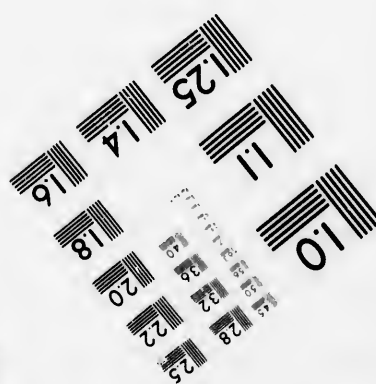
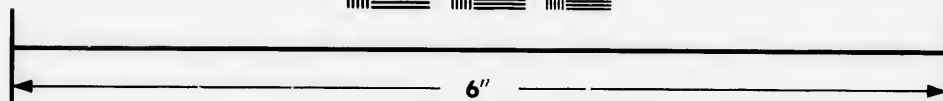
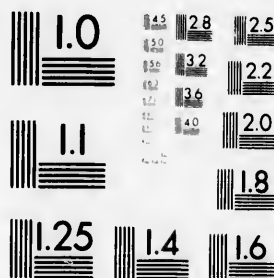


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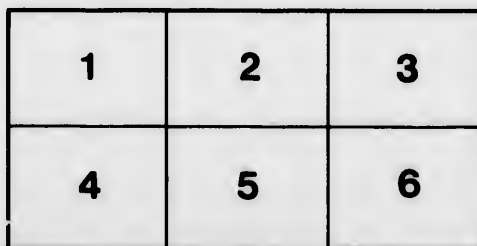
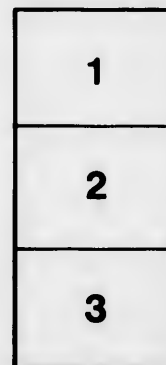
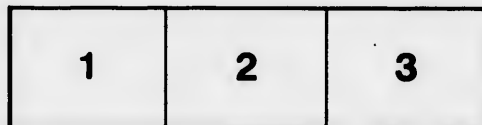
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RETIREMENT OF  
MR. L. J. SEARGEANT

FROM THE

GENERAL MANAGERSHIP OF THE  
GRAND TRUNK RAILWAY

WITH A

REPORT OF THE BANQUET IN HIS HONOR

AT THE

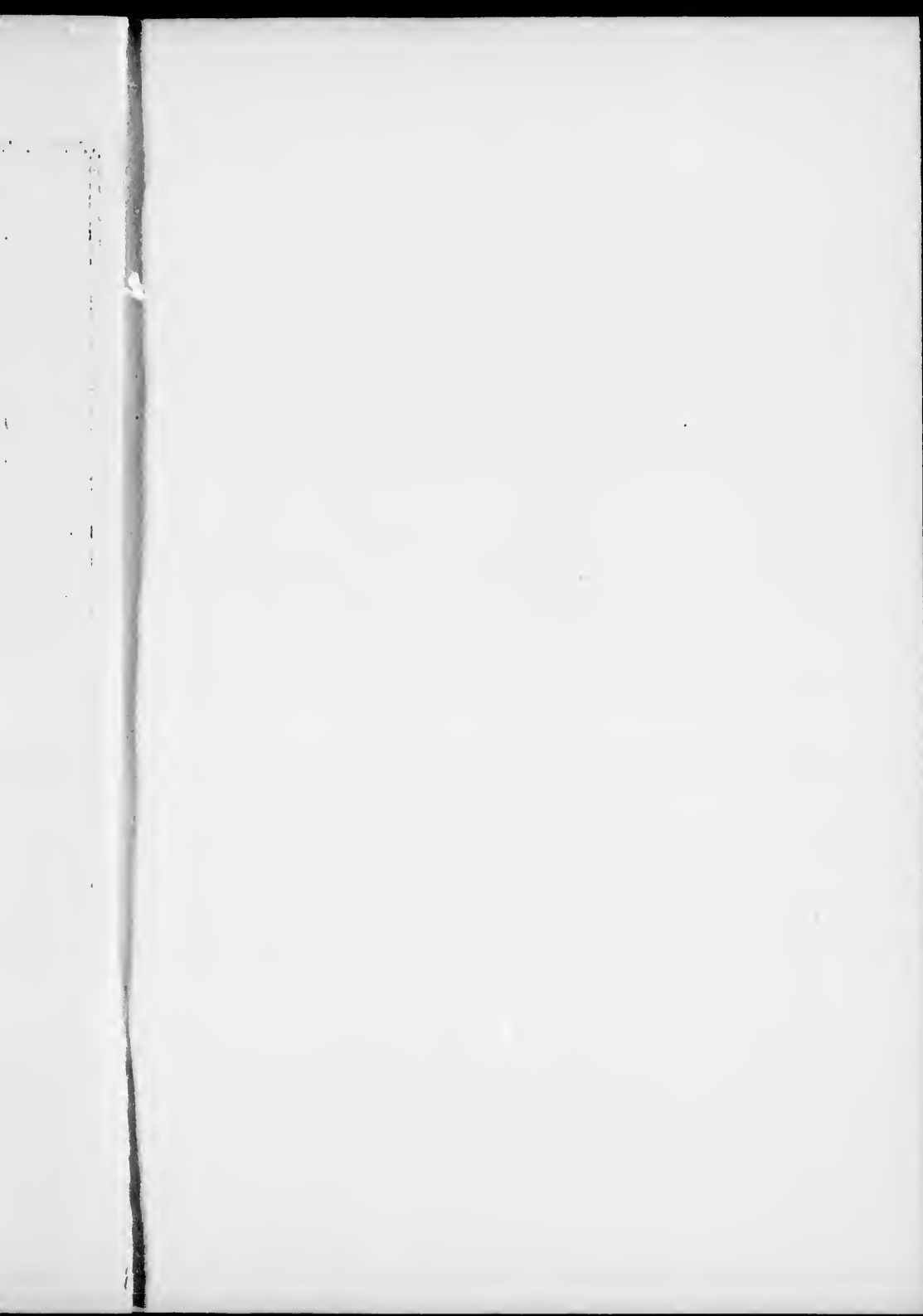
WINDSOR HOTEL, MONTREAL

ON THE 17TH DECEMBER, 1895.

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Very sincerely Yours  
L. J. Seaneau

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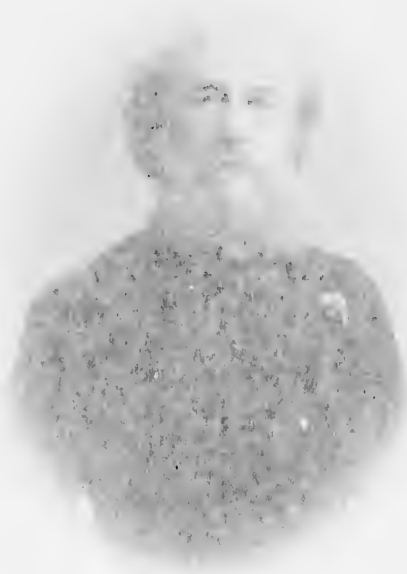
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Very respectfully Yours  
L. C. Cunningham

RETIREMENT OF  
MR. L. J. SEARGEANT

FROM THE

GENERAL MANAGERSHIP OF THE  
GRAND TRUNK RAILWAY

WITH A

REPORT OF THE BANQUET IN HIS HONOR

AT THE

WINDSOR HOTEL, MONTREAL

ON THE 17TH DECEMBER, 1895.

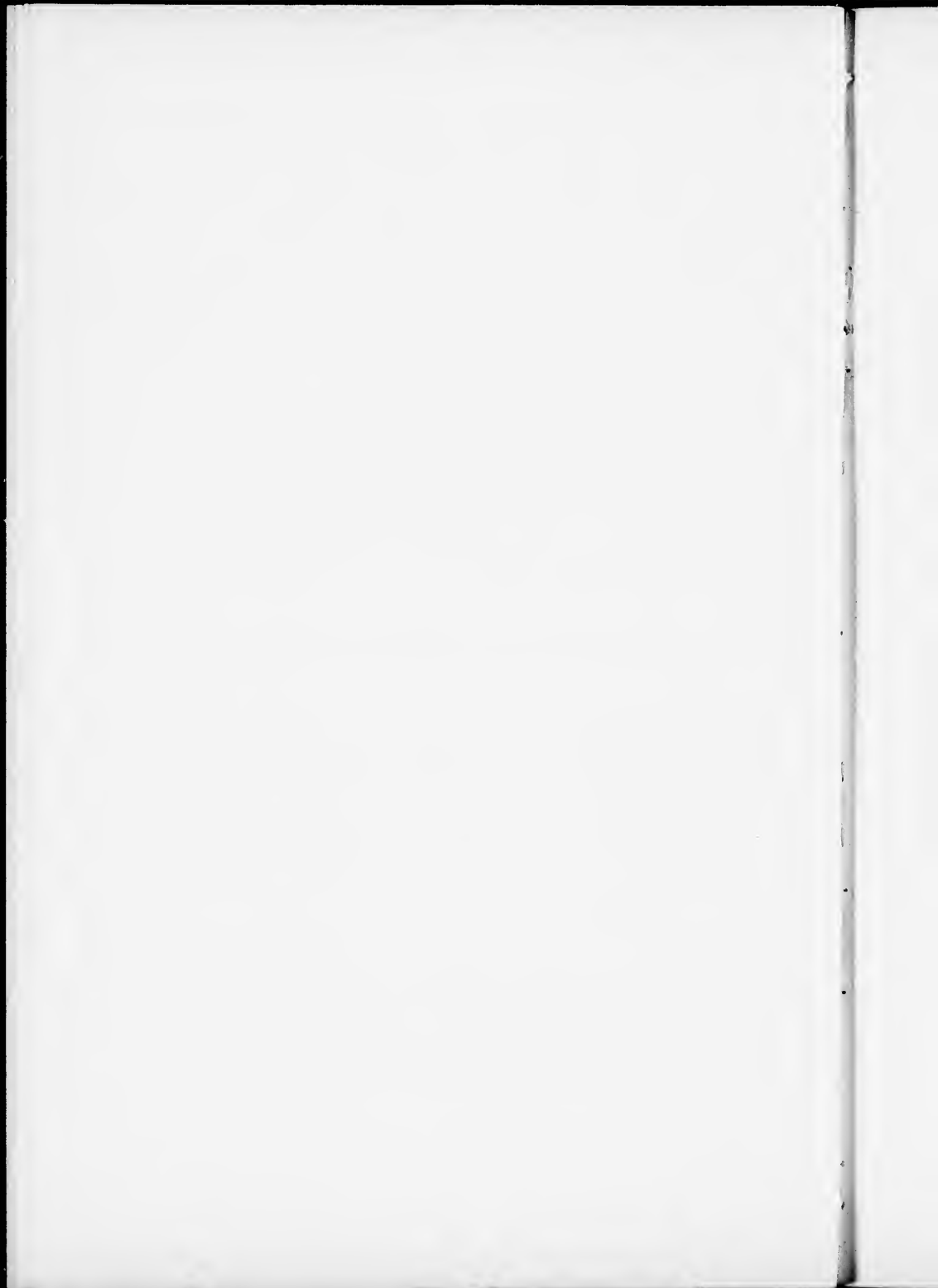
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## Introduction.

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Mr. Seargeant's approaching return to the land of his birth, has been deemed by his friends in Montreal a suitable occasion for the publication of a short memoir of his life. Thereto has been appended a report of the banquet given in Mr. Seargeant's honor at the Windsor Hotel, on the 17th of December, 1895



BANQUET TO  
MR. L. J. SEARGEANT.

AT THE

WINDSOR HOTEL, MONTREAL,

ON THE 17th DECEMBER, 1895.

ON THE OCCASION OF HIS RETIREMENT FROM THE POSITION OF  
GENERAL MANAGER OF THE GRAND TRUNK RAILWAY.

MR. SEARGEANT'S CAREER.

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Mr. Lewis James Seargeant, whose approaching retirement from the general managership of the Grand Trunk Railway has evoked so many expressions of esteem for his character and respect for his capacity, is a native of Southern England. He was born at Trowbridge, Wiltshire, and at an early age became identified with railway enterprise. His first experience of railway business was gained in connection with the South Wales Railway, affiliated to the Great Western system. It is worthy of mention, in view of Mr. Seargeant's career on this continent, that this Welsh line was instrumental in developing Milford Haven into an international port, in relation more especially to American commerce. The late eminent engineer Brunel was deeply interested in the project and of

his alternative plans for crossing the Severn, one was destined, in its accomplishment, to confirm that rare combination of genius and judgment which was his glorious inheritance and is still identified with his name. When the amalgamation of the South Wales with the Great Western Railway Company took place, the authorities of the latter appointed Mr. Seargent superintendent of the South Wales division. Nor did his former employers forget to recognize the fidelity and zeal that he had shown in their service—their satisfaction taking the form of a substantial *douceur*. In his new position Mr. Seargent made fruitful use of the opportunities that it offered of enlarging his knowledge, and his assiduity did not pass unrewarded. Lord Shelburne (afterwards 3rd Marquis of Lansdowne and father of one of Canada's ablest Viceroy's), who was at that time Chairman of the Great Western, and Sir Daniel Gooch, a later Chairman, whose share in the Atlantic Cable scheme is not forgotten, soon recognized Mr. Seargent's worth. He was appointed Chief Officer of the South Devon, and subsequently of the Cornwall and West Cornwall Railways—these lines constituting a compact system between Exeter and Penzance. His responsibilities were by no means light for a young man, and they were not lessened by the fact that, on his nomination, the lines in question were, from various causes, not at all in a flourishing condition. He had to discharge the duties of General Manager and Secretary, as well as Secretary of the Joint Committees of the Great Western, Bristol and Exeter, South Devon and Cornwall Companies. The delicate task of representing large interests before the Parliamentary Committees also devolved upon him. By the utmost attention to business and the exercise of that tact, and suavity of manner which here as in England, have contributed so largely to his success, Mr. Seargent brought the lines that he administered to a high degree of prosperity, which was manifested by South Devon increased dividends. The next upward step in his career was occasioned by an offer, the acceptance of which would have materially modified his professional destinies and would, certainly have deprived his American and Canadian friends of the pleasure and advantage of knowing him so intimately. The post of

Chief Officer of one of the most important Indian Railways had fallen vacant, and, as the duties required not only experience but exceptional personal qualifications, Mr. Seargeant was at once thought of as a fit person to be entrusted with them. Naturally, he sought the advice of his superiors, the authorities of the Great Western, and the consequence was that he declined the Indian appointment and its high salary, trusting to the assurances of those who knew his value. He had not long to wait for the fulfilment of those assurances. Promotion duly followed, and the rest of his early career in England was a worthy antecedent to that which awaited him on this side of the Atlantic. It is interesting to recall that one of his last services before coming to Canada was the negotiation of an agreement, with the representatives of the other Companies concerned, for the division of traffic between the Great Western and the London and South Western systems. The principle by which,—instead of forcing competition to the exorbitant pitch at which it becomes ruinous to many and an inconvenience to the public,—avoidable rivalries are removed by compromise, had thus become familiar to Mr. Seargeant before he began his course in the new world. With what recommendations and evidences of regard for his character and abilities he came to Canada those who know him need not be told. Before he had served long in his new position as Traffic Manager of the Grand Trunk Railway, Americans and Canadians wanted no better certificate than the evidence of their own senses. It is more than twenty-one years since he arrived in Montreal to join the staff of the great line with the history of which his name is now inextricably interwoven. In 1874, the company of which he was destined to become General Manager was under the management of Mr. (now Sir) Joseph Hickson. Besides being Vice-President of the Executive Council, he was chosen Vice-President of the Chicago & Grand Trunk Railway Company and of other affiliated lines. He was the first gentleman, it is said, to hold the office of Traffic Manager on this continent. It was his function to represent the interests of the Grand Trunk System in the Trunk Line Executive and other Committees meeting at New York and Chicago. They

gave him ample opportunity for coming in contact with the great railway men, who contribute so important an element in the commercial, financial, political and social life of the new world. Mr. Seargeant used his influence here as in England in the cause of peace and the public weal. As the advocate of arbitration, he pleaded for a fair division of the competitive traffic, holding that where the will to deal fairly was present, the way would surely be discoverable. The same principle of forbearance has marked his intercourse with the Canadian public. Firm where questions of principle were concerned, not to be shaken where allegiance to conscience was at stake, Mr. Seargeant was accessible, courteous, obliging, a thorough gentleman, as well as a man of affairs. As the successor of Sir Joseph Hickson, he has given such wide satisfaction that the only regret at a return to England which crowns a long and honorable career is that it robs Canada and the United States of one so highly esteemed and beloved in both countries. Nevertheless, it is pleasant to know that, in Canada, Mr. Seargeant will still be, even officially, intimately concerned in Canada's progress and prosperity. For it is as specially informed, touching cis-Atlantic interests, that Mr. Seargeant has been asked, in terms so flattering to himself and so satisfying to his friends, to accept a seat on the English Board of Directors. The circumstances under which he returns to England cannot, indeed, be explained in more flattering words than in those which he used himself at the meeting of the Board of Trunk Line and Central Traffic Association Presidents held in New York early in November, in view of his coming retirement. On that occasion Mr. Seargeant spoke as follows:

"I had the pleasure of introducing Sir Rivers Wilson, President of the Grand Trunk, a short time ago, at one of your meetings here, and we subsequently made a six weeks' tour of inspection over the Grand Trunk system. My President and his colleagues were impressed with its magnitude, with the importance and complexity of its interests, and with the expediency of the maintenance of cordial relations and co-operation with the Trunk Line and Central Traffic Associations.

"As you are probably aware, the Board of Directors of the Grand Trunk, on the other side, is to a large extent newly

elected, and has not the familiarity of experience with railway matters on this side of the Atlantic. Sir Rivers stated to me, in terms which I could only regard as highly complimentary, that I should comply with his wishes were I to take a seat on the English board, and so have the opportunity of acting in the capacity of an advisory Director there. I thought, perhaps, after twenty-two years' experience on this side of the Atlantic, and considering the great sympathy I have always felt with your efforts to improve the railway practice of the continent, with a knowledge of the difficulties with which you have to contend, and my participation in your counsels, that I might be useful in London in connection with the future proceedings of the Board, as well as in relation to more domestic Canadian matters. I therefore accepted the proposal, and my mantle, such as it is, has fallen upon Mr. Charles M. Hays, Vice-President of the Wabash Railroad Company, who will in the early part of next year act in my place. I hope you will extend to him the consideration which you have always shown to myself. It is only proper that I should make this statement orally rather than by official intimation, because I should not like to leave America without personally expressing to you the pleasure I have always felt in working with you, and my sincere gratitude for the many acts of kindness and consideration which you have extended to me during my connection with the Trunk Line Association. I shall be exceedingly happy if at any time I can be of service to that association collectively, or to its members individually, and shall always feel the deepest interest in your proceedings."

CHAUNCEY M. DEPEW thereupon made the following remarks:—

"We, all of us, have heard with regret that Mr. Seargeant is to leave us. He certainly takes with him the personal good feeling and the warmest friendship of the members of the Trunk Line and Central Traffic Associations. The relations of the Grand Trunk to both these associations have been very difficult from the fact that it is operated in a foreign Dominion and in the United States. It requires a man of rare good judgment, patience, and courtesy to act harmoniously with the competitive interests with which he has to contend in the

West and in the East. Having had experience in this association as President of the New York Central Railroad for about twelve years, and with the different representatives of the Grand Trunk Railway as they have come here, I want to say for Mr. Seargeant that there has never been a period either during my connection with the Association as a member, or for many years previous as Assistant and Counsel to the President of our Company, when the harmony between the Canadian and American railways has been as great or sincere as since Mr. Seargeant has been the representative of the Grand Trunk. I offer the following resolution as an expression of the individual and collective opinion and sentiment of the two Associations :

*Resolved.*—That we, the Presidents and General Managers of the railways in the Trunk Line and Central Traffic Associations, learn with profound regret that L. J. Seargeant, Esq., of the Grand Trunk Railway Co. of Canada, will, on account of the acceptance of other duties abroad in connection with that Company, cease to be a member of our Organizations. He has brought to the discussion and decision of the important questions which are constantly before us such ability and fairness that he has materially assisted in our deliberations. He carries with him to his new position our cordial regard and best wishes for his health, happiness and success.

Melville E. Ingalls, President of the Big Four system, said : "I want to second that resolution and add my testimony to the fairness and generous consideration which Mr. Seargeant has always brought to the discussions of railway questions in the Trunk Line and Central Traffic Associations during the last seventeen or eighteen years. In his loss we are only consoled by the fact that we all feel that it is of the greatest importance to us that there should be some one in the London Board of the Grand Trunk Railway who understands railway affairs in America, and we shall depend upon him for his good words and influence in London to help us out. I do not remember a man who has ever left our Association that has carried with him more profound respect and sincere good wishes of his associates than Mr. Seargeant."

The resolution was adopted unanimously.

The following Companies were represented:

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Balto. & Ohio R. R.—C. F. Mayer, *President*; Orland Smith, *1st Vice-President*; C. K. Lord *3rd Vice-President*; Frank Harriott, *G. F. T. M.*

Balto & Ohio S. W. R'y.—E. R. Bacon, *President*; W. W. Peabody, *V. P. & G. M.*; Wm. Duncan, *2nd V.-P. & T. M.*

Cent. R. R. of N. J.—J. Lowrie Bell, *G. T. M.*; H. P. Baldwin, *G. P. A.*

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Chic. & Erie R. R.—J. G. McCullough, *President*; E. B. Thomas, *1st V.-P.*; G. G. Cochran, *Traf. Mgr.*

Chic. & Grand Trunk R'y.—L. J. Seargeant, *President*; W. J. Spicer, *Gen. Mgr.*

C. C. C. & St. L. R'y.—M. E. Ingalls, *President*; O. G. Murray, *2nd V. P.*; E. O. McCormick, *Pass. Traffic Manager*.

D. L. & W. R. R.—Samuel Sloan, *President*; B. A. Hegeman, *Traf. Mgr.*; H. C. Hicks, *G. F. A.*

D. L. & N. R. R.—Chas. M. Heald, *Gen. Mgr.*

Grand Trunk R'y.—L. J. Seargeant, *Gen. Mgr.*

Lake Shore & Mich. So. R'y.—D. W. Caldwell, *President*; G. J. Grammer, *G. F. A.*; A. J. Smith, *G. P. & T. A.*

Lehigh Valley R. R.—E. P. Wilbur, *President*; J. B. Garrett, *3rd V.-P.*; H. H. Kingston, *A. G. T. M.*; Asa L. Foster, *T. F. A.*; C. S. Lee, *G. P. A.*

Michigan Central R. R.—H. B. Ledyard, *President*.

N. Y. C. & H. R. R.—C. M. Depew, *President*; H. J. Hayden, *2nd V.-P.*

N. Y. C. & St. L. R. R.—S. R. Callaway, *President*.

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Pennsylvania R. R.—G. B. Roberts, *President*; Frank Thomson, *1st V.-P.*; C. E. Pugh, *3rd V. P.*; W. H. Joyce, *G. F. A.*; J. R. Wood, *G. P. A.*

Penn. Lines West of Pitts.—G. B. Roberts, *President*; James McUrea, *1st V.-P.*; D. S. Gray, *Gen. Agt.*

Phila & Reading R. R.—J. S. Harris, *President*; B. H. Bail, *G. F. A.*

Toledo, Peoria & Western R'y.—E. F. Leonard, *Pres & Mgr.*

Vandalia Line.—W. R. McKeen, *President.*

Wabash R. R.—By G. R. Blanchard.

West Shore R. R.—Percy R. Todd, *G. T. M.*

Mr. G. B. Roberts in the Chair.

THE

## BANQUET AT THE WINDSOR.

A REMARKABLE DEMONSTRATION OF RESPECT AND  
AFFECTION FOR THE RETIRING MANAGER.

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From the MONTREAL GAZETTE, DEC. 18, 1895.

Even the oldest inhabitant of Montreal would have to search far back in his memory to parallel the impressive gathering that met on the evening of December 17, 1895, at the Windsor Hotel, to do honor to Mr. L. J. Seargeant, retiring General-Manager of the Grand Trunk Railway. It was not merely the largeness of the assembly. It was its representative character that was impressive. Several members of the Government were present and every phase of life in the Dominion had its representatives—the Bench, the Bar, the Army, Art, Science, Letters, and Commerce in all its departments. There were enough eminent American railway magnates to make the gathering remarkable, and the thought of the forces, wielded by the various guests in the life of this continent, was sufficient to lead one into far avenues of speculation. All that is most powerful in Montreal was largely represented, and from all the other great centres of the Dominion gentlemen had come on purpose to be present. Chief Justice Sir Alexander Lacoste occupied the Chair, and on his right sat the guest of the evening, Mr. L. J. Seargeant. On the left of the chair was the Premier, Sir Mackenzie Bowell. On the Premier's left were Sir Joseph Hickson and Sir William Whiteway, Premier of Newfoundland. On Mr.

Sergeant's right were Sir Adolphe Caron and Mr. J. P. Green, second Vice-President Pennsylvania Railway, of Philadelphia.

The following gentlemen also occupied seats at the head table:—Sir William Van Horne, Hon. John Costigan, Mr. J. D. Layng, New York; Mr. H. Laporte, Hon. J. A. Ouimet, Mr. Jas. A. Cantlie, Mr. Lucius Tuttle, Boston; Hon. W. B. Ives, Mr. W. J. Spicer, Mr. T. A. McKinnon, Boston; Hon. T. Mayne Daly, Rev. J. Edgar Hill, Hon. A. W. Ogilvie, Hon. L. R. Masson, Hon. Geo. A. Drummond, Mr. Donald Macmaster, Q.C.; Hon. J. R. Thibadeau, Hon. Senator Desjardins, Rev. Dr. Ker, Sir William Hingston, M.D.; Mr. T. G. Shaughnessy, Mr. Alfred Kleczkowski, Consul-General of France; Mr. William Wainwright, Rev. Dr. Barclay, Mr. E. S. Clonston, Mr. H. Montagu Allan, Mr. F. Wolferstan Thomas, Dr. Craik, Dean of the Medical Faculty, McGill; Hon. A. A. Stront, Mr. John Torrance, Mr. R. B. Angus, Col. John Cassels, Washington, D.C.; Mr. Chas. Cassels, Hon. Justice Wurttele, Mr. Harry Stikeman, Mr. George Hague, Mr. John Bell, Q.C.; Dr. F. W. Campbell and Lieut.-Col. Whitehead. Mr. Justice Wurttele acted as Chairman of the General Committee, and the Invitation Committee consisted of Sir Joseph Hickson, Sir William Hingston, M.D., Messrs. T. G. Shaughnessy, H. Stikeman, Jas. A. Cantlie, W. Ramsay, W. Wainwright, H. Laporte and Jas. O'Brien. The Executive Committee included Lieut.-Col. Whitehead (Chairman), Hon. L. R. Masson, His Worship Mayor Villeneuve, Lieut.-Col. Strathy, Lieut.-Col. Prevost, Messrs. A. A. Allan, H. Paton, C. Cassils, F. Wolferstan Thomas, A. Trevithick, H. Dobell, Colin Campbell, Eugene Lafleur, Alfred Thibadeau, Wm. Strachan, H. Mackenzie, D. A. McCaskell, Dr. E. P. Lachapelle, F. S. Lyman, Q.C., Major J. T. McBride. Mr. H. Stikeman was Hon. Treasurer, and Mr. Herbert S. Hunter, Hon. Secretary. All concerned are to be warmly congratulated on the success of the arrangements. Everything went off without a hitch.

Of the dinner itself, a great deal might be said. It could hardly be improved upon in any one particular. The menu was a dainty one, printed on a pretty card, with a speaking likeness of Mr. Sergeant on the cover. It was a most sump-

tious repast, deliciously arranged, and served in the very best of style. The menu was one of the best ever put on the Windsor tables, and its new management may congratulate themselves upon both its arrangement and the successful way in which it was carried out. As the evening wore on the leading ladies of Montreal society began to appear in the gallery, and the scene became one of the most brilliant description. The decorations, which were in the hands of Beulac, were very tasteful and effective. The dining room of the Windsor presented an exceedingly beautiful appearance. It is a large hall, and can carry off a great deal in the way of color, and affords extensive ground for elaborate decoration. Over the chair were the arms of the Corporation of Montreal. On the right were the arms of the Dominion, and on the left the arms of the Province of Quebec. On the other windows there was a graceful draping of flags, Union Jacks and Stars and Stripes. On the opposite side of the hall there were more effective decorations. On the seven pillars were the arms of the different provinces of the Dominion, surmounted by graceful groupings of Union Jacks and Blue Peters. On each side of the doors were clusters of French and English flags, caught up with medallions bearing in gold the letters G. T. R. The tables themselves were a perfect work of art. In the centre of the head table was a magnificent basket of yellow chrysanthemums, crimson roses and ferns. Half way down the table were two immense baskets of white chrysanthemums and pink roses most beautifully arranged, while at each corner of the head table were large clusters of the same lovely flowers arranged with ferns. Long wreaths of smilax also ran the entire length, surrounding numerous palms, ferns and lilies. On the other tables, also, there was a most effective decoration of white chrysanthemums and ferns artistically arranged.

The toasts of "The Queen" and "The Governor-General" having been duly honored, the Chairman felicitously proposed the health of the President of the United States, referring to the close relations of Mr. Seargeant, as General Manager of the G. T. R., with our neighbors on the other side of the border.

The toast was as felicitously acknowledged by Mr. Green, Vice-President of the Pennsylvania Railroad, who made a

humorous reference to Senator Chandler's recent utterances, and remarked on the enthusiasm with which the toast had been received as a testimony to the good feeling prevailing between the two peoples. He dwelt on the civilizing influence of railways, and described the advances made in his time in opening the waste places of the continent to commerce and the blessings of peace. He was very pleased to be present, on behalf of his road, to testify to the long, honorable and faithful services of Mr. Seargeant, and to wish to the system with which he had been so long connected every prosperity that could fairly attend it. Mr. Green concluded:—We are willing to be annexed to Canada any time, in that sense of the word. No matter what a few demagogues may say, on one side or the other, I am firmly convinced that, throughout the length and breadth of the United States, nothing but the kindest and warmest feelings prevail towards you, and the wish that Canada may prosper as much as, and more than, we have prospered and that you may have nothing to mar your onward march for many a long century to come. (Great cheering.)

“OUR GUEST.”

The Chairman, Chief Justice SIR ALEXANDRE LACOSTE, in proposing the toast of the evening, said:—

Gentlemen.—I feel quite uneasy in rising to propose the health of our guest. Speaking in a language not my own I am unable to find adequate words to express my feelings, and will, therefore, be the faint and unfaithful echo of your sentiments towards Mr. Seargeant. (No, no.)

One thing, however, speaks more eloquently than my words, and that is this demonstration itself. This gathering of prominent citizens bears the most striking testimony to the esteem and respect we all entertain for our honored friend.

The following telegram, just received by Mr. Seargeant from the Governor-General, is no slight testimony in the same direction:—

“At to-night's banquet, I am sure there will be a cordial and appropriate demonstration of widespread esteem, and of hearty good wishes on the occasion of your departure for

England. Permit me to offer assurance of thorough participation in those sentiments.

(Signed)

ABERDEEN."

Indeed, I do believe that our guest, with his characteristic modesty, hardly realised before this evening how much confidence his fellow-citizens placed in him, how truly they admired his talents and appreciated his personal and social qualities.

The course followed in life by those men who rise above others and exert a marked influence upon the events within their sphere of action, differs, according to their respective faculties and endowments. Some rush through life like a torrent and gain notoriety by astounding achievements. Others lead a quiet and peaceful life, and resemble those calm but majestic rivers which fertilize and enrich the land through which they flow. Our guest belongs to this latter class of distinguished men.

Placing duty above all, he has faithfully and worthily fulfilled the mission entrusted to him. By his patient labor and intelligent mode of working, he has reaped success for himself and won the confidence of his superiors in office. Our friend spent most of his life in railway work, both in England and here. At first in comparatively humble positions, he gradually rose to the General Managership of that great railway, the Grand Trunk of Canada. It was in this latter position that we had the good fortune of making his acquaintance and of appreciating more fully his eminent qualities.

The Grand Trunk has been so closely connected with the progress of our country for the last 40 or 50 years, and especially with the prosperity of Montreal, that we must necessarily consider as our benefactors those who built and worked that grand enterprise.

It was as General Manager that Mr. Seargeant gave the best proof of his ability. Hard times had come. The Grand Trunk was no more sole sovereign and master of the railway system of the country. It had to compete with rival companies both in Canada and in the United States. A vast amount of energy was needed to manage the business under so untoward cir-

circumstances, knowing that hardly any profits could be distributed among shareholders so eager for dividends.

This task which would have broken down many strong men was fulfilled by our guest with admirable courage and perseverance. Calm and kindhearted he won easily the friendship and confidence of his employes, but at the same time energetic he maintained that union, that oneness which has been the strength of his management. Moreover, his courtesy, his readiness to oblige has made him sympathetic and popular among those who had business relations with him. As General Manager he came in contact with many of the prominent men of this country and of the United States. He was a member of those international Associations formed to watch over the interests of the railways, to reconcile and settle the difficulties which so often arise between rival companies alone,—I might say, to represent the Canadian interests; it required a great deal of tact to safeguard those of his Company, but such was his sagacity and penetration that not only he did honor to himself, but give satisfaction to all. The Presidents and General Managers of the Railways of the Trunk Line and Central Traffic Association, a powerful Association representing \$1,500,000,000, at their meeting in November last, adopted a resolution expressing their profound regret that Mr. Seargeant had to sever his connection with the Association; acknowledging his great usefulness and ability, and on that occasion Mr. Depew, the distinguished President of the N. Y. C., paid him the compliment that never before his time had the harmony between the Canadian and American railways been so great or sincere. Those who have known our guest more intimately will sincerely regret the departure of so congenial, so generous, so hospitable a man, so pleasing a talker, who entertained so cordially those who visited him in private life. They will sincerely regret the absence of Mrs. Seargeant, the amiable companion who graced her husband's home and so well seconded him in his lifework. Sir, you are about to leave us and return to your own dear home. We all hope that you will keep a good and lasting remembrance of your stay in Canada and of the many friends you have in our midst. The board of directors of the Grand Trunk have chosen you as

one of their own and as their adviser, acknowledging thereby your wide knowledge and experience of Canadian affairs. It is an advantage to us, and again we will share the benefit of your talents. We pray you and your worthy wife to accept our deep regret and best wishes for happiness.

Now, gentlemen, as an expression of our feelings and sentiments I ask you to drink with me to the health of "Our Guest."

The toast was honored with three times three; a tiger; one for Mrs. Seargeant, and musical honors, amid a scene of extraordinary enthusiasm.

#### MR. SEARGEANT'S REPLY.

MR. SEARGEANT was received with renewed enthusiasm on rising to reply at the call of the chair. When the cheering had subsided, he said:—

During a long and arduous railway career passed in about equal proportions in two hemispheres, I have had to surmount many obstacles and to overcome many difficulties in the discharge of duty, but I have never before in all these varied experiences, found myself so incapable as at present, of giving expression to my thoughts and feelings. Any citizen of Montreal, or of Canada, might, indeed, feel proud, if the public services, which he may have rendered, merited such a magnificent banquet and such a demonstration as the kindness of my friends and fellow citizens have furnished to-night. But this honor is enhanced by the presence of many distinguished guests who have travelled long distances to attend. Here are the familiar faces of those who represent this beautiful City and the great commercial forces which give it constant and progressive life and vigor. (Applause.) And the compliment you pay me is still further enhanced by the attendance of our respected Premier, Sir Mackenzie Bowell and Members of his Cabinet, who have spared time from those State affairs, which naturally engross their attention, to come here this evening as your guests, in honor of the occasion and of the City of Montreal. Then there are present representatives from all parts of Canada, and to me; and, I venture to say, to yourselves, it is a special matter of congratulation to have enlisted the sympathy of representatives of the greatest in-

terest ever presented in one country in the history of the world, the great railway system of the United States, consisting, as it does, of 180,000 miles and \$12,000,000,000 of railway capital. (Applause.) It is the more gratifying, and the more significant, that these gentlemen should have done me this honor, as it has always been my ambition and that of my friends, the officers of the Grand Trunk, to secure their good will, knowing it to be of vital importance for the welfare of the North American continent that its railway systems should be worked in absolute harmony in the common commercial interests of the United States and Canada, without the intervention of geographical or any other physical distinctions. But, Mr. Chairman, I must specially thank you for the kind and complimentary manner in which you have introduced, and you, gentlemen, for the warm and hearty reception you have given this toast. My modesty took alarm, when your desire to do me the honor of this banquet was first communicated, I was aware that it far transcended any personal merits, and with an actual longing to accept, I considered whether it were not more consistent with that attribute to have only thanked you, from my heart, for your intentions. I was in the position of Tantalus, who, for his sins, with an insatiate thirst, had luscious fruit placed above, and cool refreshing streams around him, which were swept away, whenever he attempted to partake of either. But this hesitation was removed by the thought that it was possible, nay that it was probable, you desired to pay a tribute, rather to the great Company I represent, than to any individual merit. So the problem was solved, and I very thankfully accepted this distinction, for I can assure you the bed on which the General Manager of the Grand Trunk reclines is not a bed of roses. There may be some leaves which retain the perfume of England's emblem, but the thorns mixed up with them, dissipate the idea of comfort or tranquility, and the solution gave me the solace I desired, of realizing this evidence of your good will and approval. It is still more gratifying, at the happy and propitious close of a period when official harness has to be hung up, and I succeed to higher, but less laborious, although not less responsible duties. (Cheers.) The present

generation can scarcely appreciate the conditions attendant on locomotion during the pre-railway period of Canada, and there must have been present to travellers, at that era, the truth of Macaulay's statement, that, of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done most for civilization. A personal friend told me, yesterday, that it took him, on one occasion, 6 days to reach Toronto from Montreal; but I do not propose to follow the history, however interesting, of this pre-railway era. Immediately after the introduction of the railway system in England, in 1825, and the success of that first experiment was ensured, Canadians were, as is amply evidenced, most solicitous to secure the advantage of the new system as, indeed, were all progressive nations; but this was a poor country, its resources had not developed, and capital was yet to be wooed. It is to the honor of Montreal, that two well known and respected citizens were associated with the first Canadian railway enterprise, the Hon. J. Ferrier and Mr. Molson, who were the largest proprietors in the Champlain and St. Lawrence—now part of the Grand Trunk—the first Canadian railway. (Cheers.)

It remained the only representative of that system here, from 1833 until 1844. Now the 16 miles of the pioneer line have grown into 16,000. This little Champlain road had its difficulties. The roads were of wood, and described what artists call the lines of beauty, they curve or bend upwards in a manner most inconvenient to the carriages. (Laughter.) Then there was a tinge of romance in the case. Its first engine attempted an initial trip by moonlight. Whether, however, it had inherited those obstinate qualities, suggested by the name of a more stationary type of engine, it would not go. (Renewed laughter), but success, at last, achieved a brilliant record velocity of 20 miles an hour, due to the masterly abilities of a loaned American engine driver. This little line was followed by others, after the lapse of several years, until, in 1851, the system increased to 93 miles. Just prior to this period, a wail went up from the commercial and political interests of Canada, and the feeling was expressed in 1849, in an act to provide financial guarantees to railway promoters.

that, "at the present day, the means of rapid and easy communication by railway between the chief centres of population and trade in any country and the more remote parts thereof are become not merely advantageous, but essential to its advancement and prosperity." The legislation of that period provided for a national through line from Halifax to Windsor. Well, gentlemen, in 1852, forty-three years ago, the Grand Trunk Railway Company of Canada was chartered, and from the terms of the original prospectus of the Company, a brilliant future appeared to be in store. It was the aim of those who directed the railway policy of the period, in view of realizing the best results to the country; and, therefore, to the company, that the completed undertaking should accomplish a three-fold object—that it should accommodate and foster the rising and ambitious industries of the country—that it should, in the common interest, be a means of bringing about the scheme of federation, so happily accomplished in 1867, and that its character should also be eminently international. (Applause.) That the company has been one of the chief factors in the realization of these three aims, you will, no doubt, be inclined to recognize (Hear, hear.)

The Act, as I have stated, under which the Grand Trunk became a chartered company, was passed in 1852, the work of construction was vigorously prosecuted amidst stupendous difficulties, and the road in its entirety, was completed in 1860—whenceforward the industries and prosperity of Canada advanced by leaps and bounds. The scheme of federation was effected seven years later, when this country became the Dominion of Canada, and the desired international facilities were an accomplished fact. Without, Sir, taking too much credit for the railway system, this may certainly be regarded as an axiom, that the political, commercial and social life and progress of a nation are coincident with its facilities for locomotion. Only last month, our able and eloquent representative in England, Sir Charles Tupper, whose temporary return to his native land, with restored health and activity, every person in this room will, I am sure, hail with pleasure, attended a banquet in England in celebration of the completion of railway communication between the colony of Natal and the

Transvaal Republic. What was said at that banquet was to the effect that the railway would put an end to all causes of friction between the two countries. Sir Redvers Buller playfully lamented that his occupation, from a soldier's point of view, was gone, and the occasion afforded an opportunity to the Minister for the Colonies, the Right Hon. Joseph Chamberlain, to unfold the policy of the present Conservative Government of Great Britain, which was to cement and make stronger the links which connect the colonies with the Mother Country, to make of Great Britain the Greater Britain of the future, and to enable the colonies, as he eloquently expressed it, to become joint heirs of the traditions of the past, and joint partakers of all the influence, resources and power of the British Empire. (Great cheering.) Well, sir, the Grand Trunk had a similar mission, and has, in its development, become a system of which any country might be proud. (Renewed cheering.) Let me endeavor to show you how the progress of the railway system has been coincident with the prosperity of this country. Speaking in round figures, the Grand Trunk, in 1860, consisted of 1,000 miles; in 1895, with its affiliations, of 4,200 miles. The company paid out in wages, last year, upon its main line, \$8,000,000. It employs, upon that part of the system, 16,000 men—upon its whole system, 20,000 men. We expended in Canada, during the last twelve months, in purchase of stores and materials, nearly \$2,000,000. The capital accounts of the Companies comprised in the Grand Trunk system are equivalent, in round figures, to £75,000,000. In 1874 two million passengers were carried; in 1894, nearly six millions, or more than the entire population of Canada. In 1874, 2,000,000 tons, and, in 1894, 8,000,000 tons of freight. The gross receipts of the lines comprised in the Grand Trunk system for the year 1894 were \$21,500,000. Bearing in mind that the capital expenditure on railways in Canada, in 1867—the period of Federation—was \$150,000,000, and that in 1894 it was \$888,000,000, and the mileage, in 1867, 2,258, and in 1894 nearly 16,000 miles, it is interesting, in considering the question of coincidence, to note what has been the result, so far as the railway system is a factor in the case, upon the statistics of the Dominion. The earnings of all railways, in

1842, were \$54,000; in 1894 nearly \$50,000,000. The population in 1851 was about 1,800,000. In 1891 nearly 5,000,000, and now is presumably between 5,000,000 and 6,000,000, which was the population of England in the time of Queen Elizabeth, and a population that constitutes a nation. The population of Montreal in 1851 was 60,000, and at present probably 250,000; of Toronto, at the same dates, 30,000, and probably 185,000. The foreign trade of Canada, exports and imports together, in 1850, were about \$30,000,000; in 1894, \$241,000,000. (Applause.)

The question has often been asked, why, with a well consolidated, well equipped line, with a large and ever-increasing traffic, with friendly and extensive connections over the whole of the North American Continent, with all those appliances which are common to, and the essentials of, a well organized railway, the Grand Trunk has been a long-continued disappointment? The past Presidents and General Managers of the Grand Trunk have had reputations and abilities which inspired respect—the Hon John Ross, Sir Edward Watkin, Mr. Richard Potter, Sir Henry Tyler, Mr. Bidder, Mr. Blackwell, Mr. Shanley, Mr. Brydges, Sir Joseph Hickson—names, every one of which commands respect. (Cheers.)

Gentlemen, low and unprofitable rates are the true cause of our misfortunes. As a simple illustration, if the rates of 1874 were applied to the Grand Trunk tonnage of to-day, the company would pay all its preference charges, and more than four per cent. on its ordinary stock. (Hear, hear.) This constant shrinkage in railway tariffs has been the main reason why more than 25 per cent. of the entire railway mileage of the United States has been placed in the hands of receivers, and the main reason why nearly \$199,000,000, or £41,000,000 sterling, of the capital of the Grand Trunk receives no dividend. "Then," respond our critics, "why do you allow rates to reach that point of unproductiveness?" The answer is easy, and is true. In the first place, the North American continent is favored by nature with a great stretch of waterway, with inland seas, lakes, rivers and canals, which almost render the continent independent of railways during the season of navigation. Then we have to retire from com-

petition for a large proportion of through traffic, or to form combinations of lake and rail routes, which conduce to unduly low rates on those railways which have not the means of forming such combinations. Then the enormous area of the continent and the remoteness of the points where business has to be sought, brings into the field an army of contracting agents, whose efforts do not conduce to the stability of tariffs. The class of lake and river marine with which railway companies have to contend is constantly being improved, and, added to all these perplexities, practical free trade in railways, has assisted the construction of competitive lines. According to English practice, you know, the bona fides of every project has to be proved before it is authorized, and vested rights are largely consulted, especially by the more conservative element of the British Constitution, the House of Lords. In the United States no special legislation is required, and free trade principles practically prevail in Canada. Still, the shareholder has a right, and a just right, to call upon those who control these vast properties to unite in providing remedies for the remediable, and to insist, where there is hesitation, for, is not the property theirs? In England, shareholders are heard and respected, but the same interest is not taken by them in the management of railways on this continent, which I consider an element of weakness in the case.

In 1874, when I first became acquainted with American railway matters, there was no recognized principle of cohesion between the various railway companies of the continent, and it became my chief duty in subsequent years to assist in remedying that defect, with the object of regulating and maintaining rates. Our efforts culminated in thorough, complete, and most useful organizations, under the official direction or probably the most able railway expert on the continent of America. Mr. Albert Fink.

I was in entire sympathy with these efforts, and spared no time or labor to assist them, and looking over old diaries, the other day, I find this entry for 1885: "Travelled this year 25,000 miles," mostly on this work. But the circumstances surrounding railway management on this continent were such that, although the utmost success attended our efforts in

theory and all the objects aimed at, but one, were accomplished that one failed, for no agreement became long binding upon the parties to it.

Then, in 1887, the Interstate Commerce Law intervened to make such arrangements as we desired to accomplish for the division of traffic illegal. So we labored and labored in vain, and my late President, Sir Henry Tyler, exactly described the position of a railway manager here as being prematurely that of Sisyphus in another place, who was condemned to roll, and re-roll a large stone up a hill, which, when it attained the summit, crashed down again into the valley. But even a Devonshire lane has a turning, and the loudly expressed sentiment of proprietors, the bankruptcy of roads, and the intervention of the monied interests has at last resulted in an agreement, effective from 1st January, which effects a revolution in the methods of railway management, and has been prepared in strict conformity with the law and in the absolute certainty that it will conciliate the interests both of the public and the railways and open up a new era of prosperity. (Applause.) Then, gentlemen, arises this pregnant question: Are these dark conditions perpetual, and will no rays of sunshine cheer the unfortunate railway shareholder? I say distinctly that I believe in the future of Canada, in the development of its industries, of its shipping, and of its commercial interests. (Cheers.)

Canada is a young country; its progress during the past half century has been phenomenal; its coal and mineral resources are inexhaustible; its forests, in large districts, still virgin, contain untold wealth; its manufactures are constantly increasing in importance; it has an admirable railway system in the Canadian Pacific, which must, in the ordinary course, people and develop the Northwest, and that fertile and, until the last few years, almost unknown part of Canada will become the granary of the world. (Cheers). And, Sir, granted that this Dominion, with the Australian and other colonies of the Empire, become federate with Great Britain and part of the Greater Britain of the future, Canada will become the Imperial highway of associated nations, associated in the bonds of common origin and mutual interest. (Ap-

plause.) No one can contemplate this future and despair of its results. (Here, hear.) The future historian of the great Victorian age in which we live must record that in no other period of the world have so many inventions, to continue Lord Macaulay's dictum, and applications of scientific discovery been brought into existence in the interests of civilization. If the railways of Canada have been such important factors in producing the results I have described, what must the concrete influences have been of the 400,000 miles of railway, born of the British precedent of 1825, and the dazzling capital and results involved?

Sir, there are landmarks in the history of all our lives which stand prominently in the foreground, and from which are dated the subsequent events of one's career. Two of these great landmarks will ever present themselves in mine, and both are indelibly connected with Canada, my advent to and my departure from this favored land, with the kind good wishes which have been expressed to-night, and this magnificent evidence of your approval and good will. (Cheers.)

#### A PERSONAL RETROSPECT.

In 1874, when leaving England, I was either very unfortunate in the research, or there was a dearth of knowledge on the subject of Canada, especially in such a form as that required by the ordinary enquirer. Since that time, the conditions have completely changed. Great Britain and Europe are deluged with popular literature. Tourists may consult their Baedeker's Guide, as they do their Italian, Swiss or other publications of that description. Then, with the increase of emigration, more ties have been formed, and spread a knowledge of the country, but, whilst information ascends from such sources, it descends in a larger ratio, until the whole mass of society is permeated by reason of the golden link which cements Great Britain and the Dominion, through the Governors-General, who have been the representatives of Royalty in this country. Consider the roll of illustrious names who have, from time to time, occupied and dignified that position during the past 22 years. In 1874 we were charmed by the wit and delighted by the eloquence of His Excellency the Marquis of Dufferin and Ava, later promoted

to the very highest honor the Crown could give, to the Vice-royalty of India. We were next brought very near the throne by the advent of Their Excellencies the Princess Louise and her accomplished husband, the Marquis of Lorne. The Marquis of Lansdowne, a statesman and the descendant of a statesman—later, as in the case of Lord Dufferin, Viceroy of India—dignified the office in succession to Lord Lorne. Next, the inheritor of one of the most illustrious names in English history, a Stanley, a typical Englishman, adorned the office, and lastly, gentlemen, His Excellency the Earl of Aberdeen, who has charmed us by his hospitality, by his efforts to raise the standard of taste among us, and who did Montreal the exceptional and great distinction of coming to reside amongst us last winter. (Applause.) Doubtless, in the near future, this great city will have an official residence for the representative of the Crown. Nor would it be possible or proper to ignore the gentle influences behind the throne, which, doubtless, have prompted much that has so largely contributed to the popularity of these representatives of the Crown. The results of the distinct mark which Her Excellency has made, by opening up a wider sphere of woman's work, are being watched with interest and pleasure. These are the influences, in addition to those I have mentioned, which are making Canada known and appreciated throughout the Empire. I am very much afraid, gentlemen, that I have too long intervened between you and those well graced speakers who will follow me. But do me the honor of yet permitting a few personal words.

You are aware that my President and three of his colleagues visited Canada in the autumn, and made an exhaustive examination of the Grand Trunk system. These gentlemen came perfectly unbiased, to judge for themselves of the property, its condition and its management, and the result was entirely satisfactory to the Executive. The Board have earnestly in view the expediency, in the common interest, of placing themselves in touch with the wants and commercial interests of the Dominion, and they thought that after 22 years of such close intimacy as has existed between us, that my future services might be of some value to you and to

themselves, were my assistance transferred from Montreal to London. The directors have paid me the compliment of officially designating my career among you as laborious and honorable, and the proprietors have endorsed that verdict by electing me a member of the Board of Directors on and after 1st January. My successor, Mr. Hays, will then come into office as General Manager, and I beg of my friends to extend their confidence to him, as they have to me. He will, I feel assured, be in every way worthy of it. I leave you, gentlemen, with the knowledge that to your care and loyalty, and courage, and patriotism, is committed, in area, more than one-third of the British Empire; that this favored country contains, in itself, every element of national greatness; that a more loyal country exists nowhere; that you have a perfected railway system; that further developments in the carrying industry may be in store for you—on land and on water; that political developments are distinctly pointing to events which will conduce to your prosperity and greatness; that events are now within the sphere of practical politics, which, not long since, were regarded as chimerical, and, above all, that Canadians possess, in a happy combination, those qualities which have made the great English and French speaking nationalities what they are—and which qualities are destined to make Canada the brightest jewel in the British diadem. (Great cheering.) I leave you with mingled feelings. On the one hand

Breathes there the man, with soul so dead,  
 Who never to himself hath said;  
 This is my own, my native land?  
 Whose heart hath ne'er within him burned,  
 As home his footsteps he hath turned  
 From wandering on a foreign strand?

and, on the other hand, I must confess and I do so with the certainty of the fact in the presence of the ladies—types of all that is most beautiful and most charming in Canada—that a large share of my heart will remain behind. With these sentiments, it is more appropriate, more consistent with the probabilities, and more congenial to my hopes, if I ask our distinguished Chairman's permission to borrow two words of

his beautiful language, and wish you all a cheery 'au revoir' rather than a mournful 'good-bye.' " (Tremendous cheering.)

The Chairman then called upon Mr. Donald McMaster Q.C. to propose the "Parliament of Canada" which had been written on the card by error as the "Railroads of Canada."

Mr. McMaster said: "If I could only interest you a tithe as much as "Bonnie Mary of Argyle" I would ask for ten minutes of your time. As it is, I will ask for but five. When I saw that I was to propose the "Railroads of Canada," I imagined myself a personage of such great influence that I could command a pass for each one of you on your next railway journey. But that vision was dissipated. There was a collision, with the natural result, between Railroads and Parliament. But, like other collisions, it was all a mistake, at the printing office.

I was a little embarrassed what to say for Parliament. A friend near me tendered the advice "be brief and stick to the text." This was good advice and I intended to take it. Another friend said to me "what can you say for this Parliament anyway?" That, was more embarrassing, and I answered that will be for those who make the reply, for the Ministers of the Crown and the leaders of Her Majesty's loyal opposition. That is their responsibility. I will speak for the Parliament that I know, a Parliament composed of men that were great, and many of them are now gone—though some survive. It was a place of bright intellects, of superb debate and delightful *camaraderie*—in a word the best club in the land. I hope it is so still. It should be so. And I am not surprised that there are some men that like to go into parliament for the associations connected with the life. Indeed, when one sees the great Railway Committee at work, composed of about two-thirds of the House, he gets some conception of the extent and importance of the Railway interests that command the attention of parliament. How vividly I remember the old parliamentary trains with their splendid *cuisine*, that commenced to run so promptly when the Bill was before the House, and that stopped so promptly when the Act was on the Statute Book. How well I remember how carefully the provisions of the Bills were explained to us, so

that we might thoroughly understand them. These were good old days, when to improvise the language used on another occasion—at the Dickens dinner, I think—we walked with Wainwright and supped with Shaughnessy, and regarded each other with unchanging affection. These were not Members of the House—they were, however, on the unofficial list, and were powers in the land. William Wainwright is an "old Parliamentary hand," and Mr. Shaughnessy, though a newer hand at the bellows, blew a mightily blast, and has even, it is said, improved since then.

But to stick to my text. What co-relationship is there between Railroads and Parliament? There is a great and close relationship. Our railways, and other great corporations, should be justly treated. When they require readjustment of internal arrangement, or fresh powers to enable extensions and development, that are not incompatible with the interests of our Common Country, they are entitled to the aid of parliament. But Parliament should resist with a firm hand, every corporate invasion of private rights or public interests. National development and Railway development may go hand in hand; while private interests and public credit are preserved intact and inviolable. This is a sound and incontrovertible proposition. I state it in the presence of the Prime Minister, and the leader of the Opposition must also assent to it. Parliament should stand impartial between Railway Companies, big and small. When this is recognized there will be no necessity for big companies allying themselves with one political party or the other in the hope of some advantage to come, for this outrages the conscience of Parliament. We have reason to be proud of our best railway men; and we do well to pay honour and homage to one of the Real Kings of the Road.

But what shall I say of Parliament? I cannot forget that it is an expiring Parliament—that it is in its last gasps. It is meet I should be brief. Another Parliament will come, but we know not what it may bring forth. You will hear from the Prime Minister and his colleagues and from the leaders of the opposition what they have to say for it. You will hear their dying declarations—that is the dying declarations of

them as members of Parliament. I distinguish between government and Parliament, for though a Parliament dies, the Queen's government goes on forever. You will hear their dying declarations, and you should give heed to them, for I appeal to Chief Justice Lacoste, to our Chairman, whether I am not right when I say that these should receive your most solemn attention, for it is a maxim of law that a dying declaration is to be received with the solemnity of an oath—when the declarant believes himself beyond hope of recovery and in the immediate presence of death.

I have great pleasure in proposing to you the Parliament of Canada.

SIR MACKENZIE BOWELL was received with great enthusiasm on rising to respond. He said it was seldom an occasion arose when one attended a banquet with mingled feelings of regret and pleasure—regret, because we were about to lose one of our most respected and enterprising citizens, who had gained the esteem and confidence not only of those for whom he had labored so many years, but of the business men of the neighboring Republic, as was evidenced by the presence of so many distinguished gentlemen from all parts of the American Union; and of pleasure from the fact that he was about to occupy a position at headquarters in England, where he could still be of service to this country. (Applause.) The President of the G. T. R., during his recent short visit to Canada, had learned the lesson which Canadians had been endeavoring to impress upon the English directors and shareholders for some time past, that it would have been of great value to them had they had a local board in Canada, to act promptly when occasion arose; or if this were not thought advisable, that they should have at their elbow a gentleman who knew the wants of Canada, who understood the genius of her people and the requirements of her commerce. (Applause.) Such a man they would have in Mr. Seargeant, whose connection with the Grand Trunk Railway in Canada for nearly a quarter of a century would enable him to give sound advice to the directors whenever the need for prompt action arose. That good results would follow, he had no doubt. It argued well for the future of the road to find that the new President had

so soon discovered one of the weak points in its management, and had so promptly made a change. Young as he was (laughter), Sir Mackenzie said he had lived long enough to witness a marvellous development in the railway system of Canada. He had seen the 16 miles to which Mr. Seargeant had alluded, which were commenced in 1832 and were ready for operation in 1836, increased to 15,767 miles in 1894. This mileage, in actual operation, represented a capital of \$887,975,620, to which the Parliament of Canada had contributed the handsome sum of \$149,192,089, and had given pledges of assistance to other lines under way. This, however, was not all, for the Provinces had given aid to the extent of \$29,368,698; and as an evidence of the fact that the people approved of this policy, he might point out that the municipalities had also rendered assistance to the extent of \$14,178,611. These facts he regarded as satisfactory evidence of the disposition of the Canadian people to keep pace with their neighbors to the south in railway enterprise, and in the general development of the country. (Applause.)

Referring to the remark of a preceding speaker, he said the people of Canada wished to live in peace and harmony with their great neighbours to the south; to emulate their virtues; and, if possible, to exceed them in the enterprises they had undertaken for the development of this vast continent. The Premier went on to speak of the proposed Atlantic and Pacific steamship lines, which, at no distant day, he hoped to see permanently established through the aid of the Imperial, Canadian and Colonial Governments. This, he would regard as one of the important results accruing from the Colonial Conference of 1894. He spoke in high terms of Hon. Joseph Chamberlain, as a statesman having an intimate knowledge of Colonial requirements and as having devoted himself with much energy to the unity of the Empire by the development of intercolonial trade. (Applause). He believed the fast Atlantic service would make Canada the great Imperial highway of which Mr. Seargeant had spoken, connecting the motherland with her distant colonies by a shorter route than any now in existence; and this new route would have the advantage of lying exclusively through British territory.

(Hear, hear.) With vessels equal to the fastest now on the Atlantic, and a line of railway from Ocean to Ocean, and a swift fleet of steamers on the Pacific, there was no reason why the journey from London to Australia should not be accomplished in thirty days or less. (Applause.) Sir Mackenzie added that he considered it the duty of every Canadian who desired to see his country occupy a first place among the colonies of the Empire, to do all in his power to reach that end. As a newspaper man, when the Grand Trunk scheme was first brought before the Parliament of old Upper and Lower Canada, he had done all in his power, through the editorial columns of his paper, to aid the enterprise. This course, "Old Tory," as he was called, he had, with the party with which he had been connected from early manhood, pursued as the best means of developing Canadian resources and achieving the purposes of Confederation. (Applause.) He hoped the time was not far distant when it could be said that every foot of British territory on this continent was under the Government of the Dominion of Canada. (Cheers.) Negotiations had taken place for the bringing of Newfoundland into Confederation; and, although, they had failed for the time being, he hoped that success would soon be reached. We should then be in a better position to deal with our neighbours across the border, on the important question of fisheries, than we now are with divided interests. He heartily reciprocated all Mr. Green had said as to the friendly feeling which did and should continue to exist between Canada and the United States. While there was a direct trade of between \$80,000,000 and \$90,000,000 per annum between the two countries, in addition to the great volume of goods carried in transit, there was little to be feared from the jingoes who prated occasionally about non-intercourse. When he met Mr. Blaine at Washington, he was impressed by that gentleman's thorough Americanism. The first question with him always was, "How will that affect the United States?" The Premier believed it would be better for the Dominion if all Canadians were actuated by a similar spirit. (Hear, hear.) If some Canadians had more confidence in the future, and were not given to uttering pessimistic

views, we should be able to make better progress and to become a greater country in the eyes of the world. (Applause.) He was glad, however, to see that patriotism was growing in the Dominion at a marvellous rate, and that the rising generation were exhibiting the utmost confidence in the destiny of their country. (Cheers.)

Referring to Mr. Macmaster's remarks about Parliament and the necessity for preventing great railway corporations from infringing upon private rights, he thought the railways had been fairly treated and closely watched. It was true, that railways ought not to infringe on the rights of private individuals; and it was also true, that private individuals ought not to infringe on the rights of great corporations. Fortunately, the law stood as a protection to the rights of all parties. Adverting to the remarks of a previous speaker as to the speed and comforts of modern travelling, Sir Mackenzie gave an illustration from his early experience. He remembered that when his father and family came to Canada in 1833, it took them eight weeks and two days to cross the ocean, and two or three weeks longer to make the journey from Quebec to Belleville. He remembered also, that Archbishop Taché once told him that when he first went to the North-West Territories, it took him six months to reach Edmonton from St. Paul—a journey which could now be accomplished in as many days. In short, modes of travelling has been completely revolutionized, and what might yet be accomplished by the aid of electricity, in this respect, no one could foresee. Science has advanced further during the reign of Queen Victoria than at any other period of history, and what it might yet do towards shortening the distance between nations, and providing means of communication, the future must reveal (Hear, hear.) In conclusion, Sir Mackenzie gave several interesting reminiscences from his own experience, showing the development of commerce and wealth in Canada, and heartily wished Mr. Seargeant "God Speed" on his return to his native land. (Great cheering)

SIR ADOLPHE CARON was greeted with loud applause, on rising to respond to the same toast. He spoke as follows:

Gentlemen,—I desire to express to you the great pleasure

and gratification which I feel at being present here to-night, and I wish to thank the committee for extending to me an invitation which permits me to contribute with you to do honor to a gentleman—I hope he will let me call him an old friend of mine—a gentleman who, in the prominent position he has occupied as General Manager of the Grnd Trunk Railway Company, has done credit to himself and to the company, and who has so many friends among all those who have known him. The pleasure of being here is enhanced by the fact that we have around this hospitable board gentlemen who came from a friendly country, a neighbor of ours, and who as presidents or general managers of their various systems of railways, have learned to appreciate the work done by Mr. Seargeant, and have come, some from considerable distances, to do him honor with us on the eve of his leaving us for another field of usefulness, where I hope he may be able to do good work, not only for his company, but, knowing Canada as he does, when Canadian questions arise, he may be useful in conveying information which is not always obtainable abroad.

I admire the American Constitution, but I must be frank in saying I prefer ours. I think that under our constitution the people have more immediate action upon the government; the leverage is more strongly in the hands of the people, who can, at their will, make or destroy governments. I think it was providential that the two great constitutional systems which afford the greatest amount of freedom and true liberty should stand side by side on this American Continent.

In reply to the toast, "The Parliament of Canada," it may be interesting to cast one's eye over statistics, which, although generally dry and uninteresting, at a gathering like this, at which are present so many business men, showing as they do, in a great measure, the work of Parliament in the development and growth of our fair Dominion, I may be excused for giving them.

The year 1851 is a banner year in the history of Canadian railways. It was in that year that Joseph Howe, in Halifax, was calling public meetings in support of the Intercolonial, and in that year, at one public meeting, said:

"I am neither a prophet nor the son of a prophet, yet I will venture to predict that in five years we shall make the journey hence to Quebec and Montreal and St. John by rail, and I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains, and to make the journey from Halifax to the Pacific in five or six days."

It was in 1851 that Sir Francis Hincks met Messrs. Peto, Jackson, Brassey, and Bett in London, and these contractors made a proposal to Mr. Hincks to construct a railway from Montreal to Hamilton, at which latter place it would join the Great Western. It was in that year that the bill relating to the Grand Trunk was passed, providing for the construction of a main trunk line through the two Canadas. It was in that year, on that bill, that a stubborn battle royal was fought with reference to the standard gauge, which was then fixed at 5 feet 6 inches.

In that year delegates from the British North American provinces went to England to arrange for the construction of the Intercolonial Railway. And it was in the year 1851 that a bill was introduced by Mr. Allan McDonnell, of Toronto, concerning the Canadian Pacific Railway. This bill was adversely reported upon, showing that the country was not ripe for such a gigantic work, but the scheme once originated was bound to bear fruit. In 1871 the construction of that railway, through the terms of union with British Columbia, became an assured fact, and, following in the wake of the Grand Trunk, through the spirit of enterprise of five millions of Canadians, without any foreign help, in November, 1885, the last spike in the Canadian Pacific Railway was driven by Sir Donald Smith, and thus was completed a railway crossing our immense continent. Under the able management of its President and Officers, the success of that road has been beyond all that its most sanguine friends could hope for. It would be an interesting page of history to read the evolution of its different phases, and the great success which the Parliament of Canada has had in its efforts to make of confederation not only a union on paper, but one which, through the iron horse, connects its remotest province with its centre and the Atlantic with the Pacific Oceans.

I will, therefore, take that year and make a statistical comparison with the present year, 1895. Forty-four years is but a brief period in the life of a nation, but in the forty-four years which have gone into the past we have made immense strides in the paths of progress and development. (Applause.)

In 1851, our population was a little over two millions; it is now over five millions. Our exports were then about 21 millions, they are now over 117 millions. Our imports have increased from 33 to 123 millions, nearly 400 per cent. We had then only 159 miles of railway; we have now 16,091. Our banks have tripled in number, have gone from 13 to 38, exclusive of branches. Their capital stock has increased from 16 to 62 millions. Our deposits have increased from about 9 to over 174 millions. Our bank assets have increased from 35 to 307 millions. The tonnage entered and cleared by our shipping has increased from 2 to 20 million tons. Our railway earnings have jumped from \$100,000 to \$35,000,000. We have 1,562 postoffices to 601 in that year. Our lighthouses have gone from 89 to 1,440. Our mails now travel 30 millions of miles per year as compared with two millions but 44 years ago. Are not these few figures far more convincing and far more eloquent than any other argument? The simple marshalling of them is the best proof that can be adduced of the rapid strides made by this Canada of ours under the skilful guidance of those who have held the helm of affairs in that Parliament of Canada, whose toast you have so kindly called on me to respond to. (Applause.)

Before concluding, I consider that we have been very fortunate in the General Managers we have had for the Grand Trunk Railway Company. When I first commenced practising my profession as a lawyer, I had the honor and privilege of attending to the law business of the Grand Trunk in the district of Quebec. Then I had the pleasure of knowing the lamented Mr. Brydges. Since then I had the pleasure of being intimate with Sir Joseph Hickson, who preceded Mr. Seargeant, and in Mr. Seargeant I found a friend. I am glad to see that the line of distinguished managers is not going to be interrupted by the appointment of Mr. Hays. A gentle-

man appointed by such men as Sir Charles Rivers-Wilson, Mr. Price and the Directors of the Grand Trunk Railway Company in England must be eminently fitted for the position which he is going to occupy. They had, no doubt, selected him after having studied his record as Manager of the great Wabash system, and considered that such would insure success in his new charge; and we hope that he will get on as well in Canada as his predecessors have done. (Loud cheers.)

SIR WILLIAM HINGSTON, M.D., on rising to propose the toast of "Railway Interests," was greeted with loud and prolonged applause.

He said: It is but reasonable, that at a gathering such as this—so large in numbers—so representative in character—something should be said of that important interest with which the assembly of this evening is more or less tinged.

The railway system of a country is a fair gauge or measure of the phenomena pertaining to the social and material well-being of the inhabitants of that country.—in a word, with their comfort and convenience.

The facility with which the produce of the soil can be brought to the consumer, and the products of our factories and workshops—of which Montreal can boast so many and so important—can be carried in return to the hardy sons of toil—who have made not two blades of grass grow where one grew before—but, speaking more correctly—who, in this new country, have made *many* blades of grass and many ears of corn grow where *none* grew before—the facility, I say, with which these can be accomplished is a fair criterion, mark or standard by which to estimate the prosperity of that country.

When speaking of railway interests the minds of many of us will probably turn to those two great railways of this country, one of which, the Grand Trunk, years ago, under adverse circumstances, laid its track at that time over a sparsely settled country, which has built up village, town and city—and to another and more recent railway, which passes in its long course from ocean to ocean, passes through every variety of climate, from the zone of the hemlock and spruce to the orange and citron.

But our thoughts to-night must pass beyond over our own frontier to those who have not the happiness and the advantage and the great privilege of calling Victoria—beloved Queen of our hearts—their first magistrate.

Were our railway system to terminate at our own frontier how restricted would be its advantages! The same may be said of the railways of the United States. Were they obliged to stop at Rouses Point, or the frontier of the State of Maine, or at Port Huron, how seriously would their lines be hampered; how inadequate would be the advantages they would confer on those at their terminal ends!

One railway is but a part of a stupendous whole. Why, this little model earth of ours is destined to be girded with a net work of iron roads, and if you strike out one the whole reticulated fabric would be disturbed. It would be like severing the threads in the web or the woof of a garment intended for our comfort.

To bring to us, here, in our northern clime, the flowers and the fruit of more southern regions is a blessing alike to him who sends and to him who receives; and to carry away from us to feed less favored peoples our wheat, our oats, our barley, our succulent root crop, which an industrious people has planted, and which a pure climate has made to grow in abundance and to ripen, is in great measure the work of our railways.

Turning our eyes to our near neighbors, who have sent us this evening such distinguished representatives, I would say how we have longed to see the time when the exigencies of party, not less, perhaps than the interests of the State, would force the removal of all barriers to a free interchange of commodities. We have asked, we have prayed for reciprocity—even to the verge of danger of forfeiting self-respect and self-reliance—but, so far, without avail. I hope, we all hope, that our neighbors may soon see the advantages of unreserved breaking down of that Chinese wall which at present obstructs us and permit us free exchange.

There is one commodity, however, which I do not wish to see exchanged on equal terms—for the exchange would not be quite fair. I mean our inhabitants. We might receive fascina-

tion of manner, beauty of person, but they would hardly compensate, individual for individual, for the possibilities of nascent human life in the sons and daughters of this reunion of snow and sunshine. Why, Mr. Chairman, the possibilities of nascent human life in this country are, as Bailie Nicol Garvie would say, "*prodigious*."

Every one of our sons and daughters leaving us for the south of line 45, carry with them the fair prospect of becoming the happy father, or the happier mother, of a progeny such as that promised to the Israelites of old, "that their seed would be as numerous as the sand upon the sea-shore." Would we receive as much from our neighbors in return?

I have but a word to say, in conclusion, of that gentleman, the guest of the evening, who is so soon to leave us. He has been identified with the interests of the Grand Trunk Railway for many years, and during that period he has gained the respect and esteem of us all. And what is equally important, while working in the interests of the company which he represented, he has, judging from what they have published regarding him, secured the confidence and goodwill of the presidents and managers of the important American railways by his frankness and honesty of purpose.

MR. J. D. LAYNG, General Manager of the West Shore Railway, Boston, was the first to respond to the toast. He could not be expected, he said, to present anything exhaustive upon a subject so vast as the railway interests. He took up the question of what railway interests were, and showed, in a comprehensive manner, what a vast area they covered. In conclusion, he joined in the tribute of respect to the guest of the evening, and spoke feelingly of the loss Mr. Seargeant would be to their associations.

HON. J. A. OUMET, Minister of Public Works, made a very able speech in French in response to the same toast. The purport of it in English was as follows:—I rise, with sincere pleasure, to pay my tribute to the distinguished citizen whom we honor this evening, and to the powerful Grand Trunk Company, whose important part we all appreciate. If the Grand Trunk has not been a success from a financial point of view, it is none the less true that it has rendered immeasurable ser-

VICES to our country such as make our gratitude a duty. There are many other undertakings which have shared the lot of the Grand Trunk, without falling in the public estimation, and which, in the end, have triumphed, and have brought to their promoters the legitimate benefits which they expected from them. I am one of those who believe in the future of this powerful company. I am even one of those who carry in their pocket-books some of the values of the Grand Trunk, although, to-day, they may appear unproductive.

Two roads that preceded the Grand Trunk, namely the Montreal and Champlain connecting your city with the American frontiers at Rouse's Point, and the St. Lawrence and Atlantic, going towards Portland would, in time, have been undertaken by local capital. It is in this way that some of my friends would have believed it to be their duty to yield to the patriotic movement of the time by investing considerable sums in these undertakings. When the Grand Trunk Company was organized, it was bound to absorb these incipient roads, by indemnifying the original investors by means of its own debentures. It is thus that I shall have to transmit to my children the twelve or fifteen thousand dollars which are now under my control, and which many people would have been inclined to treat as waste paper. I do not so consider them. I have, on the contrary, the firm conviction, that, in these debentures, I shall leave to my heirs a fortune worth having. I have faith in the future of my country. Every day I see its riches increasing and its population covering more and more of our vast domains. The cities are growing larger, and the farms are extending their fertile boundaries.

If the Grand Trunk has not, as yet, been able to fulfil the expectations of its investors, it is because the necessities of its extension were too urgent. We have been obliged to follow in the footsteps of our gallant neighbors, who, as we know, have the knack of moving fast. If the misfortunes of others can afford us any comfort, we have at least the consolation of telling ourselves that for one dollar invested by us without return, the Americans have invested a hundred. But during that period a great nation was being formed. We have been obliged to do as they did, and the profits which the

Grand Trunk has been able to realize have been at once re-invested in the work of its extension. One of these days this immense accumulation of capital will bring a return. The property will double in value, and the holders of Grand Trunk shares or debentures will be numbered among the fortunate of the earth. I am ready to wait, and I wait with confidence.

There is small merit in saying that a body which has too little active blood is in an anæmic condition. The Grand Trunk has been a long while in this condition, because we could not fill up the immense artery between Chicago and Portland. To-day our economic conditions have changed. Our commerce exceeds \$120,000,000, and the first effect of this enormous increase is to develop the railroads over which the whole of this commerce must pass. You have the blood to put in their veins.

Montreal is more interested in the progress of the railroads than any other city, because it is the railroads that have made it. And I am always proud when I see its inhabitants enthusiastic in this great cause. Yes, fellow-citizens of Montreal, rally round the fertile policy of the railroads; continue to give your support to this policy which has so well developed the interests of your country.

It is, naturally, painful to lose one of those who have been identified with the development of our railroads. If the guest of the evening, Mr. Seargeant, has known how to gain so much popularity it is because he is so honorable, so capable, and endowed with extraordinary qualities. His departure is, therefore, a great loss to us. But we have still a great consolation left. He goes to take his place in a more important field, to continue to serve the interests of the Grand Trunk, and, thereby those of Canada, for they are inseparably united. He will be in a position to do us still greater service, and, although he has gained all our affections, I cannot help thinking that there is something of egotism on our part in the demonstration of this evening. We not only honor a great railroad manager, this evening, we congratulate ourselves on possessing such a representative, and on seeing so sure a protector depart to defend us in London, the soul of the commercial world, the

hub of all the continents. And so we wish him happiness, and his family. We shall be ever watching him, and his days of joy and success shall be ours as well.

Mr. Lucius Tuttle, President of the Boston and Maine Railway, also responded, in an especially pleasant little speech, which owing to the late hour, he had to cut short. His remarks were greeted with loud applause.

Sir William Van Horne, in a few well chosen words, spoke of the pleasure it gave him to be able to help in the honor being done Mr. Seargeant.

Mr. McBride followed with a toast to the ladies. It was enthusiastically received and as enthusiastically drunk.

Before the company dispersed Mr. Seargeant arose and, in a few words, proposed the health of the Chairman, Sir Alex. Lacoste. It was drunk amid much applause, and the gathering broke up to the strains of the national anthem.

One of the pleasantest parts of the evening was a choice programme of music that was carried out by Gruenwald's orchestra. Miss Ella Walker and Mr. T. Smith also rendered several songs. Miss Walker sang in good voice, and both her songs and Mr. Smith's were very much enjoyed.

Letters of regret were received, and read, from Messrs. Chas. M. Hays, St. Louis; Albert Fink, Louisville; Sir John Curling, Hon. John Costigan, Sir Frank Smith, Hon. Geo. Foster, Sir Chas. H. Tupper, Hon. A. R. Dickey, Hon. Dr. Montague, Hon. J. A. Chapleau, Hon. Geo. Kirkpatrick, Hon. Wilfrid Laurier, Sir Richard Cartwright, Hon. L. O. Taillon, Sir Casimir Gzowski, Col. E. C. Smith, St. Alban's; Hon. B. B. Smalley, Sir Chas. Tupper, Bart., and a number of others.

Some of these letters contain the strongest expressions of respect as well for Mr. Seargeant's personal character and social qualities as for the high ability and excellent principles which he had always shewn in the discharge of his official duties.

MR. GEORGE R. BLANCHARD, chief commissioner of the Central Traffic Association, Chicago, wrote as follows:

"I believe your worthy guest honored me with the first call he made upon an American railway officer when he came to the States to assume official relations with the great pro-

perty which he has since served and represented with marked integrity of character, fidelity of purpose, ability in administration and courtesy of intercourse with opposing as well as friendly interests. I well remember that he brought with him to this side of the Atlantic an intelligent conviction that the more mature and conservative railway traffic policies and practices of Great Britain should be grafted into the American transportation tree and that his best and continuous efforts have since been directed to this desirable consummation. While the result has not been fully achieved, I believe he will be accredited by every American railway officer who has come close enough to his convictions to know them, with a sincere and abiding desire to conserve good railway methods in traffic, finance and the relations and duties of the carriers to the people and governments on both sides of the St. Clair river. That he has aided in harmonizing the traffic relations of the Grand Trunk and Canadian Pacific companies, and both with the public interests of the Dominion proves his wish and work under lesser difficulties. As a member of the home board of direction of the Grand Trunk companies, his experience and standing here will give his advice in London an exceptional value in discussion and action touching railway problems and interests in the States as well as in Canada."

The Hon. J. A. CHAPLEAU, Lieutenant-Governor of the Province of Quebec, wrote:—

"This sympathetic demonstration would have given me an opportunity of expressing the high esteem in which I have always held the pioneer railway company of Canada, while it would at the same time, have permitted me to render my testimony to the important services of Mr. Seargeant, in the administration of its affairs during his tenure of the position of General Manager."

Mr. M. E. INGALLS, President of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, after expressing his extreme regret at his inability to attend the dinner, thus concluded his letter:—

"I have known him so long and well, and am so fond of him, that I would go almost any distance to pay tribute to him, if it were possible, but in this case I have engagements in Virginia which absolutely prevent it."

Mr. D. POTTINGER, General Manager of Government Railways, thus wrote from Moncton, N.B. :—

"As one who has frequently had business transactions with him in his official capacity during many years, I desire to bear testimony to his uniform courtesy and uprightness in all his dealings, and to express my deep feeling of regret at his removal from amongst us."

The Hon. HENRY STARNES expressed his regret at his enforced absence from the dinner, through illness, in the warmest terms. He said :—

"I wished sincerely to testify in person my high esteem and regard for his great qualities. I also wish to express how sorry I feel he is about to leave Montreal. I rejoice, however, that he will still continue his connection with Canada as a director of that great enterprise, the Grand Trunk Railway."

Mr. G. B. ROBERTS, writing from Fencord Farm, Bala, Pennsylvania, expressed regret at inability to attend the dinner, both on professional and personal grounds.

Mr. GEORGE M. PULLMAN, of Chicago, expressed the highest regard for Mr. Seargeant and regretted that he could not share in a tribute of esteem with which he so cordially sympathized.

Mr. WALTER TOWNSEND, of Montreal, who was prevented by a family bereavement from being present at the banquet, wrote as follows :—

"I trust you will allow me to express regret that you are leaving us, and a hope that your life may be as honorable, as happy and as prosperous in the future as it has been in the past."

Mr. E. B. THOMAS, New York, wrote as follows.

"Personally I greatly regret Mr. Seargeant's new duties will call him away from Canada, but I feel that his work in his new field will be of great advantage to the Grand Trunk Railway, and, I trust, of much benefit to himself."

Sir FRANK SMITH referred to his happy personal relations with Mr. Seargeant while working on the Grand Trunk Railway after the transfer of the Northern Railway. He always considered him an excellent as he always found him a most amiable man.

Mr. ALBERT FINK, of Louisville, Ky., was proud to number himself among Mr. Seargeant's friends and admirers, and nothing would give him greater pleasure than to share in the dinner in his honor if his health permitted.

The Hon. G. E. FOSTER, Minister of Finance, held a very high opinion of Mr. Seargeant's character and work as manager of one of Canada's greatest railway companies.

Mr. J. F. GODDARD, of New York, gave expression to his esteem for Mr. Seargeant in the most cordial terms.

Mr. THOMAS P. FOWLER, president of the New York, Ontario and Northern Railway Company, after regretting that he could not join in doing honor to his "old and highly esteemed friend," thus closes his letter:

"He will, I am sure, be greatly missed by a large circle of acquaintance in Montreal, and particularly by his associates in the management of the Grand Trunk Railway, a corporation which he has so long a time served so loyally and so well."

A sudden illness prevented Dr. W. Seward Webb from being present at the dinner which he had come to Montreal to attend, but he "wished Mr. Seargeant God-speed," and hoped that he might have continued health and prosperity.

Sir JOHN CARLING wrote:

"I am sure that it will be gratifying to Mr. Seargeant upon leaving Canada and the position which he now occupies to know that he carries with him the wishes of not only those who have had the honor of his personal acquaintance, but of all who have done any business with the company."

Mr. S. R. CALLAWAY, president of the New York, Chicago & St. Louis Railroad Company, wrote:

"I have the very highest personal regard for Mr. Seargeant and it would have given me the greatest pleasure to have been present on this occasion."

Mr. FRANK THOMSON telegraphed from Philadelphia his inability to be able to express in person his high esteem for Mr. Seargeant's sterling qualities, and wished him the same success in his new field that had hitherto attended him.

Mr. CHAUNCEY DEFEW telegraphed his profound regret that exacting business engagements made it impossible for him to attend the banquet. "Mr. Seargeant," he added, "carries

with him to London the cordial friendship and best wishes of the presidents and managers of the American railways in the trunk line and central traffic associations. He has been of great service to the shipping and the investing public in promoting amicable relations between the railroads of the Dominion and the country."

Mr. CHARLES HAYS, of St. Louis, wrote, that nothing would give him greater pleasure than to participate in showing honor to one whom he held in such high esteem.

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This narrative would be incomplete without the statement that the Committee were enabled, from the surplus after closing up the accounts connected with the banquet, to make a substantial contribution to local charities.

## THE SUBSCRIBERS.

### A

Allan, Andrew .....	Montreal
Allan, A. A. ....	"
Allan, H. Montagn. ....	"
Allan, Hugh A. ....	"
Angus, R. B. ....	"
Anderson, Dr. W. A. ....	"
Alloway, Dr. T. J. ....	"
Anderson, George .....	Toronto
Atwater, A. B. ....	Detroit

### B

Baby, Hon. Justice....	Montreal
Blackwell, K. W. ....	"
Bergeron, J. G. H. ....	"
Brown, F. H. ....	"
Burns, A. ....	"
Burton, J. ....	"
Bell, G. T. ....	"
Beckett, A. E. ....	"
Bryce, James .....	"
Barclay, Rev. James....	"
Blaklock, M. S. ....	"
Brice, A. J. ....	"
Bulmer, Henry, sr. ....	"
Beatty, James H. ....	Sarnia
Baird, H. W. ....	Toronto
Brown, D. ....	Chicago
Bell, John, Q.C. ....	Belleville
Ballantyne, Hon. Thos., Strat-	ford
Balfour, S. ....	Hamilton
Beardmore, W. D. ....	Toronto
Bousquet, J. S. ....	Montreal
Benson, Geo. F. ....	"
Beardmore, Geo. ....	Toronto
Beaudin, S., Q.C. ....	Montreal
Beattie, Major .....	London
Bowman, J. ....	Montreal
Botterell, J. E. ....	"

### C

Clouston, E. S. ....	Montreal
Cantlie, Jas. A. ....	"
Cumplell, Colin .....	"
Cassils, Chas. ....	"
Cowans, R. ....	"
Cains, G. L. ....	"
Craig, Robt., M.D. ....	"
Crowe, John .....	"
Coughlin, C. ....	"
Craig, W. W. ....	"

Cunningham, Jno. J. ....	Montreal
Crathern, James. ....	"
Claggett, C. C. ....	"
Coghlin, B. J. ....	"
Crawford, John .....	Verdun
Cassils, Col. John, Washington,	D.C.
Christie, Chas. R. ....	Montreal
Craswell, E. ....	"
Connelly, D. ....	"
Cheney, G. ....	"
Cunningham, W. ....	"
Chaffee, H. Foster .....	"
Crawford, Lieut.-Col. J. M., Ver-	dun
Cleghorn, J. P. ....	Montreal
Campbell, F. W., M.D. ....	"
Cavernill, Lieut.-Col., Frank,	Montreal
Chamberlain, E. J. ....	Ottawa
Chaffee, A. B. ....	Montreal
Crane, F. A. ....	Toronto
Cox, G. A. ....	"
Carruthers, James. ....	"
Cote, F. F. ....	"
Cassils, John. ....	Montreal
Cresse, L. G. A. ....	"
Cockey, O. G. ....	New York

### D

Dausereau, A. ....	Montreal
Dausereau, M. E. ....	"
Davis, W. E. ....	Chicago
Duthie, J. H. ....	Toronto
Drummond, Hon. G. A., Mon-	treau
Dobell, Henry. ....	Montreal
Doran, S. J. ....	Lachine Rapids
Dugas, Lieut.-Col. C. A., Mon-	treau
Donville, C. K. ....	Hamilton
Drinkwater, C. ....	Montreal
Donald, E. ....	Belleville
Desjardins, A. ....	Montreal
Davis, A. ....	"
Ducharme, G. N. ....	"
Drummond, Geo. E. ....	"
Drummond, T. J. ....	"
Dobell, J. Curzon, ....	"
Dowle, R. ....	Buffalo
Doolittle, C. E. ....	Hamilton
Davidson, Thos. ....	Montreal
Dawes, J. P. ....	Lachine

**E**

Earls, John .....Toronto  
 Englehart, J. L. ....Petrolia

**F**

Fraser, N. J. ....Montreal  
 Forget, L. J. ...."  
 Fulton, J. N. ...."  
 Fitzgerald, F. A. ....London  
 Foley, M. S. ....Montreal  
 Foster, Geo. G. ...."  
 Foote, Jno. J. ....Quebec  
 Fleet, C. J. ....Montreal  
 Ferrier, James ....."  
 Foster, Judge .....Knowlton

**G**

Goldie, James .....Guelph  
 Geoffrion, C. A., Q.C. ....Montreal  
 Graham, Hugh ....."  
 Gildersleeve, C. F. ...."  
 Greenshields, E. B. ...."  
 Gunn, W. A. ....London

**H**

Harkom, J. W. ....Toronto  
 Hartt, G. F. ....Montreal  
 Hanna, G. H. ...."  
 Hingston, Sir Wm. H. ...."  
 Hickson, Sir Jos. ...."  
 Hampson, Robt. ...."  
 Hall, Hon. Jno. S. ...."  
 Hatton, J. C. ...."  
 Hannah, George ....."  
 Henshaw, F. C. ...."  
 Hooper, A. W. ...."  
 Hurlbise, Ald. ...."  
 Harris, A. H. ...."  
 Hobson, Jos. ....Hamilton  
 Hannaford, E. P. ....Montreal  
 Hague, Geo. ...."  
 Holland, Phil. ...."  
 Hunter, J. ...."  
 Harcourt, J. L. ...."  
 Hutcheson, Dr. Jos. A. ...."  
 Haigh, C. J. ....Buffalo  
 Hodgson, Jonathan ....Montreal  
 Higginson, A. T. ...."  
 Herbert, Albert ....."  
 Hanson, Edwin ....."  
 Hogan, Henry ....."  
 Hughes, Lt.-Col. G. A. ...."  
 Holgate, H. ...."  
 Hobbs, William R. ....London  
 Hoodless, J. ....Hamilton  
 Hubbard, J. A. ....Toronto  
 Hosmer, C. R. ....Montreal  
 Hill, Rev. J. Edgar ....."  
 Hodgson, Percy F. ...."  
 Hampson, H. ...."

**I**

Irving, G., Montreal

**J**

Joseph, Henry .....Montreal  
 Judge, Edgar ....."  
 Jonas, Henri ....."

**K**

Kleczkowski, Alfd. ....Montreal  
 Keating, W. ....Toronto  
 Kittson, J. M. ....Hamilton

**L**

Lacoste, Sir Alex. ....Montreal  
 Laporte, H. ...."  
 Lyman, Fred. ...."  
 Lockerby, D. L. ...."  
 Laing, P. ...."  
 Lalonde, Armand. ...."  
 Labatt, Theo. ...."  
 Law, James ....."  
 Law, George ....."  
 Lanning, J. J. ...."  
 Lond, J. W. ....Detroit  
 Lyall, Ald. P. ....Montreal  
 Learmont, J. B. ...."  
 Lorimer, Jno. S. ....Detroit  
 Lemessurier, W. ....Montreal  
 Latleur, Eugene ....."  
 Lachapelle, Dr. E. P. ...."  
 Little, J. W., (Mayor). ....London  
 Lachapelle, Dr. S., M.P. ....Mont

**M**

Masson, Hon. L. R. ....Montreal  
 G. H. Matthews. ...."  
 Molson, J. H. R. ...."  
 Molson, Jno. W. ...."  
 Mann, Wm. ...."  
 Marsan, Wilfred. ...."  
 Meighen, Robt. ...."  
 Massey, Lt.-Col. Frank ...."  
 Moore, H. B. ...."  
 Martin, P. P. ...."  
 Munro, Robt. ...."  
 Mumford, E. A. ...."  
 Meredith, H. V. ...."  
 Marshall, Noel. ....Toronto  
 Muir, J. H. ....Detroit  
 Minkinnick, J. R. ....London  
 Macklin, J. G. ....Montreal

**MAC**

Mackenzie, Hector. ....Montreal  
 McWood, Wm. ...."  
 Mackenzie, C. ....Toronto  
 Mackay, Robt. ....Montreal  
 MacAgy, Geo. A. ...."  
 Macpherson, A. F. ...."  
 Macmaster, Donald. ...."

Magnire, J. Arthur, Consul-General of the Argentine Republic  
 McBride, J. T. .... Montreal  
 McLennan, Francis. .... "  
 McShane, James. .... "  
 McNab, W. .... "  
 McEachran, Dr. D. .... "  
 McEachran, Dr. C. .... "  
 McCaskill, D. A. .... "  
 McDougall, Thomas. .... "  
 McMaster, William. .... "  
 McDonald, W. C. .... "  
 McLaughlin, M. .... Toronto  
 McQueen, James. .... Detroit  
 McClary, John. .... London  
 McPherson, Thomas. .... Hamilton  
 McKenzie, W. .... Toronto  
 McGaw, Thomas. .... "  
 McKinnon, S. P. .... "  
 McGibbon, R. D. .... Montreal  
 McGuire, H. J. .... "  
 McIntyre, W. C. .... "  
 McFee, A. .... "

## N

Nelson, Albert D. .... Montreal

## O

Ogilvie, Hon. A. W. .... Montreal  
 Ogilvie, W. W. .... "  
 O'Brien, James. .... "  
 Oimel, Hon. Justice. .... "  
 O'Hara, W. J. .... "

## P

Peck, Thomas. .... Montreal  
 Power, N. J. .... "  
 Percy, Charles. .... "  
 Peterson, P. A. .... "  
 Paterson, R. MacD. .... "  
 Paton, Hugh. .... "  
 Peck, James H. .... "  
 Philips, H. S. .... "  
 Paul, Walter. .... "  
 Prevost, Hector. .... "  
 Penny, E. G. .... "  
 Phelan, T. P. .... Toronto  
 Phelan, F. E. .... Montreal  
 Piper, E. S. .... Toronto  
 Prefontaine, R. .... Montreal

## Q

Quinn, M. J. F., Q.C. .... Montreal

## R

Ramsay, Wm. .... Montreal  
 Roddick, Dr. F. G. .... "  
 Reford, Robt. .... "  
 Rielle, Jos. .... "

Rosevear, W. H. .... Montreal  
 Racine, Alphonse. .... "  
 Robertson, Alex. .... "  
 Riddell, J. M. .... "  
 Rogers, Samuel. .... Toronto  
 Reeve, G. B. .... Chicago  
 Roberts, H. .... Detroit  
 Rodier, Dr. Jos. A. .... Montreal  
 Rawlings, E. .... "  
 Rainville, Ald. .... "  
 Ross, James. .... "  
 Reid, W. J. .... London  
 Riley, J. P. .... New York

## S

Smith, Sir Donald A. .... Montreal  
 Starnes, Hon. Henry. .... "  
 Stearns, Sergeant P. .... "  
 Stikeman, H. .... "  
 Strachan, William. .... "  
 Stephens, G. W. .... "  
 Strathy, Lieut. Col. J. A. L. .... "  
 Shaughnessy, T. G. .... "  
 Smith, R. Wilson. .... "  
 Scott, Henry T. .... "  
 Starnes, Henry, Jr. .... "  
 Scott, J. P. .... "  
 Schwob, M. .... "  
 Smyth, R. N. .... "  
 Stevenson, J. .... "  
 Scott, Frank. .... "  
 Smith, W. E. .... St. Lambert  
 Stront, Hon. A. A. .... Portland, Me.  
 Smith, E. C. .... St. Albans  
 Spicer, W. J. .... Detroit  
 Sise, C. F. .... Montreal  
 St. George, Percival. .... "  
 Smith, C. F. .... "  
 Smithers, Geo. H. .... "  
 Smith, W. B. .... "  
 Sibbald, J. G. .... "  
 Smalley, Hon. H. B. .... "  
 .... Burlington, Vt.  
 Smallman, T. H. .... London  
 Scott, James. .... Toronto  
 Scott, James. .... Montreal  
 St. Louis, E. M. .... "  
 Stark, Geo. R. .... "  
 Shepherd, R. W. .... "  
 Smith, C. J. .... Ottawa

## T

Trevithick, A. .... Montreal  
 Thomas, F. W. .... "  
 Taylor, John. .... "  
 Thornloe, R. C. .... "  
 Tait, Thomas. .... "  
 Teller, H. C. .... "  
 Torrance, John. .... "  
 Tatum, H. T. .... "  
 Taylor, John. .... "  
 Townsend, Walter. .... "

Taylor, W. Sutherland. Montreal  
 Tough, John. .... "  
 Thom, James. .... "  
 Thibaudan, A. A. .... "  
 Thibaudan, Hon. J. R. .... "  
 Todd, Thomas. .... Galt  
 Turner, Alexander. .... Hamilton  
 Thomson, R. .... "  
 Torrance, Jr., Jno. .... Montreal

## V

Van Horne, Sir Wm. C. Montreal  
 Villeneuve, J. G. (Mayor) .. "

## W

Wurttele, Hon. Justice. Montreal

White, Richard. .... Montreal  
 Whitehead, E. A. .... "  
 Wainwright, Wm. .... "  
 Walker, J. A. .... "  
 Wilson, John T. .... "  
 Watson, W. W. .... "  
 Wallis, Herbert. .... "  
 Wanklyn, F. W. .... "  
 White, Arthur. .... Toronto  
 White, W. J. .... Montreal  
 White, Smeaton. .... "  
 Wragge, E. .... Toronto  
 Wills, E. A. .... "  
 Waterman, Isaac. .... London  
 Waldie, John. .... Toronto  
 Woods, J. L. .... Montreal

