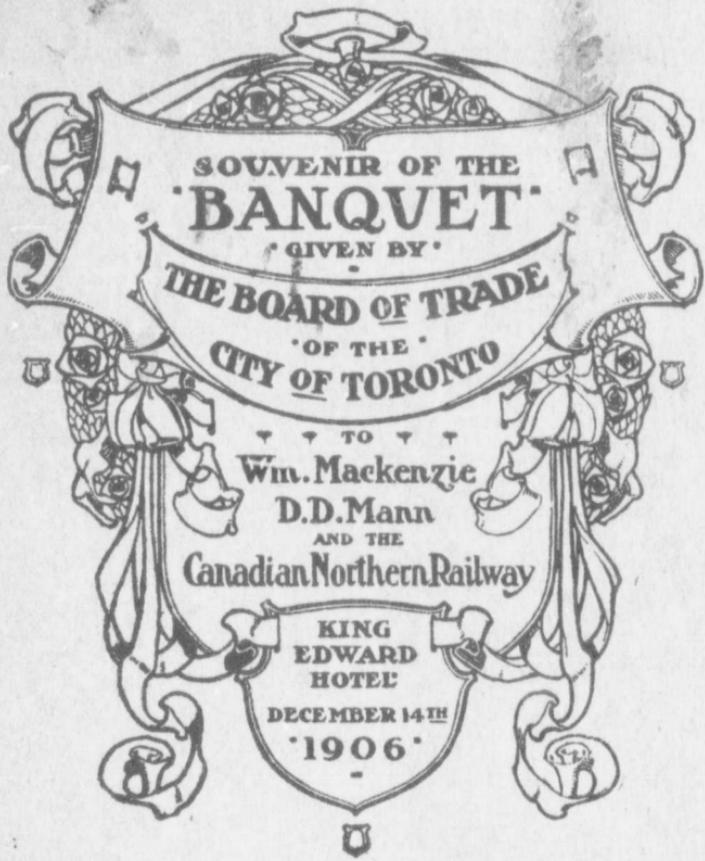
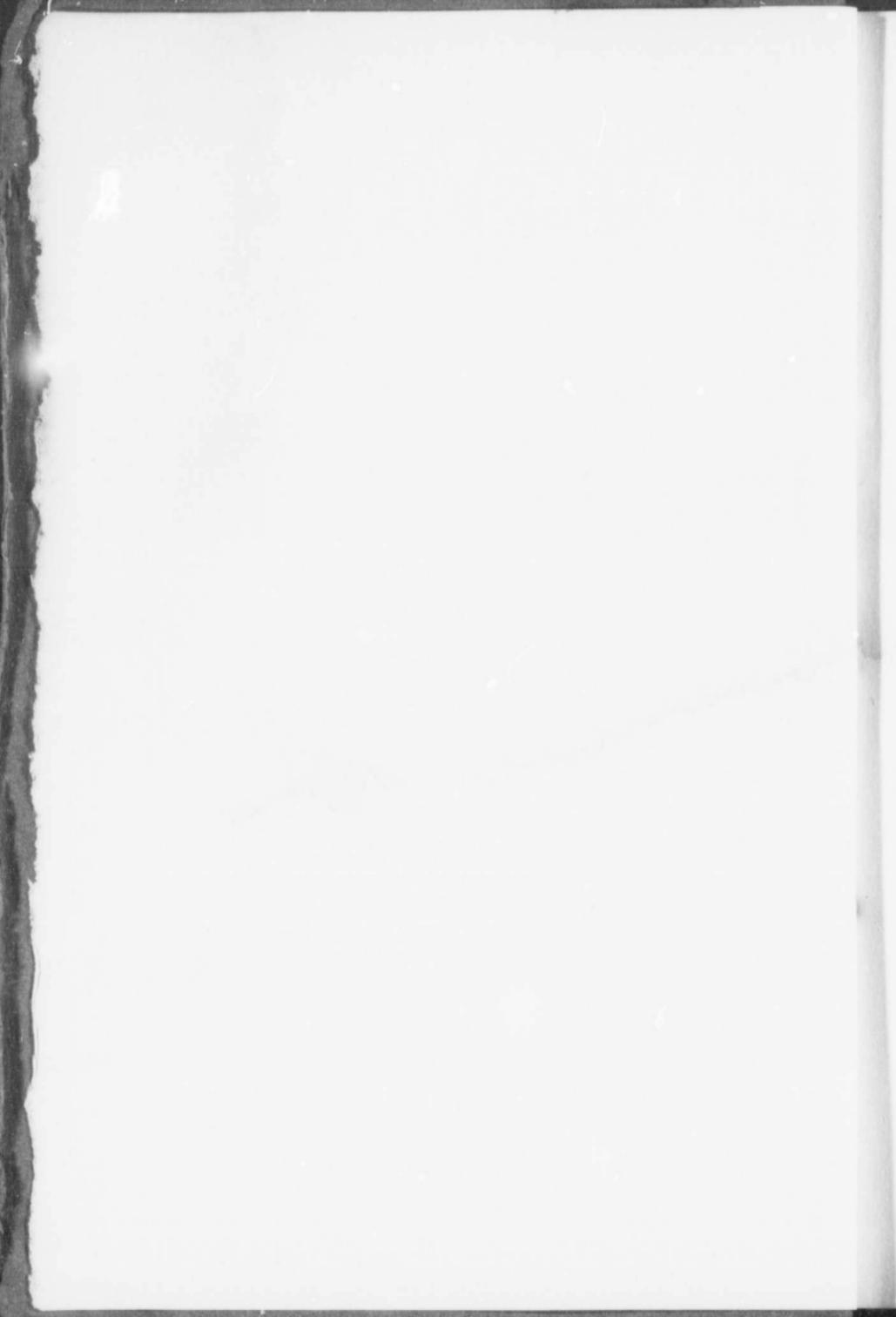


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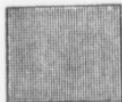
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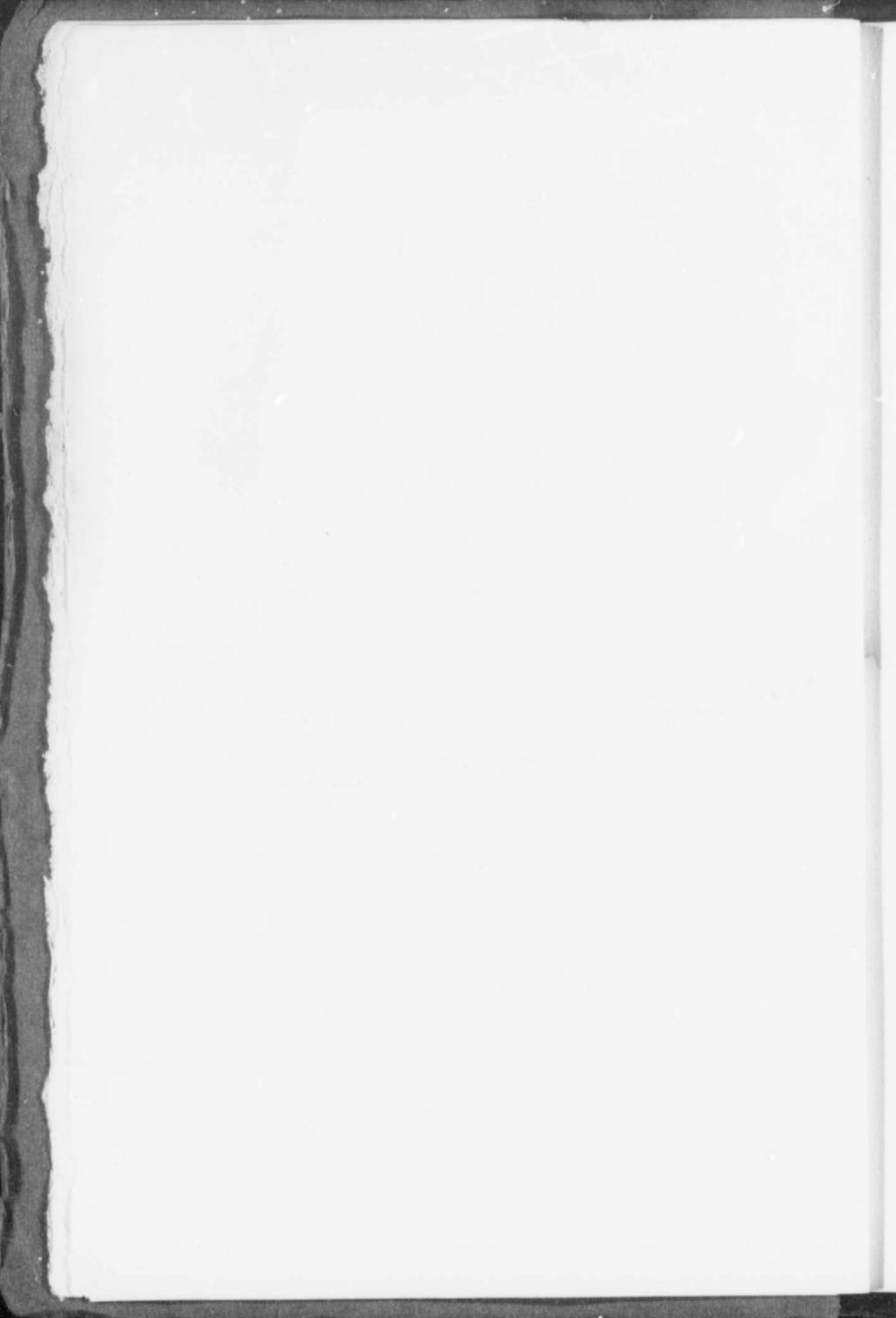
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Banquet
 given by
 The Board of Trade
 of the
 City of Toronto
 to
 Wm. MacKenzie Esq. & D. D. Mann Esq.
 and the Canadian Northern Railway
 at the King Edward Hotel
 December 14th 1906



"Sit down and feed and welcome to our table."
A.Y.L.L., Act II., Sc. 7.

MENU

Canape a la Russe

Malpecques

Celery

Olives

Salted Nuts

Clear Green Turtle Soup

Escalloped Halibut En Casserole

Veal Sweetbreads, Glace

French Peas

Filet Mignon, Bordelaise

Sweet Potatoe, Brown

Spinach

King Edward Punch

Broiled Canadian Squab on Toast

Shoe String Potatoes

Guava Jelly

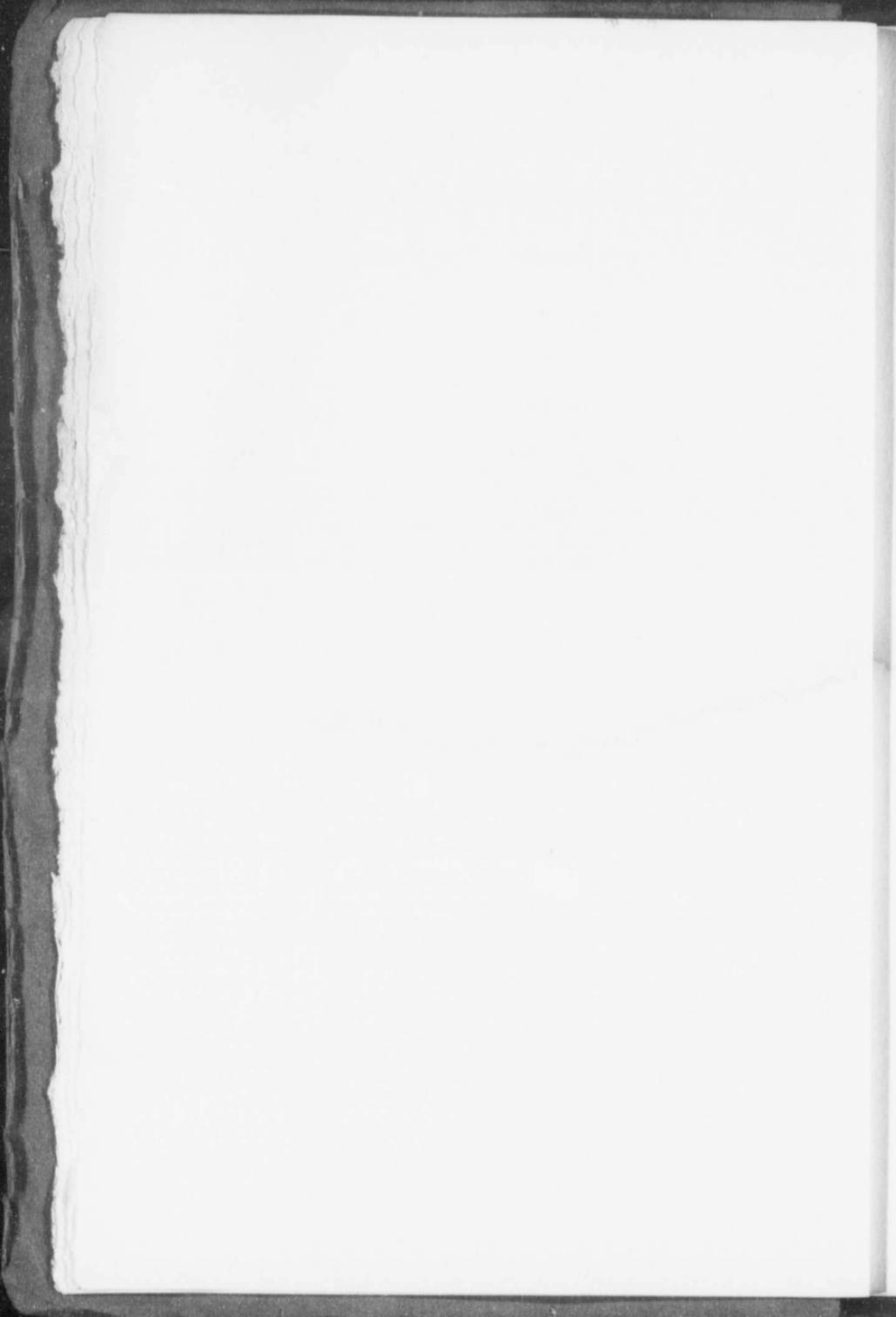
Stuffed Tomatoes, Mayonnaise

Nesselrode Pudding, Maraschino Sauce

Coffee

Crackers

Camembert



TOASTS

The King

"O! he sits high in all the peoples' hearts."
—Julius Caesar.

His Honor The Lieutenant-Governor of Ontario

"A loyal, just and upright gentleman."
—Richard II., Act 1, Sc. 2

The Canadian Northern Railway—Mackenzie & Mann

"No pent-up Utica contracts your powers,
But the whole boundless continent is yours."
—J. M. Sewell.

The Province of Ontario

"Here with a cup that's stored unto the brim
We drink this health to you."
—Penicles, Act II., Sc. 3.

Toronto

"Where'er I roam, whatever realms to see
My heart untravell'd fondly turns to thee."
Goldsmith, "The Traveller," line 7.

Canada

"Methinks I see n my mind a noble and puissant
Nation rousing herself like a strong man
After sleep, and shaking her invincible locks;
Methinks I see her as an Eagle mewing her
Mighty youth, and kindling her undazzled eyes
At the full midday beam."
—Milton.

"A kind good night to all!"
—Macbeth



OFFICERS

President Peleg Howland

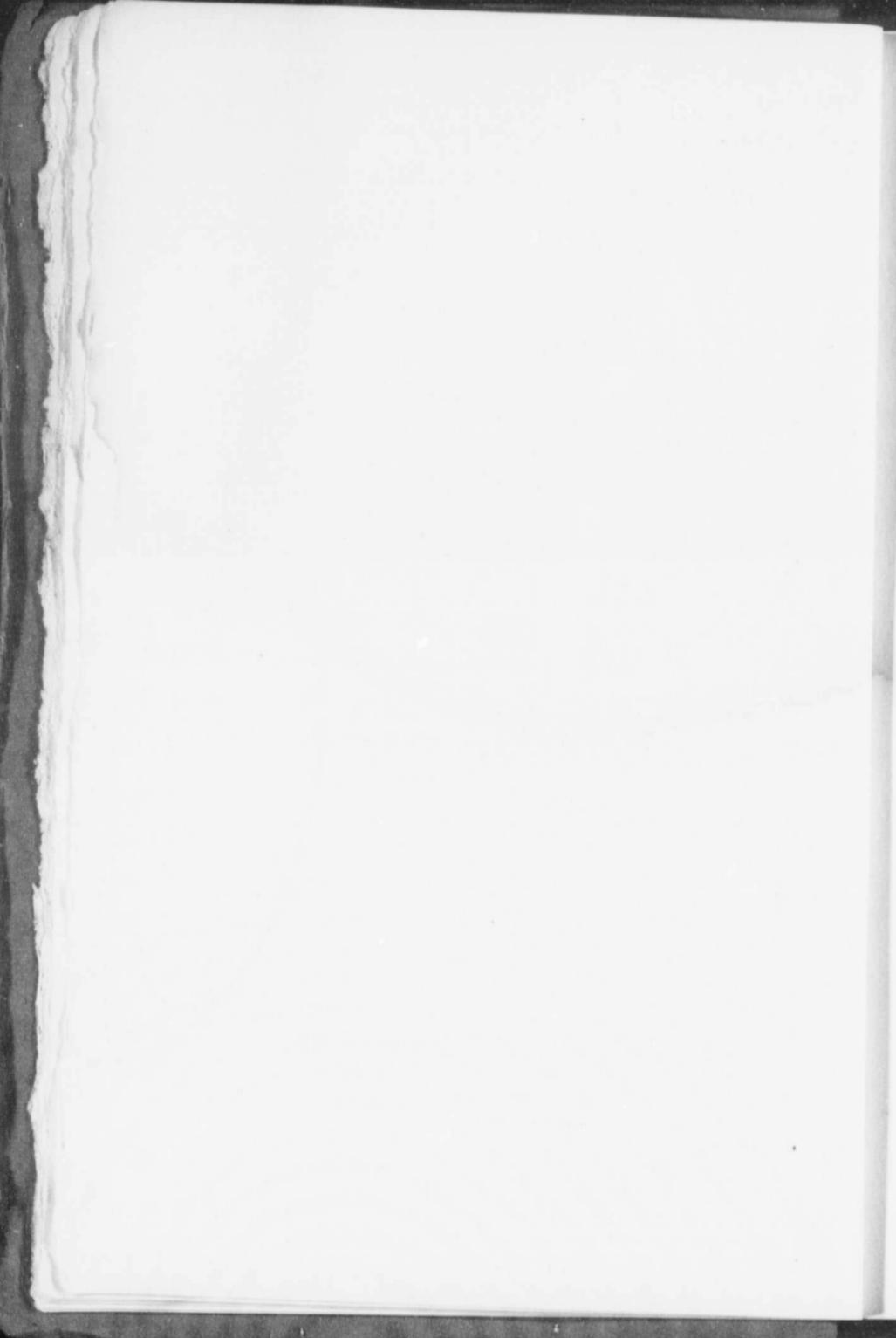
1st Vice-President, R. C. Steele 2nd Vice-President, R. J. Christie

Treasurer, - J. W. Woods

Secretary, - F. G. Morley

Council

James D. Allan	H. N. Baird	C. W. Band
W. F. Cockshutt, M.P.	John F. Ellis	W. J. Gage
F. W. Hay	John D. Ivey	Thos. Kinnear
Jos. Oliver	A. T. Reid	A. F. Rodger
James Ryrie	J. P. Watson	C. W. I. Woodland



BANQUET COMMITTEE

John D. Ivey, Chairman

Peleg Howland

R. J. Christie

A. F. Rodger

James Ryrie

R. C. Steele

J. W. Woods

A. T. Reid

F. G. Morley,
Sec.-Treas.



SPEECHES

The King

Proposed by Mr. Peleg Howland, President of the Board of Trade :

“ The ruler who helps to the peace of the world is more worthy of a place in history than the most renowned warriors. We in Canada, to whom peace means so much, should be quick to appreciate him who throws his influence against war. Let us drink to our King Edward the Peacemaker.”

**Mr.
Peleg
Howland**

“ GOD SAVE THE KING ”



His Honour The Lieutenant-Governor of Ontario

Proposed by Mr. Peleg Howland, President of the Board
of Trade :

“We have with us to-night, in the representative of the Dominion government, a gentleman who has filled the high position to which he has been called in a manner in every way satisfactory, and who has indeed justified the departure from custom of the present government in going to the walks of private life for one to fill the office of lieutenant-governor of this Province. In the words of the card, ‘A loyal, honest and upright gentleman.’ I ask you to drink to the health of His Honour the Lieutenant-Governor William Mortimer Clark.”

Mr.
Peleg
Howland

His Honour, William Mortimer Clark, K.C., LL.D., Lieutenant-Governor of Ontario, in responding to the toast to his health, said :—

“I thank the president and members of the Board of Trade very sincerely for extending to me an invitation to be present at this gathering of Canadian gentlemen, perhaps more representative than any which ever assembled in the city. In looking over the guests, I see before me men of the greatest prominence in our community, in the political world, in law, medicine, banking and commerce, and indeed in all spheres of life, met to do honour to two of our distinguished fellow citizens, who have by their extraordinary ability and enterprise done honour to themselves and our country. Such an assembly does credit to the kindly feeling prevailing among our business men, and their ready

His Honour
William
Mortimer Clark

His Honour
William
Mortimer Clark

appreciation of the energy and success of others. It affords me great pleasure to have this opportunity of joining in this magnificent expression of good will to the guests of honour."

"The 19th of November, 1906, was a red-letter day in the history of Toronto, for on that day the first passenger train of the Canadian Northern Railway left Toronto, and electric energy from the Falls of Niagara was transmitted to our city by the Electrical Development Company. Messrs. Mackenzie and Mann were connected with both of these great enterprises, particularly with the former, which involve great possibilities, for not only our city, but for our Province, and indeed our Dominion. The question of transportation and the production of electric energy are the two great problems which at present seem most powerfully to affect our material prosperity. In the past we have sought in vain to find in our Provincial limits heat from the stored warmth of the sunlight of bygone ages in coal fields, but have found it when the time arrived at our very door, in the cold waters of our rivers and streams. The development of our Province has been going on by leaps and bounds till the eyes of the world have been fixed on it with astonishment. I venture to say that the condition of the common people is better than that of any other part of our Empire, the British Isles not excepted, and none need leave our borders to seek fortune elsewhere. We are apt to be somewhat carried away by the glamour attaching to our great North-West and its golden harvests, and forget the magnitude of *our* agricultural interests, and that the products of the farm in our own Province exceed all those even of the great North Land. New industries of all sorts, which will be greatly increased by electric force, are springing up among us, and from being, as in former time, an agricultural country, we are in Ontario becoming a manufacturing centre. The mineral wealth of the Province, so suddenly found, seems

to be fabulous. Mines of great richness, vast forests and stretches of fine farm land lying in our Northern Ontario, attract the capitalist and the settler. This new northern road will do much to turn all this hitherto undiscovered wealth to account, and bring to our city the treasures of the North. It may soon bring us into communication with the tide waters of Hudson's Bay with all that this implies. Few realize what this will mean to us.

"Some of the audience will remember the construction of the Toronto, Grey & Bruce and the Toronto & Nipissing Railways. The fact that these roads had their termini at Toronto, instead of merely passing through it, had an immense effect on Toronto. Indeed, the rise of our city seemed to date from that time. The advent of the Canadian Pacific Railway was an important factor in our prosperity, but that road, the enterprise of a few Scottish gentlemen in Montreal, who had all their interests in that city, may be said to be a Montreal affair, and has not even yet lost its original complexion. Now, the guests of honour, (who, by the way, are Canadian Scots, are your fellow citizens, having their interests among ourselves) have organized a great transcontinental road, having its head office and one of its terminals in Toronto, and the others on the Atlantic and Pacific. The importance of this to the city and Province cannot be exaggerated, for it opens new fields for the employment of our inhabitants in countless directions, and builds up and increases the commercial prosperity of our whole commonwealth. It is therefore, gentlemen, right that you should do honour to your distinguished guests. This great road will form another bond to unite our various Provinces more closely, and in doing so, to consolidate the Empire, a goal worthy of the strenuous efforts of the greatest statesmen that the country can produce.

"You may remember the words put by Bulwer into the mouth of Richelieu, in his great drama, when

His Honour
William
Mortimer Clark

**His Honour
William
Mortimer Clark**

he pathetically exclaims, 'Oh! for an hour of youth.' Gentlemen, there is not a man in this room who would not desire to be spared to see the coming phenomenal rise of this, the greatest Province of the Empire, and to witness what is ahead of us under 'the process of the suns.'

"I hope that the Board of Trade will long continue to be the faithful exponent of the views of the business community, and I express my sincere hope that the success which has attended Messrs. Mackenzie and Mann in the past, will accompany their efforts in the progress of their great work, the Canadian Northern Railway."

The Canadian Northern Railway Mackenzie and Mann

Proposed by Mr. Peleg Howland, President of the Board of Trade:—

“It is now over fifty years since the first railroad was opened from Toronto—the Ontario, Simcoe and Huron—running from here to Aurora, and then to Barrie and Collingwood. The name of this road was afterwards changed to that of the Northern, and it had for many years its head office in Toronto. Next, fifty years ago, the first Grand Trunk train entered the city; following came the Great Western, the Narrow Gauge roads, the Credit Valley; and the Ontario and Quebec was projected, and we had head offices until the absorption of all these lines by the two great systems—the trans-continental Canadian Pacific, and the Grand Trunk—which has done so much for this province and city—perhaps not altogether willingly. But with the absorption, the centre of interest was removed, and some have said that favours have been extended to where head office influences lie. Be that as it may, this place has prospered and is growing. Some few years ago the Board of Trade used its influence in favour of the construction of the James Bay Railway by way of Parry Sound and Sudbury, and this has led to the construction of a second line from Sudbury—this by the Canadian Pacific Railway—with the result that we will be directly connected with that trans-continental line, and it would seem that the James Bay Railway is also to be a connecting link with another trans-continental system, this time with the head office here, with the men to whom we owe it, resident here, with their interests here, and with their influence here. This road already stretches from Port Arthur westward across half a

**Mr.
Peleg
Howland**

Mr.
Peleg
Howland

continent, and with the completion of the line to Parry Sound, we tap in summer time all that great wheat country.

"We are here, gentlemen, to-night to do these men honour, to show them that the business men of this city recognize the importance of the occasion of the entrance of this line into the city; to let them know we appreciate the fact that they have located their head offices here; that we recognize the energy, pluck and dogged perseverance they have shown, and that we hope that their efforts will not slack, nor any obstacle retard them, until the Canadian Northern extends from ocean to ocean. I ask you to drink to the health of the Canadian Northern Railway and Mackenzie and Mann.

The Canadian Northern Railroad Mackenzie and Mann

Mr. William Mackenzie, President of the Canadian Northern Railway, responding, said:—

Mr.
William
Mackenzie

"Mr. President and Gentlemen,—It is very difficult for me to find words to express my appreciation of the honour you have conferred on Mr. Mann, myself and the Canadian Northern Railway, in the tendering of such a magnificent form of appreciation by such a great commercial institution as the Board of Trade, comprising as it does most of the representative manufacturing and business men in the City of Toronto. It is a token of appreciation of which any man or corporation might well feel proud. It is very gratifying to me as a citizen of Toronto for the last seventeen years, and as a native of the Province, that in your opinion, I have in any way contributed to the city and the Province any service worthy of this great recognition.

"I have had occasion, as you probably all know, to visit Great Britain repeatedly, seeking capital wherewith to prosecute the building of our various railways, and I am very pleased to be able to inform you I have found that the investing public of Great Britain takes a keen interest in Canadian affairs, and that Canadian securities are growing in the appreciation of the investing public in Great Britain from year to year, which, I may say, they have shown in a practical form by taking all the securities we have offered. Sometimes we are inclined to think that England misunderstands us, but you must remember that London is the centre of the world's finance and that they have the whole of the world to pick and choose from for their investments.

**Mr.
William
Mackenzie**

"We require all the money that we can attract from the several different countries, and if this investment is properly directed, I think you will agree with me that there is a great field for investment in Canada in connection with the development of the different natural resources.

"When you think of the great strides made by Canada in attracting immigration, you will see how it has progressed since 1900. In the fiscal year 1900, we received 49,000 immigrants, and during the year ended June 30th, 1906, received 189,000. The total for six years was 710,000 people.

"The character of the immigration is of more consequence to Canada than the number of immigrants. Now let us look for a moment and see where these people came from. During the six years mentioned there came from the United Kingdom 273,000, and from the United States 240,000, making 72 per cent. of the total immigration from the two great English speaking countries.

"It will be of interest to you to know that these immigrants do not come to this country poverty-stricken. For the year 1905, settlers' effects entering

Mr.
William
Mackenzie

this country amounted to over \$7,000,000, and in 1906 over \$9,000,000. You will readily understand that the bulk of these settlers' effects comes from the United States. The immigrants from other countries cannot so easily transport their belongings and therefore, as a rule, they sell what they have and take the money with them, which amounts to a very large sum. It is a very creditable fact that large deposits are made in the banks and savings banks by these immigrants from across the seas.

"The bulk of these immigrants in the past have gone to our great provinces of Manitoba, Saskatchewan and Alberta, where they have largely gone on to the prairies to build for themselves homes; and what a change they have made in the West in the last four or five years! The area of cultivation has been immensely extended, and there has been a more general practice of mixed farming, especially in Manitoba, which alone had this year over four millions of acres under cultivation. Of this, 35 per cent. is under other crops than wheat. The value of the products of farms in the three prairie provinces for 1906 is estimated at almost one hundred million dollars, and the building of new lines of railway has started up villages, towns, and I was going to say cities, but they have hardly yet reached that status.

"All these new people in the West require an enormous amount of merchandise of all kinds, which you will readily understand makes an enormous market for the manufacturers and merchants of Eastern Canada. Take for instance, the building of our new line to Edmonton. Last year I drove to Edmonton from the end of the rails, then about 130 miles east of Edmonton, through Vermilion (about 125 miles east of Edmonton, to which point rails were not then laid.) I was up there again in January, when there were thirty-two stores, so you will see by this how quickly the demand springs up for the products of the manu-

facturer and the merchant, and you will also see what it means for a railway to open up new country.

“As you know, we have just opened the Canadian Northern Railway from Toronto to Parry Sound. We have the grading on our line practically completed through to Hutton Mines, which is in the neighbourhood of 300 miles north of Toronto, which makes the territory tributary to the railway along its whole length, also tributary to the city of Toronto. The Hutton Mines road will be a great factor in producing freights for the railway, and I also hope that it will be a great factor in the building up of a great iron and steel industry in the city of Toronto. In a much smaller way than we might expect in Toronto, the iron deposits on the Canadian Northern Railway about 130 miles west of Port Arthur have induced the people interested in some of the iron deposits in the Atikokan District to invest capital, and we have joined with them, though it is not strictly railway business. We often find that we have to help outside industries in order to develop traffic for the railway. In talking with people who understand the steel and iron business and the development of these industries in the United States, I am informed that Toronto is the natural point for their manufacture, as being the natural distributing point for the great Province of Ontario, and the point where the ore and necessary materials can be assembled to the best advantage, and if in any way we can be instrumental or helpful in establishing any works or industries in the city of Toronto we will be only too glad to do all in our power.

“Is it in the interests of the city of Toronto to have this line remain stationary, or is it in the interests of this city to have it extended into the great country beyond, into what is commonly called the Great Clay Belt of Northern Ontario, lying between Lake Superior and James Bay?

“There is a great extent of country lying be-

**Mr.
William
Mackenzie**

Mr.
William
Mackenzie

tween the Canadian Pacific and the new Government Transcontinental line which might be called a great timbered prairie. The extent of this clay belt and arable land is about fifteen million acres. What would it mean to the city of Toronto if this whole district were populated and producing, just as Manitoba is, for instance? As is well known, this district is well watered, there being innumerable lakes and rivers throughout. It is also heavily timbered. This timber will be very valuable when opened up to the existing markets, and will give profitable employment to the settlers while preparing their farms for the plough, and also employment to the lumbermen who will establish mills throughout the whole district. From what information I have as regards the timber, there is as fine spruce there as in any part of Canada, and from my experience I find spruce lumber in as much favour with the people of Western Canada for all purposes of building and farm use as pine is with the people of Eastern Canada.

“The climate in this territory is officially reported as almost if not equal to the climate of the older portions of Ontario and Quebec. It is well known what an influence an enormous body of water such as Hudson's Bay has on a climate for a great distance from shore. This great stretch of land lies between the two great bodies of water, Lake Superior and Hudson's Bay. You will therefore readily see how it is that such a moderate climate prevails in a country so far north. You all know of course that Hudson's Bay is a body of water that never freezes over. Ice forms only for from ten to fifteen miles from shore. The great body of water never goes down below 55 degrees, and you also of course know that Lake Superior never freezes over except in the land-locked harbors, and for short distances from shore.

“I had the opportunity at one time of seeing a record of the temperature that was kept at Moose Fac-

tory for 55 years. The average temperature was 10 degrees better than the average temperature at Winnipeg, which goes to show that the climate will be no detriment to the successful development of the country, and Moose Factory is at least 200 miles north of the particular district I am speaking of.

**Mr.
William
Mackenzie**

“ Now, Gentlemen, with a district such as I mention,—with which most of you are familiar,—what is the duty of the Government? In fully developed countries the Government generally settles down and administers the affairs of the people, but in a new country such as we have in Canada, is it not the duty of any Government to assist all legitimate efforts in colonization work towards the development of the natural resources of the country over which it has control?

“ The day has gone by when settlers from the older districts or from other countries will come in to the forest and hew out homes for themselves without railway facilities. In the old days when Old Ontario was settled, the people came in first. They suffered great hardships in hewing out farms for themselves without transportation. But nowadays people will not go ahead of the railways. The railways must go first; the settlers come in afterwards to clear up the land, to establish farms and mills to manufacture their lumber, et cetera. Therefore, I contend that in any country where there is such a district as I have described lying undeveloped, the Government should assist in every legitimate way in having this district thrown open to the people so that they may come in and develop it. I hope the present Government, when the time comes, will not fail to seize any opportunity of assisting in opening up this entire district.

“ The building of a railway to connect our present line to Hutton Mines, with our present line running into Port Arthur is an immense undertaking. This line would run through virgin forest without a single

Mr.
William
Mackenzie

inhabitant. It would be a great task for a railway corporation such as our own, unless it had such liberal assistance as would enable it to get the necessary capital to build the road. If the governments of the Province of Ontario and the Dominion will take the matter into their consideration, and give us the assistance that would be necessary, I may say that we are now prepared to join up the great system in the west with our systems in the east, which at the present time comprise a mileage of about 4,000 miles, distributed from the Atlantic to the Rocky Mountains. You all can imagine what a great advantage the opening up of this new line would be to Eastern Canada as well as to Western Canada.

"I should not close without a reference to our bankers—the Canadian Bank of Commerce. We have not to thank them for taking and keeping our account, because it is, and always has been, an account which any bank in Canada of sufficient strength would be glad to have, for it has been conducted on sound and strict business banking principles from the beginning, and the bank never had any of its money at risk on our account. But I do feel that we owe to the General Manager and Assistant General Manager a debt of gratitude for their valuable help in advising and consulting about our securities and financial plans generally, and for their unfailing courtesy on all occasions. I want to recognize the liberality and enterprise shown by the Directorate of the bank in their treatment of a great commercial Canadian enterprise. In this respect they justified the name of the bank—the Canadian Bank of Commerce.

"Gentlemen: I thank you again very heartily for the honour you have paid me, and if I can be of any assistance in the advancement of the affairs of the city of Toronto, it will be my greatest pleasure to do so for the city in which I live."

The Canadian Northern Railway Mackenzie and Mann

Mr. D. D. Mann, Vice-President of the Canadian Northern Railway, in following Mr. Mackenzie, responding to the same toast, said:—

“ Mr. Chairman and Gentlemen,—I can assure you that I thoroughly appreciate the honour conferred upon Mr. Mackenzie and myself this evening. I am proud to be your guest to-night; I recognize however, that this magnificent banquet is not merely to honour individuals, but rather a tribute of Commerce to Transportation.

“ While Mr. Mackenzie and myself assumed the responsibility and care of the construction of the Canadian Northern Railway, credit is due to many, from the youth who trailed the surveyor’s chain across the plains, to the men at the head of one of the greatest banking institutions in Canada. In 1896, just ten years ago this month, we commenced to operate the first hundred miles of the Canadian Northern Railway. To-day we have 3,000 miles of railway in Western Canada, or in other words, sufficient mileage to more than reach from Montreal to Vancouver. In Eastern Canada we have 850 miles of railway, making a total of about 3,800 miles, or in other words, we have constructed and acquired more than an average of a mile a day during the past ten years.

“ The country tributary to the main line of the Canadian Northern Railway, from a point about 50 miles east of Winnipeg, through the Provinces of Manitoba, Saskatchewan and Alberta, to the foothills beyond Edmonton, a distance of nearly 1,000 miles, is practically all wheat-growing land. Every station on this portion of the line, with the possible exception of two, will be wheat-receiving stations. There is an

Mr. D. D.
Mann

Mr. D. D.
Mann

abundance of natural rainfall, and a soil as rich as any in the world.

"During these ten years we have established in Western Canada 132 new towns, with a population of 65,000 people; that is, we have located this number of towns along the line of our railway, giving them names, surveying and naming their streets. When you consider that the majority of these new towns are only from one to two years old, you will have an idea of how rapidly Western Canada is developing. Of course, this is exclusive of the farming population tributary to these towns, and does not include the increased population in the towns and cities where there is more than one line of railway, such as Winnipeg, Port Arthur, Fort William, Brandon and Edmonton.

"During the last fiscal year, homestead entries in the West have numbered 50,000, which, say at 160 acres to each person, means that 8,000,000 acres have been taken as free homesteads. Government statistics show that during the last five years the population of the three Prairie Provinces has increased from 419,000 to 806,000, a gain of 92 per cent.

"The great bulk of traffic originating on our Western lines is grain and the products of grain, eastward bound; and it is important that we should have our own line of railway into all industrial points in the East, to gather return cargoes for these grain cars westward bound. With this object in view we are building from Toronto to Moose Mountain, a distance of 300 miles, via Parry Sound, the mouth of French River and Sudbury. We intend to extend this line to Port Arthur, dividing the country between the Canadian Pacific Railway and the National Transcontinental Railway. We are also building between Quebec and Montreal and between Montreal and Ottawa, and intend to connect Toronto and Montreal in the near future. It is also our intention to build westward through to the Pacific Coast, making a continuous line of railway from tidewater to tidewater.

"Gentlemen, I think I have said enough about railway enterprises, but I wish to impress upon you that it is only by having through lines from east to west, and branches reaching to all industrial centres in the east, that the internal trade of the country can be developed.

Mr. D. D.
Mann

"Great as the prospects are for the future development of the West, there is no reason why Ontario should not maintain the first place among the Provinces of Canada. Take the hinterland of Ontario and Quebec reaching from the Ottawa river and its tributaries, Lake Huron and Lake Superior to James Bay, with its immense clay belt of good agricultural land, and its great wealth of timber and mineral lands, the wealth of New Ontario and the West lies in what the soil will yield and the mines produce. In the development of the soil, the mines and the timber of this district lies in a great measure your future prosperity.

"While reaching out for trade in foreign markets, be mindful of the fact that manufacturers in other countries are reaching out for the trade of your home market. I am a firm believer in the "Made in Canada" idea, and the importance of the part played by manufacturing interests in national development. Varied industries are essential to national greatness. It is in the interchange of products between different sections of the country that we can best contribute to the development of the Dominion, and ensure its continued prosperity.

"Gentlemen, we have established our head offices in Toronto. Up to the present time we have only had the clerical staff of our executive office located here, but with the completion of the Canadian Northern Railway, and the branching out of other roads from this city, you will have the benefit of repair shops and other works, which will add materially to the population and trade of the City of Toronto.

"Again thanking you for your kindness in tendering us this banquet, I will only say again that I am proud of being your guest to-night."



The Canadian Northern Railway Mackenzie and Mann

Mr. Z. A. Lash, K.C., Chief Solicitor and a Director of The Canadian Northern Railway, also responding to this toast, said :—

“Mr. President and Gentlemen,—It is probable that but few who are here to-night, and fewer still of the people generally, really know how fitting it is that the Board of Trade of the City of Toronto should compliment the two Toronto citizens, Messrs. Mackenzie and Mann, who are their guests at this banquet, by giving this splendid entertainment in their honour, and in honour of the great railway system which they have created.

“There is a general knowledge among the people of Canada that Mackenzie and Mann are great railway builders, and that the Canadian Northern Railway belongs to them; and there is also a general, but erroneous, impression that they have been so largely bonused and subsidized by public lands and money, and have been so long ‘feeding at the public trough,’ to use the elegant expression of some of the newspapers, that they do not deserve much credit for what they have done. I have been connected with the enterprise of the Canadian Northern Railway from its inception in a capacity which enables me to speak with personal and accurate knowledge respecting Mackenzie and Mann’s connection with it, and respecting the growth and development of the system; and in responding to the toast of the Canadian Northern Railway, I propose to let you into some of the secrets which may now be properly divulged, and to shew you that you have ‘buildd better than ye knew’ by your compliment to-night. I also wish to remove the erroneous impression referred to, for Mackenzie and Mann deserve the respect and admiration of their

Mr. Z. A.
Lash

Mr. Z. A.
Lash

fellow Canadians for what they have accomplished in the past, as well as a full measure of encouragement and assistance for the future.

"It is difficult for a short local line of railway to succeed before it becomes part of a general system, or in other words, till it is swallowed up by a larger enterprise. Yet the first line which your guests to-night built was only 125 miles in length, and was built by a company with a small capital but a long name, 'The Lake Manitoba Railway and Canal Company,' whose charter powers were very limited. Mackenzie and Mann planned from the beginning to create a large railway system, and why did they begin in this modest way? This is one of the secrets I am going to tell you. Had they started out with a brass band proclaiming their intentions, and seeking a charter covering Canada from one end to the other, they would have aroused active opposition from various quarters which I need not attempt to enumerate, not only to the granting of the charter, but also to the raising of the money necessary to build the lines chartered. Sectional interests might also have interfered, as in a late well-known case, and the routes selected for the company might not have been obtained. A big railway company seldom interferes with the aspirations of a small line which may some day become a feeder to its big brother. The big fish waits till the little one is ripe for swallowing, and then it opens its big mouth and swallows him, and the little one's bondholders say 'thank you, big brother.' No opposition to the building of the line was encountered, and the 125 miles were financed and built. They extended in a northerly direction from Gladstone—a station on the Canadian Pacific Railway about 92 miles from Winnipeg—to the southern end of Lake Winnipegosis. The first train was run on this line on the 19th day of December, 1896. Mr. D. B. Hanna was appointed superintendent. He is now a vice-president of the

Canadian Northern Railway, in active charge. When going over his pay roll for the first month he found that, including himself, station agents, section men, and all other hands, it totalled 13. He said to himself, 'This will never do; 13 is an unlucky number.' He hesitated between hiring another man or discharging one, and he finally compromised the matter by hiring a boy.

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"From this small beginning has grown in ten years—exactly ten years on Wednesday of next week—a system which extends, with but few breaks, from Quebec City to 40 miles beyond Edmonton near the foot-hills of the Rocky Mountains, and which, with branches, comprise now 3,400 miles of railway. This does not include branches in Nova Scotia, which I do not yet treat as part of the Canadian Northern system. Gentlemen, Mackenzie and Mann, almost single-handed, and as I will shew you shortly, with but trifling assistance from the Government, have accomplished this great work.

"I have said that erroneous impressions exist that large land grants were given to Mackenzie and Mann, and that they have been in this way 'feeding at the public trough.' Gentlemen, I make this statement to you—it will probably surprise you, but you ought to know it—*there has never been an acre of land granted to any railway which Mackenzie and Mann owned or controlled at the time when Parliament or the Government first authorized the grant.* The facts are these: Land grants of the usual acreage per mile, authorized by Statute, were given by the Dominion Government to the Lake Manitoba Railway and Canal Company, the Winnipeg and Hudson's Bay Railway Company, and the Manitoba and South-Eastern Railway Company. These three companies now form part of the Canadian Northern Railway.

"The Lake Manitoba Railway and Canal Company was incorporated on 16th April, 1889; the land

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grant was authorized by Statute on the 16th May, 1890. The Order-in-Council granting it was passed on the 22nd July, 1891, and it was not till 1896 that Mackenzie and Mann acquired the company. The company had tried to raise money for its enterprise on its land grant and had failed; the time limited by its charter had expired and been renewed, and then Mackenzie and Mann bought the charter with the land grant attached. The company, in their hands, built within the time and earned the lands.

“The Winnipeg and Hudson's Bay Company was incorporated on May 7th, 1880. The land grant to this company was first made on 28th July, 1882. The company tried to raise money on the lands and failed to find private parties or companies willing to make the loan. It finally persuaded the Manitoba Government to lend it \$256,000 on the security of 256,000 acres of the land comprising its grant for 40 miles. The line was commenced—40 miles was partially built—then the company ailed, and the Manitoba Government were out \$256,000 and interest. Contractors, the vendors of the rails for the 40 miles, and sundry other creditors went unpaid; the time for completion of the line expired and was extended, and it was not till 1898 that Mackenzie and Mann acquired the company. They settled with its creditors and bought the charter with the land grant attached, and paid their own good money for it, and they subsequently paid the Manitoba Government their \$256,000 and interest, and took over the 256,000 acres. The 40 miles and many more miles have been since built under this company's charter, and the Canadian Northern, its successor by amalgamation has, through Mackenzie and Mann's pluck and perseverance and credit, earned the acreage per mile which had gone begging for years, and which all former efforts had failed to earn.

“Similar is the story of the Manitoba and South Eastern. This company was incorporated on May

2nd, 1889. Parliament authorized its land grant on 16th May, 1890, and on 19th October, 1891, the Order-in-Council making the grant was passed. The usual result followed—failure to raise the money required. Not even the Manitoba Government would lend. Twenty miles partially constructed, then collapse, and Mackenzie and Mann to the rescue. It was not till 1898 that they acquired this company. They then paid their own good money for the charter with the land grant attached, and the company in their hands completed the line which runs from Winnipeg to the south-easterly corner of the Province—108 miles. These North-West lands have since become valuable, and have proved a real assistance to the finances of the company, but at first they were practically worthless. No money for the building of the road could have been, and no money was raised on their security except \$1.50 per acre upon the grant for 250 miles, and before even this comparatively small sum could be procured the two payments of \$40,000, a year each, which I will speak of later, had to be assigned as additional security. The railway had first to be built to make the lands saleable, and surely those who without aid from the lands, built the railway, deserve the credit.

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“Such, Gentlemen, is the history of the land grants. Every dollar of their proceeds so far received has gone for the benefit of the railway company. Mackenzie and Mann have not received one dollar for themselves. Any lands belonging to them have been bought and paid for by them.

“In order to enable you to appreciate the comparatively trifling amount of cash subsidies received from the Government in aid of the construction by Mackenzie and Mann of the Canadian Northern Railway system I will occupy your time for a few minutes in describing to you how that system has been built up.

“I have already said that it commenced in a small and modest way by the construction of the line from

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Gladstone to Winnipegosis—125 miles. Following the plan determined upon, the charter of the Manitoba and South Eastern was acquired and the line was built between Winnipeg and the south-east corner of Manitoba, and no opposition was encountered.

“Following the same plan the Ontario and Rainy River Railway Company's charter was obtained from the owners who had controlled it for years and had made unsuccessful attempts to raise the money required for the construction of its line. This charter was granted by Parliament in the year 1886 and it was not till 1897 that Mackenzie and Mann secured it. The company was authorized to build a line from Port Arthur on Lake Superior to the Rainy River, the boundary between Ontario and Minnesota.

“A glance at the map will show you that this line is on the direct route to Winnipeg via the line of the Manitoba and South Eastern, but to reach the Province of Manitoba a bridge over the Rainy River was necessary, also 43 miles of railway through the corner of Minnesota.

“Charters for this bridge and 43 miles were quietly obtained from Washington and Minneapolis respectively, and in due time the whole line from Port Arthur to Winnipeg became an accomplished fact. I may mention here that for 20 miles out of Port Arthur the old line of the Port Arthur, Duluth and Western Railway was rebuilt and used. This railway was purchased by Mackenzie and Mann at a Court sale by bondholders after the road had earned for itself the interpretation by the Port Arthur people of the letters P. A. D. and W. as ‘Poverty, Agony, Distress and Wretchedness.’

“The lines of the Port Arthur, Duluth and Western and the Ontario and Rainy River and the Manitoba and South Eastern and the Winnipeg and Hudson's Bay and the Lake Manitoba Railway and Canal Company were all by due process of amalgamation and purchase

merged into one company, viz., The Canadian Northern Railway Company.

“About this time an event occurred which turned the Canadian Northern from a boy into a man. Information reached Mackenzie and Mann that 350 miles of railway in Southern and Central Manitoba, which were then owned and operated by the Northern Pacific Railway Company, could likely be procured, as, for reasons best known to themselves, the directors of that company wished to withdraw from Manitoba. No time was lost in opening negotiations for the acquisition of these lines, and with the valuable assistance and encouragement of the Manitoba Government they were acquired by lease for 999 years with the option to purchase outright at any time during the lease on favourable terms. This lease is dated January 15th, 1901. You all may remember the interest which this event aroused in Manitoba and at Ottawa, and the hard fight which followed between the supporters and opponents of what was called ‘The Manitoba Northern Pacific Deal,’ and how the Canadian Northern won out at last, and quietly entered into possession and operation of these lines. By means of them the company acquired valuable terminal privileges and industrial tracks in Winnipeg, also direct connections between Winnipeg and the railways in the United States at the southern boundary of the Province; also a line to Beaver, a point only 18 miles from Gladstone where the first 125 miles already mentioned began; also lines to Brandon, Hartney and other important points in Manitoba. After this the credit of the company was established on a firm basis. The construction of the necessary links to join up the system followed rapidly, also the construction of extensions and branches, and the absorption of other companies and lines in the North-West and in Ontario and Quebec, and the creation of the necessary separate or subsidiary companies which are required in the development and operation

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of a great railway system—such as terminal companies, telegraph companies, express companies, rolling stock companies, elevator companies, steamboat companies, dock companies, etc., till at this time I am able to say to you that the Canadian Northern Railway system, from the City of Quebec to Edmonton, is made up of, or is successor in one way or another to 27 different railway companies, including two railway bridge companies. All these are now represented by three companies, viz.: The Canadian Northern Railway Company, whose lines are from Port Arthur west, with power to build to the Pacific Ocean; The Canadian Northern Ontario Railway Company, whose lines are in Ontario, with powers to build to Port Arthur and Montreal; and the Canadian Northern Quebec Railway Company, whose lines are in the Province of Quebec, with powers to extend into New Brunswick and Nova Scotia, and to the Atlantic coast in Cape Breton.

“The system now enters the important cities and towns of Quebec, Montreal, Toronto, Parry Sound, Sudbury, Port Arthur, Winnipeg, Portage la Prairie, Brandon, Pembina, Dauphin, Prince Albert, Saskatoon, Regina, Battleford and Edmonton, and in 1907 the line connecting Ottawa with Montreal will be completed. Gentlemen, all this has been accomplished in ten years by these two men, who I think may fairly be called the greatest railway builders which this continent has ever produced. Now, gentlemen, I'll tell you another secret. During all these years neither Mr. Mackenzie nor Mr. Mann has drawn from the Railway Company or the Canadian Northern Railway system one single dollar in cash for themselves, whether for contractors' profits on construction or otherwise. They have given their invaluable time and services without salary; and though they have in the interests of the railway probably done more travelling than any other two men in Toronto, yet they have not even drawn one dollar for travelling expenses. On the contrary, they have ad-

vanced out of their private means and credit, millions of dollars for this railway system, and have in the earlier stages risked their whole fortunes and future for the benefit of the undertaking. You will, I am sure, all be pleased to know that these stages have been safely passed and that the time is fast arriving when they will begin to enjoy fruits of their pluck and industry and ability.

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"You will now be able to appreciate what I am going to say about the comparatively trifling cash subsidies which have been paid by the Government in aid of those portions of the Canadian Northern which have been constructed by Mackenzie and Mann. Not counting the lines which were acquired after their construction, in which I include those in Quebec and the Northern Pacific lines, but confining myself to the lines actually constructed or under course of construction by Mackenzie, Mann and Company, and to the rolling stock and equipment, elevators, terminals, and terminal properties, I may tell you that these represent a cash expenditure of about \$70,000,000, yet the total cash government subsidies received have been only \$3,644,190, about 5 per cent. of the expenditure. Am I not right in saying that the cash assistance rendered by the Government was trifling compared to the magnitude of the work accomplished?

"'Tis true that the Governments of Manitoba, Ontario and the Dominion guaranteed bonds issued on certain lines, and in that way helped the Company to obtain its money at a lower rate of interest, but this has not cost and never will cost the country one cent. The Company has from the beginning paid its interest, and when the principal comes due it will be promptly met. These guarantees, however, are the simple explanation of the comparative ease with which the enterprise has been financed. To complete my statement about Government assistance, I should tell you that, under statutory authority, passed long before

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Mackenzie and Mann acquired the charters of the Lake Manitoba Railway and Canal Company and the Winnipeg and Hudson's Bay Company, and under contracts made with those companies before their charters were taken over, the Government agreed to pay in advance on account of the carriage by the railways of mails, supplies, men, etc., for the Government, the sum of \$40,000 per year to each company for a period of 20 years, taking as security for the earning of this money by the services mentioned, and for its repayment with interest at four per cent., one-third of the land grant of each company applicable to the construction of 125 miles of its line. This was simply a way of giving to the companies an assured income to the amount mentioned during their earlier years, so that bond interest to that extent might be assured. But the Government holds ample security for the return of the whole amount with interest either in services or cash, and not one dollar will be lost or treated as a bonus or gift.

"One other secret and I have done. I have heard criticisms upon the wisdom of the course followed by Mackenzie and Mann in keeping in their own hands such absolute control of this great railway enterprise, and in not enlarging the number of the board (which has been only five since the beginning) and in not giving the public an opportunity to become interested by acquiring shares in the capital stock of the company.

"Gentlemen, I personally assume a full share of any responsibility which this may have entailed, because as their legal adviser, knowing the technicalities of company law, and knowing how important quick and unanimous action in many cases becomes, I strongly advised them not to create an outside minority holding, so long as the system was in process of development in its early stages, and so long as prompt and unanimous action by the company in its corporate capacity was essential to its success.

"Gentlemen, I say to you without hesitation that it would have been impossible to have developed the

system so successfully, and within so short a time, had it been necessary to call meetings of directors and shareholders in the formal public way required, where minority interests exist, and had it been necessary to discuss at those meetings, and therefore practically in public, the important matters and negotiations—the success of which depended upon immediate and unanimous and confidential action. I feel inclined to go further and say it is doubtful if the system would ever have been created at all had such meetings and discussions been necessary.

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“Some years ago it became suddenly necessary, in a critical stage of financial negotiations in England, that the amalgamation of the Manitoba & South Eastern, and the Ontario & Rainy River Railways with the Canadian Northern should be immediately brought about, and everything was accomplished, including the necessary Orders-in-Council at Ottawa, within one week, when it would otherwise have been necessary to give one month's public notice of the meeting to consider the amalgamation.

“The lease of the Northern Pacific lines was practically acquired within a week after the negotiations were opened, and before certain opposition interests could get their forces to work in a way which might have blocked the deal.

“The acquisition of the Qu'Appelle, Long Lake & Saskatchewan Railway—250 miles in length—was first discussed at 11 a.m., and the bargain was concluded at 4 p.m. of the same day, and had despatch not been used and the matter kept quiet, the chance—a most valuable one—would, no doubt, have been lost. Possession of this line is being taken this very night at midnight. These are but some, out of many instances, proving the wisdom of the course which has been followed. There are a few matters still which may require similar prompt and confidential action before the system will be properly joined up; but the day is

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not now very far distant when this distinctly Canadian enterprise will have upon its directorate and among its shareholders representative Canadians who may be relied on to guide its future to still greater success.

“Gentlemen, I give you this tip. When Canadian Northern stock comes on the market, ‘*Buy Canadian Northern.*’”

The Province of Ontario

Proposed by Mr. Peleg Howland, President of the Board of Trade:—

“ This province now stands as the most important one in our Confederation. We are as yet the largest in population, in the value of the products of the field and of the forest, in the number of factories, and in the value and diversity of their productions. The older portion of our territory is crossed by a net-work of steam railroads, and electric lines are projected in all directions. While it is said that we have in Cobalt the richest mining camp in the world, there is still a vast northern territory that gives promise of much mineral wealth, and to the north a great country said to be rich in timber, and capable of sustaining an immense farming population. We have on our borders all the great lakes except Michigan; we have the ocean in Hudson's Bay to the north, and another outlet to the sea through the St. Lawrence. We have an abundance of water-power, including the great Niagara Falls, which seems likely, through an enlightened Government policy to give its aid towards increasing our manufacturers and the comfort of the people. With all these advantages, will it not be our own fault if we do not retain our position? I give you the health of Ontario, and join with it the names of the Hon. J. P. Whitney and the Hon. G. W. Ross, who have both done such good work for the Province.”

Mr. Peleg
Howland

The Province of Ontario

Hon. G. W. Ross, in reply, said :

Hon.
G. W. ROSS

“Mr. President and Gentlemen,—I am greatly pleased to be present for two reasons: firstly, because this is a Board of Trade banquet, and the banquets of the Toronto Board of Trade are always admirably conducted; and, secondly, because the object of the banquet, namely, to do honour to two of the most enterprising of our Ontario sons, is a most worthy one. I sometimes feel that we are too dilatory in recognizing those qualities which make for success in our own people, particularly when the success is achieved right in our midst. If a Canadian goes abroad and attains distinction, whether it be to outstrip all runners, as at the Marathon races, or to secure a seat in the British House of Commons, or some literary distinction, we are only too eager to feast him and to shower upon him our most laudatory compliments, and properly so; but, in matters nearer home, where some great work has been accomplished within the range of our immediate observation, we are less enthusiastic and less complimentary. I am glad the Board of Trade has set the example of a desirable change. Our guests have accomplished what, ten years ago, the most sanguine would have said was far beyond their power. They have, almost single-handed, applied themselves to one of the greatest enterprises of the day—connecting the east with the west by a railway; they have bridged and tunneled their way over or through the greatest engineering difficulties. More, they have financed with the rarest skill and business aptitude, what is all but a continental railway, extending nearly 4,000 miles, at a cost of over \$70,000,000, and so

inexplicable has been their success that we almost involuntarily ask: 'Where did the money come from?' Even the most courageous of those present to-night cannot but tender his meed of praise to the guests of the evening who, without any display of vain boasting, have accomplished what we know to have been the work of the last ten years. I also think the banquet most fitting as a recognition of the value to Canada of another great continental transportation scheme. Canada owes a great deal to men with a business imagination, men who saw from what source trade could naturally be attracted to centres of activity or extended to other countries. Many of you can recall the projection of the railways leading to Toronto and the men who placed their advantages before the people. We had the late George B. Laidlaw, the champion of the Toronto, Grey & Bruce Railway, now owned by the Canadian Pacific Railway, Mr. Proctor of Hamilton, and Senator Cox, of the Midland system. We had Sir Francis Hincks who warmly supported the Grand Trunk in its early difficulties, and so on. In regard to transportation by water, we had William Hamilton Merrit, who projected the Welland Canal; the Hon. John Young of Montreal, the persistent advocate of the improvements of the St. Lawrence; and we had, conspicuous on both sides of the Atlantic, Sir Hugh Allan as the founder of the largest fleet of steamships under one ownership on the Atlantic. This country owes much to the development of its transportation facilities. What would be the value of our much praised North-West were it not for the Canadian Pacific Railway, to which Sir John Macdonald and Sir Charles Tupper devoted so much of their energy. Indeed, the ability to meet industrial wants by the requisite transportation facilities, might be accepted as one of the strongest proofs of national vitality, and it is pleasing to know that in this respect Canada's record is satisfactory. With a population of about

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six millions we own 21,000 miles of railway, while the United States, with a population of eighty millions, has only 230,000 miles of railway. With thirteen times our population, the United States has only ten times more miles of railway. Indeed it has become the settled conviction of the people of Canada that in no other way can a reasonable portion of the public revenue be more properly applied than in aiding railway construction. Already the Dominion Government has granted aid to steam railways in the different provinces to the extent of \$194,000,000; the provinces, out of their own revenues, \$42,000,000, and the municipalities \$19,000,000, or a grand total of \$255,000,000, and, so far as I know, there are no regrets for this expenditure. In fact, it is impossible to estimate the extent to which our forests, farms and mines have been enhanced in value by the construction of railways through every section of Canada, and by the growth of cities and towns sustaining a large population that would never have existed were it not for railway construction. But it may be said that we have already reached the limit of requirements in railway building, and there is no longer any necessity for public or private support. In my judgment, there is no foundation for such supposition. Whether public aid should be wholly withdrawn in the future is a question which must be settled by circumstances as they arise. But when we consider the growth of the commerce and industries of the country, it is evident that our present facilities will very soon prove inadequate. Take a few figures. In 1876 our entire imports amounted to \$174,000,000. In 1886, \$189,000,000; in 1896, \$239,000,000, and in 1906, \$552,000,000. Here we have a doubling of our commerce in ten years and a trebling in twenty years. The railways of Canada carry \$92.00 worth of produce per head of our population, while the railways of the United States carry less than \$40.00 per head. Then we have the phenomenal growth of the

North-West, requiring that we should convey a large bulk of its immigrant population three thousand miles from the seaboard, and its eighty or ninety million bushels of wheat an equal distance to an ocean port. Besides, we have the province of Older Canada, its grain, cattle and dairy produce; the output of its factories, valued at \$480,000,000; the produce of its mines valued at \$60,000,000; its forests, at \$100,000,000; its fisheries, etcetera, to some market either near or far. Then our railways carried last year twenty-six million passengers, with the certainty of a great increase from year to year. So there is no reason to assume that we have reached the maximum of railway accommodation. As to the James Bay Railway, whose opening on the 19th November has given us such pleasure, I need not say much; its advantages to Ontario and Toronto must be self-evident. In the first place this railway, by its port at Parry Sound, will give us in summer another route to the West. Its termini for the present are not Toronto and Sudbury but Toronto and Edmonton. That means a great deal for the industries of Toronto and the people of Ontario, as it establishes competition with the Canadian Pacific Railway by way of Owen Sound. And I trust that before this time next year the Grand Trunk Pacific will have completed its branch from Winnipeg to Port Arthur, thus giving the people of Ontario three competing lines to the West. But that is not all; when the James Bay is open to Sudbury, and extended to the iron mines about 30 miles to the north, as intended, Toronto will be the base for a smelting plant and iron industries equal to the best in Canada. In fact, it will be in the interest of the railway to promote such industries equally with Toronto, as carrying the iron ore to the lake front will furnish freight for the road, an important factor in its ultimate success. To meet this condition, it is to be hoped the Mayor and Board of Control will encourage the scheme in every proper and reasonable way. In this age of progress

Hon.
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Hon.
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and enterprise, it will be unpardonable if Toronto is not able to boast of rolling mills and foundries on a gigantic scale within the next few years. With such possibilities and opportunities largely brought to our door by the guests of the evening, we may well feel proud that they are native-born sons of Ontario and citizens of Toronto. Who shall say that they do not represent the best business spirit and talent of the country, and who shall place a limit to their future achievement? I yet hope to cross the continent on the Canadian Northern Railway, as I have already crossed it on the Canadian Pacific Railway. And is it not possible that from the western terminus, bearing the name of one of them, or some other suitable name, we may yet clasp hands across the Pacific Ocean with the traders of China and Japan, and establish a market for the products of Canada among the many millions who inhabit these countries, and to whom the name of Canada is practically unknown. If so, then the guests of to-night will have reaped fresh laurels in the world of enterprise and railway adventure.

The Province of Ontario.

Hon. J. P. Whitney, Premier of Ontario, also responding to this toast, said :—

“ Your Honour, Mr. Chairman and Gentlemen,— This is indeed a notable and unique occasion. It is unique in that there are assembled here representative men of all—I will not say classes, Sir, for we have no classes here—but of all the varied interests of the City of Toronto and the Province of Ontario. It is indeed not often that such a gathering takes place for any reason, and the real significance of this occasion, from the point of view of the public, is that we have come together to do honour to and express publicly our appreciation of the work of two native Canadians: two sons of Ontario: two men ‘great’ in every proper sense of the word as applied to men who have done great things indeed for their country.

“ I shall, Sir, have little to say.

“ For reasons more or less obvious it occurred to me that Hon. Mr. Ross should reply for the Province, with whose resources and conditions he is so intimately acquainted, and for whose welfare we know his heart at all times beats warmly; and, Sir, although I know I am treading on perhaps dangerous ground—walking on thin ice so to speak—and as I look about me and see how I am surrounded (indicating Senators Cox and Kerr) I realize it more fully. I will say that if the rumours we hear have any foundation, if it be true that my Honourable friend is about to remove himself to— I will not say a higher nor will I say a better place—but to another place, it will be a source of gratification to the Board of Trade, the people of Toronto and the people of Ontario to know that his heart will still beat warmly for his native province, and that in his new

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sphere of duty he will carry with him that warm feeling for his native province which he has never hesitated to express.

Hon.
J. P. Whitney

“ Let there be no doubt as to the future of this Province and of the Dominion of Canada. Our progress since Confederation, both strenuous and successful, should be convincing on that point, and as long as our people do not forget the blessings of Providence, which have been showered upon us with no niggard hand, as long as we value the privileges and liberties which are ours as British subjects, and prove our appreciation of them by our acts and conduct, so long will our prosperity continue, and it will be made more certain and evident from time to time by the springing up in this Province of other men who will emulate the great public services of the gentlemen we are so glad to honour to-night.”

Toronto

Proposed by Mr. Peleg Howland, President of the Board of Trade.

Mr. E. Coatsworth, Mayor of the City of Toronto, responding to this toast, said:—

“Mr. President and Gentlemen,—“It may be interesting to mention that on the 15th of October, 1851, the first sod of the first railway in Toronto was turned by Lady Elgin, wife of the Governor-General, assisted by Mayor Bowes, who attended in full official costume. My father was present as a guest on that occasion. To-night we celebrate the arrival of the last railway which has entered Toronto. It is perhaps fitting therefore that Mayor Bowes' son should be here as a guest and my father's son present as Mayor of the City.

“Let me first, Sir, congratulate the Board of Trade upon its great public spirit in giving this splendid banquet to-night. It is characteristic of the civic patriotism which I have ever found in the Board of Trade during my term of office as Mayor.

“We are met to celebrate the entrance into Toronto of the Canadian Northern Ontario, the first Transcontinental Railway which has made Toronto its headquarters. Permit me as Mayor, and in my official capacity, to join with you in congratulating Messrs. Mackenzie and Mann, the guests of the evening, in the successful ending of this part of their magnificent enterprise.

“In carrying out this great work they have shown an amount of courage, foresight and ability which certainly has never been exceeded and probably not equalled by any two men in the history of our City or Country. I feel it impossible to express adequately in words our appreciation of the perseverance, energy and indomitable hard work by which Messrs. Mackenzie and Mann have quietly and unostentatiously accom-

Mr. E.
Coatsworth

Mr. E.
Coatsworth

lished this feat which has no parallel in the annals of railroading transportation.

"I must also congratulate the City of Toronto in its good fortune in being thus honoured. Messrs. Mackenzie and Mann have located the head offices of this great Transcontinental Road in Toronto—the only one we have here. They have come to us buying their way in and paying liberally for every foot of land and every privilege they acquired. They did not come to us in the usual way, hat in hand for a contribution. They came to us purse in hand, able and willing to pay their way.

"Toronto is rapidly becoming one of the great distributing centres of trade for this country. Reasonable rates for passengers, express and freight are most essential to us. In this respect we have already felt the beneficial effect of the entrance of the Canadian Northern Ontario. They have also opened up new districts and places for business. Parry Sound, which heretofore always seemed about as far off as the North Pole, has been brought within a few hours journey of our fair city.

"In conclusion, let me ask the Board of Trade to back up the fair request of Messrs. Mackenzie and Mann for an independent entrance into Toronto. Why should we send them to Montreal to go on their knees to other railways whose head offices are there, to beg for running rights over existing roads. We ought to put them on the same basis as others by giving an independent entrance. It will always be a pleasure to me to reflect that during my term of office as Mayor I assisted this road in every way I could in their entrances.

"I trust the Board of Trade whose opinion is so valuable and respected in our City will, and I am sure they will, give this matter of an independent entrance, the most favourable consideration.

"I again, Sir, thank you on behalf of the City for this well earned testimonial to our fellow citizens, Messrs. Mackenzie and Mann."

Canada

Proposed by Mr. R. C. Steele, Vice-President of the Board of Trade.

“ Mr. Chairman and Gentlemen,—I believe there is an unwritten law that the proposer of a toast should not attempt to make a speech, but hope that the importance of the occasion, and the inspiration of the theme which I have to propose, will be accepted as a sufficient apology for making a very few remarks.

Mr. R. C.
Steele

“The progress of our Dominion for the first thirty years after Confederation was comparatively slow, but foundations were laid wide and deep, and the development during recent years is a source of satisfaction and pride to every true Canadian, and a revelation to the outer world, who are now taking us seriously, and realizing that a new star of the first magnitude is rising rapidly in full view to the world of nations.

“ You have already been told of the great undertakings which have been carried out by the guests of the evening, and still greater enterprises which they have projected for the future, which mean so much for the rapid advancement of our country and the comfort and prosperity of our people. We wish them the utmost possible success in all their undertakings. They are both native born Canadians.

“ In connection with my toast I shall couple the names of two gentlemen, also native Canadians, who, in addition to the great success which they have achieved in their special callings, are citizens of whom we have much reason to be proud for their well-known interest in the promotion of science, literature and art. These gentlemen are Mr. Byron E. Walker and Mr. Z. A. Lash.

Mr. R. C.
Steele

"The toast which I propose is 'Canada.' And for the coming years, however great may be her achievements among nations, however high may be the achievements of her people in material advancement and prosperity, my most sincere and heart-felt desire is that her sons and daughters may rise still higher in all the loftiest ideals of national and individual culture and citizenship, and that they may stand always 'with hearts resolved and hands prepared the blessings we enjoy to guard.'"

Canada

Mr. Byron E. Walker, General Manager of the Canadian Bank of Commerce, responding to this toast, said :—

"My thanks are due to you, Mr. President, and to the Board of Trade of the City of Toronto for the great pleasure and privilege of being here to-night to render my tribute of praise to Mr. Mackenzie and Mr. Mann for their remarkable achievement. It was a happy thought on the part of your Board to signalize in this public manner, the entrance into Toronto of a section of the great railroad system which they are creating. It has seemed to me sometimes that two rather remarkable men were living in Toronto, doing rather remarkable things and saying very little about them, and that we have not been very conscious of what their work might mean for this city. It is not easy to calculate the total effect in favour of Montreal of having the head offices of the Canadian Pacific and the Grand Trunk Railways situated there. However national a railway system may be, it is difficult to avoid certain advantages accruing to the city where

the board and the executive officers chiefly reside. Through the decision of the authorities of the Canadian Northern, Toronto is to be the governing centre of this transcontinental system, and we may well congratulate ourselves on the fact.

“My name, and that of the bank with which I am connected, have been mentioned as entitled, along with Messrs. Mackenzie and Mann and Mr. Lash, to some of the credit for the creation of the Canadian Northern system. None of us are anxious, as a rule, to avoid praise if there is any excuse for accepting it, and for the expression of any praise to which we are entitled I thank you very sincerely indeed. But banks have sometimes been praised for operations so heroic that only success would excuse them, and praise of this kind we certainly do not desire. Mr. Lash has given you some idea of the securities which were created by the building of the various roads, and of the cash subsidies earned, and these have been of such a nature as to remove all anxiety except as to the important work of finishing each section and actually earning the securities and the subsidies. It is not the business of a banker to take a serious interest in the merits of a railroad enterprise. He should not go much further than to take the risk of the ability of the contractor to build the road and earn the contracted price. In our case we had contractors who were not only wealthy but of quite unusual ability. We do not, therefore, think we deserve much praise for accepting very good and safe business. What share we may have had in advising as to the general course to be pursued is another thing.

“But I must not forget that I rose to respond to the toast of Canada. There is this difference between the two toasts we most frequently drink. We drink to the King in silence, while he who proposes and he who responds to the toast of Canada are both expected to say something about the toast which has not been said before. It is confidently believed that ‘custom’ can-

**Mr. Byron E.
Walker**

Mr. Byron E.
Walker

not 'stale her infinite variety,' and year by year, as her wonders are unfolded, even we Canadians are forced to exclaim 'How like a dream is this I see and hear!'

"When we look back at the British North America of our boyhood and recall those vague spaces on the map, which represented our supposedly uninhabitable West and our remoter and less understood Pacific mountains and sea-coast, can we wonder that the most carefully considered statement of facts, as we know them to-day, seems to Europeans to have the colours of the rainbow too much interfused with the usual gray tones of ordinary life? Indeed, when we take our walks abroad experience soon teaches us not to tell the whole truth about Canada. Naturally the rest of the world is not as much interested as we are, and with our youth and self-consciousness we are apt to forget this. A part of the truth, stated well within the limits of what may be demonstrated, is more convincing than the whole truth.

"We are a small people blessed with an almost unlimited opportunity. The world is apt to doubt the opportunity, or in any event to question us sharply as to the use we are making of it. But to-night we are all Canadians, and I shall not be afraid to give some measure of my native land merely because size is sometimes an offence, and is also sometimes supposed to be inconsistent with quality.

"With its sea-coast upon three oceans Canada must become one of the greatest sources of fish supply and one of the greatest maritime powers. Its sea-coasts are opposite and nearest to the greatest nations in both the European and the Asiatic continents. Its inland navigation, because of its possession, sometimes joint and sometimes entire, of the great lakes of North America, and because of its truly magnificent rivers, exceeds the inland navigation of any other country. Its forests, whether we consider the spruce and other woods, stretching from Gaspé and the Maritime Provinces, through Quebec, Northern Ontario,

Northern Manitoba and away west and north to the region of the Great Slave Lake, or whether we consider the incalculable wealth of the forests of large timber in British Columbia, or of the many quite large but relatively smaller areas elsewhere, are destined, especially if we exhibit reasonable wisdom in reforestation, to be still producing lumber when the world has minimized to the last possible degree, because of its scarcity, the uses of wood. Our areas of carboniferous coal in Nova Scotia, and of cretaceous coal in British Columbia, in the Yukon District, in Alberta and the other prairie provinces, are so large as to be an assurance that whatever may be our industrial development we shall be likely to possess coal as long as any other nation. Our water powers are so many in number, so large individually, and so widespread geographically, that so far as this kind of power is destined to replace coal, we are better situated than any country of which I am aware. Our iron areas, little as they are known, are large enough to warrant great care in our management of them, having in view on the one hand our possible future as manufacturers and on the other the fierce fight which is imminent for the control of this rapidly disappearing material. The development of our various copper areas is only a question of geography and the world's need. In the Boundary country, where coal and transportation are favourable, we are making copper in a large way with pronounced success. With the introduction of proper machinery we are destined to see our gold mining more important than ever, while as to silver, the less said perhaps the better just now, in view of the wild excitement and speculation which attends the few very rich mines already developed at Cobalt. Of silver and lead we have undoubtedly many valuable areas. In nickel and certain other minor metals we have almost a unique position, and we should bear steadily in mind what these resources may mean to us when our population is two or three

**Mr. Byron E.
Walker**

Mr. Byron E.
Walker

times as great as it is now. In the various non-metallic minerals necessary for building and other purposes we are equally blessed.

“But while all this wealth of the sea, the forest and the mine is being placed before you, your minds, I am sure, have long since shifted the scene to the pastoral and agricultural beauties and wealth of Canada. So much has been said on this subject, however, that whether one were to dilate upon the grain fields of the whole nine provinces, the fruit growing qualities of Nova Scotia, Ontario and British Columbia, the cattle ranges of the West, or the dairies of the East, one could hardly hope to say anything new. We afford reasonable wealth and happiness to six or seven million people, but we could as readily do so for thirty or forty millions.

“Our immigration is now quite satisfactory in volume, and we do our part fairly well in preparing for the many immigrants. But whether it be in order to make ready for the immigrant at the one end of our industrial scale, or to push further the use of our raw materials in our manufactures at the other, the greatest necessity of all is transportation. The pathfinder and the roadbuilder are the pioneers of all progress. The foundation of the humblest village or of the remotest farm depends on transportation. The fate of empires is profoundly influenced by transportation. Bear with me a moment while I read what one of our early empire builders—another Mackenzie—said as the result of his own canoe journey in 1793 from Montreal to the Pacific. After urging the opening of a trade route, Sir Alexander Mackenzie, writing in 1801, says :—

“By opening this intercourse between the Atlantic and Pacific Oceans, and forming regular establishments through the interior, and at both extremes as well as along the coasts and islands, the entire command of the fur trade of North America might be

obtained from latitude 48 North to the Pole, except that portion of it which the Russians have in the Pacific. To this may be added the fishing in both seas, and the markets of the four quarters of the globe. Such would be the field for commercial enterprise, and incalculable would be the produce of it, when supported by the operations of that credit and capital which Great Britain so pre-eminently possesses.'

Mr. Byron E.
Walker

"Here was a pathfinder who, at that time, wrote exhaustively to show that the route to the Asiatic East was through Canada; that we had really found the North-West passage, only it was by land instead of by water. What then is the measure of praise that is due to the roadmakers who are carrying out the dreams of such a pathfinder? If he could come once more out of the mountains seeking the Saskatchewan, what would he think of the present Edmonton, with three transcontinental railroads fighting for position there?

"And will you bear with me again while I read from another pathfinder, Professor Henry Youle Hinde, who, after his work in 1857, resulting in the Dawson route from Lake Superior to the Red River, explored the Assiniboine and the Saskatchewan in 1858. He is in the Qu'Appelle country and dreaming of empire:—

"As I stood upon the summit of the bluff, looking down upon the glittering lake 300 feet below, and across the boundless plains, no living thing in view, no sound of life anywhere, I thought of the time to come when will be seen passing swiftly along the distant horizon the white cloud of the locomotive on its way from the Atlantic to the Pacific, and when the valley will resound with the merry voices of those who have come from the busy city on the banks of Red River to see the beautiful lakes of the Qu'Appelle.'

"What would the professor think if he could visit the West again, and see his wonderful city on the Red River as it exists to-day, and if he travelled in a

Mr. Byron E.
Walker

Canadian Northern car and saw from its windows a thousand miles in unbroken succession on which grain can be grown.

"I have spoken too long, but before I sit down may I ask you to join with me in offering our gratitude to the pathfinders of our great Dominion from Champlain and La Salle, down to the last field worker on our geological survey who has trodden new ground ; and our admiration and regard for the roadbuilders who are with us to-night, and who have done their part to accomplish the dreams of Sir Alexander Mackenzie and Professor Hinde?"

The Native Born

(Kipling)

RECITED BY MR. Z. A. LASH, K.C.

We've drunk to the Queen,—God bless her!—
We've drunk to our mother's land ;
We've drunk to our English brother
(But he does not understand) ;
We've drunk to the wide creation,
And the cross swings low to the morn,
Last toast and obligation,
A health to the Native-born !

They change their skies above them,
But not their hearts that roam !
We learn from our wistful mothers
To call old England "home ;"
We read of the English sky-lark,
Of the spring in the English lanes,
But we screamed with the painted lories
As we rode on the dusty plains!

They passed with their old-world legends—
Their tales of wrong and dearth—
Our fathers held by purchase,
But we by the right of birth ;
Our heart's where they rocked our cradle,
Our love where we spent our toil,
And our faith and our hope and our honour
We pledge to our native soil!

I charge you charge your glasses—
I charge you drink with me
To the men of the Four New Nations,
And the Islands of the Sea—
To the last least lump of coral
That none may stand outside,
And our own good pride shall teach us
To praise our comrade's pride.

The Native
Born

To the hush of the breathless morning
On the thin, tin, crackling roofs,
To the haze of the burned back-ranges
And the dust of the shoeless hoofs—
To the risk of a death by drowning,
To the risk of a death by drouth—
To the men of a million acres,
To the Sons of the Golden South.

To the Sons of the Golden South, (Stand up!)
And the life we live and know,
Let a fellow sing o' the little things he cares about,
If a fellow fights for the little things he cares about
With the weight of a single blow!

To the smoke of a hundred coasters,
To the sheep of a thousand hills,
To the sun that never blisters,
To the rain that never chills—
To the land of the waiting springtime,
To our five-meal, meat-fed men,
To the tall deep-bosomed women,
And the children nine and ten!

And the children nine and ten, (Stand up!)
And the life we live and know,
Let a fellow sing o' the little things he cares about,
If a fellow fights for the little things he cares about
With a weight of a two-fold blow!

To the far-flung fenceless prairie
Where the quick cloud-shadows trail,
To our neighbor's barn in the offing
And the line of the new-cut rail;
To the plough in her league-long furrow
With the gray Lake gulls behind—
To the weight of a half-year's winter
And the warm wet western wind!

To the home of the floods and thunder,
To her pale dry healing blue—
To the lift of the great Cape combers,
And the smell of baked Karroo.
To the groan of the sluicing stamp-head—
To the reef and the water-gold,
To the last and the largest Empire,
To the map that is half unrolled!

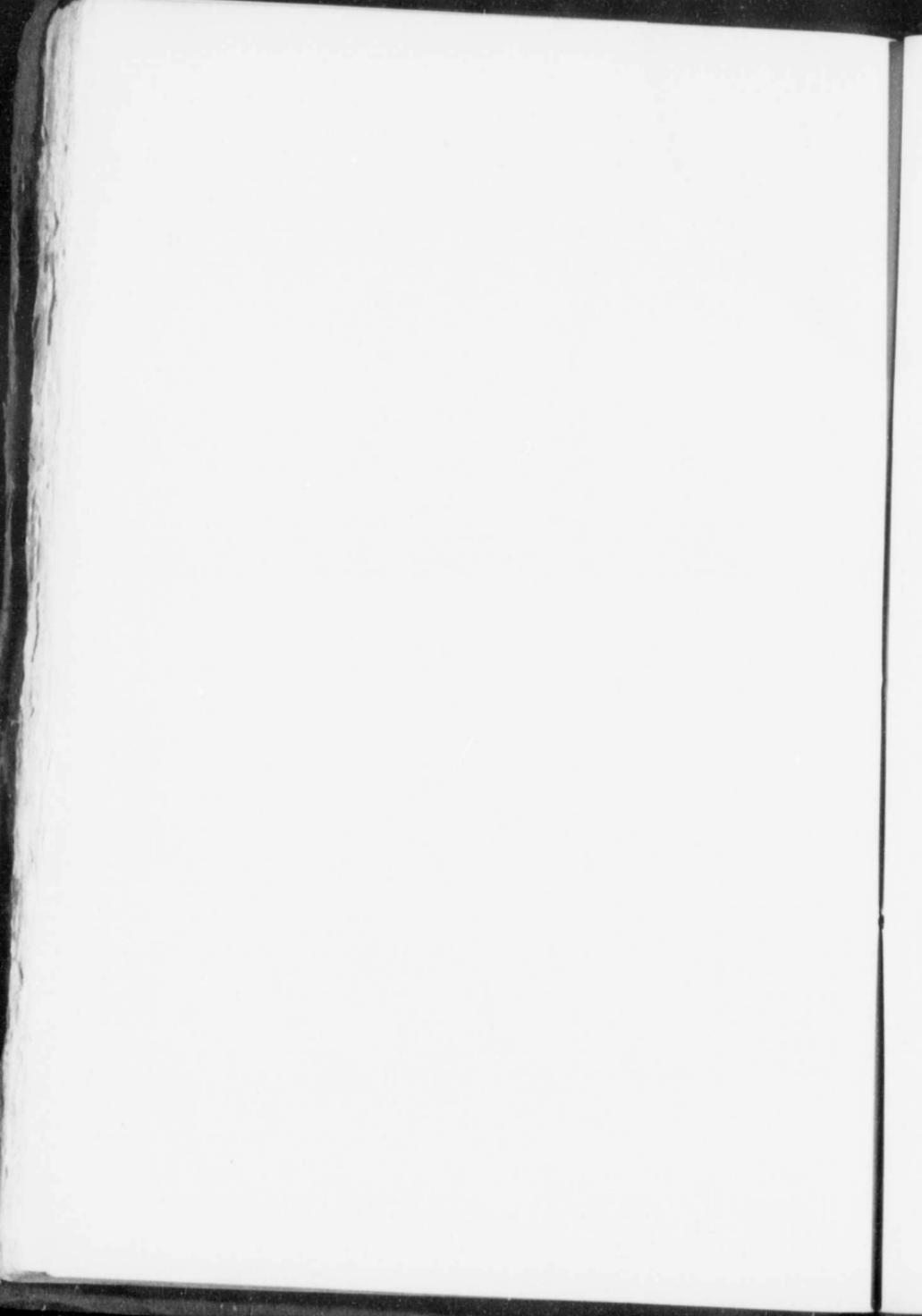
To our dear dark foster-mothers,
To the heathen songs they sung—
To the heathen speech we babbled
Ere we came to the white man's tongue.
To the cool of our deep verandas—
To the blaze of our jewelled main,
To the night, to the palms in the moonlight,
And the fire-fly in the cane!

To the hearth of our people's people—
To her well-ploughed windy sea,
To the hush of our dread high-altars
Where the Abbe makes us We;
To the grist of the slow-ground ages,
To the gain that is yours and mine—
To the Bank of the Open Credit,
To the Power-house of the Line!

We've drunk to the Queen—God bless her!
We've drunk to our mother's land;
We've drunk to our English brother
(And we hope he'll understand).
We've drunk as much as we're able,
And the Cross swings low to the morn;
Last toast—and your foot on the table;
A health to the Native-born.

A health to the Native-born, (Stand up!)
We're six white men arow,
All bound to sing o' the little things we care about,
All bound to fight for the little things we care about
With the weight of a six-fold blow!
By the might of our cable-tow, (Take hands!)
From the Orkneys to the Horn,
All round the world (and a little loop to pull it by),
All round the world (and a little strap to buckle it),
A health to the Native-born!

The Native Born



List of Guests

Peleg Howland, *Chairman*

His Honour The Lieutenant-Governor of Ontario

William Mackenzie	D. D. Mann
Hon. George W. Ross	Hon. J. P. Whitney
E. Coatsworth	Hon. Geo. A. Cox
Hon. L. Melvin-Jones	Hon. J. K. Kerr
Hon. Robert Jaffray	E. B. Osler, M.P.
A. E. Kemp, M.P.	Claude Macdonell, M.P.
E. Bristol, M.P.	Hon. George E. Foster
Hon. J. J. Foy	Hon. R. A. Pyne
Thomas Crawford, M.P.P.	W. K. McNaught, M.P.P.
Byron E. Walker	R. C. Steele
Frederic Nicholls	Z. A. Lash, K.C.
John D. Ivey	D. B. Hanna
R. J. Mackenzie	John Firstbrook
J. H. Munson, K.C.	A. W. Mackenzie
J. M. Mackenzie	Charles May
Lewis Lukes	W. H. Moore

Captain Macdonald, A D.C.



List of Those Taking Part in the Banquet

Agar Adamson
W. M. Alexander
J. D. Allan
A. A. Allan
A. A. Allan
J. A. M. Alley
George Anderson
T. O. Anderson
F. C. Annesley
T. D. Bailey
F. W. Baillie
George Baker
C. W. Band
A. O. Beardmore
G. W. Beardmore
W. D. Beardmore
S. G. Beatty
Captain H. Bickford
S. W. Black
G. T. Blackstock, K.C.
Hugh Blain
E. C. Boeckh
C. A. Bogert
W. J. Boland
C. Boothe
R. H. Bowes
A. D. Braithwaite
C. J. Brittain
Frank Broderick
F. W. Broughall
M. H. Brown
T. A. Brown
Richard Brown
S. Caldecott
C. E. Calvert
Chas. N. Candee
Allen Case
Geo. A. Case
W. G. P. Cassels, K.C.
John Catto
John Caven, M.D.
R. J. Christie
J. Clark
A. R. Clarke
L. H. Clarke
R. J. Cluff

W. J. Cluff
Chas. Cockshutt
John L. Coffee
John A. Cooper
R. Cooper
J. W. Corcoran
L. Cosgrave
D. Coulson
R. Cowan
C. B. Cronyn
Chas. R. Cumberland
Col. A. D. Davidson
Lt.-Col. John I. Davidson.
A. L. Davis
Hon. E. J. Davis
F. H. Deacon
H. H. Dewart
T. G. Dexter
J. C. Douglas
W. M. Douglas, K.C.
J. C. Eaton
Timothy Eaton
J. F. Eby
W. L. Edmonds
Dr. J. E. Elliott
John F. Ellis
J. J. Fee
Geo. H. Fensom
J. W. Flavelle
R. J. Fleming
G. L. Francis
Leo. Frankel
Maurice Frankel
E. D. Fraser
Ed. Freyseng
W. J. Gage
F. H. Gage
J. W. Gale
W. K. George
C. T. Gillespie
James A. Glover
George H. Gooderham
J. C. Grace
A. Grantham
Robert Greigg
W. Greigg

LIST OF THOSE TAKING PART IN THE BANQUET—

Continued

N. F. Gundy	C. G. Marlatt
S. B. Gundy	N. Marshall
James Gunn	K. R. Marshall
Stephen Haas	N. C. Marshall
J. Harper	Thos. G. Mason
Lloyd Harris	C. D. Massey
R. Harris	A. E. Mathews
S. R. Hart	W. D. Matthews
A. Hawkes	C. S. Meek
F. W. Hay	J. B. Miller
Jos. Henderson	W. H. Millman
A. J. Hills	W. E. Milner
T. Hobbs	L. W. Mitchell
J. H. Houser	J. W. Mitchell
Stewart Houston	F. G. Morley
L. A. Howard	Massey Morris
Col. Sam Hughes	G. A. Morrow
F. W. Humphrey	A. Muirhead
Wm. Ince	G. W. Muller
Jas. Ince	Cawthra Mulock
R. W. Inglis	Major J. A. Murray
Mark H. Irish	Parkin Murray
G. T. Irving	Col. J. B. MacLean
P. D. Ivey	F. J. McBean
Rev. Geo. Jackson	Wm. McCausland
F. G. Jemmett	S. J. McCreey
A. T. Johnston	R. McDonald
S. Johnston	Jas. A. McFadden
J. F. Junkin	Harry McGee
R. F. Junkin	M. W. McGillivray
W. A. Kemp	D. O. McKinnon
T. G. Kiely	M. McLaughlin
F. Killer	A. C. McLeod
Geo. H. Kilmer	Frank McMahan
J. S. King	A. C. McMaster
Thomas Kinnear	I. McMichael
Travers Kirkland	S. W. McMichael
C. G. Knott	A. D. McRae
John Knox	Wm. McTaggart
R. Laidlaw	W. J. McWhinnie
Wm. Laidlaw, K.C.	Alexander Nairn
A. Laird	H. G. Nicholls
J. M. Lalor	W. H. Nix
Major A. Burdette Lee	Jos. Oliver
Thomas Long	E. Oliver
J. Loudon	J. O. Orr, M.D.
J. L. Love	H. C. Osborne
C. B. Lowndes	J. K. Osborne
A. McLean Macdonell	H. S. Osler, K. C.
John Mackay	F. W. O'Flynn
J. A. Mackellar	E. R. Peacock
W. B. Maclean	F. A. Peardon
N. Macrae	Sir Henry Mill Pellatt
A. G. Malcolm	A. Pepler

LIST OF THOSE TAKING PART IN THE BANQUET—

Continued

Wm. Phillips	C. W. Spencer
E. S. Piper	R. Clarke Steele
J. H. Plummer	W. D. Steele
F. B. Polson	Wm. B. Stewart
F. Potts	Hon. J. R. Stratton
A. E. Rae	Capt. C. T. Van Straubenzie
C. Reaves	Warren Thompson
A. T. Reid	J. O. Thorn
F. H. Richardson	W. G. Thurston
Geo. Ridout	W. B. Tindall
Harold Robertson	H. C. Tomlin
T. Robertson	George W. Torrance
F. B. Robins	John Turnbull
A. F. Rodger	D. J. Turner
M. L. Roessel	Shigesburo Ubukata
Elias Rogers	J. F. H. Ussher
W. D. Ross	Osler Wade
A. Royce	H. D. Warren
W. E. Rundle	J. P. Watson
A. F. Rutter	G. F. Watson
M. P. Ryan	W. T. White
E. B. Ryckman	T. H. White
James Ryrrie	George Whittaker
Harry Ryrrie	J. F. Wildman
R. J. Score	H. A. Wiley
Hedley Shaw	D. R. Wilkie
R. F. Shurly	E. Willans
Frank Simpson	H. H. Williams
Angus Sinclair	Edgar A. Wills
Major John Sloan	W. A. Wilson
Sidney Small	Frank Wise
Alfred W. Smith	D. B. Wood
R. A. Smith	E. R. Wood
R. Home Smith	G. A. Woods
J. M. Smith	J. W. Woods
W. R. Smyth	C. W. I. Woodland
G. T. Somers	Henry Wright
F. M. Spaidal	A. L. Young