of the public service and his touches of local colour give

the reader a fascinating glimpse of the strenuous, dangerous and romantic life of the railway mail clerk. Finishing the perusal of "Lines Written in a Railway Mail Car," "Bucking Snow," "The Bulldog of the Goose Lake Line," or "First Night," one always longs for more, and it is the hope of his numberless admirers that Mr. Cadden will keep his pen bright with use.

D. D. CAMERON, B.Sc., M.E., Ph.D., assistant geologist of the Geological Survey, is the author of memoirs dealing with "The Lewes and Nantekield Rivers Coal District" and "Portions of the Albi District, British Columbia."

ALEXANDER COLIN CAMPBELL, of the Hunsard staff of the House of Commons, is a writer of authority on economic subjects. Noteworthy among his productions is the volume, "Insurance and Crime: a Study in the Effects on Society of Certain Abuses of Insurance, with Historic Instances of Such Abuses." Articles from his pen, dealing with present day problems and their solutions, have appeared in different periodicals and his trenchant arguments are a source of strong support to the worthy causes with which he is identified.

ARCHIBALD W. CAMPBELL, Deputy Minister of Railways and Canals, far-famed as the apostle of "good roads," has written a number of works on that subject which are text-books in the hands of engineers and road-makers in different countries.

CLARENCE T. CAMPBELL, post office inspector, London, wrote "A Roundabout Ride to Los Angeles and Back," and contributed freely to magazines.

ROBERT HENRY CAMPBELL, Superintendent of the Forestry Branch, has displayed marked ability in his editorial utterances in the "Canadian Forestry Journal" and in his papers and lectures on forest resources and administration.

WILLIAM WILFRID CAMPBELL, LL.D., F.R.S.C., of the Archives, the premier Canadian poet of the day, is also a dramatist, essayist, critic and novelist. His pen has been devoted to Canada, to the delineation of her scenic wonders, to the revivifying of her historic traditions and to the discussion of her social and ethical problems, all with rare effect and the appreciation of the ablest critics. Among his characteristic works are, "Lake Lyrics," "The Dread Voyage," "Mordred and Hildebrand," "Beyond the Hills of Dream," "Sagas of Vaster Britain," "Land of the Dead," "A Beautiful Rebel," and "The Canadian Lake Region."

CHARLES CAMSELL, B.Sc., geologist, of the Geological Survey, is the author of reports on "The Peel and Wind Rivers," and "The Geology and Ore Deposits of the Hedley Mining District."

J. B. CANNON, M.A., of the Dominion Observatory, wrote, for the Journal of the Royal Astronomical Society of Canada, "The Orbit of the Persei" and "The Elements of 93 Leonis."

P. A. CARSON, D.L.S., of the Topographical Surveys, is the author of "Precise Mensuring with Invar Wires - and the Measurement of the Kootenay Base," which appeared in the Journal of the Royal Astronomical Society and has been re-printed as a pamphlet.

G. G. CHAMBERS, late of the Geological Survey, wrote reports of his researches on "The Surface Geology of New Brunswick," and "The Surface Geology and Auriferous Deposits of South-Eastern Quebec."

MAJOR ERNEST I. CHAMBERS, gentleman usher of the Black Rod, is a versatile writer. Among his best known books are "The Canadian Marine," "Canada's Fertile Northland," "The Book of Canada," "The Book of Montreal," and "The History of the Royal North West Mounted Police." He publishes the "Canadian Parliamentary Guide" and has written the histories of several Canadian regiments.

J. C. L. T. CHAVEAS, assistant Dairy Commissioner, has written several books on agriculture, also the "Guide Illustré du Sylviculteur Canadien."

WILLIAM CHAPMAN, translator of the Senate, has twice won the highest prize of the French Academy for his poetical literary productions. The volumes which brought him such honour were his "Les Aspirations" and "Les Rayons du Nord." Among his other noteworthy works are "Les Québécoises," "Le Lauréat" and "Les Deux Cœurs." He has also contributed much verse to French periodicals.

- PROF. J. B. CHERRIMAN, F.R.S.C., first Superintendent of Insurance, was the author of a number of valuable mathematical treatises. Another interesting production of his pen was an article on "The Bishop's Move in Chess."
- SYLVIA CLAPIN, translator on the House of Commons staff, is the author of "Dictionnaire Canadien-Français," "Dictionnaire des Américanisms," a history of the United States and a French-English dictionary.
- GEORGE H. CLARK, Dominion Seed Commissioner, produced, with the late Dr. Fletcher, the valuable botanical work, "Farm Weeds of Canada."
- ROBERT P. MILTON COATES, B.A., editor of the "Labour Gazette," has, in addition to his numerous economic and statistical reports and books, produced (with R. E. Gosnell) the volume on "Sir James Douglas" for the "Makers of Canada" series.
- WILLIAM H. COLLINS, B.A., B.Sc., Ph.D., of the Geological Survey, wrote a valuable report of his "Reconnaissance of the Region Traversed by the National Transcontinental Railway between Lake Nipigon and Chy Lake," also "The Geology of the Gowganda Mining Division."
- JOSPH GRACE COLMER, C.M.G., formerly secretary of the High Commissioner's Office in London, wrote, among other notable articles, a series entitled "Across the Canadian Prairies," contributed articles on Canada to Chambers' Encyclopedia and divided the "Statist's" 1000-guinea prize for an essay on, "A Commercial Union of the Empire."
- EUGÈNE M. A. COSTE, mining engineer, formerly of the Geological Survey, has written and lectured on, "The Volcanic Origin of Oil," "The Volcanic Origin of Natural Gas" and similar subjects.
- NARCISSE D. COTÉ, I.S.O., chief of the Land Patents Branch, Department of the Interior, is the author of "Political Appointments, Parliaments and the Judicial Bench of Canada, 1867-1895."
- THOMAS COTÉ, formerly of the Census office, is the author of a biography of Merrier and of "Trois Études."
- LIEUT.-COL. LOUIS W. CUTLER, K.C., reporter of the Supreme Court, has published several legal works, among them being, "A Manual of Land Titles Registration," "The Concordance to the Code of Civil Procedure of Lower Canada," and "The Consolidated Supreme Court Digest."
- FRANK W. COWIE, B.A.Sc., engineer, Department of Public Works, is the author (with G. W. Stephens) of the "Report on British and Continental Ports," of "Navigation on the St. Lawrence River" and of "Winter Navigation," the latter dealing with Hudson Bay.
- JOHN D. CRAIG, B.A., B.Sc., D.L.S., of the International Boundary Survey, wrote "Glimpses of Work on the 141st Meridian," and "Marking the Alaska Boundary."
- COL. ERNEST A. CRICKSHANK, F.R.S.C., sometime keeper of the military records in the Dominion Archives, journalist, public official, soldier and author, ranks among the first Canadian historians. The fidelity to facts which characterizes his works makes them valued as text-books and authoritative sources. Among his numerous monographs may be mentioned, "The Battle of Lundy's Lane," "Story of Butler's Rangers," "A Century of Municipal History," "The Battle of Queenston Heights," "The Fight in the Beechwoods" and "The Records of the Services of Canadian Regiments in the War of 1812," the latter being a series of articles written for and published by the Canadian Military Institute. His most extensive work is the compiling and editing of "The Documentary History of Campaigns of 1812-14" published in ten volumes by the Lundy's Lane Historical Society.
- MRS. E. A. M. CRAWFORD, formerly of the Department of Trade and Commerce, is one of the best-known of women writers in Canada. She has done much journalistic work and wrote also "A Trip Through Our Mission Fields."
- OSCAR FAVERTY CYR, formerly superintendent of Dominion works in Manitoba, had a noteworthy career as a literary French-Canadian publications in the West and wrote much concerning the problems and future of his race.



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ROBERT SPITTAL  
Customs, Ottawa



F. F. BURTON  
Customs, Niagara Falls, Ont.



JOSEPH LAVIGNE  
Post Office, Montreal, Que.

PRESIDENTS CUSTOMS, POST OFFICE, AND PUBLIC WORKS EMPLOYEES ASSOCIATIONS

- GEORGE MERCER DAWSON, C.M.G., LL.D., F.R.S.C., late director of the Geological Survey, and one of the group of great scientists who have devoted their lives to the study of the natural resources of Canada, left records of his work in many reports and papers, dealing chiefly with the geological, ethnological and geographical features of the North-Western regions of the continent, British Columbia, Alberta and Yukon. Another of his works deals with the geology of the region traversed by the 49th parallel from the Lake of the Woods to the Rockies.
- SAMUEL EDWARD DAWSON, C.M.G., LL.D., F.R.S.C., formerly King's Printer, has had a varied literary career. His historical works include articles on, "The English Minority in the Province of Quebec," "The Problems of Greater Britain," "Canada and Newfoundland," "The St. Lawrence Basin," etc., etc., etc. His "Study of Lord Tennyson's poem, 'The Princess,'" is a masterpiece of literary analysis and won for him an honorable place among critics. His latest work is "A Plea For Literature."
- WILLIAM BELL DAWSON, B.A., M.E., B.Sc., C.E., F.R.S.C., engineer in charge of the Tidal and Current Survey, has written widely known reports on marine surveying, one of which won for him the Watt gold medal of the Institute of Civil Engineers of London. He was also awarded the Gay prize of 1,500 francs by the Academy of Science, Paris.
- MARCEL DROUOT DE CHAMPS, C.M.G., LL.D., F.R.S.C., Librarian of Parliament, has made rich contributions to the historical and biographical literature of French Canada. His volumes on "Pamirac," "La Fontaine," and "Cartier" are authoritative and of absorbing interest, while "A la Conquête de la Liberté en France et au Canada," "Les Constitutions du Canada," "La Crise du Régime Parlementaire" and others of his works are of equally high merit. His "Les États Unis: Origines, Institutions, Développement" won the highest prize of the French Academy of Political and Moral Sciences.
- RALPH EMERSON DE LURY, Ph.D., of the Dominion Observatory, has written "Convection and Stellar Variation," "The Solar Rotation" (with Dr. Plaskett) and other treatises.
- CYRIL EDWARD G. DEVLING, surveyor-general, is the author of the book, "Photographic Surveying" (now in its second edition) and of "Examples of Astronomical and Geodetic Calculations." He also wrote a pamphlet, "The Copying Camera of the Surveyor-General's Office," and several important papers for the Royal Society of Canada.
- FREDERICK A. DIXON, of the Department of Railways and Canals, is a playwright of some note. Among his productions are, "The Mayor of St. Brienx" and "A Masque of Welcome."
- ARTHUR GEORGE DOUGHERTY, C.M.G., M.A., LL.D., F.R.C.I., F.R.S.C., Dominion archivist, has won distinction as a poet, essayist and historian. His ability in different branches of literature can not be better demonstrated than by naming a few works of note which have come from his pen. Among them are, "The Life and Work of Tennyson," "The Song Story of Frances and Bessie," "The Fortress of Quebec," "The Siege of Quebec" (with G. W. Parnell), "Quebec Under Two Flags" (with N. E. Dugan), "The Struggle for Supremacy," the libretto of the comic opera "Bonnie Prince Charlie," and numerous others.
- ROBERT C. DOUGLAS, C.E., of the Department of Public Works, contributed frequently to the scientific press and wrote valuable reports on the problems of commerce and navigation.
- D. B. DOWLING, B.A.Sc., F.R.S.C., of the Geological Survey, is the author of several important reports on Canada's coal areas. Among them are, "The Coal Fields and Coal Resources of Canada," "The Cascade Coal Basin," and "Report on the Coal Fields of Manitoba, Saskatchewan, Alberta and Eastern British Columbia."
- JOHN A. DRESSER, M.A., geologist, of the Geological Survey, is the author of "Report on the Copper Deposits of the Eastern Townships of Quebec," and "Reconnaissance along the National Transcontinental Railway in Southern Quebec."
- ROMBER W. ELLIS, M.A., LL.D., F.R.S.C., F.A.G.S., geologist, of the Geological Survey, has written, in addition to numerous reports for official publication, many papers for scientific societies and their publications. His works deal chiefly with the geology of the Gaspé region and portions of New Brunswick and Nova Scotia.

- Hector FAIRBANK, C.M.G., F.R.S.C., late Commissioner of Canada in Paris, wrote much on Canadian national topics. Among his works are, "Esquisse Biographique sur le Chey, de Larimier," "Kerivains Canadiens," "Confederation, Indépendence, Annexion," and "Chroniques."
- EUGÈNE H. FAIRBANK, B.Sc., F.R.S.C., geologist, of the Geological Survey, has devoted much study to the gold-bearing rocks of Nova Scotia and is the author of several monographs on that subject.
- THOMAS FAWCETT, D.L.S., of the International Boundary Survey, has written, "The International Boundary from the 45° Parallel to the Headwaters of the St. Croix River."
- SIR SANFORD FLEMING, C.E., F.G.S., F.R.G.S., etc., etc., sometime engineer in the employ of the Government of Canada, has won distinction by his writings on a number of subjects as well as by his achievements as an engineer. Among his works are, "Time Reckoning," "The Intercolonial Railway," "Daily Prayers," "Uniform Standard Time," "The Pacific Cable," "England and Canada, Old to New Westminster," "Parliamentary vs. Party Government."
- JAMES FLETCHER, LL.D., F.L.S., F.R.S.C., late entomologist and botanist, Central Experimental Farm, was the author of many valuable contributions to scientific literature. One of his popular articles was that on "Practical Entomology," in the transactions of the Royal Society of Canada.
- JOSEPH KEARNEY FORAN, LL.D., assistant law clerk of the House of Commons, has demonstrated the rare literary abilities with which he is endowed by his prolific production of poems, tales, essays, reviews and lectures. Among his works may be noted, "Simon the Magician," "Tom Ellis," "The Laws of Obligation," "The Spirit of the Age," and "Canadian Lyrics and other Poems."
- AMULE FRÉCHETTE, L.S.O., formerly translator of the House of Commons, contributed in both prose and verse to different publications, winning high repute as a *libraire*.
- A. T. FRENCH, inspector of weights and measures at Hamilton, is the author of a "Life of Hancock," and a number of poems, including, "Canada to Britain."
- ALFRED GARNEAU, late translator of the Senate, was a son of F. Garneau the famous historian. His greatest literary work is the third edition of his father's "History of Canada," carefully revised and edited. He is the author also of a volume of poems posthumously published under the direction of his son, Hector Garneau. He wrote also many brochures, mainly historical, among the best known of which is, "Les Seigneurs de Frontenac."
- HECTOR GARNEAU, LL.B., formerly of the Department of Inland Revenue, won a place among leading Canadian authors by his contributions to French and English periodicals and by the volume, "Poésies d'Alfred Garneau." He also edited the fourth edition of the splendid history written by his grandfather, F. X. Garneau.
- ARTHUR GIBSON, chief assistant Dominion entomologist, is the author of several monographs and papers and of numerous contributions to scientific journals, all dealing with the problems and progress of entomology.
- A. T. GILBERT of the Central Experimental Farm staff, was the author of many works on agricultural subjects and of "From Montreal to Halifax and Return," published in the year of Confederation.
- ROMÉLÉNE GILARD, translator, of the House of Commons, is a dramatist and author of note. His plays include, "Fleur de Lys," "Le Conserit Impérial," "Le Chien d'Or," and "A la Conquête d'un Baiser," while among his stories are, "Florence," "Rédemption," "Mosaïque," and "Marie Calumet." The last-named romance was honoured by the French Academy.
- F. H. GIBBORNE, K.C., parliamentary counsel, is the author of "The Duty of the Parent in Relation to Education," and other works of legal and sociological character.
- F. N. GIBBORNE, F.R.S.C., was the author of a treatise on "Automatic and Multiplex Telegraphy" and other works of technical and scientific character.

- LEONARD GOODELAY, C.E., of the Topographical Surveys, has written for the *Canadian Engineer*, "Calculations for the Stability and Displacement of Graving Docks," and "Railway Leveling." The latter appearing serially in 1911.
- EUGENE GRIGN, of the Department of Trade and Commerce, has written series of articles for newspapers, dealing with the war of 1812-14, and is the author of the historical pamphlet, "Some Graves at Landy's Lane."
- FRANCIS W. GRIGY, LL.D., of the Dominion Archives, has published a play, "Sixteen-Ninety," a novel "Le Curé de St. Philippe" and a volume of poems, also numerous articles in Canadian magazines.
- MARTIN J. GRIFIN, C.M.G., LL.D., parliamentary librarian, has been known for many years as a writer of ability. As a member of the editorial staffs of leading Canadian newspapers and contributor to both Canadian and British magazines, he did much to enrich the pages of both. His column, "At Dockleys," in the *Montreal Gazette* was one of the most ably written departments of any Canadian newspaper of the time.
- WILLIAM L. GRIFFITH, secretary of the High Commissioner's Office in London, has written much and lectured often to advertise Canada in the Old Country. He is the author of "The Dominion of Canada" in the "All Red" series.
- ANDREW HALKETT, naturalist, of the Department of Marine and Fisheries, is the author of "A Check List of the Fishes of the Dominion of Canada" in which he deals with 504 species of fish.
- MAJOR CHARLES FREDERICK HAMILTON, M.A., assistant Comptroller of the Royal North West Mounted Police, ranks high among Canadian journalists and is the author (with W. L. Grant) of "The Life of Principal Grant." He is a voluminous contributor to Canadian and American periodicals.
- EUGENE HAANEL, Ph.D., F.R.S.C., Director of the Mines Branch, Department of Mines, is the author of a great number of valuable scientific works, including "Mining Conditions in the Klondike," "Investigation of Electric Shalt Furnace," "The Location of Magnetic Ore Deposits by Magnetometric Measurements" and many others.
- WILLIAM E. HARPER, M.A., astronomical observer, has written "The Orbit of 88 Tauri," and other articles for astronomical publications.
- BERNARD J. HARRINGTON, M.A., Ph.D., F.R.S.C., sometime chemist and mineralogist of the Geological Survey, was the author of many valuable scientific works and of "The Life of Sir William Logan."
- W. H. HARRINGTON, F.R.S.C., of the Post Office Department, wrote freely on entomological topics. His scientific and popular articles number probably a hundred.
- C. COMPTON HEWITT, D.Sc., F.R.S.C., Dominion entomologist, has contributed many articles on scientific subjects to various publications and the transactions of different learned societies. He is particularly well known to the general public for his practical work towards the suppression of the house-fly, and is the author of several books on the relation between insects and disease.
- WILLIAM H. HILL, formerly inspector of Customs for Nova Scotia, wrote several valuable essays for the Nova Scotia Historical Society.
- HENRY YOUNG HINE, M.A., D.C.L., F.R.G.S., became one of Canada's great scientific reporters in pre-Confederation days. The titles of his published works indicate the extent of his labours and the variety of his interests. Among them are, "Insects and Diseases Injurious to Wheat," "The Red River Exploring Expedition of 1857 and the Assiniboine and Saskatchewan Expedition of 1858," "Explorations in the Interior of the Labrador Peninsula," "Eighty Years Progress of North America," "History of the University of King's College, Windsor, N.S.," and many others.
- MAJOR CHARLES ALFRED HODGETTS, M.D., chief of the Health Department of the Commission of Conservation, has written many papers and published several pamphlets on the problems of public health.



Miss Mary Doyle, President  
Women's Branch  
Civil Service Association of Ottawa



Miss Grace B. Reynolds, Vice-President  
Women's Branch  
Civil Service Association of Ottawa

- GEORGE CHARLES HODGMANS, LL.D., F.R.S.C., formerly of the Geological Survey, wrote numerous reports and pamphlets on chemistry and mineralogy, including "Chemical Contributions to the Geology of Canada," also "The Encyclopedia of Australia."
- ARTHUR C. HOPKINS, B.S.A., of the Department of Agriculture, a leading veterinary authority, is the author of the hand book, "Veterinary Elements."
- T. STUART HUNT, F.R.S.C., of the Geological Survey, made chemical investigations of rocks, minerals, mineral waters, etc., and wrote, "The Godrich Salt Region and Mr. H. Artuff, Exploration," and "Petroleum, its Geological Relations, and Special Reference to its Occurrence in Gaspe."
- F. H. INGLETT, A.R.S.M., of the Geological Survey, wrote "Report on Mines and Mining of Lake Superior" and "Report on the Iron Ore Deposits Along the Kingston and Pembroke Railway."
- CHARLES CANNELL JAMES, C.M.G., F.R.S.C., of the Department of Agriculture, has found time during a career devoted to the improvement of the Canadian farming industry and the preparation of technical works in that connection to also write several historical and literary works of note. Among these the following are well known: "The Early History of Amherstburg," "The Second Legislature of Upper Canada," "A Tenny on Pilgrimage," "The Downfall of the Huron Nation," and a "Bibliography of Canadian Poetry."
- H. A. JOHNSTON, of the Geological Survey, wrote a bulletin on "Molybdenum and Tungsten."
- W. A. JOHNSTON, M.A., B.Sc., of the Geological Survey, is the author of "Geology of Lake Simcoe Area."
- C. F. JUST, of the Canadian Immigration Service in England, has contributed much to Canadian and British publications on commercial and economic subjects. He won the Society of Arts medal with his essay, "The Manufacturing Industries of Greater Britain, Canada."
- THOMAS C. KETTER, C.M.G., C.E., F.R.S.C., long connected with government railways, canals and other works and the dean of the engineering profession in the Dominion, has written a great many reports on the problems of engineering and transportation which have had a great influence on Canadian affairs. Two of his early works, "The Philosophy of Railways," and "The Influence of the Canals of Canada on Her Agriculture," indicate the comprehensive scope of his researches and observations.
- JOSEPH KETTER, B.Sc., of the Geological Survey, reported "A Reconnaissance Across Mackenzie Mountains on the Pelly, Ross and Gravel rivers, Yukon and North-West Territories," and (with Mr. Ries) "Clay and Shale Deposits of the Western provinces."
- E. M. KINDEL, B.A., M.Sc., Ph.D., invertebrate paleontologist of the Geological Survey, wrote "The Onondaga Fauna of the Allegheny Region," and other memoirs.
- WILLIAM FREDERICK KING, C.M.G., LL.D., B.A., D.T.S., F.R.S.C., Dominion astronomer, has been contributing to the scientific literature of Canada for thirty-five years. His works are to be found in the transactions of the Royal Society of Canada and of the Royal Astronomical Society of Canada, in the Astrophysical Journal and other scientific publications. Among titles of his works are, "A Graphical Method of Predicting Occultations of Stars by the Moon," "The Dominion Observatory at Ottawa," "The Value of Science," and "The Theory of Least Squares."
- WILLIAM LYON MACKENZIE KING, C.M.G., M.A., LL.B., Ph.D., first Deputy Minister of Finance, wrote many papers and reports on economic and sociological subjects, and a book, "The Secret of Heroism."
- WILLIAM KINGSMORE, C.E., LL.D., F.R.S.C., late of the Department of Public Works, famed as a historian, also did great work for Canada as engineer on her railways, canals and great bridges. His works include "History, Structure and Statistics of Plank Roads," "Impressions of the West and South," "Canadian Canals, Their History and Cost," "A Canadian Political Crim," "Canadian Archaeology," "The Early Bibliography of Ontario," and his *magnum opus*, "The History of Canada," in ten volumes.



P. J. MACDONALD  
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Survey of Fish and Survey of Fish  
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THOMAS EVANS  
Chief, Survey of Fish Dept  
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F. M. JERNS  
Collector of Fishes  
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- EINAR LINDEMAN, M.E., of the Mines Branch, has recorded his investigations of iron deposits and resources in a number of valuable reports.
- SIR WILLIAM LOGAN, founder of Canadian geology, and of the Geological Survey, made numerous reports and contributions to scientific periodicals and learned societies. The results of his investigations are summarized in, "Geology of Canada, 1863," a classic on Canadian geology. He also prepared a geological map of Canada, published in 1866, on a scale of 25 miles to 1 inch. Another of his works was, "Section of the Coal Measures as Developed at the Joggins, Nova Scotia, from the Neighbourhood of West Ragged Reef to Minidie."
- ALBERT PETER LOW, B.Sc., LL.D., lately Deputy Minister of the Department of Mines, is one of Canada's greatest living explorers. The results of his long years of research in the sub-Arctic regions are embodied in many official reports of great interest and value and his book, "The Cruise of the Neptune" tells the story of the famous expedition to Northern wilds to claim for Canada the islands of the icy seas. His "Report on Explorations in the Labrador Peninsula" is one of the most splendid of the records of the Geological Survey.
- J. A. MACDONALD, of the Topographical Surveys, has written for the *Canadian Engineer*, "Practising in Land Survey Work" and for the *Railway Age Gazette*, "Simple Method of Obtaining True and Azimuth."
- THOMAS MACFARLANE, F.R.S.C., late of the Geological Survey, and Departments of Customs and Inland Revenue, was a pioneer of the Imperial Federation propaganda and aided it strongly with his pen. He was also the author of, "To the Andes," the account of a tour of exploration, and of "Metallie Currency of the British Empire."
- GEORGE C. MACKENZIE, B.Sc., of the Mines Branch, has written numerous reports and articles regarding iron deposits in Canada and their utilization.
- WILLIAM MACKENZIE, secretary of Imperial and Foreign Correspondence in the Privy Council Office, long and popularly known as a journalist, has recently published his reminiscences of Canadian public affairs in a series of articles of absorbing interest.
- JAMES M. MACCUN, C.M.G., of the Geological Survey, has embodied results of more than thirty years of exploratory work in all parts of Canada in many official reports and papers and in articles in the journals of the Canadian Forestry Association and the Ottawa Field Naturalists Club. Among his works are "A Check List of Canadian Plants" and (with John Macoun) "A Catalogue of Canadian Birds."
- JOHN MACCUN, F.L.C., F.R.S.C., naturalist, of the Geological Survey, Canada's great botanist, has prepared many important works on that branch of science. He is the author of, "Manitoba and the Great Northwest," "The Forests of Canada," and other monographs, also a standard "Catalogue of Canadian Plants."
- WILLIAM T. MACCUN, horticulturist of the Central Experimental Farm, has contributed valuable articles on natural science to the "Ottawa Naturalist" and other publications.
- ROBERT G. MACPHERSON, postmaster at Vancouver, B.C., is a contributor to the *Canadian Magazine* and other periodicals.
- CHARLES MAIR, F.R.S.C., of the Dominion Lands office at Lethbridge, has been known as a poet and author for more than forty years. His works include, "Dreamland and Other Poems," "Tecumseh," "The Last Bison," "Through the Mackenzie Basin," and "Canada in the Far West." His work is declared, by eminent critics, to be of the highest standard. He is still writing.
- WYATT MACMILLAN, M.A., of the Geological Survey, is the author of, "Oil and Gas Prospects of the Northwest Provinces of Canada."
- G. S. MALLOCH, B.A., B.Sc., assistant geologist of the Geological Survey, has written, "The Bighorn Coal Basin, Alberta," and "The Groundhog Coal Basin."
- CHARLES H. MYSTERS, M.A., K.C., reporter in the Supreme Court, edited "Canadian Appeals to the Privy Council," and is the author of "The Manual of Supreme Court Practice."

- GEORGE F. MATTHEW, M.A., LL.D., D.Sc., F.R.S., formerly surveyor of Customs at St. John, N.B., is a geologist of wide fame and has contributed many articles on the geology of the Maritime Provinces to leading scientific journals and to the *Annals of the Geological Survey*. Among his works are "Tidal Erosion at the Bay of Fundy," "A Village of the Stone Age at Beaubien," and "Impressions of Cuba."
- JAMES J. McARTHUR, D.L.S., assistant International Boundary Commissioner, is the author of "Photo-Topography and Its Development."
- R. G. MCCONNELL, B.A., of the Geological Survey, is a high authority on the geology and mineral resources of North-Western Canada, and his contributions on this subject to the scientific literature of Canada are regarded as standard authorities. He is the author of "Exploration in the Yukon and Mackenzie Basins," and of "Report on the Klondike."
- F. A. MCCUNE, LL.B., late law clerk of the House of Commons, was the author of "Errors in Canadian History," and of "A Handbook of Canadian Dates."
- JOHN McDONNELL, B.A., of the Geodetic Survey, wrote "On Quadratic Residue" for the American Mathematical Society.
- F. A. McDIARMID, M.A., of the Dominion Observatory, wrote "Determination of the 111st Meridian," and other articles for scientific journals.
- JOHN LORNE McDONNELL, C.M.G., late Auditor-General, wrote able papers on financial problems, including one for the British Association.
- ANTHONY MCGILL, B.A., B.Sc., LL.D., F.R.S.C., chief analyst, Department of Inland Revenue, has written many papers and chemical treatises for learned societies and publications. One of his notable productions is "Viscosity in Liquids and Instruments for its Measurement."
- WM. MCINNIS, B.A., F.R.S.C., geologist and explorer of the Geological Survey, wrote "Report on a Part of the Northwest Territories Defined by the Winisk and Attawapiskat Rivers," also "The Basins of Nelson and Churehill Rivers."
- ANGUS MCKAY, superintendent of the Dominion Experimental Farm at Indian Head, Sask., has written and lectured on "Tree Planting," and on "Good Seed and Clean Farming," subjects of paramount importance in the West.
- J. A. J. MCKENNA, LL.D., Inspector of Indian Schools in the West, is the author of "The Hudson Bay Route," "Sir John Thompson," and other monographs.
- SIMON J. McLEAN, B.A., LL.B., Ph.D., Dominion Railway Commissioner, has contributed special articles to different publications and is the author of "An Early Chapter in Quebec Railway History."
- EDMUND A. MURKIN, M.A., LL.D., first Deputy Minister of the Department of the Interior, wrote freely on sociological, economic and other topics, his works including, "An Essay on the Oregon Question," "Friendless and Neglected Children," "Compulsory Education in Crime," "Emendations in Shakespeare," "National Language and National Manners," "Miss Dix, Philanthropist," and other papers and pamphlets.
- EDWARD MEALL, late Commissioner of Inland Revenue, contributed frequently to the Canadian press. His most noted production was entitled, "Various Forms and Functions of Government."
- JAMES MILLS, M.A., LL.D., Dominion Railway Commissioner, is the author of "The First Principles of Agriculture" (Thos. Shaw, publisher).
- FREDERICK MONTIZAMBLET, F.S.O., M.D., F.R.C.S.E., D.C.L., Director-General of Public Health, has written many authoritative papers on Quarantine, Vaccination, Sanitation and other topics.
- HENRY J. MORGAN, LL.D., F.R.S.C., who spent many years in the civil service, was the greatest compiler of biographical information Canada ever had. His "Canadian Men and Women of the Time" became a standard work of reference from the day of its first publication in 1898, and the later edition, 1912, is a still larger and more valuable work. Dr. Morgan also wrote much on historical and political subjects and upon the natural attractions of Canada.

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JOSEPH H. BELL  
10000th - Monrovia, Md.



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#### SECRETARIES OF CUSTOMS AND POST OFFICE ASSOCIATIONS

- ROBERT M. MCHUGHWELL, M.A., of the Dominion Observatory, is the author of "Comet 1908" ("Morchouse"), and of "Double Star Measures."
- THOMAS MELVEY, B.A., K.C., Under Secretary of State, was one of the founders and a leading contributor to the *Canadian Magazine*. He has published "The Canadian Shipping Statutes."
- MARTIN MURPHY, C.E., D.Sc., of the Transcontinental Railway, Edmonton, has written for professional publications and won a medal at the World's Fair of 1893 for a treatise on bridge building.
- A. MURRAY, an early enthusiast of the Geological Survey, studied the stratigraphy of the sedimentary formations of Ontario, upon which he made numerous reports. His results are summarized in "Geology of Canada, 1893."
- D. H. NEILS, D.L.S., of the Geodetic Survey, is the author of "Precise Level Results in the Yukon," and other works on engineering subjects.
- BYRON NICHOLSON of the Senate staff is a versatile writer, and his productions include, "The Ethics of War," "The Influence of Literature," "The Resonances of Canada," "Impressions Abroad," "The French-Canadian," "In Old Quebec," and other prose works; also a volume of poems.
- D. B. NICKENT, M.A., of the Dominion Observatory, wrote "Personal Errors of Bisection in Meridian Circle Work."
- GARRETT O'CONNOR, of the Railway Mail Service, is a gifted Celt, whose verses have been welcomed by periodical publications whenever offered. Mr. O'Connor is the originator of the idea of building an international memorial bridge at Niagara Falls to celebrate the hundred years of peace between Canada and the United States.
- WILLIAM OCHSLEY, F.R.G.S., a truly great explorer, and the heroic figure of the Yukon gold rush, wrote many splendid reports of his toil and victories in the remote regions of Alaska, and several monographs such as "In the North Western Wilds," and "Down the Yukon." His posthumous work, "Early Days in the Yukon," is one of the great records of achievement of the men of the Canadian civil service.
- NOEL J. OCHSLEY, D.L.S., of the International Boundary Survey, is the author of "The South-Eastern Alaska Boundary."
- FRANCIS CHARLES TRENCH O'HARA, Deputy Minister of Trade and Commerce, during the career in journalism which preceded his entry into the civil service, contributed many short stories, sketches and special articles to Canadian and American periodicals. He is also author of the book, "Snapshots from Boy Life."
- JAMES MACDONALD OXLEY, J.L.B., resigned a position in the Department of Marine and Fisheries to devote himself to literature and has become one of the great writers of modern books of travel and adventure. A score of his books may be found in any good public library.
- THOMAS H. PARKER, B.A., of the Dominion Observatory, wrote "The Orbit of W. Ursae Majoris," and other astronomical papers.
- HON. J. C. PATTERSON was a civil servant before he became M.P., Cabinet minister, and Lieutenant-Governor of Manitoba. He was one of the founders of the *Canadian Magazine*, and a contributor to its pages.
- THOMAS C. PATTERSON, late postmaster of Toronto, was a voluminous writer as correspondent and editor of leading newspapers and was the author of the pamphlet, "The Race for the Pole."
- MAJOR WILLIAM M. PATTERSON, formerly postmaster and collector of Customs at Fredrichsburg, Quebec, soldier and horticulturist, has written authoritative works on historical subjects and viticulture.
- JOHN S. PLASKETT, B.A., F.R.S.C., astronomer, is a prolific writer on astronomical and allied scientific subjects. Among his works are, "The Character of the Star Image in Spectro-

graphic Work," "Probable Errors of Radial Velocity Determination," and "The Solar Rotation in 1912."

SIR JOSEPH POPP, K.C.M.G., C.A.D., F.S.O., Under Secretary of State for External Affairs, has been recognized as one of Canada's great biographers since the publication of that notable work, "Memoirs of the Rt. Hon. Sir John A. Macdonald." Besides this splendid production, Sir Joseph is the author of "Jacques Cartier, His Life and Voyages," "Confederation," "The Royal Tour of Canada," "The Dawn of Astronomy," "The Flag of Canada," and other works, each an admirable treatise of its subject and a source of added credit to the distinguished author.

W. T. B. PIERSON, who formerly represented Canada as Immigration Commissioner and Trade Commissioner in Europe and the Orient, won a medal of the Society of Arts, London, by his essay, "French-Canadians and their Relationship to the Crown." He is now engaged upon a memoir of Lord Strathcona.

DAVID ERNEST PRINCE, LL.D., F.R.S.C., Commissioner of Fisheries, is the author of "Colours of Animals," "Fishing Industries and Resources of Canada," "After-Gleanings from Quebec Battlefields," and of scientific reports and papers too many to mention.



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Collector of Customs  
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Civil Service Association, Ottawa



ARTHUR CAYGOW  
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Customs Civil Service Association  
Toronto

J. L. RANNIE, B.A.Sc., D.T.S., of the Geodetic Survey wrote, "The Geodetic Survey of Canada" for the transactions of the University of Toronto Engineering Society.

F. B. REID, B.A.Sc., of the Geodetic Survey, is the author of "Precise Levelling in Canada" published in the Journal of the Royal Astronomical Society of Canada.

LEOPOLD REINECKE, of the Geological Survey, has contributed to the memoirs of the Survey and to the bulletin of the Canadian Mining Institute. He compiled "The Bibliography of Canadian Geology."

J. RICHARDSON, of the Geological Survey made exhaustive studies in the geology of the Gaspé peninsula, of other parts of Quebec and of western British Columbia. He wrote "On the Coal-Fields of Vancouver and Queen Charlotte Islands," "On the Coal-Fields of the East Coast of Vancouver Island," and "On the Coal-Fields of Nanaimo, Comox, Cowichan, Burrard Inlet and Sooke, British Columbia."

C. ROBB, of the Geological Survey, published results of his researches in "On the Coal Mines

of the Eastern or Sydney Coal-Field of Cape Breton, Nova Scotia," and "Explorations and Surveys in Cape Breton, Nova Scotia."

LEO R. ROGERS of the Immigration Branch, Department of the Interior, is a rising writer of verse and short stories. His productions have appeared in many periodicals and his collected verse is to appear in a volume entitled, "England Over-Seas."

HENRY H. ROBERTSON, K.C., special examiner in the High Court of Justice at Hamilton, has written some valuable historical monographs, including, "Titus Simons, Quartermaster," "Burgoyne's Loyal Americans," and "The Gore District Militia."

SYDNEY ROG, secretary to the Minister of Customs, still does literary work of the style which won him an enviable reputation before he entered the service. He contributes in prose and verse to different publications and is well known to many readers as "The Mare."

COMON ROGERS, of the Department of Agriculture, poet, dramatist, story-writer and cartoonist, is well known to readers of magazines everywhere for the brightness and vivacity of his contributions. The pages of the CIVILIAN have often been enriched by the work of his pen.

LESLIE C. S. C. D. ROBER, late of the Census, contributed to scientific periodicals and founded "The Statistical Year Book."

RÉGIS ROY, of the Department of Marine and Fisheries, is one of the shining lights of French-Canadian literature. Short stories and descriptive sketches of the days of the Old Régime from his pen, won enviable favour and he has turned his attention to the dramatic field with equal success. Among his productions of the latter class are, "On Demande un Acteur," "Les Consultations Gratuites," "Nous Divorçons," "Le Premier Prix," and a number of others.

FREDERICK EDWARD MOLYNEUX ST. JOHN, late gentleman usher of the Black Rod, was a soldier who turned journalist. He was sent by the *Toronto Globe* as special correspondent with the Wolsley expedition to the Red River in 1870, to quell the uprising there. His letters are of great historical value. As the result of a mission with Lord Dufferin's party on his visit to British Columbia in 1877, he produced a book, "A Sea of Mountains." He was the author also of "Under the Misthotee," and other society plays.

EDWARD SAPIR, Ph.D., ethnologist of the Geological Survey, has written, "Abnormal Types of Speech in Nootka," and "Noun Reduplication in Comox, a Salish Language of Vancouver Island."

WILLIAM SAUNDERS, C.M.G., LL.D., F.R.S.C., for many years Director of Dominion Experimental Farms, wrote a great deal on topics connected with scientific agriculture. Much of his work is to be found in "The Canadian Entomologist," which he edited for thirteen years. His book, "Insects Injurious to Fruit" has gone through several editions.

PAUL MARC SÉVALLÈRE, translator, Department of Mines, is the author of "La Loi de Conciliation," "Manuel des Assemblées Delibérantes," "Louisiane, Mexique, Canada," and other works.

HUGO S. DE SCHMID, M.E., of the Mines Branch, is the author of "Mica: Its Occurrence, Exploitation and Uses."

DUNCAN CAMPBELL SCOTT, F.R.S.C., Deputy-Superintendent-General of Indian Affairs, has added greatly to the volume and richness of Canadian literature. His volume of poems,—"The Magic House," gave him place in the front rank of poets, and his later works have demonstrated the continuing fruitfulness of his gift of poetry. "Labour and the Angel," and "New World Lyrics and Ballads" are worthy successors to the earlier volume. In fiction his name is borne by "In the Village of Vigor," and in history he is known by his "Life of Simcoe." Many short stories and poems from his pen are to be found in the magazines.

A. R. C. SELWYN, C.M.G., LL.D., F.R.S., F.R.S.C., etc., who succeeded Sir William Logan as Director of the Geological Survey, was the author of "Report on Ex-

plorations in British Columbia." "Report of Observations on the Stratigraphy of the Quebec Group and the Older Crystalline Rocks of Canada." "Notes of a Geological Reconnaissance from Lake Superior by the English and Winnipeg Rivers to Fort Garry." "Notes on the Geology of the South-eastern Portion of the Province of Quebec," and of other scientific works of like note and value.

ADAM SMYTHE, C.M.G., M.A., LL.D., F.R.S.C., Civil Service Commissioner has written much on economic and historical subjects. Noteworthy among his productions are, "Imperial Preferential Trade from a Canadian Point of View," "Lord Sydenham," and "Documents Relating to the Constitutional History of Canada."

E. T. SHUTE, M.A., F.I.C., F.C.S., F.R.S.C., Dominion Chemist, has written much concerning the subjects of his investigations. Among his works are "The Purification of Peaty Waters by Freezing," "The Mineral Constituents of Ottawa River Water," and "The Nitrogen Compounds in Rain and Snow."

HARLAN I. SMITH, archaeologist of the Geological Survey, has written "Archaeology of the Thompson River Region, British Columbia," "Archaeology of the Gulf of Georgia and Puget Sound" and other memoirs.

WILLIAM SMITH, B.A., L.S.O., of the Archives, formerly of the Post Office Department, is an authority on colonial history and has written numerous articles on historical subjects for publication in England and the States as well as in Canada.

L. J. R. STECKEL, C.E., late of the Department of Public Works, wrote many essays and papers on engineering and scientific topics which won him honour in Europe as well as in America.

CHARLES H. STERNBERG, M.A., collector, of the Geological Survey, has added to his lectures and reports a volume, "The Life of a Fossil Hunter."

ELIOT STEWART, D.L.S., late chief of the Forestry Branch, Department of the Interior, numbers among his works "The Forestry Problem in Canada," "The Establishment of Fur Farms," "Forests and Water Supply" and "The Mackenzie River Territory."

R. M. STEWART, M.A., C.E., superintendent of the Dominion Time Service, has written, for the Journal of the Royal Astronomical Society, a number of articles, including "Personality with the Transit Micrometer," "A New Form of Clock Synchronization," and others.

R. F. STEWART, F.R.S.C., Director of the Magnetic Observatory at Toronto, has written, among other scientific articles and reports, "The Chinook in Southern Alberta," and "Barometric Pressures and Weather Types."

BENJAMIN SULTZ, F.R.S.C., formerly of the House of Commons and the Department of Militia and Defence is another of the great *littérateurs* of French Canada who have likewise done good work as civil servants. Mr. Sultz won his literary spurs long before he entered the service and every year of his long career has added something to his laurels. History and poetry have inspired his pen and his collected works would "form a small library." Among his scores of books, pamphlets, essays, reviews and other productions may be mentioned, "Les Laurentiennes," "Les Chants Nouveaux," "Histoire des Trois-Rivières," "Histoire des Canadiens Français," "Pages d'Histoire du Canada," "The Origin of the French-Canadians," "History of the Province of Quebec," and "La Bataille de Chateaugay."

"THE POET LOW RATE" is the sobriquet of a versifier whose contributions to the CIVILIAN never fail to attract attention. His methods of treatment are as varied as the subjects that he chooses, and sober counsel and sharp criticism are, alike, clothed by his pen in raucy garb.

J. M. SWAINE, assistant Dominion entomologist, has charge of the work of the Division of Entomology in regard to forest insects and has written monographs and papers on that subject, both for scientific organizations and for general public information.

MGR. CYPRIEN TANGRAY, Lit.D., F.R.S.C., distinguished as a prelate and genealogist, was for many years on the staff of the Department of Agriculture, being chiefly employed in investigations connected with the Archives. Besides many official reports, he wrote "Le Répertoire du Clergé Canadien par Ordre Chronologique," and "Dictionnaire Généalogique des Familles Canadiennes, depuis la Fondation de la Colonie jusqu'à nos jours."

- JOSEPH TASSÉ, F.R.S.C., sometime translator on the House of Commons staff, was the author of a number of works of note, including "Philemon Wright on Colonisation et Commerce de Bois," "Le Chemin de Fer Canadien Pacifique," and "La Vallée de l'Outaouais."
- JOHN THORNBURN, M.A., LL.D., late librarian of the Geological Survey and Civil Service Examiner, wrote freely on educational and literary subjects and his works are highly valued wherever known.
- W. MAXWELL TOBEY, M.A., D.E.S., of the Geodetic Survey, is the author of "Geodetic Results and Their Practical Meaning," and "An Abridged Method of Latitude Computation."
- ALPHEUS TODD, C.M.G., LL.D., F.R.S.C., first Librarian of Parliament, was the author of several famous works on constitutional government, including "Parliamentary Government in England," and "Parliamentary Government in British Colonies." After his death, his son Lieut.-Col. A. H. Todd, also of the Library, edited and published new editions of these works.
- JAMES B. TYRRELL, C.E., D.L.S., formerly of the Geological Survey, published, in addition to official reports of his extensive explorations and surveys in the Lake of the Woods region, and around Hudson Bay, a noteworthy book entitled, "Across the Sub-Arctics of Canada."
- H. G. VENNOR, of the Geological Survey, summarized his researches in the work, "On Explorations and Surveys in Frontenac, Leeds, and Lanark Counties, with notes on the Plumbago of Buckingham, and Apatite of Templeton and Portland townships, Ottawa county."
- MATTHEW F. WALSH was formerly well known to Canadian magazine and newspaper readers for his writings under the *nom-de-plume* of "Brannagh."
- HENRY McDONALD WALTERS, of the Department of Public Works, published, several years ago, a volume of "Civil Service Jingles," which, with his contributions to different periodical publications, gave evidence of a literary gift equalling his well-known histrionic abilities.
- "SILAS WEGG" is the *nom-de-plume* under which a well-known civil servant insists on hiding his identity. He writes in a quaintly original style and his fortnightly contributions of humorous philosophy are a never-failing source of pleasure to the readers of the *CIVILIAN*.
- A. O. WHEELER, F.R.G.S., of the Topographical Surveys, is the author of "The Sellkirk Range" (in two volumes), and of a paper on "Photographic Methods Employed in the Canadian Topographical Surveys," read before the International Geographical Congress.
- JAMES WHITE, C.E., F.R.G.S., F.R.S.C., assistant to the chairman of the Commission of Conservation, has published many works on geographical, topographical and allied subjects, among them being, "Altitudes in Canada," "Maps and Map-making in Canada," "Atlas of Canada," "The Ashburton Treaty," "The Oregon and San Juan Boundaries," "The Labrador Boundary," "Place Names in Ontario," and many others.
- ROBERT S. WHITE, collector of Customs at Montreal, is the author of "The Canal Tolls Question," "The Newspaper of the Past and Present," and numerous papers on trade topics.
- LIEUT.-COL. WILLIAM WHITE, C.M.G., late Deputy Postmaster General, was the author of "The Annals of Canada," and also prepared the "Post Office Gazetteer."
- JOSEPH F. WHITEAVES, F.G.S., F.R.S.C., paleontologist of the Geological Survey, wrote numerous papers and treatises for learned societies and scientific publications and contributed many valuable volumes to the publications of the Survey. Of special interest are his reports on fossil remains in the regions of Lake Winnipeg, the Queen Charlotte Islands and the Mackenzie basin.
- G. W. WICKSTEED, Q.C., who was Law Clerk to the Parliament of Canada from 1841 to 1867, was a frequent contributor of both prose and verse to Canadian periodicals. His poems were published in book form under the title, "Waifs in Verse."
- EZEKIEL STONE WIGGINS, M.D., during his long connection with the Civil Service, devoted much attention to meteorological and astronomical research and his fame as a "weather prophet" was nation-wide. His published works include "The Architecture of the Heavens," "The Days of the Creation," and other books.

- A. W. G. WILSON, B.Sc., Ph.D., of the Mines Branch, is the author of "Geology of the Nipigon Basin, Ontario," "The Copper Smelting Industry of Canada," and other works.
- M. E. WILSON, B.A., assistant geologist of the Geological Survey, has written "Geology and Economic Resources of the Larder Lake District, Ontario, and Adjoining Portions of Pontiac County, Quebec," and "Geology of an Area Adjoining the East Side of Lake Timiskaming, Quebec."
- W. J. WILSON, Ph.B., assistant geologist and paleontologist of the Geological Survey, is the author of "Report on a Portion of North-western Ontario, in the Districts of Algoma and Thunder Bay," and of "Geological Reconnaissance along the line of the National Transcontinental Railway in Western Quebec."
- GEORGE A. YOUNG, M.Sc., Ph.D., F.G.S., of the Geological Survey, has written many valuable reports, also "A Descriptive Sketch of the Geology and Economic Minerals of Canada."
- REYNOLD K. YOUNG, B.A., LL.D., of the Dominion Observatory, has written for the Lick Observatory Bulletin series on "The Polarization of Light in the Solar Corona," and other subjects.
- ROBERT E. YOUNG, D.L.S., superintendent of the Swamp Lands Branch, Department of the Interior, was the author of "Canada's Fertile Northland," and other works dealing with the agricultural resources of the Dominion.

### *Culled from "Civilian" Pages*

Of civil service writers,—poets and philosophers,—the CIVILIAN claims several as its own by right of discovery and also because of their unflinching allegiance to this publication. Among these are "The Poet Low-Rate," "Silas Wegg," and Jack Cadden. Only in CIVILIAN columns is their work to be found.

Last summer "The Poet Low-Rate" took up the "clothes question," and this is what he had to say about it:—

### *Risqué Garb and Risqué Rhyme*

*Dedicated to the College of Priests by a member of the "Satanic School."*

"Little girl you look so small  
Don't you wear no clothes at all?  
Don't you wear no shimmy-shirt,  
Don't you wear no petty-skirt,  
Just your ear-rings and your hose—  
Are these all your underclothes?"

Little girl you look so slight  
When I see you in the light.  
With your skirts cut rather high  
Want you catch a cold and die?  
Ain't you 'fraid to show your calf?  
It must make some fellers laugh.

Little girl what is the cause  
Why your clothes is made of gauze?  
Don't you wear no undervest  
When you go out fully dressed;  
Do you like those peek-a-loo's  
'Stead of normal underclothes?

Little girl your splendours show  
When the sunlight plays on you.  
I can see your tinted flesh  
Through your little gown of mesh.  
Is it modest, do you s'pose  
Not to wear no underclothes?

Little girl your socks has heels  
Of those little tiny heels.  
Why you want to show your limb  
I don't know— is it a whim?  
Do you want to catch the eye  
Of each feller passin' by?

Little girl I see your chest  
'Cause you go around half dressed.  
Yes, I see way past your throat  
To a region most remote;  
T'aint my fault now, don't suppose;  
Why not wear some underclothes?

Little girl where is the charm  
In your long uncovered arm  
In the V behind your neck,  
Is it there for birds to peek?  
Little girl, I tell you those,  
Aint so nice as underclothes.

Little girl now listen here,  
You would be just twice as dear  
If you'd cover up your charms—  
Neck, back, legs and both your arms.  
I would take you to the shows  
If you'd wear some underclothes.

Little girl, your mystery  
Luring charm and modesty,  
Is what makes us fellows keen  
To possess a little Queen;  
But no lover—goodness knows—  
Wants a girl *sans* underclothes.

S'pose I wandered down the street  
With a loin-cloth round my feet;  
S'pose I wore some harem pants  
Or no shirt, like all my Aunts,  
Or a ringlet through my nose,  
They'd arrest me, don't you s'pose?

But I wear a coat of mail,  
'Less I want to go to jail;  
I must cover up my form  
Even when the weather's warm;  
Can't enjoy the swimmer's throes  
'Less I garb in underclothes.

Little girl take this advice  
And you'll look just twice as nice;  
Wear a shimmy—petty-coat,  
Closed-work socks—*et aussi Poutre*  
*Chose*—unspeakable—you see  
There's a charm in lingerie.

Of course even a "Poet Low-Rate" cannot please everyone and his sentiments on "garb" were not unanimously endorsed in the Civil Service. There was criticism, —also a reply, which is here reproduced:—

### Sartor Resartus

(A Little Girl's Reply to "Risqué Garb and Risqué Rhyme.")

Little man, if I could find  
That the motive of your mind  
Which inspired your *risqué* rhyme  
Was in some degree sublime,—  
Some expression of your heart  
Not expressly to be smart;

If your purpose seemed to me  
Censure in sincerity,  
That plain virtue might alone  
For your verses' vice atone,  
Which is plainly, as I see,  
Metrical immodesty.

But no hint of hand I find  
Caustic chiefly to be kind;  
In no line is kindness seen,  
Since the motive lies between.  
Coarse may be the grain and chaff,  
If the sower raise a laugh.

If a little girl must be  
Sport for his pop-gunnery,  
If the mail-clad poet's wit  
Male-clad follies cannot hit,  
Chivalry might still, forsooth,  
Point his goose's quill with Truth.

And the truth is, little man,  
No full now, since Dress began,  
Have the clothes of woman-kind  
Simply, sensibly combined  
All that now they do embrace:  
Comfort, freedom, health and grace.

Slipped the shackles are at last  
Of the bondage of the past;  
Compress corsage, weighty skirt,  
Dragged, perforce, in dust and dirt,—  
Every overdressing a lie  
Borne for man's convention's sake.

Women have outgrown the stage  
Of their great-grandmothers' age,  
When a maiden blushed to see—  
(Conscious of her prudery)—  
In the presence of her beau,  
Half an inch of homespun hose!

Beauty walks abroad to-day  
Linked with Nature, in the play  
Of each free and lissome limb;  
Naught immodest is to him  
Who, with an untroubled mind,  
Only beauty seeks to find.

Little man, it is your sex  
Who their own conventions vex,  
When they strut less nakedly,  
Posing, by the summer sea,  
For our glances, on the beach,—  
You may be ordained to preach.

In your philanthropic "threes"  
You would take us to the "shows,"  
Where Miss McCollct6e in tights  
Mild propriety delights,  
Or Miss Gauzy Parfct dances  
In the light of first-row glances.

Unlined "flannels;" ditto "socks;"  
Zephyr shirt on brawny back;  
B.V.D's, (perhaps); a belt;  
Silk socks; pumps; a two-ounce "felt"  
Tops the hadenlasher's tale  
*This* your brave "warm weather mail!"

O, my "belted" summer knight!  
In your modest armor dight,  
When at little girls again  
Rough you ride with poet's pen,  
Bear this line *en souvenir*;  
HONNIE SOLT QUI MAL Y PENSE.

Jack Cadden is at his best when he sings of his own every-day life,—that of a Railway Mail Clerk in the Prairie Provinces. The heart of every man who knows railroading in general, and the Railway Mail Service in particular, responds to such word-picturing as this:—

### *Bucking Snow*

Though I am no craven coward, yet I lag to introduce  
To your notice a performance that would furnish an excuse,  
If I sometimes felt the shivers crawling up my vertebra,  
Whilst I twitched a sickly snigger o'er a face as white as clay:  
I refer to bucking snow,  
When it's forty odd below,  
And the throttle's standing open  
Just as wide as it can go.

Yes, I'll own, nor blush to say it, that I show the yellow streak  
When we're hiking through a blizzard o'er the prairies black and bleak,  
When the headlight's on the hummer and the drift is on the rails,  
And we're waiting, always waiting, for the bump that never fails.  
Beastly business, bucking snow  
When your nerves are all ago,  
And the presence of the grab-rods  
Is the only balm you know.

It's hard to quit the gravel for the comforts of the ditch,  
When, for just a single moment all creation starts to pitch,  
But I'd ten times rather have it, (though you'll say it's going some),  
Than to sit and hold the air-brake, heading straight for Kingdom Come!  
So I "pass" at bucking snow,  
It's a game that's far from slow,  
But it has its little drawbacks,  
And I guess I ought to know!

Many magazines besides the CIVILIAN have been glad to publish lines from the pen of Lloyd Roberts,—lines ever clean in word, thought, phrasology and moral. On the following page is a sample:

*Young Blood*

They took me from forests and they put me in the town,  
 They bid me learn the wisdom the wise men have laid down,  
     To put by my childish ways  
     And forget my Golden Days,  
 With my feet upon the ladder that runs up to high renown,  
 So I would not hear the voices that were calling day and night,  
 And I would not see the visions that were ever in my sight;  
     But I mingled with the throngs,  
     Heard their curses and their songs,  
 And watched the brimming glasses lift to catch the yellow light,  
 But I was not meant to wander where the wild things never came,  
 Where the night-time was like day-time and the seasons were the same;  
     Where the city's sullen roar  
     Ever surged against my door,  
 And the only peace was little and the only goal was fame,  
 For my blood pulsed hot within me and the prize seemed wondrous small,  
 And my soul cried out for freedom in a world beyond a wall;  
     Oh, fame can well be sung  
     By those no longer young,  
 By wisdom, age and learning, but youth transcends them all,  
 So I'll let the spring of life well up and drown the empty quest,  
 And I'll watch the stars more bright than fame gleam red along the crest;  
     And taste the driving rain  
     Between my lips again,  
 And know that to the blood of youth the open road is best!

Strong sentiment ever inspires the muse of Garrett O'Connor,— another Railway Mail Clerk. Joy, anxiety and grief alike impel his powers. A recent Yule-tide drew this, truly "from the heart" of the writer:—

*A Christmas Wish*

We greet you all, and wish you from our heart  
 Peace, love, health and happiness to-day,  
 May Heaven's smile rend each dark cloud apart,  
     And may He shed o'er all a glorious ray,  
 All filled with blessings for His children dear;  
     With comfort for the cold and homeless poor;  
 With hope for those whose lives are grey and drear,  
     With strength for sinners that they err no more,  
 O may His blessing fall on everyone;  
     The rich, the poor, the erring and the sad;  
 May joy reign all around and care-be-gone,  
     And every sore and aching heart be glad,  
 We wish you joy, peace, plenty, unity;  
     We wish all mortals to be blythe and gay—  
 God's blessing with you all forever be—  
     To every one a happy Christmas Day.

"Silas Wegg" also possesses a handy knack of turning out verse, and when he chooses to exercise this faculty, CIVILIAN readers have an extra treat. His verse is not dispensed "At the Sign of the Wooden Leg." It neither halts nor limps and it possesses the proper number of feet in every line. Here is a sample:—

### *Afternoon on Parliament Hill*

Pumpkins, let us rest a little, while as yet the sun is high,  
Rest and talk about the doings in the days now drifted by.  
Here about this Hill we wandered, forty years or so ago,  
Strong of limb and clear of vision, each considered quite a hero.  
Now we carry canes to lean on; then we twirled them in the air,  
Snipping off the heads of daisies—just as Time has snipped our hair.  
You and I have seen great changes through the years' kaleidoscope,  
Since we signed the Book of Service with the golden Pen of Hope;  
Seen and suffered many changes, reached the point where days are short,  
Filed our final memorandum, pigeon-holed our last report.  
Smith and Mack and Tom Maguire shared our early joys and pains;  
Smith is silent 'mid the shadows, Mack is ditto, Tom remains  
At his desk a breathing shadow, alien to his fellows' ways,  
Still too poor to take his pension, now too old to get a raise.  
Smith was cousin to a Member, married Mary What's-her-name,  
Took the elevator upwards, yet he always stayed the same.  
Good old Smith who loved his story and his pipe at four o'clock,  
What a fund of jests he gathered, yet he never spared his stock!  
From his pipe he dug the dottle to surmount his second smoke;  
So the tale he told would furnish primings for a richer joke.  
Yes, he took a glass too many oftentimes, yet he would say,  
Ha! Ha! Ha! "We need our glasses if we would enjoy the play."  
I'll admit he had his blue days when he kicked the desks and doors,  
For a man has lights and liver, and the latter sometime roars.  
He was not a three-star genius, with "credentials sent herewith,"  
Yet I liked to work beneath him just because he was old Smith.  
Poor old Mack, he never prospered,—both ends never seemed to meet,—  
Had a heapful of strange knowledge, but his boots were full of feet.  
He was lousy on inventions, never passed a door-knob by  
Without wondering what adjustment he could make or simplify.  
Secret springs controlled his cupboards, hidden levers raised his chairs;  
There was danger in his ink-well if you touched it unawares.  
He could take a clock to pieces, and replace the pieces too,  
But his clock of daily duties never seemed to run quite true.  
Mack could never see it clearly that there's something out of gear  
If your own clock says four-thirty when the office clock strikes three.

So he moaned, and mourned, and muttered, till we mourned and bore him hence  
In a simple old-style coffin with no patented defence.

I've at home a rule he made me, full of figures on the back,  
I can measure nothing with it save the memories of Mack.

Once he watched me through a fever when the light with death was hard  
Chalk it up, — that time he measured sixty inches to the yard.

Good! — And Tom Maguire lingers, adding up his column still,  
With his eyes upon the figures, but his thoughts beyond the Hill.

Noisy juniors all around him by machinery calculate,  
But he adds as did the gentry, — put down six and carry eight.

He will pass and be forgotten, — two months' salary paid his wife,  
I shall pass, another pension cancelled, — and another life.

Pumpkins, there are many towers built since you and I were young,  
And on each a tattered ensign seems to-night at half-mast flung.

On the towers yet unbuilded, flags shall fly when we are dumb,  
But the winds that shall unfurl them, no one knows whence they shall come.

### *"At the Sign of the Wooden Leg"*

No sign is more eagerly sought for than that of the "Wooden Leg," which, appearing at the top of a *CIVILIAN* page, indicates where its thousands of readers may receive their fortnightly treat of fun and philosophy. There, and there alone, may the inimitable "Silas Wegg" be met. Silas usually "takes his text" from some passing event. For instance, when the Royal Mint was closed to the public during the month of August, 1912, he delivered himself as follows: —

#### *"X 1000 About the Mint"*

The Royal Mint at ——— closed to the public during the month of August. Although I have never been ——— to the closing of it, for even a month, as a great grievance. Worried on all sides, as I have been, by the High Cost of Living, I have always taken refuge in the thought that there was one place where the deadly Index Number could not perform its aerolatic feats, one counter at which I could get a dollar's worth for a dollar. And now the Mint is closed! A watch-dog, so Jorkins says, guards the triple-barred doors, ready to make mint's meat of any intruder. And Jorkins tells me that they have minted a giant copper coin for this dog to stand on, so that he will be always on the scent, so Jorkins says. I asked Jorkins if the dog would grant no quarter. "No," he replied, "you couldn't get a five-cent piece from him." Jorkins has been called an idiot by people who judge folks by what they say. I do not incline to this opinion of him. Jorkins says that he enjoys reading my articles in *THE CIVILIAN*.

However, I am not writing a treatise on Jorkins. The Mint is closed! The public may stamp its foot but the minters will go on in secrecy stamping their heads and tails. (No, dear Reader, Jorkins did not say that, but he will appreciate it just the same.) Have you ever noticed how prone we are to get angry because of the placing of "No Thoroughfare" signs on streets which we never use? This is a fine Saxon quality which is available always to reform our liberties in getting votes at a municipal election. We Englishmen are great at standing on our rights, and the greatest of all our rights is the right to a grievance. And so it makes my blood boil to the smiting point when I hear that the Mint has been closed for a month. What care I that they have to make repairs? Do I deny myself my visitors because the plumbers are in the bath-room? Do I —

Here I was interrupted by Mrs. Wegg, who asked me to go across the street and tell Mr. Slocombe to stop running his lawn-mower until our baby was asleep. Slocombe was somewhat huffy and told me that his grass was his own, his lawn-mower was his own, that his ideas of when it was proper for his lawn-mower and his grass to come into conjunction were his own, and that I was—but Slocombe is a pig.

An adequate appreciation of one's rights is necessary to the well-being of the individual. I regard this as fundamental and—

You must excuse the disjointedness of this essay of mine, but Mrs. Carlisle, who lives next door, came in in the middle of my sentence, just as I was about to collar a six-foot adjective, with some trivial story about young Silas throwing a stone through her front-window. I sometimes wonder if people like Mrs. Carlisle ever think that a man craves privacy at times.

I have been on the trail of that adjective for an hour now since Mrs. Carlisle left. I nearly caught it between the leaves of a Dictionary of Synonyms, but it slipped through an hiatus which the printer had carelessly left on the page. I will have to take a fresh start.

What is a life without a grievance? I knew a man once who never had one. We called him Peter the Patient for sake of alliteration and to keep him distinct in our minds from St. Peter. His real name was Romeo Spooks. He did not consider that a grievance. Nobody ever got his mail by mistake. He had red hair for twenty-nine years and then went bald. He wore red whiskers after that, and then we knew that he was colour-blind. His wife left him when the whiskers came, but he never turned a hair. He became a civil servant just before his thirty-fifth birthday. Surely, we thought, he will have a grievance now. He died the day after he took the oath of office. His life was, except for his whiskers, colourless. He had no friends because no one could argue with him. He assented to everything you told him. He paid his rent and his taxes regularly, gave tithes of all he possessed, read the *Weekly Witness* on Saturday nights and went to church three times on Sunday, but the red corpuses had all gone to his hair. He was useful, in his sphere, but I like men with a touch of ginger in them, I do.

Another interruption! Mrs. Wegg wished to know if I intended filling the whole house with the fumes of that French-Canadian tobacco. Well, I suppose, I must finish this article without my pipe.

The Mint is closed! There are grievances which it is wise to ignore—and a man sleeps better for his abstinence from tobacco. But this closing of the Mint is on my nerves. It looks like sheer impudence, like mint sauce, if I must say so, and we must be of the nature of sheep to be served so. The next thing we will be hearing is that they have closed the Archives for a month to give time for bottling the honey, or that the Post Office is denied to visitors because of a forty days' mourning for the dead letters. I might stand all these things, after this Mint business, but if ever they lock the gates at the Experimental Farms, just because the Department of Agriculture has lost its Census, I will apply for superannuation at once and put the whole service on the rocks.

## Civil Servants as Soldiers

THE service of the Sovereign in a civil capacity has never quite satisfied the patriotic impulses of the men enrolled in the civil service of Canada, and at all periods of her history civil servants have been prominently identified with her militia forces. This was true in the early days of the independent colonies, which later united to form the Dominion. On April 27th, 1813, when the capital of Upper Canada became a prey to invading foes, Donald McLean, clerk of the House of Assembly, fell in the front rank of the troops who strove vainly to defend the town. Such spirit and ambition were always more or less in evidence, but in 1861, when the seat of government of the Province of Canada was at Quebec, it took more formal shape.

*The "Civil Service Rifle Corps."*

On May 23rd, in that year, a meeting of civil servants was held in the Conference Chamber of the Parliament Buildings, R. M. S. Bouchette acting as chairman, and it was resolved to forthwith organize a volunteer rifle company. During the Summer recruiting went on, and military formalities were complied with, and, on October 9th, the enrolled men met, organized, and elected officers. Next day a General Order, bearing the name of Sir Edmund Walker Head, Governor and Commander of the Forces, established the "Civil Service Rifle Corps" in the militia of Canada and confirmed appointments as follows:—

*Captain*—Lieut.-Col. John Richard Nash.  
*Lieutenant*—Major Eugene Philippe Dorion.  
*Ensign*—Captain Frederick Braum.  
*Adjutant*—Lieutenant Charles Joseph Anderson.  
*Surgeon*—William Wilson, jr., M.D.

The constitution of the Corps provided for a class of "honorary members" who were not liable to drill or service, but who might shoot with the rifle association of the Corps. The list of honorary members includes many names of note in Canadian history, such as George E. Cartier, John A. Macdonald, Alex. T. Galt, Sidney Smith and P. M. Vankoughnet.

Election to membership in the Corps was by ballot on application. Members were subject to stiff fines for being absent or late at the drill hour. There being British regular troops in garrison at Quebec, the best of drill instructors were available. In the early days there were five drills each week.

The first parade was held on November 6th, 1861. Two days later the famous "Trent affair" occurred, and for months thereafter Canada was the prospective battle-ground of a war between Great Britain and the United States. The patriotic fervour which swept over the country in those days was a source of great support to the Civil Service Rifle Corps.

On December 4th, 1861, the Corps was first inspected; the Deputy Adjutant-General of Militia for Lower Canada, who officiated, being Colonel De Salaberry. At the close of the year Lieut.-Col. Nash retired from the command of the Corps to become Deputy Adjutant-General in Upper Canada. Soon afterwards Major Dorion resigned the lieutenancy. In civil life, Lieut.-Col. Nash had been Crown Lands Agent, while Major Dorion was Assistant Law Clerk of the Assembly and Captain Braum was Secretary of the Public Works Department. High Government officials in the ranks included Fennings Taylor, clerk of the Assembly; John Langton, Auditor General; and Gustavus W. Wicksteed, law clerk of the Assembly.

Major Hewitt Bernard, chief clerk of the Department of Justice, and formerly a private in the ranks, was the next commander, and Adjutant Anderson succeeded to the lieutenancy.

On March 20th, 1862, the Corps acted as guard of honour to Lord Monck at the opening of parliament. Uniforms of a special and rather showy design were obtained from England at a cost of about \$5,000. The government supplied great-coats, Enfield rifles and accoutrements. The physique of the Corps was splendid. The men averaged but an eighth of an inch short of five feet nine inches—the standard of the day in the Grenadier Guards. Handsome uniforms, physique unequalled in Canada, and *esprit de corps* of the highest type, soon won for the Civil Service Rifles the admiration of the people and the bitter jealousy of other militia Corps.

W. B. Lindsay, senior clerk of the Assembly, was the first man of the Corps called by death. He died on May 16th, 1862.

The first parade in full uniform and equipment was on the Queen's birthday. There was a rifle match in the morning and in the afternoon a great review of volunteer militia on the Esplanade. There the Civil Service Corps was presented with a massive silver bugle by the ladies of Quebec, the gift being accompanied by a suitable address. This historic instrument is now in Ottawa. A picture of the scene at the presentation was obtained by the veteran government photographer, McLaughlin. The strength of the Corps at that time was ninety-two of all ranks.

Several succeeding years of the history of the Corps are filled with records of parades, drills and rifle matches. The Corps matched teams with the old "Stadacona" and "Wellington" battalions of Quebec, the University, "Victoria" and "Highland" rifle companies of Toronto and other organizations and many team and individual trophies were won.

On March 10th, 1863, the Corps took part in a military demonstration in honour of the marriage of Albert Edward, Prince of Wales. About a year later the Corps became an honorary company of the Civil Service Rifle Regiment of England, of which the Prince was honorary Colonel, and thus became entitled to bear the badge and crest of the Old Country force, viz., the Prince of Wales' three plumes and the motto "Ich Dien." For administrative and training purposes the Corps was attached to the 8th "Stadaconas" of Quebec.

The success and popularity of the Corps aroused such bitter jealousy on the part of certain other militia organizations, that open interference occurred more than once. On one parade of militia a field battery deliberately marched into the Civil Service ranks and, in the collision, the precious silver tangle of the Corps was damaged. It bears marks of the encounter to this day.

Through the Civil Service Rifle Corps, government employees received the time-honoured half-holiday on Saturdays. Sir E. P. Taché first permitted men of the Corps to be absent from the offices on Saturday afternoons and the indulgence was ultimately extended to all civil servants.

In 1865 Major Bernard retired from the command and Lieutenant Anderson became captain. This was followed by the promotion of Captain Braun to the lieutenantancy and John Le Breton Ross became ensign.

In the Autumn of the same year the Corps, in consequence of the transfer of the Government to the new Capital, removed from Quebec to Ottawa. The first public appearance in the latter city was at the funeral of George H. Holt, of the Post Office Department, on January 13th, 1866. On the evening of the 14th there was a parade in "Gilmour's Armory, Hugh Street," for inspection by Brigade-Major Jackson.

Early in March, 1866, the first Fenian alarm occurred and the Civil Service Rifle Corps was one of the militia units which went on active service. Guards were furnished for the armory, railway station, telegraph office and all the banks. With six other volunteer companies from Ottawa and vicinity, the Corps was formed into a provisional battalion under Lieut.-Col. Thomas Wiley, and Ottawa was well guarded and patrolled for some weeks, while the Fenians swarmed in Ogdenburg and invasion near Prescott was daily expected. No overt act occurring, the troops were dismissed, after the Ottawa battalion had been inspected and complimented by Colonel P. L. McDougall, Adjutant-General of Militia. Parades for inspection were held on the old Wellington Ward market.

On the night of April 12th the officers and non-commissioned officers gave a grand ball for the men at the British Hotel on Sussex Street. The Premier and many high military and civil dignitaries attended. For a time the Corps was required to parade for drill two days each week and field days were held on Sandy Hill and Major's Hill. Guard of honor was furnished for the Governor General on his arrival in Ottawa, also a permanent guard at Rideau Hall. From the latter duty the Corps was finally relieved by the arrival of three companies of the Rifle Brigade. All the military units in the city were reviewed by the Governor General and fired a *feu de joie* on the Queen's birthday.

On May 31st the Fenians invaded Canada at Fort Erie and all militia units were ordered out. The regulars and some Ottawa corps went to the frontier, leaving the Capital chiefly in care of the Civil Service Rifles. For a time a train was kept ready made-up at the station to convey them and companies from neighbouring villages to Prescott, should the St. Lawrence be crossed by the Fenians. Patrols and guards were furnished for the city, Parliament Hill, and Rideau Hall and a special heavy guard at the opening of Parliament on June 8th, when drastic legislation was rushed through both Houses. The provisional battalion being re-assembled, Ensign J. Le B. Ross was appointed battalion adjutant. The garrison attended Divine service at the historic "Chapel of Ease," on Sussex Street (afterwards St. John's Church, lately burned).

Peace returned to Canada and the men of the Corps returned to civil duties, save when called out for drill and for the prerogation of Parliament.

The Fenian Raid crisis had worked a revolution in public and official opinion regarding the militia of Canada and a grand re-organization and great increase of force was decided upon. The civil servants of Ottawa were deemed sufficiently numerous to form a full regiment and steps to carry out the idea were soon taken by the government. It was deemed wise to disband the old Corps and distribute its men to form the nucleus of the companies of the new regiment. On October 1th, 1866, the old Corps paraded for the last time, heard its last order from Captain Anderson, had a photograph taken in front of the East Block and then passed out of existence. To the wise foresight and enterprise of Private J. B. Simpson, who, within three months, compiled and published a full history of the Corps, is due the preservation of the annals of a military unit unique in history and the first Civil Service organization in Canada.

### The "Civil Service Rifle Regiment"

The new organization came into existence immediately. It had been authorized by General Order of September 21st, 1866, as the "Civil Service Rifle Regiment" and its officers were gazetted as follows:

*To be Lieutenant-Colonel*—Lieut.-Col. Thomas Wiley, A.Q.M.G.

*To be Majors*—Lieut.-Col. Hewitt Bernard; Captain Charles J. Anderson.

*To be Captains*—R. S. M. Bouchette, John Langton, E. A. Meredith, Wm. B. Lindsay, Geo. E. Desbarats, Wm. White.

*To be Lieutenants*—Frederick Braun, Moore A. Higgins, Alex. J. Candée, Henry C. Hay, E. E. Taché, Cunningham J. Stewart.

*To be Ensigns*—John Le Breton Ross, Chas. E. Panet, Henry R. Smith, Brinsley King, John Walsh, Charles Bossé.

*Paymaster*—Hon. Capt. Horace Wicksteed.

*Quartermaster*—John Ashworth.

Of these twenty-three officers, eighteen had been in the old Corps in some capacity.

At the distance of almost half a century it is very difficult to estimate the degree of success achieved by this organization, but, to judge from the reminiscences of some of the few surviving veterans, is to conclude that it somewhat disappointed the high anticipations of the promoters of the regiment idea. This was due to several causes. The government seems to have adopted something of the character of a conscription law as regards its civil servants and, in consequence, there were men in the ranks who had no enthusiasm for soldiering and would have been glad to get out of the regiment on any pretext. Naturally there was no *esprit de corps*. The men of the old Corps were displeased that their splendid and historic company had been broken up. They found themselves scattered through six companies and outnumbered by and lost among luke-warm recruits. The old spirit, the old pride and the old cohesion were lost, and the regiment developed little to replace them.

But worst of all was the absurd system of organization. High rank as a civil servant was deemed a leading qualification for rank as a soldier and commissions were issued, in some cases, to men totally unsuited to military command and entirely incapable of acquiring martial characteristics. Veterans in the ranks could hardly restrain expressions of their opinion of a captain who would address his company, on parade, in this fashion:

"Right about turn, gentlemen, if you please!" And, when the evolution was completed, would bow gracefully and say: "Thank you, gentlemen!"

So the Civil Service Regiment had a tremendous handicap and the earnest bid ours of the best officers and men, including the veterans of the old Corps were, in some measure, nullified.

Lieut.-Col. Wiley had been trained in the regular army and was something of a martinet. On one occasion a man turned up on parade wearing white boots. His feet were the most conspicuous point in the long, green-clad, shako-topped line. The commanding officer spied him, formed the regiment in square, called the man from the ranks and publicly reprimanded him.

That night the man read up the Queen's Regulations and found nothing defining what boots a man should wear when none were supplied by the government. Apparently he could drill barefooted if he wished. Next day the Lieut.-Colonel and the private, both in civilian clothes, met on the old Sappers' Bridge and a gaping crowd heard the officer unsparingly "called down" by the man.

But the regiment went on and did drill and duty as required. The armoury and drill ground were on Nicholas Street, opposite the Court House. Ensign John Le Breton Ross soon became Lieutenant, and then Adjutant, Ensign Smith succeeding to the lieutenantcy vacated.

On July 1st, 1867, "the day of Confederation," the corps was drawn up, with other troops, on Parliament Hill, when the new Dominion of Canada was proclaimed.

A little later, Lieut. Taché removed to Quebec, Ensign Bossé became Lieutenant, Sergeant Joseph F. Pellant and Colour-Sergeant James H. Rowan became Ensigns, Ensign G. H. Lane resigned and Edward C. Malloch, M.D., became assistant surgeon. Other internal changes were also made.

All this time the Canadian militia was undergoing reorganization on lines more conducive to permanency and savouring less of panic. The terror of the Fenian Raid of 1866 had subsided. From some evolution of militia law arose an Order which terminated the career and existence of the Civil Service Rifle Regiment. It was published on December 18th, 1868, and read as follows:—

#### "CIVIL SERVICE RIFLE REGIMENT"

"Inasmuch as the present militia law does not in any way recognize a force constituted as was the Civil Service Regiment, that corps must consequently be regarded as having no longer any legal existence and is hereby disbanded.

"The efficiency acquired by the Regiment and the readiness which, during its existence, has always been shown to render service required of them, entitle the officers and men to the thanks of the Government, which will be conveyed to the Regiment by the Commanding Officer.

"The following officers, having qualified, are permitted to retire, retaining their respective ranks, viz., Lieutenant-Colonel Thomas Wiley, Major Lieutenant-Colonel Hewitt Bernard, Major Charles J. Anderson, Captains Wm. B. Lindsay, Wm. White and Fred Brann, Lieutenants H. C. Hay, J. C. Stewart, H. R. Smith, Brinsley King, John Walsh and Charles Bossé, Ensigns C. Herbert O'Meara, Wm. B. Ross, and G. E. McPaul Sherwood, Captain and Paymaster H. Wicksteed, Captain and Adjutant J. Le B. Ross, Quartermaster John Ashworth, Surgeon Wm. Wilson, M.D., Assistant Surgeon E. C. Malloch."

#### *The "Civil Service of Canada Drill Association"*

So the Civil Service Rifle Regiment followed the way of the Civil Service Rifle Corps and no military organization remained among the civil servants in Ottawa. But the spirit still burned. Among others who clung to the military practice was Captain William White, who was an official of the Post Office Department and eventually became Deputy Postmaster General. In February, 1869, this energetic officer was gazetted Captain in the Sedentary Militia of Ottawa. Two months later Militia General Orders authorized the formation of the "Civil Service of Canada Drill Association," with Captain William White as commanding officer. The Association, like the earlier organizations, was composed exclusively of civil servants.

#### *The "Civil Service Rifle Company"*

Membership in a civilian drill association did not satisfy the ambition of the men who composed this formation and soon a new General Order appeared, constituting it a "volunteer

rifle company," with William White as captain. For upwards of three years this company continued to afford an outlet for the ardour of its members. In 1870 it was called out for active service during the second Fenian Raid and guarded the public buildings until the crisis had passed. The old rifle shooting enthusiasm was revived and many a splendid score was rolled up on the old ranges beside the Rideau river. The company felt that it was the true successor to and heir to the honours and traditions of the Corps of 1861. In evidence of this it held the famous silver bugle and a historic silver cup called "the ladies' prize"—a trophy won in the old days on the Isle of Orleans at Quebec.

### ***The "Governor General's Foot Guards"***

The desirability of having a smart militia infantry corps in Ottawa, to furnish guards of honour for the opening and closing of Parliament and other state ceremonies and occasions, was much felt after the disbanding of the Civil Service Regiment— for the British regular troops had been withdrawn from the Capital. Accordingly, a regiment of special type, to be called "The Governor General's Foot Guards" and to have the precedence and privileges of the Guards regiments in Great Britain, was planned, and a General Order of June 7th, 1872, authorized it "to be raised by Major T. Ross."

Into this regiment was the last Civil Service corps absorbed. The men of the Civil Service Rifle Company enlisted in the Guards and originally composed the whole of No. 1 and No. 2 companies. "The Guards" has always been largely a civil service regiment. Civil servants have swelled its ranks and held every commission. If the civil servants in the regiment to-day were to drop out, there would be a number of vacant offices and many gaps in the ranks.

### ***As It Is To-Day***

In Ottawa there are yet several smart old gentlemen who served in the Civil Service Rifle Corps of 1862, a number of others who served in the Civil Service Regiment of 1866, and also some who were in the Civil Service Rifle Company of 1869. But, of course, the great majority have answered the last roll call. Some served with credit in other corps. William White became Lieutenant-Colonel in command of the 43rd Regiment.

Lieutenant Henry R. Smith became Lieutenant-Colonel of the 11th Regiment and is now Sergeant-at-Arms of the House of Commons and writes "C.M.G." and "I.S.O." after his name. Captain H. A. Wicksteed became Major and Paymaster of the Governor General's Foot Guards. Ensign Charles E. Paquet became Lieutenant-Colonel of the 9th Regiment and Deputy Minister of Militia. Many other members of the old organizations achieved noteworthy military and civil positions.

For many years the veterans gathered annually to shoot on the ranges for the honour of being custodians of the silver bugle and the "ladies' prize." The competitors dwindled to two in one year and it has since been found impossible to hold the competition regularly.

Sons and grandsons of the veterans are numerous in the civil service and they invariably recoil with pride that their forebears were in "the old Rifles."

Not alone the Foot Guards, but all the military organizations of Ottawa and several in other parts of Canada, have civil servants holding commissions and in the ranks. Thousands of men in the service to-day are or have been active militiamen. Operations in the North-West in 1870 and 1885 and the late war in South Africa, drew scores of civil servants into the field. There is many a man at a desk in Ottawa who can show long service or war medals when occasion offers.

So the civil servants are, as they have always been, soldiers too, and have a record as such, which amply demonstrates their loyal and ambitious service to their Country and their King.

## *History, Law, and Organization*

The history, law and organization of the Civil Service of Canada has its earliest beginning in the year 1857, when an Act respecting the Civil Service was placed on the statute book of the Province of Canada. Prior to that date the only reference in the statutes to the Civil Service is to be found in schedules respecting the "Civil List" in which certain provisions were made regarding salaries and emoluments of persons in the public departments. The Act of 1857 (20 Viet. Chap. 24) was designated an Act "for improving the organization, and increasing the efficiency of the Civil Service of Canada."

As this is the first Civil Service Act it may be of interest to note its principal provisions, some of which might be emulated to-day with advantage. (1) Employees in each department were divided into two classes, "officers" and "clerks," the term "officer" being applied to Deputy Heads, and a few other higher officials, the remainder of the staff were termed clerks and were divided into first, second, third and fourth (or probationary) class clerks. (2) The clerks of each class could, after a fixed period in that class, be promoted, if qualified, to the higher class. (3) Entrance to the service was by examination, for which purpose a Board of Examiners was provided consisting of twelve Deputy Heads of departments, each of which acted in turn as chairman of the board for a period of one month. The powers of this board were somewhat similar to those of the Civil Service Commission, constituted under the Act of 1908. (4) All vacancies were to be filled by the promotion, if possible, of clerks in the lower grades in the same department. If no qualified clerk could be found in the same department, notice was to be given to the Governor-in-Council, with a view of obtaining a duly qualified clerk from another department, and only in the case of none such being available was the vacancy to be filled by appointment from the outside. Moreover, all appointments had to be made from the eligible list of those who had passed the examinations. (5) The Act contained a provision "that nothing in this Act shall prevent the promotion in his own department of any officer or clerk employed prior to the coming into force of the Act."

The principle of the rights of promotion, as maintained in clause 5 above, if incorporated in the Act of 1908, would have prevented the unhappy issues involved in the present "Third Division problem" in the inside service.

In the year 1863, a Bill was introduced by Hon. Mr. McGee, a member of the Government of the Province of Canada, to repeal the Act of 1857 except as regards examinations, but for what reasons do not appear in the journals of the House. The Bill was not proceeded with beyond the committee stage.

By section 12 of the British North America Act, the powers and provisions of the Act of 1857 (in common with all other Acts in force at the date of Confederation) were vested in and exercisable by the Governor General-in-Council.

Bytown, or Ottawa, as it afterwards became, was chosen as the capital of the Province of Canada in the year 1858, and the work on the new Parliament Building was begun in the year 1859. The new site was adopted, by the unanimous consent of the delegates attending the Quebec Conference, as the capital of the four provinces entering into Confederation on July 1, 1867, and the new Dominion Government took over, almost in its entirety, the personnel of the Civil Service of the old Province of Canada. The members of the old provincial service travelled from the old city of Quebec on the romantic terraces of the St. Lawrence, to take up their new status in the new city of Ottawa, on the picturesque and scarcely less romantic banks of the Grand River.

The services of employees of the government of the lower provinces were utilized by the new federal government as the needs of administration demanded and in such cases the onus of employment was transferred from the local to the federal government. A few cases may be

cited to show the earliest beginnings of what has become a great Outside Service. Mr. J. R. Wallace, an employee of the Nova Scotia government became Assistant Receiver General under the federal Department of Finance, and R. W. Crookshanks of the New Brunswick Government, was appointed to a similar position in that province. Wm. Seely, of St. John, and Sydenham Howe, of Halifax, employees of the provinces of New Brunswick and Nova Scotia respectively, became Dominion Civil Servants, with the title in each case of Provincial Auditor. As an instance of the assumption of local Civil Servants by the Dominion Government in the Province of Prince Edward Island in 1873, may be mentioned the appointment of John Robins to fill the two offices, Assistant Receiver General and Provincial Auditor.

For the purpose of establishing an interesting historical relationship between Civil Servants of the Dominion, and of the federating provinces, it may be pointed out that under the terms of the first Superannuation Act (33 Viet. Chap. I, Sec. 9), provision is made for those who "before the coming in force of the British North American Act 1867, had given service in an established capacity in any of the offices of the legislature of any of the provinces now included in the Dominion of Canada." Reference may also be made in this connection to clause 6 of the Imperial Order in Council admitting British Columbia into the union, which provided pensions "for those of Her Majesty's servants in the colony whose position would be affected by political changes," due to the admission of said province.

There will now follow in chronological order, from July 1, 1867 to May, 1911, a record of legislation referring to the federal Civil Service, including not only statutory enactments but reference as well to Bills which failed to materialize into law. Only meagre outline of the Acts and Bills that made their appearance during the period since Confederation can be given here owing to the desire to keep this article within its allotted space. Bills and Acts in regard to Superannuation and Insurance will be treated as distinct features.

1867. A Bill respecting the Civil Service was introduced by Hon. Mr. Rose, but the order for second reading was discharged.

1868. A new "Act Respecting the Civil Service of Canada" was passed. Many of the features of this act were identical with those of the Act of 1857, but there were also some interesting innovations. (1) Special reasons had to be assigned, under the new Act for appointing persons over 25 years of age, and in case of an appointee being over 40 years of age the reasons had to be submitted to Parliament. (2) Appointees to the Probationary Class had to serve one year before becoming eligible for promotion; employment coming to an end unless promotion occurred before the expiration of the second year. (3) The classification of the Act of 1857 was retained, except that the Second Class was divided into Senior and Junior sub-divisions. (4) Authority was given for the appointment of Private Secretaries for Ministers, but such appointment did not constitute the secretaries members of the Civil Service and their appointment ceased on the retirement of the minister. (5) Powers were vested in the Board of Examiners to the following effect:—to investigate the length of service of any person claiming to be entitled to promotion on that ground, and to report to the head of the department; to report annually to the Governor-in-Council, all cases in which there had been any departure from the Rules and Regulations of the Act; to report to the Governor-in-Council regarding any matter specially referred to them in connection with the administration of the Act relative to appointments, promotions, salaries, efficiency, etc., with power to summon witnesses.

In the light of present day experiences, the status granted to Private Secretaries is inspiring, as the secretaries of ministers resigning or retiring are more and more filling the higher grades of the departments. Special attention is drawn to the powers vested in the Board of Examiners under the Act of 1868; such powers being not unlike those desired for investment in a Board of Appeal for Civil Servants, a principle that is being discussed in the Imperial service and is actually in operation in one of the Dominions of the British Empire.

In the same year (1868) a Royal Commission was appointed to enquire into the state and probable requirements of the Civil Service. This commission made two reports,—one in 1869 (Sessional Papers, No. 19), and one in 1870 (Sessional Papers, No. 64). The latter report was printed.

1872. The Act of 1868 was amended to provide for the promotion of Third Class and Junior Second Class clerks in special cases, even though the clerks, in such cases had not served, in their respective classes, the time prescribed by the Act.

1875. A Bill respecting the Civil Service was introduced by the Hon. Mr. Cartwright to increase the scale of salaries all round, but the Bill was dropped.

1877. On the motion of the Hon. Mr. Casey, a select committee was appointed to enquire into the condition of the Civil Service. The committee took a great deal of evidence and presented a lengthy and interesting report, which was printed in appendix, No. 7, of the journals of the House. In each of the three following years 1878, 1879 and 1880, Mr. Casey introduced a Bill to ensure the better qualifications of public servants and the greater efficiency and economy of the public service in accordance with the recommendations of the Select Committee, but the bills were dropped in each case.

1880. Another Royal Commission was now appointed to consider the needs and conditions of the service. The Commission presented a voluminous report in 1881, which contained much evidence and was printed in Sessional Papers, No. 113, of the session of 1880-81. A second report was presented in the following year and printed in Sessional Papers, No. 32 (1882).

1882. Sir Hector Langevin introduced a Bill respecting the Civil Service of Canada, which passed into law and became the Civil Service Act; all previous Acts being repealed. An interesting incident in the passage of this Bill through the House was the attempt of the Hon. Mr. Casey to provide for the creation of a class of writers for routine work, with salaries proportionate to their duties. The proposal was not accepted.

1883. A Bill to amend the Act of 1882 came down from the Senate and was fathered by Sir Hector Langevin. This Bill became law and it amended the consolidated Act of 1882 as regards the Board of Examiners, conditions of appointment, salaries of chief clerks, professional or technical officers, and also as regards promotions, filling of vacancies in higher grades, exchange of positions and transfers.

1884. The Honourable Mr. Chapleau presented a Bill to amend the Acts of the two previous years in regard to preliminary, qualifying and promotion examinations, special remunerations, the appointment of inspectors of Weights and Measures without examination, the appointment of temporary clerks, salaries of Assistant Post Office Inspectors and Letter Carriers and provision for mail transfer agents.

1885. The Act of this year was the outcome of a Bill introduced by the Honourable Mr. Chapleau, and had the effect of consolidating and amending the Acts of 1882-3-4. During the passage of this Act through the House unsuccessful attempts were made to introduce a number of amendments. Among these may be mentioned, provision for appointments by special competition, promotion by merit, modification of yearly increases, the appointment of Civil Service Commissioners, the temporary employment of Civil Service Examiners and the rescinding of the provision for extra pay to a lower grade official for performing the duties of a superior official after demise of latter.

1886. In this year the Act of 1885 went into the Revised Statutes of Canada as chapter 17.

1887. A Bill was introduced in this year by the Honourable Mr. McNeill in amendment of the foregoing Act, but it was abandoned.

1888. The Honourable Mr. Chapleau was sponsor for an amending Act providing for,— appointment of Deputy Heads, changing the salary schedule of Customs officers, the status of clerks appointed prior to 1882, so that promotion might be attained without examination (other than duties of office). In this year Mr. McNeill again introduced a Bill respecting the service, but it had only one reading.

1889. The Honourable Mr. Haggart put through an amending Act referring to salaries of the Board of Examiners, Inland Revenue Officers, Railway Mail Clerks and Postmasters and adding Post Office Inspectors to the list of those who might be appointed without examination. In this year also the late Senator Ellis introduced a Bill to authorize the assessment of the salaries of Civil Servants. Objection was raised to the second reading of the Bill on the plea of a technicality which was sustained by the Speaker. The Honourable Mr. Cook also introduced an amending Bill, but it was not pressed to a conclusion.

1890. Mr. Cook again introduced his Bill, but later withdrew it.

1893. Two Bills amending the Civil Service Act were introduced in this year, but both were dropped. The sponsors were, the Honourable Mr. Costigan and Honourable Mr. Choquette.

1894. The Honourable Mr. Costigan re-introduced his Bill which became law. It enacted that anyone in the service prior to July 1, 1882, might be permanently appointed within one year without examination and without regard to age.

1895. The Honourable Mr. Reid and the Honourable Mr. Béchard both presented bills which received but one reading. Mr. Béchard's dealt with the assignment and attachment of the salaries of public employees. The Senate initiated a Bill regarding irregularities at examinations which became law. The Honourable Mr. Montague also introduced a Bill in respect to Messengers, Third Class and Temporary clerks.

1896. The Senate initiated another Bill, which however, made no progress.

1897. The Honourable Mr. McMullin and the Honourable Mr. Richardson, both presented Bills, but neither reached a second reading. The Honourable Mr. Mulock put through an amending Act, making a change in the classification in schedule B of the Act so as to include sorters and packers; also exempting from the age limit Controllers and Superintendents of the Railway Mail Service.

1898. The Honourable Mr. McMullin introduced two amending Bills but neither made progress. One dealt with the appointment of a Board of Civil Service Supervisors.

1899. The Honourable Mr. McMullin and the Honourable Mr. Richardson introduced Bills, the former getting a first reading only and the latter getting as far as the committee stage. The late Honourable Mr. Monk introduced an important Bill dealing with the civil rights of Civil Servants, but the motion for the second reading got the six months hoist. His Bill incorporated the principle that in cases of dismissal, the employee should be furnished with a certificate giving the reasons for such dismissal.

1900. The Honourable Mr. Fielding presented an amending Bill which became law. This Act altered the classification of the Inside Service (Schedule A) by adding a new class to be known as "Junior second-class." Also the salary scale of messengers was changed and Mr. Costigan's Act of 1894 was extended for another year.

1903. Sir William Mulock in this year put through an amending Act making the following changes in classification, Schedule A.—Deputy Heads' salaries were increased to \$1,000 with \$100 annual increases from a minimum of \$3,500, grade A was instituted for chief clerkship, provision was made for professional and technical officers and general salary changes in all the classes in this schedule. Provision was made for the promotion of messengers and others of the Third Division. Changes were also made in the salary scale under Schedule B.

1906-7. The Senate initiated a Bill in this year. Mr. Fielding took charge of it in the House of Commons, but he did not press it to a conclusion.

1907-8. As the result of the report of a Commission appointed to investigate the public service, the government of the day introduced an important amending Bill in this year. The Honourable Mr. Fisher was the spokesman for the government. The Bill dealt mainly with the Inside Service, and was notable for the greatest step so far taken by any government in Canada, for the efficient administration of the rapidly increasing number of Civil Servants. The feature referred to is the principle of an Independent Commission in regard to appointments and promotions, or in other words, the Merit System. The Commissioners were granted a secure status, being responsible only to the Senate and House of Commons. The classification under Schedule A underwent an entire change and provision was made for the bringing of the Outside Service under the operation of this Act by order in council.

1909. The Honourable Mr. Lemieux put through an Act regarding salaries of Fourth Class Clerks, Stampers and Sorters, and the Money Order Exchange Office was added to Schedule B. An Act was also passed granting \$150 flat increase to the members of the Inside Service.

1910. The Honourable Mr. Fisher was responsible for another Bill which became law and related to, examinations, transfers, salary increases for Collectors of Customs, officers of

the Indian Revenue and officials of the Post Office and a number of other matters. The Honourable Mr. Beauséjour presented a Bill to legalize garnishment of salaries of Civil Servants, but no progress was made with it.

1911. The Honourable Mr. Paterson and the Honourable Mr. Lemieux both introduced Bills, the former as regards salaries of the Customs Outside Service and the latter as to classification and salary increases of the Post Office Outside Service. Neither Bill advanced beyond the first reading. Mr. Beauséjour again introduced his Bill of the year 1910, but afterwards withdrew it.

1912. Bills were introduced by the Right Honourable R. L. Borden which became law. They provided for the appointment of Private Secretaries, the appointment of a third Civil Service Commissioner and changes in the salaries of the Customs Outside Service. The Honourable Mr. Pelletier also introduced Bills which became law. They provided for: a new classification for clerks in city Post Offices and other officials, employment of temporary Railway Mail Clerks, the establishment of a Rural Mail Service, and the appointment of case examiners. The Honourable Mr. White was the author of a Bill which passed. It applied to the employment of temporary clerks in the office of the Auditor General.

1913. The Honourable Mr. Pelletier put through an Act amending the Post Office Act, providing for increases of salary of Railway Mail Clerks, Messengers and Letter Carriers and granting the latter class annual leave of three weeks with pay.

1914. At the time of writing The Honourable Mr. White has introduced a resolution governing consolidation and amendments of existing Civil Service Acts.

### **Superannuation**

1870. The first Superannuation Act (33 Viet. Chap. 3) was passed in this year. The retirement under this Act was fixed at 4 per cent. on all salaries in excess of \$600 and 2½ per cent. on salaries less than \$600. The superannuation allowance was based on the average yearly salary during the last three years at the rate of one-fifth for each year of service up to 35 years. The Act also made provision for gratuities in certain cases, and established the principle of adding a number (not exceeding ten) of years to the term of service under peculiar circumstances. The Act applied to all under the operation of the Civil Service Act of 1868. Permanent employment in any of the provinces prior to 1867 was to be reckoned in computing the superannuation allowance, but a deduction of from 10 per cent. to 20 per cent. was to be deducted from the allowance of any who had not contributed for 10 years.

1872. The Honourable Mr. Joly proposed a resolution to the effect that, considering that the fund is raised entirely out of compulsory contributions from public officers, it is just that the whole of the fund should be consecrated to the benefit of the said officers, first, for the purposes of the Act and secondly, the surplus, if any, to the benefit of their widows and orphans. Consideration was postponed.

1873. The resolution of the year 1872, was again proposed but further consideration was discharged. The Honourable Mr. Tilley introduced an amendment to the Act of 1870, reducing the contributory rates from 4 per cent. and 2½ per cent. to 2 per cent. and 1½ per cent. This became law.

1875. The Honourable Mr. Cartwright put forward an amending Bill which became law in this year. It reduced the age from 40 to 30 years in cases in which 10 years or less could be added to length of service.

1879. A Select Committee was appointed to enquire into the state of the fund, and the working of the Act. No report was made.

1883. A Bill to amend and consolidate the Act respecting Superannuation was initiated in the Senate, and became law. In the committee stage, an amendment was moved to abolish the system, and substitute a plan apparently identical with the Retirement Fund. This was negatived.

1886. The Act of 1883 became the Civil Service Superannuation Act in the Revised Statute of Canada.

1893. The Honourable Mr. Foster introduced an amending Bill which became law. The rates of contribution were again changed and were now fixed at 3½ per cent. and 3 per cent. The privilege of contributing to the fund was restricted to persons under 45 years of age.

1894. The Honourable Mr. McMullin presented an amending Bill on the lines of the amendment of 1893, but it received only a first reading.

1895. The Honourable Mr. McMullin again introduced his Bill, but the debate on the motion for the second reading was adjourned. The Honourable Mr. Foster presented a Bill to increase the rates of those contributing under the original Act to 3½ per cent. and 3 per cent., and to raise the term of eligibility to receive the benefits of the Act from 40 to 45 years. This Bill was withdrawn.

1896. The Honourable Mr. McMullin re-introduced his Bill to abolish the system of superannuation, but the Bill was negatived at the second reading.

1897. The Honourable Mr. Mulock and the Honourable McMullin both presented Bills with the same purpose as the Bill of 1896. These Bills did not become law. Honourable Mr. Fielding presented a Bill providing for the repayment to dismissed public servants, of the deduction from their salaries. The Bill became law.

1898. In this year the Honourable Mr. Mulock put through an Act abolishing the two superannuation systems for future entrants into the service, substituting therefor the Retirement Fund, which called for an abatement of 5 per cent. of salaries. 4 per cent. compounded half-yearly was added to the individual account of the contributors.

1902. A Bill introduced by Honourable Mr. Fielding became law, and provided for an amendment to the Retirement Act of 1898, to authorize refund of contributions to the legal representatives of those who die in office.

1903. Honourable Mr. Fielding became sponsor for a minor amendment to the Act, providing that 6 months or more of service should be reckoned as a full year in computing the retiring allowance.

1906. The foregoing Superannuation Acts became chapter 17 of the Revised Statutes.

1911. At the time of writing the Honourable W. T. White has introduced a resolution foreshadowing a re-introduction of superannuation system of a comprehensive nature.

### ***Civil Service Insurance***

The Honourable Mr. Foster fathered a measure granting life insurance to Civil Servants under very advantageous terms; the rates of premium being about 40 per cent. less than those of life companies.

1914. The Honourable Mr. White introduced an amendment to the Insurance Act increasing the maximum amount of the policy from \$2,000 to \$5,000, and admitting the women of the service to the benefits of the Act. This amendment passed into law in May, 1914.

### ***Looking Backward and Forward***

In reviewing the series of legislative enactments from 1857 to 1914, Civil Servants are glad to note a developing interest on the part of the members of both Houses of Parliament in the servants of the Crown; more and more considering the Civil Service as our most honoured national institution, rather than as an instrument to be prostituted for party purpose. As yet the old curses of political power and personal preferment wield a malign influence, but there are not lacking evidences of a demand for the full establishment of a genuine "merit system." When at last the necessity of making the service of the Crown an institution that will attract the best class of recruits to its ranks, and of training, organizing and rewarding them as the best interests of Canada demand is fully and generally comprehended, there will appear on the Statute books such laws as the new condition may require. The brighter the attractions of public employment, the better will be the personnel of the service; the better that personnel, the better will the task be performed for the country. The interests of Canada and her Civil Servants are one and inseparable, and must exist and grow, improve or deteriorate together.

THE Canadian Government directs rather than leads in the great events that have contributed to the remarkable development of Canada in this 20th century. Wise laws and skilful administration by the great public departments of the Government are all important in the business of building a nation. Yet were it not for the enterprise, the perseverance and the genius of private initiative, the operations of the Government would be barren of results.

Blessed with a rigorous climate and endowed with free political and educational institutions, Canadians may become a race to lead the world in potency and virility. Outstanding figures have arisen in all the various fields of private enterprise, who are making their power felt in the national development of Canada. These great leaders while outside the Government, are in alliance with it, and it is appropriate that the closing chapter of this book should contain reference to some of those who have achieved distinction in the sphere of transportation, in finance and in the industrial arts. The closing pages of this book will contain portraits and short biographical reference to some who, in a greater or less degree, may be numbered among the makers of Canada.

THE CIVILIAN takes this final opportunity to express its appreciation of those friends who, through their co-operation and material assistance, have rendered possible the production of such an elaborate volume as is herein presented to the public.



SIR EDMUND DAVID OSLER, TORONTO

Financial agent, stock broker and legislator, was born at Teemisseth Parsonage, Simcoe county, Ont., in 1845.

His interests are varied and important, being president of the Dominion Bank; Ontario & Quebec Railway; Canadian Northern Land Co.; Victoria Rolling Stock Co.; vice-president of the Confederation Life Association; and director in the Canadian Pacific Railway; Consumer's Gas Co.; Toronto General Trusts Corporation; Consolidated Mining & Smelting Co.; Steel Co. of Canada; Toronto, Hamilton & Buffalo Railway; Toronto Penny Bank, and Calgary & Edmonton Land Co.

Residence, "Craigleigh," Rosedale, Toronto, Ont.



HON. SENATOR ROBERT JAFFRAY, TORONTO

Prominent in commerce and finance, at the present time, is principally conspicuous in the public eye as president of the Globe Printing Co. of Toronto.

He was born on his father's farm near Bannockburn, Scotland, January 23, 1832. His business experience was gained in Edinburgh where for some years he was in commercial life. He came to Canada in 1852.

Aside from his connection with *The Globe*, Mr. Jaffray is vice-president of The Imperial Bank of Canada; director of the Canada Foundry Co.; the Canada Life Assurance Co.; Canadian General Electric Co.; Central Canada Loan and Savings Co.; Dominion Securities Corporation; General Accident Assurance Co.; Nova Scotia Steel and Coal Co.; Toronto General Trusts Corporation and is vice-president of the Crow's Nest Pass Coal Co.

He was called to the Senate, March, 1906.

His residence is "Surrey Lodge," Toronto, Ont.



SENATOR WILLIAM CAMERON EDWARDS, OTTAWA

Was born in Clarence, Ont., May 7th, 1844, son of William and Ann Cameron Edwards.

He is largely interested in timber lands and the firm of W. C. Edwards & Co., is considered one of Canada's foremost manufacturers and dealers in the finished product.

Senator Edwards takes a practical interest in agriculture, and is a successful stock raiser which well qualifies him for president of the Russell Agricultural Society.

He was elected to the House of Commons for Russell in 1891 and re-elected in 1896 and 1900; and in March, 1903, he was called to the Senate.



COL. SENATOR JAMES MASON, TORONTO

Prominent banker and financier, was born in Toronto, August 25, 1843. He is president and general manager of the Home Bank of Canada; director of the Manufacturers Life Insurance Co.; Dominion Coal Co.; Dominion Steel Corporation; British and Colonial Land and Securities Co., and the Prudential Trust Co. He was one of the original trustees of the Toronto Public Library and became chairman of the Board, was president of the Toronto Mechanics Institute; one of the founders and for two years president of the Canadian Military Institute; one of the founders of the Empire Club and its president for two years and has occupied many other positions. He was appointed by King Edward VII, Knight of Grace of the Order of the Hospital of St. John of Jerusalem in England. His military service commenced in the ranks of the Queen's Own Rifles, during the Fenian Raid troubles. He was gazetted Captain 10th Royals, 1882, and promoted Major in 1888; Lieutenant-Colonel commanding the regiment 1893, commanded the 4th Infantry Brigade 1900-10 and retired with the rank of Colonel and gazetted Honorary Colonel, 30th Peel regiment. While commanding No. 2 Service Company, Royal Grenadiers, during the North West Rebellion of 1885, his company was the first to cross the Saskatchewan at the battle of Fish Creek. He was appointed Senator of Canada, May, 1913. Residence, 43 Queen's Park, Toronto.



SIR BYRON EDMUND WALKER, C.V.O., D.C.L., LL.D., TORONTO

President of the Canadian Bank of Commerce, Toronto, one of the foremost authorities in banking in America, was born in the township of Seneca, Haldimand county, Ont., October 14, 1848. He received the honour of knighthood, was presented to King George V in 1911, and was present by invitation at the coronation of their Majesties in June, 1911. Among the numerous positions he has occupied may be mentioned, chairman of the banker's section Toronto Board of Trade; vice-president, president, and honorary president, Canadian Banker's Association; chairman of the Section of Money and Credit in the Department of Economics of the International Congress of Arts and Sciences of the Universal Exposition, St. Louis, 1904; vice-president American Banker's Association; Fellow of the Institute of Bankers of England; chairman Board of Governors, Toronto University; president Canadian Institute; trustee Toronto General Hospital, and honorary president Toronto Mendelssohn Choir. Residence, "Long Garth," Toronto, Ont.



SIR WILLIAM MACKENZIE, TORONTO

One of Canada's greatest men, is also one of Canada's hardest workers. President of the Canadian Northern Railway and directing genius of many other enterprises, he has turned the full power of a mind unusually acute on development work. His entrance to the railway field was made by way of lumbering. From this he graduated into construction work, and it was while working on a mountain section of the Canadian Pacific Railway, then in process of building, he met his partner, Sir Donald Mann. The great contracting firm of Mackenzie and Mann was formed in 1886.

They built the Qu'Appelle, Long Lake and Saskatchewan Railway; the Canadian Pacific Railway short line through Maine; the Calgary and Edmonton road, to cite a few outstanding works, before 1896, when work was commenced on their own account on the original 100 miles, between Gladstone and Dauphin in Manitoba, which constituted the beginning of the Canadian Northern System. During the past seventeen years the road has grown to be second in Canada, and consists of almost 10,000 miles of railway line, and the Royal Line of steamers between Canada and Great Britain. It will be a complete trancontinental in 1914. Sir William's work in the building of the system has been chiefly financial, and in that work he has been extremely successful. A born optimist where Canada is concerned he has been able to secure all the funds required and when they were needed, and it is said of him that he never failed to justify any promise he ever gave in connection with the prospects of return on investment in this country.



SIR DONALD D. MANN, TORONTO

Vice-President of the Canadian Northern Railway, was born in 1853 in the village of Acton, in the county of Halton in Ontario. In 1886 the contracting firm of Mackenzie and Mann was formed and the partnership is in existence to-day.

Shortly after the organization of the firm, work was commenced on the construction of the Calgary and Edmonton Railway; then came the Qu'Appelle, Long Lake and Saskatchewan Railway, and later the Canadian Pacific Railway short line through Maine to the city of St. John. In 1888 and 1889, Sir Donald visited Panama, Ecuador, Peru, and Chile on invitation of the government of the last named country. He, however, declined the proposal to build railway lines there, and a similar judgment followed an inspection trip to China.

Back in Canada, in 1895, Sir Donald took the initiative in purchasing the charter of the Lake Manitoba Railway and Canal Company. While that stroke of business may have been regarded as incidental at the time it has since become historic, for from that line, one hundred miles in length, serving virgin territory between Dauphin and Gladstone in Manitoba, there has been spun the net work of almost 10,000 miles of line of the Canadian Northern Railway System of to-day. That has been his real life work. His other interests—and some of these are very large—are all subservient to his railway work. Sir Donald has achieved a reputation that is unique for speed, efficiency and economy.



Z. A. LASH, K.C., LL.D., TORONTO

Of the firm of Blake, Lash, Anglin and Cassels, barristers and solicitors, was born in Newfoundland in 1846. He was called to the Ontario Bar in 1868, and was created a K.C. in 1870. He was Deputy Minister of Justice from 1876 to 1882; counsel for the Dominion Government before the Privy Council in the Mercer Escheat case, 1883; was at one time lecturer and examiner in commercial and criminal law, Ontario Law Society and the chief counsel for the Canadian Bankers' Association. He is a member and vice-chairman of the Board of Governors, Toronto University, and trustee of the Toronto General Hospital.

President of the Great North Western Telegraph Co., vice-president of the Canadian Bank of Commerce, and the National Trust Co., director of the Brazilian Traction Co., and subsidiary companies; British American Assurance Co., Western Assurance Co., Mexican Light & Power Co., Bell Telephone Co., Canadian Northern Railway, and Mackenzie, Mann Co., Limited.



ANDREW ALEXANDER ALLAN, MONTREAL.  
Vice-President of The Allan Line Steamship Co., Limited

What Canadian has not heard of the Allan Line? The pioneer steamship line across the Atlantic between England and Canada.

Mr. Allan, as befits one of Canada's big men, is a man of action, and the list of enterprises with which he is connected, gives but an inadequate idea of the many interests that occupy his busy life.

He was born in Montreal in 1860, a son of the late Andrew Allan, one of the founders of the Montreal Ocean Steamship Co., and was educated at Rugby, in France by private tutors, and also at the Montreal High School.

At an early age he entered the office of the steamship company in which his father was connected and was made a partner in 1881.

Among the offices held by Mr. Allan in some of the most important business organizations of this country are; president of the Canadian Mercanti; president of the Shipping Federation of Canada (1910); vice-president Dominion Oil Cloth Co.; director Merchant's Bank of Canada; British and Colonial Press Service; Blaukas Co.; Harbour Commissioner, Montreal and Life Governor Montreal Western Hospital.

Socially, Mr. Allan is widely connected through the important clubs of Canada. He is Steward of the Montreal Hunt Club; and member of the following: Montreal Jockey Club, Montreal Hunt Club, Forest and Stream Club, Garrison Club (Quebec), Rideau Club and Country Club (Ottawa).



JAMES WHALEN, PORT ARTHUR, ONT.

Is one of the outstanding figures of central Canada. He was born at Collingwood, Ont., on April 29, 1869; he came to Port Arthur in 1873.

He is part and parcel of the Twin Cities, Port Arthur and Fort William, being president of the Western Dry Dock & Shipbuilding Co., Limited, a shipbuilding plant of the first magnitude. Mr. Whalen is also an officer or director of the following companies: Great Lakes Dredging Co., Limited; Canadian Towing & Wrecking Co., Limited; Thunder Bay Contracting Co., Limited; Canada Pebble Co., Limited; General Realty Corporation, Limited; British Columbia Sulphite Fibre Co., Limited of Vancouver; Commercial Exchange Building Co., Limited; Thunder Bay Harbour Improvement Co., Limited, and other companies.



LT.-COL. JOHN BELLAMY MILLER, TORONTO

Was born July 26, 1862, at Farmersville (now Athens), Leeds county, Ontario. He is president of the Polson Iron Works, Limited; Polson Dry Dock & Ship Building Co.; Consumer's Box and Lumber Co., Limited; Parry Sound Lumber Co., Limited, and the Parry Sound Transportation Co.

Lt.-Col. of 23rd Regiment of Northern Pioneers, with headquarters at Parry Sound.

Mr. Miller holds membership in the following clubs: National, Royal Canadian Yacht, Ontario, Rosedale Golf, Ontario Jockey and Canadian Military Institute, all of Toronto; also the Granite Curling Club. In Ottawa, the Rileigh and the Laurentian Clubs; also of the Royal Hamilton Yacht Club, of Hamilton; the Tadoussac Club of Georgian Bay; the Royal Colonial Institute of London, Eng.; the Junior Army and Navy Club of London, Eng.; and the Associate of Institute of Naval Architects of London, Eng.



WILLIAM JOSEPH POUPORE, MONTREAL.

One of the principal contractors in Canada, and president of the W. J. Poupore Co. of Montreal, was born April 29, 1846, at Allumette Island, P.Q. He has had an active career in the building of railways and public works, harbours and wharves. The Tarte pier in Montreal was built by him, also the government docks and other works at Sorel. Recently he devoted himself entirely to the dredging business, and his company owns a fleet of dredges operating in Nova Scotia, New Brunswick, and Quebec. He owns extensive real estate, and is part owner of important timber limits. He is a prominent figure in Pontiac county whose interests he has always promoted. He has been Warden of the county, Mayor of Chichester (ten years), and president of the School Board (ten years). He represented Pontiac in the legislature from 1882 to 1892, and from 1896 to 1900 he sat for the constituency in the House of Commons. He has been a warm advocate of the Georgian Bay Canal. In 1900, he retired from active politics.



THE LATE DAVID SMITH, TORONTO, ONT.

For many years recognized as a leading representative in Canada of the engraving trade, was born at Kirkdale, Lancashire, Eng., in 1839. He became an expert copper plate engraver and coming to Canada in 1870, accepted work with J. T. Rolph, of Toronto, then doing business in King Street. Shortly after, he entered into partnership with Mr. Rolph whose brother, Frank, was taken into the firm doing business under the firm name of Rolph, Smith & Co., with offices at the corner of Wellington Street and Leader Lane.

They found their business increased and built new premises at 49 Wellington Street West, which they occupied until the place was destroyed in Toronto's great fire of 1904. The partnership was then dissolved and David Smith formed a new firm, the David Smith Engraving & Lithographing Co., of which he was the head.

He was one of the best engravers in the Dominion and was the inventor of the safety paper, now used by many governments and banking institutions for their cheques and drafts.

Mr. Smith married in 1879, Annie Elizabeth Taylor, daughter of George Taylor of the firm of John Taylor Bros. of the Don Paper Mill. Her son, Harold T. Smith, is now carrying on the business at 56 Church Street, Toronto.



THOMAS ROBERTSON, TORONTO

President of Robertson Bros., Limited, wholesale manufacturing confectioners and importers, Toronto; also president of the Monetary Times Printing Co., was born in the south of Scotland, September 11, 1838. He came to Canada in 1856. In 1863, he established his present confectionery business. He is a prominent member of the National and the Royal Canadian Yacht Clubs and a member of St. Andrew's Society and the York Pioneers. Residence, St. Elm Avenue, Rosedale, Toronto.

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HERBERT HALE WILLIAMS, TORONTO

Of H. H. Williams & Co. (established 1886), 36 King Street East, Toronto, and president of the International Realty Co., is one of Canada's largest realty dealers.

He was born in Toronto, September 21, 1862, son of Henry Burt and Catherine Hale Williams.

In his earlier days he took considerable interest in military affairs, and served as private, "E" Company, Lieutenant, "C" Company in the Governor-General Body Guards, Queen's Own Rifles.

Mr. Williams is a member of the following clubs: National, Albany, Military Institute, Empire, Canadian, Granite and Lambton Golf. In his leisure hours, he finds recreation in horses, golf, curling and bowling. Residence, 5435 Avenue Road, Toronto.



THOMAS PERRON BIRCHALL

President of Canada Industrial Bond Corporation, Montreal

Was born October 29, 1879, at Toronto, Canada, a son of Thomas Shivers Birchall (a government official) and Mary Helena (Perrin) Birchall. Ancestors on paternal side were English, on maternal side they were English and Irish. His education was obtained in the public and the high schools of his native city. In 1895, his earnings commenced as an office boy in the employ of the Toronto Silver Plate Co., and for the ensuing ten years he remained with that company. He was salesman when he resigned in 1905, to become the Canadian representative for John Ronald & Son, Limited, of Sheffield, England. He continued in this position for three years and then entered the bond business for himself at Toronto. On the organization of the Canada Securities Corporation, Mr. Birchall was made manager and held that office until 1912, when he formed the Canada Industrial Bond Corporation at Montreal, of which he is the president. He is a director in the Canada Syndicate; in the London Mutual Fire Insurance Co., and in the Colonial Coal Co. He is a member of the Rideau Club of Ottawa, the National, the Albany, and the Royal Canadian Yacht Clubs of Toronto, and of the Beaconsfield Golf Club of Montreal. Mr. Birchall was married, June 9, 1906, to Ruth Neville Abbott of Toronto, the union bringing two children, Alleyne Neville Birchall and Pamela Mary Birchall.



MICHAEL J. O'BRIEN, KENTVILLE, ONT.

Contractor and capitalist, was born Lochaber, N.S., September 19, 1851.

Since his early days he has been identified with railroads. He is probably the largest railroad contractor in the Dominion, and has built or assisted in building the Kingston & Pembroke Railway, the Northern & Pacific Junction Railway, the Baie des Chaleurs Railway, the Central Counties Railway, in Eastern Ontario, the Crow's Nest Pass, branch of the Canadian Pacific Railway, the Midland, the Richmond & Inverness, and part of the Halifax & South Western Railways in Nova Scotia, the La Tuque branch of the Quebec & Lake St. John Railway, 120 mile section Canadian Northern Railway, Quebec; 50 miles of Quebec, Montreal Southern Railway, and 571 miles of Transcontinental Railway.

Mr. O'Brien is president of the Canadian & Gulf Terminal Railway; chief promoter of the Canada Graving Dock & Shipbuilding Co., Limited; a promoter of the Capital Life Assurance Co., and formerly, a royal commissioner for the building of Temiskaming & Northern Ontario Railway. He owns, the O'Brien mine, Cobalt, Ont., is a large holder of timber lands and has extensive interests in other mining and real properties.



J. G. PALMER, TORONTO

Canadians often point with pride and elation to the wonderful progress made in every direction by the Dominion during the last decade. Wrapped up with the progress of our country is that of an industrial concern, whose general manager is J. G. Palmer of the Canadian Kodak Co., Limited.

Modern business is to be distinguished from business of former times by a full appreciation of the fact that the success of an enterprise is really the triumph of the ideal behind the enterprise. In hardly another case could it be said that the ideal has been more triumphant than in that of Kodak. One has only to reflect on Kodak's international scope, keeping constantly before his mind the essential fact that the pastime of Kodakery is modern, its origin dating but little more than a quarter of a century ago.

March, 1900, saw the beginning of the Canadian Kodak Co., Limited, with a force of but ten employees, in a small three-story building, measuring 20  $\times$  70 feet. To-day the number of the employees is around the five hundred mark, and the plant occupies three large buildings, with a floor space of over 150,000 square feet. And the story is still one of progress, for to meet the increasing demands of the business, 25 acres of land have been acquired on the outskirts of Toronto, whereon the most modern factory possible for the manufacture of photographic goods will be erected, thorough provision being made for the protection and welfare of the employees, as well as for their enjoyment of suitable sports and pastimes.



WILLIAM MACLEAN, CONTRACTOR      ARTHUR, ONT.

Was born in Beauport, Quebec, in 1861. During the past thirty-two years, he has taken an active part in the following works, as general manager, superintendent or associate. Various ballasting operations on the Intercolonial Railway, and the New Brunswick Railway; track laying and ballasting of 200 miles of the Bangor Aroostook Railway in Maine; he has been contractor for the construction of the St. Charles branch; the Picton Town branch and Bare Des Cleaires Railway; the St. John bridge, and railway extension; the St. John cantilever bridge; the Nichol bridge; the Fredericton bridge; the Soulange Canal; the Welland Canal; the Port Colborne Breakwater and Docks; the Welland turning basin, etc.

Coming to Port Arthur, Ont., in 1906, he built the first section of the new Port Arthur Breakwater; laid the city of Port Arthur's Intake Pipe; negotiated various minor contracts and is at present engaged in the construction of a section of the Bare Point Breakwater.

In addition to his contract work, he is an active member of the Board of Trade of Port Arthur; a member of the Port Arthur City Council; a director of the Lackhart-Herbrand Lumber Co. and is associated with a number of other enterprises in the city of Port Arthur, where he has made his home.



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| Weight on driving wheels                | - | - | 184,800 pounds |
| Diameter of driving wheels              | - | - | 63 inches      |
| Boiler pressure                         | - | - | 180 pounds     |
| Cylinders                               | - | - | 23 x 30 inches |
| Superheater                             | - | - | Schmidt        |
| Maximum tractive power                  | - | - | 38,000 pounds  |

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**KINGSTON**

-

**Ontario, Canada**



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| British Columbia - - - -     | 41 | Yukon - - - -                    | 2   |
| Manitoba - - - -             | 23 |                                  |     |
| New Brunswick - - - -        | 7  | Total in Canada - - - -          | 369 |
| Nova Scotia - - - -          | 13 | Newfoundland - - - -             | 1   |
| Ontario - - - -              | 82 | London, England - - - -          | 1   |
| Prince Edward Island - - - - | 5  | United States and Mexico - - - - | 5   |
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INCORPORATED 1869

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| Capital Paid Up    | - | - | - | 11,560,000   |
| Reserve Funds      | - | - | - | 13,500,000   |
| Total Assets       | - | - | - | 180,000,000  |

Head Office, - - MONTREAL

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|                                             | A. E. Dymont                |
|                                             | C. E. Neill                 |

## OFFICERS

E. L. PEASE, General Manager  
C. E. NEILL and F. J. SHERMAN, Assistant General Managers  
W. B. TORRANCE, Superintendent of Branches

## BRANCHES IN CANADA

150 in Ontario and Quebec  
60 in Central Western Provinces  
70 in Maritime Provinces  
45 in British Columbia

## 2 BRANCHES IN NEWFOUNDLAND

28 Branches in Cuba, Porto Rico, and Dominican Republic

## BRITISH WEST INDIES

BAHAMAS: Nassau  
JAMAICA: Kingston  
BARBADOS: Bridgetown  
TRINIDAD: Port of Spain; San Fernando  
GRENADA: St. George's

BRANCH IN BRITISH HONDURAS—BELIZE

### LONDON

Princes Street, E.C.,  
W. M. Botsford, Manager

### NEW YORK

William and Cedar Streets  
S. H. Voorhees, Agent

Travellers' Letters of Credit issued available in all parts of the  
World. Drafts, Money Orders and Travellers' Cheques sold.  
Savings Department at all Branches.

COLLECTIONS in Canada, Cuba, British West Indies, etc., handled  
promptly and on favorable terms.

## Dividends Reduced Cost Over 25 Per Cent.

JAMES JAMIESON BROWNLEE, D.D.S.

Detroit, October 30, 1913.

H. E. Gates, Esq.,  
Manager, Canada Life Assurance Co.,  
London.

Dear Sir:

In acknowledging your letter with enclosure in settlement of my Endowment Policy, which has just matured, I wish to thank the Canada Life for the courteous treatment I have always received at the hands of its representatives, and for the prompt attention which has been given my affairs.

The outcome of my policy has been very satisfactory, for the dividends applied on my premiums from year to year have reduced the cost by over 25 per cent. and the policy, which was for \$1,000, has given me a cash return of \$379.14 over and above its cost, besides the insurance protection.

I wish your company the continued success it so well deserves.

Truly yours,

J. J. BROWNLEE.

## A Typical Canada Life Result

# The Bank of Ottawa

ESTABLISHED 1874

Head Office

Ottawa, Ontario

A Joint Account may be opened in the

## Savings Bank Department

in the names of two persons either of whom can deposit or withdraw money.

### Board of Directors

Hon. George Bryson, President  
Sir Henry N. Bate  
Russell Blackburn  
Sir Henry K. Egan

John B. Fraser, Vice-President  
David McLaren  
Lenis Murphy  
Hon. George H. Perley

Edwin C. Whitney

# THE MERCHANTS' BANK

OF CANADA

Established 1864

|                                     |   |   |                  |             |
|-------------------------------------|---|---|------------------|-------------|
| Paid up Capital                     | - | - | (Oct. 31st, 1913 | \$6,881,400 |
| Reserve Fund, and Undivided Profits | - | - | do.              | 6,911,050   |
| Total Deposits                      | - | - | do.              | 61,422,307  |
| Total Assets                        | - | - | do.              | 85,017,670  |

President: SIR H. MONTAGU ALLAN

Vice-President: K. W. BLACKWELL

General Manager: L. F. HILBORN

General Banking Business  
Collections at any Point  
Letters of Credit issued

Money Orders issued  
Savings Bank Business  
Sterling and Continental Exchange

216 Branches in Canada—"Extending from the Atlantic to the Pacific."

# THE METROPOLITAN BANK

|                   |   |   |                |
|-------------------|---|---|----------------|
| Capital Paid Up   | - | - | \$1,000,000.00 |
| Reserve Fund      | - | - | 1,250,000.00   |
| Undivided Profits | - | - | 182,547.61     |

Head Office - - - TORONTO

*W. D. ROSS, General Manager*

## DIRECTORS

S. J. Moore, President      D. E. Thomson, K.C., Vice-President  
 Sir W. Mortimer Clark      John Firstbrook      James Ryrie      W. D. Ross

Forty-three Offices throughout Ontario  
 A General Banking Business Transacted

## THE DOMINION BANK

Head Office, - - - Toronto

|                 |   |              |
|-----------------|---|--------------|
| CAPITAL PAID UP | - | \$5,650,000  |
| RESERVE FUND    | - | \$6,650,000  |
| TOTAL ASSETS    | - | \$84,000,000 |

Sir Edmund B. Osler - President  
 W. D. Matthews - Vice-President

Clarence A. Bogert - General Manager

Savings Department at each  
 Branch of the Bank

OTTAWA BRANCH C. O. Fellowes, Mgr.

## BANK OF HAMILTON

Head Office - - - Hamilton

|                               |   |              |
|-------------------------------|---|--------------|
| Capital Paid Up               | - | \$3,000,000  |
| Reserve and Undivided Profits | - | \$3,750,000  |
| Total Assets, over            | - | \$46,000,000 |

## Board of Directors

Hon. William Gibson, President  
 J. Turnbull, Vice-President and Gen. Mgr.  
 Cyrus A. Birge      Chas. C. Dalton  
 Lt.-Col. the Hon. John S. Hendrie, C.V.O.  
 George Rutland      W. A. Wood

Savings Department at all Offices  
 Correspondence Solicited  
 Deposits of \$1 and Upwards Received and  
 Interest Allowed

Branches in Ontario, Manitoba, Saskatchewan,  
 Alberta and British Columbia

# DEBENTURES OF CANADIAN MUNICIPALITIES

As large purchasers of Municipal obligations in every Province of Canada, we are in a position to readily furnish a selection of investments acceptable for—

REQUIREMENTS OF INDIVIDUALS  
AND INSTITUTIONS DESIRING  
THIS CHARACTER OF SECURITY.

REQUIREMENTS OF INSURANCE  
COMPANIES FOR GOVERNMENT  
DEPOSIT.

## DOMINION SECURITIES CORPORATION LIMITED.

26 KING ST. EAST  
TORONTO

ESTABLISHED 1901  
LONDON, ENG.

CANADA LIFE BLDG.  
MONTREAL

## The London Mutual Fire Insurance Company

Toronto

Established 1859

|                                   |   |                       |                |   |                       |
|-----------------------------------|---|-----------------------|----------------|---|-----------------------|
| <b>Assets</b>                     | - | <b>\$1,012,673.58</b> | <b>Surplus</b> | - | <b>\$644,338.77</b>   |
| <b>Security for Policyholders</b> | - |                       |                | - | <b>\$1,031,161.11</b> |

F. D. WILLIAMS, Managing Director

**The oldest and strongest Canadian Non-Board Company**

BANK

ONTO

D. Ross

OF  
TON

Hamilton

\$3,000,000  
\$3,750,000  
\$46,000,000

Mr.  
Dalton  
C. V. G.  
Wood

ce Solicited  
ceived and

atchewan,  
bia

# National Trust Company Limited

Head Office: 18-22 KING STREET EAST, TORONTO

Capital (Paid up) - \$1,500,000

Reserve - - - - 1,400,000

President: J. W. FLAVELLE

Vice-Presidents: Z. A. LASH, K.C., LL.D. E. R. WOOD

W. E. RUNDLE, General Manager

## Offices

TORONTO  
EDMONTON

MONTREAL  
SASKATOON

WINNIPEG  
REGINA

# C. Meredith & Co., Limited

Bond Brokers and Financial Agents

## BOARD OF DIRECTORS

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C. R. HOSMER

D. C. MACAROW

A. BAUMGARTEN

C. B. GORDON, Vice-President

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J. J. REED

BARTLETT McLENNAN

A. P. B. WILLIAMS, Secretary

A. H. B. MACKENZIE, Manager

J. M. MACKIE, Treasurer

**CANADIAN GOVERNMENT AND MUNICIPAL SECURITIES  
HIGH-GRADE CORPORATION AND INDUSTRIAL BONDS**

List of offerings will be mailed upon request and correspondence is invited.

HEAD OFFICE:

112 St. James Street, Montreal.

Offices

LONDON OFFICE:

46 Threadneedle Street, E.C.

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HARE & MACKENZIE

Bank of Toronto Chambers

Montreal

ALLAN, KILLAM &  
McKAY, LIMITED

364 Main Street

Winnipeg

Fire, Life, Marine, Liability Insurance, &c.  
Railway and Contractors Insurance a Specialty

## London Guarantee and Accident Company Limited

ESTABLISHED 1869

Head Office for Canada: - - - - - Toronto

Write Insurance on the following lines

FIDELITY GUARANTEE

COURT BONDS

CONTRACTS

INTERNAL REVENUE

AUTOMOBILE, TEAMS, AND ELEVATOR POLICIES

PERSONAL ACCIDENT

SICKNESS

EMPLOYERS LIABILITY

BURGLARY

### D. W. ALEXANDER

Manager for Canada

Representatives Everywhere throughout the Dominion

DIRECT TRANS-ATLANTIC SERVICE

# The Marconi Wireless Telegraph Co.

## When Cabling

Don't forget to mark your messages

## "Via Marconi"

and take advantage of our

## CHEAP RATES

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## A Saving of 40 Per Cent.

PLAIN LANGUAGE "ciphered" Messages (delivered within 24 hours) 7c per word.

Ring nearest G.N.W. Telegraph office for messenger.

**Start To-day**

## "S.O.S."

KEEP IN TOUCH WITH YOUR FRIENDS AT SEA

MARCONI WIRELESS  
SHIP and SHORE SERVICE

## A MARCONIGRAM—

Gives your friends a welcome surprise.

Allays Anxiety.

Secures your hotel accommodation before you land.

Communicates with office.

Is an indispensable factor for Travellers.

ASK THE PURSER RE RATES

**Marconi Wireless Telegraph Co.**  
of Canada, Limited

Shaughnessy Bldg., McGill St., Montreal

110 SHIP AND COAST STATIONS IN CANADA

# WESTERN ASSURANCE COMPANY

INCORPORATED A.D. 1851

**Head Office, - Toronto, Ont.**

*(Fire, Marine and Tornado Insurance)*

**ASSETS OVER \$3,000,000.00**

**LOSSES paid since organization of the Company over \$57,000,000.00**

## DIRECTORS

Hon. Geo. A. Cox, Pres.

W. R. Brock,

Vice-President

W. B. Meikle, Man. Dir.

Robert Binkerdike, M.P.

E. W. Cox

D. B. Hanna

John Hoskin, K.C., LL.D.

Z. A. Lash, K.C., LL.D.

Alex. Laird

George A. Morrow

Augustus Myers

Frederic Nishols

James Kerr Dehorne

Col. Sir Henry M. Pell-

att, C.V.O.

E. R. Wood

**W. B. MEIKLE, General Manager**

# The Imperial Guarantee and Accident Insurance Co. of Canada

HEAD OFFICE - - TORONTO, ONT.

Capital \$1,000,000 Government Deposit \$111,000

Give Imperial Protection in their

**Accident Policies**

**Sickness Policies**

**Guarantee Bonds**

**Automobile Policies and  
Plate Glass Policies**

**A Strong Canadian Company**

— THE —  
**STEEL COMPANY OF CANADA LIMITED**  
 HAMILTON

We are prepared to quote on  
**GOVERNMENT CONTRACTS**

covering

**Concrete Reinforcing Bars**

Square

Round

Twisted

**Steel**

Angle

Channel

Band

Axles

Tie Plates

**Wrought Iron Pipe**

**Spikes**

Railway

Wharf

Drift

Pole

Pressed

Wire

CABLE, BOLTS, NUTS, RIVETS, RODS, FORGINGS, WIRE  
 NAILS, WIRE, WOOD SCREWS, WHITE LEAD  
 PUTTY, STAPLES.

Co. 110 SHIP AND COAST STATIONS IN CANADA

ee and  
 Co. of

NTO, ONT.  
 osit \$111,000

their

cies and  
 Policies

mpany

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The

# James Robertson Co., Limited

Montreal, Toronto, Winnipeg, St. John

**LEAD PIPE    LEAD TRAPS**

**LEAD SHEETS    SHEET METALS**

**IRON PIPE and FITTINGS**

*Established 1857*

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Canada's Largest  
Plumbing Supply House

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Use our COPPERIZED BEARING Metals

'Camel,' 'Monarch,' 'Swastika,' 'King,' 'Pyramid,'

'Fleur de Lis,' 'Thurber'

# Nova Scotia Steel and Coal Company, Limited

We Manufacture and Sell

*Open-Hearth Steel Bars, "Harmet" Fluid-Compressed  
Forgings, Axles, Shafts, Etc., Hydraulically Pressed  
any shape and up to 30 tons in weight.*

*Railway Track Material, Fish Plate, Tie Plate,  
Bolts and Spikes*

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Proprietors and Operators of the "OLD SYDNEY"  
COLLIERIES IN CAPE BRETON

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Iron Ore Mines:  
Wabana, Conception  
Bay, Nfld.

Collieries, Iron and Steel  
Furnaces:  
Sydney Mines, C.B.

and Finishing  
Department:  
New Glasgow, N.S.

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WESTERN SALES OFFICE

WINDSOR HOTEL, - - - MONTREAL

# "OTIS-FENSOM"

**The Name that Symbolizes  
all that is best in Passenger  
and Freight Elevators : : :**

**O**WNERS and Architects realize that Otis-Fensom quality means long, satisfactory service and the saving of repair bills. They appreciate the beauty of design that distinguishes cars and framework.

Wherever you find the buildings where traffic is heaviest, there you find Otis-Fensom Elevators.

Because in these big buildings, where big business is carried on, it is absolutely necessary that the traffic shall flow in an uninterrupted stream. An elevator block might prove even more serious than a road block.

Landlords know the infallible reliability of Otis engineering and the unvarying service which each Otis-Fensom Elevator gives : : : :

We invite correspondence with architects and engineers engaged upon the plans for buildings of any type of construction which makes necessary the use of an elevator : : : : :

**OTIS-FENSOM  
ELEVATOR  
COMPANY  
LIMITED**

**Head Office:  
50 Bay Street, TORONTO**

**Works:  
HAMILTON, Ontario**

# Canadian Car and Foundry Company

— Limited —

## Car Builders

General Offices  
Transportation Bldg.  
Montreal

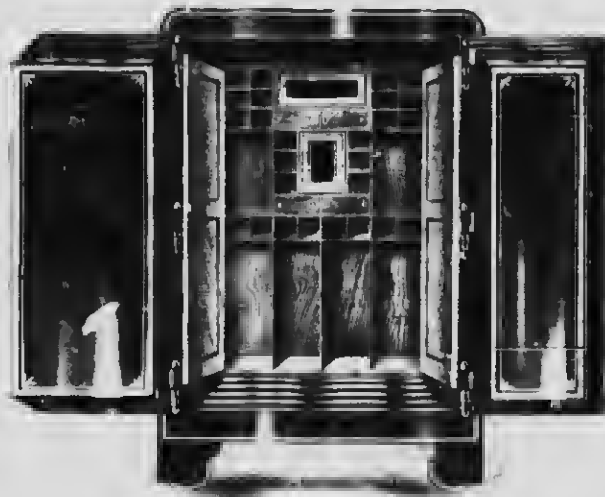
Branch Office  
Toronto

Works  
Amherst, N.S.  
Turcot, Montreal  
Montreal West, Que.  
Fort William, Ont.

# SAFES, VAULTS and VAULT DOORS

The Protection of Civil and Municipal Records, Books and Debentures is of the **UTMOST IMPORTANCE.**

Their destruction by fire would be a serious loss and one impossible to replace.



Keep your Books and Valuable Records in the Safe or Vault that has never yet failed to preserve contents.

**FOR OVER 35 YEARS**

**G. & McC. SAFES and VAULTS have passed successfully through all of CANADA'S GREAT FIRES**

Our Book, "PROFITABLE EXPERIENCE," tells how others have been protected. A copy is yours for the asking.

## THE GOLDIE & McCULLOCH CO., Limited

Galt, Ont., Canada

Toronto Office, - - 1101-2 Traders Bank Building  
Western Branch, 248 McDermott Ave., Winnipeg, Man.

# **Polson Iron Works Limited**

## **Toronto**

**Steel Shipbuilders . . . .**  
**Engineers and Boilermakers**

**Steel Steamers, Dredges, Tugs, Barges and Scows**

**Prompt Deliveries on guaranteed dates our specialty**

**Marine Work in all its branches**

We have had more experience in building of dredges than any other firm in Canada, and only ask an opportunity of submitting designs and prices to contractors in this line.

**Works and Office**

**Esplanade East, - - Toronto, Ont.**

CHRISTIE

# "There's a Christie Biscuit

for every taste, and  
they all taste delicious."



Note the quotation marks,  
madam!

Thousands of Canada's particular housewives — ladies you would be proud to know — make that statement every day. A million Canadians eat Christie Biscuits every day. What's the reason?

The best wheat of the best wheat lands on earth, rolled into flour in the best Canadian mills — these flours sifted, blended and tested in the Christie scientific way — **that's** the foundation of Christie Biscuit excellence.

But — that's not all, madam! Every ingredient entering our bakes **must** be of the **high standard quality you insist on** for your own table — nothing less would sustain Christie reputation. **Quality and Purity** these are the first considerations in the Christie factory — the biggest, brightest and cleanest in all Canada.

If you have visited the home of Christie biscuits — hundreds of housewives visit it every year — you know that our employees are healthy, happy and contented, and devoted, heart and soul, to Christie ideals. No wonder they call Christie Biscuits: — "The Purest of all Pure Foods."



Christie, Brown & Co.  
Limited

BISCUITS

# Ontario May-Oatway Fire Alarms

- LIMITED

**AUTOMATIC FIRE ALARM and SIGNALLING APPARATUS  
FIRE APPLIANCES, EXTINGUISHERS, ETC.**

DIRECTLY LICENSED IN GREAT BRITAIN  
BY H.M. POSTMASTER GENERAL

INSTALLED BY THE BRITISH ADMIRALTY  
AND WAR OFFICE

92 Adelaide Street West

TORONTO

Canada

Distributing agents for the famous Verne Fire Extinguishers  
(Labelled by National Board of Fire Underwriters)

# THE PRESTO-PHONE

An Automatic Telephone System for Administration Buildings, Factory,  
Warehouse and Large Institutions of any kind.

**QUICK AND ACCURATE  
NO OPERATOR TO PAY**

**STRICTLY PRIVATE SERVICE  
JUST WHAT YOU HAVE WANTED**

This Telephone System will save hours of the time of High-Salaried Employees every day.

**Write for Presto-Phone Bulletin**

Ask for Literature on the Phone-Eze Telephone Bracket. The Greatest Convenience for a Desk  
Telephone yet invented.

We make anything in the Telephone line—Manual or Automatic.  
Write us.

**Canadian Independent Telephone Company, Limited**  
Duncan Street, Toronto

# MAPS

Have you ever noticed the vast difference in the appearance of Maps?

Maps are like clothes: if they are made by poor workmen they don't fit properly.

When the colors fit accurately and the black is clear and sharp it is because the work has been done by competent workmen.

We invite you to compare Maps printed by us with Maps printed by our competitors.

It may cost a little more to get the quality, but then compare the results: it is worth it.

We quote as low as we feel sure a Map can be produced consistent with the highest grade of workmanship, but in no case do we sacrifice the quality.

We guarantee our work and our work guarantees our reputation.

Write us for samples, quotations or any other information: it is no trouble to answer inquiries.

We can supply you with anything that is lithographed or engraved, from Visiting Cards to Posters.

## ROLPH & CLARK, Limited

LITHOGRAPHERS AND ENGRAVERS

Head Office, - - - TORONTO

*Branch Offices, Montreal, Winnipeg and Vancouver*

The  
**Riordon Pulp & Paper  
Company, Limited**

**Montreal**

Manufacturers of Unbleached Sulphite Fibre Wood Pulp at  
Hawkesbury, Ont., on the Ottawa River, and at Merrittou,  
Ont., on the Welland Canal.

Capacity, 50,000 tons air dry weight per annum; the largest  
manufacture, for sale, of this grade of sulphite fibre wood pulp  
on the American Continent.

Our Fibre is suitable for Book Papers, Newspapers, Wrapping  
Papers, Board and Special Papers of all kinds.

**For Prices and Information address the Company at  
No. 1 Beaver Hall Square, Montreal.**



*Montrose Division*

# Provincial Paper Mills Co.

LIMITED

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*Mills at*

*Thorold, Mille Roches, and Georgetown, Ontario*

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*Largest Manufacturers in Canada*

## High Grade Paper--75 Tons Daily

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*General Offices*

**TORONTO**

- -

**Canada**



## The Sign of Sure Slumber

A SIGN that assures you complete comfort, real, refreshing rest for the balance of your sleeping life—rest that finds you in the morning feeling fresh and fully fortified to bear the brunts and burdens of another day.

The "Alaska" label shows you what to look for when you want a mattress that is soft and comforting, pillows that are light and downy, springs that are resilient and non-sagging, beds that are strong, durable, and attractive in design and finish—all reasonably priced articles that are guaranteed in every detail.

Your dealer carries "Alaska" made goods or can get them for you. When you insist on beds, springs or bedding bearing this brand you are getting the best in the store.

*Made in a Mohl Canadian Factory,  
by skilled Canadian Workmen.*

**The Alaska Feather & Down Co., Limited**

**Montreal**

# The Spanish River Pulp & Paper Mills Limited

Toronto, Ontario

MANUFACTURERS OF  
HIGH GRADE NEWS PRINT PAPER

Mills at  
Espanola, Ont.  
Sault Ste. Marie, Ont.  
Sturgeon Falls, Ont.

Daily Output  
430 tons Newspaper  
350 " Groundwood  
125 " Sulphite

# DOUGALL

## TEXT-BOOKS ON VARNISH FREE

Let us send you absolutely free—the Varnish Book dealing with the work you have on hand.

These books are of particular interest to all who handle, sell, or use Varnish—they explain Varnish difficulties and are full of useful hints. Send now—a card will do.

THE DOUGALL VARNISH  
COMPANY, LIMITED  
Montreal

Associated with the Murphy Varnish  
Company, U.S.A.

# VARNISH

## It May Not Be Generally Known

That the best Canadian Hotels are carpeted with Canadian made carpets.

That Canadian Steamers, Sleeping and Dining Cars, demanding furnishings of superior excellence use Made-in-Canada floor coverings.

That these carpets are made by the Toronto Carpet Manufacturing Co., Limited, who operate in Toronto a most complete Spinning, Dyeing, Weaving, and Finishing Plant for the production of high-class floor coverings to meet all requirements of the Canadian people and climate.

That the superiority of our designs is due to the exclusive efforts of a corps of experienced designers. Their study of Canadian requirements enables the production of tasteful and appropriate effects for contract or household furnishing.

**THE TORONTO CARPET MFG. CO., Limited**  
TORONTO - Ontario

## DOMINION TEXTILE CO., Limited MONTREAL

Operating

The Dominion Cotton Mills Co. Limited  
The Merchants Cotton Company, Limited  
The Montmorency Cotton Mills Company  
The Colonial Bleaching & Printing Co. Ltd.  
The Mount Royal Spinning Co. Limited

MANUFACTURING

All Lines of White and Grey Cottons, Prints, Sheetings, Shirtings, Pillow Cottons, Long Cloths, Cambrics, Ducks, Bags, Twills, Drills, Quilts, Bureau Covers, Towels and Towelling, Yarns, Blankets, Rugs, Twines and numerous other lines used by Manufacturers in Rubber and other trades



JAS. THOMSON,  
*President*

J. G. ALLAN,  
*Vice-President*

JAS. A. THOMSON,  
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**The Gartshore-Thomson Pipe and Foundry Co.**  
LIMITED

HAMILTON

ONTARIO

MANUFACTURERS OF

**CAST IRON PIPE**

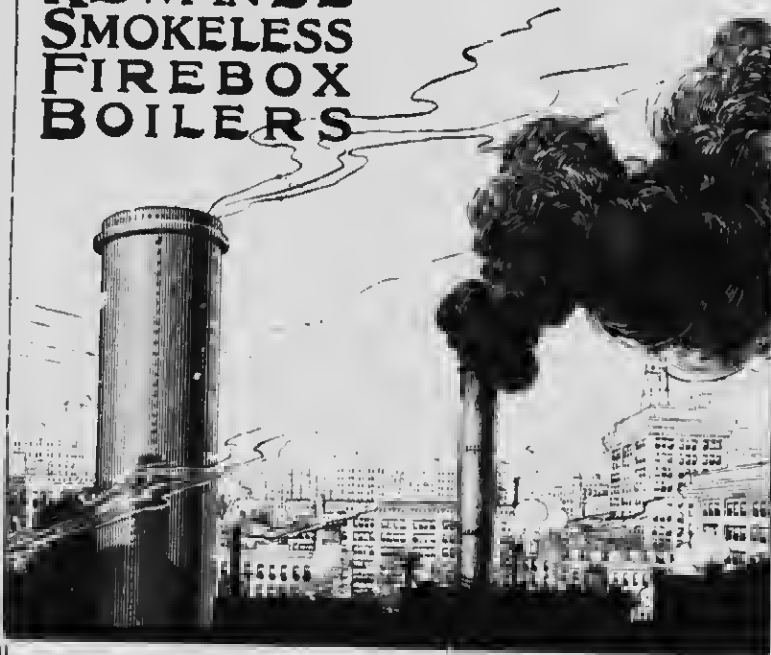
*For Water, Gas, Culvert and Sewer*

(8 inches to 60 inches in diameter)

**FLEXIBLE and FLANGE PIPE**

**Also all Kinds of SPECIAL CASTINGS**

# KEWANEE SMOKELESS FIREBOX BOILERS



KEWANEE BOILER CHIMNEY.

ORDINARY BOILER CHIMNEY.

**SMOKE IS  
NOTHING BUT  
WASTED HEAT**

Every big cloud of black smoke you see **represents as much actual loss** to the owner of the smoke-stack.

*The Kewanee Smokeless Firebox Bailer extracts all the heat units from the coal and allows none of them to go up the smoke-stack.*

*You'll never have a City Beautiful as long as your smoke-stacks smoke. Kewanee Smokeless Firebox Bailleurs burn up the gases that make smoke. It is all rot to talk about Smoke-Consumers. You can't consume smoke once it is formed. The Kewanee Smokeless Firebox Bailer prevents the formation of smoke and laughs at the most rigid smoke-nuisance by-law.*

*Kewanee Smokeless Firebox Bailleurs burn the cheapest, rottenest grade of coal without making smoke. They are the greatest steam producers ever made. They burn at least 23% less fuel than any other bailer on the market.*

*You people, contemplating erecting large buildings or flats, take a tip from us,—put in Kewanee Smokeless Firebox Boilers because the law will demand "Smokeless" Boilers soon, so will the public, and because the high price of coal will compel you to put in the most Economical Boiler you can buy.*

FOR FURTHER PARTICULARS WRITE TO

**The Dominion Radiator Company**  
(Limited)

Toronto, Montreal, Winnipeg, St. John, Hamilton, Calgary

## When Superannuation Comes

A Matured Endowment Assurance Policy would help considerably to eke out your pension.

And supposing you were to die to-morrow, the full face value of your Policy, paid to your widow or dependents, would be a welcome addition to her or their possibly scanty resources.

Such Policies can be obtained from the Sun Life Assurance Company of Canada, which is now the premier of all Canadian Life Companies as regards Assets, Income, Net Surplus, Business in force, etc., and which, outside of companies issuing "Industrial" Policies, is doing the largest life business in the British Empire.

**Sun Life Assurance Company of Canada**

ROBERTSON MACAULAY,  
President

T. B. MACAULAY,  
Managing Director

Head Office, - Montreal



# White Star-Dominion Line

## White Star Line

### FLEET

#### Canadian Services

"Laurentic"  
 "Megantic"  
 "Teutonic"  
 "Canada"  
 "Daminion"  
 "Arabic"  
 "Cymric"



### FLEET

#### United States Services

"Britannic"  
(Building)  
 "Olympic"  
 "Oceanic"  
 "Majestic"  
 "Adriatic"  
 "Baltic"  
 "Cedric"  
 "Celtic"  
 "Canopic"  
 "Cretic"

"Olympic" - Largest British Steamer

#### SERVICES FROM

Canadian Ports to Great Britain

United States Ports to Great Britain and the Continent

United States Ports to Italy and Egypt  
 via the Azores and Madeira

Great Britain to Australia and New Zealand

Head Office in Canada

118 Notre Dame Street West  
 MONTREAL, P.Q.

# CANADA PERMANENT MORTGAGE CORPORATION

|                       |   |   |   |   |   |                |
|-----------------------|---|---|---|---|---|----------------|
| Paid-Up Capital       | - | - | - | - | - | \$6,000,000.00 |
| Reserve Fund (earned) | - | - | - | - | - | 4,250,000.00   |
| Assets                | - | - | - | - | - | 31,826,618.37  |

## HEAD OFFICE

Company's Building, Toronto Street, Toronto, Canada

Branch Offices: Winnipeg, Regina, Edmonton, Vancouver, St. John, N.B.

## DIRECTORS

President  
W. G. GOODERHAM  
LT. COL. A. E. GOODERHAM  
JOHN MASSEY

First Vice-President  
W. D. MATTHEWS  
J. H. G. HAGARTY  
F. GORDON OSLER  
JOHN CAMPBELL, S.S.C., Edinburgh

Second Vice-President  
GEORGE W. MONK  
R. S. HUDSON  
E. R. C. CLARKSON

Joint General Managers  
R. S. HUDSON JOHN MASSEY

Superintendent of Branches and Secretary  
GEORGE H. SMITH

**4½% DEBENTURES issued. In sums of \$100 and upwards.**

For terms of 5 years and upwards. Interest paid half-yearly.  
Interest computed from date on which the money is received.

Debentures issued by this Corporation have been taken by English and Scottish investors for nearly forty years and command themselves to prudent and cautious investors as an absolutely safe investment, for the following among many reasons:

1. The Corporation occupies a pre-eminent position among the financial institutions of the Dominion. In the Companies of which it is composed it has a record extending over considerably more than half a century.
2. The Assets of the Corporation, all most conservatively invested, amounted on 31st December, 1913, to

**\$31,826,618.37**

3. By far the most important item of its Assets, about ninety per cent. of the total, is Mortgages on improved and productive Real Estate, amounting to

**\$28,355,791.17**

4. The Corporation is one of the strongest financial institutions in either Canada or the United States.
5. It is purely an Investment Company; not a speculative institution.
6. The Half-Yearly Interest Coupons may be collected at the Agencies in Canada of any of the Corporation's Bankers, and in New York and Chicago at the Bank of Montreal; or in Great Britain at the London City & Midland Bank, Limited, and its Branches.
7. The Debentures are issued in sums of \$100 and upwards, and for fixed terms of five or more years. They are absolutely unconditional and the Corporation does not reserve any right of cancellation before the maturity date.
8. These Debentures are a Legal Investment for Trust Funds in Canada. Trustees may have Debentures for the exact amount of the Trust, when desired.

Associated with the above Corporation and under the same direction and management is

## THE CANADA PERMANENT TRUST COMPANY

incorporated in the Dominion of Parliament. This Trust Company is now prepared to accept and execute Trusts of every description, to act as Executor, Administrator, Liquidator, Guardian, Curator or Conservator of the estate of a Lunatic, etc. Any branch of the business of a legitimate Trust Company will have careful and prompt attention.

Railway, Contractors, Mining  
and Municipal

# Machinery and :: Supplies ::

|                  |               |
|------------------|---------------|
| HOISTING ENGINES | STEAM SHOVELS |
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| CONCRETE MIXERS  | DUMP CARS     |
| PUMPS            | ROCK DRILLS   |
| ROCK CRUSHERS    | MACHINE TOOLS |
| ETC.             | ETC.          |

ROAD MACHINERY:

Rollers, Graders, Sprinklers, Sweepers

## Mussens Limited

Montreal  
Toronto  
Cobalt

Winnipeg  
Calgary  
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Quebec  
St. John, N.B.  
Halifax



## RUBBER GOODS

Everything in Rubber from the miniature tack-head to immense Rubber Belts for grain conveyors.

The largest and oldest rubber manufacturers in the Dominion, selling the product of seven huge rubber mills, with twenty-eight Branches throughout Canada.

## QUALITY AND SERVICE

The keynote of over fifty years of successful manufacturing.  
Your enquiries respectfully solicited.

### MECHANICAL RUBBER GOODS

Belting, Hose, Packings, Rubber Rolls, etc.

### DRUGGISTS' SUNDRIES

Hot Water Bottles, Syringes, Atomizers, Everything in rubber for the Druggist.

### TIRES and ACCESSORIES

Auto Tires "Dominion," Solid Motor Truck Tires, Carriage Tires, Hand Truck Tires, Baby Carriage Tires.

### RUBBER TEXTILE GOODS

Carriage Cloth, Auto Cloth, Rain Coats, Rubber Coats, Blankets, Proofed Silks and Cottons, Sheeting, Aprons, etc.

### MOLDED, MISCELLANEOUS and PLUMBERS' RUBBER GOODS

Moulded and Cut Goods, Matting, Plumbers' Supplies, etc.

### FIRE HOSE AND SUPPLIES

Hose, Coats, Nozzles, Pipes, Helmets, etc. Everything for the Fire Department.

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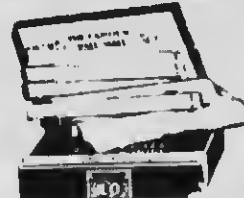
**Canadian Consolidated Rubber Co. Limited**

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**FAMOUS CIGARETTES**



**Ordinary Size**  
A Shilling in London.  
A Quarter Here.

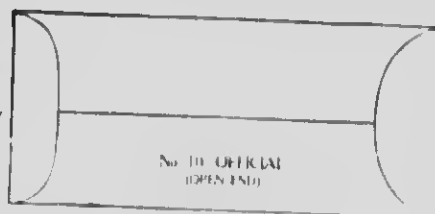
**H.I.M. The Kings Size.**  
A Long After Dinner Smoke  
35¢ Per Package.

*The "House  
of Gage"*

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All Sizes  
All Styles  
One Quality  
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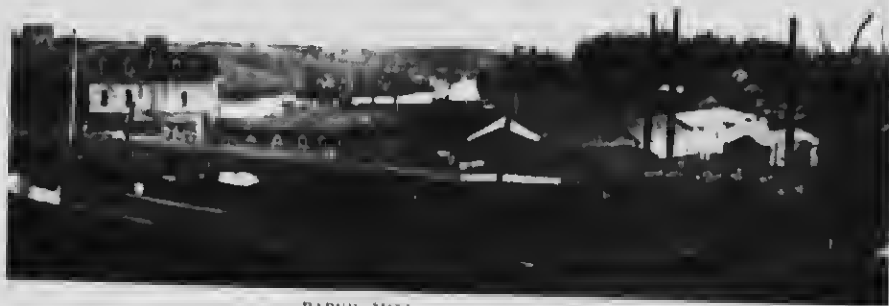
**IF** you have need of a Special Design for a particular purpose—

**WRITE US**

**W. J. GAGE & CO. LIMITED**  
ENVELOPE MAKERS, TORONTO

We could manufacture cheaper  
but we won't!

We would manufacture better  
but we can't!



PAPER MILLS, ST. CATHARINES

# KINLEITH PAPER CO.

**Makers of Bonds and Book Papers**

Your own "watermark" in a good Bond is a splendid advertisement and we can supply this for you

Special Weights and Sizes  
Made to Order

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Contractors for

CANAL AND HARBOUR WORKS

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## CONTRACTORS

*Steam and Electric Railways, Canal, Harbor and River Dredging*

**WEDDELL**  
Bridge & Engine Works,  
Trenton, Ont.

ESTABLISHED 1873

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Dredging and Contracting,  
Trenton, Ont.



ROBERT WEDDELL



ROB. G. WEDDELL

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Among the many important works undertaken by this firm, special mention might be made of the following:—Completing Murray Canal, Contracts, Rock Work, Lake St. Louis, Trent and Welland Canals, Rapide Du Plat, Morrisburg, Cornwall, Dickinson's Landing, Harbor Improvements from Sorel, Quebec to Port Arthur, Lake Superior, Rock Work and Improvements in Channels St. Lawrence River and Bay of Quinte to Presque Isle, Lake Ontario and recently New Western Entrance Toronto Harbor with Extension Revetment Walls and Eastern Channel, and many other large works in the Dominion, including Railways in Ontario and the West. The Weddell Dredging Fleet and Equipment is one of the largest and best equipped in Canada, ready at all times for any class of work.



## Durability and Economy

Many concrete structures erected by the Romans, 2,000 years ago, are still standing to-day. It is a well-known fact that concrete buildings of more recent date are exceptionally free from the expense of repairs and upkeep. These two features make for the greatest durability and economy, which are essential to all kinds of building construction.

### Canada Portland Cement

is manufactured in twelve mills located near important shipping centres. It may, therefore, be obtained promptly in any part of Canada. Its quality is regulated by the most efficient staff of chemists, making it reliable at all times.

Our Information Department will answer any questions regarding the use of cement or concrete.

### Canada Cement Company Limited

Sales Offices at

Montreal

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## STRAIGHT FACTS

"Cows are cows but there is a big difference in the milk."

Two suits of the same fabric may "look alike" but quality of workmanship varies.

It will pay you to investigate.

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Real tailoring is put into every garment we make. We deliver something besides printer's ink.

Sanford Made Clothes for men and young men are in the stores of over two thousand progressive clothing merchants throughout Canada.

Make your next selection a Sovereign Brand Suit.

W. E. Sanford Mfg. Co. HAMILTON  
WINNIPEG  
LIMITED

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Assurance Company

Incorporated A.D. 1833

(FIRE AND HAIL INSURANCE)

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W. R. BROCK, Vice-President

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Assets, over - - - - \$2,000,000.00  
Losses paid since Organization, over \$37,000,000.00

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OF NORTH AMERICA

Incorporated 1872 by Dominion Charter

are accepted by all the respective departments of the Canadian and Provincial Governments

Resources over \$2,000,000

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HESPELER

Ontario

Manufacturers of Worsted Woven and Knitted Goods and Yarns

THIS firm is favorably known throughout Canada as one of the largest and most reliable manufacturing establishments in the Dominion. The superior standard of the commodities produced in its mills, for a period of forty years, has gained for the firm a world-wide reputation of a very desirable character.

It is quite impossible, in this limited space, to fully describe the mammoth plant.

The buildings, which are all of modern construction, partially of pressed brick and of stone, three and four stories high, cover about twelve acres, including a large brick addition just completed. The main buildings represent a total length slightly exceeding one-half a mile, and the ceilings being mostly fourteen and sixteen feet high, ample light and fresh air are afforded the workers in this great industry. Special attention is given to features of cleanliness and sanitation. Spring water is furnished to each department from the Company's private artesian wells.

Over 700 people are employed here, in a great variety of work, including: **Wool Sorting, Carding, Gilling, Combing, Drawing, Yarn Spinning, Twisting, Reeling, Winding, Warping, Cloth Weaving, Burling, Mending and Finishing;** and in the Fancy Knitting trade are the various operations of knitting fabrics with latest improved machines of foreign and domestic manufacture, cutting

fabrics, sewing and making up fancy caps, bonnets, cloaks, mitts, mufflers, sweaters, coats, and numerous other lines of Knitted Wear, while the preparation of these goods for the market requires the employment of a great many hands, boxing, labelling, packing, etc. A great number of men are employed in the Dyeing and Sizing Departments and at other lines of work.

The firm's high-grade products are marketed throughout Canada from the Atlantic to the Pacific and each year commands increasing patronage, so that since the mills were first founded they have never experienced any extensive period of slackness, and employees here are practically guaranteed work year in and year out.

During its long career, the Company has never had a strike or labor difficulty of any description, and some of its earliest employees are still enthusiastic workers in the employ of the firm.

Families containing a number of young people interested in securing employment will find it to their advantage to write this firm, and full particulars of the opportunities open will be furnished to applicants. The ever-increasing business of this Company enables it to frequently engage entire families, including all workers from fourteen years of age up, and the steady character of the work makes it a very desirable class of employment for industrious and thrifty families.

THE

## Canadian Bridge Company, Limited

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**Manufacturers of  
Railway and Highway Bridges**

**Locomotive Turn Tables, Roofs, Steel Buildings, Galvanized  
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Makers in Canada of High Grade,  
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To Insure Satisfaction Insist on "BEAVERS" Papers

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MANUFACTURERS OF  
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*Cotton Twines and Cordage, Chenille Portieres and  
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"Used in Canada wherever  
Good Printing is done"

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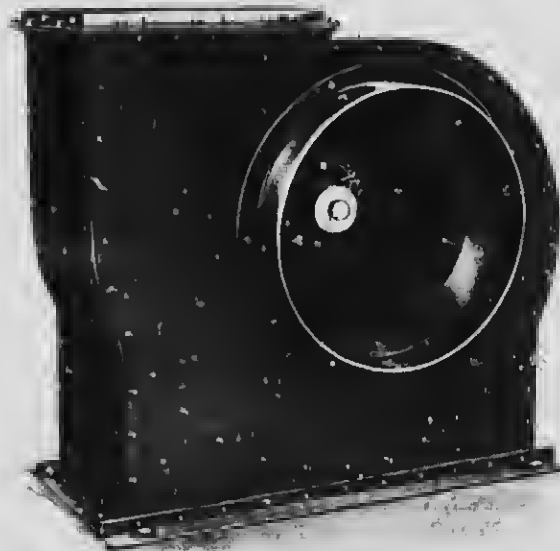
THE  
**Dominion Printing Ink & Color Co.**  
LIMITED

Manufacturers of

**PRINTING  
INKS**

128-130 Pears Ave., - TORONTO, CANADA

We make the Black Inks that Dry with a Lustre



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for  
**Heating and Ventilating**  
The Simplest and most Economical  
System known

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James Keith & Blackman Co., of England, have supplied many hundreds of Keith Fans to the British Admiralty for use on War Vessels, besides having supplied the German Navy, and the United States Navy

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*The Right Paint to Paint Right*



In 1842  
RAMSAY'S PAINT  
was the best paint:

in 1913,  
after 71 years, we still hold the lead,  
and discriminating Painters all over  
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Manufacturers of Patent Colt and Side Leather

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SHEEP-LINED and MACKINAW  
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ONE OF THE FINEST DRY DOCKS IN THE WORLD

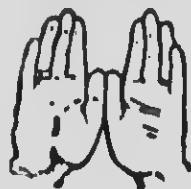
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REPAIRS OF ALL KINDS PROMPTLY EXECUTED

A LARGE WRECKING PLANT consisting of Pumps, Boilers,  
etc., etc., kept on the Premises for IMMEDIATE USE

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You can know that you are getting Canada's Best. Link yourself up with that name "Dunlop" and those "Two Hands."

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For shoes and leather of all  
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*Fibrous and Metal Packings in all forms  
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A Red Tag indicates fine, a Blue Tag, medium, and a Green Tag, coarse grain. The quality is the same in all.

Purity, fineness of quality and full weight are strong reasons why you should use St. Lawrence Sugar.

St. Lawrence Sugar is sold at leading grocers, in 100 lb., 25 lb., and 20 lb. sealed bags; also in 5 lb. and 2 lb. cartons.

IF YOU WANT THE BEST VALUE FOR YOUR MONEY  
INSIST UPON HAVING ST. LAWRENCE SUGAR.

### St. Lawrence Sugar Refineries, Limited

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SUNDRIES.****CHEMICAL AND ASSAY APPARATUS,  
MICROSCOPES AND ACCESSORIES.****ANALYTICAL BALANCES,  
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**Steel, Composite and Wood Freight Cars**

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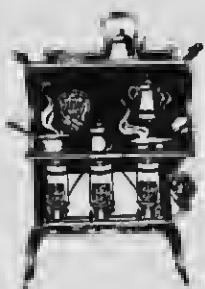
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The handiest heat for places the stove or furnace doesn't warm. The **Perfection Smokeless Oil Heater** won't smoke or smell. It is easy to clean, easy to rewick and burns 9 hours on a gallon of oil.



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**CONSOL-EX  
"BONDED"  
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**Bonded for Wear  
Under all Conditions**

Consol-ex is the highest grade of Gold Filled Spectacleware in the World.

Each article bears the Trademark "Consol-ex" Stamped on the metal and printed on the tag.

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The wearing qualities of Consol-ex Spectacleware are such that the makers issue a **Bond** with each article. This Bond is an undertaking to **replace free at any time** any "Consol-ex" article that proves unsatisfactory in actual wear.

Specify "Consol-ex" and get a Bond.

For sale by reliable opticians everywhere.

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400 Richmond Street W., - - - Toronto

**Does the Big Loaf weigh  
more than the Small Loaf?  
No! — Why?**

**B**OTH these loaves contain the same amount of flour exactly, but the bigger loaf is made from **FIVE ROSES Flour**. Both weigh the same, yet the big loaf is lighter, daintier, and more digestible. The crust is crisper, the crumb velvety and snow-like. The texture is even, open, elastic. This loaf gladdens the eye of the particular housewife. Use the only flour, publicly and unreservedly guaranteed to be neither bleached nor bleuded.

Sold by all good grocers. Milled by **LAKE OF THE WOODS MILLING COMPANY, LIMITED.**

**NOT  
BLEACHED**

**Five Roses Flour**

**NOT  
BLENDING**



# Ogilvie Flour Mills Company, Limited

By Special Appointment to His Majesty the King

The Largest Millers in the British Empire

Daily Capacity 20,500 Barrels

Manufacturers of "ROYAL HOUSEHOLD"  
THE WORLD'S BEST FAMILY FLOUR

Mills at : Montreal, Fort William, Winnipeg, Medicine Hat  
Branch Offices at : St. John, Quebec, Ottawa, London, Toronto, Hamilton, Vancouver

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## Hiram Walker & Sons, Limited

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**Our Products include**

**Steam Goods** For the Boiler and Engine Room

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**THE JAS. MORRISON BRASS MFG. CO. LIMITED**  
TORONTO, ONT.

**BRASS RAILING WORK**  
for Church Altars, Theatres, Office Buildings, Ticket Windows, &c.

**J.M.T. REGISTERED**





*Bath Room and Lavatory Fixtures*



*Ship's Bells, Brass Binnacles, etc.*



*Valves of all Types for Steam and Water*

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**Buy "Morrow" Product**

Send us an order now for Set Screws, Cap Screws, Nuts of all kinds.

Studs, Drills, Etc.

Works at Ingersoll, Ontario

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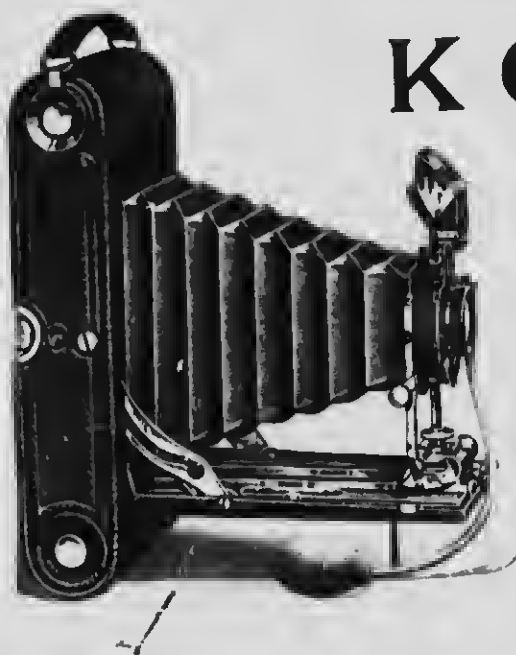
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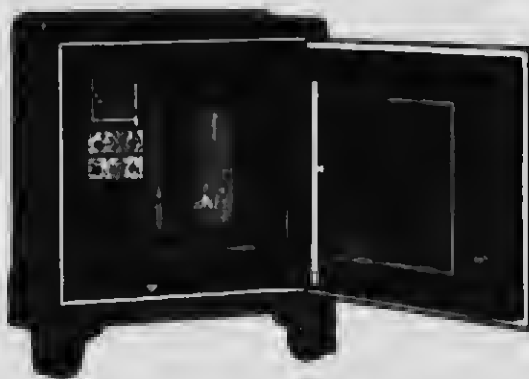
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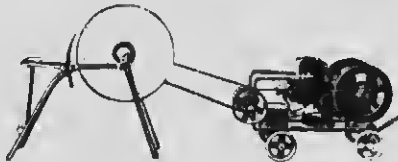
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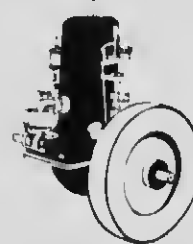
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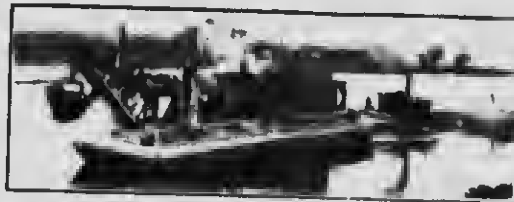
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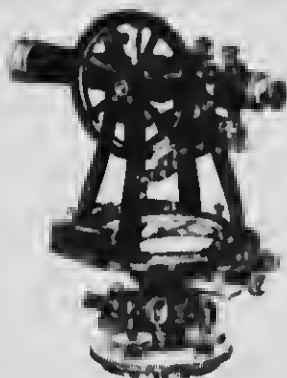
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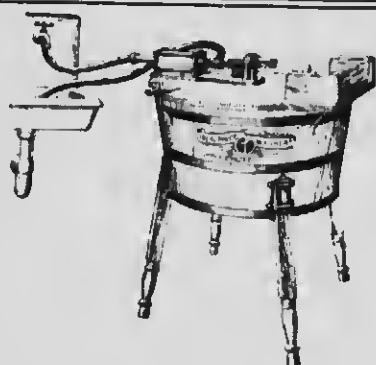
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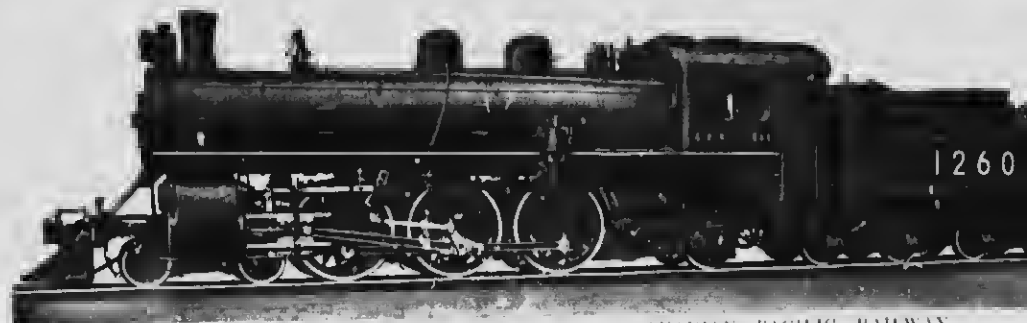
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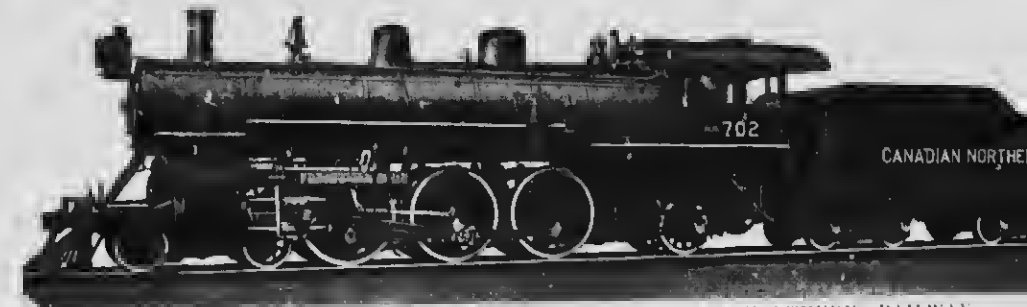
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Fig. E205

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Fig. C12

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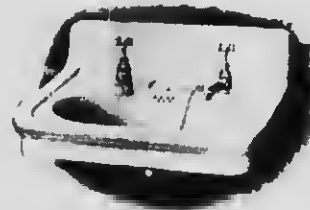


Fig. E020

An Improved Model Straight Front, Solid  
Porcelain Lavatory, fitted with  
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## Dimensions

|                   |                |
|-------------------|----------------|
| Diameter Over-all | 20 x 18 inches |
| Basin             | 11½ x 14½ "    |

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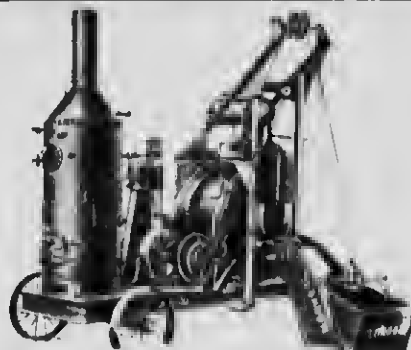
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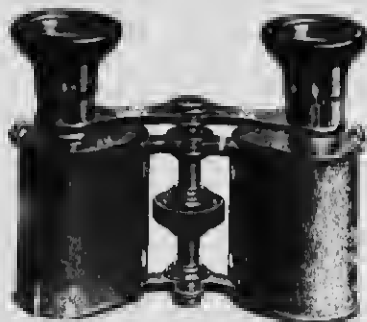
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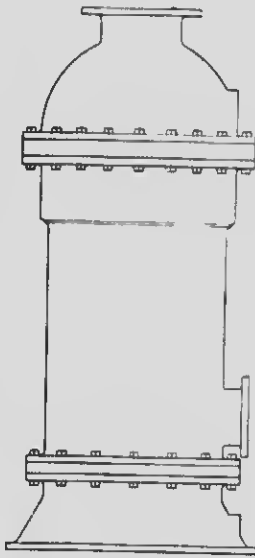
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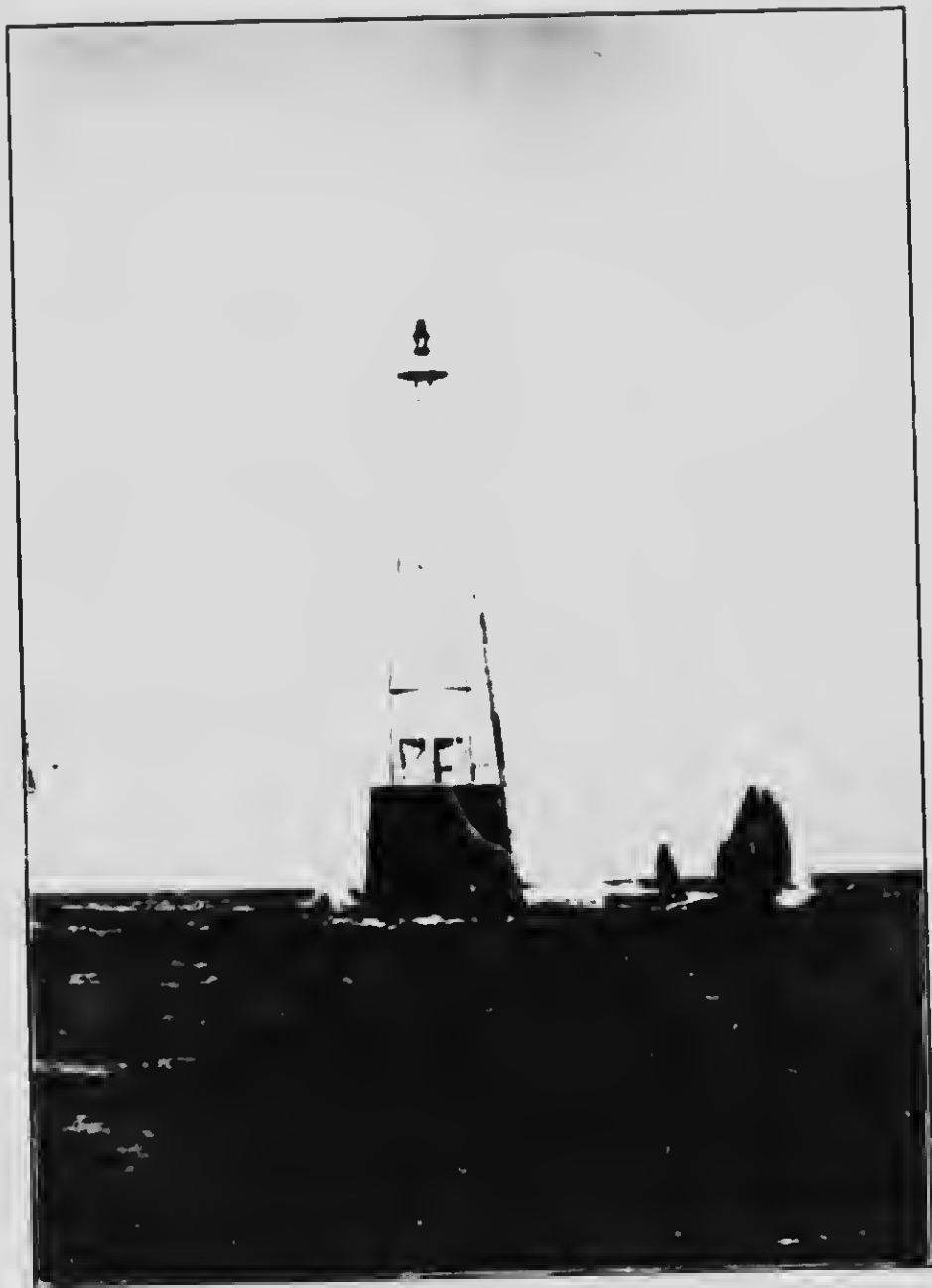


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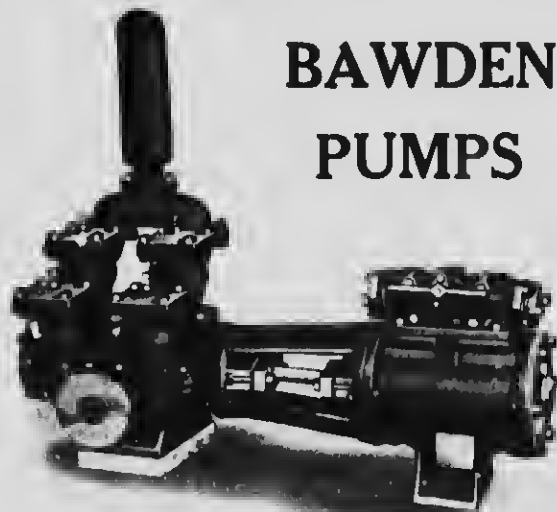
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## My Daughter's Birthday

**S**AFELY stowed away in my strong box at home, along with other valuable documents is a paper of peculiar interest to me—one the thought of which affords me more genuine pleasure than other documents of far greater pecuniary value. With this paper is an unsealed envelope containing a letter addressed to my little daughter.

Do you know how to touch a father's heart? Speak to him of that which pertains to the welfare and happiness of his daughter. His boys he loves, admires, rejoices in—but they are men, able like himself to battle with the world, permitted like himself to shape their own destiny, to carve their own destiny, to carve their own way to fortune.

His little daughter is the sole of his eye, the object upon which is centered the very essence of his affections. Her helplessness appeals to him. Her loving faith in his truth and sincerity, her trustful reliance upon his guidance and protection—do you know that, surpassing all other passions in its unmeasured heights and depths, is the love of a father for his daughter?

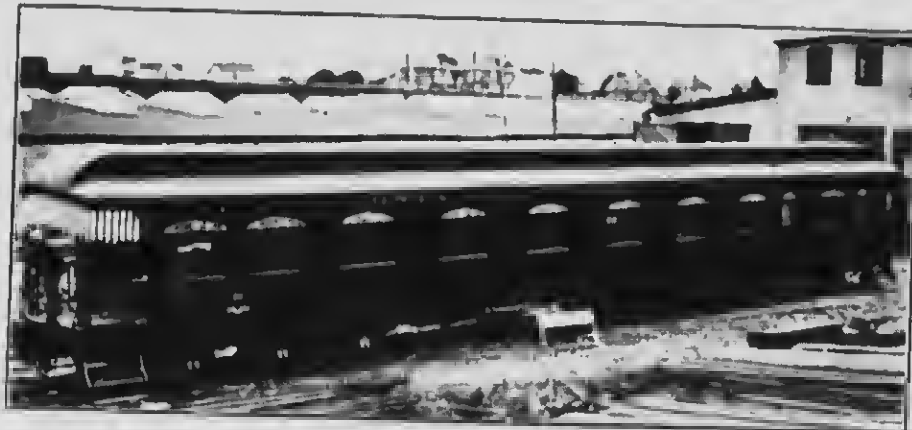
He knows that, in the course of nature he must leave her shortly. He knows, too, that she will never forget him—that she will revere his memory always while she lives, and yet other interests are bound to arise, new ties to be created. The little girl grows to womanhood—is a wife, a mother—and lapse of time though it blot not out remembrance, obscures as in a mist the personality of the loved one who is gone. Oh, to keep alive, to awaken again as by one's holy presence—the affections that slumber!

I think of my little daughter every day and every hour. It is my delight to say something, to do something to give her pleasure, and often far from home to send her some little token of tenderness that will remind her of her father. Full well she knows that I shall remember her when her next birthday comes around. Do I not know that her heart would break were I to forget her on that one day of all days peculiarly her own? Not for the loss of the trivial present, but because of the waiting love and the decline that neglect would imply.

There will come a birthday when the hand that was wont to bestow the gift is pulseless, when the lips that were wont to speak the words of tenderness are silent. On that day, when desolation holds peculiar sway in her heart because of the dear one who has passed, that first time, is vacant never to be occupied again—on that day, the letter now lying in the strong box will be sealed and given to her. It will convey her father's anniversary greetings as old, and will inclose a birthday present in the form of a draft for three hundred dollars drawn by The Mutual Life Insurance Company, of New York.

And with every yearly return of that day, so long as she lives, will come a similar check—not a large amount, but meaning more to her than many times the sum from another source. And when she is an old woman and I have been in my grave for forty years, with every birthday anniversary will come her father's accustomed present, conveyed to her by one of the strongest financial institutions in the world, in accordance with the terms of the life insurance policy now lying in the strong box at home.

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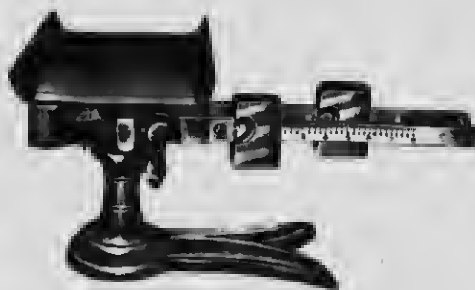
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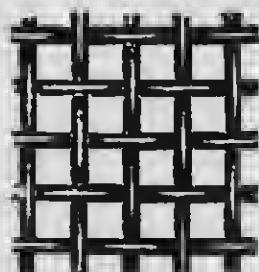
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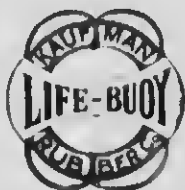
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The following tables of new insurance show how The Prudential Insurance Company of America has grown in public favor in Canada year after year.

|            | 1909                | 1910                | 1911                | 1912                | 1913                |
|------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Industrial | \$8,895,970         | \$13,757,005        | \$13,409,423        | \$15,333,140        | \$15,960,982        |
| Ordinary   | 5,841,283           | 6,873,115           | 7,512,871           | 7,650,546           | 7,829,598           |
|            | <u>\$14,737,253</u> | <u>\$20,630,120</u> | <u>\$20,922,294</u> | <u>\$22,983,686</u> | <u>\$23,790,580</u> |

A Detailed Statement of The Prudential's business in Canada and elsewhere is filed annually at Ottawa with the Superintendent of Insurance, who has thorough supervision over The Prudential's business in Canada.

**INSURE IN THE PRUDENTIAL** AS YOUR FELLOW CITIZENS ARE DOING  
YOU WILL NEVER REGRET IT



Liberal      Low Cost      All Guaranteed Policies  
Write for Rates

## The Prudential

### Insurance Company of America

FORREST F. DRYDEN  
President

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The "Great North Woods"—4,000 square miles of mountains, lakes and streams on the banks of which are hotels, boarding houses, cottages and camps. Mountain peaks in all directions, with wonderful stretches of scenery.

"The Adirondack Mountains and How to Reach Them," contains a large map with a complete list of boarding houses and hotels. It tells everything you could want to know about the Adirondack Mountains.

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Salt water and surf bathing, sailing, fishing and social gaieties, are the attractions at the Long Island sea coast and resorts, near New York City.

**Other Popular Resorts reached by the New York Central Lines  
are the Catskill Mountains and Berkshire Hills**

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Excursion  
Fares Now**

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agents will gladly tell  
you all about them.



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OTTAWA, Ont.

## Why You Should

Because life  
necessity, not  
creates an estate  
the payment  
sum of money,  
means of support  
ents of those  
earning power  
entire Capital.  
fund for the  
policyholder in  
if he lives. It  
gaged real estate  
of indebtedness.

It compels  
systematic and continuous sav-  
ing. It protects business enter-  
prises, strengthening bank credit  
and facilitating discounts. It  
will create a marriage portion  
for a daughter, or a business  
capital for a son. It will  
provide a life income  
of any desired  
amount for a wife,  
daughter, mother  
or other depen-  
dent. It provides  
indemnity for a  
loss which must  
occur sometime  
and which may  
take place at any  
time. Nine out of  
every ten men  
leave no estate at  
death aside from  
life insurance. Be  
sure that you at  
least leave that.

## Insure Your Life

insurance is a  
a luxury. It  
immediately by  
down of a small  
It provides the  
for the depend-  
whose brains and  
represent their  
It creates a  
support of the  
his own old age  
protects mort-  
and other forms  
It compels

The **Equitable**

**Life Assurance Society**  
of the United States

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950 ft. long, 58,000 tons

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Itinerary includes San Diego (Cincinnati) and Panama-Pacific (Cleveland) Exposition.  
Duration 135 Days. Cost \$900 up, including all necessary expenses, aboard and ashore.

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**Hamburg-American Line,** 71 Notre Dame St. W., Montreal

New York Philadelphia Boston Baltimore Pittsburgh Chicago New Orleans Minneapolis St. Louis San Francisco

# New York Life Insurance Company

1913 - Sixty-ninth Year

|                                                  |   |   |   |                  |
|--------------------------------------------------|---|---|---|------------------|
| New Business (109,763 Policies)                  | - | - | - | \$232,800,000.00 |
| Gain over 1912                                   | - | - | - | 34,000,000.00    |
| Risks in force Jan. 1, 1911 (1,101,655 Policies) | - | - | - | 2,273,000,000.00 |
| Gain over Jan. 1, 1913                           | - | - | - | 103,000,000.00   |
| Dividends allotted (1914)                        | - | - | - | 17,600,000.00    |
| Increase over 1913                               | - | - | - | 2,200,000.00     |
| Income                                           | - | - | - | 124,000,000.00   |

## Disposition of Income:

|                                               |   |   |   |                |
|-----------------------------------------------|---|---|---|----------------|
| Death Claims                                  | - | - | - | \$26,000,000   |
| Matured Endowments, Surrender Values, etc.    | - | - | - | 25,000,000     |
| Dividends                                     | - | - | - | 15,000,000     |
| Expenses, etc., including Taxes (\$1,352,956) | - | - | - | 15,000,000     |
| Added to Reserve                              | - | - | - | 13,000,000     |
|                                               |   |   |   | 124,000,000.00 |

## The Investments of the Year (Outside of Loans on Policies) were

|                               |   |   |   |                  |
|-------------------------------|---|---|---|------------------|
| Invested to pay 5.07 per cent | - | - | - | \$41,740,459.14  |
| Assets (market values)        | - | - | - | 748,000,000.00   |
| Insurance in force            | - | - | - | 2,273,000,000.00 |

The Company is purely mutual and issues only participating policies on the annual dividend plan.

Policies contain the standard conditions required by laws where issued and additional features not in conflict with the laws. One of the most important features is a disability clause which provides that in case of total and permanent disability the payment of premiums shall be waived. In such cases, the policy remains in force with increasing loan and cash values.

To Civil Service employees and others who have a moderate but assured income, Life Insurance offers practically the only method of providing for premature death and old age—one or the other of which is inevitable.

A position in the Civil Service is valuable because it offers an assured income; Life Insurance provides the same thing for the family in case of premature death, and for the insured in case of old age.

The advantages as well as the limitations of the Civil Service make Life Insurance indispensable for the Civil Service employee.

Send to the Montreal Branch Office, New York Life Insurance Company, for prospectus, rates, etc.

**New York Life Insurance Company, Darwin P. Kingsley, President**

# **Canada Steamship Lines Limited**

## **Niagara Navigation Division**

Service between Toronto, Lewiston, Queenston, and Niagara-on-the-Lake;  
Toronto and Hamilton; Toronto and Oleott.

## **Richelieu and Ontario Navigation Division**

Between Toronto, Rochester, Thousand Islands and Montreal; Toronto, Thousand Islands and Prescott (Express Service); Montreal and Quebec; Montreal and the Saguenay; Quebec and the Saguenay.

## **Thousand Island Steamboat Company**

Between Kingston and Cape Vincent; Clayton and Alexandria Bay.

## **Gulf Port Service**

Between Montreal, Quebec and Gulf of St. Lawrence; New York and Quebec; Quebec, Natashquan and Harrington Harbor - (North Shore—Labrador Route).

HOTELS:—Charmingly located Summer Hotels

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Fresh Water Sea Voyages, Sarnia, Ont., to Duluth, Minn., three times per week.

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**Amongst the 30,000 Islands**—Penetang to Parry Sound, Ont.

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## **Quebec Steamship Company Limited**

Bermuda

:-:

West Indies

WRITE FOR PARTICULARS AS TO RATES AND SAILINGS

# **THE HOME INSURANCE NEW YORK COMPANY**

*Fire :: Automobile :: Windstorm  
Hail :: Sprinkler Leakage*

*ELBRIDGE G. SNOW, President*

|                                                     |   |   |   |                        |
|-----------------------------------------------------|---|---|---|------------------------|
| <i>Cash Assets, January, 1914</i>                   | - | - | - | <i>\$33,139,915.81</i> |
| <i>Reserve as a Conflagration Surplus</i>           | - | - | - | <i>*1,800,000.00</i>   |
| <i>Capital (Authorized, Subscribed and Paid Up)</i> | - | - | - | <i>*6,000,000.00</i>   |
| <i>All Other Liabilities</i>                        | - | - | - | <i>15,266,896.12</i>   |
| <i>Net Surplus</i>                                  | - | - | - | <i>10,073,019.69</i>   |

*Surplus as Regards Policy Holders, \*\$17,873,019.69*

*Prompt, Equitable, Courteous ADJUSTMENTS*

*Followed by*

*Immediate Cash PAYMENTS*

*Over Half a Million Satisfied Claimants  
in the Past 61 Years*

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6 times more efficient than Carbolic Acid



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Adjustable shelves;  
sliding, air-tight  
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more expensive  
note—convenient,  
more durable, more  
elastic; will take 4  
sizes of books with-  
out waste space, in  
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The Thermometer may drop to the bottom, but you can laugh at the freezing weather if you have a Pease Hot Water Boiler in your home; because you can heat every part of it with safety, in comfort and warmth, keeping you and your family healthy, comfortable and happy.

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