

distance from the seaboard without a parallel in the world. Mr. Young's keen appreciation of the capabilities of engineering as a profession and his confidence in the application of education and trained reason to the overcoming of all natural and mechanical difficulties which always was noticeable in his intercourse with the professional men with whom his life brought him into contact, was beyond doubt one of the most effective means of securing consideration for this work and of urging on the genius of Stephenson to an achievement then supposed to be impossible. Men believed Mr. Young to be visionary when he attempted the task of sounding the river that he might point out the exact situation where he bridge should be built and which it actually occupies. It was at about the same period that he devised a plan for the Caughnawaga canal whereby to connect the St. Lawrence river and Lake Champlin and thus secure another outlet to the sea. His efforts were a notable force in making Montreal a grain shipping center and when the St. Lawrence canals were opened in 1849 he sent the first cargo of merchandise from Montreal to Chicago and brought back the first cargo of American grain. The rapid growth of shipping at this point and certain trouble that arose concerning the unloading of vessels impressed upon Mr. Young the need of a harbor police and he presented the matter so forcefully to the government that a water police force was created.

In 1851 Mr. Young by popular suffrage was made the representative of his district in parliament and in October of that year became chief commissioner of public works and a member of the board of railway commissioners in the Hincks-Tache administration. He advocated the building of a railroad from Halifax to Quebec and Montreal and thence westward. His plans were not adopted at that time and only came to fruition in 1877. In the same year he strongly urged the establishment of a fortnightly mail service between Montreal and Liverpool in the summer and between Portland and Liverpool in the winter. In 1854 he was again made the Montreal representative in parliament, where he entered earnestly upon the work of chairman of the committee on public accounts. In 1857 he declined to again stand for parliament, but it was impossible for one of his nature to retire from public life so conscientious was he regarding the duties of citizenship. In 1860 he retired from business with a handsome fortune and the same year was chosen chairman of the committee of arrangements for the most gigantic and successful series of entertainments ever held in Montreal up to that time on the occasion of the visit of His Royal Highness the Prince of Wales, afterward King Edward. About that time Mr. Young went to Scotland for the further education of his family, returning in 1862. In 1863 he was the nominee of the liberal party for Montreal West, but was defeated. In that year, however, he was made a commissioner to Washington to consider the reciprocity treaty.

All of these activities, although important, were less so than his life work in making Montreal a seaport and improving the navigation of the St. Lawrence. No other single project has so greatly benefited the city and this section of the country. The name of the Hon. John Young will always be connected with its successful accomplishment and he is entitled to the grateful remembrance of the citizens of Montreal for all time. He had the opportunity of furthering his projects and plans of this kind through his membership on the harbor board. As the result of his efforts Montreal ceased to be a mere