

county and provincial organizations. Before the passage of the law authorizing the organizing of farmers' institutes, he took an active part in forming what were known as farmers' clubs, and for many years his efforts both with voice and pen have exercised a helpful influence in promoting the interests of the farming community. He was a director of the Whithy and Port Perry railway, of which his father was the president and one of the original promoters, and he remained connected with it until it was finally acquired by the Grand Trunk. In religion, Mr. Dryden is a member of the Baptist church, of which he is a liberal supporter, and in connection with which he has at various times held many important offices. In 1867, he married Mary Lydia Holman, daughter of Thomas Holman, a well-known publisher in New York, by whom he had issue eight children, of whom five daughters and one son are still living. In business relations, Mr. Dryden is known as a man of the strictest integrity; in private life, he is genial and affable, and his generous disposition and unblemished character have endeared him to thousands of warm personal friends.

GEO. HUGH MACDONELL, M.P.,

Port Arthur, Ont.

GEORGE HUGH MACDONELL, M.P. for Algoma, was born in Toronto on the 10th February, 1851. His parents were Glengarry people. The first American ancestor of the family came to America in 1747, after Culloden, and settled in the Mohawk valley. His son was a prominent U. E. loyalist, who left his property in the United States at the close of the revolutionary war in 1783, and came to Canada, settling in Glengarry when it was a wilderness. His son, grandfather of our present subject, was the first white child born in Glengarry county. The father of our subject, Duncan Macdonell, was for years one of the most prominent merchants in Toronto, doing an extensive business as a wholesale grocer. His wife was of French-Canadian parentage, her maiden name was Maria Charles, her mother was one of the LeBruns of Quebec. The late Abbé Ferland of Laval University was her first cousin. George Hugh Macdonell obtained his education in the Toronto grammar school, the Williamstown (Glengarry) grammar school, and in Bishop's College, Lennoxville. Graduating in 1867, Mr. Macdonnell spent two years in the military schools of Montreal. He took his first infantry course with the 16th regiment, and received a second-class certificate, going through the course for a first-class certificate

with the 60th rifles, and graduated in due course. He took his artillery course under Colonel Williams, and then entered the cavalry school, the first one founded in Quebec. Shortly after he graduated from the cavalry school, volunteers were called for to make up the first expedition under Colonel Sir Garnet (now Lord) Wolesley, to put down the uprising in Manitoba, under Riel. Mr. Macdonell joined the force as a private in the 2nd Quebec rifles, and underwent the toils of the march through the then unbroken wilderness to Fort Garry. He performed his duty well and faithfully, and was promoted to the rank of staff-sergeant. Returning to Toronto with his comrades after their mission had been accomplished, he took his discharge. He then went to Montreal and began business on his own account as a warehouseman. This business he continued for three years, until 1875, when he was offered and accepted a position on the construction of the Canadian Pacific railway, under Messrs. Sifton, Ward & Co., the contractors for section 13, from Port William to Sunshine Creek, now Fimmark station, and also for section 13 from Red River to Cross Lake. His duties were those of an assistant to the general manager. He took part in the construction of section 13, the first sod on which was turned on the 14th June, 1875, and on the completion of the work there, he held a responsible position on section 14. Being released by Messrs. Sefton, Ward & Co. on the completion of their contract, Mr. Macdonell engaged in contracting on his own account. He has put through several important undertakings, including a difficult section of the Canadian Pacific, west of Jackfish Bay, on the north shore of Lake Superior, and the breakwater at Port Arthur, the latter the greatest work of its kind on the Canadian side of the Great Lakes. Mr. Macdonell is now resident in Port Arthur, where he carries on business as a contractor, insurance, mining and financial agent. Like many other Port Arthur people, he has taken great interest in, and devotes a considerable portion of his valuable time, as well as his means, to the development of the mining industry of the splendid territory of which Port Arthur is the chief industrial and commercial centre. He owns mining lands of various kinds, and has taken a foremost part in the work of drawing capital into the country with a view to opening up its mineral wealth. Mr. Macdonell first appeared as a public man in 1884, when he was induced by the solicitation of his friends to present himself as a candidate for the Port Arthur town council. He was successful, and from that time for five years following he was prominently identified with municipal affairs. After two years service in the council, he became a candidate for the mayoralty of the town,