

Bellefair United Church was important to him. Berk's faith was strong and he believed in participating in the ministry serving as Sunday School teacher for 29 years, as chair of session and committee member from time to time. He is remembered for his reliable presence, for the important agenda notes on the back of his cigarette package, for his commitment to the church community and for his warm sense of humour.

Berk and his wife Joan were the first lay coordinators in Ontario for United Worldwide Marriage Encounter an experience that enriched their marriage and their family life. As a father he spent many hours with the children, Trent and Meredith, when they were growing up often taking all of Saturday for library, skating, trips to the Science Centre, the Island. He was patient, kind and fun to be with.

Berk loved Christmas. He was Mr. Santa and made Christmas special for the whole family. He did all the shopping for presents and the stockings, and did the wrapping which was a great source of fun for everyone. Berk couldn't resist the dollar stores and has left behind fond memories of surprising gifts.

The father, the husband, friend and companion will be missed but not forgotten. Berk's love, his warmth and his humour are the gifts his family treasures the most.

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## ARTHUR FREDERICK COTTON

### 1852 - 1925

**Autobiography; written in 1924, 1st published in 1929.<sup>1</sup>**

*Inserts in italic print & endnotes by Wm. John Quinsey, O.L.S. (Ret), C.L.S.*

In the following pages I have tried to give a brief outline of my experiences as a Surveyor, from 1866 to 1924. Also a meagre description of the mode of travel and living which prevailed in my early surveying days.

I was born on 8th August, 1852, in the City of Quebec. My parents moved to Toronto in 1855 and returned to Quebec in 1859. In those days the only means of travel was by steamboat in Summer or by sleigh in Winter, as the Grand Trunk Railway was not completed.

*The parents of Arthur F. Cotton were Henry Cotton born c. 1818 in England and his wife Eleanor (Ross) born c. 1815 in Province of Quebec of Scottish origin. Henry had a position in the Civil Service, where he became the chief clerk in the office of the Governor General's Secretary. Arthur had two older brothers. William Henry was born Jan. 7, 1848 in Montreal, obtained a 1st class certificate at Royal Military School, Quebec in 1865, and began his military career in 1866 as a 2nd Lieut. in the Quebec Garrison Artillery. Frederick M. born c. 1849 was a bank clerk in 1871. Arthur also had a younger brother John born c. 1854, and sister Eleanor born c. 1858. The family were Anglicans.<sup>2</sup>*

In 1864 a company of Royal Engineers began the survey for fortifications on the Point Levis side of the river, opposite Quebec. It was then that I, as a boy, saw

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survey party for the first time,  
and I think I can say it was that  
that led me into the profession.  
I was with them every chance  
I could get. They had been  
about three weeks on the work,  
when they woke up to the fact  
that it would be better in every  
way to employ local axemen;  
their own men were continu-  
ally cutting themselves, felling  
the trees along the line, and  
finally killing one man. Then  
they hired French-Canadians  
to do the axework.

When I look back and think of  
the labour that chaining en-  
tailed then, I am greatly im-  
pressed. Gunter's chain was  
the only one in use. The chain-  
men were armed with that and  
a set of 10 iron pins and a brass  
one to mark the end of the 10 chains or tallies. I wonder how the chainmen of today  
would enjoy it, 80 times to the mile, and if the country is hilly, many times oftener!  
I have very often chained 15 miles a day with an 8-lb. link chain. Try it and see how  
laborious it is!

The seat of Government was moved to Ottawa in 1866 and I went with it.<sup>3</sup> I went  
to school there and in 1870 passed my preliminary examination in order to become  
an Ontario Land Surveyor.

The second Fenian Raid broke out on the 24th May, 1870, on which day the militia  
of Ottawa, which consisted of the Ottawa Brigade of Garrison Artillery, "G" Battery,  
and the six companies of the Civil Service Rifles, had held the usual Queen's  
Birthday parade. My brother, who later on was Brigadier-General, was in command  
of No. 2 Battery, in which I was a sergeant.

We had just got home and were eating lunch, when a messenger came with orders  
to turn out at once and proceed to Cornwall. I was sent out to notify all the men, and  
by 3 p.m. we were assembled in the drill shed. Equipment was served out, and by  
that evening our Battery left on the Ottawa and Prescott Railway for Prescott, thence  
by boat to Cornwall, where we arrived on the morning of the 25th. We then had to  
set to work to locate billets for ourselves and others that were to follow.

Cornwall, the county town of the United Counties of Dundas, Stormont and  
Glengarry, was a thriving manufacturing town of about 3,000 at the foot of the  
Cornwall canal. Great excitement prevailed, and rumours of all kinds were floating  
around. The feeling was very tense; the people being glad to see how promptly the  
call had been responded to. In three days there were 1,000 men of various units



stationed there. Sentries were posted on both sides of the canal for its entire length. We remained there about one month, but nothing of any importance took place. The heaviest work was in the Eastern Townships in the Province of Quebec. Incidentally, about 40 years later we received our medals! Then about eight years later the Ontario Government gave 160 acres to everyone who had served in that Province, and some years after that the Dominion Government gave everyone a grant of \$100.00.

The lumbering business in Western Quebec and Eastern Ontario was very brisk in my time, and surveyors had a great deal to do with it. It is only those who were then in practice that know what had to be contended with.

As I stated before my digression about the Fenian Raid, I passed my preliminary in 1870, and in 1871 was articled to W.R. Thistle.<sup>4</sup> The winter of 1871-72 I was sent out on a timber limit survey with the late John McLatchie.<sup>5</sup> We went up to the head of the River Coulogne. A few days before completing the work we ran across a fresh moose trail. Now the snow was very deep that Winter, between four and five feet and two crusts, and this track showed us that the moose was having a hard time of it and was bleeding freely. Our crew of five Indians said: "Catch him quick, good meat." McLatchie said: "We have no guns nor rifles; how will you kill him?" "Kill him all right." So he let them go after him. We followed up and it was not long before we got to them. Two of the Indians were teasing him with poles, and the other three were felling trees on him and at last broke his back with one, after which they cut his throat. This sounds a little like a fish story -- but it is not!

In May, 1872, John McLatchie had a Government Survey in Manitoba, and took me with him as assistant. We left Ottawa on May 14th and arrived in Winnipeg, then Fort Garry, on June 13th. Travelling those days was no pleasure. We sailed from Collingwood to Duluth, then took a work-train on the Northern Pacific to Moose Head, thence down the Red River to Fort Garry on the S.S "Selkirk".

We ran the Third Correction Line and Fourth Base Line about 80 miles and over the Riding Mountains and subdivided eight townships. We returned to Winnipeg in November, and there I found a mutual friend, J.H. Gray,<sup>6</sup> who was on one of the C.P.R. survey parties. You can imagine my delight at meeting my old school friend in a strange land. (He then came to B.C. and I afterwards returned to Ottawa.) We left Winnipeg in December, by four-horse stage, and drove to within a few miles of St. Paul, Minn.

That Winter my chief and I went up the Ottawa River and over to Lake Nipissing and examined a number of timber limits that were to be sold by the Ontario Government. We took a team of horses and drove from Ottawa and back, as there were no railroads there then.

In the Summer of 1873, I was on the subdivision of a 200-acre lot which is now in the centre of the present city of Ottawa. In those days chains and links were the unit of measure, and naturally broken distances came in very often. To show what some people thought of accuracy in land matters then, let me tell you a short story:

We had a Civil Engineer, a graduate of Trinity College, Dublin, as a draughtsman in the office making the plan. A great number of lots had frontages varying from 1.00 to 1.05-15/16. Now putting that on the plan was tiresome work, and the

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draughtsman, in his Irish brogue, exclaimed, "What the devil mathers a couple or three perch in the mile in Canada anyhow!"

I became a P.L.S. for Ontario in July, 1874,<sup>7</sup> and six months later passed as P.L.S. for Quebec and opened office in Ottawa and practised there until 1886.

*In 1878, Arthur Frederick Cotton was married to Miss Annie McMartin of Ottawa.<sup>8</sup> Annie, the daughter of Peter McMartin and his wife Julia, was born in 1858. There were seven children in the family; four boys and three girls. Annie was the fifth child. Peter McMartin, born in Scotland, owned a grocery business. The family were Presbyterians.<sup>9</sup>*

The Ottawa River country was the centre of the lumber business in those days and Timber Limit surveys kept us pretty busy during the Winter seasons. I have been to the head of every river running into the Ottawa, back in Ontario and Quebec.

What a change has taken place since then, more especially in the boarding of men! Then, all we had was Chicago prime mess pork in barrels, pilot bread and dried apples. Tea was supplied free on surveys, but in the lumber camps the men were charged \$1.00 a month for the luxury. Wages ran from \$11.00 to \$15.00 per month for axemen. Camp stoves were a thing unheard of. Three pairs of blankets to every two men were supplied, and I can assure you it was not a tropical climate--often 30° or 40° below for a week at a time; but we enjoyed it--or thought we did!

In 1880 I became a D.L.S.<sup>10</sup> and was given a subdivision contract south of where the city of Brandon stands today, and from 1881 to 1884 I was employed on Township Outline work.<sup>11</sup>

*On April 18, 1881, at the first annual general meeting of the Association of Manitoba Land Surveyors, at Winnipeg, pursuant to a resolution to increase the membership, twenty-one guests including A.F. Cotton, all of whom were Dominion Land Surveyors, were voted into the association as members. There were no provincial standards other than the DLS surveying standards.<sup>12</sup>*

*On April 24, 1882, a few surveyors met together in Winnipeg.<sup>13</sup> They decided to form an Association having as its primary object the raising of the status of the profession in which they were engaged, and to promote the interests of all engaged in the work. The Dominion Land Surveyors Association was then formed with Mr. O.J. Klotz, DLS, as its first President, and Mr. A.F. Cotton, DLS, Secretary-Treasurer. They were re-elected in these positions at the 1st and 2nd annual meetings held in February in 1884 and 1885 in Ottawa. We do not have the name of the Secretary-Treasurer for 1886-1888. In 1889 that position was held by Mr. A.O. Wheeler.<sup>14</sup>*

The second Riel Rebellion breaking out in the Spring of 1885 put all surveying out of the question. This rebellion is now history and has been often written about, at least most of the causes have been told, but not all. Here is one very few know anything about:

In 1884 my instructions informed me that I was likely to rub shoulders with Chief Beau and his outfit, and I was warned to be very careful. In August I found myself in the heart of what he claimed as his reserve, that is North-west of Saddle Lake and

South of White Fish Lake. I knew that Picau had been to Regina to see Lieutenant-Governor Dewdney,<sup>15</sup> who was also an Indian Commissioner. On his return he found me running Township outlines, and he was naturally wrathful, for he had secured the Lieutenant-Governor's promise that no surveys would be made until his reserve had been allotted to him. He and his tribe came to camp and we had a three-day pow-wow. He suggested that he and I go to Regina and while we were gone his men would live at my camp. I refused to do so and told him that I would not stop my work until forced to do so. Well, the next day he DID stop me. In my absence next day the chief and a couple of his followers forcibly stopped the survey by folding up the instrument and handing it to the transitman. Nothing more happened, as I had told my men not to resist should the Indians show hostility. I went to Edmonton and wired Lieutenant-Governor Dewdney. It took three weeks for a reply to reach me, and then all it said was, "Take Mounted Police if necessary." I then went to Fort Saskatchewan and saw Inspector Greisbach. We decided that he and I go back to White Fish Lake and interview Chief Picau, which we did. After a conference lasting two days, they, the Indians, agreed to allow me to continue my work, which I did.

I know the Indian Commissioner never went to see Picau or sent anyone to quiet him until October, when it was too late. The seeds of rebellion had taken root. The Frog Lake massacre, April 2nd, 1885, was the beginning of the rebellion and it was instigated by the Indians<sup>16</sup> with whom I had had the trouble.

After finishing my work we drove to Calgary, stored my outfit and took the C.P.R. to Ottawa. After completing my returns and reports I went to the head of the Ottawa River on a timber limit survey. Returning, I reached the C.P.R. at Mattawa on the 12th May, 1885, and heard of the rebellion and the Battle of Batoche. You can imagine how I felt! I then realized how closely I had been connected with it. A slip on my part might have started it in August, 1884. But as I had looked upon it then, it was a matter of "safety first," or, to use the words of an old Westerner, "It is better to be a live Surveyor than a dead hero."

The survey of the Northwest Territories was more like a picnic than anything else. There were no hardships or privations to endure.

We would gather at the outfitting depots in the month of May, there generally being from eight to ten parties. After putting the chainmen through a course of "sprouts," we would start for our various locations. It was quite a sight to see five or six parties of from seven to ten carts and a buckboard each. It made a nice-looking cavalcade.

Now we had to be careful in guarding the health of our men. It would be no joke to have a sick man on your hands out in the wide outdoors, so every precaution was taken. Should a horse get mired in a mudhole or creek, the men had to get in and help him out. Now very often the men would get their feet wet! As soon as we saw that, we, the chiefs of the parties, would immediately take a drink to prevent the man or men from catching cold.

The summer of 1885 gave me a chance to be with my wife and family, which I greatly enjoyed. To fill in the time that was not engaged on local practice, I took up my old hobby, rifle shooting. I attended all the principal matches in Ontario and

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Quebec and achieved a goodly amount of success. Paid expenses, anyway, and had a good time.

The Winter of 1885-86 I made a survey of a mineral claim on Lake Temagami. It was the first to be taken up in that section and was not far off from the now famous Cobalt country. Lake Temagami is a beautiful lake, with deep bays and numerous islands, and has a shore line of about 3,000 miles. Today the Ontario Government Railroad touches a great part of it and it is one of the famous Summer resorts.

In the Spring, I, in company with Thomas Fawcett<sup>17</sup> and the late J.F. Garden,<sup>18</sup> left Ottawa for British Columbia to carry on surveys in the Railway belt. I was posted to the New Westminister district and the others to the Interior; my first work being the subdivision of the land lying between the Fraser River and Harrison Lake. I shipped my camp outfit by boat to what was known at Agassiz's Upper Landing, where there was a store house. I followed in a day or two by rail, and there I met Mrs. Agassiz, and she said, "So you are the surveyor whose supplies are in our warehouse?" I asked her how she knew they were surveyor's supplies. "Why it is perfectly plain--there is a keg of whiskey on the top of the pile." I tried to make believe it was vinegar. She replied by telling me this story:

"During the construction of the C.P.R., the Resident Engineer was located on my property, and one day another Engineer, whose section was farther up the line, was on his way to New Westminister and stopped at the Agassiz camp. He looked about and then asked the Chinese cook where Mr. So-and-So was. 'Out,' was his reply. 'Well, then, where does he keep his whiskey?' When the Agassiz Engineer returned, the cook said, 'An Engineer man come see you.' 'What was his name?' 'Not know.' 'Well, how do you know he was an Engineer?' 'Him wear bad clothes and ask for whiskey.'"

I continued in the service of the Department of the Interior until the Fall of 1888, when I accepted the office of Engineer for the City of New Westminister.

*At that time, Arthur F. Cotton moved his family, his wife Annie and their three children, to New Westminister. Prior to that time they had resided in Ottawa.<sup>19</sup> The children, aged eight to three years, were John V., Ella, and Walter H.<sup>20</sup>*

I resigned in 1892 and then went into the service of the Lands and Works of B.C. and worked for them on surveys up the Coast until 1894.

Hard times hit this Province in 1895. That year I did not do a day's work, so took to the rifle again. I attended the meeting of the Provincial Rifle Association and won a place on the Ottawa team and went to Ottawa and competed in the Dominion Rifle Meeting. In 1895 a syndicate of Ottawa men had formed a company to operate a bunch of claims<sup>21</sup> on Manson Creek in the Omenica District, which they had secured. This company was named the 43rd Mining and Milling Co.

When I returned home I had the appointment of Engineer in Charge and began preparations for my trip in. The route was to be up the Skeena River by H.B. Co. boat to Hazelton, then on foot to Manson Creek--200 miles. We left Port Simpson about the 6th May. The water being high, it took us ten days to reach Hazelton. Here I hired Indians to pack the outfit. It was too early to take horses, snow being

still deep. After a hard trip we got to our destination early in June with hardly any provisions left.

I began the survey and location of ditch line and put men to work building camp and clearing mill site. I remained with the Company five years, built saw mills, nine miles of ditch and flume and several miles of wagon road, installed electric light plant and telephone line.

I had finished my work by July, 1900 and then had the misfortune to break my leg. There being no doctor in the country something had to be done and someone had to do it, and do it quickly. It had to be set and I did it myself. I had a box made and after getting the bones in place and bandages on, put my leg in the box and poured well-puddled blue clay in and left it there until set. I thought I might not have made a success of it and might have to have it rebroken and reset, so decided to come to the Coast.

I got to Fort St. James on Stuart Lake on horseback, and from there to Quesnel by canoe, and then B.C. Express to Ashcroft. I immediately had the leg examined by the doctors, who pronounced the set perfect. Prior to the breaking I was subject to rheumatism, and since then I have not felt the slightest twinge of it--strange, but true.

1901 I spent up the Naas and Stikeen River country, which is about as rough and wild a country as I was ever in.

1902 we spent in the Bulkley Valley and around Hazelton, having to travel the Skeena River by canoe, which was very dangerous.

1903 and 1904 I was with the location party on the Grand Trunk Pacific around Port Simpson, as the latter place was originally intended for the terminus for the Grand Trunk Pacific. For two years, Mr. A.E. Hill<sup>22</sup> and myself were on this work.

1905 I went into Northern Ontario as Location Engineer for the National Transcontinental Railway, starting from Abitibi River west, 250 miles or more. This work continued five years until the location was finally settled on and construction was under way. During this time the town of Cochrane came into being as it was at the junction of the N.R.C. and T.N.O. Railways.<sup>23</sup>

*A.F. Cotton was first recorded as a member of the Association of Ontario Land Surveyors in the 1907 annual report. His address for 1907, 1908 and 1909 was given as North Bay. His address by the 1910 report was New Westminster.*

1910 I went up the Montreal River to Elk Lake and Gou Ganda, which were two mining towns in the making.

1911 found me once more back in New Westminster, where my family lived, and in the Spring of the same year I went out again for the B.C. Government up to Stuart Lake, where we worked the Summer and part of the Fall, when we moved south. As we had a large party and the travelling was bad on account of snow, I bought a canoe from the Hudson's Bay Company. This canoe was a dug-out 55 feet long and four and one-half feet wide, the largest canoe ever built in the country. This was enough to take the complete outfit and all the men, with Jimmy Alexander<sup>24</sup> as guide

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and captain. Big Jim Smith was also coming out with his party, who were travelling in a large scow. We travelled down the Stuart River into the Nechako River and finally reached the Fraser at Fort George,<sup>25</sup> where we found the river full of pancake ice, which made canoeing very hard, but as we had no other way to travel we continued. The Fort George Canyon was frozen solid, and we had to spend nearly one day dragging our canoe and outfit over the rough ice and stones. The Cottonwood Canyon was open as the water was too fast and rough for ice to form, so this we ran and finally arrived at Quesnel.

*Two of A.F. Cotton's sons, Walter H. and Ernest M. Cotton, were working with their father that fall on the survey at Stuart Lake. About thirty years later, E.M. Cotton wrote an article about that river trip. Regarding the run through the canyon, he said, "That ride was the fastest and most thrilling I ever had. It is great to look back upon. But never again!" At Quesnel, "the whole village gathered to witness the arrival of the mysterious craft"--the dug-out canoe.*<sup>26</sup>

I then discharged half of the party and the remainder went into Harper's Camp,<sup>27</sup> east of 150 Mile House, to work and traverse Horsefly Lake, but the weather became so cold we had to get out after waiting for the cold to lessen so the horses could come to move us back to Harper's Camp. The Government Recorder recorded 61 below zero for nine days.

1912. The Spring of this year I was again sent out to Harper's Camp to finish the work we had to give up the previous Winter, and after completing this work, we went to Fort George and walked in to the Nechako country, where we spent the remainder of the season.

1913. Again I returned to the Caribou country and worked from Williams Lake to Little Timothy Mountain, but spent a short season this year.

1914. I went up to Massett Inlet and spent the Summer among the cedar swamps and flies, and when war broke out I returned home and Government work was finished for some time. From the end of the season spent at Massett until 1920, I did very little work, other than local surveys, of which there were very few.

1921. I was Municipal Engineer for Surrey, and continued on this work until I went to Bull River as Construction Engineer. Here I stayed two years until, the work being completed, I returned home. *(This ends A.F. Cotton's autobiography.)*

*In fraternal affairs, Arthur F. Cotton was an active Mason, being one of the pioneer members of Union Lodge, A.F. & A.M. A man of quiet and retiring disposition, Mr. Cotton had nevertheless a wide circle of friends by whom he was held in high esteem. The Cotton's address was 418 First Street, New Westminster.*<sup>28</sup>

In the fall of 1924, Arthur F. Cotton was stricken by what proved to be his last illness. Arthur's wife, Annie, had generally enjoyed good health during her life. However in November of that year she was required to enter St. Mary's Hospital. She was there for six weeks before she passed away on December 31st, at the age of 67 years. At the time, Arthur was also a patient at the hospital. The service for Annie Cotton took place at Holy Trinity Cathedral followed by interment at the Fraser cemetery.<sup>29</sup>



Arthur bore his troubles with a fortitude that won the admiration of all who knew him. Entering the hospital again about the beginning of April 1925,<sup>30</sup> he died there on August 6, 1925, two days before his 73rd birthday.

Arthur and Annie were survived by their seven children, five sons and two daughters; John V., Vancouver; Ella (Mrs. Wm. Russell), White Rock; Walter H., New Westminster; Muriel Annie (Mrs. F.J. Ellis), Vancouver; Arthur F., Port Haney; Ernest M., Long Beach, Cal., and Frank R., New Westminster.<sup>31</sup>

In Manitoba there is a lake west of Bear Lake that was formerly called Gambling Lake or Camping Lake. In 1953, the Canadian Board of Geographical Names gave it the name of Cotton Lake after A.F. Cotton Dominion Land Surveyor.<sup>32</sup>

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My thanks to A.M. MacLeod, CLS, OLS, of Ottawa, for information provided from the records of the Dept. of the Interior, and of the Board of Examiners, on file at Legal Surveys Division, Natural Resources Canada.

Thanks also to John A. Whittaker B.C.L.S. of Victoria, B.C. for information sent to me on two land surveyors, J.H. Gray and A.E. Hill, associates of A.F. Cotton, mentioned in his autobiography.

Thanks also to H. Barry Cotton B.C.L.S. (Ret.) of Salt Spring Island, B.C. His paper "A Surveyor's Story, The Autobiography of Arthur Frederick Cotton" was published in *B.C. Historical News*, Summer 1996. His notes in that publication provided useful leads to my research for this publication.

W.J.Q.

#### Notes:

- 1 1st published in Proceedings of the British Columbia Land Surveyors Corporation 1929, reprinted by courtesy.
- 2 Census, Ottawa City, 1871, St. George's Ward, Sub.Dist. C, Div. 1, p.77 [C-10013]; also 1881, St. George's Ward, Sub. Dist. C, Div. 3, p.30 [C-13230]; *Canadian Men and Women of the Time*, Part 1, 1912 by Morgan, p.263, Cotton, Brigadier-General William Henry. W.H. Cotton rose through the ranks as an artillery officer; becoming Major General in 1912. He retired effective 31 March 1914, and died three weeks later on 20 April at Almonte, Ontario (from Military Lists of Canada, Jan. 1914, pp.10, 39, 53, 94; Mar. 1914, p.363; and June 1914, p.375).
- 3 A.F. Cotton moved with his parents to Ottawa in 1866 [Obit., *The British Columbian*, New Westminster, Jan. 2, 1925].
- 4 William Ryan Thistle, 1837-1892, PLS 17 July 1858, Thistle town, who had a practice in the Ottawa area by 1861 and who organized the firm of Thistle, Carswell & Francis. [OLS Report 1919 p.97].
- 5 John McLatchie, 1842-1908, PLS 9 Jan. 1864, DLS 14 April 1872.
- 6 John Hamilton Gray, 1852-1941, passed his preliminary examination for PLS in 1869 and was articled to Bolton Magrath. After serving for two years, he joined the Government staff in April 1871 to do railway work between Rainy River and Fort Garry. His obituary and portrait were published in BCLS AGM 1942, p.61. Bolton Magrath, 1824-1895, of Aylmer, was essentially an educator and was Inspector of Protestant Schools in Counties of Ottawa and Pontiac. He was appointed a PLS for Upper Canada in Jan. 1866, after which he prepared very many students for the examinations as land surveyors. His obituary and portrait were published in OLS Report 1916, p.62. Evidently, both John H. Gray and Arthur F. Cotton were among his students.
- 7 A.F. Cotton took the oath for office of PLS on 17th April 1873 at Ottawa [Oaths filed by OLS]. However, he had not yet reached his 21st birthday. It was not until 11 July 1874 that he had an opportunity to be again sworn and be appointed a PLS [OLS Exam Book and OLS Report 1907].
- 8 Obituary, Annie Cotton; *The British Columbian*, New Westminster, B.C., Jan. 2, 1925, p.4 [B.C. Archives].
- 9 Census 1871, Ottawa City, By Ward, Sub.Dist. "d", Div. 1, p.119 [C-10014].