

Their escape was due to the fact that one was at each end of the boat, and when it overturned they were not struck by it.

Captain J. N. Savage, Purser John McDougall and Frederick Sparks, brother of Robert, were among those lost.

The body of Robert Sparks was found in an erect position within a few yards from shore a few days afterwards.

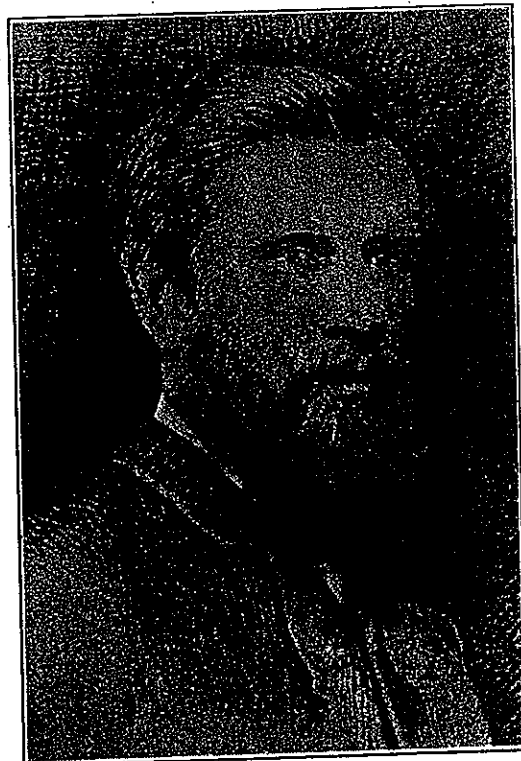
Mr. Sparks was a noted athlete in his younger days. In June, 1873, he defeated Pace, the professional champion long-distance walker of England, in a race from Arnprior to Ottawa, a distance of over 43 miles. Sparks covered the distance in 8 hours 17 minutes. Pace collapsed 13 miles from Ottawa. The event aroused the greatest interest and enthusiasm of the citizens of Ottawa.

Mr. Sparks is survived by his wife, Wilhelmina, daughter of Roderick Stewart of Nepean, whom he married in July, 1877; also by his two sons, R. R. Sparks of Ottawa, R. P. Sparks of Hull, and by his daughter, Mrs. Leonard Vaux, of London, England.

JOHN A. FLEMING.

John Arnot Fleming was the youngest son of Andrew Greig Fleming and Elizabeth Arnot, of Kirkcaldy, Scotland, where he was born on December 5th, 1835. In 1847 he came to Canada with his parents and brothers. He then attended Thomas Henning's Academy on Front Street, Toronto, and decided to follow Land Surveying as a profession.

He qualified as a Provincial Land Surveyor on July 8, 1861, but probably his most important work, at least that which has given him a very prominent place, was accomplished in 1858 and 1859, when acting as assistant surveyor and draughtsman to Henry Youle Hind, Professor of Chemistry and Geology at Trinity College, Toronto, on the first Canadian Exploring Expedition to the Assiniboine and the Saskatchewan. James A. Dickinson acted as chief engineer and surveyor, and Mr. Fleming



as the assistant, but the latter was in charge of one of the exploring parties. The sketches and plans that accompanied the Report are from his pencil, and are models of draughtsmanship.

Members of the Association who have not read the Hind Report should do so, as it contains much of interest to the surveyor, more particularly to those who have visited those sections of "Rupert's Land" that were for the first time scientifically explored by Hind, Dickinson and Fleming.

The expedition arrived at the Red River Settlements on June 2, 1858, via Lake Superior, Fort Francis, Lake of the Woods and Winnipeg River. From Red River they travelled to Prairie Portage, thence to the Souris to the 49th parallel, thence overland to Fort Ellice. On July 19 they arrived at Qu'Appelle Mission. The expedition was here subdivided into three divisions, Dickinson with two men proceeded down the Qu'Appelle to Fort Ellice, thence to Fort Pelly. Another party examined Long Lake, thence to Fort Pelly. Prof. Hind and Fleming paddled down the Saskatchewan to Fort a la Corn. At this point Fleming was sent down the Saskatchewan to Lake Winnipeg and Red River, while Prof. Hind travelled southwesterly through the Touchwood Hills to Fort Pelly, where he met Dickinson. They then examined the Riding Mountains.

In September and October, Prof. Hind, accompanied by Mr. Fleming, explored the west shore of Lake Winnipeg, Lake Manitoba and Lake Winnipegosis.

Mr. Fleming contributed to Prof. Hind's narrative an interesting chapter covering his particular work.

During the same season S. J. Dawson explored from Prairie Portage to Lake Manitoba and Lake Winnipegosis, thence to the Grand Rapids of the Saskatchewan, Swan River, to Fort Pelly. He returned to Red River from Fort Ellice by the Assiniboine. He arrived at the Red River Settlement on June 29th, and shortly afterwards he conducted exploration on Lake of the Woods, Rainy Lake, and the connecting streams, arriving at Fort William the latter part of September.

The Reports of Hind and Dawson awakened Eastern Canada to the importance of Rupert's Land, as the great west was then called, and led to the acquisition of the territories in 1869.

In 1865 Mr. Fleming was employed by the City Engineer of New York City in the draughting of plans.

From 1862 to 1868 he was employed on several surveys and on engineering work by the Northern Railway, and in 1870 he made a location survey for the Muskoka Branch of this Railway from Barrie to Washago.

In 1870-71 the Hon. John Sandfield Macdonald employed him on exploration surveys along the north shore of Lake Superior for the proposed C. P. R.

He was unmarried and died in Toronto on Jan. 8th, 1876.

Sir Sandford of Ottawa, David of Collingwood, Henry and Alexander of Craigeleith (near Collingwood), and Andrew of Toronto were brothers of John A. Fleming, all now deceased excepting Alexander of Craigeleith.

Mrs. Joseph Goodchild of Craigeleith is a sister. The portrait which accompanies this sketch was taken from the John Ross Robertson collection in the Reference Library.

CHARLES SPROATT.

In the year 1820 Henry Sproatt, of Cumberland, England, came to Canada and entered into business in the Town of York, now the City of Toronto. He became a prominent citizen and held many important positions in the community.

His son, Charles Sproatt, was born in Toronto on June 21st, 1835, and received his primary education at Upper Canada College. He studied Land Surveying under John Tully, brother of Kivas Tully, and qualified as a Provincial Land Surveyor on July 4th, 1861.

For the greater part of his life he was employed on railway construction, his first work being with the Grand Trunk Railway under Frank Shanley. In 1869 he was appointed Assistant Engineer and shortly afterwards Divisional Engineer on the Toronto, Gray and Bruce Railway, his headquarters being at Orangeville. In 1871 he became Assistant Engineer on the entire line, the Chief Engineer at the time being Edmund Wragge. The portrait which accompanies this sketch is from a photograph of a snow scene near Orangeville, taken in 1875.

