

JOSEPH HOBSON

Joseph Hobson, Senior, came to Canada from England in 1833, and settled in the "Paisley Block," Township of Guelph, where the subject of this sketch, Joseph Hobson, Junior, was born on March 4th, 1834.

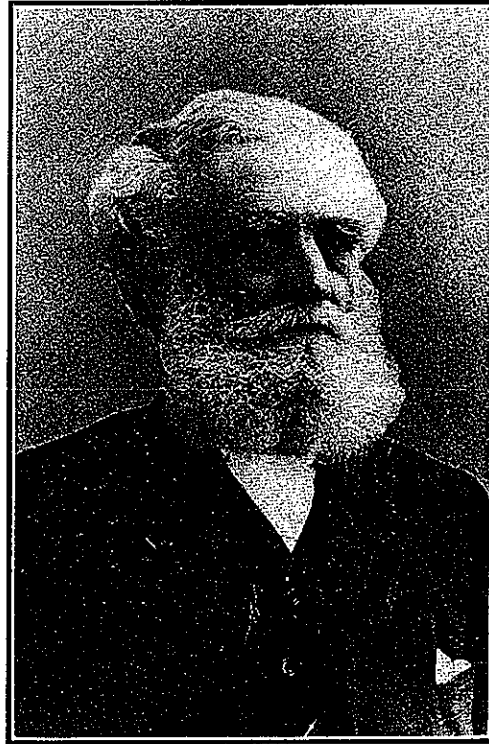
He received his education at the local schools and afterwards studied surveying and engineering under John Tully, D.P.S., in Toronto, brother of Kivas Tully. He passed his final examination as a Provincial Land Surveyor on October 3rd, 1855, and practised at Berlin, Ont. (now Kitchener), until 1866, when he removed to Guelph, making this city his headquarters until 1875.

When a student in 1853-54, he prepared a plan of the Town of Berlin, which is to-day considered as a model of good draughtsmanship. He also made a plan of the City of Guelph.

In 1863, he surveyed the Township of Bidwell, on Manitoulin Island, for the Dominion Government, and in 1864, he made a traverse of Lake Manitou.

One surveyor, Wilton Redwar Turner, was articled to Mr. Hobson, passing his final examination in 1863.

He entered the service of the Grand Trunk Railway as Assistant Engineer on construction, West of Toronto, shortly after becoming a surveyor, and afterwards was engaged on construction of Lines of Railway in Nova Scotia, Ontario and Michigan. From June, 1869, until April, 1870, he was employed on the construction of the Wellington, Grey and Bruce Railway, now included in the Grand Trunk Railway, from Guelph to Kincardine, with branches to Southampton and to Warton. From April, 1870, to November, 1873, he was resident engineer on the International Bridge connecting Bridgeburg with Buffalo. About 1875, he was appointed Assistant Engineer on the Great Western Railway, running from Niagara Falls to Windsor, with a branch



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from Hamilton to Toronto. He succeeded John Kennedy in June 1875 as chief engineer, Mr. Kennedy having been appointed Engineer in Charge of Harbour Works at Montreal. He removed to Hamilton in 1875, where he continued to reside until his death.

The Great Western Railway was absorbed by the Grand Trunk Railway on August 11th, 1882, but Mr. Hobson continued as Chief Engineer of the Great Western Lines until February 1st, 1896, when he became Chief Engineer of the entire Grand Trunk Railway System, which position he continued to fill until 1907, when he retired, but was retained as consulting engineer until his death.

While Chief Engineer of the Great Western Section of the Grand Trunk Railway, he designed the St. Clair River tunnel, which was built under his supervision and completed at the end of 1891. This tunnel is about 6,000 feet in length and with the approaches, 11,550 feet. The cost was about \$2,700,000.

The reconstruction of the Victoria Tubular Bridge at Montreal across the St. Lawrence was also carried out in 1897 during his term of office, the new bridge being known as the Victoria Jubilee Bridge.

The late Mr. Hobson was a member of the Institution of Civil Engineers, also a member of the Canadian Society of Civil Engineers.

On February 20th, 1856, he married Miss Elizabeth Laidlaw, of Guelph. Robert Hobson, General Manager of the Steel Co. of Hamilton; J. Irvine Hobson, of Canadian Steamship Lines, Montreal; Mrs. J. Harley Brown, of London, Ont.; Miss Jean Hobson and Miss Agnes Hobson are surviving children.

His wife died on March 23rd, 1912.

(Photo taken March 3rd, 1894.)