

every case confided to his care, even before he had secured eminence in this profession, he at once engaged his jury, and often discovered, and perhaps it is not too much to say, secured the sympathy of the judge himself.

When on a hustings, after five minutes of indifferent speaking, he has mastered the secret of managing his audience.

In the House, before an assembly of educated and well-informed men, he never passes outside or beyond the limits allowed by the current of opinions for the time being. He is gifted with a wonderful memory—either before a jury or before a political public meeting, when he has to go through a general review of a couple of Parliaments, without a note of reference he can speak for hours without forgetting one fact, one idea, one word that he made up his mind to say or that has to be said. He has had some failures—no man is always successful—but he never was discouraged.

Few men have grasped the sense of the English Law and Constitution as perfectly as M. Chapleau. He has confidence in himself, and he has good ground for such confidence. French Canadians, generally, are educated altogether in their own language, from French books, and thus their speech is from a French ideal. M. Chapleau, however, when he was only a young student, made heavy sacrifices of acquaintances and money to have opportunities of learning and constantly speaking English, and he now speaks that language with a very slight French accent. He afterwards gave himself to the study of English Criminal Law, and succeeded admirably. During seven or eight years, he was a daily attendant at the Police Court; some people, always inclined to find fault, thought that it was unbecoming for him to accept such duties. There, perhaps, in discussing tenses of verbs and details, he became so much more familiar with that exactness and clearness of expression so necessary in drafting of statutes.

He was, for a while, a little spoilt in his language, or his style of talking, by that practice of the Courts. All practitioners know how easy it becomes to go on talking when nobody contradicts, and when the main feature of a speech is continuous delivery. Since he has been elevated to different audiences and graver subjects, he has reached a far superior standard, and he can now be favourably compared with any classical Canadian speaker in Canada or elsewhere.

His legal practice, his habits of discussing public and political questions have fitted him for the different positions that he has had to fill, and those which his eminent abilities will yet call him to. Most questions are familiar to him; he can always grasp the new ones after a little mental work; and the reasons and motives that he will find out, will be those best approved and appreciated by the public.

M. Chapleau is one of the fairest representatives of that admixture of French and English education that we enjoy in this Province. At his comparative early age, he is the accepted leader of the French party in the Province of Quebec. Even his political opponents are proud to admit his matchless talents, and his certain future success. Amongst the English community he is acknowledged as a thorough business man and a clear-headed statesman.

His position as Commissioner of Railways could not be more worthily filled. He represents the American go-aheadness that has made the enormous success of the United States. Sixteen years ago, he was explaining at public meetings, when the capitalists were reluctantly led to discuss—not undertake—the colonization road to Ottawa, the necessity of pushing those undertakings for colonization sake. "In old countries," he said

then, at the Mechanics' Hall, "in old countries the railways are built to meet the wants of an already settled population; but here, in America, we have to meet new wants, new exigencies, new ambitions. We have to build railways to bring inhabitants, to hasten the settlement of our rich country, to open up to colonization our immense territories, to drain from our forests and mining regions all those valuables which are in such demand in the old countries."

And then, he was prophesying, what was at that time the most desirable but too unlikely future of Montreal and Quebec, the transportation of products of the immense western prairies to our own port, to fill the hundreds of steamers crowding our wharves from the foot of the canal down to Hochelaga. His predictions are being now fulfilled in a few months. This clear-sightedness will have its reward by its correctness being proved.

It is stated that M. Chapleau will soon be called to Ottawa, as a member of the Privy Council and the Cabinet. His friends are confident that he will meet all the expectations, however great they may be. He is a thorough political man, and on whatever stage he may, as such, have a character to play; he is certain to compel the applause that has greeted him in his own province. His great abilities secured for him a foremost position from the commencement of his public career, and fame is not likely to prove unfaithful to so devoted a worshipper.

RAILWAY INTELLIGENCE.

—The Great Western Railway has arranged with the Toronto, Grey & Bruce to run special Manitoba cars over the latter line as far as Owen Sound.

—It is said the Local Cabinet at Quebec will make overtures to the Canadian Pacific Syndicate to give a free grant of land at Hare Point if they will erect their workshops there.

—The total traffic receipts of the Great Western for the week ending Feb. 17 were \$87,260 against \$97,946 for corresponding week last year, showing a decrease of \$10,680.

—The contractor for section forty-two of the Canadian Pacific Railway pledges himself that he will have cars running from Winnipeg to Fort William, Lake Superior, by July 1.

—The Directors of the Napanee, Tamworth and Quebec Railway, notwithstanding the adverse action of the Ontario Government, have decided to proceed with the construction of the road.

—The old narrow-gauge engines belonging to the Toronto, Grey & Bruce Railway, which were sent to Montreal for alteration, have been sent back to Toronto. They will be suitable for running with light passenger trains.

—The Council of the Quebec Board of Trade met on Wednesday, and decided to call a meeting of the trade relative to the proposal to sell the Western Division of the Q., M.; O. & O. Railway to the Pacific Syndicate.

—The Great Western has arranged with the Toronto, Grey, and Bruce to run special Manitoba cars over the latter line as far as Owen Sound. The first car will be run on Wednesday in connection with the Manitoba excursion.

—A Syracuse despatch says,—The Attorney-General in the name of the people of the State of New York has commenced a suit against the Boston Hoosac tunnel and Western Railroad to annul its corporate existence and wind up its affairs.

—A spur line from the main line of W., G. & B. Railway, operated by the Great Western Railway, has been built into Guelph and opened for traffic. It is a great convenience to travellers by that line who have occasion to visit the "Royal City."

—The enterprising capitalists of Bismarek have organized a railway company to be known as the Bismarek, Mouse River, Turtle Mountain and Manitoba Railroad Company, with a capital stock of \$2,000,000. From Bismarek to the British line is one hundred and eighty miles.