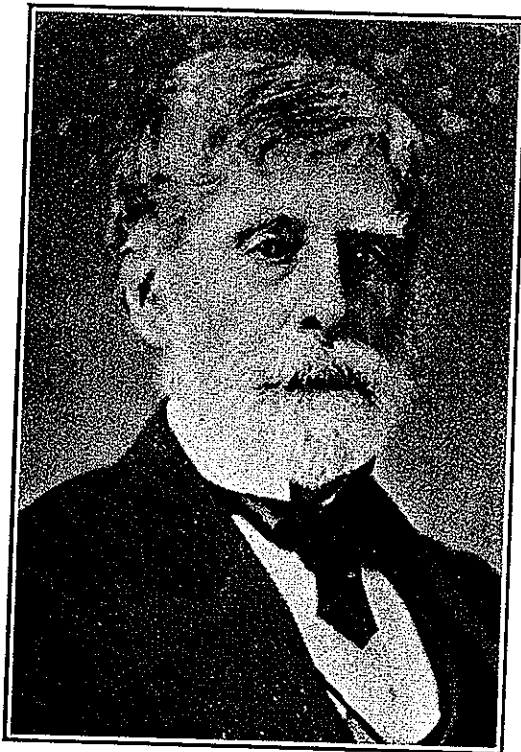


## ARTHUR BRISTOW

Arthur Bristow studied Surveying with J. S. Dennis, and was appointed a Land Surveyor on the 28th April, 1851. He was born the 5th July, 1827, at Ullswater, Westmoreland, England, and died on the 12th June, 1892, at Ottawa, and was buried in the family plot in Beechwood Cemetery there.



He died after a short illness of extreme exhaustion physically and mentally. He was a member of Lord Lytton's family, was the son of the Rev. Bristow, and brother of the Rev. Bristow, England, and of General Bristow of India. Educated at Oxford, and qualified to practise Civil Engineering in India. He came to Canada about 1850. Employed as civil engineer and draughtsman by the Ontario Government in 1854 and on, living at Weston, near Toronto. About 1862 he was moved to Quebec by the Federal Department of Railways and Canals. In 1865 transferred with the Federal services to

Ottawa, again to Quebec in 1868 to 1872 for the Intercolonial Railway. From 1872 to 1876 on the Canadian Pacific Railway in B.C.; 1876-1878 helping to produce maps of the St. Lawrence and of Paris for the Paris Exposition. Tired of outside life and desirous of home life, he entered the Surveys Branch of the Interior in 1879, and thence to the Lands and Patents Branch. A close friend of the late Dr. Deville, Mr. (later Sir) Sandford Flemming, and Col. Dennis, and noted as an amateur artist and crinolinian.

He was married twice, first in England and had five children, two surviving, first, Bert in U.S.A., and second, Gertrude in England. Second wife, Rosina F. Mettle of Quebec; issue, seven children, of whom two are living (a) Robert,

joined Royal Flying Corps, saw overseas service, and has not been heard of since, (b) Beatrice F. Lyttleton, widow of the late well-known athlete, organizer and business man, Michael George Bristow, of Bath, England, head of United Typewriter Co., founder of Ottawa Cricket Club, and Orpheus Glee Club of Ottawa, and Chelsea Tennis Club of Quebec, of whom survive two children: (1) Reginald, of Brockville, and (2) Joan, wife of Gerald Kirwan of the Topographical Surveys Branch of whom four children, Joan, Ruth, Margaret, and Gerald.

Extract of a letter of Arthur Bristow to the Chief Engineer of Railways and Canals:

"I have been employed for many years on Government works. The date of my diploma as a P. L. Surveyor is in April, 1851. I had previously studied my profession in England in the Engineering class at King's College, London, and also under articles to H. J. Castle, Lecturer on Engineering Field Work at King's College, and practised as Engineer and Surveyor. After obtaining my diploma, I made surveys for the Government before being employed on railways, chiefly under Colonel Dennis, now Deputy Minister of the Interior. By special permission I took charge of a survey of the Indian Reserves on the north shore of Lake Huron, and also of the running of exploring line in the Muskoka district. I was beside, employed in the construction of gravel roads and harbor works under the County Engineer of Bruce, Ontario, and other Government surveys.

"In the spring of 1868 I was first employed on the Intercolonial Railway, where I had charge of the west half of Section 8, as well as having been employed on the preliminary survey. After that I was sent out to British Columbia in 1872, where I ran a hundred miles of transit line, my plan of which is in the office of the Canadian Pacific Railway. This was a most arduous survey, viz.: the Bute Inlet Survey.

"I was with Mr. MacLeod in his survey from Rat Portage to Vermillion Lake, also with the same gentleman in his survey from Shoal Lake to Mossy River, where I had charge of the party, and made a survey for a canal to connect Lakes Manitoba and Winnipegosis. This was during the winter of 1874-5, the severest then on record for twenty years. We received a bonus accompanied by a flattering letter from the Chief Engineer for the manner in which we had stuck to the work in spite of the severity of the weather and hardships undergone in camping out on the plains in a Buffalo tent with the thermome-

ter at -40. On returning to Winnipeg I was put on the construction and received an official notice of my appointment to grade E, with a salary of \$1,200 per annum. I then took charge of 15 miles of the line adjoining the Red River and to the east of it. Owing to a severe domestic calamity I then visited England on leave. When I returned I was again employed on the construction of the Canadian Pacific Railway (under the old appointment, grade E.) at Savanne River, from which post I was summarily dismissed without any previous notice, my work being but half completed. The letter notifying me of my dismissal was received the 8th of June, while it assigned as the limit of my services the 31st May, 1877."

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