CURRIE, *Lieut.-Col. Hon.* JAMES GEORGE. (*Welland.*) 2ND MEM.

S. of Mr. Lachlan Currie, of the Tp. of Niagara, Lincoln, Ont., a native of Scot. B. in Toronto, 24 Nov., 1827. Ed. at Niagara. M., 1 June, 1854, a dau. of the late Mr. Joseph Brown of Niagara Township (she d. June, 1863). Called to the Bar, U.C., Michaelmas Term, 1853. Elected a Bencher of the Law Society, 1875. Is Lieut.-Col. commanding 19th Batt. "Lincoln" V.I. Was Warden of Lincoln, and Mayor of St. Catharines, from 1859 to 1863. Was Speaker of the Ontario Assembly from 21 Dec., 1871, until 30 March, 1873, when he resigned. Sat for Niagara in L. C., Can. from 1862 until 1865, when he resigned, disapproving of Confederation. An unsuccessful candidate for Niagara in Canada Assembly at g.e., 1857. Returned to present House at g.e., 1871. Re-elected at last g.e. Unseated on petition, 28 May, 1875; re-elected 2 July, 1875. A Liberal, and a supporter of Mr. Mowat. Introduced measures, 1875, in favor of manhood suffrage in local parliamentary elections; for the establishment of cumulative voting in municipalities; and for the abolition of Grand Juries.—*James Street, St. Catharines, Ont.*

DAWSON, SIMON JAMES, *C.E.* (*Algoma.*)

Connected on both father's and mother's side with old historic Scotch families; maternal grandfather for a long period heir presumptive to the honors of the ancient house of Glengarry. B. in Scot., 1821. Ed. there. Came to Canada when young. Unmarried. A Civil Engineer; a dir. of the Prince Arthur's Landing and Kaministiquia Railway Co.; and Vice-Presdt. of the Lake Superior Silver and Gold Mill Reducing Works and Mining Company of Thunder Bay. Apptd, 1851, to plan and superintend the construction of extensive works then contemplated on the St. Maurice, to open up the vast pine regions of that river and its tributaries, which had been previously almost inaccessible to the lumber trade, which works he carried out successfully. Apptd., 1857, to explore the country from Lake Superior to the Saskatchewan and report upon its adaptability for settlement, and the practicability of opening up communications therewith. Resigned the office after completing his reports, and carried on business for some years as a timber merchant on the St. Maurice. In 1868 called upon to commence the construction of the route to Red River, now known as the "Dawson route;" and, in 1870, although but little had comparatively been done, owing to the limited means appropriated therefor,