

fancy being for a mariner's life. Accordingly, he set about acquiring a theoretical knowledge of navigation, while at the same time equipping himself with a thorough practical English education. When about seventeen years of age, he started sailing on the lakes, and so well did he succeed that five years later he held the rank of commander of a vessel. Some few years after this he purchased several large vessels, and went into the shipping trade, in which for a considerable period he carried on operations on an extensive scale, his vessels being known as among the finest engaged in the lake traffic. In 1868, he gave up sailing, and subsequently disposed of the whole of his lake fleet, shortly after which he became interested in contracting, in connection with the building of the new Welland canal. In this enterprise he has remained ever since. As a contractor, Captain Murray is, perhaps, more widely known than in other vocations. In addition to the extensive works which he constructed on the Welland canal, he had contracts for public works of various kinds all along the lakes, as well as in undertakings in connection with railway construction. He has, in fact, been engaged in some of the largest contracts let by the Dominion Government during recent years, and is still heavily interested in like enterprises. In every department of business with which he has been connected, Mr. Murray has been uniformly successful, a result largely owing to his shrewd foresight, and the indefatigable energy with which he prosecuted everything undertaken by him. Besides his contracting interests, he has at various times been connected with many other important enterprises, in all of which he has been a leading figure. Without attempting a full list of these, it may be mentioned incidentally that he, in conjunction with the well-known firm of McArthur Bros., established the Collin's Bay Rafting Co., of which he was a director for some years, retiring on account of pressure of other business; he is also president of the Castleman Lumber Co., and was vice-president of the North-West Central Railway prior to his selling the road out in England. Being so largely occupied with business concerns, Mr. Murray has had little time to devote to public matters, though he has ever taken a hearty interest in matters affecting the welfare of the people. In municipal affairs, his only active experience was as alderman, a position he held for several years. In politics he has always been a Conservative, and one of the hard workers in party contests. For a period of nearly twenty-five years he was president of the Conservative Association of the county of Lincoln. In religion, he is a Protestant, having been born and brought up a Presbyterian. He is attached to the congregation of Knox church, St. Catharines, of which he is a liberal sup-

porter. In 1856, he married Harriet, daughter of the late James Souter. Mrs. Murray's family belonged to Lincolnshire, England, and her parents came to Canada in 1839, settling in Kingston, where she was born. As a result of their union, Mr. and Mrs. Murray had a family of five children, of whom two daughters, both estimable and highly-cultivated young ladies, are still living. The beautiful family residence and grounds, "Maple Hill," are situated on the highest point of land in St. Catharines, and is one of the most charming spots in the city. In all respects, Captain Murray is a most worthy and honourable man. In business circles his character for integrity is without blemish, and as an evidence of his standing among those with whom he has been associated, both at home and abroad, it may be stated that he has the honour of being a life member of the Royal Colonial Institute of London, England, a distinction which has been conferred on only a few in Canada. Personally, he is one of the most genial and kindly of men. Among his acquaintances he numbers thousands of warm friends, and he possesses the respect and esteem of all.

HON. JOHN G. HAGGART, P.C., M.P.,
Ottawa, Ont.

HON. JOHN GRAHAM HAGGART, P.C., M.P., Minister of Railways and Canals, was born in Perth, Ontario, on the 14th of November, 1836. He is of Scottish parentage, his father being Mr. John Haggart, formerly of Breadalbane, Perthshire, Scotland, and his mother a member of the Graham family, and a native of the Isle of Skye. Mr. Haggart inherits the fine physique and indomitable courage and energy of the true clansman. He was educated in his native town, and had no special opportunities for learning to commend him to the favor of Dame Fortune. He chose a mercantile career and prospered well, becoming the owner of large mills and heavily interested in lumbering, which is one of the principal industries of the great Ottawa region. He had a strong leaning toward public life, and his great popularity among those with whom he came in contact assured him of success in appealing for the suffrages of the people. As a very young man, he entered the town council of Perth, and before he was thirty years of age had served several terms as Mayor of that thriving municipality. It was in 1867, the year of Confederation, that he first sought the honour of public favour in a wide field. He was nominated by the Conservatives of his native riding, South Lanark, as their candidate for the local Legislature. In those days Eastern Ontario was much more inclined to favour the Liberals than