

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 Craigleith (near Collingwood), and Andrew of Toronto were brothers of John A. Fleming, all now deceased excepting Alexander of Craigleith.

Mrs. Joseph Goodchild of Craigleith 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.



He occupied this position until 1877, when he appears to have acted for a short time as Assistant City Engineer of Toronto, under Frank Shanly. In 1878 he was appointed Chief Engineer of the Georgian Bay and Wellington Railway, with headquarters at Mount Forest. His next position was on the Canadian Pacific Railway exploration surveys in the West. In 1881 and 1882 he was in charge of the first survey party in the Kickinghorse Pass of Rocky Mountains, where he and his party suffered great hardships, and at the close of the work had great difficulty in making their way back to civilization. He was later employed on C. P. R. right-of-way surveys on the prairies. Shortly afterwards he formed a partnership with B. W. Gossage and Wm. T. Thompson under the firm name of Gossage, Sproatt & Thompson, with headquarters at Winnipeg.

In 1883 he was appointed City Engineer of Toronto, which office he held until 1889, when, owing to ill-health, he was granted leave of absence and visited Europe. Mr. W. T. Jennings was appointed City Engineer early in 1890, but did not hold office until the end of the year. Mr. Sproatt appears to have acted in a consulting capacity for a short time in 1890. During his term of office many important works were constructed in Toronto, including the King Street Subway and the Don River improvements.

Owing to continued ill-health he removed to Innisfail, Alberta, with his family in the Spring of 1891, where he continued to reside until his death on December 26th, 1895.

Charles Sproatt married Frances Jane Lawrence, daughter of Joseph Lawrence, who settled in Toronto in 1809. There were three children: Henry Sproatt, of Sproatt & Rolph, Architects, Toronto; Sarah Leah Sproatt, now Mrs. Lenon, and William Alan Sproatt, of Saskatoon.

Mr. Sproat was universally liked with those he was associated professionally. He was elected member of the Canadian Society of Civil Engineers in 1870.