

can be no doubt at all as to the high position which the General Manager of the great Canadian line holds on this continent, where his name is a household word." Another observes: "No officer could look after his charge with a more watchful or keener eye, and once having made up his mind upon the best course to pursue, there are not many men who could bring a greater amount of skill and acumen to bear upon carrying the desired point to a successful consummation. Very few people can have any idea of the constant *finesse* and unceasing diplomacy required in the management of a great railway. It is not alone in the supervision of the general working of the road, although that in itself is an enormous task such as few men could successfully bear, but also in meeting the moves of competing roads and in making essential extensions and counter moves, that the manager and his near associates have to be incessantly on the alert. Mr. Hickson, during his lengthy career as a railway man, has been engaged in some notable warfares, and he has marshalled his forces in such a manner as to emerge through all of them with credit to himself personally and profit to the shareholders generally. Many roads, such, for example, as the old Great Western, have had to succumb, but the Grand Trunk remains to-day more strongly entrenched than ever, with new and important territory wisely secured." And to the above expressions of independent opinion, this quotation from a leading Ontario newspaper may be added: "Railways are so thoroughly public in their nature, that they are looked upon in the popular estimation as quite in the ordinary course of wants, and it is rarely that anybody stops to realize the existence of the individual foresight and care invoked in their direction and maintenance. That the Grand Trunk, the pioneer road, should hold such a leading position to-day, with great possibilities for the future abundantly secured to it, is largely due to Mr. Joseph Hickson, and every day serves to give still further justification of the unbounded confidence placed in his abilities by the President, Sir Henry Tyler, and the other directors."

That great engineering undertaking, the St. Clair tunnel, owes much to Sir Joseph Hickson. The tunnel itself, the longest sub-marine tunnel in the world, may be regarded as one of the wonders of the nineteenth century, and a model of it, exhibited at