



THE LEANDER CLUB CHAMPION CREW.—This fine group of aquatic heroes won their laurels towards the close of September, when the Leander Club gave a most enjoyable "at home" and held their annual regatta, which was most successful. Though the weather was rather chilly, there was quite a large attendance, including many ladies. Among those present were:—Mr. and Mrs. T. H. Stinson, Mrs. Frank MacKelcan, Mr. and Mrs. R. A. Lucas, Mr. and Mrs. H. McLaren, Mrs. Henderson, Mrs. Crawford, Mr. and Mrs. Maitland Young, Mr. and Mrs. H. C. Baker, Mr. and Mrs. R. B. Skinner, Mr. and Mrs. Edward Martin, Mrs. Billings, Mr. Ridley, Mr. and Mrs. Ricketts, Mr. and Mrs. Moore, the Misses Hobson, the Misses Ridley, Miss Brown, Miss Fuller, Miss Baker, Miss Dunlop, the Misses Hamilton, Miss Lottridge, Miss Tremaine, of Buffalo, Miss Dewar, Miss Billings, Miss Robertson, Miss Walker, Miss Katie Mills, the Misses Martin, Miss Crerar, the Misses Young, the Misses Powis, and others. For those who found it to trying on the water, dancing and conversation furnished ample entertainment, the music being furnished by Robinson's orchestra. The four-oared race was got through with on Saturday, September 21. There were four heats, the first of which was won by Labatt's crew easily. The second heat resulted in an exciting race between Dewar's and Simpson's crews, the latter winning through superior steering by a few feet. Bowman's crew won the third heat. In the final the Simpson crew got the best of the send-off, and, although hard pressed, they succeeded in beating the Labatt crew. The winners are all young lads in their teens, who, however, row well together and give promise of developing into first-class oarsmen. The first heat of the fours was between:

J. Briggs, bow.	T. Molineux, bow.
R. Ferris, No. 2.	T. Bruce, No. 2.
T. Davidson, No. 3.	W. Champ, No. 3.
R. H. Labatt, stroke.	M. Young, Jr., stroke.

Labatt's crew rowed in grand form, while Young's crew did some very ragged work. The former forged ahead and won easily by over three lengths. The second heat of the fours brought out:

B. Dewar, bow.	A. Heming, bow.
C. Acres, No. 2.	A. Jarvis, No. 2.
H. Gates, No. 3.	G. Heming, No. 3.
B. P. Dewar, stroke.	E. Simpson, stroke.

They caught the water together, the Simpson crew rowing a much faster stroke than the Dewar crew. It was nip and tuck all the way down, the Simpson crew crossing the line six feet in front, after one of the best races of the day. The third heat of the fours was between:

C. Klimes, bow.	R. Watson, bow.
C. Powis, No. 2.	R. Bull, No. 2.
W. Bowman, No. 3.	H. Champ, No. 3.
C. B. Bowman, stroke.	D. M. Cameron, stroke.

This was a good race for one-half the distance, and then the Bowman crew went to the front and won by four lengths. The three winning crews came together for the final. Simpson's crew drew the outside course, Labatt's next and Bowman's the inside. The Simpson crew got the best of the start, but Labatt's crew, rowing in splendid form, gave them a hard race, the Simpson crew finally winning by nearly three lengths. The Bowman crew nearly swamped at the finish. Mr. S. Mewburn and C. W. Tinning were starters; J. B. Patterson, of the *Herald*, referee, and J. Blakely, of the Nautilus Club, judge at the finish. In the pair-oared race Simpson and Jarvis won the first heat, while the Heming Brothers captured the second heat. Darkness supervening, the final heat was postponed till October 2, when the first trial at 5 p.m. resulted in a dead heat. Mr. Bryson Osborne, captain of the Leander Club, acted as starter, while Mr. R. B. Harris officiated as judge at the finish. The course was four-fifths of a mile, straightaway, from a point opposite Dundurn Park to the Leander boathouse. Simpson's crew got the best of the start, and immediately took the lead, which they held for about a third of the course, when the Hemings put on a spurt and took the lead. They kept in front until close to the finish, when Simpson put on a desperate spurt, closing up the gap rapidly and overhauling Heming right on the finishing line, which both crossed together. The Heming crew slowed up when near the finish, which undoubtedly lost them the race. The final heat was rowed on the afternoon of October 3. The race was a grand one. Mr. Geo. E. Martin was referee and starter, and Mr. John Blakeley, of the Nautilus club, judge at the finish. The contestants, Messrs. Arthur and Geo. Heming, and Messrs. E. Simpson and Arthur Jarvis, got a fair start, and Heming brothers having a little the best of it. Heming's crew soon had a noticeable advantage, which was maintained until within a hundred yards or so of the finish. Then Simpson's crew made a grand spurt and closed up the lead. The race was watched by quite a number of people, and many on the shore, as well as some of those in boats, felt sure that Simpson's crew had gone ahead and crossed the line first, but Mr. Blakely, who was in the best position to judge, pronounced Heming's crew to be the winner, having crossed about three feet ahead of their opponents.

THE HON. JOHN MORRISON GIBSON, M. P., HAMILTON.—This gentleman, whose portrait may be seen on another page of this issue, was born in the county of Peel, Ontario, on New Year's Day, 1842, and is the son of the

late William Gibson, who came to Canada from Glamis, Forfarshire, Scotland. He was educated in Hamilton, under the care of Dr. Sangster, of the Central School, and graduated in University College, Toronto, in 1863, with high honours, including the Prince of Wales prize. He won the silver medal for classics and modern languages and a prize for Oriental languages. He began the study of law with a firm of which Mr. (now Judge) Burton was head, and took his LL. B. and a gold medal for proficiency in his legal studies. He was called to the Bar at Michaelmas, 1867, and after practising alone for a year, entered into partnership with Mr. Francis McKelcan, Q. C., with whom he has ever since been associated. During the Trent excitement in 1861 Mr. Gibson enlisted in the University Rifle Company, and, after graduating, joined the 13th Battalion. Having attended a military school, he obtained a commission in the same corps, with which, as lieutenant, he was present at Ridgeway in 1866. In October, 1876, he was gazetted as lieutenant-colonel. He accompanied the Wimbledom Team in 1874, 1875 and 1879, and won high distinction as a marksman, in this last year carrying off the Prince of Wales prize of £100 and a badge. In 1881 he commanded the team when it won the Kolapore Cup. He was at Creedmoor in 1876, and commanded the Canadian team which defeated the Americans at long range shooting in 1882. Col. Gibson is a member of the Council of the Dominion, and has been President of the Ontario Rifle Association. In educational affairs he has taken a deep interest, and has been chairman of the Hamilton School Board. He was in 1873 elected a member of the Senate of Toronto University, and has been Examiner in the Law Faculty. In 1879 he was elected to the Ontario Assembly over Mr. Hugh Murray, the Conservative candidate, and again, in 1883, over Mr. R. Martin, Q. C. In 1884 he was appointed Chairman of Standing Committees. He is now Provincial Secretary of Ontario. Mr. Gibson is a prominent member of the Masonic Order. He is Commander of the Provincial Consistory of the Scottish Rite, and a Past District Deputy Grand Master of the Grand Lodge of Canada. In October, 1869, he married Emily Anne, daughter of Ralph Birrell, merchant, of London, Ont. In 1876, his first wife having died, he married Caroline, second daughter of the late Hon. Adam Hope, Senator, who died in October, 1877. In May, 1881, he married Elizabeth, daughter of the late Judge Malloch, of Brockville, by whom he has two children, a son and a daughter.

THE HON. W. E. SANFORD, SENATOR.—This distinguished business man was born in New York in 1838, but while still a child, his parents having died, he came to live with his uncle, Mr. Richard Jackson, of Hamilton. Having received a liberal education in a New York academy, he entered the publishing firm of Farmer, Brace & Co., of New York. A change taking place in the establishment through the death of the senior partner, he returned to Canada, married Miss Jackson, only daughter of his friend, Mr. Edward Jackson, with whom and others he entered into partnership under the name of Anderson, Sanford & Co. This firm carried on one of the largest foundries in western Canada. Disheartened by the death of his accomplished wife after eighteen months of wedded happiness, Mr. Sanford retired from it, but soon after engaged in the wool trade, in which he was very successful. In 1861 he formed a partnership with Mr. Alex. McInnes for the manufacture of ready-made clothing. In 1871 the name of the firm, on Mr. McInnes's retirement, was changed to Sanford, Vail and Bickley. In 1884 it assumed the designation of W. E. Sanford & Co. Meanwhile Mr. Sanford had married in 1866 Miss Sophia, youngest daughter of the late Mr. Thomas Vaux, M. P. In 1888 Mr. Sanford was appointed a Senator of the Dominion. He is a member of the Methodist Church, in whose work he takes an active interest. As a citizen he is held in high esteem, and has filled some important offices, such as President of the Board of Trade, Vice-President of the Hamilton Provident Bank, and Director of the Exchange Bank.

MR. ADAM BROWN, M. P.—This gentleman, whose portrait will be found on another page, has been largely identified with the prosperity of Hamilton. While actively engaged in business, he has ever been energetic in helping on the interest and industries of the city. He did good service in securing the construction of railways leading from Hamilton to the interior. He was chairman of the Hamilton waterworks when the splendid system now in operation was introduced into the city. He has been president of the Hamilton Board of Trade and of the Dominion Board of Trade. Mr. Brown was elected member for the city for in House of Commons at the last general election. He is a Conservative and a staunch National Policy man. He is a ready and effective speaker; and, as the *Spectator* says: "He does his city credit wherever he goes." Mr. Brown has been appointed by the Canadian Government to participate in the mission to the Australasian colonies along with Hon. J. J. C. Abbott, and those who know him will deem the choice a wise one.

MR. WILLIAM HENDRIE, HAMILTON.—This gentleman is the head of the firm of Hendrie & Company, extensive contractors and railway cartage agents. He is well-known to be a man of great energy and enterprise. Born in Glasgow, he came to Canada in early manhood, and for a number of years was entrusted with work of great magnitude, apart from his regular business as cartage agent, for the old Great Western of Canada, and the Grand Trunk, in Hamilton, Toronto, and other Ontario cities, as well as Detroit, Milwaukee and Grand Rapids. Mr. Hendrie has

a large interest in the Detroit City Railway, which now extends for sixty-five miles. The firm has several thousand horses employed in the cartage agencies and the Detroit Railway. The cartage horses are all Clydes and Shires. Mr. Hendrie's firm also purchases horses largely for the British Government. Altogether Mr. Hendrie is one of the most busy and active men of the day. He is president of the Hamilton Bridge Company and the Ontario Cotton Company, besides being connected with various other public companies. One hundred and ten of the finest horses in Canada were furnished by Hendrie & Company for the trades procession during the Summer Carnival in Hamilton. In fact without Hendrie's horses the committee would have been at a loss what to do. Notwithstanding his many important duties, Mr. Hendrie finds time to enjoy himself with his farm and racing stable. He is president of the Ontario Jockey Club.

THE CHURCH OF THE ASCENSION AND THE POST OFFICE, HAMILTON.—Hamilton has no less than six Anglican churches, and one of the oldest and best known of these is the church of the Ascension. In the year 1834 the Rev. J. Gamble Geddes (afterwards Dean of Niagara) was sent by Bishop Stewart to Hamilton, where, it was said, the Church of England people were desirous of building a church. Soon after the clergyman's arrival, a meeting was held for the purpose, and no less than three gentlemen offered ground for the site. Mr. George Hamilton offered a piece of ground on Upper John street; Mr. Nathaniel Hewson, another, on the east side of James street, while a third was offered by Mr. (afterwards Sir) Allan N. Macnab. The site on James street was the choice of the committee appointed to make the selection, and thereon arose old Christ Church, pronounced at the time one of the handsomest churches in North America. Some seven or eight years later Christ Church was considered too small for the congregation, and it was resolved, after some discussion, to build a second one. A site was purchased by a generous churchman, Mr. R. Juson, and presented to the congregation, and this site was the very plot of ground formerly offered for the earlier edifice by Mr. Hamilton. Thereupon arose in 1851 the Church of the Ascension, one of the most charming churches in western Ontario. The Post Office is one of a splendid series of buildings which was erected in 1883 and following years for the accommodation of the postal, customs and other offices of the Dominion Government. It is in keeping with the other edifices, public and private, of this handsome city.

THE INSANE ASYLUM, HAMILTON.—This fine structure, built in conformity with the strict demands of modern science for the care of the insane, is one of the architectural ornaments of Hamilton. Our engraving gives a good idea of its style, situation and capacity.

THE NOONDAY NAP.—This engraving, from one of F. Kraus's most life-like paintings, is its own interpreter. The stillness of the summer day is over everything. Great Pan is enjoying his slumber. Hardly a leaf stirs in the trees of the park. The deepest quiet reigns all around. Even the little winged wanderer is fascinated by the brooding hush. The figure of the lady in the centre of the picture is the embodiment of this breathless calm of nature. The book has fallen from her listless hands, and lies on her lap unread. The head has sunken sideways in languorous submission to the influence of the hour. The cushion has swerved with the helpless head, the dead weight of which keeps it in its place. The morning gown of some soft yielding stuff falls in sleepy folds, as though it felt the power that has conquered its wearer. The background and surroundings are admirably in keeping with the painter's motive, and the whole scene shows the thought and touch of a master.

THE OTTAWA CANOE CLUB.—The Ottawa Canoe Club was formed on the 15th March, 1883, under the patronage of the Marquis of Lorne, and since that time the club has steadily increased until now it numbers some eighty odd members, and canoeing under its auspices has grown to be the most extensively patronized of all the aquatic sports at the Capital. Our engraving shows the club fleet mustering at the boathouse for one of their delightful Saturday afternoon cruises down the Ottawa River. The boathouse is built in a sheltered nook at the foot of Nepean Point. Opposite, as shown in our illustration, Parliament Hill is seen, crowned by the House of Commons and Library buildings, while the Club House of the Ottawa Rowing Club nestles at its base. The following are at present the officers of the club:—Patron, the Right Honourable Baron Stanley of Preston, G. C. B., Governor-General of Canada; Commodore, Edward King; Captain, Francis H. Gisborne; Hon. Secretary, Henri Roy; Hon. Treasurer, W. H. Cronk; Committee of Management, W. M. L. Maingy, A. O. Wheeler; Auditors, R. W. Baldwin, J. S. Brough; Official Measurer, E. A. Black.

WHERE IS THE FIELD?—Lovers of the chase will enjoy this spirited scene. Wherever the field is there is no question as to where it ought to be.

After paying his compliments and his criticisms to John Bull and Brother Jonathan, Max O'Rell at last turns his attention to his own countrymen and gives us a picture of *Jacques Bonhomme*, not as the world sees him, but as he knows him to be. He admits the possibility of his being a little partial to his own countrymen, which he regards rather as a virtue than a failing.