

J. L. P. O'HANLY.

By Malcolm C. O'Hanly.

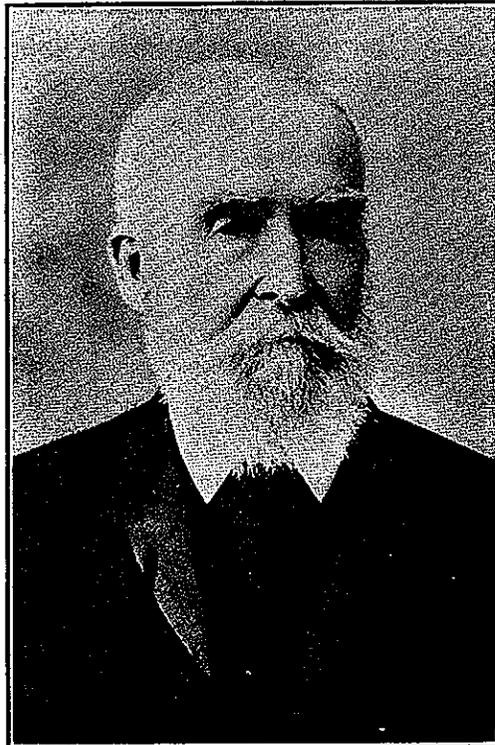
John Lawrence Power O'Hanly, the only son of Patrick O'Hanly and Bridget (Power) O'Hanly, was born at Waterford, Ireland, on June 24th, 1827, where he received his early education.

He emigrated to Canada when nineteen years of age, reaching the City of Quebec on May 31st, 1846. For the next few years he was employed, first in a clerical capacity, in that city and at Buckingham, Que., and then in teaching school at Buckingham and at Plantagenet, Ont.

In March, 1851, Mr. O'Hanly moved to Aylmer, Que. (ten miles above Ottawa), becoming indentured in turn to Jos. A. Mason, P.L.S. for Lower Canada, and J. J. Roney, P.L.S. for both Upper and Lower Canada. He obtained a diploma as a Provincial Land Surveyor for Lower Canada in May, 1853, and for Upper Canada on July 5th, 1854, and in August, 1854, changed his headquarters to Bytown, which in 1855 became Ottawa, where he continued to reside until his death, on March 22nd, 1912.

From 1854 to 1868, he was occupied chiefly at private practice, his career as a Civil Engineer starting from 1857. During this period he had charge of a great deal of exploration and surveying in both Ontario and Quebec, especially in Renfrew County and the Parry Sound district of Ontario and in the Counties of Ottawa and Pontiac in the Province of Quebec.

For the Provincial Government he made the following surveys:—Townships of North and South Cononto, 1855; Algoma, 1856; block of land at Ottawa, 1859; hardwood lands Huron



and Ontario Districts and part of Dungannon, 1863; Township McDougall and Parry Sound Road, 1865-66.

In 1869 he was appointed an Assistant Engineer on the Intercolonial Railway, a position he held for two years. He was employed on C. P. R. exploration surveys in 1870 and again in 1875; also on the Canada Southern Railway. In 1872 he was appointed Chief Engineer of the Ottawa and Gatineau Valley Railway, of which he was a leading promoter, and in 1883 he was appointed to the same office with the Ontario Pacific Railway (now Ottawa and N. Y. and running from Ottawa to Cornwall, Ont.).

In 1872 he was commissioned by the Province of Ontario to survey the boundary line between the Provinces of Ontario and Quebec, the Province of Quebec being represented by W. W. O'Dwyre. Their work was started at the confluence of the Mattawa River with the Ottawa, and after each surveyor had traversed his respective side of Lake Temiskaming, they connected again at the head of the Lake. This work was finished in March, 1873. In the following October they were instructed to run a due north line from the head of the Lake; this latter was started on December 8th, 1873, and completed to mile 42 on April 18th, 1874 (see page 111, Report, 1896).*

In 1877 and 1878 Mr. O'Hanly was employed by the Department of the Interior on survey of Indian Reserves along the east shore of Lake Winnipeg, and in 1879 and 1880 on township outlines in Southwestern Manitoba. In 1881 he surveyed a portion of the western boundary of that Province. (Many years later a large area to the west of the boundary was annexed to the Province of Manitoba).

In 1895 he was commissioned by the Dominion Government to investigate professionally the effect of the "Chicago Drainage Canal" on the levels of the Great Lakes, and his report on this subject was duly published.

In addition to being for many years a very prolific and versatile contributor to the Canadian press, he was the author of a number of pamphlets—one entitled "Money and Other Trade Questions," and another on "The Status of Irish Roman Catholics in Canada," and of an unpublished text book on Civil Engineering. In religion he was a Roman Catholic, and in politics a Reformer of the old school, being the Reform can-

didate for Russell County in the election for the Ontario Legislature in 1875. He was President of St. Patrick's Literary Association of Ottawa in 1867 and 1868. He was a man of varied talents and marked ability.

Mr. O'Hanly was one of the promoters and organizers of the Canadian Society of Civil Engineers, of which he was one of the charter members. For the last thirty years of his life he was a member of the American Society of Civil Engineers.

At St. Andrews, Que., on May 31st, 1856, he married Mary Macdonald of that place, who was born at Montreal on July 5th, 1836, and died November 18th, 1917. She was a daughter of Bridget Sweeney, of Mayo, Ireland, and Archibald Macdonald, of Invernesshire, Scotland, whose father was the recognized chief of the clan Keppoch, and through whom she was a direct lineal descendant of the renowned Keppoch of Culloden.

Mr. O'Hanly had six daughters, three of whom survive, and the following four sons:—J. M. O'Hanly, O.E., O.L.S., of Ottawa (1859-1819); R. E. O'Hanly, Barrister, Omaha, Neb. (1866-1910); R. W. O'Hanly, Draughtsman, Ottawa (born 1873); and M. C. O'Hanly, of the Exp. Farm, Ottawa, (b. 1875).

*In 1905 the line was extended for 97½ miles from mile 42 by T. J. Patten, representing Ontario, and F. C. Laberge, representing Quebec. In 1906 the latter was succeeded by J. H. Sullivan (See page 112, Report 1907).