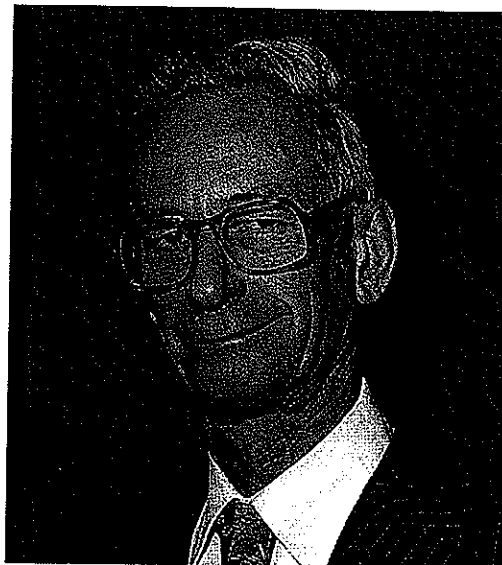


## HENRY RICHARD FARLEY

1913 – 2001

By Peter Smith, O.L.S., O.L.I.P.

Henry Richard Farley, B.Sc., P.Eng., O.L.S. was born on June 6<sup>th</sup> 1913. His father, Sydney E. Farley, Q.L.S., O.L.S. resided in Hull, Quebec. Henry's grandfather, Sydney's father, was also a Land Surveyor and Henry was understandably disappointed that his only child Michael did not have any interest in the profession.



Henry graduated with a B.Sc. from Ottawa University in 1937 and after returning from World War II he articulated to his father and received his commission in May 1947. At the same time, he continued his education at McGill University where he received his B.Eng. (Civil) in Aeronautics in Glendale, California and studied one year with the British Institute of Aeronautical Engineering.

Henry was in charge of the City of Ottawa Waterworks Waste Water surveys until he joined the R.C.A.F. Technical Detachment at Toronto in 1940, advising on testing of equipment until 1941. From there he held the position of Technical Officer in Montreal, Quebec until 1942 when he was transferred as Chief Engineer officer to the Daphin Manitoba Flight Training School in charge of maintenance of 108 aircraft with a staff of 425 men. Later in 1942, he was in charge of the Air Trainee Repair Section at Winnipeg with a staff of 365 men. This position also included design and manufacture of aircraft modifications. Lieutenant Farley was frustrated with not being Overseas and resigned his commission and joined the New Brunswick Rangers. Private Farley saw front line action with them in Holland and Germany.

After the war, Henry became a partner with his father and W.L. Cassels, P.Eng., O.L.S. in the firm of Farley and Cassels – subsequently, S.E. and H.R. Farley, Ontario Land Surveyors. Outside of Sid Farley's Q.L.S. work on mining claims in Northern Quebec, most of the revenue seemed to be with the Engineering portion of the firm – that is until the housing boom of the 1950's when Henry became more and more involved with the development work – where there was "less money, but more fun". Henry would have been the first to admit that retracement surveys were not his forte but in development work, subdivision design, lot and building layout, due primarily to supplying services to the two biggest builders of that era (Campeau and Minto) his activity for that period

based on volume alone is awesome. His education combined with his military training experience supervising personnel and his personal dedication played an important role.

The firm had one of, if not, the only computer in Eastern Ontario (maybe Canada) and although cumbersome, this equipment was far advanced for the time. So much so a rumour grew in the construction industry that the entire subdivision layout was controlled from the master control point situated under the computer at the office at 412 MacLaren Street.

Towards the late Seventies and early Eighties Henry became more and more overwhelmed with all the paperwork associated with the Standards and resigned himself to calculations and allowed his staff of around 50 to oversee the day-to-day operations of the business as "all the fun was out of it now" and he would sneak out of the office for an afternoon, perhaps dragging the newest employee, to continue his love of flying.

Henry never mentioned his high order in the Knights of Columbus, nor did he appear overly religious but the firm conducted an immense amount of work with religious orders – including the layout of the stand for one of the Pope's visits to Ottawa.

Although his accomplishments in surveying around Ottawa were many (without his cooperation and one particular employee's contribution) the Surveyor's Registry and its now world wide recognition would no doubt have suffocated in its infant stage from the volume of indexing; Henry would prefer, with humour, to tell of his experiences in some of his adventures, such as -- after resigning his Lieutenant's commission, one of his first duties Overseas as a Private in the Army was to clean out the outdoor latrines; or, tearing off to a job site in one of his new Fords (he bought one every year) and running into a flock of chickens at over 100 miles per hour – feathers everywhere floating down as far as he could see in the rear-view mirror; or, entering Spain and taking the wrong turn after customs and trying to re-enter Spain 15 minutes later now with no entry papers – that took all day; or, making the wrong turn in a flight over the Gatiniaus, thinking Hawkesbury on the Ottawa River was Arnprior, and having to land at Petawawa at dark where he had to leave the plane as he did not have a night licence and then have his wife (whom he hid his flying from) come to pick him up; or, taking rolls and rolls of pictures on his trip to South America only to discover that he forgot to take the lens cap off his new camera.

After retirement in 1985 (he dreaded the thought) he continued to be very active with his wife Gilbert (Dufour) of over 60 years, swimming, playing bridge, building and flying model airplanes, reading and playing with his computer. Alas, when she passed away after a lengthy bedridden year the "fun" of life for Henry was over.