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Americans in Canada

BY T. PASSINGHAM

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Although Canada's history goes back a couple of hundred years or more it is only within the last quarter of a century that Americans have played any great part in building up the dominion of to-day. In fact most of those from the United States who have prominently identified themselves with the industrial progress of the British Empire's greatest colony are yet alive, and still engaged in enterprises to make its growth more rapid.

In early days the American captains of industry were kept too busy on the rather extensive job of building up their own country to cast their eyes north of the 49th parallel. Having got the United States well built up, they looked around for new fields of energy, found one in the dominion, and soon made their influence felt in her industrial affairs. This influence has been continually growing, although most of the American citizens who have become identified with Canada's progress have been so well satisfied that they have become absorbed into the body politic as British citizens, and several of them have been honored with titles and other decorations from the sovereign, which they wear with democratic simplicity and dignity.

This "American invasion" has become very marked during the past few years, not so much by leading men of genius as by the ordinary American farmer, who has been voluntarily exiling himself from the land of the Stars and Stripes in growing thousands every year to take up the vacant lands in the Canadian west, and in most potent fashion to build up the dominion. To such an extent has this movement grown that it has given alarm to most of the ultra-loyalist writers from Canada in the British press, who profess to fear that it may result in a repetition of the acquisition of Texas by the United States, but such outbursts are generally greeted in Canada with more or less tolerant amusement. The Canadian system of government is so similar to that of the United States in the freedom it accords to the individual citizen in the pursuit of wealth and happiness that it is only once in a while the American builder of Canada realizes he is not still in the great republic.

Nor has the American people been backward in sending its great nation builders to Canada to aid in laying firm the foundation of the dominion's future greatness—men who not only in industrial pursuits but in the legislatures of the dominion, have left their mark. But especially in railroad-building—the very foundation of the progress of a young and vast country—have Americans shone in Canada.

E. B. EDDY, OF HULL.

The Canadian Pacific, which made the consolidation of the dominion a possibility, was undertaken by the American railroad men, whose work was so well done that to-day they are titled citizens of the empire—T. G. Shaughnessy, late of Milwaukee, Wis., but now Sir Thomas Shaughnessy, of Montreal, Canada, and William C. Van Horne, K.C.M.G., also of Montreal.

The other of Canada's great railways was built by Englishmen, and for many years was managed in London. As a result for many years its progress was slow, dividends were infrequent events. Its stock was not a healthy feature on the market, and the annual meetings of shareholders were dreaded by the officials, generally lasting a very long time, so vigorous were the investors in their complaints at the lack of returns. At last the directors realized that something must be done and they looked to the United States for the man to do it. Charles M. Hays, who had already won considerable distinction in railroad work in the States, was called to take the general managership of the road. He demanded very great ... powers and a salary of $25,000, with a five-year contract, all of which he was given. He at once set about the task of making a real railroad system out of the Grand Trunk, and soon brought other American railway men to aid him in the work, notably ... F. H. McGuigan and Frank W. Morse. He inspected the whole road and as a result so turned things inside down as to make the ... employees gasp—especially those who had to look for other positions—and to predict a speedy dissolution. But nothing of the sort happened. The G.T.R. took on new life and prosperity, and is now building a transcontinental railway which will soon take its place amongst the world's greatest railways.

In the industrial world the name of F. H. Clergue, of the Canadian Soo is no stranger to the business men of this continent or Great Britain as the American who succeeded in developing the water powers and other resources of the Canadian Soo, until to-day there are at that place a group of the largest steel works and other industrial factories in Canada, involving the expenditure of many million dollars.

Even in the field of parliament Americans have made their mark, although naturally not many men from the United States have found their way into Canada's legislative halls. Yet the older generation of dominion legislators are familiar with John Charlton, who, for thirty years sat in the house of commons and made himself famous as the promoter of many useful measures, chiefly along the line of more strict regulation of public morals.

Mr. Charlton was born in New York state, and came to Canada when he was twenty years old. Oddly his brother Hon. Andrew Charlton also won fame in the Ontario legislature, and was speaker or president of the assembly for several years. Both the Charltons were also very successful business men.

E. B. Eddy is another American who made a great name in Canada. Generations of Canadians have used his wooden ware and cursed his sulphur matches, which were, however, in general use all over the country, and yet are. His works at Hull, near Ottawa, are amongst the greatest industrial establishments in Canada, and he died last year worth a huge fortune.

Less generally known, but of equal prominence in another circle is an American, a distant relative of the vice-president of the United States, John H. Fairbank, the "old man" of the Canadian oil industry. He came to Canada half a century ago or more, when the oil excitement in western Ontario was beginning. There he settled and there he has lived ever since, and he has done more to develop that industry than any other man. With John Charlton he shared the honor of a seat in the House of commons; and was well known as a banking expert. He is now an old man and worth several millions.

These few instances by no means show how great an influence has been and is being exerted on the public and industrial life of the Dominion by the invasion of American brains and capital—an influence which is more and more making people to forget the imaginary line which divides the dominions of Edward VII from those presided over by his namesake of the Roosevelt dynasty.

This general interchange of brains and capital, however, is of comparatively recent growth. For years the relations of the republic and the dominion were fiercely hostile, and even after that hostility died away the vast bulk of the United States overshadowed the fluttering efforts of the colony to a great national existence, it was the most natural thing in the world for the bright young Canadian to go to the States in search of a better field of work, as did James J. Hill and many other able business men.

In days yet remembered the American idea of building up Canada was by annexing it by force or by tariff coercion. The first invitations along this line were inaugurated during the revolutionary war, when the leaders of the continental forces figured out that the recently conquered French-Canadians would be delighted to throw off the British yoke, and become citizens of the future republic. But the Frenchmen refuse to see things in that light, and not only fought with the British, but undoubtedly saved the dominion to British rule. Gen. Montgomery on one occasion wrote the French Canadian government of Montreal, informing him that it would be his unpleasant duty to bombard the city unless they raised their ... Amongst the American ... but their reply was one of defiance and the threat was never carried out. Again during the war of 1812 American forces invaded Canada, and many fierce combats took place, the fortunes of war varying from one side to the other, but Canada was unmoved. For many years after there were continual ... along the border, which culminated in the various Fenian raids, especially those of the early 'sixties. These were winked at by the American government, but merely resulted in considerable slaughter of the raiders, who found that the Canadians were not nearly so anxious to aid them as they had imagined.

The building of Canada by forcible annexation has long been relegated to oblivion, but other methods were adopted, and the tariff was used as a lever to force the hand of the Canadians, but equally without success.

From about 1840 to 1854, the America and Canadians enjoyed reciprocity of trade. In 1854, however, this treaty was abrogated, and from that time on tariff after tariff was devised by American legislators, with an especial eye to their effect upon the dominion, whose trade was greatly injured for many years. Time and again efforts were unsuccessfully made by Canada to secure better trade relations with the United States, but with unvarying success. In 1874 a treaty was actually negotiated, but it was thrown out by Congress. A Canadian historian (Willison) says that "the statesmen at Washington were manifestly determined to maintain a policy which bore heavily upon Canada."

This, however, produced resentment rather than submission, amongst the Canadians, and a demand arose for reciprocity in tariffs if it could not be secured in the trade. The people considered that a retaliatory tariff policy would at least be an assertion of fiscal independence, and a manifestation of national spirit, and so the famous "National Policy" of high protection was born, which resulted in the overthrow of the Mackenzie administration, and the election of Sir John Macdonald's government on a straight protective issue in 1878.

That was the inauguration of a practical fiscal war which has been waged ever since between the great republic and its numerically small but growing colonial neighbor. The Canadians continually rapped at the door of the United States. Their answers were such drastic measures as the McKinley and Dingley tariffs, both of which hit Canadian trade very hard.

J. W. MORSE.

But Canada's riches were too great to be more than temporarily dammed, and the result of the closing of the trade doors to the United States drove her to seek a market in the motherland. Thus the American policy really resulted in increasing the trade of Canada with Great Britain and her loyalty to the mother land—for loyalty is ever the handmaiden of prosperity.

During all this turmoil and strife between the government however, the relations of the two peoples were becoming increasingly intimate. The dominion's prosperity grew by leaps and bounds, and the men of restless energy in the United States saw that there was in Canada an opportunity for money making, and at the same time nation building which offered enlarged scope for their efforts. As a result citizens of the United States have been coming to Canada in ever increasing numbers until to-day in every large city in Canada there are branch factories representing American business houses, while many important industries have been almost controlled by the Americans. For instance the Canadian oil industry is to-day almost completely controlled by the Standard and Consolidated oil companies.

In no line has American activity in Canada been so marked as in the railway business which is the backbone of Canadian expansion to-day. The Americans at the head of Canada's two greatest railroads are probably the most noted industrial leaders in Canada to-day. They are known from ocean to ocean and are continually in the public eye. They are Charles M. Hays, F. W. Morse and F. H. McGuigan of the Grand Trunk and Sir Thomas Shaughnessy and Sir William Van Horne of the Canadian Pacific railway.

Amongst the remarkable railroad empire builders of Canada, no personality stands out more distinctly than that of Charles Melville Hays, the Illinois boy who is to-day the guiding motive force of the Grand Trunk railway, and president of the Grand Trunk Pacific through the country which even to-day little is known, while a few years ago it was regarded as an unprofitable wilderness.

Although Mr. Hays has been in Canada little more than ten years he has probably done more for railroad progress in the dominion than an... man. His history reads almost like a romance. Fifty years ago he was born at Rock Island, Illinois. To-day, while yet a young man he controls the destinies of what promises to be one of the great transportation systems of the world.

When seventeen years old Charles Hays started his life work at St. Louis, Mo., in the passenger department of the Atlantic and Pacific railway. He speedily worked his way up until, when 31 years old he was appointed general manager of the Wabash Western, a few years later becoming vice-president and general manager of the reorganized Wabash.

So successful was Mr. Hays in his work that in 1895 when only thirty-nine years old he was called to Canada to become general manager of the Grand Trunk. The road was then in a comatose state, managed from England, with English ideas deeply imbedded in its system. The officials were mysterious personages, difficult of access, and surrounded by mazes of red tape; its trains were slow, and a national joke for their disregard of any known schedules, while dividends were infrequent visitors, and the stock ragged on the market. To put such a road on a business basis was a Herculean task, and young Mr. Hays hesitated a good deal, but finally an inducement in the shape of a $25,000 salary and a full managerial power, practically untrammeled from London, proved sufficiently strong, and to Canada he came. Neither Mr. Hays nor Canada has reason to regret the steps. The change in the Grand Trunk was extraordinary in its completeness and its rapidity. Mr. Hays as general manager was no mystery. He was there at his desk to do business—and there many hours a day. Anyone who had business to do could see him, provided no time was wasted. He was no poseur, but a hard working business man, who did things himself and wanted his subordinates to do the same. The Grand Trunk became a new organization. Dead wood was lopped away, workers were encouraged, engineers learned to respect the schedule and speed of trains was increased and time was recognized as of importance, while the road was wonderfully improved, and the work of making it one of the greatest double track systems in the world was started. Rolling stock grew as by magic to meet the requirements. The road became a live business institution, and the whole country realized the change.

This revolution rather took away the breath of the staid English officials and shareholders, but when the results showed in increasing dividends they were easily reconciled. Within five years after Mr. Hays laid hold of the throttle the capital stock of the Grand Trunk had augmented by ...,000, while old debts had been paid, and the road immensely improved out of earnings.

"Hays of the Grand Trunk" earned a continental reputation, and in 1900 the Southern Pacific secured his services as president at a salary of $1,000 a week. He however had pronounced difficulties with the powers of that road, and the Grand Trunk wanted him back. Before a year was passed he was again engaged with the Canadian road, this time as vice-president and general manager, with a salary which he does not talk about, but which is certainly more than $50,000 he got with the Southern Pacific.

And shortly after his return Hays, of the Grand Trunk, was called upon to become president of another great national undertaking, the Grand Trunk Pacific, latest amongst transcontinental railways. It is characteristic of the man that the first inkling the public received of this vast project was a brief note to the Montreal Gazette, stating that the G.T.P. company was to be formed, to build a road from the Atlantic to the Pacific, and that was all. The four lines turned the newspaper office upside down, but Mr. Hays later explained the thing to a reporter, and naturally gave him a good "story."

What the future of Hays, of the Grand Trunk, will be no man can say. To-day he is at the zenith of his powers, in full control of the vast and growing railway system, a marked man of affairs, and earning an immense salary. One thing is sure, when the history of the present decade of Canada's development is written no inconsiderable chapter will be devoted to Charles Melville Hays, the American railway builder in Canada.

CHAS. M. HAYS.

Another giant figure amongst the American builders of Canada is Sir William Cornelius Van Horne, K.C.M.G., millionaire, artist, master of many languages, chairman of the Canadian Pacific railway, and the most famous connoisseur of cigars in the dominion, who began life as an office boy at a small station near Joliette, Illinois, forced to work to help to support his family when his father died. He is of good family descent from one of the old patroon families of New Amsterdam, now New York, and in his case blood has told with unerring effect. He was born near Joliette in 1843, started railway work when fourteen years old, and is still in it. He became telegraph operator on the Illinois Central, and at twenty-one was ticket agent on the Chicago and Alton, becoming despatcher and divisional superintendent. From this time his progress was rapid, and in 1874 he was called to secure the Southern Minnesota railway from the hands of the receiver. His success was immediate, and a few years later as a result, he became general superintendent of the Chicago, Milwaukee & St. Paul railroad, at the same time the biggest railway system in America. He only held this office for one year, when he was selected by the Canadian Pacific directors to take control of the building of that road as its general manager.

This was a stupendous task involving the construction of a road from ocean to ocean, through thousands of miles of unknown territory and across four great mountain ranges. While the financing of the road was a political-national undertaking, the practical end of the work was entrusted to Van Horne, and so well did he accomplish his task that the last rail was spiked fifty-four months after work was completed, in less than half the time required by the contract with the Canadian government. Since then the history of the road has always almost been synonymous with the history of the dominion, and to-day it has become the greatest transportation system on earth, with over eleven thousand miles of track and two immense fleets of steamers on the Atlantic and Pacific, by which passengers are conveyed from Liverpool to Hong Kong within a month without leaving the C.P.R. service. For much of this Van Horne was responsible, and his work was recognized in every land. He ultimately becoming president of the C.P.R., which office he held for many years, finally retiring, when he was made chairman of the board of directors. Of late years he has retired a great deal from the active work of the C.P.R., and has devoted much time to building up a great trunk railway system in Cuba, with the same success that marked his previous work. He is also been connected with many other commercial and charitable institutions, and is at once one of the most prominent and most liked men in Canada. In May, 1894, he was honored with the Order of St. Michael and St. George (K.C.M.G.) in recognition of his services to the empire.

Sir Thomas G. Shaughnessy.

Associated with Van Horne in his work for the C.P.R. was Thomas G. Shaughnessy, the son of the Irish policeman at Milwaukee, Wisconsin, where he was born in 1853. From that humble start he is now Sir Thomas Shaughnessy, president of the C.P.R. and a recognized force in Canadian affairs. After running the gamut of the public schools of Milwaukee he started railroading in the purchasing department of the Chicago, Milwaukee & St. Paul railroad, where his ability attracted the attention of William Van Horne, who brought him to Canada in 1882, when he came to build the C.P.R. Shaughnessy was appointed purchasing agent of the big transcontinental, and made so marked a success that two years later he became assistant to Van Horne as general manager, and then assistant general manager and again vice-president, in which he shared the work and honors of Van Horne for many years. When Sir William Van Horne retired as president of the system, Shaughnessy was at once recognized as his logical successor, and was appointed president, which office he holds to-day. In 1891 the son of the Milwaukee policeman was knighted by Queen Victoria, and as Sir Thomas Shaughnessy he is a familiar and respected figure from Halifax to Vancouver, as a capable and approachable man of affairs of thoroughly modern ideas and immense capacity.

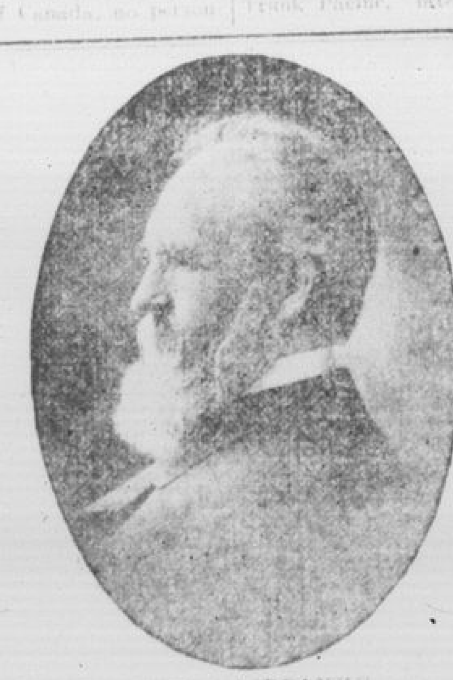
SIR THOMAS SHAUGHNESSY.

E. B. Eddy, Of Hull.

A down east Yankee whose name is famous throughout Canada was Ezra Butler Eddy, the "Bryant & May," of Canada, whose match and wooden ware works at Hull, Que., are amongst the biggest industrial works in Canada, and who also sat in the legislature of Ontario. Mr. Eddy was born on a Vermont farm in 1827, and in 1851 started the manufacture of friction matches in that state. He was quick to see opportunities in Canada, and in 1854 established what has subsequently become almost a national institution at Hull for the manufacture of sulphur matches, which have been lately much improved upon; later he added the wooden ware works, and before his death last year his factories employed over two thousand hands, and were amongst the largest of their kind in the world. For several years he was mayor of Hull, and from 1871 to 1875 he represented Ottawa county in the legislature. He died last year, leaving an immense fortune.

John Charlton, Ex-M.P.

In the allied lumber business John Charlton, a New York State farmer boy, also acquired wealth in Canada, and more enduring fame in her parliament. He was born near Caldonia, N.Y., and after trying his hand at clerking, newspaper works and law, came to Canada when twenty years old and spent several years on a bush farm in Ontario. This did not suit his ambitions, and he soon started a store at Lynedoch, Ont., where he, a few years later, entered into the lumber business, with such success that he is now one of the "lumber princes" of Canada. In 1872 he started his political career, being elected to president of his county of Norfolk, in the dominion parliament, and he held that seat for thirty years, until a break down in his health compelled his retirement in 1904. In parliament he attained national prominence for his work in promoting moral legislation. He secured the passage of the "Charlton Act," which made stringent regulations for the moral safeguard of young girls, and is still regarded as one of the most wise and useful measures on the statute books of Canada. He also tried for many years to have more stringent Sabbatarian legislation adopted, but without much success. He was also so strong a supporter of friendly relations with the United States, and especially of commercial reciprocity, that he was years known at Ottawa as "the member for Michigan," and was suspected of annexation leanings. In his prime he was regarded as one of the most useful men in the dominion parliament, especially on any matters connected with tariff legislation. Since 1904 he has led a retired life owing to ill-health.



J. K. FAIRBANKS.

Hon. W. A. Charlton.

Hon. William Andrew Charlton, a brother of John Charlton, has also attained considerable prominence in statecraft and business. Also born in New York State he spent some time in Iowa, before coming to join his brother in Canada in 1891, where he also engaged in lumbering. He made a handsome fortune in business, and turned to politics, represented Norfolk for many years in the Ontario legislature, and was elected to the high dignity of speaker, or president of that body during the tenth legislature.

F. H. McGuigan.

Francis H. McGuigan was born in 1850, at Cleveland, Ohio. He entered railway service in 1863, as water boy, Erie & Pittsburgh division of the Pennsylvania railroad, since which time he held consecutively to 1874, various minor positions on the same road, and on April 19th, 1888, was appointed construction foreman, St. Louis & Omaha division of the Wabash railroad, which position he held until July 1st, 1880, when he was appointed division roadmaster of the same road; January 1st, 1885, general roadmaster, lines west of Mississippi River. In 1888 he was appointed superintendent, western division of the Wabash railroad with headquarters at Kansas City, Mo., and on February 15th, 1896, accepted the position of general superintendent of the Grand Trunk Railway System. On March 1st, 1902, he was appointed manager, and on January 1st, 1905, fourth vice-president of the same road, which position he now holds.

Frank E. Morse.

In the office of the vice-president and general manager of the Grand Trunk Pacific is a photograph of himself taken twenty years ago, when he was an engine driver in the United States. In the few years since that time Frank W. Morse has taken his place amongst the leading railway men of the continent. He was making good on various American railways, where he was "discovered" by Mr. Hays, with whom he did such service on the Grand Trunk, that when the G. T. P. was projected he was made vice-president and general manager. It is a responsible a position for so young a man, but he has Hays of the Grand Trunk as his president, and it is no secret among railway men that when Hays is connected with a road, there is only one head to it, and that head is on Hays' shoulders.

Mr. Morse is an Illinois boy, and had the advantage of an university education, which he turned to account by entering the shops of the Wabash & Springfield, Ill., and soon became general foreman at various divisional points. In 1891 he went west as master mechanic on what is now the Colorado Southern, returning a couple of years later to take a similar position on his first love, the Wabash.

In 1899 Mr. Morse was invited by Mr. Hays to come to Canada as superintendent of motive power for the Grand Trunk, in which he did so well that he was soon appointed third vice-president of the road, which position he filled until the Grand Trunk Pacific company was formed in 1904, when he was chosen by Mr. Hays to become general manager and vice-president of the new road. Since then he has driven across western Canada over the route of the road on the northern prairies, and has taken a very active part in the laying out of the new transcontinental. He is an indefatigable worker, like all the men who surround Mr. Hays, and is regarded as one of the most promising railway men in Canada.

Any reference to the work of Americans in Canada would be quite incomplete, mentioning the fact that no less a person than Benjamin Franklin was one of the founders of the country's newspaper system. He helped to found the Montreal Gazette, the second oldest paper in the Dominion, under rather interesting circumstances. When the American colonies revolted from British rule they did all in their power to induce the French Canadians to join them. When in 1776 the Americans gained control of Montreal, the officer in command wrote General Schuyler asking him for troops and a printer. The troops did not come, but the printer was sent, with a commission composed of Benjamin Franklin, Samuel Chase, and Rev. Charles Carroll, who were appointed by Congress at Philadelphia to found a newspaper at Montreal, whose object should be to induce the Canadians to join the revolutionary movement. Franklin wrote the matter, which was set up by a Montreal Frenchman, but Franklin soon saw that the effort to secure the co-operation of the Canadians was in vain, and in May he returned to Philadelphia. The Gazette, however, continued, as a loyal British sheet, and as such it has ever since been published. None of the copies issued by Franklin are however, in existence, the early files having been destroyed by fire.

Henry III was the first English sovereign to coin gold.

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