

MAJOR WILLIAM HAROLD HUNT

William Harold Hunt was the great, great grandson of the Loyalist Daniel Scott. At the time of the American Revolution Daniel Scott owned 193 acres of land and household goods valued at \$304 sterling at Rupert, Vermont. The compensation by the British for his losses was only \$86 sterling. He chose to settle at St. Armand in Quebec, disregarding Haldimand's wishes for those who had fought under Colonel Jessup and Butler's Rangers, to settle in Canada West (now Ontario). It is doubtful that he ever did get a land grant, though he applied three times.

Eventually his son Lemuel settled at Sweetsburg, Quebec, where Daniel, his wife Lois (Burritt) Hurd, Lemuel and his wife Keziah, along with her mother Mary Martin, are buried in the Scottsmore Cemetery. Lemuel Scott fought in the War of 1812-4 and was taken prisoner. It was through their daughter Chastina Scott that the Loyalist lineage descends.

Reverend Francis Hunt had emigrated from Ireland with his parents and settled in Fitzroy Harbour, Ontario in 1832. His first charge as an ordained Methodist minister was based at St. Armand's Parish at Philipsburg in the Eastern Townships of Quebec. There, he met and married Daniel Scott's granddaughter (Lemuel's daughter) Chastina Scott, who was then the church organist. As the couple moved eastward in the townships of Quebec, there were children born about every two years until Reverend Francis Hunt was superannuated at Lennoxville.

As he conducted a daily worship service in his home, including family and servants, a great impression was made on his grandson, William Harold, son of William Francis Hunt. William Francis married Catherine Maria Ives of Huntingville, Quebec and managed his father's farm near Lennoxville.

William Harold Hunt, the son of William Francis Hunt and Catherine Maria Ives was born on the old Abbot Farm, Lot 28, Township of Eaton, Compton County, Quebec, on November 24th, 1884. At the age of five, his parents sold their 200-acre farm and his father became Agent of the Boston and Maine Railway at Lennoxville. William Harold was educated at Lennoxville Academy and a school in Sherbrooke, until his father took a position with a life assurance company in the fall of 1901, necessitating moving his family to Manitoba. They rented a house in Souris, owned by Mr. Poyner, opposite the school house. The following winter, William Harold attended school taught by Harvey Greenway.

As a boy, he never took interest in games of hockey, football, or baseball, though he played them at times for lack of other enjoyment. He was very proud of his United Empire Loyalists ancestry as the great great grandson of Daniel Scott, Loyalist of Rupert, Vermont. His interests lay more in hunting, fishing, swimming and boating. He was never happier than when in the woods hunting partridge, snaring rabbits, or out in the water. Every summer, he went with his

family to the east side of Lake Memphremagog and camped out on the property owned by his mother's uncle, Wolfred Ives. Boating, swimming and fishing kept him and his brothers out of mischief.

Never a serious student, in 1901, at the age of 17, he failed the Matriculation Examinations for McGill University. In the fall of that year however, Harold, with his parents and two younger brothers and sister moved to Souris, Manitoba where they lived briefly and Harold attended school during the winter, before moving to Winnipeg.

Harold's early working life was a series of low-paying, short-term jobs. He found work driving a stook train in the harvest fields near Souris. Owing to his inability to harness teams of horses, and having been indiscreet in talking back to his employer, he was fired on his first day. He then found employment stoking a threshing engine boiler. This was his first real labour, and although the hours were from 4:00 am to 9:00, the food was not always the best, and the alkali water disagreed with his stomach. He stayed with this job for two months, until freeze-up, when he returned home and resumed his studies.

His standing permitted him to study for a 2nd class teacher's certificate. About June 1st, 1902, before examination time, he felt that he should be earning money to help his family and started work at McEcheran's Machine Shop as an apprentice. After working there for about one month, the family moved to Winnipeg and rented a house at 284 Alfred Street. They later moved to the 2nd house on the west side of Lilly Street. Having had experience around threshing machines, he applied for work at the John J. Chase engine plant, but that only lasted a day and a half. He felt unsuited for the heavy work of unloading threshing machines from flat cars to a warehouse platform. Case paid him a total of 35 cents for his hard labour.

Harold's next job was as a clerk in the Bee Hive Dry Goods Store on Main Street. One of the duties was to wash windows, which did not suit him, so he looked for a job more to his liking.

Following the suggestion of one of the lady clerks, he applied in 1902 at a small shop called Standard Machine Works on Higgins Avenue, East (where the Manitoba Cold Storage now stands). He apprenticed as a machinist, with partners Mr. Coulter the foreman, and Mr. Lyall the bookkeeper. Sometime later Mr. Deacon joined the partnership and the firm became Manitoba Bridge and Iron Works. Times were hard when Harold worked for them. Sometimes they could not pay their men's wages at the end of the week and at one point, Coulter's furniture was seized by the bailiff. Harold's wages were 75 cents a day "for breaking drills and helping boiler makers, machinists and blacksmiths" but he was both paid and happy.

Arthur McTaggart, one of the employers at this plant, left to start a new firm called Northern Iron Works on Sutherland Avenue. He liked young Hunt and used his influences to obtain

employment for him at the new plant. This plant had much larger machines and seemed to offer better opportunities to learn about machine work and eventually, Harold went to work there at 75 cents a day. About a year later, the place burned down and McTaggart moved to the Stuart Machinery Company on Main Street and was influential in getting his protege Harold (who by this time could operate a lathe) a job as an apprentice improver at \$1.50 per day.

In May of 1904, again influenced by McTaggart, he returned to Northern Iron Works which appeared to hold more promise. The manager, Mr. McCuady had just received a large order for cast iron columns that had to be turned on a lathe for the new Eaton's Building on Portage Avenue. This job paid \$1.50 per day but only lasted a few months as it included more chores than he cared to do. He found work at Vulcan Iron Works but in February 1905, his father accepted an offer to be an agent for New York Life Insurance Company in Montreal and the family moved east. They had an auction sale of all of their goods and chattels, which had been brought from Lennoxville in 1901, then took over the home and furniture of Mr. McTeer in Montreal.

With some experience behind him, in February 1905 he went to work at the Linotype Machine Company for \$2.00 per day. After working two months for that firm, he found employment with the American Locomotive and Machine Company at Longue Pointe, Montreal. This was a "real job". The plant was new and efficiency was demanded. After he had been tried out on various machines, Harold was assigned a huge machine to bore out steam cylinders for the locomotives. This he found "very interesting work, and not at all laborious". After working there for three months, his wages were increased by 50 cents per day. He was now determined to become an engineer.

For several years Harold had been taking a correspondence course in mechanical engineering from the Armour Institute of Technology but enrolled at McGill to earn his matriculation. With this in view he took lectures at Shortell's Night School on St. Catherine's Street and was getting along splendidly when the news came that his father, in Winnipeg on business, had contracted typhoid fever after drinking some polluted water in Port Arthur and was now at the Victoria Hospital in Winnipeg. Harold had taken rooms on Quatre Ave in Maisonneuve, closer to his work in order to learn to speak French and was out of touch with his family who were living on Mance Street in Fairmount. His mother visited William Francis before he died but he was not able to speak very coherently. As his mother was anxious to have the family return to Winnipeg and the west appealed to the boys, they packed up, loaded their chattels into a box car and returned in October of 1905.

As a result of befriending an old gentleman named Mr. Empey, who was foreman in the car shop at Calgary, as his train left Montreal for the west, Harold was able to find employment in

the CPR's Weston Shops two days after arriving in Winnipeg. Mr. Empey was friends with Sam Hungerford (Locomotive Superintendent for the C.P.R. shops in Winnipeg, who had known his father). The pay was 35 cents an hour at first, rising to 42 cents. The days were long since he had to travel to and from the Shops. He started work at 7:00 am and quit at 6:00 pm, arriving home a little before 7:00 at night. (In 1909 a nine-hour day was introduced.) He found the job interesting and the foreman, Sam Pentland, allowed the new hand to work on various machines so that he gained a broad range of experience. It gave him the opportunity to contribute to the family's expenses and to save for his university education.

Harold's brother Ernest, who was only thirteen, gave up his schooling and got a job in the office of the W.J. Dyson Company, manufacturers of pickles, and later with the Stanley Brock Company, a commission agent. His other brother Frank and his sister Marjorie, then aged 7 and 5 respectively, went to Norquay School. The life insurance left by their father enabled them to make a cash payment on a home at 128 Colony Street (purchased from Professor Osborne of Wesley College) in the spring of 1906.

Harold was up at 6 every morning for breakfast and to catch the C.P.R. work train at the foot of Isabella Street. Starting work at the shop at 7 a.m., quitting at 6 p.m. and arriving home just before 7:00 made his night studies difficult, but he continued to study and take lectures at the YMCA night school, taught by Mr. Spence. (In 1909, a 9-hour workday was introduced.)

By the fall of 1907, Harold had saved enough money to go to Wesley College. During the winter of 1907-08, he enjoyed college life, and in the spring easily passed the Part II Matriculation required for the entrance to the new engineering course at the University of Manitoba. Starting in September 1908, he began attending classes at the old Broadway Campus that has long since been razed and relocated at the Fort Garry site. To supplement his savings, he found employment on Saturdays and during the Christmas holidays at the Eaton store, selling caps, boots, and handbags.

In the spring of 1908, employment was hard to find and through Charles McEcheran he was put in touch with Mrs. R. J. Whitlaw, a wealthy lady who wanted a young man to operate her gasoline-driven launch, "The Lark" (a 1-cylinder gas engine boat with about a 6-foot beam and 20 feet long) at her summer camp. He also performed a variety of other handyman jobs, including some painting. While it had its drawbacks, this job lasted until the beginning of August when the camp closed for the year and Harold returned to Winnipeg. The lady offered employment for the summer of 1909 at \$85.00 per month and all found expenses, but Harold declined.

Having a two-month hiatus before university lectures began in the fall, and as a means of earning additional income, Harold was put in touch-again by Charles McEcheran-with a

threshing machine contractor named Uncle Archie Ray of Boissevain and was hired to operate the machine. Mr. Ray was an Inlow man who owned a store in the east and a farm in the west. He also did threshing for other farmers in the vicinity of Boissevain. Before he went to Boissevain, Harold was told that Ray's outfit was ready to start work. Upon arriving, it was found that the separator was a new one and that the engine used for driving was not in shape. Young Harold overhauled the machine, set the valves, and on a Sunday, the outfit which was horse drawn was taken to a farm owned by the Armstrongs, south of the Town of Boissevain. When the boiler was steamed up it was found that the flues had not been properly expanded, so the remainder of the day was spent expanding flues. When the outfit began work on Monday morning, it was found that the engine was too light for the new separators but it kept running. The farmer's son was supposed to fire and help the new engineer. He refused, and after a week's work, Mr. Ray was told that he would have to get someone else to operate his engine unless the original arrangement for firing was adhered to. Mr. Ray refused and Harold cast about for another job.

He found one-driving a water tank team and helping to fire a steam tractor owned by a farmer and thresher named Mr. Buck. This job lasted until school started, although the threshing gang he worked with was a colourful, rough and tough lot! The separator was a Frenchman who got into trouble for adjusting the measuring apparatus so as to turn out small bushels. This was noticed by a young farmer named Cottingham (later chairman of the Manitoba Power Commission). Cottingham took matters into his own hands and gave the Frenchman a good licking, leaving him with a bloody nose and in shape to behave himself.

Harold was back in Winnipeg by mid-October and began attending the University of Manitoba. Professor Brydon-Jack, who had established the course of civil engineering in 1907, lectured in the engineering subjects. Professors Robert Cochrane and N.B. McLean taught mathematics, Professor Buller, Allen and Parker taught botany, physics and chemistry respectively. The other young engineers were: John Taunton (City Engineer, Wm. Ringland), Mike Mitchell (won the Victoria Cross), Gordon Shanks, Joe Irving, Dick O'Reilly, Jack Ruttan, Bob Rogers, Scotty Forsythe, Victor Crole, Bob Lothian, Silas Stout, Solomon Saltzman, Landon, Sam Karlan, Ross Davis, Doc. Cruikshanks, Verne Boynton, Len and Roy Easton, Bud and Darcy Hoggarty, Calvin Taylor, Aubrey Bayne, James K. Beel, Arthur H. O'Reilly, Harry Rimmington, Bert Corbett, Whittaker, McKay, Fred Cameron, Dip. Dynes, and Lee Cavanaugh. (The names that are underlined are those who continued a friendship.) Several of these young men contributed to either the city or the province in later years. Most of them were hard working boys putting themselves through university, with little time for anything outside of their studies. There was some hockey, but Harold's favourite diversion was skating at the old Auditorium Rink at St. Mary Avenue and Fort Street.

The following spring (1909) nearly all of the students passed, and thanks to Professor Brydon Jack, almost all got summer jobs with survey parties. Harold and Mike Mitchell worked on the location of the Grand Trunk Pacific lines in Saskatchewan from Biggar to Battleford and from Young to Prince Albert. They worked under Engineer Dennis Bergen, gained good experience and were paid \$35.00 a month, earning enough to put themselves through another year of university (which started in October 1909).

The winter of 1909-10 was similar to the previous, except that at the Winnipeg Skating Rink, Harold met a young lady from Richmond, Quebec, named Minnie Pearl Taylor, to whom he became "greatly attached".

In May 1910 Harold, then 25 years old, accepted a job in Northern Manitoba as a rodman and a member of the Hudson Bay Railway survey party under location engineer F.P. Moffatt (later of Sherritt Gordon Mines). They located lines from the Nelson River Crossing at Arnot, south westerly to Thicket Portage, and northward on a proposed Churchill route as far as O'Mattoway (Crying) Lake. They hiked south to Split Lake, where they waited a week for further orders, and after New Years' Day, with dog teams and copious supplies, hiked south to Thicket Portage. From that point, they worked southward, as far as 7 miles south of Setting Lake. A party under Engineer Clifford, who were working northward from The Pas, were supposed to meet them, but that did not happen. Moffatt's team ran out of food and had to beat it south to The Pas with the dog teams, a few bannocks and some tea. They covered around 350 miles in 7 days and arrived at The Pas in March. The sun was strong and the members of the party were nearly all snow blind. A trip to Winnipeg by train finished the jaunt. He had extended the job into the winter of 1911 so that he could earn enough to help finance the third year of his university studies.

Harold continued working during the spring and summer of 1911 as a rodman on the double tracking of the Pacific Railway east of Moose Jaw, Saskatchewan, and on the location of the line from Moose Jaw to Expanse, under assistant engineer C.D. McIntosh. After this work was finished, he continued as a rodman for the CPR, this time under engineer Patterson until the beginning of August. His salary was \$45.00 per month. He left the party and returned to Winnipeg. He then became Chief of Party, locating transmission towers on the City of Winnipeg's hydro line from Point du Bois to the city.

In May 1912, he began working for the Canadian National Railway Bridge Department under engineer W.L. McKenzie, earning \$75.00 per month. First, he was an instrument man on the laying out of the proposed new subway under the C.N.R. track at the east end of Saskatoon, near the Saskatchewan River. This job lasted about 10 days. Subsequently, he was an inspector on the construction of a new large reinforced culver to replace an old trestle one at Rowan, 30

miles west of Port Arthur. This job paid him \$125.00 a month. He also did some prospecting in his spare time. This was almost an obsession for him for many years of his life. (His maternal grandfather had gone to the California gold rush and returned with enough gold to present his grandmother with a pure gold chain necklace.

While staying out this whole year had greatly replenished his “stake”, when Harold returned to the University of Manitoba in mid-October 1911 (and was replaced on the job by Jack Furgeson, a recent graduate from Toronto) to resume his studies, he was in a new class. The new class consisted of Victor Tait, H.R. Urie, W.S. Collins, Sharpe Albert Auger and Rusty Munroe. This was a hard year for him as there had been a change in the engineering curriculum in his absence. Three subjects that had previously been taught in the third year had been transferred to the second. Harold had not taken them so he had to write exams in them, along with the required ones at the end of his third year. He succeeded with all of his subjects except hydraulics and calculus, which he carried as supplementals.

The C.N.R. Bridge Department made use of his services as engineer once again at \$125.00 per month. The first job was a concrete arch bridge over the Seine River in St. Boniface. The second was a new freight viaduct over Main Street South and a bridge over the Assiniboine River. The third was a bridge over the Swan River in the town of Swan River, and the bridge over the Woody River near Bowsman.

He wrote off the supplemental in hydraulics during the summer in Dauphin, but did not pass the calculus exam until Christmas. He was successful in his final exams and graduated from the University of Manitoba with a degree in civil engineering (B.Sc. C. Eng.) in May 1913.

Meanwhile, Miss Taylor, who had in 1911 made a trip through England, Ireland, Belgium, Switzerland, Scotland, Germany and France had promised to marry him. Conventional wisdom had it that no engineer whose specialty was railway location and construction should have a wife because of the many changes of site likely to be involved, so Harold’s post-graduate job applications went to the heads of the more static municipal engineering departments in the west.

The City Engineer of Moose Jaw accepted one of them and he went to work there as an assistant engineer, under City Engineer Antonisin, who left a few days before he arrived. W.H. Green, the Assistant City Engineer was whom he reported to, helping with the design and installation of the city’s waterworks and sidewalks. Unfortunately, he took a great dislike to his supervisor, but as he was going to be married, he did his job and “saved his pennies”.

On April 22nd, 1914, William Harold Hunt and Minnie Pearl Taylor were married in Moose Jaw. The couple settled happily into their first small bungalow home at 115 Willow Avenue. In

August, the First World War began and Harold's salary, like other city expense items, was cut. The couple moved into an apartment at 1099 Chestnut Avenue. During the winter of 1915 Harold was laid off but was fortunate to be hired by Joe Peters in the mechanical department at Moose Jaw at a salary of \$90.00 a month. He made a set of plans for the power house and assisted in taking stock at the store house. He also assisted as timekeeper on the relief work of laying sewers and water mains. When spring came, with some increase in the work available, he was re-hired by the city engineer. One of his jobs was the renaming and renumbering of the streets and houses in Moose Jaw.

Once that work was completed, on a visit to Winnipeg he tried unsuccessfully to obtain employment there. He returned to Moose Jaw and got a job as a machinist with Saskatchewan Machine Works, making 18 caliber shells on shift work for use by the Canadian Army, which he did until April 1915 at a salary of \$100.00 a month. The shifts ran on a two-week cycle-two weeks of day shifts, then two weeks of night shifts. Harold had a longing to get into the army but his wife truly needed him at home as she had been orphaned at age nineteen and had had no permanent home for ten years. At that time, it was necessary to obtain one's wife's consent before enlisting.

During this period, he joined the Masonic Order and was made a Master Mason in the spring of 1916. It was at this time that Harold also resigned from the International Association of Machinists to pursue a career as a civil engineer. Harold and his wife moved to Winnipeg in May of 1916 where he first worked for the C.N.R. Maintenance of Highways Department under W.L. Moody. After working one month, the Superintendent, Mr. McLeod would not sanction his appointment, so he set out job hunting again. He found an opportunity to go out to the Aqueduct with the Aqueduct Construction Company. He hated the thought of leaving his wife alone in Winnipeg and through a chain of circumstances, missed the train at St. Boniface on the morning that he was supposed to go to the new work under Engineer Davis. Missing the train seemed like a calamity but on the following morning Mr. Curran Robinson, an old friend of his father's, gave a letter to The Hon. Minister of Public Works, Hon. Thomas Johnston, who referred him to Mr. A. McGillivray of the Highway Commission, who gave him a job. He went to work on June 16, 1916 as Assistant Engineer with The Good Roads Board of the Province of Manitoba, earning \$100.00 per month, with \$10.00 being deducted for a patriotic fund. After a year the salary was increased to \$125.00, a month later it was increased to \$225.00. By the spring of 1917, he was earning \$270.00 a month.

On September 13, 1917, their daughter, Katherine Taylor, was born. In 1918 he was appointed District Engineer to The Good Roads Board. As a district engineer, Harold's job at this time was principally the location and construction of new roads in the province, including the Parkdale Winnipeg Beach Road, systems of market roads in all of the municipalities east of the Red River

(as well as the Municipality of St. Andrews on the west side of the river), and the Winnipeg to Kenora highway in Manitoba. He had charge of 136 miles of new road in St. Andrews, 25 miles in St. Clements and a start had been made on 150 miles in Springfield.

He and Pearl stayed with his mother for a while at 128 Colony Street, then bought a home at 470 Craig Street in Winnipeg after living in Stewart Court on Fawcett Street for about a year. On June 22, 1920, their son Douglas William was born. In the fall of that year, the family moved to 162 Clandeboye Avenue in Selkirk to be nearer the road-building projects to offset the long hours of work each day. During this time, Harold had an office over the bank at the corner of Evelyn and Manitoba. The Craig Street house was sold for cash at a profit of \$1,650.00. They lived at the Clandeboye house for 6 years, and it was here that their daughter Margaret Aileen (later Mrs. John Carter) was born on December 21, 1926. Douglas nearly died from the results of sleeping outside in his sleigh on a cold day while a servant girl named Jessie Cuernerty, talked inside with some of her friends. While living there, the Parkdale Winnipeg Beach Road was completed as a main highway and subsequently taken over by the government as a Provincial Trunk Highway. Social functions were enjoyed in the town in the winter. A huge game hunting beaver was always purchased and usually after the whole 10 days of hunting (December 1st to December 10th) spent at the chase, the net result would be 2 moose, 1 red deer (plus numerous wounded ones) and lots of experience.

In the winter of 1926-27, a preliminary survey for the route for that portion of the Trans Canada between Whitemouth and the Ontario Boundary was made. Construction commenced in 1929. During this period, Harold served two years as Chairman and President of the Town of Selkirk Board of Trade. In the spring of 1927, a change embraced in several of the road engineering districts in the Province of Manitoba was made and St. Andrews was removed from Engineer Hunt's charge to be added to Engineer Robinson's responsibilities.

In return, Harold got as his territory all of the municipality east of the Red River. In August of 1927 the family moved back to Winnipeg and bought 336 Maplewood Avenue. In February of 1929, John David deVere was born. The Great Depression began and as a result, government salaries were cut from \$270.00 to \$232.00, then to \$220.00, then by imposition of a 2% tax to \$216.20. Garage rent which the government at the time allowed, was cut off-another \$5.00 per month. Telephone bills which were at one time paid (\$35.00 per month) were cut out and had to be paid by the engineers themselves. These were very tough times for Harold Hunt and his growing family.

In 1939, World War Two broke out, and after having been a member of the Royal Winnipeg Rifles Reserves "A" Company, and earning the commission of Captain, he enlisted. He spent most of the summer of 1940 at Shilo. In the fall of that year, The Rifles were transferred to

Debert, where they spent the winter. Despite being told they would not be going overseas for many months they were deployed in October 1941. Harold requested to be transferred to The Royal Canadian Engineers.

Instead of being sent overseas, The Department of National Defense placed him on "Home War Establishment" and he was sent to Petawawa for a course. After two months, he was dispatched to Dundurn, Saskatchewan, where he became O.C. of Training Companies. They trained several draughts, and in the spring of 1942, the whole training center was moved to Chilliwack. He was O.C. Train No. 2, and after Col. Davies, O.C. Train No. 1's train got into trouble and Harold's arrived first, he led his party into the camp. There, Majors Robertson and Farrell had prepared the camp with the help of architects. This eventually turned out to be a disaster, as later the superior officer made his life almost intolerable. (Later investigation has shown that very shortly after his request to be transferred elsewhere, the C.O. was retired for mental health reasons.)

In August 1943, after a course at Nanaimo, Harold was dispatched to the camp at Wainwright, Alberta, as Commanding Officer of 23rd General Pioneer Company and Camp Commandant. Tom Slater was his adjutant, and Captain Babbitt. The unit was disbanded November 15, 1944 and he returned to Winnipeg for a month or two.

On January 22nd, 1945, Harold returned to his old job as District Engineer in District No. 1, which included all survey, construction and maintenance work for highways and market roads in territory east of the Red River, west of the Ontario Boundary and from the United States Boundary, northward as far as road work was carried out. The Good Roads Board had been absorbed into the Department of Public Works, with M.A. Lyons as Deputy Minister and Geo Collins as Assistant Deputy Minister. The salary was \$4,000.00 per annum. Throughout the next five years, his task was an arduous one. Scarcity of trained engineers, shortages of money for road work, and change of personnel within the Department called for continuous mental and physical labour.

On May 31st, 1950, six months after his 65th birthday, the District Engineering work was finished. On May 26th, he was appointed Supervisory Engineer for the Federal Government to supervise the construction of 414 miles of the Trans-Canada Highway through Saskatchewan, with headquarters in Regina. With a staff of 2 inspection engineers and 2 clerks, the task was completed in March of 1954. After spending the summer at Star Lake, Harold started work for the Saskatchewan Government Highway Department 10. He worked all winter in the Saskatchewan Highway Department's Engineer Office in connection with payments due to Saskatchewan re: prior construction costs. The work was completed and he and Pearl left

Regina for Winnipeg on March 28, 1955. Harold could have continued to work in Saskatchewan but wanted to return to Winnipeg, their home of many years.

On May 15, 1955, Harold took over the task of engineer in charge of the construction of Falcon Beach Development for the Department of Mines and Natural Resource of the Province of Manitoba, including the laying out and construction of a dock, sidewalk, curb and gutter, sewage disposal plant, waterworks, and pumping station. This work was completed on November 19, 1957 after which Harold and Pearl spent the fall and winter at home and at Manigotagan.

During this period, a 2 months journey to the old country was enjoyed by Pearl and her husband. Leaving Winnipeg on March 5, 1956, they went via Toronto to New York. After 2 days in that city, they embarked on The Scythia for Le Havre, stopping off a few hours at Halifax on March 10th. They continued the journey in the same boat, arriving at Le Havre on March 18th. They took the train to Paris, arriving at about 4 p.m., and left Paris on March 20th from Gare du Nord for Calais. Arriving at the Mount Royal Hotel in London about 8 p.m. via Dover, they stayed in London until the evening of the 28th. Harold and Pearl took a train for Le Havre and boat to Dun Lohaire, arriving at 8 a.m. on the 29th. They saw Dublin from the Shelbourne Hotel and left for Thurles via Kingsbridge Station at 10:30 on the 30th. On the 31st, the couple went to Dundrum to see the Scotts and Fridays. Sunday, April 1st was spent sightseeing at the Blarney Castle in Cloonbeg, followed by a trip to Cork and back to Thurles. They caught the train for Dublin at 2 p.m. on Monday, then taxied from Kingsbridge Station to Westland Row Station, where the train left for Dromond, then to Mohill. Arriving that night at Mohill, they checked into the Cox's Motel where they stayed until the 7th. A taxi took them 30 miles to Cavan, where they caught a train to Belfast. Arriving in Belfast on Saturday, they registered at the Kensington Hotel. On Sunday the 8th, they saw Portrush and the Giant's Causeway. They left Belfast on the evening of the 10th for Glasgow, arriving at 8 a.m. on the 11th. They saw northern Glasgow and Edinburgh (a 2-day trip). At 10:50 a.m. on the 13th, they took a train from York to Hull, arriving at 6:33 p.m. The couple left Hull after four days and headed to Liverpool, checking into the Adelphi Hotel on the 18th. Boarding The Ivernia on the 19th at 11 a.m., they headed back to Montreal having had: 2 days in New York, 3 days in Paris, 8 days in London, 13 days in Ireland, 3 days in Scotland, 5 days in Hull and Liverpool (34 days total, 32 days in Europe). Harold and Pearl arrived in Montreal on April 26th and visited Quebec and Ontario, leaving Toronto on May 4th and arriving home in Winnipeg at 9:20 p.m. In total, the 61-day trip (at \$33.50 per day) cost them \$2,042.45.

From March 4th to 29th in 1957, the two made a journey to Los Angeles. They visited Hunts in Gustine, San Francisco, Seattle, Vancouver, Penticton, Salem Arms and Chilliwack. This 25-day trip (at \$30.00 per day) cost them \$750.00.

In June of 1958, Harold started work with Andrew Taylor & Associates, surveying for the Federal Government a revising the location for the existing highway through Riding Mountain National Park, from Wasagaming to the north boundary of the park, south of Dauphin. Their next job was to install a water supply for the Clear Lake Golf Course from May 27th until August of 1959. DuClarence Broughton, a senior technologist who worked closely with “the Major” in the Manitoba Highways

Department between 1946 and 1950, recently provided a number of insights into the man and his career. For example, Broughton contrasted the engineering technologies in place in the earlier days of the 20th century:

- The ax and the adze went into disuse when the motorized chain saw became available, and there was a sharp;
- Dog teams and toboggans are now items for recreation, thanks to the snowmobile and the all-terrain vehicle. Horse-drawn fresnos, slush buckets and elevating graders and draglines became obsolete when crawler tractors, bulldozers and motorized scrapers appeared;
- Gasoline and diesel engines replaced those driven by steam, and the airplane replaced the train for the transportation of some people and some goods. There was a decline in the use of picks, shovels, and spades, with the advent of the front-end loader;
- Significant increases in productivity came about through improvements to rock drilling equipment;
- Two-way radios and satellite ground position systems revolutionized communications and terrestrial navigation;
- Hand-held computers replaced slide rules, total station technology replaced level and transit books, and computer-assisted drafting machines and printers put the pencil and pen wielding draftsman out of business;
- For much of the century, adequate retirement pensions were very much a thing of the future.

Once the Clear Lake job was complete, Harold retired to develop their 143 acres of bush farm properties at Manigotagan. The lot (Lot 12) is situated on the Manigotagan River south, and adjacent to Woods Falls and moreover, it is crossed by the north-south highway from Powerview to Bissett. They also owned 80 acres on the east half of the northeast quarter of Section Eight, Township 25, Range Nine E.P.M. He left the portion of Lot Twelve lying west of

the highway to John David De Vere Hunt and the eastern 70 acres as well as the whole 80 acres of the east half of the northeast quarter of Sec. 8-25-9 E.P.M. to his oldest son Douglas William Hunt.

On October 20, 1959, Harold and Pearl went to Montreal to meet his daughter Margaret and her husband John at the Queen Elizabeth Hotel. They visited the Eastern Townships, Montreal, Toronto and Niagara Falls, returning home on November 3rd. It was a strenuous 16-day trip, which cost them (at \$20.00 per day) a total of \$320.00.

Harold was a proud member of Riverview United Church, the Manitoba Association of Professional Engineers, The Manitoba Historical Society, The Manitoba Archaeological Society, The United Empire Loyalist Association of Canada, The Royal Canadian Legion, the Alumni Association of the University of Manitoba, and a Life Member of both the Engineering Institute of Canada and the Prince Rupert Masonic Lodge No. 1. His extensive collection of archives is housed in the Special Collections area of the Archives in the Elizabeth Dafoe Library at the University of Manitoba.

He spent many years researching family genealogy, drawing extensive material together in a book entitled Birthrights. In 1958 he published a book on his four contributing lines of genealogy (in the days before computers-starting his research prior to 1920). He was very proud of his Loyalist ancestry and was active in the Winnipeg Branch of the United Empire Loyalists' Association of Canada. He not only researched his four contributing genealogical lines (Hunt, Ives, Scott and Farwell), but assisted with Pearl's four lines as well (Taylor, Dyson, Dyson and Hall)-all from Yorkshire, England.

Harold also qualified for the shooting team for Bisley but could not afford to go to England to compete. As a man in his late eighties, he could go through the bush at speed that none of his teenage grandchildren could manage to keep up with. He loved his wife dearly, but their wills clashed fairly regularly for most of their 72 years of marriage. She was emancipated before women generally were, as her mother before her had an independent income. (Her father thought that he had left her a million dollars, but the new owner of the business that he had sold it to just before he died, failed, and her money was used to pay off the debtors.)

On the outside, Harold seemed as tough as they come—an Irishman with a quick temper, but on the inside as sensitive and caring as any man could possibly be. An enigma to many, but a man of his word, who lived by the courage of his convictions and accomplished much, of lasting value. Most of all he had enormous amounts of both physical and mental energy, which he used productively.