

They never ceased to have confidence in the young superintendent, and he pleased them so well, that when a vacancy occurred in the staff of the South Devon Railway, Mr. Seargeant was immediately created first officer of that important line, and afterwards a similar position was given him on the Cornwall and West Cornwall Railways, which together, it will be remembered, formed a compact system between Exeter and Penzance. Mr. Brunel, the famous engineer, whose plans for crossing the river Severn gave him a vogue at the time, was an active scientist, whose experiments with the atmospheric system in connection with the South Devon had brought him into notoriety. The South Devon was in a low financial state, and Mr. Seargeant had his work pretty well cut out for him when he assumed his duties. Those duties included the work appertaining to the offices of general manager, and secretary, and secretary also of the joint committee of the Great Western, Bristol and Exeter, South Devon and Cornwall companies. He was also named the official representative of those interests before Parliamentary committees, and in that department he had no equal, as his contemporaries are men willing to admit. We have said that the finances of the road were at a low ebb when Mr. Seargeant took the helm. He was not there long, however, before a change occurred, and largely increased dividends were the results. His success at once became known all over England, and other companies were eager to obtain his services. Several offers were made to him, including the request for him to take the responsible post of agent or chief officer of one of the most extensive railway systems in India. This position was a very delicate but tempting one, and called for the exercise of peculiar and brilliant talents, owing to the fact that the Imperial and local governments, and railway companies, required the best services of men distinguished for their tact and good judgment. He might have taken the place, which was urged upon him with much vehemence, but the Great Western Company begged him to remain where he was, and his promotion, as a matter of course, followed soon. The traffic department he had continually under his eyes. He and his colleagues, representing the other companies, framed an agreement for the division of traffic between