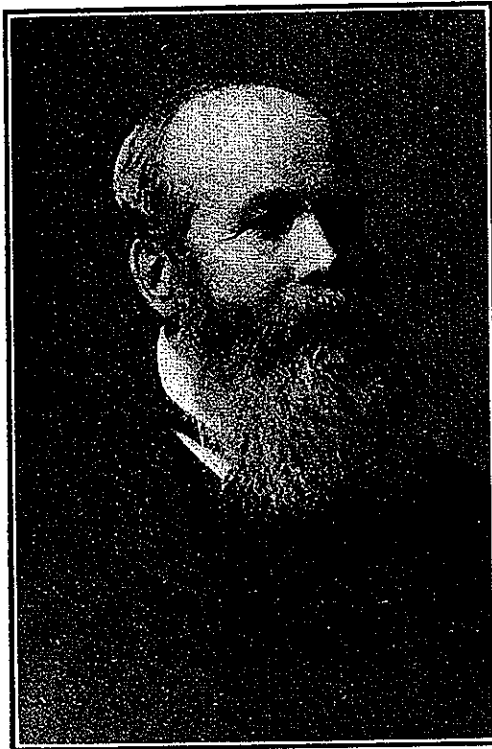


HENRY CARRE



HENRY CARRE

Henry Carre was born at Glencollumkill, County Donegal, Ireland, on the 25th day of October 1833, son of the late Rev. Henry Carre of Inver Glebe, County Donegal. He was educated at Trinity College, Dublin and received the Degree of Bachelor of Arts in the spring of 1857. In the same year, he came to Canada, making his home first at London, which he always referred to in later years, as London, Canada West.

He decided to follow the profession of Engineering and Land Surveying, and became apprenticed to C. L. Davies, P.L.S., of London, and passed his final examination on November 8th, 1861.

He entered into partnership with Henry A. F. MacLeod at Belleville about 1861, which continued for six years. In the year 1865, the Madoc Gold Boom started in which Mr. Carre took an active part as a surveyor, until he enlisted as a volunteer during the Fenian Raid excitement in 1866. He joined a Company from Belleville and served at Prescott. On his return he was married at Sterling on August 9th, 1866, to Miss Louisa deQuincy Lundy, daughter of the late Rev. James Lundy, D.D., then of Grimsby, Ontario. The ceremony was performed at the residence of the bride's brother-in-law, Rev. G. W. G. Grout, then rector of the parish at Sterling. Mr. Carre then took up his home in Belleville until 1867, when he received an appointment as Resident Engineer on the Intercolonial Railway, under Sandford Fleming. He was employed in the Metapedia Valley until 1872. He then located a line from Metapedia to New Carlisle, a distance of about 100 miles along the north shore of the Bay of Chaleur, which railway, however, was not completed until about 20 years afterwards.

After finishing the location of the Matapedia line, Mr. Carre made his home in Ottawa, until 1876, when he left with his

family for Winnipeg to be Resident Engineer on the location and construction of "Contract 15," a part of the present line of the C.P.R. between Fort William and Winnipeg. He remained on this work until 1880, when he returned to the East and settled at Carleton Place. In the following year, he was engaged on survey work North of Regina, and on his return moved to Brockville, where he practised as a Land Surveyor until 1888.

In 1883 he was engaged on Dominion Lands Surveys in the vicinity of Winnipeg, and in the latter part of the season, made reconnaissance survey on horseback to Clearwater River, in connection with some timber limits in townships 36-R-5, 35-R-6, 34-R-5, and 35-R-5 west of the fifth meridian. These townships he subdivided in the autumn. In 1884, he was again engaged on contract work for the Dominion Government subdividing certain townships north of Battleford in the vicinity of Fort Pitt. He outfitted at Swift Current and left for that survey on July 5th at the northeast corner of township 24, 50, 25. He completed the field work on Oct. 25th and took 14 days for return trip. On this survey prairie fires swept the country, and he lost one-half of his outfit. In 1886-87, he was engaged on location work on a portion of the Brockville and Westport Railway.

Mr. Carre was present at the ceremony of driving the golden spike by Lord Strathcona on November 7th, 1885, completing, as it did, the great Canadian Pacific Railway from coast to coast, and is to be seen in the photo reproduced in the Toronto "Saturday Night," on the 25th anniversary of that event.

In 1889, Mr. Carre again took up his residence in Belleville, after an absence of nearly nineteen years and did not again move from there.

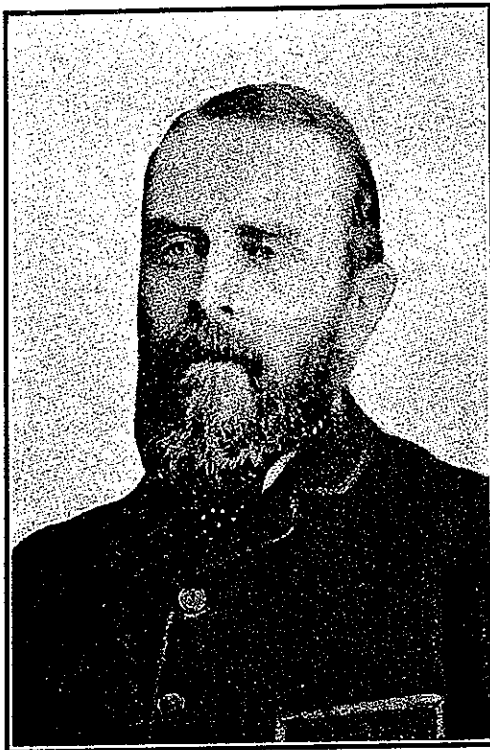
In 1889 he designed and superintended the construction of a dam across the Trent River at Trenton for the Gilmour Company of that town, and from 1890 till 1898 was engaged in survey work in Hastings and Prince Edward Counties, except for a few months in the fall and spring of 1893 and 1894, when he visited his old home in Ireland. It was also during this period that he made and had registered, his plan of the city of Belleville, Ont. Most of the years, 1898-9-1900, were employed by him in surveying for the Georgian Bay Canal and in 1900 was one of the engineers engaged to locate and superintend construction of the Interprovincial Bridge between the cities of Ottawa and Hull, Quebec.

In 1902, Mr. Carre was engaged to run lines for a railway in Newfoundland for the Government there, and from that year until about two years before his death, was actively engaged in his work in and near Belleville. The last survey he made,

which is worthy of mention, was that of the Islands in Wellers' Bay, Prince Edward County, which he made in severely cold weather at the age of eighty years.

Mr. Carre passed to his last reward on July 11th, 1918, and leaves to mourn him, his wife and five children, Miss Daisy Carre, Harry Carre, Sapper F. J. Carre, Eric Carre and Lundy Carre.

JOHN McAREE



JOHN McAREE

John McAree was born in New York, shortly after the arrival of his parents on this continent, on November 16th, 1840. On both sides he was of North of Ireland stock, his father having been born in Armagh. The family moved shortly to Eramosa township, not far from Guelph, and bought a farm. They prospered reasonably and John, the only son among five daughters, was sent to Rockwood Academy, after the first log-house schooling. One of his contemporaries here was James J. Hill, who later was to become famous as a railroad king. In those days, as Mr. McAree used to relate, there was a common belief that the life of a surveyor, while preserving all that was desirable

in a free open-air existence, such as a farmer enjoyed, had also much of the spice of pioneering, and besides being one of the learned professions, was also highly paid. "Who wouldn't sell his farm and become a surveyor?" they used to say. So the young man, with his strong love for the out-of-doors thought of no other career than that of surveyor, and he learned his profession under Mr. Hugh Wilson, of Mount Forest, a member of the Board of Examiners, and passed his final examination on April 6th, 1867.

In Toronto he met Miss Rebecca Fleming, whom he married in 1873. There were four children, of whom two survive, namely, John Verner McAree of the "Mail and Empire" Newspaper, and Thomas Cauldwell McAree, of the Toronto Electric Light Com-