

P. C. Rays, of Keewatin. Interment took place on Tuesday afternoon in Lake of the Woods cemetery. Many floral tributes were placed on his casket, evidencing the high esteem in which he was held.

CHARLES FALCONER MILES (Autobiography.)



Mr. Miles' great grandfather's name was Edward. His two family estates, Rochestown and Bally-daffin, were both near Clonmel, County of Tipperary. The arms of his family are the most ancient borne by a Commoner, being those of Milo Miles, and having been formerly those of John of Gaunt, Duke of Lancaster. A Baronetcy was attached but is now extinct and his grandfather was the only existing branch of that family. Mr. Miles' grandfather was Colonel Edward Miles, K.C.B., K.T.S. (Portugal, Peninsular War).

Charles F. Miles, the youngest son of the late Lawford Edward Miles and his wife, Anna Miles, was born on the Island of Heligoland, under the British flag on the 30th of January, 1838. He received his earlier education on the Island under tutors, one of whom was a Polish refugee,—until his twelfth year, when he was sent to school in Altona in the Duchy of Holstein, the then reigning King of Denmark being the Duke of Holstein. Altona was a city containing a population of about 40,000 and was divided by iron gates from St. Paul's, a suburb of the Free Hanseatic Republic, the City of Hamburg, Germany. Here, he wrestled with the rudiments of

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Arts and Science for four years, when it was decided by the powers that be, that he should be sent to Canada to occupy and cultivate some lands that his father had purchased during a visit to Canada in 1834. Before entering on this venture it was necessary for him to obtain an insight into the tilling of the soil and for that purpose arrangements were made to visit a large estate of about 30,000 acres then owned by the Grand Duke of Oldenburg, to master both the practical and theoretical knowledge to fit him for the business of a farmer in a comparatively new country.

Here we spent a year and a half gaining knowledge of the cultivation of light and sandy soils. Another year and a half, until the Spring of 1857, was spent on a farm of about 400 acres on the East Coast of Holstein, near the Baltic, this being a heavy clay loam, and the principal crops raised here, were wheat and rape seed.

In the month of August, 1857, he left Hamburg on the steamer "Borussia" for New York, thence by rail via Niagara Falls and Hamilton to Toronto. Toronto had a population at that time of about 40,000. The farm owned by his father, in the Township of Markham, being leased, it was suggested that he should, before taking possession, gain experience and some knowledge of farming, as carried on in Canada. He was recommended to a farm in the Township of Tecumseh, in the County of Simcoe. This was not a model farm—a great many stumps holding their own, and a fine crop of thistles mixed with the wheat, which had to be cut with a cradle; mowing machines at that time being scarce, and binders not having been invented. In fact, it was twenty-three years later when he saw the first binder on the prairie in the vicinity of Portage la Prairie. Farming in Canada at that time did not particularly appeal to Mr. Miles, so after six months' trial he abandoned all idea of taking possession of the Markham property, more especially as a good offer of purchase had been made by the tenant.

After a few months of looking around he decided to enter his brother's office as an articled pupil. He passed his preliminary examination in 1859 and his final on January 13th, 1862. While serving his time under Articles to his brother, the late Edward M. Miles, P.L.S., he was engaged on the Survey of the pensioners village and farm lots at Penetanguishene; also the traverse of the Severn River from the mouth up to the Falls; the survey of the Township of MacDonald in the summer of 1860; and also on surveys of townships with

the late Mr. Charles Unwin at the mouth of the Serpent river and on the Spanish river.

After passing his final examination and receiving his diploma, surveying was practically at a standstill in consequence of which Mr. Miles entered into various occupations and speculations.

During the oil excitement in Southern Pennsylvania he went there on a general venture, and invested in oil wells, without however realizing on his investments. Later he assumed his brother's place and interest in a Woollen Mill at Weston, where the latter had met with an accident causing his death. Mr. Miles continued in this business endeavoring to retrieve his brother's investments as well as his own advances; owing, however, to unforeseen changes in the tariff on woollens, his efforts were brought to naught, and in the course of time proved a failure.

In 1870 Mr. Miles got busy again at his profession. After being engaged for a few months in connection with the construction of the Toronto Grey and Bruce Narrow Gauge Railway, he received instructions from the Commissioner of Crown Lands for the Survey of the Township of McMurrich. In the following spring he proceeded to Thunder Bay, then Prince Arthur's Landing and now Port Arthur. Here a mining boom had developed, which continued with greater or less intensity for several years.

In 1874 Mr. Miles received instructions from the Surveyor General of Dominion Lands for the survey of the Hudson's Bay Company's Reserves in the Rainy River District, the last Reserve surveyed being at Fort Alexander near the mouth of the Winnipeg river; from here it was necessary to walk in on the ice to the lower Stone Fork on the Red River, arriving at Winnipeg on the first of December, 1874. Traverse Surveys of the East coast of the Lake of the Woods were carried out by him in 1875 and '76. Also outlines of Townships East of First Meridian.

Private Practice at Wingham in the County of Huron in 1877-78 and part of 79.

Indian Reserves and Timber limits on the Lake of the Woods in 79 and part of 80.

In 1880 Mr. Miles commenced his first work West of Winnipeg by surveying the outlines of Townships West of the second initial meridian, continuing the surveys in 1881.

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In 1882 the initial work was surveying township outlines West of the Touchwood Hills, then travelling by trail with half a dozen other survey parties to the fourth meridian at the Forks of the Red Deer river, surveying out-lines west from there to within a few miles of Calgary on the Fifth Meridian.

In 1883 he was engaged surveying outlines South of the Blackfoot Indian Reserve on the Bow River; also South and West of the Red Deer river.

In 1884 surveying township outlines North of the Red Deer River between the Fourth and Fifth Meridians.

In 1885 the Second Riel Rebellion broke out and Mr. Miles carried on a private practice at Walkerton in 1885 and '86.

In 1887 surveys were made of the R.N.W.M. Police Posts in Alberta (10 in number), from the International Boundary up North to the Fort Saskatchewan.

From 1888 to '93 Mr. Miles was engaged in surveying fractional parts of townships and sections in the Foot Hills in Southern Alberta.

In 1890 carrying on re-surveys in the Edmonton district.

In 1891 re-surveying parts of Townships in Saskatchewan West of the Second Meridian.

In 1892 running monuments in Edmonton district.

In 1893 he remained at home part of the time owing to illness in his family and the death of his mother later on, subdividing Townships S.W. of High River.

From 1897 to 1901 Mr. Miles was engaged in the Rat Portage District surveying mining claims. From 1901 to 1903 he was out of the country.

In the Spring of 1903 he received instructions for subdividing a block of townships about one hundred miles East of Wetaskiwin.

In 1904 subdividing townships West of Olds on the Calgary and Edmonton Railway, extending South to the North Boundary of the Stoney Indian Reserve.

In 1905 and 1906 employed in miscellaneous surveys in Southern Alberta, West of 4th and 5th Meridians.

During the Winter of 1907 Mr. Miles was offered the position of Inspector of Surveys by the Surveyor General of Dominion Lands, which he was pleased to accept.

In the Spring of 1907 commenced the survey of the town plot of Chaplin, on the main line of the Canadian Pacific Rail-

way, in Saskatchewan. Later on busy inspecting subdivision contracts in Southern Saskatchewan until after Christmas.

In the Spring of 1908 surveyed the town plot of Ingolf on the main line of the Canadian Pacific Railway in Saskatchewan and later on until the end of the season inspecting contract surveys in Southern Saskatchewan.

In 1909 inspecting contracts in Southern Alberta and Southern Saskatchewan.

In 1910 inspecting contracts in Southern Saskatchewan until December, 1910, when he received instructions for the survey of a timber limit at Lac de Bonnet in Manitoba.

In the Spring of 1911 work was resumed on the subdivision of the dry bed of Many Islands Lake, North of Walsh in Alberta, also of Big Stick Lake, North of Maple Creek in Saskatchewan; also making re-surveys at Boharm in Saskatchewan. Then trailed to Regina, where the whole outfit was loaded on two freight cars and shipped to Edmonton; two of the party travelling in charge of the horses in one of the cars.

From Edmonton, where further supplies were purchased the party travelled along the Victoria Road, North of the Saskatchewan river to Pakan, thence North, to Contract No. 22 of 1910. This contract being all wooded, trails had to be cut to pass through with the wagons. The original survey having been made in Winter, and transportation was made on the ice of lakes and streams. Completing the inspection of this contract in August they travelled East to the Hudson's Bay Company's post on Lac la Biche, thence South past Grandin Post Office and East to Contract No. 26 of 1909, the Westerly portion of which was inspected.

Thence they proceeded South to intercept the Cold Lake trail, along which they moved to the Cold Lake Indian Reserve No. 149. Here they cut off and sub-divided two tiers of sections from the West end of the Reserve.

Also re-surveyed the quarter section of the Cold Lake Roman Catholic Mission. Then moved North to the East end of Contract No. 26 of 1909 and completed inspection of this Contract.

Returning to Cold Lake the party moved North on the Primrose Lake trail to Contract No. 14 of 1910. Inspected this Contract, moved back to Cold Lake; later inspected Contracts Nos. 17 and 18 of 1911.

From here a long move by way of St. Paul des Metis back to Lac la Biche, East of which they inspected Contract No. 19 of 1911 and then moving West again past Lac la Biche to Contract No. 20 of 1910, the inspection of which closed the past season's inspection in the month of February.

The following Spring, 1912, after surveying half-breed settlements and R. C. Missions at Green Lake, North of Battleford, he inspected Contracts No. 14 and 33 of 1911, and re-inspected Contracts No. 14 of 1910; also Contracts Nos. 21, 22, 24, 25, 29 and 30 up to the middle of February in 1913.

In the Spring of 1913 inspected contracts on Winnipegosis; also one near Tisdale on the C. N. Railway, East of Prince Albert. Then outfit was shipped from Dauphin to Edmonton.

The next Contract to be inspected was down the Athabaska River at Fort McMurray and seven other Contracts on the Athabaska River, above and below Athabaska Landing, keeping him busy until the end of March, 1914.

In the Summer of 1914 Mr. Miles was retired from field work, since when he has been engaged in the Topographical Surveys Branch of the Department of the Interior in Calgary, with the exception of seven weeks in the Spring of 1915, when in conjunction with Mr. Lanigan, Inspector of Surveys, they made an inspection tour from Edmonton to Grouard, thence by way of Peace River Crossing to Dunvegan, Spirit River, Grand Prairie City, Saskatoon Lake Village up to about twenty miles North of Saskatoon Lake and returned to Edmonton.

This accounts for a busy term of forty-five years, since Mr. Miles' first entry into the service of the Department of the Interior, and still continues an active member of the office of the Topographical Surveys Branch in Calgary.

The foregoing sketch was prepared by Mr. Miles and given to the Chairman of the Committee in March, 1916.

The following additional information has been obtained from his family.

His grandfather, Sir Edward Lanford Miles, was C. O. of H. M. 84th Regiment, a Peninsular veteran, a Knight of the Tower and Cross, with medals and clasps for Salamanca, St. Sebastian, Vittoria and Corunna.

In November, 1862, he married Margaret Georgina, youngest daughter of Rev. W. A. Johnson, M.A., at one time an

officer in the British Army and afterwards Incumbent of the St. Philip's Anglican Church at Weston. There were seven children—two sons and five daughters, one of the latter dying in infancy. The eldest son, Edward A. Falconer Miles, has for some years been on the staff of the statistical branch of the Department of Customs, Ottawa, and the other son, George R., resides at Grand Forks, North Dakota. The daughters were Laura (Mrs. Weiss) of Seattle; Alice (Mrs. Ellis) of Seattle and Misses Mary L. and R. Kathleen, all of whom are living. The two last mentioned daughters resided with their parents in Toronto until after their father's death, when they removed to Portland, Oregon.

Mr. Miles attended the Veterans' Luncheon on Feb. 24th, 1921, but was unable to be present in February, 1922, owing to the stormy weather. His eyesight had partially failed during recent years, but otherwise he was apparently in good health until within one year of his death, which occurred at his home, 25 Marmaduke St., on July 16th, 1922.

His elder brother, Edward M. Miles, P.L.S. (see Report 1918) married the eldest daughter of the Rev. W. A. Johnson in 1859.

The only surveys made by Mr. Miles for the Provincial Government were— Subdivisions of parts of the Townships of McMurrich and Stephenson, 1870.

From 1913 to June 30th, 1921, when he was superannuated from the service, Mr. Miles was employed in the office of the Director of Levelling, Topographical Surveys Branch at Calgary.

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