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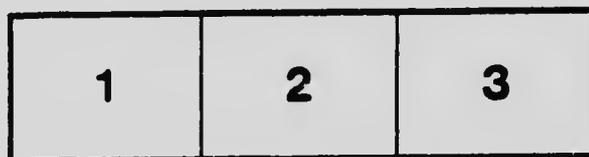
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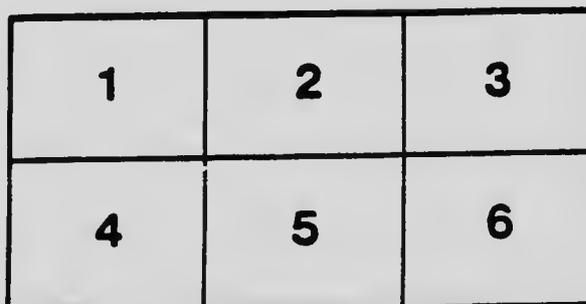
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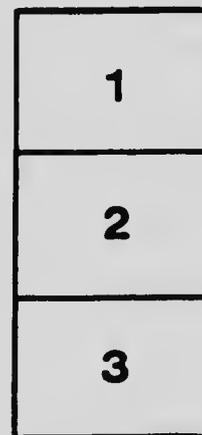
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# THE GREATEST CANADIAN

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Plate 1—Sandford Fleming at age 18, sailed from Scotland to Canada in 1845.

The eminent Canadian, whose useful life is outlined below, was the late Sir Sandford Fleming. As Plates 2, 3 and 4 show, he was tall and attractive as a born leader of men. He was gentle and persuasive of speech for worthy causes; but firmly determined when his mind was made up after careful thought.

He was the chief engineer who constructed Canada's first 3,500 miles of trans-continental railways from Halifax to Vancouver. Great as was that constructive work; his other achievements were greater, as later recorded.



Plate 2—Sir Sandford Fleming at age 81, the great Canadian and Empire advocate.

He was born in 1827 at Kirkcaldy in Scotland where he went to school with Andrew Carnegie, the great American. At age 18 he sailed to Canada in 1845 as a draughtsman and surveyor. He died in 1915 at Halifax aged 88, after 70 years of continual constructive work for the welfare of Canadians, the Empire and of humanity at large.

Plates 1 and 2 bridge the 70 years of Sir Sandford's wonderful life of service for Canada and the British Empire he so admirably served, that those who knew him best, regarded him as a great Empire-builder.

As a "canny Scot," Sandford Fleming fore-saw impending developments in Canada. In 1844 (at age 17) he read the news that the Imperial Government had made a survey for a **military road** to link Nova Scotia and New Brunswick with Upper and Lower Canada (**like the U. S. A. and Canadian Commission now propose to link Alaska to the United States**), **instead of more usefully building a light railway** to permanently and more profitably develop those Provinces.

Sandford Fleming knew that a railway would be more useful and less costly for Canadians to maintain, especially as he had learned that the surveyors intended to encourage the Imperial Parliament **to either guarantee the interest on, or to advance the sum required to build a railroad**. He therefore decided in 1845 to sail to Halifax.

Plates 2, 3 and 4 show the remarkable personality of Sir Sandford Fleming whose height of more than 6-feet and manly, well proportioned body, naturally attracted the notice of people around. His kindly manner and helpful efforts encouraged the members of his staff and the authorities with whom he came in contact; as proved by the fact that the Imperial, Dominion and Provincial governments unanimously nominated him as their selected arbitrator to decide the route for their Inter-Colonial Railway.

From 1852 (age 25) Sandford Fleming exerted a pre-eminent part in Canadian railway development. At age 28 he was appointed Chief Engineer for the Nova Scotia Railway to Truro as the first section of the Inter-Colonial Railway he built from Halifax to opposite Quebec. After successfully opposing the politicians who wanted to have it built in more costly short sections by local contractors, whose prices "by tender" were excessive; he, for like reasons, **resisted members of the government** who wanted bridges to be first built of **wood**, instead of **iron**, as he knew wood-bridges would soon have to be replaced by iron at far greater total cost.

In what was then known as the "Battle of the Bridges," Sandford Fleming won outright and by such risks of "losing his job" he saved Canadians from excessive costs. When the Canadian Confederation of Provinces became effective in 1867, he was at age 40 appointed the Canadian Government's Chief Engineer.

At age 44, Sandford Fleming was appointed Chief Engineer to construct the Canadian Pacific main-line to the Pacific

Coast. That gigantic structure was completed in about half the years the Dominion government had expected; although he had rested his construction-gangs on Sundays. That restful consideration is typical of Sandford Fleming's kindly regard for those who worked for him.

Plate 3 shows Sandford Fleming in the prime of life with his oldest son and their companions, while on his way through the Rocky Mountains in 1872 to decide upon the final route by which he built the C. P. Railway through the Kicking Horse Pass and alongside the Fraser River to Vancouver. His party were the first "white-people" to cross the "Rockies" by that route, as told in Sir Sandford's book "Old to New Westminster," containing details we have not space to record.

Plate 4 shows the late Lord Strathcona (then Sir Donald A. Smith) "**driving the last spike**" to hold the railway lines together when completing the last section of the C. P. R. uniting the first through travel between the Atlantic and the Pacific Coasts. The stalwart man in the centre of the group, wearing the tall hat is Sir Sandford Fleming, who planned and built that admirably constructed railway, which called forth the highest engineering skill and his resourceful energies.

He was elected a Director of the C. P. R. in 1883 and continued that useful service during more than 30-years. After retiring from his strenuous life as Chief Engineer, he devoted his powerful energies to such deserving causes as the following which derived their success from his advocacy:—

1. He originated the Canadian Institute and helped the Royal Society of Canada.
2. In 1880 he was appointed Chancellor of Queen's University, Toronto, and was during 35-years re-elected until he died in 1915.
3. After long negotiations he persuaded the governments of Britain, Canada, and Australia to lay the Pacific Cable in 1902.
4. From 1876 Sir Sandford took a prominent part leading to the adoption of "Standard Time" that has greatly simplified travel, news and other communications throughout the World.

He helped many other worthy causes.

STANDARD TIME was originated and made practicable by the efforts of



Plate 3—J. R. Ross, Dr. Moren, Sandford Fleming (standing), Geo. M. Grant, Frank Fleming (son). The first overland party through the proposed C. P. R. route to the Pacific Coast in 1872.

Sandford Fleming and his construction of the C. P. R. Before that Railway was built anyone travelling from the Atlantic to the Pacific coast had to go over five or more railroads. If from New York to San Francisco the most used route was via Chicago, Omaha, Denver and Salt Lake City. Each railroad was operated on the central daily time indicated by the Sun's noon-shadow-timed XII in its central city, which might differ from the time used on adjoining but differently owned railways to the East and West, by any range between 35 and 90 minutes.

In New York city-time and six different Railroad times were used. In Chicago there were seven railroad-times differing from City Time by 13 to more than 70 minutes. But as the C. P. R. had to operate nearly 3,000 miles while trains travelled westwards with the Sun, and also eastwards against the apparent Sun, Sandford Fleming divided the Earth's Equatorial circle of 360° by the 24 hours per day, to derive his geographic measure of 15° per hour.

That caused him to recommend that the C. P. R. Divisional stations should be located 15° apart to enable all concerned to simply change their watches one hour as they travelled East or West. By using the map of Canada, he saw that

there were only four hours difference between the Atlantic and the Pacific Sun-times; therefore he advised that four Time Zones should suffice. That is how Canadians derived their one hour changes between Eastern, Central, Mountain and the Pacific Times now used, not only for railway but for all timing purposes.

While Sandford Fleming was using such changes of Time during the years he was constructing the C. P. R., American Railroads quickly saw the practical advantages of that simpler system. Their managers mutually agreed to time their operations from October, 1883, by hour-changing zones. That caused the governing authorities at Washington, D. C., and the State capitols to favour the simplified time.

That extending use encouraged Sandford Fleming to plan for its world-wide use to benefit all humanity. As more than 70 per cent of the world's shipping were then using Greenwich-Time, he tried to induce the British authorities to use that simpler means to time their voyages, but he could not get a hearing. Finally he tried through the British Association, which after 4-years of effort agreed to allow him to read a paper on his Standard Meridian method at their Meeting in Dublin.

They timed his paper to be read on the Saturday morning when the Association's excursions took members away, so he could not be heard. That caused Sandford Fleming to appeal to the American and other governments. His appeal enlisted the support of the American Railroads and the Bureau of Standards.—The Czar of Russia and the King of Italy approved his one-hour zones of change and together they sent invitations for the International Conference to be held in Rome to try to establish world-wide use of the hourly change for each 15° moved East and West. But unfortunately Czar Alexander was assassinated before the date arranged for that Conference.

Consequently the President of the United States invited the Governments of Nations concerned to assemble at Washington, D. C., in October 1884 when Prime Meridian Time was agreed to be based on Greenwich Noon-time.—**After that success, Queen Victoria knighted Sandford Fleming for his great efforts.**

The United States and Canadian leaders had won the British and other governments over to accept Sir Sandford's proposal that Greenwich-Time should be used. (He was on the British Canadian delegation.) His proposal was carried and used until December 31st, 1924, when the basis of Time was changed by the astronomers from leading Nations agreeing to alter the Nautical Almanac's time-basis from Noon to Midnight, from January 1st, 1925.

That change became acceptable to all Nations, as nearly all their calendars are formed on the basis of computations printed in their Nautical Almanacs by the united efforts of the American, British, French, German and Spanish Nautical Almanac offices.

**THE PACIFIC CABLE.** After "Standard Time" was won, Sir Sandford's energies were enthused to lead the Imperial, Canadian and Australian governments, as joint partners, to provide the cost of laying and operating the Pacific Cable to Australia, New Zealand, etc., to encourage mutual interest between all parts of the British Empire.—That was achieved in 1902, after 23 years of strenuous efforts.

**ALL RED ROUTE.** While that Empire effort was being matured, Sir Sandford's expanding idea led him to advocate his plan to extend the Cables

system to the greater parts of the Empire as a government owned system to India, South Africa, etc. His purpose was to develop Empire-wide safety by Empire governments laying deep cables without touching shores owned by foreign Nations. His plan was to encircle the Earth by Empire connecting cables, so that in the event of War resulting in breaking the circuit in one direction, contact by cable could be maintained by wire round the opposite direction.

How far that has been achieved and is now helping the whole Empire, only the Imperial and Self-governing Dominion authorities know during this World War II. Such far-reaching effects cannot be made known in this leaflet.—Readers who desire fuller knowledge of the noble spirit that animated Sir Sandford's unique life's work, are requested to read the closing two paragraphs describing his ideals in his own words, as quoted from page 278 of his Biography by Laurence J. Burpee.

That life-encouraging book should be read by every youth leaving Canadian schools. Parents who can afford to buy it will find it a valued source of examples to follow in developing successful and happy lives for their family, also for the prosperity of Canada, the Empire and all humanity. Those who cannot buy it may obtain it from the nearest library.

Here space limits prevent the inclusion of more than four typical outlines serving to exemplify his character.

(1) Two of his friends had a difference they decided to submit to the ruling of the Court. There were 28 witnesses including Sandford Fleming, who was a very busy man. The first man took up the whole of the Court's first day. As the trial seemed likely to require a month of the Court's valuable time and would probably destroy friendships, he called that night on both litigants separately, ascertained the facts and then invited both of them to come to his room later that night to talk the quarrel over.

Having carefully refrained from letting either of them know that the other would be there; he arranged with them for one to arrive a few minutes before the other.—When the other friend called, he hid the first one behind a curtain, so that he could hear the real desire of the second friend before whom he then brought forth the first. Then having heard both sides he drafted a fair settlement which won the approval of both.

*Sandford • Fleming*



Plate 4—Sir Donald Smith (later Lord Strathcona) driving the last spike, 1885, November 7, completing the C. P. Railway across Canada. The outstanding personality in the centre of the crowd is Sandford Fleming, the Chief Engineer, who constructed the Railway from Coast to Coast.—The late Sir William Van Horne is the stout man in the square bowler hat.

Next morning each took a copy of the draft to his lawyer, **both of whom repudiated** it as unacceptable. They wanted the case to be fought out to a finish, even if that required a month-long fight. Sandford Fleming in the interests of both advised both friends to take his draft settlement to the Court and ask the Judge to advise what should be done. The Judge cordially urged them to accept it and gave his approval. That dismayed the lawyers; but the two litigants joined hands while Sandford Fleming went to the station to travel home. While waiting for the train their messenger brought him an envelope containing a handsome cheque, with cordial thanks for the helpful service he had given them, without any desire for that reward.—If that spirit could permeate the actions of leading statesmen (many of whom live noble lives) when quarrels arise or rather before they become intense and lead to wars, what an incalculable loss of lives, devastating misery and destruction could be prevented and turned to help all humanity.

(2) Is typical of his ever extended patience and skill in dealing with the self-centred designs of governmental authorities in all Nations. This example resulted from his well-directed efforts to encourage the British, Canadian and

Australian governments to unite by partnership to provide and lay the Pacific Cable from Canada to Australia, as the second link in his embryo chain of the Empire's cables around the world.

**THE PACIFIC CABLE.** The great success of the first and second Atlantic Cables laid by British authorities to New York (in 1858 and 1867), enlisted the interest of Sandford Fleming. His extension of the telegraph from Halifax to Vancouver Island on the Pacific had spread daily news more than half way to Australia. He knew the practical advantages that would result from the use of his proposed Pacific Cable, and was surprised by finding his efforts were being thwarted by British government authorities; but he never resented such opposition. He went to England to ascertain its cause.

He located the self interest of the eastwards Cable companies who had great business in India and had profited by the increasing cabled news and business use of their extension to Australia. He traced their influence on the Colonial and Foreign Offices directing the British government's dealings with Australia, Canada and the United States. The following is a brief summary of Sandford Fleming's 23 years of continuous effort to bring the Pacific Cable into use.

In 1879 he wrote the Superintendent of Canada's Telegraph Service that as the terminus of the C. P. R. would be decided that year, it was advisable to have a Pacific Cable. He little knew the long and uphill struggle he had to face against tremendous odds. Sandford Fleming had first to overcome the inertia of the Australian, Canadian and New Zealand people then intent upon local developments. He overcame their self-centred interests by cultivating and educating their leaders through contacts made during more than 20 years.

His second and more difficult task was to bridge over the "masterly inactivity of the British Government," which he did as later shown. His third task was to master the active, resourceful and powerful opposition of the wealthy Eastern cable companies who held the monopoly of British Cable-helped business with Australia, etc. They disliked the prospect of losing it through the less costly Pacific Cable proposed as a partnership of Governments.

Sandford Fleming's viewpoint was that the Pacific Cable extension was "A question of Imperial importance." He was a practical idealist of bold and broad ideals. He also had the capacity and experience to work out required details, and to apply his genius to select and negotiate at opportune times.

His very carefully worked out estimates of Cable costs, revenue and operating expenses could not be refuted by opponents employed by the cable business who alleged the Pacific Cable would be a financial failure.

His ever patient tenacity of purpose was proved by the means he used to overcome difficulties raised by British authorities. They pressed the need for a Survey of the proposed route. They delayed action by stating they could not spare a ship. He found a Canadian ship available. They next pleaded they could not get the money to pay for the Survey. He countered by offering to pay half the cost and later found that Cable-contractor's estimates proved that a survey was not needed.—They could not find a mid-way island for the central exchange; he found one for them and paid the expenses for a British officer to go there.

In 1894 he got the Canadian Government to assemble delegates from the colonies concerned and to invite tenders for laying the cable. That proved the project to be practical and so far overcame British opposition that the pro-

posed Cable was placed on the Agenda for the Jubilee Conference in 1897, when the project was delayed by the influence of financiers interested in Eastern Cable Companies.

That caused Sir Sandford Fleming to address a vigorous protest to Sir Wilfrid Laurier, then Prime Minister of Canada, setting forth the importance of the Cable and emphasizing that the British Government had not responded to the proposals of Canada, Australia and New Zealand, and was retarding Imperial expansion, crippling Empire commerce, etc., in the interests of rich monopolists.

The publication of Sir Sandford's letter produced a storm of protest throughout the Empire. It caused the Cable to be laid and made available for use on October 31st, 1902.

(3) **The ALL-RED LINE of CABLES** was evolved in Sir Sandford's expanding mind long before the triumph of the Pacific Cable. His Empire safeguarding plan for a continuous system of cables and land telegraphs, entirely within Empire control, was so far-seeing that we now only begin to see the importance of cheaper world-wide telegraph service his work made available. A simple summary of his efforts would fill pages. They suggest the zeal of St. Paul. Without desire for any gain he visited five continents at his own expense in money, time and service, hoping that all in the Empire and humanity would be made permanently happier by such efforts and examples.

In 1907 Earl Grey, then Governor-General of Canada, publicly recorded:—

"For upwards of 25 years Sir Sandford Fleming has devoted his energies to securing for Great and Greater Britain the advantages of cheapened telegraph service . . . ungrudgingly and without stint . . . in the realization of hopes . . . not far off."

Although Sir Sandford continued his efforts to age 88, urging the importance of laying Empire-cables under deep seas, connecting all larger colonies, to encourage mutual respect and unity of purpose; he died in 1915 before his plans were matured to success. He had spent 40 years in patient but earnest advocacy for the "All-Red Line" he did not see completed because British conservatism was in such deep ruts that it could not be lifted up to find the way out.

On completion of the Pacific Cable in 1902, Sir Sandford sent two cabled mes-

sages to prove the practical use of the world-encircling telegraph he designed.

**The first read** "Congratulations follow the Sun around the globe initiating new era of freest intercourse and cheap telegraph service throughout the Empire."

**The second read** "Receive globe encircling message via England, South Africa, Australia and Pacific Cable, congratulating Canada and the Empire on completing **first segment** State controlled electric girdle, the harbinger of incalculable advantages, national and general,"—Both cables were addressed to the Governor-General of Canada: **the first** going Eastward; **the second** Westwards, to demonstrate that if an enemy cut or "tapped a cable either way; the other route could get the message through."

In an interview on that first segment's use, he said "It is the initial section of a far greater project" . . . "as a great Imperial undertaking commenced" . . . "A careful study will satisfy any man that the Pacific Cable is the only possible key to an Imperial postal cable service throughout British possessions" . . . "Every British Government should consider" . . . "a postal telegraph service to the whole Empire" . . . "Time will elapse before such great objects will be realized" . . . "They are a necessary means to build up the new Empire . . . and are indispensable to its life and unity."

Those excerpts may serve to unfold, in part, the great Imperial ideals the fertile mind of Sir Sandford Fleming was expanding during his 70 years of useful life in Canada. Lack of space and time prevent further details. Therefore these few further records must suffice.

**(4) THE PRACTICAL CHRISTIAN.** In **Social Service** among those around him, Sir Sandford Fleming was eminently successful. That may be partly visualized by considering his social impress on the cosmopolitan army of workers he directed while building the 2,900 miles of track for the C. P. R. from Montreal to Vancouver. He always rested the men on Sunday and encouraged them to worship their Creator in no narrow spirit. Although schooled as a Scotch Presbyterian, he cultivated fellowship with Baptists, Catholics, Church of England, Methodists, Buddhists, Confucians, Hindoos, Mohammedans, and others among his men and those he met during world-

wide travel. He learned something good from most of them.

Seeing how impeded his men were on Sundays by religious differences taught them in their childhood, he assembled a conference of Baptist, Catholic, English Church, Methodist, Presbyterian, etc., leaders to find out what hymns, prayers, psalms, etc., they could agree upon to mutually use, without any paid chaplain or minister. Those he carefully edited upon the advice of the collective leaders and oriental advisers who understood the English language.

The resulting recommendations he paid the cost of printing, with 10 alternative opening sentences, 10 prayers of invocation, 10 of confession, 10 of supplication, 10 of intercession, and 10 alternative Concluding Prayers. He also printed a Burial Service, selected 148 Bible readings, 45 Psalms, 20 hymns, with special prayers, etc., for Sailors, Settlers, Farmers, Miners, and others, so that any passing or near-by stranger could join in the service.—**That book of "Social Service" was provided freely to all and led to such mutual good-will and helpful fellowship** that the through-line to Vancouver was constructed in about half the number of years politicians had suggested would be required. The subcontractors and men so highly esteemed the C. P. R. Chief Engineer's ability and consideration for their welfare, that they gave him their utmost energies, as also did his staff of assistants. They collectively were enthused by Sandford Fleming's zeal for the herculean project he had been advocating since 1871, to open up Western Canada and connect the Eastern Provinces with the Pacific Coast he had visited in 1872 as shown by **Plate 3**.—Then the proposed line through the Rocky Mountains was considered as a joke and utterly impracticable until Sandford Fleming, the invincible advocate, proved them wrong by his report to the Canadian Government.

In 1871 he had been appointed Chief Engineer for the projected C. P. Railway that until 1880 was being constructed as a Government railway, like the Inter-Colonial line from Halifax. In 1880 he resigned and the project was handed over to form a private company. In 1883, after he had severed his connection with the railway, he at his own expense again crossed to the Pacific Ocean, but this time through the Kicking Horse Pass. While on the West Coast he encouraged Eastward con-

struction of the railway along the north side of the Fraser river, until it met Sandford Fleming's progressing construction from the East, in the Eagle Pass at Craigellachie as shown on Plate 4.

The crowd of workers there seen around Sandford Fleming's outstanding person were his loyal helpers. They knew and admired his every contact with them, especially during their restful Sundays, which were contrasted by those workers who had been used to the ceaseless drive of contractors who had constructed American railroads through the North West.

The space available does not admit of more than mere mention of Sir Sandford's other more than 80 efforts towards building up Canada, the Empire and the welfare of all humanity, as listed on pages 279 to 284 of Laurence J. Burpee's biography of Sir Sandford Fleming's biography, as the Empire-builder.



Plate 5—Sir Sandford Fleming, Chancellor of Queen's University, Toronto, continuously re-elected during 35 years.

Plate 5 shows him as the Chancellor of Queen's University, Toronto, from 1880 to 1915. During those 35 years he was continuously re-elected until he passed to the great beyond, honoured by all who had the privilege of knowing him and his unique life's work, for which he was knighted in 1897.

He was a Fellow of the Royal Society of Canada, the Royal Geographic Society, the Geological Society and a member of many scientific Societies.

In conclusion these two clauses are recorded as showing the summing-up of his life's work and his philosophy:—

"I have often thought how grateful I am for my birth into this marvellous world, and how anxious I have always been to justify it. I have dreamed my little dreams, I have planned my little plans, and begrudged no effort to bring about what I regarded as desirable results. I have always felt that the humblest among us has it in his power to do something for his country by doing his duty, and that there is no better inheritance to leave his children than the knowledge that he has done so to the utmost of his ability.

"It has been my great good fortune to have had my lot cast in this goodly land, and to have been associated with its educational and material prosperity. Nobody can deprive me of the satisfaction I feel in having had the opportunity and the will to strive for the advancement of Canada and the good of the Empire. I am profoundly thankful for length of days, happy years, for friendships formed, and especially for the memory of those dear souls who have enriched my life while they remained on this side."

Canada has produced so many great men that differences of opinion may arise among readers according to their early training. But above all in my more than 30 years of Canadian life, Sir Sandford Fleming looms as the greatest and noblest of the many I have been privileged to meet.

The last time I met Sir Sandford was at his Ottawa residence in 1908 on the day that Mr. Mackenzie King (now Premier) returned from the United States to Canada. Sir Sandford invited us to lunch with him. I arrived early. While speaking of the "All-Red Route" for cables he said that "as the spinal cord was vital to maintain our bodies, so the linking Empire Cables would prove to be the cerebro-spinal axis of our Empire's existence."—The truth of his forecast has since been proved under the stress of two World Wars.—He was the great Canadian Empire-builder and helper for all humanity, by originating "Standard Time" as outlined in my next article on Constructive Realities.

When readers see daily times on clocks and watches; when they tune in or hear radio news, etc., they should remember that those world-wide facilities were won for humanity, through the advocacy and energies of that greatest of Canadians—Sir Sandford Fleming.

Moses B. Cotsworth.

