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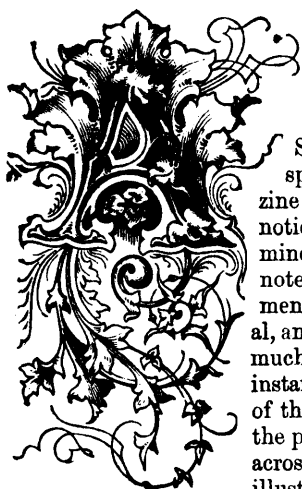
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ROYAL ALBERT BRIDGE.

Biographical notice of
CHARLES LEGGE, Esq., C. E.



As we purpose making it a special feature of this Magazine to give a short biographical notice of some of the most prominent men in the Dominion, noted for their scientific acquirements, in engineering, architectural, and mechanical skill; we have much pleasure, in the present instance, in giving a short sketch of the engineer whose design of the proposed Royal Albert Bridge across the St. Lawrence we now illustrate in the pages of this

Magazine, and which is drawing considerable attention to its importance both here and abroad. Of the merits of this great design it would be presumptuous in us to offer an opinion—but with respect to its commercial value to Montreal and to the country generally, there cannot possibly be a doubt. It is one of those great national projects in which no local interests should receive the slightest consideration—and one in which the government of the country should have a large interest and control—Without venturing to discuss the material points, that have been raised, pro and con, regarding this gigantic structure, we may venture to say that we have a full belief in its practicability, and express regret that the money which has been almost thrown away in the construction of the Intercolonial Railway and other schemes which can never be practically worked to any profitable advantage in a climate like Canada, had not been applied to the enlargement of our canals, and the development of other sources of national wealth and industry.

CHARLES LEGGE, Esq., Civil Engineer, was born at "Silver Springs," near the village of Gananoque, on the 29th September, 1829, and appears at an early age to have exhibited a taste for hydraulic engineering. In 1846, he entered Queen's University, Kingston, where he studied for the profession of a civil engineer. In the

same year he was engaged on a trigonometrical survey of the north shore of Lake Huron, returning in the autumn to the continuation of his studies at the University. On leaving the University he was articled as pupil to Samuel Keefer, Esq., C. E., then Engineer on the Welland Canal, and on the appointment of that Gentleman to be Chief Engineer of Government Public Works, Mr. Legge followed his professional teacher from the Welland Canal to Montreal; applying himself during this period with great zeal and industry to the practical study of his profession. So high did the ability of Mr. Legge rate in the estimation of the Chief Commissioner of Public Works, the Hon. John Young, that he, with a keen perception of his youthful talent, appointed him Superintending Engineer of the St. Lawrence Canals. In the succeeding year he was appointed to the construction of the Junction Canal.

After the completion of this important work Charles Legge resigned his position on the Government Canals—at the urgent request of his late instructor, Mr. Keefer—to take the superintendence, laying out, and construction of a very difficult section of the Grand Trunk Railway between Brockville and Kingston. His services were retained on this railway until its completion, and the staff were being gradually reduced, then, when he was daily expecting a discontinuance of his own services, a high compliment was paid to his abilities by receiving the appointment of Superintending Engineer of the south-half of the Victoria Bridge across the St. Lawrence then about to be commenced. During between five or six years that the bridge was being constructed Mr. Legge enjoyed the full confidence of his chiefs, the two world renowned engineers, Stephenson and Ross, and here it was that he acquired that superior knowledge of bridge construction, on a gigantic scale, which he was shown so advantageously to the public in his present design of the Royal Albert.

Since then Mr. Legge has been connected with the construction of most of the railways in this country, and is at present Engineer in Chief of several, including the "Montreal, Ottawa and Western," also, of the "Montreal and City of Ottawa Junction Railways." He is also Engineer in Chief of a second bridge over the St. Lawrence from Coteau du Lac to Valleyfield, 30 miles west of Montreal, to unite the "Montreal and City of