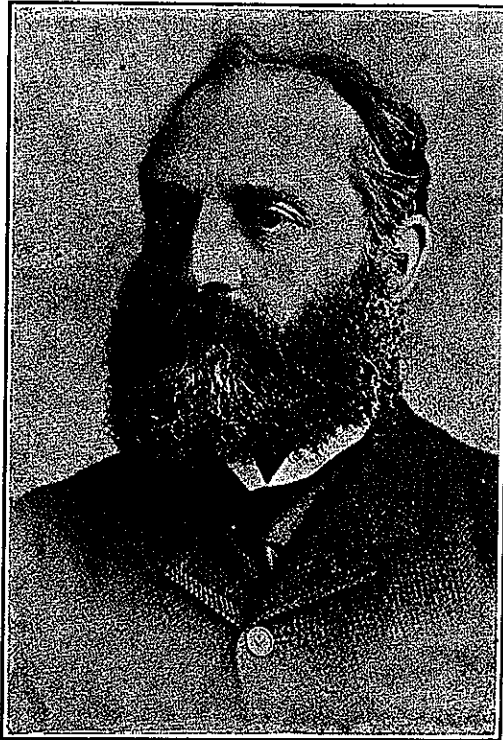


HENRY SMITH

Henry Smith was born at Charlottetown, Province of Prince Edward Island, on August 18th, 1837.

His father's family comprised twelve children:—Paul, born 1829; David, born 1831; Mary Ann, born 1833; Hannah, born 1835; Henry, born 1837; Isaac, born 1839; Mary Ann, born 1842; Eliza, born 1844; Evariste, born 1846; Rebecca, born 1848; James Augustus, born 1851; Georgina, born 1853 (living). Mary Ann married Harry Brown of Toronto; and Georgina married John Wales of San Francisco, Cal.



Henry Smith came to Kingston with his father, David Smith, and his mother, Mary (Thompson) Smith, when three years of age, and at the time when Kingston had been selected as the first capital of Canada, after the union of Lower and Upper Canada. The first Governor, Baron Sydenham, died at Kingston

on September 19th, 1841, and his successor also died in office at Kingston.

Mr. Henry Smith stated that his father, who was in the Government employ and a good mechanic, made the coffin for one of these two Governors.

In 1844 the family removed to Hamilton, where his father manufactured machinery. Henry attended school at Hamilton, and later at Dr. Tassie's School, 1851-1854 at Galt. In 1851 his father removed to Elora where he had a foundry. His son, Henry, engaged in mercantile business 1854-1858 and was also employed in his father's foundry as mechanic and draughtsman during the same period. In 1857 he passed his preliminary examinations for P.L.S. and became articled to

Joseph W. Burke (afterwards Rev.) who then lived three or four miles from Elora. He served three years with Mr. Burke and qualified as P.L.S. on November 8th, 1861.

He was engaged with Mr. Burke (Report 1920) and with E. H. Kertland, P.L.S. (Report 1918) on Government Township Surveys, and in general practise in Wellington and Waterloo Counties. He also spent some time at Oil Springs, Petrolia and vicinity when the oil boom was on.

The Wellington, Grey and Bruce Railway from Hamilton to Kincardine was then being constructed and in 1869 he was appointed on the Staff. Adam Brown of Hamilton, who died in Hamilton a short time ago at the age of 99, was then President of this Railway and George Low Reid was Chief Engineer. John Kennedy (afterwards Sir John) was District Engineer on sections northwest from Elora, and Wm. Hendrie was the Contractor. This Railway, with a gauge of 5 ft 6 in., the same as the Great Western, was a Hamilton project, whereas the Toronto, Grey and Bruce, which had a narrow gauge 3 ft. 6 in., was promoted by Toronto interest. The Hamilton Road was subsequently absorbed by the G.T.R. and gauge reduced to standard. The T. G. and B. was taken over by the C.P.R. with the Credit Valley Railway and gauge standardized.

In 1870 Mr. Smith became sectional Engineer on the W. G. and B. Railway and in 1872 was appointed Engineer-in-charge of unfinished sections and second assistant. G. L. Reid was Chief Engineer, John Kennedy and Joseph Hobson were the Assistant Engineers.

On January 1st, 1881, Mr. Smith was appointed Superintendent of Colonization Roads for the Province of Ontario to succeed Mr. Jas. W. Bridgland, (See Report 1927) a position he held for twenty-nine years.

David Smith, his father, died at his youngest daughter's home at Richmond, Que., in 1890, aged 84 years. His wife died at her own home at Richmond in 1885, aged 76 years.

When employed on the Great Western Railway, a train was wrecked between London and Windsor upon which Mrs. Scott-Siddons was a passenger, but she was uninjured.

Mr. Smith was one of the senior members of the Canadian Society of Civil Engineers which was organized in 1887.

After his resignation from the Government Service, due to defective eyesight, he continued to reside in Toronto at

Bellevue Ave. until 1924, when he and Mrs. Smith went to St. Mary's to reside with their daughter.

Mr. Smith contributed a paper on the Construction and Maintenance of Roads in the Report for 1902.

He took a deep interest in the Veterans' meetings and presided at the Luncheon for several years.

He attended St. Philip's Church, Toronto, and was Church Warden for 10 years. He afterwards attended the Church of the Redeemer, and latterly St. Stephen's Church, Toronto.

Although not a large man, he enjoyed good health until within a few months of his death, which occurred at St. Mary's on June 10th, 1927. He is buried in the family vault of his wife at Southampton, Ont. He was remarkably active, often walking miles for recreation when eighty-five years of age.

In 1874 he married Mary Ellen McNabb of Southampton, U.C., youngest daughter of Alex. McNabb, Government Agent for the County of Bruce.

They had the following children, all of whom are living: Irving H., born 1875, of Montreal; Mary Edith, married W. E. L. Hunter, Walmer Road, Toronto; Kathleen Alice, married W. H. Taylor, M.D., St. Mary's, Ont.; Ida Helena, married W. I. Taylor, M.D., Port Credit, Ont.; Reginald Tremayne, born 1888, of Toronto.

The greater part of the information for this sketch was furnished by Mr. Smith, in a written statement some years ago. This was supplemented by Mrs. Smith, who died on January 21st, 1928.
