

as chief engineer, and engaged solely in architectural work. Well educated in his craft, with a fine eye for form, and great facility in planning and massing of structures, the St. James' cathedral, Normal school, and Osgoode hall, are not unworthy specimens of his designs. The senate of the University of Toronto, having now, under the guiding hand of Governor-General Sir Edmund Head, determined on the erection of buildings commensurate with its lofty purposes, appointed Mr. Cumberland their architect, and at their request he visited England and the continent for a year, to prepare himself, by further study and comparison of the great edifices of the early ages. Returning, he devoted himself to the work, and completed the design and details for the present buildings, in the Queen's Park, Toronto, which were executed under his daily supervision. This magnificent structure, acknowledged to be, without parallel, the finest specimen of Norman Gothic architecture on the continent of America, was his last design, and formed a fitting conclusion to his architectural career. In 1858, the Ontario, Simcoe and Huron Railway had become bankrupt, and having fallen into a condition of dilapidation, was ordered by the government to be closed, as being unsafe for the public use. Having been appointed its vice-president, Mr. Cumberland saw an opportunity for exercising his talents in the working of railways, for which his experience in England had so peculiarly fitted him. Fully acquainted with every section of the country through which it passed, having faith in its future, and rare prescience as to its ultimate success, he devised a scheme for the re-organization of the company. Armed with new legislation for its absorption, and the creation of the Northern Railway of Canada, he visited England, and, by his enthusiasm and personal influence, induced the English investors to double their previous investment, in order to save that which otherwise would have been irretrievably lost. He returned in 1859, as its managing director. Here began a connection which endured with fidelity on both sides for twenty-two years, until, with his death, in 1881, was terminated his term of service. He reconstructed the railway, and, casting aside the through business, he devoted every energy to the nurture and growth of the local interests of the district, and the economical and efficient working of the line. In the first year of management, although the total earnings were \$21,657 less than those of the previous

year, the company made a profit of \$58,859, instead of suffering a loss. The same policy was consistently followed throughout. The strongest inducements were held out to lumbermen to develop the timber lands along the line, mills were encouraged, and stations opened at every point which showed any demand—indeed, so much was this the case, that an anecdote is handed down that on one occasion, when the conductor had stopped the train at a new road-crossing, the engine driver, leaning out of his cab, called out, "Wot's this?" and being told that it was "a new flag station," replied, in tones of disgust, "a new flag station! well, I should like to know whether I'm driving an express train or an omnibus!" The speed of the trains may not have been great, but in all his career not a passenger was ever hurt. The railway facilities were, as it were, brought home to every man's door, and throughout his term of management, local interests reigned supreme. His constant efforts were directed to the creation of branch lines, which should tap the newly-developing country, and bring their traffic to the main stem. In this view he projected and constructed, under other companies, the North Grey, the Penetanguishene, and Muskoka branches, and just before his death, completed the organization for the construction of the Callendar branch, by which Toronto and the Province of Ontario are now united to the Canadian Pacific. These subsidiary lines were all afterwards amalgamated into the one company, and remain as evidence of his desire to give railway advantages to the district which his company served. From a gross earning of \$240,044, in 1859, he advanced the revenues of his company to \$1,289,507, in 1881, the year of his death, and never for one day during that term was the interest on its bonds in arrears. A persuasive speaker, and of great force of character, his personality pervaded all enterprises to which he devoted himself, and thus he made his railway fill a larger space in the public eye than, perhaps, its mileage or earnings, in comparison with other Canadian railways, deserved. When the Hamilton and North-Western Railway was constructed, in direct opposition to the Northern, it was thought that the day of his influence was gone, but with great patience and fertility of resource he waited his time, and his astonished opponents woke up one morning to find that just as they had completed their new line it had passed into his hands. From this time on opposition ceased, the people began to find that while