

through American traffic, which forms no small part of its entire business. When the present "Central Traffic Association" of the Western American lines was formed, his name was prominent among the list of those who founded the body. He often represented the Grand Trunk Company at the meetings of the Board of Presidents in New York, in the absence of the late general manager, Sir Joseph Hickson, and is now a member of the Trunk Line Board of Presidents. He has been an active member of the Vice-Presidents Committee of the same distinguished organization, and in that capacity has performed yeoman's work for his line. In his official intercourse with representatives of other trunk lines, he has advocated with great ability the division of traffic between the railways interested, instead of a competition which could only prove suicidal, hurtful and ruinous to all concerned, including the very public itself. For many years, he advocated the settlement of all railway disputes on equitable principles, and the arrangement of differences between the railway companies, by arbitration, the fairest and most just of all methods. Though always standing up for the rights of the Grand Trunk, Mr. Seargeant has ever been respected and esteemed by his contemporaries belonging to rival roads, on account of his honourable conduct and reasonable opinions. He never, in all his life, advocated an unjust course, nor has he ever been unfair to anyone.

Mr. Seargeant is a man of rare culture, an excellent linguist, a close student, and one who has written extensively and exhaustively on questions affecting railroad interests. To the pages of the *Railroad Review* he has been an honoured contributor. On the pool question he is often quoted as an authority. A few years ago, he visited Europe, where he studied the English, French, and Italian railway systems. From them, however, he had nothing of importance to learn, the Grand Trunk system comparing very favourably with the systems of the old world.

In the wider sphere of general manager of the Grand Trunk Railway Company, Mr. Seargeant has had the opportunity of proving his fitness for the position many times since his appointment. In the crucial period of the American coal strike, in 1894, when his company was forced to close down the work shops and discharge