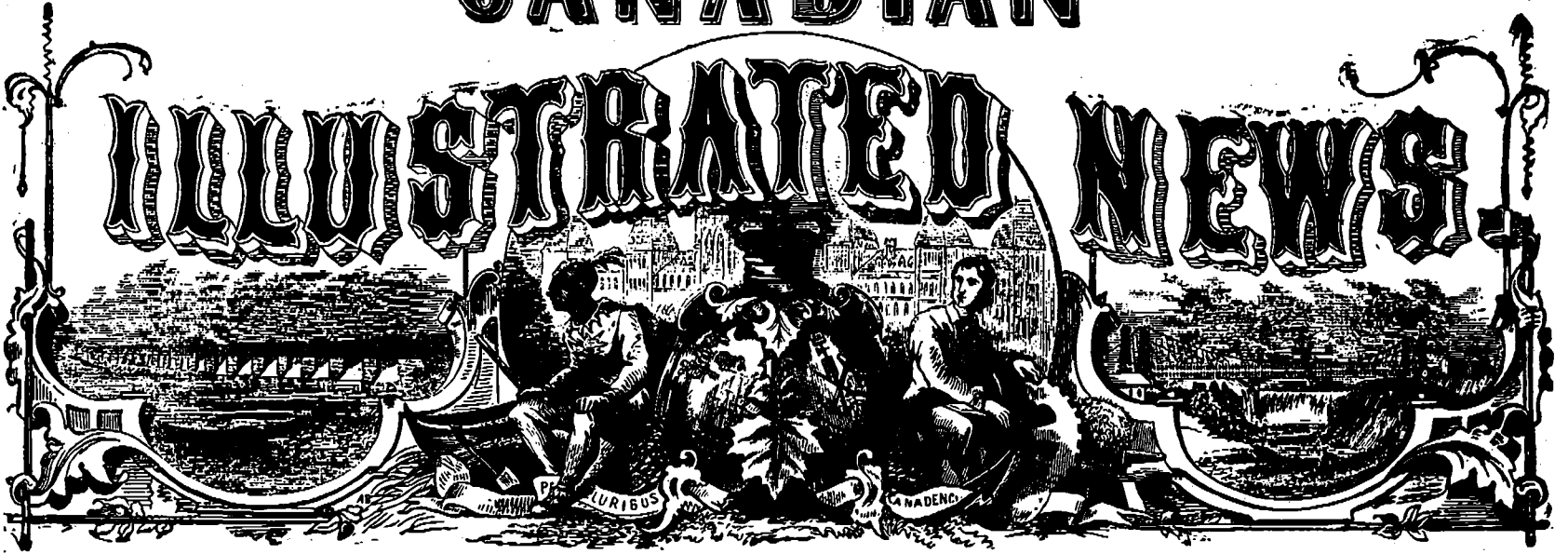


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R. N. RICE, ESQ.

MICHIGAN CENTRAL RAILWAY.

In other columns of this days paper articles will be found treating of Railways. We here offer a brief Memoir of the General Superintendent of the Michigan Central, a line which from the closing to the opening of navigation sends two-thirds of its traffic through Canada, and in all season a large proportion of its passengers and freight.

The unobtrusive walks of business life not unfrequently present instances of rapid development, of high attainment, and of resistless energy, which do not suffer in comparison with the more ambitious and demonstrative successes of the Bar the Forum or field of War. Such an instance is furnished in this sketch.

Mr. Rice, whose portrait is before the reader, was born in Boston, on the 30th of May, 1814. He received his education in that city, and very early began to fit himself for commercial pursuits. He commenced mercantile business upon coming of age, and prosecuted it until the year 1844, when he entered the employment of the Fitchburg Railway, in which he continued until Sept. 1846; then, he joined the Michigan Central Railway Company as Cashier at Detroit, in Nov. 1846; and the best mode of referring to the manner in which he acquitted himself of his trust, is to state the fact that he has since held every general office in the immediate management of the road, culminating his career, by unanimous election as General Superintendent of one of the most important Railways in the Union, and one which under his management has no superior.

It is needless to say that to attain and sustain himself in this position, Mr. Rice has unwearied industry, indomitable energy, and the highest order of executive and administrative talent. These follow by necessary implication in the minds of all persons familiar with the management of Railways.

With these Mr. Rice unites qualities of highest benevolence, widest liberality, most frank, cordial, and popular manners. He possesses the quality of being able to give a denial, which his firmness and judgment often require him to do, in a manner which softens the offence and reconciles the object of it.



R. N. RICE Esq., GENERAL MANAGER MICHIGAN CENTRAL RAILWAY.

To a character of the most stainless rectitude and morality Mr. Rice unites the highest order of social qualities and faculties of wit, and colloquial advantages, which gild and enrich the circle of private life, during those short and rare periods which a sleepless and inflexible industry permit him to enjoy.

He is an attached and affectionate husband, a faithful and generous son, a firm and devoted friend, never happier than when surrounded by the objects of his love and esteem.

Many pages might be well filled with details and with generalities which would serve more fully to illustrate the qualities of the man, by which he has secured high success; but the limits of this brief notice will not permit dilation beyond a bare reference to those characteristics and facts, which are intended to give to the public the merest outline by which they may judge of the man, so thoroughly and widely known to the parties interested in the great enterprise, the daily administration of which rests upon his shoulders.

The following is an extract from the last yearly report of the Michigan Central, written by the President of the Company, Mr. Brooks of Boston. It should be suggestive in Canada, where competition is at present ruinous without advantage to any of the lines competing one against the other or to any interest in the Province:

"Since the present number of trunk lines to the West have been in use, the business of the country drained by them has so largely increased, that all can command a fair traffic without resorting to that fierce competition, which is always more potent to degrade the rates and destroy the profits than to change the course of the traffic, and we trust the large volume of business destined to pass over these various lines may be hereafter conducted upon more legitimate business principles than governed it when all were in strife over the smaller quantity of past years. No well informed authority regards the magnitude of the business as other than fully sufficient, if properly conducted, to be largely remunerative to all the capital employed, and no sound reason exists why they should not hereafter be permanently prosperous."