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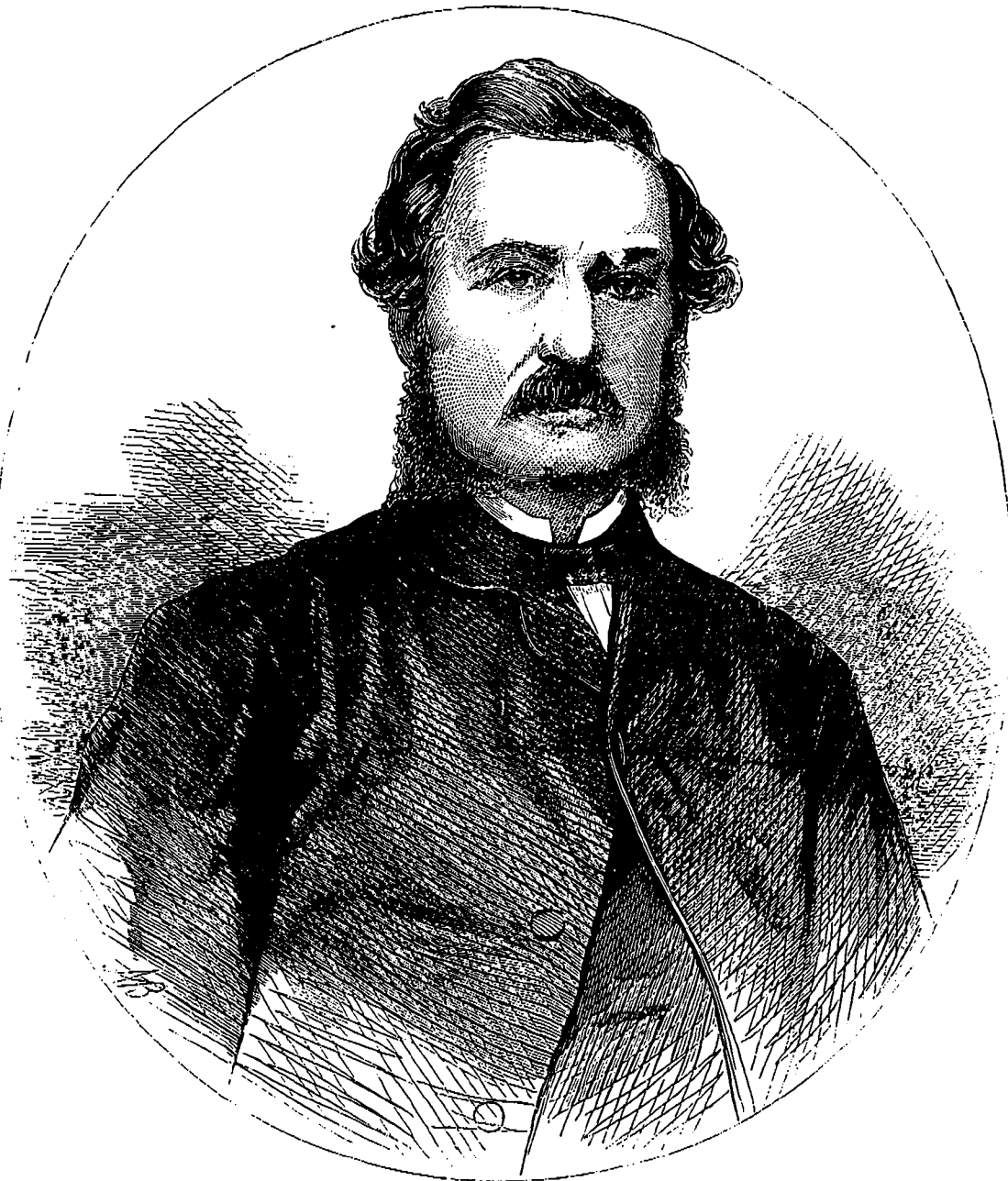
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FRED. W. CUMBERLAND, ESQ.
Managing Director of the Northern Railroad of Canada; Lieutenant-Colonel, commanding the Tenth Royal Regiment of Volunteer Militia, in Toronto.

Had Mr. Cumberland been left to speak for himself, his modesty would have restrained him from saying all that we have, in this memoir, gathered from his friends. Had we been personally intimate with him this memoir would have been more comprehensive.

Mr. Cumberland, although an Englishman by birth, passed his youth in the Irish Capital; until returning with his family to England he entered Kings College, and there pursued his studies preparatory to joining the profession of Civil Engineering. On leaving College his earlier professional years were devoted to engagements on the London and Birmingham, North Midland, London and Blackwall, and other Railways then in course of construction, until in 1843 he became attached to the engineering department of the Admiralty, and had the advantage of the experience afforded in the construction of the Harbours, Docks and other great government works of Chatham and Portsmouth. Resigning that appointment, Mr. Cumberland in 1847 emigrated to this Province, and took up his residence in Toronto; and almost immediately after his arrival, was appointed engineer to the County of York. From that period to the present time, his course has been one of uninterrupted activity, and his name has been associated with most of the leading institutions and public works of Toronto and the Upper Province.

In those days however railways had not been more than thought of in Canada, and it was fortunate that in the dearth of engineering Mr. Cumberland was enabled to turn his attention to architecture. Thus we find many of the most important works of this class in Upper Canada are attributable to him. Toronto however, in its University, Osgoode Hall, Normal Schools, English Cathedral, and other prominent structures of high character, having secured the best and most numerous of his works.



FREDERIC WILLIAM CUMBERLAND, ESQ., MANAGING DIRECTOR OF THE NORTHERN RAILWAY OF CANADA. LIEUT.-COLONEL OF TENTH ROYAL VOLUNTEER REGIMENT.

SKETCHED FOR THE CANADIAN ILLUSTRATED NEWS.

In 1850 Mr. Cumberland was appointed by Lord Elgin, Secretary of 'the Provincial Industrial Commission,' which was charged with the duty of securing the proper representation of Canada at the Great Exhibition of all nations in 1851. In that capacity he proceeded to England and was present as a Canadian Commissioner at the Crystal Palace—and all will remember what success and eclat was secured to the Canadian department on that great occasion. In 1852 Mr. Cumberland was appointed 'Engineer-in-Chief' to the Northern Railway, in suc-

cession to the Hon. H. C. Seymour, engineer of the state of New York, who, in consequence of some difficulties between the company and the Government, had resigned that appointment. He carried that work successfully to completion, having in the progress of it the satisfaction of establishing the excellent harbour, and founding the now prosperous town of Collingwood. Thus he obtained the singular distinction as an engineer, of opening the first Railway, and running the first Locomotive Engine in Upper Canada.

Returning to Canada he became Managing Director of the Railway—the appointment he now holds. The success of his labors in this capacity is best illustrated by the fact that, under his administration the Railway has been entirely reconstructed, and is now probably one of the most substantial roads on the continent; whilst its trade has been so largely developed and its management so much economised, that whereas up to 1860 its proprietors received no dividends—this year they are receiving their full six per cent—and vitality and credit has been given

In 1853 Mr. Cumberland was appointed by Lord Elgin a member of the Senate of the University of Toronto, and when in 1856 it was decided to establish that institution in a permanent home, he was selected to visit similar institutions in Europe for the purpose of determining the manner in which that object should be fulfilled. It is enough to point to the University of Toronto as it now exists to illustrate how well this duty was performed.

During the period of which we have been writing, Mr. Cumberland filled various offices of usefulness and social distinction. Having in conjunction with his friend, Mr. Sandford Fleming, organized the Canadian Institute he became one of its earliest Vice-Presidents, and has been President of the Mechanics' Institute, of the St. George's Society, and other local associations.

In 1857, the Northern Railway having fallen into great discredit and embarrassment, and its works having become almost unsafe for public use, the then Directors invited Mr. Cumberland to accept a seat at their Board, and appealed to him to engage in some effort to rescue the undertaking from its troubles. Having accepted that invitation, he at once entered upon those measures by which the fortunes of the Railway have since been retrieved. In 1858 he visited England for the purpose of effecting the necessary arrangements, preliminary to the legislation of 1859, re-organizing the company; and in the latter year repeated his visit, and secured the subscription of the necessary capital.