

a hearty interest in Bishop Ridley College, St. Catharines, an institution which was opened in 1889, and of which he is president. In 1853, Mr. Merritt married Mary, eldest daughter of the late Thomas Benson, a member of a well-known family in the counties of Peterboro' and Durham. Mr. Merritt's family residence, Rodman Hall, and grounds, every tree adorning which was planted by himself, is one of the most beautiful and charmingly situated in the whole region around St. Catharines. As a citizen, Mr. Merritt is distinguished not only by many eminent services, but by the possession of those qualities which are of high service to the commonwealth. His standing for integrity and honour has always been high, and among his hosts of friends he possesses that genuine respect and esteem which are only bestowed where most worthily won.

LIEUTENANT-COLONEL THE HON. G.  
A. KIRKPATRICK, Q.C.,

*Kingston, Ont.*

LIEUTENANT-COLONEL THE HON. GEORGE AIREY KIRKPATRICK, LL.D., Q.C., M.P., P.C., is the fourth son of the late Thomas Kirkpatrick, Q.C., formerly of Coolmine, county Dublin, Ireland, a distinguished lawyer of Kingston, Ont., and for years the representative in parliament of Frontenac, of which Kingston is the county seat. The subject of this sketch was born in Kingston, on the 13th of September, 1841. His early studies were prosecuted in the grammar school of his native city, after which he attended the high school at St. John's, P.Q. For his college training he crossed the ocean, and enrolled himself among the students of the far-famed Trinity College, Dublin. Always an apt and diligent student, he devoted himself with great assiduity to his studies, feeling that the honour of his country, among his classmates at least, was in a certain sense in his keeping. After a brilliant university career, he graduated with honours, winning his A.B. and LL.B. degrees, and becoming moderator and silver medallist in law, literature, and political economy. Returning to Canada, he entered upon the study of law, and was duly called to the bar. In 1865, he began the practice of his profession as junior partner in his father's office. From his early youth great things were looked for by his friends, as he had shown himself to be gifted with high talents. Shortly after his fiftieth birthday, Edward Blake, speaking of himself, said, "having reached that age which I am now disposed to regard as the prime of life." His contemporary in years, Mr. Kirkpatrick, may fitly make the

same observation with respect to himself, for he is still regarded as one of the younger men in public life. Not only has he an honourable record, but he has the prospect of yet rendering many public services, and of winning many and signal honours. Considering his years and opportunities, there are few men who have won distinction in so many fields of activity. In professional life, Mr. Kirkpatrick is known as a well-read, clear-sighted lawyer. As Queen's Counsel, he wears with credit to himself the silken gown of the profession. That honour was conferred on him on the 11th of October, 1880. His *alma mater* conferred upon him the degree of LL.D. in June, 1884. Outside of his profession, Lieutenant-Colonel Kirkpatrick has many, widespread and important business connections. He was one of the earliest promoters of the Kingston and Pembroke Railway, and is entitled to credit as one of the far-seeing, enterprising men who pushed that project to success. From the outset he has been, and still is, a director of the company. Another important enterprise with which he has been prominently connected is the Canadian Locomotive Works Company, Kingston. The works were carried on for some years with more or less success, but difficulties arose which those at the head of it seemed unable to overcome. Mr. Kirkpatrick was one of four (Messrs. A. Gunn, ex-M.P., John Carruthers, and W. J. Harty being the others), to take hold of the concern, re-organize the company, and inaugurate a new régime. This they actively did, and the locomotive works are now the most important manufacturing establishment in Kingston. About four hundred men are employed, and work is turned out by the company to meet the demands of every part of the Dominion. A unique order was lately filled by the company, in the construction of four giant locomotives for the new Chignecto (N.S.) Ship Railway, the enterprise which will be the first in the world to carry into practical effort the late Captain Ead's plan for transporting ships bodily by rail across an isthmus, instead of building a canal. Each of these engines weighs ninety tons. They were built from plans prepared by the mechanical engineers employed by the works, and approved by the greatest experts in England. Before the construction of these engines, none similar existed anywhere else. Four have since been built by the Baldwin Locomotive Works for use in the Sarnia tunnel. An important point to be noted in Mr. Kirkpatrick's career as a capitalist and man of business was his election in 1887 as a director of the Canadian Pacific Railway Company, an office which he still holds. He is a member and director of several other incorporated companies, and in the share he takes of their management, he has