

equally honourable position." With the wish embodied at the close of this paragraph we cordially join ours. It would be a pity to allow the talents and the experience of this distinguished educationist and scholar to remain inactive, when we have so much need of them in educational circles. Dr. Davies married, on October 12, 1856, Emily Todd, youngest daughter of the late W. P. Patrick, who was for many years connected with the House of Assembly.

**Cumberland, Frederic William**, (deceased), M.P., Colonel in the Canadian Volunteers, of Pendarves, Toronto, was born in London, England, in 1820, his father holding a government appointment in the Civil Service at Westminster, and subsequently in Dublin Castle. His education was commenced at the Collegiate school, at Dublin, and from thence he was entered at King's college, London, under the presentation of the Earl of Ellesmere. Having completed his studies here without any distinction beyond that of being a mettlesome, rollicking youth, he was apprenticed, as was then the custom, to a William Tress, C.E., for five years, during which time he was engaged on various architectural works, and in the surveys for the Tithe Commutation Commission, and on the Eastern Counties, City and Richmond, and Plymouth, Exeter, and Falmouth railways. Upon the expiration of his articles, he was employed as an assistant engineer upon the London and Birmingham Railway. In 1844, he left the railway service, on being appointed, upon the recommendation of Lord Stanley (then Colonial Secretary), to the Engineering Department of the Admiralty, of which Colonel Brandreth, R.E., F.R.S., was director-general, under whom he served, as first assistant at H. M. dockyard, at Chatham. Here he superintended the construction of the dry docks and seawalling, involving an expenditure during his term of service of upwards of £100,000 stg. per annum. The works at Chatham approaching completion, he was promoted to H. M. dockyard at Portsmouth, where the works were of greater magnitude, and as second under Sir William Denison, F.R.S. (afterwards appointed governor of Van Dieman's Land), he was engaged in the preparation of designs, contracts, and supervision of construction of the three dry docks, the forts and batteries for the protection of the dockyard, and the erection of the various government buildings. During these years, 1845 to 1847, he also assisted Sir William Denison and Captain James, R.E., in

editing "The Professional Papers of the Corps of Royal Engineers," a work of high rank and professional standing, which contains several papers contributed by his own pen. Having married Wilmot Bramley, whose sister was the wife of T. G. Ridout, then cashier of the Bank of Upper Canada, he concluded to make venture of emigration to a younger land. Resigning his position, and fortified by recommendations of the highest character, including one from Sir Charles Barry, the architect of the parliament buildings at Westminster, who testified that, from an acquaintance with his professional work as an architect, he had "the highest opinions of his qualifications and character," he arrived, after a six weeks passage in a sailing ship, at New York, and thence by the slow progress of the Erie canal came to Toronto, in the autumn of 1847. With great glee he used to relate his first earnings were earned in laying out the corner of Bloor and Yonge streets, and the incidents of his attendances at fires, in the capacity of valuator for the British American Assurance Co., his first regular appointment. In 1848, he was appointed county engineer for the County of York, and in 1851, was sent to England, and acted with much success, as secretary of the Provincial Industrial Commission, and as commissioner for Canada, at the Great Exhibition of all Nations, held at London, England, in that year. During the period, 1848 to 1858, it was then Mr. Cumberland left the imprint of his abilities upon the architectural features of Toronto. Taking into partnership, first, T. Ridout, and, subsequently, W. G. Storm, he established a superiority which secured to his firm nearly all the public buildings which were erected at that time, as well as a private practice of great magnitude. Being a man of unflagging energy, he also, during the earlier portion of his career, made use of his knowledge in railway matters, and in 1852, as chief engineer, undertook the superintendence of the construction of the Ontario, Simcoe and Huron Railway, then opened for thirty miles, to Aurora. He located the line north from Barrie, and selected Collingwood as the northern terminus. But a few farm houses were then existing in their vicinity, the shores were wooded to the water's edge, and the Hen and Chickens harbour was destitute of any inhabitants, where now stands the thriving town of Collingwood, with a population of 10,000. Having completed the construction, he, in 1854, resigned his position