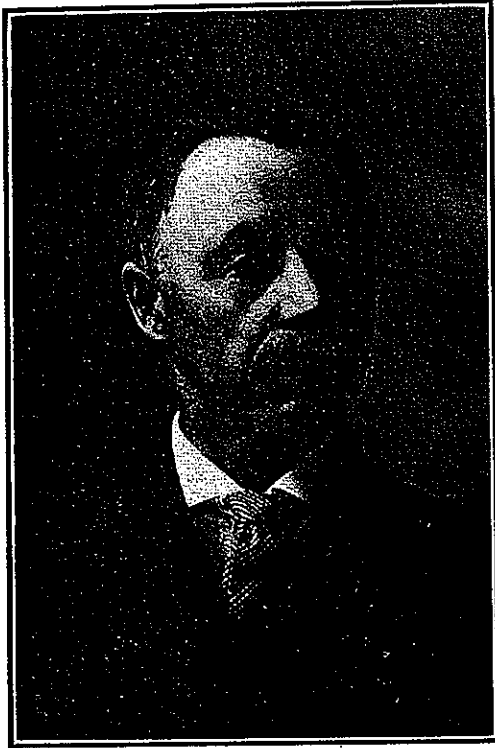


GEORGE SMITH



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The subject of this sketch was the second son of an English sea captain, the late George Smith, Sr., who upon retiring from that service, became one of the early settlers of the Township of Thorah. George Smith, Jr., was born December 22nd, 1853, and when a child of four years, met with an accident which resulted in leaving him a sufferer and partial cripple for life.

Having spent his early youth at school and in the upbuilding of one of the finest homesteads in the Township of Thorah, he found himself obliged to launch out and learn a profession. Having, as a boy, become keenly interested in the operations of a survey which had been performed in his neighborhood, his early

interest was re-awakened and at a somewhat advanced stage in young manhood, commenced the studies required for admission to apprenticeship, at the same time continuing to assist in the farm work at home.

He was an articulated student with the late Peter Burnet, P.L.S., and later with the late Albert Fowlie, P.L.S., of Orillia, and obtained his final certificate as a P.L.S. on April 7th 1881.

Mr. Smith commenced his professional career by opening an office in Beaverton, where in 1884, he married Miss J. McKay, of Mara Township. In 1892, he moved with his wife and family of four children, to Woodville, from which point he carried on his surveying and engineering practice.

In 1904 he moved to Lindsay, the County town.

His wife died on August 17th, 1914.

During his professional career, Mr. Smith's practice was somewhat varied. In his early days, he became interested in architecture as a branch of his work, having assisted the late Mr. Duffus in the plans and construction of the Lindsay Col-

legiate Institute in 1888, the latter having taken ill while engaged in that work. Bridge engineering was also an important branch of his work, his first work being the construction of a highway bridge across the Burnt River in 1887. He had for several years, been employed by the County of Victoria in the construction of a number of steel and concrete bridges and was engaged in the preparation of plans for further bridge construction at the time of his death. His almost constant connection with drainage matters which came under his care as engineer for a number of townships, made him a useful member of the drainage committee of the O.L.S. Association for a number of years.

His experience as a land surveyor was also varied and for some time he was more or less associated in practice with C. E. Fitton, O.L.S., of Orillia, whose professional and social companionship he enjoyed for a number of years. He was employed in connection with a number of important surveys, among them being the survey of the Trent Valley Canal Lands in 1903 and 1904, and again in 1908, 1909, and 1910, during which years he was engaged to revise and establish permanently the limits of the flooded lands from Lake Simcoe to Balsam Lake. In 1904 he made a survey of the limits of the Rama Indian Reserve for the Department of Indian Affairs, and in 1905 and 1906 was engaged by the Canadian Northern Railway in the survey of their right of way through the districts of Muskoka and Parry Sound. An interesting part of this work was the triangulation and hydrographic surveys which he made in connection with the proposed harbor at the Key Inlet on Georgian Bay. In 1909, 1910, and 1911 he was employed by the C.P.R. in connection with their right of way surveys having surveyed the limits of the Lindsay, Bobcaygeon and Pontypool Railway in 1903, and later his services were retained in connection with expropriation proceedings during the construction of the Georgian Bay and Seaboard Railway. His work also included the compiling of a number of Municipal plans for registration, one of which he prepared for the town of Midland, by whom he had been engaged in engineering and survey work in 1913, 1914 and 1915.

As County Engineer for Victoria, he became greatly interested in the new Good Roads Movement and it was in connection with the inauguration of this movement in his county, that he made his last trip to Toronto in the spring of 1916, to consult with the Department of Highways regarding County Road business. While on that mission, he died suddenly on March 31st, of the above year, leaving to mourn his loss two sons and two daughters, namely Walter Smith, O.L.S., whose decease followed only ten months later, also Oliver Smith, O. L.S., of Lindsay, and Misses May and Amy Smith, of Toronto.