

hand knowledge of its progress and its requirements. Always on the alert, years went by with no cessation of engineering activity. His extensive knowledge of the geographical and geological nature of the country was acquired by canoe and trail, years before the faces of other white men had penetrated into the Indian's domain. The various tribes committed their dialects to his mastering, his friendships among the red men were many, and more than one tribe has hailed him as the "Chief of all the Whites." His foot trod over the mineral fields between civilization and Hudson Bay a score of years before the intrusion of the pick, and the northern waterways familiarly bore his canoe when geographical map there was none. He saw it all as a field for the engineer, and as the horizon receded, he saw to it that his purposeful

He has left his mark in Canada through his great influence. He was beloved and revered by every student who studied under him and few men will be more widely mourned.

T. R. DEACON, '91,
Mayor.

Winnipeg, Man., July 27th, 1914.

labors, with their attending trials and responsibilities, expanded accordingly. The sun set with his shoulder still to the wheel.

A noted writer has already said of him: "In a world where men are crowding and pushful, it is gratifying to see, now and then, a man who is quiet and retiring brought out whether or no, and placed in front, where his attainments entitle him to be." In 1907, he was appointed a member of the Royal Commission to investigate and report upon the collapse of the Quebec Bridge. In 1909 he was elected president of the Canadian Society of Civil Engineers, for which he had long acted as councillor

For 32 years I had the great good fortune of the acquaintance, advice, instruction and friendship of Dean John Galbraith.

The late James Ross, a thorough judge of men, said in 1883, that Galbraith was an exceptionally capable engineer and teacher, and that any boy who was fortunate enough to graduate under his instruction would need no further collegiate training in Europe or America.

The advice given me by Dean Galbraith has been repeated to many young men, as I have felt sure that it would benefit them as it has benefited me.

There is no man living whom I respect, admire and love as much as I did Dean Galbraith.

T. KENNARD THOMSON, '86,
Consulting Engineer.

New York, July 25th, 1914.

mustering of the garrisons near Montreal in the sixties, upon the occasion of a visit from the then Prince of Wales, later King Edward VII. The story has been told of the call for volunteers during the Fenian raids. At that time he was an assistant on the railway survey party. When news of the call reached the party in the forest, the chief, desirous of enlisting, designed to leave the work in charge of John Galbraith. His assistant, however, advanced his own sense of duty at such a time of need, arguing that the better surveyor should stay and the better fighter should go. The acknowledgment of the respective qualifications was somewhat unbalanced and the latter accomplishment required vindication. This was adjusted out behind the tent. Galbraith went.

To the graduates of the institution known familiarly as "The School," the record of his death has come with appalling suddenness. He was dearly loved by all; by some as the Dean, by others as the Principal, by many others by the more familiar and genuinely brotherly ap-

For a long while I have known him—33 years—and in all that time, first as a pupil and afterwards as one of the many who had the good fortune to possess his friendship, I grew to respect more and more and admire those rare qualities of heart and mind which so endeared him to all who knew him well.

His personality was extremely attractive. He appealed to all sorts and conditions of people, to young and old, to the plain workman as well as to the educated college man.

He had all the qualities of a truly great leader. He had wonderful tact and intuition and was very, very kindly. His modesty and genial good nature, keen sense of humor, and charity for human weaknesses, gained him friends everywhere, and yet when necessary, he could be very strong, but he ruled through love and not through force.

He possessed the faculty to a remarkable degree of imparting knowledge to others, and of stimulating a desire for thoroughness. I have met none who were his equal in this respect. There was something in him which unconsciously brought out the best in his pupils. I do not remember that he ever lectured his class on conduct or ethics; but his influence somehow stimulated the best that was in us. He was not only a great teacher of Applied Science—he was an upbuilder of character—he made Men as well as Engineers.

His loss to Canada and to the University is very great. To his wife and family and to his many devoted friends, it is irreparable; but he had lived to see the fruition of his life's work, and it gave him much joy in his later years to see the bountiful return which his early strenuous and loyal work had produced. The influence of his life will long survive him. The world is better for John Galbraith having lived.

EUGENE W. STERN, '84,
Consulting Engineer.

New York City, July 24th, 1914.

and in the establishment of which, in 1887, he was one of the founders. Back in 1902 the University of Toronto conferred upon him the honorary degree of LL.D., and in the following year Queen's University, Kingston, likewise paid tribute to his ability. For many years he had been an associate member of the Institution of Civil Engineers of Great Britain.

In his earlier manhood, Dr. Galbraith was a military as well as a civilian engineer. He was present at the

pellation of "Johnny." The age of 67 found him with his energies ebbing, spent in the pursuit of his life-work, to a greater degree than any but his closest friends surmised. After a strenuous year, full of characteristic endeavor to bring his institution to that degree of efficiency that has always been his ideal, he had repaired with his family, only a few weeks ago to Go Home, a quiet and beautiful spot established by himself more than twenty years ago on the shores of Georgian Bay. His lowered