

canals were about to offer him the position of consulting engineer, he having been previously unofficially notified of their decision. As an hydraulic engineer, Mr. Rubidge was not only a man of great ability, but he was always abreast of the times. With him civil engineering was a progressive science, and he was ever ready to discard old methods the moment he found the modern ones were better.

It was not only as an engineer that Mr. Rubidge was known for we find that during the "Trent Affair" in October, 1861, he was requested by the General Officer Commanding to raise a field battery for service along the St. Lawrence River and Canals between Cornwall and Prescott. This he at once did, and for several years Captain Rubidge was in command of it. As a recognition of his services he received a medal from the Canadian Government a few years ago, and the deed to a grant of land in Northern Ontario from the Provincial Government.

ALBERT PELLEW SALTER, P.L.S.

The subject of this sketch was born at Teignmouth, Devonshire, England, June 17th, 1816, and died at Sandwich, County of Essex, Ontario, September 5th, 1874.



1. JOHN JOHNSTON, Draughtsman.
2. A. P. SALTER, P.L.S.
3. ARTHUR JONES, P.L.S.
4. JAMES JOHNSTON, P.L.S.

others, and at the time of his death he was Lieut. Col. of the Kent Militia.

Mr. Salter came to Canada in 1834. The first few years he lived in the township of Plympton, County of Lambton. During the rebellion of 1837 he served under Col. Dewlap, Maj. Elliot and

He married in 1839 and returned to Sandwich where for several years he discharged the duties of Grammar School teacher, during which time he studied land surveying and civil engineering. He served his apprenticeship with _____ of

_____ and passed his final examinations on September 2nd, 1844. In 1850 moved to Chatham and began the practice of his profession. In 1854 he was engaged by the Government to report on the character of the country and usefulness of the lands to the north of Lake Huron from Lake Nipissing to Goulais Bay in Lake Superior. About 1856 he was also appointed Chief of Survey of that region, and in connection with this work he had under his direction as Assistant Provincial Land Surveyors, Messrs. Moberly, T. W. Herrick, P. S. Donnelly, T. N. Molesworth and James Johnston. The last mentioned was drowned in Lake Superior on January 1st, 1861, when with Mr. Salter as assistant. In 1859 Mr. Salter was appointed by the Government to superintend the construction of the colonization roads in the neighborhood of Sault Ste. Marie, the road from the Sault to Root Rivers, from Sault to Garden River, also other roads in that vicinity.

From 1862 Mr. Salter practiced in Chatham and Sandwich until 1874 and during that time he made the survey of the line from Amherstburg to Buffalo, which was afterwards the Canadian Southern Railway.

The following surveyors served their apprenticeship under Mr. Salter: E. R. Jones, Sarnia; Arthur Jones, Chatham; John H. Jones, Sarnia.

The following important Government surveys were performed by Mr. Salter:—

1847-48—Mineral Locations, Lake Superior.

1855—Explorations Lake Huron and Lake Superior.

1856—Exploration Line, Lake Nipissing to Lake Superior.

1858—Township North of Lake Huron.

1859—Town Plot near Sault.

1860—Inspection Survey.

1860—Townships, Tarentorus and Korah.

1861—Bruce Mines Road.

1866—Michipicoten to Montreal River.

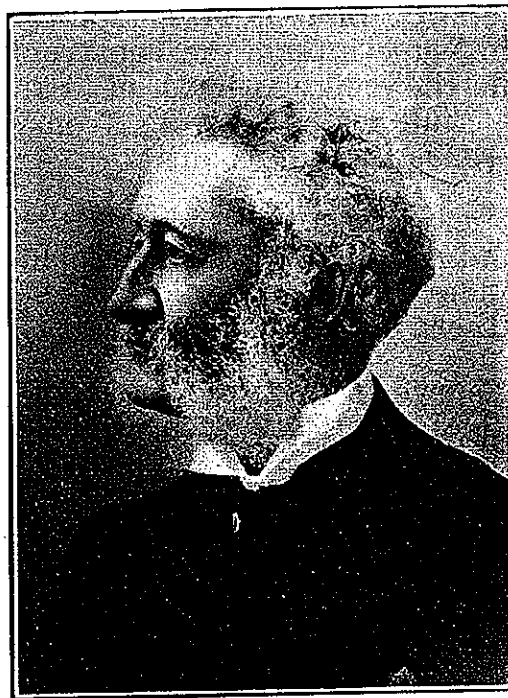
1873—Townships north shore Lake Huron.

1875—Townships of Victoria.

Material for the above sketch was furnished by Miss Letitia Salter, of 47 St. Vincent St., Toronto, daughter of Mr. Salter.

The list of Government surveys, however, were given by Mr. G. B. Kirkpatrick.

We are also indebted to Miss Salter for the group photograph.



F. H. LYNCH-STAUNTON.

George Lynch-Staunton, K.C., of Hamilton, has furnished us the following information respecting his father, F. H. Lynch-Staunton.

“The late Francis Hardwick Lynch-Staunton was born on August 15th, 1828, in the County of Galway, Ireland, and