

Mr. H. K. Wicksteed, who was at Port Arthur on C.P.R. work when Mr. Caddy was located there, and who knew him intimately, has contributed the following paragraph:—

“Mr. Caddy was a singularly amiable and lovable character, of sterling integrity, and very happy in his home life until the illness of his wife intervened. Absolutely unassuming and simple in his tastes, he made little stir in the outside world, but many lifelong friends. He was very fond of out-of-door life and in his younger days a keen sportsman and skilful with rod and gun. His work was always honest and conscientious, and he was never accused of carelessness or neglect. He was no politician and contractors did not love him, but his friends did.”

HARRY J. BROWNE

By Henry L. Esten

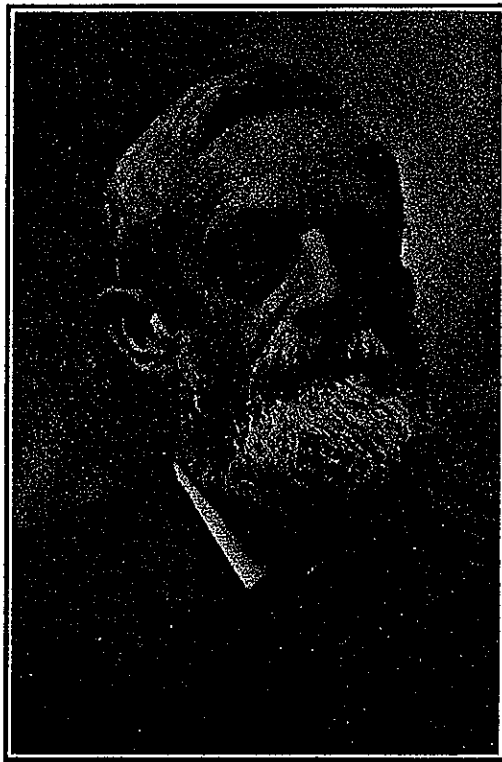
Harry John Browne, O.L.S., C.E., the subject of this sketch, was born in London, England, on May 10th, 1840, the son of J. O. Browne, P.L.S., C.E. He came to America, with his

father and the other members of the family in February of 1848, arriving at New York on the 13th of that month and at Toronto on the 28th, having crossed Lake Ontario in the steamer “Chief Justice Robinson.”

Mr. J. O. Browne only remained in Toronto a short time and then went to Beaverton, with his family, where he remained about a year practicing as a Surveyor, afterwards coming to Toronto, where he settled.

H. J. Browne first went to school in London, then was taught by his father at home for a year or two, afterwards going to Upper Canada College in 1852, and leaving in 1856 or 57. He went into his

father's office, until 1858, when he became rodman to H. A. F. Macleod, C.E., on the construction of the Grand



Trunk Railway in Michigan. On leaving Mr. Macleod he was with his father on the survey of the Township of Morrison, and remained with him, assisting in various surveys, until 1864. He was then employed as assistant engineer on the Northern Railway, under Clarence Moberly, C.E., remaining in that position for about six years. On leaving the Northern he went as assistant to John Fleming, P.L.S., on an exploration survey north of Lake Superior, from the Michipicotin River to the Pic River.

In 1870 Mr. Browne was employed by B. W. Gossage, P.L.S., on the right-of-way survey of the Canada Southern Railway. This survey finished, he went into the office of Wadsworth and Unwin, P.L.S., being articulated to Mr. Wadsworth, on passing his examination on July 6th, 1872, he joined the firm, which was then called Wadsworth, Unwin & Browne, remaining with them for some five years, when he left and took his brother, W. A. Browne, O.L.S., into partnership, the firm being H. J. & W. A. Browne.

In 1882 a partnership was formed, consisting of Chas. Unwin, H. J. & W. A. Browne and Villiers Sankey, known as Unwin, Browne & Sankey.

This continued for some years, when Mr. Sankey became City Surveyor of Toronto, and Mr. Unwin forming a partnership with Messrs. Foster and Proudfoot, H. J. and W. A. Browne reverted to their old firm name and continued together till 1892, when H. J.'s health breaking down, he retired, only doing occasional work. He died at his home on Albany Avenue, Toronto, September 14th, 1924, having survived his wife about a month. There were no children.

Mr. Browne was married in November, 1872, to Emmaline Amelia Brongest, by the Rev. Dr. Givens in St. Paul's Church, Yorkville.

From 1860 to 1869 he served in the volunteers, first as private and Sargeant in the "Queen's Own Rifles," and then as an officer in the "10th Royals," with which regiment he was on active service during the "Fenian Raid." He retired with the rank of Captain.

Wm. H. Browne, O.L.S., is a nephew, and son of the late Wm. A. Browne.
