

formerly in partnership with Mr. Wilson in the same office, and until his decease in 1858 retained an apartment in the office. Mr. Patterson soon became known as an able counsel, being principally retained on the Eastern Circuit, where he was best known. The late Mr. John Hector, Q.C., for a time aided in the Chancery part of the business, until in 1862 Mr. J. C. Hamilton entered the firm, which was then known as Patterson, Beaty & Hamilton, Mr. Adam Wilson having been called to the Bench.

The Court of Appeal for Ontario having been constituted on its present basis, Mr. Patterson was, on the advice of the Hon. Edward Blake, then Minister of Justice, appointed one of its judges on June 6th, 1874. He had before this received patents as Queen's Counsel from both Dominion and Provincial authorities. The value of his assiduous labours during the fourteen years of his service on the Ontario Appellate Bench is acknowledged by all. He was a man of general erudition and knowledge of character, a well-read and painstaking lawyer, and able judge. When Judge Henry died, Sir John Macdonald offered Judge Patterson a seat on the Supreme Court Bench of Canada, and urged his acceptance. It was with reluctance that Mr. Patterson agreed to remove to Ottawa. His relations with his fellow judges, the legal profession, and the citizens of Toronto had been very pleasing.

In the many judgments on constitutional points of the Court of Appeal for Ontario, as well as in several such cases before the Supreme Court during the four years of his sitting there, Judge Patterson gave learned and elaborate judgments, which will be remembered and cited in the constitutional history of Canada.

The case of the *Province of Manitoba v. The Canadian Pacific Railway Company*, decided in January, 1889, was one of interest and importance to the provinces, and its decision aided much in breaking the chain of monopoly by which the great company sought to bind Manitoba.

It came up before the Supreme Court on reference by the Dominion Government, and was among the first cases in which Judge Patterson had sat in that court, and it is well understood that it was through his opinion that the court was led to certify that the Provincial Government could make the road from Winnipeg to Portage la Prairie and cross the C.P.R. track under such directions as the Railway Committee of the Privy Council should dictate or provide. He was led to this decision, it is believed, by consideration of the Act of the Dominion Parliament passed in May, 1888, 51 Vict., c. 92, authorizing the construction of bridges over the Assiniboine for the purposes of the local railway, which Act had not been particularly relied on in argument by counsel, but did not escape the scrutiny of the late judge. It would be interesting to have published such of the opinions of the judges in that case as were in writing, and may still be forthcoming.

Judge Patterson never sought any political position. He was a commissioner for the amendment of judicial procedure, and of the Acts relating to insurance, and in many special cases advised the governments of both the Dominion and Province.

He took a warm interest in the Toronto General Hospital, and was for several years chairman of its board. Next to his profession, nothing so occupied his attention as the hospital, and its present efficiency is largely due to his