

ILLUSTRATED SATURDAY EVENING READER

Vol. III.—No. 55.

FOR WEEK ENDING SEPTEMBER 22, 1866.

SEVEN CENTS.



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THE history of the lives of men whose influence is stamped upon the age they live in must possess more than a passing interest; and we have much pleasure in complying with a desire, very generally expressed, that we should give a synopsis of the life of one whose public services have had so great an influence in the advancement and prosperity of our country.

Mr. Brydges was born near London, England, in February 1827, and is therefore little over thirty-nine years of age. Before he had reached his second year, his father died; and his mother left thus alone with her boy, applied herself to the task of his early training with diligence and more than ordinary success. Ere he had completed his eighth year, however, she too was called away, and he was left alone, to work out his own fate. He remained at a private academy until he was fifteen years of age, when he went into a merchant's office—which occupa-

tion, however, he very soon changed, and became Junior clerk in one of the offices of the London and South Western Railway.

During the ten years which he spent in the service of this Company—years of close persevering labor, and unflinching application—relieved occasionally by promotion or change—he acquired that comprehensive knowledge of Railway management, which has since proved of such vast importance, both to himself, and the country in which he has cast his fortunes. Having arrived at the position of Assistant Secretary, and seeing no prospect of further immediate advancement, he determined to make a change, and succeeded in obtaining the appointment of General Manager of the Great Western Railway of Canada.

From this point his interest in things Canadian may be said to have begun. He arrived in Canada in January, 1853, and, in these thirteen

years, has effected as much probably for the material prosperity of our country as any other public man living.

In 1861, Mr. Brydges held for a short time the position of Managing Director of both the Great Western and Grand Trunk Railways. The idea of the amalgamation of these two roads was at that time being considered by the different companies; but after considerable discussion, the negotiations were brought to a close, without amalgamation having been effected. Mr. Brydges then resigned his position in the Great Western Railway, to accept the post of Managing Director of the Grand Trunk.

The manner in which he has filled this influential and important position, is well known. At that time—whether rightly or wrongly—the Grand Trunk Railway had lost favour. The press teemed with denunciations of its sinfulness; and the journalist who then considered it a