

EDWARD
WENTWORTH
BEATTY

Sir Edward Wentworth Beatty

In the death in Ross Memorial Pavilion, of Royal Victoria Hospital, Montreal, on Tuesday evening, March 23, of Sir Edward Wentworth Beatty, G.B.E., K.C., LL.D., D.C.L., both Canada as a whole and the Canadian railway industry have suffered a grievous loss. While Sir Edward, who held the presidency of the Canadian Pacific Ry. Co. for nearly a quarter of a century, was more closely associated with the railway industry than with any other, in the minds of railway people and of the general public alike, his interests extended far beyond railroading, and in industry generally, education, finance and public affairs his loss will be greatly felt. His work on behalf of the health and prosperity of Canadians, and in the fields of education, philanthropy, business, boys' activities and athletics, marked him as one of the outstanding citizens of Canada and earned him many honors.

Sir Edward had been in poor health for more than two years preceding his death. As was reported in our May, 1942, issue, in recording his resignation from the C.P.R. presidency, in which he was succeeded by Dr. Allan C. Coleman, LL.D., he became ill in the early spring of 1941, his sickness having been caused by too much exertion for a man of his years, and by too concentrated application to the numerous duties demanding his attention. Medical advice which he had received, shortly prior to his resignation from the presidency, was that his health could be restored only by a lightening of duties and by divesting himself of some of his responsibilities. He tendered his resignation from the presidency at a meeting of the C.P.R. Co. directors, on May 1, 1942. While continuing as Chairman of the Board of the company,

build the railway of which the junior Beatty later became President. There is no doubt that Sir Edward was interested in railway transportation from the beginning, and particularly in the C.P.R., as his father often discussed railway matters within the family circle. Sir Edward was first placed in a school in Toronto, where it is recorded that he made no great progress, as the work did not interest him. He then studied under a private tutor, who made a point to study the peculiarities of each of his pupils. It is recorded that this teacher had much to do with moulding Sir Edward's character, and with teaching him to concentrate. Later, Sir Edward

Counsel in December, 1914, was elected a director of the company in January, 1916; was made a member of the executive committee of the directors in October, 1916; was elected to the presidency in October, 1918, and became Chairman and President, May 7, 1924. Sir Edward was the fourth president of the C.P.R., and in the presidency succeeded the late Baron Shaughnessy. When he became president, he was a week short of his 41st birthday, and was said to be the youngest railway president in the world. In the following 23 years, he filled with distinction a position which has frequently been referred to as the biggest and hardest in Canada. Sir Edward was the first Canadian-born president of the company. It is recorded that when Baron Shaughnessy offered him the job, Sir Edward, who had been entertaining ambitions of becoming a judge, refused it, but later reconsidered and accepted.

During Sir Edward's long tenure of office in the presidency, the Canadian Pacific Railway made its most marked advancement in equipment and operation methods, bringing greatly improved efficiency and giving Canadians railway service of an excellence undreamed of a few years before. He was the era of the building of the Empress of Britain and the Royal York Hotel at Toronto, the largest hotel in the British Empire, of expansion and modernizing in all directions. He led the company through the world's greatest business boom, through history's most severe depression. And he led it well, for, on the outbreak of war, Canadian Pacific services were in excellent condition for their important part in Empire defence.

An outstanding figure of the business world, Sir Edward was affiliated with



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Sir Edward was born in Thorold, Ont., Oct. 16, 1877, the son of Henry Beatty, a native of Ireland and founder of the Beatty Line of steamships on the Great Lakes. It is recorded that the senior Beatty had declined to join a syndicate formed by the late James J. Hill, to



Sir Edward Wentworth Beatty, G.B.E., K.C., LL.D., D.C.L.
Born Oct. 16, 1877; died March 22, 1947.

attended, in turn, Harvard Collegiate Institute, at Toronto, Upper Canada College and University of Toronto, graduating from the latter in 1898, and he then attended Osgoode Hall Law School. He wrote law in the office of McCarthy, Osler, Hoskin and Creelman, Toronto, and was called to the Bar of Ontario in June, 1901. He became a K.C. in 1915. On the appointment of A. R. Creelman as Chief Solicitor, C.P.R., he accompanied him to Montreal and was appointed Assistant Solicitor, C.P.R., Jan. 1, 1905; General Solicitor, March 1, 1910, and General Counsel, July 1, 1913. He became Vice President and General

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An outstanding figure of the business world, Sir Edward was affiliated with nearly a score of Canada's leading business enter-

prises, including the Consolidated Mining and Smelting Co., Northern Alberta Railways, Toronto Terminals Railway Co., Quebec Salvage and Wrecking Co., West Kootenay Power and Light Co., Bank of Montreal, Royal Trust Co., Canadian Industries, Limited, Sun Life Assurance Co. of Canada, Royal Exchange Assurance Co., Waldorf-Astoria Hotel Corporation, Canadian Investment Fund, Henry Gardner Co. of London, England, and Amalgamated Metals Limited of London, Eng.

Ever an earnest worker for the cause of education, Sir Edward gave practical, active leadership. As Chancellor of Mc-

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Gill University, Montreal, he contributed much to that institution through his personal efforts, while the railway had contributed 66 scholarships to McGill between 1917 and 1941. In the same period, the railway gave about 38 other scholarships to French-speaking employees and minor sons and daughters of employees. He had been Chancellor of McGill since 1921, a member of the Corporation of Bishop's University, Lennoxville, since 1927, and was a governor of Lower Canada College. He had also served as Chairman of the Rhodes Scholarship Selection Committee of the Province of Quebec. He was Chancellor, Queen's University, Kingston, from 1919 to 1923. His work as an educationalist was recognized by the conferring of honorary degrees by twelve outstanding universities in Canada, the United States, Ireland and Scotland.

Welfare and philanthropic organizations with which Sir Edward was actively affiliated were: Boys' Farm and Training School at Shawbridge, President; Boy Scouts' Association of Canada, President; British Empire Games Association, President; Montreal Orchestra, President; Royal Victoria Hospital, President; the Salvation Army, Chairman of the National Advisory Board; St. John Ambulance Association, Honorary President; Canadian National Institute for the Blind, Honorary President; Montreal General Hospital, member of the Advisory Board; Montreal Boys' Association, Honorary President; Canadian Corps of Commissionaires, Governor.

Sir Edward's outstanding work on the Canadian scene earned him world honors, international fame and a secure place in Canadian history as an almost legendary figure. The greatest honor conferred on him was in 1935, when King George V made him a Knight Grand Cross of the Most Excellent Order of the British Empire. In the same year he was made Honorary Bencher of the Middle Temple, London, England. In the previous year he had been made a Knight of Grace of the Venerable Order of the Hospital of St. John of Jerusalem. Norway conferred on him the insignia of Knight Commander, First Class, of the Order of St. Olaf, in 1924. Canada commissioned him Honorary Captain, Montreal Division, Royal Canadian Naval Volunteer Reserve, in 1937. The Boy Scouts' Association of Canada gave him, in 1935, the highest honorary award possible, the Order of the Silver Wolf, which was presented to him by Lord Baden-Powell. He had been made Free-

supervise Britain's shipping organization work in Canada. Later, under his leadership, was organized the Canadian Pacific Air Services, which set up the system of ferrying bombers to the British Isles, work now handled directly by the British Government, through the Royal Air Force Ferry Command.

Despite his many activities and responsibilities, Sir Edward found time to make many outstanding addresses on both railway and national affairs, which he looked upon as inextricably tied together. Until his health failed, he campaigned aggressively for unified operation of the Canadian Pacific and Canadian National, and he looked upon co-operation between the managements of the two properties as a palliative, rather than a cure, for the Canadian railway problem.

Sir Edward was a bachelor. The time and interest he might have devoted to a family were utilized in extra labors in behalf of the Canadian Pacific and in his activities to advance the interests of the educational, philanthropic and welfare organizations with which he identified himself.

There are only two survivors—Dr. H. A. Beatty, of Toronto, a brother and Chief Medical Officer of the C.P.R., and a sister, also of Toronto. Dr. Beatty was at Sir Edward's bedside at the time of death.

Many Tributes to Sir Edward

Tribute to the character and achievements of the late Sir Edward has been paid by many of the leaders of the nation, including Prime Minister King and the provincial prime ministers; President D. C. Coleman of the Canadian Pacific, and Chairman and President R. C. Vaughan of the Canadian National; Dr. F. Cyril James, Principal of McGill University; R. P. Jellott, President, Canadian Chamber of Commerce; R. H. McMaster, President, The Steel Co. of Canada; Morris W. Wilson, President, Royal Bank of Canada; Arthur H. Wood, President, Sun Life Assurance Co. of Canada, and many others.

Prime Minister W. L. Mackenzie King said that throughout his term as head of the C.P.R., Sir Edward held a position in public esteem second to none among those who have been foremost in the business and cultural life of Canada, and added: "His highest achievements lay in the degree to which he was able to enrich our national life by a many-sided interest in its progress and development."

"To the zeal for great causes to

Mr. Coleman said: "Canada has suffered a grievous loss in the death of Sir Edward Beatty. Few of her sons have brought to her more distinction, none was more devoted to what he believed to be her best interests. Nothing irked him more than to hear a suggestion of doubt as to the greatness of her future, or as to the ability of Canadians to rise superior to any tasks which the fated and redeemed world might impose on them. Providence endowed him with great gifts—a brilliant intellect, a capacious memory and a robust physique, and guided by a stern sense of duty he expended those gifts too lavishly as events proved in the service of any cause which he espoused. He would have lived longer had he stopped to reflect that there are limitations to human strength and endurance."

"Those who worked with him and for him in the administration and operation of the Canadian Pacific will never forget him, or cease to lament his departure from their midst. For them he set a high standard of application and unflinching diligence, but it was not half as high as the standard he applied to himself. We were proud of his incomparable achievements as a railway executive, of the vision he displayed in anticipating public requirements in the way of comfort and luxury in travel on sea and on land, and above all we were proud of the work he did for youth and for humanity in general in the hours which he might fairly have claimed for rest and relaxation."

"He was exacting at times, and quite prepared to be censorious if the circumstances seemed to justify it. Yet before ill-health overtook him—and even afterwards—his sense of humor and his innate generosity of thought almost invariably took possession of him, and an interview or discussion which promised to be unpleasant, usually left only the impression of the handsome, typically Irish face illumined by an ingratiating, mischievous, boyish smile."

"Scrupulously careful and cautious in the disbursement of corporate funds for which he was trustee, in the handling of his own money he was the despair of his prudent friends, for few if any appeals to his charitable instincts failed of success. When it was proven to him—as in too many cases it was possible to do—that his generosity had been abused, he merely smiled and shrugged his shoulders. Although he would never say it—for he was essentially a shy and reticent man—his philosophy relating to such matters evidently was that it is

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When the Second World War broke out in 1939, the Canadian Pacific Railway had reached a peak of efficiency under Sir Edward's leadership, which made it a mighty weapon of Empire defence. Its transportation facilities were immediately made available to Canada and the Empire, while Sir Edward personally assumed the post of Representative in Canada of the British Ministry of War Transport, in which post he continued until September 30, 1941. His vast experience and driving initiative made him the ideal man to

tribute to the character and achievements of the late Sir Edward has been paid by many of the leaders of the nation, including Prime Minister King and the provincial prime ministers; President D. C. Coleman of the Canadian Pacific, and Chairman and President R. C. Vaughan of the Canadian National; Dr. F. Cyril James, Principal of McGill University; R. P. Jellet, President, Canadian Chamber of Commerce; R. H. McMaster, President, The Steel Co. of Canada; Morris W. Wilson, President, Royal Bank of Canada; Arthur R. Wood, President, Sun Life Assurance Co. of Canada, and many others.

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"To the zeal for great causes to which he gave of his time and talents so unsparringly, he brought exceptional gifts of scholarship, broad-mindedness and high principled leadership.

"His life was devoted to public service. His patriotism was of the highest order. He was a great citizen. From end to end of Canada his example of quiet and effective public service will long be remembered.

"To me personally, the passing of Sir Edward Beatty means the loss of one with whom I have shared a very real friendship and, in some particulars, a close association from the years when we were undergraduates at the University of Toronto."

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"A Canadian father could have no better wish for his son than that he should grow to be such a man as was Edward Beatty."

Mr. Vaughan said:—"His passing will bring regret to many thousands of railwaymen throughout the continent as well as to Canadian citizens generally. The late Sir Edward and I for many years maintained a very close and friendly association in connection with technicalities of railroading and in other activities outside of the railway sphere.

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despite the fact we were not in agreement with regard to national railway policy."

Funeral Services—Interment

The last rites for Sir Edward were conducted in the Presbyterian Church of St. Andrew and St. Paul, Montreal, on the afternoon of Friday, March 26, by Rev. Dr. George H. Donald, Minister of the church. In response to requests from British friends, arrangements were completed for the holding of a memorial service for Sir Edward in the Church of St. Martin-in-the-Fields, London, at noon on Tuesday, March 30. Mr. Coleman having been advised to this effect by cable.

Following the funeral service on March 26, the body was taken by special train to St. Catharines, Ont., for interment, burial having been on the morning of Saturday, March 27, with committal services conducted by Rev. H. M. Coulter of Knox Church. Other members of the Bently family are buried at St. Catharines, not far from Sir Edward's birthplace at Thorold.

The funeral procession from the church of St. Andrew and St. Paul to the C.P.R. Windsor Station, following the service, was a most impressive one. Heading it was an escort detachment of 100 members of the R.C.N.V.R., under command of Lieut. George Prew, in recognition of Sir Edward's position as an honorary Captain of the Royal Canadian Navy, and of his active support, over many years, of the Navy League of Canada, the Sailors' Institute and similar organizations. The R.C.N.V.R. detachment was followed by No. 5 company of the Victoria Rifles of Canada, composed entirely of C.P.R. staff members and commanded by Capt. E. H. Kent. Following were a C.P.R. police escort, the hearse, the chief mourners and the honorary pallbearers.

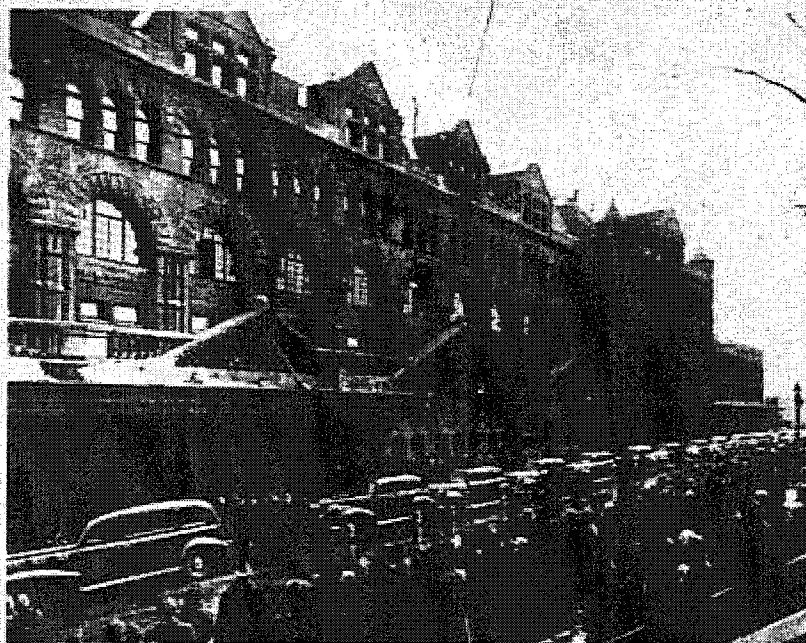
At the Windsor Station Osborne Street entrance, and through the station concourse to the train gates, were lines of uniformed C.P.R. members of the Canadian Army (Reserve) and a detachment of boy scouts, the latter being present in recognition of the fact that Sir Edward was President of the Boy Scouts' Association of Canada. Lieut. Col. E. G. O'Brien, Assistant General Superintendent of Transportation,

Wilson (President, Royal Bank of Canada).

The chief mourners were Sir Edward's brother, Dr. H. A. Bently, and his sister, Miss Mary Bently. The Governor-General, the Earl of Athlone, was represented by Major Geoffrey Eastwood, Comptroller of the Household. McGill University was very fully represented; in addition to Dr. James, members of the Board of Governors and University Senate, students' society officers, McGill C.O.T.C. and air training group attended.

Hon. Mr. Dunning, Chancellor of Queen's University, of which Sir Edward was for a time chancellor, represented that institution.

The railway car in which the casket travelled to St. Catharines was draped in purple and black. Those who went to St. Catharines aboard the special train included the pallbearers and chief mourners and a number of C.P.R. senior officials, among whom were George Stephen, L. R. Urwin, E. B. Flitcroft, K.C., and H. J. Humphrey.



Sir Edward W. Bently's Funeral.

The illustration shows the funeral procession, from the Church of St. Andrew and St. Paul, upon arrival at the Osborne Street entrance of the C.P.R. Windsor Station, in Montreal.

Railway Financial Results

Canadian Pacific Railway (Including Canadian Subsidaries)

	Gross Earnings		Working Expenses		Net Earnings		
	1943	1942	1943	1942	1943	1942	Increase
January	\$ 18,927,923	\$ 18,660,122	\$18,987,263	\$15,476,210	\$ 9,940,660	\$ 3,183,912	\$ 6,756,748

NOTE—Difference between above figures and those raised by Dominion Bureau of Statistics due to different accounting practice.
Approximate gross earnings in February, 1943, were \$22,333,000, an increase of \$2,095,000 over those in February, 1942.

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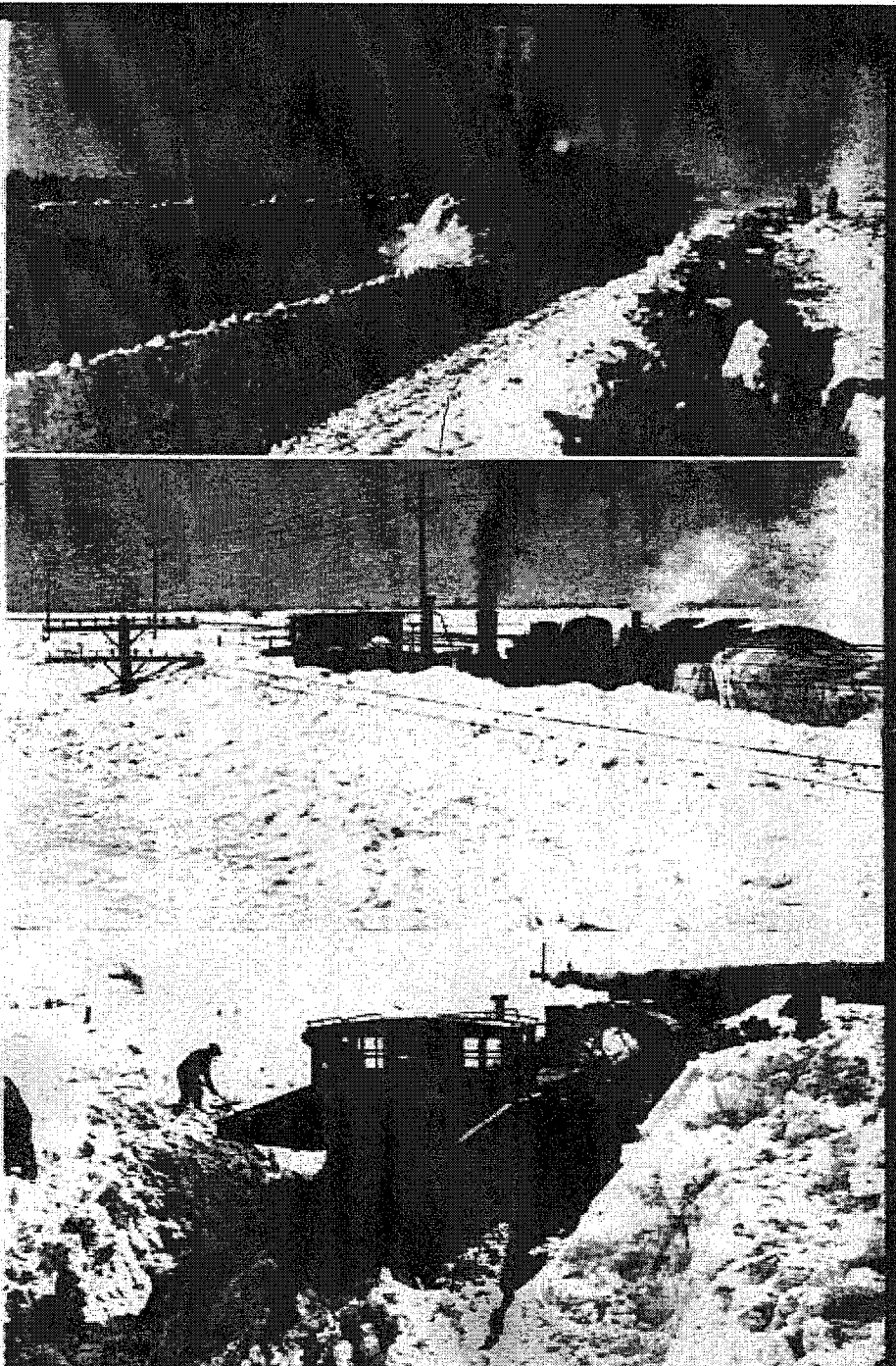
will be taking advantage of the opportunity of learning of the activities of a great transportation system under present difficult and uncertain conditions.

Much Snow Last Winter

Canadian railway officers and employees, particularly in the middle eastern section of the country, view the coming of spring this year with great relief; the past winter was undoubtedly one of the most severe on record, and the snow conditions met with were just about as discouraging as could be encountered. What the heavy snowfall and many storms cost the two transcontinental railways probably cannot be figured exactly, but D. C. Coleman, President, Canadian Pacific Ry., stated that he considered himself conservative in estimating that, from the middle of December to the middle of March, the weather cost the Canadian railways \$3,500,000 in net earnings.

However, despite the fact that railroading was made exceedingly difficult by deep and drifted snow, the railways utilized their snow clearing equipment with great efficiency, and while various sections were blocked from time to time, they were reopened to traffic with minimum delay. In this connection, Mr. Coleman said that while there has been much delay to traffic, involving considerable inconvenience to the public, it is to the credit of the railways that the war effort was not seriously embarrassed, and that no vital industry had been forced to suspend operations. Mr. Coleman praised the railway employees for their efforts under the very trying weather conditions experienced. He noted that at times there had been shortages of men to perform snow shoveling and other maintenance work; the railways had been helped out in emergencies by men provided from the armed forces. He said that the railways were most grateful for that help, and that proper compensation had been paid for the work done by the soldiers.

It can safely be said that weather conditions during January and February in the middle eastern section of Canada were the worst within memory. Hardly had the railways recovered from the severe storm with which the new year



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It can safely be said that weather conditions during January and February in the middle eastern section of Canada were the worst within memory. Hardly had the railways recovered from the severe storm with which the new year began, than they were once more affected by heavy snow, high winds and sub-zero temperature, and again it was necessary to "dig out" many sections of line. In both January and February, troubles were multiplied due to the weather. On the Canadian National, in January, the operating expenses were nearly \$4,000,000 higher than in January, 1942; while some of this increase was due to increased traffic handled, the larger part of it was due to the weather conditions experienced in the month this year. In January this year, Canadian National

Scenes in Adjoining Illustrations

Top: C.P.R. work train (locomotive, tender, locomotive and caboose), putting the finishing touches on a snow clearing job in Ontario.
Second from Top: Snow Conditions on L'Assomption Subdivision, C.N.R., in Quebec.
Third from Top: Clearing a Cut on the Montfort Subdivision, C.N.R., in Quebec.
Lower View: the C.P.R. Station at Peoria, Ont., following a January Blizzard.



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Saskatoon, Sask.; Apr., 1911, to May, 1912,
Assistant General Passenger Agent, lines
east of Port Arthur, Toronto; May 1912 he
was appointed to his present position as
General Passenger Agent, Eastern Lines, C.
N.R., and Canadian Northern Steamships,
Ltd.

1915
Thos. Swinyard, President, Dominion
Telegraph Co., who died in New York, N.Y.,
Feb. 25, aged 83, was born at Guildford,
Surrey, Eng. In 1850 he was appointed Sec-
retary to the General Manager, London &
North Western Ry. of England, and was
Secretary of the Railway Officers Monthly
Conference in London. In 1862 he came to
Canada as General Manager, Great Western
Ry., with office at Hamilton, Ont., and in
connection therewith was Vice President,
Detroit & Milwaukee Railway. In 1874 he
was appointed by the Dominion Government
to take over, complete and organize the
Prince Edward Island Ry. In 1875 he was
appointed General Manager, Dominion Tele-
graph Co., and subsequently became its
President. For some years he was Vice
President, New York, Ontario & Western
Ry. In 1897 he represented the Dominion
Government in the arbitration case at Van-
couver between the Government and the
C.P.R.; of late years he lived at The Hall,
Gilbertsville, N.Y., his second wife, who sur-
vives him, being a daughter of the late G.
Y. Gilbert of that place. He was buried at
Gilbertsville.

Davenant Rodger, who died at Brooklyn,
N.Y. Jan 19 aged 62. is spoken of by

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JOHN KEIR
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W. H. HEWITT
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The Late Sir Sandford Fleming.

Sir Sandford Fleming, K.C.M.G., died at his summer home at Halifax, N.S., July 22, after a short illness. He was born at Kirkcaldy, Fifeshire, Scotland, Jan. 7, 1827, and was educated in Scotland, where he studied surveying and engineering. He came to Canada in 1845, and later joined the engineering staff of the Northern Ry., Toronto, of which he was appointed Chief Engineer in 1857. He subsequently engaged in private practice as a member of the firm of Fleming, Ridout and Schreiber. In 1863 he was chosen by the people of the Red River settlement, now incorporated in the Province of Manitoba, to proceed to England to urge the Imperial authorities to open railway communication between Red River and eastern Canada. On his return, he was appointed by the Governments of Canada, Nova Scotia and New Brunswick, in conjunction with the British Government, to conduct a survey for the first link of a railway to extend from the Atlantic to the Pacific, on British territory. Of a section of this railway, the Intercolonial, and con- Chief Engineer during location and construction. In the meantime, in 1871, he was appointed Engineer in Chief to carry on the surveys for the Canadian Pacific Railway. In 1872 he headed an expedition which proceeded through the Rocky Mountains by the Yellowhead Pass. While engaged on the Intercolonial Ry., and in the exploring operations for the Canadian Pacific Railway, between Ottawa and British Columbia, he carried on, at his own expense, an examination of Newfoundland, to ascertain the

date he has consistently advocated the establishment of such a work. He contributed a number of papers to various scientific and political societies, and wrote several books dealing with his unique experiences in railway location and construction in Canada, which stand as authorities on all points, geographical, geological and engineering. In recognition of his services he was created a Companion of the Order of St. Michael and St. George in 1877, and a Knight Commander of the same order in 1897, and at different times has been presented to the present and the two previous monarchs. He was elected an honorary member of the Canadian Society of Civil Engineers in 1908, and was also a member of the Institute of Civil Engineers, England, and of the American Society of Civil Engineers, a Fellow and Past President of the Royal Canadian Society, Canadian Landmarks Association, Royal Conservation Commission, director Hudson's Bay Co., director C.P.R., Honorary President Canada Cement Co., Fellow of the Geological Society of the Victoria Institute, Royal Historical Society, Royal Geographical Society, and numerous other business, philosophical and social organizations. He has been variously spoken of as one of the most public spirited Britons the Empire ever produced, and as one who could look back upon a life of great and varied usefulness. The funeral, which took place at Ottawa, July 24, was largely attended by representatives of organizations with which he had been connected and by the general public.

The Pennsylvania Rd. test department, which was opened in 1874 in a small way,

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 ination of Newfoundland, to ascertain the
 possibility of establishing a railway service
 across the island. After the engineer en-
 gaged by him reported satisfactorily, he
 was thanked by the House of Assembly,
 and charged by the local government to
 conduct a railway survey from St. John's to
 St. George's Bay. The outcome of that sur-
 vey is the road now built and operated by
 the Reid Newfoundland Co. In 1880 he re-
 tired from the Dominion Government ser-
 vice, at which date the transcontinental
 surveys had established the practicability
 of the proposed railway to the Pacific and
 the means of overcoming the formidable
 barriers. Construction was then being pro-
 ceeded with at both ends, and between Lake
 Superior and Manitoba, in all over 2,000
 miles, some 600 miles of which was prac-
 tically completed.
 After his retirement from Government
 service, he devoted himself to special
 branches of science and literature, and in
 lending his assistance to the Government in
 an advisory capacity in various departments
 of public service. In 1883, when in Eng-
 land on a visit, he was asked by cable to
 assist in the establishment of the Canadian
 Pacific Ry. by its present route through the
 Rocky Mountains, and he immediately re-
 turned to Canada for that purpose, and
 made the first through journey from ocean
 to ocean, in advance of the rails, his ex-
 periences being embodied in a book en-
 titled "From Old to New Westminster." He
 gave considerable time and study to the
 question of universal time, his efforts hav-
 ing contributed in no small degree to the
 adoption of an initial meridian common to
 all nations. He also studied and made a
 specialty of an all British cable service, of
 which the Pacific cable is the first section.
 In 1879 he submitted to the Canadian Gov-
 ernment a scheme for spanning the Pacific
 Ocean by electric cable, which, in connec-

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conduct a railway survey of St. George's Bay. The outcome of that survey is the road now built and operated by the Reid Newfoundland Co. In 1880 he retired from the Dominion Government service, at which date the transcontinental surveys had established the practicability of the proposed railway to the Pacific and the means of overcoming the formidable barriers. Construction was then being proceeded with at both ends, and between Lake Superior and Manitoba, in all over 2,000 miles, some 600 miles of which was practically completed.

After his retirement from Government service, he devoted himself to special branches of science and literature, and in lending his assistance to the Government in an advisory capacity in various departments of public service. In 1883, when in England on a visit, he was asked by cable to assist in the establishment of the Canadian Pacific Ry. by its present route through the Rocky Mountains, and he immediately returned to Canada for that purpose, and made the first through journey from ocean to ocean, in advance of the rails, his experiences being embodied in a book entitled "From Old to New Westminster." He gave considerable time and study to the question of universal time, his efforts having contributed in no small degree to the adoption of an initial meridian common to all nations. He also studied and made a specialty of an all British cable service, of which the Pacific cable is the first section. In 1879 he submitted to the Canadian Government a scheme for spanning the Pacific Ocean by electric cable, which, in connection with the overland telegraph would complete the electric girdle of the globe, and bring Great Britain, Canada, Australia, New Zealand, India and South Africa into unbroken telegraph touch of each other without passing over foreign soil, and since that

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