

glass in the governor's residence. Between his voyages he lived for the most part in Maine. He seems to have been very happy. He was a rigid teetotaler, and took an active part in religious exercises, both on ship and at home. During the whole of his sojourn in America the fifth Earl only drew £200 from the revenues of his estates, nor did his mode of living differ from that of an ordinary seagoing man. In 1870 he started to make a voyage to Australia, hoping from there to complete the circle round the globe. Six days, however, after he left Boston he was caught by the bight of the down haul as he and his companion were lowering the mainsail. Lord Aberdeen was caught by the rope and thrown into the sea. His companion heard his cry for help as he dropped into the water, but he was never seen or heard of since. His death when serving as first mate on board that American ship brought about the accession of the present earl, John Campbell Gordon, who was the youngest son of Lord Haddo, and to whom this sketch is more particularly devoted.

It was necessary to dwell at much greater length than usual upon the character of Lord Aberdeen's ancestors. The Governor-General is the resultant of the very varied and strangely marked features which make up the sum of the Gordon character. There are in him many of the salient traits of the more notable of his forebears. He has the administrative genius and statesmanlike ability of the Prime Minister, the earnest piety and catholic evangelism of Lord Haddo, while he is by no means devoid of the love of action and adventure which were so strongly developed in his brother George. Although he resembles many of his ancestors he has a distinct character of his own, which will be better appreciated both in Canada and the United States four years hence than it is now.

III. THE EARL OF ABERDEEN.

John Campbell Gordon, sixth Earl of Aberdeen, was born in 1847, just before the great revolutionary outburst which shook the thrones of Europe. He is, therefore, 46 years of age, but does not look more than 36. He has a singularly youthful appearance, and in this he resembles Lord Rosebery whose juvenility of aspect has frequently occasioned remark, and which for some time stood in the way of the recognition of his qualities even by so familiar a friend as Mr. Gladstone. Lord Aberdeen was only a younger son till 1870, when the death of his brother George gave him a seat in the House of Lords and brought him in sight of the career which up to the present moment has been one long progress of increasing service to the State. The Gordons are physically a fine race, and the present Earl, although not so tall as his brothers, is much stronger in muscular development than might be imagined from those who note his comparatively slight build. Like most men of his family, he is extremely fond of sport—physical exercise. Both of his brothers were splendid shots with the rifle, having carried all before them at Wimbledon on more than one occasion. It was this extreme devo-

tion to the rifle which led to the lamentable accident which caused the death of his second brother.

Lord Aberdeen, however, unites with the love of sport which is common to most landed aristocracy a passion which among peers is almost unique—from boyhood he has had a delight in locomotive engines; he is probably the only peer who could drive an engine from London to Edinburgh. Through the indulgence of a relative, when he was still a schoolboy he had permission to ride on the engine of a local railway and he never, if he could help it, rode anywhere else. He had no greater delight than to stand in front of the fire-box acting as fireman or starter and occasionally being permitted to drive the engine. He still remembers as one of the proudest days of his life how, when he had finished oiling the engine when at full speed, the old engine driver said to him: "John, I think I must apply for a day's holiday and let you take charge." From that time forward Lord Aberdeen has never lost touch with the locomotive engineers; no one is more popular with the railway servants in the old country and nothing but the lack of acquaintance with the road and the signals stands in the way of his being able to take a Canadian Pacific express right across the whole continent from the Atlantic to the Pacific. He is certainly the first Governor-General who was also an engine driver. Engine driving, in fact, may be considered as one of his favorite hobbies, and one of the things which he looked forward to in the new world was that of making a study of the engines of America, as complete as that which he has made of the locomotives of England and Scotland. It was this boyish passion which first introduced him to public life. Lord De la Warr had moved for a select committee into railway accidents and in support of his motion Lord Aberdeen, who a very young man, made his maiden speech in the House of Lords. There is no more difficult audience to address than the Peers, but his knowledge of the subject and the enthusiasm with which he explained the technicalities of railway management and the mysteries of fly-shunting to the Peers won him high praise, and when at a later period a Royal Commission was constituted in order to inquire into railway accidents he was immediately nominated as a commissioner. Of this commission the Duke of Buckingham was the first chairman, but on his appointment to the Indian presidency, Lord Aberdeen, although one of the youngest members of the commission, succeeded him as chairman. It was a remarkable elevation for so young a man and one of which he made the most to the interest of the railway servants. The Commission reported in favor of the block system, continuous brakes, continuous foot boards, and of many other improvements which the railways have for the most part introduced of their own accord. As the commission was not unanimous Lord Beaconsfield shirked the duty of legislation. Few questions are of more importance in the New World than that of reducing the unnecessary slaughter of railway employees, which in the United States attains dimensions far in excess of that of any other civilized country.