

WILLIAM WALLACE::: Township lot 2. con 1, N.R. site of Hardison House
Civil Engineer Buffalo N.Y.

Aug. 29, 1853. Alexander Douglas to William Wallace $1\frac{82}{100}$ acres.
village lot No.1. £500.

Feb. 21, 1854 Wm. Wallace . . . tp Benjamin Turner. same lot.

WILLIAM WALLACE::: Niagara Blvd. Fort Erie.

William Wallace was born in Ayrshire Scotland: Sept. 25, 1805.

d.Rochester. N.Y. June 1887.

inf. from Rochester Advertiser : 1865.

Wm. Wallace got his engineering degree from the Glasgow University and immediately entered railroad work. He started by surveying the Railroad from Glasgow to Paisley. He left for the U.S.A. in 1831. He was employed by John Gregg of Canadagqua and Joseph Fellows of Geneva, land agents. In 1836 he entered the services as a draughtsman for the r.r. between Rochester and Batavia, when that line was being built. He was the first engineer to work on the 10 lines that were thrust out from Buffalo. He took the position of assistant engineer on the Auburn and Rochester railroad, under Robert Highman, Chief Engineer; and he remained with them three years. He was made ticket agent at Seneca Falls. He then worked on the completion of the railroad from Albany to Buffalo and between Attica and Buffalo and in 1840 moved back to Buffalo. He was made superintendant in 1848.

When engaged with all these projects Mr. Wallace kept his eye on what was known as the Great South Western railroad; but was afterwards known as The Canadian Southern Railroad. The first survey of this line was made by Mr. Wallace. At the time he said " This will constitute a link in a great thorough route between the Atlantic and the Pacific oceans; span the regions of the country north and south with an iron track, and its wealth will be greatly increased by the enhanced value of the land and the business ; and the wealth of Buffalo will be very much increased by the great thoroughfare which is designed to pass under the river, by means of a tunnel, when completed."

When the Great Western was built the terminus was made at Suspension Bridge, while if adequate accommodation had been given at Buffalo to cross the river; the terminus would have been at Fort Erie. In 1852 he published a pamphlet speaking of the feasibility and the importance of such a tunnel. It was not received favourably, and nothing came of it till 1855 when H.E. Cook mayor of the city of Buffalo recommended that immediate steps be taken for a study. However, a counter study for a bridge was taken, twenty years later resulting in the construction of the International Bridge .

The tunnel was to run from F.Erie opposite Vermont St. to Fourth and Court Sts. and along the Terrace.

It was while an attempt was made to get the Great Southwestern charter received, that the project for The Buffalo Brantford and Goderich Railway was introduced. After considerable difficulty in surveying the charter, the road was begun and WM. Wallace was the Chief Engineer, and afterwards its first Superintendant.

He said that the Buffalo Brantford and Goderich would be a great avenue to the coal mines of Pennsylvania and the rich mines of Lake Superior. Mr. Wallace moved again when Mr. D. Richmond president of the New York Central sent for him, as a new charter had been granted for the line between Buffalo and Batavia. He closed his connections with the Buffalo Brantford and Goderich line and headed west, returning to Buffalo on its completion and continued to work on new lines whenever he was approached.

1864