

the decree was cancelled. In 1865, Mr. Brown visited England, and was the first merchant who introduced Canadian cheese, as Canadian, into the British market. It had been sent there before, but under State of New York names. The trade has since grown to gigantic proportions. In 1882 he, in company with a number of gentlemen from the United Kingdom, visited the North-West, and his notes of travel were published. His enthusiasm for the development of that country, and his opinion of its great future, are well known through his public utterances. Ever since his arrival in Hamilton, Mr. Brown's manifold activities have been felt in all the public enterprises in which the city was concerned. With the devotion of enthusiasm, he has come to the front whenever and wherever the city's interests were to be served. When the project of constructing the Wellington, Grey and Bruce Railway was revived in 1866, Mr. Brown was, as we have seen, elected president of the company. For four years his time was almost exclusively devoted to the promotion of the project. These were probably the four years of the hardest work of Mr. Brown's life, and the result of his labours was the most valuable service to the city and the country served by these railways. This is not the place to give even a sketch of the novel contest between Toronto and Hamilton, which ended in the construction of the Wellington, Grey and Bruce Railway. It will serve the purpose in hand to say that for its construction it was necessary to obtain bonuses from the municipalities along the line of route from Guelph to Southampton, and that every by-law for that purpose was fiercely opposed by Toronto, which desired bonuses from the same municipalities for her own line. Mr. Brown gathered around him a band of men in Hamilton, and throughout the districts affected, whom he inspired with his own enthusiasm, and who felt unbounded confidence in his leadership. Mr. Thomas White, now the honourable the minister of the Interior, united with Mr. Brown in the fierce battle of the gauges, and roused the people by his magnetic eloquence and convincing addresses. Every side line was penetrated by canvassers, and in every school-house meetings were held at which the subject was discussed. The result of the long contest was that all the bonuses necessary for the construction of the road were voted, and more than the most sanguine hopes of its promoters at first were finally realized. A large and fertile territory was opened up to rail-

way communication, and the commercial position of the City of Hamilton was saved from disaster. It is not awarding too much credit to Mr. Brown, to say that it is mainly to the confidence with which he inspired the people of the counties interested, and the ability with which he conducted the campaign, that this result is due. Though the fight with the Toronto men was keen, and in its details sometimes bitter, it left no rankling feeling of animosity behind. Each side recognized that its opponents were engaged in a perfectly legitimate contest from their own point of view. With all the cares of a large business to engross his attention, Mr. Brown has always found time to interest himself in whatever was for the good, not only of Hamilton, but of the Dominion. He took an active interest in organizing the Hamilton Coffee Tavern Company, of which he is president. Mr. Brown is a gentleman of the most genial manners, full of good humour, and free from all affectation. His companionship is much prized by all who are admitted to its privileges.

Macdonell, George, Cornwall, was born in 1824, in Inverness-shire, Scotland, and is a son of Angus Macdonell and Ann Stewart, both natives of the above county. There were twelve sons born to this worthy couple, and George was the youngest. The family came to Canada in 1827, George then being about three years of age, and settled in the township of Kenyon, in the County of Glengarry, where Angus Macdonell took up lands. Here he erected a homestead, which he occupied until his death, which took place in 1847. George Macdonell attended the township school, and afterwards that at the village of Alexandria, in Glengarry. About the date of his leaving school (1843), the Beauharnois Canal was being constructed, and he received the appointment of timekeeper, and afterwards that of foreman on these works. After the completion of this canal Mr. Macdonell managed a store at Athol for A. F. Macdonald, where he continued for three years, acquiring in that period a considerable knowledge of mercantile life. He subsequently purchased the business, and carried it on for himself, and in addition went into the manufacture of pearl ash, saw-milling, lumber dealing and farming. These various branches he successfully operated until 1866, when he sold out, and then moved to the Glen farm, in Williamstown. Here he resided until 1868, when he removed to Cornwall. Here he commenced business as a general merchant, and he soon built up a large and

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