

challenge, Sir, and propose right here to settle this question." Looking him straight in the face, I raised my voice and said: "Will you, Sir, as a minister of the Gospel and on your honor as an honest man, deny before this meeting that the Connemara and Bog of Allan narrow gauge railway in Ireland is not a great success to-day and paying over five per cent. dividend to its stockholders? I pause, Sir, for a reply." One glance at the astounded gentleman's face showed me he was thoroughly befogged and he stammered out: "I am very sorry, Mr. Chairman, if I have said anything untrue. I had never heard of the Connemara and Bog of Allan Railroad, therefore, my friends will excuse my mistake." Needless to say, I gave him no chance to proceed further, but immediately complimented him on the honesty of his character in apologizing and admitting he was not acquainted with the subject he was discussing. At this stage my friend Canavan, in the broadest of Irish accents, guaranteed that if the preacher would visit him in his Connemara home he would introduce him to many other pleasant things in addition to the narrow gauge railways. Canavan then sang "The Boys of Connemara" in fine style, every Irishman present joining in the chorus.

We then addressed the electors in favor of the Toronto scheme, carried the meeting with three times three and a tiger, adjourned to the hotel, where a kindly disposed landlord "set 'em up" for the crowd, while we took the leading lights into the dining room and treated them to an oyster supper and —N.B.—The Connemara and Bog of Allan Railway was not constructed owing to some difficulty in floating the bonds, but the vote in Priceville neighborhood three days later was almost unanimous in favor of the Toronto scheme, and thus was the foundation laid for the superb railway system that now serves that northern country.