

in my pocket at night. Here Mr. Wallace and I made the plans and estimates under his instructions. We had nearly completed our work when to our horror and dismay the whole cost of the road with grades and other information was published in one of the newspapers.

Mr. Haskins naturally blamed me for it, as being the only person having the key to the room, and Mr. Wallace denied giving any information. As it was placing me in a very bad position, Mr. Morrison, now Col. E. B. Morrison, D.S.A., then admitted that he had got a key from the caretaker of the City Hall, who probably did not think what the consequences would be. This explanation of course, satisfied Mr. Haskins, and I remained his Chief Assistant until his death in 1896.

Besides being a very clever engineer, he was also an expert in fruit growing and had a farm of 40 acres which was skillfully underdrained, and in every way a model farm. This was his hobby, and he was about to drive me out to it on the day of his death.

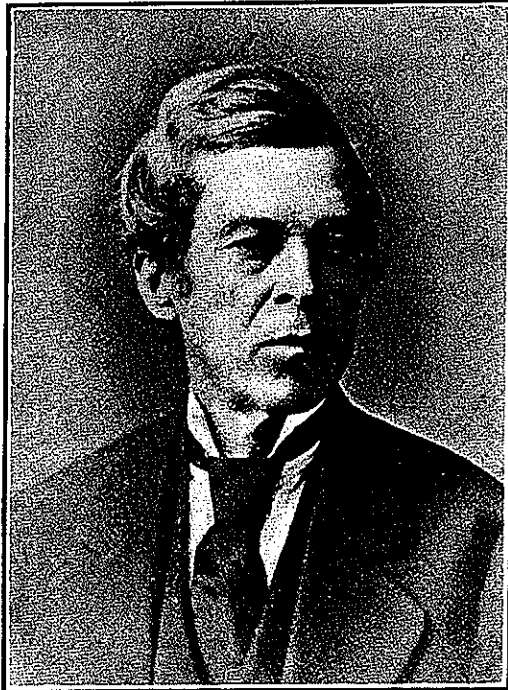
I cannot do better in conclusion than to quote a paragraph from the Hamilton Spectator:—

“Mr. Haskins was a good man, with all that the words imply; an excellent citizen, a warm and loyal friend, a just and careful public officer, and a genial gentleman with whom personal acquaintance was both a pleasure and an honor.”

WILLIAM ROBINSON.

William Robinson was born in New Ross, County of Wexford, Ireland, March 17th, 1812, and received his education from an uncle who was a professor in the Trinity College, Dublin, and from a brother who was a surveyor on the Trigonometrical Survey of Ireland; he came to Canada with his family in 1833 and settled with his father in the Township of Burford. The following spring he went to Hamilton and obtained employment as a carpenter; from Hamilton he went to Brantford, and in 1839 he went to London and obtained employment from the contractor who built the Barracks in that city.

He then went to Toronto and obtained employment for two years with Thos. Young, the Architect of the University of Kings College, City Engineer, and Drawing Master at the



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Owen Sound Road through the Townships of Melancthon, Artemesia, Holland and other Townships. Two years later he returned to Toronto and entered into business with Mr. C. Rankin; this partnership was dissolved in 1851, Mr. Robinson continuing business until 1852. A severe attack of illness prevented him working for some time. He then went to London and entered into a partnership with W. B. Leather, Architect and Civil Engineer; this partnership was dissolved when Mr. Robinson was appointed City Engineer of London, Ont., in 1857, which position he held for twenty-one years and five months, until the completion of the Water Works System of the City of London, in 1878. While holding the position of City Engineer, Mr. Robinson carried on a private business of surveying, civil engineering, and architecture, and several of the public buildings in London were erected under his supervision.

In 1874 Mr. Robinson formed a partnership with T. H. Tracy, who was appointed to the position of City Engineer of London, on the resignation of Mr. Robinson.

Mr. Robinson's death occurred on October 11th, 1894.

Contributed by John M. Moore, O.L.S., London, Ont.

College, and during his employment with Mr. Young, he took up the study of surveying; the next two years he was engaged by Mr. Richie, a prominent builder of Toronto, as assistant to his head foreman; he took up the study of land surveying, and in 1846 successfully passed an examination at Montreal and received a license to practice in the Province of Upper Canada; the Hon. Wm. Henry Bolton and the Hon. W. B. Robinson became his securities for the sum of \$2,000; he returned to Toronto and taught geometrical drawing for a year. In 1849 he commenced the survey of the Toronto and