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No. 52.—C. J. BRYDGES, Esq.

MANAGING DIRECTOR G. T. R.

It is not too much to say that the oldest public man in Canada has scarcely filled a larger space in the discussion of public affairs, or has had his name kept more persistently before public attention than Mr. C. J. Brydges, the Managing Director of the Grand Trunk Railway of Canada. Not that Mr. Brydges has been a politician in the ordinary sense of the term, or that he has ever sought the popular confidence as a Legislator, but because the great railway interests with which he has been connected in Canada, or rather, we should say, at which he has been at the head, for the past eighteen years, have had to rely upon Parliamentary action to give legal sanction to their many projects of extension, amalgamation, financial arrangements, &c., &c. Without this Parliamentary sanction for new projects, railway enterprise would be checked, for the Legislature has wisely guarded the public interest by compelling Corporations, or combinations of individuals, to get the warranty of law for their schemes, usually called their charter or an amendment thereto. Now, it is perfectly clear that to be a successful promoter of railway enterprise it is necessary to possess some of the qualifications of the statesman and the diplomat; to be, in fact, endowed with those qualities that make the successful politician. For, unless he is able to convince the Legislature that the new scheme on hand, or the proposed alteration in the old one, will be to the public interest, it would be but a

waste of time for him to go before the Legislature with his project. The intention of all such legislation is to combine, with the fullest liberty for private or corporate enterprise, the greatest amount of public benefit; and unless the Legislature can be persuaded that these ends are to be promoted, or at least the latter one, it would be guilty of a gross wrong to grant the powers sought. A company may be permitted to be the judge of its own interests, but the interests of the public are in the keeping of the Legislature, however mistakenly they

may sometimes be guarded; and thus it comes to pass that politicians, seeking popularity, have a strong temptation to resist the applications by chartered corporations for fresh powers, however reasonable or mutually advantageous to the public and the corporation the demand may be.

Charles John Brydges, as we learn from Mr. Fennings Taylor's Biographical Sketch in "Notman's Portraits," was born near London, England, in 1827. His family was descended from Sir Simon de Brugge, who accompanied William the Conqueror to England, and fought at the battle of Hastings. At fifteen years of age, Master

C. J. Brydges began life as clerk in a merchant's office, and a year later secured an appointment to a junior clerkship in the office of the London and South-Western Railway Company. During the ten years, or thereabouts, in which he was in the employment of this Company, he was promoted through successive stages until he gained the office of Assistant Secretary. Aspiring to a still higher position, he applied for the post of General Manager of the Madras Railway, but failed to secure the appointment. Shortly afterwards, in the fall of 1852, he was appointed Managing Director of the Great Western of Canada Railway, then under construction, and rapidly approaching towards completion. On this occasion, under date Nov. 19, 1852, the Directors of the Company from whose employment he had just retired, put on record the following entry in their minutes:

"The Directors desire to express to Mr. Brydges, on his quitting the service of the London and South-Western Railway Company, their warm approbation of his long, faithful, and able services, their regret at his quitting the Company, their hope that he may be equally successful in rendering efficient services to the Company by whom he is engaged, together with their belief

C. J. BRYDGES, Esq., MANAGING DIRECTOR GRAND TRUNK RAILWAY.

FROM A PHOTOGRAPH BY NOTMAN.

Now, it is in this administrative capacity that Mr. Brydges has commanded so large a share of attention in Canada. He has broached the boldest conceptions in railway administration, and has maintained them in the face of difficulties that would have utterly discouraged a man of ordinary mental vigour and fertility of resource; and he has carried them through to a successful issue, and been sustained in the wisdom of his course by consequent results, to an extent that has fairly earned for him the title of "The Napoleon of Railways."

that he will be equally fortunate in securing the esteem and good will of all with whom he is connected."

This flattering certificate was supplemented by the presentation to Mr. Brydges of a handsome silver tea service, as "a perpetual memento of the heartfelt regard with which they bid him adieu." His value to the Company he had just left was still further made manifest by the fact that, on the resignation of the Secretary of that Company, the Directors made immediate application to the London Board of the Great Western to release Mr.