

party warfare, the difficulties of the Speaker's position were perhaps greater than in any other session. By his thorough knowledge of parliamentary rules, his sound common sense, and his constant urbanity, Speaker Kirkpatrick passed through the ordeal in a manner to win for himself the highest credit. After his term in the chair, he returned to his place in the front rank of the government supporters. One of the most noticeable features of his career since that time is his advocacy of reciprocity in wrecking. His proposal was that the Canadian government should accept the offer made by the United States to allow the wrecking tugs of either country to enter the waters of the other for the purpose of assisting vessels in distress, or of recovering vessels that were lost. This proposal Mr. Kirkpatrick embodied in a bill, which he succeeded at last in inducing the House of Commons to pass, only to have it thrown out in the Senate. This was in 1889. In the session of 1890 he did not proceed with the bill, because it was stated by the premier, Sir John A. Macdonald, that the subject was one of those under negotiation with the United States. In 1891, practically the same situation existed, the subject being one of those mentioned in the despatch of Governor-General Lord Stanley on the subject of Reciprocity Negotiations. On first introducing this measure, Mr. Kirkpatrick found himself opposed by the Government. On this account, however, he did not hesitate in his course. Holding the proposal to be reasonable in itself, and calculated to advance the interest of the great shipping industry, he persevered, and at length had the satisfaction of overcoming the opposition of the Government, even if he did not win its cordial support. When in 1887, and again in 1891, cabinet reorganization was spoken of, Mr. Kirkpatrick's name was prominent among those mentioned for preferment. The difficulties in the way have, however, led to the day of reconstruction being postponed from time to time, and the country, and especially Ontario, is thus deprived of the services of some of the ablest men. Of these, it may be said, there is not one whose ability is more widely recognized than is that of Mr. Kirkpatrick. Only very exceptional and unlooked for circumstances are likely to keep him out of a cabinet position. He is now a member of the privy council, having been sworn in on the 20th of May, 1891. Mr. Kirkpatrick is a member of the Church of England. He was married on the 25th of October, 1865, to Frances Jane, daughter of the late Hon. John Macauley. This lady died on the 20th of January, 1877. On the 26th of September, 1883, at the British embassy, Paris, he was married a second time to Isabel Louisa, youngest daughter of Sir David L.

Macpherson, Senator, formerly Speaker of the Senate, and afterwards Minister of the Interior.

#### B. E. CHARLTON,

*Hamilton, Ont.*

FOR many years past the gentleman whose name appears at the head of this sketch has occupied a high place in social and business circles in Hamilton. Benjamin Ernest Charlton was born in Brant county, April 12, 1835. His father, Michael Charlton, emigrated from England to America in 1825, and married Maria M. Bowerman at Rochester, N. Y., in 1831. In the following year he removed with his wife to Canada, settling in Brant county, Ont. On the paternal side, Mr. Charlton comes of a distinguished family. His grandfather was Thomas Charlton, of Newcastle-on-Tyne, England, and he can trace his lineage back upwards of 800 years, his ancestors having come from Normandy with William the Conqueror, in 1066, and settled at Tyndale. At one time the descendants of the family constituted nearly three-fourths of the population of that district, and the old feudal castle, Hesleyside, is at present owned by a member of the family. In his youth, the subject of our sketch was a diligent student, and in 1854, after having secured a teacher's certificate of the highest grade at the Toronto Normal school, he obtained a mastership in the Hamilton Central school. Shortly after, however, he retired from the teaching profession, and inaugurated the business which has since grown to such large proportions under his management, namely, the Hamilton Vinegar Works. At present the works are operated by a joint stock company, of which Mr. Charlton is president, and its products have long been known all over the Dominion. He early took an interest in municipal affairs, and displayed an ability that was recognized by his fellow-citizens. In the city's service he was first elected councillor, subsequently he filled the position of alderman, and thrice he was chosen mayor of the city, the first occasion being in 1867, when he was only thirty-two years of age. In civic life he was always prominent in assisting any movement conducive to the general welfare. He assisted materially in promoting the Wellington, Grey & Bruce and Hamilton & North-Western Railways, and was one of the directors of the latter. He was also a director of the old Mechanics' Institute and President of the Hamilton Board of Trade. At present he is president of the Hamilton Street Railway Co., a director of the Hamilton Steamboat Co., and president of the Hamilton Association, an institution devoted to historical, literary and scientific pursuits. Politically, he is a Reformer,