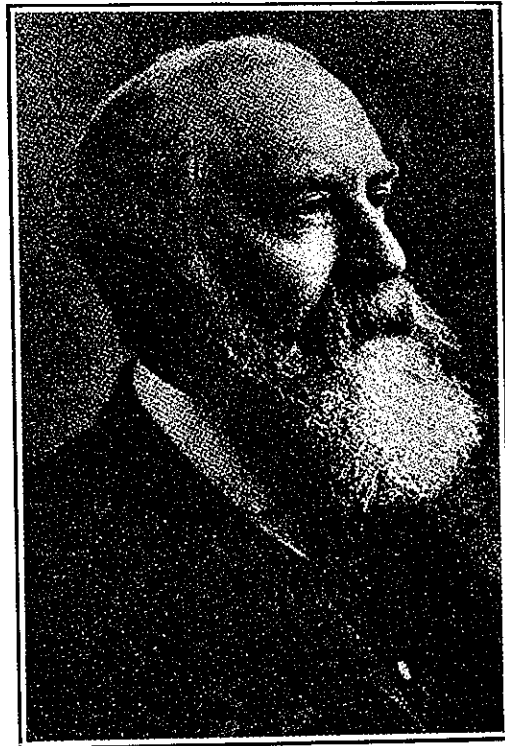


## H. D. LUMSDEN

Hugh David Lumsden, O.L.S., M.E.I.C. (Canada), M.I.C.E. (England), was born at Belhelvie Lodge, Aberdeenshire, Scotland (about seven miles distant from Aberdeen), on September 7th, 1844. He came of one of the grand old families of Scotland, being the youngest son, and tenth child, of Colonel Thomas Lumsden, C.B. His father was an officer in the British Army in India for thirty-six years, finally returning to his paternal home at Belhelvie Lodge. His mother was Hay, second daughter of John Burnett, of Elrich, Scotland. His parents were married 8th of February, 1821, and were blessed with eleven children, nine of whom were born in India.



A few words as to his brothers may be interesting at this time. The eldest brother, General Sir Harry Burnett Lumsden, C.B., K.C.S.I., born on board ship "Rose" near Bay of Bengal, 12th November, 1821, introduced the wearing of Khaki in the British Army while in command of the Queen's Own Corps of Guides in India, which corps he raised in 1846. He died at Belhelvie Lodge in 1896.

The second brother, John McVeigh Lumsden, born at Meerut near Delhi, India, came to Canada in 1840, when seventeen years old, and was first associated with his uncle, David Burnett, at Quebec. Afterwards he settled in the Township of Pickering, Ontario, became Reeve of the Township, member of the County Council of York and Ontario, and represented South Ontario in the old Legislative Assembly of Upper Canada, from August, 1854, to November, 1857. He then spent

eighteen years in Township Arran, County of Bruce, and in 1876 moved to Galt, where he was elected Mayor on three separate occasions, 1888 to 1892. He had previously married Mary Ballengal Mackay, of Caithness, Scotland, and died in 1898, leaving two children, Thomas Harry Lumsden, of Croton-on-Hudson, N.Y., and Etta Hay Lumsden, of Toronto.

The third brother, Thomas Lumsden, came to Canada in 1870, and settled at St. Francois Xavier, Manitoba, where he died in 1885.

The fourth brother, General Sir Peter Stark Lumsden, K.C.B., C.S.I., was Commissioner for the Afghan Boundary Settlement, and was both Adjutant-General and Chief of Staff in India, many years ago. He was afterwards A.D.C. to Queen Victoria, and died 9th November, 1918.

The fifth brother, Captain William Henry Lumsden, was killed at the gates of Delhi, India, during the mutiny in 1858.

Of the five sisters, the eldest married Rev. James Johnstone, of Potterton, Aberdeenshire; the second married Colonel John Paton, of Grandholme, Aberdeenshire; the third married Captain George Cleghorn, an officer of Scots Greys; the fourth died at Aberdeen in 1895 and the fifth married Captain Frank Sherlock, of Brighton, England.

The subject of this sketch, when seventeen years of age, followed his elder brother John, to Canada, and landed at Quebec from the steamer "Jura," 25th April, 1861. He had previously been educated at Bellview Academy, Aberdeen, and Wimbleton School, Surrey, England. He went to Woodville, Ontario County, in this Province, which district had been previously settled by Highland Scotch, and was at that time without railway communication. Deciding upon Land Surveying as a profession, he became articled to the late George Gibson, P.L.S., of that village, and while under article performed the field work of the survey of Thorah Island in Lake Simcoe for the Government. He qualified as a Provincial Land Surveyor on January 4th, 1866, and was in private practice at Woodville from 1866 to 1870, and at intervals thereafter until 1881. He took an interest in local affairs, and in 1870 was elected Reeve of the Township of Eldon. He also took an interest in the local militia, and was Lieutenant of the 34th Battalion in 1867, and Captain in 1876. He was on the Guard of Honor, October 6th, 1869, when the first sod of the Whitby

& Port Perry Railway was turned by Prince Arthur, now Duke of Connaught. In 1870 he began to be connected with the location and construction of Railways, and was in charge of a location party on the Toronto and Nipissing Railway (now Canadian National), from Eldon to Coboconk, during the winter of 1870-71, and in 1871 was in charge of a party on location of the Toronto Grey and Bruce Railway (now C.P.R.), from Dundalk to Berkeley. From this time on for almost fifty years he was continuously engaged in the location and construction of Railways, in every Province of Canada (except Prince Edward Island).

A complete list of these Railways would be entirely too lengthy for this sketch, and we give below only a few of the more important in Eastern Canada:

#### Chief of Location Party

- Canadian National Railway\*—Midland to Coldwater.
- Canadian National Railway\*—Longford to Bracebridge.
- Canadian National Railway\*—Lindsay to Fenelon Falls.
- Canadian Pacific Railway—Toronto to Ingersoll.
- Canadian Pacific Railway—Streetsville Jct. to Cheltenham.
- Canadian Pacific Railway—Cataract to Elora.

#### Chief Engineer of Location and Construction

- Canadian Pacific Railway—Toronto to Perth.
- Canadian Pacific Railway—Smith's Falls to Vaudreuil.
- Canadian Pacific Railway—St. John's to Farnham.
- Canadian Pacific Railway—Brigham Jct. to Lennoxville.
- Canadian Pacific Railway—Holeb to Mattawamkeag.
- Canadian Pacific Railway—Rigaud to Alfred.

From August, 1904, to July, 1909, he was Chief Engineer of the Transcontinental Railway, from Moncton, New Brunswick, to Winnipeg, Manitoba, for the Dominion Government, with headquarters in Ottawa, and during his regime all the location and much of the construction was completed. For some years after this, he acted in a consulting capacity with the

\* Then the Grand Trunk Railway.

Canadian Pacific Railway Company, and retired from active work about 1914.

The following gentlemen served all, or a part, of their apprenticeship with Mr. Lumsden:

H. Lumsden (a nephew), Winnipeg, Man.—about 1871.

Wm. T. Thompson, P.L.S., The Pas, Man.—1875.

Allan G. Cavana, O.L.S., Orillia, Ont.—1876.

The late James F. Garden, O.L.S.—1877.

He qualified as a Provincial Land Surveyor, January 4th, 1866, at Woodville.

In 1885, he was elected a member of the Institute of Civil Engineers of Great Britain, and was a charter member of the Canadian Society of Civil Engineers, now the Engineering Institute of Canada, of which he was president in 1906. He also qualified as a Dominion Land Surveyor.

He was married 29th October, 1885, at St. James Cathedral, Toronto, to Mary F. Whitney, only daughter of the late J. W. G. Whitney, Esq., of Toronto, and four sons survive:

Major Hugh Allan Lumsden of Hamilton, Ont., County Engineer for Wentworth.

Harry Bruce Lumsden, of Winnipeg, Man., Assistant Director of Development, Canadian Pacific Railway.

Gordon Leith Lumsden, of Toronto, Ont., with Robbins, Ltd.

Peter Vernon Lumsden, of Bagdad, Mesopotamia.

On the death of his brother Sir Peter Lumsden in 1918, he became the owner of the latter's fine estate "Buchromb," in Banffshire, Scotland, where he resided with his wife during portions of 1922 and 1923, but the calls of Canada were too strong, and he sold his Scottish estate and returned to Ontario, afterwards residing quietly at his beautiful home, the new "Buchromb," facing Lake Simcoe, in Orillia. His wife died in 1926, and two years later on 29th August, 1928, he passed away, following a stroke and two days illness, at the age of 84 years.

The late Hugh D. Lumsden was an outstanding man in his profession. The Railways of Canada owe much to his ability.

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As a man he was known and loved from one end of Canada to the other. About six feet in height, his magnificent physique and full reddish beard made him a striking figure. He loved the outside life, hunting and fishing, and in later life photography, were his chief recreations. He was a keen fisherman and excellent shot and many were the deer which fell to his trusty rifle. He was somewhat reticent in speech and manner and has passed away leaving behind an unblemished record of high character and valuable service.

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