



WILLIAM C. VAN HORNE, President and General Manager of the C. P. Railway, is a Westerner by birth, having first seen the light in Will Co., Illinois, in 1843. He is in the prime of life. His railway experience began first thirty years ago, when he entered the service of the Illinois Central, as telegraph operator, at Chicago. From 1864 to 1872 he was connected with the Chicago & Alton Railway, and in 1872 became General Manager of the St. Louis, Kansas City and Northern Railway. After serving in many other western roads for nearly ten years, he began his connection with the C. P. R. in 1882, and it is not too much to say that he alone, by his extraordinary genius of management, has made that corporation what it is to-day—the greatest in the world.

ALFRED RICHARD SELWYN, Director of the Canadian Geological Survey, C.M.G., F.G.S., F.R.S., LL.D., was born in England in 1824. He is the youngest son of the Rev. Townshend Selwyn, Canon of Gloucester Cathedral, by Charlotte Sophia, daughter of Lord George Murray, Bishop of St. Davids, and grand-daughter of John, fourth Duke of Athol. He was educated in Switzerland. He was appointed, in 1845, as Assistant Geologist in the Geological Survey of England; appointed, by the Secretary of the Colonies, Bache, the Director of the Survey to undertake the geological survey of the colony of Victoria, Australia. In 1854 and 1859, respectively, by special request of the Governments of Tasmania and Australia, examined and reported upon the coal fields and gold fields of those colonies; appointed one of the Victorian Commissioners of Mines, in 1856; member of the Board of Science and of the Prospecting Board in 1858; commissioner for the Victoria International Exhibition of 1861. He was also a member of the Councils of the Board of Agriculture, of the Royal Society, and of the Acclimatization Society up to 1869, when he succeeded Sir William E. Logan as Director of the Geological Survey of Canada.

FREDERIC NEWTON GISBORNE, engineer and electrician, born at Broughton, Lancashire, England, March 8th, 1824, is the eldest son of Hartley P. Gisborne, of Darley Dale, Derbyshire. The Gisborne family is one of the oldest and most honoured of the county "trees" of England. He was educated in England, and in January, 1842, started upon a journey round the world, visiting the Cape de Verd and other Atlantic islands, Australia, New Zealand and the Society Islands. After touching at several other groups, including the Sandwich Islands, he rode across the continent, via the City of Mexico. He then travelled through Yucatan and Guatamala, and being from youth a keen sportsman and unerring rifle shot, had many stirring adventures during his travels, which terminated *pro tem.* by his return to England during the spring of 1845. Mr. Gisborne, accompanied by his younger brother Hartley (who, some years later, became Director of telegraphs in Egypt, where he resided for nearly twenty years), then sailed for Canada, where they arrived July, 1845, and almost immediately afterward purchased a farm near St. Eustache, where they resided until 1847. F. N. Gisborne then became one of the first operators of the Montreal Telegraph Company, and for that company opened the first station at Quebec. Associated with the leading men of Quebec, the British North American Electric Telegraph Association was then formed for the purpose of connecting the Maritime Provinces with the Canadas, and, as general manager of the association, Mr. Gisborne visited New Brunswick and Nova Scotia, where he explained the new science to the legislatures, then in session. His mission was so successful that the Government of Nova Scotia undertook to erect their own lines, conditionally upon Mr. Gisborne's services being transferred to them by the association which he represented. Mr. Gisborne returned to Quebec via the north shore of New Brunswick, during which journey he walked on snowshoes from Campbelltown to Metis, dragging over 100 lbs. weight on a toboggan across the Gaspé Mountains, 108 miles, within three days. For this service he received a handsome award from the association. From the spring of 1849 to 1851, Mr. Gisborne was superintendent and chief operator of the Government lines at Halifax, and strongly advocated telegraphic communication with the island of Newfoundland. During the winter of 1850-51 he visited that island with this special object in view. During the winter session of 1851-52, the legislature of the island granted to F. N. Gisborne, and his associates, a telegraph construction charter, with exclusive privileges, for the term of thirty years, and, by permission, with most flattering testimonials from the Government of Nova Scotia, Mr. Gisborne resigned his superintendency and a good salary to carry out the enterprise which he had himself projected and initiated. He then visited New York, and there obtained an assurance of all the capital required from Horace B. Tibbets and D. B. Holbrooke, of New York, and from Thos. A. Dexter and General John Tyler, of Boston; and upon his return to Halifax again advocated the then astounding and apparently chimerical project of a transatlantic submarine cable connection between Newfoundland and Ireland. The annexed letter from Mr. Howe, Secretary of State for Canada, and the published correspondence between J. W. Brett and Mr. Gisborne in the early part of

1852 (one year after the laying of the first ocean cable between England and France), are proofs positive that to Mr. Gisborne and to Canada is due the credit of the conception and primary practical movement for transatlantic telegraphy. On the 27th of November, 1852, Mr. Gisborne, under exceptionally difficult circumstances, laid the first ocean cable on this side of the Atlantic, connecting Prince Edward Island with New Brunswick, and when occupied with several hundred labourers, during the following spring of 1853, in constructing the land line across Newfoundland, the New York capitalists disagreed among themselves, as to a division of their respective interests in the undertaking, and stopped payment, thus leaving Mr. Gisborne responsible for a large indebtedness, over and above the proceeds of his private property, in sealing vessels and land, which he at once utilized in part payment of the company's liabilities. The Government of Newfoundland also assisted in paying labourers' wages in a most noble and liberal manner, relying upon Mr. Gisborne's assurance that he could and would re-organize the enterprise. In accordance with such promise, Mr. Gisborne again visited New York during the winter of 1853-54, and there for the first time met Cyrus W. Field, who was at that period a paper manufacturer, and had no connection with telegraphy whatsoever. After examining Mr. Gisborne's plans, and reading his correspondence with Mr. Brett, Mr. Field was greatly impressed with the importance of the enterprise, and their after negotiations terminated by Mr. Gisborne returning to St. John's, Newfoundland, accompanied by Cyrus W. Field and his brother Dudley, the well-known lawyer, when the legislature, per Mr. Gisborne's petition, cancelled the original charter to himself and his original associates, and granted a new one to the New York, Newfoundland and London Telegraph Company, incorporating Peter Cooper, Moses Taylor, Marshall O. Roberts, Chandler White, Cyrus W. Field and Frederic Newton Gisborne, with extended privileges and exclusive rights during a period of fifty years from date. Mr. Gisborne was appointed chief engineer, and in 1856, completed the work to the entire satisfaction of the company, receiving from Peter Cooper, President, a flattering testimonial as to his skill, energy and integrity. Mr. Gisborne then engaged with Cyrus W. Field and the late Sir Edward Archibald, British consul at New York, to proceed to India, and there, upon joint account, secure privileges and pecuniary assistance for submarine cable connection with Bombay via the Red Sea, with further eastern extension; but, upon arriving in London, he became acquainted with facts, re Cyrus W. Field's private negotiations with Mr. Brett, re transatlantic connections, which, among other reasons, induced him to abandon the contemplated journey and all connection with telegraphy, *pro tem.* In 1857 he returned to Newfoundland, and at a public dinner was presented with a valuable statuette in silver, representative of science and perseverance, and bearing the following inscription: "As a testimonial of the high esteem entertained for him by the community of Newfoundland, and for the indomitable energy he displayed in traversing the hitherto unexplored regions of the island, preparatory to the introduction of the electric telegraph, as well as to mark the universal admiration of his successful endeavours and scientific ability in carrying out that enterprise, which he himself projected. *Labor omnia vincit.*" For several years he afterward devoted himself to mining pursuits, during which time he explored the island eastward around the coast, from Cape Ray to the Straits of Belle Isle, and while actively engaged in such pursuits, met with a severe gun shot wound, which for some time incapacitated him from physically arduous explorations, and returning to London devoted his attention to scientific pursuits and inventions. While there he had the honour of representing the interests of Newfoundland, as acting Commissioner, at the great exhibition of 1862 and again at the Paris exhibition of 1867. He was also appointed London agent for mines and minerals by the Government of Nova Scotia, and during 1869 again crossed the Atlantic to investigate the gold quartz leads of that province. During his residence in London Mr. Gisborne was a regular exhibitor at the soirees of the Royal Society, and was noted for the variety and value of his inventions, for which nine medals have been awarded. Among these were:—his electric, pneumatic and mechanical ship signal; anti-corrosive and anti-fouling compositions for the bottoms of iron ships; the electric recording target, improvements in gas illuminations, etc.; and his semaphore was awarded a gold medal at our late Fishery Exhibition in London, his latest inventions being an anti-induction cable, iron telegraph poles and insulators, which have been adopted by the Canadian Government and C. P. R. for use on their north-west prairies; also an improved telephone; while his recent maps of Canada are in high repute. During his visit to Nova Scotia, in 1869, Mr. Gisborne became interested in the coal fields of Cape Breton, where, as chief engineer of an English company, which finally expended over three millions of dollars in that country, he established and developed the Reserve, Lorway, Emery and Schooner Pond collieries; and, as contractor, constructed the Lorway to Louisburg railway, with two immense shipping piers in Sydney and Louisburg harbours. The then existing high price of coal, and anticipated increasing value of coal fields throughout the world, having proved to be temporary and fallacious, the company collapsed, and, consequent upon such unlooked for disaster, Mr. Gisborne had to begin the world afresh, at an age when the best energies of most men are on the wane. For a season gold mining in Nova Scotia continued to occupy his attention, but, prospects being discouraging, Mr. Gisborne, in 1879, was offered and accepted

the superintendency of the Dominion Government Telegraph and Signal Service, a position which he at present occupies. The successful and satisfactory manner in which he has carried out the Gulf of St. Lawrence system, the British Columbia service, and rapidly constructed first-class military telegraph lines in the Northwest, during the late rebellion, is a matter of present history; and his numerous and most flattering testimonials from the various governments and companies whom he has faithfully served, are the best evidences of the usefulness of his career. Mr. Gisborne is a ready speaker, and has lectured frequently upon a great variety of subjects. He is also a pungent writer of press articles. Mr. F. N. Gisborne married, 1st September, 1850, Alida Ellen, second daughter of the late I. E. Starr, Halifax, N.S., by whom he had two children. She died in Prince Edward Island, January, 1854, at the early age of nineteen; and in April, 1857, Mr. Gisborne married Henrietta, the youngest daughter of the late Francis Hernaman, of Broadmead, Newton-Abbot, Devon, England, by whom he has four children now living. The eldest, Francis H., is one of the barristers in the Department of Justice, Ottawa; and the second, Hartley, is district superintendent of the Government Telegraph Service in Manitoba and the Northwest Provinces. Mr. Gisborne is one of the original Fellows nominated by Lord Lorne to the Royal Society of Canada, and he is on the Council of the Canadian Society of Civil Engineers. He is a member of the Institution of Electrical Engineers, London, Eng., and has from time to time been a member of several scientific institutions. The following is the letter from the Hon. Joseph Howe, alluded to in the foregoing sketch:

MY DEAR GISBORNE,—Without desiring, in the slightest degree, to undervalue the services rendered to civilization by the body of eminent men who have just been rewarded for laying the Atlantic cable, I own to some feeling of disappointment in not seeing any mention made of your name, as I have reason to believe you were the first pioneer of the enterprise, as well as the original promoter of electric telegraphy in the Maritime Provinces. In the winter of 1848 you came to Halifax and interested the Government, of which I was a member, in the subject of telegraphic communication. In 1850 you discussed with me, and subsequently laid before us, a plan for connecting Newfoundland with the Continent of America, and obtained leave of absence to enable you to go to that island and secure support to the project. On your return you asked leave of absence to go to New York to promote an extension of the line to England, and spoke confidently of being able to extend it across the Atlantic, and connect Europe with America. Up to this time I never heard the idea suggested, and, though reading the English and American papers, never saw any allusion to the practicability of such an enterprise. As no capital could be got in Halifax, you naturally sought in London and New York for co-operation and assistance. I do not, of course, know what took place abroad; but of this I have no doubt, that until you went to New York nobody had suggested or taken any steps toward promoting an Atlantic telegraph. As the original pioneer and projector of this great work, it appears to me that you ought to place yourself in your true position, and that, if not included among those who are to be honoured and rewarded, you should, at least, endeavour to obtain from your countrymen, and from the world at large, who are to be benefited, the recognition which you deserve as the originator and principal prime mover of the great enterprise now so happily brought, by a combination of public-spirited and able men, to a fortunate consummation. It ought not to be forgotten that the very line across Newfoundland, now used by the Anglo-American Company, was originally, at great pecuniary sacrifice and risk of health, explored by you and constructed by yourself, as chief engineer of the New York, Newfoundland, and London Telegraph Company.

JOSEPH HOWE,  
(Secretary of State, Canada, Provincial Secretary, and subsequently Lieut.-Governor of Nova Scotia.)

London, 25 Saville Row, Feb. 12, 1867.

Mr. Gisborne is the projector of the direct trans-Atlantic cable to Canada, via the Straits of Belle Isle, and also of the trans-Pacific cable from Canada to Australia, via the Aleutian Islands, Japan and New Guinea.

HON. MACKENZIE BOWELL, MINISTER OF CUSTOMS.—Lieut.-Col. Bowell was born in England in 1823, and came to Canada with his parents in 1833. In 1857 he married Harriet Louisa, eldest daughter of the late Jacob G. Moore, of Belleville; was a Major in the 49th Battalion Volunteer Rifles and served on the frontier during the American War of 1864, and in 1866, during the Fenian troubles; has been vice-president of the Dominion Editors and Reporters Association, vice-president of the Agricultural and Art Association of Ontario, president of the Hastings Mutual Fire Insurance Company, the Farren Manufacturing Company, the Dominion Safety Gas Company, and the Belleville & North Hastings Railway; was editor and proprietor of the Belleville *Daily and Weekly Intelligencer* newspaper for a long time; has also been president of the Ontario Press Association; held the chairmanship of the Board of School Trustees in Belleville for eleven years, and was for eight years Grand Master of the Provincial Grand Orange Lodge of Ontario East; was elected Most Worshipful Grand Master and Sovereign of the Orange Association of B. A., 1870, which office he resigned in 1878; was president of the Tri-Annual Council of the World; moved the resolution for the expulsion of Louis Riel from the Commons, which was carried, 16th April, 1874; sworn of the Privy Council and appointed Minister of Customs, 19th October, 1878; first returned to Parliament at general election, 1867, and re-elected at every general election since to represent North Hastings. A Conservative.

HON. SIR RICHARD JOHN CARTWRIGHT, K.C.M.G., the member for South Oxford, is the son of the late Rev. R. D. Cartwright, chaplain to the forces at Kingston, and grandson of Hon. Richard Cartwright, a U. E. loyalist, who was a member of the first Parliament of Upper Canada, which met in 1792, and continued to hold a seat in that body until his death, in 1815. Sir Richard was born at Kingston on the 4th December, 1835. He married, in 1859, Frances, eldest daughter of the late Col. Alexander Lawe, H.E.I.C.S.; was president of the late Commercial Bank of Canada; sworn of the Privy Council and appointed Minister of Finance of Canada, 7th November, 1873, which position he held until the resignation of Mr.