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THE STORY OF LORD MOUNT STEPHEN

BY KEITH MORRIS

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THE STORY OF
LORD MOUNT STEPHEN

BY

KEITH MORRIS

Author of
"THE STORY OF THE CANADIAN PACIFIC RAILWAY,"
"CANADA FOR BRITISH GOLD AND BRITISH ENTERPRISE,"
"THE ANGLO-CANADIAN YEAR-BOOK,"
"THE CANADIAN SETTLERS' HANDBOOK," "LOUIS BOTHA," &c.

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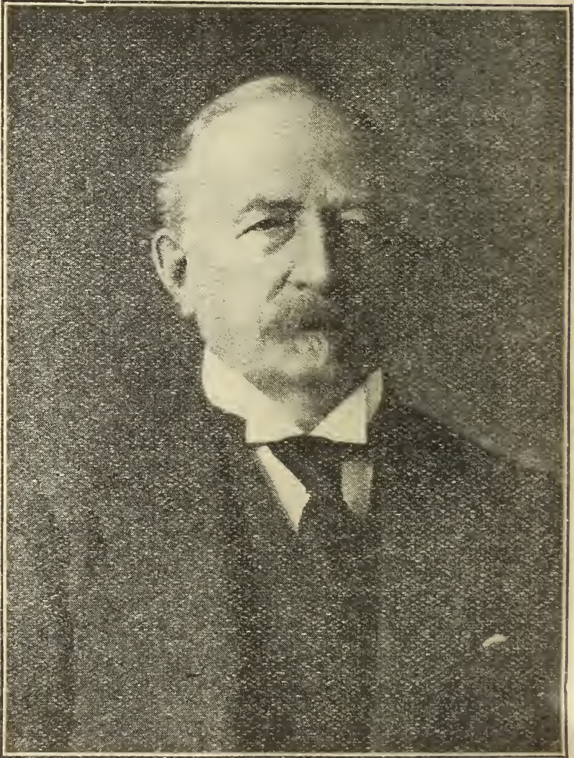


LORD SHAUGHNESSY, Chairman, Canadian Pacific Railway.

FOREWORD.

BY SIR GEORGE McLAREN BROWN, K.B.E.

IT was my proud and fortunate privilege to have been familiar with the great work and great career of Lord Mount Stephen from the days of my early youth. My father, Mr. Adam Brown, was a fellow Scot in Canada, and for several years represented the constituency of Hamilton, Ontario, in the Canadian House of Commons. He was an intimate friend of George Stephen, and a great admirer of his splendid qualities and dominating personality. Later, when I joined the company of which Lord Mount Stephen was the leading organiser and unbreakable mainstay during the period of inception and construction—the now world-famed Canadian Pacific Railway Company—I got a fuller realisation of the immense burden which he had shouldered and carried, with the help and co-operation of his associates, including the late Lord Strathcona and Mr. Richard B. Angus (who, happily, is still with us), till the haven of prosperity was reached. As the years of my service with the C.P.R. lengthened, so grew my admiration for the man whose death is a loss to a whole Empire. Lord Shaughnessy, ex-President and now Chairman of the company, has paid tribute to a true Builder of Empire in words which all of us who knew him and his work will sincerely echo: "Lord Mount Stephen was a man with imagination and initiative coupled

with probity and courage. During the construction of the Canadian Pacific Railway he had many anxious hours when his personal fortune as well as Lord Strathcona's was jeopardised in loans to the company in the dark days. To Lord Mount Stephen, beyond all others, may be attributed the successful completion of the railway."

Much has been written since Lord Mount Stephen's death of the stupendous exploit which he and his associates in its financing and building achieved on that ever memorable day in the history of Canada when the last spike was driven at Craigellachie in the new transcontinental line which linked the Atlantic and Pacific through all-British territory. But however vivid the language of the writer may be, neither he nor the eloquent orator can ever do full justice to the tremendous significance of the achievement.

The inception of the Canadian Pacific Railway by Lord Mount Stephen and his associates was regarded by all except those men of true vision as an idle fancy, the dream of chimerical men, never to be realised. The proposal to build a railway through uninhabited British North America, over one of the great mountain ranges of the globe, across a roadless continent, respecting much of which nothing was known, when looked at soberly by the practical man, presented to him a project which passed at a single leap from the plane of ordinary undertakings to the Olympic sphere of enterprises. It surpassed in every element of magnitude, and probably, also, in physical difficulties, any work ever previously undertaken by man.

What were the purposes to be achieved? What the vision that inspired George Stephen and his comrades in railway-building adventure? Wonderful commercial results could be counted on, and it was felt

that the national, the Imperial advantages and possibilities were far beyond the conception of the most sanguine of far-seeing men. The undertaking would have an immediate effect in expanding Canada, then limited to two provinces in the valley of the St. Lawrence; it would be of the greatest advantage to the Mother Country in opening up new channels for the enterprise of British merchants. The railway from the Atlantic to the Pacific when completed would bring nearer to Great Britain her Eastern Empire; it would unite with a new bond the interests and affections of Britons in Europe, Asia, Australasia, and America; it would secure in perpetuity British Dominion upon the continent of America; it would promote the occupation and civilisation of half a continent, and lay the foundation of a great Overseas nation which would be a buttress of strength in the structure of Empire. This vision has been realised, and the part played by Lord Mount Stephen in converting a great dream into a great reality has given him a permanent place in the annals of world history.

It is characteristic of the creators of the Canadian Pacific Railway, the men who endured the travail of its birth, that the establishment of a transcontinental line which linked up Canada from ocean to ocean and bound the far-spread communities of the Dominions into one indissoluble national family did not satisfy their ambitions. They were Empire Builders in the biggest sense of the term, these men of the C.P.R They had made a pathway across a continent. They now planned to bridge the oceans. True to their traditions, they carried their plans into effect. Two years after the completion of the railway the mighty Pacific was spanned. A steamship service was inaugurated between Vancouver and Japan, China, and

Hong-Kong, and the new world Dominion was linked with the ancient and mystic Orient, with its teeming millions of human beings. Now the Canadian Pacific ships sail the Seven Seas.

It was fitting that the first President of the Canadian Pacific Railway Company should have been the acknowledged leader of the enterprise, and Lord Mount Stephen retained that position for some three years after the completion of the line. Before he retired from the bridge, he had steered the company through troublous waters to the calm waters of assured success. Throughout his long residence in England, where the one-time humble Highland laddie became the honoured friend of kings and princes, he retained his stimulative interest in the affairs of the corporation. Wealth, honours, and fame left no mark on the simplicity which was a keynote of his character. He abhorred ostentation, and to the day of his death he remained the simple-minded, great hearted Highland Scottish gentleman and it is as such that he will pre-eminently remain in my memory. In the C.P.R. station at Montreal there stands a statue of Lord Mount Stephen. When the news of his death was flashed to Canada, a wreath was placed at its base by the officials of the company. The wreath will fade in course of time, the statue may crumble, but the name of Lord Mount Stephen will endure through the ages.

THE ROAD TO FORTUNE.

ALADDIN'S lamp, fortunately for the ambitious, exists only in the Arabian realms of fancy. It is in the striving to achieve, in the battling with and overcoming of obstacles which lie in the pathway, that the seekers after fame and fortune find the true scope for the moulding of their character. The fruits and flowers in the cornucopia of Fortuna cannot be gathered by any magical process, and it is well for mankind that this is so. The history of human achievement is the history of human effort.

The goddess of Fortune is a fickle jade, but it is to her credit that many of her richest prizes have been given to men who, starting life amidst adverse circumstances, have had to grapple with early difficulties which the more favourably born have escaped. The rise of the poor boy to the Olympic heights of wealth and eminence has ever been a fruitful and fascinating theme for the weaver of romance and for the biographer and the story of childhood's hardships, youth's struggles, and manhood's glittering success will continue through the ages to be an inspiration and incentive to restless, ambitious boyl ood.

The life story of Lord Mount Stephen is an epitome of this striving and achievement. Born in a little house in the Scottish village of Dufftown, Banffshire, the son of a carpenter, he commenced a career which gained for him an honoured place in the British peerage, the possession of one of the stately homes of England, and the friendship of kings and queens, as a herd laddie on his native Highland moors.

It is a romance of reality.

George Stephen was born on June 5th, 1829, the eldest of the family of five sons and three daughters of William Stephen and his wife, Elspet Smith. His father was descended from the Stephens of Croftglass, in Glenrinnes, who for generations had been rural workers and small tenant farmers in the district; his mother was a daughter of John Smith, of Knockando. Blessed with a Scottish parentage, George inherited the characteristic qualities of a race which has made history in all parts of the world. In this respect, therefore, the Highland bairn started life well equipped for the fray. But of the extraneous advantages which accrue to the pampered child of opulence he possessed none. He received an elementary education in the parish school of Mortlach—the parish in which Dufftown is situated—under the guidance of the dominie, John Macpherson. This noteworthy parochial schoolmaster instilled the rudiments of knowledge into pupils who, like George Stephen, were later to become prominent in various spheres of activity. Two rose to be Premiers of Australian colonies; another, Donald Stewart, blossomed into Field Marshal Sir Donald Stewart, Commander-in-Chief in India; and a fourth became chief of the medical staff in India.

The circumstances surrounding his boyhood days prevented the future Empire Builder from aspiring to scholastic triumphs, and after a few year's schooling he commenced to supplement the meagre income of his father as a herd boy to the parish minister, the Rev. Mr. Cruickshank, on the glebe of Mortlach. Labouring on a farm, however, offered no inducements to a bright lad ambitious to make his way in the world, and he responded to the call of the city and its offer of greater scope for advancement. Leaving his

village home, with the blessing of his parents, George started work in earnest, at the age of fourteen, as apprentice to Alexander Sinclair, a draper in Union Street, Aberdeen, whose business was known as the "Bonnet Emporium." He served his employer faithfully for four years and then, in 1847, he left the Granite City for Glasgow. The Scottish metropolis proved to be but a short stopping place in his journey to fortune. London, with her allurements, drew the ambitious young Scot to her bosom and, armed with a letter of introduction from the Aberdeen draper with whom he served his apprenticeship, he presented himself at the wholesale establishment of Pawson and Company in St. Paul's Churchyard. Tradition asserts that he arrived at the warehouse on a stock-taking day, when the floors and counters were littered with parcels and brown paper and string, and the Banffshire boy in consequence, received scant courtesy and scantier attention. "Can't you see how busy we are?" he was asked. "Yes," replied the youthful Scot, "and all I want in the way of money I could earn in helping you to straighten out that mass of goods and paper and string." From that moment the London career of George Stephen began.

Diligence had its due reward and within three years the erstwhile Aberdeen apprentice had attained the position of a departmental senior. One day, it is related, a customer from Canada, William Stephen by name, entered the warehouse for the purpose of purchasing stock for his store in Montreal. George Stephen signed a list of goods ordered by the Canadian buyer. The possession of the same surname, combined with the Scottish accent of the young draper, induced the elder Stephen to make inquiries as to the antecedents of the salesman, and in a few minutes it was

revealed that William Stephen was the cousin of George's father, and had early in life left Glenrinnes for Montreal, where he had established a dry-goods business.

It was an eventful meeting. Impressed with the qualities of his relative, William Stephen later invited his cousin's son to join him in Montreal. The invitation was accepted with alacrity and in 1850, at the age of twenty, George Stephen crossed the Atlantic and started a career in Canada which was destined to enrich the history of a great Dominion and gain for himself the laurel leaf of fame.

His first association with William Stephen's business was as a buyer, and in that capacity he soon displayed the daring enterprise characteristic of the man. At times the extent of his purchases in London and other marts startled his more cautious employer, but the resultant harvest of profits justified the optimism of the shrewd young Scot. Business thrived as it had never thrived before, and the proprietor, recognising the ability of his lieutenant, took George Stephen into partnership. On the death of his relative in 1860 the junior partner became sole owner of what had now become a large and flourishing concern.

Success followed success. Fortune favours the fearless, and the comparatively undeveloped country of his adoption offered opportunities to the bold man of business of which Stephen took full and sagacious advantage. On his own account, and in association with others, he inaugurated and developed commercial enterprises in various parts of Canada. He established cotton and woollen mills in Almonte, Sherbrooke, and Cornwall, and in other directions added to his rapidly expanding industrial interests. Wealth rolled into his lap, and he became a power

in the new world community. Elected a director of the Bank of Montreal in 1873 he subsequently became Vice-President, and in 1876 the one-time herd laddie on the parish glebe of Mortlach was installed as President of Canada's leading bank. The poor young Scottish emigrant who had arrived in Montreal twenty-six years before had become the acknowledged leader of Canadian finance, and one of the richest men in the Dominion.

The restless energy of this successful Scot, looking for new fields in which to conquer, led him next into the realms of railway finance, and, in 1878, he joined his two fellow countrymen in the Dominion, Donald A. Smith and R. B. Angus, and two native Canadians, James J. Hill and Norman W. Kittson, who had become naturalised Americans, in the formation of a syndicate which had for its purpose the acquisition of the St. Paul and Pacific Railroad, a line running from St. Paul, Minnesota, north towards the Canadian border.

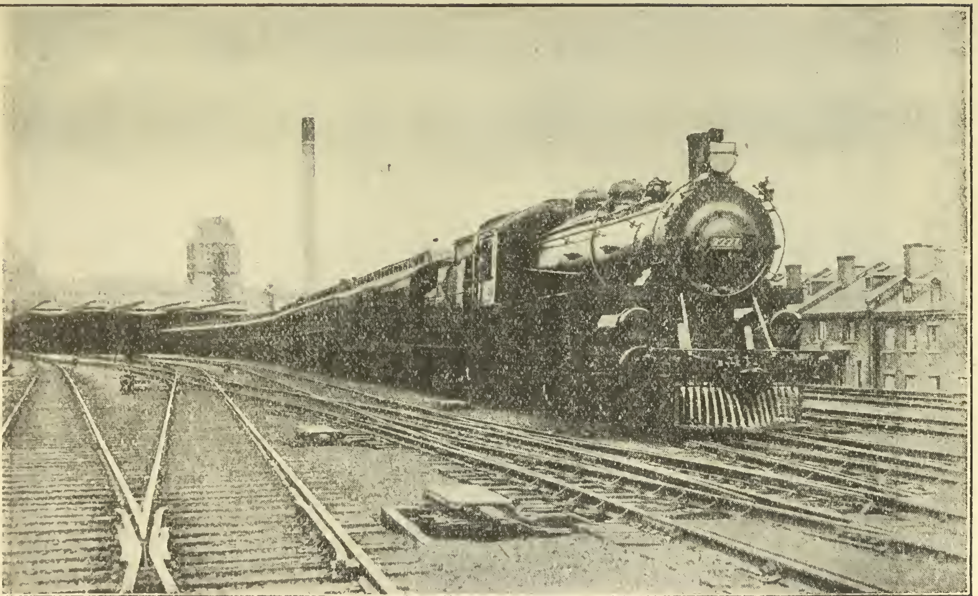
It was a daring stroke. The Canadian Government had undertaken to establish connection between Winnipeg and St. Paul in response to the demands of Manitoba. This involved the completion of the partially built railway from St. Paul to Red River and then down to the international boundary line, and the building of a railway from the boundary line to Winnipeg. The Canadian Government, hoping that the American section would be built, proceeded vigorously with the carrying out of their part of the undertaking, and all seemed well. But, as the Scottish bard reminds us, " the best laid scheme o' mice and men gang aft agley." Sixty miles of the American section had to be completed before the connection could be made, but disaster arose. The American

company was bankrupt, the bondholders in Holland had reached the end of their tether, and the Minnesota line became a seemingly hopeless derelict. The scheme had failed. The clamour of the Manitobans rose in volume but the Government was powerless. Four years later, George Stephen and his associates appeared upon the scene of wrecked hopes and brought light into the darkness.

They had conceived the bold plan of buying out the stock of the disheartened Dutch bondholders in the bankrupt concern, and completing the essential link. This was done, the stock being obtained at a very low price. Courage and skill converted failure into success. The American company was lifted out of its state of collapse, the Minnesota line was completed, the Canadian Government finished the Manitoba section, and on December 3rd, 1878, the last spike was driven, and Canada's western province entered on a new era of prosperity. The St. Paul, Minneapolis, and Manitoba Railway, as the syndicate re-named the line later, developed under the controlling direction of James Hill into the Great Northern Railway, one of the greatest railroads on the American continent.

Colossal fortunes were realised by George Stephen, Donald Smith, and James Hill—Norman Kittson died soon after the completion of the line—as the reward of vision and courage. They had stepped in where others feared to tread and had rightly earned the spoils of conquest.

But the crowning achievement of Lord Mount Stephen's career had yet to come.



C.P.R. TRAIN LEAVING MONTREAL.

WINDSOR ST. STATION, MONTREAL, HEADQUARTERS OF THE C.P.R.

BUILDERS OF EMPIRE.

Thomas Carlyle, in the plenitude of his wisdom, tells us that universal history, the history of what man has accomplished in this world, is at bottom the history of the great men who have worked here. " They were the leaders of men, these great ones; the modellers, patterns, and in a wide sense creators, of whatsoever the general mass of men contrived to do or attain; all things that we see standing accomplished in the world are properly the outward material result, the practical realization and embodiment of thoughts that dwelt in the great men sent into this world; the soul of the whole world's history, it may justly be considered, were the history of these."

In his immortal discourse on heroes and hero-worship the Scottish sage confines his reflections to the lives of men who have achieved immortality in the realms of divinity, of poetry, of priesthood, of letters, and of kingship. The hero as man of business has yet to find his interpreter, but he who strives to accomplish this task will find at his disposal a fruitful field of romance—the romance of great undertakings carried to completion under the most difficult and soul-shaking conditions—of Titanic struggles of men inspired, not merely by material gain, but by ideals of human and national development as high in their sphere as those which inspired the spiritual and martial crusaders of old.

Among such undertakings the building of a railway across Canada, linking in bonds of steel the far-spread communities in the Dominion from the shores of the Atlantic to the sun-kissed shores of the Pacific, will

ever rouse the admiration of present and future generations of mankind. The full story of this mighty enterprise has never been told—can it ever be told ?—but the outstanding events, related briefly by the author of this book in another narrative, and by others, constitute a generous justification of the countless tributes which have been paid by voice and pen to the greatest transport organisation of modern times. " The C.P.R. is a thing before which a man should stand bareheaded," said Lord Northcliffe, and his words but exemplify the universal spirit of appreciation of one of the world's wonders.

The conception of forcing a railway through thousands of miles of trackless forests, rock-bound lands, virgin prairie, and mighty mountain ranges in itself displays the courage of adventure in a supreme degree. The practical realisation of this conception was made possible only by the determination and steadfastness of George Stephen and his associates in the stupendous enterprise. On Stephen and his cousin, Donald Smith—son of his mother's brother—fell the main burden of financing an undertaking which absorbed money as a sponge absorbs water. There were occasions when the obstacles seemed insurmountable, and the shadow of disaster loomed large, but with the war cry of their native glens, " Craigel-lachie," ringing in their ears, they fought on. " Stand Fast " was their slogan and it inspired the two Scotsmen through all vicissitudes. The lonely spot in Eagle Pass, where the last spike in the new transcontinental line was driven, was appropriately named Craigellachie, a name which worthily commemorates the triumph of Scottish grit, and the victory of man over nature.

The history of the building of the Canadian Pacific

Railway is a narrative as thrilling as a romance spun by a poet or novelist, and to Lord Mount Stephen, "beyond all others," in the words of a man who well knew the inner history of the Company in its early days, and who himself rose to the position of President of the corporation—Lord Shaughnessy, may be attributed the successful completion of the line which gave the touch of life to a Land of Silence. As the mainstay of the undertaking in its initial period of trial and strife and as first president of the C.P.R., George Stephen was in truth a Builder of Empire. Without the Canadian Pacific Railway as the main artery of communication, the Confederation of the Dominion would have been as an empty husk, and it was in the momentous and often critical eight years of Stephen's presidency of the Company, 1880 to 1888, that the foundations of modern Canada were laid. "His was a courage which refused to accept defeat, and his commanding skill as a man of affairs was guided by a rare prescience and singleness of purpose," said Sir Thomas Skinner, a close friend and intimate business associate who took a prominent part in the London financing of the Company in its early years of struggle. "These high qualities were again and again subjected to the severest test during the years which brought the Canadian Pacific project to fruition, and most happily they came into their full use when this enterprise also commended the counsel and financial support of men like Lord Strathcona and the complementary administrative abilities of a Van Horne and a Shaughnessy. . . . In the early days of construction George Stephen went beyond the expectations of his associates by declaring that the C.P.R. would be unfinished until it reached to the Liverpool quayside on the one hand and Hong

Kong and Yokohama on the other. He builded better than even he then guessed, and on the sure foundation which he laid it was the happy lot of his successors to guide the enterprise to the far larger national and Imperial realisation which we see to-day under the leadership of Mr. E. W. Beatty."

It is fitting to pay tribute here to the work of the two Scotsmen whose pre-eminent association with George Stephen in the creation of the Canadian Pacific Railway has linked their names for ever with the Imperial Highway—Sir John Alexander Macdonald and Donald Alexander Smith.

Sir John A. Macdonald is the greatest statesman in the history of Canada, the dominating personality in the national life of his time, the supreme Father of Confederation, and the most revered premier of all who have reigned at Ottawa. Wilfred Campbell has described the great leader in the haunting lines of the poet:

> Him of the wider vision,
> Who had one hope, Elysian,
> To mould a mighty Empire towards the West;
> Who through the hostile years,
> 'Mid the wrangling words, like spears,
> Still bore this Titian vision in his breast.

One of his biographers, Sir George R. Parkin, claims, and no unbiassed student of Canadian history will dispute the claim, that for twenty-five years, until his death, Macdonald's political history is practically that of the whole Dominion. "While many men and many forces contributed to that great end, it is scarcely an exaggeration to say that it was his personality which in 1867 made the confederation of British North America possible." By his part in the conception

of the Canadian Pacific and in the fostering of its welfare during the critical period of its infancy he demonstrated his unswerving recognition of its existence as a vital element in the making of the new Dominion, and that without a transcontinental railway Confederation would have been merely a name.

That Sir John A. Macdonald was among the first inspirers of the great project which had for its object the linking by rail of the Dominion from east to west is recorded in historical annals. Sir Charles Tupper, one of the Fathers of Confederation, and Minister of Railways in the Dominion Government during the period of the building of the line, states that the motives that impelled Sir John A. Macdonald and his colleagues at Ottawa to establish complete Confederation by adding British Columbia to the Union after the North-West Territories had been acquired from the Hudson's Bay Company were based on national and Imperial considerations. Macdonald's views in regard to the necessity and wisdom of this step were shared by his colleagues. They realised that a Federation, to be effective for a young nation, must represent a union extending from sea to sea. It would have been impossible to retain British Columbia as a Crown Colony if overtures in favour of the Union had not been made by the Dominion. How could it have been expected to remain British when it had no community of interest with the rest of Canada from which its people were separated by two ranges of mountains and the vast prairie ? Under the existing circumstances it had no means of advancement except by throwing in its lot with the great nation to the south, with which it had constant communication both by land and sea. " We all felt that we were bound to make the hazard of incurring the large

outlay for a transcontinental railway if Confederation from coast to coast was to be made a reality, and if the sovereignty of Britain was to be retained."

British Columbia entered the Confederation in 1871, induced by the definite undertaking of the Dominion Government to build a railway from the head of the Great Lakes to the Pacific coast within ten years, and to commence actual railway construction within two years after the date of the Union.

In 1873 a political upheaval rendered Sir John A Macdonald powerless to fulfil the compact, but, with his return to power in 1878, he again devoted serious attention to the carrying out of his cherished scheme. But obstacles continued to arise, and the Government, realising their inability under the conditions to make the necessary progress in the enterprise, decided to transfer the project to the syndicate of which George Stephen was the head, and which included R. B. Angus and Duncan Macintyre, two Montreal Scotsmen; Sir John Rose, a former Canadian Minister of Finance; John S. Kennedy, a New York banker of Scottish descent; Donald A. Smith; James J. Hill; and Baron Reinach, a well-known French financier, of Paris. The names of Donald Smith and James Hill did not appear, their interest being held by other parties. Later, Donald Smith's connection with the syndicate and the company afterwards organised was made public, following a reconciliation with Sir John A. Macdonald, from whom he had been estranged since 1873. Mr. Hill withdrew from the syndicate shortly after its formation and concentrated his energies on the building of the Great Northern Railway in the United States. Baron Reinach, ruined by the collapse of the Panama Canal Company, committed suicide in Paris.

The burden of responsibility and the task of con-

struction were now placed on other shoulders, but Sir John A. Macdonald continued the co-operation which meant so much to the success of the stupendous undertaking. How splendidly the burden was borne and the task accomplished has been narrated, but at times the difficulties to be overcome were such that George Stephen and Donald Smith were compelled to pledge the whole of their personal fortunes. "What Smith and I have done and are doing individually is simply absurd on any kind of business grounds," said Stephen at that time. "I venture to say that there is not a business man in all Canada, knowing the facts, but would say we were a couple of fools for our pains." Folly, it may have been, but what splendid folly!

There was division in the Canadian Ministry upon the question of financial assistance and in April, 1885, even Stephen's optimism was dimmed. In a letter to Sir John Macdonald, he said: "It is impossible for me to continue this struggle for existence any longer." The day after the letter was written Stephen telegraphed to the Hon. J. H. Pope, then acting Minister of Railways, stating that the pay car could not be despatched and the Company, unless relieved, must stop." These formidable difficulties were overcome by the action of Sir John A. Macdonald, who throughout the whole of the negotiations between the Government and the Company maintained his sympathetic and practical appreciation of the Titanic burden carried by Stephen and his colleagues. "Even among the ministers there was discontent, and all Macdonald's tact and Tupper's fiery energy were required to hold their majority together. Stories are told of debates, long and doubtful, in the council chamber, while without white-faced directors, with

possible ruin before them, paced the halls waiting for the decision. But Macdonald triumphed."

George Stephen paid lofty and generous tribute to Sir John Macdonald in a letter to the great Prime Minister, a letter which will become historic. In this epistle he acted as an intermediary in closing the breach extending over several years that had existed between the premier and Donald Smith, and pays tribute likewise to his cousin and associate. "The pluck with which he (Donald Smith) has stood by me in my efforts to sustain the credit of the C.P.R. made it almost duty on my part to try to restore friendly relations between one who has stood so courageously by the company in its time of trouble, and you, to whom alone the C.P.R. owes its existence as a real Canadian railway. I hope some day this fact will become more generally known than it is now. But for you the C.P.R. would undoubtedly have terminated at Port Arthur in summer, and the line for six months of the year would have been simply an extension of the American line running up from St. Paul to the international boundary line, in short, not a Canadian Pacific railway at all—and the destiny of Canada, politically and commercially, something very different to that which is now a matter of certainty—unless our people, from sheer want of faith, throw away their grand inheritance."

In 1890, on the fifth anniversary of the birthday of the Canadian Pacific Railway, Sir John wrote to Sir George Stephen, as he had then become: "We can both console ourselves for all the worry we have gone through by the reflection that we have done great good to our adopted country and to the great Empire of which it forms a part."

Sir John A. Macdonald's keen realisation of the need

of making the Dominion a homogeneous whole by the building of a transcontinental highway, and his gratification with its completion after years of struggle, political, financial, and engineering, is well exemplified in his own words : " To that end we undertook that stupendous work, the Canadian Pacific Railway. Undeterred by the pessimistic views of our opponents—nay, in spite of their strenuous, and even malignant, opposition—we pushed forward that great enterprise through the wilds north of Lake Superior, across the western prairies, over the Rocky Mountains to the shores of the Pacific with such inflexible resolution that, in seven years after the assumption of office by the present administration, the dream of our public men was an accomplished fact, and I myself experienced the proud satisfaction of looking back from the steps of my car upon the Rocky Mountains fringing the eastern sky. The Canadian Pacific now extends from ocean to ocean, opening up and developing the country at a marvellous rate, and forming an imperial highway to the East."

Six years after the triumph of Craigellachie the great statesman, who had lived to see his dream come true, was dead, and an Empire mourned the loss of an illustrious son. "From the moment that the fatal character of his illness was understood," his biographer records, " messages of enquiry and sympathy came in on every side—from the queen—from viceroys under whom he had served—from colleagues and friends at a distance with whom he had worked ; while, wherever men met together throughout Canada, the impending loss of the country was the absorbing subject of thought and discussion. Parliament was in session when he died ; a State funeral was at once ordered, and the Houses adjourned for eight days as a formal expression

of the national sorrow. After lying in state in the senate chamber, his body was conveyed with imposing ceremony and with demonstration of popular respect and affection without previous parallel in Canada, to Kingston, the town where his childhood had been spent, and the constituency which he had represented throughout nearly the whole of his long political career. There, in accordance with his own desire, he was buried beside the grave of his mother, in the Cataraqui cemetery. The Scottish emigrant boy of 1820, grown to be a leader of men and the master-builder of a great Dominion, who as a statesman had planned the future of the nation, and as prime minister had often been called 'to shape the whispers of a throne,' was laid to rest amid the universal sorrow of a people who had come to look upon him as the chief pillar of the State, *columen rei publicae.*"

A wreath of white roses from Queen Victoria lay on his breast as he was lowered to his grave. In Westminster Abbey, at the heart of the British Empire, a memorial service, the first held in honour of a colonist, marked the tribute of British citizens, and a tablet was erected in the crypt of St. Paul's Cathedral as a permanent demonstration of the sense of national loss felt in the Motherland.

The co-operation of his cousin, Donald Smith, the future Lord Strathcona, was also of inestimable value to Stephen, as the President of the Company so finely recognised in his letter to Macdonald. The history of this Scotsman's life in Canada is a romance of Empire. He was born in Forres, Morayshire, the son of Alexander Smith, (brother of George Stephen's mother), and his wife, Barbara Stuart. His parentage was a guiding factor in the choice of his career. On his father's side he was related to

Peter Grant and Cuthbert Grant, Scottish fur traders in Canada, and on his mother's side to two brothers famous in the annals of the North-West Fur Company, John and James Stuart. With such a relationship, and an imagination fired by the fur traders' tales of adventure, it was natural for Donald to sail for Canada when eighteen years old, and likewise natural that he should enter the service of the Hudson's Bay Company,

The record of his service with that historic company from his first post on the bleak forbidding shores of lonely Labrador to the Chief Factorship in Montreal, fills many pages of thrilling narrative, and is a deathless story of human adventure and human endurance. The thirteen years of his life at the lonely outpost in the wilderness of Labrador were indelibly seared in his memory. He was the only white man in a region of frozen desolation ; there was but one mail a year ; his human companions were uncivilised Eskimos and Indians. The privations endured by this grim, determined and hardy Scot, ever faithful in the accomplishment of his duty, is illustrated in a feat of endurance which would have killed most men. Struck snowblind, and dreading complete and permanent loss of sight, he journeyed, with two Indians, across the frost-bound wastes to Montreal for the purpose of securing medical aid. When his sight was recovered he set out, in the depth of winter, for his post in Labrador.

It was a two thousand miles journey of privations seldom paralleled in the history of travel. The snow lay deep on the frozen ground, and the cold was intense. Storms swept the land. First, one Indian died of privation, then the second, and Smith was left alone in the wilderness two hundred miles from his destination. On he struggled, often creeping on hands and

knees, and reached his post to resume his duties as a youthful and lonely trader in the Labrador service of the Company of Merchant Adventurers.

Promotion took the intrepid Scot to the shores of the Hudson's Bay Company, where he remained for ten years. In 1861 he was made Chief Factor, and seven years later was appointed head of the Company at Montreal. Events in the career of the future Lord Strathcona now moved swiftly. In the autumn of 1869 Canada was startled by the news of a sudden outbreak of rebellion among the half-breed Indians on the Red River, under the turbulent leadership of Louis Riel. The rebels were firmly established at Fort Garry, now the site of Winnipeg, and loyal Canadian citizens were cast into prison. The Hudson's Bay Company Governor at Fort Garry, William McTavish, was ill and helpless, the little band of settlers at Selkirk and on the banks of Red River were powerless, and it was clearly realised that it was through the Hudson's Bay Company that the Dominion Government must act and gain time to despatch a military expedition for the restoration of order.

Donald Smith, although he had never been west of Lake Superior, stepped in to fill the breach. He was appointed Commissioner, and left at once for Fort Garry, and by his skill in negotiations and personal courage he took a leading part in crushing the rebellion, which was finally shattered by the arrival of Colonel Wolseley's expedition. For his services as Commissioner he was thanked by the Governor-General in Council.

After the organisation of Manitoba as a province in 1870 Smith removed to Fort Garry, where he continued in charge of the Hudson Bay Company's affairs for several years. In the same year he was elected a

member of the first Executive Council of the North-West Territory and in 1871 entered the Dominion Parliament as member for Selkirk. Six years later he was elected member for Montreal West, and started the epoch-making association with George Stephen which culminated in the building of the Canadian Pacific Railway.

To Stephen, in the days of tribulation, Donald Smith was a tower of strength. He shared to the full the great risks with his cousin, and like him, put all his possessions at the disposal of the Company when these were needed. It was he who drove the last spike at Craigellachie, and the immensity of the burden which he personally shouldered and retained through all vicissitudes nobly earned for him the honour. In his life he embodied the indomitable spirit of the Scottish Canadians, who, above all others, helped in moulding the Dominion of Canada, and the blaze of fame in which Lord Strathcona closed his inspiring career was brought into being by his own magnificent steadfastness in the face of all difficulties and dangers.

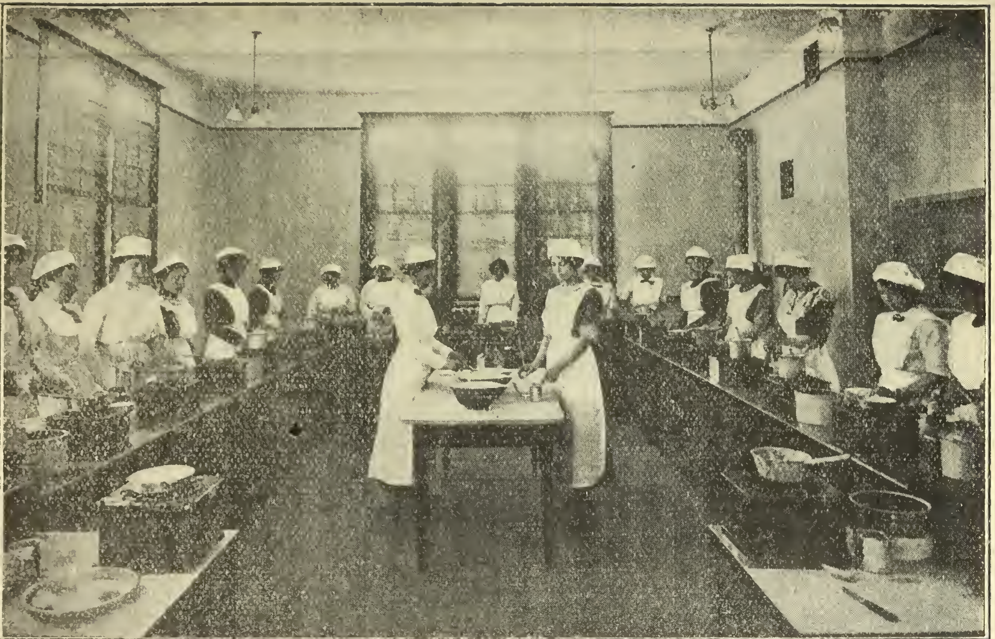
Tribute is likewise due to William Van Horne, on whom the control of actual construction mainly fell, and whose work in forcing the railway through all physical obstacles ranks him high among the world's master railway builders.

As chief of the vast army of men who laboured at the great work of creating a national pathway across Canada, Sir William Van Horne, as he afterwards became, is closely and permanently identified with the great undertaking. "For nigh three thousand miles these builders built, spanning a continent with a line of steel, hacking and dynamiting their way from ocean to ocean, toiling, sweating, and cursing, but ever going forward. Through forests, over swamps

and rivers, over prairies, through rocks and mountains they laid the rails. From all parts of the world were gathered men for the army—Anglo-Saxons, Celts, Teutons, Latins, Slavs, Mongolians and Hybrids—a veritable army of construction, with engineers as officers and William Van Horne as Commander-in-Chief."

Two phases of the great achievement stand out, pre-eminent—the construction of the line along the shore of Lake Superior, and the building through the mountains west of the prairies. In his preliminary and personal survey of the wilderness on the north shore of Lake Superior, Van Horne found what he afterwards described as "two hundred miles of engineering impossibilities." The country through which it was necessary to traverse was a waste of forest, rock, and "muskegs," or swamps. Almost every mile of the road had to be hewn, blasted, or filled up. Enemies of the railway cried out that this portion of the line would alone take twenty years to build—if construction were possible. Under the leadership of Van Horne it was built in four.

But gigantic as was the task of building the line along the rock embedded shores of Canada's inland sea, it sinks into comparative insignificance when compared with the truly amazing exploit of crossing the mountains. Only the traveller who has journeyed through this mountain zone, with its cloud-splitting peaks, wild and gloomy canyons and roaring mountain torrents can realize—and but vaguely realise—the nature of this unequalled feat of construction. Every conceivable engineering problem was encountered and overcome. "Every foot of the mountain division of the road was contested and probably every mile of tunnel and track was sealed with the blood of men.



A COOKERY INSTRUCTION CLASS, WESTERN CANADA.

IN THE HARVEST FIELD, WESTERN CANADA.

The bridging of fathomless chasms and the piercing of many mountains were accomplished only after herculean labour. There are bridges on this mountain division that hang in air—mere spider webs of iron—three hundred and odd feet above the river they span. There are places where masonry is plastered, so to speak, against the solid rock of mountains. There are ledges midway between heaven and earth, and elevations where the whirling trains plunge headlong into clouds and deep cool ravines where the road-bed disputes with the darkness the realms of mysterious mountain torrents."

In the financing of the Canadian Pacific Railway, Stephen found a valuable ally in Thomas, afterwards Sir Thomas Skinner. When Thomas Skinner became identified with the members of the C.P.R. syndicate in their efforts to induce the British financial public to support an enterprise in which he had great faith, he was already well known in London as a financial journalist and as the founder of the *Stock Exchange Year Book*—the city man's bible. His powerful influence was of material assistance in securing the necessary backing in the United Kingdom, and in his capacity as a director, and as the financial agent in London, he has continued to give the company the benefit of his valuable and much valued services. Sir Thomas Skinner succeeded Lord Strathcona as Governor of the Hudson's Bay Company, retiring from that position in 1916.

In recognition of his services to Canada and the British Empire in the building of the Canadian Pacific George Stephen was made a baronet in 1886. Two years later he resigned the Presidency of the Company in the creation of which he had taken the leading

part, and which, under his control, had now reached the road to prosperity. In 1891 he was made a Baron, the first colonial to be thus honoured, and two years later returned from the country of his adoption and the scene of his triumphs, a wealthy and honoured man, to his Mother Land.

> Yes, there by crag and moor she stands
> This mother of half a world's great men;
> And out of the heart of her haunted lands
> She calls her children home again.

A PRINCE AMONG PHILANTHROPISTS.

His great work in Empire building achieved, Lord Mount Stephen settled down in England to the enjoyment of a quiet and comparatively secluded life. Lord Salisbury invited him to take a position on the Committee of Investigation into the Army and Navy, but this he declined, and he also strongly deprecated the suggestion repeatedly made that he should be recommended for the Governor-Generalship of Canada, Public life and the limelight made no appeal to him. His happiness lay in his home.

The death, in 1896, of his wife, Anne Charlotte, daughter of Benjamin Kane, and who for forty-three years had been his devoted companion and helpmate, flung a shadow of gloom across his life. The happy union had not been additionally blessed by children, and the childless couple adopted a little girl in Montreal, who became known as Alice Stephen. Soon after Lord and Lady Mount Stephen's arrival in England, to take up their residence there, Miss Stephen was married to Henry Stafford Northcote, who later became a baronet and ultimately a peer.

Lord Mount Stephen married for the second time in the autumn of 1897. His bride was Gian, the daughter of Captain Robert George Tufnell, R.N. Miss Gian Tufnell was Lady-in-Waiting and favourite companion of the Duchess of Teck, Queen Mary's mother, and there are references to "Gian" in the diaries of the Duchess during the closing months of her life.

Lord Mount Stephen's London residence at 17, Carlton House Terrace, did not satisfy the tastes of a

man who liked a country life and when the opportunity arose he also acquired the tenancy of Brocket Hall, in the adjoining county of Hertfordshire, a mansion close to Hatfield, the family house of the Salisburys, and famous from its historic association with two British Prime Ministers, Lord Melbourne and Lord Palmerston, both of whom died there. It was from Brocket Hall that Palmerston wrote to Queen Victoria, when Melbourne's end was near, that he "was in the melancholy occupation of watching the gradual extinction of the lamp of life." It has been said of Melbourne's wife—Lady Caroline Lamb—that "the whole of her life was composed of a series of episodes in which love, or what passed for it, played a leading part." Her association with Lord Byron was the theme of gossip, and when the poet, on a much quoted occasion, brought the relationship to a close, she tried to throw herself out of a window, and then, in a fit of melodramatic despair, stabbed herself with a supper-knife. Riding out one morning from Brocket Hall, she met a hearse and mourning coaches at the gates of Brocket Park. "Whose funeral is this?" she asked. "Lord Byron's," was the reply, and Lady Melbourne learned with tragic suddenness, and for the first time, that Byron was dead.

To the associations with Brocket Hall of two of Great Britain's foremost statesmen, the tenancy of Lord Mount Stephen added the association of a great-hearted philanthropist whose dominating desire was to spread happiness and mitigate suffering by the distribution of his immense and well-earned wealth among the poor, the suffering, and the deserving generally. How nobly he gratified a noble desire is an inspiring phase of this big-souled Scotsman's life.

A beautiful and characteristic trait of Lord Mount

Stephen's character was his invariable kindness and beneficence to his family relations. To his aged parents, like all true Scots, he was especially tender in his regard, and he arranged with the owners of a vessel which sailed regularly between Scotland and Canada to convey them to his adopted country, under the most comfortable conditions then prevailing, so that he could personally minister to their happiness and welfare, and share with them his prosperity. In 1887 he executed a trust deed distributing $2,800,000, or, roughly, £560,000, among thirty-five of his relatives. " It gives me greater pleasure to allow my friends to have the money to spend while they are young, and while I am still alive, than to bequeath it to them in my will," he said.

To his native town and district he was equally generous, and the provision of annuities to the old and infirm in the parishes of Mortlach and in Glenrinnes will enshrine the name of Lord Mount Stephen in the hearts of the people of Dufftown and its neighbourhood for many generations. To his first benefactor and employer, the Rev. Mr. Cruickshank, on whose glebe the future Baron was herd boy, he gave an annuity. He erected and endowed a Cottage Hospital at Dufftown, called after him the Stephen Hospital, subsequently extended and improved it so as to bring it abreast of modern requirements, and then gave a further sum for its endowment. To the Aberlour Orphanage he donated £35,000, to secure a minimum annual income of £1,000, and so provide for all time for the support of one hundred beds. He established a £40,000 fund with the object of providing from the interest of the money a sum to augment permanently by one hundred pounds the yearly income of all parish ministers within the bounds of Speyside Presbyteries

of the Church of Scotland in the Synod of Moray—Aberlour, Boharm, Glenlivet, Glenrinnes, Inveravon, Knockando, Rothes, Bellie, Botriphnie, Cairnie, Drumblade, Gartly, Glass, Grange, Huntly, Keith, Marnoch, Mortlach, Newmill, Rhynie, Rothiemay, and Cabrach. It was provided by the deed that, should the condition of the fund allow, the sum given to each living might be increased beyond the sum of one hundred pounds.

During the years of his apprenticeship in Aberdeen, George Stephen broke his arm and became an inmate of the Aberdeen Royal Infirmary. Seldom, if ever, has a patient marked his gratitude in later years, when a man of wealth, as did the one time young apprentice who had benefited from the kindly treatment given at a hospital. It was the wish of Lord Mount Stephen that all who had ever rendered him a service in the struggling days of his youth should share his beneficence, and on the occasion of Queen Victoria's Jubilee he made a donation of five hundred pounds to the infirmary in which for a brief period he had received medical aid, nursing, and comfort. But this was but a modest forerunner of greater gifts. In December, 1900, he cleared off the entire debt of the institution, amounting to £25,000, stating that he was actuated by a desire to do something during his lifetime for the benefit of the institution in which he had been a patient as a boy. His gift was greatly appreciated, and, in recognition of the donor's splendid generosity, the freedom of the city of Aberdeen was conferred on Lord Mount Stephen on August 27th, 1901. After the ceremony Lord and Lady Mount Stephen were entertained by the Corporation at a public luncheon in the Town Hall. They also attended a reception given by the Lord Provost in the municipal chambers

in the evening, and visited the Infirmary and the Convalescent Hospital on the following day. In commemoration of the gift to the Infirmary, the directors named the new medical building "The Lord Mount Stephen Medical Pavilion."

Six months afterwards, Lord Mount Stephen, who had removed the burden of debt, donated to the institution "securities that will secure to it for all time an annual income of about £1000," to increase the yearly income so as to meet the ever-growing expenditure.

An opportunity was given some five years later to the holders of these stocks to extend their holdings on favourable terms, and to enable the directors to take advantage of this opportunity, without encroaching on the resources of the Infirmary, Lord Mount Stephen donated an additional £10,000 for the endowment.

In their report for the year 1907—1908, the directors of the Aberdeen Royal Infirmary referred to the need of permanent improvement of the institution, and stated that the most urgent necessities of the hospital would require a sum of £25,000. As soon as he knew of this further need, Lord Mount Stephen forwarded a draft from New York for £26,758, to be spent "exclusively on the permanent improvement of the hospital, rather than in providing for an increase of income." "I would consider it but little short of a calamity," he wrote, "if what I have done for the hospital should have the effect of weakening the interest of the people of Aberdeen in this old Infirmary, in which I was a patient sixty-two years ago." This munificent gift enabled the directors to extend the operating theatre facilities and provide accommodation for the treatment of eye, ear, and throat patients. To

the University of Aberdeen Extension Scheme Lord Mount Stephen contributed £1000.

In Canada, the country in which he made his fortune, Lord Mount Stephen was as generous in the cause of philanthropy as he was in his native Scotland. In 1887, he co-operated with Lord Strathcona (then Sir Donald Smith) in building the Royal Victoria Hospital, in Montreal, in commemoration of Queen Victoria's Jubilee, at a cost of £200,000, and in the further gift of £160,000 for its endowment, each contributing one-half—a magnificent gift which the citizens of Montreal never fail to recall with gratification and pride. In memory of his friend, Dr. G. W. Campbell, he gave £10,000 for the building of a wing to the Montreal General Hospital, and made generous donations to McGill University. In conjunction with Lord Strathcona he founded the Montreal Scholarship, tenable for three years, and open to students of the city and district, at the Royal College of Music in London, and among his numerous and characteristic private benefactions was his gift to Rev. Dr. Barclay, the veteran and well-beloved minister of St. Paul's Presbyterian Church, Montreal, of securities valued at £15,000, thus assuring to his old friend an income which enabled him to pass the evening of his life in comfort.

In the broader sphere of British national philanthropy, Lord Mount Stephen rose to the noblest heights of munificence, and in the roll of British benefactors his name is writ in letters of gold.

To King Edward's Hospital Fund for London, his gifts were regal. In 1902, in conjunction with Lord Strathcona, he contributed £300,000 to the Fund, and

on New Year's day, 1905, he made a personal donation of £200,000. His letter on that occasion to the Prince of Wales, as president of the Fund, illustrates the glowing spirit of the true benefactor. "Having for many years past taken a great interest in all that concerns the sick poor," Lord Mount Stephen wrote, "and having from its foundation regarded the King's Fund as an ideal organisation for the distribution of the gifts and subscriptions of all those who, like myself, have no personal interest in any particular hospital or convalescent home, it is therefore a great pleasure to me to be able to send your Royal Highness, enclosed in this, an order for the delivery to your order, as President of the Fund, £100,000 Argentine Government Funding bonds and £100,000 Buenos Ayres Water Works bonds. These bonds yield an annual income of £11,000 a year, leaving £3,000 a year still to be provided for, affording a great opportunity for someone both willing and able to do a beneficent act in aid of the most deserving of all our charities."

King Edward made personal acknowledgment of this gift, saying: "I am anxious to lose no time in expressing to you my high appreciation of your magnificent donation. I have noticed that it is the second large donation which you have so kindly given."

Three years later—it will be observed these princely donations were made at intervals of three years—Lord Mount Stephen made a third gift to the King's Hospital Fund, the amount on this occasion being nominally £100,000, but in actual value £130,000. It consisted of five thousand shares of the Great Northern Railway Company of the United States. In making this third donation, Lord Mount Stephen, in a letter addressed to the Prince of Wales, now

King George V., president of the Fund, said: "The annual income from these shares, say, £7,000, will make up my total contribution to the Fund to a little over £30,000 a year, and will raise the total income of the Fund from investments to nearly £60,000 a year. It has occurred to me that your Royal Highness might persuade a few of the friends of the Fund to unite in raising the further capital sum required (say, £300,000) to increase its income from the investments to £75,000 a year. If this were accomplished I confidently believe that King Edward's Hospital Fund would then, with its subscriptions and income from other sources, be in a position to distribute not less than £150,000 a year among the London hospitals."

His absorbing and beneficent interest in the London hospitals did not blind him to the needs of other sufferers and needy, and in 1905, the year in which he made his second donation to the King Edward's Fund, he sent a cheque for £10,000 to the Lord Mayor of London as a contribution to Queen Alexandra's Unemployment Fund, saying in his letter: "Though charity is far from being a remedy for the existing state of our working-classes, I am much afraid that the magnitude and urgency of the present distress are not yet fully understood." His gift, in 1910, of £60,000 to Dr. Barnado's Homes, to promote the emigration of boys and girls to Canada, also demonstrated the universal human sympathy of this prince among philanthropists.

AN EMPIRE'S TRIBUTE.

The weight of years was now being felt by Lord Mount Stephen and with the passing of time he withdrew more into retirement. But the natural infirmities of extreme age did not diminish his interest in matters with which during the active period of his career he had been closely identified, and the writer of this brief biography recalls with pleasure a letter he received from Brocket Hall, dated 31st July, 1916, in which Lord Mount Stephen acknowledged a copy of the author's book, "The Story of the Canadian Pacific Railway," with the kindly and genial courtesy which was ever a feature of his character. Although then eighty-seven years of age, he wrote the letter in person, saying, with reference to the narrative: "Reading it will recall many things about the early history of the C.P.R. that were slipping out of my memory."

During the last few years of his life Lord Mount Stephen lived in seclusion. In the early autumn of 1921 he became seriously ill and three months later, on November 29th, the great Empire builder and philanthropist died at Brocket Hall, painlessly and peacefully, of sheer old age, in his ninety-third year.

He was buried in the village churchyard at Lemsford, the ceremony being marked with the utmost simplicity, in accordance with Lord Mount Stephen's expressed wishes. Covered with a pall on which was laid a beautiful wreath of scarlet carnations from Lady Mount Stephen, the coffin was conveyed across the park surrounding Brocket Hall on a Canadian "buckboard"—a four-wheeled vehicle with a board resting directly on the axles—drawn by two horses. Workers

on the estate acted as bearers, and the Rev. W. W. Clarke, vicar of the parish, was the officiating clergyman. Lady Mount Stephen was accompanied by Col. F. S. Meighen, a nephew, and other family mourners included Lady Northcote, the adopted daughter of Lord Mount Stephen and the first Lady Mount Stephen; Mrs. W. F. Maxwell Williams, sister-in-law; Mrs. F. S. Meighen, and Miss Williams, nieces; and Mr. Reford, grand-nephew. The Marquess and Machioness of Salisbury, who had been close neighbours at Hatfield and intimate friends of the deceased peer, Viscount Hampden (Lord Lieutenant of Hertfordshire) and Lady Hampden, Sir Alfred Reynolds (representing Lord Ludlow and the members of the Hertfordshire Hunt), Col. A. Law (Chief Constable of Hertfordshire), and other residents of the district testified by their presence at the funeral to the esteem and devoted regard in which he was held by those among whom he had made his English home.

In London a memorial service was held at the Chapel Royal, St. James's. The Duchess of Albany, Princess Alice, Countess of Athlone and the Earl of Athlone attended the service. Lord Stanmore represented the King; Earl Howe, Queen Alexandra; Lieut.-Col. Sir Malcolm Murray, the Duke of Connaught; Brig.-General Cecil Wray, Princess Christian; and Col. Smith Neill, Princess Louise, Duchess of Argyll. A large congregation—representative of the highest traditions of British social and public life—met together in the historic Chapel in tribute to a man who had risen from the humble position of herd boy in a Highland village to the loftiest sphere of national eminence, and whose death had left the world immeasurably poorer from his passing. And in the hearts of the people of his native district, to whom he had brought

the blessings of beneficence in its most generous form, a void had been made which time could not fill.

The radiant spirit of philanthropy shone in death as in life. Shortly after Lord Mount Stephen's burial Lady Mount Stephen wrote a letter to Lord Revelstoke, honorary treasurer of King Edward's Fund, which brought cheer to the hearts of those concerned. Lady Mount Stephen wrote : " I have been allowed to tell you by the executors that my husband has left the residue of his fortune to King Edward's Hospital Fund. It is, I believe, practically nearly the whole of his fortune, for the legacies, in proportion, do not amount to anything of importance. Would you, as treasurer of the King's Fund, make this known to the Council ? "

The announcement of Lord Mount Stephen's crowning benefaction, Lord Revelstoke said at the general meeting of the Council, came at a moment when their finances were in urgent need of help, depleted by the extraordinary calls made upon them during the previous eighteen months. " It represents a bequest to the fund from a quarter which was originally responsible for the growth and development of our capital account," he said. " Several of us in this room are mourning the loss of a very personal friend, and every member of the council, and indeed every member of the community, who may be interested in hospital matters, will deplore the loss of a benefactor who, imposing in his modesty and reserve, was really remarkable for an almost unique breadth and generosity of character, and who through a long series of years had given abundant proof of his goodwill towards this Fund, and more especially towards its capital account by a series of munificent donations which, apart from the bequest which I am privileged to announce, already amount to over £500,000."

A resolution expressive of appreciation of Lord Mount Stephen's benefaction was passed. The resolution read: "The General Council of King Edward's Hospital Fund for London acknowledges with gratitude the wise benevolence which led Lord Mount Stephen to conceive and carry out on so generous a scale this far-sighted plan for the permanent benefit of the Fund and the hospitals of London." The King joined in tribute in a letter in which he said: "The Fund has lost one of its earliest and greatest benefactors by the lamented death of Lord Mount Stephen, who by his gifts amounting to £500,000, many years ago laid the foundation of its endowment, and has bequeathed to it the residue of his estate. His Majesty desires to record his most grateful appreciation of the noble generosity ever displayed towards the Fund and to the hospital world generally by his old and valued friend."

Lord Mount Stephen left property in the United Kingdom valued at £1,414,319. In his will he bequeathed £10,000 to Dr. Barnardo's Homes, in aid of the fund for the emigration of children to Canada; £2,000 to the Victoria Hospital, Montreal; £10,000 to each executor; and £5,000 to his friend, Sir James Reid. All his other property he left to King Edward's Hospital Fund for London.

From the first hour of the news of Lord Mount Stephen's death, expressions of appreciation of his great career began to appear in the press, and as the tidings flashed across two hemispheres the volume of tributes swelled into a pæon of universal eulogy. As he lay wrapped in the silence of death, those who best knew his worth and work gave vent to their deep admiration and veneration, and the great public knew

REGATTA: HALIFAX, NOVA SCOTIA.

THE HARBOUR, ST. JOHN, NEW BRUNSWICK

then the true manner of man the British Empire had lost.

From end to end of the world-embracing system of the C.P.R. the flag was flown at half-mast, and a laurel wreath was placed on the statue which stands in the waiting-room of the Windsor Street Station in Montreal. Among the first to express tribute to the memory of the chief founder and first President of the Company was Lord Shaughnessy. "It was a cause of great satisfaction to Lord Mount Stephen that he lived to see his 'baby' grow into the greatest enterprise Canada has ever known," Lord Shaughnessy said. "There was a great personal friendship between us, which deepened as the years advanced. I was first associated with Lord Mount Stephen in 1882, shortly after the construction of the Canadian Pacific had been commenced by the Company, but my relations did not become at all close until the end of 1884. From that time until he retired from participation in the Company's affairs we were very close and personal friends. Indeed, our very warm personal relations continued to the end.

"Lord Mount Stephen was a man with imagination and initiative, combined with probity and courage. During the construction of the transcontinental line he had many anxious hours, and there were times when his personal fortune, as well as that of his colleague, Lord Strathcona, was placed in jeopardy in loans to the Company in its dark days. To Lord Mount Stephen beyond all others may be attributed the successful completion of the railway. In view of the part that he played in the first and foremost enterprise connected with Canada's progress, I am sure that the name of Lord Mount Stephen will always be cherished by Canadians, and, indeed, throughout the world."

The feelings of the citizens of Canada, who knew Lord Mount Stephen, not from personal association, but from the great and permanent marks of his work as they saw these in their daily avocations and the daily round of their life, and to whom the first makers of the Dominion lived in their minds through the history of their country, and the material and visible evidence of their labours, were ably voiced in the editorial columns of the Canadian newspapers. Among these appreciations one may be quoted as illustrative of all:

"Among the men who deservedly rank among the makers of Canada—men who planned and by hard and courageous work carried out their planning—there are few to stand alongside of George Stephen, Baron Mount Stephen, whose long life closed yesterday after being extended well into the ninety-third year. His name was first among the five signatories of the contract with the Government of Canada for the construction and operation of the Canadian Pacific Railway. He was the first President of the Company subsequently incorporated to execute the contract and which has become one of the world's great transport organizations. His statue in the head-quarters building of the Company is a proper recognition of the far-seeing courage, confidence in the country and dogged will to succeed, that carried the enterprise through the dark days before 1885, and won success, when everything untoward seemed in combination to produce failure. The recently published letters of Sir John A. Macdonald told something of the spirit that, when financial and political disaster threatened, carried the Company through and solidified Canada. As Mr. Stephen wrote, what he and his colleagues were doing was not to be justified by considerations of

business. He had risked his whole means to complete the task he and his colleagues had undertaken. When he retired from the Presidency his fellow-directors united in a tribute to his services, and his colleague, then Sir Donald Smith, declared that but for his strong will and purpose the road could not have been completed when it was or for many years afterwards. There was patriotism as well as business strength and courage behind the will that won such a triumph. The recognition that was accorded to Mr. Stephen was noteworthy, as it was deserved.

"Aside from his connection with the Canadian Pacific Railway, Lord Mount Stephen had a notable career. He was a merchant and built up a great business connection in days when success had to be won in a smaller field than Montreal now affords. He was President of the Bank of Montreal and aided in establishing it in the great position it holds in the world of finance. The wealth that came to him he used with a lavish hand for the good of the weak and suffering. The great Royal Victoria Hospital of Montreal, with its endowment, was the united gift of Lord Mount Stephen and his relative and associate in many enterprises, Lord Strathcona. In memory of his friend Dr. Campbell, he erected a wing of the Montreal General Hospital. Dufftown, his native place in Scotland, he endowed with an hospital. The Aberdeen Infirmary profited by his benevolence. He was a liberal helper of the Barnado institutions for fatherless or friendless boys and girls. He aided in establishing in its work of usefulness the Hospital Fund of King Edward, who, with Queen Victoria, he counted among his friends. Such a record, made by one who made himself, was worthy the many honours that were given Lord Mount Stephen, in Great Britain, where of late years

he made his home, and in Canada, where he spent his active business years, to the advantage of the country as well as of himself."

The progress of Lord Mount Stephen from herd boy to Baron has been frequently described as a romance of the peerage. It is more—much more. The village laddie who tended the cattle on the parish minister's glebe and became in manhood a Baron, the valued friend and host of kings and queens, the possessor of a vast fortune, and a well-beloved and munificent benefactor and friend of the poor and suffering, represents an epic in real life.

To Canada, and the opportunities offered to the man of brains and ambition in a country in the making, Lord Mount Stephen primarily owed the amassing of his wealth. It was there he secured the golden key to fortune. But however manifold are the opportunities around him no man can rise through his own efforts to a position of eminence in any sphere of human activity unless he is endowed with, or cultivates, the qualifications essential to success. What, then, was the secret of Lord Mount Stephen's success? He himself attempted to answer the question, and though a man may not be the best judge of his own character, just as authors are seldom the best judges of their own books, and artists of their own pictures, Lord Mount Stephen's self-analysis probably approaches nearer the truth than any extraneous explanation could reach. When the freedom of Aberdeen was conferred upon him he said in his address that any success he had in life was due in a great measure to the early influence of "one of the best mothers who ever lived," and to the "somewhat Spartan training" he received during his Aberdeen apprenticeship. It was impressed upon him from his earliest years by his

mother that he must aim at being a thorough master of the work by which he had to get his living, and to be that he must concentrate his whole energies on his work, whatever it might be, to the exclusion of every other thing. From these two sources—his mother's wisdom and his Aberdeen apprenticeship—he learned concentration and self-denial. The third ingredient in the recipe for advancement he found for himself. "I soon discovered that if I ever accomplished anything in life it would be by pursuing my object with a persistent determination to attain it. I had neither the training nor the talents to accomplish anything without hard work, and fortunately I knew it."

Such, then, was Lord Mount Stephen's own view of how he gained success. With the modesty which was interwoven in his strongly knit character, however, he makes no allowance in this self-judgment for the courage and boldness which enabled him to conceive the largest projects and carry them to a successful issue. That quality belongs to the greatest minds, and, in the words of a Scottish writer, is the part of personality which can be least easily reduced to exact terms.

The elements in his personality which were a big factor in his progress to wealth and fame, and of which Lord Mount Stephen's modesty forbade self-analysis, were eloquently reviewed in an appreciation written by an old friend, and published in the *Times*. "The broad, massive brow, the finely-shaped head and hands, the voice ringing with a burr racy of his native land, all told of tenacity and power; in mind simple and direct, in spirit extraordinarily buoyant, he had the gift of instantaneously inspiring confidence and arousing enthusiasm and devotion; but his optimism was always tempered with caution and

sagacity. This buoyancy of spirit was perhaps his most striking characteristic, permeating his life and all he did and all who came in contact with him; in his presence doubt and difficulties vanished and hope and confidence revived; a lady on whom he was once calling was heard to say: 'Mr. Stephen, I love your visits; you are like a sea-breeze coming in at the window.'

"Of high character, self-reliant but unselfish, with broad, simple views, which fastened on essentials and brushed details aside, with an unerring judgment of men, Lord Mount Stephen was a born leader, and would have made his mark in any line of life where leading is required. Business happened to be his line, business in which there played the spirit of New World adventure, which his own nature gladly met half-way. Nearly all his ventures were brought to success, and success was dear to his soul—not for the money which success brings, for that he cared little, and gave with quixotic generosity to all who had claims upon him, and to any cause which he thought deserving; but he believed in hard work, and loved to see the results of creative effort and the prosperity and happiness they brought to others.

"Naturally shy, he was rarely persuaded to pay visits; but under his own roof in Montreal, on the Metapedia and at Metis, and later at Brocket, it was his great happiness to gather his friends together; his contemporaries have passed away, but he loved the young, and many still remain who will long remember, and will miss, his cheery welcome, the simplicity of his ways and thoughts, his ready sympathy and wise counsel."

Emerson says, in truth, that the genius of humanity is the right point of view of history. In the history of Lord Mount Stephen there can be no reason for a wrong or perverted view. "The only monument I want is the work I have found to do," he said when asked to sit for a statue. How well he did this work, the Dominion of Canada testifies in its existence. By his achievements he can best be judged, and history gratefully records the great and inestimable part he took in the welding of a nation, extending in territory from the Atlantic to the Pacific, into a homogeneous reality. The Canadian Pacific Railway—the main artery of Canada's life flow—constitutes in itself an imperishable monument to the great Empire builder who was, like Ulysses in Ithaca,

> Strong in will,
> To strive, to seek, to find, and not to yield.

As a philanthropist and benefactor of humanity his name is engraved in deep-cut letters on the roll of splendid fame, and as an inspiration and incentive to the youth who dreams the long, long dreams of future greatness he will ever remain a lustrous star of glowing hope.

THE CONQUERING SCOT.

In the development of the British Empire to its present position of world pre-eminence the Scottish race has taken a part which has roused universal admiration and eulogy. In their native land, in London, in the Dominions, in India—go where you will, you will find Scotsmen and men of Scottish descent bearing beyond all proportion to their number the burden of economic, intellectual and spiritual progress. The qualities which have made the fame of Scottish soldiers ring through the world are displayed in their peaceful pursuits, and the "bonny fechters" of the battlefield are equally irresistible in less turbulent spheres of human strife.

> "Yea, give him the road and loose him free,
> He sets his teeth to the fiercest blast;
> For there's never a toil in a far countrie,
> But a Scotsman tackles it hard and fast.
>
> He builds their commerce, he sings their songs,
> He weaves their creeds wi h an iron twist;
> And making of laws or righting of wrongs,
> He grinds it all as the Scotsman's grist."

The Scotsman's love of sturdy adventure and the innate desire to "get on" has taken him to all parts of the world, to the world's benefit. Canada, especially, has reason to bless the Scotsman's quest for opportunities to better his condition in life, for there the seeds of Scottish brain and Scottish brawn have produced their richest harvest. It is there that the unparalleled Scottish genius for colonisation has found

its biggest scope. The history of Canada teems with the names of men who were born in the land of crag and of moor, and nurtured at the breast of

> This mother of half a world's great men

who took a dominating part in the making of the Dominion.

From the very beginning Scotsmen have been prominent in the founding and development of Canada. It was a Scot, Abraham Martin, who piloted Samuel de Champlain's little vessel, the *Don de Dieu*, up the St. Lawrence to Quebec, where the French pioneers established the nucleus of European settlement on the shores of the vast waterway. It was a Scottish regiment, the brave Fraser Highlanders, that led the British troops to victory on the Plains of Abraham—named after the Scottish pilot who steered Champlain's ship to her haven in the shadow of the steep cliff which the Highlanders scaled one hundred and fifty years later—and helped so valiantly in wresting the country from the grip of France. "I sought for merit wherever it could be found," Lord Chatham said in his historic eulogy of the Highland regiments that fought in the Seven Years' War. "It is my boast that I was the first Minister who looked for it and found it in the mountains of the North. I called it forth and drew into your service a hardy and intrepid race of men . . . . These men in the last war were brought to combat on your side; they served with fidelity, as they fought with valour, and conquered for you in every part of the world." It was a Scottish warrior, General James Murray, who took command of the newly-captured fortress of Quebec, and became the first Governor-General of Canada. And when the American invader attempted to capture Canada for

the Republic, it was the Highlanders from the Glengarry and other settlements that stood fast to the last and saved the country.

As in war, so in settlement. With the arrival of the *Hector* from the port of Greenock, and her Scottish passengers, in 1773, the real, effective British settlement of Nova Scotia began. This was the commencement of the steady stream of Scottish settlers which, as the years went on, flowed broadcast over Canada, through the backwoods of Ontario, on to the western prairie, and beyond to the far shores of the Pacific. It was mainly Scottish explorers, Scottish fur-traders and Scottish pioneers who first penetrated the wilderness of the west, naming her rivers, her mountains, and her outposts with Scottish names. And, as already narrated, it was Scottish vision, Scottish grit, and Scottish tenacity that brought success to the great national undertaking which, when accomplished, linked by rail the vast Dominion of Canada from end to end and gave unity and cohesion to far-spread, broken, and scattered communities.

"When we go back in our Canadian history to the first quarter of the seventeenth century," a Canadian historian writes, "down a period of nearly three hundred years, we find that Canada, or New Scotland, is made part of, or an outlying extension of, Scotland; that even then our country was connected with the Scottish race; and the object of movements and ambitions arising among and influencing that ancient people. Scottish dreams, having their birth in the Old Land of mountain and glen, have had more than their fulfilment in the forests and plains and seaports of the Caledonia of the West. From Alexander to Strathcona Canada has been closely woven into the web of Scottish life and its trustee-ship of the outer-

lands of the broad earth. Likewise can it be said that the history of Canada is but an extension of that of Scotland. The pride and race-ideal of the Canadian boy and girl should, if truly inculcated, go back beyond Wolfe and Brock and Queenston and the Heights of Abraham to Bruce and Bannockburn. Truly, if the race and the blood count for anything (and if they do not, what else should ?), the greater majority of our people have in their veins that fierce and hot blood which brooked no conqueror, either martial or religious, for the glorious period of a thousand years of Scotland's greatness. Whatever may be the future fate of the country now called Canada, she will never, so long as the present race predominates, be separated from the history and dominant spirit of Scotland ; and if we but travel from Nova Scotia to the Fraser River, we will find many a name of place or treasured chronicle as lingering witness to the conquering will and fearless spirit of those, her missioners of material advancement and intellectual and spiritual enlightenment, whom she has sent forth into all lands."

It is an eloquent tribute from a Canadian and needs no amplification from a Scot, but a brief record of the "missioners of material advancement and intellectual and spiritual enlightenment" who, during the century in which Sir John A. Macdonald, Lord Mount Stephen and Lord Strathcona made history together and brought added renown to the Scottish race, may prove of interest in its further illustration of the great work accomplished by Scotsmen in Canada.

The achievements of the statesman and the two great founders of the Empire Highway have been described. In similar and other spheres of national development Scotsmen loom large in the history of Canada and the names of James McGill, John Strachan,

Alexander Macdonell, Alexander Mackenzie, George Brown, Sir Sandford Fleming, Robert Machray, Sir James Douglas, Sir William Peterson, and many other Scotsmen will always be cherished by Canadians.

As founder of McGill University, Montreal, Hon. James McGill ranks high among those Scottish merchants and financiers who by their benefactions fostered and developed higher education in Canada at a time when its welfare was a cause of anxiety to all lovers of learning. A native of Glasgow, McGill became a wealthy and prominent merchant in Montreal, and a member of the Legislative and Executive Councils. He died in 1813 and left by his will to four trustees—fellow Scotsmen—a large block of land, comprising his estate of forty six acres extending from the foot of Mount Royal towards the St. Lawrence River, and known as Burnside, as a site for a university or college " with a competent number of professors and teachers to render such establishment effectual and beneficial for the purpose intended." He also bequeathed, on the same conditions, the sum of £10,000 to be expended in founding and maintaining the college.

The early history of the university, which was granted a charter in 1821, was beset with many difficulties, and its progress was slow until, in 1854, William Dawson, afterwards Sir William Dawson, a native of Pictou, the Scottish settlement in Nova Scotia and a graduate of Edinburgh University, became its Principal. Under Principal Dawson's control, McGill developed from a small local college to a University of wider fame. Its growth was remarkable. Among the first of the new Principal's activities was the enlistment of the sympathy and support of the citizens of Montreal, who gave liberally of their wealth to increase the prestige and efficiency of the university.

Sir William Dawson retired in 1895, and was succeeded by Dr., afterwards Sir William Peterson. Sir William Peterson was born in Edinburgh, graduated at Edinburgh University, and had a distinguished scholastic career at Göttingen and Oxford. He was Principal of University College, Dundee, when he was invited to take control of McGill. Under Peterson's inspiration the Montreal institution of learning developed rapidly and eventually became a university of world-wide eminence.

During the twenty-four years in which he guided the destiny of McGill there were established McGill Union, the centre of student activities ; the Conservatorium of Music ; the McCord National Museum ; a new Medical Building ; a Graduate School ; and Macdonald College, with its six hundred acres at St. Anne de Bellevue, where the work of the Faculty of Agriculture, Household Science, and the training of teachers is carried on. Many new and improved courses were inaugurated, the teaching staff was greatly increased, and the influence of the university steadily advanced. The number of students in attendance more than doubled. The endowment funds grew from two million dollars to over twelve million dollars, and the annual income to over one million dollars.

Among the Scottish benefactors who contributed to the growth of McGill and made the dreams of Dawson and Peterson practicable were Lord Strathcona and Lord Mount Stephen. In their benefactions to McGill University these two Scotsmen were proving true to type, for the cause of education has ever made strong appeal to Scottish men of wealth, whether in their own country or in the country of their adoption. It is this fine use of trusteeship of his wealth that sets the Scottish millionaire or merchant prince apart

from all others of his class. And nowhere outside of Scotland have the children of the ancient mother shown this characteristic more than in Canada. "In all grades of our educational development, from the University to the common school, the personality and influence of the Scotsman have been prominent," states the Canadian writer and poet, Wilfrid Campbell, in his chapter "The Scotsman and Education." "It is a significant fact in our intellectual history and one remarkable in the history of any young country, that all our leading Universities, with scarcely one exception, and our other higher institutions of learning, have been from the first established and controlled by Scotsmen. This fact, more than any other, shows to how great an extent Canada has been a New Scotland in character and ideal. It can easily be understood that the colleges in connection with the Presbyterian Church had a Scottish origin. But when it is known that not only the Anglican, Roman Catholic, Baptist, and Methodist Colleges, but also the two great independent Universities, have had a similar origin, the importance of this becomes extremely significant."

Another great benefactor of McGill University was Sir William Macdonald, a Scottish-Canadian, to whose splendid munificence McGill is indebted for several of its noblest buildings and endowments, as testified in the Macdonald Engineering Building, the Macdonald Physics Building, and the Macdonald Chemistry and Mining Building. Macdonald College, near Montreal, one of the greatest institutions of its kind in agricultural education, also testifies to this Canadian born Scotsman's benefactions to McGill University.

The greatest educationalist in the history of Canada during the first half of the nineteenth century was the

PARLIAMENT BUILDINGS, VICTORIA, B.C.

WINTER SPORT IN CANADA.

Honourable and Right Rev. John Strachan, founder of two of Canada's leading universities, Toronto and Trinity, founder and teacher of the first collegiate school in Upper Canada, and founder of Upper Canada College. By his influence he also established the first group of grammar schools in Upper Canada.

Dr. Strachan, as he then was, went to Canada from Scotland, where he had graduated at Aberdeen and St. Andrews, for the especial purpose of taking charge of the new college which was one of the chief dreams of the Governor, John Graves Simcoe. This project did not mature and Simcoe had left Canada before the arrival of Strachan. The young Scottish scholar did not despair of carrying out his original educational ideal, but many years elapsed before he was able to found a college. In 1827, when Strachan had attained eminence as a divine and educationalist in Canada, he procured a charter and acquired five hundred thousand acres for the endowment of King's College, now the University of Toronto, and became its first President, retaining that position for twenty-one years.

King's College was under its charter, and the influence of Dr. Strachan, who was an Anglican, a Church of England institution. After much controversy the other churches secured the complete separation of King's College from the Anglican Church, despite the earnest protests of Strachan, and under the University Act, of 1849, the college was completely revolutionised. Determined that Canada should have a Church of England college for the training of the youth of that communion, Bishop Strachan, then in his seventy-second year, went to England to raise funds for a new Church of England university. In the face of many obstacles he succeeded in his mission and founded Trinity University, Toronto. Thus

Strachan fathered two of Canada's leading universities, and by his untiring and determined efforts placed himself in the front rank of Canadian educational leaders.

The career of the Right Rev. Alexander Macdonell, first Bishop of the Roman Catholic Church in Upper Canada, is a romance of Scottish-Canadian history, Bishop Macdonell was born in the Glen of Urquhart, Loch Ness, Scotland, and in his early youth was sent abroad to be educated, with the view of taking orders. He studied several years in Paris, and then went to Valladolid, in Spain, where he was ordained to the priesthood. Returning to Scotland he ministered to the spiritual needs of the Highland Roman Catholics in the Glengarry district of Inverness-shire. Distressed by the miseries of his fellow-Highlanders, who were being driven out of their native glens by the callous and greedy landlords who wanted the land for sheep farming, Macdonell often dreamed of plans to ameliorate the hardships of the unfortunate victims of the landed proprietors' selfishness. Hearing of an emigrant ship which, sailing from Barra had been wrecked and had put into Greenock, leaving her passengers in a destitute and helpless condition, the devoted priest went to Glasgow to make an effort to secure employment in that city for the poor Highlanders, and, aided by the College professors and merchants, he succeeded in finding work for all of them. Macdonell remained in Glasgow as the spiritual father of these Gaelic-speaking Highlanders, and for two years all went well. Then came the French Revolution and war between Great Britain and France, and the wrecked emigrants lost their means of livelihood.

The brave-souled priest would not be beaten. He received the Government's assent to the formation of

the Glengarry Fencible Regiment, the first Roman Catholic corps raised since the Reformation, and the activities of the evicted Highlanders were turned into a more congenial channel. Becoming chaplain of the regiment, with his chief, Macdonell of Glengarry as colonel, he got the regiment to offer their services where they might be wanted. The Fencibles were first sent to Guernsey, but were soon transferred to Ireland where they helped to crush the rebellion of 1798.

On the disbanding of the Glengarry Fencibles four years later Macdonell, who was now fitly known as the "Warrior Priest," appealed to the British Government for assistance in the emigration of the Glengarrys to Upper Canada, now the Province of Ontario. After various negotiations the Fencibles arrived in Upper Canada in 1803, and received grants of land according to the despatch from Lord Hobart to Lieutenant-Governor Hunter. By this order twelve hundred acres were granted to Macdonell, and two hundred acres to every family he brought to the country.

Then began the valiant priest's career in Canada. He made his headquarters at St. Raphael, where he later raised another regiment, the Glengarry Fencibles, of which he was chaplain throughout the war of 1812—1815, in which the Highlanders took a doughty part in full accord with the great fighting traditions of their race. Macdonell again accompanied his comrades to the field of battle, and for his general patriotic services he received a pension from the British Government, which was continued to his successors in office in the Bishopric of Kingston. In 1819 he was created Vicar-General and Administrator of Upper Canada, with the title of Bishop of Rhoesina,

and seven years afterwards he was appointed first Roman Bishop of the Upper Province, taking the title of Bishop of Regiopolis, or Kingston.

In 1837 Bishop Macdonell founded the College of Regiopolis, which twenty-nine years later was granted powers as a University. He worked strenuously in the interests of Catholic education in Upper Canada and succeeded in getting grants from the British Government for Catholic school teachers throughout the province. There is a vast amount of correspondence in the Canadian State papers relating to the Bishop and his work. "He stands out prominently as a man, a statesman, and a scholar," Campbell writes, "and belongs to that golden age of the Empire and Canada when some of the leading spirits who guided and controlled the community were scholars and divines and were not all politicians. In his day he had several compeers; and chief among them was his fellow-Scotsman, fellow-scholar, fellow-divine, and like himself, a member of the Provincial Government, the Hon. and Very Rev. John Strachan. These two men had much in common and worked together for the common good."

Among the great educational institutions which Canada possesses, closest of all to the hearts of Scottish-Canadians, is Queen's University, Kingston, Ontario. This is the great Presbyterian University of the Dominion, and from its inception it has been associated with Scotsmen and Scottish ideals. Just as McGill University means largely the work of McGill, Dawson and Peterson, and Toronto University embodies the struggles and success of Strachan, so the history of Queen's University means largely the life work and ideals of another great Scottish-Canadian, Dr. Grant.

Dr. Grant, like Dawson, was a scion of the Pictou

stock, from which has sprung many of Canada's leading men in the sphere of intellect and culture. Indeed, Nova Scotia, or New Scotland, has been in the nature of an intellectual mother to the Dominion, giving her four University principals and distinguished educationalists—Sir William Dawson, of McGill, Principal Grant, and Dr. Gordon, of Queen's, and President Falconer, of Toronto. It was a fine heritage of brains and character which the doughty settlers from the old Scotland brought to the new in the early days of settlement as their descendants have abundantly demonstrated, and Dr. Grant was a shining example of the intellectual dominance of the province where British settlement in the Dominion was first established.

Kingston was a peculiarly appropriate city in which to inaugurate a Presbyterian home of learning. "When one thinks of Grant," a biographer writes, "beautiful old Kingston, the Aberdeen of Canada, with its solid old Scottish stone buildings in their beautiful lakeside park with its stately elms, is brought to mind. It seems like a sort of instinct that Presbyterianism should have fixed upon Kingston, the ancient capital of Upper Canada, as the seat of its own particular University. It may have been the vicinity of so much good building-stone (for Scotland dearly loves good solid foundation to their dwellings as to their faith and philosophy) which guided them to this place. But at any rate, of all Canadian cities Kingston has been, in her own peculiar way, a city of Scotsmen and has been governed by Scotsmen."

John A. Macdonald, the future premier of the Dominion, was one of the founders of Queen's University. He was present at the meeting held in St. Andrew's Church, Kingston, for the purpose of

organising and raising funds for the endowment of the college, and his name is among the twenty-six on the charter granted to the University in 1841. For many years Queen's struggled with difficulties, financial and otherwise, but progress, if slow, was maintained, and under the twenty years' presidency of Dr. Grant, the university developed with marvellous rapidity to its present high position. "In Principal Grant the university had a head whose Herculean labours in the college hall, as well as among the many benefactors of the college and in public affairs, made him one of the most prominent personalities in the Dominion. He and the distinguished Chancellor developed the institution in a spirit of loyalty to the British Crown, and to the Dominion as a part of the Empire."

The "distinguished Chancellor" was Sir Sandford Fleming, a Fifeshire Scotsman, whose career in Canada, contemporaneous with the careers of five other great Scotsmen in the land of their adoption—Sir John A. Macdonald, Lord Mount Stephen, Lord Strathcona, Hon. Alexander Mackenzie, and Hon. George Brown—has earned for him, as the labours of these fellow-Scotsmen during this period in the life of the Dominion earned for them, an imperishable place in Canadian history.

With Macdonald, Mount Stephen, and Strathcona, Fleming was intimately associated in the creation of the Canadian Pacific Railway, and the story of his work as the surveyor of the route across the continent, both in the service of the Government and in the service of the Company of which Lord Mount Stephen was president, has been well described as an epic in adventure. With Dr. Grant, Principal of Queen's University—of whom he was a life-long friend and

indefatigable supporter of his great schemes on behalf of the institution under his control—his son, Albert Rogers, and five packers, Fleming was the first man to make the complete journey over the route of the new line, and the records of that historic journey form a thrilling narrative of endurance and heroism unparalleled in the history of railway surveying.

Sandford Fleming was the great pathfinder. To him, as engineer-in-chief, was entrusted the task of exploration and surveying. It was a vast undertaking. Through the dense and virgin forests of Ontario, along the rock-bound shares of Lake Superior—a mighty inland sea—across the buffalo-tracked prairies of the Great Lone Land, and over five hundred miles of cloud-splitting mountains beyond, a route had to be discovered and surveyed ere the builders of the railway—the pathmakers—could start their Herculean labours, Attached to the army of surveyors were specialists whose duty it was to study and report on the botanical, geological, climatological, and topographical features of the country, both along the proposed line of the railway and in the tributary territory. The location of a telegraph line was also undertaken; the great railway engineer had his dream of a Canadian Pacific ocean cable, connecting the Dominion with China, Japan, India, and Australia, a dream the subsequent realisation of which was an outstanding achievement in the noble career of this true son of Empire.

From Ottawa to Red River the surveying parties had to overcome physical obstacles of the most trying nature. "The country was practically unknown. The few fur traders who penetrated the region followed the canoe routes of lakes and rivers, and the region in the interior had never been trodden by civilised man. Dense forest with heavy undergrowth barred

the way of the pathfinders, who had to literally hew their way westward." The work on the prairies was less ardous, although it had its own peculiar difficulties. In the mountains of Alberta and British Columbia—the Rockies, the Selkirks, the Golds and the Cascades—the obstacles were on a truly gigantic scale. Mountain passes had to be discovered and explored; rocks, forests of fallen trees, rushing torrents of glacial origin—all had to be traversed in the search for a path to the Pacific. It was a task in its test of human endurance and combat with nature second only to the stupendous work of building the railway.

For ten years Sandford Fleming and his assistants laboured like Trojans. In initiating the work the chief drew up a general plan of action. He urged that every effort should be directed to the discovery of the shortest and best route through the forest region, from Ottawa to the Red River, which would touch or connect with Lake Superior; that the line over the prairie should traverse the best area for future settlement, and that the greatest possible energy should be brought to bear on the work of exploration in the Rocky Mountains zone in order to discover a practicable line which would best subserve the interests of the country, and lead to the most eligible harbour on the Pacific coast.

The problem of the mountains was the greatest problem of all. "The difficulties met with in the mountain region were so great that the engineers were almost baffled. At the end of 1873 thirteen separate lines had been run through the valleys of British Columbia, eleven of which converged from their coast termini to the Yellow Head Pass. Year after year the work was carried on, line after line was located and abandoned, till, in the autumn of 1879, an Order

in-Council was passed, adopting the route through the Yellow Head Pass to Burrard Inlet, on the Pacific Ocean."

From the inception of the explorations and surveys, in 1871, until the year 1880, the enterprise was in the hands of the Dominion Government. In that year, as previously chronicled, the great undertaking was transferred by the Government to the syndicate of which George Stephen, the future Lord Mount Stephen, was chief. Events now moved rapidly. The newly-formed Canadian Pacific Railway Company decided to change the route selected by the Government to a more southerly direction. Attention was turned to the Bow River pass, the Kicking Horse pass—discovered twenty years before by a Scotsman, Dr. James Hector, scientist of the British expedition under Palliser—and the valley of the Columbia. Walter Moberly, a British Columbian Government surveyor, had discovered the pass through the Gold Range, and Major Rogers, engineer-in-charge of the mountain division, had discovered the gateway of the Selkirks sixteen years later. Sandford Fleming was commissioned by the Company to report on the tentative route, and as a result of his historic journey the new highway from the Atlantic to the Pacific was marked and mapped. Work in the great transcontinental railway was pushed vigorously to completion, and Fleming had the gratification of being an honoured spectator of the driving of the last spike at Craigellachie by his fellow-countryman, the future Lord Strathcona.

As Chancellor of Queen's University, and one of its biggest and strongest pillars of support, as Canada's most distinguished engineer of the nineteenth century, as a pathfinder, and as one of the main inspirers of an

Empire cable and the All Red Line, Sir Sandford Fleming has nobly earned the right to rank with the great Scotsmen who have earned fame as builders of Canada.

In the educational and religious development of Western Canada, a Scotsman, Robert Machray, was a leading light. Through the liberality of a Scottish factor of the Hudson's Bay Company, the Bishopric of Rupert's Land was founded in 1849, and Machray, who was born in Aberdeen, and had had a distinguished scholastic career at Aberdeen University and at Cambridge, left Scotland in 1865 to become the second Bishop of this vast diocese. His predecessor had been more of a missionary than an educationalist, but Bishop Machray, after the manner of his nation, became also a leader in education. When Machray arrived at the Red River he found the diocese poorly organised, and he determined to make the most of his opportunities for the spiritual and mental enlightenment of the pioneer settlers. He revived the Church school, then almost defunct, under the name of St. John's College. Four years later, when the Province of Manitoba was formed, substantial stone churches and school-houses had been erected in most of the parishes of the Church of England along the Red River and the Assiniboine. He was Chairman of the Board of Education of Manitoba and the first Chancellor of the University of Manitoba, and, after the fuller organisation of the Church of England in Canada, he became an Archbishop and Primate of All Canada, and was made a Prelate of the Order of St. Michael and St. George. During the Riel rebellions he displayed splendid courage and decision of character. "His ripe scholarship, elevated character, devotion to his religious trust, equanimity, and unvarying

courtesy, made Archbishop Machray a splendid example of the highest Scottish ideal of Christian manhood."

In the development of Western Canada another Scotsman, Sir James Douglas, took an especially vigorous part, albeit in a different sphere of action. Douglas was virtually the founder of British Columbia, Canada's Pacific Province, to reach which was the main inspiration of the statesmen who first conceived the Imperial idea of building the Canadian Pacific Railway, and his statue in front of the Parliament Buildings at Victoria commemorates his great work as a maker of Empire.

The career of Sir James Douglas, which is entertainly chronicled by Dr. George Bryce, is in many respects similar to the career of Lord Strathcona. Like his fellow Scotsman, Douglas first rose to eminence in the service of the Hudson's Bay Company, and like him, experienced the loneliness and hardships of the life of a fur-trader in the far regions of the desolate north. With his brother he went to Canada, an orphan boy but twelve years old, and became an apprentice in the North West Company of Montreal. He grew to great size and strength—in this respect he resembled Archbishop Machray—and, like Machray, his intellectual qualities kept pace with his physical development. He acquired the French language, a necessity for those dealing with the French voyageurs, "and did so as by magic." Of a high, determined spirit, the young Scot had also a remarkable faculty of dealing with men, savage or civilised. After the union of the North West Company with the Hudson's Bay Company, Douglas remained in the Athabasca region, where he learned to undergo hardship, for three years. Impressed by the promising qualities

of the youthful trader, the Chief Factor despatched him to the rugged country at the crest of the Rocky Mountains, where Fort St. James stood on the mountainous shore of Lake Stuart. At Fort St. James Douglas gained experience of the hardships of the fur trader's life in New Caledonia. But his active mind could not rest satisfied with mere routine. He studied the geography, mountain and river systems of the country, and learned what was still more useful to him, how to carry on business with the different races of British Columbia, who speak many different Indian dialects. Douglas became proficient in them all.

Douglas had many adventures among the wild and revengeful Indians of the mountains. One instance illustrates the courage and spirit of the Scot. An Indian had murdered one of the Hudson's Bay Company men. Douglas saw that the case was critical, and captured and executed the murderer. The Indians, enraged, overpowered his fort, when Douglas seized a musket, prepared to defend himself to the last. Then a half-breed woman, daughter of a Scottish trader, spoke out in his defence and declared that the Indian had been guilty of murder and deserved death. "The effect of the woman's voice was magical," Bryce records. "The Indians withdrew ashamed and confounded."

Now that Douglas had worthily served his apprenticeship in the hard school of experience, he was summoned to the Pacific coast to assist the doughty and veteran chieftain, John McLoughlin, at Fort Vancouver, then the great fort of the Columbia River, now near Portland, in the American state of Washington. In a short time he was promoted to be Chief Trader, and several years later was made Chief Factor, the ambition of every Hudson's Bay Company official.

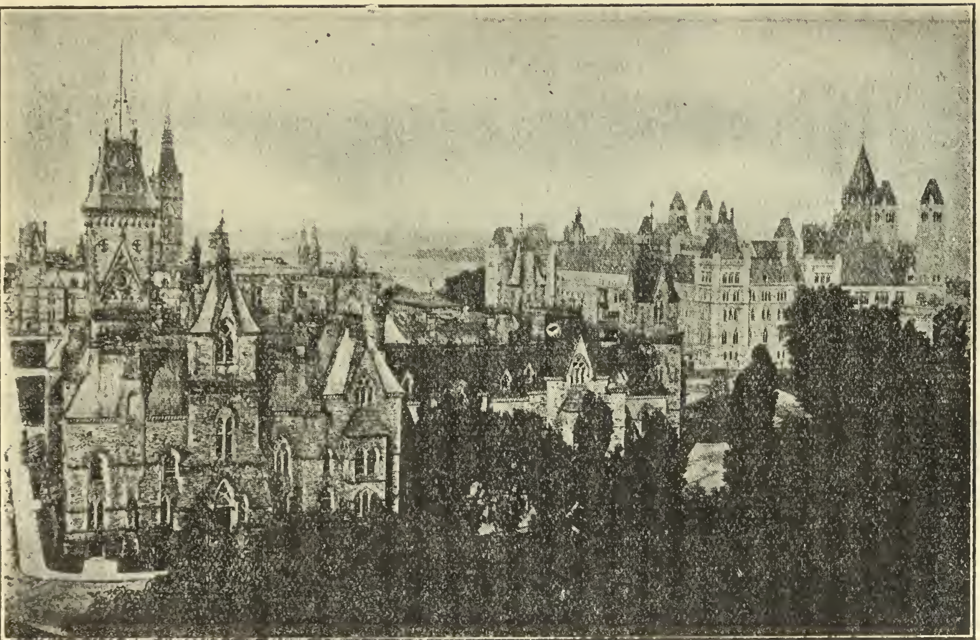
His vigorous administration was soon felt. He established many new forts, examined the trade and possibilities of extension in the different departments of the service, and made annual visits to all the posts under his control.

In the year 1840 it became evident that a settlement of the International boundary-line would soon have to be made. The Americans were insisting on the 49th parallel of N. Lat. being adopted as marking the line drawn east and west through the sources of the Mississipi River. It seemed unreasonable to think that the country south of this to the Columbia River, which included Fort Vancouver and forts up the Columbia River and its tributaries to Okanagon and Fort Colville, all occupied for many years by British fur-traders, should be claimed as American territory. Douglas, however, was a shrewd Scot, and he prepared for any emergency which the shuttlecock of international politics might create. He decided to construct a fort north of the proposed boundary-line of 49° N. The new site selected by Douglas for the future chief-trading house, and capital of the British West Coast, was on Vancouver Island. Adopting the Indian name of the locality, it was first called Fort Camosun; to-day it is known as Victoria, the beautiful capital of a superbly beautiful province. Douglas pointed out the easy access to the harbour from the Gulf of Georgia, and also saw the adjoining sheet of water at Esquimalt, where, landlocked, a navy can ride in safety. The site was approved by the factors and traders in council, and, in 1843, the fiftieth anniversary of the arrival of Captain Vancouver with his ships on the Pacific Coast, Fort Victoria, "with its stockade, bastions at the angles, and store and dwelling-houses within," was built. The Scots of Victoria, through

the medium of their patriotic organisation, "The Sir William Wallace Society," celebrated in 1893 three historic events, the centenary of Vancouver and of the famous voyage of the great Scottish explorer, Sir Alexander Mackenzie, from Fort Chipewyan, Athabasca, to the Pacific Ocean, and the half-century from the founding of their city by Sir James Douglas.

The possibility of settling Vancouver Island now began to dawn on Downing Street. With its traditional policy of seclusion, the Hudson's Bay Company was not regarded as favourable to immigration. The Governor of the Company in London, being written to by Lord Grey on behalf of the British Government, suggested Chief Factor Douglas as the most suitable man for Governor of the island colony. The Government did not agree, and sent out Richard Blandford. Blandford's governorship proved futile, and the Colonial Office recognised that Douglas was the natural ruler of the island. He was sworn in as Governor of the island in 1851, retaining his position as Chief Factor of the Hudson's Bay Company.

The lease of the island to the Hudson's Bay Company was recalled in the late fifties by the British Government and in 1858, the lease of the mainland of British Columbia, which had also been held by the Hudson's Bay Company, was likewise cancelled. Now there was the Crown Colony of Vancouver Island, with Victoria as its capital, and the mainland Province of British Columbia, with New Westminster as the seat of Government. Douglas was Governor of both colonies. By an Imperial Act in 1866, Vancouver Island and British Columbia were united into the one Province of British Columbia, and remained so till they were admitted into the Canadian Confederation in 1871. The material effect which the entrance



PARLIAMENT BUILDINGS, OTTAWA.

C.P.R. HOTEL, LAKE LOUISE, ALBERTA.

of the Pacific Province into Confederation had in spurring the Macdonald administration into a vigorous effort to establish rail communication between the Provinces of Eastern Canada and the newly-entered Province of British Columbia, and the subsequent undertaking of "the Scottish syndicate of Montreal" to accomplish the great and politically vital work of building the transcontinental railway has been recorded.

A few years before the Confederation era Sir James Douglas—he was knighted in 1863—retired and was succeeded by a new appointee from the Mother Country. Sir James Douglas passed away, after years of service, honoured, respected, and esteemed by the people of the Province he had served so faithfully and devotedly, and by those of the Motherland. "His courage, manliness, Scottish shrewdness, and large and wide vision of public matters were his outstanding features. No doubt restless spirits felt it to be tyranny that one man should exercise such a remarkable display as he did; but it is well for a new country to have a man who can be its patriarch in the early stages of its existence."

The career of another Scotsman, Hon. Alexander Mackenzie, in the country where Lord Mount Stephen found generous fortune, is also illustrative of the opportunities which a young and developing nation offers to the right men. From a working mason Mackenzie rose to be Premier of Canada and leader of the party which opposed that of the great Scottish-born Premier of the Dominion, Sir John A. Macdonald.

It has never been claimed for Mackenzie that he possessed the fascinating and dominating personality of a Macdonald or a Laurier, but his record as a statesman justifies the esteem in which his memory is held

in Canada. That very impartial Canadian historian, Sir J. G. Bournot, refers to him as a man "who had raised himself from the humble position of stone-mason to the highest place in the councils of the country by dint of his Scotch shrewdness, his tenacity of purpose, his public honesty, and his thorough comprehension of Canadian questions," and, although no glamour surrounds his name, he embodied many of the sterling qualities which have brought Scotsmen to the foreground in all parts of the English-speaking world.

Alexander Mackenzie was born in Logierait, Perthshire, and served his apprenticeship as a stone-mason in his native land before emigrating to Canada in 1842, when he was twenty years old. He was the third of seven sons, all of whom went to Canada, his elder brother, Hope, who accompanied him to the new land, afterwards becoming a member of Parliament. Alexander worked at his trade for some time at Kingston, before finally settling in Sarnia. The young mason had literary instincts, and ten years after his arrival in Canada he founded and edited a newspaper, the *Lambton Shield*. The political arena attracted him, and in 1861 he succeeded his brother as member for Lambton. Six years later he succeeded to the leadership of his party, and in 1873, on the defeat of Sir John A. Macdonald, the ex-stone-mason of Perthshire became Premier of the Dominion. He held the position until 1878, in which year the swinging of the political pendulum brought his rival, Macdonald, back into power.

Mackenzie was antagonistic to the building of the Canadian Pacific Railway. In a formal State paper of instructions to the Agent of the Government sent to British Columbia. dated 1874 the people of which

were calling loudly for the fulfilment of the pledge to establish railway connection with eastern Canada, the Premier described the task of completing the line in ten years as a "physical impossibility." "You can point out," he said, "that the surveys for the Intercolonial were begun in 1864, and the work carried on uninterruptedly ever since, and although the utmost expedition was used, it will still require eighteen months to complete it. If it required so much time in a settled country to build five hundred miles of railway, with facilities everywhere for procuring all supplies, one may conceive the time and labour required to construct a line five times that length through a country all but unsettled."

The honesty of conviction with which such an opinion was given cannot be doubted; the accuracy of judgment can only be measured by the fact that when Macdonald was again in a position to foster the undertaking, the transcontinental line was completed in five years, under the controlling influence of Lord Mount Stephen and his associates, aided valiantly by the constructive genius and amazingly vigorous personality of William Van Horne. A prominent colleague of Mackenzie said that the new line would never "pay for its axle-grease." Nor were political opponents the only critics. "British financiers, looking coolly at the vast stretches of country to be covered, inclined towards the opinion of one of their numbers who said, 'Somebody will have to hold these Canadians back, or they will plunge themselves into hopeless bankruptcy before they come of age.'"

The Canadians were not plunged into hopeless bankruptcy. The railway, under the skilful management of Van Horne and his lieutenants, paid its way from the start, and to-day the three letters "C.P.R."

are synonymous with the highest degree of world-wide commercial and financial success.

It is significant, and to the Scottish race gratifying, that at this period of the history of the Dominion, the leaders of the two great political parties, and Premiers in their respective administrations, were Scotsmen, and that another acknowledged leader, Hon. George Brown, was also a Scot. As far back as 1854 the political situation was dominated by two Scotsmen and political rivals—John A. Macdonald and George Brown. (With the respective merits of the two political parties the author is, of course, not here concerned. His purpose in this chapter is to show the eminent position which Scotsmen gained in the national life of Canada during the period in which Lord Mount Stephen made his own great career in the country, and it is in this spirit, and this spirit only, that he briefly narrates the outstanding events of Canada's history during the epoch-making nineteenth century). "It might almost be said that the political situation at this time was dominated by the temperament of two men, Macdonald and George Brown," Parkin writes in his life of Sir John A. Macdonald. "The latter had gradually come to be regarded as Macdonald's great antagonist in the public life of Canada. His figure is one of the largest in Canadian history. In Canadian politics his influence was for a long time only second, if second, to that of Macdonald himself . . . . Both men were patriots of whom Canada may be proud, and both were necessary to the country."

George Brown was born in Edinburgh in 1821. His father was Peter Brown, a merchant and baillie of Scotland's capital—"Edina! Scotia's darling seat!" as the national bard describes it. Peter Brown later

founded the *British Chronicle* in New York city, and his staunch loyalty to Britain and British institutions was evidenced by his book "The Fame and Glory of England," written in answer to an American, Lester's "Shame and Glory of England." George Brown migrated to Toronto in 1843, and that he inherited his father's journalistic ambitions were soon demonstrated. On March 5th, 1844, he launched the *Globe*, which under his editorship became one of the leading journals of Canada, a position it has continued to occupy. Although later he became a force in the legislature, the immense influence which George Brown long wielded in Upper Canada was won primarily as a journalist, and his name will always be associated with the great Toronto newspaper.

George Brown's part in the establishment of Confederation has in itself given him an honoured place among the makers of the Dominion of Canada. Brown's first proposal had been for a federal union of the two provinces of Upper and Lower Canada. Macdonald had a larger vision, the building-up of "a nation, a powerful people to stand by Britain in North America in peace or in war," extending from the Atlantic to the Pacific, and when Brown grasped the significance of a complete federation he sank all political animosity and loyally co-operated with Macdonald at the time when his co-operation was an essential factor in making Dominion confederation possible.

On the accession to power in 1873 of his friend, the Hon. Alexander Mackenzie, George Brown was called to the Senate. Seven years later he was stricken in death by the hand of a printer who had been in his employ, and his assassination cast a gloom over the Dominion. A noble monument in the beautiful Queen's Park of the city where he laboured so long

and earnestly as a statesman and a journalist marks the tribute of Canadians to his memory.

In a country where Scotsmen and Scottish-Canadians have helped so strenuously in making history and have taken so dominating a part in the national life it is but fitting that many of her Governors-General have been of Scottish birth. The first Governor-General of Canada after the surrender of the French was a Scotsman, General Murray, and since his *régime* Scotsmen have taken a big share in representing the British Sovereign in a country which has been named "The New Scotland" and the names of the Earl of Dalhousie, the Earl of Elgin, the Marquis of Lorne, and the Earl of Aberdeen will always be remembered with especial pleasure and pride by Canadians.

To Lord Dalhousie is due the credit of founding the Canadian University which bears his name, and which held its centenary celebrations in 1921. He was a distinguished scholar and statesman, and a successful Governor in that difficult period which preceded the Lower Canadian Rebellion. Possessed of a kindly nature and the highest refinement, with a fine mind and a strong ideal to serve his Sovereign and the country well, he was a worthy representative of the great traditions of the Mother Land and of his race.

The Earl of Elgin, who succeeded another Scotsman, Lord Cathcart, was one of the most capable of Governors-General. Despite the troublous times of his period, and the bitter party spirit with which he had to contend, he did his duty as he conceived it, and history has justified him. Lord Elgin went to Canada with a fixed determination, the result of mature deliberation, to put into practice, without reservation of any kind, the principle of responsible government,

that is, to be guided in his administration of the country by the will of the people as expressed through a majority in the legislature. In accomplishing his task his resolution was subjected to a test under which the courage and endurance of a weaker man would have broken down, but the descendant of King Robert the Bruce endured and in the end conquered, and to him the Empire owes a peculiar debt of gratitude for having finally established this great principle, which harmonises colonial autonomy with an imperial system.

The Marquis of Lorne, who later succeeded his father as ninth Duke of Argyll, became almost as fervid a Canadian as he was a Scotsman, and the farewell speech he made at Ottawa before leaving the Dominion is still quoted with gratification by Canadians.

"You ask why I am so enthusiastic a Canadian?" the Marquis said. "I ascribe it to the simple fact that I have seen more of your country than have very many amongst you. I know what your great possessions are, and to what a magnificent heritage you have heirs. I know that wide forest-world out of which the older provinces have been carved. I know that great central region of glorious prairie-land from which shall be carved out future provinces, as splendid or more splendid, than those of which we now proudly boast. I know also that vast country beyond the Rocky Mountains, that wondrous region, sometimes clothed in gloomy forest, sometimes smiling beneath the sun in pastoral beauty of valley and upland, or sometimes shadowed by Alpine gorges and mighty mountain peaks—the territory of British Columbia. And in each and all of these three immense sections of your great country, I know that you have possessions

which must make you in time one of the foremost among the nations, not only of this continent, but of the world. It is because I have seen so much of you and of your territories that I am enthusiastic on your behalf, and that the wish of my life shall be the desire to further your interests; and I pray the God who has granted to you this great country, that He may, in His own good time, make you a great people."

The Marquis of Lorne, like his distinguished father, was a statesman and a scholar, and was one of the ablest and greatest Imperialists in the British Empire. During his viceregal term in Canada he reached the hearts of the Canadians as few other Governors-General have done, and he worked hard for the material, intellectual and social development of the young Dominion. He was the founder of the Royal Society of Canada, and with his wife, the Princess Louise, did much to stimulate a wider taste for art by the establishment of the Royal Canadian Academy of Arts and the holding of annual exhibitions. It was during his term of vice-regal administration that Lord Mount Stephen and his colleagues commenced the construction of the Canadian Pacific Railway, and, although the Marquis of Lorne had returned to the Mother Country before it was completed, he had the privilege of being the first Governor-General of Canada to travel on the line.

"We will move westward and take the line of the Canadian Pacific Railway," the Marquis writes in his "Canadian Pictures." "Excellently laid over flat or rolling prairie, a train can proceed at almost any speed; but as we proceed along the solidly-laid track we can take some notes. As we again take the 'cars' and until we reach the Assiniboine, on the frontiers of the province of Manitoba, we see on our horizon-

line, and usually nearer to us, clumps and bands of poplar wood. There are also many lakes and lakelets—pretty ponds, for few are so large as to be worthy of the name of lake; ponds where numerous wild fowl seem to be for ever swimming about among the rich reeds on the margin, ponds around which deep rank grass rises higher than anywhere else on the level summer meadows. There is many a tract where the meadow appears still untouched by the hand of man; yet it has long ago, depend upon it, been bought, and bought for a good round sum, and is now being held for a further advance in price. Why should a further advance be expected? The answer is simple. You need only look north, east, south, and west, and everywhere you will see the wooden-planked house of the emigrant. Often a great patch of yellow wheat-field is bowing in the breezes; each train along the line you are following has, during the summer months, been carrying hundreds into Winnipeg, and hundreds away from Winnipeg to the west.

"Hundreds more have taken the trails over the prairie for points to which railway companies are already directing their attention, and to which lines are already projected or in process of completion. The arrival of yet more and yet more, and the consequent rise in the value of the lands, is looked upon as a certainty. Last year forty to fifty thousand entered this land of promise, and this year it is probable that the number has yet been greater. Never was a railway better endowed for the purposes of its existence, for the Canadian Pacific Railway has about twenty-five millions of acres in this fertile belt, and of this vast amount they still at the present moment hold at least seventeen millions of acres; and having the power to choose the good lands, and being able to reject

those which may be inferior, they became possessed, when they undertook the line, of a land-fortune which, with the twenty-five million dollars in cash, was one of the greatest dowers ever granted. The line is the shortest from Europe to Asia by at least one thousand miles. There are 2,700 miles of track from Montreal to the Pacific. Truly a stupendous and most essential enterprise!

"An American company some years ago constructed the railway which runs through the Mormon settlement of Salt Lake City; another line now sweeps round by the south of California, and by the frontiers of Mexico, and across by the cactus-covered deserts and wide torrid sands of Arizona and New Mexico, until it reaches the east and the connecting lines of the Atlantic companies on the Missouri and the Mississipi. Remarkable progress has also lately been made by the Northern Pacific in the Northern States, thus giving the Republic three lines which cross from shore to shore. But in none of these cases have the lines been pushed with the speed, certainty, and thorough workmanship which have been exhibited on the Canadian line. The American Northern Pacific Railway Company was incorporated as long ago as 1865, nearly twenty years ago, whereas the Canadian company has been at work less than three years. Richly endowed with magnificent lands, the equal of which can only be found in the favoured American States of Illinois and Ohio, the British company has spared no expense to make the tract so perfect that trains passed over it at great speed as soon as it was laid. In one week during the last summer no less than between twenty-five and twenty-six miles were completed, six being laid on a Saturday ending the week's work

"It is a beautiful exhibition of perfect organisation to watch the manner in which this is done. First come the engineers with their levels; closely following them an army of spade men, who raise the embankment, or cut through the earth mounds, removing by blast any obnoxious rock. Then, to the end of the completed track, and piled on vehicles drawn by well-equipped numerous teams, arrive the 'ties,' or, as they are in the Mother Country called, sleepers, or wooden cross-beams. Quickly these are scattered along, and laid by gangs in order. Instantly up comes a car laden with steel rails—steel rails, which, by the bye, have been imported all the way from the Old World. With iron-hooks the men grapple these rails one after the other, and as each pair is laid upon the sleepers, boys place a couple of great nails along the line, on each 'tie,' and the sturdy hammer-men with a few strokes drive these into the wood, fix the rails, and onward over the fresh joint of railway goes the car, until all its load of steel rails has been deposited. Imagine the perfection of the organisation which, in the prairie untrodden as yet by men, or still worse, in the rock-strewn and mountainous country, can on a single line of rail arrange for the accommodation of men, for the transport of material in wood, iron, and provisions, and can send on train after train to the end of the track, arranging the sidings as they proceed and accomplishing in a week such feats as that recorded above. The reader may ask how it is that such expenditure can be incurred, that work can be so quickly and so perfectly finished by such armies of workmen; for many thousands have been labouring during the last year, and are still labouring at this great national enterprise. The secret is in this, that the lands in the central portions of the

continent which have been granted to the company are of such excellence, that from their sale alone a certain remuneration can be expected. Emigration has poured into that region in a manner unexampled since the days of the settlement of the great Western Commonwealths, whose chief and most remarkable city is now in Chicago. In spite of opposition encountered from interested rivals, the fact of the excellence of the soil has become so patent that there was no difficulty in finding the money for the first great expenses, and the initial cost is always by far the greatest. With the Americans, the Germans, the Russians, the Icelanders, and the English, Scotch. and Canadians, who are now flocking into the country, the traffic which must be developed to supply their wants in wood, coal, and the necessaries as well as the luxuries of life, must continually increase. It was only two years ago that the line left the suburbs of Winnipeg; it was only yesterday that it touched the mountains of the west, and already a vast increase in its traffic receipts are noticeable. It is not as though it started from no basis, and ended in no important terminus, or passed through barren lands on either side; it will rest upon two great oceans, and through the middle portion of the continent it has land, not only along its line, but also to the north and south of it unrivalled on the continent of America. The branch lines, wherever they stretch towards the north, must feed its energy, and supply it with nutriment, for there is practically no limit to the vast area of wheat which may be created along the banks of the North Saskatchewan river, and the immense country lying towards that mighty stream, the Peace River."

Mighty struggles had to be made, and mighty obstacles had to be overcome by the men on whom fell

the tremendous burden of financing, and of the building of the Canadian Pacific Railway ere the great work was finally achieved, but future events were to show that the rosy optimism of the Marquis of Lorne, expressed before the critical and nigh tragic days of the enterprise had appeared, was the optimism of a true prophet.

The country which he so enthusiastically praised in speech and in prose also inspired him to poetry, and the finest poetic picture of the historic old city of Quebec that has been written was from his pen, and his " Hymn for Confederation " is equally inspiring in its fervour. Canada had indeed much to be thankful for when the Marquis of Lorne landed on her shore to take up his duties as Governor-General of the Dominion.

The Earl of Aberdeen, who was Governor-General of Canada from 1893 to 1898, and splendidly maintained her vice-regal traditions, was the chief of another distinguished Scottish family, the Gordons, as the Earl of Elgin was of the Bruces, and the Marquis of Lorne, when he succeeded to the Dukedom, of the Campbells. These three great families are intimately associated with the turbulent and glorious history of Scotland from ancient times. Does not the name of Bruce, the victor of Bannockburn, thrill every Scottish heart ? And the Campbells, how oft has the battlefields echoed with the martial strains of the bag-pipes as they sounded the note of victory in " The Campbells are coming ! " And the Gordons, the gay Gordons, who has not heard of their achievements in war from the days of " The Cock of the North " onward ? New Scotland may well be proud of her Scottish Governors-General.

Of the national festivals of Canada two stand out pre-eminent. These are the annual celebration of the anniversary of Robert Burns's birthday and the annual celebration of St. Andrew's Day. Readers of Canadian history do not need to ask why, for all through the history of British North America the activities and enterprise of Scotsmen, and men of Scottish blood, are a dominating feature. From the day of the scaling of the heights of Quebec by the Fraser Highlanders to the present period, Highlanders and Lowlanders and their Canadian-born descendants have made history in Canada as no other race has done. In a Canadian newspaper, dated January 1st. 1885, there appeared the paragraph : "The Hon. G. A. Kirkpatrick, Speaker of the Senate, in a speech in New York, said that Scotsmen ruled in the Dominion : the Prime Minister was a native of that country, and even in the French Province of Quebec they had a Scotsman at the head of affairs, while throughout the land the leading commercial men, the principal bankers, and the railway-kings claimed Scotland as the land of their birth."

Thirty-seven years later a distinguished Scotsman, Sir Robert Horne, Chancellor of the Exchequer in the British Government—Scots lead in England as elsewhere—said : "Scotsmen have shown that more than any other country in the world they can preserve the strongest possible feeling for their national origin and nevertheless play a proud part in the development of wider communities." The truth of Sir Robert Horne's dictum has been demonstrated in Canada to an unparalleled degree, and the greatest asset a Canadian can possess is a Scottish accent or a Scottish name. "Why don't you put a 'Mac' before your name ?" said a friend to a Hudson's Bay Company official with

a Saxon appellation, who had been complaining of his slow promotion. "To be big, to be Scotch, to live where the Rockies rear their everlasting peaks into the blue ether, these are things worth striving for, aye, worth living for," sighs a dreamy Canadian writer.

To the perfervid Scot all this is very gratifying—and very true. And yet it is not surprising, as Dr. George Bryce reminds us that a race so aggressive, enterprising, and courageous—so ambitious, determined, and adaptable as Scotsmen are—should have gone abroad and taken a large share in the development of Canada and other countries. Dr. John Hill Burton, in his "Scot Abroad," shows that in the past centuries, even five hundred years ago and more, Scotsmen left their native land to push their fortunes in France, Germany, and even Russia, and gained distinction in the great fields of reward: those of the author and scholar, the soldier, the statesman, and the artist. It has thus become proverbial that Scotsmen go "furth of Scotland" and bravely struggle for the prizes open to them, so that it has been said that there are more wealthy Scotsmen in London than there are in Edinburgh, that if there is a bishopric or exalted Church position to be filled a Scotsman is usually near by, and that in Canada men of Scottish blood have had well-nigh a monopoly of college and university presidencies.

The strong individuality of the Scotsman shows itself strongly in his willingness to colonise and to face the dangers and novelties of a new country. His success is based on two qualities that go to make up this trait of character courage and adaptability. The Scotsman is not afraid of new conditions, and he has the patience and power of observation required to fit into new circumstances. In the Fur Country

of Canada of a century ago, for example, it required outstanding courage to face the environment of wild beasts and wilder men of the fur trade. "There was no law to protect the new-comer, and the Indians, in their savage state and constant feuds, were bound to involve the white man in their disputes, and to meet these the fur traders required the wisdom of a Solon, and the resources of a Machiavelli." How well the old-time Scottish traders and factors did their adventurous work is duly recorded in the annals of the North-West Company and of the Hudson's Bay Company. And what is true of the Scottish fur traders of old is equally true in their own spheres of the intrepid Scottish pioneers, men and women, who carved their farm-homes in the wilderness and laid the foundations of British Canada; of the dauntless explorers; of the merchants, the bankers, the railway builders, the leaders of learning, and the leaders of divinity.

Several of these Scotsmen reaped rich rewards for their enterprise in Canada, men such as Lord Mount Stephen and Lord Strathcona. Such dazzling prizes can only come to the few, but to Scotsmen who follow the path which took the one-time herd boy of the Banffshire glebe to fame and fortune there awaits the hand-grip of welcome and the opportunities for achieving success in life which a young, vigorous, and rapidly-growing country offers to all who are worthy of her trust.

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