

all the good words and prophesies which his early friends uttered about him, when the steamer sailed away from Liverpool town for this land, where he has ever since made his home. He arrived in Montreal, as we have said, in 1874, and immediately joined the staff of the Grand Trunk Railway Company. He was the first appointed traffic manager on our continent, and practically made the office what it is to-day. He initiated many reforms and introduced very many improvements into his immediate department. As vice-Chairman of the Grand Trunk Executive Council, during the incumbency of Sir Joseph Hickson, the Chairman, Mr. Seargeant made an enduring name for himself. It was not long before the English stockholders suitably recognized his abilities, and made him vice-president of the Chicago and Grand Trunk Railway Company, and other of their affiliated lines. He held on to his appointment of traffic manager of the Grand Trunk Company, however, feeling fully confident of being able to perform all of his duties, with satisfaction to the Company as well as to himself. But though more than three thousand miles away from his early home, among the British Isles, Mr. Seargeant had always a tender place in his heart for old companies. Chief among these were his unvarying and well-tried friends, the present Chairman, late General Manager, Mr. Grierson, the author of "Railway Rates, English and Foreign," and other old officers of the Great Western Company of England, with whom he had spent so many happy days in times gone by. And this friendship has ever continued.

Mr. Seargeant, as traffic manager of the Grand Trunk Company, would have had, in all conscience, very many duties to perform. But it must not be forgotten that when he assumed the functions of his office, he had no table of precedents to guide him, no index finger to point the way, no one, with years of experience behind him, to tell him what to do. He had to create the office, as it were, in a word, and this he succeeded in doing, in a very short time, to the eminent satisfaction of his employers. To the Grand Trunk he gave his services freely and unreservedly, and valuable indeed were they in those important arbitrations which secured to that railway a full share of the