



L. J. SEARGEANT.—Mr. Lewis James Seargeant, who has succeeded Sir Joseph Hickson in the general management of the Grand Trunk Railway, was born at Trawbridge, Wiltshire, England, and from an early age has been connected with railways. His English career was associated with the largest of British railway systems, the Great Western, his earliest experience of railway construction and management having been in connection with the South Wales railway, a Great Western affiliated line, which promoted the development of Milford Haven as an international port, more particularly in connection with American commerce. On the amalgamation of the South Wales with the Great Western Railway Company, Mr. Seargeant was the recipient of a substantial *douceur* from the proprietors in recognition of his services, and the Great Western Board appointed him Superintendent of the South Wales division. Early, further promotion followed. Mr. Seargeant was appointed chief officer of the South Devon, and subsequently of the Cornwall and West Cornwall railways, which together constituted a compact system between Exeter and Penzance. Upon Mr. Seargeant devolved the duties of General Manager, Secretary, and Secretary of the joint committees of the Great Western, Bristol and Exeter, South Devon, and Cornwall companies. He was also the official representative of those interests before Parliamentary committees. The success of Mr. Seargeant's management of these properties was evidenced by largely increased dividends. During this period he was offered the appointment of agent or chief officer of one of the largest Indian railway systems, a position, from the delicate relations of the Imperial and local governments and railway companies, requiring experience of the character of that within Mr. Seargeant's functions. He, however, declined the appointment at the request of the Great Western Board, and was further promoted. Upon the resignation of his several offices in 1874, to come to Canada, Mr. Seargeant received evidences of the highest consideration and friendship, chief among which was an intrinsically valuable presentation from a large number of directors and officers of the companies with which he was connected, and of men serving under him. Mr. Seargeant arrived in Montreal in 1874 to join the staff of the company of which he to-day has the general management, and was appointed to the office of Vice-President of the Grand Trunk Executive Council, Sir Joseph, then Mr. Hickson, being the President. He also became Vice-President of the Chicago & Grand Trunk Railway Company, and of other affiliated lines, while his position on the parent road was that of Traffic Manager, he being the first gentleman to hold such an office on this continent. Although actively engaged in the onerous duties of these offices, Mr. Seargeant has retained the personal friendship of the officers of the Great Western of England, with which he was so long connected, and especially of its present Chairman. It was no ordinary compliment to Mr. Seargeant to have been consulted by Mr. J. Grierson, the late General Manager of the Great Western of England, in connection with legislation on both sides of the Atlantic affecting railway interests. Mr. Grierson is the author of "Railway Rates, English and Foreign," and the friendly correspondence maintained between him and Mr. Seargeant proved useful to both. Mr. Seargeant's services to the Grand Trunk have been many and important. He conducted, with marked ability, the various arbitrations which secured to that railway a fair share of the through American traffic, and which forms no inconsiderable part of its total business. He was instrumental in forming the present "Central Traffic Association" of the Western American lines, and has represented the Grand Trunk at meetings of the Board of Presidents in New York in the absence of the late General Manager, Sir Joseph Hickson. Mr. Seargeant, it may be added, is a member of the Vice-President's committee of the same organization. In his official intercourse with representatives of other trunk lines he has strongly advocated the division of traffic between the railways interested, instead of an insane competition which can only be hurtful to all concerned, including the public. The interests of the Grand Trunk are safe in the hands of so experienced and capable an officer, and it is gratifying to know that the welfare of Canada will also be promoted

efficiently by that company, for Mr. Seargeant is a strong advocate of the interests of local industries, and has done his best to develop them by meeting all reasonable requirements. During his recent visit to Europe, opportunity was afforded him of studying the English, French and Italian railway systems, and while Mr. Seargeant observed a great advance in the provision of luxurious accommodation for the better class of travellers, it is gratifying to learn that the Grand Trunk compares very favourably with any of these systems. Mr. Seargeant enters upon the discharge of his arduous duties as General Manager of a system comprising more than 4,000 miles, amid the most kindly and cordial congratulations and expressions of loyalty on the part of his associates in the service of the company. He hopes to have the good fortune to find results in this present year which will yield to the proprietors a better return for the immense capital invested in the system, and to arrive at this result rather by improving than by impairing the services rendered to the public. If zeal, application, experience and ability can command this end, we are satisfied it will be reached under Mr. Seargeant's management. It may be added, in closing, that Mr. Seargeant has made a special study of the problems of railway transportation. He has written many exhaustive arguments on the pool question, and a comprehensive treatise on "The English Railway System."

ST. JOHN'S GATE, QUEBEC.—This well known relic of old Quebec stands on the site of one of the original gates of the French regime, built about 1694. It existed for nearly a century, and witnessed the most eventful years in the history of our fortress city. In 1791 the ruinous state into which it had fallen necessitated its removal, and a new one was erected on its site, lasting until 1865, when it also was demolished, and replaced by the structure shown in our engraving. Although of comparatively recent date, it is interesting as a link between the old and the new, being in existence at the same time as the other gates, Hope, Prescott, St. Louis and Palace—all of great age—which were removed in 1871.

ST. JAMES' CHURCH (ANGLICAN), ST. JOHNS, P.Q.—Our readers have here a view of one of those rural churches which are conspicuous features in all our river scenery. The series of towns and villages that succeed each other along the course of the Richelieu (called at different periods the Chambly, the Sorel, the St. Louis, the St. John and the Rivière des Iroquois), presents a succession of charming landscapes in which the works of nature vie with those of man in charming the eye. To the historical student there is no more interesting region in older Canada. The length of the river, from Lake Champlain to its confluence with the St. Lawrence at Sorel, is about seventy miles. Its banks, which are generally from six to eight feet high, are diversified on either side by farms and settlements, mostly in a good state of cultivation. Po:alous towns and villages, with handsome churches, are landmarks, both on the route and in the history of the district. The Chambly canal extends from St. Johns to Chambly—about eleven miles and a-half. At St. Johns the river is broad, and from that point there is ship navigation to the towns on Lake Champlain. St. Johns is a thriving place. Though it has long had a name and been a local habitation, it was only in 1858 that it became an incorporated town. It is well supplied with means of communication in every direction and has rare commercial advantages. It has long been noted as a military centre, and at present is the headquarters of the School of Infantry, commanded by Lieut.-Col. Count d'Orsonnens. There are three churches—a capacious Roman Catholic church, a Methodist church and the edifice shown in our engraving, an extremely tasteful structure, to which the graveyard gives an old English look, which, to many, is no slight charm. The scene, we doubt not, is a familiar one to some of our readers.

MOWAT GATE, QUEEN VICTORIA PARK, NIAGARA FALLS, ONT.—Our engraving shows this most graceful entrance to the beautiful park recently established at Niagara Falls. The reservation of land adjoining this world-renowned spot cannot too highly be commended—it will preserve the beauties of the place from the ravages of the professional advertiser, to whom the chief charms of Nature are but facilities for extolling the merits of the particular nostrum he is advocating.

WIDENING OF NOTRE DAME STREET, MONTREAL.—Thanks to the short-sightedness of the early settlers, the citizens of Montreal are now being put to enormous ex-

pense in the widening and improvement of several of her principal streets; Notre Dame, St. Lawrence, Bleury, St. Antoine and others being enlarged or about to be so. Our view shows the work in progress, near the Balmoral hotel.

DOMINION COMMERCIAL TRAVELLERS' ASSOCIATION.—Full particulars of this organization will be found in our issue of 3rd inst., page 14.

ST. PETER'S HOME FOR INCURABLES, HAMILTON.—This building is one of the many benevolent institutions to be found in Hamilton and its vicinity.

SKETCHES AROUND BRANTFORD, ONT.—Our artist has depicted a number of points of interest in the vicinity of this beautiful city, chiefly referring to the Mohawk church and settlement close by. At an early date we propose giving a complete series of views and sketches of the Mohawk Institute, and will deal fully with the whole subject.

FIRE ON CRAIG STREET, MONTREAL, 12TH JANUARY.—An unusual number of fires have taken place in Montreal since the new year opened, the most disastrous of which caused the devastation shown in our engraving. The building destroyed was known as the Angus Block, and is close to Victoria Square. The fire broke out about 6.45 p.m., and raged furiously for an hour despite the desperate efforts of the brigade, the whole of which was called out.

JAM OF LOGS, GRAND FALLS, ST. JOHN RIVER, N.B.—This scene is one of many of vivid interest to be seen along the course of this the "Rhine of America." At the Grand Falls, where the river has a perpendicular descent of 70 or 80 feet, the views are especially fine, and the many incidents arising from the lumbering operations so plentiful all along this stream add variety to the scenic beauty of the surroundings. Dense forests of pine, hackmatack and other timber occupy a great portion of the area drained by this river, and large quantities of these woods are annually rafted down its waters.

BRIDGE OVER THE MONTMORENCI RIVER.—Our engraving shows a picturesque structure connecting both banks of the Montmorenci, that river so widely known for the magnificent cataract at the point of its discharge into the St. Lawrence. The river is extremely rapid during its entire course, so that communication from one bank to the other is only possible by means of bridges. The one of which we give a view is situated some distance up the stream and is in steady use by the residents of the neighbouring districts.

ROMAN CATHOLIC COLLEGE, BERLIN.—This is one of the many excellent educational institutions in Ontario conducted under the auspices of the Roman Catholic Church.

JAMAICA EXHIBITION—DISPLAY OF GOODS BY THE MONTREAL COTTON COMPANY, LIMITED.—A most creditable display of fine dyed goods has been made here by the Montreal Cotton Company of the products which they have since sent to the Jamaica Exhibition. Through the kindness of Messrs. Henry Morgan & Co., the goods were displayed in their windows, and the exhibit having been photographed, is now reproduced in this issue. It is something to be proud of that a young country like this should be able to produce textile fabrics which in design, colour and finish will compare favorably with Glasgow or Manchester goods of the same class; noticeable in the display are selicias, for ladies' and tailors' use, window shades, cambrics, dress cloths, pocketings, Canton flannels, and numberless articles far removed from the raw material. This company employs upwards of 1,000 hands, and the business is conducted on the most systematic principles. The machinery is English. The business was started about fourteen years ago, and since then has been steadily progressing. The concern is under the management of Mr. Louis Simpson. We understand that a large quantity of new machinery is being put up this year for the purpose of perfecting and extending the manufacture of fine goods. For its success this mill seems largely indebted to the enterprise which has prompted it to open up and produce new lines, and thus create a success for itself instead of showing an anxiety to follow where a success had already been made. The agents, Messrs. Stevenson, Blackader & Co., of this city, have shipped a large quantity of goods this last year to the West Indies and Demerara.