

An Eminent French Canadian

THE French-Canadians have always taken a close personal interest in the fortunes of what they call for short "Le Pacifique," just as the English have abbreviated the Canadian Pacific Railway into the more familiar C. P. R. It is, therefore, only right that they should be represented on the board of directors, and no more fitting representative of the race could be found than Senator, the Hon. Frederic Leger Beique, whose career has been one of such distinction in so many paths of life. Lawyer, business man, and philanthropist, interested in many spheres, his days have been, and continue to be, full of useful labor in the upbuilding of his native country and in promoting the welfare of her people. His is one of those versatile natures, which, paradoxical as the expression may appear, is only at rest when in the midst of labor.



SENATOR THE HON. F. L. BEIQUE.

Senator Beique, the son of Louis Beique, was born in St. Mathias, Riverview County, Quebec, on May 24th, 1847. Acquiring his education at the College de Ste. Marie de Monnoir, he chose law for his profession, and later on became an L.L.D. of Laval University. He was called to the bar in 1868, and was a King's Counselor for the Province of Quebec in 1885, and for the Dominion of Canada in 1899. Accurate knowledge, sound judgment and clear speaking made him one of the leading lawyers of his period. His brothers in the legal profession recognized this. From 1872 to 1877 he was Barrister of the Court in the district of Montreal. Senator Beique has been engaged on counsel in many celebrated cases. He repeatedly pleaded before the Privy Council in England; he was a member of the Royal Commission in the famous Whelan case of 1890; an counsel for the late Hon. H. Meier and his colleagues who were accused in connection with the Rie des Chateaux Railway by the Lieutenant-Governor of Quebec, in 1891. He won a wide reputation in 1896 and 1897, when he was called to the attention of the British and Canadian Governments by the Hon. J. H. Macdonald. For years he had worked in partnership with Sir Louis Jetté, and he still energetically pursues his legal practice. Referring to Senator Beique, the "Montreal Star" says: "As a commercial lawyer he has few if any equals."

Not less successful as a business man, Senator Beique has been associated with numerous commercial enterprises. With the late David Morrison, and the late A. P. Gault he took a prominent part in guiding the destinies of the Hudson Cotton Company, the Hochelaga Cotton Company, the St. Ann's Cotton Company, the Canadian Colored Cotton Company (now the Canadian Cottons), and the Dominion Cotton Mills Company; and as a director of some of them, his influence has been strong in pointing out the channels through which business should be conducted. As a member of the board of directors of the Royal Electric Company he was one of those mainly responsible for its development. He promoted the St. Ann's Manufacturing Company, and with Sir Herbert Holt, was among the first to discover the possibilities of its hydraulic power. Again, with Sir Herbert Holt, he was one of those mainly responsible for the building up of the Montreal Park and Island Railway Company; many real estate concerns owe their existence to this financier. He is vice-president of the Bank of Hochelaga and of La Sauvagerie Insurance Company. He has occupied and is present

occupying the position of Director in several other companies. It would be difficult to enumerate the different public welfare societies which have benefited by his zeal. During his presidency of the Real Estate Society of the Province of Quebec, which was erected in connection with the growth, and the society became a powerful, useful and leading social and educational institution. It was also under his presidency that the Caisse Nationale d'Economie was established and became an important and ever-growing society.

As a director of Montreal Technical School from its inception the work of Senator Beique has achieved valuable results. In the care of the sick he takes a deep interest and is a governor of the Montreal General Hospital and of the Notre Dame Hospital. He has been a Catholic School Commissioner, a director of the Parks and Playgrounds Association, vice-president of the Charitable Organization Society, and vice-president of the League for the Prevention of Tuberculosis. He was formerly a director of the Montreal Citizens' Association. In 1902 he was called to the Senate by Lord Minto, where he has occupied the position of chairman of the Railway Committee. He continues to take an active part in all the important committees and in everything that relates to legislation.

Senator Beique has always been a believer in the Canadian Pacific Railway, and for many years has been a shareholder of the company. On the directing body he succeeds the late Honourable Robert Mackay. If death has taken away one gifted mind from the C. P. R., another ripe in experience and wisdom has succeeded.

In 1875 the then Mr. Beique married

Miss Caroline Angelina Desmarais, Lady of Grace of the Order of St. John of Jerusalem in England, who takes a prominent part in many social spheres. They have been blessed with a family of seven sons, who are living, and two daughters, Captain Victor Beique, one of the youngest of the boys, largely helped in the recruiting of the 66th French-Canadian Battalion, now overseas, and Captain Beique is now fighting in the country from which his forefathers originally came.

"A maker of Canadian history," that is how the "Montreal Herald" has described Senator Beique. The footsteps of the seventy-one years of his life have passed so lightly over his countenance that one would not think they had all trodden there. He is a man of active frame, medium height, and a physique that is more remarkable for its energy than for its strength. He moves with a quiet step, and the attitude in which you invariably find him is one of gentleness and kindness. The geniality of his manner makes the most timid of his interviewers feel at ease. He is an attentive listener, and is always capable of putting himself in the other fellow's place. One might say that he is one of those who would inspire men to do things because they are happy to follow his guidance rather than because they may feel incumbent on themselves to obey his commands. "It is possible to build material monuments to generous doings on the sympathetic side of existence, the spiritual course of Senator Beique might be marked with such monuments great as those which stand in his mother tongue, but he speaks English with a fluent harmonious voice."

County Council 2nd Day

(Continued from Last Week)

Friday, May 4.

All the members present.
Anderson-Simention—That we resume business with the Warden in the chair, carried.

Anderson-Stewart—That the report of the road and bridge committee be received and read, carried.

Cayuga, May 3, 1917.

Gentlemen—We, your road and bridge committee, beg leave to report as follows:
First—The account of A. & W. J. Bailey, Hagersville, for 2,025 feet of white oak; also 1,067 feet of white oak at \$42 per thousand feet, total amount \$132.12, and that the above account be referred to the Finance committee for payment.
Second—That the county road and bridge committee report on all county bridges at the next meeting of the council. All of which is respectfully submitted.
H. G. HART, Chairman.

Stewart-Anderson—That the report of the road and bridge committee be adopted as read, carried.

Cayuga, May 3, 1917.

Simention-Smeleer—That the report of the special committee on communications be received and read, carried.

To the Warden and Members of the County Council:
Gentlemen—We, your special committee on communications beg leave to report as follows:

In the case of the Ontario Hospital for Incurables; that we comply with their terms for Mr. Hunn.

Correspondence of J. W. Old, referred to the Good Roads Committee.

R. W. SMITH, chairman.

Lyons-Bradford—That the report of the committee on communications be adopted as read, carried.

Rain-Smith—That the report of the home committee be received and read, carried.

Cayuga, May 3, 1917.

To the Warden and Members of the County Council:

Gentlemen—We, your home committee beg leave to submit the following report: There are at present 32 inmates in the home—20 males and 12 females. Since our last report there has been one death, John W. West. The county was to no expense; the friends took charge and paid all expenses. We admitted one, Mrs. McFadden, from Cayuga. We have examined carefully the vouchers of the different accounts for maintenance, compared them with the accounts and find them correct. We would refer the same to the finance committee for payment.

All of which is respectfully submitted.
JOHN BRADFORD, Chairman.

Hart-Wilton—That the report of the home committee be received and read, carried.

Simention-Lishman—That the report of the good roads committee be received and read, carried.

Cayuga, May 4, 1917.

To the Warden and Members of the County Council:

Gentlemen—We, your good roads committee, beg leave to report as follows:

1. That we have examined the accounts chargeable to construction and maintenance presented by the superintendent and recommend them for payment.

2. That the superintendent be authorized to test the south twin bridge on Division 9, Road 5, with the Marshall Roller and report to the Department of Public Highways.

3. That the superintendent be given permission to do what macadam work the Village of Caledonia wishes done on their street, connecting up the county road system on Road No. 2, and that they pay the county schedule of wages to our employees and \$9 per day for the use of the roller and furnish fuel and oil.

4. That the Watrous roller be taken to Nellie's Corners and loaded on a flat car and shipped to Dunnville.

5. That the Marshall roller and Case tractor be shipped by the G. T. R. from Hagersville to Caledonia.

Respectfully submitted,
Sawie-Pyle—That the report of the good roads committee be adopted as read, carried.

Stewart-Wilton—That the report of the finance committee be received and read, carried.

Cayuga, May 3, 1917.

To the Warden and Members of the County Council:

Gentlemen—We, your finance committee have examined the following accounts and recommend payment of same:

A number of general, maintenance and construction accounts were given.

We would also recommend the adoption of the report of Robert Bennett of the eastern branch of the Haldimand Reformatory League.

All of which is respectfully submitted.
W. G. CLARK, chairman.

Lyons-Bradford—That the report of the finance committee be adopted as read, carried.

Pyle-Bradford—That a by-law be introduced and read a first time for the purpose of making a grant of \$2,760 on account to the town of Dunnville for the purpose of improving a highway in said town on Eco d street east, opposite lands used for agricultural purposes under the provisions of the Highway Improvement Act, carried.

By-law making grant of \$2,760 to the Town of Dunnville for improvement of road street east was made a second and third time, signed, carried and confirmed.

(Continued on Next Page)

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C. E. McPHERSON
F. W. RUSSELL

J. L. DOUPE

C. E. McPHERSON, assistant passenger traffic manager, Western Lines of the C. P. R., was born at Chatham, Ontario, June 7, 1862, and was also educated there. He entered the service of the Grand Trunk at Toronto in 1876. He was with the company at various places until 1881, when he entered the service of the Chicago, Rock Island and Pacific Railway as general agent for Canada. He joined the Canadian Pacific Railway, September 1, 1886, as general travelling agent, with an office at Montreal, and the following year he was appointed district passenger agent at Boston, in charge of the New England States and Maritime provinces. On absorption of the New Brunswick Railway in 1890 by the Canadian Pacific Railway he was made assistant general passenger agent at St. John. He was transferred in the same position to Toronto in 1895. In 1899 he was appointed general passenger agent, Western Lines, at Winnipeg. In 1910 he was appointed assistant passenger traffic manager at Winnipeg.

FRANCIS W. RUSSELL, land agent, C. P. R., Winnipeg, was born at Hastings, England, Dec. 13, 1864. He was educated at private schools in

England. He came to Canada in 1885 and entered the land department of the Canadian Pacific Railway, August 3, 1885. He was general clerk in the land department from 1885 to 1899. He was chief clerk from 1899 to 1912. He was appointed land agent of the company in Winnipeg, Feb. 1, 1912, which position he still holds.

JACOB L. DOUPE, chief surveyor, C. P. R. Western Lines, was born in Toronto, September, 1867. Educated in Winnipeg public schools and St. John's College, he graduated from the University of Manitoba in 1887. He entered the Canadian Pacific Railway service as assistant engineer on construction in June, 1889. He became surveyor of the land department in May, 1891, and was appointed assistant land commissioner in September, 1896. He became general townsite surveyor of Western Lines in August, 1912.

R. PRESTON, assistant superintendent of motive power, Western Lines, C. P. R., was born at Toronto, July 29, 1863. He entered railway service in 1877. From 1873 to 1882 he was a machanic, apprentice connected with Toronto, Grey and Bruce Railway, later absorbed

RECORD ADS PAYS

ed by the C. P. R., 1882 to 1884, machinist, C. P. R., Winnipeg, and Toronto, Grey and Bruce Railway, Toronto, 1884 to 1887 he was a machanic in the employ of the C. P. R. at Toronto; 1887-1890 he held the position of locomotive foreman at Hagersville, Ont. From 1890 to 1894 he was locomotive foreman at London, Ont. 1894 to 1897 locomotive foreman at Smith's Falls, Ont. 1897 to 1900, locomotive foreman, Montreal. 1900 to 1901, locomotive foreman, Lethbridge. 1901 to 1906, master mechanic, Lethbridge Superior Division, North Bay, Ont. 1906 to 1909, master mechanic, St. Louis Division, Toronto; 1909 to 1910, locomotive mechanic, Hamilton Division, Winnipeg. Since 1914 he has been assistant superintendent of motive power, Winnipeg.

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