

Two land surveyors were articulated to Mr. Thistle: C. E. Wolff 1873, and A. F. Cotton 1874.

His professional work took him into the Pine timber districts of the Ottawa valley, and becoming acquainted with the business of lumbering, he decided to engage in it, and in 1866 he organized the firm of Thistle, Carswell & Francis.

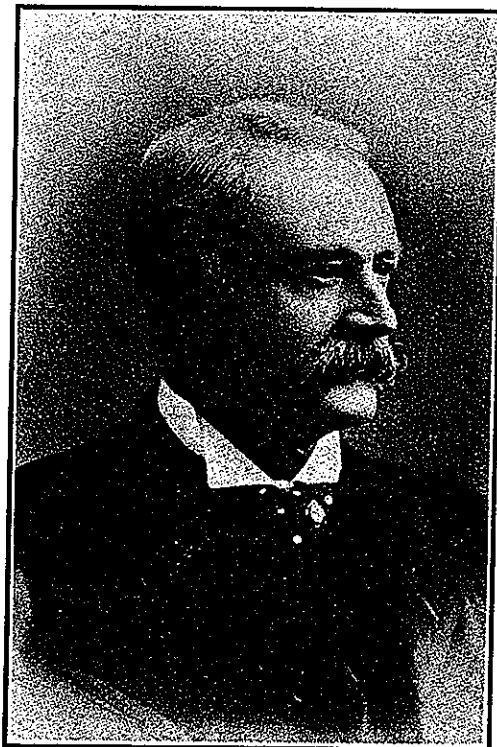
He made certain subdivision surveys in the City of Ottawa in 1868 and 1869, but after the latter date, his entire attention was given to the lumbering business, which proved very successful.

He was largely interested in saw-mills at Pembroke and later at Hawkesbury, also in extensive timber limits, and his name was well known throughout the Ottawa valley.

In November 1863, Mr. Thistle married Sarah Louisa, eldest daughter of John Egan, Member of Parliament for Pontiac, P. Q., a prominent lumber man at the time. Sir Henry K. Egan, of Ottawa is a son of the late John Egan.

Mr. Thistle died at Ottawa on January 4th, 1892. Three daughters were then surviving: Mrs. R. Gill, Ottawa; Miss Mary Frances Thistle (who died in 1905), and Mrs. D. A. Shirres, of Montreal.

WILLIAM MURDOCH



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The subject of this sketch was born at Glasgow, Scotland, on August 7th, 1836. His father, Wm. Murdoch, was an architect, contractor and builder in Glasgow. John Ogilvie, son of George Ogilvie, and Isabella Murdoch, sister of Wm. Murdoch, Senior, were married on January 7th, 1808. Wm. Murdoch, Junior, and his sister Elizabeth were left orphans when infants, and came to Canada in 1844 with Alexander Ogilvie, of Fifeshire, son of John Ogilvie. They resided at Hamilton for a short time, then removed to Toronto and in 1847, they went to Orillia, where Wm. Murdoch received his early education. He subsequently attended the grammar school at Barrie,

where Mr. Gore was headmaster. His sister Elizabeth married Rev. Geikie and removed to Australia.

He became articled to Lawrence H. Shortt, P.L.S., Bowmanville in 1856, and was engaged on surveys for the Grand Trunk Railway between Toronto and Kingston, and passed his final examination as a P.L.S. on January 10th, 1860.

On November 30th, 1868, he married Georgina Hester Holland, of Bowmanville, which town he made his home. Two daughters and one son were the result of this marriage. His son, Norman, died on January 9th, 1907.

The following summary of Mr. Murdoch's professional career was prepared by Mr. Featherston Osler, Justice of Appeal, a school mate in Barrie in 1851-1852.

1865: On Construction of Water Works at Pit Hole, Pa.

1868-1870: Assistant Engineer on Intercolonial Railway from Dalhousie to Riviere du Loup.

1870: Location & Construction Engineer for Northern Railway to Meaford, Railway diversion in Orillia. Began construction of Collingwood Breakwater.

1871: Survey and Preliminary Location International Bridge at Sault Ste. Marie, Survey of Sault Branch (Pacific Junction) to Algoma Mills. Exploration survey to Gravenhurst.

1872: Settling by exploration objective points for Canadian Pacific Railway from Winnipeg to Lake Superior, the crossing of Winnipeg River at Rat Portage, thence via Eagle Lake to Port Arthur and Nepigon.

1873-4-5: Surveys for Location of C.P.R. between Port Arthur, Fort William and Rat Portage.

1878: Survey, plans, location and began construction of Prince Edward County Railway from Trenton to Picton. Survey of Georgian Bay Branch Railway. Survey removing old Calander to New Calander Station at North Bay, and exploration from Calander Station via valley of Ottawa River to Pembroke.

1880: In charge of first 200 miles of C.P.R. west of Winnipeg. Laid rails on the ice of Red River and took first locomotive, the "John J. Haggart" across from St. Boniface, also the rails, ties, etc., for 200 miles of track, built first locomotive house and fixed the location of bridge crossing, Red River, and crossing of the Assiniboine at Brandon.

1882: Chief Engineer of the Manitoba and South Western Railway; built 50 miles of the same; bored the first flowing well in Winnipeg for M. & S. W. Railway Yard.

1884: Report on Hudson Bay Railway from Winnipeg to Hudson Bay, Resources, etc.

1885-1890: Appointed Resident Engineer of the Breakwater at Port Arthur during six years on construction, Kaministiquia River improvement.

Examination of the Great Saskatchewan River at the "cut off."

Inspector of the Port Arthur, Duluth & Western Railway for the Government.

Inspector for an English Co. of the Great North West Central Railway.

Survey for improvements of Rainy River Navigation.

Survey and construction of the Port Arthur and West Fort Electric Railway.

Town Engineer of Port Arthur.

1891: Resident Engineer in charge of Kingston Dry Dock, and acting Dock Master until the Government took it over.

1899: Location Engineer on Atlantic, Hudson's Bay and Western Railway—Plans, Profile and Book of Reference.

He was at one time in partnership with the late P. A. Peterson at St. Catharines.

For the Provincial Government he made the following surveys:

Township of Oakley in Muskoka District in 1861.

Township of Grimsthorpe in Hastings Co. in 1868.

Township of Morson in Rainy River District in 1908.

Mr. Murdoch made a valuable collection of photographs taken between 1870 and 1885 in the Plains, Rocky Mountains, British Columbia, Peace River, Lake Superior and Moose River, Hudson's Bay. One photo was taken on the memorable occasion when the last spike was driven in the C.P.R. at 9.30 a.m., on November 7th, 1885, by Lord Strathcona in the presence of Sir Wm. Vanhorn, Sir Sandford Fleming and many others.

He first visited Fort Garry (now Winnipeg) in March 1872, driving by stage 240 miles from Brakenridge, Minn.

On June 21st 1897, he married Jane Alexandra Wilmot, and they lived in Toronto for seven years thereafter, when he removed to Bowmanville, where he died on July 31st, 1918.

His widow and a daughter survive.

He made his last survey in 1917.

For over thirty years, Mr. Murdoch was ranked among the most prominent engineers in Canada.