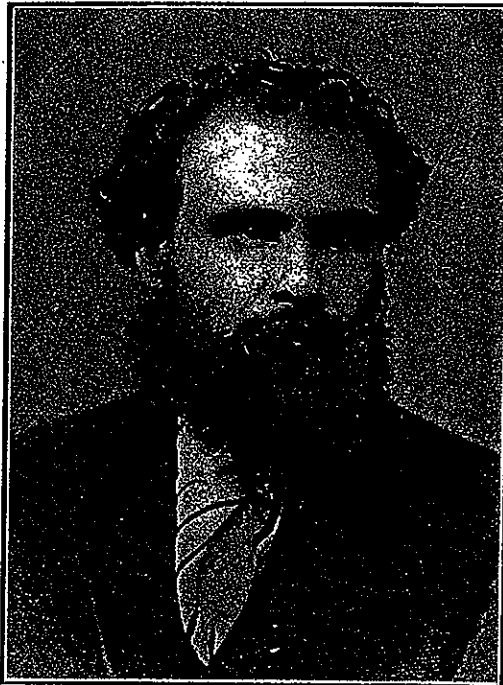


gratulations on the successful and energetic manner in which he had discharged his duties as County Engineer and Surveyor for the unusually long period of 39 years. He died January 21st, 1883.

### HENRY CRESWICKE, JR.

Henry Creswicke, Jr., son of the foregoing, passed his final examination as P.L. S. on July 8th, 1864, and practised his profession in Barrie and vicinity. He was engaged in many municipal surveys and had a large general practice, principally in the County of Simcoe. He was unmarried and lived with his sister in the family homestead, "Hillside." He was accidentally killed by a railway train when walking on the track towards Allandale, where he intended to post some letters. The accident occurred on January 22nd, 1898.

The late A. D. H. Creswicke, barrister at Barrie, was a brother of Henry Creswicke, Jr.



HENRY CRESWICK, JR., (Killed).

### DAVID GIBSON.

The subject of this sketch was born on the 9th of March, 1804, in the Parish of Glamis, Forfarshire, Scotland, where his father was a farmer. He served his time with Mr. Blackadder, Glamis, as a surveyor and civil engineer. When a young man, about 22 years of age, he came to Quebec, bringing letters to Earl Dalhousie, at that time Governor, and was speedily engaged in the survey of the boundary line between Lower Canada and the United States. He remained some time in Lower Canada, then came to Upper Canada and settled in



DAVID GIBSON.

Markham village, where he had relatives (Mr. Milne, of York Township, being his uncle). On December 27th, 1825, he was appointed Deputy Land Surveyor in Upper Canada. He was actively engaged on Government work, surveying the Township of Goderich, Township of Thorah, etc. He was also the first City Surveyor of Toronto in 1834, Mr. Wm. L. Mackenzie being then Mayor. He was elected twice to the Parliament of Upper Canada for the First Riding of York, and was sitting for that Riding up to the time of the rebellion. He had then been living for some time at Willowdale, nine

miles out Yonge Street, on the farm until recently owned by his son, Peter S. Gibson.

In 1837 he was connected with Mackenzie's revolutionary movement, held a commission as captain, was treasurer, and had charge of the prisoners, whom he treated with kindness. After the affair at Montgomery's, he was concealed for some little time by sympathizers in Canada, and at last succeeded in crossing Lake Ontario in a schooner from the Rouge to Rochester. His house, barns, etc., at Willowdale, were burned by loyalists, and he suffered serious loss of property by his connection with the rebellion.

He next went to Lorkport, and obtained an appointment as engineer on the Erie Canal. He was successful in his undertakings there, and acquired property near to Lockport, which he held at the time of his death.

He was, however, more British than Yankee, and received a special pardon. Upon returning to Canada in 1848 he immediately received Government employment, having charge of laying out the Durham Road, and also surveying the Township of Normanby.

In 1851 he ran for the First Riding of York with Hervey Price and J. W. Gamble, the last named being elected.

In 1850 he was appointed a member of the Board of Examiners, which position he held until his death, and for many years was chairman.

In 1853 he received instructions to survey Melancthon and Proton, but was sent for to Quebec, and received the appointment—Dr. Rolph being then C. L. Commissioner—of Inspector of Crown Land Agencies and Superintendent of Colonization Roads for Upper Canada, which position he held until his death. His son surveyed Melancthon and Proton.

Under his superintendence, while holding this appointment, the following roads were made: Elora and Saugeen, Woolwich and Huron, Southampton and Goderich, road between Southampton and Owen Sound, road dividing Counties of Grey and Wellington, besides a number of minor roads in the western section; also several lengthy lines of road, properly known as Colonization Roads.

Latterly, since the removal of Mr. Salter, he had charge of the roads in Algoma District, as a separate agency, in addition to other duties.

He married, about the year 1828, his cousin Eliza, daughter of Mr. Alex. Milne, of York Township, who survived him, with four sons and three daughters.

Mr. Gibson died at Russell Hotel, Quebec, on Monday, January 25th, 1864. He was ill but a few days, having left home on the 14th inst. to confer with the Government respecting his official work and duties. He contracted a cold in the sleeping car, the cause of his death being inflammation of the lungs.

Two sons, James A. and Peter Silas, became land surveyors. The former removed to Oshawa, where he also conducted a stationery and book shop. Peter Silas, who occupies the homestead at Willowdale, was a member of the Board of Examiners, from 18— until after the Incorporation of Land Surveyors.

At a meeting of the Board of Examiners, held April 4th, 1864, the following resolution was passed:

“That this Board takes the earliest opportunity on meeting subsequently to the death of the late Chairman David Gibson, Esq., to place upon its records an expression of the profound regret entertained by its members that it should have pleased an Allwise Providence by that event to remove from among them one whose courteous and even deportment, and whose able, impartial and dignified discharge of the duties

which devolved upon him, commanded the esteem and respect of all with whom he came in contact.

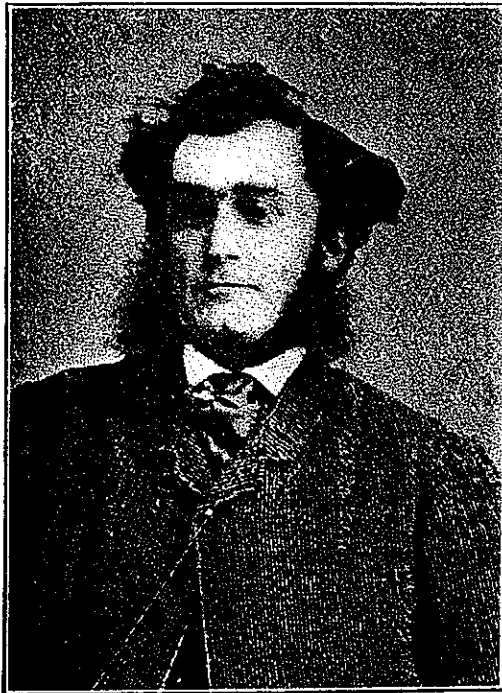
"The Board would not be doing justice to the feelings of its several members were it not to convey to Mrs. Gibson their sense of the irreparable loss which she has sustained and their respectful sympathies for that lady in her affliction.

"That the Secretary be requested to have a copy of the foregoing resolution neatly engrossed, and that the same be forwarded to Mrs. Gibson by the Chairman on behalf of the Board."

William Hawkins (1857), William Morison (1858), and his sons, James A. (1855), Peter Silas Gibson (1858), and several other surveyors served under articles to David Gibson.

### GEORGE Z. RYKERT.

By George Gibson.



GEORGE Z. RYKERT, P.L.S.

George Zacharias Rykert was born at St. Catharines in 1829, his parents being George and Maria Rykert. He qualified as a land surveyor on April 12, 1852, and was appointed Town Engineer for St. Catharines about 1853, which position he held for many years. In 1861 he surveyed the Township of Dysart for the Provincial Government. He also made right-of-way surveys for the Welland Railway from Port Dalhousie to Port Colborne, now part of the Grand Trunk Railway System.

He was noted for his energy and painstaking skill in performing surveys. He died in 1869.

Robert T. Burns, Edgar Berryman, and George Gibson served under articles with Mr. Rykert.