

PRINCIPAL GRANT'S SKETCH OF FLEMING

Late Queen's Principal in Writing About Sir Sandford Said He Was As True As Steel.

Compared Him to Caesar, Who Made Campaigns and Wrote Their History--"Always Yielding But Never Yields"---His Brain Worked Strongly and Surely Like Steam Engine.

The late Principal G. M. Grant of Queen's University in 1888 wrote the following sketch of the late Sir Sandford Fleming in The Week:

Like a good many other distinguished Canadians, Sir Sandford Fleming is a Scotchman. As he lived in Scotland for only the first eighteen years of his life, and has since given forty-three years of fruitful work to Canada, leaving his impress on the whole Dominion, and

win says, "It's dogged as does it." During these years of waiting he was educating himself, the only education, let it be well understood, that is worth anything. Without this, constant cramming and examinations are worthless. So far as these refer to the desire or capacity for steel education they are a curse. The educational system that does not encourage study, after school days are over, is a bad system; and because of its failure to lead to this, a school system characterized by rigid uniformity and increasing centralization does not commend itself to thoughtful men who have given thought to the subject. In 1852, the tide in affairs that comes to every man who is ready to see and take it came to Fleming. He was appointed third engineer on the staff of the Northern Railway. That was his opportunity. When the railway was constructed the directors appointed him chief engineer, and before long he was pushed to the front of the profession. From that time his history is part of the history of Canada.

Difficulties As Engineer. With two great public undertakings, important in a political as well as engineering sense, his name will always be connected. Fortunately he has been able to enable us to form some opinion of the difficulties he had to encounter as an engineer and a public servant. We can see, too, how his character came out, and how he impressed himself on the works that link the provinces together. Some writers have recently made the discovery that Canada consists of four or five geographical sections, each of which nature intended to belong to a corresponding section in the United States; and they have unwisely on the folly of having built a railway between the Maritime Provinces and Old Canada, or between the Upper Ottawa and the Pacific. Well, it need only be said that the main features of our geography were understood fifty years ago as well as they are now, and that none the less the people went forward. They were determined to build up a nation on this northern half of the continent, with the country and the materials that they had. Almost from the day that the first passenger railway was opened in England, the idea took possession of the minds of men in all the provinces, that an Intercolonial Road was a necessity. Again and again the Legislatures of Nova Scotia, New Brunswick and Canada passed resolutions to that effect, offered money with extraordinary liberality, and entered into negotiations with each other and with the Mother Country to bring it about. Fleming had written an able pamphlet on the importance of connecting the Red River Settlement with Canada by a Colonization Road, although at the time Red River was as completely out of the ordinary horizon as the mountains of the Yukon; and the inhabitants of the far-away Lone Land had requested him to plead their cause with the Imperial Government. His interviews with the Duke of Newcastle as their envoy led to his appointment subsequently as sole engineer to survey a line for the Intercolonial. Statesmen are on the lookout for competent and reliable men, and when he turns up they feel that something of the difficulty talked with every proposed work is near. What Confederation, the long history of Intercolonial got into the region of practical politics. It was undertaken as a Government work, and put into the hands of Fleming and four Commissioners—men of great local and railway knowledge and broader political influence.

LATE SIR SANFORD FLEMING.

identifying himself with his best interests in every possible way, he was as truly as Sir John A. Macdonald or Alexander Mackenzie—may be called a Canadian. By birth he belongs to Fifeshire, the fair county which proudly calls itself "the kingdom." His native place was the lang toon of Kirkcaldy, best known to the world by having had Edward Irving and Thomas Carlyle as schoolmasters. At the time, doubtless, any one of the bairns thought himself more important than both, or than all the dominions in Scotland put together. Sweet are the bonds that unite us to the dear natal soil; and therefore when in 1882 Mr. Fleming was presented with the freedom of the Kirkcaldy Burghs, doubtless in the traditional gold snuff-box, and about the same time had the honor of LL.D. conferred on him by St. Andrew's University hard by, depend upon it his pulses quickened much more than when the Duke of Newcastle appointed him the representative of the Empire for the Intercolonial, or when he learned that the Queen had bestowed on him the honor of a C. M. G. in recognition of his services. Having studied mathematics, surveying and engineering in his native town, he came to Canada at the age of eighteen, believing that there would be more room in a new than in an old country. He found that there were no openings for young men like himself in Canada. Fond parents assure us that every avenue for boys is now crowded, and that it is impossible to make the fortunes that formerly were made. They are mistaken in both points. In those days there was no avenue but the farms, and if farming means a hard life now it was much harder then. Fleming showed the stuff of which he was made by doing whatever his hands found to do, and doing it with his might. Of course he was disappointed for the country was not what it had been painted. When he returned to Scotland, where he was informed that he could secure an appointment without any difficulty. He had faith in himself and in the country, and having no extravagant habits he could live on little. Without grumbling or looking to the Government, he worked on and waited. Even when young he did not think himself a genius, but he knew that he could work, and the quantity to be done when there was no work, but then he looked for it and took what offered. He had always a great capacity for silence, it is to this day a better listener than talker, and when he does talk, it is never about himself or his doings. When he took up his quarters in Toronto he at once joined the Mechanics Institute, and taught night classes in pure and applied mathematics free of charge to all who came to them. Eager for the general good, and for the advancement of the bounds of science, he with a few others originated the Canadian Institute. I have been told by one of the friends of this excellent and now vigorous Institute that it owes its existence to Fleming. When we reflect that he was then young, a stranger, without money, without a stake in the country, without a salary, we have a striking illustration of the value of brains and moral qualities. Truly, as Dar-



SOME CANADIANS WHO WERE PROMOTED. From left to right: Lieut. C. A. V. McCormack, of the 3rd Batt., promoted to rank of temporary captain; Lieut. J. G. Holtwell, of the 1st Batt., whose promotion to the rank of temporary captain is gazetted after his death in action; Lieut. W. Mayor, of the 15th Batt., who is promoted to the rank of temporary captain.

Commissioners gave way, but the majority stood firm. The matter was again brought before the Government, and an order-in-council passed affirming their decision. The engineer again wrote to the Premier, and in the following month to the Commissioners, asking a delay of ten days for some work in progress, so that the matter could be reconsidered. C. J. Bryden, the leader of the Commissioners, then addressed a communication to the Privy Council, in which, among other rash statements, he declared that in his experience of eighteen years as a railway manager, he had known no instance of a wooden bridge having been injuriously affected by fire. The engineer, in his reply, cited two instances of bridges on the Grand Trunk, under the management of Mr. Bryden, having been destroyed by fire a few weeks before the date of the statement. The Commissioners agreed that all bridges over sixty feet span should be built of iron. Would he not let them have that much, were it only as a small rag with which to cover their nakedness? No. He quietly demonstrated that such exceptions would be bad. At last, nearly two years and a half after his first appeal to the Premier, an order-in-council was passed giving authority to have them constructed as he had proposed. He had gained that for which in the public interest he had contended. But such a man will never be popular with commissioners or contractors, people or politicians. He will not be made M. P. or Senator, and he need not expect to be re-elected in the public eye one day after he can be dispensed with. So much the worse for the public.

In 1876, thirteen years after his appointment at the commencement of the survey, the Intercolonial was opened for traffic. At that date the capital account showed a total expenditure of twenty-one and a half millions on all services, including branch lines and rolling stock, or little more than a million in excess of the original estimates; and the work was pronounced by all authorities to be, in the essentials of a railway, second to none on the continent.

Building of the C. P. R.

Meanwhile the Government had undertaken to build a railway from ocean to ocean, about as lightly—to use Lord Dufferin's phrase—as it had been "to throw a stick across a field." Fleming was called upon to survey a route and begin the work. Everything was against him. The Intercolonial was on his hand, and it was a heavy hand. Canada had at that time no railway engineers and contractors such as it now has. No one knew anything of the region back of Lake Superior any more than if it had been Central Africa, except that all existing maps had on them, written in very large letters, "impracticable for a Railway." Captain Palliser, who had been in charge of the only engineering party that had explored the passes of the Rocky Mountains, had reported: "The knowledge of the country on the whole would never lead me to advise a line of communication from Canada across the continent to the Pacific, exclusively through British territory. The time has forever gone by for effecting such an object." But the chief engineer put a stout heart to the stake. Overcoming innumerable difficulties he succeeded in getting a line surveyed by the Yellowhead Pass, with grades and curves actually no heavier than those on the Intercolonial, a feat of engineering which every one will appreciate who knows anything of all the other transcontinental lines. It should be noted here that the Yellowhead had a special advantage then over other lines, which it ceased to have when Burrard Inlet was chosen as the Pacific terminus. It was a common point, equally suited for any of the proposed termini, and these extended all the way north to Fort Simpson, if not further. The chief engineer devoted his whole time and strength to the work till his health gave way. He then asked for leave, received a year's leave of absence, but in the course of the year had to be recalled again and again for consultation. His annual progress reports constituted a mine into which every one must dig who would form a correct idea of the task which had been imposed on him. He served under the Premiership of Sir John A. Macdonald, then under Mr. Mackenzie, and again under Sir John. Neither party, when it came into power, was able—much to the disgust of the baser elements in it—to make political capital against its opponents through him or anything connected with his department. Such a public man is making enemies all the time, and as he works for neither

party, neither will count him as a party man. Consequently, sooner or later, the time will come when he will find it wise to resign. That time came in 1889, after the really heavy work in connection with the survey and much of the construction had been completed or arranged for. When he resigned he refused an office with equal salary and nominal work. I have always held (1) that as the C. P. R. was a national undertaking it should have been built and operated by the Government, like the Intercolonial; (2) that the route by the Yellowhead Pass was and is the best known. Mr. Fleming as engineer, with a board of commissioners selected equally from both parties, would have had the confidence of the public; and it can be shown easily that a company cannot built or work such a road more economically than a government. But both political parties were committed to the policy of construction by a company, and the public—either from profound distrust of the party system or from the somewhat immoral and mistaken fancy that the work might somehow be built and operated at other people's expense—clamored for a company, and seemed to feel as happy—the people of Winnipeg in particular—when the great contract was ratified, as Mr. McLawber was accustomed to feel when his debts were paid with a note of hand. They are not quite so jubilant now, although the Government was wonderfully fortunate in the personnel of the company, of whom nothing but praise can be said, and the future will show still more clearly which policy was the wiser. However, even if that mistake was made, it is no use crying over spilt milk. Certainly the country got the road in one-half or one-fourth of the time in which it would have been built as a government work. Whether that was an advantage or not, the fact is undoubted.

Chancellor of Queen's.

Since 1889, Mr. Fleming has lived as busy and useful a life as ever, and he has now the satisfaction of being able to devote himself to congenial work without the weight and pressure that is always connected with the public service and political exigencies. He has received honors in abundance from all quarters. In 1890, New York College and University, New York, bestowed on him the Degree of Doctor of Science. In connection with the celebration of its Centennial, in 1889 he was elected Chancellor of Queen's by a majority vote; in 1883 he was re-elected unanimously, a second candidate withdrawing before the day of election; in 1886 no one else was proposed for the office, and so far no one else has been spoken of for 1889. In 1884 he was appointed to represent the Dominion at the International Prime Meridian Conference called by the President of the United States to meet at Washington. There, the representatives of the civilized world adopted the views which he had been long pressing on learned societies with regard to cosmic time, and a prime meridian for all nations.

Civil Suit Launched.

For many years he has devoted thought and money to the question of cable communication between the Mother Country and the Australias through Canada, and at the great conference held last year in London of the representatives of the Mother Country and all the colonies he had the best possible opportunity of entering into details on the subject, and of pressing it on the attention of the public-men of the Empire. Sir Alexander Campbell and himself were the representatives of Canada, and on the 6th of May last the Conference agreed to these two propositions:—1st. "That the connection recently formed through Canada from the Atlantic to the Pacific, by railway and telegraph opens a new and alternative line of Imperial communication over the high seas and through British possessions which promises to be of great value alike in naval, military, commercial, and political aspects. 2ndly. That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should without delay be set at rest by a thorough and exhaustive survey." Like Caesar, who made campaigns and wrote their history, Sandford Fleming has not only built great works, but has written reports and histories concerning them, characterized by clearness and freshness of style, and accuracy and fulness of detail. His latest book, England and Canada, or from Old to New Westminister, has been very favor-

ably noticed by all the best reviews. It, and the History of the Intercolonial, are good specimens of his literary work.

I have left myself no space to speak of Mr. Fleming as a man, and it is just as well. While we live, the public is entitled to see only one side of our nature and lives. It is enough to say that those who know him best trust him most. They rely both on his character and his judgment. His brain takes time to work, but it works strongly and surely as a steam engine. Listening respectfully, never dogmatizing, "he is always yielding but never yields," as a shrewd judge of character once remarked. He is true as steel to the country and to those whom he believes worthy of friendship, and his whole English-speaking race has yet something more to gain from his abilities and his thoroughly unselfish devotion.

Wilson by Acclamation.

No Opposition In Convention, Says Leading Democrat. Chicago, July 23.—Roger C. Sullivan, Democratic leader of the State of Illinois, made the flat-footed statement that President Wilson will be unopposed for the presidential nomination when the Democratic National Convention meets in 1916. Inasmuch as Mr. Sullivan is credited with having been a material factor in bringing about the nomination of Mr. Wilson at Baltimore, his statement today is regarded as significant as indicating Democratic sentiment not alone in Illinois, but throughout the country. "Wilson by acclamation as Democratic nominee for re-election" is the terse way in which Roger Sullivan put it. He then went on to say: "There will be no opposition to President Wilson at the Democratic National Convention. His name will go before the convention unopposed. The Harrison people, when they passed resolutions endorsing him, knew this. But they have been out of line a long time, and the evident intention of their last action in endorsing the President is to try to get in right at last."

Engineer to the Rescue.

C. P. R. Man Stopped Train and Got Women Out. East Berkshire, Vermont, July 23.—Seeing Mrs. B. N. Caswell and her daughter Aleta, of Gardner, Mass., struggling in the Mississippi River an engineer on a Canadian Pacific freight train stopped his engine and with the aid of the train crew brought the women ashore. Mrs. Caswell and her daughter were driving along the river when the bank gave way and the horse and carriage with its occupants were into the river. The horse, a valuable racer, was drowned.

The Pope Is Disappointed.

Rome, July 23.—Pope Benedict is keeping in close touch with the German-American situation and is keenly disappointed over the failure of diplomatic exchanges thus far to bring about a satisfactory settlement of the controversy arising over the sinking of the Lusitania. It was reported here to-day that the Pope several days ago sent a Vatican representative to Berlin to learn the exact attitude of Germany. The Vatican emissary is expected to return to Rome before the end of the week.

Cheese Markets.

Peterboro, July 21.—2,404 cheese were boarded; all sold at 13c. Woodstock, July 21.—1,750 boarded; highest bid, 12c. Madoc, July 21.—395 offered; all sold at 13c.

Negotiations between Germany and Russia for the exchange of incapacitated prisoners of war have finally been successful, after many fruitless efforts.

Bellefleur tax rate this year will be 28 7/10 mills, including the one mill imposed by the Government as a war tax.

ITALIANS BOUND TO WIN TRIESTE

To Hold Which Tolmino, Goritz And the Carso Mountain Positions Must Be Taken First.

This Would Mean the Tying Up of the Austrian Fleet, For Control of the Istria Peninsula Cuts Off Pola, Austria's Great Naval Base, by Land and Sea.

Udine, July 22.—Old fellows of Garibaldi, veterans of the war of Independence, and historic descriptions of that campaign, in which the father and grandfather of General Cadorna participated, do not record anything so obstinate and bloody as the battle which for four days has been waged on the eastern side of the Isonzo. General Cadorna, who loves his soldiers as though they were his children, although being chiefly concerned, has not a moment's hesitation in saying that to-day's sacrifices are indispensable for the inevitable success of to-morrow, which is giving the Italians the mastery of Tolmino, Goritz and the Carso Mountains, will enable them to possess Trieste without their enemies having positions from which they can threaten the Italian flank and rear. Moreover, once these points are taken, the Istria Peninsula will be practically at the mercy of the Italians, who then will have cut off the Austrian fleet at Pola by sea and land.

While desperate fighting continues on the line of the Isonzo, reports from unofficial sources show that General Cadorna, with customary caution, has not erred on the side of magnifying the substantial results already achieved. The Italians had possibly laid siege to the "Austrian trenches" when General Cadorna reported that the difficult country facing him on the Isonzo was forming a trench and strongly held by troops supported by machine guns and heavy artillery. Seven days later the commander emphasized the specifically defensive devices of the enemy to make these works and trenches as impregnable as anything to be found in Flanders and in Northern France. General Cadorna took exactly one month preparing for the advance, his attacks starting on July 4th, with the object of discovering the enemy's disposition. From that time he gave his opponents no repose at one point or other of the line until the morning of the 18th, when the attack became general. Then it developed on three points—all successful. The most important advantages thus far gained are positions on the plateau and the triangle formed by Forts Sam Micela, Monte die Bussi and Dobrego. For two days and two nights the Italians gradually took the enemy's trenches, which were covered by supporting trenches dug into the terraces forming the natural defensive conformation of the plateau. Messages from Udine, where details of the great battle are now becoming known, speak highly of the efficiency of the artillery, the action of which must have been wonderfully precise to keep in check the line of the Austrian rear lines of trenches while the Italian infantry successfully captured and consolidated those trenches forming the Austrian position. Encouraged by the success of their first attacks, and conscious of having got the measure of the enemy, despite their strong positions, the Italian troops overcame all obsta-



Too Nervous To Drive a Car?

That's too bad, old man, but you know nervousness is largely due to wrong habits of eating and drinking. If you would quit tea and coffee and use Postum your nerves would steady up. Postum has a delicious, snappy flavour and there's no drug in it—that's where it's got tea and coffee beat a mile. Sound advice. More and more, people are waking up to the harmful effects of caffeine—the drug in tea and coffee—a frequent cause of nervousness, heart flutter, dizziness, headache, and other ailments.

Instant Postum

is the soluble form of the original Postum Cereal. A level teaspoonful of the crystalline powder in a cup of hot water makes a delicious food-drink instantly. 30c and 50c tins. The convenience of Instant Postum is seen at a glance, but some prefer the original Postum Cereal which must be thoroughly boiled—15c and 25c packages. Grocers sell both kinds and the cost per cup is about the same. A change from tea or coffee to Postum has been a good thing for thousands.

"There's a Reason" Canadian Postum Cereal Co., Ltd., Windsor, Ont.