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HON. A. G. ARCHIBALD, Q. C.
M. P. for Colchester, N. S.



THOS. N. GIBBS, Esq., J. P.
M. P. for South Ontario, Ont.

No. 22.—WALTER SHANLY, Esq., C.E.

Mr. Shanly is more distinguished as a Civil Engineer than as a Member of Parliament; more esteemed for his personal qualities than his political achievements. A descendant of an old Irish family, he has a full share of those chivalrous impulses which distinguish the Irish gentleman all the world over, and to these social qualities he adds an amount of professional talent which has placed him in the front rank among American Civil Engineers. His father was a member of the Irish bar, and emigrated with his family to Canada in 1836, taking up his residence in the County of Middlesex, Upper Canada. Mr. Walter Shanly, who brought with him to Canada a good classical and professional education, soon found remunerative employment as an Engineer. From 1843 to 1848 he was employed as resident Engineer on the Beauharnois and Welland Canals. He was Engineer of the Ottawa and Prescott Railway (51-53); Engineer of the Toronto and Sarnia Extension of the Grand Trunk Railway (51-59); of the Ottawa and French River Navigation Surveys from 1856 to 1858; and from the latter year to 1862, General Manager of the Grand Trunk Railway. In the latter year he was succeeded in the management of the Grand Trunk by C. J. Brydges, Esq.; and at the general election in the summer of 1863 he offered himself and was elected for the South Riding of Grenville. At the last general election, after a good deal of hesitation on his part, he was again induced to offer himself as a candidate for the Riding, and after a keen contest was re-elected by a handsome majority.

Though Mr. Shanly does not usually take a prominent part in the debates, he is, from his high personal and professional standing, ranked among the most influential of the private members; and his views on all questions of public policy are held and advocated by him with little consideration for mere party interests. A proof of this spirit of independence was recently given in Parliament when Mr. Shanly seconded Sir Alexander Galt's motion censuring the manner of managing the construction of the Intercolonial Railway. On such questions, professional views do not always square with political necessities, nor even with popular conceptions; and so this motion, whatever may have been its practical bearings, was treated by Parliament as a mere party movement, and commanded little more than the usual opposition vote in the House, and but little attention in the country.

Mr. Shanly is President of the Mechanics' Bank of this city, and a Director in several commercial companies. With his brother, Mr. Frank Shanly, C. E., of Toronto, he is a contractor with the commonwealth of Massachusetts for the



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completion of the famous Hoosac Tunnel, and there is every prospect that the Messrs Shanly will succeed in executing that gigantic engineering enterprise within the time specified in their contract. There is very general confidence throughout the country in Mr. Shanly's professional skill; and no doubt many would rejoice to see him undertake the superintendence of the construction of the Ottawa and Georgian Bay Canal, of the route of which he has already made a minute survey.

in the Conservative interest for the constituency thereby vacated; and in January, 1865, was returned for South Ontario, for which he sat during the two following sessions, that of 1865 at Quebec, and 1866 at Ottawa. At the general election after the Union, the Hon. George Brown was announced as a candidate in the reform interest for Mr. Gibbs' constituency; the writs were issued, and the contest came on among the first of the campaign. It was watched with the most intense

No. 23.—HON. A. G. ARCHIBALD, Q. C.

Among the leading members of the Union party in Nova Scotia the name of Mr. Archibald holds a foremost place. When the Hon. Joseph Howe, old in the harness as the leader of the Reform party, resigned his position, Mr. Archibald was acknowledged his successor, and joining with the Conservatives when the Confederation project was before the Provinces lent all his aid to carry it to fruition. As a delegate to the several Conventions, Mr. Archibald took his share in the preliminary work of preparing the Union Act; and when it finally came into force, he shared in common with nearly all the Unionists the defeat which their opponents inflicted on them at the polls. He is a man of great ability, of good address, an eloquent speaker, and an administrator of acknowledged capacity; and was therefore naturally enough selected as one of the Nova Scotians who should take a seat in the first Privy Council of Canada. Accordingly on the first July, 1867, he was sworn in as Secretary of State for the Provinces; but losing his election in the September following, he immediately placed his resignation in the hands of the Premier which after a time was accepted. Mr. Archibald had therefore no opportunity of taking part in the early sessions of the present parliament. It was only after Mr. McLellan's elevation to the Senate that he was returned for the County of Colchester and took his seat in the House of Commons at the beginning of the present session for the first time. In addition to his fame as a politician, Mr. Archibald enjoys the reputation of being one of the ablest members of the Nova Scotia Bar.

No. 24.—THOMAS N. GIBBS, Esq., J. P.

Mr. Gibbs is a native of Terrebonne, L. C., where he was born in 1821. His father came from England in 1819, and first settled at Terrebonne, afterwards removing to Oshawa, in the County of Ontario, U. C., where the subject of this notice now carries on an extensive milling and mercantile business. He is also Vice-President of the Ontario Bank. In 1854 he was an unsuccessful candidate for North Ontario. When the Hon. Mr. Mowat was transferred from the political arena to the bench, Mr. Gibb offered himself as a candidate