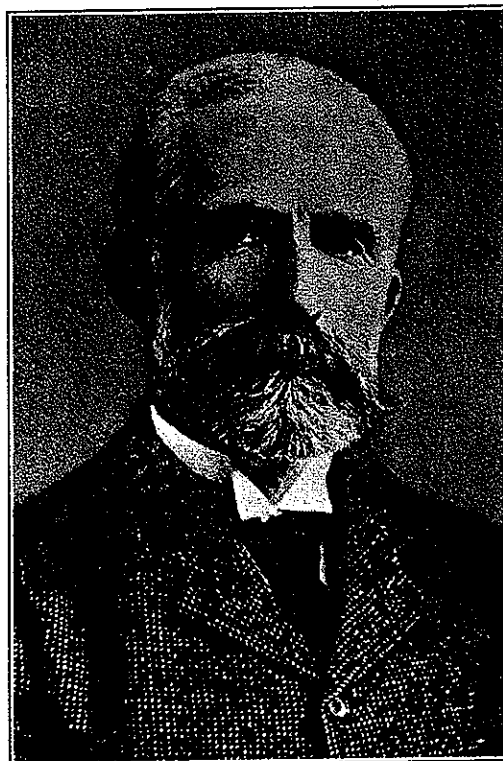


PETER ALEXANDER PETERSON

Peter Alexander Peterson was born at Niagara Falls, Ontario, on the 8th November, 1839. He was the son of William Lounsberry Peterson, and his wife, Susan MacMicking.

Mr. Peterson was a descendant of the United Empire Loyalists who came to Canada on the conclusion of the American Revolution, having sacrificed their property in the cause of the Mother Country. They were granted large tracts of land in Upper Canada.

Mr. Peterson's maternal grandfather was Major John MacMicking, who was descended from the old Scotch family of MacMicking of Miltonise and Killanbrougham in the County of Wigtown. He was ultra of the old Tory school. He fought in all the battles of 1812 on the Niagara frontier, and was wounded at Lundy's Lane and at Chippewa. He was out again in 1837 on the Tory side raising a troop of cavalry, which he commanded.



Mr. Peterson had one brother George, who died some years ago, who was not married. He had one sister Jennie, born at Woodburn, Binbrook, near Hamilton, C.W., March 24th, 1842, who married James Ker, who was born at Dundas, C.W., on December 28th, 1836. Date of marriage, May 5th, 1863, at Clifton, C.W., by Rev. George Bell; the issue being five children: 1st, Newton James, born May 6th, 1866, who married Gertrude Dickie in October, 1896, to whom were born Marian Isabel, Walter Gordon, and Alan Newton; 2nd, Isabel, born 19th February, 1871; 3rd, Mabel Cochrane, born 8th April, 1874, died November 6th, 1895; 4th, Edwin Dickson, born 7th June, 1878; 5th, Gordon Woodburn, born 12th June 1880, mar-

ried 30th August, 1930, to Ann Jane Harkness (born in Belfast, Ireland). James Ker died January 17th, 1915.

In September, 1876, Mr. Peterson married Mary Isabel Langlois, in St. James Cathedral, Toronto. Miss Langlois was the daughter of the late Peter Langlois, who was the Seigneur of Bourg Louis, in the County of Portneuf, Quebec.

They had three children, Lillian Isabel, Guy and Beatrice.

Lillian Isabel, born August 28th, 1881, on March 3rd, 1908, married Donald Alexander Hingston, M.D., of Montreal, son of the late Sir William Hingston and Lady Hingston, and has the following children: Osla Margaret, born 1909, married E. D. Gray-Donald, C.E., Supt. of Power Division of Quebec Power Co., of Quebec; 2nd, Mary Elizabeth (Betty); 3rd, Katharine Isabel; 4th, Andrea Aileen Marion; 5th, Cynthia Anne.

Lieut-Colonel Guy Lounsberry Peterson, O.B.E. (ret.) of the British Army, married Gladys Smith in 1927, and has one son, Peter Lounsberry Peterson.

Beatrice, born 19th June, 1885, married William Redpath, of Montreal in 1910, and has one child, John Peterson Redpath, born 1911.

Mr. Peterson apprenticed himself to Mr. Thomas C. Keefer, P.L.S., C.E., and on the 10th July, 1863, was appointed a Land Surveyor. The professional activities of Mr. Peterson were not directed along Surveying, but along waterworks and railway engineering lines.

From 1863 to 1865 he was engaged upon various engineering works under Mr. Keefer. But in 1865 he went into practice on his own account and in 1885 and 1886 had charge of large re-construction dams on the Grand River.

In 1867 he made surveys, plans and estimates for the Petrolia Branch of the Great Western Railway, and in the autumn was appointed resident engineer of the Northern Division of New York and Oswego Midland Railway. In March, 1868 he was appointed resident engineer of the Bathurst Division of the Intercolonial Railway in N.B., where he remained until 1872, when he resigned on being made Chief Engineer of Toronto Water Works to cost two million dollars.

Previous to 1875 he had been elected a member of the British Institution of Civil Engineers, and in January, 1876, he was elected a member of the American Society of Civil Engineers and was a vice-president in 1896 and 1897.

About the end of 1875 he left the Toronto Water Works on being appointed Chief Engineer by the Quebec Government of the Montreal and Ottawa Section of the Quebec, Montreal, Ottawa and Occidental Railway.

His "forte" was the location and construction of bridges, and while Chief Engineer of the Q.M.O. & O. Railway he had charge of the construction of several bridges, including the Chaudiere Bridge between Hull and Ottawa.

In 1881 the C.P.R. Co. appointed him Chief Engineer of the Atlantic and N.W. Railway Co. The St. Lawrence Bridge at Caughnawaga is on this line and the piers were strong enough, with the necessary lengthening, to carry the heavy track double steel work which was completed only a month before the death of Mr. Peterson. There were other large bridges on this line.

He was also Chief Engineer of the Sault Ste. Marie Bridge and the Mission Bridge in B.C., and many other important works.

He continued to act as Chief Engineer of the A. & N.W. Railway, and as Chief Engineer of Eastern Lines of C.P. Railway until his appointment as Chief Engineer of the C.P. Railway in 1890, where he remained until 1902, when owing to ill health he was appointed Consulting Engineer.

In August, 1903, he was appointed Chief Engineer of the Guelph and Goderich Railway, where he remained until 1908, when he retired from work owing to ill health.

He was a charter member of the Can. Soc. C.E., of which he was vice-president in 1889-1892-93 and president in 1894.

Being of rather nervous disposition he was, at first, sometimes thought to be slightly abrupt in manner, but his unvarying courtesy soon removed that impression. He was universally known as a most conscientious engineer, was strict, yet fair in dealing with contractors, was very kind-hearted, and always willing to do a good turn to any of his staff, though he required from them close attention to their work and whole-hearted discharge of their duty to their employers.

His hobbies were painting, photography and gardening. He was a member of the Church of England. He died in Montreal on the 22nd November, 1913, and was buried there in the English cemetery.

His widow, Mrs. Isabel Peterson, survives, and is residing in Drummond Apartments, Montreal, Que.