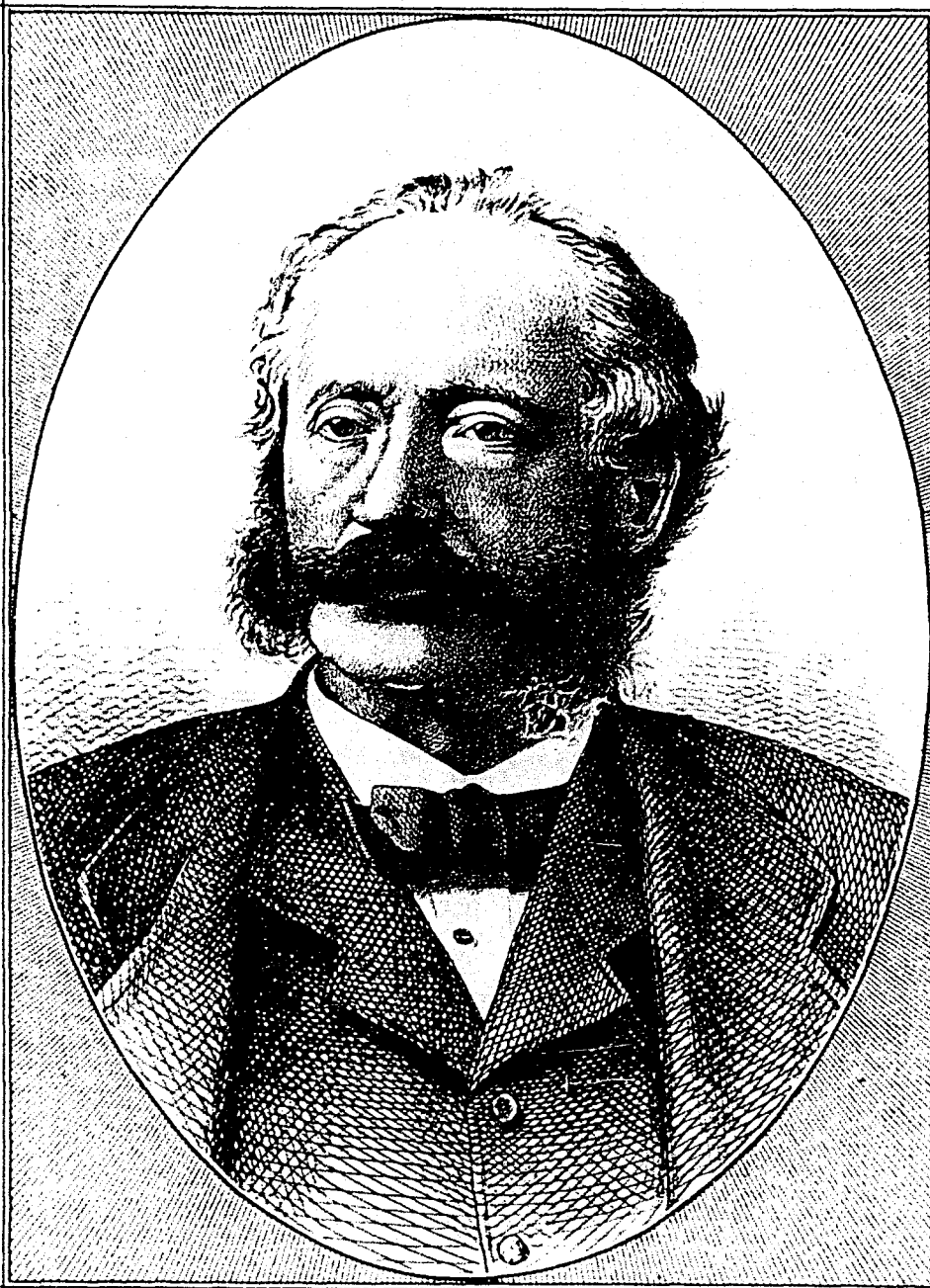


CHARLES LEGGE ESQ., C. E. OUR CANADIAN PORTRAIT GALLERY No 274

This eminent engineer was born at Silver Springs, near Gananoque, on the 29th September, 1829. As child and boy, he received his education at home and in the village academy. In 1846, when aged 16, he entered Queen's University at Kingston. During the summer vacation he had the good fortune to be engaged on a trigonometrical survey of the north shore of Lake Huron, which was conducted for Government by Alexander Vidal, Esq., of Port Sarnia, returning in the autumn to the University. Mr. Legge was articled as pupil to Samuel Keefer, Esq., when engineer of the Welland canal. On the appointment of that gentleman to be chief engineer of Government Public Works, the pupil followed his teacher from the Welland canal to Montreal, and in succeeding years applied himself with great zeal and industry to acquire a thorough knowledge of the mysteries of his future profession. He succeeded in this so well that, in 1852, the Chief Commissioner of Public Works appointed him superintending engineer of the St. Lawrence canals, in which position he gave the greatest satisfaction. In the succeeding year he was appointed to the construction of the Junction Canal, a section of about eight miles from Iroquois village to quiet water above the Galouse Rapids.

At the urgent request of Mr. Keefer, his late instructor, Charles Legge separated himself from the Government canals, and engaged on the Grand Trunk Railway. He was employed laying out the line between Brockville and Kingston—43 miles exceptionally difficult. At the completion of the Grand Trunk works a great reduction of the staff was made. Young Legge expected to go with the rest when, to his surprise and gratification, he was telegraphed for to Montreal to receive the appointment of superintending engineer of the south half of the Victoria Bridge, then about to be commenced; in all 2½ miles long. The confidence reposed in him by Mr. Hodges, the scientific agent of the English contractors, was not misplaced. The work was driven on with the utmost rapidity and unparalleled success. Nearly fifteen hundred men, embracing mechanics of all classes, were under his control, as well as the quarries of Lake Champlain in the State of Vermont and Mile End, north of the St. Lawrence in Canada, about one hundred miles apart, both of which had to be frequently visited and the work going forward there measured. Throughout the five busy years thus employed, Mr. Legge enjoyed the full confidence of his two chiefs, and the several contractors. His book "The Victoria Bridge and the Men who built it," attracted much notice. Mr. Legge's great success as an Engineer since then is partly due to the lucid manner in which



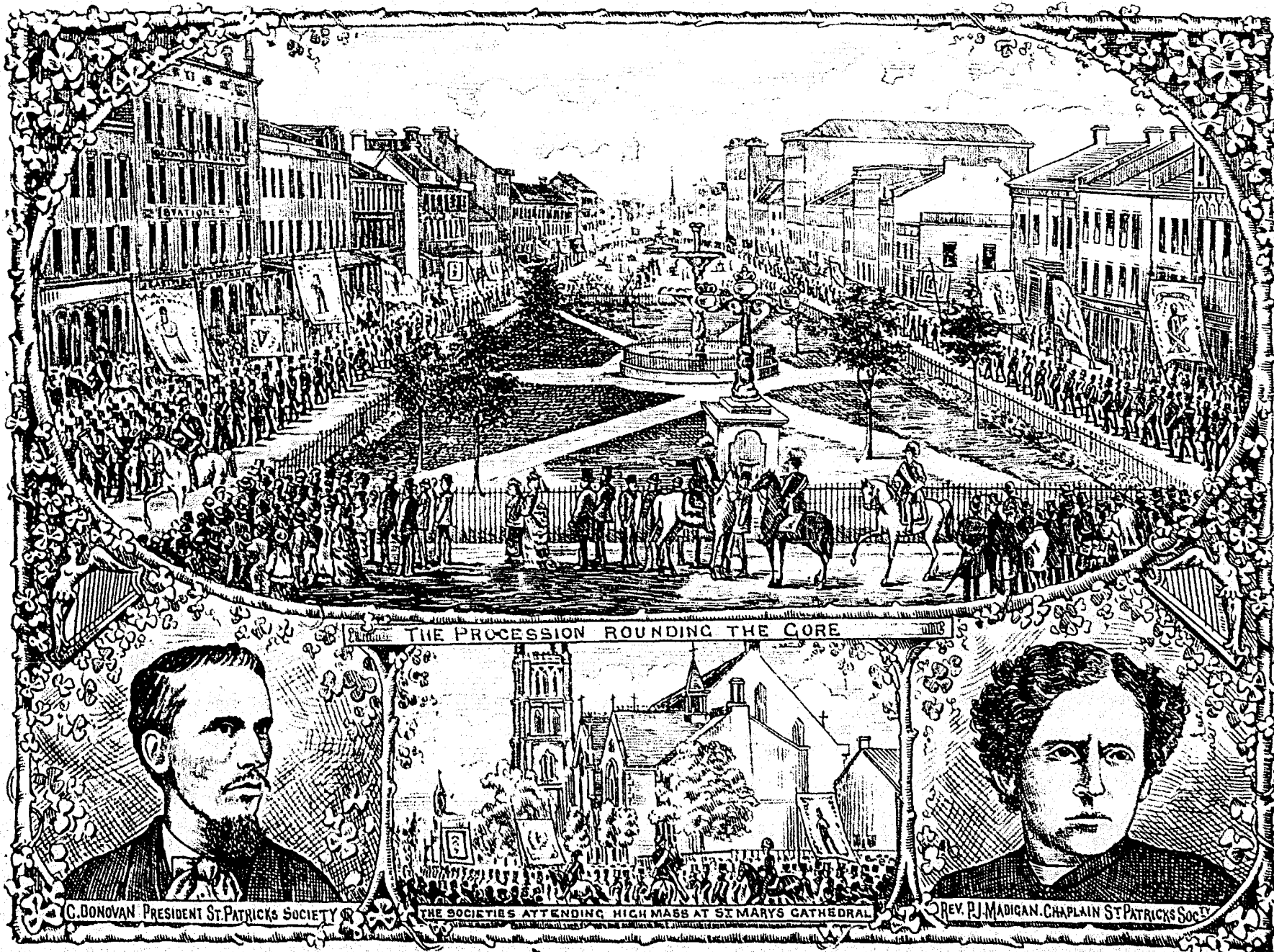
CHARLES LEGGE, C. E.—FROM A PHOTOGRAPH BY NOTMAN.

his professional reports on projected works, Railways, Canals, Bridges, or Hydraulic motory powers are written.

A tubular bridge near to Niagara Falls, not yet built, engaged Mr. Legge's services at the instance of the contractors of the Montreal Victoria Bridge, soon after that was completed. Mr. Legge is Engineer-in-Chief of the St. Francis river hydraulic motory power scheme, at Richmond, Province of Quebec; of the River Richelieu water power scheme at Chambly, Province of Quebec; of the Isle Aux Herons Hydraulic works, Province of Quebec, in connection with the formation of a Montreal deep-water harbor—to lead out mill streams beyond the city and return them to fill the harbor, and again drive mills; a utilitarian project unparalleled heretofore in all the world's history; of the St. Jerome hydraulic powers on the back river, north side of Montreal Island, Province of Quebec. Also, engineer of the hydraulic powers for manufactories at Gananoque, Province of Ontario; engineer of numerous minor water-power works in the several provinces.

Mr. Legge is engineer-in-chief of the Toronto, Simcoe & Muskoka Junction railway, Ontario; of the Gananoque & Rideau railway, Ontario; of the Montreal & City of Ottawa Junction railway, Quebec and Ontario; of Valleyfield & Province Line railway, Ontario and Quebec; of Montreal Northern Colonization railway, Quebec; of Pictou and Prince Edward County railway, Ontario; of Ontario and Quebec railway—likely to be a section of the Canadian Pacific; of Montreal Laurentian railway; Montreal, Sorel and Chambly railway; Yamaska Valley railway, the last three in Quebec. Mr. Legge is also consulting engineer for many other public works; and, with a copartnership and a numerous staff, runs the office of a solicitor for patents with European and American agencies; the largest establishment of the kind on this continent, except one at New York. His connection with the proposed Royal Albert Bridge has been fully noticed in recent numbers of this journal.

ENTERPRISE.—The Burland-Desbarats Lithographic Company have issued a supplement to the *Illustrated News* for this week, containing an exceedingly well executed plan or bird's eye view and general elevation of the Royal Albert Bridge. There are also views of the 300 and 500 feet spans, as well as a plan of the harbor of Montreal. The letterpress accompanying these views gives a full explanation and description of the contemplated project. Although there has only been a few days for getting up the supplement, yet it bears no signs of haste, everything being done in a most artistic manner, and reflecting credit on the establishment from which it has been issued.—*Montreal Star*.



HAMILTON: CELEBRATION OF ST. PATRICK'S DAY.—FROM A DRAWING BY J. G. MACKAY.