

Philadelphia Academy of Natural Sciences (1846), the Maine Historical Society (1847), the Academy of Sciences of St. Louis (1857), the American Academy of Arts and Sciences, Boston (1859), the State Historical Societies of Wisconsin and Iowa (1859), the American Philosophical Society (1860), the Buffalo Society of Natural Sciences (1863), etc., etc. He received the honorary degree of Doctor of Civil Law from the University of Lennoxville, in 1855, and that of Doctor of Laws from McGill University in 1856. He died on the 22nd of June, 1875, in Wales, England, and his body lies in the quiet churchyard of Llechryd. He was never married.

Schreiber, Collingwood, C. E., Ottawa, Chief Engineer and General Manager of Government Railways, and Engineer in Chief of the Canadian Pacific Railway, was born in Colchester, Essex, England, on December 14th, 1831. When in his twenty-first year he sailed for Canada, where the activity in the construction of railways and public works promised well to a man of ability and enterprise. Shortly after his arrival he obtained a position upon the engineering staff of the Hamilton and Toronto Railway, continuing in this employment till the completion of the road in 1856. Thereafter he engaged in fairly profitable private practice in Toronto, till 1860, when he entered the service of the Northern Railway of Canada, where he was employed making a restoration of the works upon the line. When the engagement was ended he entered the service of the Nova Scotia Government as division engineer of the Pictou Railway, and continued in charge of the works till their completion in 1867. His reputation as an engineer is widespread, and it was a reputation of considerable brilliancy. When the construction of an Intercolonial Railway through Nova Scotia and by the seaboard of New Brunswick was decided upon, there was no hesitation in considering that Mr. Schreiber was eminently qualified for the work of surveying a portion of the route, he was, therefore, in 1868, appointed by the Dominion government to take charge of the surveys of the Intercolonial route, via Lake Temiscouata. The year following he was placed in charge of the Eastern Extension Railway, as superintending engineer. In 1871 he was appointed superintending engineer and commissioners' agent for the entire length of the Intercolonial Railway. This position he held with eminent satisfaction until 1873, when he was appointed chief engineer of Govern-

ment railways in operation. This position, it may be said, he continues to fill in conjunction with that of chief engineer of the Canadian Pacific Railway. Perhaps in the whole history of gentlemen connected with engineering in this country, there is no record that one will so readily pause to admire as that of Mr. Schreiber. His progress has been continuous, he has passed from one position of responsibility to another of still higher, with great rapidity, yet this is not due in any degree to political influence, and the writer believes that persons from both sides of politics have joined in bearing testimony to Mr. Schreiber's ability as an engineer and an administrator. Mr. Schreiber married a daughter of the late Captain McLean, of Scarborough, Ontario.

Galt, Sir Alex. Tilloch, G.C.M.G., D.C.L., is the youngest son of the late Mr. John Galt, a gentleman of some literary note, but of wider distinction from his long and successful connection with the Canada Company. Alexander Tilloch Galt was born at Chelsea, London, England, on the 6th of September, 1817, so that he is now in his sixty-seventh year. When he was a lad it is said that he was a pet of the literary lions who used to visit at his father's house, and that by the time he had reached his fourteenth year, he had become a contributor to the magazines. Two years after his first literary venture, he obtained a situation in the British America Land Company, and young Galt took up his abode in Sherbrooke, the Eastern Townships being the scene of the company's operations. By close application to business he rose steadily in the service, and in 1844 was appointed commissioner. For twelve years he held this position, during which the business of the company was prosperous, and the management of its affairs most satisfactory. In 1849, Mr. Galt entered parliament as the representative for Sherbrooke. "As a politician," says one writer, "he has always been remarkable for the moderation of his views, and has had little sympathy with the violent party measures of either side." From the outset, he has always professed liberal opinions, though upon entering parliament he opposed the liberal administration of Messrs. Baldwin and Lafontaine, and voted against the Rebellion Losses Bill. He took part in the annexation movement of that troubled period, and was one of the signatories to the famous manifesto. Upon the removal of the seat of government from Montreal to Toronto, consequent upon the destruction of the parliament buildings in