

JOHN ST. VINCENT CADDY

Captain John Herbert Caddy, R.A., was born at Quebec in June, 1801, where his father, Col. J. T. Caddy, R.E., was then stationed. At an early age he was sent to England to be educated, and after graduating from Woolwich he received his commission in the artillery.



He married Georgiana Hamilton, daughter of Col. R. Hamilton of the Royal Engineers. He was an artist of some repute. They came to London, Canada, in 1845, where he was stationed for a short time. He then sold out of the army and went into business, but it was the old story of an army officer going into business. He then accepted a position with the Great Western Railway at Hamilton, which he held for many years.

They had eight children:—
Elizabeth M. A., born in England.

Anna Johanna (Mrs. Alex.

Askin), who lived at Walkerville (since deceased).

Hamilton (died in West Indies).

John St. Vincent, born at St. Vincent, West Indies, on October 12th, 1836, where his father was then stationed as Fort Captain and Secretary to the Governor.

Ralph, barrister, London. Died 1881.

Georgina E., born Ireland, died Oakville, Ont.

Marian J. (Mrs. Maitland Young), living at Oakville, Ont.

Edward F., shot by burglars, Winona, 1922.

John St. Vincent Caddy was brought up in the expectation that he would join the army, and he was always a soldier at heart.

He became apprenticed to Robert Jones, P.L.S., of Sarnia, and passed his final examination on October 6th, 1866. He

was employed on the Great Western Railway, and in 1870 was Divisional Engineer at St. Thomas. He was also employed on the Hamilton and North Western Railway surveys, and on construction.

In 1879 he went to Port Arthur, where he was employed on the Canadian Pacific Railway, then under construction by the Federal Government, and in the following year succeeded Samuel Hazelwood as district Engineer of Port Arthur to Eagle Lake—and on the removal of Mr. W. T. Jennings to British Columbia, his district was further extended to Rat Portage, now Kenora. Under his regime some important revisions of location were made by Mr. C. H. Middleton, one of his subordinates, and several miles of construction were saved. For this service the Government granted them a gratuity of two thousand dollars, but they did not claim it, and the grant was afterwards cancelled as a bad precedent by a Royal Commission—a view shared by the Engineers themselves.

The official plans of the C.P.R. right-of-way through the western part of Northern Ontario on file in the department of Crown Lands, Toronto, bear the signature of John St. V. Caddy.

In 1884-5 he was stationed at Peninsula Harbor, Lake Superior, as inspector for the Government, and in 1886 at St. John's, P.Q., in the same capacity. From 1888 to 1893 he was engineer in charge of construction on the Digby and Annapolis Railway—or "Missing Link," as it was called—Nova Scotia, and in 1894-95 on borings for terminal at Northumberland Strait; also on inspection work for the Dominion Government. For some two years he was inspector on the Crow's Nest Pass work of the C.P.R. and later on the Inverness and Richmond Railway in Cape Breton, a subsidiary of the Canadian Northern. Still later on the James Bay Railway at Parry Sound, another subsidiary.

In 1908 he was appointed assistant engineer on the Rideau Canal, a position which he held until superannuated on April 21st, 1921.

As a land surveyor Mr. Caddy surveyed in 1875, a reserve adjoining the town plot of Southampton for the Provincial Government of Ontario.

In 1872 he married Frances Catharine Roe, eldest daughter of the late John Ardagh Roe, of St. Thomas and London, and his wife, Caroline Stanton, of Toronto. They had the following children:—

(1) Edith Louisa, married Alan Jeffreys Muckleston, son of Canon W. E. Muckleston (no children).

(2) Georgiana Caroline, Clerk, Dept. Indian Affairs, Ottawa.

(3) Frances Elizabeth Alice, artist, New York City.

The family resided successively at Annapolis Royal, Hamilton, Walkerton, Sarnia, St. Thomas, London, Detroit, Port Arthur, St. John's P.Q., and other places. In 1900 he took up his permanent residence in Ottawa, where he died on May 30th, 1924.

He was in good health and remarkably active for a man of his years, until about a year before his death, when he strained his heart lifting a heavy boat. Notwithstanding, he walked some distance daily until a few days before his death.

His widow, a permanent invalid for some four years, survived him by nearly a year, dying on April 13th, 1925. The three daughters are all living.

Arthur E. Caddy, of Campbellford, a son of Edward Caddy, O.L.S., of Cobourg, is a cousin, and the late Angus Sinclair, a well known contractor and engineer, a brother-in-law.

The following has been contributed by Mr. Allen R. Davis, who was assistant engineer under Mr. Caddy on the Annapolis and Digby Railway:—

"Perhaps the most important feature of Mr. Caddy's long and active career was his work when in charge of the location and construction of the Annapolis and Digby Railway in Nova Scotia, familiarly known as the 'Missing Link,' and built by the Dominion Government after many years of weary waiting by the local residents and politicians.

"Annapolis was already connected by rail with Halifax to the east, while Digby was connected with Yarmouth on the west coast. The intervening gap of 25 miles from Annapolis to Digby was traversed by stages and a line of small steamers on the rising and falling tide waters of the intervening basin, filling and discharging through the narrow 'Digby Gut.' Great arms of the Basin had to be bridged, huge rock and earth cuts to be made, and miles of dykes completed in order to obtain the necessary roadbed. Vast quantities of Portland cement were used in the abutments and piers of these tidal waters, and those were the days of first experiments by the Government in this new method of construction, which worried Collingwood Schreiber, Chief Engineer, and frequently brought him down to the scene of action, from 1889 to 1892. The contractors, O'Neill and Campbell, entered a half million dollar suit against the Government, for extras, which was threshed out in the Exchequer Court, Ottawa, and the contractors lost in their chief claims.

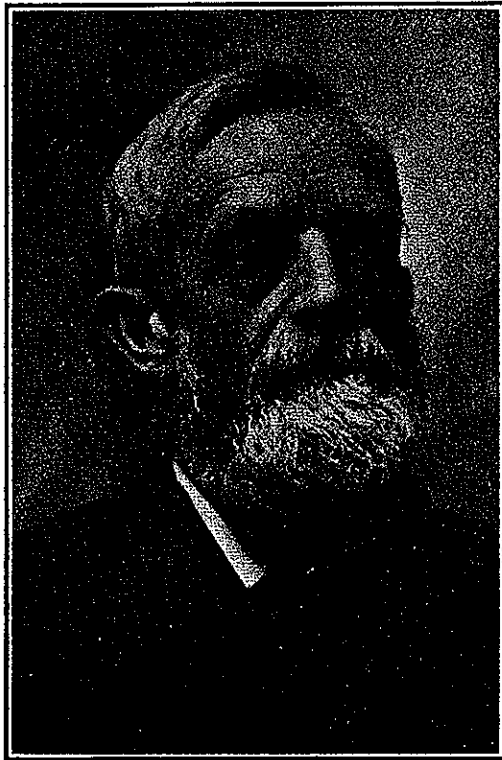
Mr. H. K. Wicksteed, who was at Port Arthur on C.P.R. work when Mr. Caddy was located there, and who knew him intimately, has contributed the following paragraph:—

“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