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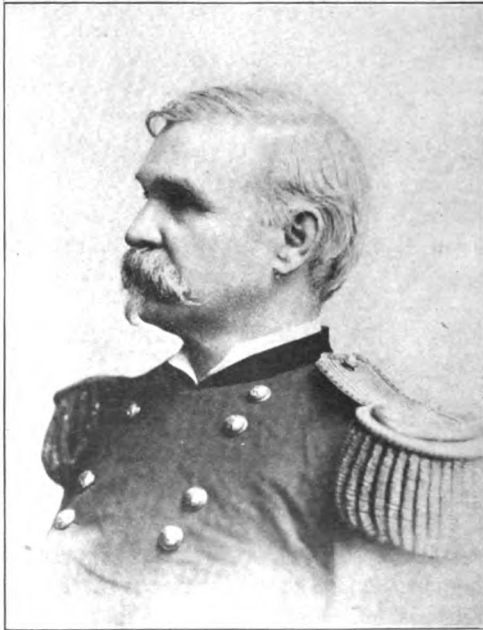
many Clubs and Engineering Societies. He was elected a member of the Western Society of Engineers Nov. 6, 1877.

*Alfred Noble,
Charles L. Strobel,
Onward Bates.
Committee.*

CHARLES FITZ SIMONS.

August 24, 1904.

As the years come and go, we who continue in our accustomed paths of life note that one and another of those whose presence has long been familiar to us are missing from the places where we have been used to meeting with them, and we realize that no more on earth shall we mingle with those whom death has removed from us.



But while we are saddened when our friends have left us, yet, where the record is of a life that has brought happiness and blessing to those in contact with it, we do not idly grieve for our loss, but rejoice and thank God that a noble soul has lived amongst us, and has furnished us an inspiration to also live for unselfish ends and high purposes.

It is with this feeling that we now offer a brief tribute to the memory of our friend and fellow member, General Charles Fitz

Simons, who died on the 24th of August, 1904.

Charles Fitz Simons was born December 26, 1834, in the city of New York, and lived there till his fourteenth year, when his father removed with his family to Rochester, New York. His education was designed to fit him for the profession of a civil engineer, but his first active work was in carving and modeling works of art, in the employment of C. G. Morgan, a sculptor, in Rochester. He had succeeded to Mr. Morgan's business and was engaged in it at the beginning of the civil war.

At that time he was a member of the Rochester City Dragoons, having always taken a deep interest in military affairs. He immediately began the organization of a company for the volunteer service, and was soon commissioned as Captain in the 3rd Regiment of New York Volunteer Cavalry.

In May, 1862, he was made Major of his regiment. In June of the same year he was severely wounded in the battle at Trenton, North Carolina. Shortly after, he was commissioned as Lieutenant Colonel of the 21st New York Cavalry, with which regiment he served until it was mustered out of service in June, 1866. At the battle of Ashby's Gap in August, 1864, he was again seriously wounded.

In 1866 he came to Chicago and entered into business as a Contractor for public works, in which business he continued until his death.

In 1878 the present firm of The Fitz Simons and Connell Company was organized, General Fitz Simons being the senior member. Among the works constructed in and about Chicago by this Company are the Fullerton Avenue conduit, the Four Mile Crib and shaft, the Carter Harrison Crib and four miles of connecting tunnels, the substructure for 18 bridges over the Chicago river, the Van Buren street car tunnel, and the lowering of the roof of the Washington street tunnel.

His interest in military affairs was always maintained, and in November, 1882, he was appointed by Governor Cullom, Brigadier General in the Illinois National Guards. He resigned his commission in April, 1902, carrying with him the best wishes and highest regard of all the officers and men who had been associated with him in this service.

He was an ardent republican in politics, but never sought a political office, and never held one except as Sergeant at Arms of the National Republican Convention in 1888.

He was a member of the Union League Club of Chicago, of the Illinois Club and of the Loyal Legion.

He became a member of the Western Society of Engineers May

6, 1879, and always manifested a keen interest in its welfare. He was Treasurer from August, 1880, to January, 1887, and served as Trustee from January, 1889, to January, 1892.

General Fitz Simons was married on March 16, 1858, to Miss Augusta R. Riley, of Rochester, New York. Mrs. Fitz Simons lives to mourn with us our mutual loss, and to cherish with us our mutual fond and cheering remembrances.

These few words cannot express with any fullness the appreciation which all who came in contact with General Fitz Simons had of his gracious and manly character, but perhaps no more fitting ones can be used for closing than these embodied in a tribute to his memory by his comrades of The Loyal Legion: "It was a benediction to know such a man, an honor to enjoy his friendship and to have felt the touch of his kindly hand."

L. P. Morehouse,

G. A. M. Liljencrantz,

Simeon C. Colton.

Committee.

GEORGE ANTHONY LEDERLE.

March 27, 1905.

George Anthony Lederle, son of Anthony and Maria Lederle, was born at Detroit, Mich., September 4, 1858. He was of German descent, his father having taken part in the liberal revolutionary movements in his native country in 1848 was obliged to leave it on their suppression.

Mr. Lederle's early education was obtained in the public schools of Detroit. In 1877 he entered the University of Michigan and was graduated as a civil engineer in 1881. His father was an able civil engineer, a graduate of Karlsruhe Polytechnic, and for many years in the United States lighthouse service on the great lakes. From early boyhood George spent much time on the works his father was carrying out, and even before he entered the University showed great capacity in the control of men. During his connection with the University his summer vacations were passed on the works of canal and river improvements at and in the vicinity of Sault Ste. Marie, Mich.

Upon graduation he entered the employ of the late George S. Morison, M. W. S. E., and took part in the construction of the railroad bridge across the Missouri River at Bismarck, N. Dak., of which Mr. Morison was Chief Engineer. He continued with Mr. Morison for several years, during which he was Resident Engineer of the U. P. Railway Bridge across the Missouri River at Omaha; the O. R. & N. Co.'s bridges across the Willamette River at Port-